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National Park Service

**National Register of Historic Places
Multiple Property Documentation Form**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *National Park Service Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historic Railroads of South Dakota

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Historical Evolution of South Dakota Railway Organization,
Development, and Operations, 1872-1948

C. Form Prepared by

Name/Title: Mark A. Hufstetler and Michael A. Bedeau / Historians
Organization: Renewable Technologies, Incorporated Date: March 1, 1998
Street & Number: 511 Metals Bank Building Telephone: (406) 82-0494
City or Town: Butte State: Montana Zip code: 59701

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Archaeology and Historic Preservation. (See continuation sheet for additional comments.)

Jay D. Vogt
Signature and title of certifying official

10-05-98
Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall
Signature of the Keeper

11.19.98
Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 x 10⁷ hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Contexts

I. INTRODUCTION

A. Project Background

This Multiple Properties Documentation Form provides a broad set of guidelines designed to evaluate the cultural resource values of South Dakota's railroad lines and associated features. Since the construction of the state's first railway lines in the 1870s, South Dakota's railroads have played a predominant role in the economic and social history of the state. The railroads strongly influenced patterns of Euro-American settlement and economic development, and served for decades as the primary provider of transportation services in South Dakota. In fulfilling these roles, the railways constructed, operated, and maintained a vast and complex infrastructure, resulting in a profound impact on the state's cultural geography. While the influence of the railroad declined markedly in South Dakota during the late twentieth century, and most of the state's railway lines were abandoned, significant physical reminders of the industry's once-pivotal role in South Dakota remain. This document provides a framework for the categorization and evaluation of these resources, and provides background for the interpretation of their significance.

The time period covered by this nomination begins in 1872, the year the first railway trackage was constructed in South Dakota. It extends to 1948, the current fifty-year cutoff date for National Register of Historic Places eligibility for most resources. Contextual information is provided to evaluate the state's railway resources for both their historic and technological significance, as well as to judge the potential archaeological importance of inactive or abandoned railroad sites.

American railway systems are complex resources, consisting of broad assortments of railroad-owned buildings, structures, and objects, and including both linear and non-linear components. In addition, a wide variety of other commercial and industrial development typically exists along railroad lines, including grain elevators, warehouses, cattle pens, and other features. While this diversity serves as visual evidence of the richness of the state's railway network as a cultural resource, it complicates the process of identification and categorization of specific railroad-related sites. For the purposes of this document, the term "railroad-related resource" has been defined to include all properties constructed, owned, and operated by the state's common-carrier railroad

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companies, and used by those companies in the course of providing transportation services to the state. This definition excludes, then, resources such as grain elevators, which were typically built on railroad property but were operated by others and primarily served a commercial (rather than transportation) function. Similarly, resource types such as urban streetcar systems (rare in South Dakota) and small-scale, privately-held mining and industrial rail systems (serving a single smelter, for example) are excluded, since the purpose and design of such systems often bear only a superficial resemblance to traditional railway networks.

The state of South Dakota was created in 1889 from the southern half of the former Dakota Territory, which had been established in 1861. (The remainder of the territory is now the state of North Dakota.) In this narrative, the South Dakota name is occasionally used in reference to pre-1889 events for the sake of clarity, and refers to the land within the present-day state boundaries.

B. Geographical Background¹

In common with many cultural resource types, the characteristics of railroad systems are strongly influenced by the physical geography of their setting. In South Dakota, two distinct geographic factors were important in determining the patterns of railway development in the state: the physical geography of the state itself, and the physical location of South Dakota in relation to national urban, commercial, and transportation centers.

While much of South Dakota displays typical Midwestern geography and an economy historically dependent on agriculture, the state exhibits marked geographic variation from east to west. The Missouri River runs north-south across the approximate center of the state, and provides a rough line of demarcation. South Dakota's eastern half is relatively flat, moist, and fertile, and is largely utilized for growing wheat, corn, and similar crops. This is quintessential Midwestern "granger" country, where intensive agricultural development led to a concentrated, web-like network of railroad branch lines. West of the Missouri River, however, South Dakota's terrain becomes more uneven and arid, and less fertile. Much of this land is used for grazing, although "islands" of cultivation exist. This land-use pattern required only a relatively skeletal railroad network. The Black Hills, a range running north-south along the state's western boundary, are South Dakota's only significant mountain group and provide the sole major historic exception to the state's farm and ranch-based

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economy. Here, mining and logging activities helped create a strong industrial base which was less common elsewhere in the state, and which served as a local focal point for railway developers.²

The period of initial Euro-American settlement in South Dakota ranged from the 1850s (in the southeast) to the 1910s (in the western plains). Nearly all of the state's initial settlement was directly or indirectly related to agriculture, primarily the establishment of thousands of family farms on homestead allotments of 160 or 320 acres. Such settlement was intensive in much of the eastern half of the state, where virtually all the available land was taken up by small farms by the end of the nineteenth century. This created a cultural landscape consisting of heavy, yet dispersed farm settlement accompanied by a large number of relatively small community centers. This pattern was less prevalent in the west, however, where homestead settlement often coexisted with the open-range ranches which had preceded the farmers.³

The pattern of growth and decline in South Dakota's Euro-American population reflects the changing economics of the state's rural settlement. South Dakota's population increased steadily from the 1850s until after World War I as the wave of homestead settlement worked its way across the state from east to west. South Dakota's population had peaked by 1930, when the federal census counted 692,849 residents, over three-quarters of whom were rural. Although relatively small urban areas were beginning to evolve in the state by that time, its overall settlement pattern remained dispersed and comparatively uniform. The 1920s, though, saw the beginning of a long period of consolidation and decline among the state's small farms. This trend, still underway in 1992, resulted in significant population declines in those counties still reliant on the family farm. Conversely, a few counties with emerging urban centers have seen substantial population growth since 1930. Between 1930 and 1990, the state's most populous county (Minnehaha) more than doubled in population, and the population of Pennington County quadrupled. During the same period, however, many of South Dakota's rural counties have seen their populations decline by well over half. This broadening disparity between South Dakota's urban and rural regions is perhaps the most significant element in the state's recent historical geography, and it is typical of much of the agricultural Midwest.⁴

All of the above trends are reflected in the evolution of South Dakota's railway network, as described in the following historic context. In addition, railway development in the state was further shaped by its broader geographic location: in particular, South Dakota's comparative

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isolation from major urban centers and primary transcontinental travel routes. Most transcontinental rail traffic through the upper Great Plains traveled either through North Dakota or Nebraska, rather than South Dakota. Simultaneously, the state's rural nature meant that relatively few manufactured goods were shipped either to or from the area. Together, these geographic circumstances meant that most of South Dakota's rail lines were relatively lightly trafficked, and relied largely on outbound agricultural shipments. This lack of traffic diversity made the state's rail network unusually vulnerable to long-term changes in the agricultural economy of the Midwest, and ultimately hastened the decline of the railroad industry in South Dakota.⁵

II. HISTORICAL NARRATIVE

A. Beginnings (1851-1868)

Portions of what were to become South Dakota were first opened to Euro-American Settlement in 1851, when land east of the Big Sioux River was ceded under the terms of the Treaty of Traverse de Sioux. Seven years later, a second treaty with the Yankton Sioux resulted in the opening to settlement in 1859 of a large portion of southeastern South Dakota, known as the Yankton Triangle. Despite this availability of land, however, settlement activity in the region remained sparse into the 1860s. In 1860 the non-Indian population of southern Dakota consisted of approximately 1100 people. Most of these early residents were associated with trading posts or military garrisons concentrated in isolated settlements along the Missouri and Big Sioux Rivers. The lack of additional settlement in Dakota during the period could be attributed, in part, to the continued availability of land further east, as well as the nation's preoccupation with both the Civil War and the Sioux Uprising.⁶

An additional significant limiting factor was access. Transportation in Dakota's early territorial period depended heavily on waterways, particularly the Missouri River. River traffic boomed during the 1860's, partly due to an increase in military transportation during the Indian uprisings beginning with the Santee Outbreak in 1862. An even greater influence, however, was the discovery of gold in Montana Territory. The fastest and safest way to move Montana-bound freight and passengers was by steamboat up the Missouri to Fort Benton, Montana, and then overland to the gold fields.⁷

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Wagon roads and other overland routes were a secondary means of transportation during this period. The most noteworthy was the military road built along the north bank of the Missouri River. It connected Sioux City, Iowa with Fort Randall, which was the principal military post in Dakota during the 1860s and 70s. Wagon routes were also utilized by settlers coming to Dakota from the east. The experience of a group of immigrants known as the New York Colony is typical. A large contingent of settlers from upstate New York arranged to occupy adjacent parcels in Clay and Yankton Counties. During the summer of 1864 they traveled by rail to Marshalltown, Iowa-the closest railhead at the time. The colonists then proceeded the additional 300 miles to Dakota Territory by wagon.⁸

These early transportation methods had several disadvantages, which limited their utility and helped maintain the region's inaccessibility to most white settlers. Neither mode was viable during a typical Midwestern winter, or sufficiently reliable at most other times of the year. In addition, steamboats and overland wagons had limited carrying capacities. These inefficiencies resulted in high tariffs for both passenger and freight hauling. With these difficulties, it soon became readily apparent that the only means of transportation which would enable widespread settlement in Dakota Territory was the steam railway.

The need for a railway into Dakota Territory was recognized as early as 1862, when the first Territorial Legislature chartered the Missouri and Niobrara Valley Railroad Company. The planned route ran west from the Big Sioux to Yankton, then into Nebraska and on to a connection with the proposed transcontinental railroad at South Pass, Wyoming. Despite repeated attempts, nothing came of the scheme; instead, railroad financier John I Blair managed to complete the Sioux City & Pacific, which bypassed the territory in its route linking the Big Sioux with the transcontinental railroad.⁹ Similar paper railroads were chartered locally throughout the 1860s. None of these entities managed to actually construct a rail line and both transportation and settlement in Dakota Territory stagnated.

B. The Little Dakota Boom and the First Railroads (1868-1873)

By the end of the 1860s, however, conditions became more favorable for railroad development in Dakota Territory. The Civil War ended in 1865 and the Sioux Uprising was concluded by the Treaty of Fort Laramie in 1868. The completion of the Sioux City & Pacific in 1868 resulted in a large influx of new settlers into the Yankton cession and greater opportunities for farmers to transport their crops. By 1870 the population of Dakota

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Territory below the 46th parallel (the current North Dakota-South Dakota border) was 11,776 and showed every sign of increasing.¹⁰

John Blair of the Sioux City & Pacific turned his attention to Dakota Territory at this time. Blair sought to secure a Federal land grant to build a rail line from Sioux City to Yankton and then north up the James River to the Canadian border. In the 1850s and 60s such land grant arrangements had been the key incentive for building railroads into unpopulated regions. Some railroads reaped huge profits from these incentives. In what is now North Dakota, for example, the Northern Pacific Railroad received a grant of 25,600 acres of land for every mile of track constructed. By 1870, however, reports of shoddy construction, stock manipulation, and bribery scandals had soured both Congress and the public on federal supports for railroad development. Blair did not receive his grant and southern Dakotans were left on their own with regard to railroad construction.¹¹

One small land-grant railroad did exist within the boundaries of South Dakota. The Winona & St. Peter Railroad, a subsidiary of the Chicago and North Western, received a land grant to build a line west from New Ulm, Minnesota to Lake Kempeska, near what is now Watertown, South Dakota. Constructed in 1872 and 1873, the line included 34.48 miles of track in South Dakota. The railroad was of such tenuous construction, however, that trains operated only as far as the town of Gary on the state line. The federal land grant was apparently the only reason for construction into the state, since the area was virtually unpopulated at the time and few settlers were entering the region. The line remained unused until 1878.¹²

Despite the unavailability of federal subsidy, the residents of South Dakota's Missouri River towns continued to pursue rail service. The 1868 completion of the Sioux City & Pacific had transformed Sioux City into a boomtown almost overnight, making it the dominant transfer point between rail and river traffic. Eager to divert this commerce, Yankton business interests chartered the Dakota Southern Railway Company in 1871 to connect Yankton with the existing railway network across Iowa. The question of the Dakota Southern's precise route proved quite controversial. Yankton interests, seeking to divert as much Missouri River traffic as possible, favored bypassing Sioux City for a direct connection with the Illinois Central at LeMars, Iowa. Clay and Union County partisans favored a southeastern route to Sioux City, thereby benefitting Vermillion and Elk Point. After much rhetoric, the Sioux City route was finally selected and construction began in June 1872. Rails were laid to Vermillion by the end of that summer and the entire line was finished by February 1873.¹³

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The benefits of the new railroad were immediate. Yankton became the principal port for upriver steamboat traffic and a primary jumping-off point during the Black Hills Gold Rush of the 1870s. Unclaimed land in the area was quickly occupied and numerous immigrants poured through Yankton, while seeking claims further north and west. Yankton County paid a significant price for their railroad, however. The county issued \$200,000 in bonds to finance the railway's construction, with the bonds to be repaid by a special 2% "railroad tax" on Yankton county property. This arrangement proved extremely controversial, and the county defaulted on the bonds after a court injunction suspended the railroad tax. Years of posturing and litigation between the county and the bondholders ensued, and the matter was not completely resolved until the last bond payments were finally made in 1919.¹⁴

Just as the Dakota Southern was being completed, though, a series of regional and national economic events brought railroad building in Dakota to an abrupt halt. The new Northern Pacific line into northern Dakota Territory played a large role in the dilemma. The Northern Pacific had come under the influence and control of Jay Cooke, a Philadelphia financier, in 1869. During the ensuing four years, Cooke led the railroad into a series of increasingly more desperate financial machinations, which ultimately led to the financial collapse of Cooke's banking empire (and the Northern Pacific itself) in 1873. These events precipitated the Panic of 1873, the beginning of a four-year nationwide economic depression.¹⁵ With little investment capital available, grand plans for railroad construction in South Dakota went on a forced hiatus.

C. Railway Expansion During the Great Dakota Boom (1878-1887)

Recovery from the Panic of 1873 was slow, but by 1878 conditions in Dakota Territory had begun to improve. Two railroad companies with extensive lines in Iowa and Minnesota began to take a renewed interest in the southern part of Dakota Territory. The Chicago & North Western (the C&NW, or the "North Western") and the Chicago, Milwaukee & St. Paul (the "Milwaukee Road") both had extensive, and in most cases directly competitive trackage in the upper Midwest. Both lines developed in the 1850s as short lines serving to connect rural markets with major cities, most notably Chicago. During the following years the two companies expanded their holdings and developed almost identical systems linking Chicago with Milwaukee, Minneapolis/St. Paul, and Omaha. Prior to the Panic of 1873 both railroads had built lines into northern Iowa and southern Minnesota. Continued intense competition spurred both companies

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to plan major expansions as economic conditions improved in the late 1870s.¹⁶ For both railroads, the unsettled areas of southern Dakota Territory seemed ideal targets.

The massive Black Hills gold rush of the mid-1870s also attracted new interest in Dakota Territory. As the population in the Hills rapidly rose and the mines began to turn a profit, the demand for transportation grew. It was apparent that the first railroad to reach the Hills stood to make a significant return on both passenger and freight operations.¹⁷

In 1877, the North Western's managing director, Marvin Hughitt, made an extensive inspection trip to Dakota Territory. Hughitt personally reconnoitered the country from the line's western terminus at Tracy, Minnesota to the banks of the Missouri River opposite Fort Pierre. Hughitt concluded that conditions were ripe for expansion into this unsettled area. His convictions were not commonly held, however. The idea of building a railroad into wholly unoccupied territory without the benefit of a government subsidy or land grant seemed the height of folly to many.¹⁸ Indeed, many railroaders felt that the construction of any non-through line into the "Great American Desert" would be financially untenable.

Hughitt believed, however, that settlement and business would follow the railroad, generating sufficient revenue to justify the North Western's investment. He managed to convince the railroad's Board of Directors and construction west from Tracy to what is now Pierre began in the spring of 1878. The North Western began to build west along the old Winona & St. Peter land grant line, starting at Gary and aiming for the Missouri River settlement of Forest City. The Chicago, St. Paul, Minneapolis & Omaha Railway (the "Omaha Road"), a long-time North Western subsidiary, also built into South Dakota, reaching Sioux Falls in 1878 and continuing west toward the Missouri.¹⁹

As soon as Hughitt's extension plans became public, the Milwaukee Road launched its own expansion program into southern Dakota Territory. Two east-west lines were begun, one running from Canton on the Big Sioux River to what is now Chamberlain on the east bank of the Missouri, and one from Ortonville, Minnesota across the northern part of the state. In addition, an extensive network of branch lines was begun, providing north-south connections and feeders for the east-west mains. The Milwaukee's ambitious construction effort soon made it the owner of the largest railroad network in South Dakota, a title it retained until 1980.²⁰

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The Great Dakota Boom also saw the first development of railroad lines in the Black Hills. Unlike the eastern part of the territory, settlement in the Hills preceded the construction of railways there. During the 1870s gold rush, the Hills were physically isolated, some 200 miles from the nearest rail connections at Cheyenne, Wyoming and Sidney, Nebraska. Mining operations and towns alike were dependent on costly and unreliable overland freighting operations for both passenger and freight hauling. Both the Milwaukee and the North Western were eager to reach the Hills. Much of western South Dakota, however, remained part of the Great Sioux Reservation, and the railroads were unable to convince either the tribes or the federal government to build through reservation land. Consequently, while both railroads had reached the Missouri River by the early 1880s, they were unable to proceed further west.²¹

Residents of the Black Hills became increasingly frustrated with their lack of reliable transportation, and began working on local solutions to the problem. In 1879 the Homestake Mining Company, rapidly becoming the dominant economic force in the Hills, chartered the Black Hills and Fort Pierre Railroad (BH&FP) at Lead. The first BH&FP engine was hauled by ox team across the plains from the railhead at Bismarck. The line operated primarily to transport the vast amount of timber needed by Homestake's mining operation, never extending beyond the Black Hills. A second locally-financed line, the Deadwood Central, was a narrow-gauge route connecting the region's two metropolises, Lead and Deadwood. Together, these two companies marked the beginning of railroading in western South Dakota.²²

It ultimately fell to two Nebraska railroad lines to connect the Black Hills with the rest of the world. In the early 1880s the North Western acquired the Fremont, Elkhorn & Missouri Valley Railroad (the "Elkhorn"), an eastern Nebraska short line. The North Western soon realized that the Elkhorn could reach the Hills by building west through Nebraska and then north, bypassing the Sioux reservation. The Elkhorn reached Buffalo Gap, South Dakota in 1885 before continuing north to Rapid City the following year. The line was finally completed to Deadwood in late 1890.²³

The Chicago Burlington & Quincy (CB&Q, or the "Burlington"), had also actively expanded its Nebraska railway network. In 1889, the Burlington built through the far southwestern corner of South Dakota en route to Wyoming and Montana, and soon decided to use this route as its own gateway to the Black Hills. The Burlington constructed a branch line from Edgemont through the center of the Hills to Deadwood, arriving in January 1891—just a month after the North Western. The Burlington quickly acquired both the

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BH&FP and the Deadwood Central, and soon possessed an extensive standard- and narrow-gauge network in the Hills.²⁴

Railway expansion in eastern South Dakota, meanwhile, continued apace. During the late nineteenth century, the Milwaukee and North Western lines in South Dakota were joined by branch routes constructed by several other major Midwestern railroads. Of these, the Great Northern Railway (through a predecessor firm) completed the largest effort by far. Entering South Dakota from the northeast, Great Northern trackage ultimately reached Aberdeen, Watertown, Huron, Sioux Falls, and Yankton. Among the state's other new railroads were the Illinois Central (to Sioux Falls), a subsidiary of the Rock Island (to Sioux Falls and Watertown), and the Minneapolis & St. Louis (to Watertown). Despite these additional entrants, however, the Milwaukee and the North Western remained firmly in control of the state's railway game. Between them, the two companies controlled some 73% of South Dakota's nineteenth-century rail lines. Each operated two major east-west lines through eastern Dakota, supported by ever-growing networks of feeder branch lines. By the late 1880s the Milwaukee and the North Western had become extremely powerful economic and social forces in South Dakota, dominating many aspects of life in the state until well into the 20th Century.²⁵ (Figure 1, on the following page, maps the extent of South Dakota's rail network in the statehood year of 1889.)

D. The Impact and Influence of the Railroad on Nineteenth-Century South Dakota

Marvin Hughitt's assertion that railroading in Dakota Territory would be economically viable proved to be prophetic. By the late 1870s a variety of conditions combined to make the territory an attractive destination for potential settlers. Available government land further east was becoming scarce, the Panic of 1873 caused the economic displacement of large numbers of potential settlers, and ideal climatic conditions in Dakota during the 1880's resulted in a series of bumper crops. From virtually the moment railroad construction began, South Dakota was inundated with eager homeseekers. In 1870 the southern half of the Territory had 11,776 residents. By 1880, only two years into the boom, that number stood at 98,268 while five years later the population had mushroomed to 263,411. During the same period railroad mileage went from zero to 2,456.1 miles. The number of platted towns rose from 6 to 213.²⁶

The railroad companies did all in their power to encourage settlement along their new routes. Thousands of promotional brochures were printed

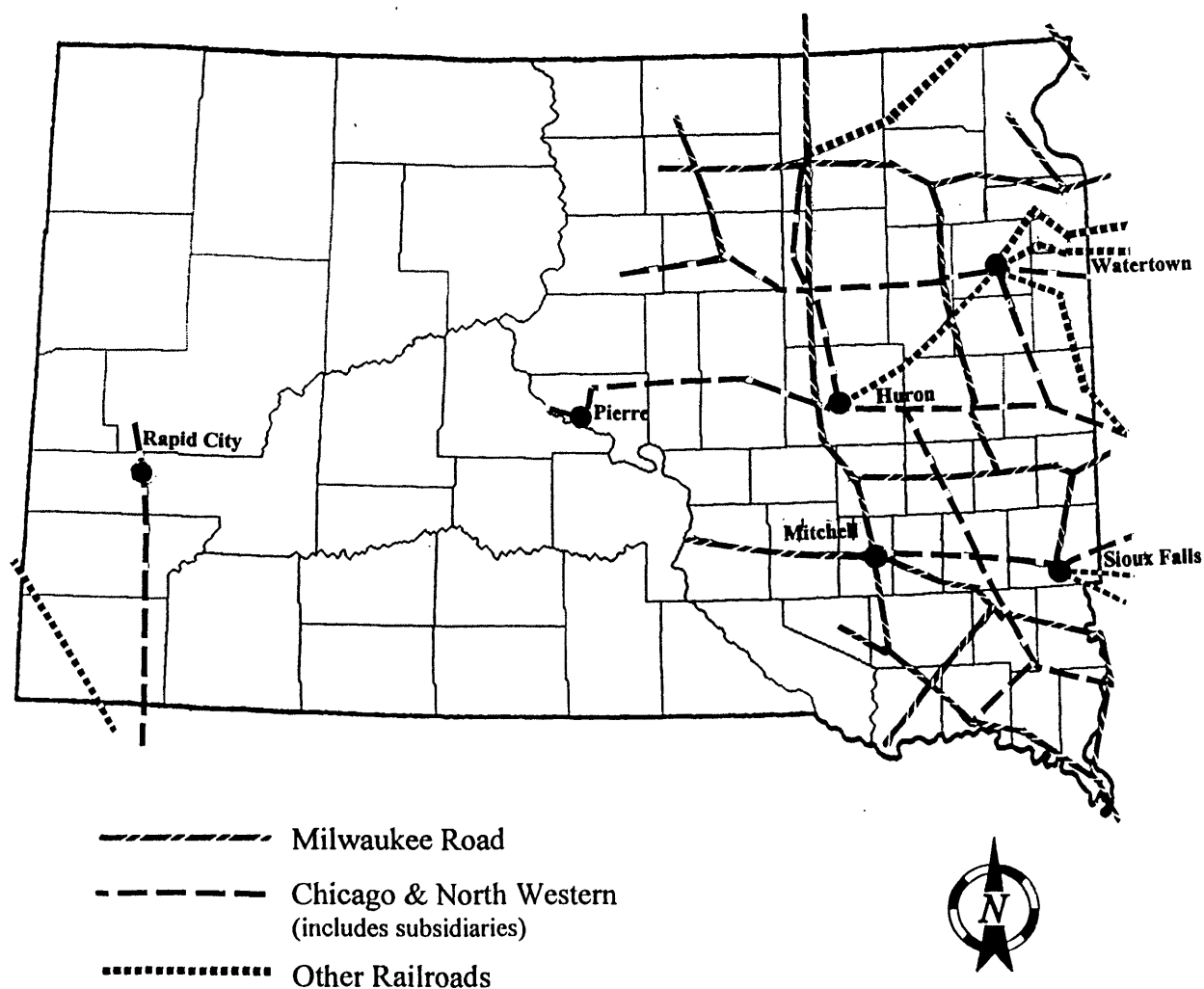
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Figure 1. South Dakota's Railroad Network: 1889



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extolling the virtues of Dakota Territory, pridefully touting the region's climate, agricultural capacity and industrial potential. Literature was printed in numerous languages, and distributed across the eastern United States, Canada, and northern and central Europe. The railroads employed hundreds of immigration agents which fanned out across Europe and North America to recruit settlers. Special immigrant trains offered discount fares and allowed potential homesteaders to cheaply ship household possessions, livestock, and building materials to the new territory. Special exhibition railroad cars, loaded with Dakota Territory products and propaganda, were exhibited at fairs across the country in order to encourage prospective settlers.²⁷

Many railroad companies supplemented these marketing and transportation programs with other efforts aimed at townsite development and land sales. Of the 285 town plats registered in Dakota Territory between 1878 and 1887, 142 were platted by railroad companies or their subsidiary townsite companies. In addition, many more were platted by individuals, such as C.H. Prior and John and Joseph Lawler of the Milwaukee and Albert Keep of the North Western, who were intimately connected with the railroad companies and acted as their agents. The practice of railway-sponsored townsite development helped focus additional residential and commercial development along the rail lines. In addition, the townsites were often very profitable in their own right. Railroads frequently acquired their future town locations at a bargain price prior to announcing plans for a rail line through the area. Prices usually increased dramatically once the location of the new line became public knowledge.²⁸

Most railroad companies used standardized town plans which were duplicated dozens of times across the state, with only minor variations. The Milwaukee favored what has become known as the 'T' town. The town was platted on one side of the tracks only, thereby reducing the number of grade crossings. The principal commercial street, usually called Main Street, was perpendicular to the tracks and terminated in front of the depot, forming a 'T'-shaped intersection with the street running parallel to the tracks. The North Western and several other lines also favored a commercial street perpendicular to the tracks but usually platted on both sides of the right-of-way.²⁹ Street names also tended to reflect railroad company preferences. Both of the state's major railroads preferred numbered streets running parallel to the tracks. The Milwaukee tended to either number perpendicular avenues or name them after railroad officials and stockholders. Thus, names like Lawler, Kimball and Sanborn can be found in several towns in the state. The North Western, on the other hand, often named perpendicular streets after states. Town names were also the

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purview of the railroad. C.H. Prior of the Milwaukee was a native New Englander and named many towns he platted after locations in that region of the country-Ipswich, Andover, and Woonsocket are all examples. The North Western often chose names associated with Great Britain, as English capital helped finance the company. Thus the town of Beresford is named after Lord Beresford, an English investor. Companies also simply made up names with no apparent meaning at all.³⁰

Railroads could also extract high prices from existing towns for providing service. Indeed, if a town did not meet the company's demands it could quickly find itself at a serious disadvantage. When the Milwaukee was surveying its line through Brown County in 1880, conventional wisdom held that the line would be routed through Columbia, which was the county seat. Columbia's town fathers, feeling that they were in a strong negotiating position, refused to provide the Milwaukee with land for a right of way and a depot free of charge. C. H. Prior, then chief surveyor of the Milwaukee, resurveyed the main line to bypass Columbia and then platted a rival town (on a tract of land owned by his wife) some 12 miles from Columbia. This site became the City of Aberdeen, which was designated as a railroad division point, became the junction for several Milwaukee lines, and eventually grew to be the third largest city in the state. Columbia stagnated and lost the county seat to Aberdeen several years later.³¹

As South Dakota's new agricultural regions became settled, the railroads continued to play a dominant role in the daily lives of the new communities. Railways carried passengers, mail, incoming supplies and goods, and outbound farm products; most telegraph service was also provided using railway equipment. Most nineteenth-century Dakota towns were entirely dependent on the railroad to provide reliable contact with the outside world, and when train service was interrupted (such as during the harsh winter of 1881), real hardships often ensued.

Most South Dakota communities were served by only a single railroad, a circumstance which often resulted in unusually high transportation rates. This monopolistic control over transportation also meant that certain businesses could negotiate with the railroad for exclusive rights to serve a particular community. Railroads entered into such agreements with grain elevator operators, lumber companies, beer distributors and a host of other wholesalers. The Laird, Norton Lumber Company of Winona, Minnesota established a very close relationship with the North Western, and built a string of lumberyards along the railroad's lines in central South Dakota. The North Western offered Laird, Norton reduced shipping rates which

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allowed them to undercut any other lumberyard in the community. Once the competition was eliminated, Laird, Norton typically increased its prices substantially. If the local demand for lumber evaporated, the yard was often sold or shut down and new yards would be opened further along the North Western line.³² While business practices such as this would be of questionable legality under present-day anti-trust laws, these activities went virtually unchallenged in nineteenth-century South Dakota.

Larger towns which were served by more than one line were in a much better position and could take advantage of the fierce competition between companies. Sioux Falls, served by no less than five separate companies, became a regional manufacturing center and the largest city in the state due in part to the availability of competitive transportation costs. The railroads also provided a large number of jobs, particularly at primary yard and maintenance facilities. It is not surprising that towns such as Huron, Aberdeen, and Mitchell, which all hosted major rail facilities, prospered and grew into regional service centers.

Throughout the nineteenth century, the railway companies also exerted a strong level of dominance over the territorial political apparatus and later the state government. Railroad lobbyists could and did influence the governor, the legislature, and representatives and policy makers in Washington. The railway interests played an integral role in all manner of state issues, but among the most dramatic were recurring controversies centered around the selection of a city to serve as territorial or state capital. In 1883, there was growing sentiment to move the territorial capitol from Yankton to a more central location. Alexander McKenzie, Dakota agent for the Northern Pacific, managed to exploit rivalries between towns in the southern half of the territory to move the capital to Bismarck, a prominent location on the Northern Pacific line.³³

The political and economic dominance of the railways in Dakota Territory quickly generated resentment among many of the region's settlers, but they lacked the political leverage to institute significant railway reform. In 1885, in response to early expressions of anti-railroad sentiment among farmers, the territorial legislature attempted to establish regulatory control over the railroads by creating a Railway Commission. While the commission was established, the railroad lobby succeeded in weakening its authority enough to render it mostly ineffectual.³⁴

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E. The Great Dakota Bust (1887-1900)

By the mid-1880s the railroad companies had transformed eastern South Dakota. Thousands of miles of line had been built, hundreds of towns established, and tens of thousands of people had flooded into the region. By 1887, however, the rosy outlook for Dakota Territory began to dim. As the area was settled, farmers brought large new tracts of land into agricultural production. Nearly all of this land was devoted to a single crop: wheat. The resultant overproduction caused steadily-declining wheat prices during the 1880s, making it more difficult for farmers to meet debt obligations they had assumed during the heat of the boom. In addition, the cyclical northern Plains climate entered a period of drought beginning in 1887, causing severe crop losses. The region's dry cycle continued without a break through the mid-1890s.³⁵ Despite the establishment of South Dakota as the thirty-ninth state in 1889, the area's boom appeared to be over.

Due in part to the drought and local economic hardships, railroad construction in South Dakota declined sharply after 1887. The pioneering routes into the Black Hills were a limited exception to this trend, and a few scattered branch lines continued to be built in the eastern part of the state. Those built were generally branch lines constructed by companies seeking to divert traffic from the Milwaukee and the North Western. The significant expansion of the Great Northern in eastern South Dakota was the most visible and notable of these efforts.³⁶

Even this reduced level of activity, however, came to a halt in 1893. That May, a devastating financial panic swept Wall Street, and the United States and South Dakota entered a three-year period of severe economic depression. The South Dakota economy, already troubled by drought, was devastated. While the state's population had expanded from 98,268 in 1880 to 328,808 in 1890, the following five years saw a net increase of only 5,175 residents, to 333,983.³⁷

The economic events of the 1880s and 1890s also led to a significant transformation of the railway industry as a whole. The boom years of the 1880s fostered a period of intense competition and savage rate wars among railroad companies. This allowed shippers to bargain for highly favorable rates on competitive trunk lines. In contrast, rural shippers without options endured high tariffs which subsidized the competitive rate structures elsewhere. Nationally, the rate wars left railroads overextended, and thus subject to takeovers and manipulation by Wall Street financiers. The situation also prompted the 1887 establishment of the Interstate Commerce Commission (ICC), a federal agency designed to

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stabilize the railroad industry through the establishment of standardized shipping rates. While the ICC served to tone down rate wars and reduce price fixing, enforcement was limited. Federally-mandated tariffs also worked against weaker lines whose only advantage was to undercut the competition.³⁸

These events helped set the stage for an industry-wide consolidation. The Panic of 1893 had caused the financial ruin of many of America's major railways; by 1895 one-quarter of the nation's railway capitalization was in bankruptcy. This provided acquisition opportunities for those established capitalists who had weathered the panic. By 1900 the vast majority of American railroads were controlled by a few large corporate interests, working through interlocking directorates and well-known financiers such as J.P. Morgan. The two dominant companies in South Dakota were no exception. The Milwaukee came under the ownership of William Rockefeller and Henry Flagler, two of the nine trustees of the Standard Oil Trust. The North Western had long been connected with the Vanderbilt corporate empire, based on the powerful New York Central Railroad, and came firmly under the control of the Vanderbilts during the 1890s.³⁹

Anti-railroad sentiment in South Dakota, already present due to the high rates and monopolistic practices of the boom years, skyrocketed during the 1890s. The Populist Party, which grew out of the Farmers Alliance movement of the 1880s, quickly became a force in state politics after the 1893 panic. In the 1894 legislature Populist independents introduced a bill to grant rate-making authority to the ineffectual State Railroad Commission. The bill was narrowly defeated, but by 1896 the sentiment for state rate control was endorsed by both the Populists and the Republicans. Following a Populist victory in the 1896 elections, the State Railroad Commission was empowered to set maximum freight and passenger rates and to determine valuations on railroad property for tax purposes. The railways quickly challenged these new laws, however, and the State Supreme Court ruled them unconstitutional in 1901.⁴⁰

F. The West River Boom (1900-1920)

By the end of the 1890s both national economic conditions and the temperamental South Dakota climate had cycled again. The Spanish-American War and protectionist trade policies had revived America's economy while the late 1890s brought several years of better-than-average rainfall to South Dakota. Under these circumstances, both the Milwaukee and the North Western returned their attention to the area between the Missouri River and

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the Black Hills. Throughout the late nineteenth century, much of South Dakota's "West River" region had been used by large open-range cattle companies rather than for family agriculture. This land use did not require the intensive rail network being constructed to the east; rather, the region saw large seasonal shipments of cattle to and from a few select railheads (in particular, Belle Fourche, and several smaller Missouri River terminals).⁴¹

The partitioning of the Great Sioux Reservation in 1889 set the stage for a dramatic transformation of the West River economy. This reduction in reservation boundaries left the land between the White and Cheyenne Rivers open for the development of direct rail lines from the Missouri to the Black Hills. While the 1893 depression temporarily shelved plans for West River construction, the return of favorable conditions at the turn of the century allowed the railroads to again consider extending new lines into the West River country.

As the twentieth century began, a new factor entered into the West River equation which helped further spur railway ambitions for expansion in the region. This change began with a new federal policy intended to break up reservation lands held in trust for the tribes into individual family allotments. Those lands not assigned to individual tribal members would then be sold to Euro-American homeseekers for cultivation. Gregory County is a typical case study. In 1902 settlement on ceded lands in the county reached a level sufficient to convince the North Western to extend a branch line into the area. The arrival of the railroad, in turn, expanded settlement rates and resulted in a small land boom. This brought pressure on the government to open remaining unallotted Indian lands in the region. The eastern portion of the Rosebud reservation was opened by public lottery in the spring in 1904, precipitating a development rush reminiscent of the early 1880s.⁴²

Over the course of the next decade most of the ceded and surplus Indian lands were opened to settlement and occupied. Both the North Western and the Milwaukee built lines connecting their Missouri River terminals with Rapid City. The Milwaukee also extended its line through the northern part of the state across the river, opening large tracts of the Cheyenne River and Standing Rock reservations as well as ceded land in the northwest corner of the state. The Minneapolis and St. Louis Railway also built an extension from Watertown west to the new Missouri River settlement of LeBeau. The planned extension of the Minneapolis & St. Louis line into the West River country never materialized, however, and the route proved short-lived.⁴³

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It was amid this new boom climate that the Milwaukee committed to an ambitious but ultimately disastrous expansion plan, resolving to extend their northern South Dakota line across the Missouri and through Montana, Idaho, and Washington to Puget Sound. The rationale for the Milwaukee's decision was complex, and included specific competitive factors as well as the nationwide optimism of the railway industry. For many years, much of the Milwaukee's income had been derived through the haulage of transcontinental traffic between Chicago and the Twin Cities-freight that was carried west of Minnesota by either the Great Northern or the Northern Pacific. By the turn of the century, both Northern railroads were controlled by James J Hill, in cooperation with J.P. Morgan. In 1901 Hill and Morgan also gained control of the Burlington, which provided the Northern lines with a direct connection to Chicago. The Milwaukee was consequently faced with a substantial loss of traffic and revenue.⁴⁴

Simultaneously, the northwestern states were enjoying a significant boom period and all estimates were that another connection to the region would be successful. Other Midwestern lines, including the North Western, were rumored to be planning new transcontinental routes. These factors combined to convince the Milwaukee to begin its transcontinental line in 1905. The project-extremely expensive by any standard-was completed in 1911; over the following decade the railroad invested additional millions in an electrification project for western portions of the line. For a variety of reasons the Milwaukee's transcontinental line never lived up to its economic potential, and the great cost of the route helped destabilize the entire railroad financially. Nevertheless, the project gave South Dakota its only real transcontinental rail route, and gave the state one true example of long-distance, heavy-duty railroading.⁴⁵

The West River land rush proved to be an unrealistic attempt to replicate the earlier boom of the 1880s. Again, the railroads played a major role, touting the newly-opened lands as a new agricultural Mecca. Scientific farming methods designed for a dry climate would supposedly ensure bumper crops of alfalfa and other products, while federal irrigation programs (as in the Belle Fourche Valley) would further aid in agricultural success. The cycle of the nineteenth century repeated itself, however, as economic conditions worsened and a drought struck the region in 1910 and 1911. The railroads worked diligently to support their new territories, including providing necessities to drought victims and helping find work for displaced farmers. Nevertheless, thousands of homesteaders abandoned their claims in the face of these hardships.⁴⁶

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Public dissatisfaction with the railroads and resentment of their political influence continued to grow during the 1900s and 1910s. The railroads did indeed have a powerful voice in state government. Popular legend stated that representatives of the Milwaukee, the North Western and other major corporations wrote laws in the proverbial smoke-filled room at Pierre's Locke Hotel and then forwarded them to the capitol to be rubber-stamped by the legislature. Through the use of a variety of favors, including free passes and the distribution of "retainers" to local attorneys, the railroads also had substantial control over local political machines and the selection of legislators. Despite this level of influence, however, public pressure throughout the period finally resulted in legislative action. Legislation regulating railway rates was enacted in 1907 and 1909 only to be tied up in the courts. The rate structure and authority of the State Railroad Commission were finally ratified by the State Supreme Court in 1913. Assessments on railroad property also were raised by the legislature during this period.⁴⁷

In 1904 the railroads once again became deeply involved in the question of where to establish the state capitol. The candidates were Pierre, which had been the capitol since 1889 and was the Missouri River terminal for the North Western; and Mitchell, which was a major division headquarters for the Milwaukee. The railroads dispensed hundreds of passes to voters allowing them to travel for free to their respective candidate towns. Special trains and extravagant entertainment were bankrolled by the railroads and various local interest groups throughout the campaign. Both railroads realized that the selection of their town would mean enhanced revenues and increased political influence. The people of South Dakota took advantage of the rivalry between these two companies to indulge in what was called "a grand sixty day picnic," enjoying both the celebratory atmosphere and the railway-provided campaign perks.⁴⁸

While the early years of the 1910s were difficult for South Dakotans, the outbreak of the First World War in 1914 did much to alleviate the state's economic distress. Prices for farm products rose dramatically, resulting in a significant expansion in the rural economy. Rainfall levels also improved in the later part of the decade. Farmers expanded their operations and borrowed heavily to update equipment and purchase or lease additional land. The railroads enjoyed substantial profits during the War, despite new regulations. Even when the rail industry was completely nationalized following American entry into the war in 1917, railroad companies turned consistent profits based on the enormous demand of a wartime economy.⁴⁹ In South Dakota, the ongoing prosperity of the state's railroads was reflected by continuing expansion. New railroad lines

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continued to rapidly appear in the state until approximately 1910, and a lower level of construction continued into the 1920s. Figure 2, on the following page, shows the South Dakota railway network in 1920, when it was near its zenith.⁵⁰

G. The Farm Crisis and The Great Depression (1920-1939)

The 1920s are considered, in general, to have been a high-water mark in American railroading and a time of economic success. This prosperity did not, however, extend to the northern Great Plains or the railroads that served the area. Following the First World War, farm commodity prices plunged as wartime demand for farm products dried up. This was accompanied by a period of general deflation and a substantial severe reduction in land values. As a result, many farmers who had borrowed against inflated land prices during the war found themselves unable to meet their obligations. The rural Midwest consequently fell into economic depression a full nine years before the rest of the country. In South Dakota, 175 banks had failed by 1924 and countless farmers had lost their land.⁵¹

The 1920s also saw the beginnings of the first serious challenge to the railroad's monopoly on local passenger and freight transportation. The mass production of the automobile placed an independent means of travel at the disposal of many Americans. This resulted in a decline in passenger counts nationwide, beginning in the 1920s and continuing in subsequent decades. Development of all-weather roads and the growth of interstate trucking also began to make inroads into railroad freight profits. This impact, while initially minimal, also grew more severe as the twentieth century progressed.⁵²

The downturn in the rural economy and increased competition resulted in a loss of revenue for railroads which served rural communities. This was particularly true for the farm-dependent "Granger" railroads of the Midwest. The Milwaukee, in particular, was in a precarious position following World War I. The Midwestern agricultural decline, combined with the railroad's heavy debt load, was sufficient to push the Milwaukee into bankruptcy in 1925.⁵³

The stock market crash of October 1929 and the years of depression which followed caused a further strain on South Dakota's economic climate, including its railroads. To make local matters worse, the nation's financial crisis was accompanied by another turn in the variable Great Plains climate. The result was the Dust Bowl—a return of severe drought

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Figure 2. South Dakota's Railroad Network: 1920



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and the displacement of thousands of farmers and small-town residents. The population of South Dakota declined from a high of 692,849 in 1930 to 589,920 by 1945. Even more revealing is that the number of farms in the state fell from an all-time high of 101,224 in 1915 to 68,705 by 1945, a decrease of 30%. In the face of both a national depression and a severe reduction in the demand for transportation across the region, it is not surprising that the North Western entered bankruptcy in 1935.⁵⁴ Many of the Midwest's other railroads suffered similar fates.

H. World War II and the Post-War Decline (1941-1997)

During the last years of the 1930s the national economy and conditions in South Dakota began to recover. The return of hostilities in Europe, as in the First World War, created an improved demand for agricultural products. American entry into the conflict in 1941 placed enormous demands on the national transportation network. Severe limitations on gasoline consumption and auto traffic added to the enormous wartime demand for rail passenger and freight service.⁵⁵ Railroads played a crucial role in the war effort and emerged from the war in a much improved financial condition. In South Dakota, the Milwaukee's transcontinental line in particular played a significant role, serving as a major travel corridor for troop trains as well as wartime freight cargos. During much of the war, some 20,000 soldiers passed through Aberdeen each month on Milwaukee Road troop trains.⁵⁶

Following the war's end in 1945, rail transportation remained a primary means of transportation in the nation. In addition, continuing advances in railway technology were allowing more efficient operation. From the beginning, railroads had relied on steam locomotives to move their trains. Steam engines required vigilant maintenance, constant lubrication, and frequent fuel and water stops. Experiments with alternative locomotive designs had taken place for decades, and in the mid-1920s the first diesel locomotives began to enter service. Diesels required less maintenance, could travel farther between stops and used less fuel than steam locomotives. The industry's ultimate shift to diesel power began during the late 1930s and accelerated rapidly after the war. The first diesels were operating in South Dakota by the late 1940s, pulling passenger trains such as the Milwaukee's *Olympian Hiawatha* and *Arrow* and the North Western's *Dakota 400*. Steam continued to operate in South Dakota into the 1950s but had completely disappeared by 1960.⁵⁷ The end of steam allowed for the removal of significant portions of the state's railway infrastructure.

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Coaling towers and water tanks were eliminated, and many of the state's roundhouses and service facilities were consolidated.

Other technological and economic changes during the period further affected the state's railway landscape. Increased use of telephone and radio communications eliminated the need for the railway telegraph. This, combined with lessening levels of local traffic, resulted in the closure of many small-town railway stations. Railway maintenance also became more mechanized, allowing for a significant reduction in the number of "section bases," where maintenance crews were stationed.

Despite these improved efficiencies, the railroad industry had entered a long period of decline by the late 1950s. The continued proliferation of the automobile, improvements in local roadways, and the creation of the interstate highway system all gave a huge boost to the trucking industry and helped doom many passenger train services. The nation's expanding airline industry also diverted passenger, freight, and mail traffic from the railroads. The last company-operated passenger train serving South Dakota was discontinued in 1969. Compounding these national trends, the region's farm economy continued to contract and consolidate during the 1960s and 1970s. By 1974, the number of farms in the state had declined to 43,500.⁵⁸

As the rural economy changed, the branch lines which had served rural communities became unprofitable. The 1960s and 1970s saw the beginning of a massive contraction in South Dakota's railway infrastructure and the wholesale abandonment of hundreds of miles of track. The first to go was the Minneapolis & St. Louis; the North Western absorbed the smaller railroad in 1960, and soon abandoned most of the former Minneapolis & St. Louis routes in the state. Numerous other lines were also abandoned during the period. In particular, the North Western undertook an aggressive abandonment program which reduced its trackage in the South Dakota radically between 1966 and 1980. The Milwaukee did not pursue line abandonments with the same vigor, but the railroad as a whole was on very shaky financial ground. The combined effects of increased competition and its unprofitable granger network returned the Milwaukee to bankruptcy in 1977. As part of the company's reorganization efforts, the Milwaukee's bankruptcy trustee announced that the railroad hoped to abandon all of its South Dakota trackage. With the possibility of this massive transportation loss hanging over the state, it ultimately became clear that governmental intervention would be needed in order to preserve a basic rail network in South Dakota,⁵⁹

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By 1980, 60% of South Dakota's rail mileage had been abandoned, gravely reducing transportation options for the state's struggling communities. The Milwaukee bankruptcy and other developments suggested that the loss of most of the state's remaining trackage could be imminent. In response, the South Dakota state government intervened to preserve a core rail network in the state and prevent the total loss of rail services for many communities. The South Dakota Rail Authority was created in 1980, purchasing some 1254 miles of track and rail facilities, primarily lines that the Milwaukee had planned to abandon. In 1982 the former Milwaukee main line across northern South Dakota was also acquired. The Burlington Northern Railroad was contracted to provide service over key components of the state-owned network. Burlington Northern later purchased the former Milwaukee main line from the state, and it continues to operate essential rail services on much of the remaining state trackage.⁶⁰ (As the result of a merger, the company is now known as the Burlington Northern Santa Fe Railway.)

An independent shortline, the Dakota Southern Railway, was also licensed to operate a route from Mitchell through Chamberlain to Kadoka—a segment of the Milwaukee's former Rapid City line. (The Dakota Southern also operated trackage between Napa [near Yankton] and Platte between 1985 and 1987; that route proved uneconomical, however, and is now moribund.) Several other small railroads were also established in far eastern South Dakota during the 1980s, operating shorter segments of former Milwaukee or North Western trackage.⁶¹ These new shortlines, with their relatively low operating costs, were able to preserve service on lightly-trafficked lines that had been unprofitable for the larger railroads.

Meanwhile, the North Western's contraction in South Dakota continued. In 1985 the railroad announced its intention to abandon most of its main South Dakota line, from Brookings to Rapid City. Agricultural interests in the region protested vigorously and formed an investor group to purchase the line and operate it independently. This entity, the Dakota, Minnesota and Eastern Railroad Company eventually purchased the entire North Western line from the Mississippi River to the Black Hills, along with branch lines to Aberdeen and Watertown. In January 1996 the Dakota, Minnesota & Eastern also agreed to purchase the former North Western line running along the eastern edge of the Black hills. This transaction ended 122 years of North Western operations in South Dakota, and firmly strengthened the Dakota, Minnesota & Eastern's position as a major Midwestern railroad.⁶²

As a result of these events, the rail industry in South Dakota is radically different from what it was two decades ago. The state's once-

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massive branchline network is almost completely gone, and local railroading is now thoroughly dominated by the Burlington Northern Santa Fe and the Dakota, Minnesota & Eastern-two corporate entities which did not even exist during the historic period. These companies have strengthened the state's surviving railroad system, and the future of most of the remaining network seems secure. (Figure 3, on page 26, maps the state's currently-operating railroad routes.) Sadly, though, most of the facilities historically associated South Dakota's once-powerful and ubiquitous rail industry have disappeared, and many more are endangered. It is therefore important, given the vital role that rail transportation played in the shaping of South Dakota, that the tangible remains of these entities be identified, preserved and interpreted for the public.

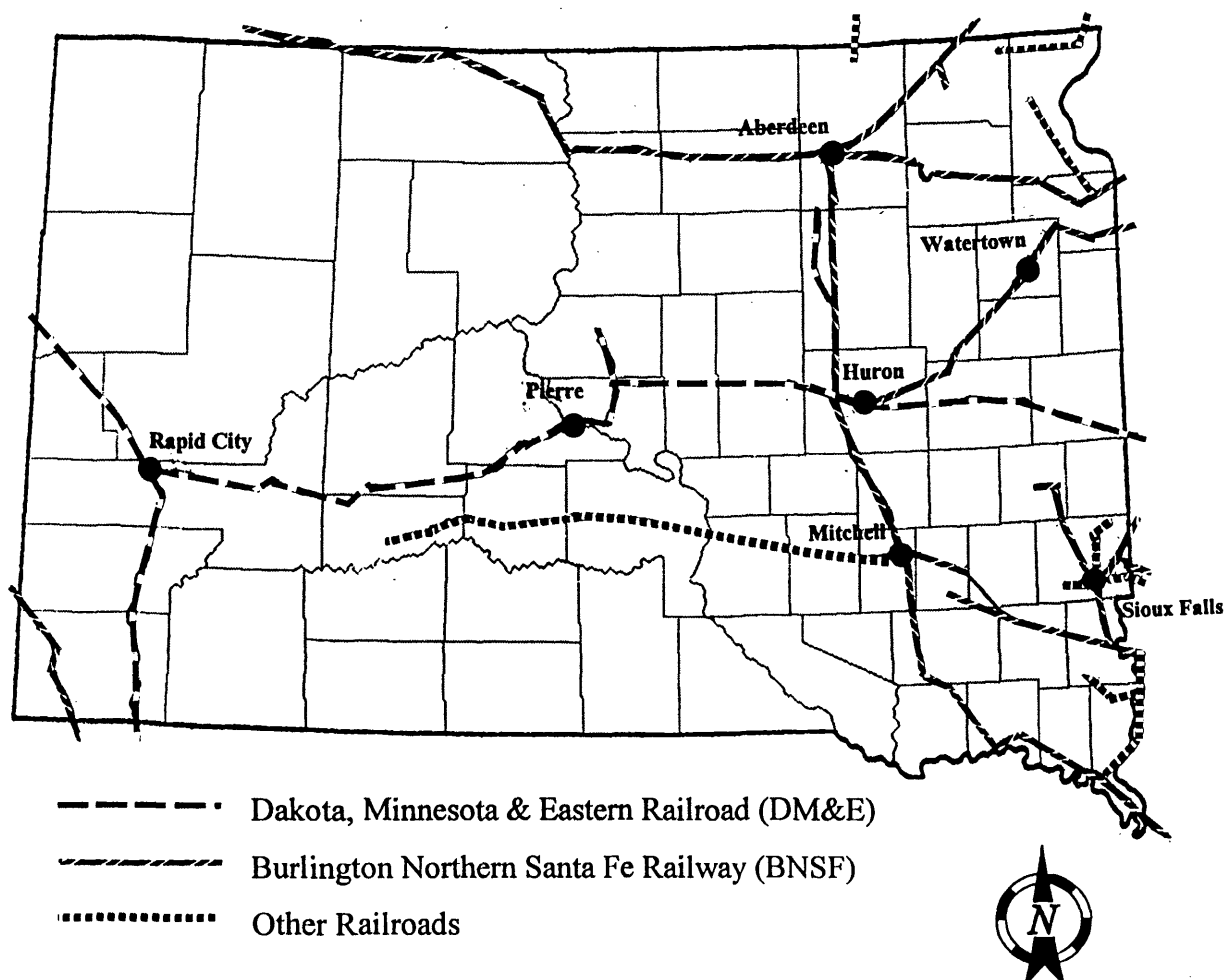
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Figure 3. South Dakota's Railroad Network: 1998



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Appendix: List of South Dakota Railroad Companies⁶³

The following list includes independent, common-carrier railroad companies which have operated within the state of South Dakota. It does not include streetcar lines, railroads which were planned but never built, or "paper" subsidiaries of major railroads. Railroad acronyms and nicknames in common usage are included. Railways currently (1998) operating in South Dakota are indicated by a dagger (†) preceding their name.

Black Hills & Fort Pierre (BH&FP): This was a short line railroad, initially backed by the Homestake Mining Company, which constructed approximately 71 miles of track in the northern Black Hills between 1881 and 1910. The railroad was later acquired by the Chicago, Burlington & Quincy, and all former BH&FP trackage was subsequently abandoned.

†Buffalo Ridge: This is a modern shortline railroad, which since 1988 has operated the former North Western line east from Sioux Falls into Minnesota.

Burlington Northern (BN): The Burlington Northern was the product of a 1970 merger of four major railroads, including the Great Northern. One of the largest railroads in the country, the BN was the dominant railroad in much of the upper Midwest and Northwest. In South Dakota, the railroad inherited the former Great Northern lines to Aberdeen, Huron, and Sioux Falls, as well as the former Chicago, Burlington & Quincy routes in the southwestern part of the state. In addition, between 1980 and 1982 the BN obtained the right to operate several state-owned (former Milwaukee Road) lines. These included the former Milwaukee main line across northern South Dakota, a route from Aberdeen through Mitchell and Yankton into Iowa, and a line from Mitchell to Canton. The BN became part of the larger Burlington Northern Santa Fe Railway in 1995.

†Burlington Northern Santa Fe (BNSF): The Burlington Northern Santa Fe Railway was created by the 1995 merger of the Burlington Northern Railroad and the Atchison, Topeka & Santa Fe Railway. The BNSF continues to operate former BN routes in South Dakota (see above).

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Canadian Pacific (CP): The Canadian Pacific Railway is a major Canadian transcontinental railroad. Since the early twentieth century, the CP has also held a controlling interest in the Minneapolis, St. Paul & Sault Ste. Marie (the "Soo Line"). In the 1990s the operation and corporate structure of the Soo Line were gradually integrated into that of the CP. The only remaining former Soo Line trackage in South Dakota is the branch to Veblen (in Roberts and Marshall Counties); this is now operated by CP.

Chicago & North Western (C&NW): The Chicago & North Western (the "North Western") was a major Midwestern railroad, operating several important routes radiating north and west from Chicago. During the late nineteenth and early twentieth centuries, the North Western constructed or acquired an extensive network of routes in South Dakota, giving it a presence in the state second only to that of the Milwaukee. Among these lines were a primary east-west route through Brookings and Pierre to Rapid City; a secondary east-west line through Watertown, Redfield, and Gettysburg; a north-south line running through Huron and Aberdeen; a north-south route running just east of the Black Hills; and a number of branch lines. At its peak, the railroad operated over 1,300 miles of trackage in the state.

The North Western abandoned much of its South Dakota network in the 1960s and 1970s. Most of the state's remaining North Western trackage was sold to the new Dakota, Minnesota & Eastern Railroad in 1985 (see below). The North Western itself was incorporated into the far larger Union Pacific Railroad in 1995. By that time, the North Western's only South Dakota trackage was a route from Nebraska through Rapid City and into Wyoming; the Union Pacific quickly sold that line to the Dakota, Minnesota & Eastern.

Chicago, Burlington & Quincy (CB&Q): The "Burlington" was among the largest and most prosperous Midwestern railroads, with important routes from Chicago to the Twin Cities, Colorado, and Montana. One of these lines (constructed 1889) includes about 50 miles of trackage in far southwestern South Dakota. From the town of Edgemont on this line, the Burlington constructed a route through the Black Hills to Deadwood, as well as several branches in the region. The company was merged into the larger Burlington Northern Railroad in 1970, and the last of the railroad's Black Hills routes were abandoned during the 1980s. The former Burlington main line through Edgemont remains active.

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Chicago, Milwaukee, St. Paul & Pacific (CMStP&P): This railroad operated under the name "Chicago, Milwaukee & St. Paul" until 1927; it is better known by its long-standing nickname, "the Milwaukee Road." During the historic period, the Milwaukee was one of America's longest railroads, operating over 10,000 miles of track. Primary routes included lines from Chicago to Kansas City, Omaha, the Twin Cities, and other points in the upper Midwest. In 1909 the Milwaukee also completed a transcontinental main line from St. Paul to Seattle/Tacoma, Washington; this route traversed northern South Dakota from east to west, passing through Aberdeen and Mobridge. In addition, the Milwaukee operated a very extensive network of secondary routes in the state, constructed between 1872 and 1910. These routes included an east-west line through Canton and Mitchell to Rapid City; an east-west line through Madison to Wessington Springs; a north-south line through Aberdeen, Mitchell, and Yankton; a north-south line through Sioux Falls, and a large network of shorter branches. At its peak, the Milwaukee operated some 1,800 miles of trackage in South Dakota, more than any other railroad.

Significant abandonments of Milwaukee Road routes in the state began during the 1970s. In 1980, the bankrupt railroad ended service on all its remaining South Dakota routes, with the exception of its east-west main line. Most of these discontinued lines were purchased by the State of South Dakota; the state, in turn, contracted with the Burlington Northern for the continued operation of many of the purchased routes. In 1982, the Milwaukee main line was also acquired by the state, and its operation contracted to Burlington Northern. (BN later purchased the main line outright.) The Milwaukee Road itself was acquired by the Soo Line in 1985.

Chicago, Rock Island & Pacific (CRI&P): The "Rock Island" was a major Midwestern railroad, operating some 8000 miles of track from Chicago to the Twin Cities, Colorado, and the Southwest. Its South Dakota routes consisted of branch lines into the state from the east, terminating at Sioux Falls and Watertown. These routes were constructed between 1884 and 1886 by an affiliate company, the Burlington, Cedar Rapids & Northern; they were abandoned by 1972.

Chicago, St. Paul, Minneapolis & Omaha (CStPM&O): This railway, known as the "Omaha Road," was an affiliate of the Chicago & North Western since 1882. It operated routes between its namesake cities, and in South Dakota constructed a line from Minnesota through Sioux Falls to Mitchell. By the twentieth century the Omaha Road was largely

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integrated into the North Western system, and the Omaha Road name had vanished by the 1950s.

Dakota & Iowa: This is a modern shortline, operating former Milwaukee Road trackage from Dell Rapids south through Sioux Falls and into Iowa. The company primarily serves a large quarry operation near Dell Rapids.

Dakota, Minnesota, & Eastern (DM&E): The DM&E was established in 1985 to purchase the Chicago & North Western's main line across the state, from Rapid City eastward through Pierre, Huron, and Brookings. The railroad also acquired North Western branches leading north from the main line to Onida, Aberdeen, and Watertown. In 1996 the railroad also purchased a former North Western line running northward from Nebraska through Rapid City and Belle Fourche. The DM&E continues to operate most of this network-over 500 miles of line-although some segments of branch line trackage have been abandoned.

Dakota Southern: The Dakota Southern is a modern shortline railroad, currently operating 187 miles of state-owned trackage from Mitchell through Chamberlain to Kadoka. (This is a segment of the former Milwaukee main line to Rapid City.) During the 1980s, the Dakota Southern also briefly operated former Milwaukee lines from Milbank to Sisseton, and from Napa (near Yankton) to Platte.

Deadwood Central: The Deadwood Central was a narrow-gauge shortline which constructed approximately 26 miles of trackage in the northern Black Hills between 1889 and 1902. The railroad was later acquired by the Chicago, Burlington & Quincy, and all former Deadwood Central trackage was subsequently abandoned.

Ellis & Eastern: This is a modern shortline railroad, operating approximately 15 miles of former Chicago & North Western trackage between Ellis (Minnehaha County) and Sioux Falls.

Fairmont & Veblen: The Fairmont & Veblen was an historic shortline, which constructed a 39-mile line between Veblen and Grenville (Marshall and Day Counties) in 1914. This railroad was later acquired by the Soo Line, which abandoned the route in 1971.

Forest City & Sioux City: This was an historic shortline railroad, which constructed a 19-mile route between Gettysburg and Forest City (Potter County) in 1890. Financial support was provided by the Chicago &

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North Western. The railroad, never very successful, was abandoned in 1911.

Fremont, Elkhorn & Missouri Valley (FE&MV): This railroad (known informally as "the Elkhorn") constructed a route northward from Nebraska to Rapid City and the northern Black Hills between 1885 and 1890. The Elkhorn was purchased by the Chicago & North Western in 1903. While some former Elkhorn branches have been abandoned, most of the route is in use today by the Dakota, Minnesota & Eastern.

Great Northern (GN): The Great Northern was a major transcontinental railroad, with its primary route running between the Twin Cities and Seattle. Between 1887 and 1893, the Great Northern constructed three lines into South Dakota from the northeast, leading to Aberdeen; Watertown and Huron; and Sioux Falls and Yankton. The railroad also acquired and operated the former South Dakota Central line (see below). The Great Northern became part of the Burlington Northern Railroad in 1970; Burlington Northern, in turn, was incorporated into the Burlington Northern Santa Fe in 1995. Most of the Yankton and South Dakota Central routes have been abandoned, but the the Burlington Northern Santa Fe continues to use the remaining lines.

Illinois Central (IC): The Illinois Central was a major Midwestern railroad, operating important routes from Chicago to New Orleans and Omaha. The railroad operated 15 miles of trackage in South Dakota, from the Minnesota border to Sioux Falls. This route, constructed in 1887, was abandoned in 1980.

Minneapolis & St. Louis (M&StL): The Minneapolis & St. Louis was an historic railroad operating routes running south and west from Minneapolis. The railroad built a route from the Minnesota border to Watertown in 1884, and extended the line through Aberdeen in 1906. A line was also constructed to the Missouri River at LeBeau (Walworth County) in 1907. In all, the railroad operated 289 miles of trackage in South Dakota. The Chicago & North Western acquired the M&StL in 1960. All former M&StL lines in the state were abandoned by 1977.

Minneapolis, St. Paul, & Saul St. Marie (MStP&SSStM): This railroad was popularly known as the "Soo Line," and the Soo Line name was later made official. The Soo built and operated an extensive network of routes in the upper Midwest, most radiating from the Twin Cities. The railroad constructed only two short branches into South Dakota, from the North Dakota border to Pollock (Campbell County), and from the

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border to Veblen and Grenville. Only the line to Veblen remains today. The Soo has long been affiliated with the Canadian Pacific Railway, and is now operated as a unit of that railroad.

Rapid City, Black Hills & Western: This railroad, known variously as the "Rapid Canyon Line" or the "Crouch Line," completed a 34-mile route between Rapid City and Mystic (Pennington County) in 1906. The railroad was abandoned in 1947.

†Red River Valley & Western: This is a modern shortline railroad operating extensive trackage in North Dakota. One line extends to Hecla, South Dakota (Brown County); this is a remnant of a former North Western branch line.

†Sisseton Milbank: This is a modern shortline railroad operating a former Milwaukee Road branch line between its namesake cities (Grant and Roberts Counties).

Soo Line: This was the nickname (and later corporate name) of the Minneapolis, St. Paul & Sault St. Marie Railroad (see above).

South Dakota Central: The South Dakota Central was an historic shortline which constructed a 103-mile route between Sioux Falls and Watertown between 1904 and 1907. The railroad was soon acquired by the Great Northern, which continued to operate the line. The southern portion of the railroad (between Sioux Falls and Wentworth) remains in use by the Burlington Northern Santa Fe, the corporate successor to the Great Northern. The remainder of the line was abandoned in the 1970s and 1980s.

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Endnotes for Section "E"

1. Portions of this section were adapted from Mark Hufstetler and Lon Johnson, "County Courthouses of South Dakota," National Register of Historic Places Multiple Property Documentation form prepared by Renewable Technologies, Incorporated for the South Dakota State Historical Preservation Center, 1992.
2. For an introduction to South Dakota's geography, see Chapter 1 of Herbert S. Schell, *History of South Dakota*, 3rd ed. (Lincoln: University of Nebraska Press, 1975).
3. For a discussion of South Dakota's rural-based initial settlement, see Schell, *History of South Dakota*, Chapters 12 and 22. Also see Paula M. Nelson, *After the West Was Won: Homesteaders and Town-Builders in Western South Dakota, 1900-1917* (Iowa City: University of Iowa Press, 1986).
4. Population statistics and comparisons for this document were drawn from tabular material in the published in the fifteenth (1930) through the twenty-first (1990) *Census of the United States*, published by the U.S. Department of Commerce, Bureau of the Census.
5. For a good introduction to the historical geography of railroading, see James E. Vance, *The North American Railroad: Its Origin, Evolution, and Geography* (Baltimore: Johns Hopkins University Press, 1995).
6. James Fredric Hamburg, *The Influence of Railroads Upon the Process and Patterns of Settlement in South Dakota* (New York: Arno Press, 1981), 2; Schell, *History of South Dakota*, 69-72.
7. Schell, *History of South Dakota*, 80-81.
8. Ibid., 79-81.
9. Ibid., 82-83.
10. Schell, *History of South Dakota*, 88-89; Hamburg, *The Influence of Railroads*, 4, 55.
11. Schell, *History of South Dakota*, 110-111.
12. Hamburg, *The Influence of Railroads*, 63.

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13. Schell, *History of South Dakota*, 111-112.
14. Ibid., 113-114.
15. Albro Martin, *Railroads Triumphant: The Growth, Rejection & Rebirth of a Vital American Force* (New York: Oxford University Press, 1992), 289-290; Dee Brown, *Hear That Lonesome Whistle Blow: Railroads in the West* (New York: Holt, Rinehart & Winston, 1977), 210-214.
16. Charles W. Bohi and H. Roger Grant, "Country Railroad Stations of the Milwaukee Road and the Chicago & North Western in South Dakota," *South Dakota History* 9 (Winter 1978): 1-2.
17. Robert J. Casey, *Pioneer Railroad: The Story of the Chicago and North Western System* (New York: McGraw, Hill & Co., 1949), 165.
18. Ibid., 159-161.
19. Doane Robinson, *South Dakota, Sui Generis* (Chicago and New York: The American Historical Society, 1930), 384; Hamburg, *The Influence of Railroads*, 106.
20. Hamburg, *The Influence of Railroads*, 106.
21. Schell, *History of South Dakota*.
22. Rick Mills, *Railroading in the Land of Infinite Variety: A History of South Dakota's Railroads* (Hermosa, South Dakota: Battle Creek Publishing Company, 1990), 15-17.
23. Ibid.
24. Richard C. Overton, *Burlington Route: A History of the Burlington Lines, 1849-1949* (New York: Alfred A. Knopf, 1965), 227-230; Mills, *Railroading in the Land of Infinite Variety*, 17-18; Rick Mills, *Making the Grade: A Century of Black Hills Railroading* ([Hermosa, South Dakota: the author], 1985), 75. The "Chronology" provided on pp. xxv-xxviii of Overton is also useful.
25. Bohi and Grant, "Country Railroad Stations," 1-2. For a chronology of the construction (and abandonment) of individual railway lines in South Dakota, see Mills, *Railroading in the Land of Infinite Variety*, 232-236.
26. Hamburg, *The Influence of Railroads*, 4.

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27. Ibid., 181-189. For a good case study of this marketing effort (not in South Dakota) see Sig Mickelson, *The Northern Pacific Railroad and the Sealing of the West* (Sioux Falls, South Dakota: The Center for Western Studies, 1993).
28. Hamburg, *The Influence of Railroads*, 96, 174.
29. John C. Hudson, "Towns of the Western Railroads," *Great Plains Quarterly* 2 (1982): 41-54.
30. For additional information on the origins of South Dakota town names, see Virginia Driving Hawk Sneve, ed. *South Dakota Geographic Names* (Sioux Falls, South Dakota: Brevet Press, 1973).
31. Don Artz, *The Town in the Frog Pond: Stories of Builders, Buildings and Business in Aberdeen's Commercial Historic District* (Aberdeen, South Dakota: Memories, Inc., 1991), 4; Schell, *History of South Dakota*, 163.
32. For a good case study of this practice, see John N. Vogel, *Great Lakes Lumber on the Great Plains: The Laird, Norton Lumber Company in South Dakota* (Iowa City: University of Iowa Press, 1992).
33. Schell, *History of South Dakota*, 208-211.
34. Ibid., 225.
35. Ibid., 223-224, 343-344.
36. Hamburg, *The Influence of Railroads*, 181.
37. Ibid., 191-192.
38. Gabriel Kolko, *Railroads and Regulations 1877-1916* (Princeton, New Jersey: Princeton University Press, 1965), 57-63.
39. Kolko, *Railroads and Regulations*, 64-65; August Derleth, *The Milwaukee Road: Its First Hundred Years* (New York: Creative Age Press, 1948), 149; Casey, *Pioneer Railroad*, 216.
40. Schell, *History of South Dakota*, 230-240.
41. Schell, *History of South Dakota*, 250-252.
42. Ibid., 251-253.
43. Ibid., 253.

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44. Derleth, *The Milwaukee Road*, 163-179.
45. Ibid. A former Burlington line between Nebraska and Montana--which includes a small amount of South Dakota trackage in the extreme southwestern corner of the state--also forms part of a transcontinental route, and is today the most heavily-used trackage in the state.
46. Schell, *History of South Dakota*, 257-258. For additional information about the West River land rush, also see Hamburg, *The Influence of Railroads*.
47. Schell, *History of South Dakota*, 258-262.
48. Casey, *Pioneer Railroad*, 180.
49. Allyson Brooks and Steph Jacon, *Homesteading and Agricultural Development Context* (Vermillion, South Dakota: South Dakota State Historical Preservation Center, 1994), 25-26; Kolko, *Railroads and Regulations*, 226-228.
50. For a chronology of railway construction and abandonment in South Dakota, see "The South Dakota Railroad Industry Yesterday and Today, Volume 3" ([Pierre]: South Dakota Department of Transportation, Division of Railroads, 1976), 2-9. Similar information is provided in Mills, *Railroading in the Land of Infinite Variety*.
51. Schell, *History of South Dakota*, 277-278.
52. Hamburg, *The Influence of Railroads*, 403.
53. Derleth, *The Milwaukee Road*, 194.
54. Hamburg, *The Influence of Railroads*, 4; Casey, *Pioneer Railroad*, 256.
55. Schell, *History of South Dakota*, 297, 300-301.
56. See, for example, Helen J. Bergh, "Troop Trains and Pheasant Sandwiches: The Aberdeen Canteen in World War II," *South Dakota History* 23 (Summer 1993): 133-141.
57. Mills, *Railroading in the Land of Infinite Variety*, 114.
58. Ibid.; Schell, *History of South Dakota*, 356.
59. Mills, *Railroading in the Land of Infinite Variety*, 114.

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60. Ibid., 167; also see *What Does South Dakota Do Now About Railroads?* (Huron, South Dakota: Ag Unity Organization, 1980).

61. Mills, *Railroading in the Land of Infinite Variety*, 169-170.

62. Ibid.

63. Most of the information in this Appendix is from Mills, *Railroading in the Land of Infinite Variety*. Additional information is from "The South Dakota Railroad Industry Yesterday and Today."

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F. Associated Property Types

1. Introduction: Railroads and the National Register Evaluation Criteria¹

This documentation form examines railway-related resources constructed in South Dakota through the year 1947. The eligibility of such resources for the National Register of Historic Places is governed by a published series of broad federal guidelines. National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation," states that eligibility for the National Register requires that a property be significant in American history, architecture, archeology, engineering or culture. This significance is evaluated through the requirement that the resource meet one or more of the four National Register Criteria:

A. be associated with events that have made a significant contribution to the broad patterns of our history; or

B. be associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history.

In addition, a resource must retain an acceptable level of *integrity* for National Register eligibility. The National Register program recognizes seven "aspects" of integrity: location, design, setting, materials, workmanship, feeling, and association. (These aspects are discussed more fully in a later section of this document.)

This section discusses, in broad terms, guidelines for evaluating the significance of historic railway resources under each of the National Register criteria. When necessary, more specific significance statements are provided later, with the discussions of individual property types.

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National Register Criterion A: Under Criterion A, a resource may be eligible for the National Register through its association with one or more historic themes. Applicable areas of significance for railway properties as defined in National Register Bulletin 16 may include:

- ▶ *Transportation:* Virtually every railway property in South Dakota found eligible for National Register listing is associated with the "broad pattern" of transportation in the state. Throughout the late nineteenth and early twentieth centuries, railroads were the dominant carriers of freight, passengers, and mail in most of South Dakota. This gave the industry as a whole vast importance to the state, and individual components of the network an equal level of local significance. Such a pivotal role in the state's transportation history is unique to the railways, and is characteristic of nearly every railroad in the state. Most of the resource types covered by this context were specifically engineered to perform the task of transportation; railroad grades and trackage, by their linear nature, are particularly evocative of the transportation theme. Other resource types, such as depot buildings and freight houses, played ancillary but necessary roles to the primary business of movement.
- ▶ *Exploration/Settlement:* Many, if not most, of South Dakota's railroad routes played pivotal roles in the settlement of the region through which they were constructed. In much of the state, the construction of rail lines preceded the first Euro-American settlement, and the railroads' arrival was the direct impetus for the beginning of that settlement. Railway companies further encouraged the settlement process through advertising campaigns, the platting of townsites, and other incentives. These programs gave the railroads tremendous influence over the pattern and pace of development in the state, and much of South Dakota's current cultural geography is consequently directly tied to the early activities of the state's railroads.
- ▶ *Commerce/Trade:* Certain railway-owned properties in South Dakota may be associated with patterns of local commercial history. Railroad freight houses, for example, were historically important to local business activities. Other, similar properties along railroad rights-of-way, however, were almost always privately owned and operated, and are therefore outside the scope of this document.
- ▶ *Other areas:* In addition to the primary themes discussed above, selected railway properties could also achieve significance in any of a number of other areas. Railway features intimately associated with

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the development or use of important agricultural or industrial areas could, for example, be documented as significant under those themes. Similarly, a facility or piece of railway equipment historically used for tourism could be significant under the area of recreation.

National Register Criterion B: Under Criterion B, a property may be eligible for the National Register if it is strongly associated with the life of a historically significant person. Since most railroads were essentially corporate (rather than individual) undertakings, few railway-related resources will likely possess Criterion B eligibility. While some railroad lines may reflect the skill of a railroad's locating engineer, National Register guidelines state that such properties should be nominated under Criterion C. Important commissions of noteworthy architects are treated similarly.²

It is conceivable, however, that exceptions to this generalization exist. A railway property might have played a pivotal role in the career of an important politician or other civic leader who, perhaps, advocated its construction. Nationally, the histories of a few railroad companies are strongly tied to their charismatic or powerful leaders. Some properties along the Great Northern main line (outside of South Dakota), for example, have been considered significant for their association with James J. Hill, the company's powerful one-time president.

At least one South Dakota railroad property has been found eligible for National Register listing under Criterion B. This is a former railroad surveyor's shanty occupied by the family of noted author Laura Ingalls Wilder during the winter of 1879-80. The building was immortalized in Wilder's novel, *By the Shores of Silver Lake*, and is considered significant for its association with Wilder, rather than for its railroad legacy.

National Register Criterion C: Under Criterion C, a railway property may be eligible for the National Register if it embodies "the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction." Applicable areas of significance for railway properties as defined in National Register Bulletin 16 include engineering and architecture.

- **Engineering:** Many railway design and construction efforts ranked among the major civil engineering projects of their time. Others, while not technically sophisticated or innovative, were still large-scale

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construction projects employing representative technologies and designs characteristic of their period. Properties representing either quality have the potential to meet the significance requirements of Criterion C. In South Dakota-as elsewhere-railways were among the most prevalent of historic construction projects, and today rank among the state's oldest surviving engineering resources.

Most of South Dakota's geography presents only minimal obstacles to railway location and engineering. With the notable exception of the Black Hills, the terrain is generally level, and slopes are gentle. Consequently, most South Dakota railway resources with engineering significance are noteworthy as representative examples of a once-ubiquitous structural or design form. Such properties could include segments of railway trackage or grade, bridges, tunnels, turntables, and other non-architectural components of the railway landscape.

A few examples of unusual or exceptional railway engineering do exist in the state. The former Chicago & North Western railroad bridge spanning the Missouri River near Pierre, for example, is easily one of the best examples of bridge engineering in the state.

- ▶ **Architecture:** As with engineering resources, architectural properties eligible under Criterion C may be eligible either for a significant, noteworthy design or as a representative example of a type. Examples of both are among the scattered survivors of the thousands of railway-constructed buildings which once dotted South Dakota.

Most of the buildings constructed by South Dakota's railroads were simply-built, with little architectural detail. Standardized architectural plans were typically used; this helped give most railroad buildings a readily-identifiable appearance that was characteristic of the industry. This quality was further enhanced by the near-ubiquity of vernacular railroad buildings in early twentieth-century South Dakota. Regardless of its size, nearly every community in the state boasted a railway depot, section house, and assortment of other railroad buildings. In their design, location, construction, and use, these resources formed an unusually significant class of period South Dakota buildings. Especially in view of their relatively low survival rate, well-preserved examples of these buildings may be significant as examples of a characteristic building form.

In addition, a smaller number of South Dakota railroad buildings are significant as products of a distinguished architect or as well-

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crafted examples of a particular architectural style. Nearly all of these buildings are probably large-city passenger stations. The former Chicago, Rock Island & Pacific depot in Sioux Falls, for example, was designed by locally-significant architect Wallace Dow. The Milwaukee Road depot in Mitchell displays a well-crafted Neoclassical design, and the Great Northern's Aberdeen station is an unusual implementation of Tudor Revival design elements.

As with Criterion A, both individual resources and districts may be nominated under this criterion. Railroad property types expected to be eligible as districts, defined in Criterion C as "significant and distinguishable entities whose components lack individual distinction" could include a collection of structures or features which comprise a yard or maintenance facility, a section base, or even an interconnected set of resources joined together by a discernible right-of-way and other landscape features.

National Register Criterion D: Under Criterion D, a railway-related property may be eligible for the National Register if it has the potential to yield important historical or archaeological information. This information should not be available through other sources, such as historical documentation, and the archaeological integrity of the site should be retained.

While it is conceivable that an active segment of railway line or a standing building could be found to have potential significance in the field of historic archaeology, nearly all properties with Criterion D significance are likely to be either segments of abandoned railroad grade or the sites of former buildings, structures, or work camps. Railroad grades, in particular, remain visually evident throughout much of South Dakota. Since all are believed to have utilized straightforward, industry-standard design and construction techniques, they are probably not eligible under Criterion D unless they display a design anomaly suggesting the presence of significant and unusual subsurface data.

The former locations of railroad buildings and the sites of concentrated railway worker activity have greater potential for Criterion D eligibility. Since the locations of most railroad facilities were relatively well documented, such resources may often be located and identified through a review of the historical record as well as by any artifactual evidence discovered on the surface of a site. A variety of possible research questions could be addressed at railway archaeological sites. An archaeological excavation at a work site such as an enginehouse,

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for example, could provide data on period railway technologies as well as on employee working conditions of the era. Several recent archaeological studies relating to railroad sites have examined the way of life, living conditions, and ethnic makeup at temporary occupation sites such as railroad camps and permanent occupancy sites such as section bases.³ The role of technological change and adaptation to varying conditions is also an area which might benefit from archaeological consideration.

2. INTEGRITY CONSIDERATIONS FOR RAILROAD PROPERTIES

In addition to significance under one of the above criteria, a National Register-eligible property must retain integrity, a term which is defined as "the ability of a property to convey its significance."⁴ Seven "aspects" of integrity are recognized by the National Register program: location, design, setting, materials, workmanship, feeling and association. In evaluating a property, it is important to first determine which aspects of integrity are most important in conveying the significance of that resource. Those aspects should receive additional weight during the evaluation process, and other integrity aspects not relevant to a particular site may be disregarded.

Certain railway properties can present unique issues relating to integrity. On heavily-trafficked lines, for example, many railroad features have been subjected to near-continuous maintenance and renewal throughout their period of use. This is most evident in the track structure itself. Since such maintenance is a characteristic feature of the resource, it should not be deemed an unacceptable lessening of integrity. Industry maintenance practices should also be considered when evaluating other railway-related resource types, as should the technological and operational evolution of the industry itself. Evolutionary changes to a property resulting from these changing policies may form a part of its significance and not substantially lessen its integrity.

Finally, the number of railway-related resources in South Dakota has declined dramatically in the last half of the twentieth century. The increasing scarcity of certain railroad property types may require flexibility in integrity assessments to ensure inclusive representation of South Dakota railway resources on the National Register.

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Additional brief comments on individual aspects of integrity are provided below. When necessary, more specific guidelines are provided later, with the discussions of individual property types.

Location: In general, an eligible railroad resource should remain at its historic location. However, some resource types-particularly wood-framed railway buildings-almost never survive at their original locations and may consequently remain eligible under Criterion C (as examples of an architectural type) following a move. Individually-significant architectural properties may also qualify under this exception. It should also be noted that some railroad buildings and structures were designed to be portable, to allow their reuse elsewhere if the structural needs at a specific location changed.

Design: In addition to evaluating the design integrity of individual railway properties, in some situations the arrangement of features on a railroad property must also be considered. Many railroad sites historically included diverse, interrelated groupings of buildings and structures, and for these locations integrity of site design (as reflected in the arrangement of individual features) is also important.

Setting: There is no one typical "setting" for a railway property in South Dakota. While the setting of most railway line segments suggests vastness and openness, urban railway sites often represent a complex interdependent relationship among a variety of resource types: transport, industrial, commercial and others. All elements of this landscape should be considered in an evaluation of setting.

Materials and Workmanship: In most railway construction projects, the choice of materials and level of workmanship reflected a corporate standard, rather than individual or site-specific judgement. These standards evolved over time, and this evolution is often reflected in the resource. Consequently, the evaluation of these aspects of integrity often requires a prior examination of changing railway construction standards and policies.

Feeling and Association: Railway properties and landscapes typically evoke distinct and characteristic feelings and associations, products of both the design and the function of the resource. In most railway sites, these qualities are directly related to the property's setting, as outlined above. The integrity of feeling in many railroad sites is further strengthened by the visible interrelationship of the various railway features which share a single site.

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3. SITE DEFINITION AND EVALUATION FOR RAILWAY PROPERTIES

A railroad is an inherently complex and interrelated set of buildings, structures, linear elements and archaeological features, all of which are part of a single system designed to transport persons and goods between points. Most of South Dakota's railway companies included hundreds of miles of trackage across the state, routes which formed integral components of large regional systems typically including thousands of miles of line. These attributes are of primary importance in defining the characteristic qualities of railroads, and hence their significance, but they also create unique challenges in historic site definition and site boundary delineation.

Because of the vast size and linear nature of most historic railroad undertakings, the ideal boundaries of certain railway-related sites could be very large, perhaps extending for hundreds of miles across one or more states. Given the logistical difficulties of defining and evaluating such a resource, however, the necessity exists for creating smaller, yet historically-appropriate, boundaries for many railroad sites. In addition to the geopolitical subdivisions commonly used for site delineation, other potential site boundaries are suggested by the nature of the railroad industry itself. These include the organizational units historically used by a railroad ("divisions" and "subdivisions"), a route's status as a main line or branch line, or even smaller areas (called "sections") assigned to an individual crew for maintenance purposes. When evaluating railway station sites or other urban resources, the full historic extent of an historic "yard limit" or platted station area may be an appropriate site boundary.

Abandoned railroad lines are frequently evaluated in terms of those segments which retain integrity; that is, an historic site is assumed to correspond to the length of a contiguous segment of unaltered grade. While this is often appropriate, analyses should also consider the fact that the evaluated segment is generally one small component of a far longer whole. Interpreting such a resource in its larger context will provide a far clearer demonstration of its broader significance.

Similarly, when possible, a railway-related building, structure or archaeological feature should be evaluated as part of a linear whole, rather than individually. While this is often not feasible, a wider geographical analysis can frequently provide a clearer understanding of the resource's function and significance. In South Dakota, however, many surviving railway-related properties now exist in isolation, with few

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remaining visible links to the former railroad lines they once served. Such resources may certainly still possess significance, and most site evaluations will probably be at this level. In order to achieve the most complete possible understanding of the resource, however, it remains important to consider the resource within a broader context.

4. PROPERTY TYPES

A. Property Type Selection Methodology

National Register guidelines define the term "property type" as "a grouping of individual properties characterized by common physical and/or associative attributes."⁵ This broad guideline allows for a variety of categorization methods, depending on the nature of the resources involved. Possible classification methods for railway-related properties are especially varied, due both to the wide variety of buildings, structures, and sites involved as well as the often complex interrelationships among those resources.

Historically, railroads have categorized their facilities using both physical and associative hierarchical schemes. The latter approach creates broad classifications corresponding to the railroad departments which typically used a resource: for example, Station Services, Operations, and Maintenance-of-Way.⁶ In some situations, use of this classification method can help clarify the working relationships among various individual resources, but it also creates inherent problems when evaluating railway-related properties. Many railroad-related resources are historically tied to more than one associative category; for example, a depot building might house a station agent while simultaneously serving as a base for a maintenance crew. In addition, traditional associative classifications have evolved over time, as technology and railway operating practices changed.

For these reasons, the following property types categorize railway-related resources according to their physical attributes. Three broad property types have been developed, representing railway buildings, structural features, and sites. Within each type, several subtypes provide additional descriptive classification and detail. Integrity guidelines and registration requirements for each major type follow the subtype descriptions.

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In accordance with National Register guidelines, the property types are intended to categorize only resources of a significant size and scale, with the potential for individual National Register eligibility. (Some descriptive information on minor features is also provided when appropriate, however.) Resource types which are believed to be no longer extant, or which are unique or unusually rare, are also excluded. Finally, resources which might exist on railroad property-but were not railroad-owned or directly used for railroad operation-are beyond the scope of this document. It should be noted, however, that such properties (such as grain elevators, stockyards, and warehouses) are often important, integral components of a railway site.

B: "Railway Service and Operations Buildings" Property Type:

1: Description: This property type includes all buildings constructed, owned, and used by South Dakota railroad companies to help meet their operational needs. It includes the following subtypes:

A: Depots and terminal buildings: The most visible railroad-related resource in most communities was the depot or station building.⁷ Depots were a prime focus of community life throughout the historic period, and in many cities the depot was among the most prominent and visible buildings in town. It was the site of mail delivery, telegraph service, and package express service during the state's pioneer years. Simultaneously, the depot functioned as both a formal and informal community center. It was the site of political stump speeches and formal welcoming and departing ceremonies, as well as thousands of personal greetings and good-byes.

The depot was the gateway to and from the outside world. As such, it provided the first impression of a community for arriving passengers. Consequently, the nature and appearance of the depot was of great importance to a community. The size and condition of the station and its grounds reflected directly on the prosperity and prospects of the town. To have station service was vital, and to have a substantial and well-kept depot was highly desirable. The railway companies themselves also took an interest in the appearance of their depots, since each depot was a local symbol of corporate identity. The uniform color schemes found on most wooden depots served as one reflection of this image, as did the standardized designs of many of the depots themselves.⁸

In South Dakota and its neighboring states, most rail lines were constructed in advance of the population or economic resources needed to ultimately support the endeavor. As such, depot designs often tended to

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differ from their eastern counterparts. An emphasis was placed on inexpensive standardized structures, typically of wooden balloon-frame construction. These standardized plans were created in a variety of sizes and with a variety of specialized features in order to meet the demands of a particular community as readily and inexpensively as possible.⁹

While South Dakota's historic depots displayed an eclectic variety of sizes and styles, most can be easily categorized into one of two types: passenger terminals and combination depots. Each is discussed separately below.

A-1: Passenger terminals: This subtype includes South Dakota's largest passenger depots, buildings constructed in the state's major cities to serve passenger trains and house railway offices. In general, they are distinguished from the "combination depots" subtype (below) by their larger size, masonry construction, lack of freight handling facilities, and inclusion of additional office space. These buildings are typically architect-designed, and were constructed using plans specifically commissioned for the location. Many of these plans resulted in local architectural landmarks intended, in part, as symbolic reflections of both a railway's local importance and its institutional strength.

Most of South Dakota's large passenger terminals date from the early years of the twentieth century, and reflect the region's homestead boom years as well as the historic pinnacle of railroad dominance in transportation. As a community's population grew and the demand for rail services increased, railway companies would often replace early, wood-framed combination depots with larger, separate masonry structures for passenger and freight handling.¹⁰ This sequence occurred in many of the larger towns in the state.

Physically, terminal buildings share many spaces in common with combination depots, although there are distinct differences. Few passenger terminals provide space for the handling of freight; rather, a separate freight house (below) would exist nearby. A typical terminal building would include a large agent's office and ticket counter, separate men's and ladies' waiting areas and toilets, and a baggage room. Terminals located in division-point towns generally provided railroad office space. Additional functions could include trainmen's facilities, an express office, a telegraph office, a newsstand, and a restaurant.¹¹

Because buildings in this subtype are typically architecturally distinctive and constructed of masonry, their retention rate has been

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surprisingly high, especially when compared with other railway-related buildings. Community recognition of the significance of these buildings is also common, and this has further aided in their survival. A number have already been listed in the National Register, and most of the other survivors are probably eligible for listing.

A number of distinctive passenger terminals were constructed in South Dakota. Among the earliest were the Illinois Central and Rock Island depots in Sioux Falls. Both were terminal depots located at the end of branch lines, and both were designed by the locally-significant Sioux Falls architect Wallace Dow. Each building displays elements of the Romanesque Revival style popular in the 1880s, and makes use of locally-quarried quartzite building stone.¹²

A more typical example of the subtype can be found in the brick passenger depot constructed by the Milwaukee Road in Mitchell. Mitchell was a division point on the Milwaukee line and was the major junction point for its lines in South Dakota. The city was also the site of a major yard and maintenance facility.

In response to Mitchell's increasing prosperity and the resulting increase in traffic, the Milwaukee built a brick passenger depot. It was designed by the Milwaukee Road Bridge and Building Department architect J.U. Nettlestrom. This structure incorporated several elements of the then-popular Classical Revival architectural style, including a prominent pent entry gable and modillioned cornice. While not extravagant in either scale or architectural detail, such a building was a reflection of the community's status. And of the railroad's significant influence there. (Typifying the frugal nature of "granger" roads, the old Mitchell combination depot was utilized for many more years as a freight depot and office building.)

Few South Dakota towns had the traffic volume to warrant a Union Depot (one jointly-operated by two or more railroad companies). One exception, resulting from site constraints rather than traffic volume, was the tiny Union Depot at Hot Springs in the Black Hills. Hot Springs developed in the late nineteenth century as a health resort and divorce mill. Both the North Western and the Burlington built lines into Hot Springs in the 1890s. Due to the topography of Hot Springs, located in the narrow Fall River Canyon, the railroads decided to conserve space and construct a single sandstone depot to serve both companies. This building continues to be advertised as the smallest Union Depot in the country.

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Numerous other well-preserved examples of this subtype also exist, including the Milwaukee Road depot in Aberdeen, the Chicago & North Western depots in Brookings and Redfield, the Minneapolis & St. Louis depot in Watertown, and the Great Northern depot in Aberdeen.

A-2: Combination depots: This subtype includes all other South Dakota depots intended to house station agents and host passenger trains. Buildings in this subtype are typically smaller than those in the Passenger Terminals subtype, and nearly all are wood-framed with wood exterior siding. Most were constructed using one of a series of standardized plans adopted by each railroad; these plans provided for similarly-designed depot buildings in a variety of sizes, depending on the size of the community to be served and the expected traffic volume there. (Figures 4 and 5, on the following pages, provide examples of such plans. Original drawings for most standardized railway building, structure, and object types survive in the archival repositories listed in the bibliography.)

Most combination depots shared a characteristic layout, with a center office area flanked a freight room and a passenger waiting room. In the smallest examples, space was saved by consigning the agent's space to a corner of the passenger waiting area (an example is the former Milwaukee Depot at Utica). The office space in nearly all combination depots is characterized by a telegrapher's desk located in a large bay window on the track side of the building. This feature allowed the agent to view the platform and track without having to go outside.

As a town grew, its original combination depot would often be enlarged or replaced by a larger facility. Such an expanded building might include segregated waiting rooms for men and women (sometimes designated as the "smoking room" and the "general waiting room"), as well as indoor toilet rooms. If demand or railroad operational needs warranted, an expanded combination depot might also contain a lunch room. Segregated facilities for baggage, freight and express services might also be created.¹³ (The former Milwaukee Road depot in Canton is an excellent example of this phenomenon.) One addition particular to colder climates was a "warm room." As most freight rooms were unheated, special heated rooms were sometimes built to handle cold sensitive freight, particularly kegs of beer.¹⁴

In the early years of many small South Dakota communities, rental housing was typically at a premium, creating a hardship for many railroad employees. To meet this need, many combination depots incorporated living quarters for agents and their families. Prior to 1900 these depots were usually two-story structures with public and office space below, and living

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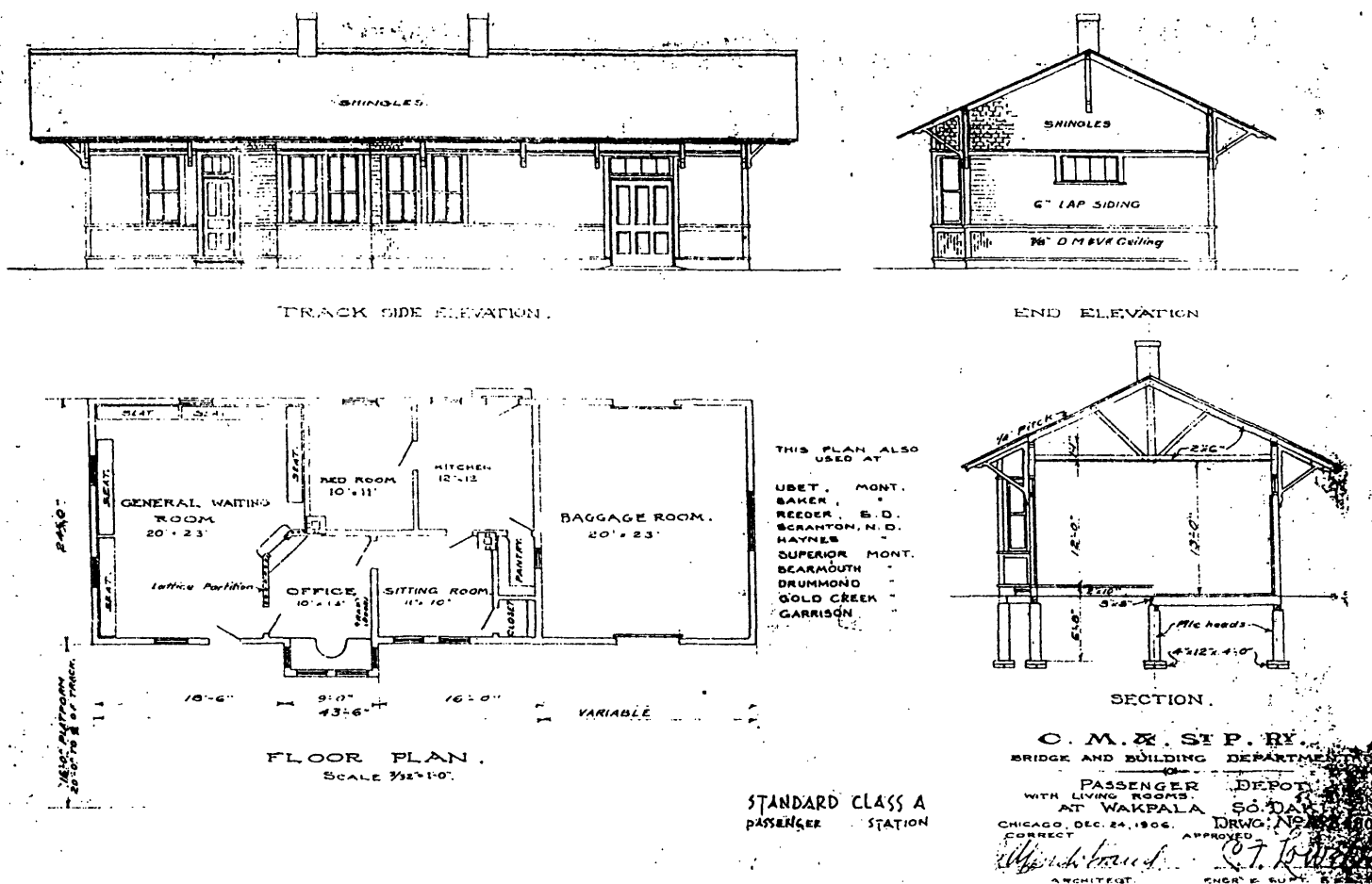


Figure 4: example of a standardized Milwaukee Road depot plan (author's collection)

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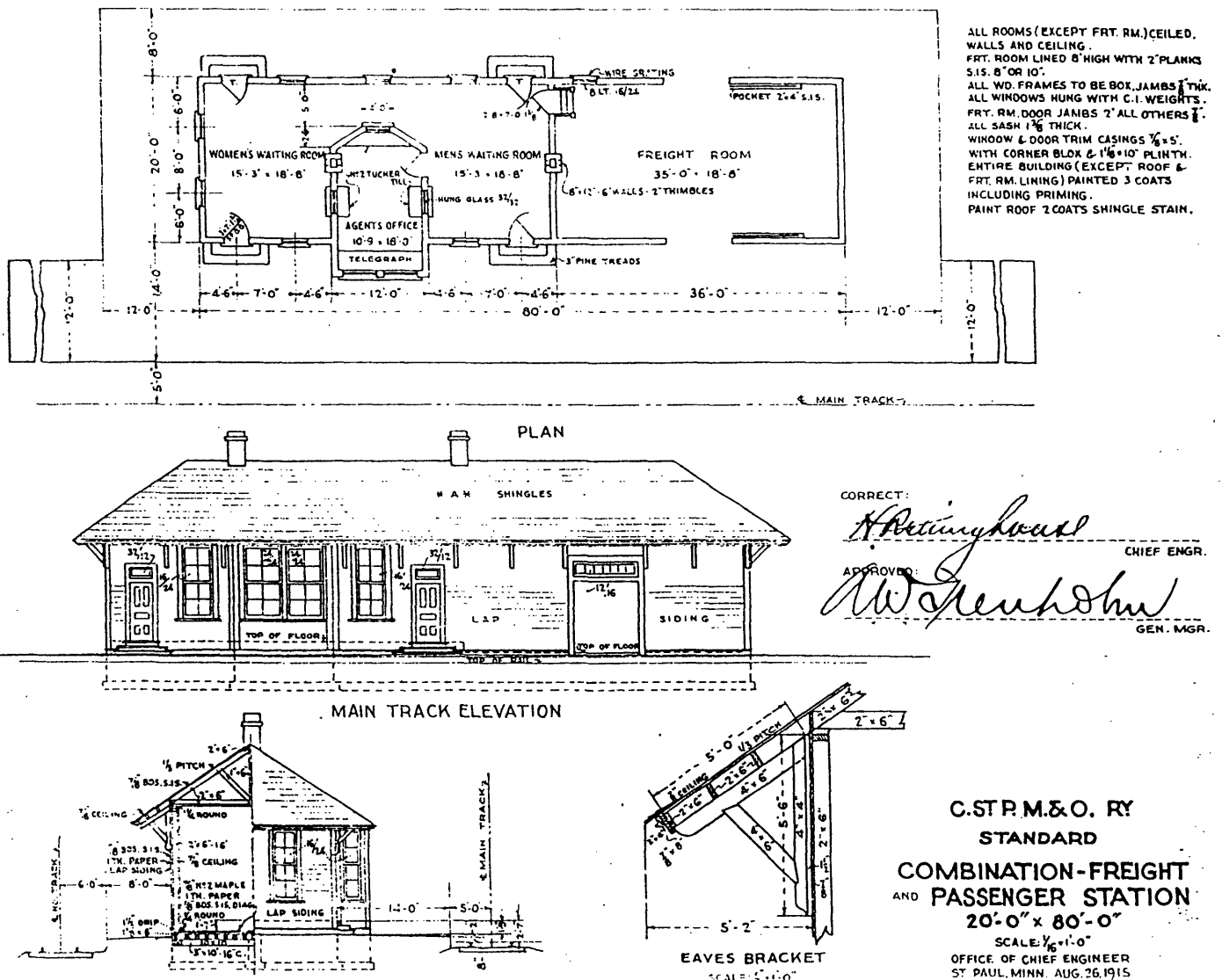


Figure 5: standardized depot design from the Chicago, St. Paul, Minneapolis & Omaha Railway
(Chicago & North Western Historical Society Collection, Northern Illinois University Library)

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quarters above. After the turn of the century, some railroads returned to a single story design which incorporated living quarters into either the center of the building adjoining the agents office, at or at the end of the building adjoining the freight room. Many two-story depots had their second story removed after sufficient residential space was available elsewhere in town, making the upstairs apartment unnecessary.¹⁵ A few of the many South Dakota depots that included living quarters were the North Western facilities at Gettysburg and Alcester, and the Milwaukee depot at Kennebec. (Figure 6, on the following page, provides another example of such a building.)

While nearly all combination depot building plans were the product of a particular railroad's Building or Engineering departments, there are a few South Dakota exceptions. The most notable is the standard depot plan designed for the South Dakota Central Railway Company by Sioux Falls architect Wallace Dow. (This line later became part of the Great Northern.) This depot design has many standard combination depot features, including second-story living quarters. It utilizes a combination of simple architectural devices such as a variety of wall cladding, a complex roof shape and an unique gambrel dormer to create a much more sophisticated version of the combination depot. The last remaining example of this type, originally located at Wentworth, South Dakota, is now at the Prairie Village Museum near Madison.

The massive abandonments and technological changes in South Dakota railroading during the late twentieth century rendered nearly all of the state's combination depots obsolete. Most were destroyed, and the railroads sold many of the survivors to private parties who moved them from their historic locations. Consequently, it is rare to find a combination depot on its original site in South Dakota, and relocated combination depots may be considered National Register-eligible.

A minor variation of the combination depot subtype is the "flag depot," typically a small one-room shack (or discarded freight-car body). Such facilities, which served only as a basic shelter for waiting passengers or crew, may have existed in isolated locations of rural South Dakota, or may have served temporary duty as a railroad line was being constructed. No such buildings are known to survive in South Dakota today.

B: Freight houses: This subtype includes railroad-buildings intended to serve as transfer points for freight being loaded on or off of railroad cars. In large part, these buildings were intended to handle l.c.l. ("less-than-carload") freight, although larger shipments could also be

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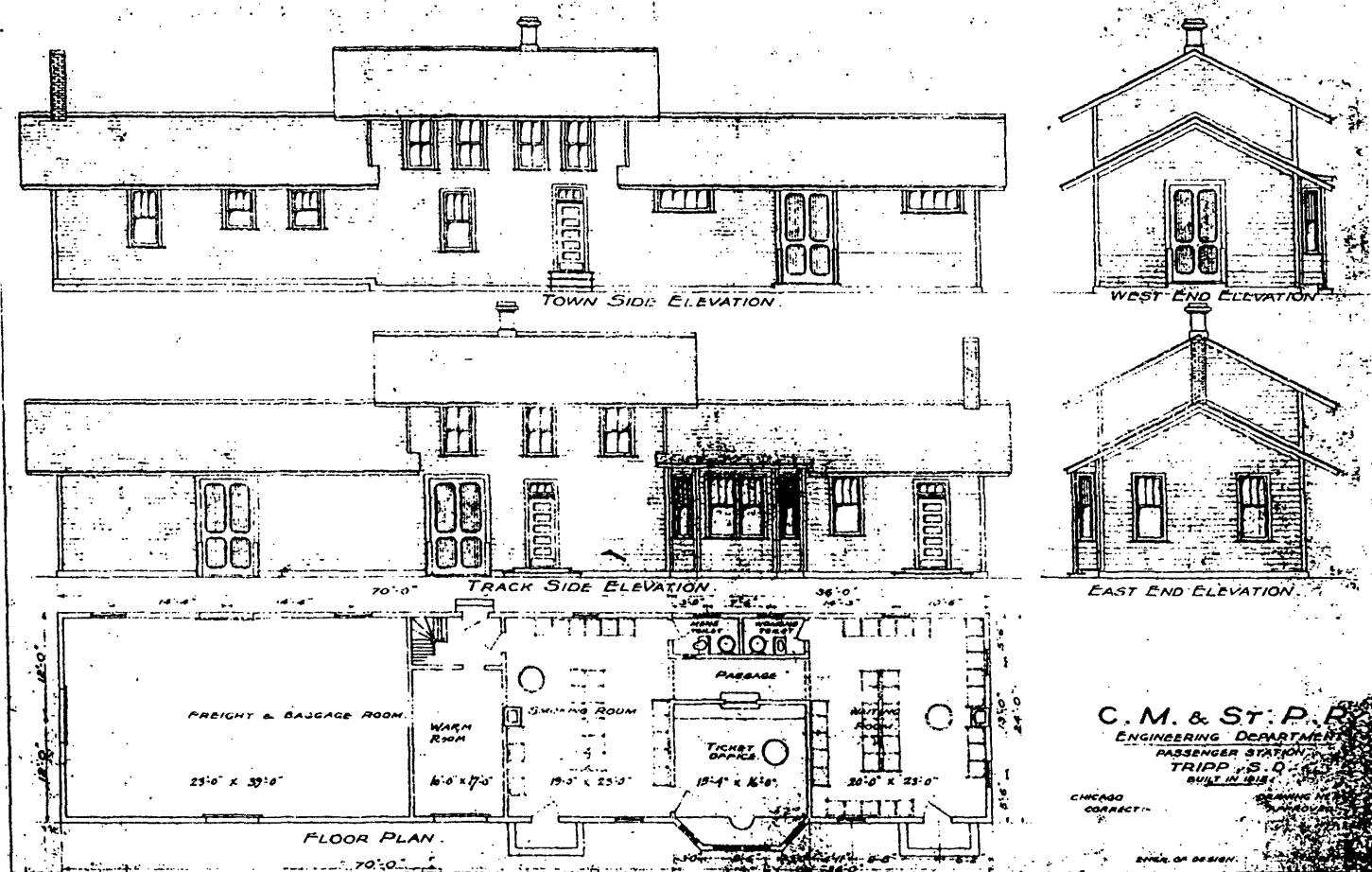


Figure 6: combination-type depot with second-story living quarters
(author's collection)

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accommodated. Freight houses were generally constructed only in larger communities, which generated a relatively high volume of freight traffic; in smaller towns, the freight room in a combination depot would usually suffice. Freight houses often appeared in the same communities that boasted passenger terminal buildings.

As with most non-public railroad buildings, freight houses in South Dakota tended to be functional and Spartan in design. The size of the freight house was dependent on the expected traffic demand at the given location. Architectural engineer Walter Berg noted that "With regard to local freight houses at way stations, it can be said that the design almost universally adopted is of a single story frame structure, surrounded by high freight platforms on several or all sides."¹⁶ A typical South Dakota example of such a building was the former Milwaukee freight house at Canton. The raised loading platform, large freight door, and gable roof are all hallmarks of this building type.

In larger communities where higher traffic levels demanded a more substantial structure, railroads often built masonry freight houses. Many of these buildings employed arched or flat truss roofs in order to provide maximum interior space. As with the smaller freight houses these buildings were characterized by a series of large freight doors opening to a trackside loading dock, and a similar row of doors on the opposite elevation for vehicle loading.¹⁷

As with other resources in this property type, the survival of historic freight houses is directly tied to construction method. Small wood-frame examples have largely been destroyed or removed from the right-of-way. Larger masonry structures are highly adaptable and less easily moved or demolished, and several such buildings remain. Among the survivors is the former Milwaukee freight house in Sioux Falls. Built in 1894, the structure is the oldest surviving freight house in the state, and is noteworthy for its rough ashlar quartzite stone construction. A more recent representative of this type is the Milwaukee freight house at Rapid City built in 1923. It is a very typical example featuring brick construction, a flat roof, and many freight doors.¹⁸

C: Roundhouses and engine houses: This subtype includes buildings designed to shelter railroad locomotives and other rolling stock, and to house activities related to the repair and service of locomotives. Roundhouses were large arc-shaped buildings typically located in large railway terminals and in division points (at approximate 100-mile intervals along most railroad lines). The service tracks in each turntable bay (or

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"stall") typically led to a turntable located at the center of the arc. Engine houses performed functions similar to those of roundhouses, but on a significantly smaller scale. Most engine houses contained only one or two servicing bays, housed in a relatively small, wood-framed building. An arrangement of track switches, rather than a turntable, was used to access the engine house tracks. Engine houses were commonly used on short-line railroads or on branch lines of larger railways, where the level of traffic did not justify a full-fledged roundhouse.

Whatever its size or configuration, the roundhouse or engine house was almost always the focal point of activity at a railroad maintenance facility or yard. The facility often served as the job site for substantial numbers of workers, and was the starting and ending point for most locomotive journeys. The roundhouse area often featured a complex web of railroad trackwork. A variety of ancillary, related structures, including water tanks, oil houses, coaling and fueling stations, and sand houses, could be located nearby.¹⁹

Although large roundhouses could be built of wood, brick, or even stone, brick construction was favored by many railroads, in part because it reduced the risk of fire. A variety of roof shapes were utilized, including gabled, clerestory, and sawtooth; the latter configurations allowed for bands of high window openings to bring in additional light. Large open interior spaces were characteristic of the roundhouse, and heavy wood-post interior supports were usually needed. Most roundhouse stalls were supplied with a large smokestack with a moveable hood to remove engine smoke and soot. Large windows in the outer wall and glazed stall windows brought in natural light. Flooring varied from packed earth, wood planks or blocks, asphalt, brick or concrete. Roundhouses usually included at least one engine pit, essentially a long narrow trench over which an engine could be driven. This facilitated maintenance and repair work on a locomotive's undercarriage. Boiler washout facilities, used to clean mineral deposits and other debris from locomotive boilers, were often included in the roundhouse or located nearby.²⁰

Rail access to individual roundhouse stalls was almost always gained via the use of a turntable. This device was essentially a large platform mounted on a rotating pivot and resting in a circular pit. Once a locomotive was driven onto the turntable, the platform would be rotated until the turntable track aligned with the desired stall track. Originally, turntables were hand-powered, and some South Dakota turntables were never converted to electrical operation. The turntable concept helps explain the arc-shaped plan of most roundhouses, since this arrangement

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maximized the number of stalls served by a single turntable. The largest roundhouses, which could contain forty or more stalls, often formed a complete circle around the turntable.

Most engine houses were far smaller than roundhouses, although they shared some of the same design elements. Both wood-frame and brick construction were utilized in these buildings and a simple shed roof was typical. Most smaller engine houses were approached using a series of switches rather than a turntable. In South Dakota, these buildings did not generally have attached shop space or other heavy repair facilities.²¹ The two-stall Burlington engine house at Deadwood typifies this building type.

Few roundhouses or engine houses remain in South Dakota today. Diesel locomotives, which supplanted steam power in the 1950s, required fewer local repair and maintenance facilities, and the design of most roundhouses was ill-suited to diesel maintenance. Perhaps the state's best remaining example of this subtype is the former North Western roundhouse in Huron. While many of the original stalls have been removed, the surviving portions of the building still serve as the primary locomotive maintenance base for the Dakota, Minnesota & Eastern Railroad. Elsewhere, a few other South Dakota locations still retain roundhouses and/or turntables. Because of the central role these resources played in the state's railroad history, those retaining integrity are probably all National Register-eligible.

D: Railway-owned housing: This subtype includes buildings constructed and maintained by the railroad (in its right-of-way) to house railroad employees and their families. Most of these buildings were constructed to house members of railroad "section crews" (employees who performed maintenance work on designated sections of railway line). A few housed station agents, although most agent housing was provided in depot buildings (see above). Almost all of these houses were small, unadorned, and inexpensively built. All were probably wood-framed and sided. As with combination depots, standardized plans were nearly always used; foursquare, saltbox, and gable designs were all common. (Figure 7, on the following page, illustrates one standardized section house plan.)

The section house was the primary housing unit at an isolated section base and provided living accommodations for the section gang. In some instances the company would provide a separate residence for the section foreman (or "boss"), and his family and a bunkhouse for the section gang. In such an arrangement, the section boss' wife would sometimes act as cook and housekeeper for the entire section crew. In cases where railroads supplied a free-standing station agent's house, it was often slightly

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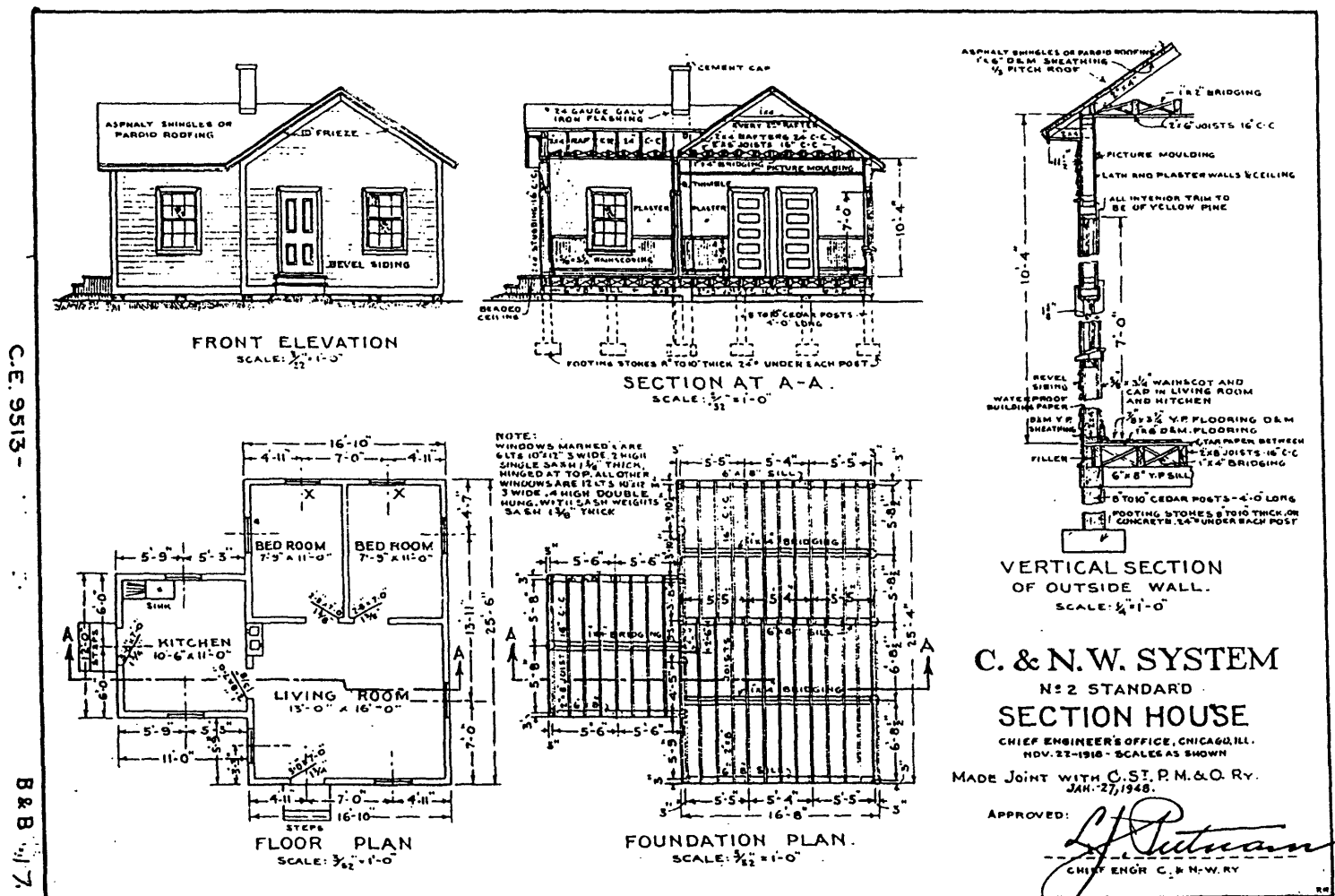


Figure 7: standardized section house design from the Chicago, & North Western Railroad
(Chicago & North Western Historical Society Collection, Northern Illinois University Library)

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larger and more ornate than a section house, but of a similar overall design. Other, less-frequent uses of railway housing included bunkhouse-style buildings for yard employees in larger towns.²²

Prior cultural resource inventories have not positively identified surviving examples of railway-owned housing in South Dakota, but it is likely that several such buildings remain at their original locations. Others have been moved, but still survive. Because of the vernacular design and residential use of these buildings, they are not often readily-identifiable as railroad-related resources. Surviving section houses which retain integrity and have not been moved are National Register-eligible; moved section houses may also be considered eligible if examples of the design are not known to survive in their historic locations.

E: Other associated buildings: The following paragraphs briefly discuss miscellaneous railway building and structure types which may still exist in South Dakota. Most of these resources are small, ancillary features which are ordinarily not of a sufficient scale to be independently evaluated for National Register eligibility. They may, however, be identified as contributing elements of larger historic sites, and in some cases rare or unusual examples may merit independent National Register listing. Other resources described below are larger in scale, but were uncommon in South Dakota; they are mentioned for the sake of completeness, although historic examples of the type may not remain in the state,

Coaling and Fueling Stations: Coal was the dominant fuel for locomotives during the nineteenth and early twentieth centuries, and many railroad division points and line stations included facilities for filling locomotive tenders with coal. The size and operation of these structures varied greatly; the largest featured large enclosed hoppers positioned directly over a service track. These facilities became obsolete after steam locomotive use ended in the 1950s, and no examples have been identified to date in South Dakota. Coal stations were supplanted by diesel fuel stations, which are present in the state in rudimentary form. These facilities postdate the period of significance for this document, but some may become National Register-eligible by the early twenty-first century.

Ashpits: The burning of coal for fuel created waste byproducts including coal ash and "clinkers." These materials were disposed of in ashpits usually located near coaling stations, water stations, yards or roundhouses. An ashpit consisted of a long narrow trench over which an engine could be driven. Waste was then dumped out of the engine firebox

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and into the pit. (Workers periodically emptied the pits as they filled.) These pits were usually built of fireproof brick, stone or concrete with rails attached at both sides of the pit.²³ As with many other historic railroad resources, ashpits became obsolete following dieselization. While no remaining examples have been identified, their permanent nature of construction suggests that some may survive.

Water Stations and Storage Facilities: Another essential element for steam locomotion was a ready supply of water. Water stations consequently existed at regular intervals along most railway lines (approximately ten to twenty miles apart). Water storage facilities also existed in nearly all railway yards. In some parts of the country, including South Dakota, mineral deposits in local water supplies also dictated the need for water softening equipment to be used in yard water systems. Lack of a local water supply occasionally even dictated that the railroad import water in large tank cars.²⁴ (A typical water tank design is shown in Figure 8, on the following page.)

Most water stations consisted of a large wooden tank with a moveable spout elevated on wooden piers. These tanks were usually located near station stops so that the train could be watered while passengers and goods were being transferred. Yard tanks were simply larger versions of the line tanks which fed into a stand pipe and yard delivery system.²⁵ As with other facilities related to the use of steam locomotive, most trackside water systems were rendered obsolete when the switch to diesel locomotives was complete. Some larger yards probably still retain railway-owned water systems, however.

Oil Houses: Various grades of oil were used by steam era railroads for lubrication and, prior to electrical service, illumination. Separate structures were built to store this oil, because of the product's flammable nature. Oil houses were usually small, utilitarian one story buildings.²⁶ At large facilities, they were sometimes of masonry construction, but in the Midwest standardized rectangular frame structures with a gable roof predominated. Most of these buildings display an exterior cladding of corrugated metal rather than wood, again for fire protection.

Sand Houses: Sand is used to provide improved locomotive traction on slippery rails or steep grades. Sand is carried by each locomotive and is poured via a set of sand tubes onto the rails when needed. As such, a supply of dry sand is needed where ever locomotives are changed or supplied prior to a run. Sand houses are small, utilitarian buildings of standardized plan; most are rectangular, one story structures with a gable

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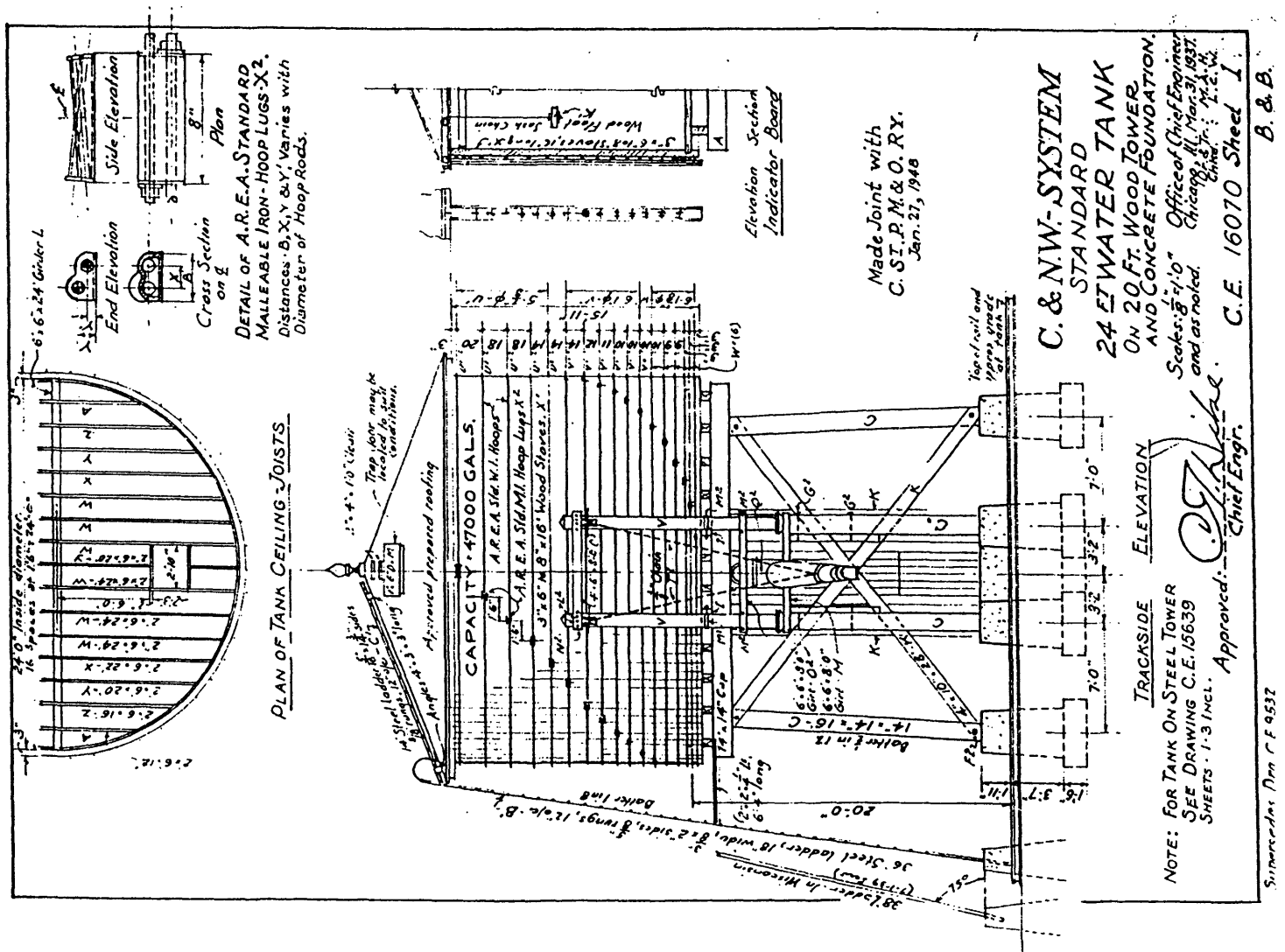


Figure 8: standardized Chicago & North Western
water tank design
(Chicago & North Western Historical Society Collection,
Northern Illinois University Library)

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roof and no decorative detailing. Frame construction is usual but brick examples also exist.²⁷ Sand continues to be used by diesel locomotives, and several sand houses have been identified in South Dakota. A standard example is the former Milwaukee sand house at Madison.

Ice Houses: Ice was used by the railroads in the days prior to electrical refrigeration for use in passenger cars and to cool perishable freight carried in insulated refrigeration cars. A supply of ice was usually kept in ice houses located at major division points and other sites where these cars were serviced. Ice houses were often two story structures with a large freight door on the first floor and an ice hatch or loading door on the second floor. Smaller examples tended to be rectangular, wood-framed buildings with a gable roof and a prominent roof ventilator. Larger facilities maintained these general characteristics but were built in stone or brick.²⁸ Advances in mechanical cooling systems obviated the need for ice houses by the middle of this century, and no surviving railroad ice houses have been identified in South Dakota.

Car Shop Buildings: The car shop provided an enclosed space for conducting maintenance and repairs of a company's rolling stock. These buildings were found at major division points and yards with a high volume of traffic. Most carshops were rectangular, one-story buildings with sufficient vertical clearance for a rail car. Large doors along one or both of the building's narrow ends allowed stub tracks to enter the building. Locally, most such buildings were wood, with a gable roof punctuated by ventilators at regular intervals.²⁹

No surviving car shop buildings have yet been identified in South Dakota. At several locations in the state, much car maintenance and repair work was done out-of-doors on what were known as Repair in Place (or RIP) tracks. Some of these tracks had access pits for workers, located between the rails.

Tool houses: The maintenance of railroad trackage and equipment required a wide variety of specialized tools, many of unusual design or oversized scale. Most railroad companies designated special sheds to be used for the storage of maintenance equipment. Tool sheds were typically found at both yards and section bases. As with other small utilitarian railroad structures, tool houses were standardized rectangular one story buildings with a gable roof and no decorative detailing. Frame construction is usual but brick examples also exist.³⁰ Tool sheds continue to be used in modern rail operations and a number of examples probably remain in South Dakota.

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Handcar Houses: During the historic era, the primary means for railroad workers and line inspectors to travel along the rail line was the handcar. Handcars were usually stored in a separate shed at section bases and yards. These buildings were also standardized, rectangular one-story buildings with a gable roof and no decorative detailing. A number of these buildings probably survive in the state.

Telephone Boxes: Once the telephone became a standard tool in railway communication, companies installed telephone call boxes at frequent intervals along the line. These boxes allowed train crews and maintenance workers to contact railway dispatch offices when necessary. Approximately the size of a typical telephone booth, they closely resemble the earlier watchman's shanty and are often located near junctions, yards and stations, and other important points.

Platforms, Platform Sheds and Shelters: Most railroad operations involve the transfer of people and materials to and from rolling stock. To facilitate this process, an assortment of ground-level and elevated platforms and shelters were devised. Passenger platforms were generally at or near ground level. Platforms at smaller stations were generally of wooden boards, while larger depots featured brick or concrete platforms. Elevated passenger platforms and freestanding passenger shelters, which are common in more densely populated regions, were not used in South Dakota.

Freestanding freight platforms were common at most larger stations and yards. These were of wooden construction, elevated to the height of a freight car door, and terminated in a ramp to accommodate hand trucks and other freight-moving devices. Similar freight platforms were integrated into freight houses, warehouses, and many lineside industries. Specialized platforms for handling specific types of freight, such as milk cans, were developed and built as demand dictated.

Coal and Wood Sheds: Throughout the historic period, both coal and wood were used to provide heat for early railroad buildings. As such, small, vernacular coal sheds were found near most buildings intended for human occupancy. Some of these sheds may have also stored coal for locomotive use. These sheds were typically long, narrow buildings with a series of sliding doors along one side. While such buildings have been functionally obsolete for decades, some examples survive in the state. One remaining example is at the railroad complex in Miller, South Dakota.

Privies: Prior to the widespread introduction of indoor plumbing, the privy was a ubiquitous accessory to railroad depots and other major

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buildings. These structures, as with other small rail buildings, tended to be of standardized and traditional design. Privies continued to be used at many rural station stops, section bases and yards well into this century. It is highly likely that they were also used for refuse disposal and, as such, privy sites are potentially-significant archaeological resources.

2: Significance: In general, railway service and operations buildings may be significant under National Register Criteria "A" and/or "C." Each criterion is discussed separately below.

Criterion "A:" Railway-related buildings in South Dakota may be historically significant as surviving representations of the activities of the railroad industry in the state, and of its historical pattern of development and operation. In common with much of America's western agricultural frontier, South Dakota's initial Euro-American settlement was heavily related to the development of railroads across the state, and until the mid-twentieth century the region was heavily dependent on railroads for the shipment of inbound and outbound freight, passengers, mail, and express. Surviving railroad buildings in South Dakota are among the most visible and poignant reminders of the industry's former importance.

Many surviving railroad buildings may also be historically significant for other, site-specific reasons. Many depots, for example, served as informal community centers throughout their lives, and roundhouses may be important reminders of the economic forces that provided employment and livelihood for a community.

Criterion "C:" Railway-related buildings in South Dakota may be architecturally significant as examples of late nineteenth or early twentieth-century industrial or commercial building design in the Midwest. Few of the state's railroad buildings displayed a high level of design sophistication, and examples of nationally-popular high-style architecture are scarce among these buildings. Nevertheless, the building styles employed are clear reflections of the railroad industry of the time, and of period construction methods. In particular, the use of standardized railway-wide blueprints for many building types is characteristic of the industry.

3: Registration Requirements: The requirements for listing South Dakota's railway-related buildings on the National Register of Historic Places are briefly outlined below, grouped according to the applicable criteria.

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Criterion "A:" A railway-related building in South Dakota will be eligible for the National Register of Historic Places under Criterion "A" if it exhibits an association with the historical pattern of railway development or operation in the state, or if it served an important local civic, commercial, or economic role. This association may be demonstrated through the building's use by a railroad for a substantial length of time during the historic period, and/or by being a component of an important local railway-centered industrial or business district. Eligible properties must also meet the integrity guidelines outlined below.

Criterion "C:" A railway-related building in South Dakota will be eligible for the National Register of Historic Places under Criterion "C" if it is a representative example of railroad-standard building forms, or if it is an example of exceptional period architecture. To be eligible under this criterion, the nominated property must display strong and largely unaltered characteristics of the building forms and styles that were utilized by South Dakota railroads during the historic period, with only a minimal loss of integrity. Integrity standards for a Criterion "C" property should be higher than those for other criteria, unless the property being considered is a rare surviving example of an important type. In judging eligibility under Criterion "C," a property's level of architectural integrity should be compared against that of other South Dakota examples of the building form.

4: Integrity: To be eligible for the National Register of Historic Places, a railroad-related building in South Dakota must generally retain integrity of *location* and *setting*. An exception to this standard is made for wood-framed depot and section house buildings, almost none of which survive in their original locations. Since relatively few South Dakota railroad lines remain operational, integrity of *setting* will not be lost through the removal of trackage and associated features, but some visual indication of the former railroad geography of the site (such as grade) must remain apparent. The buildings should also retain integrity of *design*, *materials*, and *workmanship* such that the historic massing, detailing, and use of the building remain readily apparent. A substantial addition to a building, or the removal of a major historic building component would disqualify the building from listing. Primary components of the historic fenestration pattern must remain evident, and significant portions of the building's original exterior siding must remain visible, unless the replacement siding dates from the historic period. Normally, a property will retain integrity of *feeling* and *association* if the remaining five areas of integrity survive.

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C: "Railway Structural and Engineering Features" Property Type:

1: Description: This property type includes all major non-building resources (structures and objects) constructed, owned, and used by South Dakota railroad companies to help meet their operational needs. It includes the following subtypes:

A: Bridges: This subtype includes all railway-owned bridges constructed with the primary purpose of carrying railroad tracks across a watercourse, roadway, or other obstacle. Both historically and today, bridges are a relatively common engineering element on most railway lines. In South Dakota, most railway bridges are timber-pile trestles, used to cross relatively minor watercourses. Larger crossings were accomplished with steel or concrete stringers or girders; such designs were sometimes also used to replace earlier timber trestles. Bridge locations requiring larger clear-span crossings featured through truss designs. Through truss railroad bridges, while relatively uncommon in South Dakota, are among the best examples of bridge engineering in the state.

In South Dakota (as elsewhere), the earliest railroad bridges were almost exclusively timber trestles. A trestle is simply a timber bridge deck supported by many timber bents or capped pilings sunk into the ground and stream bed. These structures were easier and cheaper to build than concrete or steel bridges, and could in some circumstances be used to span obstacles of substantial size. Timber bridges were, however, more maintenance-intensive than structures made from more durable materials.³¹ A great many examples of this straightforward bridge design survive in South Dakota today.

As rail traffic on a particular line increased, wooden trestles would often be replaced with more permanent structures. By the time this process began in South Dakota steel truss bridges on stone or concrete piers were in common use by railroads nationwide. Both single and multi-span bridges were built utilizing this technique.³² A single-span example, reputedly dating from 1878, still spans the Big Sioux River on the Omaha Road line just east of Brandon, South Dakota. The massive former North Western bridge over the Missouri River near Pierre dates from 1907 and also remains active. It is among the state's finest examples of bridge engineering.

Steel girder bridges were also utilized in South Dakota. This bridge type consists of two solid steel girders which span the gap between the piers.³³ This bridge type eliminated the elaborate steelwork and overhead obstructions of truss bridges, and were less expensive to erect. A good

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surviving example can be found spanning the Vermillion River on the former Milwaukee line just west of the town of Vermillion.

Soon after the turn of the of the century, reinforced concrete began to be used in bridge construction, particularly for small spans.³⁴ The Chicago, Rock Island & Pacific line in Lincoln County southeast of Sioux Falls received new concrete trestles and culverts in 1898 and 1899, and many others exist on the state's heavily-traveled lines.

In general, a relatively high number of period railroad bridges remain in South Dakota; nearly all of the survivors are on those historic lines which remain in active use. Those major spans which retain integrity are probably National Register-eligible, and are representative examples of smaller, more standardized designs.

B: Tunnels: This subtype includes all railway tunnels in the state. Because of the state's geography, few railway tunnels exist in South Dakota, but at least four are known to survive in the Black Hills area (three on the former Burlington line to Deadwood and one on the former North Western). In addition to the presence of the tunnel bore itself, railway tunnels are further described by the type of lining present in the tunnel, as well as the portal design. In South Dakota, these are typically utilitarian, of timber construction. Because of their inherent nature, evidence of a former railroad tunnel is durable, and this is a rare example of a railway resource type in South Dakota where all examples historically constructed appear to survive today. Those retaining integrity are eligible for the National Register.

C: Railway line segments: This subtype includes intact segments of railway trackage (and the ancillary features associated with it), as well as segments of abandoned railway grade. Most of South Dakota's historic railroad routes are now abandoned, and visual evidence of these line segments is now largely limited to the linear berm of the former railroad subgrade. In addition to the subgrade, and the trackwork of extant lines, railway line segments may also display a number of ancillary features, including track switches, sidings, fences, telegraph lines, culverts, and highway crossings. Normally, such items would be recorded as elements of the railway line itself, since they lack the scale and significance to be classed as individual resources. Larger-scale architectural and engineering features (such as bridges), however, may be recorded either individually or as components of a longer railway line.

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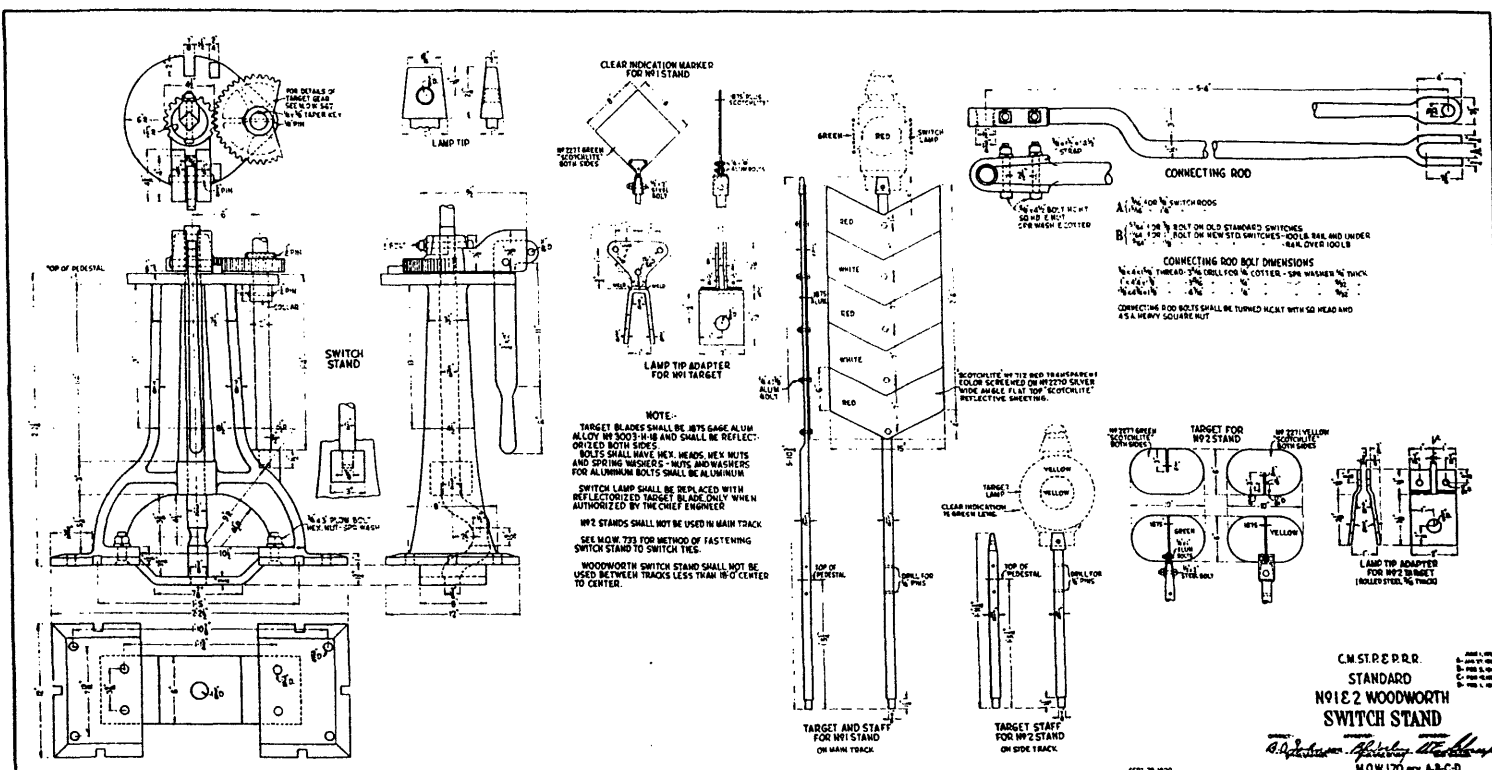


Figure 9: standard Milwaukee Road track switch stand
(author's collection)

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Undoubtedly the most important-and most often overlooked-railroad resource is the actual railway line itself and the various improvements in it. A railroad right-of-way is generally a strip of land (typically 100 feet wide) which includes the railroad berm and track. The track components of a railroad line have remained surprisingly constant over time, although materials, techniques, and standards have evolved. In several instances of very early railroad construction, for example, ties and rails were laid directly on ungraded or minimally graded right-of-way. Many branch lines still utilize minimal standards for track construction.

As the region's rail industry matured, construction assumed a more permanent character. These lines consisted of a raised grade or berm allowing for adequate drainage, ties supported by a ballast of gravel, slag, cinders and/or crushed rock, and heavier rails for added longevity. Maintaining an even grade also became important, necessitating the excavation of cuts and the creation of fills. This general approach to building rail lines held true for the entire period of rail expansion in South Dakota. In many instances traffic demand never warranted further upgrading of track beyond simple maintenance. With the exception of portions of the Milwaukee main line to Puget Sound, Washington, extensive double-tracking of South Dakota lines never took place, as it did elsewhere.

Other improvements of a linear nature are often found within the right-of-way. Company-owned telegraph and telephone lines were long the primary means of communication for railroads. As such telegraph poles and lines often run along the right-of-way. Rights-of-way were generally fenced on both sides to prevent access by livestock. Snow fences were also utilized along some routes in an effort to prevent snowdrifts from blocking traffic. When such features survive, they can contribute to the significance of a railway line segment, although they are probably not eligible individually.

As noted throughout this document, most of South Dakota's former railroad right-of-way has been abandoned. Many such lines have had tracks removed and in some instances ownership has reverted to the adjoining landowners. In the case of the former Burlington line from Edgemont to Lead a recreational trail is being constructed along the old right-of-way. Significant stretches of both operating abandoned right-of-way remain, however, and the linear character of these resources provides a strong visual reminder of the railroad industry's reason for being.

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D: Railroad rolling stock: This subtype includes all railroad rolling stock, including locomotives, freight and passenger cars, snowplows, and maintenance-of-way equipment. Most of the equipment to be evaluated under this subtype will likely no longer be in active use, but will be on public display in a South Dakota museum. Additional historic rolling stock may exist on operating tourist railroads (such as the Black Hills Central) or shortlines.

Rolling stock was obviously vital to the railroad's operation, and such pieces of equipment are particularly recognizable reminders of the historic railroad industry. These resource types have been recognized by the National Register as potentially eligible for listing. Many steam locomotives and cars, particularly cabooses, were donated to municipalities for static display as they were phased out of service.

One piece of railroad rolling stock in South Dakota has previously been listed on the National Register. The chapel car "Emmanuel", which is owned and displayed at the Prairie Village Museum near Madison, is a passenger car which was designed to act as a rolling church. It was moved from town to town along rail lines, and services were held inside the car at each stop. This helped provide worship opportunities for those communities without resident clergy or church buildings.³⁵

E: Minor associated features: The following paragraphs briefly discuss some of the many miscellaneous non-architectural minor railway feature types primarily associated with railway line segments. In general, these resources are small, ancillary features which are ordinarily not of a sufficient scale to be independently evaluated for National Register eligibility. They may, however, be identified as contributing elements of larger historic sites.

Culverts: Nearly all culverts are used to carry small watercourses under railroad right-of-way berms. A culvert is simply a masonry, tile, metal or concrete tube which is buried in the berm. Wooden box culverts were also widely used in early construction, particularly in arid regions.

Signaling Devices: One of the most critical requirements of railroad operations is the need to communicate with and control the movements of trains along the line. The earliest signals were used by station agents in order to flag a train to stop for passengers and goods. Initially these signals were merely a flag or ball which was hoisted up a halyard located on a pole at trackside. A lit lantern was used at night. (None of these early signals are known to survive in the state.)

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By the mid-nineteenth century the telegraph was in wide use by railroads, allowing centralized dispatchers to communicate directly with station agents. Dispatchers could wire "train orders" directly to the appropriate station, which would transmit them to the train crew.³⁶ Telegraph usage had become an industry standard by the time most South Dakota lines were built. Signals, though, remained hand operated by station agents.

Once electricity became readily available, electric signaling lights were incorporated into station semaphore signals. A series of colored lenses were built into the semaphore arm which would change the color of the accompanying electric light any time the arm changed position. Semaphore-style signals of this type remain in use at the crossing of the former Milwaukee Road and former North Western lines just outside of Wolsey, South Dakota.

Most lines in South Dakota never developed the traffic requirements to justify more advanced or modernized signaling systems. Several, however, received automatic block signal systems during the mid-twentieth century. These signals are electronically controlled and are designed to allow only one train into a particular block of track at any one time. Various electronic signal systems are in use today on the former Milwaukee main line across the state, as well the former Burlington route through Edgemont.

Interlocking Towers: These buildings were placed at points where busy rail lines intersected. Operators who staffed these towers controlled the movement of trains through the junction by operating switches and signal lights controlled by levers mounted in the tower. Due to the light traffic density of most South Dakota rail lines, interlocking towers were rare, and none are known to exist today.

At crossings where traffic density did not demand the use of an interlocking, a switchman or watchman could be stationed in a small ground-level shanty. The shanty would be placed in close proximity to the junction or crossing, often adjacent to the signals and switch mechanism. These were very simply-built vernacular wood structures. A surviving example is located at Java Junction on the former Milwaukee line in Walworth County.

Grade Crossings: Grade crossings are the locations where roadways cross railroad lines. They are characterized by areas of timber or asphalt infill between the rails, accompanied by signage and/or signaling, fencing,

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and railway cattle guards. Initially, grade crossings were seldom marked or controlled. As concerns for safety increased, warning signs were erected and at busy crossings gates operated by watchmen were constructed. Once electricity became readily available a variety of automatic crossing guards and warning devices came into use. These features remain common across South Dakota today.

2: Significance: In general, railway-related structural features in South Dakota may be significant for their association with the history of a region (Criterion "A") or as a representation of the transportation technology or engineering of a period (Criterion "C"). These associations are described more fully below:

Criterion "A:" The construction of virtually any railroad is a complex, expensive undertaking. The railways built into and through South Dakota were easily among the largest construction projects undertaken in the state during the historic period. Consequently, the construction of the state's important rail lines is, in itself, an act of sufficient magnitude to give the line significance.

Most railroad lines, however, produced far more dramatic historical impacts. The construction of each of these lines was an event leading to striking changes in the region served by the new route. As a direct consequence of local railway construction, agricultural settlement and production dramatically increased, townsites were platted, and the level of business activity rose. In addition, the geographical pattern of this new settlement and activity was directly and consciously guided by the railroad companies through the companies' choice of route and of townsite locations.

The high level of railroad influence on the state's economy and lifestyle continued for decades after the completion of the lines. Until well after World War I, the railroads served as the primary means for the carriage of passengers, freight, and mail to and from South Dakota. In particular, the state's agricultural economy remained almost completely dependent on the railroads to carry its products to market. While many of the railroad's roles have diminished or ceased in recent years, South Dakota's railways remain an important factor in the state's economy.

Criterion "C:" South Dakota's railway-related structural resources may be significant under National Register Criterion "C" as examples of early twentieth-century railway design, engineering, and architecture. In common with other major industries of the period, America's railway companies developed and implemented a largely-standardized series of engineering and

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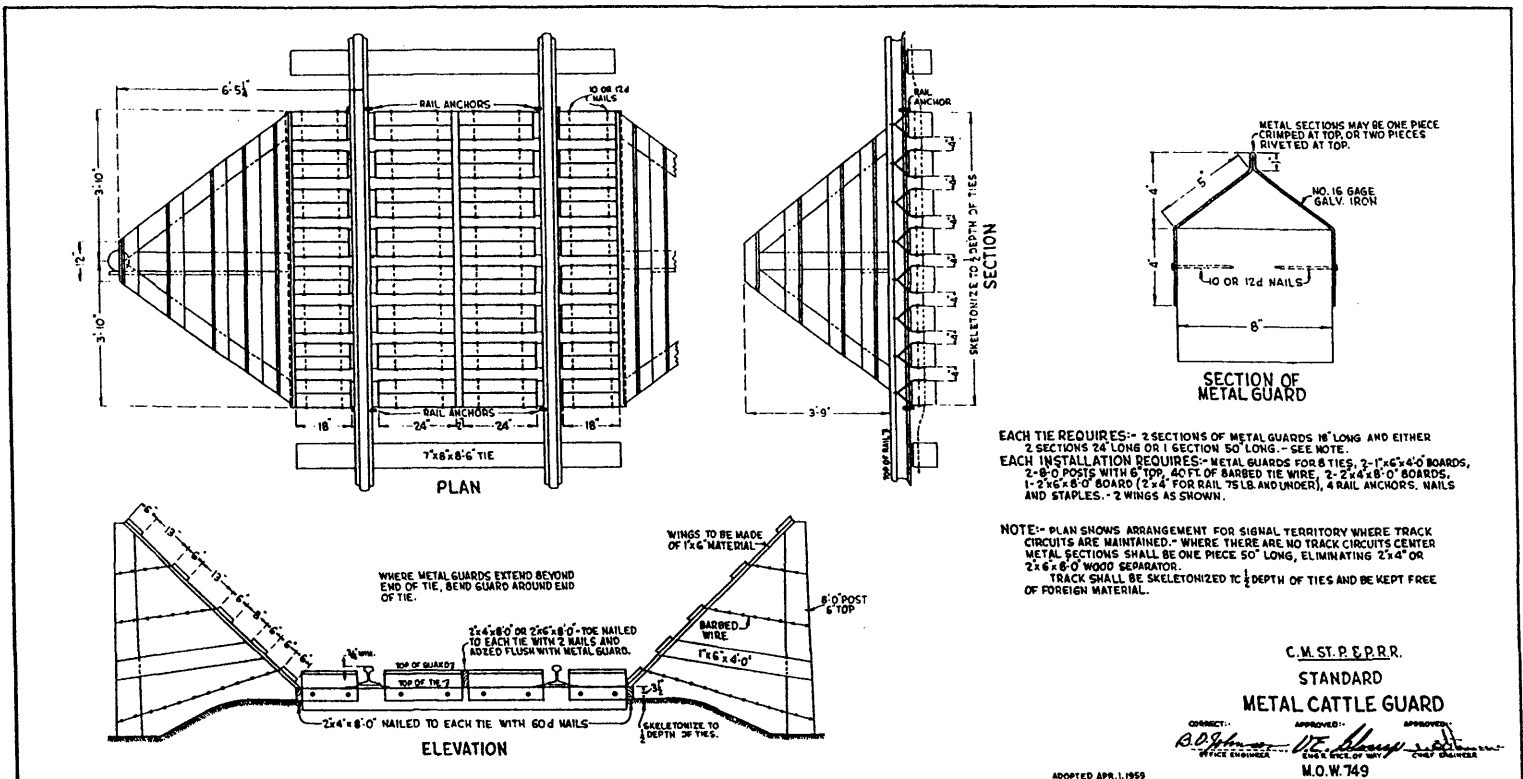


Figure 10: standard Milwaukee Road cattle guard
(author's collection)

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architectural plans for the construction and maintenance of company facilities; these designs reflected the technical capabilities of the day and the economics of the industry. Unlike most other industries, however, railroad engineering was highly visible to the public, and its near-universal presence made it an unusually important component of the cultural landscape. The remaining railroad-related features in South Dakota reflect this period of industrial design.

3: Registration Requirements: To be eligible for listing on the National Register of Historic Places under Criterion "A," a railroad line or railway-related structural feature in South Dakota must have served during the historic period as part of an important means of access to the state, or as an important travel route within the state. The route being evaluated must follow an historic alignment closely enough so as to strongly suggest the historic landscape which existed during the period of significance. Railway line segments must continue to convey the linear nature of the property. To be eligible under Criterion "C," the resource, in its current form, must continue to reflect significant elements of period railroad engineering; it may do this through the visible retention of historic qualities of design, routing, and materials. In addition, eligibility under either criteria requires adherence to the eligibility guidelines described below.

4: Integrity: To be eligible for the National Register of Historic Places, all features described under this property type must retain integrity of location, with the exception of short realignments undertaken as part of routine maintenance and upgrading projects. All properties should retain integrity of setting to the extent that the cultural landscape along the right-of-way has not undergone dramatic change since the close of the historic period, although the existence of non-historic buildings along the route will not damage the integrity of the route itself. The integrity of design, materials, and workmanship is difficult to judge for railways, since active lines are maintained annually, and occasionally receive full reconstruction. Because of this, a railroad line's original materials need not survive, although the current materials should be visually comparable to the material used during historic times. These areas of integrity will also be diminished if major historic structures along the route (such as bridges) have been replaced with modern structures. Note that the act of abandonment of a railway line segment (and the removal of its rails and ties) will not in itself diminish its integrity below the level needed for eligibility. Normally, a railroad property will retain integrity of feeling and association if the remaining five areas of integrity survive.

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D: "Railway Yards and Operational Complexes" Property Type:

1: Description: In contrast to the property types above, which identify and evaluate individual railway-related resources, this property type is intended to evaluate the locations of current or former railroad operational bases comprised of a variety of individual features. (Most of these individual features, when located in isolation from other railroad features, will fall into one of the property types or subtypes outlined above.) This property type generally applies to a district or site, rather than a building, structure, or object. Most if not all sites evaluated for criterion D eligibility will also fall within this property type.

A: Railway yards and operating terminals: This subtype includes the current or former locations of South Dakota's largest railway yards. In contrast to community station sites (below), which emphasize features used by shippers and the traveling public, operating terminals are characterized by resource types used for railroad operation and maintenance activities. (Depots and similar resources may still be present in this subtype, however.) Resource types present in a railway operating terminal may include:

- multi-track yards for freight car classification and storage;
- an engine house, or roundhouse and turntable;
- other locomotive and freight car maintenance facilities;
- facilities to fuel and water locomotives; and
- a variety of smaller maintenance and storage buildings and structures.

Railroad yards were complex sites often characterized by a high, near-constant level of activity, filling a diverse yet interrelated series of roles. The significance of the site type stems, in large part, from this interrelationship, since it provides a broader picture of overall railroad operational patterns. Other than the yard trackage itself, however, most major resource types present in a major railroad yard have been described individually in the property types above.

The trackage pattern in a railway yard consists of one or more main (or "through") tracks, and a series of yard or stub tracks. The yard tracks were used to assemble trains, transfer cars from one train to another and to store cars which were not immediately needed. These tracks were typically arranged in a "ladder" pattern along one side of the through tracks. (Stations and related facilities were located on the other side of the yard ladder.) Stub tracks were also built to provide access to

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lineside industries or freighting facilities and to connect yards with maintenance and storage buildings such as engine houses and car shops.

Most major railway yards in South Dakota were located in "division point" towns, located at approximate 100-mile intervals along major rail lines. Others were located at important railway junctions. Good examples of this property type still remain in Huron, Aberdeen, Rapid City, and elsewhere, but most terminal sites have lost much of their historic fabric.

B: Community station sites: This subtype includes the current or former locations of smaller railway station complexes. While such sites may have once included small-scale railroad operating or maintenance facilities (such as a water tower, for example), they primarily serve as the location where the railroad transacted business with a local community. A typical station site might consist of a depot building, a railway track segment with a passing siding and/or industrial spurs, and a variety of ancillary features such as a privy, signs, railway crossings, and fences. In some cases, railway-owned housing may have been present. Most community station sites will also be in proximity to one or more grain elevators, stockyards, or other privately-owned shipping facilities.

In common with larger railway yards, community station sites achieve additional significance because of the interrelationship of the resources present. They are often also noteworthy for their geographical, social, and economic relationship with the town they served. As noted throughout this document, railway stations and their surrounding facilities played long-term, pivotal roles in the history and day-to-day life of nearly every South Dakota community.

Community station sites once existed in virtually every South Dakota town located in proximity to a rail line. Most of these sites remain at least somewhat evident today, even in cases where the rail line has been abandoned. Relatively few, however, retain all their historic features; several that do are located along the former Milwaukee Road line into Rapid City. (Figure 11, on the following page, maps the features at a representative community station site.)

2: Significance: Historic railroad yards and station sites in South Dakota will normally be significant under National Register Criteria "A" or "C," although certain townsites may also be eligible under Criterion "D" as well. Each of these criteria is discussed separately below:

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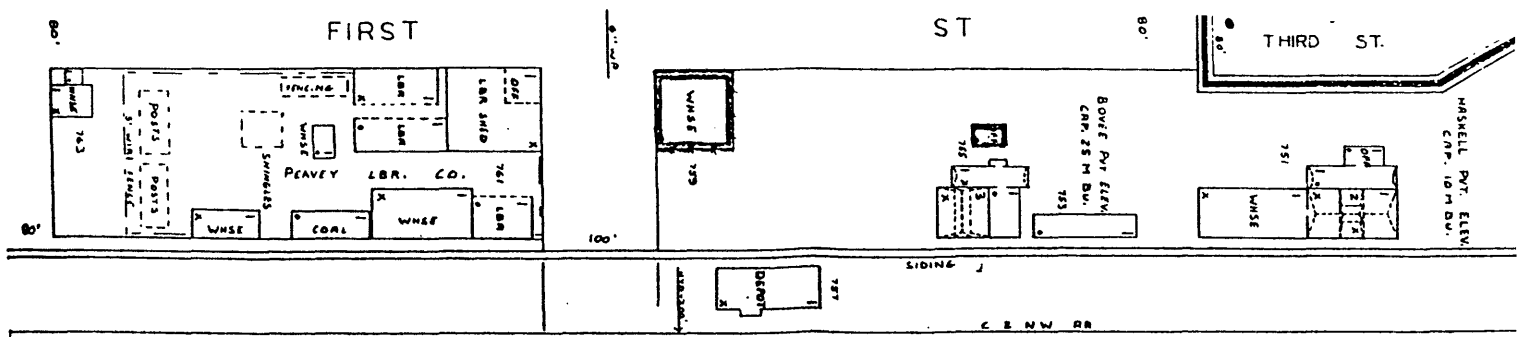


Figure 11: plat of the railway station area at Conde,
South Dakota, 1959
(South Dakota State Archives)

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Criterion "A:" Historic railroad yards and station sites in South Dakota may be eligible for the National Register of Historic Places under Criterion "A" as reflections of the growth and operational patterns of the railroad industry in the state and, more importantly, of the interrelationship of the state's railroads with the communities they served. More than any single resource, these groupings of buildings, structures, and objects represent the complex and massive nature of the railroad undertaking, and demonstrate how the railroads served and influenced the towns and regions through which they passed.

Criterion "C:" South Dakota's historic rail yards and station sites may be eligible for the National Register as examples of period railroad engineering and planning. As with individual building types, the arrangement and scale of yard and station plats were standardized by most railroads, and are thus reflective of industry practice. In addition, the arrangement of major yards and the types of resources present there are indicative of transportation technology of their period.

Criterion "D:" Because of the concentration of activity and historic development at many historic railroad yards and station sites, these locations have a relatively high potential for eligibility under Criterion "D." In some cases, the overall layout of the site itself may be capable of providing historical information, but it is more likely that Criterion "D" significance will be achieved through the presence of artifactual remains. Tools and equipment at a site may provide information on period technology, or the evolution of that technology. Domestic artifactual remains may provide clues to the lifestyles of period railroad workers. (Note that Criterion D eligibility does not necessarily hinge on the survival of above-ground resources at a site.)

3: Registration Requirements: To be eligible for listing under Criterion "A" or "C," a railway yard or station site must reflect the broad historical patterns of railway organization, operation, and design in the historic period in South Dakota. This requirement is met if the facility played an important local role in historic railroad operations, or if the town is a characteristic local example of railroad station or yard design. Criterion "D" eligibility should be determined through archaeological testing based on a site-specific research design. In addition, the site must meet the integrity requirements outlined below.

4: Integrity: By its nature, resources in this property type will retain integrity of location. A station or yard site must retain integrity of setting in order to be eligible for the National Register of Historic

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Places. Integrity of setting is lost with the addition of significant non-historic features to the site. Integrity of *design* must also be maintained. Integrity of design is lost if significant changes have been made to the planned arrangement of the site since the end of the period of significance. Integrity of design may also be diminished (but not lost) if the historic use of the site has been significantly altered. (Note that an abandoned rail yard or station site may still retain integrity, even given the removal of most of its features, since the significance of this property type is derived in part from geographical interrelationships.) Integrity of *materials* and *workmanship* are generally not applicable to a station or yard site as a whole, although they will apply to individual resources (as described in the first two property types). Normally, a station or yard site will retain integrity of *feeling* and *association* if the other aspects of integrity survive.

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Endnotes for Section "F"

1. All references to National Register Bulletin 15 in the "Property Types" section are from: U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* ([Washington]: U.S. Department of the Interior, National Park Service, 1991); All references to National Register Bulletin 16 are from: U.S. Department of the Interior, National Park Service, *National Register Bulletin 16: Guidelines for Completing National Register of Historic Places Forms* ([Washington]: U.S. Department of the Interior, National Park Service, 1991).
2. In addition to National Register Bulletins 15 and 16, see: U.S. Department of the Interior, National Park Service, *National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons* ([Washington]: U.S. Department of the Interior, National Park Service, 1989).
3. For examples of railway-related archaeological investigations, see Dale Martin and Mitzi Rossillon, "The Value of Railroad Section Bases for Characterizing Archaeological Remains of Historic Ethnic Domiciles," paper presented at the 26th Annual Meeting of the Society for Historical Archaeology, Kansas City, Missouri, January 1993. Also see Barbara J. Hickman, "Necessities of Life or Knickknacks for the Home: Japanese Domestic and Export Ceramics at Historic Railroad Sites in Southwestern Wyoming," paper presented at the Fifteenth Plains Anthropological Conference, Lincoln, Nebraska, 1992.
4. *National Register Bulletin 15, 44.*
5. U.S. Department of the Interior, National Park Service, *National Register Bulletin 16B: Guidelines for Completing National Register of Historic Places Forms: How to Complete the National Register Multiple Property Documentation Form* ([Washington]: U.S. Department of the Interior, National Park Service, 1991), 14.
6. See, for example, Walter Gilman Berg, *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students* (New York: J. Wiley & Sons, 1893), iii.
7. The terms "depot" and "station" are often used interchangeably, and the differences between the two terms remain the subject of some discussion. A common characterization is that the term "depot" refers to the building

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itself, while "station" is a broader term referring to the location at which railroad facilities are constructed.

8. H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls, South Dakota: The Center for Western Studies, Augustana College, 1988), 3.

9. Grant and Bohi, *The Country Railroad Station in America*, 69.

10. Berg, *Buildings and Structures of American Railroads*, 278-279.

11. Ibid.

12. For additional information on these stations, and those in the following paragraphs, see the National Register of Historic Places nomination form for the building, on file at the South Dakota State Historic Preservation Office, Pierre.

13. Berg, *Buildings and Structures of American Railroads*, 278-279.

14. Grant and Bohi, *The Country Railroad Station in America*, 70.

15. Berg, *Buildings and Structures of American Railroads*, 278-279. Also see H. Roger Grant, *Living in the Depot: The Two-story Railroad Station* (Iowa City: University of Iowa Press, 1993).

16. Ibid., 202.

17. Ibid.

18. For additional information on these buildings, see the National Register of Historic Places nomination forms, on file at the South Dakota State Historic Preservation Office, Pierre.

19. Berg, *Buildings and Structures of American Railroads*, 166-167.

20. Ibid.

21. Ibid., 167.

22. Ibid., 122-124.

23. Ibid., 51.

24. Ibid., 113.

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25. Ibid., 113-114.
26. Ibid., 81.
27. Ibid., 71-73.
28. Ibid., 60-69.
29. Ibid., 46-49.
30. Ibid., 72-73.
31. For an introduction to the evolution of bridge design in Midwestern railroads, see Mark Hufstetler, "Determination of Eligibility for Burlington Northern Railroad Company Bridge Number 739.1, Near Wyola, Montana," unpublished report prepared by Renewable Technologies, Incorporated for EA Science, Engineering, and Technology, Inc., 1992, 5-8.
32. Ibid.
33. Ibid.
34. Ibid., 2.
35. For additional information on this car, see the National Register of Historic Places nomination form for it, on file at the South Dakota State Historic Preservation Office, Pierre.
36. Stewart Holbrook, *The Story of American Railroads* (New York: Crown Publishers, [1947]), 278.

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G. Geographical Data

This nomination applies to properties located within the present boundaries of the State of South Dakota.

H. Summary of Identification and Evaluation Methods

This Multiple Properties Nomination is a primary product of two distinct research projects conducted between 1994 and 1997. Work on the development of a railroad context for the state of South Dakota was begun by Michael A. Bedeau, a staff professional with the South Dakota State Historical Society at the Historic Preservation Center in Vermillion. Mr. Bedeau conducted an exhaustive research effort aimed at identifying previously-published source material on South Dakota railroading. He also located and visited archival repositories containing the corporate records of major South Dakota railroads (listed in Section 3 of the Bibliography). Finally, railroad-related site forms in the Historical Society files were reviewed, and in-state fieldwork was conducted to identify additional relevant properties. Together, these efforts created a comprehensive vertical file of source material on South Dakota railroading.

In 1995, Mr. Bedeau began synthesizing this material into a statewide "Railroad Transportation Context" document. This document, the second in a series of thematic contexts planned for the state's cultural resources, included an historical narrative, a discussion of railroad property types, and information on evaluating the National Register significance of railway resources. Mr. Bedeau later resigned from the Historical Society, but completed the context (in draft form) in 1996, working as a contractor for the former Historic Preservation Information Service at the University of South Dakota in Vermillion.

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The project was revived in late 1996 by the staff of the South Dakota State Historical Society's State Historic Preservation Office. In December, the State Historic Preservation Office issued a Request for Proposals for the development of a revised, final version of the railroad context document, as well as a reworking of the revised contextual materials in the form of a National Register Multiple Properties Documentation form for statewide railway resources. In early 1997, Renewable Technologies, Incorporated (RTI) received a contract to prepare those products.

RTI's work under this contract was performed by Mark Hufstetler, a member of the firm's professional staff. Hufstetler began work on the project in February 1997, with a research visit to South Dakota. This visit included a review of the railway materials gathered earlier, as well as an updated examination of the state's historic site files. Hufstetler also consulted with State Historic Preservation Office staff members to develop a revised property types outline for the state's railway resources.

Hufstetler prepared this Multiple Properties form during the summer of 1997. This document incorporates substantial portions of Mr. Bedeau's 1996 context document, with additions, corrections and revisions by Hufstetler. The discussion of railway-related property types which had been developed for the original context was significantly reworked for this Multiple Properties document.

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