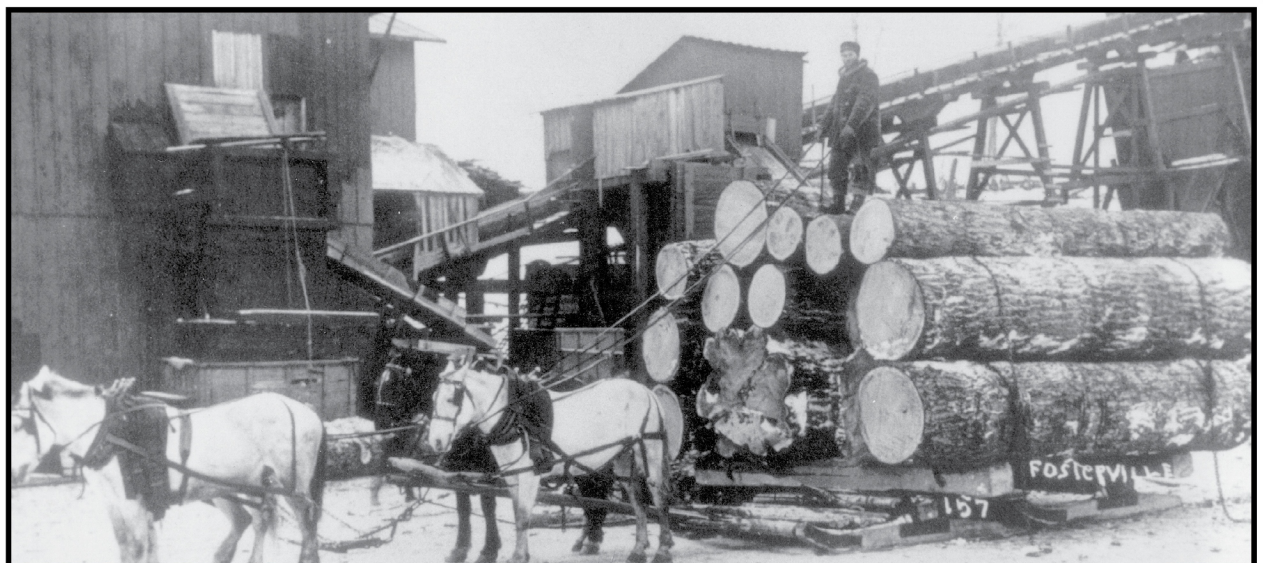


Logging Ice Roads

Loggers used frozen ground and made their own “ice roads” for hauling in the winter. Above center left shows an Icing Sprinkler Tank Sled used by the VCLCo to create ice roads that allowed teamsters to easily haul with log sleighs. Ice Roads reduced friction over frozen roads so heavier log loads could be hauled easier. When the water source was frozen, dynamite was used to make holes in the ice.

Icing Sprinkler Tank Sleds are large water-tight box (made by the camp carpenter and blacksmith) that was filled with water with a cross-haul lifting the water filled barrels along skid poles. Ruts are first cut into the soil. Then the Icing Sprinkler Tank Sled sprinkled the ruts with water to make an ice logging road by pulling out plugs at the end of a tank. Icing roads was usually done at night to avoid meetings with other horse teams and this also achieved better freezing conditions with the temperature usually below zero.

Note the photograph shown below has rigid sled runners that are turned up at both ends also with tongues at both ends so it does not have to be turned. The tongue was turned up with a chain as shown for the one not being used. Some Icing Tankers had stoves to keep the water from crusting. All of this resulted from improved/larger log loads in the Lake States. Later designs (it is said invented by a Wisconsin blacksmith) had only two long runners (four shown here) with two knives like on a plane which could cut the ruts as the Tanker sprinkled. The below photograph was taken at Camp Five, Laona, WI.



In cold weather horses would have covers over the harness collars to prevent soreness in the horses necks as shown. Note: Turned up rigid sled runners at the VCLCo Sawmill.