

## Silver Lake, Minnesota

The Town of Silver Lake is situated on the north shore of Silver Lake in Hale Township, McLeod County, Minnesota. In 1874 a few houses had been built in the town known as Fremont. Following is the early history and growth of the village of Silver Lake.

The first settlers where Silver Lake now stands were the Sioux Indians. Indian wars were fought close by the town. Chief Little Crow was killed 12 miles north-east of Silver Lake.

In 1881 the village was planted. On November 15, 1889 the town was incorporated. The first sidewalks were made of wood and street lights were lighted with kerosene lamps. In 1885 or 1886 a flour mill was built and it went out of existence in 1920. A brewery was built in 1886, and only made beer and it closed in 1917.

The first Post Office was built in 1889 and in 1902 mail service to farmers began. The Silver Lake Printing Company established in 1901, published the Silver Lake Leader. A train depot was located north of town and was built in 1915. It was owned by Kernel Luce and was called the Luce Line Railroad.

On June 1, 1914 the first graduation was held at the Silver Lake High School. The Church of St. Joseph traces its roots back to 1873 when a group of Bohemians built the first church at Bear Creek, four (4) miles south of Silver Lake. The Silver Lake Creamery was established 1890's and was relocated close to the lake. A new creamery was built in 1914.

The Hutchinson Leader carried a story in its December 24, 1897, issue titled "*Silver Lake, As She Was, Is and Is to Be*".

"One of the best towns in McLeod County and, in fact, in this part of Minnesota is the little city of Silver Lake which nestles on the north bank of the beautiful sheet of water known by the same name in the township of Hale.

It is prettily situated and forms the heart of one of the richest sections of agricultural lands on earth. In the neighborhood small farms are the rule, many a 20-acre tract supporting its family of father, mother, sons and daughters. For the west, the neighborhood may be said to be densely populated with a thrifty, honest people, the large majority of them having come from downtrodden Poland and Bohemia. The population of the village is made up of the same class of people, intelligent, frugal and honest.

James Stephan was the pioneer merchant of Silver Lake. He dealt out the necessities of life – little else could be afforded in those days. He had a small shanty and kept a small stock. Later Theodore and John Mims appeared on the scene and established a store and they prospered. Theirs was said to be the only store in the community and in connection the proprietors conducted a sawmill which had all it could do make the timber into good lumber.

John Vojta operated a blacksmith shop. A school was kept in the country some distance away. J. S. Totushek was postmaster.

The village grew slowly. A few houses were erected here and there but it wasn't until 1887 that there was an infusion of new life. The Minneapolis, Lyndale and Minnetonka Railroad was planning to run a rail line on the north side of the lake through the town.

The one or two businessmen and the farmers in the neighborhood were unable to raise enough money, so the railroad went by on the south side of the lake and a station was

established a mile and three quarters from the village on the land on F. D. Fimon, who gave the company 60 acres to put it there, expecting that the town would start up around it.

A side track was put in and elevators built as well as a store or two, but Fimon was unable to sell any of his lots. The newcomers to the village of Silver Lake erected substantial buildings and the town would not move.

J. J. Totushek and J. S. Jerabek built a flour mill in that year which in 1897 was owned and successfully operated by Jerabek and Trutna. Wencel Chalupsky came from New Prague and established a brewery and bought a large part of the vacant property of the village.

Danek, Chalupsky, Nuwash, and Krejci had a few cows in their barns in town. Some towns-people also had a few chickens and would take the eggs to the Jerabek Grocery & Dry Goods Store. There were several barns in Silver Lake. One barn was behind the bank, one behind what is now the Sportsman's Bar, another behind Mallak's Store (location of Maresh Funeral Home). When there were celebrations or doings in town, people would have their horses put up in the barns for a small fee.

In 1889, a "magnificent" brick Catholic Church was built at the cost of \$12,000. It was built of Chaska brick and was a noble looking edifice. Both the Bohemian and Polish Catholics occupied it until 1896, when it divided.

A few earnest men, headed by J. H. Philipi, J. J. Danek and F. L. Kucera, went to work with a will to bring about incorporation. Violent opposition was met but finally the "enemy" was overcome. It was reported that the vote was so close that the judges of election were obliged to count a number of votes marked "now", perhaps meant for "no", as in favor, putting the construction on them that incorporation was desired now by the voter. At any rate, the election was declared carried by the incorporators and 178 acres of land was included in the village limits. Those who had violently opposed the movement were soon won over by electing them to positions of the council. Another contest occurred in 1893 over water-works with the same result. A complete system was put in with mains reaching to every part of the town and a full supply for the hook and ladder outfit.

In 1897, the village boasted 44 business and professional firms, two doctors, churches and saloons running even, there being four of each. John Phonka owned and operated a shoe repair shop on Main Street. When you came in to have your shoes repaired and you told John you want them right away, he would throw them under the counter and would repair them when he got around to it, usually several days or weeks. If you told him "when ever you can get to repairing them", he would have them ready in a couple days or sooner.

Perhaps the finest structure built in 1896 was the Bohemian Catholic Church, at a cost of \$15,000.

A fine school was in charge by two of McLeod county's foremost educators, Prof. Wm. McAdam, principal, and Fannie Hudec, became an important factor to the village.

Silver Lake is a farming town of about 700 residents located 40 miles west of Minneapolis. The town's population hovers at about 700 people, despite some spurts of growth in the recent years. Some of the new residents are recently retired farmers; others are commuters who want to work in larger cities but take advantage of small town living.

#### REFERENCES:

- Hutchinson Leader Special Edition 2/16/88 - "Silver Lake touted as best town"



**Silver Lake, Minnesota – About 1880**  
Silver Lake looking west, notice the Creamery near the lake.

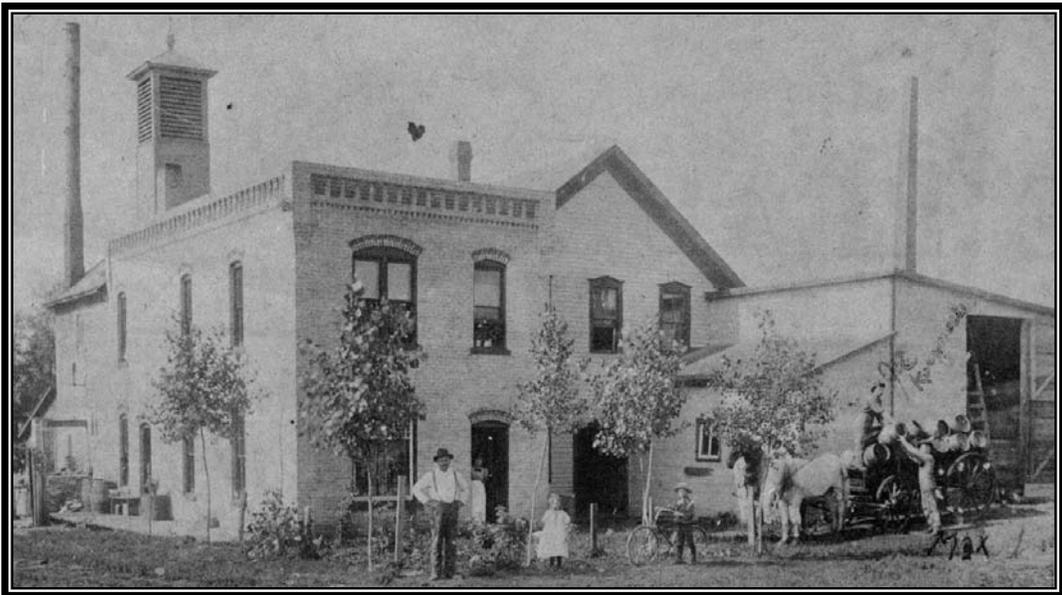


**The original Silver Lake Creamery, built in the 1890-1900's.**

The original Silver Lake Creamery was a wooden structure with 2 employees, Tony Urban was the buttermaker and his wife dumped the milk cans. In the early days creameries were called that because that is what they used – cream. Separators were used to separate the cream from the milk, leaving skim milk. The butterfat was used for making butter but there was no market for the skim milk. Farmers used the skim milk for their calves and hogs.



**Silver Lake, Creamery - 1886**



**Silver Lake Brewery - 1886**



**Main Street in Silver Lake, the new City Hall and Fire Department in the background.**



**Main Street in Silver Lake**



**Village Hall and Joe Lowy's Grocery Store, in Silver Lake.**  
The Village Hall was replaced with smaller City Hall-Fire Department building.



**Chalupesky Hardware Store, Silver Lake.**



**Silver Lake, Minnesota – 1917**

Picture taken across from the Presbyterian Church

A parade going from west to east in Silver Lake.

1<sup>st</sup> building on the right is an Apartment House (close to the Presbyterian Church), use to be a beer joint or parlor.

2<sup>nd</sup> building is John Phonka's Shoe Shop.

3<sup>rd</sup> building is an old implement shop, now the Community Building.



**Main Street - Silver Lake, Minnesota – 1952**

# South Silver Lake, Minnesota

## South Silver Lake lives and dies by the railroad.

The soft stillness of woods and farmlands along the south shore of Silver Lake was broken; prior to 1886, only by the chatter of birds and animals and the pounding of fence posts or cutting rough lumber for a barn or modest dwelling. Then came the railroad.

In 1866, the St. Paul, Minneapolis & Manitoba Railway Company (leased to the Great Northern Railway Co. for 999 years in 1890) built a line from its Minneapolis junction westward, extending due east and west from New Germany in Carver County to Hutchinson in McLeod County. Its intermediate stations between the two points were at Lester Prairie and South Silver Lake.

Early entrepreneurs scrambled to take advantage of business generated by the railroad, establishing a variety of enterprises in what soon became a bustling center of activity. Along with a depot, livestock shipping yards and coal yards were three grain elevators, a lumber yard, a saloon, two general stores, a millinery shop and a livery.

The passenger train went to Minneapolis every morning at 7:30, arriving back at 7:30 p.m. Two horse drawn buses met all passenger trains. Bus drivers meeting the trains vigorously competed for business, grabbing luggage as soon as the passengers stepped off the train.

Salesmen and agents arriving to transact business were taken to the hotel in the nearby, already-established town of Silver Lake for the night, hiring rigs the next morning to make their rounds. Occasionally they hired horse and buggy drivers to take them to other towns.

All mail orders and supplies for the Silver Lake stores came by freight and express to the South Silver Lake depot, hauled into the community to the north on flatbed wagons by livery employees.

Mail and parcel post came in express cars. The government let out contracts to haul mail to and from the Silver Lake post office where it was sorted and distributed, a task usually taking about an hour.

South Silver Lake had a lumber yard owned by Joseph Korista. Fred Andrews was the manager of the farmer's elevator for many years. He had "a nice driving horse hitched to a two-wheel cart to drive to work from town every day." Frank Korista owned and operated another grain elevator in town and the owner "every morning, drove a horse and buggy to the post office to get the daily grain market paper." The saloon did its liveliest business on livestock shipping days, the stockyards being right next door. The yards were owned and operated by Gust and Ed Travnicek, who also owned a general store, pool room and confectionery. W. O. Merrill owned the other general store.

The 1915 arrival in Silver Lake of a new railroad, the Luce Line Electric, was the beginning of the end for South Silver Lake. "All the railroad business was taken over by the new station," and shortly afterward, South Silver Lake died out. Today, the main street is a gravel road called 186<sup>th</sup> Street and there are few buildings left which marks the spot of South Silver Lake.

### REFERENCES:

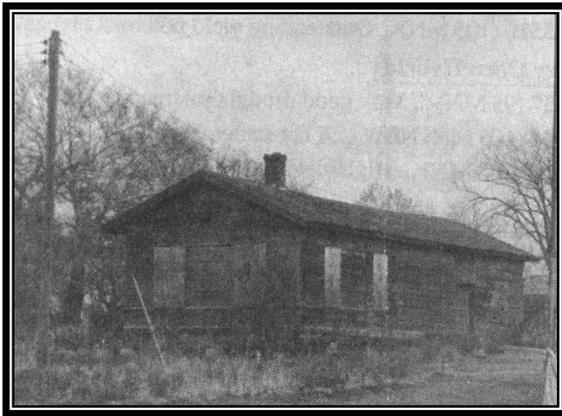
- Hutchinson Leader, "South Silver Lake lives and dies by the railroad", by Margaret Knutson.

South Silver Lake, Minnesota

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The main street in South Silver Lake called 186<sup>th</sup> Street in McLeod County's new rural addressing system. In the background at the right stands one of the community's former general stores.



**Great Northern Railroad Depot in  
South Silver Lake**



**South Silver Lake General Store - 2007**



**South Silver Lake, some of the remaining buildings behind the General Store - 2007**

# Koniska, Minnesota

In 1885 Koniska was one of the four voting precincts in the county, and was considered a real “comer”. It was laid out in 1856 and was first call “McLeod”. Its location was Rich Valley Township, about six miles north and slightly west of Glencoe, Minnesota. Its largest asset was its situation on the Crow River where an earthen dam was built (part of it can still be seen) and water power was used to run a mill. A small store-saloon was run for a few years, and later a creamery which closed in about 1941.

As with so many villages nipped in the bud – the railroad, or the lack thereof, made all the difference. Only the maps with streets and manufacturing areas set aside are left to remind us of what might have been.



Koniska, McLeod County, Minnesota  
Proposed layout for the town of Koniska

## Komensky, Minnesota

It was decided to name the railroad stop just north of the well established Bohemian Hall, Komensky, after the Komensky School District No. 11. Komensky was a hopeful community that was encouraged by the construction of the Luce Line Railroad. In 1916 a creamery managed by Stanley Pokorny, a general store, elevator, stockyard, ice house and scale house made up Komensky.

My father Frank J. Totusek purchased the business from Jim Zavoral in 1917. The store building and the depot where goods and groceries arrived by train were owned by the Luce Line Railway that passed through Komensky Station. The 2-story building was about 24' X 40' width about a 20' lean-to on the back side of the store. At first the second story was used as living quarters by my father, his sister Agnes and Grandmother Totusek.

On January 10, 1922 my father married Anna Zastera (means apron in Czech) and lived on the 2<sup>nd</sup> story until a new house was built north of the store on a small acreage of land purchased from **John Drahos Sr.** which is divided by McLeod County ditch #8.

The Komensky General Store was just that. Groceries were much of the items that were sold. I remember selling many staples in bulk such as raisins, prunes, coconut, dried apricots, rice, sugar and coffee beans in big burlap bags. The coffee was ground in a coffee grinder which had two large flywheels with a handle on one of the wheels that propelled it by hand. There was a setting for the grind of coffee that one wanted to make. The grinder is in the possession of my cousin Daniel Totushek which was purchased by his father Louie when Pa sold out the store. Other items sold were summer sausage, butter and cheese handled from the Creamery, Schmidts Malt (near beer ½% alcohol by volume) pop from Danek's Hutchinson Bottling Works, Hires Root Beer extract, Jack Sprat brands, talcum powder, hair pins, combs, forks, fork handles, buggy whips, wooden hay rakes, kerosene cans and many other hardware items.



There was a gasoline pump (Skelly Brand) by the store. It was the kind with a 10 gallon clear glass overhead reservoir with gallon marks and was pumped by hand. Also there was a shed near by for kerosene, oil and even alcohol for car radiators.

There were several curved glass show cases for display of items. Also sold was Copenhagen, Norseman, and Viking snuff; Bull Durham for the roll-your-own cigarette people as well as Velvet, Prince Albert, Sir Walter Raleigh which were pipe and cigarette tobaccos and Corn Cake strictly a pipe tobacco. Spark Plug, J.T. and plug tobacco, which was cut with a tobacco cutter, were sold. Snuff was selling for \$0.10 a can or 3 for \$0.25 then. Dry goods and cloth were also sold. Buttons, hook & eyes, combs for pugs, Christmas candles which were used for lighting up the Christmas trees, Valentines, some funny kind and some that are making a come back.

The store was robbed several times. On 5 January 1929 the Silver Lake Leader had the following story: "The store owned by Frank J. Totushek at Komensky on the Minnesota Western Railroad, midway between Silver Lake and Hutchinson, was burglarized Sunday night and merchandise consisting of dry goods, overalls, jackets and mittens, valued at

\$200.00 was taken.” Entry was made once by the back door and another time by removing a window at the front entrance. Sheriff Beihoffer was the sheriff as I recall. No arrests were ever made.

The store was a fairly tall building and when it got windy it would sway. Items that were hung from the beams would sway such as lanterns, gas cans, copper bottom boilers, etc.

In 1935 Pa bought the store building from the Luce Line railroad for \$200. The building was dismantled and the used lumber was used to build a much smaller building and it was insulated with flax straw. The building of the store was contracted by Emil Trutna with Fred and Mike Zrust doing most of the work. A furnace was placed in the basement and a register was used to heat the upstairs.

The Luce Line, at one time, ran four passenger trains a day, dwindled and sold out to Burlington, which eventually suspended rail traffic. The elevator was sold and moved to Silver Lake, where it later burned. The creamery closed in the early 1940's and Burt Dostal bought the building.

In the spring of 1942, my father decided to sell out and quit the store after World War II started and rationing went into effect. The store building was sold to Joseph Zdrzil for \$700 and moved to Devil's Island (known now as Henry's Corner). A part of this building is now in Daniel Dostal's house which is located the 2<sup>nd</sup> house north of Henry's Corner.

There are many memories that the store holds for me. The farmers brought their milk to the skimming station and they would gather at the store and discuss politics. FDR was president then. I remember the cold winter of 1936 and all the snow and the 1940 Armistice blizzard when Pa stayed at the store day and night for several days.

The store was closed on Sundays but I remember Henry Kuras and his folks would come Sunday afternoons to purchase sardines in cottonseed oil, soda crackers and maybe some gasoline. Henry Kuras was a hired man for Matt Dostal. We would accommodate customers that would come when the store was closed. Also, sales of aspirin were made to certain individuals who probably imbibed too much on Saturday night at the Swan Lake Pavilion.

Pa was crippled with rheumatism for 30 years, walking with the aid of 2 canes, he struggled through hard times. One incident I would like to relate was when the Farmers & Merchant Bank in Silver Lake was closed, I remember Pa went to the bank. We parked vertically to the sidewalk about where Mel's Meat Market is now located. In the Czech language the word to describe a bank going broke was “prask” which to me meant cracked. The building that is the Coffee Shoppe was the bank at that time. When Pa came back from the bank, I asked where the wall of the bank cracked?

Pa never lost his faith in God, and died a respectable man who was soft on credit towards many a family whom he felt their needs were greater than his own. He never received any government assistance except Social Security. What remains today of the former Totusek home are a few foundations next to what is now known as the Luce Line Trail. Herewith I shall end.

REFERENCES: Milton J. Totusek and Silver Lake Leader, 12/31/1998, Down Memory Lane – “Seventy Years Ago – January 5, 1929”.

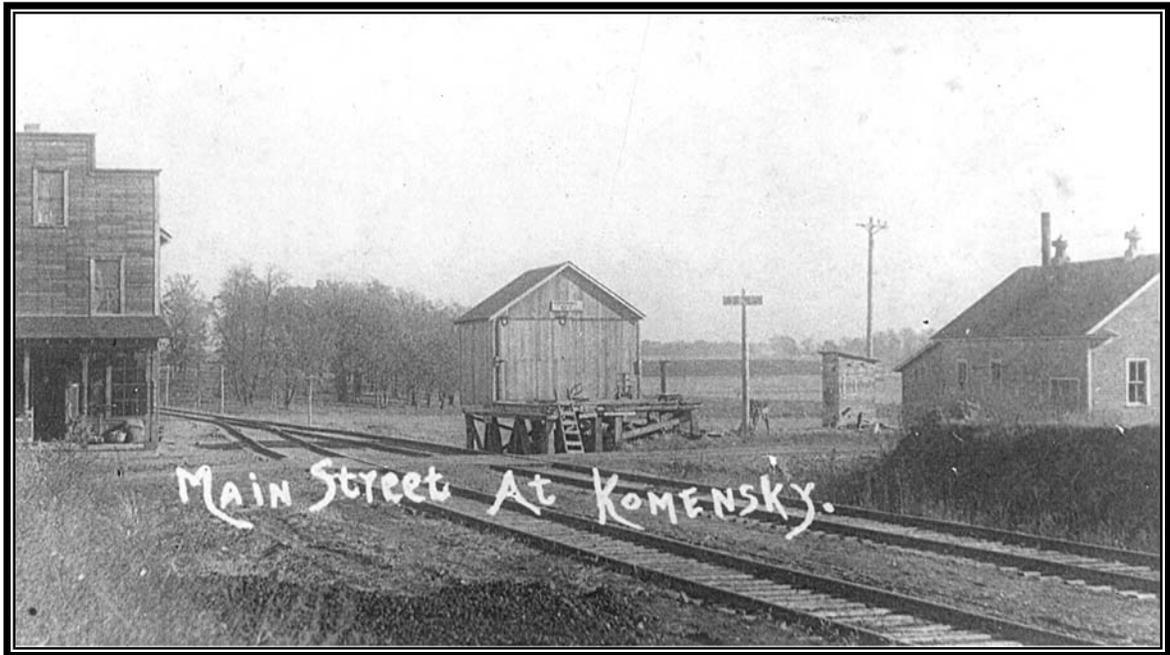


**Komensky Store**



**Grain Elevator**

This is viewing Komensky from the west looking east. In the left foreground is the grain elevator, in the left background is the Komensky Store, and across the Luce Line Railroad tracks is a small freight station.



**Main Street at Komensky**

Store on the left, railroad warehouse in the middle and milk "skimming" station on the right. The little building on the right, next to the telephone pole, that looks like an "outhouse" is a telephone booth which was used by the railroad.



**Komensky**, back in the twenties and before, was a busy little community. At one time it provided much needed services for the area in the days of horse and wagon.

## Komensky School - District No. 11

School district 11 is first mentioned on the deed when John Raymond, having received a patent from President Grant filed in 1877, sold 80 acres to Joseph Tmey in 1881, except one acre in the northeast corner of section 35. Before that a log school in the southeast corner of section 26 had served the pioneer community. It burned down about 1875, and the new school was built in section 35.

According to the Clerk's Book of Records, at the Annual School meeting in 1876, Paul Chernausek was elected Director (Chairman). A decision was made to teach school seven months: four months in winter, from November first to March first, then three months in summer, from May 15th to August 15<sup>th</sup>. \$100 was voted for teacher's salary and \$20 for fuel. Charles Wyman was the teacher with 76 pupils. Two years later Teresa Whitelock taught 74 pupils, although her name is listed as a pupil the previous year.

Every year the school board contracted for fuel: four cords of "popple" wood at \$1.50 per cord and 4 cords white oak at \$2.25. Sawing into stove lengths cost 48 cents per cord.

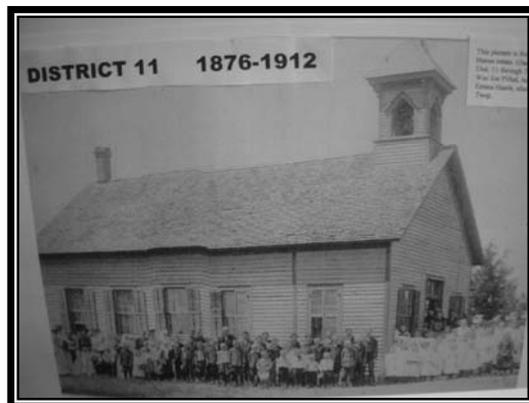
In 1879 bids were called for "to dig and curb the well. This well is to be dug eight feet deep and four feet square and curbed up with white oak planks two inches thick and of sound wood. Then it is to be dug round the rest of the way, and be dug so deep as to furnish plenty of water for the school purposes", Wencel Miska took on the job of digging the well for the sum of 85 cents per foot. Ten years later a tubular well was dug.

Some of the teachers before 1900 were Marietta Bonniwell, Ida C. Fallon, Anthony Zeleny, A. P. Tiff, Clyde Pryor, Lawrence Moriarity, Blanche Bdnar, Elva Powell, and Mary Hudec. Other teachers were: Emma (Kadlec) Hawish 1901; Albina (Monore) Trimbo 1903-04; Jean (Hamilton) Jensen 1906-07; Miss Eleanor Ingebretsen 1907-08; George Beach 1911-13; Emily Lauzer 1911-12; Maude (Dobrava) Mlinar 1919-21; Helen (Dostal) Smida and May (Hakel) Westerberg 1934-35.

In 1892 an addition was built on the east end of the school, eight feet long and as wide as the schoolhouse – one door in the middle and four windows, with a tower on the new part, and a bell and a flag.

The attendance records of the 1880's and the 1890's show a divergence of nationalities in the district. Many children started school with no knowledge of English, so depended on older classmates to help them. Czechs were predominant, although the record of 1882 included names like Betts, Micka, Zavoral, Lauzer, Pew, Fallon, Driscoll, Kasper, Marvan, Tmey, Potter, Klima, Dostal, Smock, Oliva, Erickson, Rollins, Orban, Murphy, Plihal, Pessek and Zak, among others.

By 1911 conditions were getting crowded – over 100 pupils were enrolled in the one room. Many special meeting were called in the next two years; in March a group wanted to split and form a new district. The measure was defeated. In April another meeting petitioned the school board to do something to alleviate the crowded condition. Decision was delayed until the annual meeting July. At that time Frank Kopecky, Frank Svoboda and

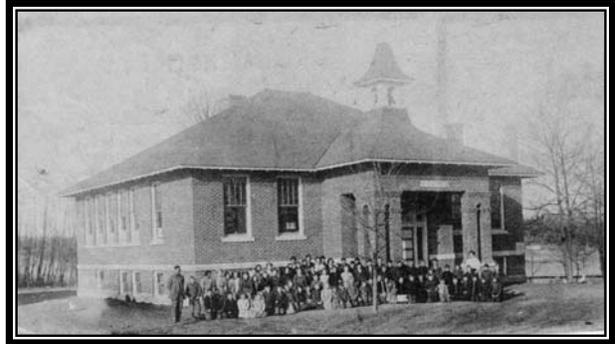


John Urban were appointed to find out how much it would cost to build an addition to the school, then call a special meeting. At the August meeting a committee was asked to get plans and estimates for an addition with a concrete basement, but in September when the vote to issue bonds for \$2600 to pay for the addition came up, it was defeated. At the end of the month, another meeting voted to build a new two-room schoolhouse, and bonds were issued for \$5000. A brick building with full basement and furnace, two class rooms on the first floor, and also a library and manual training room, was built at a cost of \$5,272.50.

Naming the new school was decided on July 20, 1912 at the annual meeting. John Orban suggested Karel Jonas, a Czech-American educator, while James Zavoral named Jan Amos Komensky, a fourteenth century Czech educator known as Comenius, called the Father of modern education, because he originated the grading system of the elementary schools. A written vote resulted in Jonas – 7 votes and Komensky– 13 votes. The cornerstone of the new building was laid on July 28, 1912, with appropriate ceremonies. **John Drahos** bought the old building and moved it to the pasture northeast of the new school.

There were no more major improvements made until 1936 when the district bought an additional half acre on the south side of the school for more playground. Three years later when the Rural Electrification Administration brought electricity to the area, the school was wired and the hanging kerosene lamps were retired.

During the summer months the school was used for teaching the Czech language to students in the surrounding communities. The class went about six weeks, and after the class was over the students put on a program which consisted of a dialog in Czech and this was followed by a picnic and a dance at the Bohemian Hall.

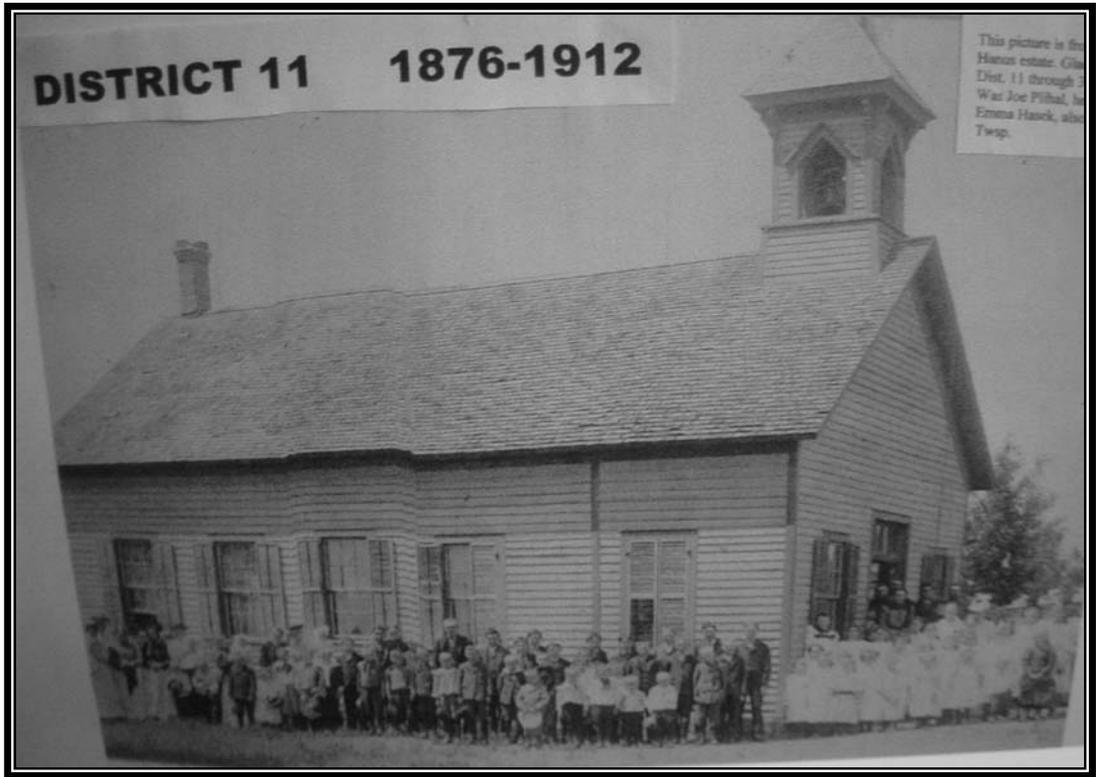


Enrollment decreased, and by 1932 only one room was used for teaching. In 1950 the library was moved to the manual training room and the old library was converted to rest rooms with chemical toilets.

Beginning in 1948 the State Department of Education worked to consolidate the rural school districts for “economy and efficiency”. Parochial schools cut the enrollment of the public schools, families were smaller, and teacher problems were more acute. Then the State Department of Education decreed that High Schools need not accept rural pupils if they did not have room, and advised that rural schools consolidate with the town schools and help them with building projects. Seventh and eighth graders were sent to Hutchinson in the fall of 1948.

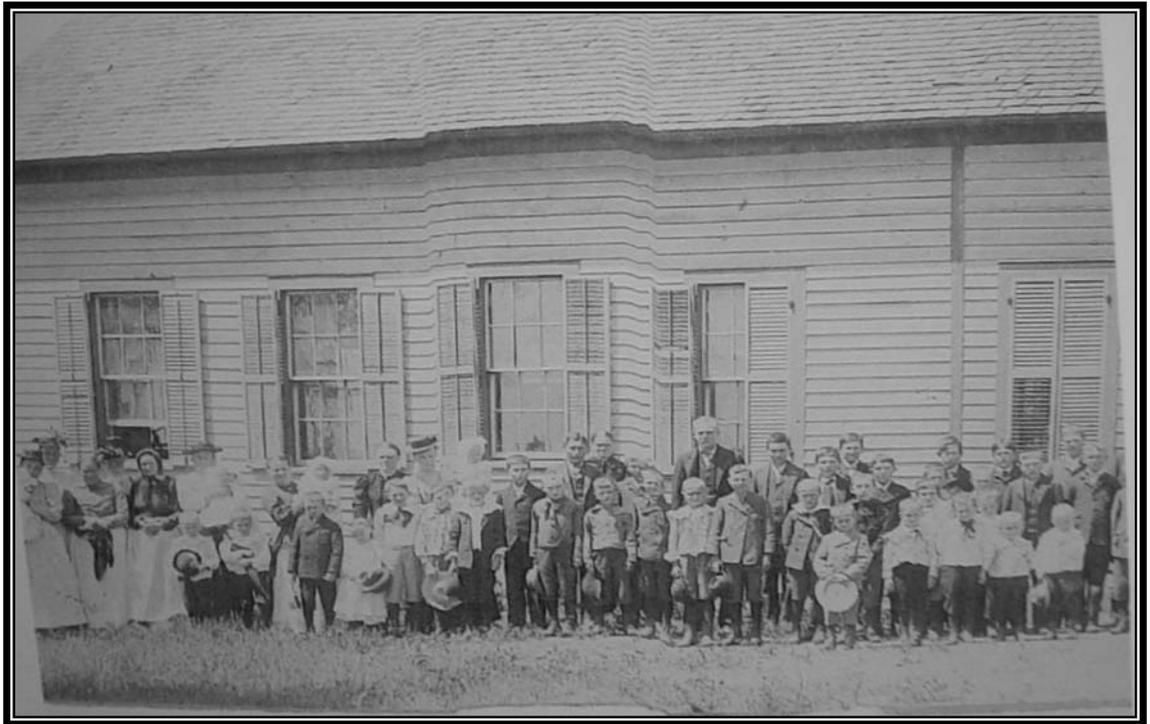
The closing of Komensky School was stormy – there were many sessions with the County Superintendent of Schools and Principals of Hutchinson and Silver Lake. In the end, each landowner was given the choice of joining Silver Lake or Hutchinson, providing his land joined that district even on a corner. This resulted in a very uneven boundary.

So the end of the school year in 1959 marked the end of School District 11. At the last meeting, the majority voted to sell the schoolhouse to Lodge Lumir 34, Z.C.B.J. with the stipulation that the building be kept up and be available for community gatherings.



**School District No. 11**

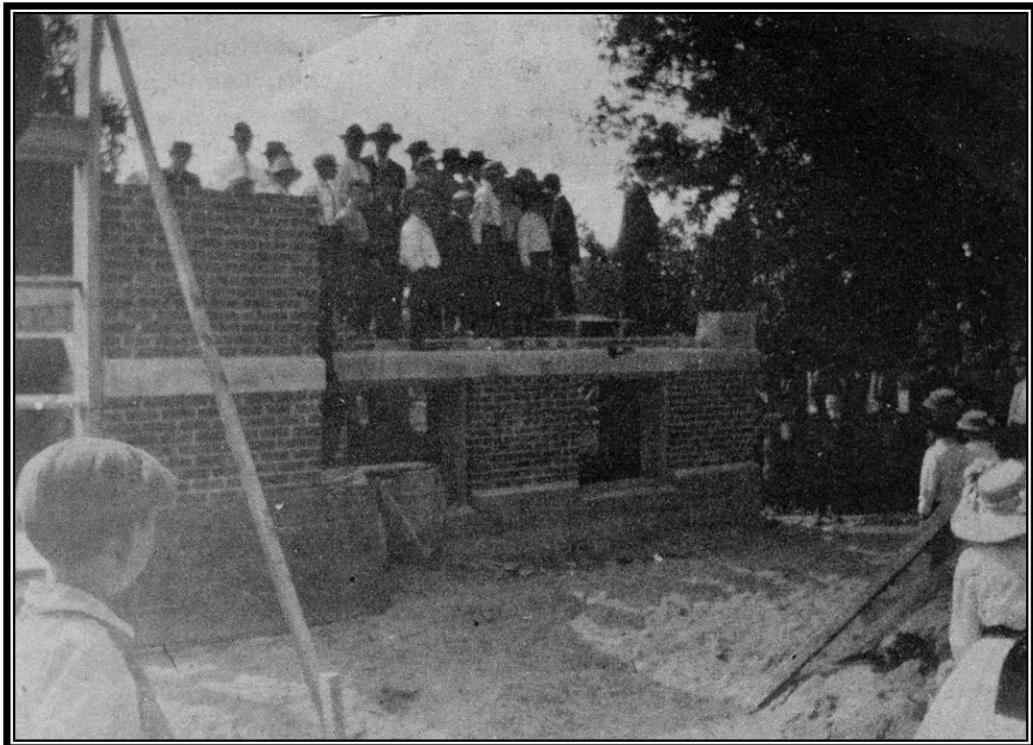
Built in 1876 on the site where the brick Komensky School house sits today, 2005



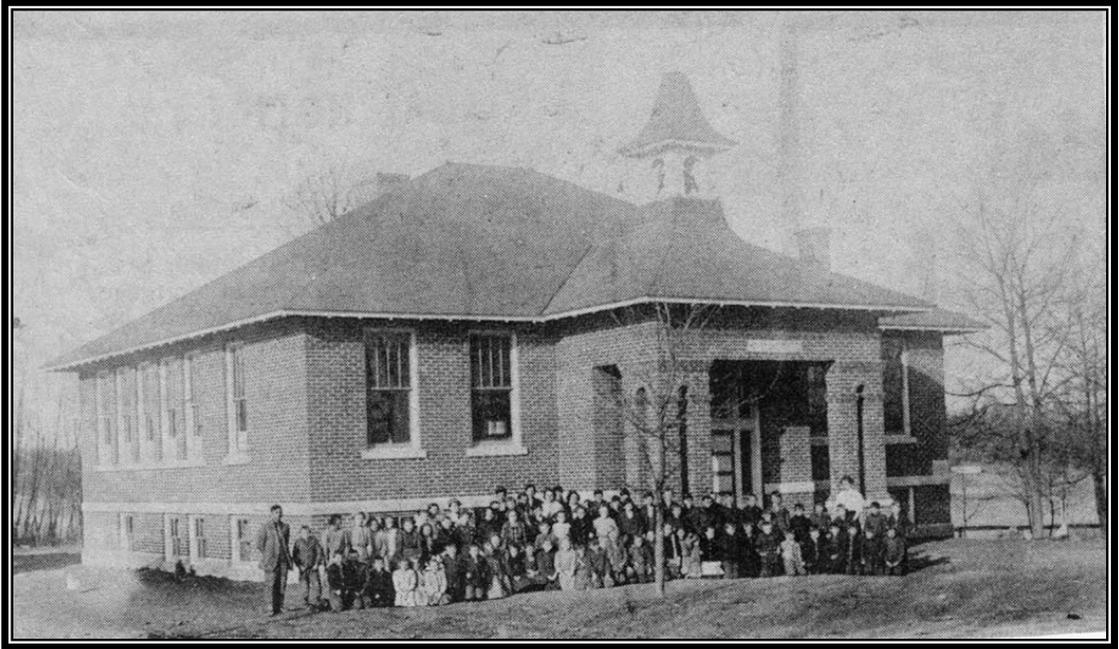


**School District No. 11 School House**

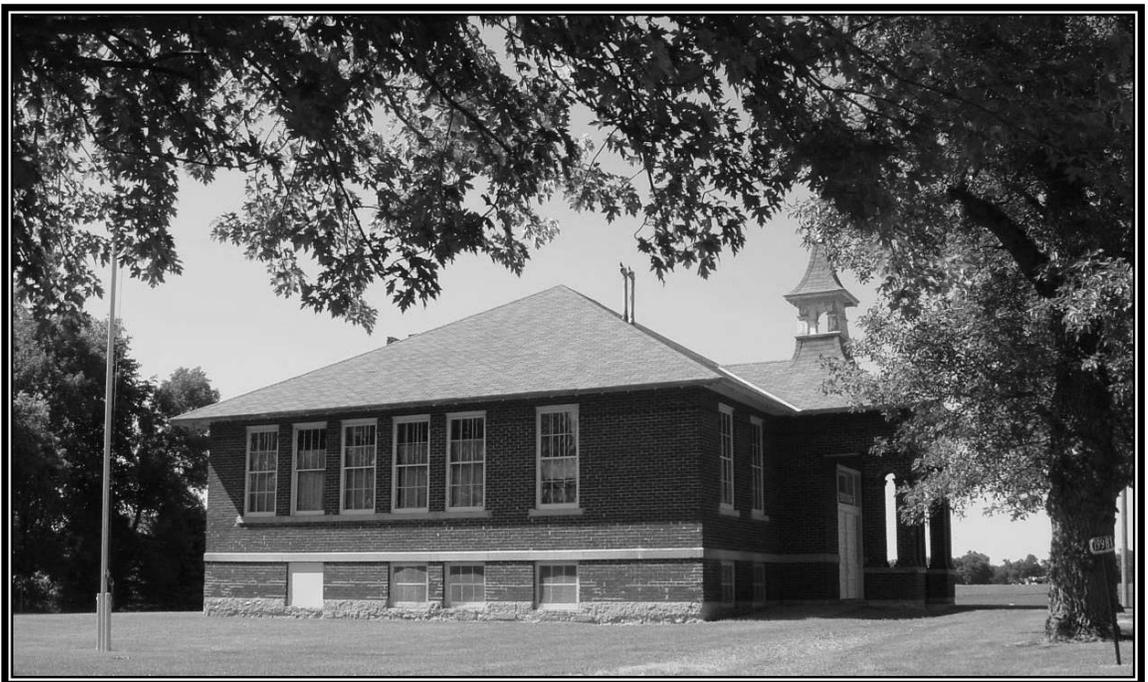
This building was School District 11 school house which was built about 1876 in Hutchinson Township Section 35 after the original school house burned in 1875. About 1912 this school house was purchased **John Drahos** and moved to his pasture northeast of the new Komensky District No. 11 School House.



**Komensky School District No. 11 - Laying the corner stone in 1912**



**Komensky School District No. 11 – 1912**  
First students



**Komensky School District No. 11**  
Built on July 28, 1912 – This photo taken in 2005



**Miss Marion Prieve**  
She was Tom and Ron Ondracek's teacher along with many other students.

**Komensky School District No. 11**



**Students at Komensky School District No. 11 - 1926**

Back Row L-R: Dorothy Telecky, Anthony Fimon, Frank Ruzicka, Grace Sustacek, Anna Dolezal, Blanche Marvan, Blanch Hookechek, Marcella Plihal, Richard Zavoral, Teacher: Ethel Hosford  
Middle Row L-R: Mary Urban, Henry Dolezal, George Friauf, **George Tupa**, Joseph Marvan, Marian Zavoral, Lillian Dolezal, **Lillian Urban**, **Helen Drahos**.  
Front Row L-R: Daniel Plihal, Joseph Svoboda, Fred Zavoral, David Plihal, Harry Miska, Frank Jerabek, **Arthur Ondracek**, William Ruzicka, **Jerry Tupa**.



**Komensky School District No. 11 – Class of 1933**

Rear L-R: Mary Sobeslavsky, \_\_\_\_\_, Fern Hunt, Maritta Telecky, Viola Pessek, June Smahel, Marcella Plihal or Bernice Pessek, Amos Smahel.

Middle Row L-R: Georgianna Dostal, Blanche Sobeslavsky, Stephanie Hunt, Helen Getz, Irene Kosek, George Kosek, Stanley Svoboda, **Richard Tupa**, Frank Totusek.

Front Row L-R: Frank Getz, Milton Totusek, Charlie Hunt, **Raymond Drahos**, Rudolph Sobeslavsky, **David Kopecky**, Daniel Totusek.

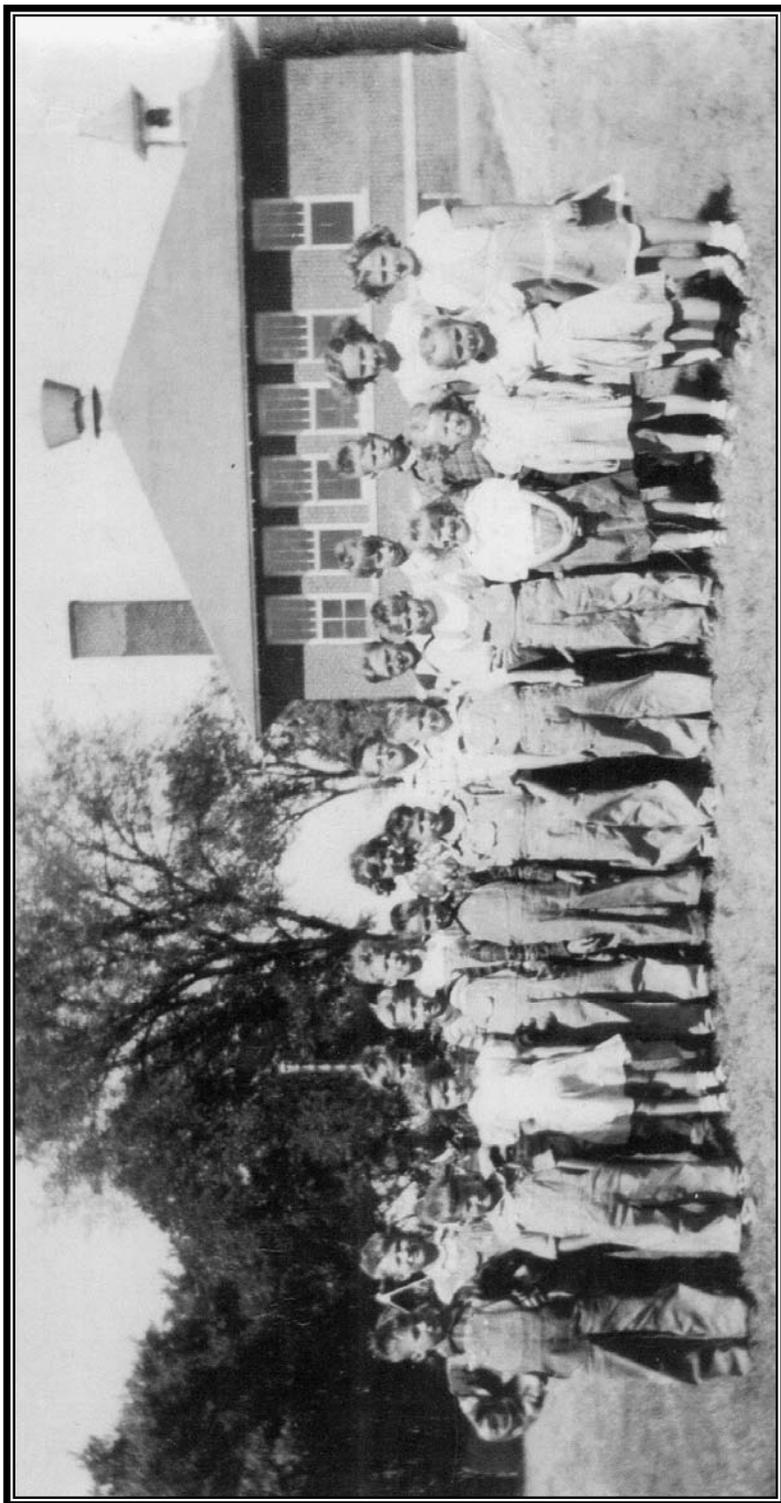


**Komensky School District No. 11 – Class of 1935**

Rear L-R: **Raymond Drahos**, Stanley Svoboda, Clifford Waurzyniak, Raymond Ulrich, Milton Totusek, Irene Kosek, Mary Ann Urban (Vorlicek) Teacher, Blanche Sobeslavsky, Mary Sobeslavsky, Oliver Waurzyniak, and Ulrich.

Middle L-R: Myrlo Ulrich, Lois Ulrich, Betty Ondracek, **Larry Micka**, Vlasta Dostal (Pikal), Georgianna Dostal, Mildred Friauf, Marcella Wauryniak, Leonard Ulrich, **Milan Dostal**, and Jackie Ondracek.

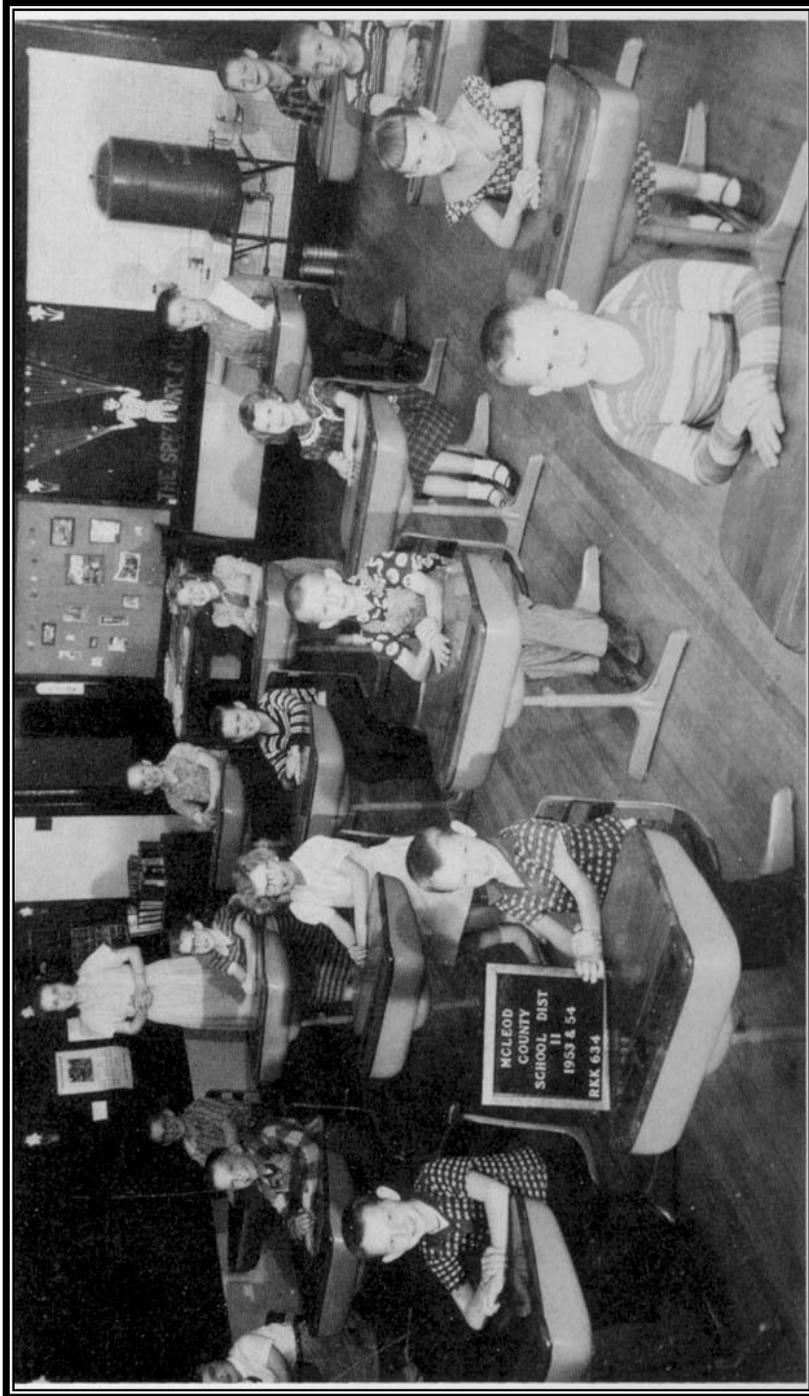
Front L-R: Floyd Reml, LeRoy Waurzyniak, Kathryn Dostal, Roger Friauf, Donald Ondracek, Charles Dostal, **Gladys Tupa (Hogan)**, Emily Ondracek and **Mary Ann Kopecky**.



**Komensky School District No. 11 - 1950**

Back Row L-R: Gerald Insleman, John Pessek, Bobby Pessek, Gary Anderson, Mary Pessek, Robert Konerza, Daniel Dostal, Calvin Kosek, Francis Murphy, Darlene Jerabek, Janet Dostal,

Front Row L-R: Daniel Murphy, **Thomas Ondracek**, Charlene Friauf, James Dostal, Harry Murphy, **Ronald Ondracek**, Donald Jerabek, \_\_\_\_\_, Carol Plath, Dorothy Telecky, Anne Plihal



**Komensky School – 1954**

Starting at the left of the picture, Row 1 Front to Back: Jane Pihai, Rodney Anderson, Teacher Marion Prieve.

Row 2: Harry Murphy, Charlene Friauf, Bobby Pessek

Row3: David Drahos, Carol Plath, **Tommy Ondracek**, Dorothy Telecky.

Row4: Carl Drahos, Clarence Hoodecheck, Charlotte Anderson, Donald Jerabek.

Row5: Dennis Totushek, Sandra Schrupp, Daniel Smahel, Lanny Kolpek.