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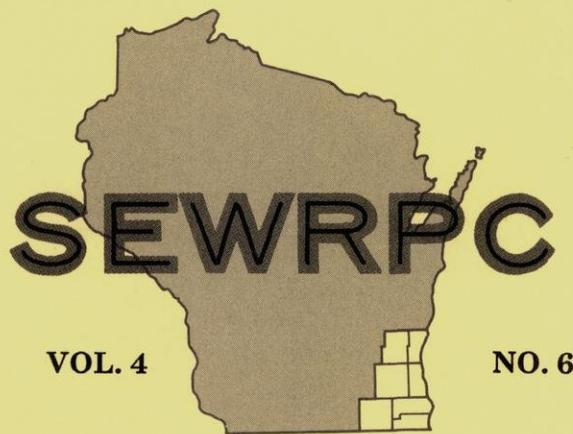
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TECHNICAL RECORD



DECEMBER 1993

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INTERPRETING SOILS OF SOUTHEASTERN WISCONSIN FOR ONSITE DISPOSAL OF HOUSEHOLD SEWAGE

by Marvin T. Beatty, Ph.D., Professor Emeritus of
Soil Science, University of Wisconsin-Madison

The contemporary status of planning, regulations, and practices for the onsite disposal of household sewage in soils in Wisconsin can be understood best when considered in relation to developments in planning, regulation, and practices over the past three decades. Therefore, this paper uses a historical approach to put current plans, regulations, and practices (including the interpretation of soil surveys for onsite disposal of household sewage) for the seven-county region of the Southeastern Wisconsin Regional Planning Commission into perspective.

REGULATIONS AND PRACTICES PRIOR TO 1960

In the later 1950s, subdivisions not served by public sewers were proliferating in southeastern Wisconsin and around most major metropolitan centers in the United States. Failures of the septic tank and seepage field systems being installed in these subdivisions were commonplace. Ditches along streets often transported small flows of gray, partly treated sewage effluent to larger collection ditches and to natural streams and lakes. The pungent stench of partially treated sewage became commonplace in some subdivisions on warm, windless evenings of spring, summer, and early fall. Subdivisions in southeastern Wisconsin were no exception, especially in the portions of the Region which have slowly permeable, clayey soils and seasonally high water tables (see Map 1). In addition, failure rates of onsite sewage disposal systems for houses not in subdivisions began to increase. Housing stock on lakeshores was particularly affected. The resulting effluent polluted adjoining water bodies, increasing eutrophication, and created a health hazard on lawns and in drainageways.

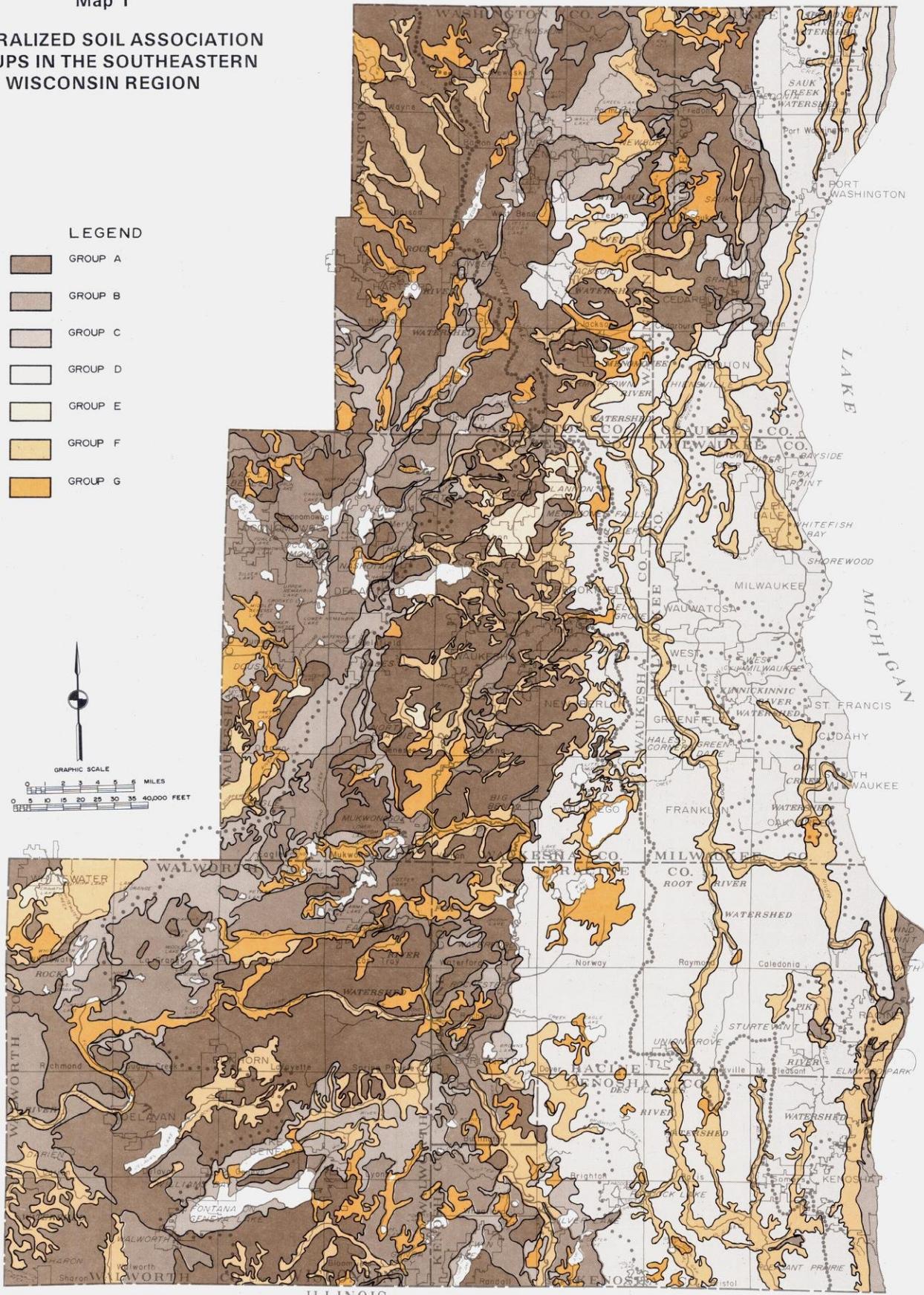
The Wisconsin Division of Health promulgated, as part of the Wisconsin Administrative Code, regulations for onsite disposal of household sewage. These included site requirements for proposed subdivisions not served by public sewers and also standards for design and construction of systems in subdivisions that met site requirements. The regulations required lots to be served by onsite systems to have percolation rates of less than 60 minutes per inch, that is, water must drop at least one inch per hour in a hole of prescribed diameter at a depth below the ground surface which approximated the depth of a seepage trench or bed. Additionally, at least 80 percent of each lot in a proposed subdivision was required to be three feet or more above the highest recorded level of groundwater and to be free of surface flooding. Lot size requirements were set to allow space for installation of a second seepage field in the event the first one failed. Other parts of the subdivision regulations prescribed sizes for seepage fields based on the number of bedrooms to be served and the percolation rate. The Wisconsin Plumbing Code gave requirements for materials and construction practices for onsite sewage disposal systems.

However, sewage disposal systems in unplatted lands were rarely subject to regulations or standards, since most local governments had no regulations, staff, or programs for dealing with household sewage disposal installations on these lands.

The Division of Health started field verification of subdividers' data on percolation rates and presence of groundwater in proposed subdivision plats late in 1959. They found numerous cases in southeastern Wisconsin for which field reviews by their personnel failed to corroborate data from subdividers and engineers for percolation rates and/or the absence of high groundwater in plats of proposed subdivisions. After extensive collaboration with the Soils Department of the University of Wisconsin, the Division began using pedological information such as soil color patterns, horizon thicknesses, textures, and structures to check data on proposed plats provided by subdividers. The new verification procedures were introduced to subdividers, surveyors, engineers, sanitarians, and local government officials during a daylong field and classroom workshop near Waukesha in the summer of 1960 and via subsequent smaller training sessions.

Map 1

GENERALIZED SOIL ASSOCIATION GROUPS IN THE SOUTHEASTERN WISCONSIN REGION



ILLINOIS

This generalized soil map provides a broad perspective on the patterns of the soils in the Region and the implications of those patterns for regional development. For example, about one-half of the 2,689-square-mile Region is covered by soils in groups D, E, F, or G, which are generally poorly suited for development with conventional onsite soil-absorption sewage disposal systems.

Source: SEWRPC.

REGULATIONS AND PRACTICES DURING THE 1960s

The value of using pedological information about soils as one means of evaluating suitability of soils for onsite disposal of household sewage effluent became apparent quickly to Division of Health staff, local government officials, planners, surveyors, sanitarians, and others. These individuals came to recognize that the soil characteristics, which had developed over several millennia, reflected natural water regimes and that the abilities of these same soils to receive, purify, and transmit household sewage effluent was closely related to their abilities to handle water under the natural regimes in which they had previously existed. The characteristics of soils themselves could, therefore, provide an independent check on data obtained from percolation tests and observations of groundwater levels in boreholes; they could also provide evidence of flooding in the absence of other data.

The U. S. Department of Agriculture, Soil Conservation Service, and the University of Wisconsin Extension Service and Geological and Natural History Survey, as collaborators in the National Cooperative Soil Survey, began to prepare interpretations of the soil series which occurred in Wisconsin for onsite disposal of household sewage. The Southeastern Wisconsin Regional Planning Commission recognized the value of information from soil surveys for planning many uses of land and contracted with the Soil Conservation Service for completion of detailed soil surveys of all seven counties in the Region. Interpretations of each soil mapping unit for onsite sewage disposal were included, together with numerous other interpretations, in the reports of the surveys.¹

These first systematic interpretations of pedological information collected and mapped in soil surveys for onsite sewage disposal grouped soils into four degrees of limitation for this land use: slight, moderate, severe, and very severe. Criteria for placing a soil mapping unit into one of these four categories were related to the ability of a soil to receive effluent, to transmit it downward by unsaturated flow while simultaneously degrading the organic components (including pathogens), and eventually to discharge the treated effluent to the groundwater table on a sustained basis. Soils which were underlain at shallow depths by cracked and creviced bedrock, soils on steep slopes, very slowly permeable soils of high clay content, organic soils, and soils with morphological evidence of periodic high water tables or flooding were rated as having very severe limitations. Soils of medium or sandy textures, strong structure, and no morphological evidence of periodic saturation were considered to have slight limitations if slopes were mild. Soils with characteristics between these two end members were rated as having moderate or severe limitations based on the collective judgment of soil scientists. Opportunities to observe the performance of numerous onsite sewage disposal systems in an array of known soils provided a basis for verifying and refining the soil interpretations for onsite sewage disposal systems.

The process of acquainting developers, plumbers, sanitarians, engineers, planners, and public officials with the limitations of many soils in the Region for onsite sewage disposal and the methods for evaluating proposed subdivisions and building sites using soil survey information to complement percolation tests continued throughout the decade. The Regional Planning Commission, the University of Wisconsin-Extension, and Waukesha County collaborated to develop a portion of the Waukesha County farm on the north edge of the City of Waukesha as a field teaching area. It was used extensively for this purpose for several years. In part because of the need for better regulation of subdivisions not served by public sewers and of houses being built in unplatted areas, local units of government in the Region opened or expanded sanitary departments and upgraded the capabilities of their staffs throughout the decade.

¹O. R. Haszel, Soil Survey of Walworth County, Wisconsin, 1971; E. G. Link and O. R. Demo, Soil Survey of Racine and Kenosha Counties, Wisconsin, 1970; D. E. Parker *et al.*, Soil Survey of Ozaukee County, Wisconsin, 1970; K. O. Schmude, Soil Survey of Washington County, Wisconsin, 1971; J. A. Steingraeber and C. A. Reynolds, Soil Survey of Waukesha and Milwaukee Counties, 1971.

DEVELOPMENTS DURING THE 1970s AND 1980s

Research and Development

As demand grew for residential housing in areas not served by public sewers, funding became available in Wisconsin to support basic and applied research relating to onsite disposal of household sewage. This research program was carried out jointly by the University of Wisconsin-Extension and the University of Wisconsin-Madison as the Small Scale Waste Management Project. Its scope included: characterization of water and wastewater production, wastewater treatment and nutrient removal, disinfection, movement of liquid into and through soil materials, using soil surveys for determining soil potential for disposal, microbial and viral reduction in soils, nutrient transformations in soils, soil clogging and crusting, liquid distribution systems, performance of soil disposal systems, institutional and economic aspects of onsite waste disposal, implications for land use patterns, small community waste treatment systems, and alternate designs.²

The wide array of research reports, professional papers, and theses that have been generated by the research and educational activities of the project have had profound influences on regulations and practices of onsite disposal of household wastes, both in Wisconsin and throughout the United States. These waste disposal systems began to change from what a California sanitary engineer described as "codified witchcraft" about three decades ago to an array of science-based systems designed to function under specific soil and site conditions and that have, when properly installed, a much wider range of adaptability and a much higher chance of performing effectively than did systems from earlier eras. Other states, especially Pennsylvania and North Carolina, conducted similar but less extensive research programs and field trials.

Bouma has described the key elements of the physical and biological research which underlie and undergird the new technology. The revolution in design of onsite systems began with fundamental considerations of liquid flow in porous media systems, that is, soils and sand beds. Whereas the percolation test measured saturated flow of water into a hole under physically undefined conditions with consequently unpredictable results for a sewage disposal system, the laboratory and field research began to define the parameters of liquid movement, clarify the effects of dosing regimes for the liquid, and allow predictions of the consequences of modifying major components of a soil absorption system such as the liquid distribution system, dosing rate, and overall size and shape of the systems.

From this work emerged the concept that the separation between suitable and unsuitable soils for onsite disposal of residential sewage was arbitrary, because of the wide variety of soil and site characteristics considered. Bouma and other researchers noted further that a series of separate critical values for individual factors such as slope, depth to limiting layers, and hydraulic conductivity result in an inflexible regulatory system and divert attention from the aim of such systems, which is to provide adequate treatment and disposal of liquid household wastes. As an alternative they defined criteria for adequate onsite treatment and disposal of household sewage and followed these by definitions and descriptions of system designs considered fully adequate for achieving this goal indefinitely for a particular group of soil and site conditions.

This concept resulted in every soil and site being considered a problem. The response was then to apply sound physical, chemical, biological, and engineering principles to define, design, and test a series of systems that would function under unique combinations of soil and site conditions. The ultimate expression of this concept would be systems custom-designed for every individual site. Related to this concept is the definition of acceptable performance for onsite systems for disposal of sewage: "Acceptable onsite disposal and treatment of domestic liquid waste implies complete infiltration into the seepage system at all times, followed by transformations during soil percolation

²Anonymous, Publication List of the Small Scale Waste Management Project, 1985.

to the effect that neither the groundwater aquifer nor surface waters are contaminated at any time to a degree that is unacceptable in terms of human health or environmental quality.”³

Research was concentrated on some combinations of soil and site conditions that were particularly widespread and that caused major problems with the conventional septic tank-shallow trench soil absorption system. Since research had shown that predicting liquid movement through structured soil was strongly dependent on the application rate in relation to the hydraulic conductivity of the soil, and since formation of clogging mats in soil absorption systems is ubiquitous, engineers and scientists of the project introduced the use of a sand blanket over the uncompacted natural soil surface in a number of difficult settings. Introduction of carefully sized sand, applied without compacting the underlying soil, had two beneficial effects. It eliminated “short-circuiting,” in which effluent may move with great speed through large pores or voids and reach the groundwater essentially untreated, and it provided a zone for absorption and decomposition of effluent under aerobic conditions above soils with low hydraulic conductivities which are prone to develop anaerobic conditions quickly, clog, and fail hydraulically. The introduction of controlled dosing of effluent into beds, rather than continuous flow, was introduced to help control development of anaerobic conditions and excessive clogging. Dosing replaced continuous low flows of liquid with alternate, short periods of liquid flow and longer periods when air would replace liquids as soil pores drained, thus aiding in maintenance of aerobic conditions.

The technological packages that emerged came to be called “mound systems.” They were tested rigorously under field conditions for three types of settings for which conventional shallow absorption trenches are inadequate: insufficient depth of soil above cracked or creviced bedrock, insufficient depth of soil above the water table, and low soil permeability and the consequent need for a low, uniform effluent loading rate applied by dosing.

Concurrently, research on pathogens in septic tank effluent and their removal in soils defined conditions under which effective removal occurs. Slow liquid movement and consequent long residence times of bacteria and viruses in intimate contact with soil and optimum soil temperatures are key factors for inactivation or destruction of human pathogens.⁴ The systems which include both a sand fill and dosing enhance conditions for contact. Optimum temperatures are associated with continuous use of a system, since introduction of warm effluent elevates temperatures in beds during cold weather.

The research also embraced studies of fundamental mechanisms of transformations and pollution by both nitrogen and phosphorus under field and laboratory conditions. These studies have resulted in alternative designs which have been incorporated into contemporary regulatory practice in Wisconsin and have influenced both research and regulatory practices in other states.

Along with technical and engineering aspects of research on small-scale waste disposal, research embraced institutional and economic dimensions as well. In addition to legal study of alternative methods for regulation of onsite systems,⁵ the studies of land use implications of additional alternative systems is of special relevance to planners and policy makers.

Regulatory Changes

The responsibility for regulation of onsite sewage disposal systems was transferred to the Wisconsin Department of Industry, Labor and Human Relations on May 31, 1983. Following this change of

³J. Bouma, “Subsurface Applications of Sewage Effluents,” in *Planning the Uses and Management of Land*, 1979

⁴K. M. Green and D. O. Cliver, *Removal of Virus from Septic Tank Effluent by Sand Columns*, 1974; W. A. Ziebel *et al.*, *Fecal Bacteria: Removal from Sewage by Soils*, 1975.

⁵D. E. Stewart, *Legal, Planning, and Economic Considerations of Onsite Sewerage Systems*, 1974.

agency responsibility, major revisions were made to Chapters ILHR 81, 83, and 85 of the Wisconsin Administrative Code in 1985, with less comprehensive changes occurring subsequently. One of the major changes created a new category of licensed practitioner, that of certified soil tester, in ILHR 81.

Subchapter III of ILHR 81 (Register, February 1985 and June 1992) deals with the certification of soil testers. The action to require certification of individuals who examine and test soil for purposes of determining its suitability for onsite sewage disposal was prompted by the widespread recognition that the soil percolation test and soil boring procedures as carried out by licensed plumbers and engineers produced results that were often greatly at variance with the true soil capabilities for onsite sewage disposal. Much of this variance was a result of lack of background and field training in acceptable practices as well as to the poorly defined parameters of the percolation test, not necessarily the result of intentional malpractice. Nevertheless, it was felt that reducing the number of people licensed to examine soil for onsite sewage disposal would greatly expedite training and hasten the progress of improving the siting, design, installation, and operation of onsite systems for sewage disposal. Subchapter III of ILHR 81 established a procedure for creating and maintaining a corps of trained and licensed individuals who are capable of conducting and interpreting examinations of soils for onsite disposal of sewage. The chapter is an example of the creation of a new, licensed specialty as a response to widely perceived problems and to the increasingly sophisticated technologies for onsite disposal of sewage. One of the principal subject matter areas introduced into the training and examination of certified soil testers was the identification and description of morphological properties of soils in the field, the same properties used by soil scientists in conducting soil surveys and preparing soil maps and reports. Thus the relationship between soil properties used for soil surveys and site evaluation for onsite sewage disposal began to be strengthened within the regulatory process at the state and local levels of government, as well as in the related private sectors. With licensure and specialization, a group of private professional soil testers who are both well-trained and licensed and who conduct soil examinations essentially full-time began to emerge.

Chapter ILHR 83 of the Wisconsin Administrative Code governs private sewage systems. The bulk of this chapter as adopted in February 1985 continues in force at this writing, but changes, discussed in a later section, to include newer technologies and practices were adopted in 1989 and 1991 and incorporated in the April 1992 recodification of the chapter. Key items in the chapters as promulgated in 1985 are described below.

ILHR 83.02: This section includes definitions for both conventional and alternative private sewage systems, color of soil, detailed soil maps, soil, soil mottles, soil saturation, and topsoil. The soil-related definitions appear in the code for the first time.

ILHR 83.06: This section establishes a county administrative requirement for private sewage disposal systems and, among other provisions, requires the county to obtain the services of a certified soil tester, either as a county employee or under contract, to review and verify certified soil tester reports.

ILHR 83.09: This section contains detailed requirements and procedures for evaluation of sites for proposed private sewage disposal systems. It requires that such evaluations be conducted by a certified soil tester. Section 83.09(4) deals with soil boring and profile descriptions. This is the subsection in which the principal components of soil morphology are included. Emphasis is on color patterns in the soil, especially those, such as mottles, which indicate the presence of periodic saturation or high groundwater elevations. The subsection states that percolation tests may not be required where a detailed soil map clearly indicates loamy sand or coarser material at the depth of the proposed system and for three feet below and the soil condition is confirmed by soil borings. Percolation test procedures and procedures for monitoring groundwater levels are specified.

ILHR 83.10(5): This section provides for the use of soil maps and their interpretations as a basis for denial of an onsite waste disposal system.

ILHR 83.22: This section represents a regulatory development related to alternatives to conventional private sewage disposal systems. Its procedures and specifications are based on the results of research by the University of Wisconsin Small Scale Waster Management Project, described earlier.

Chapter ILHR 85 pertains to subdivisions not served by public sewers. This chapter is a companion to ILHR 83, since private sewage systems apply to subdivisions not served by public sewers. ILHR 85 incorporates all the soil-related provisions of ILHR 83, as well as the requirement that a certified soil tester (ILHR 81) carry out the examination and testing of the soils in the proposed subdivision plat.

The regulatory changes embodied in chapters ILHR 81 and 83 of the Wisconsin Administrative Code led to significant increases in the capabilities of county sanitary departments. Certified soil testers were added to existing staffs. In some cases these individuals were also professional soil scientists who were familiar with the mapping and classification of soils as carried out through the National Cooperative Soil Survey.

The scope and extent of use of mound systems (ILHR 83.23) has been a strongly debated issue since they were introduced into the Administrative Code in 1983. In 1989, Chapter ILHR 83 was modified by the addition of Section 83.056, which is reproduced in its entirety below:

ILHR 83.056 Petitions for variances for existing systems. Pursuant to Section 145.24, Stats., an owner may petition the department for a variance to replace a private sewage system that serves an existing structure and is located in soils that do not meet the criteria specified in Section ILHR 83.23 for mound systems.

(1) **DEFINITIONS.** For the purpose of this section:

- (a) "A horizons" means mineral horizons that formed at the surface and are characterized by an accumulation of humified organic matter intimately mixed with the mineral fraction.
- (b) "B horizons" means horizons that formed below A or E horizons and are dominated by illuvial concentrations of silicate clay, iron, aluminum, gypsum or silica.
- (c) "E horizons" means mineral horizons in which the main feature is the loss of silicate clay, iron, aluminum, or a combination of these, leaving a concentration of sand and silt particles of quartz or other resistant minerals.

(2) **SOIL INVESTIGATIONS.** Detailed soil investigations shall be performed in accordance with Section ILHR 83.09(4).

(3) **FILING REQUEST.** The owner shall file a petition for variance and provide information to the department necessary to evaluate the request.

(4) **VERIFICATION.** Onsite inspections shall be performed by the department or county to verify the soil conditions reported. A detailed profile description shall be prepared and submitted with the variance.

(5) **DETERMINATIONS.** The department will not approve variances for replacement mound systems:

(a) In soils:

1. With less than 24 inches to bedrock; or
2. That contain mottles or are gleyed in the E or B horizon within four inches of the bottom of the A horizon.

(b) To replace holding tanks serving structures constructed after the effective date of this section.

History: Cr. Register, August 1989, No. 404, eff. 9-1-89.

This addition introduced several important aspects to onsite waste disposal on difficult sites:

- It formalized the petition for variance as a recourse for a homeowner with an existing structure located on soils that do not meet criteria for mound systems given in ILHR 83.23.
- It introduced for the first time, and gave general definitions of, major genetic horizons of mineral soils.
- It introduced, in Section 83.056(5)(a)2., a new limit for mottled or gleyed soil color patterns, and related that limit not to the depth below the land surface, but to the depth below the bottom of the A horizon of the soil in question. This represented a major change toward a pedological approach to site evaluation.
- It prohibited approval of a mound system, constructed to these criteria, to replace a holding tank to serve structures constructed after September 1, 1989.

Thus, this code modification incorporated both advances in the use of pedological soil information based on research of the Small Scale Waste Management Project and major restrictions on the sites to which the criteria might be applied.

REGULATORY CHANGES SINCE 1990

In July 1991, significant changes to ILHR 81 and 83 went into effect. These changes strengthened requirements for certified soil testers before they can use new soil evaluation procedures, introduced a new basis for evaluation and sizing of sites for soil absorption systems, began to phase out the percolation test for new construction, revised criteria for site evaluation, and revised criteria for acceptable precipitation data.

Changes in ILHR 81 and 83 are linked. The notoriously unreliable percolation test is to be phased out for most situations and replaced by a soil evaluation based on pedological characteristics (Sections 83.10(3) to (7), inclusive). The soil evaluation for absorption systems, 83.09(4m), is based on soil morphological properties that are known to affect the ability of a site to receive, transmit, and purify household sewage effluent. These morphological properties are set forth in Table O, entitled "Maximum Wastewater Infiltration Rates for Soil Absorption Systems." It not only specifies rates, but, more important, relates the rates to defined combinations of soil morphological properties. Combinations of such properties that are not acceptable for soil absorption systems are specified.

To create a corps of practitioners qualified to conduct the appropriate soil examinations, Sections ILHR 81.645, 81.646 and 81.66 were created. These regulations, respectively, require a certified soil tester to obtain a soil evaluation certification in order to use the new procedures; provide for certified soil testers who submit written reports under Section 83.09(7)(a)1 in lieu of monitoring groundwater levels to pass an examination on soil mottling; and stipulate requirements for renewal of certificates for soil tester.

These revisions, particularly the change from the percolation test to systematic evaluation of soil morphology, represent a decisive step in the process of introducing pedological soil properties into the evaluation of sites for onsite disposal of household sewage. From total reliance on the percolation test prior to 1960, the Wisconsin Administrative Code will have changed to reliance on a morphological soil examination by 1994, except for certain grandfathered situations. Wisconsin has been fortunate that this transition occurred in a setting in which substantial basic research, applied research, and monitored field testing were carried out systematically. The results of this work have been invaluable in shaping and pacing the changes. Continued research on important issues such as nitrogen additions to groundwater from both conventional and alternative soil absorptions systems is essential to help in defining loading rates of nitrate nitrogen to groundwater.

All the incremental changes in Chapter ILHR 83 described above were consolidated into a reissued chapter of the rule as revised, dated April 1992, No. 436. In June 1992, DILHR issued a policy

memorandum which states that it will now consider petitions for a variance to use mound systems for private sewage systems on new sites using the criteria described above in Section 83.056(5)(a)2, rather than the more restrictive criteria previously used for new mound systems. This change was contested in court by the Public Intervenor's office. In November 1992, a Dane County circuit court judge issued a restraining order prohibiting the Department from permitting mound systems for new construction under the criteria for replacement systems without a change in the Administrative Code. The Department is expected to pursue such an administrative code change in 1993. Such a change could have widespread and significant long-term impact on land use in most areas of Wisconsin.

NEW INTERPRETATIONS OF SOIL SURVEYS

Subsequent to the soil survey interpretations for onsite disposal of household sewage published in the Soil Conservation Service soil survey reports for southeastern Wisconsin, the Soil Conservation Service has progressively revised its interpretations for this land use on a national basis. This national reinterpretation has greatly reduced inconsistencies among states regarding interpretations for soils which occur in more than one state. It has for some soils, however, increased the divergence between such interpretations and regulatory standards and practices in Wisconsin. The Soil Conservation Service has assigned greater limitations to many soils at the same time that application of new research findings have extended the range of systems that were approved in Wisconsin, and, in effect, reduced their technical (but not institutional) limitations for alternative systems such as the mound or at-grade installations. It is crucial to note that the Soil Conservation Service interpretations are based upon use of conventional soil absorption systems, and do not consider alternative systems such as the mound, at-grade, or other advanced systems.

These concurrent developments, together with the process of developing a new long-range land use plan by the Southeastern Wisconsin Regional Planning Commission, led the Commission to request a reinterpretation of the soil mapping units contained in the detailed soil surveys of the Region for onsite disposal of household sewage. Since regulatory practice in Wisconsin has moved strongly to the use of specific morphological soil properties, the most logical basis for reinterpretation was to relate properties of the soils mapped and classified in southeastern Wisconsin to the current regulatory requirements in the Wisconsin Administrative Code. Therefore, the reinterpretation is based upon relating the properties of the soils in southeastern Wisconsin to the standards given in Chapter ILHR 83 of the Code. In the case of some soils, the reinterpretation is in accord with current interpretations of the Soil Conservation Service, but in other cases it differs, since different premises, criteria, and rating categories are used. Reinterpretations were made for conventional soil absorption systems and mound systems.

A three-category system was used for the reinterpretation. The three categories are: Suitable, Unsuitable, and Undetermined.

The morphological and other properties for each soil type and phase included in the published soil surveys of the seven counties⁶ which comprise the Southeastern Wisconsin Region were reviewed and compared with the criteria for conventional and mound soil absorption systems given in Chapter ILHR 83, Wisconsin Administrative Code. The soil mapping units were then assigned to one of the three categories as follows:

Suitable: The soil in the mapping unit has a high probability of meeting the requirements of the Code for the system being considered.

⁶O. R. Haszel, Soil Survey of Walworth County, Wisconsin, 1971; E. G. Link and O. R. Demo, Soil Survey of Racine and Kenosha Counties, Wisconsin, 1970; D. E. Parker et al., Soil Survey of Ozaukee County, Wisconsin, 1970; K. O. Schmude, Soil Survey of Washington County, Wisconsin, 1971; J. A. Steingraeber and C. A. Reynolds, Soil Survey of Waukesha and Milwaukee Counties, 1971.

Unsuitable: The soil in the mapping unit has a high probability of not meeting the requirements of the Code for the system being considered.

Undetermined: The soil in the mapping unit has a range of characteristics and/or slopes which span the criteria of the Code for the system being considered so that no classification can be assigned.

The soil ratings were reviewed by county sanitarians from within the Region and by soil specialists from the Wisconsin Department of Industry, Labor and Human Relations and U. S. Soil Conservation Service on the basis of their field experience and knowledge gained in the siting of onsite sewage disposal systems, and adjusted as appropriate.

The resulting soil classifications are shown graphically on Maps 2 and 3. Specifically, Map 2 depicts soil suitability for conventional onsite sewage disposal systems while Map 3 depicts soil suitability for mound sewage disposal systems. It should be recognized that Maps 2 and 3 are intended to illustrate the overall pattern of soil suitability for onsite sewage disposal systems and, in this respect, are useful in regional and local land use planning work. Detailed site investigations based on the requirements of Chapter ILHR 83 are essential to the determination of whether or not the soils on any specific tract of land are suitable for development served by onsite sewage disposal systems.

About 1,420 square miles, or about 53 percent of the total area of the Region, are covered by soils classified as unsuitable for conventional onsite sewage disposal systems; about 458 square miles, or 17 percent, are covered by soils classified as suitable for such systems; and about 608 square miles, or just over 22 percent, are covered by soils of undetermined suitability. The remaining 203 square miles, or about 8 percent of the Region, consist either of surface water or of disturbed land for which no soil survey data are available (see Table 1).

In comparison, about 911 square miles, or about 34 percent of the total area of the Region, are covered by soils classified as unsuitable for mound sewage disposal systems; about 1,014 square miles, or just over 37 percent, are covered by soils classified as suitable for such systems; and about 561 square miles, or 21 percent, are covered by soils of undetermined suitability. Clearly, the emergence of mound sewage disposal systems and other alternative onsite sewage disposal systems has opened substantial additional areas of the Region to urban development without centralized sanitary sewerage service.

IMPLICATIONS OF DEVELOPMENTS FOR ONSITE DISPOSAL OF HOUSEHOLD SEWAGE

Notwithstanding the many developments in science, engineering, and regulatory practice that affect onsite disposal of household sewage during the past 30 years, problems and issues associated with this land use will continue into the foreseeable future, some with accentuated intensity.

The major issue of how alternative systems of onsite disposal for household sewage are to be used in connection with new homes demands serious, thoughtful attention by regional planning commissions and nearly every local unit of government in the State because of the profound impacts of the widespread use of such systems on land use patterns, costs of public services, and natural resources such as groundwater and open space areas including wetlands. The need for such consideration of the issue is urgent.

The system of soil examination introduced into the Wisconsin Administrative Code in 1991 is far more sophisticated than the percolation test. Therefore, continuing education, training, and review of certified soil testers assumes much greater importance than under older regulations. Individuals currently certified will require continuing education; the training and certification of new individuals will require more time and effort than in the past.

Design of alternative systems to fit specific sites has become much more sophisticated and exacting as well. Rigorous review of these designs and specifications by highly qualified persons is of paramount importance as a part of the State's regulatory function for onsite disposal of household sewage effluent. One or more individuals well versed in soil science and engineering with statewide

Table 1

SOIL SUITABILITY FOR CONVENTIONAL ONSITE AND MOUND SEWAGE DISPOSAL SYSTEMS IN THE REGION

Rating	Conventional Systems		Mound Systems	
	Square Miles	Percent of Region	Square Miles	Percent of Region
Unsuitable	1,420	52.8	911	33.9
Undetermined	608	22.6	561	20.9
Suitable	458	17.1	1,014	37.7
Other ^a	203	7.5	203	7.5
Total	2,689	100.0	2,689	100.0

^aIncludes disturbed areas for which no soil survey data are available and surface water.

Source: SEWRPC.

responsibility and authority in DILHR will be crucial to the regulatory oversight process. The State of Wisconsin must resist the seductive but erroneous notion that all soil-related problems with disposal of household sewage effluent have already been solved or can be obviated by pretreatment of household effluent from homes not served by public sewers. If the continuing need for attention to high and consistent regulatory standards and practices is not properly attended, the benefits of advances during the past 30 years in research and technology, as well as the greatly improved regulatory capability of local levels of government, could be severely compromised. This could lead to a return with a vengeance of the problems of the late 1950s which prompted the developments summarized in this paper.

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Map 2

SUITABILITY OF SOILS IN THE REGION FOR CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEMS

LEGEND

UNSUITABLE: AREAS COVERED BY SOILS HAVING A HIGH PROBABILITY OF NOT MEETING THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEMS.

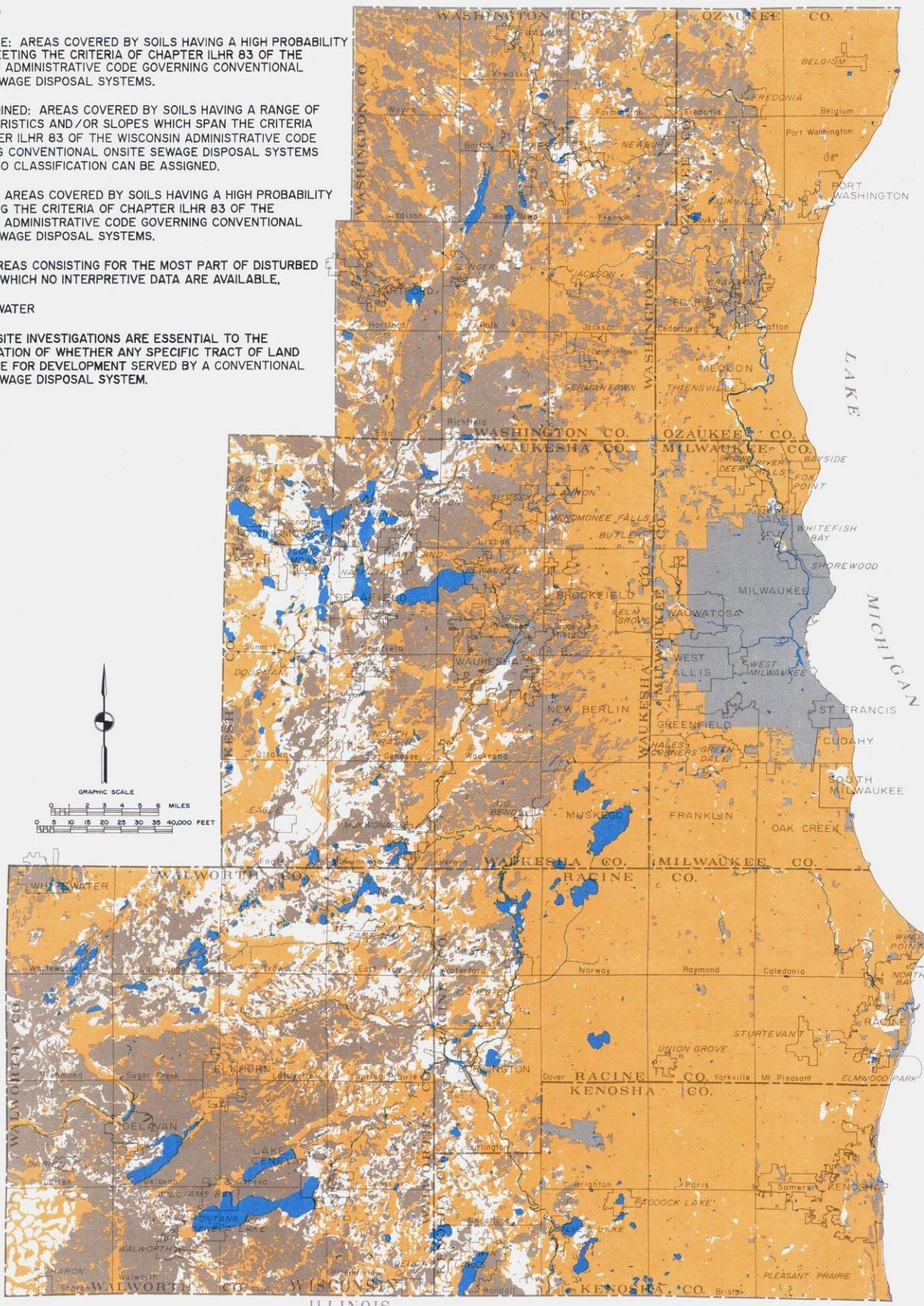
UNDETERMINED: AREAS COVERED BY SOILS HAVING A RANGE OF CHARACTERISTICS AND /OR SLOPES WHICH SPAN THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEMS SO THAT NO CLASSIFICATION CAN BE ASSIGNED.

SUITABLE: AREAS COVERED BY SOILS HAVING A HIGH PROBABILITY OF MEETING THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEMS.

OTHER: AREAS CONSISTING FOR THE MOST PART OF DISTURBED LAND FOR WHICH NO INTERPRETIVE DATA ARE AVAILABLE.

SURFACE WATER

NOTE: ONSITE INVESTIGATIONS ARE ESSENTIAL TO THE DETERMINATION OF WHETHER ANY SPECIFIC TRACT OF LAND IS SUITABLE FOR DEVELOPMENT SERVED BY A CONVENTIONAL ONSITE SEWAGE DISPOSAL SYSTEM.



About 1,420 square miles, or about 53 percent of the total area of the Region, are covered by soils unsuitable for conventional onsite sewage disposal systems; about 458 square miles, or 17 percent, are covered by soils suitable for such systems; and about 608 square miles, or about 22 percent, are covered by soils requiring more detailed field investigation for suitability determination. The remaining 203 square miles, or about 8 percent of the Region, consist of disturbed areas for which soil survey data are not available and of surface water.

Source: SEWRPC.

Map 3

SUITABILITY OF SOILS IN THE REGION FOR MOUND SEWAGE DISPOSAL SYSTEMS

LEGEND

UNSUITABLE: AREAS COVERED BY SOILS HAVING A HIGH PROBABILITY OF NOT MEETING THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING MOUND SEWAGE DISPOSAL SYSTEMS.

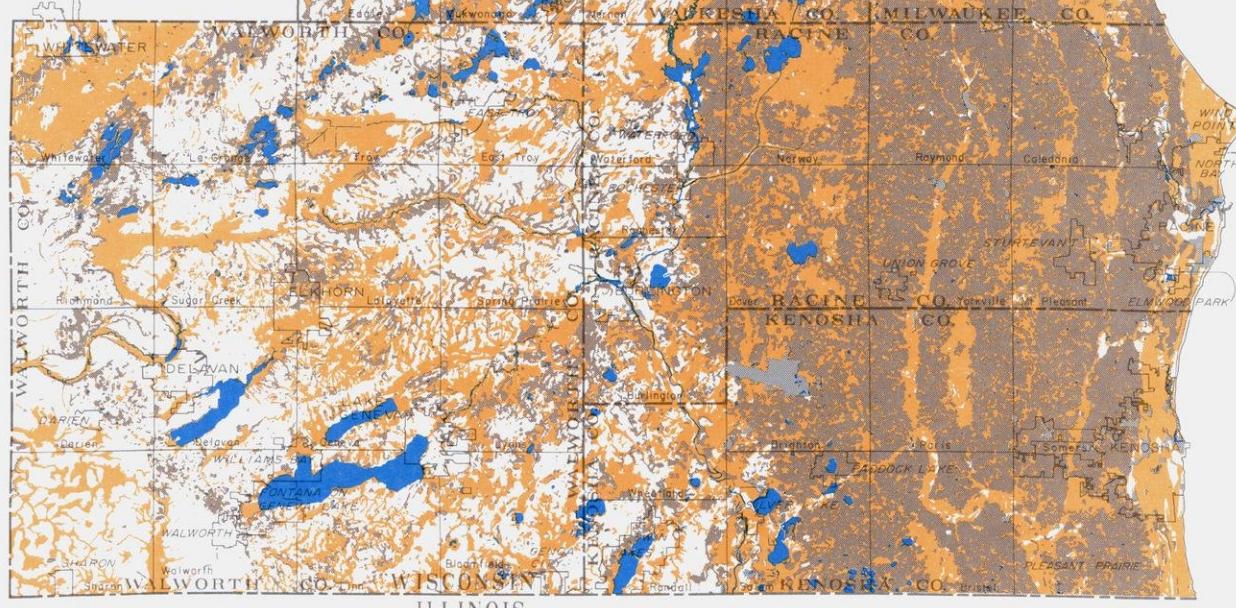
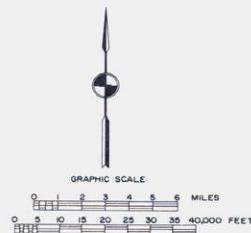
UNDETERMINED: AREAS COVERED BY SOILS HAVING A RANGE OF CHARACTERISTICS AND/OR SLOPES WHICH SPAN THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING MOUND SEWAGE DISPOSAL SYSTEMS SO THAT NO CLASSIFICATION CAN BE ASSIGNED.

SUITABLE: AREAS COVERED BY SOILS HAVING A HIGH PROBABILITY OF MEETING THE CRITERIA OF CHAPTER ILHR 83 OF THE WISCONSIN ADMINISTRATIVE CODE GOVERNING MOUND SEWAGE DISPOSAL SYSTEMS.

OTHER: AREAS CONSISTING FOR THE MOST PART OF DISTURBED LAND FOR WHICH NO INTERPRETIVE DATA ARE AVAILABLE.

SURFACE WATER

NOTE: ONSITE INVESTIGATIONS ARE ESSENTIAL TO THE DETERMINATION OF WHETHER ANY SPECIFIC TRACT OF LAND IS SUITABLE FOR DEVELOPMENT SERVED BY A MOUND SEWAGE DISPOSAL SYSTEM.



About 911 square miles, or about 34 percent of the total area of the Region, are covered by soils unsuitable for the most common type of alternative onsite sewage disposal system, the mound system; about 1,014 square miles, or about 37 percent, are covered by soils suitable for this type of system; and about 561 square miles, of about 21 percent, are covered by soils requiring more detailed field investigation for suitability determination. The emergence of the mound sewage disposal system and other alternative onsite sewage disposal systems has opened substantial additional areas of the Region to urban development without centralized sanitary sewerage service, substantially diminishing the importance of soil limitations as a constraint on scattered urban development.

Source: SEWRPC.

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SHIFTS IN CENTERS OF POPULATION WITHIN THE REGION: 1963-1990

by Donald G. Dittmar, SEWRPC Senior Specialist

INTRODUCTION

In order to assist in monitoring residential population shifts within the seven-county Southeastern Wisconsin Region, the Southeastern Wisconsin Regional Planning Commission undertook the task of computing the 1963, 1970, 1980, and 1990 centers of population for each county in the Region, as well as for the Region itself. A center of population is defined as that point for a particular geographic area which minimizes the sum of the air line distances from that location to the distributed location of the entire resident population. The locations of centers of population are, therefore, useful in analytical and quantitative studies made by both public and private agencies wherein knowledge of service areas or market areas or of shifts in residential population is required.

BACKGROUND

The geographic centers and centers of population within the Region and each of the seven constituent counties were first presented in an article by Wayne H. Faust titled "Computing the Center of Population and the Geographic Center," SEWRPC Technical Record, Vol. 3, No. 2, 1969. That article not only identified the geographic centers and centers of population within the Region and constituent counties for the years 1967 or 1968, but also presented detailed information on the computational methodology used to derive such centers. In that article, the centers of population were computed by using 120 subareas of the Region which were congruent with city, village, and/or town boundaries for all areas outside Milwaukee County. Within Milwaukee County, the center of population location had been previously computed by the City of Milwaukee. For each of the 120 subareas, the center of population was located by visual inspection of the development patterns identified on the SEWRPC map titled "Existing Land Use, March 1963." The coordinates of each center of population along with the SEWRPC-estimated 1967 or 1968 population level for each respective area were then entered into the equations for computing the overall center of population as presented in the article. The geographic centers of each county and the Region were computed by first dividing the Region into 35 areas for which the geographic centers, or centroids, could be readily located by map inspection. Equations similar to those used in computing the center of population were used to compute the overall geographic center of each county and the Region.

Information on the centers of population within the Region and each of the seven constituent counties were once again presented in another article by Mr. Faust titled "Shifts in Centers of Population within the Region: 1960-1970," SEWRPC Technical Record, Vol. 3, No. 4, 1971. In this article the centers of population for the year 1960 were computed by utilizing population data from the U. S. Bureau of the Census, 1960 Census of Population, for each civil division in the Region. Visual inspection of development patterns displayed on the SEWRPC 1963 existing land use map was used to determine the coordinates for the centers of population for each civil division. The coordinates, together with the 1960 census enumerated population level for each civil division, were entered into the equations for computing the centers of population for the Region and each of the seven constituent counties. The centers of population for the year 1970 were computed utilizing population data from the U. S. Bureau of the Census, 1970 Census of Population, for approximately 1,000 census tracts or enumeration districts comprising the Region. Visual inspection of development patterns displayed on the SEWRPC 1970 existing land use map was used to determine the coordinates for the centers of population for each census tract and enumeration district. These coordinates, together with the 1970 census enumerated population level for each area, were entered into the equations for computing the centers of population for the Region and for each of the seven constituent counties.

The resultant 1970 centers of population were displayed, together with the previously computed 1960 centers of population, on a map in the 1971 SEWRPC Technical Record article. Also displayed were the 1960 geographic centers of each county and the of Region as computed in 1969 and the geographic

Table 1
**SELECTED GEOGRAPHIC AND POPULATION CENTERS IN
 THE SOUTHEASTERN WISCONSIN REGION: 1960 AND 1970**

Geographic Unit	Geographic Center	Center of Population	
		1960	1970
Southeastern Wisconsin Region	0.2 mile east and 0.3 mile south of the intersection of CTH I and CTH F in Section 26 in the Town of Waukesha	S. 67th Street between W. Euclid and W. Oklahoma Avenues in the City of Milwaukee	S. 71st Street and W. Oklahoma Avenue in the City of Milwaukee
Kenosha County	Center of Section 5, T1N, R21E, in the Town of Bristol	In the NE 1/4 of Section 3, T1N, R22E in the Town of Pleasant Prairie	In the NW 1/4 of Section 3, T1N, R22E, in the Town of Pleasant Prairie
Milwaukee County	In the SW 1/4 of Section 1, T6N, R21E, in the Village of West Milwaukee	Between N. 30th and N. 31st Streets and between W. Kilbourn Avenue and W. Wells Street in the City of Milwaukee	N. 22nd Street and W. Wells Street in the City of Milwaukee
Ozaukee County	In the SE 1/4 of Section 26, T11N, R21E, in the Village of Saukville	In the SW 1/4 of Section 18, T10N, R22E in the Town of Grafton	In the SW 1/4 of Section 18, T10N, R22E, in the Town of Grafton
Racine County	In the SE 1/4 of Section 6, T3N, R21E, in the Town of Yorkville	In the NW 1/4 of Section 15, T3N, R22E, in the Town of Mt. Pleasant	In the SW 1/4 of Section 10, T3N, R22E, in the Town of Mt. Pleasant
Walworth County	NE corner of Section 1, T2N, R16E, in the Village of Elkhorn	In the SW 1/4 of Section 1, T2N, R16E, in the Town of Delavan	In the SW 1/4 of Section 35, T3N, R16E, in the Town of Sugar Creek
Washington County	NW corner of the NE 1/4 of Section 3, T10N, R19E, in the Town of Polk	In the NE 1/4 of Section 3, T10N, R19E, in the Town of Polk	In the SW 1/4 of Section 2, T10N, R19E, in the Town of Polk
Waukesha County	SE corner of Section 36, T7N, R18E, in the Town of Delafield	In the NW 1/4 of Section 26, T7N, R19E, in the Town of Pewaukee	In the SE 1/4 of Section 23, T7N, R19E, in the Town of Pewaukee
City of Milwaukee	Intersection of N. 42nd Street and W. North Avenue in the City of Milwaukee ^{a,b}	Between N. 27th and N. 28th Streets and slightly north of W. Vliet Street in the City of Milwaukee ^a	N. 31st Street and W. Walnut Street in the City of Milwaukee ^a

^aThe location of these centers were provided by the City of Milwaukee, Department of City Development.

^bThe geographic center of the City of Milwaukee is based on the jurisdictional area of the City as it has existed since 1963.

Source: City of Milwaukee, Department of City Development; and SEWRPC.

center of the City of Milwaukee. A copy of the map displaying the aforementioned information presented in the 1971 SEWRPC Technical Record has been reproduced herein as Map 1. A narrative description of the centers of population and the geographic centers are set forth in Table 1.

COMPUTING THE CENTERS OF POPULATION: 1963, 1970, 1980, and 1990

The availability of population data for the Region by U. S. Public Land Survey System one-quarter section and the availability, from Commission files, of Wisconsin State Plane Coordinates for all quarter-section corners within the Region provided the basis for a more refined technique which more closely approximates true integration than do the techniques originally used for locating both the centers of population and the geographic centers. Under this refined technique, each of the approximately 10,800 one-quarter sections within the Region was considered an element, the centroidal distance of which could be computed readily by machine. The acreage and population of each one-quarter section was then multiplied by its respective centroidal distances, the products summed, and then divided by the total area and population of the Region to obtain the geographic center and center of population.

The 1963, 1970, 1980, and 1990 centers of population within the Region and each respective county thus computed are shown on Map 2 and described in Table 2. This article thus provides new information on regional and county centers of population for the years 1963, 1980, and 1990 and sets forth a recomputed center of population, using this refined technique for the year 1970. It should be noted that utilizing the one-quarter section rather than a census tract or enumeration district as an element in recomputing the 1970 centers of population resulted in a maximum variance of 0.8 mile for the center of population in Walworth County.

Map 1

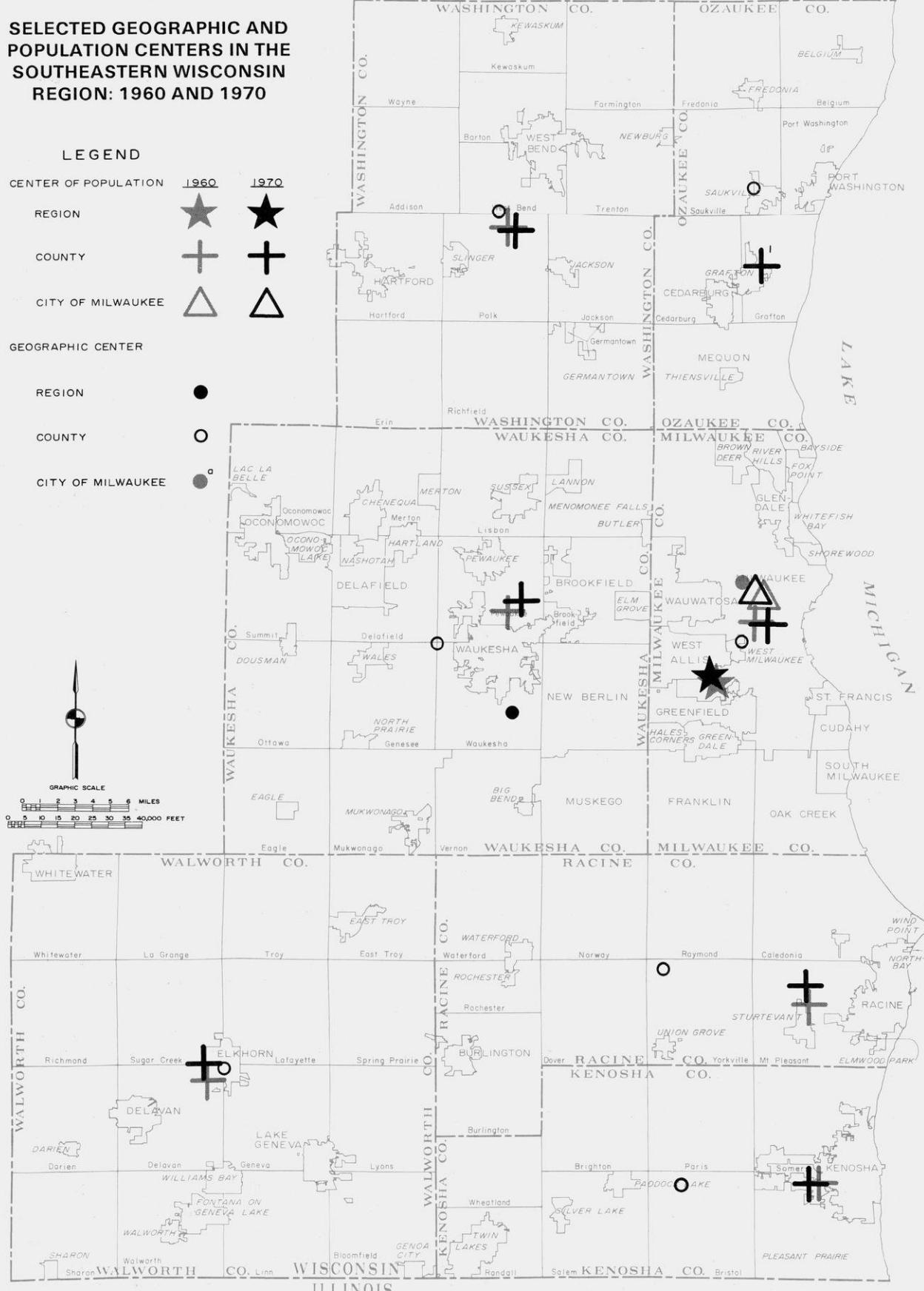
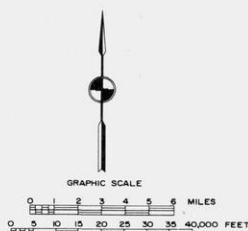
SELECTED GEOGRAPHIC AND POPULATION CENTERS IN THE SOUTHEASTERN WISCONSIN REGION: 1960 AND 1970

LEGEND

CENTER OF POPULATION	1960	1970
REGION	★	★
COUNTY	+	+
CITY OF MILWAUKEE	△	△

GEOGRAPHIC CENTER

REGION	●
COUNTY	○
CITY OF MILWAUKEE	●



^aBased on the jurisdictional area of the City as it has existed since 1963.

¹1960 and 1970 locations are the same.

Source: SEWRPC.

Table 2
SELECTED POPULATION CENTERS IN THE SOUTHEASTERN
WISCONSIN REGION: 1963, 1970, 1980, AND 1990

Geographic Unit	Center of Population			
	1963	1970	1980	1990
Southeastern Wisconsin Region	S. 68th Street between W. Euclid and W. Oklahoma Avenues in the City of Milwaukee	S. 78th Street (extended) between W. Burdick and W. Oklahoma Avenues in the City of Milwaukee	S. 92nd Street between W. Beloit Road and W. Oklahoma Avenues in the City of Milwaukee	S. 96th Street between W. Manitoba and W. Oklahoma Avenues in the City of West Allis
Kenosha County	In the NW 1/4 of Section 3, T1N, R22E in the Town of Pleasant Prairie	In the NW 1/4 of Section 3, T1N, R22E in the Town of Pleasant Prairie	In the NW 1/4 of Section 4, T1N, R22E in the City of Kenosha	In the NW 1/4 of Section 4, T1N, R22E in the City of Kenosha
Milwaukee County	N. 31st Street (extended) between W. Wells Street and W. Kilbourn Avenue in the City of Milwaukee	N. 34th Street between W. Wells Street and W. Wisconsin Avenue in the City of Milwaukee	N. 35th Street between W. Wells Street and W. Wisconsin Avenue in the City of Milwaukee	N. 35th Street between W. Wells Street and W. Wisconsin Avenue in the City of Milwaukee
Ozaukee County	In the SW 1/4 of Section 18 of T10N, R22E in the Town of Grafton	In the SE 1/4 of Section 13 of T10N, R21E in the Town of Grafton	Washington Street and 13th Avenue in the Village of Grafton	Bridge Street and 14th Avenue in the Village of Grafton
Racine County	In the SW 1/4 of Section 10 of T3N, R22E in the Town of Mt. Pleasant	In the SW 1/4 of Section 10 of T3N, R22E in the Town of Mt. Pleasant	In the SE 1/4 of Section 9 of T3N, R22E in the Town of Mt. Pleasant	In the SW 1/4 of Section 9 of T3N, R22E in the Town of Mt. Pleasant
Walworth County	In the SW 1/4 of Section 1 of T2N, R16E in the City of Elkhorn	In the SE 1/4 of Section 35 of T3N, R16E in the Town of Sugar Creek	W. Geneva and Franklin Streets in the City of Elkhorn	W. Walworth and Elm Streets in the City of Elkhorn
Washington County	In the NE 1/4 of Section 3 of T10N, R19E in the Town of Polk	In the SW 1/4 of Section 2 of T10N, R19E in the Town of Polk	In the SW 1/4 of Section 2 of T10N, R19E in the Town of Polk	In the NW 1/4 of Section 11, T10N, R19E in the Town of Polk
Waukesha County	IH 94 and STH 164 in the Town of Pewaukee	IH 94 and STH 164 in the Town of Pewaukee	Waukesha County Crites Field in the Town of Pewaukee	Waukesha County Crites Field in the Town of Pewaukee

Source: SEWRPC.

The geographic centers were also recomputed using the quarter section as the area element rather than the 35 subareas noted in the SEWRPC Technical Record, Vol. 3, No. 2, 1969. The recomputation of the geographic centers in this manner resulted in a maximum variance of just over 0.1 mile for the geographic center of Kenosha County, thus confirming the geographic center information set forth in the 1969 SEWRPC Technical Record. Information on shifts in the center of population over the time period 1963 through 1990 using the U. S. Public Land Survey one-quarter section as the basis for computation is presented in the following section.

SHIFTS IN THE CENTERS OF POPULATION: 1963-1990

The Region

As indicated on Map 2 and described on Table 2, between 1963 and 1990 the center of population within the Region moved about 1.8 miles in a westerly direction in Milwaukee County, from about S. 68th Street and W. Oklahoma Avenue in the City of Milwaukee in 1963 to about S. 96th Street and W. Oklahoma Avenue in the City of West Allis in 1990. During this time, the center of population varied by less than 0.1 mile to the north and south of W. Oklahoma Avenue. This movement is indicative of the fact that between 1963 and 1990, the growth in the population of the Region occurred fairly uniformly north and south of the center of population. The westerly movement resulted mainly from population increases in Waukesha County of about 120,500 persons, or about 66 percent, between 1963 and 1990, and a population decrease in Milwaukee County of about 127,000 persons, or about 12 percent, between 1963 and 1990.

Between 1963 and 1970, the center of population within the Region moved about ten blocks in a westerly direction from S. 68th Street and W. Oklahoma Avenue in 1963 to S. 78th Street and W. Oklahoma Avenue in 1970. The center of population continued to move in a westerly direction to S. 92nd Street and W. Oklahoma Avenue in 1980. The 1970 to 1980 shift of about 0.9 mile in the center of population of the Region, while representing the largest single-decade movement, occurred when the total population of the Region increased by only about 8,700 persons, or about 0.5 percent, indicating a large redistribution of the population of the Region. During this period, Milwaukee County and the areas east of IH 94 in Racine and Kenosha Counties experienced significant population decreases, while the western counties, Walworth, Washington, and Waukesha, and areas

Map 2

**SELECTED
POPULATION CENTERS
IN THE SOUTHEASTERN
WISCONSIN REGION: 1963,
1970, 1980, AND 1990**

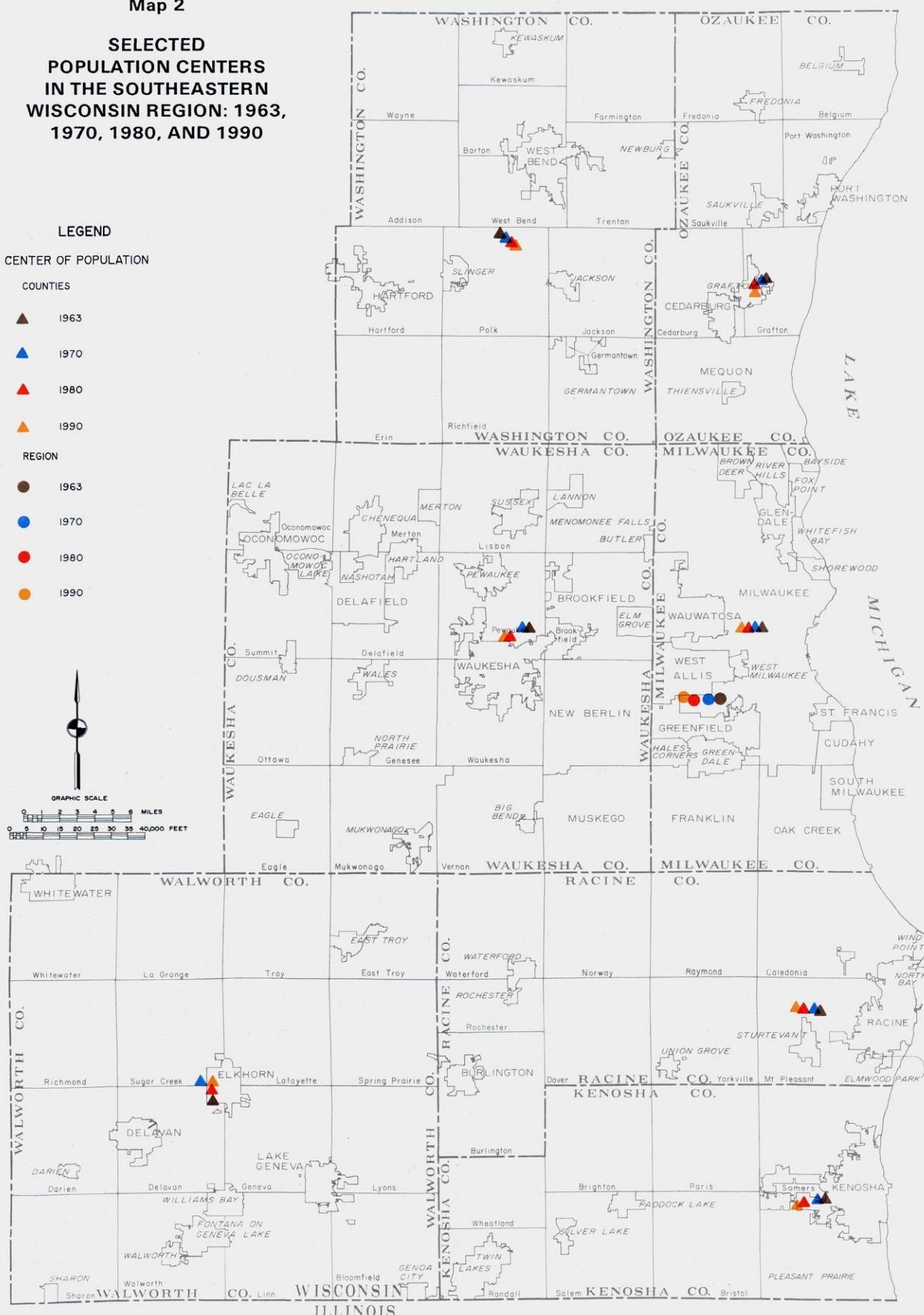
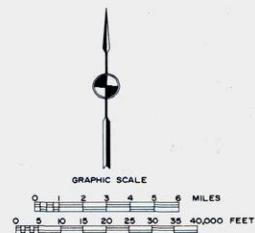
LEGEND
CENTER OF POPULATION

COUNTIES

- ▲ 1963
- ▲ 1970
- ▲ 1980
- ▲ 1990

REGION

- 1963
- 1970
- 1980
- 1990



west of IH 94 in Kenosha and Racine Counties experienced population increases. The movement of the center of population between 1980 and 1990 to a location at S. 96th Street and W. Oklahoma Avenue, only four blocks west of the 1980 location, occurred during a decade when the population of the Region increased by about 45,600 persons, or about 3 percent, and indicates continued population growth in the western portions of the Region.

Kenosha County

Between 1963 and 1990, the center of population within Kenosha County moved about 1.3 miles in a westerly direction from a point in the north-central portion of the Town of Pleasant Prairie in 1963 to the western portion of the City of Kenosha in 1990 (see Map 2 and Table 2). Between 1963 and 1970, the center of population of Kenosha County shifted west about 0.3 mile, reflecting population decreases in central-city areas of the City of Kenosha and population increases in outlying areas of the City of Kenosha and in western Kenosha County during this time. Between 1970 and 1980, the center of population of the County shifted about 0.7 mile farther west, reflecting the fact that virtually the entire population increase for the County during this time, about 5,200 persons, occurred in areas west of IH 94. The center of population continued to move about 0.3 mile in a westerly direction between 1980 and 1990, reflecting the fact that 60 percent of the total population increase in the County in this period, about 3,000 persons, occurred in areas west of IH 94.

Milwaukee County

While there have been significant changes in population levels within Milwaukee County between 1963 and 1990, such changes have not resulted in concomitant changes in the center of population (see Map 2 and Table 2). Increases and decreases in population levels in Milwaukee County during the years 1963 to 1990 have occurred in a rather uniform manner around the 1963 center of population, so that by 1990 the center of population was located at N. 35th Street and W. Wisconsin Avenue, only four blocks west and one block south of the 1963 location of N. 31st Street and W. Wells Street, both locations lying within the City of Milwaukee.

Ozaukee County

Between 1963 and 1990, the center of population within Ozaukee County moved about 0.7 mile in a southwesterly direction from a point located in the central portion of the Town of Grafton in 1963 to a point at the intersection of Bridge Street and 14th Avenue in the Village of Grafton in 1990 (see Map 2 and Table 2). Between 1963 and 1970 and between 1970 and 1980, the center of population moved in a southwesterly direction about 0.2 mile and 0.4 mile, respectively, primarily as a result of significant increases in population levels in the Cities of Cedarburg and Mequon and the Village of Grafton. Between 1980 and 1990, the center of population moved about 0.2 mile in a southerly direction, reflecting a more uniform growth pattern in areas south of the center of population.

Racine County

The center of population within Racine County moved about 1.1 miles in a westerly direction from its original 1963 location in the north-central portion of the Town of Mt. Pleasant (see Map 2 and Table 2). The center of population moved 0.4 mile during both the 1963 to 1970 and 1970 to 1980 time periods and another 0.3 mile between 1980 and 1990. This movement is the result of significant increases in the populations during this time of those areas of Racine County located west of IH 94, coupled with only modest population increases or net population decreases, most notably in the City of Racine, in areas east of IH 94 during the same period.

Walworth County

As indicated on Map 2 and described in Table 2, the center of population within Walworth County exhibited, between 1963 and 1990, the most erratic movement of any center in the Region. Between 1963 and 1970, the Walworth County center of population moved approximately 0.9 mile in a northwesterly direction from a point in the southwest portion of the City of Elkhorn in 1963 to a point west of the City of Elkhorn in the Town of Sugar Creek in 1970. The center of population then moved about 0.7 mile in a southeasterly direction between 1970 and 1980, and about 0.1 mile in a northerly direction between 1980 and 1990. Much of the movement in the center of population for Walworth County is directly attributable to population changes in the City of Whitewater. According

to the U. S. Bureau of the Census, the population of the City of Whitewater increased by about 3,700 persons, or about 59 percent, between 1960 and 1970; decreased by about 1,000 persons, or about 10 percent, between 1970 and 1980; and then increased again by about 1,100 persons, or about 12 percent, between 1980 and 1990.

Washington County

Between 1963 and 1990, the center of population within Washington County moved about 0.9 mile in a southeasterly direction from its original 1963 location in the north-central portion of the Town of Polk. The shift in the center of population within Washington County during this period has been uniform both in terms of direction, southeasterly, and distance, 0.3 mile, for each time period: 1963 to 1970, 1970 to 1980, and 1980 to 1990 (see Map 2 and Table 2). An important factor in the constant southeasterly shift of the center of population in Washington County was the increase in population levels in the southern one-half of the County, especially the Germantown, Erin, and Richfield areas.

Waukesha County

Between 1963 and 1990, the center of population within Waukesha County moved about 1.2 miles in a southwesterly direction from a point southwest of the intersection of IH 94 and STH 164 in 1963 to a point within Waukesha County Crites Field in 1990, both in the Town of Pewaukee (see Map 2 and Table 2). Between 1963 and 1970, the center of population within Waukesha County moved only about 300 feet in a westerly direction. The center of population moved about 0.9 mile in a southwesterly direction between 1970 and 1980 and another 0.3 mile in a southwesterly direction between 1980 and 1990. These movements were the result of significant increases in the population levels in the civil divisions located south of the center of population between 1970 and 1990, especially in the City of Waukesha and the Towns of Genesee, Mukwonago, Vernon, and Waukesha.

SUMMARY

In order to assist in monitoring residential population shifts within the seven-county Southeastern Wisconsin Region, the Regional Planning Commission undertook the task of computing the 1963, 1970, 1980, and 1990 centers of population for the Region and for each respective county within the Region. Between 1963 and 1990, the center of population for the Region as a whole moved about 1.8 miles in a westerly direction along W. Oklahoma Avenue in southern Milwaukee County. Movement in the centers of population within Kenosha, Milwaukee, and Racine Counties between 1963 and 1990 occurred consistently in a westerly direction, reflecting population losses in the predominantly older, central-city areas of these counties and population increases in the westerly portions of said counties. The centers of population within Ozaukee and Washington Counties moved primarily in a southerly direction between 1963 and 1990, reflecting the significant increases in population levels in communities located in the southern portion of these counties. The southwesterly shift in the center of population within Waukesha County between 1963 and 1990, especially during the last two decades, reflects the increase in population levels of communities in the south-central portions of Waukesha County. Finally, the somewhat erratic shift in the center of population within Walworth County during the 1963 to 1990 time period reflects the significant change in population levels for the City of Whitewater during this time.

METHODOLOGY FOR REVIEW OF CHALLENGES TO WETLAND FIELD DELINEATIONS CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

by Donald M. Reed, SEWRPC Chief Biologist

INTRODUCTION

From time to time the Commission experiences challenges to wetland delineations made by its staff using a prescribed routine wetland determination method.¹ These challenges usually arise from property owners who wish to develop their land and find that their proposed development encroaches upon a regulated wetland. While most of these challenges are readily handled by the Commission staff through consultation with Federal and State regulatory staffs and correspondence to, and/or meetings with, the property owner, a few are referred by the owner to private consulting firms for verification and/or redelineation. In addition, some wetland delineations are made during winter months, when the ground is frozen. In such instances, the Commission staff must rely on the U. S. Department of Agriculture, Soil Conservation Service, soils mapping to identify hydric soils. Because these maps are generalized, some wetland delineations may be difficult to make reliably during these months. Thus, challenges requiring modest adjustments to the Commission staff delineated wetland boundary map may be justified after securing more site-specific soils information.

¹*The prescribed routine wetland determination method used is set forth in Technical Report Y-87-1, Corps of Engineers Wetlands Delineation Manual (1987 Manual) prepared by the Environmental Laboratory of the U. S. Department of the Army. This method is used for all wetland delineations located above the ordinary high water mark (OHWM) of navigable waterways and outside of the shoreland/wetland zones set forth in NR115 and NR117 of the State of Wisconsin Administrative Code. For Wisconsin wetland areas located below the OHWM and/or within a shoreland/wetland zone, the Wisconsin Department of Natural Resources suggests use of the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1989 Manual). Under State guidelines, the hydrology criteria may be presumed in that hydrophytic vegetation and hydric soils do, by definition, reflect the hydrology. In this respect, a modification of the 1989 manual routine wetland determination method is used. Further, under State guidelines, a soil need only be capable of supporting hydrophytic vegetation. Therefore, under certain circumstances, only wet soil conditions need be demonstrated.*

AUTHOR'S NOTE

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The purpose of this article is to present the minimum information necessary to be supplied by private consultants or agencies to the Commission in order for the Commission staff to reconsider its wetland delineation. Completed information will be reviewed by the Commission staff and may be supplied to the Federal and State regulatory staffs for their review and consideration. In some cases, a joint field inspection may be required. Upon completion of the review by the Commission staff, the Commission's Chief Biologist will make a recommendation to the Executive Director. At that time, the Executive Director will notify the applicant, as well as the Federal and State regulatory agencies, in writing of the Commission decision.

It will be necessary for the consultant or agency challenging a delineation to indicate whether it is using the Federal wetland definition, as set forth in the Federal Register by the U. S. Environmental Protection Agency (40 CFR 230.3) and the U. S. Army, Corps of Engineers (33 CFR 328.3), and supported in the field by use of the January 1987 Corps of Engineers Wetlands Delineation Manual or if it is using the State of Wisconsin wetland definition. The definitions of a wetland under Federal and State rules are similar, but not identical. The difference comes when applying technical criteria in the field in an effort to delineate the areal extent of the wetland. Except for atypical situations or "problem wetland areas,"² the Corps Manual utilizes a three-parameter approach. This approach requires that a minimum of one positive wetland indicator be demonstrated from each of the hydrology, soil, and vegetation criteria. Application of the State of Wisconsin's criteria requires only that the soil be indicative of wet conditions and capable of supporting wetland vegetation if left in its natural state. Further, the hydrology is implied by the presence of hydric soil and wetland vegetation. Project sites may require that a combination of the two systems be used, since shoreland wetlands come under both Federal and State authority and wetlands located outside the shoreland zone may be covered solely by the Federal Section 404 program. Challenging consultants and agencies must be aware of these regulatory differences and be prepared to address them clearly in their reports. Further, private consultants and agencies should be aware of the role of primary environmental corridors and the criteria used to delineate them so that upland corridor conditions are not confused with wetland conditions for site evaluations.

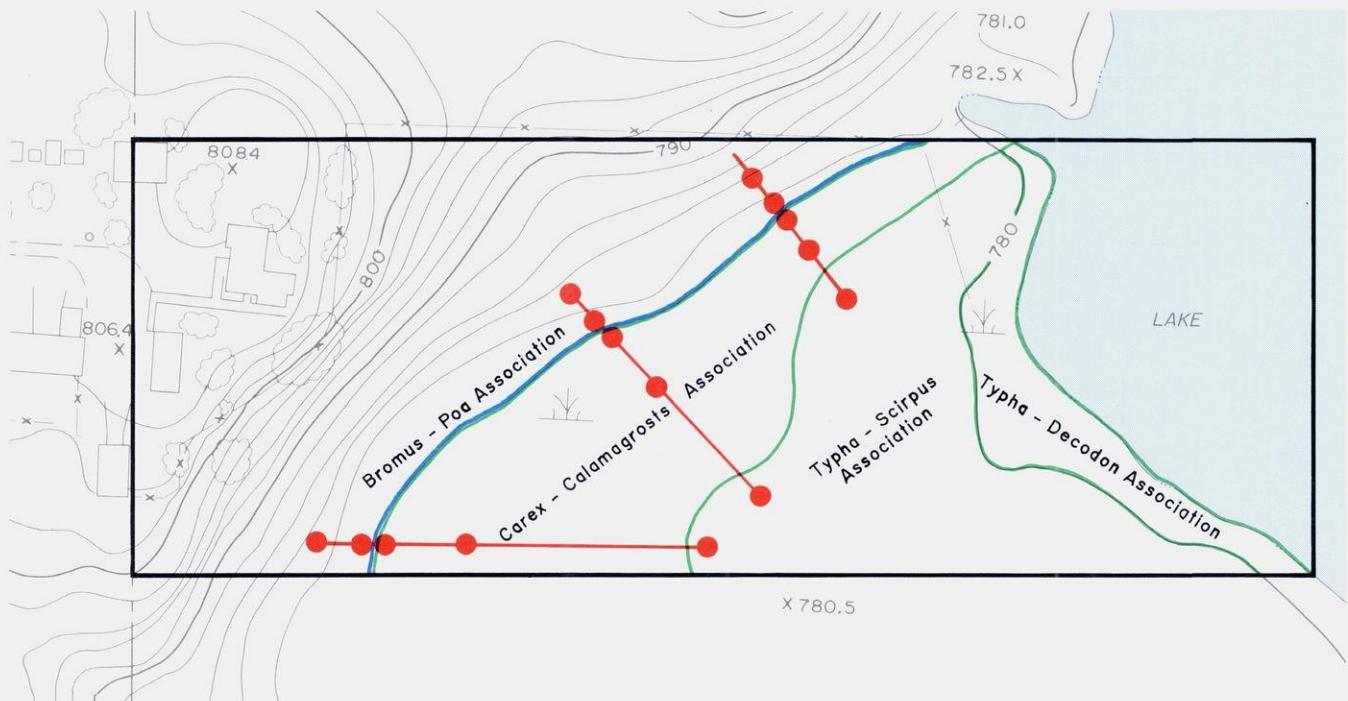
DATA COLLECTION REQUIREMENTS

Information provided to the Commission for consideration in a wetland delineation challenge should include adequate vegetation and soil sampling data for all wetland areas concerned. Further, hydrology indicator data should be provided to evaluate Federal regulated wetland areas properly. Information provided, however, should not be developed simply through a repetitive application of the routine method. Specifically, the Commission requires that the following methodologies be followed in order for a private consultant or agency to supply credible vegetation, soil, and hydrology information:

- I. Vegetation Sampling: To provide credible vegetation data for the reconsideration of a Commission staff wetland delineation, the following information will be provided to identify hydrophytic vegetation conditions:
 - A. A map showing the areal extent of plant associations in and adjacent to the wetland or wetlands on the project site. A plant association is defined for this purpose as a floristic composition that presents a high level of species similarity from site to site, a uniform physiognomy and structure, and grows under essentially uniform habitat conditions. Examples of an appropriate plant association include a plant community type, such as a southern sedge meadow, or a list of the principal wetland genera present, such as a Carex-Calamagrostis association.

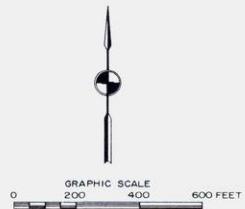
²*Problem wetland areas are identified as those wetlands which periodically lack one or more of the three wetland parameters because of normal annual or seasonal variations in environmental conditions that result from causes other than human activities or natural catastrophic events (1987 Manual).*

Map 1
TYPICAL LOCATION OF VEGETATION AND SOIL SAMPLE SITES



LEGEND

- PROJECT BOUNDARY
- SOIL AND VEGETATION SAMPLE SITES AND TRANSECT
- PLANT ASSOCIATION AREA
- WETLAND BOUNDARY
- NOTE: TWO-FOOT CONTOUR INTERVAL



Source: SEWRPC.

- B. Establishment of a minimum of three transects that intersect each of the plant associations present on a project site. The location of each transect should be shown on the aforereferenced map (see Map 1). Additional transects may be required depending on the size of the project area and/or the complexity of the wetland boundary. The transects will extend from a clearly upland sample site to a clearly wetland sample site.
- C. Establishment of at least one vegetation sampling site in each plant association area that occurs along each transect. In addition, one vegetation sampling site must occur immediately upland and one immediately wetland of the proposed wetland boundary.
- D. A complete list of plant species identified at each sample site along the transect using a quadrat, line intercept, or point intercept sampling procedure. The size of each quadrat or length of each line or point intercept used should be indicated. A quarter point method may be used for forested communities, so long as it is accompanied by an associated quadrat sampling of shrub and ground layer species. Point and line intercepts will be established perpendicular to the transect line at each vegetation sample site, so long as the line remains within the plant association being sampled.

- E. A minimum of 80 percent of the vascular plant species, including all of the dominant species, present at a sample site will be identified to the species taxonomic level. All remaining species should be identified to the genus level.
- F. All species must be compared to the U. S. Fish and Wildlife Services National List of Plant Species That Occur in Wetlands: Wisconsin (1988), by Porter B. Reed, Jr., or any successor document. The appropriate regional wetland indicator category of Obligate Wetland (OBL), Facultative Wetland (FACW), Facultative (FAC), Facultative Upland (FACU) and Obligate Upland (UPL) must be recorded and indicated in the final report for each plant species.

II. Soil Sampling: To provide credible soils data for the reconsideration of a Commission staff wetland delineation, the following procedures will be utilized to identify hydric soil conditions:

- A. A minimum of three transects will be established that intersect each of the plant associations present on a project site (see Map 1). These transects will be identical to the vegetation transects or immediately parallel to them. It must be possible to clearly correlate the soil samples with the vegetation sample sites. As noted above with the vegetation, additional transects may be required, depending on the size of the project area and/or the complexity of the wetland boundary.
- B. At least one soil profile description will be made in each plant association along the transect or at appropriate grade intervals along a slope, particularly in essentially homogeneous vegetation stands. In addition, one soil sampling site must occur immediately upland and one immediately wetland of the proposed wetland boundary.
- C. All soil pits will be made to a depth of at least 20 inches.³ A soil profile description must be prepared from each pit or core.
- D. Soil Profile Description: All soil layers from the pits must be described. The description should, at a minimum, include such information as soil texture (in the case of organic soil horizons, the type of organic materials should be described); matrix and mottle colors, using a Munsell Soil Color Chart; depth and thickness of each soil layer; depth to mottling; and the degree of saturation. The presence of any soil inclusions should also be identified and described. Particular attention should be made to describing the soil profile at depths between 10 and 18 inches. Note if any buried horizons or confining layers occur. In the case of sites that have been filled, a deeper soil profile description may be needed in order to describe the original soil. Odors emitted from the soil pit caused by such gases as methane or hydrogen sulfide should also be noted.

III. Hydrology Indicators: For State of Wisconsin wetland regulatory purposes, the presence of a suitable hydrology to support a wetland is implied by the presence of hydric soils and hydrophytic vegetation on a site. The rationale is that hydric soils could not form, nor could hydrophytic vegetation successfully colonize a site, if an appropriate hydrology was not present. However, the Federal wetland delineation methods (1987 Manual) require that at least one positive indicator of wetland hydrology be identified. The presence of hydrophytic vegetation is not only affected by water table elevations, but by the capillary fringe as well. If the capillary fringe and/or the water table intercepts the root zone of a plant community for an extended period of time, under normal circumstances that plant community will be dominated by hydrophytic vegetation. Although the 1987 Corps of Engineers wetland delineation manual states that the . . . "major portion of the root zone" is . . . "usually within 12 inches of the surface" . . . , it is strongly suggested that the root zone be noted on each soil profile description. Root zone depths can vary considerably depending on hydrology, soil type, and plant species.

³Some soil scientists of the U. S. Department of Agriculture, Soil Conservation Service, recommend that the soil pits be made to a depth of 36 to 40 inches.

Field data which may be used to demonstrate wetland hydrology (1987 Manual) include physical conditions which indicate high water. Such conditions include observed inundation, observable soil saturation within the root zone, springs and seepages, water marks, drift lines, sediment deposits, drainage patterns in the context of their topographic position, stream and lake gage data, flood stages, and historic records.

All the physical hydrologic indicators, however, generally favor forested and riverine wetland conditions. Even the plant morphological adaptations listed below are more likely to occur in forested wetland types. Accordingly, isolated herbaceous wetlands occurring on seasonally saturated soils, such as low prairies, fresh (wet) meadows, sedge meadows, and even some shrub-carrs and alder thickets, may not readily demonstrate any of the physical hydrologic indicators. This is particularly true when field inspections are conducted during dry seasons or periods of drought.

Accordingly, other field data which the Commission considers to be indicative of high water conditions and which may also be used to demonstrate wetland hydrology include:

- A. Plant morphological adaptations to high water conditions, such as buttressed tree trunks, adventitious roots, shallow root systems, inflated plant structures, multitrunks or stooling, hypertrophied lenticels, polymorphic leaves, and the presence of floating leaves and stems.
- B. Soil conditions which indicate high water conditions, such as bright color mottling in a low chroma matrix, gleization within 20 inches of the surface, and/or the presence of oxidized rhizospheres in surrounding living roots.

IV. Credentials: It is the Commission's understanding that the U. S. Department of the Army, Corps of Engineers, and the Wisconsin Department of Administration are both considering developing certification programs for wetland delineators. When such programs are in place, the data for a challenge to a wetland delineation will be developed by a certified delineator.

In the interim, until the development of Federal and State certification programs, individuals collecting the required field data and proposing a revised wetland boundary should be qualified to do so by education and experience. In this respect, the data should be developed, and proposed revised wetland boundaries submitted, by a qualified biologist, botanist, or plant ecologist with respect to hydrophytic vegetation; a soil scientist with respect to hydric soils; and a hydrologist with respect to wetland hydrology. More specifically, the following education and experience are recommended:

Individuals evaluating the plant communities should be familiar with upper midwestern plant species and have at least:

- A. A Bachelor of Science degree from an accredited college or university in Biological Sciences, Botany, or Plant Ecology, with appropriate course work in plant ecology and taxonomy.
- B. Special training courses in wetland plant identification and/or boundary delineation.
- C. Experience in midwestern wetland plant identification and wetland boundary determination.

Individuals evaluating the soils should be familiar with hydric soils and have at least:

- A. A Bachelor of Science degree from an accredited college or university in Engineering, Geography, Geological Sciences, or Soil Science, with appropriate course work in soil science, including soil taxonomy, genesis, and morphology.
- B. Special training courses in hydric soil and/or wetland boundary delineation.
- C. Experience in hydric soils identification and wetland boundary determinations.

Individuals evaluating the hydrology must have at least:

- A. A Bachelor of Science degree in Engineering or Geological Sciences, with appropriate course work in surface and ground water hydrology.
- B. Special training courses in wetland hydrology and/or wetland boundary delineation.
- C. Experience in wetland hydrology and wetland boundary determinations.

The aforelisted credentials should be considered by local units and agencies of government, as well as by private-sector organizations, when selecting a consultant to provide wetland delineation services.

CONCLUSION

By providing the information specified above, the Commission will be able to prepare timely responses to any inquiries and/or challenges to its wetland boundary delineations. These data also provide a credible framework for any necessary wetland boundary changes.

A BACKWARD GLANCE—UNINCORPORATED SETTLEMENTS IN SOUTHEASTERN WISCONSIN

by Arno M. Klausmeier, Librarian, SEWRPC, with Assistance from Scott K. Enk, Senior Editor, SEWRPC

INTRODUCTION

This article is intended as a companion to a three-article series published in the three preceding issues of this journal. That series, written by Ms. Eileen Hammer, then of the Commission staff, includes descriptions of the historic development of the corporate boundaries of the counties (SEWRPC Technical Record, Vol. 4, No. 2), towns (SEWRPC Technical Record, Vol. 4, No. 3), and cities and villages (SEWRPC Technical Record, Vol. 4, No. 4) in Southeastern Wisconsin, all under the collective title, "A Backward Glance—Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin." This article treats the remaining element in the Region's quilt of settled places: the unincorporated settlement, including any settlement which was unincorporated at any time in its history.

Since the unincorporated settlement, unlike towns, cities, and villages, has no specific legal standing, it is not subject to close geographic limitation and description and has no fixed, mapped boundaries. Yet it was, and in some cases still is, an important factor in the life of the Region and its people. There is a varied nomenclature for the unincorporated settlement. The Atlas of Wisconsin, edited by Arthur H. Robinson and Jerry B. Culver (Madison: University of Wisconsin Press, 1974), uses both "rural locality" and "unincorporated settlement" without any apparent differentiation in describing such settlements. Since the county and town are larger units of government, not settlements, and since the city and village, both as units of government and as types of settlements, have already been treated, this article will freely interchange such terms as "unincorporated settlement," "rural locality," "place," "settlement," and "locality," investing all of them with the same general meaning: an unincorporated center of population, without particular reference to size.

It should be noted at the outset that since unincorporated settlements enjoy no special legal standing under Wisconsin law, their history and records tend to be far more sketchy than those of incorporated places. Thus, it is impossible to guarantee the degree of total coverage possible in this article. In addition to the porosity of the historic record of mere "localities," simultaneous or successive variation in names makes exhaustive coverage, no matter how seriously pursued, a fata morgana. (See, for example, "The Name Nettle" below.)

BACKGROUND

The Southeastern Wisconsin Region, comprised of the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha, has been under the flag of France (1634 to 1763), Britain (1763 to 1783), and the United States (since 1783). Although small settlements were doubtless made by the French and English, the historic record of the French period, except for journals of Jesuit missionaries, is generally unavailable in English, or physically all but impossible to access. The English record is, at best, spare.

In broad outline, this pre-United States history can be summarized thus: In 1634, Jean Nicolet (1598-1642), seeking the Northwest Passage to the Orient, explored Lake Michigan and today's Wisconsin, thus becoming the first known European in Wisconsin. In 1672, Fathers Claude Jean Allouez (1622-1689) and Louis Andre (1631-1715) built a Roman Catholic mission house at De Pere. In 1673, Father Jacques Marquette (1637-1675) and Louis Joliet (Jolliet) (1645-1700) portaged from the Fox (Green Bay) River to the Wisconsin (Mississippi) River near present-day Portage, Wisconsin. In 1674, Marquette visited the area that became "downtown" Milwaukee. In 1690, French explorers found lead mines in southwestern Wisconsin and eastern Iowa. In 1761, the British took over the French fort at Green Bay, which, with the arrival in 1764 of Charles Langlade (1729-1800), became

a permanent, exclusively nonmilitary settlement of French and British inhabitants. In 1781, tradition says, Prairie du Chien was founded.

Under the Second Treaty of Paris (1783), what is today's Wisconsin became a territory of the United States. The outline of the history of "American" Wisconsin is this:

1. 1787 to 1800: Part of the Northwest Territory.
2. 1800 to 1809: Part of Indiana Territory.
3. 1809 to 1818: Part of Illinois Territory.
4. 1818 to 1836: Part of Michigan Territory.
5. 1836 to 1848: Wisconsin Territory, with boundaries extending beyond those of the current State of Wisconsin.
6. 1848: Admitted to the Union as the 30th State.

Most settlement in Southeastern Wisconsin occurred after 1830. During territorial days, Jacques Vieau (1757-1852) established a trading post for the North West Trading Company at Milwaukee, with a system of branches in the surrounding area, including one at Skunk Hollow, Racine County. In 1818, Solomon Laurent Juneau (1793-1856) bought Vieau's Milwaukee post, keeping his headquarters in an area located in what is now Milwaukee's East Side. In 1835, the first recorded steamboat arrival in Milwaukee became a portent of the coming tide of immigration. In 1838, Byron Kilbourn (1801-1870), the "Father of Milwaukee's West Side," chartered the westward-looking, although unsuccessful, Milwaukee and Rock River Canal Company. In 1851, one of the most significant events in Wisconsin's early history occurred in the Southeastern Wisconsin Region, the operation of the State's first railroad train, from Milwaukee to Waukesha. At that time, the population of the fledgling State of Wisconsin stood at somewhat over 305,000 people.

THE SCOPE OF THIS STUDY

This article provides basic information on unincorporated settlements in Southeastern Wisconsin. The information is provided by county and is presented in both tabular and cartographic form, and, as much as possible, includes the following data wherever applicable:

1. The name of each settlement/locality.
2. Other names used for any one place, with the date or dates of any known name changes.
3. The location of each settlement by U. S. Public Land Survey township, range, and section, with closer delineation if possible.
4. The spatial relation of each settlement to any major natural physical features, such as lakes and streams.
5. The spatial relation of each settlement to any early trails and subsequent roads, whether territorial, military, privately owned plank, or more modern State, county, and local roads and highways.
6. The spatial relation of each settlement to any historic railroads.
7. The date, by year or decade, if retrievable, of the founding of each community.
8. Where available, the name or names of the generally accepted founder or founders or the generally accepted first settler of each settlement.

9. The source or sources of the information on each locality, keyed numerically to a reference bibliography which appears near the end of this article. This method is intended to lead readers directly to the sources without a multitudinous duplication of footnotes or endnotes.

It is important to note that the research done was not by any means exhaustive, that the above categories are descriptive and not definitive, and that the data presented are introductory to a possible deeper historiography of unincorporated places in Southeastern Wisconsin.

STUDY METHOD

The raw data were assembled through the use of various maps (plat maps, soil survey maps, U. S. Geological Survey 7.5-minute quadrangle maps, atlases, and railroad and highway maps); of various lists (post office lists, railway timetables, and chronological lists of railway construction); and of materials extracted from various histories of the State, of counties, of towns, and of individual communities.

The cartographic method of presenting the data involves a series of seven county maps, each using numbered dots to indicate the locations of individual communities within each county. The numbers on each map correspond to those identifying each community in the corresponding county table.

Because there are a number of place names about which little has been unearthed, these are also presented, by county and then alphabetically, in an appendix to each county table, but not mapped. These places are potential subjects for further study. The sources of information regarding these places are given in the tabular appendices.

A Note on the Sources

In the tables, the sources are identified by numbers corresponding to those given the sources in the "References" section. This system was used to avoid cluttering the tables with the extensive footnotes which would otherwise be needed. In some cases, the text of the tables also refers to the sources; the designation "52," for instance, refers to the Wisconsin Almanac and the designation "20" refers to Robert E. Gard and L. G. Sorden's Romance of Wisconsin Place Names. In this way, the reference bibliography serves the functions which elsewhere would be served by endnotes or footnotes.

SOME NOTES ON THE DERIVATION AND ORIGIN OF PLACE NAMES IN THE REGION

The sources of place names used in Southeastern Wisconsin since the 1830s are as varied and wide-ranging as the imaginations of the settlers and founders of the places. Greek and Roman mythology, biblical history, secular history and geography, and many other elements of human culture have been mined to provide names for localities in the Region. Some are named for places in Europe or on the Eastern seaboard which were "home" to those who migrated to the Region. Others were named for historical or contemporary people, including, for example, the person who donated land for a railroad station or ran an inn on a military or territorial road. For the purposes of this brief discussion, one can, for example, consider from the hundreds of names amassed in preparing this study those names which fall into three broad categories: names related to waters; names related to trails and roads, and, later, railroads; and names related to the geographic resources of the land. Since these choices are only representative, and not exhaustive, the reader will probably add other examples.

The names connected with waters, the first means of travel and communication beyond walking, whose value was recognized by the Indians long before European settlement, include the following: Cedar Creek (Washington), Fox River (Kenosha), Honey Creek (Racine and Walworth), Mequon River (Ozaukee), Sugar Creek (Walworth), Waterville (Waukesha), Willow Creek (Washington), and Willow Springs (Waukesha).

In addition to serving as transportation routes, the waters of the Region provided the motive power for many early mills which produced feed, flour, and fabrics on the frontier.

The names connected with trails, roads, and highways include these: Abells Corners (Walworth), Decker Corner (Ozaukee), Diefenbach Corners (Washington), Goerke's Corners (Waukesha), Horn's Corners (Ozaukee), and Slade's Corners (Kenosha).

These crossroads, and the communities which grew up around them, were generally focused on an inn which accommodated travelers and were often named for the innkeeper.

Another whole series of localities grew up during and after the 1850s, which brought the railroads to the Region. The names of these localities include: Bain Station (Kenosha), Genesee Depot (Waukesha), Lamberton Station (Racine), Northern Junction (Milwaukee), Pecks Station (Walworth), Rugby Junction (Washington), Storm's Crossing (Racine), and Western Union Junction (Racine).

Several of these place names recall the name of a family living nearby, such as Lamberton or Peck, which may have donated the land for the railroad station. Storm was apparently the landowner over whose holdings an easement allowed the railway to cross.

Among geophysically inspired names, the most widespread is "Prairie," reflecting a historically prominent landform. In this category, we find these names: Heart Prairie (Walworth), Little Prairie (Walworth), North Prairie (Waukesha), Pleasant Prairie (Kenosha), Prairie Village and Prairievile (Waukesha), and Spring Prairie (Walworth).

The collective location of these rural localities in the counties of the Region yields a fair map of the extent of the southern Wisconsin prairie landform, as opposed to the northern forest landform, within the Region. The impression of size created by the wild prairie probably deterred the settlers from giving prairie vistas a family name, since the prairie was larger than persons, families, or clans.

Other references to physical geography in naming, with the exception of the streams mentioned above and the lakes of the Region (Bohners, Camp, Geneva, Twin), are quite limited. There seem to be few references to a hill in the names of settlements in the Region, such as Waukesha County's Prospect Hill, although some older readers may remember Washington County's Meeker Hill, named for the settlement in which it was located and which tested the performance of many older automobiles. There are also several references to the substrate: Lime Kilns and Limestone in Ozaukee County, Stonebank in Waukesha County, and Rockfield in Washington County. The farmers clearing land probably preferred not to think about, much less give a polite name to, the object of their hard toil.

Another physical feature of the land was the forests, memorialized in names like these: Ives' Grove (Racine), Kirchhain (meaning "Church Wood") (Washington), Oakwood/Oak Wood (Milwaukee), and Sylvania (meaning "Wooded Place") (Racine).

The settlers of all decades and periods, those of simple water travel and water mills; of military, territorial, and private plank roads; those of the later age of the railroad, all reflected in the names of their settlements the current modes of transportation. They also drew upon their physical surroundings to name their communities. It is these names, rather than names imported from other areas and other times, which give the nomenclature of the settlements of the Region its strongly native local charm.

NOTES

Railroads

Although the Chicago, Milwaukee, St. Paul & Pacific Railroad Company ceased its official existence at the end of 1985, when it was merged into the Soo Line Railroad Company, which, in 1990, was itself integrated with other subsidiary railroads of Canadian Pacific Limited under the name CP Rail System, this text and the accompanying tables continue the use of the historic abbreviation "CMSP&P" and the traditional term "Milwaukee Road" for several reasons:

1. "Chicago, Milwaukee, St. Paul & Pacific" was the official and legal name of the railroad concerned for almost 60 years (1927 to 1985) and remains the name by which it is probably best known in the State and the Region.
2. The Milwaukee Road's 154 predecessor railway companies included the Milwaukee & Mississippi Rail Road Company, the pioneer railway of Wisconsin and the Region.
3. Many railroad-related names connected with the CMSP&P would have a strange ring if they were described as being located on the Soo Line or CP: e.g., Genesee Depot, North Milwaukee, Duplainville (where the historic Soo Line crossed the historic Milwaukee Road), and Oconomowoc.

The Chicago & North Western Railway (now known as the Chicago & North Western Transportation Company) is consistently represented by the abbreviation "C&NW," with predecessors or subsidiaries given a spelled-out name.

The "Soo Line" appellation refers to the Chicago, Minneapolis, St. Paul and Sault Sainte Marie of the days before the second, current Wisconsin Central. Most, if not all, of the lines of this railway in the Region were part of the first Wisconsin Central. The first Wisconsin Central was organized on July 10, 1871; the Soo leased the lines from April 1, 1909, through December 31, 1960; on January 1, 1961, most of the original Wisconsin Central became part of the "New Soo." The current railway known as the Wisconsin Central Ltd., an entity separate from the Soo Line, began operations on October 11, 1987.

The abbreviations "CNS&M" and "TMER&L" refer, respectively, to the Chicago, North Shore & Milwaukee (the "North Shore Line") and The Milwaukee Electric Railway & Light [Company], two now-defunct electric railway systems which played important roles in the history of the Region.

Streets, Roads, and Highways

All historic street, road, and highway designations (Brown Street, Center Road, CTH E, STH 15, IH 94) are given in the form in which they originally appear in the sources used.

City of Milwaukee Neighborhoods

In general, the spatial locations and histories of the various neighborhoods within the City of Milwaukee are beyond the scope of this article. Anyone seeking information on the neighborhoods within the City of Milwaukee (e.g., Morgandale, Silver City, Tory Hill, Williamsburg) is referred to John Gurda's Discover Milwaukee, as well as his works Bay View, Wis. and The West End, Pigsville, and Concordia; another less folksy work on Bay View is Bernard C. Korn's book The Story of Bay View (reference 40). Although somewhat dated, Frances Beverstock and Robert R. Stuckert's Metropolitan Milwaukee Fact Book: 1970 (reference 7) remains relevant for historical purposes. Other sources include the Local History Room of the Milwaukee Public Library and the Department of History of the University of Wisconsin-Milwaukee and Professor Emeritus Frederick I. Olson, as well as the collections of the Milwaukee County Historical Society. For additional information, see Ralph M. Aderman, editor, From Trading Post to Metropolis: Milwaukee County's First 150 Years (Milwaukee County Historical Society, 1987), pages 86 to 89. In addition, the City of Milwaukee Department of City Development has recently undertaken an effort to delineate and research the history of the neighborhoods of the City.

Dates of Post Office Operations

In indicating the dates of operation of the post office for any given locality, the use of a plus sign (+) indicates that the post office in question was opened in the year given and continues up to the present, or, at least, until 1971, the date of the publication of the source for most postal information given in the tables (reference 98).

THE NAME NETTLE

On several occasions and in various contexts, there is a potential for confusion if:

1. Multiple names are or were in use for a settlement, but the area is generally in the same location (e.g., Sauk Harbor, Ozaukee, Washington, Washington City, Wisconsin City, Port Washington).
2. Multiple names are or were in use, but the geographic limits of the communities named, while overlapping or in extremely close proximity, are not precisely coextensive (e.g., Lindwerm, Berthelet, Cementville, Humboldt, Shorewood).
3. There is or was a locality which has at one time or another been considered, legally or for postal purposes, to have been located jurisdictionally in different counties (e.g., Denoon, Colgate).
4. The community actually moved to a new location at some distance from its original location and located in another county (e.g., Old Butler and New Butler, in Milwaukee and Waukesha Counties, respectively).
5. Varied names are further complicated by a location straddling a county line (e.g., Lamberton, County Line) or a state line (e.g., State Line, Big Foot Prairie).
6. Place names were used in a sort of domino game of interactions, with areas of similarity and of difference (e.g., South Milwaukee was once named Oak Creek; Oak Creek [Depot] is in Carrollville; the City of Oak Creek is in the former Town of Oak Creek, as are also South Milwaukee and Carrollville).
7. Postal service to one place, which had its own post office for some years, is transferred to a second place and terminated at the original place; this will appear to be a name change, but it is not, since each "place" maintains its own identity and separate location (e.g., Dheinsville, Rockfield, Staatsville).

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The following persons and organizations have rendered aid without which this article could not have appeared in print: Commission staff members Mr. Donald G. Dittmar, Mr. Otto P. Dobnick, Ms. Patricia M. Kokan, Mr. Leland H. Kreblin, Mr. Donald R. Martinson, Mrs. B. Lynn Nowak, Mr. Bruce P. Rubin, Mr. David A. Schilling, Mr. Donald P. Simon, and Mr. William J. Stauber, as well as former Commission staff member Mrs. Donnette M. Dolzall and intern Mr. John P. Czarnezski. Mrs. Jean Penn Loerke, Director; Mrs. Terry Biwer Becker, Librarian; and Miss Theresa L. Crivello, Secretary, of the Waukesha County Historical Museum rendered much assistance. Ms. Ellen Padrazza, Director of the University of Wisconsin-Parkside Archives, Kenosha; Mrs. Elvera Belden, Archivist of the Racine County Historical Society and Museum, Racine; Mrs. Alice Wendt and Ms. Avis Powers of the Ozaukee County Historical Society, Cedarburg; the Walworth County Historical Society, Elkhorn; the Milwaukee County Historical Society Research Library, Milwaukee; and the Kenosha County Historical Society, Kenosha, all opened their collections most graciously. The Mattheson Memorial Library of Elkhorn; the West Bend Community Library, West Bend; and the resources and staff of the Milwaukee Public Library, especially the Local History Room and Ms. Lorraine Hartwick, were all very helpful. Thanks are also due Messrs. Jim Scribbins and Wendell E. Murphy for Milwaukee Road materials; to Messrs. Joel Marren and Jerrold Thompson, Chicago & North Western Transportation Company, for C&NW materials; to Mr. John Bergening, Soo Line Railroad, for Wisconsin Central items; to Ms. Robin Leckbee, Archives Specialist of the Earl W. Hayter Regional History Center of Northern Illinois University, De Kalb, for archival materials, particularly on the C&NW; to the Minnesota State Historical Society, St. Paul, for bibliographic assistance; to the State Historical Society of Wisconsin, Madison, for information and counsel; to Mr. Gary Simons of the Wisconsin Electric Power Company, Milwaukee; to Mr. Daniel Ott of Wisconsin Bell, Milwaukee; to Mr. Kenneth Nolan of the Wisconsin Natural Gas Company, Somers; and to the Wisconsin Gas Company, Milwaukee.

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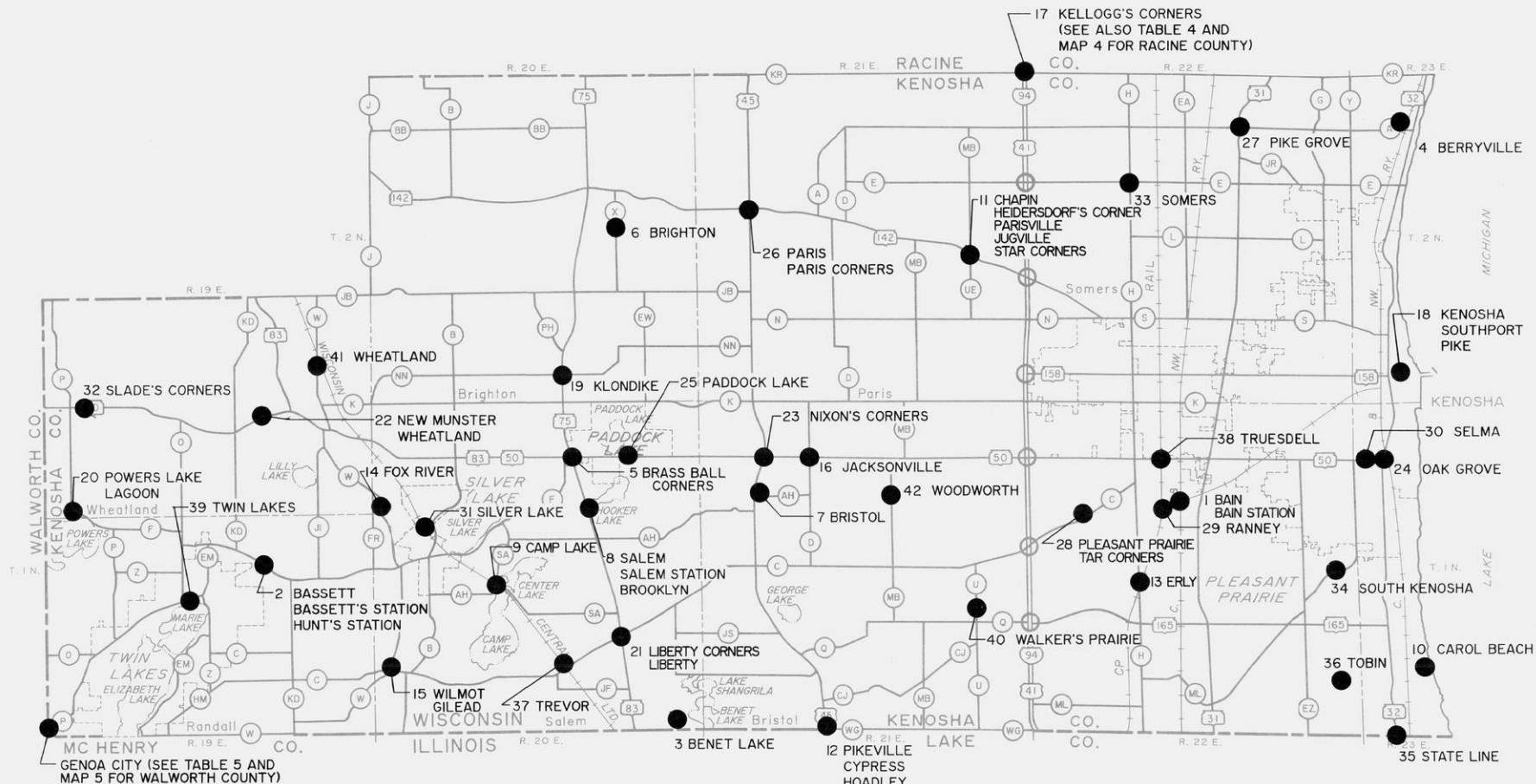
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Map 1

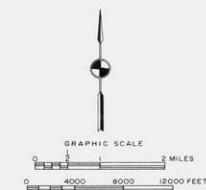
SETTLEMENTS IN KENOSHA COUNTY



LEGEND

LOCATION OF SETTLEMENT

12 PIKEVILLE
CYPRESS
HOADLEY NUMBER ASSIGNED SETTLEMENT ON ACCOMPANYING
COUNTY TABLE WITH NAME(S) OF SETTLEMENT.
SETTLEMENTS ARE NUMBERED ON COUNTY TABLE IN
ORDER OF FIRST APPEARANCE IN ALPHABETICAL
LISTING. SETTLEMENTS WITH MORE THAN ONE NAME
HAVE THEIR NAMES SET FORTH ON MAP IN REVERSE
CHRONOLOGICAL ORDER OF USAGE.



Source: SEWRPC.

Table 1

ALPHABETICAL LISTING OF SETTLEMENTS IN KENOSHA COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
1	BAIN	BAIN STATION	--	SE1/4, Section 9, T1N, R22E	--	Bain Station Road STH 31 0.2 mile east	C&NW "Air Line" from Chicago (Proviso Yard) to Milwaukee. Formerly junction and first stop from Kenosha to Rockford, Illinois	--	Named for Bain Wagon Company, a nearby business	Still exists as a place on the C&NW, but is now the end of the line from Kenosha rather than a crossing of two lines	5, 20, 67, 73, 76, 84
1	BAIN STATION See BAIN	BAIN JUNCTION	--	--	--	--	--	--	--	--	73
2	BASSETT P. O. 1869+ BASSETT'S STATION P. O. 1865-1869 HUNT'S STATION P. O. 1862-1865	BASSETT'S STATION P. O. 1865-1869 HUNT'S STATION P. O. 1862-1865	1869 1865	SW1/4, Section 14, and SE1/4, Section 15, T1N, R19E	Bassett Creek and a tributary run through the area Sand, gravel deposits are nearby The New Munster Marsh State Wildlife Area is immediately north	CTH KD and CTH F	Former C&NW Kenosha-Rockford line Rockford, Dixon & Kenosha Railroad came 1862, now ex-C&NW	Early 1840s Henry Bassett Bassett is generally believed to have donated land for railway depot One source, however, lists an R. L. Bassett as donor		The proximity of this settlement to the burgeoning Village of Twin Lakes may eventually mean that Bassett's strip settlement will be replaced with subdivisions	5, 20, 39, 49, 54, 62, 73, 76, 79, 85, 95, 96, 98
2	BASSETT'S STATION See BASSETT	--	--	--	--	--	--	--	--	--	--
3	BENET LAKE P. O. 1945-1968	--	--	S1/2, Section 36, T1N, R20E	0.3 mile west of Benet Lake; 0.3 mile east of Cross Lake; 0.6 mile southeast of Voltz Lake	CTH V about 0.7 mile north; STH 83 about 0.8 mile west	--	--	Site of Benedictine monastery; the order is generally considered to have been founded by St. Benedict of Nursia (480?-543). One source insists that the order was founded by St. Benet Biscop (or Biscop Baducing) (628?-690)	An interesting sidelight involves the name of the lake with which this place shares its name. This lake, which runs north-south, is separated into two distinct portions by a strait. Residents fronting the northern end of the lake were not enchanted with "Benet Lake," the monk's name for it, proposing instead "Lake Shangri-La." After a lawsuit, the courts decided, Solomonically, to call the southern portion of the lake Benet Lake, and the northern portion Lake Shangri-La	20, 39, 62, 76, 79, 85, 98

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
4	BERRYVILLE P. O. 1888-1904	--	--	SE1/4, Section 6, and possibly part of N1/2, Section 7, T2N, R23E	--	CTH A; STH 32 nearby	C&NW "Shore Line" main line 0.2 mile east CNS&M and TMER&L also ran in area	1897 (?)	Probably named as a stop when electric railway arrived in June 1897 in the wake of the established reputation of this place for fruit and other produce	This community seems to have disappeared in urban sprawl	9, 10, 11, 54, 58, 62, 73, 76, 98
5	BRASS BALL CORNERS	--	--	SE1/4, Section 3, and NE1/4, Section 10, T1N, R20E	0.7 mile west-southwest of Paddock Lake	STH 50, STH 83, and STH 75	--	1837 to 1845 (?)	A brass ball over the corner of a building was the sign of a perennial inn which probably was built between 1837 (the year of the founding of Pike, later Kenosha) and 1845, when a Federal grant was made for improving the existing Federal road from Southport (later Kenosha) to Beloit	Now in the southwestern portion of the Village of Paddock Lake A restaurant maintains the Brass Ball name and traditional sign	43, 57, 76
6	BRIGHTON P. O. 1846-1903	--	--	S1/2, Section 14, T2N, R20E	Brighton Creek 0.1 mile south; unnamed tributary 0.4 mile east	CTH X; STH 142 0.7 mile north; STH 75 0.6 mile west	--	1840s (?)	--	Brighton remains an unincorporated rural place	34, 39, 62, 76, 79, 85, 86, 95, 98
7	BRISTOL P. O. 1839 + See also WOODWORTH	--	--	W1/2, Section 8; SE1/4, Section 7; and NW1/4, Section 17, T1N, R21E	1.1 miles southeast of Salem Branch of Brighton Creek; 1.3 miles south of Brighton Creek	USH 45 and CTH AH	Former C&NW Kenosha-Harvard (Illinois) line completed 1862	Early 1830s (?)	Named by David Wilder for town of same name in New York State First postmaster was A. B. Jackson (1839) One source names Alfred Giddings as having founded Bristol before 1842	Still a rural, unincorporated place; not to be confused with the Town of Bristol within which it is located, or with Woodworth, which was also called "Bristol" at one time	5, 12, 18, 20, 34, 39, 43, 62, 76, 79, 85, 86, 95
8	BROOKLYN See SALEM	--	--	--	--	--	--	--	--	--	43
9	CAMP LAKE P. O. 1887-1925, 1926 +	--	--	NW1/4, Section 21, T1N, R20E	Camp Lake on south end of community	CTH AH and CTH SA	Soo Line (ex-Wisconsin Central)	--	Settlement occupies site of old Indian camp	This locality remains as a commuter suburb of Chicago and a recreation area	20, 39, 44, 45, 46, 54, 58, 62, 76, 79, 84, 85

Table 1 (continued)

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
15	GILEAD See WILMOT	--	--	--	--	--	--	--	--	--	20
11	HEIDERSDORF'S CORNER See also CHAPIN See also JUGVILLE	CHAPIN P. O. 1900-1904 PARISVILLE (1860) JUGVILLE (1852-1860) STAR CORNERS	1900 1860 1852	--	--	--	--	--	--	This place was known as Heidersdorf's Corner as of 1892	56
12	HOADLEY P. O. 1849-1851 See CYPRESS See PIKEVILLE	CYPRESS P. O. 1851-1885 PIKEVILLE	1851	SW1/4, Section 33, T1N, R21E	0.8 mile west of Dutch Gap Canal	USH 45 and CTH WG	--	1840s (?)	--	--	28, 86, 98
2	HUNT'S STATION See BASSETT	--	--	--	--	--	--	--	--	--	--
16	JACKSONVILLE	--	--	NW1/4, Section 9, T1N, R21E	Des Plaines River 0.6 mile east	STH 50 and CTH D (184th Avenue)	--	1835/1836	This place is generally believed to have been named after President Andrew Jackson, but the first postmaster was one A. B. Jackson	Jacksonville probably disappeared as a settlement because it is 1.25 miles northeast of Bristol and 1.7 miles west-northwest of Woodworth	18, 43, 76
11	JUGVILLE See also CHAPIN	CHAPIN P. O. 1900-1904 HEIDERSDORF'S CORNER (1892) PARISVILLE (1860) STAR CORNERS	1900 1892 1860	NE1/4, Section 23, and NW1/4, Section 24, T2N, R21E	--	STH 142 and CTH MB	--	Name used 1852 to 1860	First tavern kept by George McCarty	--	43, 56, 76
17	KELLOGG'S CORNERS	--	--	NE1/4, Section 1, T2N, R21E, and NW1/4, Section 6, T2N, R22E (Kenosha County); SE1/4, Section 36, T3N, R21E, and SW1/4, Section 31, T3N, R22E (Racine County)	--	IH 94/USH 41 and CTH KR	--	1840	Named for Chauncey, Thadious, and Seth Kellogg First Methodist Episcopalian Church built here	A freeway interchange now occupies the place the "corners" of four sections in two counties meet	56

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
18	KENOSHA P. O. 1850+ See also PIKE	SOUTHPORT P. O. 1837-1850 PIKE P. O. 1836-1837	1850 1837	Current City encompasses all or part of: Sections 5-8 and 17-18, T1N, R23E; Sections 1-6 and 9-14, T1N, R22E; Sections 13, 23-27, and 29-36, T2N, R22E; and Sections 18-19 and 29-32, T2N, R23E	Lake Michigan Pike River	STH 31, STH 32, STH 50, STH 142, STH 158, STH 174, and many county trunk highways	C&NW "Shore Line" to Chicago and Milwaukee built in 1855	1835/1836	--	The Village of Southport was incorporated in 1841; the City of Kenosha incorporated in 1850	54, 70, 84, 93, 98, 100
19	KLONDIKE	--	--	Center of Section 34, T2N, R20E	--	CTH NN and STH 75	--	--	--	This place appears to have remained a small crossroads settlement	39, 76, 79, 85, 95
20	LAGOON	--	--	--	--	--	--	--	--	--	98
21	LIBERTY P. O. 1846-1863 See LIBERTY CORNERS	--	--	--	--	--	--	--	--	--	98
21	LIBERTY CORNERS	This settlement apparently was also known as Liberty, which had a post office from 1846 to 1863. John Warren Hunt's gazetteer lists a "Postal Village" in adjacent Section 25	--	N1/2, Section 26, T1N, R20E	--	STH 83 and CTH C	One mile northeast of Soo Line main line to Chicago	Before 1844	A. W. Benham	This locality seems to have succumbed to the success of surrounding towns like Trevor, Salem, and Benet Lake, which are more water-oriented than this high-prairie settlement	29, 34, 43, 62, 79, 85, 86, 97
22	NEW MUNSTER P. O. called "Wheatland" 1843-1880; changed to "New Munster" 1880+ See also WHEATLAND (Township 1 North, Range 19 East)	Neu Münster, for the City of Münster, Westphalia, Germany, from which settlers emigrated; "Munster" in English	--	NW1/4, Section 2, and NE1/4, Section 3, T1N, R19E	New Munster Creek 0.5 mile north; Palmer Creek 0.5 mile east	STH 50	--	1840s	German settlers	Modern aerial photography (see reference 79) shows today's Wheatland about 1.4 miles northeast of New Munster. Perhaps historic confusion of names occurred, or they were "twin villages" at one time	20, 39, 62, 76, 79, 85, 86, 95, 98
23	NIXON'S CORNERS	--	--	SW1/4, Section 5, and NW1/4, Section 8, T1N, R21E	--	USH 45 and STH 50	--	--	Frank H. Lyman's 1916 history of the City and County of Kenosha (reference 43) mentions one George Nixon	--	43

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
24	OAK GROVE	OAK GROVE STATION	--	NW1/4 of NE1/4, Section 7, T1N, R23E	--	--	C&NW Milwaukee-Chicago "Old Line"	--	--	Now within corporate limits of the City of Kenosha	28
25	PADDOCK LAKE	--	--	Current Village limits encompass approximately SW1/4, Section 1; all of Section 2; SE1/4, Section 3; small portion of Section 10; and NW1/4, Section 11, T1N, R20E	Surrounds Paddock Lake and touches Hooker Lake	STH 50, STH 75, STH 83, CTH K, and 248th Street extended	--	--	This settlement was probably named after the lake it now surrounds	The Village of Paddock Lake was incorporated in 1960	39, 70, 76, 85
26	PARIS P. O. 1845-1903	PARIS CORNERS as late as 1923	--	E1/2, Section 18, and SW1/4, Section 17, T2N, R21E	Des Plaines River 0.8 mile east	STH 142 (formerly STH 43) and USH 45	--	1837	Seth B. Meyrick named this place for Paris, Oneida County, New York	Paris remains a rural locality with a cemetery, a church, and a clutch of houses	12, 20, 34, 39, 49, 79, 85, 86, 95, 98
26	PARIS CORNERS See PARIS	--	--	--	--	--	--	--	--	--	43
11	PARISVILLE See CHAPIN See JUGVILLE	--	--	--	--	--	--	--	--	--	--
18	PIKE P. O. 1836-1837 SOUTHPORT P. O. 1837-1850 KENOSHA P. O. 1850+ See also KENOSHA	SOUTHPORT P. O. 1837-1850. KENOSHA P. O. 1850+	Original name 1837 1850	Historic center of settlement is S1/2 of NE1/4, Section 31, T2N, R23E See KENOSHA for current areal extent	At mouth of Pike River at Lake Michigan	--	C&NW lakeshore line Former C&NW line to Rockford, Illinois CNS&M Milwaukee-Chicago line abandoned 1963 TMER&L interurban line to Milwaukee until 1947	1835	John Bullen, Edwin C. Hart, William Bullen, and C. W. Turner	Incorporated as the City of Kenosha in 1850	1, 9, 10, 11, 29, 73, 76, 98
27	PIKE GROVE	--	--	NE1/4, Section 10, T2N, R22E	Pike Creek	STH 31 and CTH A	C&NW St. Francis-Chicago "New Line" about 0.6 mile west	1835	B. Felch, H. Longwell, Z. Montgomery, and Griffin and William Allen	This settlement, located in the Town of Somers, may derive its name from the former name of the Town, known as Pike from 1843 to 1853	26, 43

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
12	PIKEVILLE See also CYPRESS	CYPRESS P. O. 1851-1885 See also HOADLEY	1851 1849	SW1/4, Section 33, T1N, R21E	0.8 mile west of Dutch Gap Canal	USH 45 and CTH WG	--	As Pikeville, before 1862	A Pikeville Corners, in the Town of Bristol, is reputed to have been settled by three brothers named Pike	At least one unofficial map (reference 49) shows a Pikeville on the Wisconsin-Illinois state line at USH 45 and CTH WG. Whether this place is historically continuous with Cypress and Hoadley is another matter <u>The Territorial Post Offices of Wisconsin</u> (reference 97), published in 1963, contains an 1862 list showing a Pikeville in the Town of Bristol. But the <u>1971 Wisconsin Post Office Handbook</u> (reference 98) shows no entry for Pikeville. The former work is a reprint listing; the latter is a compilation. Hence, it is probable, but not indisputably proven, that there was a post office at a place known as Pikeville in the Town of Bristol in 1862	18, 28, 49, 62, 85, 97, 98
28	PLEASANT PRAIRIE P. O. 1836-1850, 1870-1874, 1875+	Nicknamed TAR CORNERS before 1875, since a thief was once tarred and feathered here	--	Original settlement centered in SW1/4, Section 8, and NW1/4, Section 17, T1N, R22E	Unnamed tributary to Des Plaines River 0.25 mile south	CTH C and CTH HH	C&NW former Kenosha-Rockford (Illinois) line	1830s	Named for the Town of Pleasant Prairie	A rural locality until a few years ago, this settlement now boasts a large, coal-fired electric generating plant, as well as a major shopping and office park. The whole Town was incorporated as the Village of Pleasant Prairie in 1989, to some extent enabling better regulation of development of urban and rural areas alike	5, 12, 34, 35, 39, 54, 56, 62, 73, 76, 79, 84, 85, 95, 98

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
20	POWERS LAKE P. O. 1900+		1900	SE1/4, Section 7, T1N, R19E	On Powers Lake	CTH P and CTH F	--	--	--	Classed as a "rural locality" (reference 62), Powers Lake was first mainly an area of summer residences, but is now becoming a real suburb, albeit Chicago-oriented	39, 62, 76, 79, 85, 98
	LAGOON P. O. 1896-1900	LAGOON P. O. 1896-1900									
29	RANNEY P. O. 1885-1907	--	--	SE1/4, Section 9, T1N, R22E	Jerome Creek 0.5 mile south	STH 31 0.4 mile east	CMSP&P Chicago-Milwaukee main line junction with former C&NW Kenosha-Harvard, Illinois, line to Rockford	1871, when CMSP&P was building to State Line The C&NW, which built its line here in 1862, never noted Ranney on its schedule	CMSP&P	Appearing on the timetables of the CMSP&P Chicago-Milwaukee Division since 1871, this locality is probably more a railway landmark than a residential settlement	30, 37, 38, 54, 76
8	SALEM P. O. 1839+	SALEM (1865-) SALEM STATION (1862-1865) SALEM (1839-1862) BROOKLYN	1865 1862 1839	SE1/4, Section 10; SW1/4, Section 11; NW1/4, Section 14; and NE1/4, Section 15, T1N, R20E	Partly surrounds Hooker Lake	STH 83 and 83rd Street	Former C&NW Kenosha-Harvard (Illinois) line	1830s (?)	Named by John Cogswell for the city of his birth in Massachusetts	Salem apparently is not inclined to incorporate at present	12, 34, 39, 43, 62, 73, 76, 79, 85, 86, 95
8	SALEM STATION See SALEM	--	--	--	--	--	--	--	--	--	43
30	SELMA	--	--	NE1/4 of NW1/4, Section 7, T1N, R23E	--	--	--	--	--	Now within corporate limits of the City of Kenosha	28
31	SILVER LAKE P. O. 1887+	--	--	Current limits of Village encompass approximately SE1/4, Section 7; most of S1/2, fractional Section 8; W1/2, fractional Section 17; E1/2, Section 18; E1/2 of NE1/4, Section 19; and W1/2 of NW1/4, Section 20, T1N, R20E	Fronts western half of shore of Silver Lake; fronts Fox River for over one mile	CTH F and 288th Avenue; STH 50/ STH 83 0.5 mile north of Village limits	Soo Line main line to Chicago Former C&NW Kenosha-Harvard/Rockford (Illinois) line went through northern portion of Village	1870s or 1880s (?)	--	The Village of Silver Lake was incorporated in 1926	54, 62, 70, 76, 79, 84, 85, 95, 98
32	SLADE'S CORNERS P. O. 1878-1940	--	--	NE1/4, Section 6, T1N, R19E, and S1/2, Section 31, T2N, R19E	--	STH 50 and CTH P	--	--	--	The corners remain, but Slade and his folk seem to have gone elsewhere	39, 62, 76, 79, 85, 98

Table 1 (continued)

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
35	STATE LINE	--	--	S1/2, Section 31, T1N, R23E	Within 0.5 mile of Chiwaukee Prairie remnant	STH 32 and State Line Road	C&NW lakeshore line CNS&M Milwaukee-Chicago line (abandoned 1963)	--	--	About 1.4 miles south-southwest of Carol Beach, this place is not acknowledged in <u>The Atlas of Wisconsin</u> (reference 62), because aerial photography does not betray any sign of human habitation. It was probably a convenient designation for travelers by highway or rail	9, 76, 85
36	TOBIN	--	--	SE1/4, Section 25, and N1/2, Section 36, T1N, R22E	--	CTH EZ and 116th Street STH 32 one mile east	--	--	--	Formerly a stop on the CNS&M inter-urban between Chicago and Milwaukee via Racine and Kenosha, this rural locality seems deserted on aerial photographs from 1965, two years after the North Shore Line's demise	9, 39, 62, 76, 79, 85, 96
37	TREVOR P. O. 1887+	--	--	SW1/4, Section 27, T1N, R20E	Trevor Creek 0.2 mile southeast	CTH C and 256th Avenue extended	Soo Line main line to Chicago	1880s, possibly 1885	Named for an official of the Chicago, Wisconsin & Minnesota Railroad (which became the Soo Line after becoming part of the Wisconsin Central) when line from Slinger to the Wisconsin-Illinois state line was built through Trevor in 1886	This rural locality seems quite content to continue its accustomed existence without interference	20, 39, 46, 54, 62, 76, 79, 85, 95, 98

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
38	TRUESELL P. O. 1876-1953	--	--	S1/2, Section 4, and NW1/4, Section 9, T1N, R22E	--	STH 50; STH 192 0.5 mile west; STH 31 one mile east	CMSP&P Milwaukee-Chicago main line	Early 1870s	In 1871 the Wisconsin Union Railroad Company built a line from Reed Street in Milwaukee to the Wisconsin-Illinois state line via Truesell	This locality may not have had a post office for some 40 years, but it remains on railway maps and timetables	13, 30, 39, 54, 62, 76, 79, 84, 85, 95, 98
39	TWIN LAKES P. O. 1891+	--	--	In 1970 Village limits encompassed approximately E1/2, Section 21, T1N, R19E Current limits of Village generally encompass portions of S1/2, Section 15; portions of E1/2, Section 16; small portion of SE1/4, Section 19; small portions of SW1/4 and NE1/4 and all of SE1/4, Section 20; all of Section 21; most of Section 22; NW1/4 and N1/2 of SW1/4, Section 27; all of Sections 28 and 29; E1/2 of E1/2, Section 30; NE1/4 of NE1/4 and N1/2 of SE1/4, Section 31; all of Section 32; and most of W1/2 and small portion of NE1/4, Section 33, T1N, R19E	Surrounds Marie Lake and most of Elizabeth Lake	CTH O, CTH Z, CTH P, CTH EM, CTH HM, and CTH F	Former C&NW Kenosha-Harvard (Illinois) line	Between 1862, when railway line was built, and 1891, when post office was opened	Named for "twins" Marie Lake and Elizabeth Lake; the lakes in turn were named for Marie and Elizabeth Immesan A General John Bullen reportedly opened a tavern here in 1837	Incorporated as the Village of Twin Lakes in 1937	5, 20, 39, 54, 62, 70, 76, 79, 85, 95, 100

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
40	WALKER'S PRAIRIE	--	--	SW1/4, Section 24, T1N, R21E	Des Plaines River two miles north	CTH Q and CTH U IH 94/USH 41 one mile east STH 50 about three miles north	--	1836	This place is named for Joel Walker, a Vermonter who settled in the area. His third dwelling, built in 1864, is still standing on land he originally homesteaded. The Wesley Chapel was built here between 1842 and 1845	The pressure of real estate development is moving west from the IH 94/USH 41 corridor toward this settlement	39, 43, 79, 88, 93, 95
22	WHEATLAND P. O. 1843-1880 (Township 1 North, Range 19 East) See also NEW MUNSTER	NEW MUNSTER P. O. 1880 +	1880	NW1/4, Section 2, and NE1/4, Section 3, T1N, R19E	Overlooks the Fox River Valley New Munster Creek 0.5 mile north	STH 50	--	--	--	Not to be confused with today's Wheatland (see entry below)	39, 49, 62, 79, 85, 95, 98
41	WHEATLAND P. O. 1891-1922 The name of the post office founded in another location in 1843 was changed to New Munster in 1880 (see entry above). The post office for the settlement this entry refers to was in Township 2 North, Range 19 East	--	--	NE1/4, Section 35, and NW1/4, Section 36, T2N, R19E	Fox River Peterson Creek, tributary to Fox River, 0.6 mile south; New Munster Creek enters Fox River 0.4 mile southwest	CTH W	Soo Line to Chicago	--	--	No great collection of buildings marks the site of this community; its name and history mark the era before Wisconsin became "America's Dairyland," when "King Wheat" ruled the prairies	16, 34, 39, 42, 54, 62, 76, 79, 84, 85, 95, 98
15	WILMOT P. O. 1849 +	Official U. S. Post Office name prevailed over founder's 1846 choice of GILEAD	1849	W1/2 and SE1/4, Section 30, and NW1/4, Section 31, T1N, R20E	Oxbow bend of Fox River	CTH W, CTH C, and CTH B	--	Asabel W. Benham built a mill on the Fox River in 1844 and named the settlement after Gilead, Connecticut This settlement was renamed for the Wilmot Proviso, a pre-Civil War attempt to resolve the slavery issue	Asabel W. Benham	Situated on the eastern bank of the Fox River, this rural locality is apparently prospering	20, 34, 39, 42, 43, 62, 76, 85, 86, 95, 98

Table 1 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
42	WOODWORTH P. O. 1865+	Once called BRISTOL Possibly called North Bristol at one time; cemetery in extreme southeast of Section 3 of Township 1 North, Range 21 East is "North Bristol Cemetery." It is one mile from Woodworth, and much farther from today's Bristol	--	NE1/4 of SW1/4 and NW1/4 of SE1/4, Section 10, T1N, R21E	One mile east and one mile north of Des Plaines River	CTH MB; STH 50 0.6 mile north	Former Kenosha-Harvard (Illinois) line of C&NW	Between 1852 and 1865	Three accounts are given for the origin of this settlement: 1) Woodworth was named for a local family when railway came in 1860s; the railway was built in 1862 by the Dixon, Rockford & Kenosha Railroad Company, part of the Rockford-to-Kenosha line 2) According to another account, the place was named for Linus Woodworth, who settled here in 1847, although Simon Lovett was the first known European-heritage settler 3) A third account states that the place was originally named for the Reverend Ira B. Bristol, but the name was changed to avoid confusion with the Town of Bristol	There is far more development along STH 50, site of the settlement's cemetery and school, than at the actual center of this settlement, located 0.6 mile south of STH 50	5, 18, 20, 34, 39, 62, 73, 76, 79, 85, 95, 100

SETTLEMENTS NOT LOCATED GEOGRAPHICALLY

AURORA, P. O. 1833-1843 (1, 42, 98); BISSELL, P. O. 1893-1894 (98); KINGMANS (43); MARION, P. O. 1851-1860 (98); PLEASANT GROVE, P. O. 1851-1856 (98); SOUTH BRISTOL, P. O. 1849-1868 (98)

Source: SEWRPC.

Map 2

SETTLEMENTS IN MILWAUKEE COUNTY

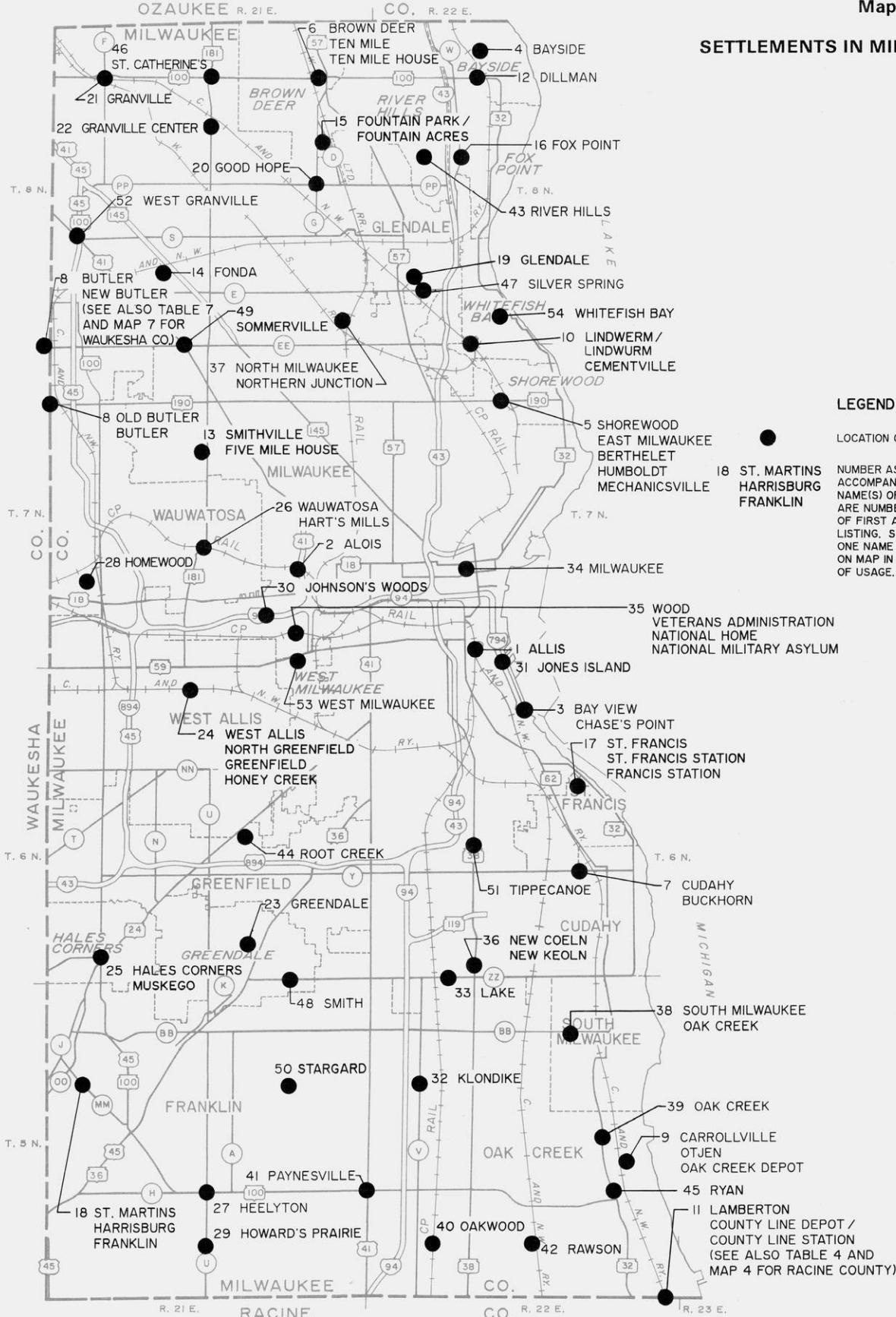


Table 2

ALPHABETICAL LISTING OF SETTLEMENTS IN MILWAUKEE COUNTY

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
6	BROWN DEER P. O. 1885-1903	TEN MILE P. O. 1883-1885	1885	Original settlement in SW1/4, Section 1; SE1/4, Section 2; NE1/4, Section 11; and NW1/4, Section 12, T8N, R21E	Milwaukee River, including horseshoe bend, forms part of east boundary; unnamed tributary from southwest traverses the Village to enter River	STH 100 (W. Brown Deer Road) and STH 57 (N. Green Bay Road)	CMSP&P Superior Division line to Green Bay, built 1870 by Milwaukee and Northern Railway Company	1840s (?)	Legendary source of name "Brown Deer" is brown deer strolling into open saloon door	This settlement ultimately became part of today's Village of Brown Deer, incorporated in 1955	28, 41, 49, 51, 70, 84, 86, 98
	TEN MILE HOUSE P. O. 1853-1883	TEN MILE HOUSE P. O. 1853-1883	1883	Current Village limits encompass approximately that portion of Section 1 west of the Milwaukee River; all of Section 2; E1/2 of Section 3; E1/2 of Section 10; all of Section 11; irregular portion of Section 12, mainly in W1/2; NW1/4 of Section 13; and E1/2 of Section 14, T8N, R21E (but see "Historical Outcome" column)						During the 1960s, the Village and the City of Milwaukee battled over who would annex much of northwestern Milwaukee County. In 1960, much of that area was part of the Village, which then extended to the northwest corner of the County. By 1970, however, the City of Milwaukee won much of this area, thus cutting the area of the Village by about two-thirds to its current size	
7	BUCKHORN	--	--	SE1/4, Section 22, T6N, R22E	--	--	--	--	--	--	98
	See CUDAHY										
8	BUTLER (Milwaukee County)	--	--	--	--	--	--	--	--	This settlement was located in Milwaukee County until the early 20th century, when it moved to Waukesha County. The names OLD BUTLER and NEW BUTLER are used to distinguish the two incarnations	98
	See also NEW BUTLER										
	See also OLD BUTLER										
	See also BUTLER (Waukesha County table)										
	See also NEW BUTLER (Waukesha County table)										
9	CARROLLVILLE P. O. 1917-1961	OTJEN P. O. 1899-1917	1917	E1/2, Section 23, and W1/2, Section 24, T5N, R22E	On bluffs over Lake Michigan	5th Avenue (South Milwaukee street system) E. Ryan Road	C&NW lakeshore line to Chicago (depot here still named "Oak Creek") TMER&L interurban to Racine and Kenosha, 1897; local Carrollville service, 1924	St. Matthew Roman Catholic Church on Chicago Road dates from early 1840s The year 1893 marks commercial beginning	Named for Patrick Carroll Another source credits P. R. Carroll and his brother, John Francis, cofounders of the Lakeside Distillery in 1893	Carrollville and its overlapping postal predecessor, Otjen, were incorporated into the City of Oak Creek in 1955	9, 20, 41, 49, 53, 54, 62, 70, 73, 84, 85, 94
	OAK CREEK DEPOT										

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
10	CEMENTVILLE See LINDWERM	--	--	--	--	--	--	--	--	--	98
3	CHASE'S POINT See also BAY VIEW	--	--	NW1/4 of SE1/4, Section 4, T6N, R22E	Lake Michigan immediately east; Kinnickinnic River estuary to west and northwest	Now E. Bay Street	C&NW "Shore Line" main line meets belt line at junction nearby; leads to Jones Island to north	1834	Horace Chase, along with Samuel Brown and Morgan L. Burdick	Became part of the Village of Bay View in 1879 and was annexed into the City of Milwaukee in 1887	23, 40, 49, 84
11	COUNTY LINE DEPOT See LAMBERTON	COUNTY LINE STATION	--	--	--	--	--	--	--	--	28
7	CUDAHY P. O. 1893+	BUCKHORN (1892)	1893	Original area encompassed approximately SE1/4, Section 22, T6N, R22E Current City limits encompass approximately S1/2, Section 23; S1/2, fractional Section 24; all of fractional Section 25; Section 26; eastern three-quarters, Section 27; eastern three-quarters, Section 34; and all of Section 35 and fractional Section 36, T6N, R22E	--	STH 32, STH 62, CTH Y (E. Layton Avenue), and CTH ZZ (E. College Avenue)	C&NW "Shore Line" and "Air Line" to Proviso Yard in Chicago TMER&L Milwaukee-Racine-Kenosha line paralleled the C&NW Air Line	1892	Patrick J. Cudahy, meat packer	--	49, 54, 73, 84, 98, 100
12	DILLMAN P. O. 1879-1903	A 1904 railway map lists this place as DILLMANN'S	--	SW1/4, Section 4, T8N, R22E	Lake Michigan 1.2 miles east	STH 32	C&NW "Shore Line" to Sheboygan	--	--	No longer generally known by name in this area	49, 54, 73, 94, 98
5	EAST MILWAUKEE See SHOREWOOD	--	--	--	--	--	--	--	--	--	51
13	FIVE MILE HOUSE P. O. 1870-1876	SMITHVILLE P. O. 1876-1879	1876	SE1/4, Section 9, and NE1/4, Section 16, T7N, R21E	--	STH 181 (N. 76th Street), W. Burleigh Street, and W. Lisbon Avenue	--	1860s (?)	--	This area was annexed from the Town of Wauwatosa by the City of Milwaukee sometime between 1920 and 1940	49, 70, 98
14	FONDA	--	--	SW1/4, Section 28, T8N, R21E	--	--	C&NW belt line from Butler Yard to "Shore Line"	--	--	Primarily a railway designation, Fonda became part of the City of Milwaukee during the 1950s	49, 70, 84, 94

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
15	FOUNTAIN PARK	FOUNTAIN ACRES	--	NW1/4, Section 13, T8N, R21E	--	CTH D (N. Teutonia Avenue) and W. Bradley Road	CMSP&P Superior Division main line	--	--	Became part of the Village of Brown Deer, which incorporated in 1955	49, 54, 70
16	FOX POINT	--	--	Current Village limits encompass approximately E1/2, Section 8; S1/2 and W1/2 of NW1/4, Section 9; S1/2 of fractional Section 10; all of fractional Sections 15-16; parts of NE1/4 and SE1/4, Section 17; E1/2 of E1/2 of E1/2, Section 20; and all of fractional Section 21, T8N, R22E	Lake Michigan shore is east boundary Milwaukee River 0.7 mile west at nearest point	STH 32 and CTH W (N. Port Washington Road)	C&NW "Shore Line" to Sheboygan bisects area	1840s	Name derives from English translation of Indian name <u>hosha-rac-ah-tah</u> , "a fox" Settled by some Dutch farmers	Incorporated as the Village of Fox Point in 1926	44, 51, 54, 70, 73, 84, 100
17	FRANCIS STATION See ST. FRANCIS	--	--	--	--	--	--	--	--	--	98
18	FRANKLIN P. O. 1848-1859 See ST. MARTINS	--	--	--	--	--	--	--	--	--	98
19	GLENDALE	--	--	Current City limits encompass approximately all or part of Sections 24-25, T8N, R21E; Sections 17-20 and 29-32, T8N, R22E; and Sections 5-6, T7N, R22E	Glendale includes lands on both banks of the Milwaukee River	IH 43 on east side and STH 57 on west side of Milwaukee River	CMSP&P line to Green Bay and beyond (Superior Division), built in 1870 after an 1857 Milwaukee-to-Cedarburg line had been built and dismantled CMSP&P "Beer Line" (Milwaukee Terminal Division) C&NW main line from Milwaukee to Twin Cities or Green Bay via Winona and/or Butler	1950, in reality Earlier inhabitants and settlements were in Town of Milwaukee or Town of Granville	--	The City of Glendale was incorporated in 1950 after the conduct of the 1950 Census	13, 49, 54, 62, 84, 85
20	GOOD HOPE P. O. 1849-1894	--	--	SW1/4, Section 13, and NW1/4, Section 24, T8N, R21E	1.7 miles west of Milwaukee River	CTH PP (W. Good Hope Road) and CTH G (N. 43rd Street)	CMSP&P Superior Division 0.3 mile east C&NW Fox Valley line 0.5 mile south	Late 1830s or 1840s (?)	--	Joined the City of Milwaukee by annexation during the 1950s	12, 13, 21, 30, 34, 42, 70, 84, 86, 98

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
21	GRANVILLE P. O. 1847-1862	--	--	SW1/4, Section 5; SE1/4, Section 6; NE1/4, Section 7; and NW1/4, Section 8, T8N, R21E	Little Menomonee River 0.5 mile east; tributary to Menomonee River one mile west	STH 100/STH 74 (W. Brown Deer Road) and CTH F (N. 107th Street)	C&NW Fox River main line CMSP&P Northern Division main line	--	Named by C. T. Everts for Granville, New York, which memorializes Sir John Carteret, Earl of Granville (1690-1763)	During the 1960s, after the City of Milwaukee's successful court battle to keep the Village of Brown Deer from annexing to the northwest corner of Milwaukee County, this area joined the City of Milwaukee	12, 20, 34, 41, 49, 62, 73, 79, 84, 85, 86, 98
22	GRANVILLE CENTER P. O. 1874-1903	--	--	SE1/4 of SE1/4, Section 9; SW1/4 of SW1/4, Section 10; NW1/4 of NW1/4, Section 15; and NE1/4 of NE1/4, Section 16, T8N, R21E	Near geographic center of the historic Town of Granville	STH 181 (N. 76th Street) and W. Bradley Road	C&NW Fox River main line	--	--	During the 1960s, the City of Milwaukee and Village of Brown Deer both attempted to annex this area; Milwaukee succeeded	13, 37, 38, 41, 49, 50, 51, 62, 85, 94, 98
23	GREENDALE P. O. 1938+	--	--	Portions of Sections 2-4, T5N, R21E; all or part of Sections 26-28 and 33-36, T6N, R21E	Root River and tributaries	STH 36, CTH U (S. 76th Street), CTH ZZ (W. College Avenue), and arterials: S. 51st Street, S. 60th Street, S. 92nd Street, and W. Grange Avenue	TMER&L ran a spur to site, possibly from Hales Corners, to move men as well as material to the site; this spur was in use only during construction and was later taken up	Before incorporation in 1938, the portion of this place north of W. College Avenue was part of the Town of Greenfield; the portion south of W. College Avenue was part of the Town of Franklin	U. S. Department of Agriculture, Resettlement Administration	Greendale, a planned "garden city," was a project of the U. S. Department of Agriculture, Resettlement Administration. The Village was incorporated in 1938. Federal control ended in 1952	2, 49, 62, 70, 85, 93
24	GREENFIELD P. O. 1839-1882 See also HONEY CREEK See also WEST ALLIS Not to be confused with the modern City of Greenfield, which was incorporated in 1957	NORTH GREENFIELD P. O. 1882-1907 WEST ALLIS P. O. 1907 +	1882 1907	--	--	--	--	--	--	--	12, 34, 42, 49, 54, 84, 98

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
25	HALES CORNERS P. O. 1854+ MUSKEGO P. O. 1843-1854	HALE'S CORNERS (early spelling) MUSKEGO P. O. 1843-1854	1854	Original settlement encompassed SE1/4 of NE1/4 of SE1/4, Section 31; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 32, T6N, R21E Modern Village limits encompass approximately S1/2, Section 29; S1/2, Section 30; all of Sections 31 and 32, T6N, R21E; and part of NW1/4, Section 5, T5N, R21E	Whitnall Park Creek from Upper Kelly Lake to Root River Eastern half of Upper Kelly Lake	USH 45/STH 100 (S. 108th Street); STH 24 (W. Forest Home Avenue/ Janesville Road); CTH OO (W. Forest Home Avenue); and W. Grange Avenue Old territorial road from Milwaukee to Burlington (1840) is now STH 24	Former TMER&L interurban to Street Martins and west (1903) ran east of and parallel to S. 108th Street	Early 1840s	Ebenezer Hale, brother of Nathan Hale of historic note, and sons Seneca and William arrived in Milwaukee area in 1836	The Village of Hales Corners was incorporated in 1952	9, 41, 48, 49, 86, 98
18	HARRISBURG See ST. MARTINS	--	--	--	--	--	--	--	--	--	98
26	HART'S MILLS See WAUWATOSA	--	--	--	--	--	--	--	--	--	--
27	HEELYTON P. O. 1892-1903	--	--	SE1/4 of SE1/4, Section 21; SW1/4 of SW1/4, Section 22; NW1/4 of NW1/4, Section 27; and NE1/4 of NE1/4, Section 28, T5N, R21E	Ryan Creek (Root River) 0.7 mile south; Root River 0.7 mile east	STH 100 (W. Ryan Road) and CTH U (S. 76th Street) S. 76th Street was "Center Road" before 1930	--	--	--	Became part of the City of Franklin upon its incorporation in 1956	49, 70, 94, 98
28	HOMEWOOD	--	--	SW1/4 of NE1/4, Section 30, T7N, R21E	--	N. 112th Street and Potter Road	CMSP&P Milwaukee-to-Twin Cities main line 0.3 mile north and C&NW belt line to Butler 0.3 mile east	--	--	Was annexed from Town of Wauwatosa to City of Wauwatosa during the 1950s	49, 70, 94
24	HONEY CREEK See also WEST ALLIS	--	--	SW1/4 of NE1/4, SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 4, T6N, R21E	Honey Creek, which rises about five miles south-southeast and subsequently runs about three miles generally north to join Menominee River near Hart Park in Wauwatosa	STH 181 (S. 84th Street), W. National Avenue (former STH 15), and STH 59 On old Mukwonago Road	C&NW St. Francis-Butler line	Before 1842 and probably 1838	Named for quantity of bees along clay creek banks	Was annexed from the Town of Greenfield by the City of West Allis during the 1940s	39, 49, 51, 54, 70, 91

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
29	HOWARD'S PRAIRIE P. O. 1877-1893	--	--	SW1/4 of SW1/4, Section 27; SE1/4 of SE1/4, Section 28; NE1/4 of NE1/4, Section 33; and NW1/4 of NW1/4, Section 34, T5N, R21E	Ryan Creek 0.3 mile north, flows to Root River	CTH U (S. 76th Street) and W. Oakwood Road	--	--	--	Became part of the City of Franklin upon its incorporation in 1956	28, 49, 98
5	HUMBOLDT See SHOREWOOD	--	--	--	--	--	--	--	--	--	98
30	JOHNSON'S WOODS	--	--	S1/2, Section 27, and N1/2, Section 34, T7N, R21E	Somewhat isolated area now within the City of Milwaukee with West Allis to south and Wauwatosa to north; has served as transportation corridor for CMSP&P, TMER&L, and now IH 94	IH 94 Hawley Road on east; N. and S. 76th Street on west; W. Blue Mound Road on north	CMSP&P "Air Line" from Muskego Yard to Elm Grove Former TMER&L interurban line from Milwaukee to Waukesha	--	--	Annexed between 1920 and 1940 by the City of Milwaukee	9, 13, 30, 49, 50, 61
31	JONES ISLAND	Earlier, and more properly, JONES'S ISLAND or JONES' ISLAND	--	Approximately SE1/4, Section 33, T7N, R22E; and NE1/4, Section 4, T6N, R22E	Formerly island in estuary of combined Milwaukee-Menomonee Rivers and Kinnickinnic River, separated from Lake Michigan by peninsular sandbar	In early days, none Now IH 794 above	Extensive CMSP&P and C&NW terminal and switching facilities serving the Milwaukee Harbor	Unknown	Around 1854 received name of James Mourne Jones, builder of shipyard on site The area also supported quite a large settlement of Kashubian (northern Polish) fishermen and their families	The closing of the original harbor entrance south of the Island in about 1865 and considerable fill operations afterward have made this area today part of a larger peninsula Incorporated into the City of Milwaukee between 1880 and 1900	40, 49, 51, 54, 84
32	KLONDIKE P. O. 1898-1906	--	--	SE1/4 of SE1/4, Section 7; SW1/4 of SW1/4, Section 8; NW1/4 of NW1/4, Section 17; and NE1/4 of NE1/4, Section 18, T5N, R22E	--	CTH V (S. 13th Street) ("New Road") and W. Drexel Avenue	CMSP&P main line to Chicago 0.5 mile east	--	--	There is still a small cemetery on east side of S. 13th Street north of W. Drexel Avenue which probably reflects this community's short life and death Became part of the City of Oak Creek upon its incorporation in 1955	49, 70, 94

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
33	LAKE	--	--	S1/2, Section 32, T6N, R22E	Mill Creek, a tributary to Oak Creek, is on southwest fringe	CTH ZZ (W. College Avenue) and S. 6th Street	CMSP&P operated tower, now removed, just north of east end of CTH ZZ bridge over railway CNS&M discharged and accepted passengers at grade at crossing in vicinity of S. 4th Street extended (at site of present north entrance to Milwaukee Area Technical College-South Campus) and W. College Avenue	CMSP&P predecessor, the Wisconsin Union Railroad Company, opened line in 1871; named tower and station CNS&M stop was called "College Avenue" officially, but "Lake" popularly	Named for Town of Lake, which was named for Lake Michigan	This portion of the Town of Lake was annexed by the City of Milwaukee during the 1950s	9, 10, 11, 13, 21, 30, 37, 38, 41, 49, 54, 70, 84, 94
11	LAMBERTON P. O. (in Racine County) 1856-1921; also known there as LAMBERTON POST OFFICE See also LAMBERTON STATION, Racine County	COUNTY LINE DEPOT COUNTY LINE STATION	--	SW1/4 of SE1/4, Section 36, T5N, R22E (Milwaukee County); NE1/4, Section 1, T4N, R22E (Racine County)	Lake Michigan 0.7 mile east	--	C&NW "Shore Line" to Chicago and the "New Line" of the TMER&L (built 1929 to 1930), replacing line along S. Chicago Road, long since taken up	1840s or 1850s	Named for William E. Lambertson, whose descendants were area landowners into this century One of them, G. H. Lambertson, owned 136.5 acres on Lake Michigan in the 1870s	Except for railway lands, the land is now owned almost totally by the Wisconsin Electric Power Company There are still a few homes along Rifle Range Road (entrance from STH 32 in Racine County) close to the site of this settlement	49, 73, 86, 94, 98
10	LINDWERM P. O. 1885-1889, 1891-1892 P. O. as CEMENTVILLE, 1889-1891 LINDWURM (alternate spelling)	CEMENTVILLE P. O. 1889-1891	1891/1885 1889	SE1/4 of SE1/4, Section 32, T8N, R22E; and N1/2 of NE1/4, Section 5, T7N, R22E	On east bank of Milwaukee River near E. Hampton Road	E. Hampton Road	C&NW former main line to Wisconsin Avenue depot, razed in 1960s C&NW spur to Blue Hole quarry 0.5 mile south	--	Possibly named for local family If so, and if family was of German descent, name was probably spelled Lindwurm (German for "dragon")	Now part of the City of Glendale and the Village of Whitefish Bay	20, 49, 54, 70, 73, 94
5	MECHANICSVILLE See SHOREWOOD	--	--	--	--	--	--	--	--	--	51

Table 2 (continued)

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
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8	NEW BUTLER (Waukesha County) See also OLD BUTLER See also BUTLER (Waukesha County table) See also NEW BUTLER (Waukesha County table)	BUTLER	--	--	--	--	--	--	--	Now generally known simply as BUTLER, this settlement moved from Milwaukee County (OLD BUTLER) to its current location in Waukesha County between 1903 and 1913 Mail may still have been delivered via the old post office in Milwaukee County, near Lisbon Road and W. Capitol Drive, while the community moved to N. 124th Street and W. Hampton Road in Waukesha County	98
36	NEW COLOGNE (Correct name in English, but not generally used) P. O. 1855-1863 as NEW KOELN (KOELN [?]) P. O. 1861-1903 as NEW COELN	Variously known as NEU KOELN (German) NEW COELN (mixed) NEW KOELN (mixed) and even NEW CEOLN and NEW KEOLN, both obvious misspellings, the latter of which, however, was officially used by the U. S. Post Office	--	SE1/4, Section 32; SW1/4, Section 33, T6N, R22E	Unnamed tributary to Mitchell Field Drainage Ditch	STH 38 (S. Howell Avenue)	C&NW St. Francis-to-Proviso (Chicago) line 1.2 miles east	Late 1840s, with St. Stephen's Roman Catholic and St. John's Lutheran Churches founded in 1847 and 1850, respectively	German immigrant groups, some apparently from the Rhineland around Cologne	The area, now impacted on the east, north, and west by General Mitchell International Airport, was annexed to the City of Milwaukee sometime during the 1950s. Two historic structures, St. Stephen's Roman Catholic Church and the Landmark 1850 Inn, survive within the area	28, 41, 49, 50, 70, 86, 94, 98
24	NORTH GREENFIELD See WEST ALLIS See also HONEY CREEK		--	--	--	--	--	--	--	--	--
37	NORTH MILWAUKEE P. O. 1893-1929 NORTHERN JUNCTION P. O. 1870-1893 SCHWARTZBURG may have been concurrent name; this alternative name set forth in 1878 atlas	NORTHERN JUNCTION P. O. 1870-1893	1893	S1/2, Section 36, T8N, R21E; N1/2, Section 1, T7N, R21E	Lincoln Creek, tributary to Milwaukee River	W. Hampton Avenue, N. 32nd Street, N. Hopkins Street, W. Villard Avenue, and N. 35th Street	CMS&P Northern Division, Superior Division, and Milwaukee Terminal Division junction	Before 1897	--	Incorporated in 1897 as Village of North Milwaukee and as City of North Milwaukee in 1918; annexed by City of Milwaukee in 1929	13, 30, 37, 38, 49, 50, 54, 70, 84, 94, 98

Table 2 (continued)

Table 2 (continued)

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40	OAKWOOD P. O. 1874-1961	Previously sometimes known as OAK WOOD	--	SE1/4 of SW1/4, Section 29, and NE1/4 of NW1/4, Section 32, T5N, R22E	Main stem of Oak Creek 0.8 mile north	W. Oakwood Road	CMSP&P Milwaukee-Chicago main line	Wisconsin Union Rail Road Company (later CMSP&P) line was built here in 1871	--	This hamlet, now incorporated into the City of Oak Creek, was once complete with a wind-driven feed mill occupying large buildings on the south and north sides of W. Oakwood Road west of the railway. The northern building was a store; the southern is still a tavern	13, 21, 28, 41, 49, 54, 62, 70, 80, 84, 85, 94
8	OLD BUTLER P. O. 1848-1903 See also BUTLER See also NEW BUTLER See also BUTLER (Waukesha County table) See also NEW BUTLER (Waukesha County table)	BUTLER Settlement moved to Waukesha County sometime between 1903 closing of OLD BUTLER post office and 1913 opening of NEW BUTLER post office in Waukesha County Name of NEW BUTLER changed to BUTLER in 1931 by U. S. Post Office following 1930 legal change	1913 1930/1931	SW1/4 of SW1/4, Section 6, and NW1/4 of NW1/4, Section 7, T7N, R21E	Menomonee River 0.5 mile east	STH 190 (formerly Lake Street, now W. Capitol Drive) and W. Lisbon Avenue	C&NW Butler Yard runs north from this location to W. Hampton Avenue	1840s or late 1830s (?)	--	--	28, 34, 41, 49, 54, 84, 86, 94, 98
9	OTJEN P. O. 1899-1917	CARROLLVILLE P. O. 1917-1961	1917	SE1/4, Section 23; and SW1/4, Section 24, T5N, R22E	On bluffs over Lake Michigan	STH 32 (S. Chicago Avenue), 5th Avenue (South Milwaukee street system), and American Avenue	C&NW "Shore Line" to Chicago TMER&L South Milwaukee interurban service began 1924; ceased 1963 Former TMER&L Kenosha and Racine "Old Line" along Chicago Road (1897 to 1929) Former TMER&L "New Line" paralleled C&NW from Carrollville Junction (at Ryan Road and Chicago Road) (1929 to 1947)	--	Named for Theobald Otjen, a former Alderman, Village Attorney, and member of the U. S. House of Representatives (1895 to 1907), as well as Colonel of Company C of the Bay View Light Artillery	Otjen, like its overlapping postal successor, Carrollville, was incorporated in 1955 into the City of Oak Creek	9, 40, 49, 70, 73, 94, 98

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
41	PAYNESVILLE P. O. 1868-1901	--	--	SE1/4, Section 24; and NE1/4, Section 25, T5N, R21E; SW1/4, Section 19; and NW1/4, Section 30, T5N, R22E	Oak Creek traverses south edge	USH 41 (S. 27th Street, formerly Kilbourn Road) and STH 100 (W. Ryan Road)	--	1849	German free-thinkers named settlement for Thomas Paine (Payne)	The portion of this locality lying in Township 5 North, Range 21 East, west of USH 41, was incorporated as part of the City of Franklin in 1956. The portion east of USH 41, in Township 5 North, Range 22 East, became part of the City of Oak Creek in 1955 A cemetery near a meetinghouse off W. Ryan Road and S. 27th Street brings old echoes of family names still alive in the area	28, 41, 49, 51, 85, 94
42	RAWSON	--	--	NW1/4, Section 34, T5N, R22E	Generally marshy lands; headwaters of Crayfish Creek	0.25 mile west of point where south end of S. Pennsylvania Avenue meets E. Oakwood Road	C&NW "Air Line" from St. Francis to Proviso Yard in Chicago Ex-CNS&M right-of-way 0.3 mile east	--	--	Noted on 1940 State Highway Commission map, but not on 1949 edition	71, 84
43	RIVER HILLS	--	--	Current Village encompasses portions of Sections 1, 12, and 13, T8N, R21E; all or portions of Sections 5-8, 17-18, and 20, T8N, R22E	Milwaukee River forms most of west border Indian Creek, tributary to the Milwaukee River, runs in Sections 7, 8, and 18, Township 8 North, Range 22 East	IH 43 forms east border STH 100 (W. Brown Deer Road) and CTH PP (W. Good Hope Road) cross the Village STH 57 (N. Green Bay Road) is part of southwest boundary	--	1930, even if there were previous residents in parts of the Towns of Milwaukee and Granville now encompassed within the Village	Edwin B. Bartlett of Milwaukee gives himself credit for coining the Village's name	The Village of River Hills was incorporated in 1930 after the conduct of the 1930 Census	20, 49, 70, 93, 94
44	ROOT CREEK P. O. 1847-1908	--	--	Central portion of N1/2, Section 22, T6N, R21E There is a bit of confusion between three sources, two old (1853 and 1876) and one relatively new (1919), as to the location of this settlement. We have taken the majority position	Honey Creek	STH 24 (W. Forest Home Avenue) (old 1848 Janesville Plank Road) and S. 68th Street W. Howard Avenue 0.25 mile north and W. Cold Spring Road 0.25 mile south	On right-of-way of proposed Milwaukee-Beloit railway (never built)	--	--	As a remnant of the Town of Greenfield, this area became part of the City of Greenfield in 1957. The latter's City Hall and Library are on the fringe of the area delineated in this entry	12, 28, 34, 49, 70, 86, 94

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
45	RYAN	--	--	SE1/4, Section 23, T5N, R22E	--	STH 32 (Chicago Road) and E. Ryan Road	C&NW "Shore Line" to Chicago 0.25 mile east Junction of new and old lines of former TMER&L Racine and Kenosha line (old line built 1897; new line built 1929, abandoned 1947) Junction named for Carrollville	--	--	Incorporated into the City of Oak Creek in 1955	49, 70, 94
46	ST. CATHERINE'S	ST. CATHERINE	--	SW1/4, Section 3; SE1/4, Section 4; NE1/4, Section 9; and NW1/4, Section 10, T8N, R21E	Beaver Creek, Milwaukee River tributary, 0.5 mile east	STH 100 (W. Brown Deer Road) and STH 181 (N. 76th Street/Wauwatosa Avenue)	CMSP&P Northern Division from North Milwaukee to Fond du Lac	--	Probably named for St. Catherine's Roman Catholic Church at 8661 N. 76th Place. Both main roads in the area were laid out and heavily traveled fairly early in the history of this settlement	Jurisdiction over this place was won, in court, from the Village of Brown Deer by the City of Milwaukee during the 1960s; it was annexed by the latter	49, 54, 70
17	ST. FRANCIS P. O. 1882-1944	ST. FRANCIS STATION P. O. 1867-1882 FRANCIS STATION P. O. 1867	1882 1867	NE1/4, Section 15, T6N, R22E contains site of original settlement at seminary Current City of St. Francis encompasses approximately fractional Section 14; S1/2 and E1/2 of NE1/4, Section 15; E1/2 of NE1/4, Section 21; most of Section 22; N1/2, fractional Section 23; and sliver of fractional Section 24, T6N, R22E	Unnamed creek directly tributary to Lake Michigan Lake Michigan bluffs on east boundary	STH 32 (S. Lake Drive), STH 62 (S. Kinnickinnic Avenue), CTH Y (E. Layton Avenue), and S. Whitnall Avenue, part of historic Green Bay-Chicago Military Road	C&NW "Shore Line" to Chicago; C&NW "Air Line" to Provis Yard in Chicago; and C&NW belt line to Butler join at St. Francis Junction	1845	Named for St. Francis Roman Catholic Seminary, located near Lake Michigan, founded in 1845 by Archbishop John Martin Henni, and named for St. Francis de Sales (1567-1622)	Incorporated as City of St. Francis in 1951	9, 49, 54, 70, 73, 84, 98, 100
17	ST. FRANCIS STATION See ST. FRANCIS	--	--	--	--	--	--	--	--	--	98
18	ST. MARTINS P. O. 1862-1903	HARRISBURG P. O. 1859-1862 FRANKLIN P. O. 1848-1859	1862 1859	SE1/4, Section 7; and NE1/4, Section 18, T5N, R21E	Unnamed tributary to Root River Muskego Lake about 1.8 miles west-southwest	CTH MM (St. Martins Road), S. 116th Street, and Church Street (W. Drexel Avenue extended)	TMER&L junction for East Troy line and Whitewater line from Milwaukee via Hales Corners (1904 to 1939)	Early 1840s Roman Catholic mission begun 1851 Some Irish immigrants were here before 1839	--	Became part of the City of Franklin on its incorporation in 1956	7, 9, 34, 41, 49, 51, 62, 70, 80, 85, 86, 98

Table 2 (continued)

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
49	SOMMERVILLE P. O. 1891-1901	--	--	SE1/4 of SW1/4 and SW1/4 of SE1/4, Section 33, T8N, R21E; and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 4, T7N, R21E	Former creek ran along route of present Grantosa Drive to Menomonee River	USH 41 (W. Appleton Avenue) and CTH EE (W. Hampton Avenue)	C&NW Milwaukee-Twin Cities main line 1.5 miles north	--	--	Annexed by the City of Milwaukee during the 1940s	49, 70, 94, 98
38	SOUTH MILWAUKEE P. O. 1891 + See first OAK CREEK entry (not to be confused with modern City of Oak Creek)	--	--	--	--	--	--	--	--	--	54, 73, 84, 98
50	STARGARD P. O. 1892-1902	--	--	SW1/4 of SE1/4 and SE1/4 of SW1/4, Section 11; and NW1/4 of NE1/4 and NE1/4 of NW1/4, Section 14, T5N, R21E	Unnamed tributary from Mud Lake to Root River runs in area southeast of intersection of W. Drexel Avenue and S. 51st Street Root River 0.5 mile west	W. Drexel Avenue and S. 51st Street (Smith Road before 1930)	--	--	Probably German immigrants from Stargard, city in Province of Pomerania, on Iba River, 23 miles east-southeast of Stettin	Became part of the City of Franklin on its incorporation from the Town of Franklin in 1956	7, 41, 49, 70, 94, 98
6	TEN MILE See BROWN DEER	--	--	--	--	--	--	--	--	--	--
6	TEN MILE HOUSE See BROWN DEER	--	--	--	--	--	--	--	--	--	--
51	TIPPECANOE	--	--	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 20; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 21, T6N, R22E	--	STH 38 (S. Howell Avenue) E. and W. Bolivar Avenue, E. and W. Howard Avenue, and S. Whitnall Avenue	C&NW St. Francis-Butler line 1.1 miles north CMSP&P line to Chicago 0.8 mile west TMER&L belt line from St. Francis to West Junction traversed area CNS&M main line to Chicago was 0.3 mile west of area	--	--	This area was incorporated into the City of Milwaukee during the 1950s, the decade of almost frantic annexations in Milwaukee County	7, 9, 10, 49, 70, 94
35	VETERANS ADMINISTRATION See WOOD	--	--	--	--	--	--	--	--	--	16

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
26	WAUWATOSA P. O. 1846-1927 HART'S MILLS (1835-1842)	HART'S MILLS (1835-1842)	Settlement changed name to Wauwatosa in 1842	Original settlement was in SE1/4, Section 21, T7N, R21E Present City limits include almost all of Section 6, Sections 7, 18-22, and 30, and parts of Sections 5, 8, 15-17, and 26-29, T7N, R21E	Menomonee River Underwood Creek	STH 181 (Wauwatosa Avenue/Harmonie Avenue/Harwood Avenue) and W. State Street were key roads of original settlement Key roads of modern City include the above and USH 18 (W. Blue Mound Road), USH 45, STH 100, and W. Watertown Plank Road. W. State Street and Harwood Avenue follow part of the historic route of plank road	CMS&P La Crosse Division main line Wisconsin's first east-west cross-state railway, the Milwaukee and Mississippi, was built from here in 1850	1835	Charles Hart founded mill on Menomonee River	Incorporated as Village of Wauwatosa, 1892; as City of Wauwatosa, 1897	12, 13, 21, 30, 42, 48, 49, 51, 54, 70, 84, 86, 98
24	WEST ALLIS P. O. 1907 + NORTH GREENFIELD P. O. 1882-1907 GREENFIELD P. O. 1839-1882	NORTH GREENFIELD P. O. 1882-1907 GREENFIELD P. O. 1839-1882	1907 1882	Original settlement was in E1/2, Section 4, T6N, R21E Current City limits encompass all or part of Sections 31-35, T7N, R21E; and Sections 2-11 and 17-18, T6N, R21E	Honey Creek Root River Kinnickinnic River skirts south boundary	IH 894/USH 45, STH 59, and STH 100; IH 94 in extreme northwest	C&NW belt line to Butler CMS&P "Air Line" to Elm Grove	--	--	Incorporated as the Village of West Allis in 1902 and as the City of West Allis in 1906; City includes former settlement of Honey Creek	13, 21, 30, 37, 38, 49, 50, 70, 73, 84, 86, 90, 94, 98, 100
52	WEST GRANVILLE P. O. 1856-1901	--	--	SE1/4 of SW1/4 and SW1/4 of SE1/4, Section 19; and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 30, T8N, R21E	Menomonee River 0.5 mile west; Little Menomonee River 1.1 miles east	USH 41, USH 45/ STH 100, STH 175, and W. Mill Road now meet at and near major interchange at center of this area	C&NW 0.9 mile south	--	--	This area, annexed during the 1950s by the Cities of Brown Deer and Milwaukee, was, during the 1960s, awarded by the courts to the latter	41, 49, 70, 80, 85, 86, 94
53	WEST MILWAUKEE	--	--	Current limits of Village encompass approximately W1/2 of SW1/4 and small portion of NW1/4, Section 1; E1/2 of NW1/4 and E1/2 of Section 2; and small portion of N1/2 of NE1/4, Section 11, T6N, R21E; irregular portions of S1/2, Section 35; and E1/2 of SW1/4, Section 36, T7N, R21E	Channelized Menomonee River near north border	USH 41 (W. National Avenue/Stadium Freeway), STH 59 (W. National Avenue), W. Beloit Road, and W. Lincoln Avenue	CMS&P "Air Line" is at north border C&NW St. Francis-to-Butler line forms part of southwest boundary Interchange line jointly owned by CMS&P and C&NW is at roughly what would be S. 42nd Street	1906	The name is a marvel of geographic description; the Village was one of the first suburbs to block Milwaukee's westward expansion	The Village of West Milwaukee was incorporated in 1906 from portions of the Towns of Greenfield and Wauwatosa	94

Table 2 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
54	WHITEFISH BAY P. O. 1874-1878, 1891+	--	--	Village limits now encompass approximately small portion in SE1/4, Section 20; all of fractional Section 28, E1/2 of E1/2, Section 29, E1/2 of E1/2, Section 32, and all of fractional Sections 33 and 34, T8N, R22E; N1/2 of N1/2, fractional Section 3, and N1/2 of N1/2, Section 4, T7N, R22E	Lake Michigan forms east border Milwaukee River about 0.2 mile west of current corporate limits at its nearest point	STH 32 (W. Hampton Avenue and N. Lake Drive), E. Hampton Road, and W. and E. Silver Spring Drive	Former C&NW line to Twin Cities abuts area along Marne Avenue in southwest quadrant	1869	Name derived from abundance of whitefish in bay of Lake Michigan	Incorporated as Village of Whitefish Bay in 1892 In the 1870s and 1880s, the Pabst Brewing Company ran a Whitefish Bay Resort along Lake Michigan	49, 70, 73, 98
35	WOOD P. O. 1937+	VETERANS ADMINISTRATION P. O. 1932-1937 NATIONAL HOME P. O. 1875-1932 NATIONAL MILITARY ASYLUM P. O. 1867, 1870-1872	1937 1932 1875	Irregular area within approximately E1/2 of NW1/4, S1/2 of NE1/4, NE1/4 of SW1/4, and E1/2 of SE1/4, Section 35, T7N, R21E	Wood Creek, tributary to Menomonee River Former quarry or gravel pit, later pond, northeast of site; Milwaukee County Stadium and its parking lot now occupy this area	IH 94, USH 41 (Stadium Freeway), and STH 59 (W. National Avenue)	CMSP&P "Air Line" to Elm Grove Junction with La Crosse Division main line traverses area	1867	The Federal National Asylum of Disabled Volunteer Soldiers opened here in 1867 on 364.6 acres purchased largely with donations Named for General George H. Wood	Continues as a postal entity, and boasts the Clement J. Zablocki Veterans Administration Medical Center	16, 20, 84, 98

SETTLEMENTS NOT LOCATED GEOGRAPHICALLY

AURORA, P. O. 1836-1837 (98); CENTER, P. O. 1843 (98); CRESWELL, P. O. 1871 (98); DALLAS, P. O. 1846-1849 (98); DAVIS, P. O. 1855-1859 (98); FIDELIA, P. O. 1873-1874 (98); LAKE CENTER, P. O. 1850-1851 (98); ST. MARY'S, P. O. 1843-1845 (98); SHARP CORNERS, P. O. 1871 (98); TROSTVILLE, P. O. 1892-1898 (98); WATTSVILLE, P. O. 1886-1895 (98)

Source: SEWRPC.

Map 3

SETTLEMENTS IN OZAUKEE COUNTY

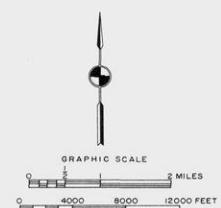
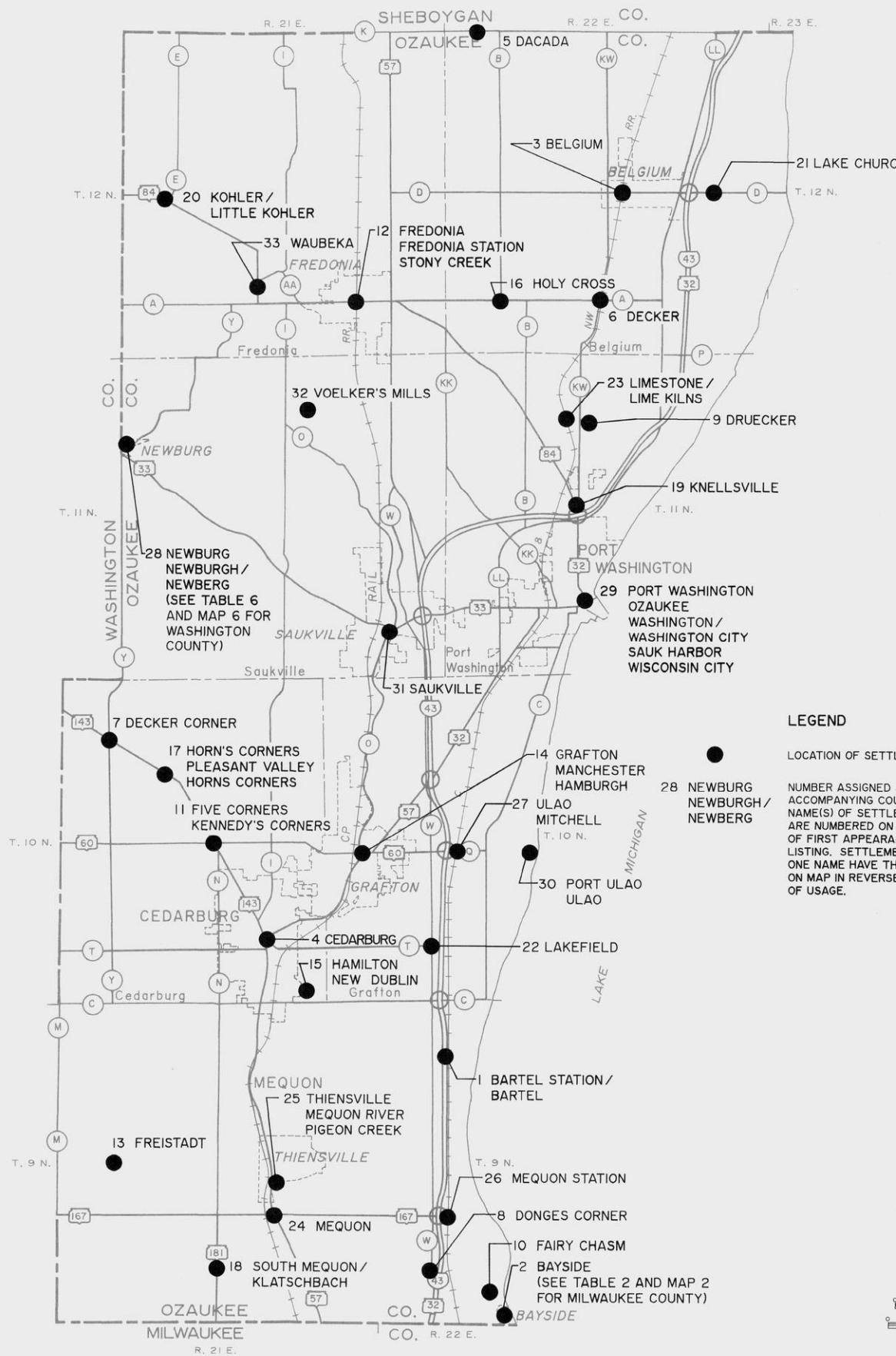


Table 3

ALPHABETICAL LISTING OF SETTLEMENTS IN OZAUKEE COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
1	BARTEL STATION P. O. 1890-1902	BARTEL	--	SW1/4, Section 5, T9N, R22E	Lake Michigan shore 0.7 mile east	IH 43/STH 32, CTH W, Bonniwell Road, and Lake Shore Drive	C&NW "Shore Line" to Sheboygan	Chicago, Manitowoc & Green Bay Railroad Company, a C&NW predecessor, built line from Lake Shore Junction on the north side of Milwaukee in 1872	Land for depot or "station" possible gift of landowner named Bartel	Construction in the 1970s and completion in 1981 of IH 43 may well have obliterated any remnants of this community	20, 54, 65, 72, 96, 98, 100
2	BAYSIDE See BAYSIDE, Milwaukee County, for primary entry		--	--	--	--	--	--	--	Only about 0.1 square mile of Bayside is in Ozaukee County; this area mainly provides land access to an area otherwise isolated by ravines	70
3	BELGIUM P. O. 1857+		--	Current limits of Village encompass approximately S1/2 of SW1/4, Section 14; E1/2 of NW1/4 and portions of S1/2, Section 15; SE1/4 of SE1/4, Section 16; NE1/4 of NE1/4, Section 21; N1/2 of N1/2, Section 22; and most of NW1/4, Section 23, T12N, R22E	Sucker Creek 0.3 mile east Sauk Creek 0.7 mile west-southwest	CTH D, CTH KW, and CTH LL	C&NW "Shore Line" to Sheboygan Former line of TMER&L to Sheboygan via Port Washington built in 1907 and discontinued in 1948	1848	Settled by Belgian immigrants Incorporated with B. Schomer and Nick Langert as officers	The Village of Belgium was incorporated in 1922	9, 12, * 17, 39, 42, * 54, 62, 65, 70, 73, 81, 84, 85, 86, 96 *These references may refer to the Town of Belgium

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
4	CEDARBURG P. O. 1847+	--	--	Earliest settlement encompassed SW1/4, Section 26, and SE1/4, Section 27, T10N, R21E Present limits encompass approximately S1/2, Section 22; SW1/4 of SW1/4, Section 23; W1/2 and part of NE1/4, Section 26; almost all of Section 27; part of NE1/4 of SE1/4, Section 28; most of Section 34; and most of W1/2, Section 35, T10N, R21E; parts of NW1/4, Section 2, and N1/2 of NE1/4, Section 3, T9N, R21E	Cedar Creek Milwaukee River 1.5 miles east	STH 57, STH 143, and CTH T	C MSP&P Superior Division T MER&L line to Sheboygan built in 1907 to 1908; now abandoned	1845, or, according to some sources, 1844	Friedrich Hilgen and William Schroeder Hilgen, termed the "Father of Cedarburg," built a gristmill in 1845, and a sawmill in 1847 Hilgen and Diedrich Wittenberg built a woolen mill in 1864 The Columbia Mill was built in 1843 by J. B. Spencer and Frederick A. Luening	Incorporated as the Village of Cedarburg in 1848 and as the City of Cedarburg in 1885	9, 17, 34, 49, 54, 55, 62, 70, 81, 84, 85, 86, 96, 98
5	DACADA P. O. 1866-1903 (in Sheboygan County)	--	--	NW1/4 of NE1/4, Section 6, T12N, R22E (Ozaukee County); SW1/4 of SE1/4, Section 31, T13N, R22E (Sheboygan County)	Grasser Lake 0.3 mile northwest (in Sheboygan County)	CTH K and CTH B	--	--	Reputedly named for local Indian tribe also known as Dakota or Dakotah	Unincorporated, this locality lies in both Ozaukee and Sheboygan Counties	39, 62, 81, 85, 96
6	DECKER	DECKERS in C&NW railway usage DECKER'S and DECKERS' are alternate names Should not be confused with DECKER CORNER (Township 10 North, Range 21 East)	--	SE1/4 of SE1/4, Section 28, T12N, R22E	Sauk Creek 0.3 mile west	CTH A, CTH KW, and Farm Road	C&NW "Shore Line" to Sheboygan Former line of T MER&L to Sheboygan had a stop, if not a depot, at "Decker" The T MER&L electrified line was built in 1907	Railway built in 1872	Possibly named for a person or family that donated land for the station	A 1986 plat map book shows at least one Decker descendant landowner and three homes on the original lands; this settlement remains unincorporated	9, 19, 54, 62, 65, 73, 81, 85, 100

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
7	DECKER CORNER	Also known as DECKER CORNERS and DECKER'S CORNERS Should not be confused with DECKER (Township 12 North, Range 22 East)	--	SW1/4 of SW1/4, Section 5; SE1/4 of SE1/4, Section 6; NE1/4 of NE1/4, Section 7; and NW1/4 of NW1/4, Section 8, T10N, R21E	Cedar Creek 0.8 mile south	STH 143, CTH Y, and Pleasant Valley Road	--	--	Family name of early settlers	The corner and the roads that form it are still extant, as are a small number of houses	20, 49, 65, 81, 85
8	DONGES CORNER	More properly, DONGES' CORNER	--	SW1/4 of SW1/4, Section 29; SE1/4 of SE1/4, Section 30; NE1/4 of NE1/4, Section 31; and NW1/4 of NW1/4, Section 32, T9N, R22E	Small unnamed creek directly tributary to Lake Michigan Lake Michigan 1.3 miles east	IH 43, STH 32, CTH W, and Donges Bay Road	C&NW "Shore Line" to Sheboygan to the east	--	Named for early Milwaukee glove and hat dealer Jacques Donges and his family; Donges owned a nearby summer home	Virtually obliterated by the automobile and by northbound urbanization	65
9	DRUECKER P. O. 1886-1928	--	--	NE1/4, Section 9, T11N, R22E	Sauk Creek 0.3 mile west	CTH KW	C&NW "Shore Line" to Sheboygan Formerly on TMER&L line to Sheboygan Both lines are located 0.4 mile west of settlement	--	--	This locality appears to have been losing ground since the demise of the interurban and the loss of railway passenger service	62, 81, 85, 96, 98
10	FAIRY CHASM	--	--	SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 33, T9N, R22E	Fairy Chasm, a ravine containing a small water-course to Lake Michigan. The chasm is an important natural area site	Zedler Lane and Lake Shore Drive	--	Probably a turn-of-the-century summer home area for Milwaukee's nouveaux riches	The name was quite possibly bestowed with children in mind, based on the deep and steep ravines in the area	Continues as an elite suburban residential area	65, 96
11	FIVE CORNERS	KENNEDY'S CORNERS	--	SW1/4 of SW1/4, Section 15; SE1/4 of SE1/4, Section 16; NE1/4 of NE1/4, Section 21; and NW1/4 of NW1/4, Section 22, T10N, R21E	1.2 miles west and 1.1 miles south of Cedar Creek	STH 60, STH 143, and CTH N	--	--	Name derived from arrangement of three converging roads, two through and one dead-end, resulting in five corners	At least local traffic continues in this area; and the last historic covered bridge in the Region, one mile north on Covered Bridge Road, draws nostalgic tourists to a picturesque site	20, 49, 55, 62, 85, 96

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
12	FREDONIA P. O. 1850-1903	STONY CREEK The source giving this former name says the change to "Fredonia" was made "when the Wisconsin Central R.R. arrived." The line in question was built by The Milwaukee & Northern Railway Company in 1871. The name "Fredonia" is also documented in 1850 postal records and an 1854 atlas. There is a chance that a prior Stony Creek existed, but it is remote and poorly documented There was a post office called FREDONIA STATION, probably located on the railway and which operated from 1879 to 1903, when the two post offices were combined under the name "Fredonia Post Office"	--	S1/2, Section 26; SE1/4, Section 27; NE1/4, Section 34; N1/2 and part of SE1/4, Section 35, T12N, R21E	Abuts Milwaukee River for 0.5 mile	STH 57 and STH 84	CMS&P Superior Division	1872	The Milwaukee & Northern Railway bypassed Waubeka and established FREDONIA STATION here The M&N later became part of the CMS&P	Incorporated as the Village of Fredonia in 1922	12, 17, 20, 54, 62, 70, 76, 81, 84, 85, 86, 96, 98
12	FREDONIA STATION See FREDONIA		--	--	--	--	--	--	--	--	98
13	FREISTADT P. O. 1853-1906		--	SW1/4, Section 17; SE1/4, Section 18; NE1/4, Section 19; and NW1/4, Section 20, T9N, R21E	Little Menomonee Creek	Granville Road and Freistadt Road	--	1844	Named by the Reverend L. E. F. W. Krause; name means "Free City" Captain Heinrich von Rohr led 43 immigrant Lutheran families to the area in 1839	Located where its historic religious nature will soon be tempered by mass sub-suburban pressures to "develop," this locality bears watching	17, 19, 62, 65, 81, 85, 86, 96, 98

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
14	GRAFTON P. O. 1846+	HAMBURGH P. O. 1844-1846 One secondary source states that from 1852 to 1857, this locality was called MANCHESTER	1846	Current limits of Village encompass approximately E1/2 of SW1/4, Section 12; irregular portions of Sections 13 and 23; all of Section 24; and irregular portions of Sections 25 and 26, T10N, R21E; and small irregular portions of Sections 18 and 19, T10N, R22E	Milwaukee River Cedar Creek abuts small portion of west border and nearly abuts south border	STH 57, STH 60, and CTH O	CMSP&P Superior Division	Late 1830s or early 1840s	One might guess from the name of this settlement that the original European settlers were solely German, but a Yankee, John Drake, and a Teuton, Jacob Eichler, lived in this area in 1839. Eichler, a native of Hamburg, gave this settlement its first name	Incorporated as the Village of Grafton in 1896	12, 17, 34, 42, 54, 62, 70, 81, 84, 85, 86, 96, 98
14	HAMBURGH See GRAFTON	--	--	--	--	--	--	--	--	--	98
15	HAMILTON P. O. 1847+	NEW DUBLIN	1847	SE1/4 and small portion of SW1/4, Section 35, T10N, R21E	Cedar Creek	Hamilton Road, Green Bay Road, and CTH C Green Bay Road was part of a military road from Milwaukee to Green Bay surveyed in 1832 and 1833	--	Probably 1830s	Irish settlers The first named immigrant was Joseph Gradinier, the on-site manager of the survey for the military road, but the exact time of his arrival, probably in the early 1830s, is unknown	According to legend, the name Hamilton derives from an overnight stay here by William S. Hamilton, son of Alexander A gristmill built in 1853 was later used as a distillery. Turner Hall, built in 1867, would indicate an influx of German or Swiss settlers. Some fine old buildings are still standing	12, 17, 20, 32, 42, 62, 65, 85
16	HOLY CROSS P. O. 1866-1904	--	--	SW1/4 of SW1/4, Section 29; SE1/4 of SE1/4, Section 30; NE1/4 of NE1/4, Section 31; and NW1/4 of NW1/4, Section 32, T12N, R22E	Tributary to Sauk Creek Sauk Creek 1.4 miles north	CTH A and CTH B	--	1845	Founded on Holy Cross Day (September 14) as a branch of Holy Cross Seminary, Boston J. Weyker, of Sternpenich, Belgium, his family, and 14 other families; according to tradition, Weyker also named Belgium	This locality is still host to an active parish, drawing from an area of staunch Roman Catholics and serving also as an ethnic focus	17, 20, 39, 49, 55, 62, 65, 81, 85, 96

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
17	HORN'S CORNERS P. O. 1865-1910 PLEASANT VALLEY P. O. 1864 HORNS CORNERS P. O. 1857-1864	PLEASANT VALLEY P. O. 1864 An 1862 U. S. Post Office list, perhaps relying on misread handwriting, called this settlement HORRIS CORNERS	1865 1864	SE1/4, Section 8; and SW1/4, Section 9, T10N, R21E	Cedar Creek	STH 143, Cedar Creek Road, Horns Corners Road, and Kaehlers Mill Road	--	--	Named for Frederick W. Horn, founder There seems to have been a mill (Kaehler's) 1.25 miles downstream near Covered Bridge Road; and Horn may have had a mill or a tavern at the corners nearby	STH 143 traffic has apparently kept this rural settlement in relative prosperity	49, 62, 65, 81, 86, 96, 98
11	KENNEDY'S CORNERS See FIVE CORNERS	--	--	--	--	--	--	--	--	--	20
18	KLATSCHBACH See SOUTH MEQUON	--	--	--	--	--	--	--	--	--	20
19	KNELLSVILLE	--	--	SW1/4 of SE1/4 and SE1/4 of SW1/4, Section 16; and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 21, T11N, R22E	Sauk Creek 0.25 mile west Lake Michigan 1.2 miles east	IH 43/STH 32, STH 84, CTH KW, Mink Ranch Road, and CTH LL Milwaukee-Sheboygan line of TMER&L formerly in area	C&NW "Shore Line" to Sheboygan 0.3 mile west Milwaukee-Sheboygan line of TMER&L formerly in area	About 1860	Luxembourger with family name of Knell	Given no interurban links, surrounded by highways, and also flanked on the north and south by the City of Port Washington, Knellsville is now dwindling as a center of population	9, 20, 55, 62, 65, 81, 85, 96
20	KOHLER P. O. 1888-1906	Popularly also named LITTLE KOHLER	--	NE1/4, Section 19, T12N, R21E	Milwaukee River 1.5 miles south	STH 84 and CTH E	--	1846	Martin Koller, a Bavarian	With a State and a county highway plus a school, this unincorporated locality, not to be confused with the Village of Kohler in Sheboygan County, is surviving	20, 55, 62, 81, 85, 96
21	LAKE CHURCH P. O. 1894-1907	--	--	SW1/4 of SW1/4, Section 13; SE1/4 of SE1/4, Section 14; NE1/4 of NE1/4, Section 23; and NW1/4 of NW1/4, Section 24, T12N, R22E	On Sucker Creek, tributary to Lake Michigan Lake Michigan 1.4 miles east	IH 43/STH 32 0.5 mile west and CTH LL 0.7 mile west	C&NW "Shore Line" to Sheboygan 1.7 miles west	--	Founded by Luxembourgers; many of their descendants now live in this area	Strong ethnic and religious traditions have maintained the strength of this unincorporated settlement, which is between an interstate highway and two popular State parks	20, 49, 55, 62, 65, 81, 85, 96, 98
22	LAKEFIELD	--	--	SW1/4 of SW1/4, Section 29; and NW1/4 of NW1/4, Section 32, T10N, R22E	Lake Michigan 1.5 miles east Milwaukee River one mile west	IH 43/STH 32, CTH W, and CTH T	C&NW "Shore Line" to Sheboygan	--	--	Unincorporated Lakefield continues its bucolic existence in the shadow of IH 43/STH 32	62, 65, 81, 84, 85

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
23	LIME KILNS May be same location as LIMESTONE See also LIMESTONE	--	--	NW1/4, Section 9, T11N, R22E	Sauk Creek	CTH KW STH 84 0.6 mile southwest	C&NW "Shore Line" to Sheboygan	--	--	This place may have been more a commercial location than a residential one. This possibility and some questions about location preclude stating a definite outcome	54, 73, 100
23	LIMESTONE P. O. 1843-1845 May be same location as LIME KILNS See LIME KILNS	--	--	--	--	--	--	--	--	--	98
20	LITTLE KOHLER See KOHLER	--	--	--	--	--	--	--	--	--	--
14	MANCHESTER See GRAFTON	--	--	--	--	--	--	--	--	--	--
24	MEQUON P. O. 1882-1906 See also MEQUON RIVER See also THIENSVILLE	MEQUON RIVER P. O. 1840-1882 This locality is now served by the post office opened at Thiensville in 1882	1882	Original settlement encompassed SE1/4, Section 22; SW1/4, Section 23; NW1/4, Section 26; and NE1/4, Section 27, T9N, R21E Current City limits encompass all of the historic Town of Mequon, T9N, R21E, and T9N, R22E, not located within the City of Cedarburg or the Villages of Bayside and Thiensville	Milwaukee River bisects site of original settlement	STH 57 and STH 167 STH 57 traces Fort Dearborn (Chicago)-Fort Howard (Green Bay) military road of late 1830s and early 1840s	CMS&P Superior Division main line to Green Bay Former TMER&L line to Sheboygan	1840 at the latest, but some early European settlers came between 1833 and 1837	Indian legend gave name, which means "ladle," to the locale where the river bend is ladle-shaped Early European settlers included G. S. Hubbard, James and Ephraim Woodworth, and the Bonniwell family, for whom a road is named	In 1957, the Town of Mequon incorporated as the City of Mequon *Probably refers to Town of Mequon	9, 12, * 34, 42, 54, 62, 65, 70, 73, 81, 84, 85, 86, 96, 98
25	MEQUON RIVER P. O. 1840-1882 See also MEQUON See also THIENSVILLE	In 1882, the THIENSVILLE post office opened at this location, the same year that the MEQUON post office to the south opened. The former now serves both localities; the latter post office no longer exists as a separate entity	1882	--	--	--	--	--	--	--	98

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
26	MEQUON STATION	--	--	SW1/4, Section 20, and NW1/4, Section 29, T9N, R22E	--	IH 43 0.1 mile west; CTH W 0.25 mile west; Mequon Road	C&NW "Shore Line" from Milwaukee to Sheboygan crosses Mequon Road just east of the Mequon Road-IH 43 interchange	--	--	Apparently the C&NW depot/station for the settlement of Mequon; this site is located 3.25 miles east of Mequon	49, 65, 71
27	MITCHELL See ULAO	--	--	--	--	--	--	--	--	--	98
15	NEW DUBLIN See HAMILTON	--	--	--	--	--	--	--	--	--	--
28	NEWBURG P. O. in Washington County 1893 + P. O. in Washington County under name NEWBURGH, 1849-1893 See also NEWBURG, Washington County	NEWBURGH NEWBERG	1893 Variant spelling	The small portion of this settlement that lies within Ozaukee County is in the SW1/4 of Section 7, T11N, R21E Most of the current Village encompasses the eastern three-quarters of Section 12, T11N, R20E, in Washington County	--	CTH Y and STH 33	--	--	--	Incorporated as the Village of Newburg in 1973	12, 65, 70, 81, 98
29	OZAUKEE See PORT WASHINGTON	--	--	--	--	--	--	--	--	--	86
25	PIGEON CREEK See THIENSVILLE	--	--	--	--	--	--	--	--	--	17
17	PLEASANT VALLEY See HORNS CORNERS	--	--	--	--	--	--	--	--	--	98
30	PORT ULAO See also ULAO	ULAO See "Historical Outcome" column	--	NE1/4 of NE1/4, Section 21, T10N, R22E	Fronts Lake Michigan	Ulao Road and Lake Shore Road	--	--	--	This optimistically founded and temporarily successful port settlement, according to an 1892 plat book (reference 19), existed simultaneously with another settlement known as ULAO, located 1.1 miles west, in Section 20, Township 10 North, Range 22 East. The two settlements, however, were separate and distinct, and should not be confused (see ULAO)	19, 42

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
29	PORT WASHINGTON P. O. 1879+ OZAUKEE P. O. 1849-1879 WASHINGTON P. O. 1837-1841, 1844	OZAUKEE P. O. 1849-1879 WASHINGTON P. O. 1837-1841, 1844 WASHINGTON CITY In addition to official post office alterations in the name of this locality, a U. S. road to the Wisconsin River at De Korra [sic] is mentioned as beginning at SAUK HARBOR in 1839 Also known as WISCONSIN CITY in 1835 See "Historical Notes" columns	1879 1849	Current City encompasses all of fractional Section 28 and portions of Sections 16, 20-22, 29-30, and 32-33, T11N, R22E	Sauk Creek enters Lake Michigan here to form port	STH 32, STH 33, CTH C, CTH CC, CTH KK, and CTH LL; IH 43/STH 32 touches northern boundary of main portion of City	C&NW "Shore Line" to Sheboygan Former line of TMER&L to Sheboygan (1908 to 1940), with Port Washington service from 1907 to 1948	1830s, possibly before 1835	Named "Wisconsin City" in 1835 by Wooster Harrison Also called "Washington City" Renamed "Port Washington" by George C. Daniels in 1844	Incorporated as a village in 1848, but not reported separately from Town of Port Washington in 1850, 1860, and 1870 Censuses. Incorporated as the City of Port Washington in 1882	1, 9, 12, 17, 34, 42, 62, 70, 72, 73, 81, 84, 86, 96, 98
29	SAUK HARBOR See PORT WASHINGTON	--	--	--	--	--	--	--	--	--	72
31	SAUKVILLE P. O. 1846+ See also VOELKER'S MILLS	--	--	Historic settlement centered on SW1/4, Section 25; SE1/4, Section 26; NE1/4, Section 35; NW1/4, Section 36, T11N, R21E Current Village encompasses portions of Sections 23, 25-26, and 35-36, T11N, R21E	Milwaukee River	STH 33, CTH O, and CTH W IH 43/STH 57 on eastern fringe	CMSP&P Superior Division	1846	George Daniels	Incorporated as the Village of Saukville in 1915	12, 20, 34, 55, 62, 65, 70, 81, 84, 85, 86, 95, 98
18	SOUTH MEQUON	KLATSCHBACH ("Gossip Brook")	--	SW1/4 of SW1/4, Section 27; SE1/4 of SE1/4, Section 28; NE1/4 of NE1/4, Section 33; and NW1/4 of NW1/4, Section 34, T9N, R21E	--	STH 181 (Wauwatosa Road) and Donges Bay Road	--	--	--	Remaining evidence of historic continuity in this locality has been wiped out by recent urban development	20, 49

Table 3 (continued)

Table 3 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
33	WAUBEKA	--	--	General limits of this locality encompass SW1/4 of NE1/4, SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 28, T12N, R21E	Milwaukee River	STH 84, CTH AA, and CTH I Fredonia-Kohler Drive 0.5 mile north-northeast	--	1844	Hiram King Settlement named for "friendly Sauk . . . Chief Waubeka"	Not incorporated as of 1993 Home of the 19th-century school in which Flag Day originated	17, 55, 62, 65, 81, 85, 96
29	WISCONSIN CITY See PORT WASHINGTON	--	--	--	--	--	--	--	--	--	73

SETTLEMENTS NOT LOCATED GEOGRAPHICALLY
ST. JACOBS, P. O. 1874-1875 (98)

Source: SEWRPC.

Map 4

SETTLEMENTS IN RACINE COUNTY

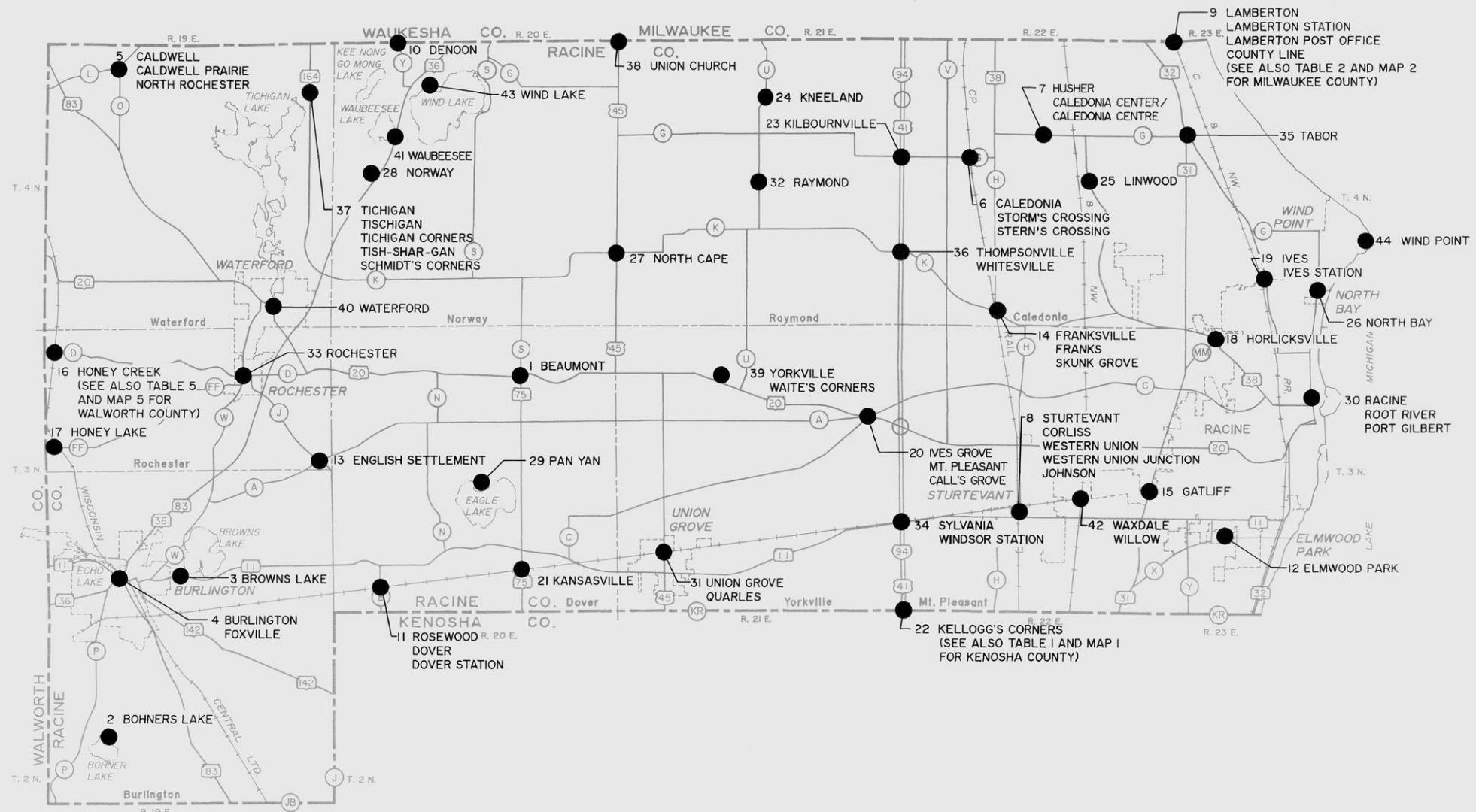


Table 4

ALPHABETICAL LISTING OF SETTLEMENTS IN RACINE COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
1	BEAUMONT P. O. 1893-1904	--	--	SW1/4, Section 2; SE1/4, Section 3; and NW1/4, Section 11, T3N, R20E	Unnamed tributary to Goose Lake Branch Canal 0.8 mile west	STH 20, STH 75, and CTH S	--	--	--	Continues as a rural locality	49, 60, 62, 79, 85, 97
2	BOHNERS LAKE	Also known as BOHNER LAKE, BOHNER'S LAKE, and BOHNERS' LAKE	--	Portions of Sections 17-20, T2N, R19E	Bohner Lake and Spring Brook, tributary to Fox River	CTH P, Oakwood Drive, Bohner Drive, Lane Road, and Fish Hatchery Road	--	--	--	Continues as an unincorporated settlement	49, 62, 76
3	BROWNS LAKE	Also known, somewhat more correctly, as BROWN'S LAKE	--	Portions of Sections 27-28 and 33-34, T3N, R19E	Browns Lake	STH 11 and CTH W	Ex-TMER&L right-of-way 0.8 mile north CMSP&P Racine-Omaha line one mile south	--	--	An unincorporated settlement with a considerable recreational draw	49, 62, 76
4	BURLINGTON P. O. 1839+ FOXVILLE P. O. 1837-1839	FOXVILLE P. O. 1837-1839	1839	Original settlement was in N1/2, Section 32, T3N, R19E Present extent of City of Burlington includes portions of Sections 28-31 and 33 as well as all of Section 32, T3N, R19E; and portions of Sections 4-6, T2N, R19E (Racine County); and a portion of Section 25, T3N, R18E (Walworth County)	Honey Creek and White River join Fox River via Echo Lake, an artificial impoundment Rockland Lake abuts eastern corporate limits Browns Lake 0.5 mile east	STH 11, STH 36, STH 83, STH 142, CTH P, and CTH W STH 11 is old Racine-to-Janesville military road authorized in 1838 to 1839	CMSP&P Racine-Omaha South-western Division Former line of TMER&L from Milwaukee terminated here Soo Line Chicago-Twin Cities line	1830s, perhaps quite early in decade	Moses Smith and William Whiting Original name from Fox River "Burlington" used in four of original 13 States Name possibly carried over from Burlington, Iowa, temporary capital of Wisconsin Territory, 1837	Incorporated as village, 1855; became city of the fourth class, 1900; annexed lands in Walworth County, 1974	1, 9, 12, 13, 29, 34, 42, 48, 49, 54, 60, 70, 72, 74, 76, 79, 84, 85, 86, 98
5	CALDWELL P. O. 1883-1904 CALDWELL PRAIRIE P. O. 1848-1883	CALDWELL PRAIRIE P. O. 1848-1883 NORTH ROCHESTER Alternate name used before 1850	1883	SW1/4 of NE1/4; SE1/4 of SW1/4; NE1/4 of SW1/4; and NW1/4 of SE1/4, Section 5, T4N, R19E Increase A. Lapham's 1852 map (reference 42) locates this place in Section 4; George W. Colton and J. M. Atwood's 1859 map (reference 12) locates it in Section 6	2.25 miles west of Fox River	CTH L (formerly STH 24) and CTH O (Caldwell Road)	--	1836	Brothers Joseph and Tyler Caldwell	Continues as a rural locality	12, 20, 34, 42, 49, 60, 62, 79, 86, 95, 98

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
6	CALEDONIA P. O. 1875 + Name appears in 1862 list of post offices and on an 1853 map, but it is not clear that these references are to this settlement or to the Town of Caledonia as a whole	STORM'S CROSSING was a name given to the area west of the railway, probably before an improved road was built, while "Caledonia" was applied to the lands east of the railway Former name was in honor of kindly farmer west of railway who furnished an easement over his land to allow traffic to cross the railway	--	SW1/4 of NE1/4; SE1/4 of NW1/4; NE1/4 of SW1/4; and NW1/4 of SE1/4, Section 17, T4N, R22E	Husher Creek 0.6 mile east	CTH G CTH V 0.5 mile west; CTH H 0.5 mile east	CMSP&P main line to Milwaukee and Chicago	1871 to 1875	Railway came in 1871; settlement was probably outgrowth Current name may have been given by railway official with Scottish ancestry, but more probably was named for the Town of Caledonia, organized in 1842 Edward Bradley was reputedly the first European-heritage settler in the Town of Caledonia	Continues as a rural locality, although the Town of Caledonia has moved its garage and mailbox to Husher	13, 21, 22, 26, 28, 29, 30, 34, 37, 38, 49, 54, 60, 62, 74, 76, 79, 84, 85, 86, 95, 98
7	CALEDONIA CENTER See also HUSHER	CALEDONIA CENTRE P. O. 1856-1875	--	--	--	--	--	--	So named in a conscious attempt to become the center of the Town of Caledonia Town was organized in 1842	--	26, 86, 98
8	CORLISS P. O. 1901-1923 See also JOHNSON See also STURTEVANT See also WESTERN UNION	JOHNSON P. O. 1875 WESTERN UNION P. O. 1876-1901 STURTEVANT P. O. 1923 + WESTERN UNION JUNCTION (1871-1901) One source mentions that the southern portion of this settlement was once called Parkersville	1901 1876 1923	E1/2 of SW1/4 and W1/2 of SE1/4, Section 21, T3N, R22E For current Village limits, see STURTEVANT	Waxdale Creek 0.3 mile north	STH 11 and CTH H	CMSP&P (two lines) junction point: Racine-to-south-western Wisconsin line built 1851; Milwaukee-to-Chicago line built 1855. A wye allowed turning of trains, a help in entering and leaving Racine or for movements from Milwaukee to Kansas City	Name "Corliss" adopted in 1901; became "Sturtevant" in 1923	Named for the Corliss steam engine works, which opened a plant here	Incorporated as the Village of Corliss in 1907, this settlement got its current name in 1923. Sturtevant has since grown eastward and Racine westward to the point that little open land intervenes. A new Wisconsin penal institution, the Racine Correctional Institution, has been built at the former St. Bonaventure High School site	13, 20, 21, 30, 35, 37, 38, 54, 70, 95, 98

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)	
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome		
9	COUNTY LINE See also LAMBERTON STATION See also LAMBERTON, Milwaukee County	COUNTY LINE STATION	--	NE1/4 of NE1/4, Section 1, T4N, R22E	0.6 mile west of Lake Michigan shore	Rifle Range Road STH 32 0.5 mile west	C&NW "Shore Line" CNS&M former Milwaukee-Chicago line (abandoned 1963) Former line of TMER&L Milwaukee-Racine-Kenosha Division	--	--	Lands in this area housing the Oak Creek generating plant of the Wisconsin Electric Power Company, along with the associated railway uses of these lands by the C&NW, have tended to erase much of the historic record at the east end of the Milwaukee County-Racine County line	9, 10, 11, 28, 54, 100	
10	DENOON P. O. in Waukesha County 1892-1903 P. O. in Racine County 1853-1892 P. O. in Waukesha County 1851-1853		1892 1853 Name never changed, but administrative location of post office did	NE1/4 of NW1/4, Section 5, T4N, R20E (Racine County); and SE1/4 of SW1/4, Section 32, T5N, R20E (Waukesha County)	Lake Denoon, whose southern shore dips into Racine County	CTH Y and Denoon Road	--	1840s (?)	James Denoon Reymert planned a city here, but it was never built. He was the publisher of <i>Nordlyset</i> , the first Norwegian newspaper in the United States. His middle name is sometimes spelled DeNoon	Continues as a rural locality on a lake located in Racine and Waukesha Counties and as a popular recreational asset	28, 49, 76, 98	
11	DOVER See ROSEWOOD		--	--	--	--	--	--	--	--	--	
11	DOVER STATION See ROSEWOOD		--	--	--	--	--	--	--	--	--	
12	ELMWOOD PARK		--	--	S1/2 of NE1/4, Section 30, T3N, R23E	Near source of small creek directly tributary to Lake Michigan	CTH T and CTH X	--	The 1950s saw in-migration from the City of Racine into this settlement	--	Was part of Town of Mt. Pleasant Incorporated as the Village of Elmwood Park in 1960	49, 60, 62, 70, 76, 85
13	ENGLISH SETTLEMENT		--	--	SE1/4, Section 13, T3N, R19E; and SW1/4, Section 18, T3N, R20E	Eagle Creek Browns Lake three miles southwest Fox River 1.6 miles west Eagle Lake three miles east-southeast	CTH J and CTH A CTH A is trace of Racine-to-Burlington spur of Racine-to-Janesville plank road of 1848	--	1835 to 1845 One source has English emigrants settling in 1842, building a school in 1845 and a church in 1846	Perhaps anonymous English emigrants were first European settlers	There are few extant remains of this community or of its plank road, whose short-lived prosperity was cut short by the 1855 arrival of a CMSP&P line which ultimately extended from Racine to Omaha	22, 26, 49, 60, 76, 79, 93, 95
4	FOXVILLE See BURLINGTON		--	--	--	--	--	--	--	--	--	

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
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14	FRANKS See FRANKSVILLE	--	--	--	--	--	--	--	--	--	--
14	FRANKSVILLE P. O. 1879+ FRANKS P. O. 1873-1879	FRANKS SKUNK GROVE	1879	S1/2, Section 33, T4N, R22E	Hoods Creek south of area	CTH H, CTH K, and Dunkelow Road	CMSP&P to Chicago and Milwaukee	1791 (as Skunk Grove) 1870s (as Franks)	Jacques Vieau, a Milwaukee-based fur trader, gave this location the title "Skunk Grove" The Wisconsin Union Rail Road Company built a line from Reed (S. 2nd) Street in Milwaukee to Illinois. This line later became part of the CMSP&P. This probably established this community and name "Franks" One source lists name origin as being derived from name of brakeman on C&NW (wrong railway!)	Continues as a rural locality, but without its former claim to fame, the now-defunct Frank Pure Food Company, one-time sauerkraut purveyors to the world	6, 13, 20, 21, 29, 30, 37, 38, 54, 60, 62, 76, 79, 84, 85, 98
15	GATLIFF	--	--	S1/2 of NW1/4 and N1/2 of SW1/4, Section 24, T3N, R22E	--	STH 31 STH 11 0.5 mile south STH 31 is part of 1830s Chicago-Green Bay military road	CMSP&P Racine-Omaha Southwestern Division	--	--	Gatliff's lands are now the site of a Racine County hospital fronting STH 31, a typical highway bypass around the City of Racine. Abandonment of the rail line has obliterated the name of Gatliff from all official memory	6, 49, 54, 76, 84, 95
16	HONEY CREEK See also HONEY CREEK, Walworth County	--	--	SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 6, T3N, R19E (Racine County); S1/2 of NE1/4, S1/2 of NW1/4, and N1/2 of SE1/4, Section 1, T3N, R18E (Walworth County)	Honey Creek, tributary to Fox River	CTH D	Soo Line Chicago-Twin Cities main line	1836/1837	Reverend C. R. McBride	--	22, 49, 54, 76, 85, 95

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
17	HONEY LAKE	--	--	W1/2 of NW1/4 and SW1/4, Section 18, T3N, R19E (Racine County); small portion in NE1/4 of SE1/4, Section 13, T3N, R18E (Walworth County)	Fronts Honey Lake and Honey Creek	CTH FF, Honey Lake Road, and CTH DD	Soo Line to Chicago and Twin Cities	--	--	Continues as a rural locality	49, 62, 76, 85
18	HORLICKSVILLE	HORLICKVILLE, local variant, probably contemporaneous	--	Unsubstantiated reports locate this settlement, a mill, and later, a factory site, in the area of CTH MM, STH 38, and Rapids Drive in northwest Racine N1/2, Section 6, T3N, R23E, is as close as another source can come	--	--	--	1833/1834	Richard Carpenter and Harrison Fay settled at "the Rapids"	There is a cornerstone now part of the northwest side wall of a Holiday Inn at 3700 Northwestern Avenue, Racine, which gives a sketch of the history of the area (now a dammed place on the Root River). The Horlicks established Wisconsin as a major producer of malted milk	29, 58, 62
7	HUSHER P. O. 1891-1902 See also CALEDONIA CENTER	CALEDONIA CENTER, in 1862 postal roster, may well be Husher, especially since an atlas of 1876 places Caledonia Center 1.25 miles west of Root River	1891	SE1/4 of SE1/4, Section 9; SW1/4 of SW1/4, Section 10; NW1/4 of NW1/4, Section 15; and NE1/4 of NE1/4, Section 16, T4N, R22E	Husher Creek 0.6 mile west Root River 1.1 miles east	STH 38 (6 Mile Road) and S. Nicholson Road	--	--	Name might be a corruption of the word "Hoosier" or in memory of the legendary pioneer whose wife nagged him all the way from Indiana until he arrived here to settle land he had not only claimed, but actually paid for. On arriving, the story goes, he told her: "Hush yer mouth, woman! We're here." One Symmes Butler reportedly lived on "Hoosier" Creek in 1835	--	29, 60, 62, 70, 76, 79, 85, 86, 93, 95, 98
19	IVES	IVES STATION	--	SE1/4, Section 29, T4N, R23E	Lake Michigan 1.8 miles east Root River one mile west Several large stone quarries dot the area	STH 32, 3 Mile Road, and St. Rita Drive	C&NW "Shore Line" Former CNS&M interurban line Former line of TMER&L interurban 0.25 mile west	1835 to 1845 (?) The year 1896 is also given but this late date is a bit suspect, at least	Allegedly named for area businessman Founded by, says a late source, Harry Orwig	Continues as a rural locality, not to be confused with nearby Ives(") Grove. Has lost its rail link through abandonment of CNS&M and TMER&L; C&NW no longer carries passengers	9, 10, 11, 22, 28, 54, 62, 73, 84

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
20	IVES GROVE P. O. 1854-1904	Earlier, and more properly, IVES' GROVE IVES on Racine-to-Janesville road, 1854, may be short form MT. PLEASANT P. O. 1837 CALL'S GROVE		S1/2 of SW1/4, Section 12, T3N, R21E	East Branch of Root River Canal 0.5 mile northwest	STH 20, Spring Street (CTH C); IH 94/USH 41 to east	--	1837	Joseph Call sold claim to Stephen N. Ives and Marshall M. Strong, who sold it in turn to Roland Ives, namesake of settlement	Continues as a rural locality known for its golf course	1, 12, 20, 29, 34, 60, 62, 70, 76, 79, 85, 86, 98
8	JOHNSON P. O. 1875 See also CORLISS See also STURTEVANT See also WESTERN UNION	WESTERN UNION P. O. 1876-1901 CORLISS P. O. 1901-1923 STURTEVANT P. O. 1923+ WESTERN UNION JUNCTION (1871-1901)	1876 1901 1923	E1/2 of SW1/4 and W1/2 of SE1/4, Section 21, T3N, R22E, is probable site of original settlement	Waxdale Creek 0.3 mile north	STH 11 and CTH H	Junction of two lines of CMSP&P	1870s	Named for first postmaster, William M. Johnson	--	13, 20, 21, 30, 37, 38, 76, 98
21	KANSASVILLE P. O. 1856-1857, 1858+	--	--	SW1/4 of SW1/4, Section 26; SE1/4 of SE1/4, Section 27; NE1/4 of NE1/4, Section 34; and NW1/4 of NW1/4, Section 35, T3N, R20E	Eagle Lake 1.25 mile north-northwest	STH 75 STH 11 0.5 mile north	CMSP&P Racine-Omaha line built here, 1855	1836	Captain John T. Trowbridge	This still-existing rural locality is the northern gateway to the Bong State Recreation Area	13, 20, 21, 30, 37, 38, 54, 60, 62, 70, 79, 84, 85, 86, 95, 98
22	KELLOGG'S CORNERS See KELLOGG'S CORNERS, Kenosha County	--	--	SE1/4, Section 36, T3N, R21E, and SW1/4, Section 31, T3N, R22E (Racine County); NE1/4, Section 1, T2N, R21E, and NW1/4, Section 6, T2N, R22E (Kenosha County)	--	--	--	--	--	--	22
23	KILBOURNVILLE P. O. 1890-1902	KILBURNVILLE simple variant spelling	--	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 13, T4N, R21E; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 18, T4N, R22E	Root River 4.5 miles east	IH 94/USH 41 and CTH G	CMSP&P Caledonia station 1.5 miles east	Before 1890	Probably named for the Kilbourn Road (USH 41), built after 1886	A rural locality losing its local identity to the backwash of IH 94/USH 41 traffic. It is on a frontage road leading to entrance and exit ramps to and from the freeway	48, 62, 70, 72, 76, 79, 85, 95

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
24	KNEELAND P. O. 1889-1902	--	--	NW1/4, Section 10, T4N, R21E	Root River Canal 0.5 mile east	CTH U and Walkesha Road	--	Before 1889	Possibly named for and/or by James Kneeland, a railway conductor listed in the area in the 1870 Census or a South Milwaukee physician who may have been a local landowner	Remains a rural locality but is probably in line to suffer urban development when the City of Franklin becomes saturated with such development	6, 49, 60, 62, 70, 76, 79, 85
9	LAMBERTON See COUNTY LINE See LAMBERTON STATION See also LAMBERTON, Milwaukee County	LAMBERTON POST OFFICE P. O. 1856-1921	--	--	--	--	--	--	--	--	28, 82
9	LAMBERTON STATION See also COUNTY LINE See also LAMBERTON, Milwaukee County	LAMBERTON POST OFFICE P. O. 1856-1921 COUNTY LINE equated with Lamberton by W. H. Stennett (reference 73)	--	NE1/4, Section 1, T4N, R22E (Racine County); SW1/4 of SE1/4, Section 36, T5N, R22E (Milwaukee County)	Lake Michigan 0.7 mile east	Rifle Range Road and Wisconsin Electric Power Company private road (Oak Creek plant)	C&NW "Shore Line" from Chicago to Milwaukee Former line ("new line" of 1929) of TMER&L	1840s or 1850s	Named for William E. Lamberton, whose descendants were area landowners into the 20th century	The demise of private railway passenger transportation and the passing of electric interurban service, coupled with a reduction of post offices, left little for Lamberton	9, 30, 73, 98
25	LINWOOD P. O. 1896-1902	--	--	NW1/4 of NW1/4, Section 23, T4N, R22E	Root River 0.4 mile east	STH 38	C&NW 0.3 mile west; former CNS&M line ran nearby and probably created this settlement	1890s at latest	--	The demise of the Chicago, North Shore & Milwaukee electric interurban line in 1963 sounded the death knell for Linwood, now on the fringe of City of Racine urbanization	9, 10, 11, 22, 60, 70
20	MT. PLEASANT See IVES GROVE	--	--	--	--	--	--	--	--	--	--
26	NORTH BAY	--	--	Village limits encompass approximately S1/2 of fractional NE1/4 of fractional Section 33 and small portion of fractional Section 34, T4N, R23E	Lake Michigan	CTH G (N. Main Street) and North Street STH 32 0.9 mile west	C&NW "Shore Line" one mile west	Developed after World War II	--	Formerly part of the Town of Caledonia Incorporated as the Village of North Bay in 1951	49, 60, 62, 70, 76, 85

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
27	NORTH CAPE P. O. 1858-1917	A 1923 soils map uses NORTHCAPe	--	NE1/4 and NE1/4 of SE1/4, Section 25, T4N, R20E; and SW1/4 of NW1/4, Section 30, T4N, R21E	Goose Lake Branch Canal (tributary to Wind Lake Drainage Canal) 2.4 miles west	USH 45 and CTH K	--	--	--	Continues as a rural locality relatively untouched by urban growth. Boasts an unrestored smithy	60, 62, 76, 79, 85, 86, 95
5	NORTH ROCHESTER See CALDWELL	--	--	--	--	--	--	--	--	--	--
27	NORTHCAPe See NORTH CAPE	--	--	--	--	--	--	--	--	--	--
28	NORWAY P. O. 1847-1872	--	--	Former stop on old TMER&L inter-urban line was located in NW1/4 of SW1/4, Section 17, T4N, R20E Settlers' church is in SE1/4 of SE1/4, Section 18, T4N, R20E	Waubesee Lake 0.5 mile north and Wind Lake 0.9 mile northeast	STH 36	Former Milwaukee-Burlington line of TMER&L	1838	Thomas Drought is thought to be first European-heritage settler Shortly afterward, a group of Norwegians under the command of Colonel Hans Christian Heg arrived; Heg, a former State Prison Commissioner, was killed in the Civil War at the Battle of Chickamauga	The Norwegian Lutheran Church south of Colonel Heg Memorial Park and west of STH 36 marks the center of a community into and through which a large number of Norwegian immigrants passed, going on to populate Minnesota, the Dakotas, and areas farther west, as well as northern Wisconsin and Michigan's Upper Peninsula	9, 29, 34, 86, 98
29	PAN YAN P. O. 1849-1866	--	--	Fractional NW1/4 of fractional Section 22, T3N, R20E	Fronts Eagle Lake	Church Road and Cox Road STH 75 0.7 mile east Racine-Janesville-Mississippi River military road one mile north (1830s)	--	1840s (?)	The small village of Penn Yan, county seat of Yates County, New York, was settled by Pennsylvanians and New Englanders and was incorporated in 1833 Since many early Wisconsin settlers were transplanted New Yorkers, this village may be the source of the name, however altered, of this settlement	--	34, 76, 86, 98
30	PORT GILBERT See RACINE	--	--	--	--	--	--	--	--	--	--
31	QUARLES See UNION GROVE	--	--	--	--	--	--	--	--	--	12, 13, 21, 30, 37, 38, 42, 48, 70, 72

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
30	RACINE P. O. 1836+	ROOT RIVER P. O. 1836	1836	Original site probably encompassed S1/2 of fractional NE1/4 and N1/2 of fractional SE1/4, Section 9, T3N, R23E	Estuary of Root River and Lake Michigan is probably site of earliest settlement	STH 11, STH 20, STH 31, STH 32, and STH 38; many county trunk highways	C&NW "Shore Line" to Milwaukee and Chicago CMSP&P Racine-Omaha Southwestern Division Former line of TMER&L to Kenosha and Milwaukee Former CNS&M line to Milwaukee and Chicago	1834	Captain Gilbert Knapp named this settlement Port Gilbert, but this name was short-lived Another early name was Northport, possibly as opposed to Kenosha's Southport By the 1830s, French trappers had already used the name Racine, French for "root," for the river	Incorporated as village in 1841; became city in 1848	1, 29, 34, 62, 70, 73, 76, 84, 86, 98
	PORT GILBERT	PORT GILBERT		Current City now encompasses all or part of Sections 25-26 and 35, T4N, R22E; Sections 28 and 31-34, T4N, R23E; Sections 12-13 and 23-25, T3N, R22E; and Sections 4-9, 16-21, and 29-31, T3N, R23E							
32	RAYMOND P. O. 1846-1902	Colloquially known as RAYMOND CENTER from its central location in the Town of Raymond	--	SW1/4 of SW1/4, Section 15; SE1/4 of SE1/4, Section 16; NE1/4 of NE1/4, Section 21; and NW1/4 of NW1/4, Section 22, T4N, R21E This site is as near to the center of the Town as possible	West Branch of Root River Canal one mile east	CTH U and 5 Mile Road	--	Founded in the summer of 1836, during territorial governorship of Henry Dodge	Named for Elisha Raymond, whose home was site of first town meeting The Town of Raymond, which finds its center here, was named for him, too The first European settlers were probably Nelson Bentley and Seneca Raymond	A rural locality in an agricultural area despite some rather steep escarpments in some areas and an area with considerable gravel and sand deposits about one mile to the southeast	20, 29, 34, 43, 49, 60, 62, 70, 76, 79, 85, 86, 95, 98
33	ROCHESTER P. O. 1837+	--	--	Original settlement encompassed S1/2 of SW1/4, Section 2, T3N, R19E Current Village limits encompass irregular portions of S1/2, Section 2, and of NE1/4, Section 10; and most of NW1/4, Section 11, T3N, R19E	Fox River Wind Lake Drainage Canal enters Fox River on east bank	CTH D, CTH FF, CTH J, and CTH W; STH 36/STH 83 skirts southeast corner of Village Racine-Rock River plank road built in 1850s	--	1835	Levi Godfrey sought and found water power here	The Village of Rochester, incorporated in 1912, boasts historic buildings in town and historic apple orchards to the southwest of town	1, 12, 29, 34, 42, 48, 49, 60, 62, 70, 76, 79, 85, 86, 88, 95
30	ROOT RIVER See RACINE	--	--	--	--	--	--	--	--	--	--

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)	
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome		
11	ROSEWOOD P. O. 1909-1921		1909	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 31; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 32, T3N, R20E	--	CTH B STH 11 0.5 mile north	CMSP&P Southwestern Division (Racine-Omaha) line, built in 1855	1870s (?)	First named for Town of Dover, with "Station" appellation from railway; then simplified, and finally changed	Continues as a rural locality	13, 21, 30, 37, 38, 49, 54, 62, 76, 79, 85, 95, 98	
DOVER P. O. 1883-1904	DOVER P. O. 1883-1904		1883									
DOVER STATION P. O. 1876-1883	DOVER STATION P. O. 1876-1883											
14	SKUNK GROVE		--	--	--	--	--	--	--	--	--	
See FRANKSVILLE												
6	STORM'S CROSSING	Appears also as STERN'S CROSSING	--	--	--	--	--	--	--	--	--	
See CALEDONIA												
8	STURTEVANT P. O. 1923+		1923	Village currently encompasses approximately SW1/4 of NE1/4 and SE1/4, Section 16; SE1/4 of SE1/4, Section 20; all of E1/2 and S1/2 of SW1/4, Section 21; W1/2 of W1/2, Section 22; W1/2, Section 27; most of N1/2 and NW1/4 of SE1/4, Section 28; and NE1/4 of NE1/4, Section 29, T3N, R22E	Waxdale Creek traverses Village; Chicory Creek skirts south end of Village. Both are tributaries to Pike River	STH 11 and CTH H	Two CMSP&P lines meeting at junction	--	Named for the B. F. Sturtevant Company in 1923	The Village of Corliss was incorporated in 1907 at this site; its name was changed to Sturtevant in 1923. Previous names (Johnson, Western Union, Western Union Junction) were not official, except for postal and possibly railway purposes	13, 20, 49, 54, 70, 76, 84, 98	
See also CORLISS	CORLISS P. O. 1901-1923		1901									
See also WESTERN UNION	WESTERN UNION P. O. 1876-1901		1876									
See also JOHNSON	JOHNSON P. O. 1875											
	WESTERN UNION JUNCTION (1871-1901)											
34	SYLVANIA P. O. 1846-1900, 1902-1904		--	--	NE1/4 of NE1/4, Section 25, T3N, R21E	East Branch of Root River Canal 1.8 miles west	IH 94/USH 41 and STH 11 All of IH 94/USH 41 in Racine County is Sylvania Avenue	CMSP&P Racine-Omaha Southwestern Division built 1855	1840s (?)	--	A rural locality with a small, light-craft airport near IH 94/USH 41 that has accepted its share of emergency landings	13, 34, 49, 54, 60, 62, 70, 76, 79, 84, 85, 86, 95, 98
See also WINDSOR STATION					Commercial sprawl now extends this original area							
35	TABOR P. O. 1872-1898		--	--	NE1/4 of NE1/4, Section 13, T4N, R22E; SW1/4 of SW1/4, Section 7, and W1/2 of NW1/4, Section 18, T4N, R23E	1.6 miles west of Lake Michigan; 1.7 miles east of Root River	STH 32, a portion of the Green Bay-Chicago military road of the 1830s; STH 31; and CTH G	C&NW "Shore Line" to Chicago and Milwaukee 0.4 mile east	1852	Bohemian settlers used Gypsy word for "a gathering place" reminiscent of Tabor (founded 1420), city in South Bohemia, derived from a name used in Old Testament four times for various geographic sites	A rural locality astride the Racine-to-Milwaukee STH 32 and the STH 31 semi-bypass of the City of Racine, Tabor is almost exclusively commercial in character	20, 49, 60, 62, 70, 76, 79, 85, 98

Table 4 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
36	THOMPSONVILLE P. O. 1863-1902 WHITESVILLE P. O. 1853-1863 THOMPSONVILLE P. O. 1850-1853	WHITESVILLE P. O. 1853-1863 THOMPSONVILLE P. O. 1850-1853	1863 1853	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 25, T4N, R21E; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 30, T4N, R22E	East Branch of Root River Canal one mile west	IH 94/USH 41, CTH K, and Adams Road	--	--	Named for local resident named Thompson Origin of name "Whitesville" is unknown	A rural locality in process of disappearing in the wake of IH 94/USH 41 traffic	20, 34, 49, 62, 70, 79, 85, 86, 95, 98
37	TICHIGAN P. O. 1902-1904 TISCHIGAN P. O. 1893-1902 TICHIGAN CORNERS	TISCHIGAN P. O. 1893-1902 A plat of the original 1830s U. S. Public Land Survey gives the name TISH-SHAR-GAN to the Lake, and notes the presence of wigwams around the north end of the Lake SCHMIDT'S CORNERS Apparently family name of local innkeepers	1902	SW1/4 of SE1/4 and SE1/4 of SW1/4, Section 1; and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 12, T4N, R19E	Tichigan Lake 0.4 mile southwest	STH 164	--	--	A rural locality near Tichigan Lake, an impoundment of the Fox River, with a wildlife preservation capability A portion of the Lake is within the Tichigan Wildlife Area	22, 60, 62, 70, 76, 77, 79, 85, 95, 98	
37	TISCHIGAN See TICHIGAN	--	--	--	--	--	--	--	--	--	--
37	TISH-SHAR-GAN See TISHIGAN	--	--	--	--	--	--	--	--	--	--
38	UNION CHURCH P. O. 1858-1902	--	--	NE1/4 of NE1/4, Section 1, T4N, R20E; and NW1/4 of NW1/4, Section 6, T4N, R21E	Wind Lake three miles west-southwest	USH 45, 8 Mile Road, and Rolfson Road	--	Possibly 1845 to 1855	Named after the church here, a possible "union" between Lutheran and Reformed denominations, as was Prussian ecclesiastical usage after 1829	Still a rural locality on the scenic, relaxed secondary highway from Milwaukee to Chicago	20, 49, 60, 62, 70, 79, 85, 86, 98
31	UNION GROVE P. O. 1850+ QUARLES P. O. 1848-1850	QUARLES P. O. 1848-1850	1850	Oldest settled area within SW1/4, Section 29; SE1/4, Section 30; N1/2 of NE1/4, Section 31; and NW1/4 of Section 32, T3N, R21E Village currently encompasses approximately this area	West Branch of Root River Canal traverses northern portion of Village	USH 45 and STH 11	CMSP&P Racine-Omaha Southwestern Division	Late 1830s or early 1840s	The name "Union Grove" may or may not derive from pre-Civil War abolitionist sentiments	The Village of Union Grove was incorporated in 1893, and is considered home to the Southern Wisconsin Center for the Developmentally Disabled, just west of Village corporate limits	13, 21, 30, 34, 49, 54, 60, 62, 76, 79, 84, 85, 95, 98

Table 4 (continued)

Table 4 (continued)

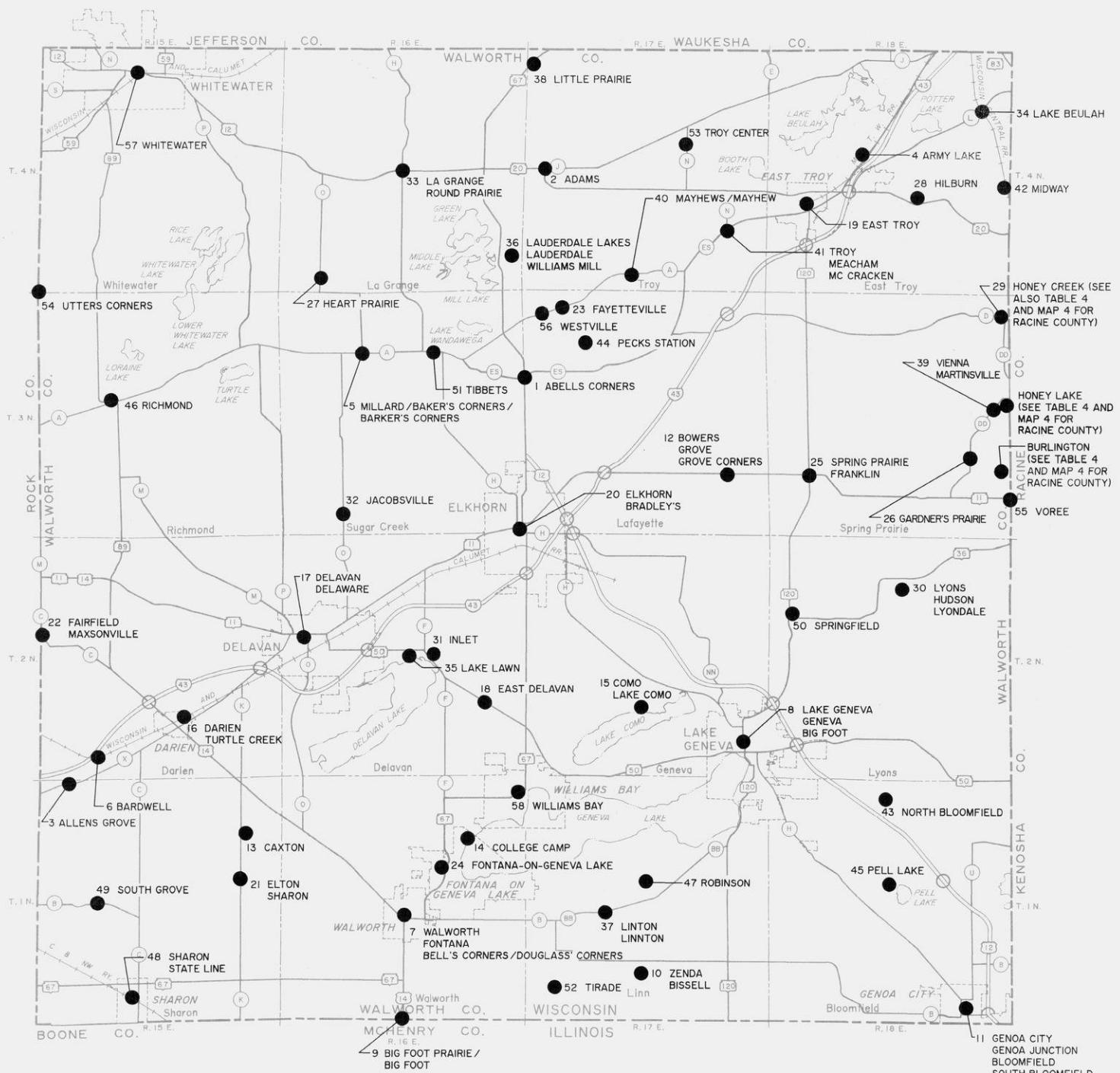
Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
43	WIND LAKE P. O. 1852-1854, 1892-1904	--	--	SE1/4, Section 5, and NE1/4, Section 8, T4N, R20E	Wind Lake Several other lakes within 1.5-mile radius	STH 36, Loomis Road, and Wind Lake Road	Former TMER&L Milwaukee-Burlington interurban line, opened 1909	Possibly 1840s or early 1850s One source places original European settlement in 1839	Name possibly derives from relatively big effect of moderate winds, causing fast-rising, violent storms on the Lake Halver Thompson	Bearing the same name as the body of water it abuts, Wind Lake is a rural locality which has made the transition from summer homes to year-round homes almost completely	9, 29, 49, 60, 62, 70, 79, 85, 95, 97, 98
44	WIND POINT	--	--	Fractional Sections 22 and 27; small portion of E1/2, fractional Section 21; E1/4 of Section 28, T4N, R23E	Lake Michigan	CTH G (N. Main Street) and Lighthouse Drive	--	Possibly in 1850s since Wind Point appears on a list of "territorial post offices," but not in an 1821 to 1871 listing	Usual weather on this point, the most easterly in the Region, is probable basis of name	The Village of Wind Point was incorporated in 1954. It is the site of a decommissioned U. S. Coast Guard lighthouse which now serves as the village hall	60, 62, 70, 76, 85, 97
34	WINDSOR STATION See also SYLVANIA	--	--	NE1/4 of NE1/4, Section 25, T3N, R21E	--	--	Southwestern Division of CMS&P from Racine to Omaha	--	--	This is either a twin village to, or the same location as, Sylvania	13, 28
39	YORKVILLE P. O. 1840-1903	WAITE'S CORNERS	1840	SW1/4, Section 4, and NW1/4, Section 9, T3N, R21E	Unnamed tributary to West Branch of Root River Canal 0.25 mile south West Branch of Root River Canal one mile east	STH 20 and 63rd Street	--	Probably 1830s Name "Waite's Corners" dates from 1835	Charles C. Waite	A rural locality now bearing the same name as that of the Town it is in	20, 34, 49, 60, 62, 70, 85, 86, 98

SETTLEMENTS NOT GEOGRAPHICALLY LOCATED

FOUNTAIN, P. O. 1848-1850 (also known as MT. PLEASANT; see below) (12, 54, 98); HICKORY POINT, P. O. 1846-1848 (98); HOADLEY (34); KOSSUTH, P. O. 1849-1854 (98); LAKEVILLE, P. O. 1840-1841 and 1843-1849 (98); two settlements known as MT. PLEASANT; the first, P. O. 1837-1839, was later known as IVES GROVE, P. O. 1839-1850, and CALEDONIA, P. O. 1850-1864, and is not to be confused with other Racine County settlements with similar names (86, 98); the second, P. O. 1850-1867, was also known as FOUNTAIN, P. O. 1848-1850 (12, 54, 98); PARISVILLE, P. O. 1847 (98); PRAIRIE, P. O. 1858-1870 (86, 98); RACINE JUNCTION (67); RUSHVILLE, P. O. 1900-1904 (98); SALONA, P. O. 1840-1842 (98); SOUTH BRISTOL (34, 86); SPRING BROOK, P. O. 1838-1839 (98); TRADEWELL'S GROVE, P. O. 1844-1850 (98); TROWBRIDGE, P. O. 1852-1859 (98)

Source: SEWRPC.

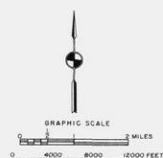
Map 5
SETTLEMENTS IN WALWORTH COUNTY



LEGEND

● LOCATION OF SETTLEMENT

8 LAKE GENEVA
GENEA
BIG FOOT
NUMBER ASSIGNED SETTLEMENT ON ACCOMPANYING COUNTY TABLE
WITH NAME(S) OF SETTLEMENT. SETTLEMENTS ARE NUMBERED ON
COUNTY TABLE IN ORDER OF FIRST APPEARANCE IN ALPHABETICAL
LISTING. SETTLEMENTS WITH MORE THAN ONE NAME HAVE THEIR
NAMES SET FORTH ON MAP IN REVERSE CHRONOLOGICAL ORDER OF
USAGE.



Source: SEWRPC.

Table 5

ALPHABETICAL LISTING OF SETTLEMENTS IN WALWORTH COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
1	ABELLS CORNERS	More grammatically, ABELL'S CORNERS or ABELLS' CORNERS	--	NE1/4, Section 13, T3N, R16E; and NW1/4, Section 18, T3N, R17E	--	USH 12/STH 67 and CTH ES	--	--	--	This rural locality is holding its own	14, 62, 64, 78, 85
2	ADAMS P. O. 1849-1903		--	SW1/4 of SE 1/4, Section 18; and NW1/4 of NE1/4, Section 19, T4N, R17E	Tributary to Honey Creek 1.2 miles south Green, Middle, Mill, and Pleasant Lakes within four miles southwest	STH 20, CTH J, and Adams Church Road	--	1840s Listed on Increase A. Lapham's 1852 map (reference 42) as a post office	--	This rural locality is in a small land o' lakes, with the Kettle Moraine State Forest—Southern Unit, to the northwest and the Troy public hunting and fishing area to the southeast	12, 42, 62, 64, 78, 82, 85, 86, 98
3	ALLENS GROVE P. O. 1849-1955	More properly, ALLEN'S GROVE or ALLENS' GROVE A 1924 U. S. Department of Agriculture soil map (reference 78) has ALLEN GROVE	--	N1/2, Section 6, T1N, R15E; and SE1/4, Section 31, T2N, R15E	Little Turtle Creek	IH 43, CTH X, and Sharon-Darien Road	CMSP&P junction of Janesville-Rondout (Illinois) line with Racine-Omaha line 0.7 mile northeast	1840s at latest	Brothers Sidney, Pliny, Phillip, and Harvey Allen	This rural locality lies between the old (CTH X) and the new (IH 43) amid the remains and progeny of this more-than-150-year-old grove	14, 20, 21, 34, 42, 62, 64, 78, 82, 86, 98
4	ARMY LAKE		--	NW1/4 and NW1/4 of SW1/4, Section 16, T4N, R18E	Army Lake	CTH ES and Army Lake Road IH 43 0.2 mile southeast	Former Milwaukee-East Troy line of TMER&L	--	Named for the Salvation Army, which founded a camp here	The State's 1974 quasi-official atlas (reference 62) lists only the Lake of this name; if the settlement is gone, the name lives on in the name of the Lake and some roads	62, 64, 82
5	BAKER'S CORNERS P. O. 1849-1903 See also MILLARD	BAKER'S CORNER BARKER'S CORNERS	Variant Variant	--	--	--	--	--	--	--	34, 98
6	BARDWELL		--	NE1/4 of SW1/4, Section 32, T2N, R15E	Tributary to Little Turtle Creek	IH 43 0.1 mile northwest	CMSP&P junction of Racine-Omaha (Southwestern Division) and Rondout (Illinois)-Janesville lines First line was built in 1855; the second in 1900	1900 at the earliest	Janesville & Southeastern Railway Company, a CMSP&P predecessor, effected junction with the then existing Racine & Mississippi Rail Road Company (CMSP&P)	Although this rural locality has lost the trains that thundered through the crossing of two lines, it is still a small center of population	13, 21, 30, 37, 38, 54, 62, 64, 78, 84, 85
5	BARKER'S CORNERS P. O. 1849-1903 See MILLARD	BAKER'S CORNERS BAKER'S CORNER	Variant Variant	--	--	--	--	--	--	--	20, 98

Table 5 (continued)

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
13	CAXTON	--	--	SW1/4 of NW1/4, Section 12, T1N, R15E	Tributary to Little Turtle Creek	CTH K USH 14 0.8 mile northeast	Rondout (Illinois)-to-Janesville line of CMSP&P was built in 1900, and Caxton was perhaps a whistle stop/flag stop	Possibly in 1900	Probably the Janesville & Southeastern Railroad (1900 to 1901), forerunner of the CMSP&P here	Caxton seems to have disappeared with little trace	13, 49, 54, 78, 82
14	COLLEGE CAMP P. O. 1915-1955	--	--	SW1/4 of NE1/4, Section 11, T1N, R16E	Fronts Geneva Lake	Willow Bend Road	--	--	--	Apparently, a more economically advantageous land use for this settlement was found by subdividing the camp into lake-shore realty. This settlement is now part of the Village of Fontana-on-Geneva Lake	64, 98
15	COMO P. O. 1894-1902	--	--	Approximately S1/2 of SE1/4, Section 21; S1/2 of S1/2, Section 22; fractional Sections 27-28; and part of E1/2, Section 29, T2N, R17E	Fronts Lake Como	CTH H and Springfield Road USH 12 1.6 mile northeast	--	--	--	This unincorporated settlement will continue to prosper in the recreational enterprise in southern Walworth County	14, 62, 64, 78, 84, 85, 98
16	DARIEN P. O. 1840+ TURTLE CREEK P. O. 1839	TURTLE CREEK P. O. 1839	1840	Current Village limits encompass approximately SW1/4 and portions of NE1/4, of NW1/4, and of SE1/4, Section 27; irregular portion of E1/2 of E1/2, Section 28; and portion of N1/2 of N1/2, Section 34, T2N, R15E	Tributary to Little Turtle Creek near south boundary	USH 14, CTH X, Sweet Road, Peters Road, and Old Highway 89 Road	CMSP&P Racine-Beloit line (built 1856)	--	--	The Village of Darien was incorporated in 1951	12, 13, 21, 30, 34, 37, 38, 42, 64, 70, 84, 85, 86, 98
17	DELAVAL P. O. 1837+	DELAWARE is name as recorded by Henry I. Abel in promotional materials published in Philadelphia in 1838. This name seems to be a scribal error, in that the more familiar "Delaware" may have been substituted for the unfamiliar "Delavan"	--	Current City boundaries encompass approximately portion of SE1/4, Section 7; S1/2 of S1/2, Section 8; small part of Section 9; W1/2 of W1/2, Section 16; Sections 17 and 18; N1/2, Section 19; N1/2, Section 20; and NW1/4, Section 21, T2N, R16E; and SE1/4, Section 13, T2N, R15E	About two-thirds of Comus Lake is within City limits; Swan Creek, which runs through the City, connects Comus Lake and Delavan Lake, located just south and southeast of the City Turtle Creek runs into City and Comus Lake from west-northwest	IH 43, STH 11, STH 50, CTH O, CTH P, and CTH X	Racine-Omaha line, Southeastern Division of CMSP&P	1830s	Apparently was milling center in early years	Delavan was incorporated as a village in 1856, and became a city in 1897	1, 12, 13, 14, 21, 30, 34, 37, 38, 42, 54, 62, 64, 78, 82, 88, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
17	DELAWARE See DELAVAN	--	--	--	--	--	--	--	--	--	--
7	DOUGLASS' CORNERS See also WALWORTH	--	--	--	--	--	--	1837	Christopher Douglass	Believed to have merged with nearby Bell's Corners to form nucleus of today's Walworth	20
18	EAST DELAVAN P. O. 1870-1906	--	--	NW1/4, Section 25; and NE1/4, Section 26, T2N, R16E	Delavan Lake 1.5 miles west Jackson Creek 2.25 miles north	STH 50 and Theatre Road STH 67 one mile east CTH F one mile west	--	--	--	This rural locality remains rural, but the direction in which the City of Delavan has annexed lands appears to be generally northeast, but at a relatively slow rate. Delavan Lake and its inlet also form an apparent barrier to annexation of East Delavan by Delavan	14, 62, 64, 70, 78, 82, 85, 98
19	EAST TROY P. O. 1839-1843, 1844+	--	--	Approximate current boundaries of Village encompass S1/2 and S1/2 of NE1/4, Section 19; S1/2 and S1/2 of NW1/4, Section 20; most of N1/2, Section 21; and irregular portions of Sections 16, 22, and 29-30, T4N, R18E	Honey Creek and apparent millpond within Creek	IH 43, STH 20, CTH ES, and Town Line Road	From 1907 to 1939, there was passenger and freight service and later freight-only service on TMER&L line now partly operating as Municipality of East Troy Railroad	1836	Founded by a Mr. Roberts and a Mr. Blood; named for Troy, New York In similar cases, in which a Town and a settlement are named alike, it is often hard to say which was named first. In this case, the settlement was probably first to be named, since the Town of East Troy dates from 1843	The Village of East Troy was incorporated in 1900 after the U. S. Census of that year	9, 12, 14, 20, 26, 34, 42, 54, 64, 70, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
20	ELKHORN P. O. 1837+	Once known, informally, as BRADLEY'S, for a local innkeeper	--	Current City limits encompass Section 1 and small portion of Section 12, T2N, R16E; Section 36 and parts of E1/2, Section 25, T3N, R16E; Section 6 and portions of Sections 5 and 8, T2N, R17E; and Section 31 and most of SW1/4, Section 30, T3N, R17E	Jackson Creek 0.7 mile south (to Delavan Lake); headwaters of branch of Sugar Creek 0.6 mile northeast	IH 43, USH 12, STH 11, STH 67, and CTH H STH 11 is successor to Racine-to-Mississippi River military road A later Racine-Delavan plank road also served Elkhorn	Former line of CMSP&P Racine-Omaha line (1855) Former line of CMSP&P from Elkhorn to Eagle via Palmyra (1870 to 1930/1932) The original Wisconsin Central and the Milwaukee & Beloit Rail Road both planned to serve Elkhorn, but nationwide financial crises aborted their plans	1838	Named "Elk Horn" by Colonel Samuel F. Phoenix in July 1836 and formally organized by act of Wisconsin Territorial Legislature in January 1838	From 1846 to 1857, the four sections comprising the original Elkhorn comprised a Town, i.e., that basic civil division into which counties in Wisconsin are divided. In 1857, that Town of Elkhorn incorporated as a village. The Town ceased to exist. In 1897, the Village of Elkhorn was incorporated as a city. Its central position in its county is as rare as it is strategic for settlements with respect to their locations within counties	13, 14, 20, 26, 42, 48, 54, 62, 64, 70, 78, 82, 84, 86, 98
21	ELTON P. O. 1863-1881 SHARON P. O. 1844-1863	SHARON P. O. 1844-1863	1863	SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 13; and SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 14, T1N, R15E	--	CTH K and Lake Shore Road	--	--	--	The Town of Sharon apparently had two settlements also known as Sharon, one of which survives today, and this one, which does not	14, 64, 98
22	FAIRFIELD	MAXSONVILLE	--	W1/2 of NW1/4, Section 18, T2N, R15E (Walworth County); most of settlement in Section 13, T2N, R14E (Rock County)	Turtle Creek	CTH C and Clowes Road USH 14/STH 11 1.5 miles north IH 43 3.5 miles south	--	--	Originally named for one Joseph Maxson	This settlement, on the Walworth County-Rock County line, continues to exist between USH 14/STH 11 and IH 43, virtually unaffected by urbanization	20, 62, 64, 78, 82, 85
23	FAYETTEVILLE P. O. 1871-1905		--	SW1/4 of NW1/4, Section 5, T3N, R17E	Sugar Creek one mile south-southwest	CTH A and Peck Station Road	--	--	--	This settlement, once a rural center, seems to have ceased to exist. The countryside remains striking, including the Ozarkian view from a rest area on IH 43 three miles east-southeast of this settlement	31, 98
7	FONTANA P. O. 1839-1841 See WALWORTH	WALWORTH P. O. 1841+	1841	--	--	--	--	--	--	--	70, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
24	FONTANA-ON-GENEVA LAKE P. O. 1884+	Colloquially FONTANA; not to be confused with the settlement now known as Walworth (see above)	--	Current Village limits encompass portions of Sections 10-15 and 22-24, T1N, R16E; and Section 18, T1N, R17E	Fronts Geneva Lake	STH 67 and CTH B	CMS&P line from Rondout, Illinois, to Janesville touches southwestern tip of Village A former (1899 to 1934) electric interurban line, the Chicago, Harvard, & Geneva Lake Railway, had its northern terminus here	--	--	The Village of Fontana-on-Geneva Lake [sic] was incorporated in 1924	13, 14, 21, 30, 37, 38, 49, 54, 61, 62, 64, 70, 82, 84, 98
25	FRANKLIN See SPRING PRAIRIE	--	--	--	--	--	--	--	--	--	98
26	GARDNER'S PRAIRIE	--	--	SE1/4 of SE1/4, Section 23; SW1/4 of SW1/4, Section 24; NW1/4 of NW1/4, Section 25; and NE1/4 of NE1/4, Section 26, T3N, R18E	Sugar Creek one mile north White River 1.4 miles southeast	CTH DD and Spring Prairie Road STH 11 one mile south	CMS&P 2.8 miles south, in northern portion of the Town of Lyons	1836	Palmer Gardner	There are a number of reasons why this settlement, if it was any more than a general geographic term, may have disappeared—its proximity to Burlington, with its CMS&P and Soo Line railway lines; the decline of prairie wheat farming in the 1870s and 1880s caused by the cinch bug; etc. It has left no obvious trace	20, 26, 49, 78, 93
8	GENEVA See LAKE GENEVA	--	--	--	--	--	--	--	--	--	42, 98
11	GENOA See GENOA CITY	--	--	--	--	--	--	--	--	--	34, 98
11	GENOA CITY P. O. 1924+ GENOA JUNCTION P. O. 1874-1924 Thus incorporated in 1901 BLOOMFIELD P. O. 1854-1874 SOUTH BLOOMFIELD P. O. 1852-1854 GENOA P. O. 1850-1852	GENOA JUNCTION P. O. 1874-1924 Thus incorporated in 1901 BLOOMFIELD P. O. 1854-1874 SOUTH BLOOMFIELD P. O. 1852-1854 GENOA P. O. 1850-1852	1924 1874 (1901) 1854 1852	Current Village limits encompass part of NE1/4 of NE1/4, Section 34; S1/2 of NW1/4 of NW1/4, E1/2 of W1/2, and E1/2, Section 35; irregular portions of Section 36, T1N, R18E (Walworth County); and portion of SW1/4 of SW1/4, Section 31, T1N, R19E (Kenosha County)	North Branch of Nippersink Creek Powers Lake, Benedict Lake, and Tombeau Lake within 4.5 miles in north-northeast; Pell Lake about three miles north-northwest	USH 12, CTH B, and CTH H	Former C&NW Chicago-Lake Geneva line and former C&NW Kenosha-Rockford line together met at the "junction"	Late 1840s (?)	Supposedly named for place in New York State James F. Dickerson reputedly laid out a mill site in 1859; by then, however, this settlement had had a post office for nine years	Originally incorporated in 1901 as the Village of Genoa Junction, this settlement changed its name to Genoa City in 1924, but remained a village legally	14, 20, 34, 42, 49, 62, 64, 70, 73, 82, 84, 85, 86, 98, 100

Table 5 (continued)

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11	GENOA JUNCTION See GENOA CITY	--	--	--	--	--	--	--	--	--	--
12	GROVE P. O. 1852-1874 This would seem, from the locational data in the 1878 <u>Historical Atlas of Wisconsin</u> (reference 28) to be the location of the later (1892 to 1906) postal station known then as Bowers. However, the 1971 <u>Wisconsin Post Office Handbook</u> (reference 98) does not associate them. The interval of 18 years between Grove and Bowers may explain the handling of the two settlements by the U. S. Post Office and by postal historians as separate entities See also BOWERS See also GROVE CORNERS	BOWERS P. O. 1892-1906 GROVE CORNERS	Unknown; long, and apparent earlier, variant	Possibly within W1/2, Section 25, and E1/2, Section 26, T3N, R17E	--	STH 11, Bray Road, and Bowers Road	--	--	--	Now known as Bowers	28, 34, 49, 64, 86, 98
12	GROVE CORNERS See also GROVE See also BOWERS	GROVE is possibly just a colloquial short form which evolved over time	--	Location given as SE1/4, Section 25, T3N, R17E, but this settlement and Grove are both referred to as a former postal station at the site of present-day Bowers	Probably then a prairie sloping northward to Sugar Creek, located about 2.9 miles north	STH 11, the old Racine-to-Cassville military road of the late 1830s and early 1840s, and Bray Road	--	1836	Ex-Ohioan Isaiah Hamblin staked his claim here	--	31
27	HEART PRAIRIE P. O. 1840-1872, 1873-1902	--	--	E1/2 of SE1/4, Section 31, and W1/2 of SW1/4, Section 32, T4N, R16E Increase A. Lapham's 1852 map (reference 42) and John Warren Hunt's 1853 gazetteer (reference 34), however, show this settlement as being in Section 27, T4N, R16E	North Lake one mile south	CTH O and Territorial Road The latter is part of the historic Milwaukee-Janesville territorial road	U. S. Geological Survey topographic map indicates "old railroad grade" in area	Probably in 1830s, most probably in 1837	So named by James Holden after the shape of the six-square-mile prairie	This settlement seems to have been reduced to a few buildings, a road, and a cemetery	12, 14, 31, 34, 42, 48, 62, 64, 72, 78, 82, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
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28	HILBURN P. O. 1893-1904	Although Hillburn Mill Road runs through this locality, applicable sources give the name of the settlement as "Hilburn"	--	SE1/4, Section 22, T4N, R18E	Honey Creek and apparent millpond	STH 20 and Hillburn Mill Road	--	--	Name is family name, probably that of original miller	This settlement seems to have been reduced to a millpond, Hillburn [sic] Pond, one building, and a widened STH 20, as shown on 1955 to 1960 aerial photography	20, 62, 64, 78, 85, 93, 98
29	HONEY CREEK P. O. 1849 + See also HONEY CREEK, Racine County		--	S1/2 of NE1/4, S1/2 of NW1/4, and N1/2 of SE1/4, Section 1, T3N, R18E (Walworth County); small part of settlement is located in Section 6, T3N, R19E (Racine County)	Honey Creek, tributary to Fox River; known in some older sources as Marsh Creek	CTH D, CTH DD, and Honey Creek Road	Soo Line main line to Chicago and Twin Cities, built 1886, runs through Racine County portion of settlement	Late 1830s or early 1840s; an 1882 history gives the date of founding as 1836	Tradition tells of settlers seeing swarms of bees on Honey Creek's muddy banks Gilman H. Hoyt and Reuben Clark, a Vermonter and Michigander, respectively	This settlement, if it ever was centripetal, seems now to have become linearly extended to the west along CTH D	12, 14, 20, 31, 34, 42, 46, 49, 62, 64, 78, 82, 84, 85, 86, 98
--	HONEY LAKE See HONEY LAKE, Racine County		--	--	Honey Lake and Honey Creek	--	--	--	--	--	62, 64, 78, 85
30	HUDSON See LYONS		--	--	--	--	--	--	--	--	--
31	INLET		--	SE1/4, Section 15, and NE1/4, Section 22, T2N, R16E	Delavan Lake Inlet to Delavan Lake	STH 50 and CTH F	--	--	--	Judging from aerial photography, Inlet has been subdivided, platted, and urbanized on a scale commensurate with its size	62, 64, 78
32	JACOBSSVILLE P. O. 1896-1902		--	SW1/4 of NE1/4, SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 32, T3N, R16E	--	CTH O and Hazel Ridge Road	--	--	--	--	71, 98
33	LaGRANGE ROUND PRAIRIE P. O. 1840-1843 See also ROUND PRAIRIE	ROUND PRAIRIE P. O. 1840-1843	1843	SW1/4 of SW1/4, Section 15; SE1/4 of SE1/4, Section 16; NE1/4 of NE1/4, Section 21; and NW1/4 of NW1/4, Section 22, T4N, R16E	--	USH 12 and CTH H Old territorial road 1.5 miles south was Milwaukee-Janesville route; USH 12 is aligned with historic Madison-Rochester road	--	Late 1830s (?)	Reputedly named for the birthplace of Marie Joseph Paul Yves Roch Gilbert du Motier, Marquis de Lafayette	This rural locality continues; its older name is memorialized in the "Round Prairie Cemetery," located in the northwest one-quarter of the northwest one-quarter, Section 23, Township 4 North, Range 16 East, near USH 12 and Tamarack Road, 1.25 miles east of this settlement	14, 34, 48, 62, 64, 72, 78, 82, 85, 86, 98

Table 5 (continued)

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34	LAKE BEULAH P. O. 1892-1962	--	--	S1/2 of NW1/4, Section 12, T4N, R18E	Located one mile east of a 5.6-mile string of seven lakes, including Lake Beulah, the largest	CTH L (former STH 24) IH 43 1.4 miles northwest	Soo Line Chicago-Twin Cities line Former Milwaukee-East Troy TMER&L line	1880s (?) Soo Line was built in 1886 by the Chicago, Wisconsin & Minnesota Rail Road TMER&L line was built in 1907 and abandoned in 1937	Name of nearby Lake probably predicated, and is source of, name of settlement	This rural locality is apparently reduced to an intersection of CTH L (formerly STH 24) and the historic Soo Line. Aerial photography indicates that no buildings have survived in their original locations	9, 46, 54, 62, 64, 78, 82, 84, 85
15	LAKE COMO See COMO	--	--	--	--	--	--	--	--	--	--
8	LAKE GENEVA P. O. 1882 + GENEVA P. O. 1839-1882 BIG FOOT P. O. 1838 See also BIG FOOT	GENEVA P. O. 1839-1882 BIG FOOT P. O. 1838	1882 1839	Original settlement began at point where White River enters Geneva Lake and encompassed SE1/4 of NW1/4, NW1/4 of SE1/4, SW1/4 of NE1/4, and NE1/4 of SW1/4, Section 36, T2N, R17E Present City of Lake Geneva encompasses approximately N1/2 and irregular portions of S1/2, Section 1, NE1/4 of Section 2, and small portion of N1/2 of Section 12, T1N, R17E; irregular portions of Sections 25-26, E1/2 of Section 35, and Section 36, T2N, R17E; small irregular portions of Sections 5-8, T1N, R18E; and irregular portions of Sections 30-32, T2N, R18E	Fronts Geneva Lake on White River at entrance to Geneva Lake Former Kenosha-Beloit U. S. road lies historically and literally below STH 50	USH 12, STH 50, STH 120, CTH H, and Town Line Road C&NW Chicago-Williams Bay line (later Lake Geneva terminus)	Before 1838	Named after the Swiss lake The historic Indian name <u>muck suck</u> ("big foot") became French <u>gros pied</u> , and thence English Big Foot Christopher Payne, of Somerset County, Pennsylvania, staked first claim in 1836 John Powers settled in Section 1 of the Town of Linn in 1836 to 1837	First incorporated as the Village of Lake Geneva in 1883, this locality was incorporated as the City of Lake Geneva in 1886	12, 31, 42, 54, 61, 62, 65, 73, 78, 82, 84, 86, 98	
35	LAKE LAWN	--	--	SW1/4, Section 15; SE1/4, Section 16; and N1/2 of N1/2, Section 22, T2N, R16E	Delavan Lake and Delavan Lake Inlet	STH 50, CTH F, and North Shore Road	--	--	--	Given the proximity of Delavan Lake, a country club, and perennially favorite Lake Lawn Lodge, this community offers a range of amenities to both resident and tourist populations	62, 64, 78, 85

Table 5 (continued)

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36	LAUDERDALE See LAUDERDALE LAKES	--	--	--	--	--	--	--	--	--	98
36	LAUDERDALE LAKES LAUDERDALE P. O. 1881-1885, 1890-1902 WILLIAMS MILL P. O. 1871-1881	LAUDERDALE P. O. 1881-1885, 1890-1902 WILLIAMS MILL P. O. 1871-1881	1881	Parts or all of Sections 23-26 and 34-36, T4N, R16E If millpond named "Lean Mill Pond" in NE1/4 of Section 36 is about 120 years old, that pond may well be the site of the original "Lauderdale"	Pleasant Lake, Green Lake, Middle Lake, Mill Lake, Honey Creek, and Lean Mill Pond	USH 12, STH 67, Pleasant Lake Road, and Territorial Road	--	Date of adoption of current name is unknown Settlement became permanent with erection of mill	Probably an Anglo-Saxon miller named Williams	Green, Middle, and Mill Lakes make up the Lauderdale chain; Lake Wandawega and Pleasant, North, and Silver Lakes are nearby. An adjacent airstrip plus nearby highways now make this once thinly populated community swell with tourists	14, 48, 49, 62, 64, 72, 78, 85, 98
37	LINNTON See LINTON	--	--	--	--	--	--	--	--	--	98
37	LINTON LINNTON P. O. 1898-1902	LINNTON P. O. 1898-1902	Earlier form, from Town of Linn	NE1/4, Section 20, and NW1/4, Section 21, T1N, R17E	Geneva Lake 1.7 miles north	CTH BB and Maple Ridge Road	--	--	Name derived by adding "ton" to "Linn," name of Town	This rural locality seems more of a geographic location than a center of population; no buildings appear on 1955 to 1960 aerial photographs	14, 62, 65, 78, 85, 97, 98
38	LITTLE PRAIRIE P. O. 1848-1904	--	--	S1/2 of NE1/4 and N1/2 of SE1/4, Section 1, T4N, R16E; and W1/2, Section 6, T4N, R17E	Swift Lake and Peters Lake 1.8 miles southeast. From the name of this locality, one would conclude it was once a prairie area	STH 67 and Bluff Road	--	1840s (?)	--	A church, a school, a cemetery, and a well-defined residential area mark this rural locality	14, 34, 62, 64, 78, 82, 85, 86
30	LYONDALE See LYONS	--	--	--	--	--	--	--	--	--	98
30	LYONS P. O. 1848+ HUDSON P. O. 1844-1848 LYONDALE P. O. 1843-1844	HUDSON P. O. 1844-1848 LYONDALE P. O. 1843-1844	1848 1844	SW1/4, Section 3, and W1/2, Section 10, T2N, R18E	White River and an apparent millpond south of Spring Valley Road	STH 36, Hudson Street, North Road, and Spring Valley Road	CMS&P Racine-Omaha Southwestern Division line, built 1855	Before 1840	Thomas Lyons, who dammed river here; John Warren Hunt's 1853 map (reference 34) indicates mills at this location	In the 1840s, both this settlement and the Town in which it is located were named "Hudson." The community probably felt itself central to Town life, using the parallel names Hudson and Lyons. As with other settlements, the cemetery here retains an old name - "Hudson"	12, 13, 14, 20, 21, 30, 34, 37, 38, 42, 49, 54, 62, 64, 78, 82, 84, 85, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
39	MARTINSVILLE See VIENNA	--	--	--	--	--	--	--	--	--	98
22	MAXSONVILLE See FAIRFIELD	--	--	--	--	--	--	--	--	--	--
40	MAYHEWS MAYHEW P. O. 1873-1906	Contemporaneous popular variant name	--	S1/2 of NE1/4 and N1/2 of SE1/4, Section 33, T4N, R17E	--	CTH A	Former Elkhorn-Eagle line of CMSP&P Elkhorn-to-Troy Center line abandoned in 1932; Troy Center-Eagle line abandoned in 1930	Early 1870s	Named for Jesse Mayhew, who gave land for post office and railway depot	The abandonment in the early 1930s of a rail link from this place to Eagle and Elkhorn may have begun an irreversible slide for this small community. An underground pipeline seems to have taken over the former railway right-of-way	13, 21, 30, 37, 38, 54, 64, 78, 82, 98
41	McCRAKEN See TROY	--	--	--	--	--	--	--	--	--	--
41	MEACHAM See also TROY	--	--	--	--	--	--	1844	Major Jesse Meacham built a gristmill on Honey Creek	--	4
42	MIDWAY	--	--	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 24, T4N, R18E	Honey Creek Spring Creek enters Honey Creek 1.5 mile west-northwest	Bell School Road and Hill Valley Road	Soo Line main line to Chicago and Twin Cities	Chicago, Wisconsin & Minnesota, a Soo Line predecessor, completed line in 1886	The name of this locality may derive from the fact that it is roughly halfway between Honey Creek and Lake Beulah, stations on the railway, and may have had flagstop status	This locality does not appear on 1955 to 1960 aerial photographs intended for soil mapping purposes and is not listed in the quasi-official <i>Atlas of Wisconsin</i> (1974) (reference 62) as a population center as opposed to a geographic location	46, 62, 64, 78, 85
5	MILLARD P. O. 1849-1903	BARKER'S CORNERS BAKER'S CORNERS BAKER'S CORNER	Most likely previous, and apparently parallel names	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 8; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 9, T3N, R16E	North Lake 0.7 mile north-northwest John Warren Hunt's 1853 gazetteer (reference 34) places this settlement at the east end of the Sugar Creek Prairie	CTH A and CTH O	Stretches of abandoned railway right-of-way on an apparent Elkhorn-to-Whitewater alignment pass 0.7 mile east; this may be a proposed and graded line never actually built	Late 1840s	Named for President Millard Fillmore (served 1850 to 1853) Early settlers include John Rand, Henry McCart, William Bowman, and John Byrd (1837); Joseph Barker and his sons (1838) (hence, perhaps, the secondary names); and James Field (1839)	This rural locality is a small crossroads settlement on two county highways	14, 20, 34, 62, 64, 78, 82, 85, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
43	NORTH BLOOMFIELD	--	--	Approximate location is W1/2, Section 3, and E1/2, Section 4, T1N, R18E; a 1971 soil map of this area based upon aerial photography seems to show the site as the NE1/4 of Section 4, T1N, R18E	--	N. Bloomfield Road, Brevers Road, and Clover Road USH 12 0.5 mile southwest	Former C&NW Chicago-Lake Geneva line was one mile southwest	--	--	Absent from the 1974 <i>Atlas of Wisconsin</i> (reference 62) and from 1955 to 1960 aerial photographs used for soil mapping, this settlement leaves one readily apparent remnant, the North Bloomfield School	49, 62, 64, 78, 82, 98
44	PECKS STATION	More grammatically, PECK'S STATION or PECKS' STATION	--	SW1/4 of NE1/4, Section 8, T3N, R17E	Sugar Creek 0.6 mile southwest	Peck Station Road CTH ES 0.7 mile south	CMSP&P Elkhorn-to-Eagle line, abandoned in the 1930s	Railway dated from about 1870	Probably named for person or family named Peck who gave land for railway depot	Absent from the 1974 <i>Atlas of Wisconsin</i> (reference 62), the memory of this place is sustained by the name of a road running from CTH A to CTH ES: Peck Station Road	54, 62, 64, 78, 82
45	PELL LAKE P. O. 1926+	--	--	Settlement encompasses approximately W1/2 of SW1/4, Section 14; S1/2 and small portions of N1/2, Section 15; part of SE1/4, Section 16; part of NE1/4, Section 21; and W1/2 of NE1/4, NW1/4, and part of NW1/4 of SW1/4, Section 22, T1N, R18E	Pell Lake	CTH H, Daisey [sic] Road, Pell Lake Drive, Lake Shore Drive, Lake Geneva Road, and Clover Road USH 12 one mile northeast	C&NW Chicago-Lake Geneva (Williams Bay) line	1920s (?)	--	This unincorporated settlement has the look of a commuter suburb with a lake view	14, 62, 64, 82, 84, 85
46	RICHMOND P. O. 1844-1906	--	--	SE1/4, Section 17, T3N, R15E	Lorraine Lake one mile north-northeast	STH 89 and CTH A	--	Early 1840s	Thomas James, Perry James, and Robert Sherman named this settlement for Richmond, Washington County, Rhode Island The Town of Richmond probably was similarly named; it is unknown as to which was named first	This rural locality has a church, a cemetery, and a country intersection; very little of its population seems to have remained, despite its claim to fame as a sharer of the Town's name	14, 20, 34, 42, 62, 64, 78, 82, 85, 86

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
47	ROBINSON P. O. 1900-1902	--	--	SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 15; and SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 16, T1N, R17E	Geneva Lake 1.1 miles north	South Shore Road, Willow Road, Zenda Road, and Linn Pier Road	CMS&P line 2.4 miles south at Zenda	--	--	--	71, 98
33	ROUND PRAIRIE P. O. 1840-1843 See also LaGRANGE	--	--	Contrary to the accepted location for this settlement, some speculation exists that it may once have been located in Section 17, T4N, R16E Increase A. Lapham's 1852 map (reference 42) seems to indicate a landform rather than a settlement	--	--	--	--	--	--	42, 98
21	SHARON (Sections 13 and 14, Township 1 North, Range 15 East; not to be confused with today's Village of Sharon) See ELTON	--	--	--	--	--	--	--	--	--	--
48	SHARON P. O. 1863 + STATE LINE P. O. 1849-1863	STATE LINE P. O. 1849-1863	1863	S1/2 of SW1/4 of SE1/4 and S1/2 of S1/2 of SW1/4, Section 28; irregular portion of NE1/4 of NE1/4, Section 32; W1/2 and W1/2 of E1/2, Section 33, T1N, R15E	--	STH 67, CTH C, Old Factory Road, and New Factory Road	C&NW line from Harvard (Illinois) to Janesville	1840s (?)	An 1853 gazetteer (reference 34) lists a postal village named Sharon in the Town of Sharon, but in Section 13, about four miles northeast of the present settlement (see ELTON) Was there a specific reason why "old" Sharon became Elton in 1863, the same year that the settlement then called State Line became known, for postal purposes, as Sharon—the name the latter locality has kept ever since? This warrants further research	Incorporated as the Village of Sharon in 1892	12, 34, 42, 54, 62, 64, 78, 82, 84, 85, 86, 98

Table 5 (continued)

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
51	TIBBETS P. O. 1888-1902	The spelling TIBBETTS in some post office lists is a variant spelling or small mistake; another post office variant is TIBBITS, a spelling generally used today	--	S1/2 of N1/2 and N1/2 of S1/2, Section 10; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 11, T3N, R16E	Silver Lake 0.7 mile southeast; Lake Wandawega 0.8 mile northeast	CTH A and CTH H	--	--	Named for Samuel H. Tibbets, in whose home, it is said, the post office was once housed. This story may be true but is unlikely unless the alleged home-based service was temporary. The regular post office opened in 1888	This rural locality in the lake country of Walworth County retains its timeless character. It is three miles southeast of Territorial Road, a remnant of the historic Milwaukee-to-Janesville road	14, 20, 62, 64, 78, 82, 85, 97, 98
52	TIRADE P. O. 1852-1875	--	--	NE1/4, Section 31, T1N, R17E	--	Swamp Angel Road and Lakeville Road	CMSP&P Rondout (Illinois)-to-Janesville line 0.7 mile north	Late 1840s or very early 1850s	--	Increase A. Lapham's 1852 map (reference 42) shows a post office in Section 32, Township 1 North, Range 17 East, which <u>could</u> be this settlement Aerial photography for soil mapping (1955 to 1960) shows a Mickle School in the northeast one-quarter, Section 31; this may or may not be a remnant of Tirade Albert Clayton Beckwith (reference 4) says that this settlement dissolved in 1876	4, 42, 86, 98
41	TROY P. O. 1837-1906 See also MEACHAM	MEACHAM McCRACKEN, for name of resident innkeeper	--	Settlement encompasses irregularly shaped portions of SW1/4 of NW1/4, Section 25; and SE1/4 of NE1/4 and E1/2 of SE1/4, Section 26, T4N, R17E	Honey Creek	CTH ES and CTH N	--	Early 1830s	Reputedly named for Troy, Rensselaer County, New York	It seems Honey Creek, which once powered a mill here, has been channelized away from Troy, which was a rural locality, but little more than a fond memory today	1, 4, 20, 31, 34, 42, 49, 62, 64, 78, 82, 85, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
53	TROY CENTER P. O. 1847+	--	--	SE1/4 of SE1/4, Section 10; SW1/4 of SW1/4, Section 11; W1/2 of NW1/4, Section 14; and E1/2 of NE1/4, Section 15, T4N, R17E	Pickerel Lake 1.1 miles east; Booth Lake 1.7 miles east-southeast; Lulu Lake two miles north-northeast	CTH J, CTH N, and Little Prairie Road	CMSP&P Elkhorn-Eagle line built in 1870; Troy Center-Eagle line abandoned in 1930; Elkhorn-Troy Center line abandoned in 1932	Late 1830s, early 1840s	--	CTH J has the look of part of the Milwaukee-to-Janesville territorial road, which is still extant in the Towns of Richmond, Sugar Creek, and LaGrange. Diminution of its importance and loss of a railway line have contributed to the decline of this rural locality	12, 13, 14, 21, 30, 34, 37, 38, 42, 54, 62, 64, 78, 82, 85, 86, 98
16	TURTLE CREEK See DARIEN	--	--	--	--	--	--	--	--	--	98
54	UTTERS CORNERS P. O. 1849-1853 P. O. moved to Rock County 1853-1858	In days more grammatical, probably either UTTER'S CORNERS or UTTERS' CORNERS Settlement's cemetery, and possibly some residences, may be in Rock County (southeast one-quarter of southeast one-quarter, Section 36, Township 4 North, Range 14 East)	--	NW1/4 of NW1/4, Section 6, T3N, R15E; and SW1/4 of SW1/4, Section 31, T4N, R15E	--	Town Line Road (County Line Road) and Richmond-Whitewater Town Line Road STH 89 1.5 miles east	--	1840s (?)	Probably someone with the surname Utter, unless, perhaps, a local innkeeper gave residents and travelers a place to "utter" together	The corners remain, any person named Utter is gone, and Utters Corners has an air of desolation, although still listed as a rural locality in the 1974 <u>Atlas of Wisconsin</u> (reference 62)	34, 62, 64, 78, 85, 98
39	VIENNA P. O. 1849-1906 MARTINSVILLE P. O. 1846-1849	MARTINSVILLE P. O. 1846-1849	1849	SE1/4 and E1/2 of SW1/4, Section 13, T3N, R18E	Honey Lake, Honey Creek, and Sugar Creek	CTH DD, Kearney Road, and Potter Road	--	--	--	This rural locality shares access to Honey Lake with the community of that name; the Lake is formed at the confluence of Honey and Sugar Creeks	31, 34, 42, 62, 78, 82, 86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
55	VOREE	--	--	NE1/4 of NE1/4, Section 36, T3N, R18E	White River	STH 11 and Mormon Road	--	1844	Jesse James, or merely James, Strang, an ex-Nauvoo, Illinois, Mormon bent on setting up his kingdom in Walworth County as the successor of Mormon leader Joseph Smith. In 1847, the colony at Voree moved to Beaver Island in northern Lake Michigan. The disaffected members of Strang's Beaver Island group shot and killed Strang. He is buried in an unmarked grave	Ruins of a few stone buildings were still extant in 1882; Voree remains as a historical site	20, 31, 52
7	WALWORTH P. O. 1841+ FONTANA P. O. 1839-1841 See also BELL'S CORNERS See also DOUGLASS' CORNERS	FONTANA P. O. 1839-1841 BELL'S CORNERS DOUGLASS' CORNERS	1841	Current Village limits encompass approximately S1/2 of SW1/4, Section 15, SE1/4 of SE1/4, Section 16; E1/2, Section 21; W1/2 and most of SE1/4, Section 22; and a small portion of N1/2 of NW1/4, Section 27, T1N, R16E	Geneva Lake 1.7 miles northeast	USH 14, STH 67, and CTH B	CMS&P Rondout (Illinois)-to-Janesville line, built 1900	--	--	The Village of Walworth was incorporated in 1901. Its area encompasses lands that were once the settlements of Bell's Corners and Douglass' Corners, both of which are believed to have merged with and to have helped form the nucleus of the settlement of Fontana/Walworth, which became dominant in the area	12, 13, 20, 21, 30, 34, 37, 38, 54, 62, 64, 70, 82, 84, 85, 86, 98
56	WESTVILLE P. O. 1856-1865	--	--	NW1/4 of SE1/4, Section 6, T3N, R17E, has a Westville Cemetery. A few buildings cluster around the intersection of CTH A and Hodges Road; these may be Westville's shadow	Sugar Creek one mile south	CTH A and Hodges Road	Abandoned (1932) right-of-way of CMS&P Elkhorn-to-Eagle line 1.2 miles southeast	Late 1840s or early 1850s	--	This little community seems to have left us nothing as a legacy except its dead	86, 98

Table 5 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
57	WHITEWATER P. O. 1840+	Early alternative was WHITE WATER	--	Current City encompasses approximately W1/2, Section 3; Sections 4 and 5; SE1/4, Section 6; N1/2, Section 8; N1/2, Section 9; NW1/4, Section 10, T4N, R15E (Walworth County); and irregular portions of Sections 31-33, T5N, R15E (Jefferson County)	Cravath Lake, Tripp Lake, and Whitewater Creek	USH 12, STH 59, STH 89, CTH N, and CTH S	Old CMSP&P 26th Subdivision from Brookfield to Janesville and Beloit via Milton and Milton Junction, built in 1852	Late 1830s	Samuel Prince, a Vermont-born widower, first known European- heritage settler, 1835, in Township 4 North, Range 15 East Dr. James Tripp built a gristmill here in October 1839	This settlement incorporated as the Village of Whitewater in 1858 and as the City of Whitewater in 1885	31, 42, 54, 62, 70, 78, 82, 84, 85, 86, 98
58	WILLIAMS BAY P. O. 1892+	More grammatically, WILLIAMS' BAY	--	Current Village limits encompass approximately Section 1; NE1/4 of fractional NE1/4, Section 11; N1/2 of N1/2, Section 12, T1N, R16E; N1/2 of SW1/4 and portion of SE1/4, Section 36, T2N, R16E; small portions of Section 5, all of Section 6, and N1/2 of N1/2, Section 7, T1N, R17E; most of SW1/4 and irregu- lar portion of SE1/4, Section 31, T2N, R17E	Geneva Lake	STH 50, STH 67, and Theatre Road An old Federal road from Kenosha to Beloit also went through the Village	Former terminus, C&NW from Chicago (built 1888 from older Lake Geneva terminus of 1871)	1837	Increase A. Lapham indicates that there was a "P. O." in Sec- tions 1 and 2, Township 1 North, Range 16 East, in 1852 (reference 42) Named for Captain Israel Williams, the first known white settler in Section 18 of the Town of Linn, Township 1 North, Range 17 East, from which he could see across Geneva Lake to the bay which now bears his name	The Village of Williams Bay was incorporated in 1919	31, 42, 48, 54, 62, 64, 72, 73, 82, 85, 100
36	WILLIAMS MILL See LAUDERDALE LAKES	--	--	--	--	--	--	--	--	--	98
10	ZENDA P. O. 1902+ See also BISSELL	--	--	E1/2 of SE1/4, Section 28, T1N, R17E	Nippersink Creek one mile south; Geneva Lake 3.6 miles north	CTH B and Zenda Road	Southwestern Division, CMSP&P Racine-Omaha line	--	--	Zenda appears to be a flourishing rural locality despite the changes to the railways over the decades	14, 62, 64, 78, 82, 84, 98

SETTLEMENTS NOT LOCATED GEOGRAPHICALLY

BAY HILL, P. O. 1864-1874 (also known as GENEVA BAY, P. O. 1844-1847, 1848 (34, 86, 98); BLOOMFIELD, P. O. 1846-1852 and 1899-1906 (1, 98); DENSMORE MILLS, P. O. 1858-1865 (86, 98); EAST TROY LAKE, P. O. 1865-1872 (98); HOMER, P. O. 1838-1841 (also known as PHOENIX MILLS, P. O. 1841-1842) (31, 98); LaFAYETTE, P. O. 1849-1857 (34, 98); LAKE SIDE, P. O. 1864-1869 (98); LYMAN, P. O. 1899-1902 (98); PORTER, P. O. 1898-1901 (98); TROY LAKES, P. O. 1849-1862 (86, 98); WALWORTH, P. O. 1840 (also known as SUGAR CREEK, P. O. 1840-1872) (34, 86, 98); WANDAWEGA (62); WEEDS CORNERS, P. O. 1852-1855 (98)

Map 6

SETTLEMENTS IN WASHINGTON COUNTY

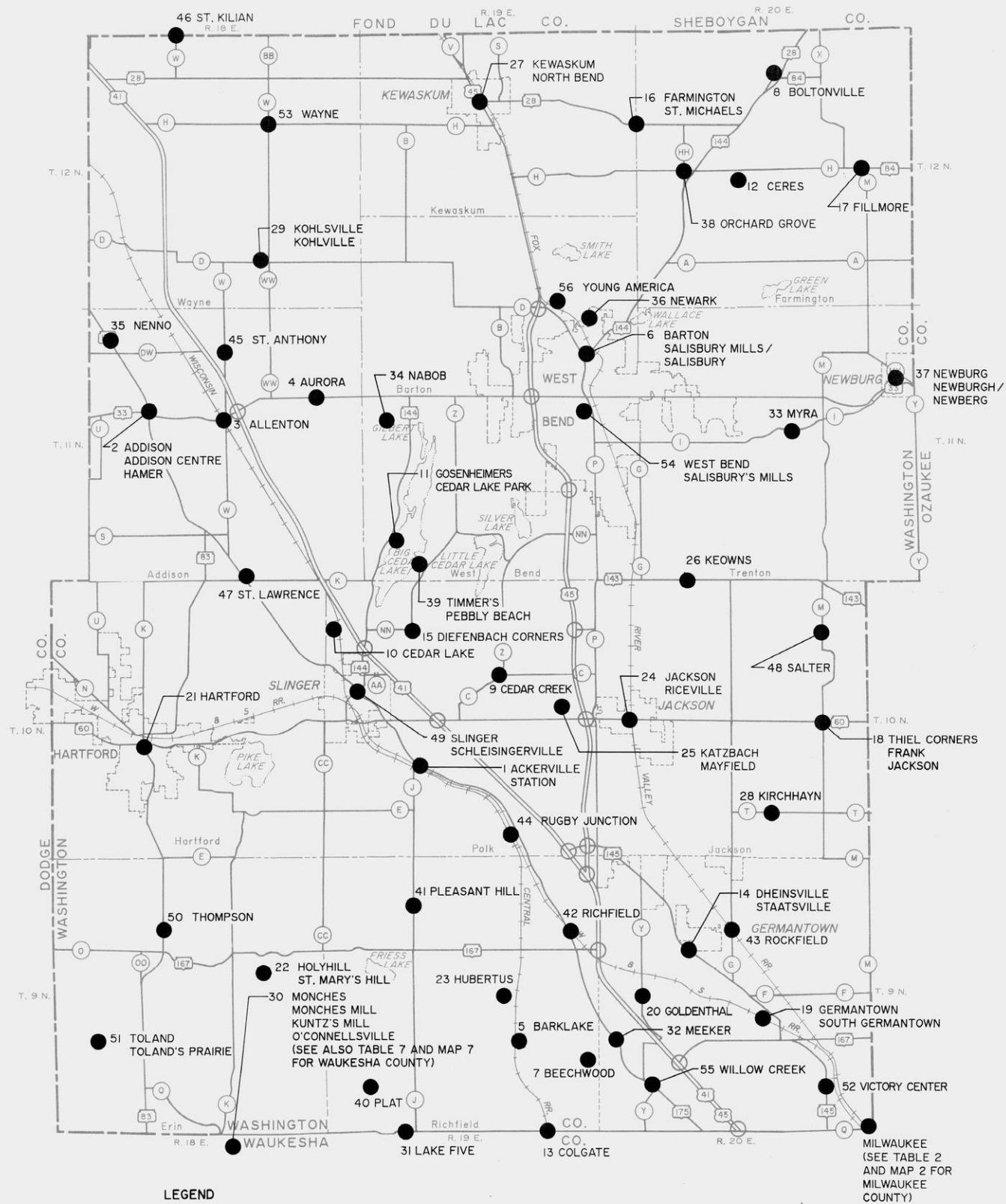


Table 6

ALPHABETICAL LISTING OF SETTLEMENTS IN WASHINGTON COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)	
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome		
1	ACKERVILLE P. O. 1870-1914	STATION P. O. 1856-1870	STATION P. O. 1856-1870	1870	SW1/4 of SW1/4, Section 21; and NW1/4 of NW1/4, Section 28, T10N, R19E	--	STH 175, CTH J, and Sherman Road	Soo Line Neenah-to-Chicago line, built 1886 by predecessor Chicago, Wisconsin & Minnesota Railroad CMSP&P North Milwaukee-to-Horicon line, built 1855 by predecessor Milwaukee and Horicon Railroad Company	Arrival of railway and post office opening lead to years 1855 to 1856	First name was undoubtedly from the spot's function on CMSP&P forerunner, 1855	Ackerville, classed as a rural locality, is in danger of becoming a ghost town, despite two railways and the secondary STH 175	62, 63, 65, 83, 85, 86, 96, 98
2	ADDISON P. O. 1850-1906	ADDISON CENTRE may allude to a central geographic position, but there is also a school named "Addison Center" some 1.2 miles south-southwest of Addison	HAMER P. O. 1847-1850	1850 So named in an 1892 plat book of Washington and Ozaukee Counties (reference 19)	SE1/4 of NW1/4, Section 17, T11N, R18E	Limestone Creek 1.5 miles south East Branch of Rock River one mile east	STH 175 and STH 33	--	Early part of 1840s	In 1843 Alfred Ohrendorf was reputedly the only settler in the Town of Addison; he may not have founded settlement of same name	As a crossroads community on two more lightly traveled roads, this rural locality is holding its own	19, 62, 63, 65, 83, 85, 86, 96, 98
3	ALLENTON P. O. 1883+	--	--	SE1/4 of NE1/4, Section 16, T11N, R18E, is old settlement As of 1989: SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 16; and most of NW1/4 and part of N1/2 of SW1/4, Section 15, T11N, R18E	East Branch of Rock River southwest of community	STH 33 and USH 41	Soo Line constructed Chicago-to-Twin Cities line in 1882	1882, with arrival of railway	Named for Andrew A. Allen, Assistant Superintendent of the Wisconsin Central, although railway line was built by Milwaukee & Lake Winnebago Railroad Company, a road controlled by the Wisconsin Central and Soo Line in turn	This flourishing rural locality has a State wildlife preserve to the south, and the Horicon Marsh, Theresa Marsh, and Kettle Moraine State Forest—Northern Unit within 15 miles; Pike Lake and the Cedar Lakes are within eight miles of this community	44, 45, 46, 48, 54, 62, 63, 65, 72, 83, 84, 85, 90, 96, 98	

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
4	AURORA P. O. 1854-1901	--	--	SE1/4 of SE1/4, Section 11; SW1/4, Section 12; NW1/4 of NW1/4, Section 13; and NE1/4 of NE1/4, Section 14, T11N, R18E	--	STH 33 and Aurora Road USH 41 1.8 miles west	--	Probably in early 1850s	--	STH 33, the principal road of the Aurora crossroads, follows the early 1830s U. S. road from Sauk Harbor (Port Washington) to the Wisconsin River. The rural locality of Aurora seems not to be rising, but setting	19, 49, 62, 83, 85, 86, 93, 96, 98
5	BARKLAKE P. O. 1883-1887	--	--	S1/2, Section 23, and N1/2, Section 26, T9N, R19E	Bark Lake, the chief source of the Bark River	Bark Lake Road and Bark Lake Drive	Soo Line	Possibly about 1882 at the earliest, if railway-related	Perhaps the original Wisconsin Central's predecessor, the Milwaukee & Lake Winnebago Rail Road Company; both became part of the Soo Line, and later reverted to today's Wisconsin Central in the late 1980s	--	44, 45, 46, 65, 93, 98
6	BARTON P. O. 1851-1962 See also NEWARK See also WEST BEND	SALISBURY MILLS 1846-1853 The name "Barton" was applied to both the settlement and the Town, the latter of which was previously known as Newark (1853) SALISBURY Also known as SALZBURG, the German equivalent of Salisbury ("salt city," "salt castle")	Original name Common abbreviation for Salisbury Mills	SW1/4, Section 1; SE1/4, Section 2; NE1/4, Section 11; and NW1/4, Section 12, T11N, R19E	--	STH 144	--	1846/1847	Barton Salisbury established a mill here, known as "Salisbury Mills," after it was more than the first sawmill, since it included a rolling mill for grain as well	The Village of Barton was incorporated in 1925. In 1961, it was consolidated with the City of West Bend	19, 32, 34, 54, 59, 62, 70, 73, 83, 85, 86, 96, 98, 100
7	BEECHWOOD	--	--	S1/2 of NE1/4 and N1/2 of SE1/4, Section 25, T9N, R19E	Amy Bell Lake	Amy Bell Lake Road	--	--	--	--	19, 49, 65, 71
--	BENTON See HARTFORD	--	--	--	--	--	--	--	--	--	32, 59

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
8	BOLTONVILLE P. O. 1854-1907	--	--	Part of SW1/4 of Section 3 and part of NE1/4 of Section 9, T12N, R20E	Stony Creek, a tributary of the Milwaukee River, North Branch There is a pond in north one-half of north one-half of northeast one-quarter, Section 9, that is shaped as if it were perhaps an old millpond	STH 144, STH 84, STH 28, Scenic Drive, and Boltonville Road	--	Late 1840s or early 1850s	Harlow Bolton is mentioned as the sole resident in 1854	Boltonville, as a rural locality, is chiefly one church and a few houses, a landmark on STH 28	32, 59, 62, 63, 65, 83, 85, 86, 98
9	CEDAR CREEK P. O. 1848-1903	--	--	SE1/4 of SE1/4, Section 10; SW1/4 of SW1/4, Section 11; NW1/4 of NW1/4, Section 14; and NE1/4 of NE1/4, Section 15, T10N, R19E	On Cedar Creek, about 1.5 miles from source in Little Cedar Lake There are two more apparent millponds upstream from Cedar Creek and more downstream There are also numerous ponds and lakes of the kettle type in the area	CTH C, CTH Z, Scenic Drive, Cedar Creek Road, and Lilly Road	--	Late 1830s or early 1840s	--	This rural locality and environs now house some remarkable people who have cleaned up the stream of the same name to almost pristine purity in an age of landfill shortages	12, 32, 34, 42, 49, 57, 59, 62, 63, 68, 83, 85, 86, 96, 98
10	CEDAR LAKE	--	--	SW1/4, Section 6, and NW1/4, Section 7, T10N, R19E	Mueller Lake 0.8 mile northeast; Cedar Lake 0.9 mile east-northeast; Little Cedar Lake 3.2 miles east-northeast Large gravel pit 0.25 mile southeast	Arthur Road STH 144 0.6 mile east and USH 41 0.3 mile east	Soo Line, built 1882 by Milwaukee & Lake Winnebago Rail Road Company, a predecessor	Possibly in 1880s, when Soo Line had nearby stop	Possibly the Soo Line is most responsible for settlement	--	44, 45, 46, 54, 62, 63, 65, 83, 96
11	CEDAR LAKE PARK	GOSENHEIMERS	--	NE1/4, Section 31, T11N, R19E	On western shore of Cedar Lake	STH 144	--	--	--	This locality appears in an 1892 plat book of Washington and Ozaukee Counties (reference 19); a 1926 soil survey (reference 96) also shows this settlement, but uses the name GOSENHEIMERS. Little else is known about this place	19, 96

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
12	CERES P. O. 1849	--	--	NW1/4 of NW1/4, Section 21, T12N, R20E	Wallace Creek, a tributary of the Milwaukee River, North Branch, 0.6 mile southeast	CTH H and Indian Lake Road	--	Probably by 1845, when all Washington County was claimed	The name, that of the Roman goddess of grain and baking, and the date (during the beginnings of Wisconsin's importance as a wheat grower) point toward a proposed but unsuccessful grain center	If the cartographic pen of Increase A. Lapham was as erratic as it can be, this is possibly a forerunner of Orchard Grove; but this is conjecture. (Maximum margin of error on Lapham maps seems to be two miles.) The settlement, if not really Orchard Grove, has vanished	42, 65, 83, 93, 98
13	COLGATE P. O. 1887-1903 in Waukesha County P. O. 1903+ in Washington County CTH Q is the line between the two counties, and the post office location depended on whether it was housed on the south side of the road or the north	--	--	S1/2 of SE1/4, Section 35, T9N, R19E (Washington County), and N1/2 of NE1/4, Section 2, T8N, R19E (Waukesha County)	Bark River 0.2 mile northwest About 200 acres of wetlands, a hunting-fishing preserve, 0.2 mile northwest	CTH Q	Soo Line to Fox Valley and Twin Cities, constructed in 1882	1880s, since Milwaukee & Lake Winnebago Railroad (which became part of historic Wisconsin Central) was then built in area	Named for James Boorman Colgate, son of soap magnate William, who may have been a director of the railway	This two-county community, a rural locality, will soon feel suburban pressures	20, 44, 45, 46, 49, 54, 62, 65, 83, 84, 85, 93, 96, 98
14	DHEINSVILLE P. O. 1872-1876 STAATSVILLE P. O. 1855-1872 After 1876, Dheinsville apparently received secondary postal service from Rockfield, a bit over a mile east-northeast	STAATSVILLE P. O. 1855-1872 After 1876, Dheinsville apparently received secondary postal service from Rockfield, a bit over a mile east-northeast	1872	SE1/4 of SE1/4, Section 8; SW1/4 of SW1/4, Section 9; NW1/4 of NW1/4, Section 16; and NE1/4 of NE1/4, Section 17, T9N, R20E	--	STH 145	CMSP&P 0.8 mile south (North Milwaukee to Horicon) and C&NW 1.2 miles northeast (Fox Valley line) Former was built 1855; latter, 1873	Most likely late 1840s or early 1850s	In 1862, Phillip Dhein donated land for the building of the Christ Evangelical Church; this act plus his status as first settler in the area led to the name of the community, which became home to not only the church, but a cemetery and a cheese factory. An 1892 plat book (reference 19) indicates that land at the site was owned by Phillip, the owner of Dheinsville Dairy Farm, and Peter Dhein	Its automotive importance declining as STH 145 loses to USH 41, this rural locality is under stress to survive	13, 19, 32, 49, 59, 65, 83, 96, 98, 100

Table 6 (continued)

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
20	GOLDENTHAL	--	--	SW1/4 of SW1/4, Section 17; SE1/4 of SE1/4, Section 18; NE1/4 of NE1/4, Section 19; and particularly NW1/4 of NW1/4, Section 20, T9N, R20E	Menomonee River 1.5 miles southeast and Willow Creek two miles south Several smaller lakes and larger ponds within three to four miles	CTH Y (Goldenthal Road) and Freistadt Road USH 41/USH 45 0.5 mile west and STH 145 2.25 miles east	CMS&P North Milwaukee-to-Horicon line (1855) 0.4 mile north	Since all of Town of Germantown was claimed, if not settled, by 1845, a tentative date of 1845 for settlement here may be deduced	Name seems to indicate first settlers were of Teutonic background, and the eastward view to the sun rising over the gentle decline to the Menomonee would justify "Golden Valley" as the name	A school, a church, and a cemetery anchor this rural locality, part of the 34.33 square miles now encompassed within the Village of Germantown	13, 21, 30, 32, 37, 38, 59, 62, 63, 65, 83, 85, 96
11	GOSENHEIMERS See CEDAR LAKE PARK	--	--	--	--	--	--	--	--	--	--
2	HAMER See ADDISON	--	--	--	--	--	--	--	--	--	98
21	HARTFORD P. O. 1847+ Also called WAYNE, BENTON, and WRIGHT in very early days, but these were unofficial names, and are therefore not included on the accompanying map. The name WRIGHT was probably an early name for the Town, as opposed to the municipality, of Hartford	No real change of names; current name was either already accepted or made official with 1847 post office opening	NE1/4 of NE1/4, Section 20, T10N, R18E, seems to be original settlement location, but the millpond in NW1/4 of Section 20 is another possibility Today's City includes part, most, or all of Sections 8, 14, 16-18, 20-22, and 28-29, T10N, R18E (Washington County); lands encompassing most of E1/2, Section 13, and E1/2 of SE1/4 of SE1/4, Section 12, T10N, R17E (Dodge County) were recently annexed	Rubicon River, with millpond in Section 20, runs through town and toward Rock River (in Dodge County) Pike Lake is within 0.3 mile of eastern border	STH 83, CTH K, CTH U, CTH N, and STH 60	CMS&P 1855 line from North Milwaukee to Horicon and beyond	Before 1843, Canadian Jehiel Case "squatted" here; Timothy Hall is first to hold a government title, or legitimate claim	Jehiel Case and Timothy Hall, one "illegal" and one "legal"	The Village of Hartford was incorporated in 1871; the super-seding City of Hartford was incorporated in 1883	13, 21, 30, 32, 34, 37, 35, 59, 65, 83, 86, 93, 98	

Table 6 (continued)

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
24	JACKSON P. O. 1889+ RICEVILLE P. O. 1874-1889 Sometimes a community bore one name, while the post office or the railway stop or station bore another. Thus some maps showed Riceville west of the railway and Jackson east	RICEVILLE P. O. 1874-1889	1889	Parts of SW1/4, Section 17; S1/2 and portions of S1/2 of NW1/4, Section 18; irregular parts of N1/2, Section 19; and portions of W1/2 and most of W1/2 of E1/2, Section 20, T10N, R20E; NE1/4 of NE1/4, Section 24, T10N, R19E	Cedar Creek Hasmer Lake	STH 60, Jackson Drive, and Sherman Road 1846 territorial road to Fond du Lac from Milwaukee touched Jackson	C&NW Fox Valley line (1873) from Milwaukee to Fond du Lac	Probably the 1840s; most probably in 1848	John McDonald and Peter Devereau were in at least the Town in 1843 and possibly founded what is today the Village of Jackson Most probably the founder was Franz Reis, whose last name not only sounded like but meant the same as English "rice," hence, probably, the "Riceville" (Reisville) name	The Village of Jackson, incorporated in 1912, has an importance in Washington County much larger than its population alone would indicate as a commercial center in an agricultural setting	13, 21, 28, 30, 32, 37, 38, 48, 54, 59, 62, 65, 70, 83, 84, 85, 96
25	KATZBACH See MAYFIELD	--	--	--	--	--	--	--	--	--	32, 59
26	KEOWNS P. O. 1897-1906	--	--	SE1/4 of SE1/4, Section 31; and SW1/4 of SW1/4, Section 32, T11N, R20E; NW1/4 of NW1/4, Section 4; and NE1/4 of NE1/4, Section 5, T10N, R20E	--	STH 143	C&NW Chicago-to-Green Bay line 1.2 miles west	--	--	Buildings and population seem to be spread quite thin in this rural locality today	62, 63, 83, 96
27	KEWASKUM P. O. 1849+	NORTH BEND	--	NW1/4 and SE1/4, Section 9, T12N, R19E, was original settlement on Milwaukee River Current area of Village includes part of SW1/4, Section 4; part of SE1/4, Section 8; almost all of Section 9; most of W1/2 of NW1/4 and NW1/4 of SW1/4, Section 10; and most of NE1/4, Section 16, T12N, R19E	Milwaukee River Kewaskum Creek enters here from southwest East Branch of Milwaukee River 0.5 mile east Many kettle ponds and millponds in area Kettle Moraine State Forest—Northern Unit covers more than four sections in Washington County and extends into Fond du Lac County to the north; part of it is within less than one mile east of Kewaskum	USH 45, STH 28, CTH V, CTH H, and CTH S	C&NW 1873 line from south to Fox Valley	1845	Named by one Jesse Meyers for an early Indian chief One source has a J. H. Myer building a mill here in the 1840s; this may be the same person	Incorporated in 1895, the Village of Kewaskum served Washington, Fond du Lac, and Sheboygan Counties as a trading center, and still does	26, 32, 34, 42, 54, 63, 65, 70, 73, 83, 84, 86, 93, 96, 98

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
28	KIRCHHAYN P. O. 1858-1859, 1860-1909	KIRCHHAIN, alternative spelling in German The Wisconsin Post Office Handbook uses "Kirchhain" in its index and "Kirchhayn" in its text	--	SE1/4 of SW1/4 and SW1/4 of SE1/4, Section 26; NW1/4 of NE1/4 and NE1/4 of NW1/4, Section 35, T10N, R20E The church of this "Church Wood" is located in the SE1/4 of the NE1/4, Section 34, T10N, R20E, and is named "David's Star"	Cedar Creek's Kressin Branch is 0.8 mile south- southwest of settlement	CTH T	--	1843	The Reverend Kindermann, a Lutheran pastor, led a group of Pomeranians from the Baltic coast of Germany to religious freedom in America	The seventh and the eighth generations of Pomeranian- ancestry Lutherans who helped start this "Church Wood" will probably maintain it, not as a historic shrine, but as an active parish	28, 36, 62, 63, 65, 83, 86, 96, 98
29	KOHLSVILLE P. O. 1870-1904	An 1892 plat book (reference 19) lists this place as KOHLVILLE	--	SE1/4 of SE1/4, Section 27, T12N, R18E	Kohlsville River, tributary to East Branch, Rock River Kohlsville Millpond suggests some sort of a mill (grist, saw, planing, textile) The Wisconsin Department of Natural Resources owns over 2,500 acres of wetlands within five miles	CTH D and CTH W CTH WW from south ends at CTH D	--	1850s or 1860s	--	Bucolic Kohlsville, classed a rural locality (reference 62), is apparently maintaining itself	19, 62, 63, 65, 83, 85, 93, 96, 98
30	KUNTZ'S MILL See MONCHES	--	--	--	--	--	--	--	--	--	--
31	LAKE FIVE P. O. 1855-1858 (Waukesha County)	--	--	SE1/4 of SE1/4, Section 32, and SW1/4 of SW1/4, Section 33, T9N, R19E (Washington County) and NW1/4 of NW1/4, Section 4, and NE1/4 of NE1/4, Section 5, T8N, R19E (Waukesha County)	This loose settle- ment clusters around the Lake of the same name and around the church at CTH J and CTH Q, and is a long strip rather than a compact square	CTH J, CTH Q, and Plat Road	--	Probably in late 1840s or early 1850s The fact that the local church is named for St. Columba might indicate Irish settlers, as in the case of the Town of Erin	Probably Irish immigrants	A completely charming rural locality. The fact that the Marquette University (Milwaukee) Jesuit Association owns almost half the shoreline allows for lakeside residences in a very uncrowded-looking setting	62, 65, 85, 96
25	MAYFIELD P. O. 1860-1864, 1873-1906	Also known later, but unofficially, as KATZBACH ("Cat Brook")	--	N1/2 of SW1/4, Section 13, T10N, R19E	Cedar Creek, Mayfield Pond, Tilly Lake, Hasmer Lake, and outlet from Lehner Lake, all within 1.5 miles	Mayfield Road STH 60 0.3 mile south and USH 45 0.4 mile east	--	1850s or late 1840s (?)	Andreas Reiderer, German-speaking Swiss, called this place Maienfelden	Mayfield is a rural locality which preserves the feeling of living history	20, 32, 59, 62, 63, 65, 83, 85, 86, 93, 96

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
32	MEEKER P. O. 1844-1902	--	--	S1/2 of SW1/4 and SW1/4 of SE1/4, Section 19; and NE1/4 of NW1/4, Section 30, T9N, R20E	A rather long, fairly steep grade made the Meeker Hill and (then) Highway 55 a test track for potential buyers of new or used cars The ridge to the west is part of the subcontinental divide that traverses the Region	STH 175 and Mequon Road	--	--	--	Maintaining its classification as a rural locality, Meeker, although within the limits of the Village of Germantown (incorporated 1927, since growing by annexation of Town of Germantown parcels), remains a bit of almost sub-Alpine scenery	19, 28, 34, 62, 65, 83, 85, 86, 96, 98
--	MILWAUKEE See MILWAUKEE, Milwaukee County	--	--	--	--	--	--	--	--	--	70
30	MONCHES See also MONCHES, Waukesha County	MONCHES MILL KUNTZ'S MILL O'CONNELLSVILLE	--	SE1/4 of SE1/4, Section 34, and SW1/4 of SW1/4, Section 35, T9N, R18E (Washington County); NW1/4 of NW1/4, Section 2, and N1/2 of NE1/4 and SE1/4 of NE1/4, Section 3, T8N, R18E (Waukesha County)	--	--	--	--	--	This antique mill town is spread, thinly, indeed, over a part of both Washington and Waukesha Counties in the best of Kettle Moraine scenery in any season of the year. It is truly a rural locality	65, 66
30	MONCHES MILL See MONCHES	--	--	--	--	--	--	--	--	--	--
33	MYRA P. O. 1858-1901	--	--	E1/2 of SW1/4, Section 15, T11N, R20E	Milwaukee River 0.1 mile north-northwest; a tributary, Myra Creek, bisects settlement	CTH I	--	--	--	Myra, a rural locality, might pass for a miniature version of a town along the Mississippi in Mark Twain days (except for the big riverboats)	63, 65, 83, 86, 93, 96, 98
34	NABOB P. O. 1899-1901	--	--	SW1/4 of NE1/4, SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 18, T11N, R19E	Gilbert Lake 0.9 mile east-southeast; Cedar Lake 1.1 miles southeast	Nabob Road STH 33 0.5 mile north; STH 144 0.5 mile east Former is old U. S. road from Sauk Harbor (now Port Washington) to Wisconsin River	--	--	One source sees origin of name in Indian word for "soup"	A church, a school, and a cemetery mark the location of this rural locality, whose population seems to be rather centrifugal, judging from the number of extant buildings	20, 62, 65, 83, 85, 93, 96

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
35	NENNO P. O. 1857-1863, 1864-1909	--	--	W1/2 of SE1/4 and E1/2 of SW1/4, Section 6, T11N, R18E	East Branch of Rock River 1.5 miles east; Nolan Creek one mile north	STH 175 and CTH DW USH 41 two miles east	Soo Line 1.4 miles east	Late 1840s or early 1850s	--	Located on a high- way (STH 175) which has been, in effect, downgraded by the upgrading of USH 41, this rural locality is probably doing as well as could be expected under the circum- stances (no nearby interchange with USH 41 except at STH 33)	62, 63, 65, 83, 85, 86, 93, 96, 98
36	NEWARK See also BARTON	--	--	Sections 1 and 2, T11N, R19E	Milwaukee River	--	--	--	--	John Warren Hunt's 1853 <u>Wisconsin Gazetteer</u> (reference 34) lists both a village and post office at this location under the name of Newark, the name of today's Town of Barton until 1853	32, 34, 59
37	NEWBERG See NEWBURG	--	--	--	--	--	--	--	--	--	--
37	NEWBURG P. O. 1893+ NEWBURGH P. O. 1849-1893 NEWBERG	NEWBURGH NEWBERG	Orthography only, really Misspelling of German half of Anglo-Teutonic hybrid name	Generally, eastern three-quarters of Section 12, T11N, R20E (Washington County), and about one-quarter of SW1/4, Section 7, T11N, R21E (Ozaukee County)	Milwaukee River bisects site	STH 33, CTH Y, CTH MY, Shady Lane, and Congress Drive STH 33 is old U. S. road to Wisconsin River from Sauk Harbor (Port Washington)	--	John Warren Hunt (reference 34) says 1848 is date	Barton Salisbury bought land in 1847 and 1848 and built dam, sawmill, and gristmill	Incorporated as the Village of Newburg in 1973	32, 34, 42, 62, 65, 70, 83, 85, 86, 93, 96, 98
37	NEWBURGH See NEWBURG	--	--	--	--	--	--	--	--	--	98
27	NORTH BEND See KEWASKUM	--	--	--	--	--	--	--	--	--	--
30	O'CONNELLSVILLE See MONCHES	--	--	--	--	--	--	--	--	--	--
38	ORCHARD GROVE	--	--	SW1/4 of SW 1/4, Section 17; SE1/4 of SE1/4, Section 18; NE1/4 of NE1/4, Section 19; and NW1/4 of NW1/4, Section 20, T12N, R20E	Several small lakes and Stony and Wallace Creeks (tributaries to Milwaukee River, North Branch) within two miles	CTH HH and CTH H STH 144 0.3 mile east; STH 28 one mile north	--	--	--	A cemetery, a school, and a cluster of homes mark this rural locality in the northern part of Washington County	62, 65, 83, 97

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
39	PEBBLY BEACH See TIMMER'S	--	--	--	--	--	--	--	--	--	--
40	PLAT P. O. 1898-1908	--	--	SW1/4 of SW1/4, Section 29; SE1/4 of SE1/4, Section 30; NE1/4 of NE1/4, Section 31; NW1/4 of NW1/4, Section 32, T9N, R19E	Lake Five 0.8 mile south; Oconomowoc River 0.8 mile northwest	Plat Road and Monches Road CTH J one mile east; CTH Q one mile south	--	--	The name may derive from the Low German word for "flat," because this area is quite level compared to the bluffs along the river and the uplifted Holy Hill terrain It could also refer to the Plattdeutsch, or Low German, spoken by the settlers	A small rural locality on the verge of the Oconomowoc River Valley and associated Kettle Moraine landforms and scenery. Plat is, as its possible German name means, "flat" land	62, 63, 65, 83, 85
41	PLEASANT HILL	--	--	SW1/4 of SW1/4, Section 4; SE1/4 of SE1/4, Section 5; NE1/4 of NE1/4, Section 8; and NW1/4 of NW1/4, Section 9, T9N, R19E	Coney River 0.2 mile east; Friess Lake 1.4 miles south-southwest; and Oconomowoc River 0.7 mile south	CTH J and Pleasant Hill Road STH 167 one mile south	--	--	--	Although absent from 1955 to 1960 aerial photography for soil mapping and from the 1974 <u>Atlas of Wisconsin</u> (reference 62), the former does show an aggregation of buildings in the location ascribed to Pleasant Hill; no such name, however, appears in the source	96
24	RICEVILLE See JACKSON (Sections 17 to 20, Township 10 North, Range 20 East, and Section 24, Township 10 North, Range 19 East)	--	--	--	--	--	--	--	--	--	98
42	RICHFIELD P. O. 1854+	--	--	SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 12, T9N, R19E	--	STH 175 Pleasant Hill Road 0.5 mile north; STH 167 0.5 mile south	CMSP&P from North Milwaukee to Horicon (1855)	1842	Philip Laubenheimer was first claimed settler	Located in the Town of the same name (organized in 1846), the settlement of Richfield, with two secondary highways, a railway, and a widely respected volunteer fire department, is alive and well	13, 20, 21, 26, 30, 37, 38, 54, 62, 63, 65, 83, 84, 85, 86, 93, 96, 98

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
43	ROCKFIELD P. O. 1876+ See also DHEINSVILLE	--	--	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 9; and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 10, T9N, R20E	Rockfield Quarry Pond 0.1 mile southwest	CTH G and Rockfield Road	C&NW Butler-to-Fox Valley line, as built (1873) by North-Western Union Railway Company	Early 1850s or late 1840s The latter is more probable, since one historian records that all Town lands were claimed by 1845	Named for the quality of its soils, quite possibly by Peter Klumb, engineer in residence for the railway in the early 1870s	This rural locality, mostly within the corporate limits of the Village of Germantown (incorporated in 1927 and annexing ever since), also includes portions of the remnants of the Town of Germantown as well	54, 62, 63, 65, 73, 83, 84, 85, 86, 93, 96, 98, 100
44	RUGBY JUNCTION	--	--	NE1/4, Section 34, and NW1/4, Section 35, T10N, R19E	Two large gravel pits in Section 34, plus junction of historic CMS&P and historic Soo Line as a result Coney River (tributary to Oconomowoc River) 1.5 miles west	Kirchhayn Road, Fond du Lac Drive, Scenic Drive, and STH 175	North Milwaukee-Horicon line of CMS&P (1855) and Soo's Chicago-to-Twin Cities main line (1882) meeting in a junction Latter operated over former from Milwaukee	Probably not earlier than 1882	It is possible that the railway followed the discovery of gravel; almost as possibly, the railway (built in 1855) was first; or, first-wave settlers may have uncovered the mineral wealth	A rural locality indeed, Rugby Junction seems to be more a "place" or "site" than a "settlement" or "community" because of the obvious scarcity of buildings on the 1955 to 1960 U. S. Department of Agriculture aerial photographs used for soil mapping	13, 21, 30, 37, 38, 44, 45, 46, 54, 62, 65, 83, 84, 93
45	ST. ANTHONY	--	--	SW1/4 of SW 1/4, Section 3; SE1/4 of SE1/4, Section 4; NE1/4 of NE1/4, Section 9; and NW1/4 of NW1/4, Section 10, T11N, R18E	Rock River, East Branch, 0.6 mile west	CTH W and St. Anthony Road USH 41 0.3 mile southwest	Soo Line to Chicago or Twin Cities 0.9 mile west (built in 1882)	--	A now-churchless cemetery in Section 3 had as its patron saint either St. Anthony of Padua or St. Anthony of Egypt, one of the founders of monasticism	In 1965, aerial photos showed less than a dozen buildings in the combined quarter section. A church and school, which have since disappeared, were on the northeast corner of this place, between cemetery still there and CTH W. The <u>Atlas of Wisconsin</u> still gives it rural locality status	44, 45, 46, 62, 65, 83, 85, 96

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
46	ST. KILIAN P. O. 1874-1902, but in Fond du Lac County	--	--	NW1/4 of NW1/4, Section 4, and NE1/4 of NE1/4, Section 5, T12N, R18E (Washington County); SE1/4 of SE1/4, Section 32, and SW1/4 of SW1/4, Section 33, T13N, R18E (Fond du Lac County)	Wayne Creek rises 0.7 mile south-southeast Numerous small kettle lakes and ponds within one mile	CTH W (Washington County) and St. Kilian Road	--	--	Named for seventh-century Irish bishop and Christian missionary to Bavaria; patron of local parish; settlers were probably Irish or Bavarian	The <u>Atlas of Wisconsin</u> places this rural locality in Fond du Lac County; but since a portion of this settlement is in Washington County, it is included here. Aerial photos show a cemetery, but no church, in southwest one-quarter of southwest one-quarter of Section 33, Township 13 North, Range 18 East	62, 63, 65, 83, 85, 96, 98
47	ST. LAWRENCE P. O. 1867-1911	--	--	SE1/4 of SW1/4, Section 34, T11N, R18E; and NE1/4 of NW1/4, Section 2, T10N, R18E	Unnamed tributary to East Branch of Rock River rises 0.4 mile east Allenton State Wildlife Area one mile north	STH 175 and CTH K	--	--	--	The church, school, and cemetery of this community are in the Town of Hartford, while its businesses and homes are in the Town of Addison. Some buildings flank the highways, and others cluster in subdivisions in this rural locality	62, 83, 85, 93, 96, 98
22	ST. MARY'S HILL See HOLYHILL	--	--	--	--	--	--	--	--	--	32, 59, 98
16	ST. MICHAELS P. O. 1887-1905	ST. MICHAEL'S As relatively late as 1926, a soil map used the German SANKT MICHAELIS KIRCHE (SAINT MICHAEL'S CHURCH) A 1926 soil survey (reference 96) delineates this community as FARMINGTON	--	SE1/4 of SE1/4, Section 12, and NE1/4 of NE1/4, Section 13, T12N, R19E; SW1/4 of SW1/4, Section 7, and NW1/4 of NW1/4, Section 18, T12N, R20E	Stony Creek, a tributary of the North Branch of the Milwaukee River, 1.2 miles north Very near Lake Michigan glacier moraine border with Green Bay glacier moraine Kettle Moraine State Forest—Northern Unit 0.7 mile west	STH 28 and Forestview Road	--	--	--	Located in two towns (Kewaskum, Township 12 North, Range 19 East, and Farmington, Township 12 North, Range 20 East), this rural locality has a cemetery, but, apparently, no church. Perhaps the edifice is away from the central crossroads	62, 63, 65, 83, 85, 93, 96, 98

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
6	SALISBURY See BARTON and WEST BEND	SALISBURY MILLS	--	--	--	--	--	--	--	--	12, 19, 32, 42, 59, 73
6	SALISBURY MILLS See BARTON and WEST BEND	--	--	--	--	--	--	--	--	--	--
48	SALTER P. O. 1882-1905	--	--	SW1/4 of SW1/4, Section 1; SE1/4 of SE1/4, Section 2; NE1/4 of NE1/4, Section 11; NW1/4 of NW1/4, Section 12, T10N, R20E	North Branch of Cedar Creek 0.2 mile east; Hawthorn Lake 1.1 miles northeast Cedar Creek, main stem, 0.5 mile south	CTH M and Pleasant Valley Road STH 143 0.9 mile north	--	--	--	Location and P. O. noted in a 1926 soil map (reference 96), but all a 1971 soil map (reference 83, which reflects mid-1960s data) shows is a Trinity School 0.5 mile west and a St. Mary's Cemetery 0.4 mile east, as well as a few "small tracts" on south side of Pleasant Valley Road	19, 65, 83, 96, 98
49	SCHLEISINGERVILLE P. O. 1850-1921 SLINGER P. O. 1921 +	SLINGER P. O. 1921 + SCHLEISINGERVILLE Thus spelled by Increase A. Lapham on his 1852 map of Wisconsin. This variant is either an alternative (being charitable) or a misspelling (being uncharitable)	1921 Variant, 1852	Originally E1/2, Section 18, and part of W1/2, Section 17, T10N, R19E Currently includes the above area plus W1/2, Section 18; most of N1/2, Section 19; most of S1/2, Section 7; most of SW1/4 of SW1/4, Section 8; and part of NW1/4, Section 20, T10N, R19E; also part of Section 13, T10N, R18E	Sources of Rubicon River within one mile northwest Cedar Lake 1.5 miles north-northeast Numerous pothole ponds (ex-gravel pits?) in area Mud Lake, prime source of Coney River, partly within Village limits	STH 60, STH 175, STH 144, CTH CC, CTH AA, and Cedar Creek Road The Milwaukee & Lake Winnebago Rail Road Company brought a railway line in from the north and Chicago; and the Wisconsin & Minnesota Rail Road Company brought it toward a southern terminus in Chicago Both, via the historic Wisconsin Central, later joined the Soo Line	CMS&P line from North Milwaukee to Horicon, built 1855 Soo Line predecessor built line from Neenah (1882) and to Wisconsin-Illinois state line (1886)	1845-1846	B. Schlesinger Weil built a house and store here	According to some sources, the name was unofficially changed to Slinger around 1885 to conform to the railway use; others credit the initially informal change to the advent of merchants Lehman Rosenheimer and John Pick. Both are credible explanations. As a railway junction since the early 1880s, this place assumed an importance beyond its size. The Village of Schleisingerville [sic] was incorporated in 1869. In 1921, this hard-to-spell name was officially changed to Slinger (see reference 70)	13, 21, 30, 32, 34, 37, 38, 44, 45, 46, 59, 62, 63, 65, 70, 83, 84, 85, 86, 93, 96

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
49	SLINGER See SCHLEISINGERVILLE	--	--	--	--	--	--	--	--	--	98
19	SOUTH GERMANTOWN P. O. 1861-1927 GERMANTOWN P. O. 1927 +	GERMANTOWN P. O. 1927 +	1927	S1/2 of NE1/4 and N1/2 of SE1/4, Section 22; and S1/2 of NW1/4 and N1/2 of SW1/4, Section 23, T9N, R20E, encompass generally the limits of the Village as incorporated in 1927 Today, the Village encompasses almost all of T9N, R20E	Menomonee River Unnamed creek tributary to Menomonee River rises in pond in middle of southwest one-quarter of Section 23 Several large ponds or small lakes	STH 145, STH 167, and CTH F inside or near the original area of the Village Now almost all historic roads in Town are within borders of Village	CMSP&P line toward Horicon (1855) C&NW Fox Valley line (1873)	1839	Levi Ostrander and Anthony D. Wisner first claimed land in Section 36 Another source indicates that all Washington County lands were under claim by 1845 The "South" in the settlement's original name may refer to its position within the southern half of the Town of Germantown	The original name designated the settlement near the Menomonee River, along or between the two railways and along STH 145, probably an Indian trail from the Fox Valley to the Lake Michigan shore near Milwaukee. The Town boundary and name were settled in 1846 As of 1985, the Village of Germantown encompassed 34.33 square miles and the remnants of the Town of Germantown encompassed 1.77 square miles. The remaining 0.01 square mile of the 36.11-square-mile survey township was located within the City of Milwaukee	26, 32, 54, 62, 70, 83, 84, 86, 93, 96, 98
14	STAATSVILLE See DHEINSVILLE	--	--	--	--	--	--	--	--	--	98
1	STATION See ACKERVILLE	--	--	--	--	--	--	--	--	--	98
18	THIEL CORNERS See FRANK	--	--	--	--	--	--	--	--	--	--

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
50	THOMPSON P. O. 1863-1902	--	--	SW1/4 of NE1/4, SE1/4 of NW1/4, NE1/4 of SW1/4, and NW1/4 of SE1/4, Section 9, T9N, R18E	Druid Lake 2.1 miles west-northwest; Ashippun River within two miles north, northwest, and west Holy (St. Mary's) Hill 2.4 miles east-southeast	STH 83 and St. Patrick Lane STH 167 ends 0.5 mile south; Druid Lake Road is 0.5 mile north	--	Before 1863	--	A large cemetery and a church mark this as a community which is largely transient in that people come to the settlement's church, but most do not live at or near the T-intersection which once marked the settlement, now a rural locality	19, 62, 63, 65, 83, 85, 96, 97
39	TIMMER'S	PEBBLY BEACH Alternate name listed in 1892 plat book (reference 19)	--	NW1/4 of SW1/4, Section 32, T11N, R19E	On eastern shore of Cedar Lake; Little Cedar Lake 1.5 miles east	CTH NN	--	--	Name is derived from Mathias Timmer, a land-owner in the area	This place is mentioned in an 1892 plat book (reference 19) and a 1926 soil survey (reference 96)	19, 96
51	TOLAND P. O. 1883-1900 See TOLAND'S PRAIRIE	--	--	--	--	--	--	--	--	--	98
51	TOLAND'S PRAIRIE P. O. 1846-1883 (Washington County) P. O. 1883-1900 (Dodge County) TOLAND P. O. 1883-1900 (Washington County)	TOLAND P. O. 1883-1900	1883	SE1/4, Section 19; SW1/4, Section 20; NW1/4, Section 29; and NE1/4, Section 30, T9N, R18E	Oconomowoc River 1.6 miles east Headwaters of Ashippun River 0.6 mile northeast Placement of roads in Sections 20 and 29 makes it appear that a marsh might have been dodged in laying them out Source of Mason Creek 0.6 mile southwest	Clare Lane and Roosevelt Road	--	Early 1840s is best conjecture	The possessive would lead one to credit a person or family surnamed Toland or Tolland (spelling varies in the sources)	Unrecognized in the U. S. Department of Agriculture soil maps, and unlisted in the index of <u>The Atlas of Wisconsin</u> , this far northern prairie, if it really was one, seems to have reverted to a more natural state than human habitation, although it is still apparently farmed in part	12, 28, 34, 65, 83, 86, 93, 98
52	VICTORY CENTER	--	--	SW1/4 of SW1/4, Section 25; SE1/4 of SE1/4, Section 26; NE1/4 of NE1/4, Section 35; and NW1/4 of NW1/4, Section 36, T9N, R20E	Several steep escarpments and deep depressions mark the morainal origins of this locality	STH 145 and Donges Bay Road	CMS&P main line to Horicon (1855) and C&NW line to Fox Valley (1873) are parallel and 0.3 mile east	--	--	Even though now annexed to the Village of Germantown (incorporated 1927), this settlement is classed a rural locality by <u>The Atlas of Wisconsin</u> (1974). Eventually its proximity to USH 41, despite lack of nearby exits and interchanges, will probably urbanize it	13, 62, 65, 83, 85, 100

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
--	WAYNE (Township 10 North, Range 18 East) See HARTFORD	--	--	--	--	--	--	--	--	--	32, 59
53	WAYNE (Township 12 North, Range 18 East) P. O. 1852-1857, 1863-1908	--	--	SE1/4 of SE1/4, Section 10; SW1/4 of SW1/4, Section 11; NW1/4 of NW1/4, Section 14; NE1/4 of NE1/4, Section 15, T12N, R18E	Wayne Creek main stem (to Kohlsville River) 1.2 miles west Large area of mucky peat from 0.5 to one mile southeast	CTH H and CTH W	--	Probably in late 1840s or early 1850s One source stresses that all Washington County land was claimed by 1845	--	A church and cemetery plus a scattering of buildings marks this rural locality, which has a name in common with its Town, founded in 1848	62, 65, 83, 93, 96, 98
54	WEST BEND P. O. 1848+ SALISBURY'S MILLS P. O. 1846-1848 See also BARTON, a community which was located north of the historic settlement of West Bend, and was ultimately swallowed up whole by the City of West Bend	SALISBURY'S MILLS P. O. 1846-1848 SALISBURY SALISBURY MILLS	1848 Short and variant forms	Probable original site is SE1/4 of SE1/4, Section 11; and/or E1/2 of NE1/4, Section 14; and/or SW1/4 of NW1/4, Section 13, T11N, R19E, all of which are near the present USH 45, the successor to the "new road" of Byron Kilbourn's day; they are also likely sites for the mills built in early days City of West Bend now encompasses part or all of Sections 1-3, 9-16, 22-25, and 27, T11N, R19E, and Sections 7-8 and 16-18, T11N, R20E	Milwaukee River, Silver Creek, West Bend Pond, and Barton Pond are in or near the historic settlement area Several lakes of moderate size are nearby	USH 45, STH 33, STH 144, CTH B, CTH I, CTH G, CTH P, and CTH NN	C&NW line to Fox Valley from Chicago and Milwaukee (1873)	1845	Barton Salisbury founded the community of Barton The portion of West Bend on the west bank of the Milwaukee River (West Bend proper) was the result of a proposal by the Wisconsin Legislature to build a new Milwaukee-to-Fond du Lac road. Byron Kilbourn and his friends had purchased a site for the village (720 acres for \$900) in 1845, and by 1848, 30 families called West Bend home	The Village of West Bend was incorporated in 1868, and the City of West Bend in 1885. In 1961, the City was consolidated with the Village of Barton	12, 32, 34, 42, 54, 59, 62, 65, 70, 73, 83, 84, 85, 93, 98
55	WILLOW CREEK	--	--	SW1/4 of SW1/4, Section 29; SE1/4 of SE1/4, Section 30; N1/2 of N1/2, Section 31; and NW1/4 of NW1/4, Section 32, T9N, R20E	Willow Creek, tributary to Menomonee River Area is dotted with gravel pits of various sizes	STH 175, CTH Y, Lannon Road, and Willow Creek Road	--	--	--	Now included in those large portions of the historic Town of Germantown annexed by the Village of the same name, this rural locality seems to be leaving its sand-and-gravel past for a subdivision present	49, 62, 83, 85, 93

Table 6 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
--	WRIGHT See HARTFORD	--	--	--	--	--	--	--	--	--	32, 59
56	YOUNG AMERICA P. O. 1865-1892	--	--	SW1/4, Section 35, T12N, R19E	Milwaukee River bisects settlement, with millpond widening behind dam at Wood-Ford Drive	Newark Road, Salisbury Road, and Kettle Moraine Drive USH 45 is west of area	C&NW Milwaukee-to-Fox Valley line (1873)	1851	Morris Wait was founder; built dam and sawmill, which burnt to the ground within three hours of its opening; sawmill was rebuilt by Messrs. Cook and Elliott in 1856	The presence of Old St. Mary's Cemetery in this rural locality and the few buildings on U. S. Department of Agriculture soil maps may indicate an old settlement in a state of dissolution	32, 62, 63, 65, 83, 85, 96, 100

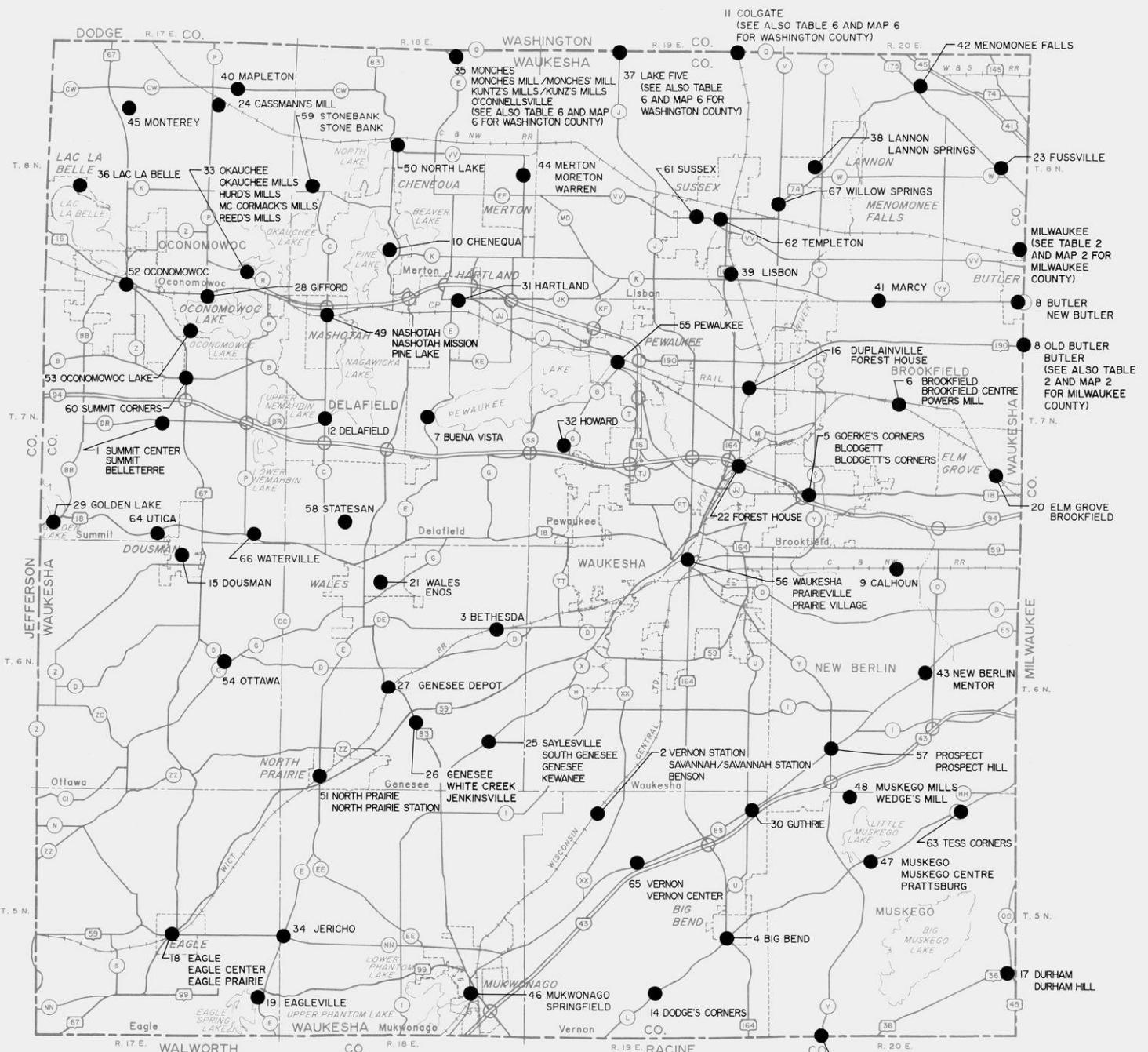
SETTLEMENTS NOT LOCATED GEOGRAPHICALLY

BAER, P. O. 1899-1902 (98); BLITHEWOOD, P. O. 1860 (98); BROWNSON, P. O. 1894 (98); CHERRY HILL, P. O. 1849-1851 (98); PHELPS, P. O. 1843 (98); POLK, P. O. 1848-1851 (also known as RUBICON, P. O. 1844-1848) (98); ST. AUGUSTINE, P. O. 1874-1875 (98)

Source: SEWRPC.

Map 7

SETTLEMENTS IN WAUKESHA COUNTY

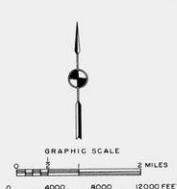


LEGEND

LOCATION OF SETTLEMENT

26 GENESEE
WHITE CREEK
JENKINSVILLE

NUMBER ASSIGNED SETTLEMENT ON ACCOMPANYING COUNTY TABLE WITH NAME(S) OF SETTLEMENT. SETTLEMENTS ARE NUMBERED ON COUNTY TABLE IN ORDER OF FIRST APPEARANCE IN ALPHABETICAL LISTING. SETTLEMENTS WITH MORE THAN ONE NAME HAVE THEIR NAMES SET FORTH ON MAP IN REVERSE CHRONOLOGICAL ORDER OF USAGE.



Source: SEWRPC.

Table 7

ALPHABETICAL LISTING OF SETTLEMENTS IN WAUKESHA COUNTY

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)	
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome		
1	BELLETERRE See SUMMIT CENTER	--	--	--	--	--	--	--	--	--	98	
2	BENSON See VERNON STATION	--	--	--	--	--	--	--	--	--	98	
3	BETHESDA	--	--	S1/2 of SW1/4, Section 12, and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 13, T6N, R18E	Brandy Brook 0.5 mile northeast Moderate hills to north give way to marshy terrain to the south; prairie landform	CTH DE (Sunset Drive) and ex-CTH DT CTH D 0.5 mile south	CMSP&P line, Milwaukee (Brookfield) to Prairie du Chien This is the first east-west cross-state rail line—the Milwaukee & Mississippi, built in 1852 as Waukesha-to-Milton segment of line that reached Prairie du Chien in 1857 C&NW Milwaukee-Madison line (built 1882) 0.25 mile northeast	1852 at earliest	In a real sense, the father of Bethesda was John Catlin, who succeeded Byron Kilbourn as the President of the Milwaukee & Mississippi Rail Road Company, a forerunner of the CMSP&P The name, from John 5:2, is an indication of springs in the area; one Waukesha spring-water bottler took the name for its own product	In a real sense, the father of Bethesda was John Catlin, who succeeded Byron Kilbourn as the President of the Milwaukee & Mississippi Rail Road Company, a forerunner of the CMSP&P The name, from John 5:2, is an indication of springs in the area; one Waukesha spring-water bottler took the name for its own product	This rural locality was founded by a group of Welsh immigrants; it is difficult to say whether they came before or after the railway. There is a church at the southwest corner of the intersection of the former CTH DT and the former Milwaukee Road right-of-way	13, 15, 21, 30, 37, 38, 62, 66, 75, 80, 84, 85, 87, 100
4	BIG BEND P. O. 1848-1903, 1917+	--	--	Village now encompasses approximately W1/2 of SE1/4, Section 13; SE1/4 of SE1/4, Section 14; NE1/4, Section 23; and NW1/4 and N1/2 of SW1/4, Section 24, T5N, R19E	Near confluence of Artesian Brook and Fox River Spring-fed Big Bend Pond and smaller pond to east are within corporate limits	STH 164 and CTH L (former STH 24)	Former TMER&L line, opened in 1904	1841, or possibly a bit earlier	Name derives from 180-degree loop in Fox River south of Village In 1841, Amos and Aaron Putnam built a sawmill here, chiefly to supply planks for the Milwaukee-Janesville plank road. Road did not reach the Janesville goal, but reached Mukwonago via Big Bend with one branch and Waterford with the other branch. The finished portion through Big Bend became the basis for STH 24, now CTH L west of the Waukesha-Milwaukee county line	The Village of Big Bend was incorporated in 1928. As population pressure from Milwaukee County increasingly affects the City of Waukesha, Big Bend is a candidate for the role of a Waukesha suburb	9, 15, 24, 33, 34, 42, 48, 66, 70, 80, 86, 93, 98	

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
5	BLODGETT See GOERKE'S CORNERS	--	--	--	--	--	--	--	--	--	20, 98
5	BLODGETT'S CORNERS See GOERKE'S CORNERS	--	--	--	--	--	--	--	--	--	20
6	BROOKFIELD P. O. 1881+ BROOKFIELD CENTRE P. O. 1852-1881 POWERS MILL P. O. 1851-1852 See also ELM GROVE	BROOKFIELD CENTRE P. O. 1852-1881 POWERS MILL P. O. 1851-1852	1881 1852	Original center of postal-railway village is SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 15, and SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 16, T7N, R20E Today's City of Brookfield encompasses about 26 square miles of T7N, R20E. The remaining area of the township includes the vestigial Town of Brookfield, as well as the Village of Elm Grove and portions of the Village of Butler and City of Waukesha	A subcontinental divide runs generally north-south across the City. Thus, the western portion of the City drains to the Fox River (and, ultimately, to the Gulf of Mexico via the Mississippi River drainage basin); the eastern portion drains to the Menomonee River (and, ultimately, to the Atlantic drainage basin)	IH 94, USH 18, STH 59; many county trunk highways and other main arterials	CMSP&P arrived here from Elm Grove as a part of the 1851 extension of the railway's Milwaukee terminus to Waukesha; this was a segment of its original cross-state line to Prairie du Chien. In 1855 the Brookfield-Watertown line was completed as part of the Milwaukee-to-St. Paul expansion; the Chicago connection came in 1871 to 1872	1840s	Members of a family named Gebhardt are reputed first settlers, who may have claimed land near the confluence of Poplar Creek with the Fox River in Section 19. A road bearing the surname follows the north-south midline of Sections 20, 21, and 22, and of the west one-half of Section 23 in an east-west direction	The City of Brookfield was incorporated in 1954. Through additional annexations, it encompasses about 26 square miles of the original Town's 36 square miles; the balance consists of "islands" of other municipalities	13, 34, 54, 80, 84, 86, 98
6	BROOKFIELD CENTRE See BROOKFIELD	--	--	--	--	--	--	--	--	--	98
7	BUENA VISTA	--	--	SE1/4, Section 15, T7N, R18E	Fronts on Pewaukee Lake's west shore	CTH E	TMER&L line from Milwaukee to Oconomowoc opened 1907; extension to Watertown in 1908 made this eighth stop west of Waukesha	Probably was subdivided from 1910 onward, or replaced existing summer homes	In a real sense, the "founder" is John L. Beggs, President of the TMER&L from 1895 to 1909. He sought to expand and extend his electric railway to Beloit, Janesville, Madison, and Sheboygan A family named Class subdivided land here in 1926	The rural locality of Buena Vista seems to have begun as a developer's idea and grown into a community with a historical position somewhat like that of the Waukesha Beach amusement park across the western end of Pewaukee Lake. Both were TMER&L-oriented in preautomotive eras	9, 20, 61, 62, 66, 87

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
8	BUTLER P. O. 1931 + NEW BUTLER P. O. 1913-1931 See also NEW BUTLER See also BUTLER, Milwaukee County See also OLD BUTLER, Milwaukee County	NEW BUTLER P. O. 1913-1931	1930/1931 So named in 1913 after move from Milwaukee County	Current Village limits encompass approximately NE1/4, Section 1, T7N, R20E; and E1/2, Section 36, T8N, R20E	--	CTH KK (W. Hampton Avenue); USH 45 0.4 mile east; STH 100 0.5 mile east	Major C&NW yard and facilities 0.1 mile east in Milwaukee County	1913 in current location	--	Incorporated in 1913 after move to current location in Waukesha County	98
9	CALHOUN P. O. 1882-1918	--	--	SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 3; SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 4, T6N, R20E	Source of unnamed branch of Poplar Creek, a tributary of the Fox River, 0.5 mile southwest and Deer Creek (in turn a tributary of Poplar Creek) 0.7 mile east marks area as being near the subcontinental divide separating the Mississippi River-Gulf of Mexico and Great Lakes-Atlantic Ocean drainage basins	Calhoun Road W. Lincoln Avenue 0.5 mile south and STH 59 (W. Greenfield Avenue) 0.5 mile north	C&NW Milwaukee- Madison line (1882) bisects the old settlement	From date of railway's con- struction and post office's date of opening, 1882 seems the most logical date	Named for the donor of land for railway depot, George E. Calhoun	Once important enough to have a road named for it, the rural locality of Calhoun is now marked by two large frame struc- tures on the west side of Calhoun Road, north and south of the C&NW right-of-way. The buildings may have been hotels or rooming houses with big dance halls on the first floor	54, 73, 80, 87, 93, 98
10	CHENEQUA	--	--	Originally, apparently, that portion of T8N, R18E lying between STH 83 and east shore of Pine Lake Current Village now encompasses a small portion of Section 16, sub- stantial portions of Sections 20-21, 28-29, and 33, as well as all of Section 32, T8N, R18E; and portions of N1/2 of Section 4 and NE1/4 of Section 5, T7N, R18E	Encompasses Pine Lake and Cornell Lake; abuts Beaver Lake and North Lake	STH 16, STH 83, CTH C, and CTH K	CMSP&P 1855 main line to Twin Cities	Probably between 1880 and 1920	Traditionally a collection of summer homes and year-round homes of the so- called "Upper 400" of Milwau- kee society, this settlement has no one first settler/founder	Incorporated as a village in 1928, this community has grown gradually by a series of annexa- tions during the following 65 years. The geography of the area and proximity to some neighboring communities may help explain this phenomenon	13, 21, 30, 37, 38, 49, 66, 70, 80, 85
11	COLGATE See COLGATE, Washington County	--	--	--	--	--	--	--	--	--	54, 80, 84, 98

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
12	DELAFIELD P. O. 1843+	--	--	Site of original settlement probably SW1/4, Section 17, and SE1/4, Section 18, T7N, R18E Since incorporation in 1959, the City of Delafield includes all or part of Sections 4-9 and 16-21, as well as portions of Sections 3, 22, 27, and 30, T7N, R18E, and of Sections 1 and 12, T7N, R17E	Nagawicka Lake is almost completely surrounded by the City today The Bark River exits the Lake in the northeast one-quarter of southwest one-quarter of Section 17, Township 7 North, Range 18 East A millpond in the north one-half of the north one-half of the northwest one-quarter of Section 19 is an impoundment of the River	IH 94 traverses southern end and STH 16 abuts north limits; STH 83 is part of east limits; STH 83 and CTH C provide access to/from IH 94 Two early roads, from Milwaukee to Watertown via Hatch's Mill, 1839, and Prairieville to Concord, 1846, ran here	CMSP&P main line—Chicago to Twin Cities—built in 1855 abuts north city limits	1830s/early 1840s	--	Incorporated in 1959 as a city of the fourth class (with classes indicating relative size only, not any "quality"), Delafield was, among other things, the home of Wisconsin's first FM radio broadcasting facility, WHAD, operated by the University of Wisconsin-Madison. The City's altitude was a big factor in the station's choice of location	13, 15, 21, 30, 37, 38, 62, 66, 70, 75, 85, 86, 87, 93, 98
13	DENOON See DENOON, Racine County, for details	--	--	SE1/4 of SW1/4, Section 32, T5N, R20E (Waukesha County) and NE1/4 of NW1/4, Section 5, T4N, R20E (Racine County)	Lake Denoon	CTH Y and Denoon Road	--	--	--	--	42, 98
14	DODGE'S CORNERS P. O. 1855-1903	--	--	SW1/4 of SW1/4, Section 27, T5N, R19E	Prairie land in early times Artesian branch of Fox River within one mile north, as is main stem of Fox River itself	CTH L (former STH 24), Maple Avenue, and Center Drive	--	1836 to 1840 Founder John Dodge is known to have been in the Town of Vernon in 1836, but may have visited a place other than this site	John Dodge Another source names Dodge, Prucius Putnam, and Curtis and Orien Haseltine as founders John Dodge is not to be confused with Wisconsin Territorial Governor Henry Dodge, for whom Dodge County and Dodgeville are named	Except for local use by people well over 50, the name Dodge's Corners has all but disappeared	3, 24, 28, 86, 98
15	DOUSMAN P. O. 1856+	--	--	Current Village limits encompass approximately small part of SW1/4, Section 2, and most of northern three-quarters, Section 3, T6N, R17E; E1/2 and small portions of SW1/4, Section 34, T7N, R17E	Spring Lake Bark River Utica Lake 0.2 mile west and Dutchman Lake 0.3 mile east	USH 18, STH 67, and CTH Z	C&NW line, Milwaukee-Madison, 1882	1845 to 1855	Named by Andrew E. Elmore for Colonel John Dousman, possibly of the family of old French fur trader Hercules Dousman, builder of Villa Louis on the Mississippi River	The Village of Dousman was incorporated in 1917	15, 49, 66, 80, 86, 93, 100

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
16	DUPLAINVILLE P. O. 1856-1931		1856	NW1/4 and N1/2 of SW1/4, Section 13, T7N, R19E Forest House may have been located south of generally accepted location; see FOREST HOUSE entry for details	Fox River 1.2 miles south by east Sussex Creek 0.8 mile north	STH 164, Duplainville Road, and Green Road	Soo Line from Chicago to the Twin Cities (via Neenah) (1886) crosses the Chicago-to-Twin Cities main line of the CMSP&P For years, no interchange was made here, but when the Soo Line (now CP Rail System) took over the remains of the Milwaukee Road, railway interchange was affected	CMSP&P arrived here in the 1855 extension from Brookfield to Watertown as the Milwaukee & Watertown Rail Road Company	The original "Forest House" may have been a hunting lodge in an area then heavily wooded and with enough streams and even marshy areas to provide good bird and game supplies for a man like Byron Kilbourn, who, in 1852, along with Moses M. Strong and Timothy Burns, was a founder of the La Crosse & Milwaukee Rail Road and served as its first President. The company that built to Duplainville, the Milwaukee & Watertown Rail Road Company, merged into Kilbourn's railway in 1856. The origin of the French name "Duplainville" is a mystery	Duplainville, a rural locality to <u>The Atlas of Wisconsin</u> , is still marked by a major railway crossing, although the interlocking tower that guarded the crossing is gone	13, 15, 21, 30, 37, 38, 54, 66, 80, 84, 85, 86, 87, 98
17	DURHAM P. O. 1883-1903	DURHAM HILL P. O. 1863-1883	1883	NE1/4 and N1/2 of SW1/4, Section 25, T5N, R20E	At headwaters of direct drainage to Muskego Lake STH 36 generally follows the route of an old road and possible Indian trail to Geneva Lake	USH 45, STH 36, and CTH OO W. Ryan Road 0.5 mile north Line opened in 1909 and ran via St. Martins	TMER&L Burlington-to-Milwaukee line had a stop named "Durham Hill" here	--	--	The population of this rural locality is centered in a strip along the "old" STH 36, now Loomis Road	9, 28, 62, 66, 80, 85, 93, 98

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
17	DURHAM HILL See DURHAM	--	--	--	--	--	--	--	--	--	98
18	EAGLE P. O. 1852+ See also EAGLE CENTER See also EAGLE PRAIRIE	EAGLE CENTER (1845) EAGLE PRAIRIE (1836)	--	Section 22 and W1/2 of NW1/4, Section 23, T5N, R17E	Kettle Moraine State Forest—Southern Unit immediately to west Settlement once was apparently on the edge of what John Warren Hunt in 1853 called "a large prairie in the southwestern part of Eagle Town" which had a depot of the Milwaukee & Mississippi Railroad Company. Hunt called it "Eagle Prairie"	STH 67, STH 59, and CTH NN	CMSP&P, the original 1852 cross-state line, Milwaukee-Prairie du Chien CMSP&P line from Eagle to Elkhorn built 1870, was abandoned from Eagle to Troy Center in 1930 and from Troy Center to Elkhorn in 1932	1840s, since there are cemeteries dating back to 1844, and possibly to 1836 The double advent of the railway and a post office in 1852 established this community	Name is probably derived from the eagles that once hunted over this prairie	Eagle was incorporated as the Village of Eagle in 1899, and remains the headquarters for sportsmen in the nearby Kettle Moraine State Forest—Southern Unit	3, 25, 34, 54, 62, 66, 80, 84, 85, 86, 98
18	EAGLE CENTER See also EAGLE See also EAGLE PRAIRIE	--	--	Section 22, T5N, R17E	--	--	--	1845	T. W. Pitman built a house here	Believed to be a precursor of today's Village of Eagle	33
18	EAGLE PRAIRIE See also EAGLE See also EAGLE CENTER	--	--	Section 22, T5N, R17E	The name may refer to a landform or vegetational phenomenon instead of a settled community	--	--	1836	A. R. Hinkley	--	33
19	EAGLEVILLE P. O. 1845-1854	--	--	SW1/4 of SE1/4, Section 25, and NW1/4 of NE1/4, Section 36, T5N, R17E	Fronts on Eagle Spring Lake Jericho Creek enters Lake from north at northern edge of settlement and Mukwonago River exits Lake to run easterly near center of settlement	STH 99 and CTH E	--	1841, or earlier 1836	The first town meeting of the Town of Eagle was held in the Eagleville home of Andrew Scofield in 1841 Daniel Bigelow built his sawmill nearby in 1836	A historic site in the history of the Town of Eagle, this rural locality is located on one of the Region's finest spring-fed lakes and is connected by water to many more nearby little lakes	33, 34, 42, 62, 66, 80, 85, 93, 98

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
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20	ELM GROVE P. O. 1856 + BROOKFIELD P. O. 1840, 1842-1856	BROOKFIELD P. O. 1840, 1842-1856	1856 Original name; not to be confused with today's City and Town of Brookfield (see BROOKFIELD)	Sections 23 and 24 and approximately N1/2 of Section 25 and N1/2 of Section 26, T7N, R20E	Underwood Creek and branches, tributary to Menomonee River in Milwaukee County	STH 18 (W. Blue Mound Road), CTH O (Moorland Road), Sunnyslope Road, and Elm Grove Road STH 18 is descended from route laid out from Milwaukee to the Blue Mounds by Moses M. Strong and Lynn Hawley, Sr., in 1837 as territorial road Watertown Plank Road was built between 1848 and 1854 to Watertown from Milwaukee	CMS&P arrived here in 1851 via Wauwatosa from Milwaukee and built from here to Waukesha in 1852 Besides the CMS&P main line, an "Air Line," from Muskego Yard via West Allis, enters main line from east-southeast here	Late 1830s (Town of Brookfield organized in 1839; perhaps this is how the first post office for this settlement was named), with the territorial road, plank road, and railway each increasing the importance of the settlement	--	Elm Grove was incorporated as a village in 1955	13, 21, 26, 30, 37, 38, 49, 54, 66, 80, 84, 85, 86, 93, 98
21	ENOS See WALES	--	--	--	--	--	--	--	--	--	98
22	FOREST HOUSE P. O. 1852-1856 See also DUPLAINVILLE	--	--	In addition to the generally accepted location of this settlement set forth in the DUPLAINVILLE entry, some early CMS&P maps place this settlement 1.9 miles south of the Duplainville crossing of the historic CMS&P line (La Crosse Division, to the Twin Cities) and the historic Soo Line, the present site of Duplainville. They place it, rather, where the 26th Subdivision (La Crosse Division, Brookfield-Waukesha), on the original 1851 trans-state line, crosses the historic Soo Line on the Fox River and below IH 94, in the SW1/4 of SW1/4, Section 24, and NW1/4 of NW1/4, Section 25, T7N, R19E	--	--	CMS&P and Soo Line (?)	--	--	--	13, 21, 30, 37, 38, 98

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
23	FUSSVILLE P. O. 1864-1903	--	--	SW1/4, Section 13, T8N, R20E	Menomonee River 0.4 mile north and northeast	STH 175 and Lilly Road	--	Probably in the late 1850s or early 1860s, but one source gives 1837 as date of settlement	Possibly named, as many "-ville" formations, for someone named "Fuss," German for "foot" During World War I, there was an attempt to Americanize this name into "Footville"	Between 1950 and 1960, the Village of Menomonee Falls (incorporated in 1892) annexed all remaining portions of the Town of Menomonee, including the rural locality called Fussville. Its popularity suffered from the removal of through traffic from the present STH 175 to the present STH 41/USH 45	15, 33, 62, 66, 70, 80, 85, 87, 93
24	GASSMANN'S MILL See also MAPLETON	--	--	Section 10 or 11, T8N, R17E	Ashippun River	CTH P	--	1844	Hans Gassmann built his mill on north bank of Ashippun River a little south of Mapleton	The absence of data on this settlement precludes any conclusions regarding its ultimate development	24, 33
25	GENESEE (Section 25, Township 6 North, Range 18 East) See KEWANEE	--	--	--	--	--	--	--	--	--	98
26	GENESEE P. O. 1849-1921 WHITE CREEK P. O. 1848-1849 JENKINSVILLE	WHITE CREEK P. O. 1848-1849 JENKINSVILLE, named for Benjamin A. Jenkins, was, according to Robert E. Gard and L. G. Sorden (reference 20), a previous name; Increase A. Lapham's 1852 map (reference 42) also registers a JENKINS in this location	1849 Post office was officially GENESEE since 1849, but use of parallel names is not unknown	SW1/4 of NE1/4, SE1/4 of NW1/4, and NW1/4 of SE1/4, Section 27, T6N, R18E	Genesee Creek, tributary to the Fox River, is on north fringe of settlement and includes a mill-pond also known as Hayslope Lake	STH 59, STH 83, and Old Village Road	--	Late 1840s (?); one source gives 1837	Possibly Benjamin A. Jenkins; he may have been joined by Stillman Smith, Horace Smith, and Absolom Penny	The locality which allegedly "lost the railway" to Genesee Depot in the early 1850s (all because of a legendary Mr. McGee) is a cross-roads town whose one road (STH 59) has been moved	20, 33, 34, 42, 49, 62, 66, 80, 85, 86, 87, 93, 98

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
27	GENESEE DEPOT P. O. 1860+	GENESEE is the name in the official record for the railway, the "Depot" added by proud locals when this hamlet won the railway in the early 1850s. A building known as "Genesee Depot" (not the original one, to be sure) has been restored to house a roadside ice cream parlor	No change; just different source; settlement used GENESEE DEPOT, but railway used GENESEE, because it already knew there was a depot there	S1/2 of NE1/4 and N1/2 of SE1/4, Section 21, T6N, R18E	Genesee Creek at east edge of settlement Mid-size gravel pit 0.5 mile southwest Fish hatchery 0.5 mile northeast and possible population of trout in small branches of Genesee Creek	STH 83 and Depot Road	CMSP&P line from Brookfield and Milwaukee to Prairie du Chien (1852), the first trans-state, east-west, railway	Late 1840s, but boost came with railway's arrival in 1852	Byron Kilbourn was President of the Milwaukee & Mississippi Rail Road Company as it built west and southwest from Waukesha toward the Mississippi. The tale is told that the line was surveyed to go via Genesee, but one resident of the present Genesee Depot "swung the rails" by donating land for the depot (a common practice and minor extortion then practiced by virtually all railways). The man, named McGee, is immortalized by an elementary school bearing his name, and the settlement thus earned its name	For many years this was the home of Alfred Lunt and Lynn Fontanne, the former a native of Milwaukee and the latter a born Londoner. These world-famous actors were good to their community, which was proud of them and respected and guarded their privacy	13, 15, 20, 21, 30, 37, 38, 54, 57, 62, 66, 75, 80, 84, 85, 86, 87, 93, 98
28	GIFFORD See also OCONOMOWOC LAKE	--	--	NW1/4, fractional Section 2, and NE1/4, fractional Section 3, T7N, R17E	Beach on Oconomowoc Lake's north shore, from Hewit's Point to entrance of Oconomowoc River into Lake	STH 16 Gifford Road (runs directly south where CTH P ends at STH 16, as if continuing the former)	CMSP&P 1855 Milwaukee-Watertown segment of Chicago-to-Twin Cities main line Gifford appeared on official railway maps, probably a flag stop for convenience of guests at resort	In 1858, Colonel George Gifford built his home here; in 1859 he began putting up paying guests at "Villa Gifford" or "Gifford Hotel"	Colonel (probably honorary) George Gifford, whose hotel career ran half a century until 1909, when the hotel, owned by daughter Anna and her husband Hugo Lorleberg for a time, was auctioned off	The former resort and attendant community have been incorporated into the Village of Oconomowoc Lake since its incorporation in 1959	47, 49, 54

Table 7 (continued)

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5	GOERKE'S CORNERS	GOERKES CORNERS (alternate, currently preferred spelling)	--	W1/2 of SW1/4, Section 29; and SE1/4, Section 30, T7N, R20E	Poplar Creek, tributary to the Fox River, at east border of site	IH 94, STH 18, CTH Y, and Watertown Road	--	1843	Chester A. Blodgett, a native New Yorker, probably before the plank road came through	In the early 20th century, this settlement was home to Roy and Harry Aitken, two brothers who became major motion picture distributors and producers	15, 20, 48, 66, 80, 87, 93
	BLODGETT P. O. 1885-1895	BLODGETT P. O. 1885-1895				The original Watertown Plank Road from Milwaukee to Watertown was built from 1848 to 1854, with a spur (now USH 18) into Waukesha built in 1850		1870s	Frederick Goerke ran a smithy, a wagon works, and an inn at this much-traveled crossroads	What is said to have been the original site of the blacksmith shop is now a park-and-ride lot for conscientious commuters to the central business district of Milwaukee from a set of intersections which count the passing of over 100,000 horseless carriages per day	
	BLODGETT'S CORNERS	BLODGETT'S CORNERS									
29	GOLDEN LAKE P. O. 1851-1901	--	--	N1/2 of S1/2 of Section 31, T7N, R17E	Golden Lake	USH 18 and CTH BB	--	--	--	Still ringed by cottages, this lakeside community is not "up north," but is away from the big cities of the Region	66, 93, 98
30	GUTHRIE P. O. 1896-1903	--	--	SW1/4 and NE1/4, Section 1, T5N, R19E, and NW1/4, Section 6, T5N, R20E This is apparently a "strip" settlement, running along the right-of-way of former STH 15, now CTH ES, at least from the City of New Berlin west limits from the northeast to the intersection of CTH ES with CTH U in the southwest	Intermittent headwaters of Mill Brook are in Section 1, Township 5 North, Range 19 East. This stream joins the Fox River in Section 5 Gravel deposits within three miles east and east-northeast	IH 43, CTH ES, CTH U (Guthrie Road), and Crowbar Road Present CTH ES is a shadow of the 1838 Milwaukee-to-Janesville territorial road	--	--	Consisted of a general store and post office	The name of this rural locality is memorialized by Guthrie Road (CTH U), running from the Town of Vernon to the southeast fringe of the City of Waukesha, but by little else	20, 62, 66, 80, 93, 98

Table 7 (continued)

Table 7 (continued)

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34	JERICHO	--	--	S1/2 of NW1/4 and N1/2 of SW1/4, Section 19, T5N, R18E	Jericho Creek, tributary to Eagle Spring Lake Mukwonago River, tributary to the Fox River, 1.8 miles south Kettle Moraine State Forest—Southern Unit within 3.5 miles west	CTH E and CTH NN (former STH 99) Proposed Milwaukee-to-Janesville plank road (begun in 1848) terminated in Mukwonago, 4.5 miles east-southeast	CMSP&P old line (1852 for this stretch) to Prairie du Chien is two miles northwest	Jerry Parsons built "hotel" here, 1837	A fanciful, but not implausible, explanation of the origin of the name involves an inn-keeper named Jerry Parsons, whose sign read "Jerry Co." A more likely explanation is the battle "fit" by the Joshua of the Old Testament Increase A. Lapham's 1852 map of the State (reference 42) shows this settlement, so it was very likely settled before then, but no founder's or founders' name(s) other than Parsons's have surfaced to date Once source mentions a Milwaukee-Beloit railway proposed in 1855 and graded but never built, apparently near Jericho	Jericho, a rural locality, boasts a school and a highway intersection, but, today, little else	12, 15, 20, 24, 42, 62, 66, 80, 85, 87, 93
25	KEWANEE P. O. 1840-1847 GENESEE P. O. 1847-1849 KEWANEE P. O. 1849-1850 SOUTH GENESEE P. O. 1850-1865 See also SAYLESVILLE	Sometimes KEWAUNEE GENESEE P. O. 1847-1849 KEWANEE P. O. 1849-1850 SOUTH GENESEE P. O. 1850-1865	1847 1849 1850	SW1/4, Section 25, T6N, R18E	--	--	--	1830s	The many name changes which befell this settlement may be linked to an attempt to lure the Milwaukee & Mississippi Rail Road to lay rail to this hamlet, as was the case in the Genesee (Section 27, Township 6 North, Range 18 East) vs. Genesee Depot competition. This Kewanee/Genesee/South Genesee may have been a third force in the "war for the rails"	By 1894, the settlement at this place became generally known as Saylesville, considered by some a separate entity historically	28, 98

Table 7 (continued)

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35	KUNTZ'S MILLS See MONCHES	--	--	--	--	--	--	--	--	--	20
35	KUNZ'S MILLS See MONCHES	--	--	--	--	--	--	--	--	--	20
36	LAC LA BELLE	While the name of the lake is variously and confusingly written as Lac Labelle, Lac la Belle, and even Laclabelle, the Village's official name is Lac La Belle, proper use of French notwithstanding (the article, when in an interior position, is never capitalized in French)	--	Approximately SW1/4 and SE1/4, S1/2 of NE1/4, and S1/2 of NW1/4, fractional Section 19; part of SW1/4, fractional Section 20; and part of NW1/4 of NW1/4, fractional Section 30, T8N, R17E	Lac La Belle is center of horseshoe-shaped semicircle formed by settlement Saeger Creek, directly tributary to Lac La Belle in southwest one-quarter of Section 19	Pennsylvania Street, Saeger Avenue, Lac La Belle Drive, and Lang Road STH 16 1.6 miles south; STH 67 1.2 miles east; and CTH K 1.2 miles east (ends at STH 67)	Served by CMSP&P via Oconomowoc, 2.1 miles south	The Lake Region of Waukesha County was peopled by transient vacationers and permanent residents-at-leisure for almost as long as anyone can remember; no firm names or dates, however, are apparently available	--	The Village of Lac La Belle was incorporated in 1931	15, 49, 62, 70, 80, 85
37	LAKE FIVE P. O. 1855-1858 See LAKE FIVE, Washington County	--	--	NW1/4 of NW1/4, Section 4, and NE1/4 of NE1/4, Section 5, T8N, R19E (Waukesha County), and SE1/4 of SE1/4, Section 32, and SW1/4 of SW1/4, Section 33, T9N, R19E (Washington County)	--	CTH J and CTH Q	--	--	--	--	86, 98
38	LANNON P. O. 1890+ See also WILLOW SPRINGS	LANNON SPRINGS WILLOW SPRINGS STONE CITY was probably a boastful nickname	--	SE1/4 of SE1/4, Section 18, and N1/2 of NE1/4, Section 19, T8N, R20E, is settled area; approximate corporate limits include most of S1/2 of Section 8 and all of Section 17, except W1/2 of NW1/4. Corporate limits also include remainder of S1/2 of Section 18, other portions of N1/2, Section 19, and most of N1/2, Section 20, T8N, R20E	Fox River Large gravel pit in northwest one-quarter, Section 20, and limestone quarries in north one-half of Section 19 and south one-half of Section 17, extending well into Section 20 The type of commercial construction stone quarried became a sort of trade name (Lannon stone) which is now in common parlance	STH 74, CTH W, and CTH Y	CMSP&P built Granville-Sussex line in 1890 and connected with Soo Line and C&NW at the western terminus; Lannon was almost at mid-point of line, and shipped extremely large quantities of its stone C&NW also skirts the southern end with its Twin Cities main line (1873)	"Founding" as stone center is probably intimately connected with railway's arrival in 1890 Lannon was probably tied to the stone quarries and railway, as date of post office and railway construction indicate Another source derives the name from Bill Lannon, around 1840; another gives his name as William N. Lannon	Dennis McCarty settled in the general area as early as 1842, helping found St. James Roman Catholic Church in the area immediately south and east of intersection of CTH V and STH 74	The Village of Lannon was incorporated in 1930	13, 15, 20, 21, 30, 33, 37, 38, 49, 54, 66, 80, 84, 85, 93, 98, 100

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
38	LANNON SPRINGS See LANNON	--	--	--	--	--	--	--	--	--	3, 24, 80
39	LISBON P. O. 1846-1863	--	--	NE1/4, Section 35; and W1/2 of SW1/4, Section 36, T8N, R19E	North one-half of Section 36 has limestone quarries; north one-half of Section 35 has more and bigger quarries If it can be determined that Lisbon was a milling town, it may be associated with a pond in the northeast one-quarter of Section 26 (Sussex Creek impounded) There are drumlins along the Town of Lisbon-Village of Menomonee Falls line in Section 36	STH 164, CTH K, and CTH V CTH K is on alignment of old plank road	Soo Line entered area in 1886, almost a quarter-century after Lisbon lost postal service, and is no factor in its history	1840s at latest; an 1837 burial is recorded at Rose Hill Cemetery on STH 164	--	The "Lisbon" in the name of the plank road was probably applied to the Town of Lisbon and not to this settlement, which, apparently, has lost its identity completely	3, 34, 42, 44, 45, 46, 48, 49, 56, 66, 80, 93, 98
40	MAPLETON P. O. 1850-1901 See also GASSMANN'S MILL	--	--	SW1/4 of SE1/4 and SE1/4 of SW1/4, Section 2; and NW1/4 of NE1/4 and NE1/4 of NW1/4, Section 11, T8N, R17E	Ashippun River John Warren Hunt, in his 1853 gazetteer (reference 34), notes water mills in this area	CTH CW and CTH P	C&NW Twin Cities-bound main line from Milwaukee and Chicago and via Wyeville	1843/1844 1849	Smith Jones, H. J. Baker, James Sampson, and Hans Gassmann Samuel Breck erected a gristmill here A Waukesha collection of historic roadside markers gives credit for settlement to a group of New Yorkers and New Englanders, who founded a cheese factory Most probably a milling village during Wisconsin wheat decades and cheesemaking center in dairy days	Once known for its award-winning Bon Brie cheese, this small rural locality once boasted a mill on the Ashippun River Original settlement was located on the Ashippun River. After the railway was built, a parcel of land to the west of the original site, at the intersection of CTH CW and CTH P, was platted for development	15, 33, 34, 66, 80, 84, 86, 87, 92, 93, 98

Table 7 (continued)

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
44	MERTON P. O. 1847 +	MORETON	Reputed original form of present name	Original settlement probably in W1/2 of SE1/4, Section 13, and NW1/4 of NE1/4 and NE1/4 of NE1/4 (at dam impounding Bark River for milling site), Section 24, T8N, R18E	Bark River and impounded Merton Mill Pond Lake Keesus one mile north and Beaver Lake 2.6 miles west-southwest	CTH EF, CTH KE, and CTH VV STH 16 3.2 miles south	CMSP&P line from Granville to North Lake, mainly used to haul stone and gravel C&NW main line to Twin Cities, built 1873, 0.9 mile north	1840s	Originally named for one otherwise unknown Sylvanus Warren (?-1849) Source of current name could be 1) St. Thomas More of England or 2) Merton, a parish or neighborhood in the south end of London, England; this is all pure conjecture	The Village of Merton was incorporated in 1922	13, 15, 20, 21, 30, 37, 38, 66, 80, 85, 86, 93, 98
--	MILWAUKEE See MILWAUKEE, Milwaukee County	--	--	--	--	--	--	--	--	--	--
35	MONCHES P. O. 1848-1905 See also MONCHES, Washington County	MONCHES' MILL/ MONCHES MILL KUNZ'S MILLS/ KUNTZ'S MILLS O'CONNELLSSVILLE This name may have been in honor of early settler. The adjoining Town of Erin, as its name implies, was settled largely by immigrants of Irish extraction	1848 Early usages, when milling was chief business Until 1848	NW1/4 of NW1/4, Section 2, and N1/2 of NE1/4 and SE1/4 of NE1/4, Section 3, T8N, R18E (Waukesha County); SE1/4 of SE1/4, Section 34, and SW1/4 of SW1/4, Section 35, T9N, R18E (Washington County)	Oconomowoc River and old millpond Numerous gravel deposits in area, which is part of the Kettle Moraine, an interlobate moraine formed by and located between the Green Bay and Lake Michigan lobes of the continental glacier Lake Keesus 1.5 miles southeast	CTH E, CTH Q, Hickory Road, and Hartley Road	--	Early 1840s	Named for Chief Monches, part Potawatomi and part Chippewa, who is buried on John D. Hartley's (as in Hartley Road) farm Settled in 1842 by Earl Wright; very soon after this Henry Kunz built a sawmill, which, by some accounts, was the second mill	Set in the Oconomowoc River Valley between uplands of the Kettle Moraine region, this rural locality has aged most gracefully	20, 24, 33, 42, 62, 66, 80, 85, 86, 87, 92, 93, 98
45	MONTEREY P. O. 1847-1849, 1850-1901	--	--	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 8, and SW1/4 of NW1/4 and NW1/4 of SW1/4, Section 9, T8N, R17E	Ashippun River is dammed here to form millpond about 0.7 mile long Ashippun Lake 1.5 miles southeast	STH 67 (bypasses town) and old STH 67 (runs generally on line between Sections 8 and 9) CTH CW 0.5 mile north and McMahon Road 0.5 mile south	C&NW runs near Mapleton, 2.7 miles east-northeast	1844	Sanford Cotton built a mill in this place The name was supposedly given by Postmaster Hackley to commemorate victory in the Mexican-American War	This rural locality, whose first post office opened the year before Wisconsin entered the Union, and its millpond and Mill Street have thus far been spared from any modern intrusion of STH 67	15, 24, 34, 62, 66, 80, 85, 86, 87, 93, 98

Table 7 (continued)

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
48	MUSKEGO MILLS P. O. 1846-1850 WEDGE'S MILL See also WEDGE'S MILL	Probably named after the owner, who may have built his mill "somewhere between the pond [Linnie Lac] and Little Muskego Lake"	1846—U. S. Post Office made "Muskego Mills" official name This is a generalized location. See note in "Other Name(s)" column	NW1/4, Section 4, and NE1/4 of NE1/4, Section 5, T5N, R20E, and SE1/4, Section 32, T6N, R20E	Former millpond now called "Linnie Lac," an impoundment on an unnamed creek in Section 32, Township 6 North, Range 20 East, eventually tributary to Little Muskego Lake	IH 43 and CTH Y	--	One source dates the mill from 1836 as the Muskego Mills, built and owned by a man named Wedge Another puts founding in 1840 to 1841, in the Town of New Berlin, near the Town of Muskego line	Apparently a man named Wedge who built and ran the mill	The old millpond of Mr. Wedge, after a period of time in which it was called Linnie Lac Lake, has generally turned into a cattail marsh, part of which is visible to eastbound motorists on IH 43 about 0.3 mile east of the STH Y interchange, on the right-hand (south) side	24, 33, 49, 66, 80, 93
49	NASHOTAH P. O. 1881 + NASHOTAH MISSION P. O. 1863-1881 PINE LAKE P. O. 1854-1863 See also PINE LAKE	NASHOTAH MISSION P. O. 1863-1881 PINE LAKE P. O. 1854-1863	1881 1863	Current Village limits encompass approximately W1/2, Section 5; E1/2, Section 6; NE1/4 and N1/2 of SE1/4, Section 7; and NW1/4 and N1/2 of SW1/4, Section 8, T7N, R18E	Fronts Nagawicka Lake	STH 16 and CTH C	CMSP&P main line from Milwaukee to Twin Cities (1855)	1842	An Episcopal seminary was founded here in 1842, bearing the name "Nashotah House"	Nashotah, once a mission of what is now the Protestant Episcopal Church (which includes some Swedish Lutheran roots as well) to the local Indians, was incorporated as the Village of Nashotah in 1957	13, 21, 30, 37, 38, 42, 49, 54, 62, 66, 70, 80, 84, 85
49	NASHOTAH MISSION See NASHOTAH	--	--	--	--	--	--	--	--	--	98
43	NEW BERLIN P. O. 1837-1903, 1962 + MENTOR was the name of the 1839 subdivision of the Town of Muskego, itself formed in 1838, which approximately corresponds to today's New Berlin. It is possible that early references to Mentor refer to the Town Contrary to what early plat books show as the historic center of the original settlement, Increase A. Lapham's 1852 map of the State (reference 42) places the center of settlement in Section 25, Township 6 North, Range 20 East	The post office's date of opening either doesn't take the original name and the change into account, or the New Berlin post office was in the putative Town of Mentor for a time, or the names were used almost interchangeably in early days	Historic center of original settlement in SE1/4 of SE1/4, Section 15, and NE1/4 of NE1/4, Section 22, T6N, R20E Current City limits now encompass all of T6N, R20E, as well as approximately NW1/4, Section 5, and N1/2, Section 6, T5N, R20E	A subcontinental divide runs generally north-south across the City Upper and Lower Kelly Lakes, in the southeast portion of the City; Poplar Creek and tributaries, in the northwest portion	IH 43, STH 59, CTH Y, CTH D, CTH ES, CTH I, CTH O, and CTH L (former STH 24)	C&NW Milwaukee-Madison line (1882) runs through Sections 1 through 6, east to west Former line of TMER&L (1898) paralleled the C&NW from West Junction to Waukesha's east limits	1830s, before post office established in 1837	--	In 1959 the City of New Berlin was incorporated, encompassing all lands in the former Town of New Berlin and a small portion of the northwest corner of the Town of Muskego; the Town of New Berlin ceased to exist	9, 20, 26, 42, 49, 66, 70, 80, 84, 93, 98, 100	

Table 7 (continued)

Table 7 (continued)

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35	O'CONNELLSVILLE See MONCHES	--	--	--	--	--	--	--	--	--	20
52	OCONOMOWOC P. O. 1847+	OCONOMOWOCK is 1862 postal list's spelling	Variant	Current City limits encompass approximately part of SE1/4, Section 21; E1/2, Section 28; E1/2 of NE1/4 and NE1/4 of SE1/4, Section 31; all of Section 32; W1/2 and W1/2 of E1/2, Section 33, T8N, R17E; irregular part of W1/2, Section 3; most of Sections 4-5; irregular portions of Section 6 and of N1/2, Section 8; NE1/4, Section 9; W1/2, Section 10; and NW1/4, Section 15, T7N, R17E	Lac La Belle, Oconomowoc River, and Fowler Lake In the 1840s, Byron Kilbourn planned canal construction through this area to connect the Milwaukee River to the Rock-Illinois-Mississippi waterway, but the plan was shelved due to rapid railway construction	STH 16, STH 67, CTH BB, and CTH Z The combined traffic of the 1850s Lisbon Plank Road and Watertown Plank Road funneled through "Cooney"	CMS&P La Crosse Division line arrived in 1855	Cemeteries date back to 1847	--	The present City was incorporated in 1875, after 10 years (1865 to 1875) as the Village of Oconomowoc. It serves as the commercial center for the "Lakes Region" of northwestern Waukesha County	3, 42, 48, 54, 62, 66, 70, 80, 84, 86, 93, 98
53	OCONOMOWOC LAKE See also GIFFORD	--	--	Current Village limits encompass approximately part of NE1/4, all of NW1/4, and part of SW1/4, Section 1; all of Section 2; E1/2 and parts of NW1/4 and SW1/4, Section 3; N1/2, Section 11; and small portion of NW1/4, Section 12, T7N, R17E; and lands south of the CMS&P right-of-way in Sections 35 and 36, T8N, R17E	Surrounds entire shoreline of Oconomowoc Lake Oconomowoc River flows from upstream Okauchee Lake to downstream Fowler Lake and Lac La Belle via Oconomowoc Lake	STH 16, CTH P, and Pabst Road	1855 line of CMS&P, Chicago-Twin Cities, forms north border of Village	Incorporated in 1959 after decades of independent existence as a collection of summer and year-round homes for affluent Milwaukee gentry The community is trying to protect one almost suburban lake and associated wetlands from sprawling urbanity	--	Incorporated in 1959, the current Village of Oconomowoc Lake includes within its borders the former settlement of Gifford, a stop on the CMS&P between Okauchee and Oconomowoc through the 1920s and possibly beyond. Two miles south are the extensive farms of the Pabst family, reduced to dairy farming during Prohibition	66, 80, 93

Table 7 (continued)

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33	OKAUCHEE P. O. 1850-1857, 1892-1903, 1904+	HURD'S MILLS McCORMACK'S MILLS OKAUCHEE MILLS REED'S MILLS	Early appellations, given on basis of mill owners' family names and name of Lake. No precise dates have been available to the writer or editor of this article	Section 36 and possibly irregularly shaped portions of Section 35, T8N, R17E	Okauchee Lake Many small kettle lakes or ponds within three-mile radius, plus larger Moose, Mud, Forest, and Oconomowoc Lakes Okauchee Lake created by trapped ice after glaciation; now maintenance of lake levels depends on dam in southwest portion of Lake	STH 16, CTH R, Breezy Point Road, Lake Drive, CTH P, and CTH K all in area	CMSP&P line from Chicago (through Milwaukee) to Twin Cities (1855)	ca. 1840	Orson Reed had a mill here	Called "Okauchee Lake" for some reason in <u>The Atlas of Wisconsin</u> (reference 62), this rural locality has never incorporated, although it is one of the earliest settlements in this northwest quadrant of Waukesha County	13, 15, 21, 30, 33, 34, 37, 38, 49, 54, 62, 66, 75, 80, 84, 85, 93, 98
33	OKAUCHEE MILLS See OKAUCHEE	--	--	--	--	--	--	--	--	--	33
8	OLD BUTLER See BUTLER See NEW BUTLER See BUTLER, Milwaukee County See OLD BUTLER, Milwaukee County	--	--	--	--	--	--	--	--	--	--
54	OTTAWA P. O. 1848-1902	--	--	SE1/4, Section 14, T6N, R17E	Tributary to Scuppernong Creek Kettle Moraine State Forest—Southern Unit 0.7 mile south	CTH C and CTH D Former is Prairieville- (or Waukesha-)Fort Atkinson territorial road of 1842 STH 67 0.8 mile west	--	Probably in early 1840s, most likely tied to the arrival of the territorial road Cemetery in Section 14, Township 6 North, Range 17 East, established ca. 1844, date of the first verifiable burial there	--	A rural locality in a rather rural Town, Ottawa (name of both settlement and Town) is at the northern end of the Kettle Moraine State Forest—Southern Unit	3, 34, 48, 49, 62, 66, 80, 85, 86, 93, 98

Table 7 (continued)

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55	PEWAUKEE P. O. 1848+	--	--	SW1/4 of NW1/4, Section 9, T7N, R19E, was probably the original site of the dam which created Pewaukee Lake and powered the original mill Current Village limits encompass approximately SE1/4, Section 4; S1/2 of SE1/4, Section 5; E1/2, Section 8; all of Section 9; S1/2, Section 10; N1/2 of NW1/4, Section 15; and N1/2, Section 16, T7N, R19E	Pewaukee, or "Snail," Lake Pewaukee River, tributary to the Fox River	STH 16, STH 190, CTH G, CTH M, CTH T, CTH KF, and CTH JJ CTH M is remnant of plank road from Milwaukee to Watertown, built 1848 to 1854	CMSP&P main line to Chicago and Twin Cities, built 1855	Dam on River and mill established at eastern end of the resultant Lake in 1835	Asa Clark and Charles Bell are reputed dam-builders	The Village of Pewaukee was incorporated in 1876; there have since been repeated attempts to incorporate the Town of Pewaukee as a city	13, 15, 21, 30, 34, 37, 38, 48, 54, 66, 70, 80, 84, 86, 93, 98
49	PINE LAKE P. O. 1854-1863 See also NASHOTAH Although the post office for Nashotah may have been on or near the body of water known today as Pine Lake, the seeming match of dates for post office operations might indicate a move: Pine Lake—1854 to 1863; Nashotah Mission/Nashotah—1863 to present	--	--	--	--	--	--	--	--	--	86, 98
6	POWERS MILL See BROOKFIELD	--	--	--	--	--	--	--	--	--	98
56	PRAIRIE VILLAGE See WAUKESHA	--	--	--	--	--	--	--	--	--	--
56	PRAIRIEVILLE See WAUKESHA	--	--	--	--	--	--	--	--	--	--
47	PRATTSBURG See MUSKEGO	--	--	--	--	--	--	--	--	--	--

Table 7 (continued)

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	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
57	PROSPECT P. O. 1883-1903 PROSPECT HILL P. O. 1851-1883	PROSPECT HILL P. O. 1851-1883	1883	SE1/4 of SW1/4 and SW1/4 of SE1/4, Section 29; and NE1/4 of NW1/4 and NW1/4 of NE1/4, Section 32, T6N, R20E	Prospect Hill's summit, a bit west-southwest of the CTH ES and CTH Y intersection, rises to an altitude of roughly 1,040 feet, about 150 feet above the adjacent terrain, particularly to the northwest. This doubtless gave rise to the name "Prospect" in an age when the frontier was not too far beyond the Mississippi River	CTH ES and CTH Y CTH ES is successor to the Milwaukee-to-Janesville road of 1838	--	Sunnyside Cemetery, 0.7 mile south of intersection of CTH ES and CTH Y, was established in 1841 by Reverend Rufus Cheney, who, along with John H. White, Hugh Wedge, and Daniel Gilbert, founded the community in 1840	See "Year or Decade of Founding" column	A rural locality still, still with the same hill and view across the Fox River Valley, Prospect is a quintessential example of the crossroads settlement with an extension eastward along CTH ES. An active New Berlin Historical Society is headquartered here	3, 20, 24, 28, 33, 48, 62, 66, 80, 85, 86, 87, 92, 93, 98
57	PROSPECT HILL See PROSPECT	--	--	--	--	--	--	--	--	--	34, 98
33	REED'S MILLS See OKAUCHEE	--	--	--	--	--	--	--	--	--	34
2	SAVANNAH See VERNON STATION	--	--	--	--	--	--	--	--	--	98
2	SAVANNAH STATION See VERNON STATION	--	--	--	--	--	--	--	--	--	20
25	SAYLESVILLE P. O. 1894-1895 See also KEWANEE	SOUTH GENESEE It is under this name that this locality may be listed in an 1862 list of post offices, assuming that the place now called Saylesville is historically descended from Kewanee, also known as South Genesee (see reference 86)	Early parallel usage	SW1/4, Section 25, T6N, R18E	Saylesville Mill Pond Genesee Creek, with one of its three millponds located here, runs to the Fox River Some outcrops of rock and quarrying operations are located west and northwest of this settlement	CTH X and Woods Road	--	1837/1839	Named for Stephen Sayles and his sons, Whitman, Mortimer, George, and Daniel, but had been settled earlier (1837) by Alexander Rankin A water-powered flour mill was built in 1841, and then a gristmill, which, in 1876, burned Mill was rebuilt in 1876, and was still standing in 1966	This rural locality may have played a role in the Genesee-Kewanee-South Genesee "war for the rails" noted in the KEWANEE entry While some consider Saylesville a separate entity from Kewanee and its successors, their locations either were very close or matched. The latter possibility arguably renders Saylesville a successor to Kewanee	15, 33, 49, 62, 66, 80, 85, 86, 87, 92, 93

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)	
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25	SOUTH GENESEE See KEWANEE See SAYLESVILLE	--	--	--	--	--	--	--	--	--	33, 34, 98	
46	SPRINGFIELD See MUKWONAGO	--	--	--	--	--	--	--	--	--	98	
58	STATESAN P. O. 1915-1955	--	--	SE1/4 of NW1/4, SW1/4 of NE1/4, NW1/4 of SE1/4, and NE1/4 of SW1/4, Section 32, T7N, R18E	Lapham Peak 0.4 mile north	USH 18 0.8 mile south STH 83 0.7 mile east	--	1907	The State of Wisconsin, when it opened a tuberculosis sanitarium here in 1907	The site is now occupied by a radically different State institution, the Ethan Allen School, a juvenile correctional institution	98	
59	STONE BANK See STONEBANK	--	--	--	--	--	--	--	--	--	98	
59	STONEBANK P. O. 1895-1901 STONE BANK P. O. 1858-1895	STONE BANK P. O. 1858-1895	1895 Original name; changed only orthography	S1/2 and SW1/4 of NE1/4, Section 19, T8N, R18E	Oconomowoc River between North and Okauchee Lakes, plus smaller Moose Lake between the two Cornell, Pine, and Beaver Lakes are within a three-mile radius to east and southeast; tiny Garvin Lake is 1.2 miles south	CTH C and CTH K	--	1840 or 1841	John Johnson, who built house in 1842 as well as a sawmill The name can be understood well if one drives through town at a walking pace and views the fieldstone and cobblestone walls lining the banks of the Oconomowoc River on the downstream (south) side of CTH K	John Johnson, who built house in 1842 as well as a sawmill The name can be understood well if one drives through town at a walking pace and views the fieldstone and cobblestone walls lining the banks of the Oconomowoc River on the downstream (south) side of CTH K	This rural locality has a park which commemorates Carl Schurz (1829- 1906), Cologne (Germany) native, adopted Milwaukeean, lawyer, newspaper owner, writer, soldier, U. S. Ambassador to Spain, political activist, U. S. Senator, and U. S. Secretary of the Interior. A "48er," he is an imposing figure among the advocates of German socialism of the Milwaukee type	15, 24, 33, 49, 62, 66, 80, 86, 87, 93, 98
1	SUMMIT See SUMMIT CENTER	--	--	--	--	--	--	--	--	--	34, 98	

Table 7 (continued)

Number on Map	Nomenclature			Location Details				Historical Notes			Source(s)
	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
1	SUMMIT CENTER P. O. 1871-1901		1871	SW1/4 of SW1/4, Section 15; SE1/4 of SE1/4, Section 16; NE1/4 of NE1/4, Section 21; and NW1/4 of NW1/4, Section 22, T7N, R17E	Silver Lake 0.8 mile northwest; Upper Genesee Lake 0.7 mile east-southeast; Crooked Lake 1.5 miles east-southeast; Duck Lake one mile southeast; Middle Genesee Lake 0.7 mile south; Lower Genesee Lake one mile south Bark River 1.5 miles southeast Apparent millpond on Battle Creek, 1.7 miles southwest, is really impounded, or damless, lake	CTH DR and Dousman Road	--	1838	Founding of the Town of Summit and of this settlement were apparently close to simultaneous, both in 1838. The geographic position and also the name of the settlement, even though not formalized until 1871 for postal identification purposes, lead one toward concluding that the positioning of the settlement in the geographic center of the Town was very much premeditated optimism	Deriving its name from its location in its Town, this rural locality was also known as "Belleterre," or "beautiful land"	15, 26, 28, 33, 42, 62, 66, 80, 85, 86, 87, 93, 98
	SUMMIT P. O. 1838-1871	SUMMIT P. O. 1838-1871	1838			Today's CTH DR was STH 30, the main road from Milwaukee to Madison before construction of IH 94					
	BELLETERRE P. O. 1838	BELLETERRE P. O. 1838	Original name			IH 94 0.5 mile north and STH 67 0.5 mile east					
	SUMMIT CENTRE	BRITICISM									
60	SUMMIT CORNERS	--	--	SE1/4 of SW1/4 and SW1/4 of SE1/4, Section 10; NW1/4 of NE1/4 and NE1/4 of NW1/4, Section 15, T7N, R17E	Silver Lake 0.7 mile west; Crooked Lake 1.7 miles southeast; Genesee Lakes 1.5 to 2.5 miles south; Nashtah Lakes two miles east; Nemahbin Lakes two miles east-southeast Bark River two miles southeast	STH 67 and CTH B	--	--	--	Another of the Town of Summit's rural localities, this settlement has seen its "center of gravity" move southward a bit, from the CTH B-STH 67 intersection to the IH 94-STH 67 interchange at the center of Section 15	62, 66, 80, 85, 87, 93
61	SUSSEX P. O. 1851 + See TEMPLETON	--	--	Current Village limits encompass approximately SW1/4, Section 13; SE1/4, Section 14; small portion of SE1/4, Section 21; S1/2, Section 22; all of Section 23; W1/2 of NW1/4, Section 24; NW1/4, Section 25; northern three-quarters, Section 26; and NE1/4 and S1/2, Section 27, T8N, R19E	Sussex Creek, tributary to Fox River, traverses settlement, complete with old millpond in northeast one-quarter of Section 26 Large gravel deposits up to two miles east; many limestone quarries lie to the southeast and south	STH 74, STH 164, CTH J, and CTH VV	Soo Line of 1886 crosses the C&NW's 1873 line from Milwaukee to Fond du Lac and Twin Cities at eastern edge of settlement	1834	Dick Weaver and two brothers arrived here from the Village of Sussex, England, building the settlement's St. Alban's Episcopal Church in 1842 on British models	The present corporate limits of the Village of Sussex, incorporated in 1924, encompass the former community of Templeton, in the northeast one-quarter, Section 26, Township 8 North, Range 19 East, a station on the original Wisconsin Central. One source (reference 24) refers to Templeton and Sussex as "the villages of Lisbon Town"	20, 24, 34, 44, 45, 46, 54, 66, 70, 80, 84, 86, 93, 98, 100

Table 7 (continued)

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	Name(s) of Locality	Other Name(s)	Date(s) of Change(s), if Known	U. S. Public Land Survey Location	Key Physical Feature(s)	Key Road(s)	Historic Railway(s)	Year or Decade of Founding, if Known	Founder(s), if Known	Historical Outcome	
62	TEMPLETON P. O. 1889-1932 See SUSSEX for more details	--	--	NE1/4, Section 26, T8N, R19E	Sussex Creek Many gravel pits and stone quarries nearby	STH 74, STH 164, and CTH VV	C&NW junction with Soo Line 0.3 mile northeast	1882, when the original Wisconsin Central, a Soo Line predecessor, built line from Neenah to Slinger	James Templeton	Templeton ceased its independent existence when annexed into the Village of Sussex; this may or may not have been in 1932, the year of the end of separate postal service	20, 44, 45, 46, 54, 70, 80, 93, 98
63	TESS CORNERS P. O. 1867-1903	--	--	SW1/4 of NE1/4, Section 2, T5N, R20E	Tess Corners Creek, tributary to Root River, crosses area	CTH L (former STH 24), Tess Corners Drive, and Durham Road	--	St. Paul's Lutheran Church, the historic focus of the settlement, dates from 1857. Jacob Tess was probably in the area earlier; the 1840s are doubtful, but the early 1850s are a probable founding period	Named for Jacob Tess, a native of Württemberg, Germany	Although near the Milwaukee-Waukesha County boundary, this rural locality maintains a blend of the historic and the modern	15, 20, 33, 49, 62, 80, 85, 87, 93, 98
64	UTICA	--	--	S1/2, Section 33, T7N, R17E	Bark River Utica Lake 0.2 mile south, running to Scuppernong Creek and Bark River	USH 18 (Sunset Drive) and Utica Road (former CTH ZB)	--	--	--	Utica lies on both sides of USH 18, the road from Milwaukee to the Blue Mounds originally surveyed by Lynn Hawley, Sr., and Moses M. Strong in 1837. A copy of the surveyors' notes is in the collection of the Milwaukee County Historical Society in Milwaukee	62, 66, 80, 85, 87, 93
65	VERNON P. O. 1840-1902 See also VERNON STATION Not to be confused with Vernon Station (sometimes also known as Vernon) in Section 5, Township 5 North, Range 19 East	VERNON CENTER	--	SE1/4, Section 9, T5N, R19E	Mill Brook, a tributary of the Fox River, 0.4 mile north Intermittent Horseshoe and Artesian Branches of Fox River are 1.4 miles southwest and southeast, respectively	CTH ES, Hi Lo Drive, and Center Road CTH ES is remnant of Milwaukee-Janesville via Mukwonago territorial road (1838)	Soo Line two miles west	The Vernon Center cemetery goes back to 1842	The Reverend James Milligan and James Wright, Sr., founded a Covenanter Presbyterian church in nearby Section 11	This locality is often confused with the one known as Vernon Station. The fact that they were both located in the Town of Vernon, together with the fact that existing records are often sketchy and incomplete, has long compounded the confusion for historians and researchers	3, 15, 33, 34, 48, 62, 66, 80, 85, 86, 87, 92, 93, 98

Table 7 (continued)

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65	VERNON CENTER See VERNON See VERNON STATION	VERNON	--	--	--	--	--	--	--	--	3, 33, 66, 80
2	VERNON STATION SAVANNAH P. O. 1890 BENSON P. O. 1888 SAVANNAH P. O. 1888 See also VERNON	SAVANNAH P. O. 1890 BENSON P. O. 1888 SAVANNAH P. O. 1888 SAVANNAH STATION Not to be confused with Vernon (also known as Vernon Center) in Section 9, Township 5 North, Range 19 East	Railway station was opened 1886 1890 1888 1888	SE1/4 of NE1/4 and NE1/4 of SE1/4, Section 5, T5N, R19E	Pebble Brook and Mill Brook; each separately joins Fox River 0.7 mile west On eastern edge of Vernon Marsh Wildlife Area	Benson Avenue CTH XX 0.5 mile southeast	Soo Line to Chicago or Twin Cities (1886)	1886	The Milwaukee & Lake Winnebago Rail Road Company	"Savannah Station" is possibly another name for this site, one which draws a parallel with the prairies of southern Wisconsin and the grasslands of Africa. It seems to have been the railway's only chance to locate a station in the Town of Vernon, of which it crosses only the northwest corner. This site was platted as a village after the railway was constructed, but the village was never built	20, 44, 45, 46, 49, 54, 66, 80, 84, 85

Table 7 (continued)

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21	WALES P. O. 1890+	ENOS P. O. 1881-1890	ENOS P. O. 1881-1890	1890	Current Village limits encompass approximately NW1/4 of NW1/4, Section 3; most of Section 4; irregular portions of S1/2, Section 5; NE1/4, most of N1/2 of NW1/4 and most of SE1/4, Section 8; N1/2 of N1/2, Section 9; irregular portions of NW1/4, Section 10; and irregular portions of N1/2 of N1/2, Section 17, T6N, R18E	Kettle Moraine Scuppernong Creek 1.1 miles northwest Some gravel deposits in area	USH 18, STH 83, CTH E, CTH G, and Morris Road USH 18 is generally on route surveyed in 1837 by Moses M. Strong and Lynn Hawley, Sr., from the foot of Oneida Street (now Wells Street) in Milwaukee to the Blue Mounds via Madison	C&NW Milwaukee-Madison line, built 1882	1840	John Hughes, a Welshman from Cardiganshire, Wales	The Village of Wales was incorporated in 1922	15, 20, 54, 62, 66, 70, 73, 80, 82, 84, 93, 98
44	WARREN See MERTON	--	--	--	--	--	--	--	--	--	20	
66	WATERVILLE P. O. 1846-1901	--	--	S1/2 of SW1/4, Section 36, T7N, R17E	Waterville Pond (in immediate settlement area) is an impoundment of Scuppernong Creek, a tributary of the Bark River Henrietta Lake 0.2 mile west Twenty-acre gravel pit 1.2 miles north by west and 30-plus-acre pit 0.5 mile south Many additional, generally smaller lakes within two-mile radius	USH 18, which is generally on the route of the road surveyed by Moses M. Strong and Lynn Hawley, Sr., as a territorial road from Milwaukee to the Blue Mounds; Waterville Road CTH P 0.3 mile west	--	In 1845, a blacksmith shop was in business at this location, and a country store was here in 1843, in addition to the obvious mill Early 1840s is best estimate of time of founding	--	In 1882, the Milwaukee & Madison Railway Company was located about a half mile south of Waterville, no doubt for engineering reasons (to attempt to build a railway directly along the grade down to the town and up again would be folly). What one writer calls the Milwaukee-to-Madison "plank road" evolved into USH 18, now only a tertiary route to Iowa. The place has a certain neglected charm	15, 42, 66, 80, 84, 86, 87, 92, 93, 98	

Table 7 (continued)

Table 7 (continued)

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67	WILLOW SPRINGS See also LANNON	LANNON SPRINGS	Probably a parallel variant	SW1/4, Section 19, T8N, R20E; and SE1/4, Section 24, T8N, R19E	Large gravel pits and limestone (really dolomite) quarries dot the area The area includes sources of unnamed tributaries to the Fox River, both direct and via Sussex Creek	STH 74 and CTH V	C&NW Butler-to-Twin Cities line 0.2 mile south-southwest (1873 line originally went to Fond du Lac; later both terminuses were served by this line segment) Soo Line, Slinger-to-Neenah segment, built 1882, part of overall Chicago-to-Twin Cities line, one mile west	In 1841, an Irish Roman Catholic parish called St. James was formed in an area called "Lannon Springs," an apparent reference to this area The church is no longer extant, but the cemetery remains 0.1 mile south of intersection of STH 74 and CTH V	Irish immigrants, including one Dennis McCarty, who settled here in 1842, died in March 1848, and was the first person to be buried in St. James' Cemetery	Eventually dissipated with growth of and merged into what now is the Village of Lannon	3, 13, 21, 30, 37, 38, 44, 45, 46, 49, 62, 66, 80, 85, 93, 100

SETTLEMENTS NOT LOCATED GEOGRAPHICALLY

BUCKNERVILLE (20); BULLION, P. O. 1848-1854 (98); CHAMBERLIN, P. O. 1890-1898 (98); HOWARDS, P. O. 1848-1852, 1855; known as WELSH, P. O. 1855-1857 (98); MYSEVIN, P. O. 1864-1867 (98); PALESTINE (33); WEINER, P. O. 1882-1894 (98)

Source: SEWRPC.



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