



June 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 Old Timers & Towns

Page 6 Clark Family

Page 7 & 8 Chariton, Indianola RR

WCHS BOARD

Thursday, June 13

9:30 am

LCF MEETING

Thursday, June 13

10:30

GARAGE SALE

Friday, June 21

3:00 to 7:00

Saturday, June 22

9:00am to 3:00pm

WCHS Tues. Eve Meeting

Program: Kent Halstead
That Mosquito cannot kill!
Yellow Fever Decimates
Philly!

Tuesday, June 25

7:00pm

WCHS BOARD

Thursday, July 11

9:30am

LCF MEETING

Thursday, July 11

10:30am

LOG CABIN FESTIVAL

Sept. 28-29

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!**



GARAGE SALE

Friday, JUNE 21 3:00 to 7:00 Sneak Peek

Saturday, June 22 9:00am to 3:00pm

Warren County Historical Society

Indianola, Highway 92 West, 1300 West 2nd
East of Warren County Fair & North of Fareway

ITEMS to DONATE? Bring to WCHS Thursdays 9:00 to 4:00 or Saturdays 9:00 to Noon. June 17th-June 21st, 9am-3pm

**Kent Halstead,
a favorite of WCHS
shares the Yellow
Fever tragedy that hit
Philadelphia in 1793.**



Join us at WCHS
Tuesday, June 25th at 7:00 pm

WCHS MEETING
JUNE 25, 7:00 pm



Greetings, from the President:

Summer has arrived! I hope you are all ready for a great summer filled with family fun and outdoor activities!

We just had the Indianola Fifth graders for Pioneer School. On our second day the school bus came back to pick up the students after one hour at the museum. Weather was very threatening and Emerson required that the students be on school property. On June 5th we had a makeup date for students whose parents were able to bring them out for a complete day at WCHS. Fun was had by all. We thank all our volunteers who made this event a success.

Remember, we are open during the summer on Thursdays 9- 4 and Saturdays 9-12. Bring the family and discover something you didn't know, see the trains, or gather family history.

Saturday, June 15th we have a work day scheduled. Please come and help if you are available. We are working on the general store and the meeting house. There are also other things to be done. We'd love you to join us. Lunch will be served. Please rsvp for a food count. "Many hands make light work."

The yard sale is this month, June 21 and 22. Bring your donations and come and shop.

We are all looking forward to Log Cabin Festival! New and exciting things are being planned.

Hope to see you soon.



Deb Larrison



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





Old Timers, From Indianola Herald 50th Birthday, April 11, 1904 - Continued from March

Taylor W. Sinnard was born in Union township and it has always been his home. He was for six years an able member of the county board of supervisors.

John H. Henderson, the first white boy born in the county, is still practicing law in Indianola. He served 10 years on the bench. He was admitted to the bar in 1870.

J.P. Wilson, a native of Ohio, came to Warren County at the close of the war, and has since been among our good citizens. He served during the war with the 36th Ohio Infantry.

Dr. E.L. Baker came to Iowa with his parents in 1850. His father was Adjutant General of the State from '61 to '71. In 1875 Dr. Baker began the practice of his profession here.

John W. Randolph came to Warren county in 1852. He served with the 34th Iowa during the war and since its close has been among the best known farmers and stockmen in the county.

R.G. Arnold came to Iowa in 1859 and has since made his home in Linn Township. He served with the 34th Iowa, was a good soldier and has always been a good citizen.

John W. Howard came to Indianola in 1854 and is still with us, although in feeble health. He followed carpenter work for thirty years. He has filled many offices of trust and is among our best citizens.

Dr. W.M. Park was born in this county in September 1852 and all his life has been spent there. Mel. W. Park has also been a resident of Indianola since 1852. He was born in Howard County, Indiana, in 1844.

Robert Pilmer has been a resident of Greenfield Township since 1855 and he has reared one of the largest families in Warren County. No race suicide with this good citizen. He has land spread all over the township.

Robert Wadsworth was born in this county nearly 50 years ago. His parents were married in this county, Sept. 30, 1856 and his father, B. F. Wadsworth, was one of the most active stockmen in the county during his long career.

William Buxton, Sr., came to Warren County in 1852 and settled in Allen Township. He is a native of England, being born May 16, 1830. Mr. Buxton is today one of our foremost citizens, giving freely of his wealth for education and charitable purposes.

E.W. Perry, the veteran businessman, located in Indianola in 1855. He is a native of Virginia. He engaged in the mercantile business upon his arrival and has followed it ever since, having today one of the leading dry goods stores in the city. He served with the Iowa 34th during the war.

W.H. Berry came here in 1869 and graduated at Simpson College in 1872 and was admitted to the bar in 1873. He has been superintendent of the M.E. Sunday School for over twenty-five years, served as senator four years and has just been appointed chairman of the Iowa Board of Pardons, a new office created by the legislature.

P.P. Henderson came here in 1847. He is one among the few early settlers who laid out the town and built up the community. He served with the 10th Iowa, entering as Captain of Co. G and coming out with the title of Colonel. Col. Henderson's career in Indianola has been a long and honored one. He was mayor of Indianola from 1887 to 1898.

J.J. Todhunter was born in Highland County, Ohio, in 1848 and came to this county with his parents in 1850. He is now running the Todhunter

Hotel, established by his father Lewis Todhunter. He was a brick mason in his younger days and carried the first and last brick used in constructing the present court house. He served several years as deputy clerk and auditor.

Jesse Hewett settled here in the later fifties and enlisted with the 34th Iowa.

J.T. Huffman came to Indianola in the fifties and enlisted in the army in June 1861 with the Third Infantry.

A.F. Woodyard was born in Liberty Township sixty years ago, his parents coming here in 1853.

Dr. W.C. Martin is among the early settlers of this county. Back in the fifties he was pastor of the Linn Grove M.E. Church.

E.W. Fortney came to Indianola in 1854 as a carpenter and followed that business until his retirement a few years ago. He has had a long and honorable career.

Sylvester and John W. Barns came to Indianola in 1857, but they had been in Iowa since 1851. They were both soldiers in the 34th Iowa and have been good citizens since that time.

Samuel Oxenrider settled in White Breast Township in 1854. He was a soldier in the 10th Iowa. There were four of the Oxenrider boys, D.M., A.J. and L., all of whom are old timers in White Breast.

Geo. W. Burgess, now of Milo first settled in Indianola in 1856. Began his business career in 1866. Moved to Hammondsburg in 1876 and to Milo in 1879. He is now sojourning in Long Beach, California.

E.W. Beard came to Iowa in 1837 and this county in 1875: he prepared himself for teaching and has been at it since 1856. He has done a great work at Ackworth and was about the only man who made the Academy pay.

Jesse Johnson, a native of Wayne County, IN, was born July 30, 1830. He came to Warren County in 1853 and settled on his present homestead in 1850. He has long been among the leaders of his political party and a safe and conservative citizen.

I.C. Wright, a native of Ireland came to Warren County in 1957 and is still residing on his fine farm on Scotch Ridge. He served as county auditor in 1873-4. He was married in this county in 1862. Mr. Wright was born in 1831 and his wife in 1836.

Dr. J.D. McCleary came to Warren County in 1855, fresh from Rush Medical College and for 52 years has practiced medicine. He served as surgeon in both the 34th and 46th regiments of Iowa Infantry and knows Warren County History better than any other man.

W.W. Carpenter came to this country in 1854. He followed blacksmithing for 22 year and then went into the livery business which he followed until his retirement about 13 years ago. The gold fever took him to California in 1851, but he returned with three pieces of silver.

Gorham Worth came to Indianola in 1856 and began working at the carpenter trade. He has been identified with the city's interests since that date and has always stood for the best interests of Indianola. He had the first walk in Indianola. He entered his banking career in '87 and is now cashier of the Savings Bank bearing his name.

E.J. Yount has been a resident of Greenfield Township since coming here in 1849. He served with the 2nd Iowa Infantry 16 months, was discharged on account of a disability and reenlisted in Co. M of the 8th Cavalry in 1863 and served through the war. A brother,

D.W. Yount also a resident of the county since 1849 is a resident of Norwalk.

Charles McKay, who has served under more Presidents in his official capacity at Washington than any other man, began his business career in 1853 at Hartford, as a merchant. In 1859 he was elected Clerk of the Courts and held the office twelve years. Like Judge Williamson he calls Indianola his home and will someday return to this city.

Doctor M.A. Dashiell is a native of Dearborn County, Ohio, being born in 1826. He came to Warren County in 1853 and has since been practicing medicine. He has served with honor in the Iowa Senate and upon two different occasions in the House. He is yet active and enjoys good health.

Emanuel Beery, present postmaster at Norwalk came to this county in 1855. His father David Beery was a native of Ohio. Between the years 1855 and 1879 David Beery had accumulated 800 acres of fine improved land. Emanuel is one of a family of 10 children, all of whom were successful in life.

Alfred Clark came to Warren County in 1846 and settled on the farm in Otter Township where he still lives. Sixty one years on the same farm is perhaps a record unequalled by any Iowa citizen. He is yet in fairly good health and is able to go about his farm and visit among his neighbors and relatives.

E.W. Hartman came to Warren County in 1846 and settled at Hartford. His father laid out the town of Hartford. He was admitted to the bar in 1873. He was elected Mayor in 1869 and again in 1907. He was city clerk for 13 terms. Mr. Hartman has always stood for the best interests of the city.

History of the Towns

Medora was laid out and named by Charity D. Rice in 1870.

Lathrop was named for Col. Lathrop of Winterset and laid out in 1872.

St. Marys was laid out in 1870 by G.M. Druschell. The Catholic Church was erected soon after.

Spring Hill was laid out in 1872 by Dr. Bevington and William Ashworth. The first business houses were moved there from old Greenbush.

Churchville was laid out in 1854 by John Churchman. The church was built in 1859. Michel Grassman was among the first store keepers.

Bevington was named for Dr. Bevington in 1872. The first house was built by P. Haight in that year. Felix McManus opened the first store.

S.H. Mallory laid out the town of Milo while building the "Q" railroad in 1878. It drew most of its early settlers from the old town of Hammondsburg.

Greenfield Township was first settled by John Rube and Noah Reeves in 1845. T.F. Bedwell came in 1846. The first bridge was erected across North River in 1850.

Palmyra was laid out by John Farley and J.T. Moorman. A fine woolen mill was erected there which was in operation for some years before and after the war. The first church was built in 1855.

A post office was established at Liberty Center in 1867, eight years be-

fore the town was laid out on land belonging to Jeremiah Boston.

In 1851 Wm. J. Sandy laid out the town of Sandyville. J.M. Sherman built the first house. Jas. Stafford and J. Morman opened the first store in 1855. The Masons were the first to organize a lodge in 1860 and Geo. W. Delney was among the charter members.

Willis Clevenger and Samuel Myers laid out the town of Lacona in 1856. Mrs. A.J. Applegate of this city with her late husband were the first to start the organization of the first church in 1865. It was completed in 1866 and the late Andrew McCartney was the first pastor.

New Virginia was first laid out in 1850, but the plat was not recorded until three years later. It was owned by John Felton, F. M. Reed and Absalom and Joseph Knotts. The Methodist Church was organized and laid out in 1855. The Masons were organized as the first Lodge in 1871.

Somerset had a mill and a store in an early day, but was not laid out until 1872, after the advent of the Rock Island Railroad. John Parmelee owned the mill and store. In 1885 it fell into the hands of Michael Gillman, who improved the property and then disposed of it. Coal was mined there as early as 1870.

Carlisle was laid out by Jerry Church and Daniel Moore in 1851. Abraham Shoemaker sold the first goods in Carlisle. Ward Petre was the first child born there. Robt. Nicholson was the first Mayor. Wm. Buxton's name is connected with the early history of Carlisle and the first flour mill of any importance in Southern Iowa was erected through his efforts. The first school building was erected in 1858. The first lodge was organized in 1801,

Ackworth was laid out by J.M. and J. H. Haworth. An educational institution in connection with the Friends Society was erected in 1869. They named the school Ackworth Academy when it opened in 1870 and in 1874 the town, which grew up was given the same name. The money was subscribed by the residents of the neighborhood. The Society of Friends at Ackworth in those days was one of the principle ones in the state. The Q Road came through it in 1878.

Aerial view from of Liberty Center before highway bypass was created. Photo from Vasca Sadler.



Hartford, one of the oldest towns in the county, was laid out in 1849 by John D. Hartman, father of Mayor E.W. Hartman the first postmaster. The first house was built in 1850. The first church was built in 1855, that of the Baptist and only one. Charles McKay of the original members is still living. H. B. Arnold was the first pastor. The first lodge, IOOF was installed in 1856 and both Charles McKay and M. A. Dashiell were charter members. E.W. Hartman was admitted at the first meeting.

The first houses were built in Norwalk in 1852 by Samuel Snyder and Peter Black. A post office was soon established with W.S. Glaze, postmaster and the place was called Pyra. A few years later came Geo. M. Swan, succeeded Glaze, laid out the town and changed the name to Norwalk. A.N. Good started the first store; Dr. E.H. Carter was the first physician. Mr. Swan started the first hotel; left Norwalk in 1868 for Des Moines and died there in that year. The M.E. Church was organized in 1850, the Baptist in 1857, the first lodge in 1868.

The towns of Wick, Prole, Conger and Cool have all been laid out since 1880.

Norwalk 2023 Highway 28 Development



Dwaine Clark graduated from Atlantic High School and served in the U.S. Air Force from 1960 to 1964. He met his wife Carole from Norwich, England while in the service in England. Dwaine died in August 2004.

CLARK FAMILY HAS HAWKEYE/FEVER

Have you been watching WNBA Fever Basketball and Caitlin Clark's basketball career? Her grandparents, uncle and father lived in Indianola. Dwaine Clark from Iowa met wife Carole when he was stationed overseas in England. They married in England and then moved to Indianola. He worked for 40 years at Goodrich-Delavan in Des Moines.

They had two sons, Brent and Greg, who were raised and educated in Indianola.

Oldest son, Brent was an athlete in several sports. In Middle School he ran track, played baseball, basketball and football. At Indianola High School he was a football quarter back, played baseball and played basketball for Bert Hanson. At a high school basketball game against the J-Hawks Brent scored 27 points and was 13 for 13 at the free throw line.

While attending Simpson College Brent earned First Team All-Conference in baseball in 1985, 1987 and 1988 and was also recognized as First Team All-Region in 1988. He received Second Team All-Conference honors for basketball in 1986-87. These dual sports at Simpson caused Brent to be inducted into the Simpson Athletic Hall of Fame in 1998. His '87 basketball conference statistics were 16 goals, 299 total points with an average of 18.7.

Youngest son, Greg works for the Des Moines Fire Department and lives in Des Moines. In high school Greg was a summer lifeguard at the Indianola pool. For a number of years after high school he had been an EMT with Indianola and had lived here.



Brent E. Clark, Caitlin Clark's father.



Caitlin Clark Indiana Fever #22

RAILROAD NEWS, Audubon County Journal, April 18, 1907

I have been down in the country a few days visiting the farm and folks, and incidentally, have mother fill up my lard bucket. Not with the idea of having anyone impose on another understand. I will say that if it's necessary to go down there you take the 7:20 am C.R.I. & P. for Indianola. Then when you get there, all you have to do is to wait for ten or fifteen hours for the C.B. & Q. Of course there is a remote possibility that you may be able to catch the morning Q out of Indianola for Chariton, but they try not to let such a thing happen; the Q is scheduled to leave Indianola a few minutes before the Rock Island arrives.

You see the C.B. & Q. and the Rock Island do not speak at Indianola. It is a living fact that if you go down to Indianola in the morning, there is no way of escaping before seven or eight o'clock pm unless you go back home. Now here is something that I have never heard mentioned, it is a suspicion of mine—there is a mystery about the Indianola branch of the Q. I do not mean to state it as a fact, but I am led to believe it is a derelict. That branch was laid out about twenty seven years ago. Some say the line was surveyed after dark by a gang that were intoxicated; others, and I believe the better posted, say that the line was started from Chariton with the ultimate notion of reaching Indianola, and they run it wherever they could get a strip donated large enough for right of way purposes. If that road was stretched out it would overlap Indianola and would easily run into the Union Depot at Des Moines. I have known this branch of the Q quite intimately since its inception and I have seen many things which have gradually led me to believe that the road is a derelict.

It is not my intention, like writers of fiction, to work up a case and then spring a climax. I will spring my climax first. I am this way: when my suspicions are aroused I cannot rest until I have verified them. I have never tried to trace down a railroad and get at its antecedents, but it struck me the proper way would be to go to headquarters for information. I know how useless it is to try to deal with captains of industry unless there is one in sight; so I wired the following message:

James J. Hill, 17 Wall Street, NY, "What are your bottom figures on the Indianola branch?" J.F. Conrad, RFD #1 Lucas, IA
I awaited an answer with a good deal of repressed nervous excitement; in the event Hill set a price what would I do: Along in the afternoon I received the following message: J. F. Conrad, "Never heard of the Indianola branch. What is it like? Are you using a cipher? If so, explain." J.J. Hill

This was enough to satisfy me that Hill was completely in the dark about the existence of the Indianola branch. I had been taught to believe that the C.B. & Q. belonged to the Hill system yet I might be mistaken. Well, as it did not cost much, and not being fully satisfied, I concluded to tackle Harriman, so I sent him the following dispatch. E. H. Harriman, NY Corner 14th and Broadway Sts. "What will you take for the Indianola branch, including rolling stock." J. F. Conrad

In a short time I received the following message: "What in hell are you and Hill up to: He asked the same question not an hour ago. Are you giving me your right name? Is RFD a degree or a foreign title?"

This left no doubt in my mind the Indianola branch was a DERELICT. That the persons in charge were operating it for what they could make out of it without going to any expense.

Chariton, Des Moines & Southern RAILROAD.			
TRAINS GOING NORTH.			
	Mixed.	Mall.	
Chariton	6 55 a m	2 30 p m	
Indianola Junction	7 10 a m	2 40 p m	
Oakley	7 30 a m	2 55 p m	
Lacoma	8 05 a m	3 20 p m	
Siding No 8	8 30 a m	3 40 p m	
Siding No 4	8 50 a m	3 55 p m	
Ackworth	9 15 a m	4 15 p m	
Indianola	9 35 a m	4 35 p m	
TRAINS GOING SOUTH.			
	Mall.	Mixed.	
Indianola	10 45 a m	5 00 p m	
Ackworth	11 05 a m	5 25 p m	
Siding No 4	11 18 a m	5 45 p m	
Siding No 8	11 31 a m	6 05 p m	
Lacoma	11 51 a m	6 30 p m	
Oakley	12 18 p m	7 00 p m	
Indianola Junction	12 33 p m	7 25 p m	
Chariton	12 45 p m	7 45 p m	
S. H. MALLORY, President.			

During my acquaintance with this branch, on two separate occasions there has been an attempt made by the assessors to assess the rolling stock of this road as real estate advancing the theory that it was attached to the ground, this in itself looked bad...no the trains on the Indianola branch move too often and too fast to be fixtures. Only once in the last thirteen years has a train arrived at Indianola ON TIME and on that occasion the depot was locked and the office force at a ballgame between the college boys and nine from Milo—they were not expecting the train. The offense has never been repeated.

There has never been any section men employed on the road to my knowledge. And today and for years, there is a place just below Ackworth where the train always stops. I took a look. There was one of the train men with an old wagon tongue for a fulcrum holding up a section of the north rail while the train pulled across. After asking one of the operators several times about when the train would arrive, I was told that by "keeping an eye up the track I could not miss it."

I have also noticed that the trainmen never use signals and the want anything they yell one to another. For this reason the engineer often has to stop so he can hear what is wanted. In this way he will stop and pull up again three or four times before he hits the station just right.

Continued on Page 8

There has never been any section men employed on the road to my knowledge. And today and for years, there is a place just below Ackworth where the train always stops. I took a look. There was one of the train men with an old wagon tongue for a fulcrum holding up a section of the north rail while the train pulled across. After asking one of the operators several times about when the train would arrive, I was told that by "keeping an eye up the track I could not miss it."

I have also noticed that the trainmen never use signals and they want anything they yell one to another. For this reason the engineer often has to stop so he can hear what is wanted. In this way he will stop and pull up again three or four times before he hits the station just right.

I am reminded of a funny little incident that happened. The engine had whistled for Milo when an old gentleman and his wife began to get ready to escape. The old man was about five feet two, the old lady was equally stout. The old man had one of those canvas backed telescopes, the capacity of which is measured by the length of the trap. It was full. They did not wait until the engineer was told to stop before they started down the aisle. Owing to the size of the grip the old man was forced to carry it in front of him. The old lady with a box in her arms, marched close behind him. About the time the engineer took a notion to stop, which he did with much suddenness, headlong the old soldier went and fell on his grip and the old lady upon him. Just then the engineer discovered he had stopped too soon; so he started up again which he did with more suddenness. This helped to relieve the congested condition of the old man, the old lady and the telescope. They had no more than straightened up, when the train stopped as though it had met a through freight. The outfit bunched again falling in a promiscuous heap. The old man looked around and exclaimed: "What does she mean?" Signed, J.F. Conrad

INDIANOLA BRANCH of C.B. & Q RAILROAD

There was rejoicing when the the short-line Chariton, Des Moines & Southern link connecting Chariton and Indianola to Des Moines in February of 1879. This short line ran until 1913 before direct and convenient passenger access was provided on the new north-south Rock Island from Des Moines via Carlisle and Dallas, Melcher to Chariton. Until then, it took less time to travel east and cross the Mississippi en route to Chicago on the mainline C..B.&Q than it did to reach Des Moines.

From the Chariton depot trains headed north at Indianola Junction, just west of town, and proceeded north at a sedate pace through Oakley, Lacona, Milo and Ackworth before hanging a sharp left into Indianola. Then you had to change to a Rock Island train in Indianola and travel north to Summerset Junction and then to Carlisle before before turning west to go to Des Moines.

Red line from Chariton to Indianola is the short line train route.



Joel W. and Lucina (Wadell) Jacoby came to Indianola in 1855. He was a business force in Indianola until his death on December 26, 1886.

Smith Henderson Mallory was a construction engineer for the Chicago, Burlington and Quincy Railroad in Illinois. In 1867 he moved to Chariton, IA and became involved in banking. Mallory wanted a rail connection north that would allow rail travel from Chariton to Des Moines. He gained the support of businessman Joel W. Jacoby, Indianola and the two of them were the major players in making this short-line a reality. Jacoby, as a part owner with E.W. Perry, Richard Moore, J. H. Millian, John B. Gifford, P.P. Henderson and E. Hall of the Indianola Canning Co. and other agricultural interests, knew the importance of transporting goods in and out of a community. These men brought a north/south rail connection and the telegraph to Indianola.

Mallory also founded Milo and named it for a town in his New York home county, Yates. Milo became a stop on the railroad, which caused the demise of nearby Hammondsburg in Warren County.