



The Carnegie Courier

Newsletter of

The Mitchell Area Historical Society (MAHS)
& The Mitchell Area Genealogical Society (MAGS)

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Spring 2021

Reaching our goal! We did it with your help

By Karen A. Pooley

Reaching a goal is exciting, a sense of accomplishment and one thing done!

We have reached not one, but two goals and in doing so we can repair and maintain our 1903 Carnegie Library building and continue into the future.

Last fall we accepted a chal-

lenge from George and Pat Breidenbach to raise \$5,000, dollar for dollar for repairs to the building.

We exceeded that goal.

Read more in this Courier about our repairs. We're not done yet but the goal is to finish before summer.

We also accepted a chal-

lenge from Dick Weller, former Mitchellite and retired businessman, to match up to \$25,000, dollar for dollar for our endowment fund.

Recently we received the donation that helped us reach that goal.

Only with the generosity of our friends like you we were

able to raise over \$30,000 the past few months.

Our existence is possible because you support us with your memberships and donations.

We are grateful, humbled and truly appreciate your support.

We'd love to see you stop by sometime and see our improvements and progress.

I. J. Carey, Railroader

Written by Donald Harrell

This story is about a man who gave most of his working life to the Chicago, Milwaukee, St. Paul & Pacific Railroad . . . until it left him at the end of operations in the State of South Dakota in early 1980. That man is I. J. Carey, who eventually became a resident of Davison County. To many people, I. J. was better known for his work with "Paint" horses and his loyal support of Davison County 4-H. We are here to tell about his "railroad days".

Irwin John Carey began life in early 1928 just west of Chamberlain, South Dakota, in the Reliance area. His grade school experience was at Reliance and he attended high school at Chamberlain Public School, graduated May 1946.

Shortly after high school, I. J. applied for a job with Chicago, Milwaukee, St. Paul and Pacific RR Co. as an Agent/Telegrapher. This required learning the telegraph code, rules, etc. and passing a test.

Irwin John Carey became Agent #430 on December 13, 1947.

Carey's first job with the railroad was as a Station Clerk at



I.J. Carey and wife, Irene
1990

Lake Andes, South Dakota.

At this time, the construction of the Fort Randall Dam was under way. The bulk of machinery, pipe, and parts, building materials (cement, rock, and sand) came by way of rail on the Milwaukee Road. It was I. J.'s job to do the "paper-work" concerning loads in and empties going out.

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I.J. Carey at Rapid City, SD on April 6, 1949.
Telegrapher for Milwaukee Railroad



I.J. Carey on the left with Don Harrell on the right.
March, 2020 at the Carnegie Research Center

Open House to Honor the Late I.J. Carey and the Railroad

The Mitchell Area Historical Society is having an open house on Saturday, April 10, 2021, from 1-4 p.m. to display many of the items that

I.J. Carey, as well as, others have donated to highlight the railroad and its importance to the settlement of our area.

Don Harrell, railroad expert, will be present to answer questions and tell great stories. The railroad display will be up the entire month

of April from 1-5 p.m., Monday-Saturday at the Carnegie Resource Center. Come and experience a small part of railroad history.

I. J. Carey, Railroader ...

cont. from front page

The Milwaukee Road brought loads to a staging yard and wye just east of Lake Andes, and the U. S. government took it from there to the dam site six miles south using their own railroad.

I. J. Carey's career with the railroad took him from Lake Andes (SD) on to Mitchell (SD), Jackson Junction (IA), Rapid City (SD), Okaton (SD), Rapid City (SD), Draper (SD), Kimball (SD), Rapid City (SD), Hull (IA), Mitchell (SD), Parkston (SD), and finally to Sioux Falls (SD).

Milwaukee Road station agent I. J. Carey was one of the last employees working in the Sioux Falls office of the Milwaukee Road on October 31, 1979, when the end came. Shortly after 6 p.m. that Wednesday, Chicago Federal District Judge Thomas R. McMillen declined to stay an embargo of service on all Milwaukee lines except a bare third of its system. As of that Wednesday night, Carey, a veteran of almost 34 years with the Milwaukee and his crews were out of their jobs. They were victims of a Milwaukee / Minneapolis Division "notice of abolishment" that eliminated 91 jobs from Yankton (SD) to Eau Claire (Wis.), to Wahpeton (ND). Carey said then, he would like to see the bankrupt Milwaukee take over directed service of its own branch lines, for which the line would be paid at a rate of cost-plus 6 percent. "You'd see a real railroad then," the station agent said. That never happened.

The Milwaukee fell victim to multiple cancers such as over-regulation and over-building, but in a few places in South Dakota it had been a lively, if undermanned,



Mitchell Depot - early 1948
I.J. Carey worked here as a dispatcher
C.M.St.P. & P. RR

The Bug



I. J. Carey's Vibroplex "BUG"
Around 1908, telegraphers nicknamed these instruments "bugs" because they frequently sounded like one on a circuit. The Vibroplex Company adopted the bug as its trademark when it released its first keys for sale in 1905.

railroad to the end.

I. J. Carey has donated several railroad items to the Mitchell Area Historical Society (MAHS) and these are preserved at the Carnegie Resource Center to preserve the railroad history of South Dakota. Donald Harrell (a Volunteer at the Carnegie Resource Center) has worked with I. J.

Carey and his family to accomplish this feat. Thank you, I. J. for sharing much of your life with us.

When Don first met I. J. Carey about ten years ago, he was a "Greeter at Walmart". Don was deep into getting photos of various railroad items made at Walmart. One day he struck a conversation with I. J.

about what he was doing for the Carnegie Resource Center. It was at that time Don found out I. J. had worked for the Milwaukee Road railroad. Wow! I. J. proved to be a very important source of information about the Milwaukee Road, as he Did It!

Don would often meet with I. J. at the store and later at his home south of Mitchell. He began to donate railroad items to the MAHS. Several times he told Don, "I wish I could find my 'BUG'". Don had no idea what his "BUG" was. Then one day he told Don, "I found my BUG." He donated his "BUG" to the MAHS. Later, Don discovered that I. J. was one of the best telegraphers ever to work for the Milwaukee Road. The "BUG" was his telegraph key and it was of the finest keys ever made... and was stamped on a brass plate attached to the base of the telegraph key the "Lightning Bug". Thank you, I. J. Carey for donating your "BUG" to us.

I.J. passed away on Monday, February 8, 2021, at Avera McKennan Hospital in Sioux Falls. Burial will be at River-view Cemetery in Chamberlain, SD.

Irvin John Carey is survived by his son, Delbert Carey of Mitchell; daughters, Sandra Ewing of Rapid City, SD, Rita (Ron) Anderson of Custer, SD, and Roxene Kasten of Mitchell; 6 grandchildren; 11 great-grandchildren; and brother, Russell Carey. He is preceded in death by his wife, Irene Dozark; daughter, Nyla Mae; son-in-law, David Kasten; and siblings, Jack, Janice, Beverly, and Nadine.

Sine die, I.J., Donald Harrell

Chugging along through Age 90

Walmart celebrates greeter's life of trains, horses and humor

By James C. Van Oort
*Vision Center Manager,
Walmart Store 2990*

There isn't much about IJ Carey's 90-year life and career in South Dakota that wouldn't make a person smile. Those smiles are contagious when customers are greeted with IJ's beaming charm and wit welcoming them to Walmart Supercenter 2990 in Mitchell, S.D.

IJ's customers and fellow associates shared birthday wishes with him as he celebrated his 90th birthday January 26, 2018, focusing on a life of worthwhile work melded with a kind (sometimes mischievous) humor that spread through all who know him.

It's hard to put IJ's life's work in writing; he has any number of colorful stories to share about any situation. He has worked as a railroad man, telegrapher, real estate broker, and paint horse rancher. He has served as a Freemason and Shriner, a 4-H leader, but most importantly as a dad. Such a life lends itself to the kind and jovial spirit Walmart celebrates in the often unenviable but al-

ways appreciated role of Greeter, and IJ is a testament to the important role our Greeters play in Walmart's culture.

As a boy, IJ attended Lyman County Country Grade School and received an Outstanding Youth award, complete with a visit to the State Capitol. In his high school years, he rode six miles on horseback to Reliance High School through his freshman year. His family moved to Chamberlain, S.D., in the middle of his sophomore year in 1943, as World War II was ending. IJ took over his father's dray line service, delivering express mail and freight—first in a 1935 Chevy truck and then in a 1938 International.

Work with his father's delivering service brought IJ to frequent the Milwaukee Railroad Depot, which planted a seed that would grow into something much bigger for the young IJ.

Graduating from Chamberlain High School in 1946, IJ began a 37-year career with the Milwaukee Railroad, first as a helper and later as a clerk, telegrapher, and agent covering depots in Rapid City from

1949, Mitchell from 1974, and Sioux Falls from 1979 to 1982.

In 1950, IJ married his high school sweetheart, Irene Julia Dozark. The couple raised four children, who have added 6 grandchildren to the still-growing Carey family.

Following IJ's railroad career, he earned his real estate license in 1982. He relocated to Mitchell in 1990, where he continued to work as a real estate broker, 4-H leader, and of course raised his paint horses. A lifelong horseman, IJ incorporated the South Dakota Paint Horse Club in 1972 and has been promoting the breed ever since. He received the American Paint Horse Association Distinguished Service Award in 1990 and is a lifetime member of the APHA. He currently manages 17 horses with his son, Devin; the father and son horsemen are expecting four baby colts this spring.

IJ and his children said goodbye to his sweetheart Irene in 1993. The family continues to flourish.

IJ joined the ranks of Walmart associates in February 2010, and has been pro-

viding smiles, stories, and greetings ever since. Such a life's work and experience find IJ able to talk about virtually any subject and share any number of stories, anecdotes, and tidbits with customers. His sharp, quick-witted personality is appreciated from customers ranging from cowboys and cowgirls of all ages, to bikers during the Sturgis Motorcycle Rally, college and technical school students, and his fellow associates, but most especially to the everyday families and friends who are our customers.

There's never a moment at Walmart 2990 when IJ isn't ready with a pithy comment and a gentle smile, and while it may not be possible to wish IJ another 90 productive years, the lifetime of such a friendly, witty man is sure to inspire all those crossing the threshold where IJ waits to welcome them with a twinkling eye and a jovial smile—maybe with a story or two. Walmart 2990 wishes IJ the happiest of birthdays and many more to come.

*Devin Carey (I. J.'s son)
shared this tribute
to his father.*

Adventures at Bovee, SD

Bovee in Charles Mix County sits between Geddes and Platte as the crow flies.

Bovee man and others miss sale of their cattle!

Gilbert Nelson of Bovee was shipping cattle to Sioux City on the Chicago, Milwaukee & St. Paul Railroad. The train loaded the livestock; Gilbert and other shippers went along with the freight train, riding in the caboose. The train made a stop at Geddes for more cars. Gilbert and the other shippers were assured they had plenty of time to eat at a Geddes Café before

the train's departure. The men had been eating only a short time when they heard the train whistle "two shorts" which signaled the train was pulling out. The men ran from the eating place, but the train had already picked up too much speed for them to get on. Suitcases were on the caboose and the men had to wait for the next passenger train to get to Sioux City and retrieve their baggage.

Of course, they were too late to see their cattle sell, which was the main purpose of their going along with the train.

The next day, Gilbert and the other sellers boarded a passen-

ger train to get back to Bovee. The train stopped to take on more coal at Tyndall. In the process of loading, the coal chute stuck and the coal ran over on both sides of the train. This kept the train stopped for quite some time, as there was only a small crew to get the coal off the tracks so the train could continue on.

What an experience!

First passengers off!

Gilbert Nelson and Peter Mahlum were two young men living northeast of Bovee in the early 1900's just as the great railroad had been completed. They were curious about and

interested in the railroads as any young men would be and were more than likely looking for an excuse to board this new mode of transportation. They decided one day to board the passenger train at Geddes and take in a Fair at Sioux City, Iowa.

On their return they asked the conductor if they could go on to the town of Bovee, which was closer to their homes, instead of getting off at Geddes. By doing this, the boys could walk home instead of having someone come to town to pick them up.

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Tuscan ... a 'Flag-Stop' Station

Between Scotland and Menno and near Maxwell Colony in Hutchinson County, S.D.

The early operations of the Chicago, Milwaukee and St. Paul Railroad were most certainly to promote the settlement of eastern Dakota Territory and later the State of South Dakota. In 1879, this railroad entered the Dakota Territory at Canton and was in the process of advancing its track west to what was to become Mitchell.

Shortly after reaching Marion, the railroad officials halted its westward advance, and built southeast to Running Water on the Missouri River to accommodate a large government contract to ship beef to the Indians.

More beef was shipped from Running Water than many other sites. But this required crossing the James River. It was there that the railroad built structures to support the crossing and the flag station of Tuscan was born.

Let us first remember, there was no community at this site, but a small Hutterite Colony was nearby.

Future growth?

A bridge over the James River and water tank was constructed with a windmill built to supply water from the James River to the tank (this the railroad needed). A siding was also placed just northeast of the tank, as the railroad expected commerce to develop due to the presence of the James River. In 1879, it was thought that a thriving community would develop at the crossing at a major river.

A "Flag-Stop" station was provided and a listing of Tuscan on the Train Schedules by the railroad to service passenger traffic until more might be developed. If a passenger wanted to ride the train, they had to hoist a flag to insure a stop. The

photo shows Tuscan's "Flag-Stop" as a boxcar set down beside the track.

A door, a couple of windows and wood stove allowed some waiting passengers comfort. Of note in the photo is the end of the bridge that looks as if it is sitting inside another structure. This gallows looking item was a warning device for the brakemen. It had signal ropes that hung down to hit the brakemen who were on top of the train to get down before they reached the bridge or they would literally lose their heads.

The railroad placed a small stock loading facility along the siding and livestock was shipped from Tuscan. The siding also allowed the loading of boxcars for a thriving ice business during the winter months and clam shell shipments during the summer.

A rather large building was constructed by the ice harvesting businesses to feed and care for workers involved. Many carloads of ice went to Sioux City for the slaughterhouses and the clam shells were shipped to Iowa and Illinois for use in button manufacturing.

Tuscan never grew as the railroad thought it might. The portion of rail line between Scotland and Menno was abandoned by the Milwaukee Road in 1938. The track and bridge were removed. Portions of a raised roadbed are the only evidence of a railroad ever being there.

Find this story and more about that railroad line in a 3-ring binder titled: **Marion Junction to Running Water Line** at the Carnegie Resource Center

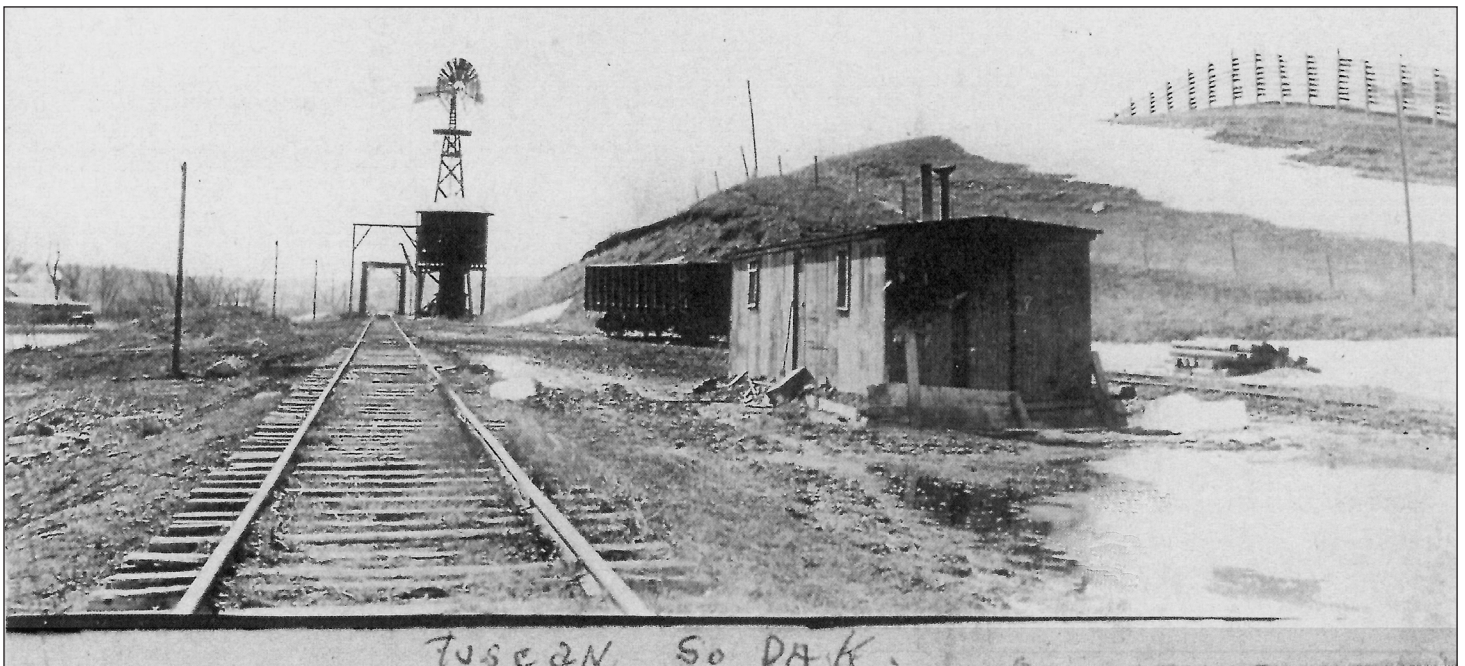


Photo courtesy of Robert (Bobby) M. Winter of Menno, SD

AREA RAILROAD HISTORY COLLECTED AND ASSEMBLED

The early settlement of the Dakota prairie could not be told without including the importance of railroads.

The movement of people, building supplies, house goods, seeds and livestock was made possible by the extension of railroads into eastern Dakota Territory.

Carnegie Resource Center

volunteer Donald Harrell has put a four-year effort into assembling some of the history of this great movement.

Donald began by assembling historical maps, photos, town plats, and stories into three-ring binders.

Using Mitchell as a starting point, binders titled: **DOWN THE TRACK, WEST;** **DOWN**

THE TRACK, NORTH; **DOWN THE TRACK, SOUTH;** and **DOWN THE TRACK, EAST** were put together. These binders concerned the Chicago, Milwaukee & St. Paul Railway (became known as the Milwaukee Road). **DOWN THE TRACK, EAST** brought the railroad to Mitchell in 1880.

This binder tells of the rail-

road passing through Canton, Worthing, Lennox, Chancellor, Parker, Marion Junction, Dolton, Bridgewater, Emery, Alexandria, Bard and to Mitchell. For each there is an early photo of the depot (and others that followed), a Town Plat, and perhaps a little history of that community.

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Milwaukee Road Dining Car Dinnerware

This pattern is named PUGET for the Chicago, Milwaukee & Puget Sound Railway, later named Chicago, Milwaukee and St. Paul Railway. The PUGET dinnerware was used on passenger trains on the mainline, Chicago to Seattle. Into the 1930's and forward, it was used on secondary lines such as Canton, SD to Rapid City, SD line that passed through Plankinton. During the 1940's and 50's it was removed from service and donated to the Milwaukee Road's Women's Service Clubs. and used for picnics and service club dining functions. These oval plates were used to serve large groups with round plates used for individual servings. There were many different plate patterns used throughout the Milwaukee lines. Travellers could dine on gourmet meals prepared by chefs on the train and be served in dining cars. Among items on the menu: oysters on the half-shell with cocktail sauce for 35 cents; broiled Lake Michigan trout with herbs for 50 cents; Salisbury steak/Creole for 45 cents; salads - lobster, shrimp, crab, or chicken for 50 cents; baked apples and cream for 20 cents; coffee, tea and hot chocolate for 15 cents a pot; and many other items with separate menu items for juveniles. Not all trains had dining cars.



Milwaukee Road diner car interior, n.d. Photographer: Unknown
<https://www.pinterest.ch/pin/300967187573163680/>

Larry Bunce, a noted railroad collector, provided information about the dinnerware. Part of the I.J. Carey collection located at the Carnegie Resource Center, Mitchell, SD

AREA RAILROAD HISTORY ...

cont. from page 5

The other **DOWN THE TRACK** binders are similar in nature. Much effort was put into tracking down early depot photos and town plats.

Next binders were to involve the Chicago, Milwaukee & St. Paul Railroad coming into what became South Dakota. In 1873, a rail line was built Sioux City, Iowa to Yankton, Dakota Territory. Its history became the binder titled: Sioux City to Yankton Line. Next binder was titled: Sioux City to Sioux Falls Line (1879). Along with these two binders came the binder titled: Marion Junction to Running Water Line, 1879. Next binder was the Napa to Platte Line (1900) and then the binder titled: Tripp to Stickney Line (1885/1905).

The Milwaukee binder titled: Madison to Wessington Springs Line was soon completed. This east-west rail line lies just north of Mitchell. Following that, the Madison to Bristol Line (1887) covering 103 miles was set into a binder.

Going back to Mitchell, Donald assembled a Chicago & NorthWestern RR binder titled: Mitchell to Sioux Falls, C&NW. The communities covered in this binder were: Riverside, Fulton, Farmer, Spencer, Salem, Montrose, Humbolt, Hartford, Ellis, and Sioux Falls.

A rather large binder came next covering the Hawarden, Iowa to Iroquois C&NW Line built in 1887. Found there are: Alcester, Beresford, Centerville, Hooker, Hurley, Parker, Monroe, Canistota, Salem, Unityville, Canova, Vilas, Argonne, Carthage, Esmond & Iroquois. Coming off that line was a binder titled: Centerville to Yankton C&NW Line with Wakonda, Volin, & Mission Hill.

The latest binder assembled was of the Great Northern Line, Sioux Falls to Yankton built in 1893. Communities found along this line were: Tea, Lennox, Naomi, Davis, Viborg, Aggergaard, Irene, Talmjo, Volin and Mission Hill.

Most interesting were many very small railroad communities researched such as: Betts, Bovee, Blaha, Beardsley, Plumb, Tuscan, Naomi, Hooker, and St. Mary's. Most of these are only a memory of someone who has long since passed. Donald at the Carnegie Research Center would appreciate any early depot photos to add to the Center's collection. The public is welcome to come to the Carnegie Research Center to view these binders of railroad history.



Passenger Train 4-6-2 locomotive #198
in front of the Mitchell, SD Depot
March 1948 C.M.StP.&P.RR

SELECTIVE DINNER

Price opposite each Entree includes the Full Course Dinner

Gulf Shrimp Cocktail	Tomato Juice Cocktail		
Crisp Golden Celery Hearts	Queen Olives		
Cream of Mushroom	Clam Broth		
Filet of American Sole, 1.00 <small>Remoulade</small>			
Select Dinner Steak, 1.25 <small>au Cresson</small>	Half Squab Chicken, 1.10 <small>Corn Fritter</small>		
Baked Potato	Green String Beans		
	Head Lettuce Salad <small>1000 Island Dressing</small>		
	Hot Dinner Rolls		
Pumpkin Pie <small>Cheese</small>	Cherry Sundae <small>Cake</small>		
	Liederkranz Cheese <small>Toasted Water Crackers</small>		
Coffee	Tea	Cocoa	Milk

Egg Entree substituted on request

Parents may share their portion of Selective Dinner with children without extra charge or Half Portion served at Half Price to children under 12 years of age

"HIAWATHA" DINNER

SIXTY-FIVE CENTS

Cream of Mushroom	Clam Broth		
CHOICE OF:			
Filet of American Sole, Remoulade			
Emince of Chicken, Olympian			
Fresh Tomato Omelet			
Baked Potato	Green String Beans		
	Hot Dinner Rolls		
Pumpkin Pie	Ice Cream		
	Liederkranz Cheese <small>Toasted Water Crackers</small>		
Coffee	Tea	Cocoa	Milk

50c "CHEF'S SELECTION PLATE MEAL"---Meat, Fish or Egg Entree 50c
A Satisfactory Meal at a Popular Price. Ask the Steward.

1927 Menu for the Chicago to Seattle OLYMPIAN

Dinner a la Carte

RELISHES

Lobster, Crab Flake or Gulf Shrimp Cocktail, 35
 Chilled Tomato Juice, 15
 Celery Hearts, 20 Garden Radishes, 10 Green Onions, 10
 Ripe Olives, 15 Queen Olives, 15 Sweet Gherkins, 15
 Sliced Tomatoes, 30 Sliced Cucumbers, 15

SOUPS

Cream of Mushroom, Cup, 15; Tureen, 20 Clam Broth, Cup, 15

FISH

Crab Flake au Gratin, 50 Filet of American Sole, Remoulade, 50
 Oyster Stew, 35 Fried Oysters, Tartar Sauce, 50

ENTREES

Half Squab Chicken, Corn Fritter, 65 Club Steak, 70
 Emince of Chicken, Olympian, 50 Spaghetti Italienne, 45
 Ham and Eggs, 50 Bacon, 50; Reduced Portion, 25
 Ham, 50; Reduced Portion, 25
Bread and Butter served with Fish or Meat orders

EGGS

Boiled, Fried or Scrambled, 25 Poached on Toast, 25
 Fresh Tomato Omelet, 40 Omelet, Plain, 30

VEGETABLES

Baked Potatoes, 10 Plain Boiled Potatoes, 15
 Fancy Green Peas, 15 Green String Beans, 15
 Stewed Tomatoes, 15

SALADS

Salad Bowl, 25
 Half Portion Heart of Lettuce, 1000 Island Dressing, 30
 Chicken, Lobster, Shrimp or Crab Salad, Mayonnaise, 50
 Fruit Salad, 30

DESSERTS

Pumpkin Pie, Cheese, 20 Baked Apple and Cream, 20
 Half Grapefruit, 15 Cherry Sundae, 20
 Ice Cream, 15 Ice Cream, Cake, 25
 The Cheese Crock, 15
 Philadelphia Cream or Old English Cheese, 15
 Toasted St. Johnsbury Crackers
 Liederkranz, Camembert or Roquefort Cheese, 20
 Toasted Water Crackers
 Preserved Figs, 20 Strawberry Preserves, 20 Sliced Pineapple, 15
 Orange Marmalade, 20 Individual Strained Honey, 20

BREADS AND BEVERAGES

Hot Dinner Rolls
 Assorted Breads with Butter, 10 Dry or Buttered Toast, 10
 French Toast, Currant Jelly, 25
 Ry-Krisp, 10 Milk Toast, 20 Cream Toast, 30 Hol-Ry Wafers, 10
 Coffee, per Pot, 15 Tea, per Pot, 15 Chocolate, per Pot, 15
 Cocoa, per Pot, 15 Kaffee Hag, 15 Sanka Coffee, 15
 Postum, 15 Malted Milk, 15 Milk, Individual Bottle, 10

FOOD FOR JUVENILES

Baby Soup, Fruits and Vegetables, 25
 Baby Soup Wax Beans
 Spinach String Beans Carrots Peas
 Tomatoes String Beans Prunes Beets Apple Sauce

Service rendered outside of Dining Car Twenty-five Cents Extra per Person
 Steward will furnish an envelope to patron desiring to mail this menu
 Passengers are respectfully requested to pay Waiter only on Presentation of Check
WM. DOLPHIN Superintendent Dining Cars
 Suggestions for the Betterment of the Service are invited
GEORGE B. HAYNES, Passenger Traffic Manager, Chicago, Ill.

E 2-J 27—3381

Part of the Mark Kimmel Collection, Salem, SD



Old Faithful . . . Yellowstone National Park

The Milwaukee Road

Front of the Menu featuring Old Faithful. Other menus had a variety of pictures on the covers.

Adventures at Bovee ... cont. from page 3

The conductor agreed to do this, but there was no depot or passenger service at Bovee, as yet.

The boys waited for the train to stop, not realizing that it would only slow down for their type of "exit". By the time the conductor called for them to get off, the train was again picking up speed. There was only one thing to do and that was to jump off, which they did. Both young men and their suitcases went rolling down the railroad embankment into the weeds. Gilbert and Peter were thus the first two persons to get off a passenger train at Bovee.

These experiences were related to Leo Nelson by his father (Gilbert Nelson).

Find these stories and more about that railroad line in a 3-ring binder titled: *Napa to Platte Line* at the Carnegie Resource Center.

Railroad Memories of Early Dante, South Dakota

In Southern Charles Mix County - 8 miles from Wagner and 8 miles from Avon

In a letter to Don Harrell, Don Kotab said, "it appears the train depot was built sometime around 1907-1908. Dante at that time was called Mayo, then later changed to Dante. The first depot agent was James Beaumont. He saw the first steam engine huff and puff into Mayo, now called Dante, with wheels clanking and groaning to a stop. Cans of cream and produce were shipped also, crates of chickens to the Omaha Cold Storage. Cattle, hogs, and hay were shipped to Sioux City. Passenger service was not yet available, only freight and mail. Hugh McGuire became depot agent in 1917 and held that position until sometime in the 1940's or 50's.

I have memories of waiting at the post office on the south end of Dante's main street along with many Dante residents. We would wait until the train would come in and deliver the mail which would be brought up to the post office and distributed.

My father, Frank Kotab, managed the grain elevator for over 20 years. I would work there in the summer and delivered many 'bills of lading' for cars of grain being shipped. Every car

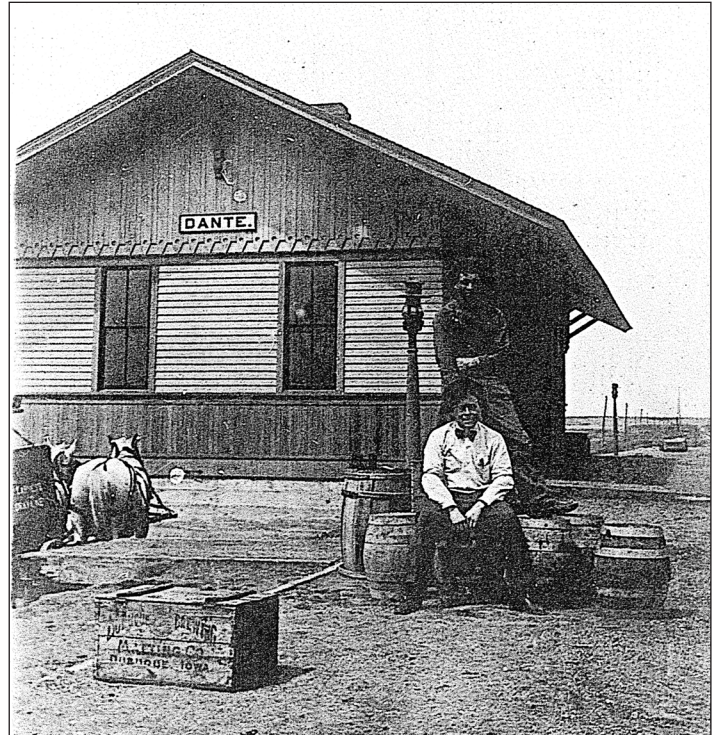
of grain had to be authorized by a bill of lading authorized by the Depot agent."

Find this letter and depot photos in the Railroad 3-ring binder titled: **Napa to Platte Line** located at the Carnegie Resource Center.

What's in a name? How did Dante get its name? This quote tells the story:

"DANTE (Charles Mix Co., pop 118) was first called Mayo for the owner of the town site, H.T. Mayo. One story says that Mayo renamed it Dante in honor of his favorite author, but a different version is that the railroad refused to locate a depot under the name Mayo, whereupon Mayo indignantly exclaimed "Call it Dante's Inferno, for all I care." It was founded in 1908."

Dante's name is explained in a resource book at the Carnegie Resource Center entitled *South Dakota Place Names* compiled by Workers of the Writer's Program of the Work Projects' Administration in the State of South Dakota in 1941. This book is a treasure trove for researchers of South Dakota.



Dante Milwaukee Railroad Station
The writing on the wooden crate reads "Dubuque Brewing and Malting Company, Dubuque, Iowa." One source says that mail and beer were the two major items received. Photo courtesy of Donald Kotab, Dante, SD

Marion Last Dollar

Marion is in Turner County- 35 miles southwest of Sioux Falls, SD

There are many side stories about the railroad and those people who made it go.

August Renk, born in Opcus, Germany, in 1858 came to Marion in 1883 with his wife Mary and daughter Anna was one of those people.

August found work immediately on the maintenance crew of the Milwaukee railroad in Marion.

In those days, Marion was a busy railroad center for the Mil-

waukee Road.

It was at Marion where the railroad split with a line going south to Running Water and another line extending to Mitchell. All the locomotives in those days were powered with coal. It had to be shoveled by hand, and this was August's work.

With job in hand, August obtained land in town and built a home for his family. At one time, August Renk was down to his last dollar and would not

be paid until the next weekend. He always went to early Mass on Sunday morning and decided to put the "last" dollar into the collection.

He hoped no money would be needed until payday. On his way home, he found a \$10 bill fluttering between the railroad tracks.

He took it into the depot and asked the station master if he thought they could find the owner.

The agent said "You found it, Mr. Renk; it's yours. With all the trains through here daily, it could belong to someone in Chicago."

With that, Mr. Renk told his wife that he gave the dollar to God and got it back ten-fold.

Find this story and many others like it in the railroad history binders located at the Carnegie Resource Center.



The rail line was first known as the Chicago, St. Paul, Minneapolis, and Omaha Railroad that came to Mitchell, SD in 1887. The name was later changed to Chicago & North Western Line. They also had a freight depot, a car repair facility, several mechanics, coach cleaners and a coaling facility with two coal handlers. This passenger depot was built in 1905 and razed in 1964. Mitchell's service was ended in 1972.

The Great Event—

Colonel Lindbergh

and his

“Spirit of St. Louis”

at Sioux Falls

Saturday, August 27, 1927

\$1.50

Round
Trip

Special Coach Train

Lv. Mitchell 6:10 A. M.

Ar. Sioux Falls 8:40 A. M.

Returning

Tickets will be good on regular trains Aug. 27 1927.

Longer Limited excursion tickets at higher fare

Further information upon request

A. Burdick Agent, Mitchell, S. D.

Chicago & North Western Line

Building repairs and construction continue at CRC

Just a bit to keep you updated on our progress. We are continuing to work hard at repairing the water damage. We still have more work to do. The walls underneath the dome are being repaired shortly and then repainted – The Oscar Howe Dome will not be touched. We also have file room that needs to be repaired and repainted.

These pictures are during the process of repairing the walls in the Gallery (also known as the area we have programs)



The work has started on the south wall in the gallery.



Gallery east wall – Ready for painting. (More pics page 10-11)

Corn Palace Room gets updated



We received a donation specifically to update this room. This picture was taken as we began the work in the Corn Palace Room.



We removed the orange shag carpet from the wall. We will be replacing it with something lighter in color.



Gary Sandness replaced the old ceiling tiles made of plywood with white ceiling tiles. This should make the room lighter also.



Ben Letcher and Bruce Huebner from Mueller Lumber replacing the plywood in the Corn Palace Room.



Widening the door between the Corn Palace Room and the Gallery. This is being done for ADA compliance. The “man with the saw” Doug Kaemingk smiles as he takes a break from working on the door.



Muth Electric installed new ceiling lights and additional outlets in our Corn Palace Room.



We are diligently working at obtaining a lift. Although work on the lift has not yet begun, we are hoping to complete that this year also. A lift will help us become ADA compliant. Any donations towards this project would be greatly appreciated.



Brett Stahl is priming in the gallery after the repairs are completed. LOOKING GOOD even with 1 coat left to go!



We haven't forgotten the bathroom. This room has received a new coat of repairs, paint and a little tweaking to hopefully accommodate a wheel chair. It is not completely done yet.



Travis Kelly and Andrew Thu from Midwest Drywall working in the bathroom.



Bathroom is repainted.

Carnegie Resource Center in need of atlases

The Carnegie Resource Center would like to increase their collection of South Dakota county atlases. During the past couple years several county atlases have been donated to our collection. If you have an atlas, not listed below, that you would like to donate please contact the Carnegie Resource Center at 119 W 3rd Ave. Mitchell, SD 57301 or call 605-996-3209.

*AURORA COUNTY, 1909 by Geo. A. Ogle & Co.
BON HOMME COUNTY, 1912 by Geo. A. Ogle & Co.
BON HOMME COUNTY, 1925 by G. W. Anderson
BRULE COUNTY, 1911 by Geo. A. Ogle & Co.
CHARLES MIX CO., 1912 by Geo. A. Ogle & Co.
DAVISON COUNTY, 1901 by E. Frank Peterson
DAVISON COUNTY, 1909 by Geo. A. Ogle & Co.
HANSON COUNTY, 1902 by E. Frank Peterson*

*HANSON COUNTY, 1910 by Geo. A. Ogle & Co.
HUTCHINSON COUNTY, 1910 by Geo. A. Ogle
LAKE COUNTY, 1911 by Geo. A. Ogle & Co.
KINGSBURY COUNTY, 1929 by Brock & Co.
SANBORN COUNTY, 1900 by E. Frank Peterson
SANBORN COUNTY, 1912 by Geo. A. Ogle & Co.
TURNER COUNTY, 1911 by Geo. A. Ogle
YANKTON COUNTY, 1910 by Geo. A. Ogle & Co.*

The Carnegie Resource Center's map collection includes several state maps of South Dakota (dated different years) and other area historical maps. We have gone to great expense to provide high quality museum storage for our maps. Maps have proven to be of great importance for historical research. Your donation is very much appreciated.

NEEDED:

MAHS and MAGS are in need of wooden book shelves for our expanding research materials. They need to be sturdy as they will eventually be completely filled with books and holding a lot of weight. Let us know if you have any available!

*Carnegie Resource
Center
119 West Third Avenue
Mitchell, S.D. 57301*

