

1190

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Norbeck-Nicholson Carriage House

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 910 East Second Street

City or town: Redfield State: South Dakota County: Spink

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B X C D

<u>Jay D. Vogt</u>	<u>11-20-2014</u>
Signature of certifying official/Title:	Date
<u>SD SHPD</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Lon Gibson H. Beall *1.21.15*
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: secondary structure

Current Functions

(Enter categories from instructions.)

DOMESTIC: secondary structure

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: CONCRETE

Walls: BRICK

Roof: OTHER: Fiber-Cement Shingle

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Norbeck-Nicholson Carriage House, built c. 1907, is located on the alley behind 910 East Second Street in Redfield, South Dakota. The carriage house spans part of the west end of Lots 1 and 2 in Block 2, of the Redfield Town Lot Company's Addition and is on the east side of the alley that runs north-south through the center of Block 2. The footprint of the carriage house covers approximately 1,197 square feet. The carriage house is located behind (west of) homes historically owned by Governor Peter Norbeck and Charles Nicholson, business partners who shared the carriage house. The one-and-one-half story building is rectangular in plan, with a hip roof covered with diamond-shaped fiber-cement shingles (with semi-circular joint caps) and wide eave overhangs supported by large wooden brackets. The carriage house rests on a concrete foundation. The northern two-thirds of the east and west elevations are constructed of brick laid in running bond. The north elevation is constructed of a combination of clay tile blocks and brick laid in running bond, and the southern one-third of the building is constructed of clay tile blocks with a brick veneer laid in running bond. The south and west elevations have concrete lintels and sills while those on the north and east elevations are stone. The concrete

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

lintels and sills are possibly later repairs. A gabled wall dormer is centered on each elevation. A brick chimney is located at the north end. The carriage house features multi-light wood windows, paneled wood entry doors, and highly ornamented historic wood carriage doors on the east and west elevations.

Narrative Description

Exterior – East Elevation

The east elevation faces the lawn behind (west of) 910 East Second Street. At the north end, two sets of large swinging doors are each capped by a ten-light transom and feature a pair of small oculus windows and diagonal wood strips. The upper half of each door contains decorative jigsaw work and has retained a curvilinear wood bracket chain motif from which each of the round windows are “hung”. The decorative woodwork connects the wooden circular frame surrounding the oculus windows to the jigsaw woodwork of the doors. A five-cross-paneled wooden entrance door with a stone lintel accesses the original stable section south of the two sets of large carriage doors. An eighteen-light awning window, with stone lintel and lug sill, is south of the entrance door. A centralized gabled wall dormer with returned eaves contains a paired eight-over-one wood casement window and original stone lintel and lug sill.

Exterior – South Elevation

The south elevation has a wide rectangular garage door opening on the first floor. In c.1968 the owners replaced a large wood garage door with an aluminum automatic opening door. A compatible steel I-beam encased by wood creates the lintel above the garage door. Contractors installed the beam in 2012 as the early wood lintel was rotted and sagging. At the same time, contractors installed a steel overhead garage door produced to appear as paneled wood to replace the aluminum door. Above the garage door, a central gabled wall dormer with returned eaves contains a twelve-light paired wood casement window with a stone lintel and lug sill.

Exterior – West Elevation

The west elevation faces the alley. Exterior features on the west elevation are similar to the east elevation. At the north end, two sets of large swinging doors are each capped by a ten-light transom and feature a pair of small oculus windows, and diagonal wood strips. The oculus windows are surrounded by a wooden frame: the south pair by a circular frame and the north pair by a square frame (installed by Mike Nicholson, descendent of Charles Nicholson, at an unknown date). The upper half of each door contains decorative jigsaw work. A five-cross-paneled wooden entrance door is directly below the loft door and is capped by a concrete lintel. South of the paneled door is a twenty-four-light awning window, with stone lintel and lug sill. A gabled wall dormer is offset south of the two sets of large carriage doors. It features returned eaves, an inlay wood loft door with diagonal wood strips, a stone lintel, and a concrete sill.

Exterior – North Elevation

On the north elevation a c.1960 one-story frame, one-car garage abuts the first floor. (This one-car garage is owned separately from the Norbeck-Nicholson Carriage House and is not included as part of this nomination.) Above, the carriage house’s original bracketed returned eaves, a single-stack chimney, and the gabled wall dormer are still visible on the exterior. The dormer

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

contains a twelve-light paired, wood casement window with stone lintel and lug sill. The original features of the north elevation are intact behind the abutting mid-century garage, the brick wall being visible from inside the c.1960 garage. If the modern garage were removed in the future, the carriage house would remain intact.

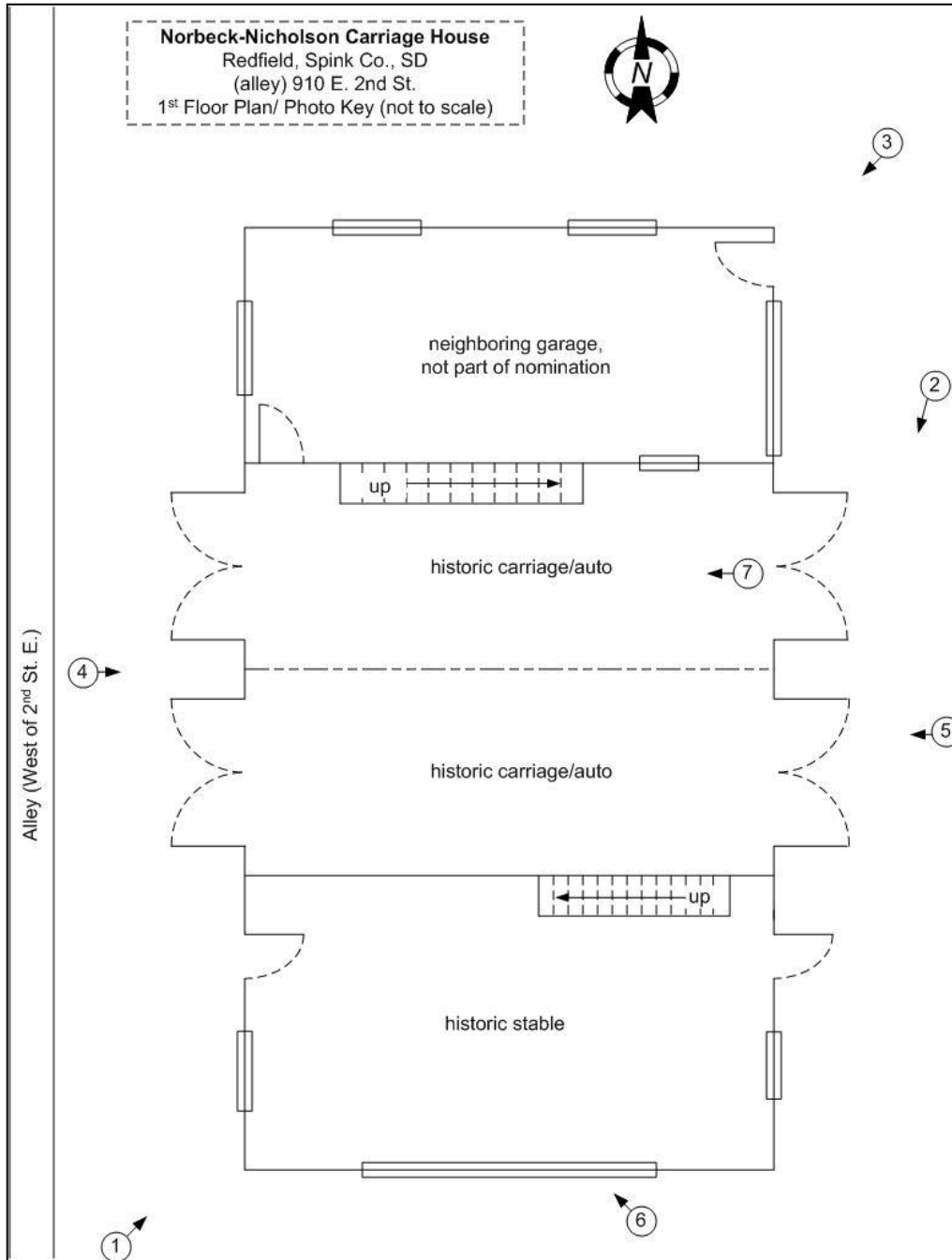


Figure 1:
1st floor plan, Norbeck-Nicholson Carriage House. (Map by J. Brosz, Microsoft Visio)

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Interior – First Floor (See Figure 1)

The first floor interior is divided into three main sections. The southernmost section of the first floor, now a garage, contained the original stable. North of this, the central and northern sections, now general storage, were originally used for carriage (or auto) storage. The stable area is separated from the carriage sections by a brick wall. The carriage sections are separated from each other by a wood partition wall.

The stable area is an open 22' 6" wide by 19' 6" long space with a concrete floor and exposed joists at the wood plank ceiling. The walls, with the exception of the brick (north) one, are white painted clay tile. Some of the blocks are stamped "A. C. OCHS, SPRINGFIELD".¹ At the northeast corner of the stable area, a wood stairway pulls down from the ceiling, using a rope and counter-weight system (the counterweight appears to be an old gear). The wood steps lead westward up into the attic/loft above the stable area.

Continuing north on the first floor, the central carriage section is an open 21'7" wide by 13' 6" long space with a concrete floor and cast concrete ceiling. The east and west ends of the ceiling are truncated, creating light wells for the transom windows above the carriage doors. These carriage doors are the only openings in the room. The walls in the central carriage section are brick, with the exception of the northern wood partition wall. There is a manhole centered in the floor with maker stamp "R.C. DE LA HUNT MANUFACTURER OF SEWER CASTINGS CEDAR RAPIDS IOWA". The manhole is currently the only access to the basement. The basement lies under the carriage rooms and still contains the boiler centered along the north foundation wall.

The northernmost carriage section is an open 21'7" wide by 14' long space with a concrete floor and cast concrete ceiling. The east and west ends of the ceiling are truncated, creating light wells for the transom windows above the carriage doors. The transom windows are hinged to open in an awning style. The east and west walls around the carriage doors are brick to the south of the doors and a combination of brick and tile to the north. The south wall is the wood partition wall with a metal I-beam at the top of the wood partition. The north wall is tile with an exterior of brick veneer and contains two openings: at the west end, a five-panel wood door with steel I-beam lintel, and at the east end, a twenty-over-one double hung wood window with steel I-beam lintel. The chimney is intact along the north exterior wall. At the northwest corner of the room, an open metal stairway leads eastward along the north wall up to the loft. Stamps on the stairs indicate they were made by the "N&N Co. Foundry" (Norbeck & Nicholson Company Foundry) in 1912, and thus are a possible early addition to the interior of the carriage house.

¹ Adolph Casimir "A. C." Ochs founded the Ochs Brick and Tile Company in Springfield, Minnesota in 1891. They produced brick and tile and eventually produced their key product, face brick. Ochs is the only remaining brick plant in Minnesota (as of 2011) but the name has been changed to Acme Brick.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

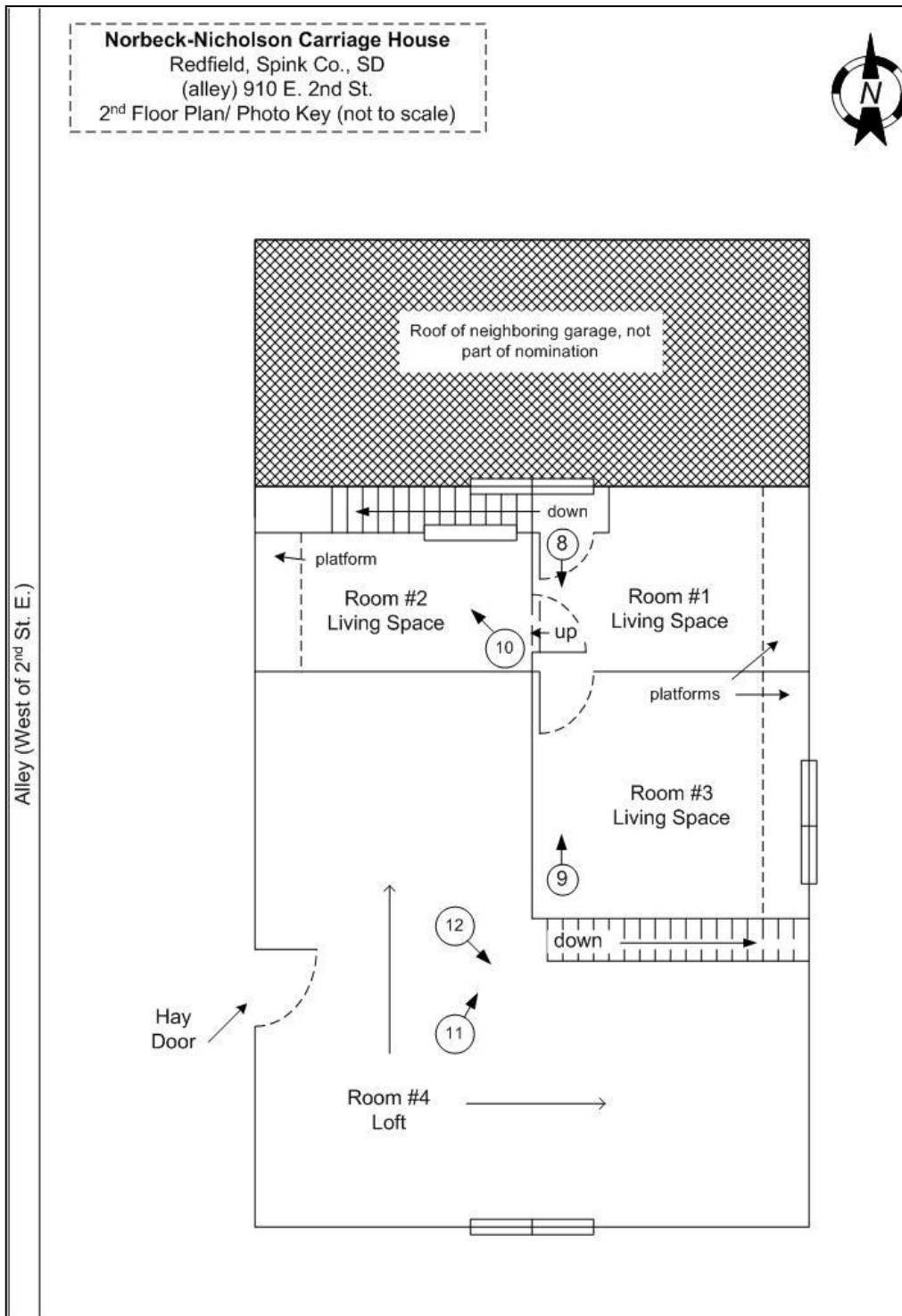


Figure 2:
2nd floor plan, Norbeck-Nicholson Carriage House. (Map by J. Brosz, Microsoft Visio)

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Interior – Second Floor (See Figure 2)

The upper loft level of the carriage house contains four rooms: three are finished (former living quarters) and one unfinished (former loft). There are two finished rooms at the northeast (see 2nd floor plan, room #1) and northwest (room #2) corners of the upper level, above the northern carriage section. There is a third, central-east finished room (room #3) above the east half of the central carriage section. The remaining upper level space is an unfinished L-shaped attic storage room (room #4) located above the south stable area and the west half of the central carriage section.

The metal stairway at the north end of the north carriage section leads from the northwest corner, eastward up to a wooden stair landing that ushers into the upper loft's three finished rooms in the north and central-east sections of the carriage house. The stair-width stairwell rises into a space between the north brick exterior wall and a wood-frame interior wall in which the back (north) side of the lathe and plaster is exposed. The exterior wall contains a paired, twelve-light, wood casement window with a bar slash pull centered within the wall dormer. The interior frame wall contains a window opening into room #2. Off the wood landing, a five-cross-paneled wooden door leads south into room #1. The door features an escutcheon plate with a cartouche motif within half-circle and a convex face door knob with a beveled ring and a scrolled motif.

Room #1 (northeast):

Room #1 is a 12'10" by 10'7" room with a wood floor, plaster walls, and a plaster ceiling. The ceiling at this half-story level slopes down at the north and east sides, echoing the slope of the hipped roof. Wood trim includes a three member molded wooden base board throughout the room and doorways with plain cap trim and round edge finished wooden base blocks on the north, south, and west walls. A built-in 12'10" long by 2'8 1/2" wide by 15" high wood platform with a wooden quarter round floor strip is adjacent to the east wall. A radiator was located in the southeast section on the platform as indicated by the pipe hookup. The purpose of the platform is to cover ramped concrete (the opposing side of the transom light well) and provide space for the radiator pipes. Centered on the west wall is a porcelain pull socket receptacle with a scrolled motif, as there are no window openings to light this room. At the south end of the west wall, the doorway opens to a 5 3/4" high step which leads into room #2.

Room #2 (northwest):

Room #2 is an 8'4" long by 10'5" wide room with a wood floor, plaster walls, and a plaster ceiling. The ceiling here slopes down toward the north and west walls. The floor contains a pipe hole in the northwest corner. This, along with shadow marks on the plaster wall, suggests this room was possibly a bathroom. The north wall contains a window opening framed with a plain cap trim that lets light into the room from the exterior, paired, twelve-light, wood casement windows beyond the stairwell. This wall also contains four small pipe holes in the northwest corner. The west wall has a built-in wooden 8'4" long by 18 3/4" wide by 8 1/2" high platform. A radiator was located in the northwest section on the platform. The purpose of the platform is to cover ramped concrete (the opposing side of the transom light well) and provide space for the radiator pipes. A three-member molded wood base board runs along all walls, except the north

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

wall where it has been removed, and the top of the platform against the west wall. The door opening in the east wall has a plain cap trim and round edge finished wooden base blocks.

Room #3 (central-east):

The doorway at the west end of the south wall in room #1 leads into room #3. Room #3 is a 16' long by 10'11" wide room with a wood floor, plaster walls, and a plaster ceiling. Here the ceiling slopes downward to the east wall with the exception of the space for the centered wall dormer. The ceiling has a square "attic opening" at the southwest corner which connects to the attic over the stable. Centered on the east wall, the wall dormer features an eight-over-one casement wood window with bar sash pull framed with a plain cap trim. The trim around the doorway on the north wall matches that of the previous rooms. The east wall has a built-in wooden 16' long by 3'3" wide by 17 1/4" high platform with a wooden quarter round floor strip. An intact radiator sits on top of the platform in the northeast section. The purpose of the platform is to cover the transom light well and provide space for the radiator pipes. A three member molded wooden base board continues throughout the room wrapping around the platform.

Room#4 (central-west and south):

Room #4 is an L-shaped 19 1/2' long by 22 1/2' wide (over the stable section) and 17 1/2' long by 11' wide (over the west central carriage section) unfinished space that cannot be reached from the finished rooms. The wood, pull-down attic stairway in the northeast corner of the stable area leads westward up into room #4. The floor of the attic is wood plank laid on a diagonal over the stable section and cast concrete over the carriage section. The cast concrete is sloped on the west side to accommodate the transom well within the carriage room below. The walls are a clay tile block, with the exception of the wood partition that cuts into the room at the northeast corner (on the opposite side of the wood partition is the previously described room #3). Many of the tiles feature the manufacturer's stamp, "A. C. OCHS, SPRINGFIELD". A central wood beam runs east-west over the stable section. The ceiling consists of exposed rafters. A paired, twelve-light, wood casement window with a bar sash pull is centered within the wall dormer on the south wall. Centered on the west wall within the wall dormer is a single-panel wooden hayloft door with diagonal wood strips and a rotating metal pull handle.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
TRANSPORTATION

Period of Significance

c.1907- c.1929

Significant Dates

c.1907

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Norbeck-Nicholson Carriage House, constructed circa 1907 in Redfield, Spink County, South Dakota is eligible for the National Register of Historic Places under Criteria A and C. The carriage house is locally significant under Criterion A for its association with early trends in vehicular transportation. It is also significant under Criterion C in the area of architecture as an important local example of masonry carriage house construction. This highly ornamental carriage house is the only multi-story masonry carriage house example in Redfield.

The period of significance begins with the construction date, c.1907 and continues to c.1929. By the late 1920s/early 1930s the automobile supplanted the horse and carriage as preferred mode of local transportation. The 1929 Sanborn Fire Insurance Map for Redfield indicated that by that date the Norbeck-Nicholson Carriage House served solely as a garage whereas the 1916 Sanborn Map indicated it served as both stable and garage. Thus c.1929 is used as the end of the period of significance marking the end of the building's significant role representing trends in the period of evolution from horse-drawn carriage to auto transportation.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A

The Norbeck-Nicholson Carriage House is locally significant under Criterion A for its association with early twentieth century trends in vehicular transportation. The carriage house represents trends in the period of evolution from horse-drawn carriage to auto transportation in that the structure housed both. Peter Norbeck and Charles Nicholson, business partners of substantial means, built this elaborate brick structure to house carriages, horses, and automobiles used for business and leisure.

The horse-drawn carriage was the primary mode of *personal* transportation in the United States in the nineteenth and early twentieth centuries. This animal-powered transportation hauled people and goods and was utilized by everyone: the poor, workers, farmers, lower middle class, and upper middle class. To keep both the animal and the carriage in good working order, it was necessary to build structures to house them and provide space for their requisite maintenance. Thus carriage houses or barns, which generally featured hayloft doors and ventilators, were built specifically to house carriages and horses.²

According to Robert F. Karolevitz in his publication *Old-Time Agriculture in the Ads*, "The Auto Age in the U.S. had its beginning in 1893 in Springfield, Massachusetts, when Charles E. and J.

² Roger Reed and Greer Hardwicke, *Carriage House to Auto House: A Guide to Brookline's Transportation Buildings to 1940* (Brookline, MA: Brookline Preservation Commission, Department of Planning and Community Development, 2002), 1, 5.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

Frank Duryea introduced what has been generally recognized as America's first successful gas auto. Within a single decade after that, the nation went car-crazy."³ Generally, wealthy "doctors, lawyers and the more affluent businessmen" owned the earliest automobiles.⁴ This trend also occurred in South Dakota. As John E. Miller explained in *Looking for History on Highway 14*, "The first automobiles to appear in South Dakota were luxury items, only for people affluent enough."⁵

At that time, however, roadways in America were not well-suited for transporting the new automobile. Having been rutted by the use of carriages and because of the lack of road maintenance, the automobile had a difficult time negotiating the countryside. "Prior to World War I, the conditions of the nation's roads were appalling: muddy, rutted, overgrown, and often washed out. These conditions made it difficult for Americans who owned automobiles to drive from one side of town to the other, let alone traverse the countryside."⁶ In addition, early automobiles did not provide protection from rain and snow. Thus, according to Miller, the horse and carriage retained an important role in transportation "until better roads were built and automobile performance improved."⁷

In this transitional period some new outbuilding designs were *created* to accommodate horses and automobiles under one roof. Leslie Goat, author of "Housing the Horseless Carriage," indicates, "New garages were often designed with floor plans, cupolas, and large sliding doors characteristic of carriage barns."⁸ Sometimes these familiar stable or carriage house features were an aesthetic homage rather than a functional element of the new auto house. For example, an early form of automobile storage known as the auto stable appeared in Brookline as early as 1901. Reed and Hardwicke assert, "This type was built specifically for the new machines [automobiles], but was in the more familiar form of the carriage house or stable. It came with a variety of roofs, but resembled the stable in the large wooden front door, and often had a non-operable hay door on the second floor. It had small windows and a utilitarian aspect."⁹

As automobile ownership became more widespread after 1910, livery stables and blacksmith shops became garages.¹⁰ The automobile was often referred to as a horseless carriage. Not surprisingly, "when it came to housing the automobile many owners looked to the carriage

³ Robert F. Karolevitz, *The Horseless Carriage: For Better or Worse*, Old-Time Agriculture in the Ads (Aberdeen, SD: Northern Plains Press, 1970), 105. [Hereafter cited as Karolevitz, *The Horseless Carriage*.]

⁴ Ibid.; Leslie Goat, "Housing the Horseless Carriage: America's Early Private Garages," *Perspectives in Vernacular Architecture* 3 (1989): 63.

⁵ John E. Miller, *Looking for History on Highway 14* (Pierre, SD: South Dakota State Historical Society Press, 2001), 13.

⁶ Nicole Christiansen, "Growing America One Mile at a Time: The Interstate Highway System" (History 358 paper, Northern State University [SD], 2012), 1.

⁷ Miller, 13.

⁸ Goat, 65-66.

⁹ Reed and Hardwicke, 21.

¹⁰ Robert F. Karolevitz, *Horseless and Remorseless*, Old-Time Autos in the Ads (Yankton, SD: The Homestead Publishers, 1973), 10. [Hereafter cited as Karolevitz, *Horseless and Remorseless*]

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

barn.”¹¹ As automobiles became available, many existing stables were altered to accommodate them. One simple adaptation was the replacement of barn doors with garage doors.¹² In her article, “A House for the Automobile,” Holly Wahlberg explains, “Well-to-do car owners, the first consumers to take advantage of the new transportation toy, converted a carriage house to a garage by removing horse stalls and turning the tack room into a tool room.”¹³

Goat asserts that garages did not become *plentiful* until the 1920s. She also indicates that the garage’s function began to change in the 1920s, shifting from maintenance to storage.¹⁴ By 1923, the garage was “pronounced ‘part of every modern home’.”¹⁵ Similarly, Harold P. Howard claims in his book *Say, Were Those Old Fashioned Cars for Real?* that “somewhere between the year 1920 [. . .] and 1930, the automobile came of age; that is to say, it became a necessity instead of a luxury.”¹⁶ The replacement of the horse and carriage by the automobile happened rapidly considering all of the other changes that had to occur to accommodate the automobile, such as roads, tires, tools, insurance, directions, and fuel.¹⁷

Carriage houses, therefore, facilitated the transition from horse and carriage to automobile in the burgeoning era of motorized transportation and the Norbeck-Nicholson Carriage House was no exception.

Peter Norbeck is most recognizable for his political career, but it was the artesian well drilling business that propelled him from working the family farm to becoming a business man of means and an influential citizen who eventually entered the political arena.¹⁸ Norbeck drilled his first successful artesian well in 1894, harnessing a skill that would allow him to bring much-needed water to pioneer farmers on the Great Plains for an affordable price. Norbeck met Charles and Oscar Nicholson while drilling in Davison County and took them into his business in 1898. The Norbeck-Nicholson partnership quickly achieved success. Some sources assert that Oscar Nicholson left the well drilling partnership soon after while Charles and Peter continued that business.¹⁹ Peter and Charles incorporated the Norbeck and Nicholson Co. in 1901 and the

¹¹ Goat, 65.

¹² Reed and Hardwicke, 11.

¹³ Holly Wahlberg, “A House for the Automobile,” *Old-House Journal* (July/August 1998), < <http://www.oldhouseonline.com/a-house-for-the-automobile/> > accessed 10/4/2011.

¹⁴ Goat., 62, 68.

¹⁵ Wahlberg.

¹⁶ Harold P. Howard, *Say Were Those Old Fashioned Cars for Real?: First Fifty Years of the Automobile 1893-1942* (Stickney, SD: by the author, 1973), 109.

¹⁷ Karolevitz, *Horseless and Remorseless*, 10.

¹⁸ Peter Norbeck served as the ninth Governor of South Dakota (1917-1921) as well as three terms in the U.S. Senate.

¹⁹ Leta Anne Nolan, *History of the Spink County Area: In Celebration of South Dakota’s Centennial 1889-1989* (Dallas, TX: Curtis Media Corp., 1989), 48; Fite, “Peter Norbeck, Prairie Statesman,” 21, 23. In 1905 Oscar accompanied Norbeck on the first automobile excursion from the Missouri River to the Black Hills. In 1917, Oscar Nicholson and Norbeck sold Wyoming oil properties they owned for over half a million dollars. (Fite, “Honor Roll,” 298; “Norbeck First to Black Hills by Auto.”)

Norbeck-Nicholson Carriage House

Spink County SD
County and State

Name of Property

partners purchased a machine shop with office and storage room in Redfield. Peter Norbeck served as president and owned the majority of the company stock. Sources conflict on the position Charles Nicholson held with the company after its incorporation. Various reports include vice-president, treasurer, and secretary-treasurer.²⁰

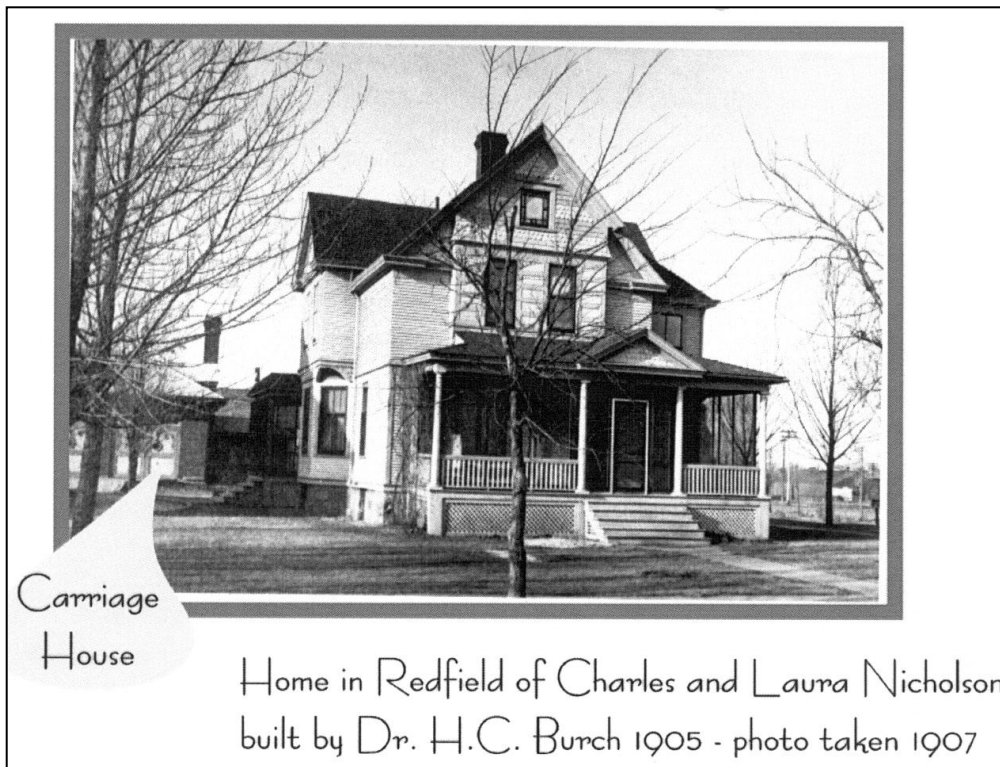


Figure 3: This 1907 photo shows the Norbeck-Nicholson Carriage House in the background. (Photo courtesy of Chalon and Karla Harris).

Peter and spouse Lydia Norbeck moved to Redfield in 1901, first renting a large home with a barn out back for their driving teams. In 1903, they constructed a large new home in what was then a new section of town within the Redfield Town Lot Company's Addition south of the railroad tracks.²¹ The address at that time was 304 S. Burns (later 908 E. Second St., now 910 E. Second St.) By 1906, Charles and spouse Laura Nicholson purchased the home next door to the Norbecks (then 302 S. Burns, later 902 E. Second St.). The Nicholson home had been built by Dr. H.C. Burch in 1905. A 1907 photo from the Nicholson family's personal collection shows the carriage house was built by that time (Figure 3).²² The Norbecks and Nicholsons authorized construction, co-owned, and shared the carriage house with an upstairs living quarters and

²⁰ Gilbert Courtland Fite, "Peter Norbeck: Prairie Statesman," *The University of Missouri Studies* 22, no. 2 (1948):14-16, 18, 21, 23; Kingsbury, 1217; Kingsbury asserts that Oscar W. Nicholson was v.p. and Charles the secretary-treasurer, which conflicts with reports that O.W. Nicholson was not a partner in the artesian well drilling business.

²¹ Lydia Norbeck, "Recollections of the Years," ed. Nancy Tystad Koupal, *South Dakota Historical Collections* 39, (1978): 27-30.

²² Photo provided to carriage house owner Mary Gillette by Chalon and Karla Harris. Karla is Charles Nicholson's Granddaughter.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

basement boiler room. The families also shared a single driveway between their homes, with an oval planter in the center, leading back to the carriage house. The earliest photo of this feature is 1912, but it is now non-extant.²³ The first Sanborn Fire Insurance map that records residences south of the railroad tracks in the Redfield Town Lot Company's Addition is 1916. The carriage house is depicted, spanning Lots 1 (Nicholson's) & 2 (Norbeck's) of Block 2 (See Figure 4). The south section of the carriage house is marked as a stable (symbol = X) and the north section is labeled "Auto." Here we see the structure bridging the evolving trends in transportation. The 1916 Sanborn also shows a small one-story brick bump-out, with a slate or tin roof, on the west

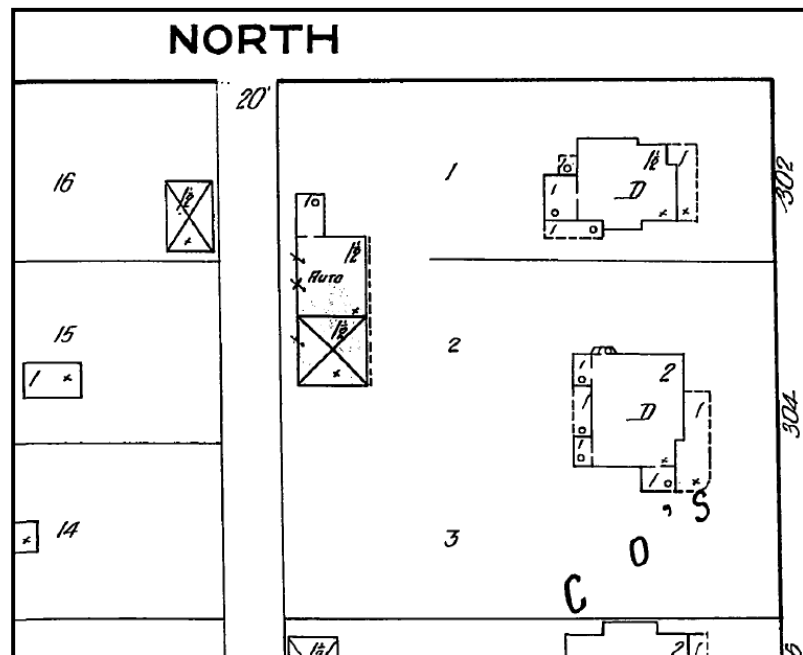


Figure 4: 1916 Sanborn Fire Insurance Map showing the Norbeck-Nicholson Carriage House.

1/3 of the north elevation. That feature no longer exists.²⁴ This was possibly an access to the basement and boiler. (Jerry Hansen told current owner Mary Gillette that in his youth he and other neighborhood friends played in the basement of the carriage house and they gained access through the northwest side.) This bump-out was still present in the 1937 Sanborn Map.²⁵ It would have been removed sometime prior to Mike Nicholson building the garage on the north side of the carriage house, which appears to date to c.1960.

Records of the Norbeck and Nicholson families' horse and auto ownership give us insight as to the uses of the carriage house. The stable section housed driving horses. According to Lydia Norbeck's memoirs, she and Peter had two driving teams prior to their move to Redfield. One team of horses she called the "big grays" and the other "our fine driving team, the blacks." At their claim shanty near Bloomington, SD, they housed the horses in a small barn. Peter "had to do a lot of driving to his well drilling rigs and soliciting for new wells," and he would leave one of the teams at home for Lydia. She frequently accompanied Peter on his trips, and they would turn the extra team of horses out on the prairie, leaving water in the trough. Peter asked Lydia not to drive the black horse team in his absence, as they were "high spirited and fast." Even so, Lydia harnessed and hitched them to the top buggy and drove them to visit her in-laws. She even drove them to meet Peter when he returned from his trip. When the Norbecks moved to

²³ Photo provided by Chalon and Karla Harris to Mary Gillette.

²⁴ Sanborn Fire Company, "Redfield, Spink Co., SD" (New York: Sanborn Fire Insurance Company, 1916), sheet 7.

²⁵ Sanborn Fire Company, "Redfield, Spink Co., SD" (New York: Sanborn Fire Insurance Company, 1937), sheet 7.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

Redfield, Lydia recalled they kept the driving teams in the barn in back of the house they rented. Peter and Lydia Norbeck had four children: Nellie, born Dec. 14, 1902; Ruth, born March 29, 1904; Harold, born March 20, 1907 and Selma a.k.a. Sally, born Nov. 5, 1910. As Lydia recalled, “the children had a little Shetland pony named William (for the President, William Howard Taft), but called Billy, and a phaeton [open carriage] to drive around the neighborhood. It was very popular with all of the children.”²⁶

Peter Norbeck and Charles L. Nicholson were on the forefront of the auto transportation transition (Figure 5). While most South Dakotans would continue to rely on the horse and carriage until the 1910s and 1920s, as affluent business men, Norbeck and Nicholson had the



Figure 5: Charles Nicholson (left) and Peter Norbeck, 1906. (Provided by Mary Gillette from *Karl Wegner Collection*)

means to own and sell automobiles in the first years of the twentieth century, when they were a luxury rather than a necessity. At the time, however, it was not practical to rely on auto transportation, particularly due to lack of good roads.

According to Lydia Norbeck in her “Recollections of the Years,” they purchased their first car when their first child, Nellie, born December 1902, was a baby. It follows that the Norbeck’s likely purchased their car c.1903-1904. Lydia’s story of the event portrays the novelty of the horseless carriage: “We bought our first car when Nellie was a baby just learning to talk. We took her for a ride in the new car, and I said to her, ‘Nellie, where are the horses?’ She replied, ‘all gone, all gone.’”²⁷

Charles L. Nicholson possessed great enthusiasm for the new gas-powered transportation and had the means with which to purchase new automobiles on the market. Descendants of Charles Nicholson have a picture of him sitting in the driver’s seat of what is believed to be his first automobile, a 1903 Cadillac complete with the optional squeeze bulb horn mounted on the steering wheel column (Figure 6).²⁸ In her journal, Charles’s mother, Christine recounted the experience of an early trip in this automobile: “Left the homestead at 10:30am and arrived in Redfield about 71 miles away at 8:30pm. The average speed was about seven miles per hour. This trip was made in the open air 1903 Cadillac. The roads were unimproved dirt and gravel, and the trip proved to be a dusty one.”²⁹

Norbeck and Nicholson were not only early auto owners, but also agents selling them. The inside back cover of the 1906 Norbeck & Nicholson artesian well company catalog announced:

²⁶ Lydia Norbeck, 24-25, 28, 35.

²⁷ Ibid, 28, 35.

²⁸ Photo provided by Chalon and Karla Harris to Mary Gillette.

²⁹ Transcription of Christine Nicholson’s journal passage provided to Mary Gillette by Chalon and Karla Harris.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

We are state agents for the celebrated Maxwell line of automobiles and after the use of a number of same for several years, under all kinds of conditions, we are prepared to state that these machines represent the most economical cars in the market when durability and absolute reliability, as well as simplicity, are under consideration. Write for catalog and prices.³⁰

The early Maxwell is found in several photos held by Nicholson's descendants. In one, Laura Nicholson is in the driver's seat of a 1905 Maxwell Model L with Charles's parents in the back seat. In another, Charles Nicholson is in a 1905 Maxwell, likely demonstrating it to potential buyers (Figure 7). A third photo shows onlookers and dignitaries examining a Maxwell automobile next to the Norbeck and Nicholson Foundry building (the present OK Tire building).³¹



Figure 6: Charles Nicholson in the driver's seat of his 1903 Cadillac. Next to him is his future wife Laura Bastian. Passengers are Anna and Eda Nicholson. (Photo courtesy of Chalón and Karla Harris).



Figure 7: Charles Nicholson in a 1905 Maxwell, likely demonstrating it to potential buyers. (Photo courtesy of Chalón and Karla Harris).

Peter Norbeck was the first person to drive an automobile from the Missouri River to the Black Hills and he accomplished this feat in the spring of 1905 after a couple failed attempts in the fall of 1904. Norbeck recalled, "There is no question that I drove the first automobile from the Missouri River to the Black Hills [. . .] in a single cylinder Cadillac leaving Redfield [SD] between April 5 and 10. I was accompanied by Oscar W. Nicholson [one of Norbeck's former business partners and Charles L. Nicholson's brother] and Ole Iverson, the latter being a mechanic. The old machine required frequent repair and adjustments."³² He continued, recalling the road conditions, as they had to contend with rain, mud, a river, and snow:

³⁰ Transcription of Maxwell ad from well company catalog provided to Mary Gillette by Chalón and Karla Harris.

³¹ Photos provided to Mary Gillette by Chalón and Karla Harris.

³² "Norbeck First to Hills by Auto," *The Sunshine State and Progress Magazine*, February 1925. (Copy located in South Dakota State Archives Norbeck biographical file).

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

The trip to the Missouri River was without incident. We left Ft. Pierre at daylight and we got out eighty-eight miles that evening, having had more or less mud to contend with during most of the afternoon. A real spring rain came on and we remained at a ranch house for a couple of days. [...] After the rain quit and the sun came out, we attempted to go but the gumbo was too heavy so we hired a ranch man to hitch onto the car. He accompanied us to the Frank Cottle place on the Cheyenne River. It required both the horse power and the motor power to navigate. That distance I recall is about thirty miles.

The Cheyenne River looked bad, but fortunately there were three riders about to cross when we reached the bank. They suggested helping us but I did not see what they could do as they had no harness. For the first time I learned that a horse would pull about as well from a saddle horn as from harness. The three riders hitched their ropes to the machine and took up through the stream on a gallop, the machine pounding onto the rocks in the river bed. It was fortunate indeed, that the machine was not smashed, but that thought never occurred to the horse men.³³

The conditions were so poor that Norbeck decided not to drive the automobile home; instead, he and Oscar Nicholson took the train and left Iverson to bring the car back:

On reaching Rapid City we got caught in a heavy snow storm, and rather than wait a week, Mr. Nicholson and I took the train home, via Chadron and Sioux City, and leaving the mechanic to bring the car home, which he did without difficulty after the snow had gone and the roads dried up.³⁴

As Peter Norbeck witnessed firsthand on his excursion to the Black Hills, at first, automobiles were not reliable or ideal sources of transportation due to mechanical failure and unimproved roads. It is unlikely Norbeck or Nicholson would have abandoned their horses and carriages when the novel autos arrived. Written and pictorial evidence indicates Norbeck and Nicholson both owned cars by the time the carriage house was constructed c.1907. Thus, we believe the structure originally housed both autos and carriages. As further evidence of this structure's transitional role, the 1916 Sanborn Map marked the south portion of the building as a stable and the north portion as "Auto."

For local comparison, the Redfield Sanborn maps provide some context regarding garage and stable ownership around the time the Norbeck-Nicholson Carriage House was built. The 1910 Sanborn does not extend to the Redfield Town Lot Co.'s Addition where the Norbeck and Nicholson homes stood. But, it does show outbuildings in the Original Town plat as well as Fisher & Foster's Addition and Myer's First Addition. In 1910, outbuildings associated with dwellings in these areas included 93 stables or barns, 10 auto houses or garages, and five buildings marked (like the Norbeck-Nicholson Carriage House) having both stable and auto functions contained in the same structure. In the 1916 Sanborn Map, outbuildings associated with dwellings included 69 barns or stables, 55 auto houses or garages, and 9 (including the Norbeck-Nicholson Carriage House) that housed both functions. The Norbeck-Nicholson Carriage House in Redfield was one of few to embody the transitional period from horse and carriage to automobile, functionally combining storage for both modes of transportation in one structure. It remains today a reminder of that transitional period in transportation history.

³³ Ibid.

³⁴ Ibid.

Norbeck-Nicholson Carriage House

Name of Property

Spink County SD

County and State

Criterion C

The Norbeck-Nicholson Carriage House is significant under Criterion C in the area of architecture as an important local example of masonry carriage house construction. This highly ornamental brick and tile carriage house, built c.1907, represents a limited and disappearing building type from the early twentieth century. It is the only multi-story masonry carriage house example in Redfield.

Carriage houses were originally built as outbuildings to house horse-drawn carriages and related tack when not in use. They ranged from small, utilitarian, one-carriage buildings to large, elaborate, multi-carriage buildings complete with living quarters. Common features of an average carriage house included a square or rectangular floor plan “divided internally in two sections [with] approximately half the building, including large double doors... allocated for the carriages [while] the other half included horse stalls,” a gabled roof, and dormers for ventilation and light.³⁵ Carriage houses were generally built at the back of a lot with access from the alleyway.³⁶ If horses were kept in the building, standard features included a ventilator and hayloft door.³⁷

The elegant exterior of some elaborate carriage houses and early garages resembled homes more than barns.³⁸ Jan Jennings notes in *Roadside America: The Automobile in Design and Culture* that “in the historical development of garage design, from 1904-30, the industry [. . .] used a variety of design strategies to make the garage appear less like a storage box. The most popular image for the garage was to make it house-like.”³⁹ Leslie G. Goat, author of *Housing the Horseless Carriage: America’s Early Private Garages*, indicates that the “more elaborate garages had machine shops, independent heating plants, and chauffeur’s quarters, as well as storage space for several vehicles.”⁴⁰

The Norbeck-Nicholson Carriage House exemplifies national trends in carriage house construction that is more elaborate in plan and materials. A brick and tile structure built to house horses, carriages, and automobiles, this significant carriage house is a one-and-one-half story, multi-carriage building with living quarters in the upper level.⁴¹ The carriage house is laid out on a rectangular floor plan, which is divided into two main sections: one section for the carriages, including the large double doors, and one section for the horse stall. The carriage house also features a hip roof with gabled dormers and a hayloft door. Norbeck and Nicholson had their clay tile blocks imported from Springfield, Minnesota as some blocks are stamped

³⁵ Reed and Hardwicke, 11.

³⁶ Foke T. Kihlstedt, “The Automobile and the Transformation of the American House,” *Michigan Quarterly Review* 19 (1980): 559.

³⁷ Reed and Hardwicke, 3, 5.

³⁸ Donald J. Berg, *American Country Building Design: Rediscovered Plans for 19th-Century Farmhouses, Cottages, Landscapes, Barns, Carriage Houses & Outbuildings* (New York: Sterling Publishing Co., Inc., 1997), 108.

³⁹ Jan Jennings, ed., *Roadside America: The Automobile in Design and Culture* (Ames, IA: Iowa State University Press, 1990), 95.

⁴⁰ Goat, 63.

⁴¹ Sanborn Fire Company, “Redfield, Spink Co., SD” (New York: Sanborn Fire Insurance Company, 1916), sheet 7.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

“A.C. OCHS, SPRINGFIELD”. Adolph Casmir “A.C” Ochs founded the Ochs Brick and Tile Company in Springfield, Minnesota in 1891, now known as Acme Brick. Face brick was developed and produced in the plant and this “smooth face brick” was the “key product of the company.”⁴²

A review of carriage houses recorded in the South Dakota State Historic Preservation Office survey inventory reveals extant examples of carriage houses typically built between 1900 and 1920 that are one-story, wood frame structures with a concrete foundation, gable or hip roof, and wood or asphalt shingles. Most carriage houses were simpler versions due to available materials. According to David Erpestad and David Wood, authors of *Building South Dakota*, “brick was never as prevalent a building material in South Dakota as it was in many other states.”⁴³ Compared to wood frame construction, brick was more desirable for its fireproof qualities. According to Erpestad and Wood, the earliest bricks were brought into South Dakota by steamboat and later rail. These shipping methods were too expensive and thus prompted local brickmaking, which began on a commercial scale in the late- 1860s to 1870s. South Dakota brickmaking continued into the early 1900s, but stones and other impurities in the clays (from heavily settled glacial areas) caused local bricks to weather badly. The arrival of the railroad in South Dakota brought competition from out-of-state brick manufacturers which spelled the end of the industry in South Dakota by 1910.⁴⁴

The Norbeck-Nicholson Carriage House is also significant for its decorative woodwork. The elegant exterior contains highly ornamental brackets, dormers, and decorative doors with jigsaw work, diagonal wood strips, and curvilinear wood bracket chain motifs. The interior also features wood molding on the baseboards throughout the loft living quarters, a seemingly excessive treatment for the upper level of a carriage house. The elaborateness of the Norbeck-Nicholson Carriage House indicates the affluence enjoyed by the Norbeck and Nicholson families.

The functional identity of the Norbeck-Nicholson Carriage House also followed national trends. The basement contained a joint coal heating system that serviced both the Norbecks’ and Nicholsons’ houses. A boiler is still located in the basement, but access to it is limited to the manhole in the southernmost carriage/auto stall. (The small one-story room that was once on the west half of the north elevation may have provided access to the boiler before the Nicholsons’ built the modern garage on the north side.) The first floor was utilized to house horses, carriages, and automobiles.⁴⁵ On a national scale, lofts above carriage houses could be used for hay storage. This would generally be an unfinished space with a hay door. This feature is present as

⁴² Patrick Smith, *City of Springfield Historic Context Study 2011* (Springfield, MN: by author, 2011), available online at <http://bit.ly/16pAGHk>.

⁴³ David Erpestad and David Wood, *Building South Dakota: A Historical Survey of the State’s Architecture to 1945* (Pierre: SD State Historical Society Press, 1997), 23.

⁴⁴ “Nearly all bricks used in South Dakota buildings between 1910 and 1927 were imported, usually by rail, from such places as Chaska, MN; Mason City, IA; and Omaha, NE (Ibid., 23-24).

⁴⁵ Sanborn Fire Insurance Maps of Redfield 1916, 1929, 1937.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

an L-shaped loft at the south and east sides of the second floor above the first floor stable (see second floor plan, Figure 2, room #4). Finished loft space provided living quarters generally used by a stableman, mechanic, or chauffeur. According to Mary McClure Bibby, a previous owner of the carriage house, the Norbeck-Nicholson Carriage House loft provided an apartment for a man who tended to the furnaces and horses.⁴⁶ There are three finished rooms in the loft. Pipe holes in the walls and floor along with shadows of a toilet tank/stool, sink, and a bathtub remain in the northwest loft room (see second floor plan, Figure 2, room #2), which indicates this room was utilized as a bathroom. The other two rooms were likely living and sleeping quarters (see second floor plan, Figure 2, rooms #1 and #3).

The Norbeck-Nicholson Carriage House was built at the dawn of the automobile era and followed national trends in the transportation transition from horse and carriage to automobile. This brick and tile structure represents a limited and disappearing building type from the early twentieth century. It survived through conversions typical for barn/carriage house adaptive reuse to accommodate larger vehicles over time. The overhead garage door at the south end allowed the stable space to be converted to a garage. The historic carriage/auto rooms, with the swinging double doors, became storage space.

The Norbeck-Nicholson Carriage House retains historic integrity that conveys its significance. It is in its original location on the alley. The carriage house retains its original form with the exception of the removal of a small one-story room on the north side. This likely occurred when the Nicholsons' built an adjacent modern garage (c.1960). The modern garage, under separate ownership, simply abuts the carriage house and if it were removed in the future it would leave the north carriage house wall intact. The Norbeck-Nicholson Carriage House retains the plan that relays its historic functions, including the first floor stable and carriage/auto storage rooms, and the hay loft and living quarters on the second floor. The carriage house retains its important design features including brick and tile construction; large wood double doors for carriage or auto entry; decorative woodwork on the carriage doors; multi-light transoms over the carriage doors; wide eaves with wood soffits ornamented by large scrolled wood brackets; the wood hay door; multi-light wood windows with stone sills and lintels; wood paneled entry doors; gabled dormers with eave returns accented by wood brackets; a brick chimney on the north end; the early metal stairway from the Norbeck & Nicholson Foundry on the interior; counterweighted wood pull-down stairway to the hay loft; and original second floor interior wood molding and casing around windows and doors, and molded wood baseboards.

The uniqueness of the Norbeck-Nicholson Carriage House's construction materials is evident in historic Sanborn Fire Insurance Maps, comparing it to other outbuildings lining Redfield's alleys. In the 1892, 1898, and 1904 Sanborn maps for Redfield there are no masonry outbuildings. Most early twentieth century residential outbuildings were one-and-one-half to two-story wood frame structures classified as either stables or garages. In the 1910 Sanborn maps for Redfield, the only masonry outbuildings are two brick heating plants associated with

⁴⁶ Email correspondence from Mary Gillette to Jennifer Brosz, August 12, 2011. (A relative of the man who lived in the apartment now lives in Brookings, and verified this information for Mary [McClure] Bibby, who passed it along to Mary Gillette).

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

institutional buildings (Redfield College and Central High School). The Norbeck-Nicholson Carriage House was built by 1910; the Sanborn just didn't extend to that addition. By 1916, the Sanborn maps only show two residential properties with outbuildings constructed of something other than wood framing: The brick Norbeck-Nicholson Carriage House (with stable and auto rooms) and a one and one-half story concrete block "stable" behind a dwelling at 204 ½ W. Franklin (111 7th Ave. W). The latter is non-extant. The 1929 Sanborn maps show only two additional masonry outbuildings. There is a one-story brick garage at 220 Fifth Ave. E., and a large one-story tile garage at 201 7th Ave. E. The garage at 201 7th Ave. E. is non-extant (there is a modern home occupying that lot). The masonry garage at 201 7th Ave. E. remains, but it is vernacular and much smaller in scale compared to the grand Norbeck-Nicholson Carriage House. The Norbeck-Nicholson Carriage House was of unique local construction when it was built, and it is the only example of a multi-story masonry carriage house remaining in Redfield.

Developmental history/additional historic context information (if appropriate)

Abbreviated Biography of Peter Norbeck

Peter Norbeck, one of the original co-owners of the carriage house, became the first South Dakota-born governor of the state. He was born on August 27, 1870 near Vermillion (Clay County) in Dakota Territory. Peter was the first child of George and Karen Norbeck. George, born Goran Person Kjostad in Sweden in 1836, moved to Norway for better economic opportunity when he was eighteen. He came to America in 1866 where he farmed and also served as a Lutheran minister. Peter's mother, Karen Larsen Norbeck (Karen Larsdatter Kongsvik) came to America from Norway in 1869.⁴⁷ Peter Norbeck spent his early years working on farms, and in 1887 he "attended the first of three terms at the University of Dakota in Vermillion."⁴⁸ Peter married Lydia (Andersen) on June 7, 1900. Lydia was born in Wisconsin and her family later settled in the Bloomington area.⁴⁹

As a farmer, a water shortage impressed upon Norbeck the need for a dependable water supply. His community suffered from lack of rainfall and in many years less than what was needed for crop production. It was particularly tough during the droughts of the late 1880s and early 1890s. Well drilling, at that point, was expensive and not always successful. According to Norbeck biographer Gilbert Fite, Peter's father "purchased an old well-drilling machine from Clay County in the summer of 1892 where farmers were drilling deep wells. He hoped to achieve the same for his farm in Charles Mix County."⁵⁰ George Norbeck turned the outfit over to Peter. Fite describes the technology at the time as follows:

The machine operated on what was known as the jetting principle. The bit was fastened to the end of a drill rod

⁴⁷ Nellie Norbeck Wegner, "Peter Norbeck," *South Dakota Historical Collections* 22 (1946): 305; Fite, "Peter Norbeck: Prairie Statesman", 9 - 11.

⁴⁸ Nolan, 48.

⁴⁹ Selmer Nelson, *When the Bell Tolded 1883-1983: Bloomington Lutheran Church and Cemetery* (Garretson, SD: Sanders Printing Co., 1983), 42.

⁵⁰ Fite, "Peter Norbeck: Prairie Statesman," 15.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

or drill string of hollow wrought iron pipe. Mud pumped down inside the drill string returned to the surface in the hole outside carrying up the cuttings of the drill and also plastering the sides of the hole to prevent caving. The machine dropped the drill rod and operated the pump. As it lifted the drill rod and let it drop, the pump forced water through the hollow pipe and this in turn forced the drillings from the well. The power was furnished by a single horse walking in a circle, although the large rigs used steam power.⁵¹ [Soon changed to gas-power]

Peter studied publications distributed by the manufacturers of well-drilling equipment and observed rigs in operation. He began to rebuild the machine his father gave him and Peter Norbeck, with his cousin Peter Erickson, began drilling attempts in 1892. Early attempts were not successful and Peter continued to farm and also served as township constable. But Norbeck and Erickson completed their first successful well in 1894 at a farm in Davison County near Mt. Vernon. Norbeck picked up favorable publicity. Drilling in Charles Mix and surrounding counties, Norbeck charged a price local farmers could afford (at least one-fourth the amount charged by out-of-state firms).⁵²

While drilling in Davison County, Norbeck met brothers Charles and Oscar Nicholson. They joined together in the well drilling business in 1898. One source claims that Oscar Nicholson left the well-drilling business early on, but we know he remained close to Norbeck as a friend and business associate.⁵³ (Oscar accompanied Norbeck on the first automobile trip from the Missouri River to the Black Hills in 1905. Later, in 1917, Oscar and Peter sold their Wyoming oil holdings for over half a million dollars.) Charles Nicholson and Peter Norbeck continued in the artesian well drilling business for 23 years, amassing great success. They continued to make improvements and Peter traveled to Illinois to commission custom designed well-drilling equipment. They were soon able to drill to 1700 or 1800 feet in the 1890s, whereas other outfits were limited to about 800 feet.⁵⁴



Figure 8: Early 1900s Norbeck & Nicholson Co. promotion (Courtesy of Mary Gillette).

⁵¹ Ibid., 16.

⁵² Ibid., 16-19.

⁵³ Nolan, 48.

⁵⁴ Fite, "Peter Norbeck: Prairie Statesman," 21; Gilbert Fite, "Honor Roll: Peter Norbeck, Deceased, Former U.S. Senator," *South Dakota Historical Collections* 22 (1946): 297-298; Nolan, 48.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

By 1901 Peter Norbeck and Charles Nicholson had fifteen well drilling outfits in operation. In 1901, they decided to establish their permanent base of operations further north “in the heart of the artesian basin.”⁵⁵ Thus, in the summer of 1901 they moved most of their drilling equipment to Redfield and purchased a machine shop with office and storage room. They decided to incorporate their business. The charter was granted on September 26, 1901 with a capital stock of \$60,000. According to Fite, Peter Norbeck was president and owned a majority of the company stock, and Charles Nicholson served as vice president and later treasurer. In his 1915 *History of Dakota Territory*, Kingsbury conflicts this by stating that Charles served as secretary-treasurer and in 1915 Oscar W. Nicholson was vice-president. The company grew rapidly. By 1905 the Norbeck and Nicholson Company had 25 artesian well rigs in operation in South Dakota alone. Based out of Redfield, they covered the Dakotas as well as parts of Nebraska, Iowa, Minnesota, Wyoming, and Montana. In 1905 Norbeck and Nicholson formed the North Dakota Well Company of Oakes.⁵⁶



Figure 9: The Norbeck Family at Redfield, 1911. The children (from left) are Harold, Selma (“Sally”), Nellie, and Ruth. (Courtesy Mary Gillette via *Karl Wegner Collection*).

Peter and Lydia Norbeck rented a house in Redfield in 1901. After the birth of their first child, Nellie, in December 1902, the Norbecks decided to build a home in the new section of town, south of the railroad. They were nicely settled by the time their second child, Ruth, arrived in March 1904.⁵⁷ In 1906, Charles and Laura Nicholson bought the house next to Norbeck’s on the north side.⁵⁸ The carriage house and boiler room were built circa 1907 and the two co-owned and shared it.

The Norbeck and Nicholson Well Drilling Company became the largest well-drilling company, not only in South Dakota, but throughout the entire northwest frontier.⁵⁹ As the business expanded, the partners built a new headquarters in Redfield in 1908 (currently the site of OK Tire Company).⁶⁰ This new building was a two-story building made with concrete blocks which included a machine shop, three offices, storage space, and dormitory rooms.⁶¹ Through this expansion, Norbeck became quite well known throughout the state, which later aided him in his bid for political office. According to Captain C. H. Ellis in his *History of Faulk County South Dakota* published in 1909, Norbeck and Nicholson were “pioneers

⁵⁵ George W. Kingsbury, *History of Dakota Territory*, vol. 5, *South Dakota: Its History and Its People*. (Chicago: The S.J. Clarke Publishing Company, 1915), 1217; Fite, “Peter Norbeck: Prairie Statesman”, 23.

⁵⁶ Fite, “Peter Norbeck: Prairie Statesman”, 21-24; Nolan, 48.

⁵⁷ Lydia Norbeck, 29.

⁵⁸ *Ibid.*, 33.

⁵⁹ Fite, “Honor Roll: Peter Norbeck,” 298.

⁶⁰ Lydia Norbeck, 28; Nolan, 49.

⁶¹ Fite, “Honor Roll: Peter Norbeck,” 297.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

in the artesian well business, or rather they were the first men to put the artesian well business in the reach of the people . . . making it possible for them to utilize the life-giving force, not only for drinking purposes, but for power.”⁶²

The Norbeck and Nicholson partnership thrived for twenty-three years. Norbeck was expanding his influence in other areas. According to Fite, during Norbeck’s years as governor he “was unable to give his well-drilling business much personal attention. He supervised only in a general way and most of the active management was left to his brother George and to Charles Nicholson.”⁶³ By 1918, the firm had drilled approximately 8,000 artesian wells and business continued with success during the period immediately after WWI. According to Nolan, the partnership thrived for 23 years, until disagreements between the Norbeck and Nicholson led to its dissolution. When the company dissolved in 1924 it had completed over 12,000 wells. Norbeck purchased most of the well drilling equipment and reincorporated the Norbeck Company. With Peter busy in politics, he hired his brother George to operate the firm.⁶⁴

Norbeck’s political stance was becoming more potent along with his popularity through his business endeavors. This made him a natural candidate for public office. Olson argues that “Norbeck’s contacts with farmers and his knowledge of farm conditions gained through his well-drilling activities may have played a part in his decision to enter politics,” and in 1908 he entered the political arena.⁶⁵ He was elected as a representative of Spink County in the South Dakota State Senate. He served six years as a state senator before successfully running for lieutenant governor in 1914.⁶⁶ This was an important decision because in South Dakota, at that time, began a trend which was termed “apostolic succession” where the lieutenant governor went on to become governor and then United States senator.⁶⁷ Norbeck’s candidacy for the 1914 election was successful in that he received more votes than the elected republican governor.⁶⁸

In 1916, Norbeck was elected governor on a “progressive” Republican platform. He served as the state’s first South Dakota-born governor from 1917 to 1921.⁶⁹ His two terms as governor show a remarkable influence on the legislators, which led to the passage of a great deal of progressive legislation including the state-owned rural credit system, cement and coal plants, and, in 1918, a notable state constitutional amendment: women’s suffrage.⁷⁰ Linda Hasselstrom, in her book *Roadside History of South Dakota*, informs that, as governor, besides asking the legislature for rural credit, Norbeck asked for money to construct arterial roads and to establish a wildlife refuge system. He also requested money to supply free textbooks for school children. He called for a state office to help farmers market crops and instituted studies on workers’

⁶² Captain C. H. Ellis, *History of Faulk County South Dakota* (Aberdeen, SD: North Plains Press, 1973, originally published 1909), 486-487.

⁶³ Fite, “Peter Norbeck, Prairie Statesman,” 78.

⁶⁴ Nolan, 48-49; Fite, “Honor Roll: Peter Norbeck,” 298.

⁶⁵ Richard O. Olson, “The Public Career of Peter Norbeck: 1908-1921” (Thesis, University of South Dakota, 1941), 6.

⁶⁶ Fite, “Honor Roll: Peter Norbeck,” 298-299; Nolan, 49.

⁶⁷ Fite, “Peter Norbeck: Prairie Statesman,” 47.

⁶⁸ Nolan, 49.

⁶⁹ Fite, “Honor Roll: Peter Norbeck,” 299; Nolan, 49.

⁷⁰ Nolan, 49.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

compensation, state hail insurance, state-owned flour mills and terminal elevators, development of water power resources, and a state-owned coal mine.⁷¹

Norbeck also organized a state park board from which Custer State Park, located in South Dakota's southern Black Hills, was created. Through his efforts as a state legislator and governor, this state park became a reality. He also helped plan the park's roads, including Needles Highway.⁷²

In 1920, Norbeck was elected to the United States Senate and served as the state's first South Dakota-born senator. He was reelected in 1926 and again in 1932 and served as U. S. Senator until his death in 1936.⁷³ While in the Senate, he sponsored legislation that led to the conservation of unique native areas for the enjoyment of the populace. Not only did Norbeck help establish Custer State Park, but he helped create Wind Cave National Park, Grand Tetons National Park, Badlands National Monument which includes Iron Mountain Road, and Mount Rushmore National Memorial.⁷⁴

For Mount Rushmore, Norbeck assisted in the selection of the sculptor Gutzon Borglum, in the selection of the site, raised funds to finish the project, and urged the inclusion of Theodore Roosevelt in the monument.⁷⁵ Norbeck believed that people would be attracted to the state to see its wonders and through his foresight these projects have turned out to be some of the state's most important recreation and tourist areas. Norbeck was proved correct since tourism has grown to be a crucial contributor to the state economy.

Abbreviated biography of Charles Nicholson

Charles L. Nicholson was born in Chicago, Illinois on December 25, 1873. Charles' parents Bengt T. and Christine Nicholson were natives of Sweden who arrived in Dakota Territory with the family in the spring of 1883.⁷⁶ According to George W. Kingsbury in *History of Dakota Territory*, Charles' father, B. P. Nicholson, filed on a homestead in Blendon Township, Davison County.⁷⁷ B.P. Nicholson "developed and improved [the homestead] converting it into one of the best farms in that locality . . . thus becoming one of the well-to-do farmers of his part of the state."⁷⁸ Charles had six siblings (two lost in infancy). Surviving were: Anna M., Oscar W., Eda L., and George.⁷⁹

⁷¹ Linda Hasselstrom, *Roadside History of South Dakota* (Missoula, MT: Mountain Press Publishing Co., 1994), 69.

⁷² Fite, "Honor Roll: Peter Norbeck," 301; Nolan, 49.

⁷³ Ibid. (both)

⁷⁴ Wegner, 306-307; Nolan, 49.

⁷⁵ Nolan, 49.

⁷⁶ Kingsbury, 1217; 1900 Federal Census (Bengt T. Nicholson Family of Davison Co. SD); "Charles L. Nicholson Dies at Home Here Last Night," *Redfield Evening Journal Observer*, 11 August 1937, front page.

⁷⁷ Kingsbury, 1217.

⁷⁸ Ibid.

⁷⁹ Ibid.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State



Figure 10: Charles and Laura Nicholson and family: In arms – Clayton; Standing – Marlan; In carriage – Lorene. (Photo courtesy of Chalou and Karla Harris).

Charles worked the family farm near Mt. Vernon until he was 22. He then entered into a partnership with Peter Norbeck under the Norbeck and Nicholson Company. Kingsbury stated that when the artesian well company incorporated at Redfield in 1901, Charles Nicholson was elected secretary-treasurer. However, Gilbert Fite claims that Charles started as vice president and later became treasurer. Oscar W. Nicholson, Charles' brother, was certainly involved in partnership with Charles and Peter when they started drilling wells together in 1898. Oscar either left the business before it incorporated, or went on to serve as the company vice president. Sources are conflicting. Kingsbury also states that Charles' brother, George Nicholson, worked as an artesian well contractor.⁸⁰

Kingsbury described Charles Nicholson's role in the Norbeck and Nicholson artesian well company in 1915 as follows: "He bends his energies to administrative

direction and executive control and his efforts have been an important element in the substantial growth and development of the business, which is today one of the most important enterprises of the state."⁸¹ At that time the Norbeck and Nicholson Company employed 300 workmen.⁸²

Charles Nicholson married Laura D. Bastion in January of 1906. Laura, the daughter of August and Charlotte Bastion, was of German lineage and her family came to South Dakota from Illinois.⁸³ Charles and Laura purchased the home next door (north of) the Norbecks in 1906. In c.1907 they commissioned and shared ownership of the carriage house that straddled their property lines next to the alley behind their homes. Charles and Laura had five children, three who survived into adulthood: Marvin (died in infancy), Marlan, Clayton (died as a young adult), Lorene, and Donald (aka Mike).⁸⁴

Charles Nicholson's business endeavors stretched beyond the artesian well business. By 1915, he was president of the Interstate Surety Company, president of the Redfield Town Lot Company, and President of the Northville (SD) State Bank.⁸⁵

⁸⁰ Ibid.; Fite, "Peter Norbeck: Prairie Statesman," 23.

⁸¹ Kingsbury, 1217.

⁸² Ibid.

⁸³ Ibid., 1218.

⁸⁴ *Redfield Evening Journal Observer*, 11 August 1937.

⁸⁵ Kingsbury, 1217.

Norbeck-Nicholson Carriage House

Name of Property

Spink County SD

County and State

Nicholson was also influential in political circles. As Kingsbury described, “He stands with the progressive element of the Republican Party and was a delegate to the national progressive convention held in Chicago in 1912. [...] He was nominated as a state committeeman and has held some local offices, serving for four years as alderman of Redfield. For several years he was chairman of the No License League of Redfield [...] and during the first few years of his activities in that connection the city and county voted to no longer license the liquor traffic, thus introducing a force for temperance.”⁸⁶

Nicholson was active in fraternal circles. He was a Commandery Mason and belonged to the Elks Lodge No. 1046 at Aberdeen, SD. He was also a member of the Redfield Odd Fellows, United Workmen, and Modern Woodmen of America.⁸⁷

Peter Norbeck and Charles L. Nicholson maintained their partnership in the Norbeck and Nicholson Well Drilling Company for over twenty years before the company dissolved in 1924. Norbeck then reincorporated the company, simply called the Norbeck Company, with his brother George at the helm.⁸⁸ Charles shortly “retired from the well drilling business and . . . devoted his time to looking after his business and farming interests.”⁸⁹ Charles L. Nicholson passed away at home on Tuesday, August 10th, 1937 due to ill health.⁹⁰

Carriage House Ownership

The carriage house spans part of the west end of Lots 1 and 2 in Block 2, Redfield Town Lot Company Addition to Redfield. The land historically associated with the carriage house in deed transfers includes: the West 50’ of the South 50’ of Lot 2, the West 50’ of the North 50’ of Lot 3, and **the West 50’ of the North 10’ of Lot 2, and the West 50’ of the South 9’ of Lot 1**, all in Block 2, Redfield Town Lot Company Addition to Redfield. The Redfield Town Lot Company platted their Addition on August 3, 1903. At that time, J.A. Kiser served as president of the company. By April 13, 1910, Charles L. Nicholson served as president of the Redfield Town Lot Company.⁹¹

The parcel in bold letters above was owned by members of the Nicholson family until it was deeded on May 17, 2005 to Galen G. and Mary M. Gillette. Mary Gillette is the present owner, and she is working with the South Dakota State Historic Preservation Office to preserve the carriage house and brought forward the request to have the property listed on the National Register of Historic Places. Mary Gillette owns the Spink County Abstract Company and has

⁸⁶ Ibid., 1218.

⁸⁷ Ibid.

⁸⁸ Lydia Norbeck, 61-62.

⁸⁹ *Redfield Evening Journal Observer*, 11 August 1937.

⁹⁰ Ibid.

⁹¹ (Correspondence) Mary Gillette to Jennifer Brosz (SD State Historic Preservation Office), 28 March 2012; Nicholson’s position as president was evident in Mary’s chain of title search.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

provided the chain of title for the carriage house. Combined with Federal Census records, this reveals who owned or used the carriage house over time.

The South 50' of Lot 2 and the North 50' of Lot 3 were deeded to Lydia Norbeck on April 28, 1904. All of Lot 1 and the North 10' of Lot 2 were deeded to Laura D. Nicholson on July 20, 1908.

The 1910 Federal Census shows that the street the Norbecks and Nicholsons lived on was called S. Burns Street at that time. The census recorded Peter and Lydia living in their home with children Nellie, Ruth, and Harold. Also living with the Norbecks was Mary Nilson, a servant who was 35 years old, single, born in Denmark, and came to the United States in 1903 when she was about 28 years old. Lodging with the Norbecks was a Harvey or Henry Word (the handwriting is difficult to decipher for this name). Mr. Word was 28 years old, single, born in Indiana and was employed as the Spink County Deputy Auditor.

The 1910 census shows Charles and Laura Nicholson living at the home next door with children Marlan and Clayton. Also living with the Nicholsons was a servant, Gemelia Hustned. Ms. Hustned was 22 years old, single, born in Norway c.1888 and came to the United States in 1898 when she was about 10 years old. Also lodging with the Nicholsons was George Nicholson (Charles' brother) who was 24 years old (single) and worked as a machinist for the Artesian Well Company. Walter Jefferson also lodged with the Nicholsons. He was 22 years old (single), born in Minnesota, and worked as a salesman for a clothing store.

Property addresses changed street name and number over time even though they were in the same location. For example, even though the Mary Gillette residence (former Norbeck property) is known as 910 East Second Street today, in the early 1900s it was called 304 S. Burns St. and the Nicholson property was called 302 S. Burns St.⁹²

The 1920s

By 1920 Peter and Lydia were renting a home in the capital city of Pierre while Peter served as governor. According to the 1920 Federal Census they were renting their Redfield home to Lydia's widowed sister, Martha Bostad (61). With Martha were her children Clement (30) who was working as a well driller, Martha (22) who worked as a house keeper, and Luella (19) who attended school. Also rooming with the Bostads were Neva Delong (21), a stenographer for a Surety Company; Mable Roberts (28), a public school teacher; and Lena Garratt (27). The census writing is difficult to read but it may say Ms. Garratt is a "public worker" for the City. It is possible that Ms. Delong worked for the Interstate Surety Company, for which Charles Nicholson served as president.

The 1920 Federal Census confirms the Nicholson family remained in their home. Charles, still listed in the Artesian Well business, lived with wife Laura, son Marlan (11), son Clayton (9) and daughter Lorene (8).

⁹² 1916 Sanborn Map; 1910 Federal Census; 1920 Federal Census.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

Lydia and Peter Norbeck deeded the South 50' of Lot 2 and the North 50' of Lot 3 to Anna Schroeder on March 21, 1921. Peter had just been elected to his first of three terms in the U.S. Senate. So the Norbecks traveled between Washington D.C. during session, and their home, "Valhalla", in the Black Hills.

The 1930s

The 1929 Sanborn Fire Insurance maps indicate that the street names and numbers in Redfield were in the process of changing. The former Norbeck property is labeled as both 304 S. Burns and 908 2nd St. E (same property now known as 910 E. Second St.). The Nicholson property is labeled as 302 S. Burns and 902 2nd St. E. The same is true of the 1937 Sanborn maps.

The 1930 Federal Census confirms the former Norbeck House was still owned by the Schroeders at that time. Fred Schroeder (age 60) was born in Illinois and his parents were born in Germany. No occupation is listed for Mr. Schroeder. His wife Anna Schroeder is listed as age 56, born in Minnesota, with parents also from Germany. Interestingly, a male who appears to be their son was placed out of order on the census, but showed up elsewhere next to the Nicholson family. This was William Schroeder, 21, single, born in South Dakota. It says his father was born in Illinois (matches Fred) and his mother was born in Minnesota (matches Anna).

The Nicholsons' address is not listed in the 1930 Federal Census, but they are listed in random order on 2nd Street. Charles Nicholson's occupation at the time was "President – Bond & Insurance." In the home are Charles (56), his wife Laura (48), and children Marlan (21), Clayton (20), Lorene (19), and Donald (8).

Charles L. Nicholson passed away at home on Tuesday, August 10th, 1937 due to ill health. Donald still lived in the home with Laura Nicholson.⁹³

The 1940s

The 1940 Federal Census lists Laura Nicholson (58) as head of the household at 902 2nd St. E., living with son Donald (18). Donald D. Nicholson went by 'Mike' Nicholson.

According to Mary Gillette's title search, the next change for the carriage house happened on January 6, 1940 when Schroeders "deeded out" the old Norbeck property (South 50' of Lot 2 and the North 50' of Lot 3). The 1940 Census lists Arthur Case (33) renting the old Norbeck house with wife Hester (34), and daughter Norma (11), son Arthur B. (3), and daughter JoeIsabel (4 months). According to Gillette, on October 30, 1944 the old Norbeck property "was taken by Tax Deed to Spink County." Subsequently, on April 12, 1945 the county deeded it to H.O. Fish.⁹⁴

The 1950s

H.O. Fish remained owner of the old Norbeck property in the 1950s.

⁹³ *Redfield Evening Journal Observer*, 11 August 1937.

⁹⁴ Mary Gillette to Jennifer Brosz, 28 March 2012.

Norbeck-Nicholson Carriage House

Spink County SD

Name of Property

County and State

Laura Nicholson passed away on January 19, 1959. Her Final Decree held by Spink County shows that she was survived by her three children. Marlan W. Nicholson was living in Des Moines, IA. Lorene E. Anderson was living in Minneapolis, MN. Donald D. Nicholson was still living at 902 E. Second St., Redfield. The northernmost section of the carriage house was passed on to Donald D. 'Mike' Nicholson by his siblings by February 4, 1960.⁹⁵

The 1960s – today

H.O. Fish owned the old Norbeck property until D. J. McClure acquired the title through the Estate Deed of H.O. Fish on November 9, 1967. On the same date, D.J. McClure conveyed it to himself and Mary Ann McClure, his wife, as Joint Tenants. Of note, Mary McClure (now Mary Bibby) was also a popular and prominent politician from Redfield. She served as State Senator in the South Dakota State Legislature from 1975-1988.⁹⁶ Mary A. McClure acquired title by Final Decree recorded February 26, 1991. Galen G. Gillette and Mary M. Gillette purchased the property from Mary McClure on Contract for Deed in 1993. They acquired title as Joint Tenants on April 12, 2000.

Mike Nicholson retained ownership of the Nicholson portion until he passed away on November 29, 2003. Mike was buried at Greenlawn Cemetery at Redfield with full military rites. Mike graduated from Redfield High School in 1940 and attended South Dakota State University in Brookings, SD. He served in the U.S. Navy as an 'Aviation Machinist's Mate' in Norman, OK, and at the Naval Air Station in Hutchinson, KS, from 1943 to 1945. After his discharge, Mike attended the Dunwoody Technical Institute in Minneapolis. He spent his entire working life in Redfield where he was employed and managed various family businesses. Mike had a team of ponies that he took pride in driving at the State Fair horse show. Mike was survived by a nephew Charles C. Nicholson (Beaverton, OR); niece Coralee Nicholson Webb (Anchorage, Alaska); niece Loree Anderson Nancarrow (Denali Park, Alaska); and niece Karla Anderson Harris (Hope, Idaho).⁹⁷ Karla Anderson Harris provided many family photographs for this project showing the old carriage house and the Nicholson family's early automobile ownership.

Mike Nicholson left everything to his nieces and nephews.⁹⁸ The Nicholson property was conveyed by two of them, Charles C. Nicholson and Astrid Loreen Nancarrow, by Personal Representative Deed in the Matter of the Estate of Donald D. Nicholson to Robert D. Fuss and Francelle Fuss as Trustees recorded on October 12, 2004.

⁹⁵ Final Decree, Spink County Clerk of Courts, In the Matter of the Estate of Laura D. Nicholson, deceased, Filed April 20, 1960 Book 148, Page 31-34; Email from Mary Gillette to Jennifer Brosz 15 April 2014.

⁹⁶ South Dakota Legislative Research Council, <
http://legis.sd.gov/Legislators/Historical_listing/LegislatorDetail.aspx?MemberID=2956 > accessed 20 Aug. 2014.

⁹⁷ "Donald D. 'Mike' Nicholson," (Obituary) from www.aberdeennews.com, n.d., in hand of Mary Gillette.

⁹⁸ Last Will and Testament of Donald D. Nicholson, 4 Dec. 1993, in hand of Mary Gillette.; Email from Mary Gillette to Jennifer Brosz, 14 April 2014; Email from Mary Gillette to Jennifer Brosz, 15 April 2014.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

On May 17, 2005, Robert and Francelle Fuss conveyed the portion of the carriage house previously owned by the Nicholsons (the West 50' of the North 10' of Lot 2, and the West 50' of the South 9' of Lot 1) to Galen G. and Mary J. Gillette as Joint Tenants.

The last conveyance terminates the Joint Tenancy and vests Mary M. Gillette with the West 50' of the South 50' of Lot 2; the West 50' of the North 50' of Lot 3 and the West 50' of the North 10' of Lot 2, and the West 50' of the South 9' of Lot 1, all in Block 2, Redfield Town Lot Company Addition to Redfield. The brick carriage house portion of the property is now all vested in Mary M. Gillette.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Berg, Donald J. *American Country Building Design: Rediscovered Plans for 19th-Century Farmhouses, Cottages, Landscapes, Barns, Carriage-Houses & Outbuildings*. New York: Sterling Publishing Co., Inc., 1997.

Christiansen, Nicole. "Growing America One Mile at a Time: The Interstate Highway System." History 358 paper, Northern State University (SD), 2012.

Ellis, Captain C.H. *History of Faulk County South Dakota*. Aberdeen, SD: North Plains Press, 1973. Originally published 1909.

Erpestad, David and David Wood. *Building South Dakota: A Historical Survey of the State's Architecture to 1945*. Pierre, SD: South Dakota State Historical Society Press, 1997.

Final Decree. Spink County Clerk of Courts, In the Matter of the Estate of Laura D. Nicholson, Deceased. Filed 20 April 1960. Book 148, Pages 31-34.

Fite, Gilbert. "Honor Roll: Peter Norbeck, Deceased, Former U. S. Senator." *South Dakota Historical Collections* 22 (1946): 296-305.

Fite, Gilbert Courtland. "Peter Norbeck: Prairie Statesman." *The University of Missouri Studies* 22. Columbia, MO: University of Missouri, 1948.

Goat, Leslie G. "Housing the Horseless Carriage: America's Early Private Garages." *Perspectives in Vernacular Architecture* 3 (1989): 62-72.

Hasselstrom, Linda. *Roadside History of South Dakota*. Missoula, MT: Mountain Press Publishing Company, 1994.

Howard, Harold P. *Say, Were Those Old Fashioned Cars for Real?: First Fifty Years of the Automobile 1893-1942*. Stickney, SD: by the author, 1973.

Jennings, Jan, ed. *Roadside America: The Automobile in Design and Culture*. Ames, IA: Iowa State University Press, 1990.

Karolevitz, Robert F. *The Horseless Carriage: For Better or Worse*. Old-Time Agriculture in the Ads. Aberdeen, SD: North Plains Press, 1970.

Karolevitz, Robert F. *Horseless and Remorseless*. Old-Time Autos in the Ads. Yankton, SD: The Homestead Publishers, 1973.

Norbeck-Nicholson Carriage House

Name of Property

Spink County SD

County and State

Kihlstedt, Foke T. "The Automobile and the Transformation of the American House." *Michigan Quarterly Review* 19 (1980): 555-570.

Kingsbury, George W. *History of Dakota Territory*. Vol. 5, *South Dakota Its History and Its People*. Chicago: The S.J. Clarke Publishing Company, 1915.

Miller, John E. *Looking for History on Highway 14*. Pierre, SD: South Dakota State Historical Society Press, 2001.

Nelson, Selmer. *When the Bell Told 1883-1983: Bloomington Lutheran Church Cemetery*. Garretson, SD: Sanders Printing Co., 1983.

Nolan, Leta Anne. *History of the Spink County Area: In Celebration of South Dakota's Centennial 1889-1989*. Dallas, TX: Curtis Medial Corporation, 1989.

"Norbeck First to Hills by Auto." *The Sunshine State and Progress Magazine*, February 1925, n.p. Located in the South Dakota State Archives, Norbeck biographical file.

Norbeck, Lydia. "Recollections of the Years." Ed. Nancy Tystad Koupal. *South Dakota Historical Collections* 39 (1978): 1-147.

Olson, Richard O. "The Public Career of Peter Norbeck: 1908-1921." Thesis, University of South Dakota, 1941.

Reed, Roger and Greer Hardwicke. *Carriage House to Auto House: A Guide to Brookline's Transportation Buildings to 1940*. Brookline, MA: Brookline Preservation Commission, 2002.

"Redfield, SD." Sanborn Fire Insurance Maps. 1910, 1916, 1929, 1937.

Smith, Patrick. *City of Springfield Historic Context Study: Prepared for the City of Springfield, MN*: by the author, 2011. <http://bit.ly/16pAGHk>.

Wahlberg, Holly. "A House for the Automobile." *Old House Journal* (July/Aug 1998): n.p. <http://www.oldhouseonline.com/a-house-for-the-automobile/>.

Wegner, Nellie Norbeck. "Peter Norbeck." *South Dakota Historical Collections* 22 (1946): 305-307.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): SP00000169

10. Geographical Data

Acreeage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|----------------------|------------------------|
| 1. Zone: 14 | Easting: 538238.0200 | Northing: 4968983.1200 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary includes the footprint of the carriage house and its eave overhang as indicated on the accompanying 2014 Certificate of Survey for the carriage house by Clark Engineering Corporation (**Figure 11 parts I and II**).

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the historic Norbeck-Nicholson Carriage House, which is significant for its architectural and transportation associations. The boundary is based on an objective assessment of the full extent of the significant resource, and the sole private owner of the property approves its listing. The modern garage to the north is under separate ownership and is not included as part of this nomination.

Norbeck-Nicholson Carriage House
 Name of Property

Spink County SD
 County and State

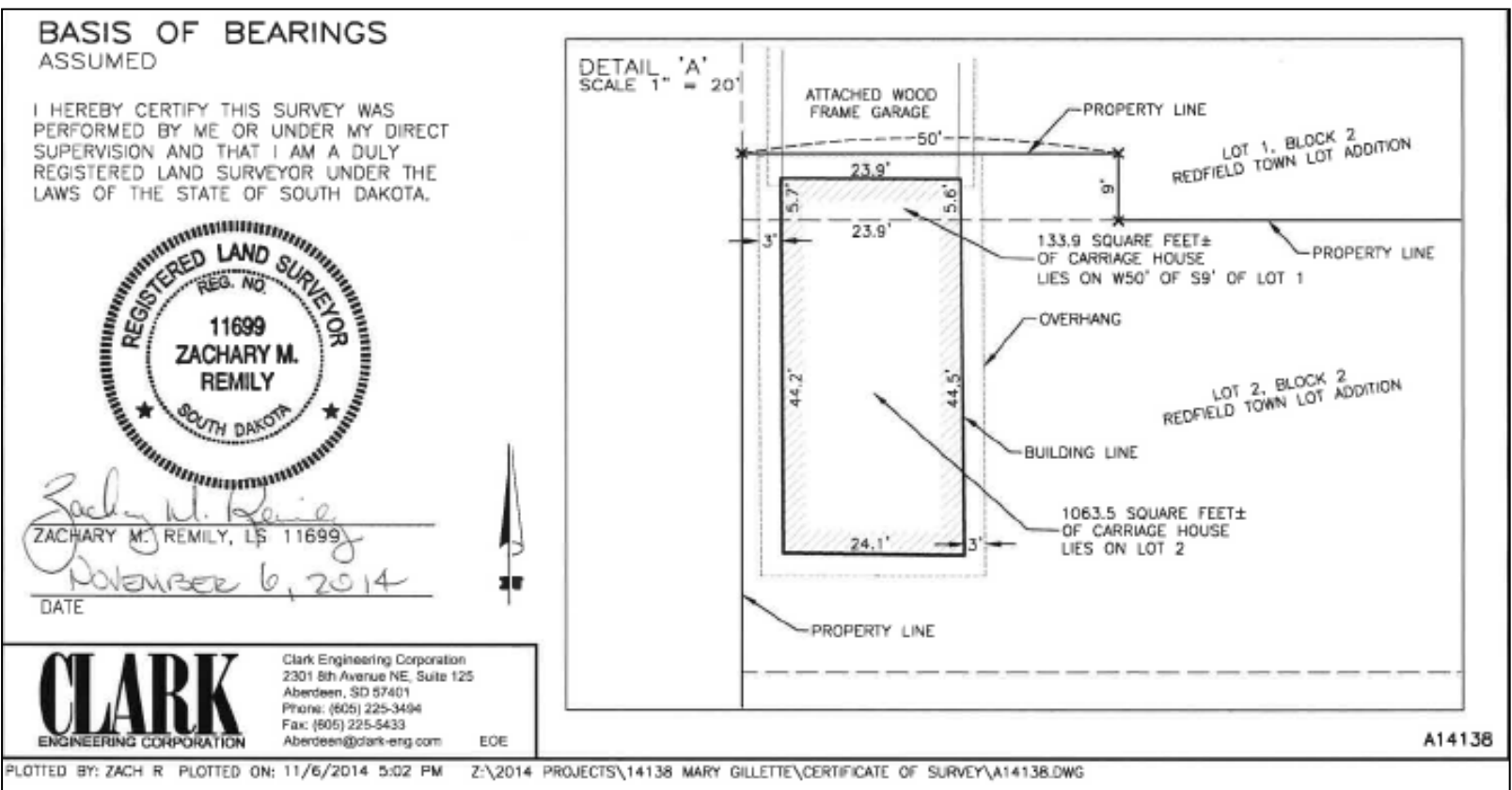
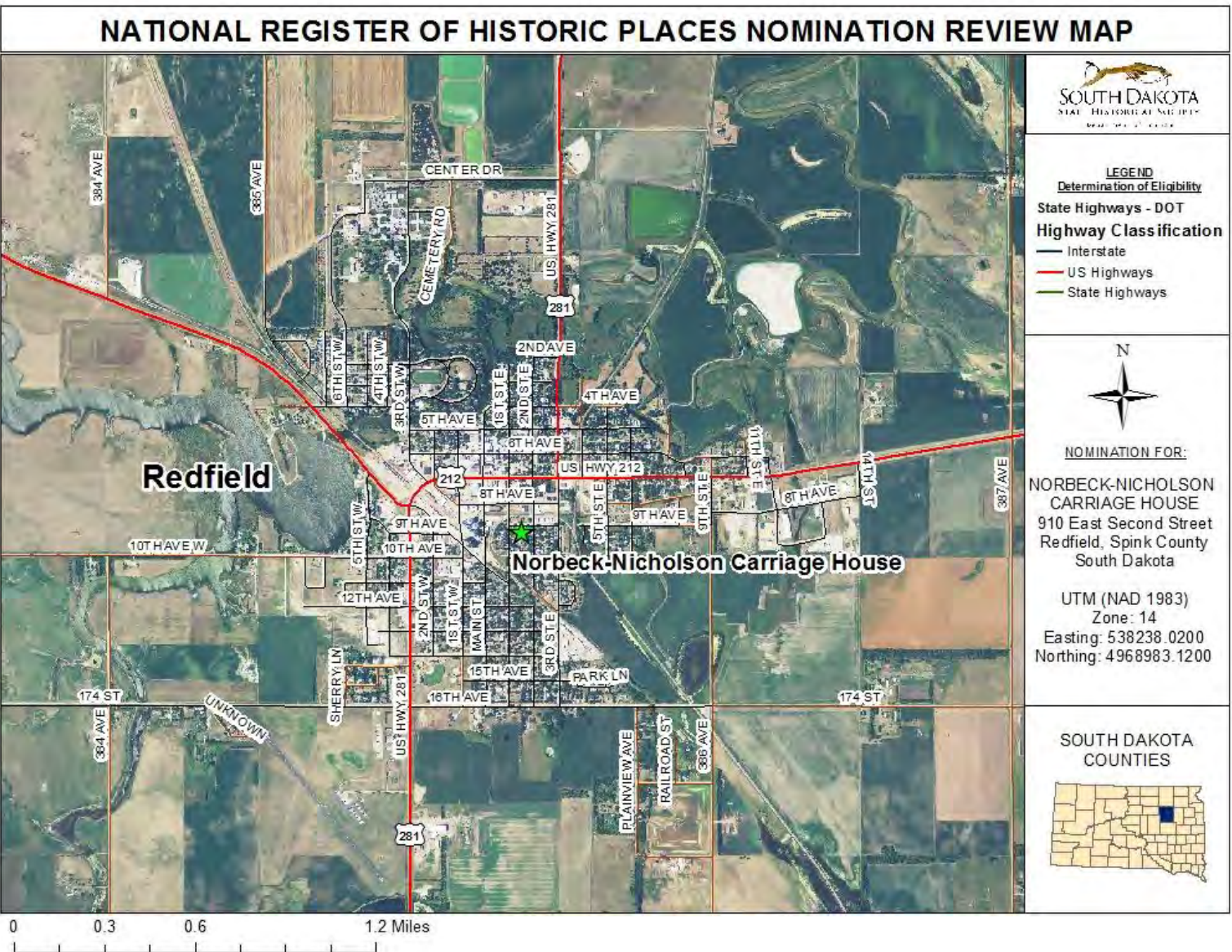


Figure 11, Part II: Norbeck-Nicholson Carriage House 2014 Certificate of Survey by Clark Engineering Corporation.

Norbeck-Nicholson Carriage House
 Name of Property _____

Spink County SD
 County and State _____

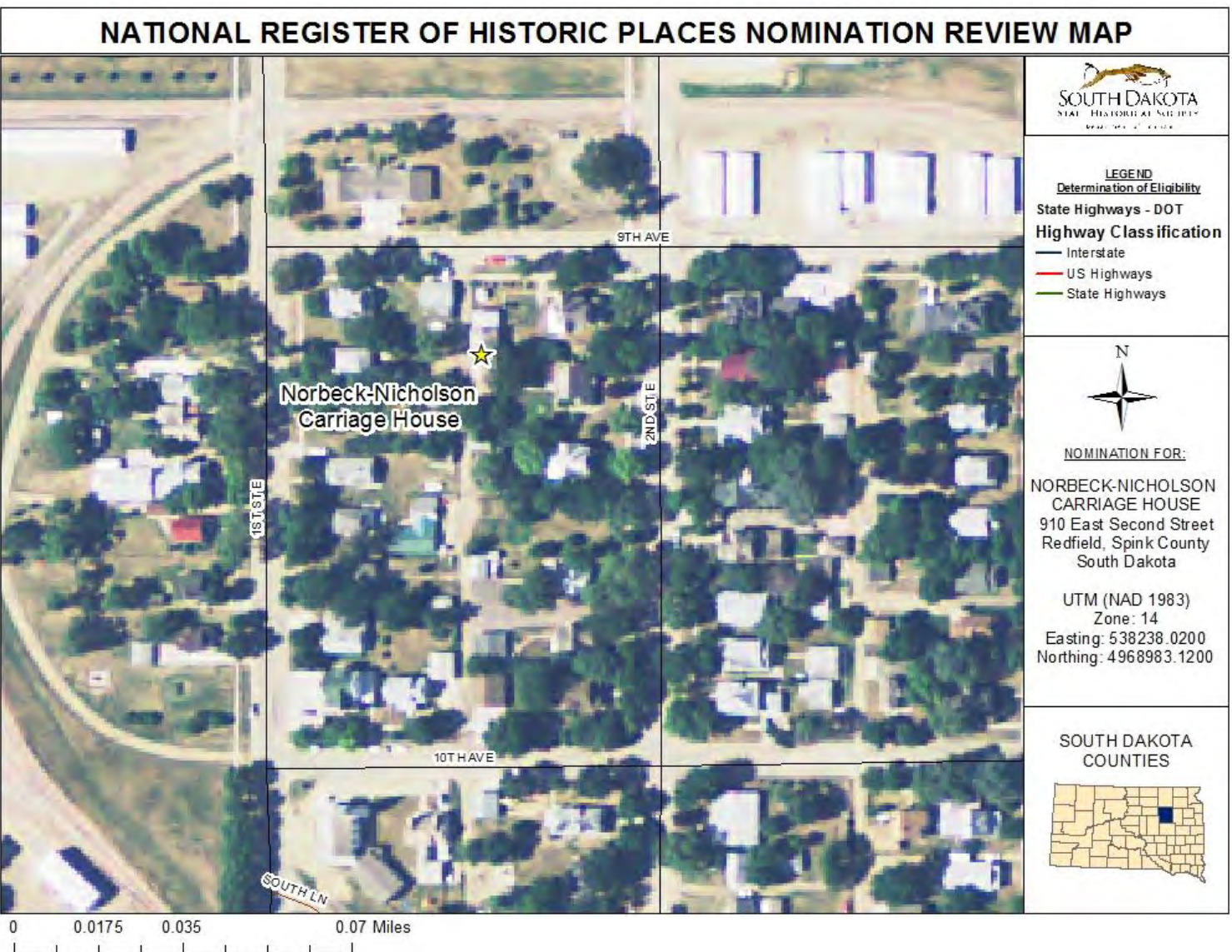
Figure 12: Norbeck-Nicholson Carriage House map. Produced in ArcMap10.1 by Jennifer Brosz,
 1 October 2014.



Norbeck-Nicholson Carriage House
 Name of Property

Spink County SD
 County and State

Figure 13: Norbeck-Nicholson Carriage House map (close-up view). Produced in ArcMap10.1 by Jennifer Brosz, 1 October 2014.



Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

11. Form Prepared By

name/title: Nicole Christiansen/Intern & Jennifer Brosz/Historic Preservation Specialist
organization: South Dakota State Historic Preservation Office
street & number: 900 Governors Drive
city or town: Pierre, SD state: SD zip code: 57501
e-mail jennifer.brosz@state.sd.us
telephone: (605) 773-3458
date: August 5, 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location. (See Figures 12 and 13)
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map. (See Figures 14 and 15)
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property:	Norbeck-Nicholson Carriage House
City or Vicinity:	Redfield
County:	Spink
State:	SD
Name of Photographer:	Jennifer R. Brosz
Dates of Photographs:	Aug. 2011, July 2013, May 2014
Location of Original Digital Files:	SD SHPO, 900 Governors Dr., Pierre, SD 57501
Number of Photographs:	12

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 (SD_Spink County_Norbeck Nicholson Carriage House_0001)
Date: May 2014
West elevation (left) and south elevation (right), camera facing northeast.

Photo #2 (SD_Spink County_Norbeck Nicholson Carriage House_0002)
Date: August 2011
East elevation, camera facing southwest.

Photo #3 (SD_Spink County_Norbeck Nicholson Carriage House_0003)
Date: August 2011
East elevation (left) and north elevation (right), camera facing southeast.

Photo #4 (SD_Spink County_Norbeck Nicholson Carriage House_0004)
Date: August 2011
East elevation, camera facing west.

Photo #5 (SD_Spink County_Norbeck Nicholson Carriage House_0005)
Date: August 2011
East elevation detail, carriage house door, camera facing west.

Norbeck-Nicholson Carriage House

Spink County SD
County and State

Name of Property

Photo #6 (SD_Spink County_Norbeck Nicholson Carriage House_0006)

Date: August 2011

Former stable interior, camera facing northwest.

Photo #7 (SD_Spink County_Norbeck Nicholson Carriage House_0007)

Date: August 2011

North carriage/auto room interior, camera facing west.

Photo #8 (SD_Spink County_Norbeck Nicholson Carriage House_0008)

Date: August 2011

Second floor interior – room #1, camera facing south to room #2.

Photo #9 (SD_Spink County_Norbeck Nicholson Carriage House_0009)

Date: August 2011

Second floor interior – room #3, camera facing north to room #1.

Photo #10 (SD_Spink County_Norbeck Nicholson Carriage House_0010)

Date: August 2011

Second floor interior – room #2, camera facing northwest to stairwell window.

Photo #11 (SD_Spink County_Norbeck Nicholson Carriage House_0011)

Date: August 2011

Second floor interior – room #4 (hayloft), camera facing northeast.

Photo #12 (SD_Spink County_Norbeck Nicholson Carriage House_0012)

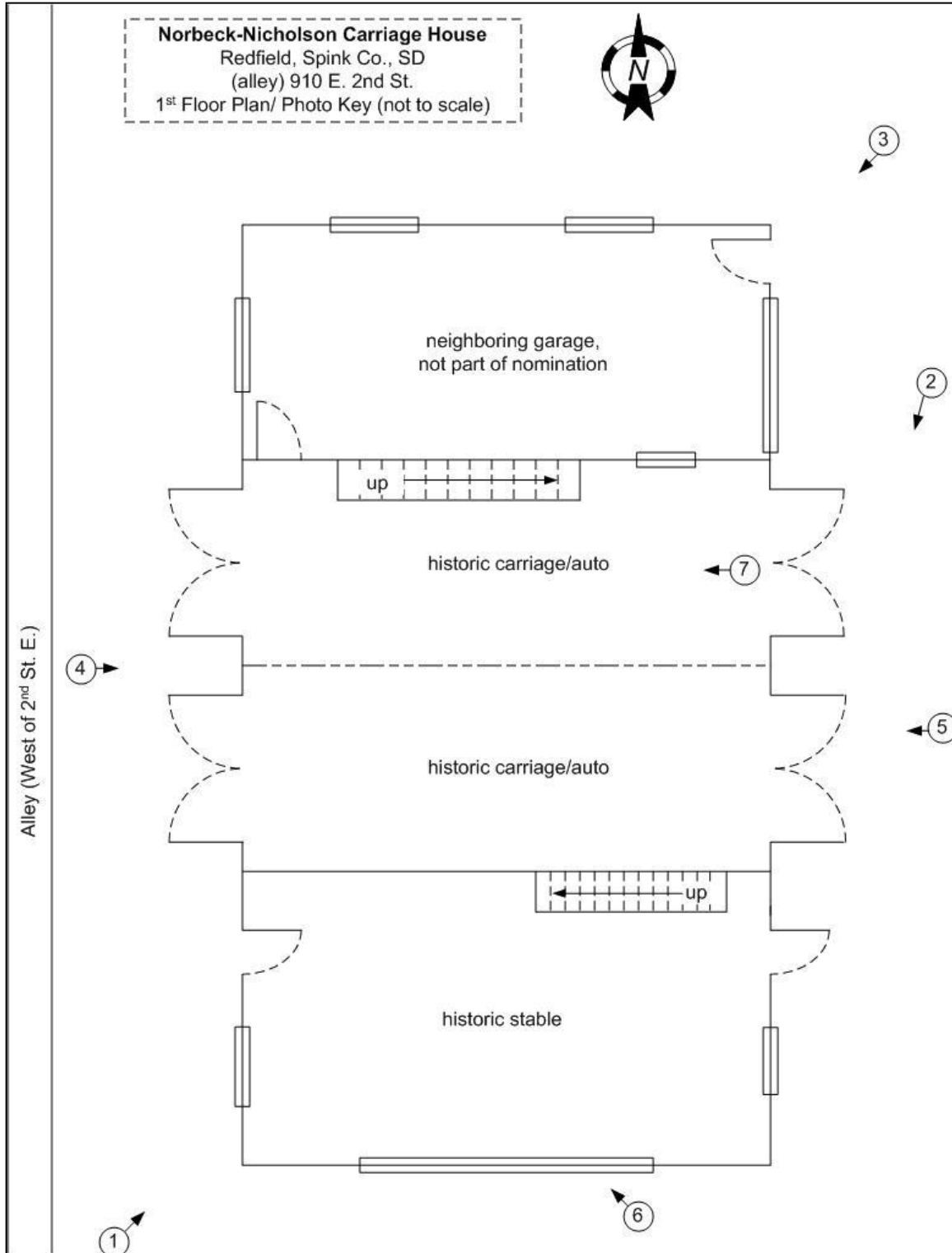
Date: July 2013

Second floor interior – room #4 (hayloft), camera facing southeast.

Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

Figure 14: 1st Floor Photo Key, Norbeck-Nicholson Carriage House (Map by J. Brosz, Microsoft Visio)



Norbeck-Nicholson Carriage House
Name of Property

Spink County SD
County and State

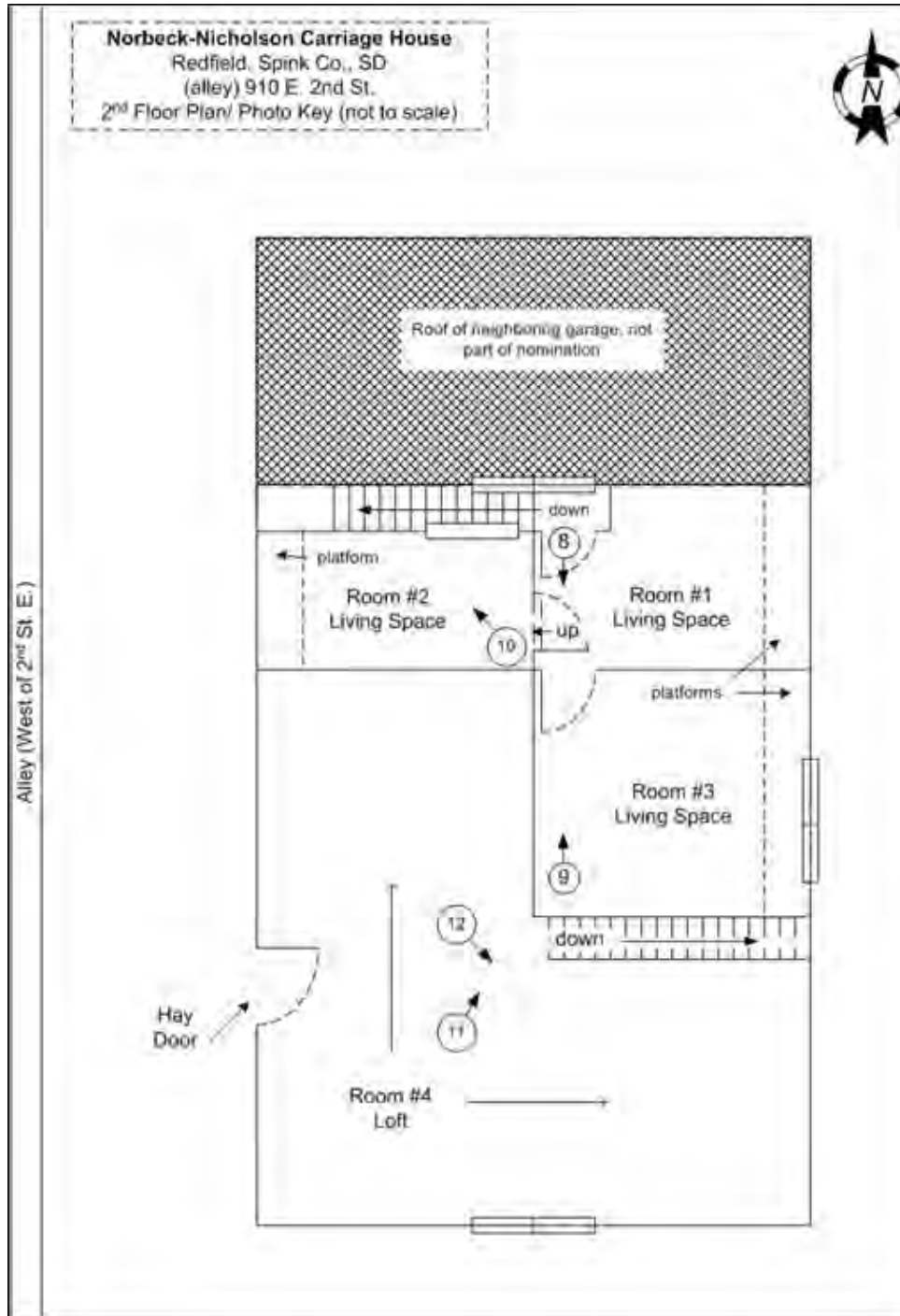


Figure 15: 2nd Floor Photo Key, Norbeck-Nicholson Carriage House (Map by J. Brosz, Microsoft Visio)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.





















575 817













UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Norbeck--Nicholson Carriage House

MULTIPLE NAME:

STATE & COUNTY: SOUTH DAKOTA, Spink

DATE RECEIVED: 12/05/14 DATE OF PENDING LIST: 1/05/15
DATE OF 16TH DAY: 1/20/15 DATE OF 45TH DAY: 1/21/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001190

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1-21-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

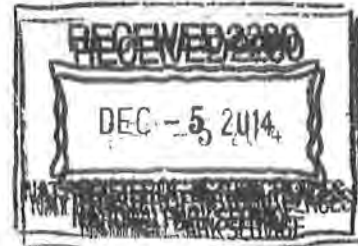
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



28 December 2013

Keeper of the National Register
National Register of Historic Places
National Parks Service
1201 Eye St NW
8th Floor (MS 2280)
Washington DC 20005



Dear Keeper of the National Register:

Enclosed are six new National Register nominations and one multiple property submission with nine submissions. The nominations are *Josef and Marie Kudrna Homestead and Ranch*, *Ole Quamman House*, *Murdo State Bank*, *Frank and Sarah Drake Claim House*, and *Norbeck-Nicholson Carriage House* and *Rasmus and Elemine Anderson Homestead Ranch*. The multiple property submission is Concrete Interstate Tipis of South Dakota. The submission under the mpl are *Chamberlain Rest Stop Tipi*, *Spearfish Rest Stop Tipi*, *Salem Rest Stop Tipi – Westbound*, *Salem Rest Stop Tipi – Eastbound*, *Wasta Rest Stop Tipi – Eastbound*, *Wasta Rest Stop Tipi – Westbound*, *Valley Springs Rest Stop Tipi*, *New Effington Rest Stop Tipi*, and *Junction City Rest Stop Tipi*.

If you have any questions regarding any of these submittals, please feel free to contact me at 605-773-3103 or at chrisb.nelson@state.sd.us.

Sincerely,

Chris B. Nelson
Historic Preservation Specialist

Spink County Historical Society
Court House Square
Redfield, SD 57469
605-382-5775

September 22, 2011

Jennifer R. Brosz
South Dakota State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre, SD 57501-2217

Dear Ms. Brosz:

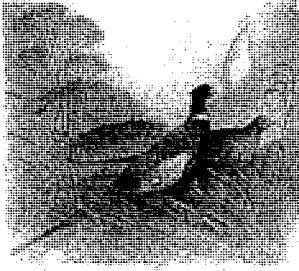
As president of the Spink County Historical Society, I strongly support placing the Norbeck-Nicholson Carriage House of Redfield, South Dakota, on the National Register of Historic Places. As I live on a farmstead listed in the National Register, I am aware of the three categories of buildings and locations which qualify. Although the building is an architectural delight, its association with one of South Dakota's most prominent persons, Peter Norbeck, makes it a perfect structure for placement on the National Register. I know of no other person who has had greater influence on the makeup of our great state. While not a necessary component of such listing, I should add that the Gillettes have always been most gracious in opening the Carriage House to visitors, sometimes on very short notice.

In short, the rest of the Board of the Spink County Historical Society, as well as myself, urge with unconditional sincerity, the acceptance for listing on the National Register of Historic Places of the Norbeck-Nicholson Carriage House. Please feel free to contact me at the letterhead phone number for any further support the Board or I can lend as the application for this listing is considered.

Sincerely,



Alan L. Evans, Ph.D.
President,
Spink County Historical Society



City of Redfield

626 Main Street
Redfield, South Dakota 57469-1127
Telephone: 605-472-4550
Fax: 605-472-4553
Web Site: www.redfield-sd.com
E-Mail: cityhall@redfield-sd.com

*Mayor
Duane Sanger*

*City Council President
Darrell Ronnfeldt*

*City Attorney
Paul Gillette
James Hare*

*City Council Members
Ward 1*

*Darrell Ronnfeldt
Lue Anne Keating*

*Ward 2
Eileen Kearney
Norman Sihrer*

*Ward 3
Frank Schwartz
David Moeller*

*Ward 4
Kenneth Avery
Larry Eldeen*

*City Finance Officer
Adam L. Hansen*

*Parks & Recreation
Yvette Albrecht*

September 23, 2011

Jennifer R. Brosz, Historic Preservation Specialist
South Dakota State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre, SD 57501-2217

Dear Ms. Brosz:

I am writing in support of the application from Mary Gillette, 925 2nd Street East, Redfield, South Dakota to place the Norbeck-Nicholson Carriage House on the National Register of Historic places and the request for a Deadwood Grant for restoration purposes.

The City of Redfield has several Historic Buildings on the National Historic Register including our Carnegie Library, 1902, the Chicago and Northwestern Train Depot, 1914, now a historic museum, and our old 1893 Fire Hall, which houses two antique fire trucks.

I believe the Norbeck-Nicholson Building's unique architecture and historical significance, for Redfield, and the State of South Dakota, should qualify for consideration to be placed on the National Historic Register. We would welcome your consideration of this request.

Sincerely,

Duane Sanger
Mayor

DS: hdj



"In accordance with Federal law and U.S. Department of Agriculture policy, The City of Redfield is prohibited from discriminating on the basis of race, color, national origin, sex, age, or disability, religion, sex, and familial status." (Not all prohibited bases apply to all programs.)
To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD)."

Pheasant Capital of the World®

REDFIELD AREA CHAMBER OF COMMERCE

626 N MAIN ST. REDFIELD, SD 57469

PHONE 605-472-0965 FAX 605-472-1309

E-MAIL REDFIELDCHAMBER@REDFIELD-SD.COM

September 27, 2011

Jennifer R. Brosz, Historic Preservation Specialist
SD State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre, SD 57501-2217

Dear Ms. Brosz:

On behalf of the Redfield Area Chamber of Commerce, I am writing in support of the application from Mary Gillette of Redfield to place the Norbeck-Nicholson Carriage House on the National Register of Historic places and the request for a Deadwood Grant for restoration purposes.

Redfield currently has several Historic Buildings on the National Historic Register and takes great pride in promoting and maintaining them. I believe the Norbeck-Nicholson Building's unique architecture and historical significance for Redfield and the State South Dakota should qualify it for consideration for the National Historic Register.

Thank you for your time and consideration.

Sincerely,

Martia Thelen

Martia Thelen
President
Redfield Chamber of Commerce

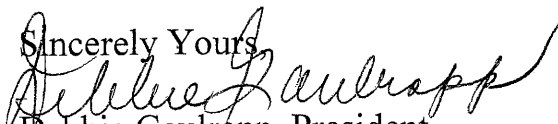
September 27, 2011

Jennifer R. Brosz, Historic Preservation Specialist
South Dakota State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre, South Dakota 57501-2217

Dear Ms. Brosz:

I am writing to express support for the application of the Norbeck-Nicholson Carriage House located in Redfield, South Dakota to be placed on the National Register of Historic Places and the acceptance of a request for a Deadwood Grant for restoration purposes. The Redfield Literary Guild is interested in projects that preserve unique and historical sites within our community. We consider the Norbeck-Nicholson Carriage House to be a very interesting and unique structure. We are also very encouraging of any help that may be bestowed to preserve this piece of Redfield history. It is my understanding that the Deadwood Fund Grant is given to projects that retain, restore, or rehabilitate historic buildings within our state. We sincerely hope you will give serious consideration to this request.

Thank you for your consideration.

Sincerely Yours,

Debbie Gaulrapp, President
Literary Guild
1425 Main Street
Redfield, South Dakota 57469

Cc: Mary Gillette
Literary Guild

September 28, 2011

Redfield Lions Club
317 E. 2nd St.
Redfield, SD 57169

Jenifer R. Brosz, Historic Preservation Specialist
South Dakota State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre, SD 57510-2217

Dear Jenifer,

The Redfield Lions at their regular meeting on September 27, 2011 voted to support the placing of the Norbeck-Nicholson Carriage House on the National Register of Historic Places.

The Redfield Lions believe that this building should be preserved not only for its historical significance but also for its architecture distinction and not be lost to future generations.

Peter Norbeck who was Governor of South Dakota and was also a United States senator from 1920 to 1936, once own this building. Peter Norbeck helped establish Custer State Park, got the Badlands to be selected as a National Monument and Mount Rushmore was completed by his efforts, that this carriage house that he built should not disappear from history.

Sincerely



Paul Hodges
Secretary
Redfield Lions Club

9-28-2011

To whom it may concern:

I am writing on behalf of Mary Gillette of Redfield, SD and the Norbeck-Nicholson Carriage House. As my love runs to deep for the history of our small town of Redfield and having studied what Peter Norbeck has done for this state, I am very very interested in the preservation of this building. Before Mary's husband, Galen, passed away so suddenly – he and I had spoke of trying to get some significant recognition to Redfield, SD that Peter Norbeck was from here. When I learned that he lived in his house and that the carriage house was such a beautiful and unique and original piece of architecture, I wanted to be sure that I could do what I could to make sure it was saved for our area to appreciate and also our offspring.

Peter Norbeck was from Redfield and was elected governor of SD. He was a conservationist. He played a key role in establishing Custer State Park – he got the Badlands of SD selected as a National Monument. During the Depression he helped raise millions of dollars so that Mt. Rushmore was completed. In my eyes he played a key role in SD tourism and we are proud to say he lived here at one time.

This Carriage House NEEDS to be preserved as a National Historical Site and I would appreciate any help you can be to Mary Gillette and Redfield, SD in seeing that this is done.

Thanking you in advance for your time on this matter.

A handwritten signature in cursive script that reads "Connie & Robert Tiff". The signature is written in black ink and is positioned above the typed name.

Connie and Robert Tiff

Kiwanis

Club of Redfield SD

September 29, 2011

Jennifer R Brosz
SD State Historical Society
State Historic Preservation Office
900 Governors Drive
Pierre SD 57501-2217

Jennifer:

This letter is in support of the Norbeck-Nicholson Carriage House in Redfield being placed on the National Register of Historic Places.

The building is rich in history and unique in structure. Mary Gillette has done an excellent job in writing up the specifics.

Our Kiwanis Club consists of people from various businesses and occupations in Redfield, some who have lived their entire lives here and others of us who are transplants. We all agree on the need to preserve this significant building in our city.

Sincerely,



Diane Dangel
Kiwanis Secretary/Treasurer
823 W 5th Street
Redfield SD 57469

cc Mary Gillette
cc Mary O'Donnell