

VIDEO SCRIPT

TITLE: Rails And Other Roads

PREPARED FOR: Dakota Pathways: A History

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DRAFT: Final with shot #'s 1

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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.

2. Windshield view of SD roadside scenery. DISSOLVE through to:

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

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

5. MONTAGE old vehicles: horse drawn wagons, old cars, trucks.

6. MONTAGE Modern vehicles.

7. CU MONTAGE: Power & Speed of cars, motorcycles, Trucks. DISSOLVE to:

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

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

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 modern vehicles.

NAT SOUND UNDER

We're proud of our modern 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.

V I S U A L

A U D I O

10. MONTAGE other trains, stations, old photos and posters.
11. WS Open prairies of SD
12. WS SD Town with train station.
13. PHOTO MONTAGE Homesteading ending with Chicago-Northwestern homesteading poster (State Cultural heritage center).

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

15. PHOTO MONTAGE: Railroad and homesteading continues.

16. POP-UP FACT: "MANY SOUTH DAKOTA TOWNS WERE NAMED FOR RAILROAD LEADERS, INCLUDING..."

17. HALF-DISSOLVE image of train wheels rolling behind images of cattle, corn, wheat, large machines..moving through scene.

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.

In those days people could get free farms by 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 free farm land of Dakota—and even more money as towns were built along the tracks.

Trains moved people...hailed cattle, grain and machinery, all products of the new Dakota Territory.

V I S U A L

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

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.

19. Homestake ore cars coming out of mines.

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

20. Cattle loading at Belle Fourche.

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

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

NAT SOUND UP

22. MONTAGE: Cattle Drive

23. POP-UP FACT: "IN THE 1890s, 2,500 TRAIN CARS OF CATTLE LEFT BELLE FOURCHE SOME MONTHS." (CALLED A RAILHEAD.)

NAT SOUND UNDER

24. Letters, a Sears-Roebuck catalog, Teddy Roosevelt in Sioux Falls, and a circus train.

Trains brought letters, catalog orders, famous visitors, and even the circus.

25. Train interior, steamboats on the Missouri, prairie schooners.

Trains were fast compared to transportation used by earlier settlers. Those people came up the Missouri River on steamboats, or across Iowa and Minnesota in covered wagons. Hamlin Garland, one of South Dakota's first authors, was impressed by how trains felt modern compared to wagons.

26. POP-UP FACT: "COVERED WAGONS WERE CALLED PRAIRIE SCHOONERS BY SOME, BECAUSE THEY RESEMBLED OCEAN GOING SHIPS CALLED SCHOONERS."

27. Photo: Hamlin Garland

VOICE OVER: "Hamlin Garland"

28. 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."

V I S U A L

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29. MONTAGE: Photos of track construction or Re-inactment
30. WS Missouri River blocking way west.
31. WS Missouri River railroad bridge at Chamberlain or other.
32. MAP: Development of tracks over the northern route.
33. MAP: Showing the Milwaukee Road taking form.
34. MAP: Showing tracks from Chadron to Rapid City.
35. PHOTO: Showing people sitting in luxury train "car" circa 1907.
36. MONTAGE: Photos and paintings of Indian life circa 1860's progressing to 1900's.....
37. MAP: Shrinking Indian lands of the 1900-1910.

NARRATOR:

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. It was the slowest race imaginable. 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.

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.

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.

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

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

MUSIC UP AND UNDER

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

There was reason to worry.

In the first ten years of the 1900s, the United States government opened up (?) # of acres of reservation lands to white settlement.

V I S U A L

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

39. MAP showing Dallas, SD and Rosebud Lands of period.

40. PAINTINGS: Showing early Indian life on prairie...village on the move.

41. WS: Re-inactment showing travois on the move.

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

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

44. MONTAGE: Wagon ruts in western South Dakota, labeled by location. Some possibilities: Red Canyon in the Southern Hills, and the Macey area in Harding County.

45. MONATAGE: Red Canyon

46. POP-UP FACT: "THE DEADWOOD-CHEYENNE STAGECOACH WAS PERHAPS THE MOST FAMOUS IN THE COUNTRY."

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A U D I O

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

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 grounds or to places protected from winter winds. But these people thought of roads differently than railroaders.

In the 1800s, settlers put that knowledge to use for themselves, and 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.

The route through Red Canyon into the hills was said to be one of the most dangerous, because of outlaw and Indian raids made on the wagon trains and stagecoaches.

NAT SOUND UP AND UNDER

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48. WS curving Red Canyon Road
A Model T comes around the
bend.

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.

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

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.

50. MONTAGE: of cars evolving
through the 1920s.

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

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

So did roads. A state highway commission was
formed in 1917. That meant it was government's
job to build roads for cars across South Dakota.

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

In the 1920s, the state came up with money to
build five bridges for cars crossing the Missouri
River.

53. MAP: The stretch between Dell
Rapids and Sioux Falls.

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.

54. Photos of this early highway.

**55. Pop-up Fact: "South Dakota's first
gas pricing war was in 1923, when
Governor William McMaster ordered the
state to sell at 16 cents a gallon, after
retail prices had hit 26.6 cents a gallon."**

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.

V I S U A L

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56. WS Train moving through Black Hills.

South Dakota's early tourists usually came by train.

57. Clip from one of the railroads' 1930s promotional films, advertising Black Hills travel. (Wayne Paananen of Lead has transferred some of those films to video).

SOVTR narration describing the Black Hills' splendor, and trains' comfort.

58. Photos: 1930's cars.

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

59. DISSOLVE to Wall Drug signs on highway

60. Pop-up Fact: "The first Wall Drug signs appeared in 1936."

61. Contemporary images of the drive over Iron Mountain Road.

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.

62. HALF-DISSOLVE in photo of Peter Norbeck then DISSOLVE OUT PHOTO.

63. Pop-up Fact: "Pig-tail bridges got their names because they twist in circles like the animal's tail."

But the Iron Mountain Road became a reality.

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

MUSIC UP AND UNDER

65. AERIAL CU: Mt. Rushmore

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

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

67. PAINTING or photo: President Eisenhower. Super: Dates of Presidency 1953-1961.

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

V I S U A L

A U D I O

68. WS: Empty stretches of I-90.

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

70. WS: I-90 Packed with traffic

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

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

73. POP-UP FACT: East West Interstates are even numbered like I-90. North South Interstates are odd numbered, like I-29.

74. Shots of Watertown, Brookings, Sioux Falls, Mitchell, Chamberlain, Rapid City, Sturgis, and Spearfish—as seen from the Interstates.

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

76. Modern trains. DM & E equipment and map.

77. Pop-up Fact: "South Dakota's neighbor to the west, Wyoming, is where one-third of the nation's coal is dug out. Most of it is sent to other states."

78. Montage of roads and vehicles seen in this program.

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.

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.

Segue music.

Approved: _____

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V I S U A L

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

80. Close.

A U D I O

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!

Closing music.
