



Sept. 2024

WARREN COUNTY HISTORICAL SOCIETY

Box 256 Indianola, IA 50125

Phone-515-961-8085

(Highway 92 West, 1300 West 2nd, turn north into fair grounds, then turn east)

E-mail- contact@warrencountyhistory.org

Inside this Issue:

Page 4 & 5 More Covered Bridges

Page 6 Des Moines, Osceola & Southern Railroad

Page 8 Cassius Dowell

WCHS LCF

Sat. & Sunday
Sept. 28-29

WCHS BOARD

Thursday, Oct. 11
9:30 am

LCF MEETING

LCF Review
10:30am

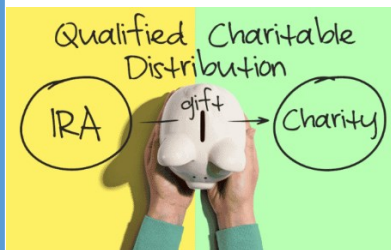
WCHS General Meeting

Tuesday, Oct. 22

7:00 pm

Program: Indianola
Balloon Museum Update

Please continue to collect Indianola HyVee receipts and bring them in to the museum. We have a large glass container near the kitchen where you can place them. We can use gas, pharmacy, grocery or any other HyVee receipt. It is an easy way to raise funds for WCHS. When HyVee asks if you want to have your receipt, say YES!



Here is a tax-smart way for traditional IRA owners, age 70 1/2 or older to give to WCHS. Make a qualified charitable distribution (QCD) and pay no tax on the gift. For 2024 you can transfer your QCD gift directly to Warren County Historical Society.



WARREN COUNTY HISTORICAL SOCIETY

2024 LOG CABIN FESTIVAL

Warren County Trains That Were

SATURDAY & SUNDAY,
SEPTEMBER 28-29

Use QR Code to volunteer or find
information about 2024 Log Cabin
Festival



Saturday, September 28

10:00 am Parade

11:00 am Homemade Chicken & Noodle
Dinner, Price \$15.00

Heritage Village: Scarecrow Creating

Activities at all buildings

Music

Quilt Show

Pioneer Demonstrations

Family Fun



Sunday, September 29 Game Day

Junior Chess Tournament

Cribbage Tournament

Horseshoe Pitching

Corn Hole



— 2024 —

LOG CABIN DAYS

THE TRAINS THAT WERE



DON'T MISS THE FANTASTIC WORKING MODEL TRAINS



SEPTEMBER 28

PARADE AT 10^{AM}

HERITAGE VILLAGE COMES ALIVE

- + 10AM - PARADE!
- + 3PM - ENJOY AN OLD COUNTRY MUSIC JAM SESSION
- + SCHOOL IS IN SESSION
- + THE CABIN COUPLE TENDING PIGS AND CHICKENS
- + THE COUNTRY STORE IS OPEN FOR BUSINESS
- + THE CHURCH IS HAVING A WEDDING AND A FUNERAL
- + ENJOY MEETING TOWNSPEOPLE AND BECOME ONE YOURSELF!
- + TAKE A HAY RIDE THEN PET A HORSE AND SAY HI TO A GOAT
- + SEE OVER 25 DEMONSTRATORS OF OLD CRAFTS, LEARNING EVERYTHING FROM QUILTING TO MAKING JAM

— — — — ENJOY

HOMEMADE CHICKEN & NOODLES
HOT DOGS - BEEF BURGERS
CHERRY & PEACH CRISP
CARAMEL APPLES - SNOW CONES
COTTON CANDY - FUNNEL CAKES
A&W ROOTBEER - & MORE!



SEPTEMBER 29

VENDORS-RAFFLE

SILENT AUCTION

PIE AUCTION

BY PUTNEY'S @ 1:30^{PM}

3 CHANCES TO WIN!

\$10 RAFFLE TICKET

- TRAIN SET
- BOONE RAILROAD RIDE PACKAGE
- PREMIUM HOG PACKAGE FROM FAREWAY



GAME DAY

- + JR. CHESS TOURNAMENT
- + CRIBBAGE TOURNAMENT
- + HORSE SHOES
- + CORN HOLE
- + BINGO
- + CHILDREN'S GAMES



SCAN FOR MORE INFORMATION AND TICKETS

LOG CABIN FESTIVAL

September 28 & 29

SAVE THESE DATES!!!!!!



Deb Larrison

Coming September 28 and 29th, 2024!!!! 51st annual LOG CABIN FESTIVAL!

We would love to see each and every one of you at our celebration! Bring the whole family. We have something for everyone! There will be great food, entertainment, family fun, prizes, baskets, drawings, music, Bingo, animals, and demonstrations. You will not want to miss our homemade Chicken Noodle Dinner on Saturday from 11:00 am till we run out.

Christmas is also around the corner and Warren County Historical Society publications would make an excellent gift. Great commemorative t-shirts in any color are available for purchase at Embark Ink located at 106 N Howard St. for \$24.99. These can be ordered on line and \$5 comes to WCHS. Embarkink2.square.site or in person.

People have worked very hard to make this a spectacular event and we would love to share it with you. Our Heritage Village Store and Meeting House have fresh coats of paint.

Do not forget the chicken noodle dinner! Come hungry! There will be roasted peanuts, burgers, hot dogs, cotton candy, funnel cakes and deserts.

It will be a spectacular festival! We can't wait to see you all.



Celebrate LCF 2024
Trains that Were Tee
Shirt. Top is back design
and left is front.



WARREN COUNTY HISTORICAL SOCIETY

TIME To JOIN OR RENEW WCHS MEMBERSHIP

Membership Form New or Renewal

Your Information

First Name

Last Name

Address

Cell Phone

Work Phone

Email

Membership Fee

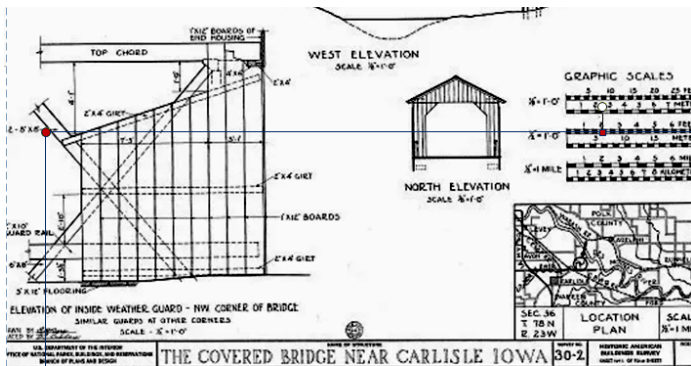
Single \$25 _____

Family \$30 _____

Donation _____

Join or Renew Your Membership





ADDITIONAL WARREN COUNTY COVERED BRIDGES.

Makes one wonder how many covered bridges
Warren had in the 1870s?

Reported by Don Berry from
The Warren County Leader to
The Palimpsest

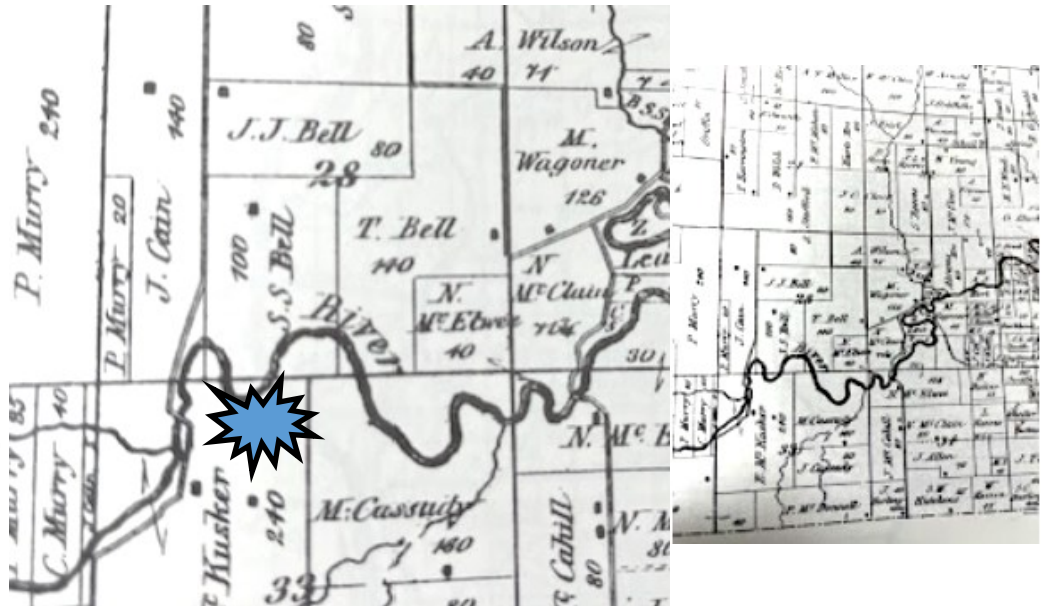


Ink drawing by Warren County native, artist
Eric Miller, of Owens Covered Bridge

Bell's Farm Road Bridge

From **The Warren County Leader**,
January 19, 1871 reported this
action by the Warren County
Supervisors: The committee
appointed to superintend the
letting and building of a bridge
across North river at Bell's farm
would now report:

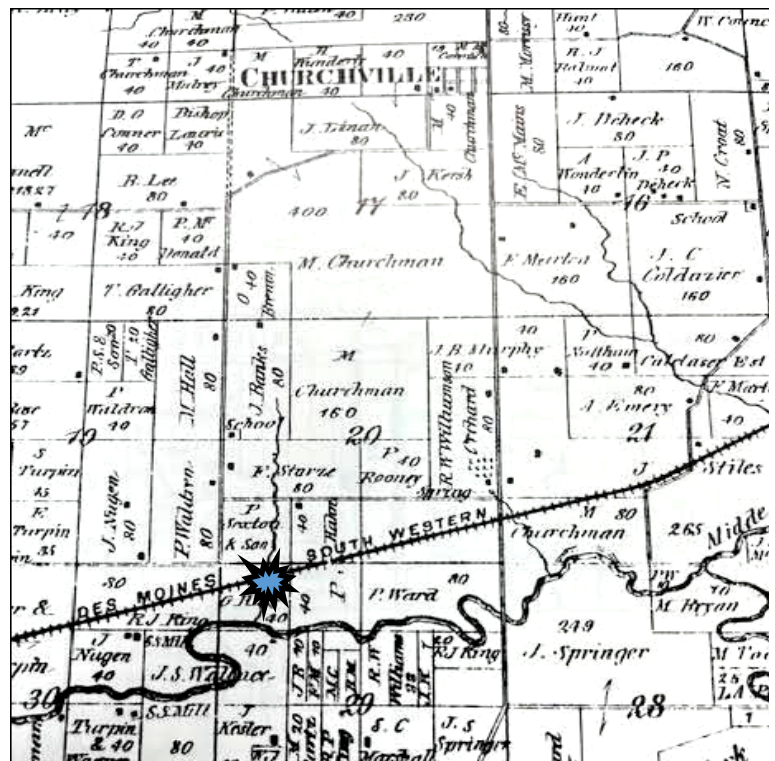
"Your committee met September
12th, selected the site and let
contract to P. Bucklew for \$700.00
in addition to amount subscribed.
Said bridge is a high side lattice
bridge 70 foot span, 30 feet apron
on the North and 25 feet on the
South end, all of good pine material. We received said in
November..."



Churchville Bridge

The Warren County Leader, September 15, 1870 reports
the following resolution: "Resolved by the Board of Super-
visors of Warren County, Iowa that there be appropriated
from the bridge fund the sum of \$500.00 for the purpose
of enclosing and covering the bridge across Middle River,
south of Churchville, Warren County, Iowa. Said bridge to
be high sided."

Later a motion was made to reduce the appropriation to
\$100.00.

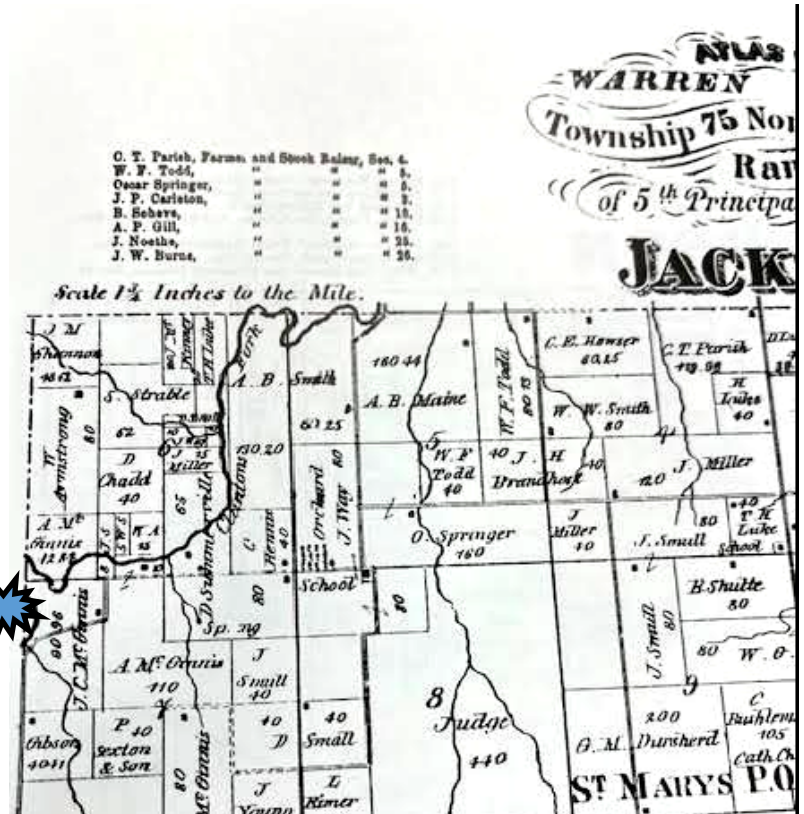


McGinnis Ford Bridge

The **Warren County Leader**, September 12, 1872, noted this resolution passed by the Warren County Board of Supervisors.

“Resolved, by the Board of Supervisors of Warren County, Iowa, that an appropriation of one hundred and fifty dollars (\$150) paid out of the bridge fund be made to aid in building a bridge over Clanton Creek near the residence of Alexander McGinnis to be expended under the supervision of John Wood and B.C. Berry...” This bridge was in Warren County about a quarter of a mile from the Madison County line.

Berry told the Board on January 15, 1873: “I contracted with Mr. McCarty for the building of a lo latticed bridge, fifty feet span for the sum of five hundred and twenty five (\$525) dollars from parties interested, that the work has been completed according to contract, and orders for three hundred and thirty (\$330) have been issued to the contractor. I would further recommend that an allowance of nine dollars and forty cents (\$9.40) be allowed the contractor for extra bolts furnished for said bridge.”



Why did they cover our Iowa wooden bridges with a roof in the 1870s? The number one reason was to preserve the wooden bridge from needing repairs. Economics. Wood will last a long time in water or in sunshine. However, the mixture of the two cause damage. An uncovered bridge might last ten years before needing repair but protecting the bridge from the elements with a cover significantly extended its life.

Historic covered bridges were worth preserving as our neighbor, Madison County, has proved. Warren County abandoned or destroyed all of its bridges except the Owens Bridge which was renovated and moved to Des Moines. Perhaps, high powered steel bridge salesmen influenced the demise of these relics from pioneer days.

THREE NEW WCHS PICTURE ACQUISITIONS

Painting from 1985 by Doris Currier of Warren County's 2nd courthouse. (1st was a log cabin.) It was given as a gift to Warren County by the Warren County Genealogical Society and has been in the courthouse. Warren County has given it to the Warren County Historical Society.



These are two Milo prints by Edwin Ford, Milo resident. He attended Des Moines' Cummings School of Art in 1934, receiving an art degree from Drake in 1938. During World War II, he served in the Air Force and was stationed in Europe. He was a graphic artist.

The Des Moines, Osceola and Southern

The Des Moines, Osceola, and Southern narrow gauge railway was organized at Osceola in 1880 for the purpose of construction of a line from Osceola to Des Moines. The first person to speak of a need of a branch railroad from Osceola to Des Moines was B.L. Harding of Osceola. Much of the stock was subscribed locally with some Eastern money. The construction began in the spring of 1881 and was completed to Des Moines during the summer of 1882. The south leg from Osceola into Missouri was completed in 1884. It was the only interstate narrow gauge in Iowa, covered 111.1 miles and cost around \$1,000,000. The repair branch repair shops were located in Osceola and employed about 40 men.

A narrow gauge railway in the US is a railway with a track gauge narrower than 1,435 mm (4 ft. 8.5 inches) standard gauge. I read that the Des Moines, Osceola, Southern track was 3 foot gauge.

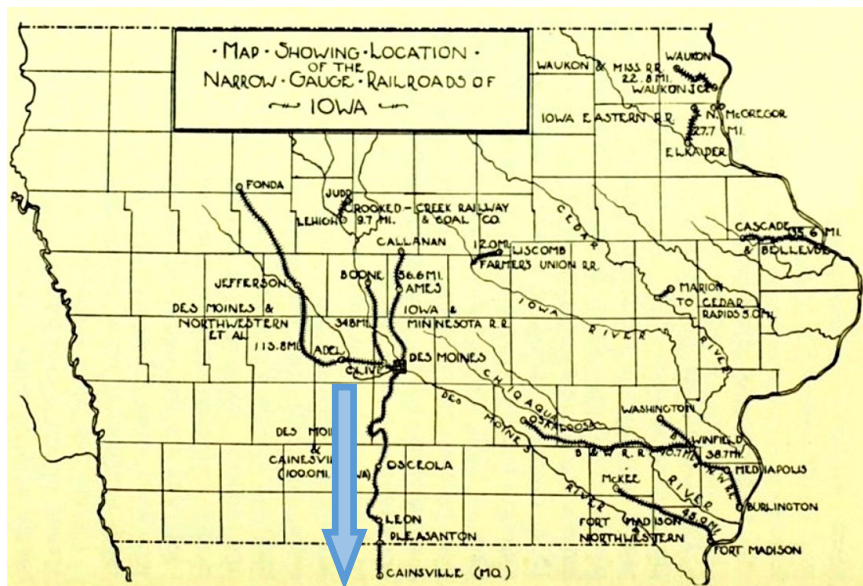
Narrow gauge railways were usually built with tighter curves, smaller structure gauges and lighter rails. They cost less to build, equip and operate. They were used in mountainous, difficult terrain like mining areas for industry or sparsely populated communities where the traffic potential would not justify the cost.

Since this rail was built on a mileage contract, many odd alignments of track were made in order to increase the construction profit. The April 1932 *Palimpsest* says, "In making the circuit from St. Marys around to New Virginia a horseshoe curve was executed which was unique in Iowa railroad construction. Within the first two miles south of Osceola there were ten trestles and when the road was broadened this construction was reduced to one mile with only one large hill and one bridge."

In early 1882 the branch ordered seven steam engines from T.W. Godwin Company in Norfolk, VA. They made narrow gauge locomotives, agricultural steam engines and tramways for lumbermen purposes. T.W. Godwin Co. was proprietor of the Virginia Iron Works in Norfolk,

Although a convenience to the communities it passed through, it did not have enough business to be profitable and in 1885 the branch passed into a receivership and was purchased by the Des Moines and Kansas City Railroad Company. This later was absorbed by the Burlington and the track broadened. Later it became the CB&Q.

Resources: Aug/ 31, 1883 *The Virginian-Pilot*; jewelljunctionhistory.org/iowa&NarrowGaugeConstruction.htm
https://en.wikipedia.org/wiki/Narrow-gauge_railway



Map of Iowa Narrow Gauge Railways. Blue arrow shows the Des Moines, Osceola, and Southern. It went through Warren County, north and south with a little blip to Madison County to Truro and St. Charles. Map is from the 1932 April *Palimpsest* Magazine.



1902 Iowa Railroad map of Des Moines, Osceola and South Railway through Warren County. Notice the weird bulge in the track from St. Marys to St. Charles, Truro and then to New Virginia.



1881 sidetrack and 1890 St. Marys Depot were built half a mile west of town, sometimes called West St. Marys.

New Virginia Depot



A FEW WARREN COUNTY TOWNS HURT BY RAILROAD'S BYPASS

Politics often came to play when it came to where the actual rail tracks would be located for a line or branch. Towns, farmers and businessmen often offered financial incentives to railroad companies, such as land grant subsidies, tax breaks or actual land gifts to encourage the building of tracks through certain areas. Several Warren County communities ended, ceased to grow or lost population because the train tracks were placed a few miles away from them.

Greenbush, located in Section 32 of Greenfield Township, was founded on September 4, 1851. J. Parkins owned the land and it had four streets running east/west—North, State, Main and Camp. The streets were 60 feet wide and Main was 82 feet. C.B. Jones was the first postmaster and Greenbush was also on the stagecoach route to Des Moines.

March 31, 1854 Greenbush's name was changed to Ft. Plain because the U.S. Postal Service changed the postal name. Most locals continued to call it Greenbush. It continued as Ft. Plain until March 13, 1872, when the Chicago, Rock Island and Pacific Railroad was constructed and missed Greenbush.

In 1872 the town of Spring Hill in Section 5 of Greenfield Township was created by the railroad. Several homes and businesses from Greenbush (Ft. Plain) were moved to Spring Hill to be close to the railroad. The location of the railroad caused the end of Greenbush (Ft. Plain).

Warren County had two Ft. Plains. Another Ft. Plain was found in Section 8 of White Breast Township on maps in 1868, 1869 and 1978.

Hammondsburg and **Schonburg** met their demise in 1879, when the Chariton, Des Moines and Southern Railway located on the line between Otter and Belmont Townships. The town of Milo was created by the coming of this railroad. The beginning population and houses for the new town came from Hammondsburg, located in the southwest quadrant of Otter Township three miles west of the newly created Milo, and Schonburg, Belmont Township to the east. At first it was announced that this new station town would be called Belmont. It soon was changed to Milo.

Hammondsburg was laid out in 1850 by Robert G. Hammond. It became a thriving town until the railroad located its station three miles away. Then, Hammondsburg stores and houses were placed on log rollers and a race began to be first to move to the new town, Milo. It was said that a few stores continued to be open for business as they rolled over to Milo.



Milo elevator late 1800s

Sandyville land in Section 22 of Union Township was given by early settler Jeremiah Sandy and laid out in 1851. It grew and prospered until the St. Paul, Kansas City (Rock Island) Railway in 1912 decided to place its track and station two miles to the east of Sandyville. When farmers went to town, they wanted it to be a railroad town and Sandyville was not that. Some of the Sandyville businesses and homeowners moved to the new railroad town, Beech.

Immediately, plans were made to establish Beech. The first name chosen for this town was New Sandyville. Of course this name did not sit well with the folks of the incorporated town of Sandyville. So it was decided to name it Beech for the railroad surveyor, who had laid out the new town.





"Cash" Dowell as young man.



Dowell Family Photo: James W. (Left middle row) and Martha "Marti" Reese Dowell (Far right middle row) family photo. Cassius top row far right, Tracy Frances front left.



C.C. Dowell Professional Photo

CONGRESSMAN CASSIUS "Cash" DOWELL

Cassius C. Dowell was born in a log cabin northwest of Summerset, Warren County, IA on February 29, 1864 to James W. and Matha Reese Dowell. In his **Indianola Record** Obituary in 1940, it stated that at his death he owned the family farm near Summerset that was entered from the government by his father. At that time the farmhouse was occupied by his nephew Carl Hargis. The farm had remained in the family since James W. Dowell had settled here.

He attended rural school in Warren County and attended the Iowa Baptist College in Des Moines, Simpson College and in 1880 got his law degree at Drake. Cash practiced law and moved to Des Moines.

He ran as a Republican for the legislature and In 1892 he began serving in the Iowa House, was Speaker of the House and then in 1902 served in the Iowa Senate. He served in the senate until 1910.

From 1915 until 1935, for twenty consecutive years he served in Congress. In the latter year, 1935, he was succeeded by Democrat H.H. Utterback, who had won in the fall election. In 1936 and 1938 he was returned to Congress. Where he died in office February 4, 1940. He had served the public for 46 years.

From the **Indianola Record**, October 19, 1934 comes this story: "Oh, Dowell is all right but what has he ever done?" the answer is

"To Congressman Dowell more than any other belongs the credit for ... the economic achievement of the past two decades—the magnificent system of federal and state highways that span this state and nation in all directions," It was Dowell who as chairman of the House Committee on roads, conceived the idea of federal aid, wrote the bill which established the policy, and drove it through congress.

His wife Belle Riddle Dowell served without pay as his secretary at his law firm, while in the Iowa Legislature and while in Congress. He married Belle Riddle in Des Moines November 8, 1928.

In 1935 the Dowells toured 14 countries in Europe, Asia Minor and Africa, including the Holy Land, Arabia and Egypt. They did not visit Germany. On return, Mr. Dowell predicted a European war of cataclysmic proportions. "Never before has the approach of war been plainer, never have its descending clouds been more inevitable," he said in the **Des Moines Register**. "It is a dreary picture of embittered nationalistic groups and there seems no hope for respite unless it comes from Great Britian". He died in Washington Feb. 4, 1940.

Belle Riddle Dowell



Dowell speaks at Warren County's annual Old Settler's Picnic held in Summerset in summer of 1930.

