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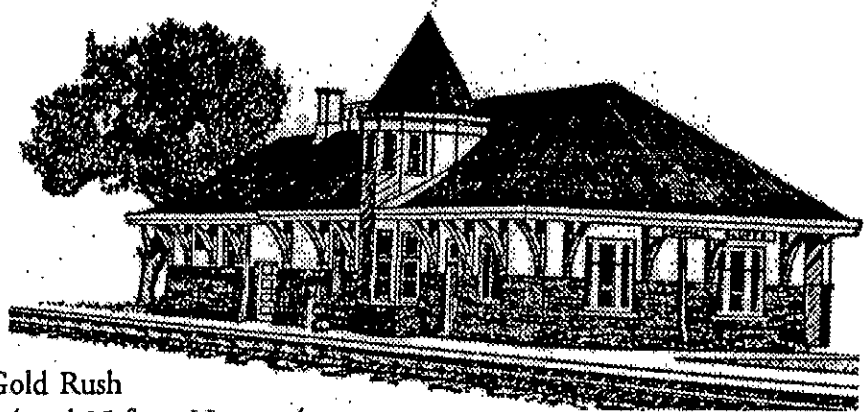
Historical Society

Of Pottawattamie County

April, 1999

1999 Marks 100th Anniversary of Historic Rock Island Depot

1999 is sure to be an exciting year at the Historic Rock Island Depot, home of the Rails West Museum and HO Model Railroad. We will kick off our centennial year with our participation in the Council Bluffs' Gold Rush Days on Saturday and Sunday, April 24 and 25 from Noon - 4 p.m.



We will then be open our usual May hours on Saturdays and Sundays from 1 - 5 p.m. Our summer hours are Memorial Day to Labor Day daily 10 a.m. to 4 p.m., 1 - 5 p.m. on Sundays, and closed Wednesdays.

We continue to change and add new displays in both the museum and rail cars. Your Society membership entitles you to free admission for all special events and regular museum hours. Come and enjoy an important era of Council Bluffs' history. (See related article next page. Contributed by Marcia Hastings)

GOLD RUSH FEVER TAKES OVER NEXT SOCIETY MEETING

Join Cathy Danielson and Darlene Vergamini as they present

Iowa and Council Bluffs During the Gold Rush

Sunday, April 18, 2 p.m. at Community Hall, 205 South Main Street Council Bluffs.

Squirrel Cage Jail Opens April 17

The Historic Squirrel Cage Jail museum, 226 Pearl Street, opens for the season April 17, from noon until 4 p.m.

Check out the new Black Squirrel items. New squirrels are on display.

Visit your historic sites in '99! Admission is free with your Historical Society membership.

Society Mourns Loss of Longtime Member

Historical Society member and "good friend" Carleton Woodward passed away April 7. Our condolences to Gwen, daughters Cheryl and Teri, and son John. Carleton "Woody" and Gwen have been members of the Society for 37 years.

? Pottawattamie County Trivia
Answer is on page 7.
What was the first railroad to reach Council Bluffs, and when did it arrive?

COUNCIL BLUFFS PUBLIC LIBRARY

WILL SPEND \$100,000

Extensive Improvements to Be Made by the Rock Island.

New Depot to Be Built on the Site of the Old One.

Switch Yards to Be Enlarged- New Round House Will Be Built

Over \$100,000 will be spend in this city for improvements by the Chicago, Rock Island & Pacific Railway company during the coming spring and summer. that road has decided to enlarge and improve its yards, large steel bridges will be placed over Indian Creek wherever its tracks cross that stream, a large round house will be erected and a magnificent depot will be constructed on the site of the old one. All of the details of this vast improvement have been decided upon and a blue print showing their location has been received by C.G. Sanders, local attorney for the road.

New Passenger Depot.

The particular portion of the improvement in which the city will be especially interested is the proposed new depot. According to the plans it will be perhaps the handsomest railway station in the city. Its style of architecture will be similar to that of the new depot erected last year at Iowa City. It will be somewhat larger, however, and will have over its main portion a large tower. It will consist of a main part, containing waiting rooms, ticket and other offices, etc, and a smaller wing for baggage and storage rooms. The two parts will be separated by a porte-cochere, an arched and covered driveway for carriages. The total cost of the depot is estimated at approximately \$30,000.

The structure will present a handsome appearance when completed. It will be built of fancy hard brick; the lower portion of white enamel brick and the upper portion of chipped brick; the trimmings will be of cut stone and the roof of tile. The interior finish will be very rich.

(Continued page 4)

Kanesville

As you read this poem note the picture it paints for you of our city as it was 150 years ago... the stores, shops, and the types of merchandise available at the time it was written. Written by Picciola, March 14, 1850.

Not two years old, is Kanesville now,
And yet to her, my muse shall bow;
Her matchless deeds, I will proclaim,
For thus I love, to sing her fame.

A dozen stores, are now her boast—
You startle— 'tis not Hamlets Ghost!!!
Dwellings by hundreds now you see—
Streets fill'd with men of industry.

First most important, for good of society,
A Free Press! She has, and books in variety,
Pens, paper, and motto's ink in the bargain;
These found in the office of the Frontier Guardian!!

And next on the list Big A, number 1!!
A store with every thing under the sun,
From a hog'shead of sugar to a pair of kid gloves;
Log chains—teas—ribbons, and fine cooking stoves.

The north-eastern corner, best goods you'll find,
There's variety, style, and cheapness combined.
Dry goods and hardware, pork, butter and eggs;
Glassware and crocker—rakes, spades, and kegs.

The Western Emporium!! Frame building forsooth,
Of magnitude great, although in its youth,
Pills—Sasparilla and Eau de Cologne,
Pies, cakes and oil paints, together have shone.

Here too, there's trunks, saddles and bridles so fine—
Here's all kind of fancy goods kept in the line;
And Daguerrian pictures they'll make in a trice.
Toys, posies and trinkets, and every thing nice.

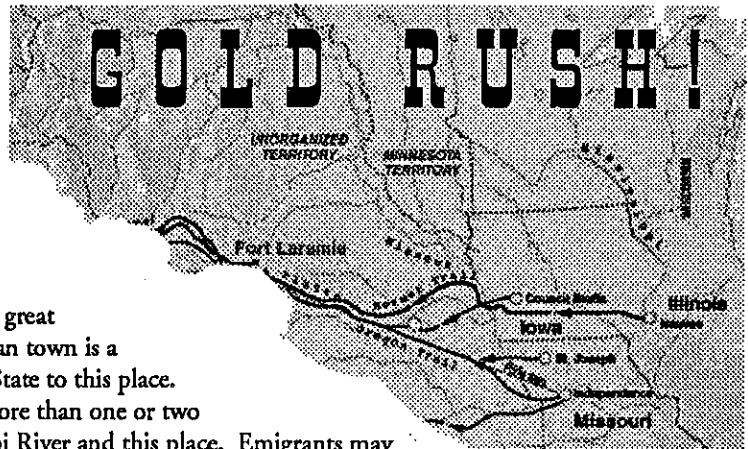
Right opposite there, the bees are to work,
A peep in their hive, gives the spasmodic jerk!!
Such beautiful goods, for ladies so fair,
Shawls, bonnets and slips, you'll find them quite rare.

(Continued page 7)

Outfitting for the Valley and Gold Region

("Gold Rush" era newspaper article; date unspecified)

This place is probably the most eligible point on the Missouri river for the emigrants from Iowa and Illinois, residing no farther south than Quincy, to rendezvous at, preparatory to launching forth upon the great Western Plains. The old Mormon trail by Pisga and Indian town is a notable thoroughfare and is settled all along through the State to this place. Travelers need not camp out, or away from inhabitants more than one or two nights, if the roads should be good between the Mississippi River and this place. Emigrants may start from the Mississippi as early as they please. They will be able to obtain corn on the way for their teams, if they will use a little precaution, and at some places lay in enough to last them two or three days.



We have no hesitancy in assuring our readers that every article needed in the Gold Mines, from a crowbar to a sieve, from a barrel or sack of flour to the broad-side of a baconed porker, can all be had here at equally low rates as can be purchased on the Mississippi. We have a goodly number of most enterprising merchants who have anticipated all your wants, and have laid in heavy stocks of all sorts of goods. And being connected with heavy firms in New York, Philadelphia, and in St. Louis, they are determined to sell at rates so low that no reasonable man will haul goods or provisions through to this place, and even if he comes by water, it is our candid opinion that he can purchase his goods and entire outfit in the little town of Kanesville at a better rate than he can purchase them in St. Louis or any of the Eastern cities, considering for the trouble, expense of transportation, and risk. We are personally acquainted with the Eastern market, and also with the St. Louis market; we likewise have the price currently, weekly, from all these places and it's out honest sentiment that this is the place for outfitting.

Many think that we have got nothing out here in the State of Pottawattamie, but a few simpletons that voted for Genera. Taylor. But if they would just come here, and step into some of our Dry Goods, Grocery, and Hardware stores, and find stocks of \$50,000, they might begin to think Pottawattamie worthy of some favorable considerations in the bills of legislation.

Should it so happen that everything that the most fastidious person would require, could not be had at this place, why, just run down to St. Joseph in Missouri where they have everything, and no mistake—while your teams are resting a few days and treat yourselves to the pleasure of a little more than a hundred miles trip, through a rich and fertile country, and there your every want can be supplied. Just get a copy of the Guardian before you leave, and run over its advertising columns, and most likely you will discover the advertisements of the cheapest houses in St. Josephs. Those you would do well to patronize.

Why Women Dread April.



April—windows and doors may now be opened. A note of preparation is apparent in every household.

Spring means to the average woman extraordinary exertion. Garments must be made over for the new season; the long winter's account with dirt and dust must be settled even at the expense of diminished vitality and shortened life.

With such strain on body and mind thousands of women are sure to overtax their strength. Hosts of too anxious wives and mothers sacrifice health and future usefulness to this fearful moloch of spring cleaning.

April is by far the hardest month for the women of the house. The long siege of winter leaves them little strength for such excessive labor, and when the severe strain is over many find they have been living on their nerves and are on the road to nervous, prostration, and weakness of some vital organ.

After great strain on the system, Paine's celery compound, the great modern nerve and blood remedy, best restores vigor and strength to the body. Men and women run down, weak and nervous feel very soon an increased power for work and enjoyment.

All have the true instinct that life, recovery from illness and the maintenance of health come from perfect nutrition. Paine's celery compound reaches the very origin of nervous weakness as well as diseases of the liver, kidneys and stomach. It brings to the millions of nerve cells all over the body the exact food they need to become again health vital tissues.

(April 22, 1894; Contributed by Darlene Vergamini)



Tales From The Jail

Better Be Good- It's Not so "Hot" in the "Cooler"

For the coolest spot in town, the "cooler" doesn't get any recommendation.

Otherwise known as the county jail, you can cool off there only in the legal sense. Even though the inside temperature was around the middle 80's Monday afternoon- compared to 102 outside- the place was stuffy and sweat trickled down the backs of inmates.

Most of the 24 men inside had their shirts off to get what little relief they could. The best thing to do, one of them said, is "to take plenty of rest." (There's no work to do).

Hoses Down the Walls

Another thing they do is hose down the walls and floors of the "bullpen," where the inmates congregate in the daytime. "At least that seems to help," one fellow remarked.

Upstairs on the second and third floors the cells seemed to have collected most of the downstairs heat. Here the men didn't have the advantages of a hose and most of their lying still on their bunks- probably thinking about the heat.

Unfortunately for Jailer Otto Gudath, and his wife, the hottest place is in their kitchen "When we start cooking."

Gudath said, "It'll get to 114 out there." The temperature Monday afternoon was at 108.

Over in the city jail, the inmates really have it "soft." When their air conditioning is working, officers say it doesn't get much above 70. "Sometimes the men complain because it is too cold."

Moral of the story is: If you want to keep cool outside of the city jail, buy an air conditioner.

(Source: *Nonpareil*, Wednesday, July 13, 1954. Contributed by Dennis Danielson)

("Will Spend \$100,000", continued from page 2)

There will be two waiting rooms, one for men, the other for women. Each will be completely separated from the other and will be equipped fully with toilet rooms, etc.

Other Improvements.

The round house will be a very large structure, containing nineteen stalls. The old building, with eleven stalls, will be torn down and removed. The location of the round house will be changed; the new building will be at the west end of the Rock Island's yards in the corner formed by the intersection of Twelfth Avenue and Fourteenth Street. The coal chutes will also be removed from their present location on the south side of the yards and rebuilt on the north side.

A large part of the \$100,000 will be expended in improving the yards of the company which lie between Twelfth and Thirteenth Avenues and Ninth and Fifteenth streets. Here there will be a complete transformation; the main line tracks will be removed from the north side of this tract of ground to the south side and all of the twenty sidetracks will be placed north of the main tracks. This change will make it possible for trains to run in and out of the depot without crossing a single sidetrack. Every square foot of the yards is to be filled in and raised to the grade of the city's streets. For this purpose the company has purchased a large hill of ground near the city and the dirt from this will be removed with a steam shovel and transported to

(Continued page 6)

Feeding the Troops on the Train

World War II challenged the railroads with a number of new operating circumstances. Vast numbers of men and women had to be carried over great distances, frequently under the cloak of secrecy. Service personnel and their supplies were to be given right of way. Returning wounded had to be carried quickly, softly, and comfortably to hospitals specializing in the type of wound each suffered, the railroads assuring the government that battle victims would be moved immediately without regard for other traffic. The resulting heavy traffic backed up lines and created delays on mainlines. Train crews often worked twelve-to-sixteen hour stints and ended their day in a location that lacked boarding facilities. For civilians, travel was curtailed to only the most essential. The availability of railroad equipment was limited and labor was in critically short supply.

To feed the hundreds of thousands of troops and other passengers on their trains, dining car departments had problems of their own to solve. Key personnel were called away to duty—seven Great Northern chefs, with a combined fifty-three years experience on “The Empire Builder”, were at one time to work in the kitchen of a unit in the Railway Grand Division of the Military Railway Service in North Africa, where former Great Northern employees made up all but two or three of its one hundred men. Food supplies, including those distributed to railroad dining-car departments, were rationed. As the war progressed, meat especially became more difficult to obtain. Military riders were to be served meat for each of their three daily meals; perhaps bacon for breakfast, hamburger for lunch, and roast beef for dinner. Civilians had to observe one meatless meal a day. By the end of the war, many railroads were serving only fish, turkey, and lamb as the meat items.

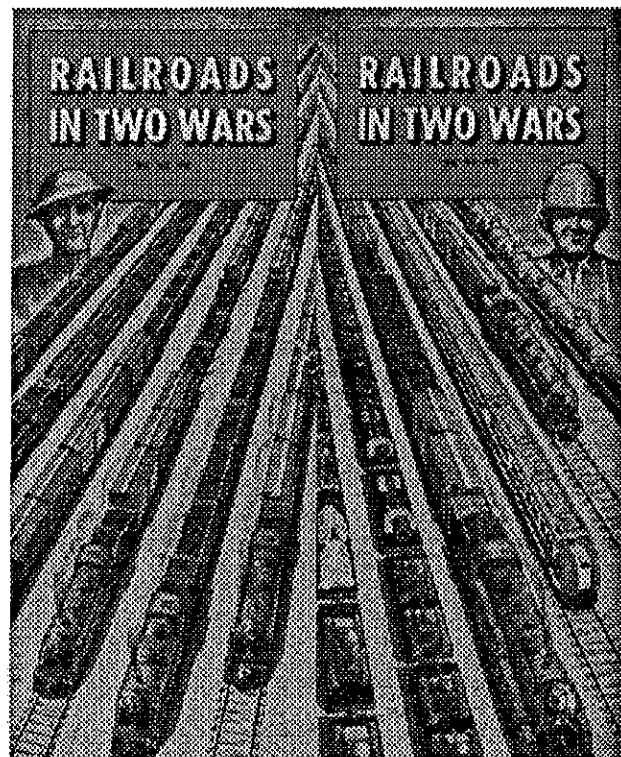
On top of the difficulties imposed by rationing and scarcity, was the dramatic increase in ridership. It was not uncommon to have 600 or more people, military and civilian, on board regularly scheduled trains which during the Depression era may have carried only 200 passengers. By 1944 the Pullman Company was “carrying out mass troop movements with half of its fleet of sleeping cars and carrying more passengers in

the other half than the entire fleet carried in peacetime.”

The generally followed procedure for transporting troops was to handle the small parties on regular trains and move large contingents as special troop trains. Either way, railroad equipment and personnel were stretched to their fullest capacity. The Southern Railway, which served an average of 70,000 meals a month in 1939, was by the end of 1943 serving a monthly average of 350,000 meals. Chefs in the six by thirteen-and-a-half foot kitchens of the New York Central’s dining cars averaged 7.3 meals every minute during all of 1942. This volume required eight or ten sittings at mealtime in place of the usual three in peace time.

As with the trafficking procedures, small groups of GIs were fed in the dining cars; larger groups were more likely served military style. “Eating on troop trains is a novel experience,” wrote E.L. Holmes, an Illinois Central passenger agent who frequently served as troop escort to trains operating over his railroad’s track. “The troops have meals prepared in ‘kitchen cars.’

(Continued next page)



Cover of brochure published by the American Association of Railroads in 1943 to educate the public as to the railroads' contribution to the war efforts.

("Feeding the Troops", continued from page 5)

Army gas ranges or wood stoves are assembled in baggage cars and each meal is prepared and the food either passed through the train, or the men pass the serving tables in the kitchen car and return to their seats. The kitchen cars is a favorite spot just before retiring hour, as there is usually a pot of hot coffee on the stove." It was not uncommon for troop trains to have 1,200 men on board. Kitchen cars could feed them in fifteen minutes.

The extremes in work duration and service rendered by employees during the war are illustrated by one episode during the winter of 1942-1943. The dining-car crew of "The Creole", the Illinois Central's daily train between Chicago and New Orleans, would up on assignment in continuous service for twenty-one days, with no time off except the regular eight-hour sleeping period at night. The situation was far from exceptional, as a crew might get in from a run only to find special orders assigning their dining car to a troop train or to an unexpectedly overloaded train in need of an additional dining car, or learn they were assigned to substitute for a dining car-crew that was out of sequence for other reasons.

And what surprises a trip might hold. Steward W.J. Ryan started his crew out on one run along the Illinois Central's mainline, busy for connecting soldiers with fourteen of the nation's largest wartime encampments, and received orders to serve an additional one hundred soldiers boarding down the line. He wired ahead for supplies, sped up service to his train's regular patrons, then had the waiters set up for and cooks get busy on one of the prescribed "military meals." When the train got to the pickup point, 200 men boarded. They consumed ten gallons of fruit cocktail, one hundred pounds of potatoes, ten gallons of green peas, sixty heads of lettuce, thirty pounds of tomatoes, two gallons of French dressing, sixty loaves of Pullman bread, and similar quantities of beverages— for lunch.

To supplement the regular dining-car accommodations, which became taxed beyond capacity, many railroads set up platform canteens at various stations. In a throwback to the "twenty minutes for dinner" eating house, GIs were offered sandwiches, fruit, doughnuts, and beverages while their train was serviced.

("Feeding the Troops", continued)

Three such facilities on the Illinois Central's mainline between Chicago and New Orleans used 270 loaves of bread, forty-seven meat loaves, twelve bricks of cheese, and sixty-eight gallons of coffee each day to satisfy demand. These in turn were supplemented by groups such as the Victory Mothers Club of Carbondale, Illinois, which served home-made sandwiches and beverages to troops passing through on the trains.

Not surprisingly, the war years were the only time in their history that many railroads made a profit on dining-car service. In 1943, on passenger revenues of \$1,652,867,962, all railroad dining departments combined reported spending only \$1.01 to collect \$1.00 in revenue. The only year close to that previously was 1918, another war year, when it cost \$1.07 to earn \$1.00. In 1940, the last full year prior to the impact of World War II, dining-car expenses overall were \$1.48 for each \$1.00 taken in.

(Story from the book "Dining By Rail", by James D. Parterfield, contributed by Marica Hastings. Photo from American Association of Railroads, contributed by editor).

("Will Spend \$100,000" continued from page 4)

the yards to make to make the required fill. All of the driveways in the yards about the freight house will be paved with brick.

The work upon these extensive improvements will begin as soon as the frost leaves the ground. The completion of the work will be rushed as much as possible. The expenditure of this large amount of money makes a pleasing prospect for laboring men; it will furnish employment to large numbers of men and teams throughout the entire summer and until late the next fall.

(contributed by Marcia Hastings)

Depot Committee Adds New Member

A recent addition to the Depot Committee is Mr. Kenneth Milford. Ken has volunteered to help with group tours. He has recently retired as an engineer from HGM associates Corporation. He also serves on the Council Bluffs Historic Preservation Committee. Ken's interest in history and engineering background will be valuable as we concentrate this year on our rail car display area.

("Kanesville", continued from page 2)

Look o'er the way a bit further down;
You'll find that the Miller has turn'd to Brown.
The cashmeres and linens, from England you know,
Domestics and prints, to suit high and low.

The Elephant!!! The Elephant of the West!!!
Come see it, a Tootle, from Linden at best,
For Fashion and style, and goodness depend,
There's none to compare, believe me my friend.

Children and youths, I'd call your attention,
And studious me—of boasted retention;
Books suited to each, and still many more,
In the office of Guardian, referred to before.

Ensign of the West!! for actions commended;
Goods at your own price, promised forehanded;
Admittance to see, and children half price,
Free-gratis for nothing—pray take a slice!

Ah, my! do you want a good coffee pot;
Look up in the heav'ns, you can get it, why not.
And underneath, there lives a good tinner;

Opposite friend Gooch's who'll give a good dinner.

There's taverns plenty—bells ring thrice a day.
TIn-gun—and blacksmithing in every way.
Painters and jewelers—watches mended the best;
Boots, shoes and slips, of morocco well dress'd.

O Kanesville! what art you? What be you? do tell?
You're own'd by the Mormons, driven from hell!
So thought wicked men, when out of Nauvoo!
With gun, handspike and ball, they drove them through.

I thank you my muse, you and I, now will part,
For Kanesville I love from the depth of my heart,
The yell of the savage, their cunning and stealth,
Is now changed for industry beauty, and wealth.

(Contributed by Cathy Danielson and Darlene Vergamini)

Trivia Question Answer

The first railroad to reach Council Bluffs was the Chicago & North Western Railway, which arrived here January 17, 1867.

- April 1 1621 Pilgrims sign first peace treaty with Indians
- April 2 1852 Joshua C. Layton settled in Center Township
- April 3 1860 The legendary Pony Express began service between Missouri and California
- April 4 1896 In the Northwest Territory of Canada, the Yukon Gold Rush begins
- April 5 1869 Daniel Bakeman, the last surviving soldier of the Revolutionary War, died at the age of 109
- April 8 1935 The Works Progress Administration was approved by Congress
- April 11 1862 Council Bluffs Guard organized— 50 volunteer; Grenville M. Dodge was chosen Captain
- April 12 1894 Thomas A> Edison opens the first movie theater in New York, charging five cents a feature
- April 12 1831 Grenville Mellon Dodge born in Danvers, Massachusetts
- April 12 1862 Fort Sumter fired on. Civil War begins.
- April 15 1865 Council Bluffs received news of the assassination of Abraham Lincoln
- April 18 1924 The first crossword puzzle book was published by Simon & Schuster
- April 21 1856 The first rail train to pass over the mighty Mississippi River between Davenport and Rock Island made its journey across the newly completed bridge between the two rail centers
- April 22 1972 Minden grain elevator burned to the ground
- April 23 1866 First meeting to establish a library in Council Bluffs
- April 26 1872 Susan B. Anthony spoke in Council Bluffs
- April 29 1894 Several hundred unemployed men, dubbed "Coxey's Army", went to Washington to ask Congress for help
- April 30 1898 Casey Jones died. (American folk hero who was the engineer on the Cannonball Express when it wrecked near Vaughn, Michigan. He died in the collision with a freight train, staying at the brake as the trains headed for each other, saving the crew and passengers. He was memorialized in the ballad "Casey Jones" by Wallace Saunders).

(Contributed by Darlene Vergamini)

**Historical Society of Pottawattamie
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Newsletter Editor- Dr. Richard Warner

The Historical Society of Pottawattamie County is dedicated to the preservation of books, letters, sites, records, artifacts and buildings of historical significance in the county. The Society operates and is restoring the Historic Squirrel Cage Jail, Rock Island Depot, involved in the efforts to create a local museum, and is active in promoting historical and genealogical research.

Requests for information about Society projects, membership, and volunteer work are welcomed. Write the Historical Society of Pottawattamie County, Post Office Box 2, Council Bluffs, IA, 51502.

The Historical Society of Pottawattamie County Member Newsletter is printed eleven times a year and mailed to all members. The membership mailing list is maintained by the Society Secretary, Robert Hastings. Please direct any address corrections to Mr. Hastings at 322-0612 or to the Society post office box listed above.

Historical Society

Of Pottawattamie County
Post Office Box 2

Council Bluffs, IA 51502

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