



PLYMOUTH HISTORICAL SOCIETY

2016

Summer

The Village of Plymouth

Plymouth which had been organized as a Township since Minnesota became a state in 1858 was slowly moving to become a Village. Changing from a Township to a Village placed greater requirements on the citizens of Plymouth and many were against it. One of the factors motivating the move was that in 1944 Medicine Lake seceded from Plymouth Township to become a small Village within Plymouth Township. A small portion of the Southwest corner of Plymouth Township was annexed by the Village of Wayzata in early 1950's. There was great concern that New Hope, Medicine Lake, Golden Valley, Wayzata and others might annex adjoining land thereby shrinking again the original 36 square mile township.

- April 7, 1955 - Work begins with 35 voters signing petition to become a Village
- April 14, 1955 - Hennepin County Board rejected the request since Plymouth didn't follow procedures which require a Special Election.
- April 21, 1955 - Special election vote scheduled for May 10th at the Town Hall between 10 AM and 8 PM
- May 10, 1955 – 910 citizens voted and Village plan adopted with 747 Yes and 163 No. Also approved was the Plan A type Village government which is governed with an elected mayor and four councilmen.

Voters O. K. Village Plan For Plymouth

Plymouth township residents at a special election Tuesday voted 747 to 163 to incorporate the township as a village.

Voters also showed preference for optional plan A of village government which provides for electing a mayor and four councilmen, the council to be empowered to appoint an assessor, treasurer and clerk. The vote on that question was 620 in favor and 273 against.

The first village election will probably be held in June.

Plymouth is the second Minnetonka area township to make the incorporation move, Orono township making the same decision last fall. Voters in Medina township will go to the polls May 21 to decide the same question. Such a move was studied in Excelsior township during the winter and it was decided to drop the question for the time being.

Total votes cast in the Plymouth election were 910.



Plymouth's Village Hall

Minnetonka Herald reporting - Voters O.K. Village Plan May 10, 1955 – Sign added to Town Hall
Now it can be called the Village of Plymouth

Elmhurst Junction one of the lost stops of the Luce Line

Pedaling along the Luce Line bicycle trail today, you might never guess that you are riding next to an early 20th century equivalent of a light rail corridor. In fact, as early as 1914, there was a train stop very near the Sunrise Bay condominiums. The stop was called Elmhurst Junction, and it was one of many along the Electric Short Line Railway that brought passengers and freight from Minneapolis to points west, finally terminating in Gluck, Minnesota.

William L. Luce and his son Colonel Earl D. Luce of Minneapolis were officers of the early company, first formed in 1908 and incorporated in Arizona. The line began in Minneapolis with its main station at 7th Street and 3rd Avenue North, very near where the large municipal parking ramp to the west of Target Center and Target Field stands today.

The Electric Short Line Railway (also known as the Luce Electric Lines) is a little bit of a misnomer, as the line was never electrified. Instead, the line relied on a hybrid technology of its day, the gas-electric interurban motor car, as its preferred passenger transport. Four gas-electrics used on the Luce Line were built by General Electric, plus one rare Dracar of the Drake Railway Automatrice Company. The self-powered cars were driven by a motorman conductor, consisting

of a power unit in the front portion and seating for up to 62 passengers (in the GE cars). Trains typically were one gas-electric car pulling an additional passenger car and perhaps several other box or freight cars. The Luces also operated steam powered locomotives pulling separate freight along the line.

In an effort to spur passenger traffic, the Luces created destination parks at West Medicine Lake, Parker's Lake and at

Bederwood, near Stubb's Bay on Lake Minnetonka. Parker's Lake had a dance hall and Bederwood held a pavillion for picnickers and lake revellers. You could even rent a rail car as a camper and be parked

along different seldom used spurs of the line. One of those spurs may actually have been on the Sunrise Bay property near the entrance.

Service to the stations at Medicine Lake included stops at Lakeview Heights, on the east side of Highway 169; Medicine Lake at South Shore Drive, and; Elmhurst Junction, just west of West Medicine Lake Drive. A fourth stop was located

The Elmhurst Junction station (solid white rectangle) was located about 100 feet west of the center of West Medicine Lake Drive and the railroad track, on the north side of the tracks. "Fouch Lake," or Faue Lake as it was once known, is Hidden Lake today.



Some called the Luce Line "The Milk Shake," for its many stops delivering milk along its route.

along the northward spur that passed along Forestview Lane, the road serving the West Medicine Lake Community Club. The Elmhurst stop terminated at the end of the spur near 23rd Avenue North and West Medicine Lake Drive. If you remember eating or stopping for a drink at the old Flying Tiger in Medicine Lake, the bar portion was once the original Medicine Lake train station.



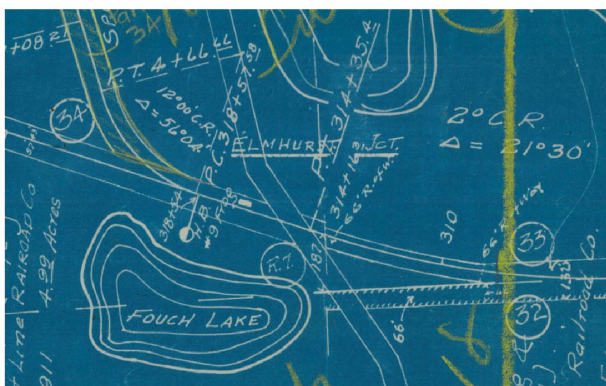
A rare passenger's coupon.



The Dracar on the official first trip, January 16, 1914.



Extending the line west in the winter of 1916.



Blueprint courtesy of the National Archives.

An Interstate Commerce Commission evaluation notice for the Luce Line describes the Elmhurst Junction station as a 10'x23' shelter shed (special) with a frame structure and a ready roof. It was constructed in 1915. This was significantly smaller than the Medicine Lake station, a 16'x40' shelter shed (special), frame structure with a shingle roof built in 1916.

Imagine what fun it would be today to be able to hop a train to Minneapolis or Lake Minnetonka. Those days are gone for now, but the shadow of this line remains as a favorite bike trail right out your back door.

Ghost stations. Did you know that the Plymouth Historical Society, Hennepin Historical Society and Minnesota Historical Society do not have any photos showing the original Luce Line stops or stations at Medicine Lake? Someone has some hiding in a family album just waiting to be rediscovered. Please help us find them. If you have pictures or stories about Medicine Lake area history, we would like to hear from you. Contact Ted Hoshal at 763-226-0626. Images shown courtesy of the Medicine Lake Collection, Ted Hoshal, Medicine Lake, MN; the National Archives c/o Gary Lenz, Winsted, MN, and; the Plymouth Historical Society.

Thanks to Ted Hoshal for the above article.

Ryan Farm Picture

Dennis Jacobson provided information of his remembrance of the Ryan farm picture. The original hand colored framed photograph handed down from generation to generation was recently donated to PHS by Tom Gendreau.



“My grandmother, Annie Ryan, was born in that house in 1870. I suppose when her parents died, as various items were passed out to the children, she got that picture. I very much remember it hanging in my grandparent’s parlor. When they died, it was passed on to my aunt Hazel, who in turn passed it on to her son, Tom Gendreau, who then gave it to me to give to the museum. I don’t know who took the photo. It was possibly a traveling photographer who took it and sold it to my great grandparents. Two things that I always noticed were the frame and the windmill. The frame because it seemed pretty fancy, and the windmill because it looks like it was made of wood, which I thought was unusual. I assume the date 1913, was the date that the photo was taken, but not certain.”

“History on Parade Tour of Plymouth”



On Sunday October 9th from 1:00 to 3:30 PM the Plymouth Historical Society will again be having the “History on Parade Tour” of Plymouth in a Classic Twin Cities Transit bus. The tour will leave the Old Town Hall (Plymouth Historical Museum) in Plymouth Creek Park and visit selected historical sites and return back to the Old Town Hall. The tour will be narrated and a pamphlet with historical pictures and notes about the locations of farms, homes, schools and churches that have been the foundation of the growth of Plymouth will be provided.

So you and your family come and join us to relive the past – hurry make your reservations to get your tickets since space is limited to 50 people on the tour.

Hurry don’t miss out on this special event. For reservations please contact Gary Schiebe [763-473-4889](tel:763-473-4889) or via e-mail garvschiebe@isp.com. Cost is \$13.00 per person, payment required in advance to assure you or your family a place on the bus.

Survey of Plymouth Township



Typical Early surveyors

Minnesota’s original survey plat maps serve as the fundamental legal records for real estate in the state; all property titles and descriptions stem from them. With out the descriptions our everyday lives and property we own would be in total chaos about whose property is whose. They also serve as an essential resource for surveyors and as a rich source of information about the state’s physical geography prior to European settlement. Finally, they serve as a testimony to years and years of hard work by the surveying community, often under challenging conditions.

A little history is in order to provide a timeline of how Plymouth Township was surveyed in 1855. The Louisiana Purchase Treaty between France and the United States was signed on April 30, 1803. The United States Senate ratified the treaty with a vote of twenty-four to seven on October 20, 1803. With a purchase price of \$15 million, the United States increased its size by some 828,000 square miles at a cost of less than .03 cents per acre.

Because part of Minnesota had belonged to the Northwest Territory and part to the Louisiana Territory, land in the state was subject to two different surveys. Land east of the Mississippi was platted under a survey originating on the Galena Base Line (near the Wisconsin-Illinois border) and was controlled by the 4th Principal Meridian. The survey of land west of the Mississippi commenced on the Clarendon Base Line (running through Clarendon, Arkansas) and was controlled by the 5th Principal Meridian.

All Plymouth township boundaries were drawn from lines that originated from the base line running through Clarendon, Arkansas. Plymouth is defined as - *Township 118 N, Range 22 W of the 5th Meridian.*

Contracts for survey work were awarded to deputy surveyors by competitive bid. The deputy surveyor, with a crew of chainmen, axe men, and a compass men, ran the survey lines in the field and was responsible for erecting survey monuments, marking “bearing trees,” and recording all measurements in his field notes. The deputy surveyor’s work was verified by the surveyor general, and the field notes and plats submitted to the commissioner of the GLO for approval.

Distances were measured using chains and links. Chains measured 66 feet long, with 80 chains equaling one mile. Each chain was made up of 100 links of 7.92 inches each. Alignment was determined using a compass or a solar compass. In areas where measuring by chains was not possible, such as lakes or hilly terrain, distances were calculated using triangulation.

To demarcate the boundaries of townships and sections, surveyors usually placed monuments — typically wooden posts — at township and section corners, and at quarter-section corners. To insure these corners could be found if the posts were destroyed, surveyors marked “bearing trees” nearby the posts. In prairie areas, they built earth mounds around the posts, about three feet high.

When a corner fell in a body of water, a “meander corner” was established, and the true corner then ascertained by triangulation or direct measurement. Meander corners marked the intersection of section lines and a water body. A “witness corner” was used to designate a section or quarter corner when the corner was located where monumentation was impractical.

The deputy surveyor was also responsible for mapping the physical geography of surveyed lands. Plats show lakes, rivers, swamps, waterfalls, and areas of prairie and forest, and other features. In areas with navigable watercourses or sizeable lakes, plats sometimes include surveys of bank meanders. Also occasionally noted are man-made features such as settlements and roads. The deputy surveyor’s field notes include more detailed information, such as soil type, vegetation, and mineral deposits.

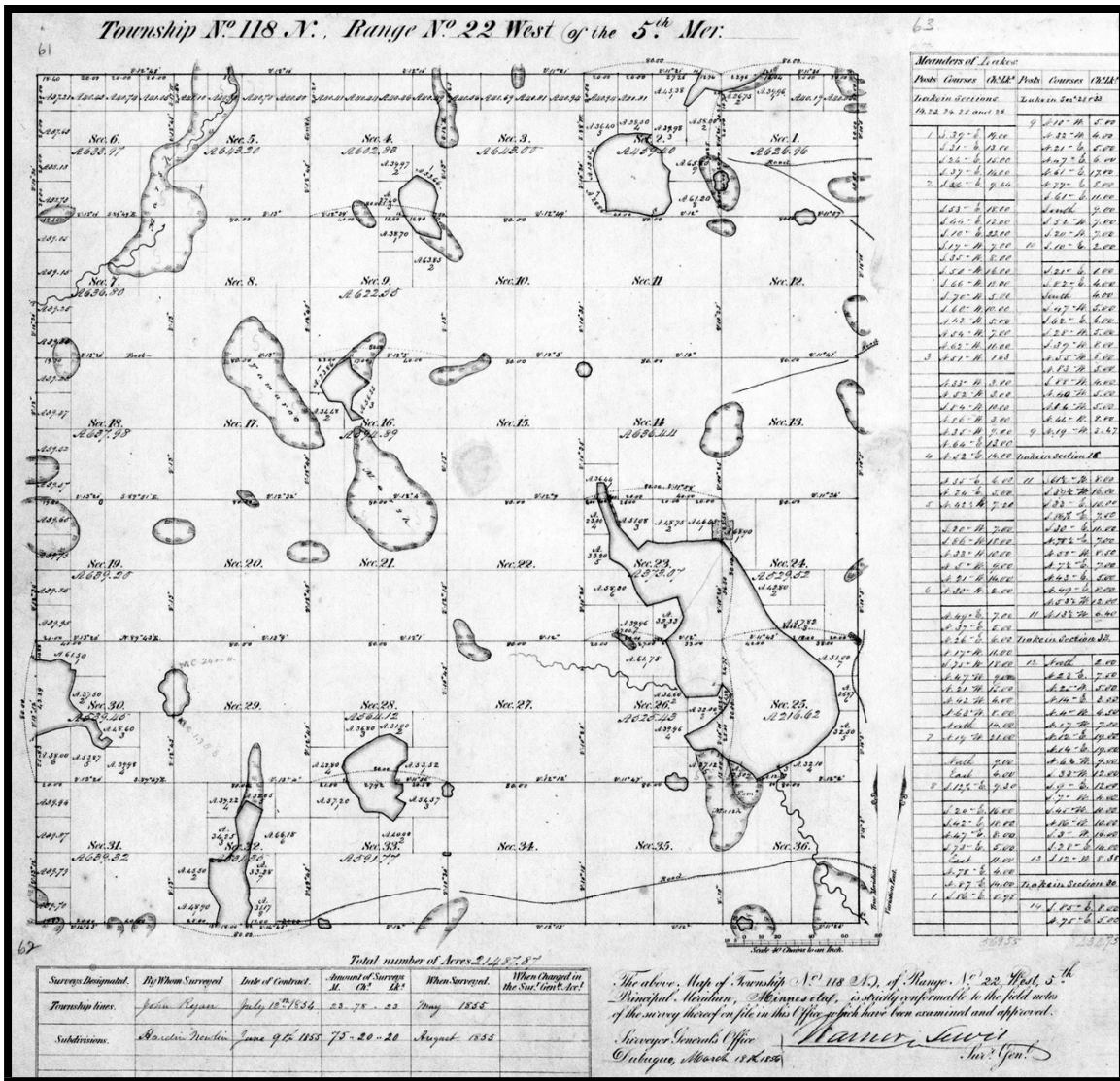
Housed at the Minnesota Historical Society are Minnesota’s original Public Land Survey plats. They were created during the first government land survey of the state conducted by the U.S. Surveyor General’s Office during the years 1848-1907. The survey was conducted in anticipation of subdividing the land and selling it to settlers moving into the area. By surveying the land, it was easier to locate and legally describe the parcels being purchased. This collection of more than 3,600 maps also includes later General Land Office (GLO) and Bureau of Land Management (BLM) maps – up to the year 2006.

The following is a link to the website for Minnesota Geospatial Information Office and the plat map index.

<http://www.mngeo.state.mn.us/index.html>

<http://www.mngeo.state.mn.us/glo/Index.htm>

Credits: Excerpts in this article are from the MN Geospatial Information Office website



The initial survey was done in May and August 1855 as noted on the plat map. The survey crews worked under very grueling conditions. Dense forest (Big Woods), swamps and many lakes/ponds with the ever present mosquitoes and black flies. The survey was for Township #118 three years before Minnesota statehood and the Township being called Plymouth.



Old survey monuments have been replaced and upgraded over the years. On the Hennepin County property records website overlays can be selected to show the survey marker locations in Plymouth. The history of any monument is available dating back to the original survey. In some instances the location is identified with a sign post as shown above or in a road way by a white cross helps surveyors find the monument.

Update information on Polo Barn

Sue Sorrentino provided more information about the Polo Barn from our spring newsletter.

“One note, the polo club had an old building on the white street running west of 101 north of the Luce Line on the map you provided. I was raised and still am on that road now called 3rd Avenue but I doubt it was named that in 1946. My dad built our home in 1948 way back on that road overlooking Hadley Lake and across the lake was Elwell's turkey farm. (I so enjoyed your article on Freedom Farm!) The polo building was up on our road, not down in Harmony Circle or the electric station but very close to 101. I kind of think somebody moved it there ??? Well, around 1957-58, someone set that place on fire and we could see the black smoke from our house!! Dad said we kids were to stay away so we did but heard there were many iron horse shoes; like piles of them, that of course, did not burn.

I grew up skating on Hadley and racing over to Elwell's property and back. When we bought the 5 acres from Dad in 1978, Ferndale North had already arrived and my kids much preferred Klappich rink to rough ice on Hadley. But canoeing is still fun. Times change.”

High School Volunteers



Olivia Olson and Allegra Pompao helping at PHS Open House

Website

The Plymouth Historical Society website is:

www.plymouthmnhistoricalsociety.com

Check us out!

Note: All past newsletters dating back to 1986 are available on-line in PDF format for viewing or printing.

Donations

Donated by: Tom Gendreau

- Hand colored framed picture of the Ryan Family farm ca 1913

Donated by: Plymouth Lions

- \$2500

Donated by: Sharon (Kinney) Nelson

- Picture of Hughes Farm ca 1900, painting of Hughes Farm 1971 and map of property abstracts 1860



Meetings

The Museum is also open the 1st and 3rd Sunday of the month in the afternoon from 1:00 to 3:00 PM during the Spring, Summer and Fall.

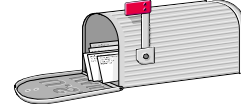
The monthly business meetings are held on the 4th Monday of the month at 7 p.m. in the Plymouth Historical Society Building, located at 3605 Fernbrook Lane North, Plymouth, MN.

Open by special appointment in January, February & March.

Current Officers

The following are the present officers:

President	Dennis Jacobson 763-972-0988
Vice President	Kay Bertrand, 763-249-0138
Secretary	Betty Jacobson 763-972-0988
Treasurer	Gary Schiebe 763-473-4889



Mailing and Membership List

If you are not a member and want to sign up or if you have any questions, please call:
Kay Bertrand, 763-249-0138.

New Life Time Members;

- Nicholas & Noelle Roehl - family
- Catherine S. Fischer - individual

The 2016 annual dues are:

Individual	\$10.00
Family	\$15.00
Individual Lifetime	\$100.00
Family Lifetime	\$150.00

If you would like the newsletter delivered via E-mail please notify Kay Bertrand or send an e-mail to:
info@plymouthmnhistoricalsociety.com

If you do, it is a plus for both of us. When you receive via e-mail it will be in color. When sent by mail it is in black and white and costs PHS about \$2.00 per copy to print and mail.



PLYMOUTH HISTORICAL SOCIETY

www.plymouthmnhistoricalsociety.com

Dear Member:

If you haven't paid this is a reminder that you're **2016 Annual PLYMOUTH HISTORICAL SOCIETY Dues** are payable starting in January 2016 unless you are a Life Time member.

We hope you enjoyed the events, newsletters and website of your Society during the past year, and we thank you in advance for your continued membership and participation.

Please tear off the lower part of this sheet and send it with your check in the enclosed envelope. If you itemize deductions on your income tax forms, you may qualify for a deduction.

Yours truly,

Kay Bertrand
1154 Black Oaks Lane
Plymouth, MN 55447
763-249-0138

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Name _____ Tel. No. _____

Address _____

City _____ State _____ Zip Code _____

E-Mail _____

I am interested in helping with:

- | | | | |
|-----------------------------|--------------------------|-----------------------|--------------------------|
| Cataloging | <input type="checkbox"/> | Preservation | <input type="checkbox"/> |
| Collecting Art-facts | <input type="checkbox"/> | Programs for meetings | <input type="checkbox"/> |
| Interviews for oral history | <input type="checkbox"/> | Other | <input type="checkbox"/> |

Annual Dues:

- | | |
|---------------------|----------|
| Individual | \$10.00 |
| Family | \$15.00 |
| Individual Lifetime | \$100.00 |
| Family Lifetime | \$150.00 |