

VIDEO SCRIPT

TITLE: Rails And Other Roads

PREPARED FOR: Dakota Pathways: A History

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V I S U A L

A U D I O

FADE IN:

1. OPEN MONTAGE kids at Cultural Center with guide. :30

2. Windshield view of SD road. DISSOLVE to:

3. High Aerial shot showing vast size of SD. DISSOLVE to:

4. MAP: South Dakota with length & width shown. DISSOLVE to:

5. MONTAGE Indian travois, horse drawn wagons, cowboys, kids riding a cow, stagecoaches, old cars, old airplane

6. MONTAGE cars from 30's-40's and 60's & 70's.

7. MONTAGE: Cars from car show. DISSOLVE to:

8. CU: Moving wheels of Steam locomotive (1880 Train).

9. MONTAGE 1880 Train (without tourist elements). Wheels, pistons, smoke stack, whistle etc.

10. MONTAGE of photos of trains, stations, old photos and posters.

11. MONTAGE photos of towns and stations

OPEN MUSIC UP and UNDER. NAT SOUND UNDER.

Narrator—We're going on a field trip into South Dakota's past. And the first thing every traveler needs to know about our state is... it's big.

Four hundred miles east to west, and more than 200 north to south.

So... South Dakotans have always put imagination and hard work into getting from one place to another. NAT SOUND UNDER

SEGUE TO: Sounds of cars on road, etc..

NAT SOUND UNDER

We're proud of our pickups, cars, and motorcycles. But nothing on wheels made a bigger difference in the state's history...

...than the locomotive.

NAT SOUND Blast of a steam whistle, and sounds of a steam engine.

Trains and the state of South Dakota grew up together. In the late 1800s, Americans in most of the country were linking their towns by rails. Things were different in Dakota. There weren't yet many towns to link. But wherever rails were built, new towns and farms sprang up.

V I S U A L

A U D I O

12. PHOTO MONTAGE

Homesteading ending with Chicago-Northwestern homesteading poster.

13. PHOTO MONTAGE: Railroad and homesteading continues.

14. POP-UP FACT: "THE HOMESTEAD ACT WAS PASSED IN 1862 TO HELP SETTLE THE WEST."

15. Train on trestle over river.

Super: *Cattle, Grain, Machinery.*

16. MONTAGE: Historic photos & images of grain silos being built....

17. POP-UP FACT: "MANY SOUTH DAKOTA TOWNS WERE NAMED FOR RAILROAD LEADERS, INCLUDING BERESFORD AND CHAMBERLAIN."

18. Homestake ore cars in the mines.

19. Cowboys moving cattle photo montage.

20. MAP: Showing Belle Fourche and the range cattle came from.

21. Photo of cattle loading onto trains at Belle Fourche.

22. POP-UP FACT: "SOME MONTHS IN THE 1890s, 2,500 TRAIN CARS OF CATTLE LEFT BELLE FOURCHE."

In those days people could get free farms by paying a filing fee, living on a piece of land, planting crops, and putting up some buildings.

Railroads knew they'd make money taking settlers, called homesteaders, to the farm land of Dakota—and even more money as towns were built along the tracks.

Trains moved people...hauling cattle, grain and machinery, all products to build the new Dakota Territory.

In eastern South Dakota, great silos were built along the tracks to store the grain until the trains came to haul it to the markets in the east.

In the Black Hills, small underground locomotives carried gold ore out of the vast Homestake Mine.

NAT SOUND UP AND UNDER

In the 1890s, great cattle drives moved herds to Belle Fourche, one of the world's busiest cattle towns.

NAT Sound Continues.

V I S U A L

A U D I O

23. Lumber, mail, an 1800s store, Sears-Roebuck catalog, Teddy Roosevelt on back of train and a circus train.

Trains delivered lumber for building towns... mail... store merchandise... catalog orders... famous visitors, and even the circus.

24. 1880 Train wheels moving,.

Trains were fast compared to transportation used by earlier settlers.

...Steamboats on the Missouri

Those people came up the Missouri River on steamboats, or across Iowa and Minnesota in covered wagons.

...Prairie Schooners.

25. POP-UP FACT: "COVERED WAGONS WERE CALLED PRAIRIE SCHOONERS BECAUSE THEY LOOKED LIKE SHIPS CALLED SCHOONERS."

26. Photo: Hamlin Garland

Hamlin Garland, one of South Dakota's first authors, was impressed by how trains felt modern compared to wagons.

VOICE OVER: "Hamlin Garland"

27. Photo: Aberdeen 1880's. Showing railyards & people getting off trains.

"I bought a ticket for Aberdeen and entered the train crammed with movers who had found the prairie schooner all too slow...the era of the locomotive, the day of the chartered car, had arrived."

28. MONTAGE: Photos of track construction.

NARRATOR:

29. WS Missouri River blocking way west.

Two big railroad companies raced each other to be the first to build tracks from the eastern edge of the state clear to the Black Hills.

30. WS Missouri River railroad bridge at Chamberlain.

It was the slowest race imaginable.

31. MAP: Development of tracks over the Northwestern RR route.

In the 1880s the two companies reached the Missouri River. About 20 years later they continued west from the river, after great bridges went up.

V I S U A L

A U D I O

32. MAP: Showing the Milwaukee Road taking form.

The Northwestern Railroad ran tracks through Huron, over the river at Pierre, and first rolled a train into Rapid City during the summer of 1907.

33. Photo of early train in Black Hills.

The Milwaukee Railroad reached Rapid three months later. Its tracks ran through Sioux Falls, Mitchell, crossed the river at Chamberlain, and passed the Badlands on the way to the Black Hills.

34. MAP: Showing tracks from Chadron to Rapid City.

These weren't the first trains to reach the Black Hills. Those came out of the south, from Nebraska.

35. PHOTO: Showing people sitting in luxury train "car" circa 1907.

But 1907 was the first year people could sit in a train car and make the 400 mile trip across this wide state of ours, much as we do today, in our automobiles.

MUSIC UP AND UNDER

36. MONTAGE: Curtis Photographs of Indian life.

Not everyone loved trains. Some American Indian leaders worried trains would bring so many settlers that Indian country would change forever.

WEB Pointer

37. MAP: Shrinking Indian lands of the 1900-1910 era. And Dallas, SD

There was reason to worry. In the early 1900s, the United States government opened up seven hundred thousand acres of reservation land for settlement by outsiders.

38. Contemporary Dallas SD. DISSOLVES to Dallas SD circa 1910 photos, showing rail station.

The present day little town of Dallas, South Dakota once had 15 trains a day stopping here, bringing settlers who wanted Rosebud reservation land.

MUSIC UP AND UNDER

39. CURTIS PHOTOS howing early life on prairie...village on the move.

Before reservations, American Indian people of South Dakota were great travelers, able to pack up entire villages in just a few hours, and move them to better hunting lands, or to places protected from winter winds.

V I S U A L

A U D I O

40. POP-UP FACT: "TRAVOIS: A TRAILER MADE OF POLES AND DRAGGED BEHIND A HORSE, USED FOR CARRYING TEEPEES, ROBES AND FOOD."

41. POP-UP FACT: "BEFORE HORSES, THEY USED DOGS TO PULL MUCH SMALLER TRAVOIS"

42. Photo of settlers crossing prairie in wagons.

43. MAP: Showing Medora-Deadwood stage route.

44. Contemporary ruts in Harding County.

45. MAP: DEADWOOD-CHEYENNE STAGECOACH route.

46. MONTAGE: Red Canyon mixed with photos of Deadwood stages.

47. WS curving Red Canyon Road then A Model T comes around the bend of another dirt road..

48. MONTAGE: still photos of very early automobiles. Shots of mechanical breakdowns and cars stuck in mud or snow.

49. MONTAGE: of cars evolving through the 1970's.

In the 1800s, settlers sometimes used the Indian routes for freight wagon and stagecoach roads. In western South Dakota, there are spots where you can still see ruts made by horse, oxen, and mule drawn wagons.

NAT SOUND UP AND UNDER

Just a few years later, in the early 1900s, some wagon roads were built up and covered with gravel. All for an amazing new invention...the automobile.

MUSIC UP AND UNDER

Who could have guessed that cars would become more popular than the great locomotives? At a time when trains ruled travel, the first cars often over-heated, got flat tires, and bogged down in mud and snow.

But people loved them anyway. And cars got better...and better...and better.

V I S U A L

A U D I O

50. PHOTOS: Early state capitol, early road building, and the first car bridges that spanned the Missouri.

51. MAP showing location of early road bridges in SD.

52. Photo one of the bridges.

53. POP-UP FACT: "MISSOURI RIVER BRIDGES IN SOUTH DAKOTA HAVE WON NATIONAL AWARDS FOR THEIR BEAUTY."

54. Photos of old cars heading down the road.

55: Shot of contemporary highway 77 between Dells and Sioux Falls.

SUPER: 120,000 cars
10,000 trucks.

56. WS Train moving through Black Hills.

57. Photos: 1930's cars and gas stations.

So did roads. A state highway commission was formed in 1917, meaning government was going to take responsibility for roads. In the 1920s, the state came up with money to build five bridges across the Missouri River.

In 1923, people hopped into their cars to see something incredible between Dell Rapids and Sioux Falls. Instead of dirt or gravel, the road between those towns was hard concrete. A first for South Dakota.

That year of 1923 had South Dakotans owning more than 120,000 cars, and more than 10,000 trucks. More and more, farmers used trucks to take their crops and livestock to market.

South Dakota's early tourists usually came by train.

NARRATOR: But as cars and roads improved, more visitors drove themselves to South Dakota.

V I S U A L

58. Contemporary images of the drive over Iron Mountain Road.
59. HALF-DISSOLVE in photo of Peter Norbeck then DISSOLVE OUT PHOTO. Continue montage over pigtail bridges.

WEB POINTER

60. Pop-up Fact: "Pig-tail bridges got their names because they twist in circles like a pig's tail."

61. Driving shot showing rugged terrain, bridges and ending with Mount Rushmore framed by one of the tunnels. DISSOLVE to:

62. MS: Mt. Rushmore with graphic of building supered to show size.

63. POP UP Fact: Each head on Mount Rushmore is as tall as a six-story building.

64. PHOTO of President Eisenhower.

Super: Dates of Presidency 1953-1961.

65 WS: Empty stretches of I-90.

66. WS: I-90 with Long line of Army Convoy.

67 WS: I-90 Packed with traffic

68. WS: I-90 with motorcycles in August.

69. DISSOLVE to MAP showing where I-29 and I-90 are located

A U D I O

The 1930s saw one of the world's most impressive roads built in the Black Hills. United States Senator Peter Norbeck walked a route some experts thought impossible for building roads, let alone a road that would show off the newly built Mount Rushmore.

But the Iron Mountain Road became a reality.

MUSIC UP AND UNDER

Four presidents inspired the Iron Mountain Road: Washington, Jefferson, Roosevelt, and Lincoln.

Another one, President Dwight Eisenhower, brought about South Dakota's busiest highways.

Eisenhower, a General in World War Two, thought the country needed straight, extra-wide highways going clear across the United States so military equipment could be moved quickly in war time.

The rest of the time, the president said, Americans could enjoy driving these super highways .

Today, we call them Interstates. There are two in South Dakota.

V I S U A L

A U D I O

70. POP-UP FACT: East-west Interstates are even numbered like I-90. North-south Interstates are odd numbered, like I-29.

71. AERIAL shot of interstate and Brookings, SD.

72. Pop-up Fact: "There are 675 miles of Interstate highway in South Dakota."

73. Northwestern train coming around a bend.

WEB Pointer

74. Modern trains. DM & E in SD.

75. DM&E carrying coal.

76. Pop-up Fact: "One-third of the nation's coal is dug out and shipped to other states from Wyoming."

77. Windshield shot, driving down a South Dakota highway.

78. VOCA PAGE

79. CLOSING CREDITS

How important have Interstate highways been?

Built mainly in the 1960s and 1970s, most South Dakota towns that have grown have been located next to the Interstates.

It's a lot like the railroad years, when towns grew along the rails.

Speaking of rails, trains didn't disappear because of cars and trucks.

In the late 1900s, it looked like they might. But in 1986 the Dakota, Minnesota and Eastern railroad was formed, to haul coal from Wyoming, as well as South Dakota farm goods, on fast trains.

Some people believed the new railroad would be good for South Dakota. Some said the extra-fast trains would be too noisy and dangerous.

NAT SOUND UNDER AND OUT

MUSIC UP AND UNDER

Good roads take travelers everywhere in South Dakota these days. They're used by people for fun and for business...and for exploring the state to understand it better. See you on the road!

VOCA:

"For additional information, a teacher's guide, games, quizzes and more, log on to Dakotapathways.org."

MUSIC OUT