Pork Chop Supper Fundraiser

With Music by
Ian & Dick Kimmel
Bluegrass Band
$12-Adults & $6-Kids

Monday, June 23rd-4:30-7PM - Museum Meeting Room

The McLeod County Historical Society would like to invite you and your family to our Annual Pork Chop Supper and bluegrass music program. Two years ago Dick Kimmel & Company wowed us with their outstanding bluegrass music, and with a donation from Citizens Bank & Trust Co., Dick is back with his son Ian to do it again! The Kimmel Bluegrass band will be appearing from 5-6 PM during our Pork Chop Supper Fundraiser. As always, Master Griller, Bill Arndt and his lovely wife Joan will be serving up their special seasoning for our one-of-kind pork chops. Meals will be available for carryout all evening, with extra pork chops for purchase with your meal or as a carryout for just $3. Each meal will include: A tasty Benny’s Meat Market Pork Chop, KFC Mashed Potatoes, Green Beans & Applesauce compliments of McCormick’s, French Bread from Subway, and a Schwan’s Ice Cream Sundae for dessert.
**Director’s Review:**

What a fun month of activities, and now that the sun has decided it will shine, we are looking forward to a historic summer! If you missed our Nostalgia Nite Fundraiser, you missed an evening of prizes, history and entertainment. The Hutchinson Brothers were a hit, singing songs of the era and a few good old railroad tunes as well. We had many guests dressed in fashions of the 1880s, but the winner of our costume contest was Gerald Karstens—pictured top right. Gerald was ready to work on the engine with his authentic tool kit bag and work overalls. It was so nice to have our event at the Historic Hutchinson Depot and we thank the City and Lee Miller for all their help making our event location possible. Guests answered eight railroad related trivia questions and the ones with the right answers went home with Gift cards from: Hutch Café, Lillian’s Boutique, Amazing Grace Boutique, Dominoes Pizza, Outdoor Motion and Elena’s Bakery! Sheldon Nies also donated bird houses and a planter made from some of the reclaimed lumber from the renovation of the Depot, so a few lucky guests got to take home a little bit of Railroad History. The food for the evening was covered by donations from Vivid Image and NU Telecom two great local businesses who give back to their communities.

We continue to ride the rails in 2014 here at the Historical Museum and Terry Davis took us on a train ride through Colorado, with his Colorado Steam video. This 90 minute high definition movie showcased some of the old steam engines that would have been like the ones to roll into McLeod County back in the 1870s and 80s. Terry is an avid railroad buff and his passion for all things train was clear at his presentation. Thanks Terry for a great program.

Calling all green thumbs out there! The Museum is in need of your help. We are currently without a grounds keeper and could use some more volunteer help. If you or someone you know would like to volunteer in this capacity, big or small, just stop by the Museum during our open hours to get more information or sign up!
History of The Railroads of McLeod County:

The McLeod County Historical Society and Museum would like to introduce you to our 2014 Theme, “History of the Railroads of McLeod County!” The McLeod County Historical Society and Museum is filled with historical information about how the Railroads changed Minnesota and McLeod County forever, as well as artifacts and documents that show the progression of railroad technology and all the tools and schemes used to keep the rails running.

Each month, the Museum will feature an excerpt from our theme booklet, “History of the Railroads of McLeod County”, which will be available for purchase in the Museum’s gift shop. The Booklet will cover the early history of the railroad system in Minnesota, each of the railroad lines that ran through our county, plus the “Paper Rails” that were never to be. So come along with us, and ride the rails of history in 2014!

Taken from: The Glencoe Register-August 14th, 1857—“Railroad News”-

By the permission of Mr. J. Phillips, we have inserted the following letter lately received by him. It contains matter of the greatest importance to the citizens of the County. We will have a word on this next week.

Hastings, July 13th, 1857

Dear Sir: —I have before me your favor dated Glencoe, June 6th, 1857, in which you asked to be informed in relation to the measures our people intend to adopt in the continuation of the Rail Road from Madison to Prescott and the construction of a Rail Road from Hastings west. Soon after the receipt of your letter I was necessarily absent from the County for a while, and since my return, I have delayed my answer until I should be able to determine definitely whether the Wisconsin Road would terminate at Prescott or Hudson. The determination of the officers of the Company to terminate that Road at Prescott has just been made public and I think can be relied upon as a “Fixed Point”.

The incorporations of our Company are fully resolved to procure the Construction of our Road to the Minnesota Valley at as early a day as they can make a proper connection with great Trunk Road and its branches, through the Territory. For a very obvious reason the Incorporation did not choose to designate any point upon the line west, except the general one of the Minnesota Valley. Henderson, Glencoe, Carver and other places, were talked of. Recently I have heard your place spoken of, as a point very near the main direction of the proposed road and, very easy of access. As soon as we are able to determine something more definite in relation to the probable locations of other Roads. You may look for prompt and energetic action on the part of the citizens of Hastings, to connect with them and force our Road on west.—And in the mean time we shall be happy to compare opinions with your citizens in relation to the merits and feasibility of the different routes talked of.

Very Respectfully, Yours, &c

G. S. Winslow.

Taken from: The Glencoe Register-August 22nd, 1857—“Rail Roads”-

In most parts of the Territory, and especially along the navigable waters, there was much rejoicing over the manner in which the Legislature disposed of the Rail Road Grants. Our community was an exception, as we are to be benefited in no way whatever by the lands donated by Congress for the purpose of building Rail Roads.

We said our community was an exception, which is not strictly true, for we did rejoice that, as no road came into the County, they all kept far enough away not to injure us, and thus left to private enterprise the opening up of this rich portion of Minnesota.

By looking at the map, it will be readily seen that we are on an airline west of Prescott, the terminus of the Milwaukee and Prescott Rail Road. —This Road is enjoying the benefit of the land grants, and its projectors are exceedingly anxious to cross the Mississippi and continue the Road west from Hastings or Niniger to the valley of the Minnesota. From the Letter of Mr. Winslow which we published last week, it will be seen that the
projectors of the above named Road are not only anxious to tap this fertile country and carry its rich produce over their rails, but that the ball is already in motion, and that it is time to seek the terminus, and the place where it shall cross the Minnesota. Mr. Clark a citizen of Nininger called on us a short time since, and during his conversation mentioned, that the place where the proposed Road crosses the Minnesota River has already been determined upon, but its terminus was not yet settled. It is the intention to have the Road as far as the Minnesota in running order as soon as possible and the survey is now being, or is, shortly to be made, and measures are being taken to secure a charter at the next season of the Legislature.

We are informed that Glencoe, Carver, and Henderson have been mentioned as desirable points on the proposed route. To persons acquainted with the country about here, the idea of a Rail Road getting out of Henderson seems impracticable; but should it be able to overcome the enormous grade which will be required of it, after a few miles there opens before it a large tract of country almost destitute of timber. — On the other hand, should the Road cross lower down the river in the neighborhood of Carver, there is a better prospect of getting out of the bluffs and a tract of timber on one side and the most beautiful prairie on the other, is before it. The following are a few of the reasons why a Road, running from Hastings or Niniger to the Minnesota Valley, should come here. This place is equal distance from the land grant roads which pass us 30 miles distant on either side, so here is the key to a large tract of country.

Our friends at Hastings and Niniger are bestirring themselves in this matter, holding Rail Road meetings and urging the thing along as an energetic community should; and if the citizens of Glencoe ever wish to see the iron track, and hear the puff of the car in this place, they must awake and attend to their interests.

It will not do to confide too much in our position — money and energy will cut a Road through any place, and if you do not offer encouragements to the Prescott and Milwaukee road, you see the smoke of the locomotive, as the train rushes along the bluffs and crosses the prairie some fifteen or twenty miles south of this place.

The prospects are encouraging, and with timely energy we can have cars running into this place from some point on the Mississippi before a single Land Grant road is finished to St. Paul.

1870 Rice & Reed’s State Township Map of Minnesota.
Drafted by Bernhard Dassel, St. Paul. Finished and proposed Railroad lines are shown on the Map. Map was found in the Hutchinson Family Collection.
Accession #: 1986-1385-001
MCHS Map Collection
Welcome New and Life Members:

**Museum Artifact Donations:**
The Society thanks you for your donation!

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<tr>
<th>Donor</th>
<th>Artifact Details</th>
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<tr>
<td>Marlys Fredrick</td>
<td>Sepia toned photograph of a horse drawn freight wagon stacked with salesmen's trunks on the way to the Merchants Hotel where samples were to be viewed. The driver is Charley Senescal 1900. Photo was taken in front of Schuneman's General store, the meeting hall of the Independent Order of Odd Fellows and Linne's Bakery and Restaurant. Each trunk is individually numbered, but have the same letters of G L K. Handwritten on back: Charley Senescal hauling salesmen's trunks to hotel for merchants to look at samples - Charley Senescal 1900. Photo is mounted on heavy photo board. Charley Senescal, operator of one of many dray line companies, assisted traveling salesmen who arrived in Hutchinson by train every three or four months. He would haul trunks filled with salesmen's samples from the railroad depots to the Merchants Hotel where shopkeepers could view them.</td>
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<td>David Sprengeler</td>
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<td>Norma Elrod</td>
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<td>David Beach</td>
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<td>Beverly Graupmann</td>
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**Artifact/s of the Month:**

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<td>Florence Satterlee</td>
<td>1988-0396-001</td>
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McLeod County Historical Society Newsletter
McLeod County Historical Museum’s Historical Happenings Radio Show

Tune into AM 1260 KDUZ the last Friday afternoon of each month to catch the latest in Museum Programs & Events, Local History, and special topics on Preservation

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