

The Heritage News

Issue 6

Jefferson Heritage and Landmark Corp.

January, 1994

Annual membership fees in the Jefferson County Heritage and Landmark Society are now due. New members are welcome. Dues are \$10.00 per year and may be sent to: Mrs. Betty Olson, Treasurer c/o DeSoto Library, 712 S. Main St. DeSoto, MO 63020.

A new chapter of the Missouri Archaeological Society has been formed in Jefferson County. The name chosen for the chapter is Three Rivers Archaeological Society. A meeting was held January 10 at Mastodon State Park where officers and board members were elected. Annual membership dues in the Society are \$10.00. If you wish, you may also join the Missouri Archaeological Society for an annual fee of \$15.00. If you are interested in joining the society or would like more information, please contact TRAS President Craig Fosterling, 1623 Rockfern Dr., High Ridge, MO 63049

The following article is from an 1876 issue of The Democrat.

A Lost Dog

"His name vas Bismarck, mit only vone eye, on account of a old plack cat, vot belongs to a serfant Irish gals mit red-headed hair. Also he has only dree legs, on account of a mocoletif-engines mitout any bullketcher. He vas a dog, Bismarck vas. He vas palt-headed all ofer himself, gonsequence of red hot vater, on account of fighting mit a old maidt's cat. On vone end of himself vas skituated his head — und his tail it vas py de oder endt. He only carries spout vone half of his tail mit him, on account of a circular sawmill. He looks a good deal more older as he is already, but he ain't qvite so oldt as dot until de next Christmas.

De vay vot you can know him is, if you calls him "Shack," he von't say notings, but makes answers to de name "Bismarck" by saying "Pow-vow-vow!" und, in de mean time, vagging half of his tail — dot oder half vas cut off, so he can't of course, shake it. Also, if you t'row some stones on top of him, he will run like de teufel, und holler "Kyyil! Kyyil!" Dot's de vay you can told my dog.

He looks like a cross petveen a bull foundlandt und a cat mit nine tails — but he ain't. He got not efen vone whole tail, und he ain't cross not a pit.

I have been eferywheres looking for dot dog. When I am in Canada de last veek, a pig loafermans comes up to me, und says;

"Do you know I know you!"

"No you don't. Do I know you? If I know you, told me vonce who I vas."

"You vas Mr. Ross," says he, "und you vas looking for your little Sharley."

"No Sir, I vas Von Boyle," says I, "und I vas looking for my leetle Bismarck."

I vill pay eferyone vot vill brought me dot dog or send him pack, fifteen cents C.O.D. py Adams' Express office, mit a money order und de prifilege of examining before taking, to see if it vas maype counterfeit.

Anoder vay vot you can told if it vas Bismarck is dot, he vas almost a dwin. He would pe half of a bair of dwins dot time, only dere vas dree of dem -- a bair of dwins und a half.

Also he got scars on de top of his side; where he scratched himself mit a Thomas cat — but dot Thomas cat nefer recovered himself.

You can also tell Bismarck on account of his vonderful inshtinct. He can out inshtinct any dog vot you nefer saw in my life. For inshtinct; if you pat him on top of his head mit you hand, he knows right away dot you like him, but if you pat him on de head mit a pavement shtones or de shtick of a proom, den he vill suspect right off dot you care not ferry much apout him."

ST. LOUIS IRON MOUNTAIN RAILROAD

BY : Lisa K. Thompson

The need for a rail connection from St. Louis to the rich iron and lead deposits in the southeastern part of the state, as well as access to the commodities provided by communities along that route was recognized in the early days of railroad enthusiasm in Missouri. A charter was obtained on March 3, 1851 to establish a line to accomplish this. The Iron Mountain Company was organized on November 4, 1852 and construction began November 16, 1853. The railroad followed a United States government survey route along the Mississippi river southward from St. Louis. A two room wooden station at Main and Plum St. in St. Louis was built. Later, a larger station was built at Fourth and Plum.

Difficulties were encountered during various stages of the line's construction. The War Department imposed restrictions on trains operating through the grounds of the St. Louis Arsenal, the U. S. Marine Hospital and Jefferson Barracks. They proposed that the trains operating there should be pulled by mules to avoid the fire hazards created by sparks from the wood burning locomotives. Congressional action was required to overcome this objection.

Construction was completed to Pevely, by July 1857. The first passenger service to DeSoto was established on October 20, 1857. The cost of this service was \$3.00 for a round trip and \$1.70 one way. The railroad was completed May 11, 1858 with 86 miles of track from the depot on Plum St. in St. Louis to Pilot Knob.

In 1874, a roundhouse was built in DeSoto to repair and maintain locomotives. Four years later a new locomotive Machine Shop was built north of the roundhouse.

In 1876 there were 33 miles of track in Jefferson county and thirteen stations. The following list shows their name and distance in miles from St. Louis.

Jefferson	19
Kimmswick	21
Sulphur Springs	23
Glenwood	24
Bushberg	25
Illinois (Riverside)	26
Pevely	27
Horine	29
Bailey Station	32
Hematite	35
Victoria	39
DeSoto	42
Vineland (Tyro)	47

By 1878 traffic had greatly increased on the railroad. Along with daily passenger trains, freight of all types was shipped. Various mines in the community used the railroad to transport their lead and iron ore. Local businessmen and farmers supplied many goods to the St. Louis market. Dairy products were shipped daily. Cord wood and fruit and grapes were also important commodities shipped by rail.

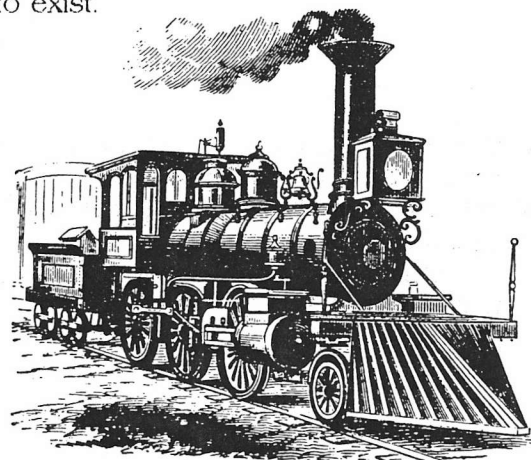
The St. Louis & Iron Mountain Railroad was built on a five foot gauge track. However, by 1879 four foot eight and one half inches had become the standard gauge used by most railroads. Interchange of freight from other lines using the standard gauge was increasing and caused expensive and time consuming unloading and reloading of the trains. On May 1, 1879, Railroad President Thomas Allen decided to convert the track to standard gauge.

During a five week period in May and June, several hundred men removed all of the spikes on each side of the rail except for five. Two on the inside, and three on the outside. An iron marker was placed against the rail that was not to be moved and a spike was driven into the tie where the other rail was to be relocated.

On June 27, 1879, three thousand men were delivered along the entire line, about four men and a section boss per mile. The next day, in a matter of minutes, the inside spikes on the rail to be shifted were removed and the rail slid three and one half inches in against the new spikes. Three spikes were driven on the outside of the moved rail to hold it temporarily. In only a few minutes the entire seven hundred miles of the railroad became standard gauge. Only one train through each way and one local train between DeSoto and St. Louis had to be cancelled that day.

The Iron Mountain purchased thirteen subsidiary railroad companies in an expansion move in 1909. But on August 19, 1915, the St. Louis and Iron Mountain Railroad went into default and were declared bankrupt by the federal court.

The Iron Mountain Railroad merged with the Missouri Pacific on March 5, 1917, and was reorganized into a new company, the Missouri Pacific Railroad Company, after which the corporate structure of the Iron Mountain Railroad ceased to exist.



TRACKS ACROSS AMERICA from a book by: Leonard Everett Fisher

On April 22, 1856, the first passenger train to cross the Mississippi River traveled across a 1535 foot wooden bridge named the Rock Island Railroad Bridge. Two weeks later, the side-wheeling steamboat Effie Afton rammed into the bridge, destroying the boat and part of the bridge as well. The owners of the steamboat sued the builders of the bridge, Henry Farnham, and Thomas Durant, claiming the bridge was a hazard to navigation. Farnham and Durant retained Abraham Lincoln, a reputable forty seven year old lawyer. Lincoln argued that the boat was crippled before it hit the bridge, that it had collided with a structure that could not move out of the way, and that the boat was to blame for the collision and not the bridge. Lincoln won his case. The suit received nationwide attention. The decision was upheld by the Supreme Court. Two years later, Lincoln was elected sixteenth president of the United States.

I BEEN WORKIN ON THE RAILROAD

Toward the end of the nineteenth century, the business of railroads had put great wealth in the hands of a few people. However, the average railroad worker received very low wages and often put his life at risk in order to do his job.

Conductors were the law on the rails. Conductors collected tickets and fares, watched that no one got a free ride, kept the coal stoves in each car red hot during the winter, maintained order and made sure that everyone got off at his or her proper destination.

The Engineer was the true giant, the legendary hero that most American youngsters yearned to become. He was the driver of the train, the man who blew the mournful blasts of the steam whistle as the locomotive rounded a bend or approached a station. He was in charge of his engine and could do almost anything he wanted with it. He often decided the colors of the engine, and the ornate lettering style of its name and number.

The fireman kept the firebox well fueled and the steam up on the road. He rode in the cab to the left of the engineer. From time to time, some of the engine's moving parts had to be oiled as the locomotive barreled along at top speed. The fireman had to leave the safety of the cab and walk along running boards against the rushing air, squirting oil on all the moving machinery.

One of the more dangerous jobs in the yard was that of the switchman. It was his job to couple and uncouple trains. The mechanics for doing such a job required him to position himself between stationary cars to either pull out or insert the pins that linked the cars. At best, the switchman lost fingers and hands in the process until the

automatic coupler was mandated in 1893. Some of the men even lost their lives when after they had unpinned the coupling, the cars rolled together and crushed them.

Before air brakes were mandated in 1893, brakes were manually applied by the brakeman to each car. Usually two brakemen worked a train. They rode on the roof of the train where they jumped from car to car, turning the brake wheels by hand. Many died falling off the rocking train or slipping between cars while jumping from one brake wheel to the next.

CIVIL WAR ACTION ON THE RAILROAD

By: Lisa K. Thompson

The railroad played a significant part in the military action of Missouri during the Civil War. Early in 1861, Union soldiers set up camps throughout the town of DeSoto. Camps were located along the Joachim Creek tributary which runs along Boyd St. They also camped just south of the city over the "Vineland Cut" near the railroad trestle. A Union blockhouse was erected there. In October 1861, Confederate troops led by Jeff Thompson attacked the Union encampment at the Vineland trestle. After chasing the Union soldiers into the surrounding wilderness, the Confederates burned the trestle.

Perhaps the most important event that occurred along the Iron Mountain Railroad in Jefferson County was Price's raid in the fall of 1864. He hoped to seize both St. Louis and Jefferson City, dominate railroad traffic in Missouri and create a hold on the Mississippi River.

In September, 1864, General Thomas Ewing left Jefferson Barracks in St. Louis with a brigade of Union soldiers to fortify critical points on the line. General A. J. Smith followed with additional troops and established his headquarters at DeSoto, Missouri. General Thomas left most of his troop at DeSoto and pushed on for Pilot Knob where he bumped into Price's Confederate advance guard. General Ewing loaded his equipment and supplies onto all available railroad cars and sent everything up the Iron Mountain line to safety.

Confederate General Jo Shelby followed, destroying bridges and depots along his way. Rails were ripped from their ties and trestles, telegraph poles and wires and depots were burned. Southern commanders, fearing that the Union army would bring a large force down what remained of the railroad then turned away and marched northwestward. Although the destruction was great, the railroad was rapidly repaired so that the war effort could take advantage of the extensive iron deposits located at the end of the Iron Mountain Line.



The following articles are from The Democrat:

July, 1875

A train loaded with Texas cattle, going north, and a gravel or freight train going south, attempted to pass each other on a single track near Buck bridge last Wednesday morning, with the same old result — a smash up. There was a terrible wreck of cars, and about 200 cattle killed, but no body killed. We hope for the benefit of the company as well as the traveling public, that the managers of the road will not attempt that trick any more.

(A later issue reported that only 55 cattle were killed)

June 1879

We had the pleasure of inspecting the machine shops of the Iron Mountain Railroad Co., at DeSoto, last Friday, and found them to be on a much more extensive scale than we had supposed them to be. Nearly two hundred men are at work now, some on the buildings, and others putting in machinery, while a large number are running the machinery already in. In the forging department eleven fires are running, the blowing power being supplied by the steam engine, and this appeared to be the only noisy department in the business. Two immense boilers and a neat little engine supply the power which runs all the complicated machinery. The engine of the Smith & Begs' latest patents is a simple looking machine, but very powerful, and does its work without any noise whatever. The main machinery department, a very large building, is now nearly full of (to us) curious looking machines, many of them what we would call turning lathes, whittling off the large iron and steel rods with as much ease as an ordinary knife in the hands of a man would whittle off a cake of soap. Other machines are at work, cutting grooves, drilling holes, etc. New machinery is coming in and being put in position, and we understand that when this part of the work is completed and in good running order, the company will put up other buildings in which they will build their own cars. This will cause a big increase in the population of the county, and be of benefit to those who are already here, as it will make a better market for country produce.

St. Louis Market.

WHEAT ranges from 95 cents to \$1.20 according to quality.

FLOUR.—There are so many different grades or qualities in market, prices are according to quality, from \$1.50 to \$6.50 wholesale.

CORN from 58 to 72 cents.

OATS from 40 to 60 cents.

HAY, good article, \$17 per ton.

HOGS, dressed, range from \$8.50 to \$9.75 according to weight.

LARD is quoted at 17 to 18 cts.

WOOL from 40 to 45 cents.

BUTTER—Good butter is scarce in market and brings from 20 to 35 cents.

FLAXSEED, \$1 to \$1.50.

HORSES—Good draft horses range from 85 to \$110 per head.

Hillsboro Market.

Butter from 25 to 28 cents a pound.

Eggs 25 cents a dozen.

Green apples 50 cents a bushel and up-wards, according to quality.

Dried apples 6 cents a pound.

Dried peaches, from 7 to 8 cents a pound.

Prunella, new, 75 cents.

Hoop poles, from \$6 to \$7 per thousand.

Green Hides, 8 to 8 cents a pound.

Dry Hides from 16 to 18 cents a pound.

Rags from one to two and a half cents.

made during the day, and Bro. Whitney may be looked for Saturday night, as usual, on time.

July 1879

The change of gauge on the whole line of the railroad, nearly 700 miles, was made in 8 hours, last Saturday. We understand that the energetic Mike Thornton, of the Victoria section, was champion of this division. He having his section done at 7 a.m., after only 2 ½ hours work.

There are only 47 engines at the shops. As fast as possible they are being narrowed down to the 4 ft. 8 ½ inch gauge. The company has hired nine engines from the Illinois Central R. R. for a short time.

March 1882

The Montesano depot is finished and is a daisy. The old Sylvan depot was today put on a flat car and moved to Kimmswick. It will be put in good shape and used as a passenger depot in the future at that point.

April 1882

The Montesano depot was opened on the 20th. Miss Kate Gosney, formerly chief operator at Pevely has been appointed agent and telegraph manager and has taken charge of the office. The wires will be put in the new Kimmswick depot today.

August 1883

The most serious accident that has ever occurred on the Iron Mountain railroad occurred last Wednesday, below Blackwell Station. Engineer Broom Williams, of DeSoto, was ordered to take his engine down to Cadet, to pull up a train whose engine was disabled. He was expected to sidetrack at Blackwell to let a Northern bound freight train pass, but when he got there he concluded from the time indicated by his watch, that he had plenty of time to make Cadet, but he afterwards ascertained that his watch had stopped. The operator at Blackwell had telegraphed the freight engineer to come on, and we have not heard any explanation of how he happened to let Williams pass, when he knew there was another train on the track. The engine, going at full speed, met the train in a cut, just rounding the curve. Both engineers did what they could to check their speed, but their time was too short. The engines went together with a crash, both being rammed together into shapeless masses. Engineer Williams received injuries from which he died next day, while his fireman, Eugene Pinson, was instantly killed. Three men on the freight train were badly crippled, and we understand that one of them has since died. The whole thing looks to us like a case of willful murder committed by the management of the road; as Engineer Williams had been worked so hard and lost so much sleep, that he remarked to a friend before he started, that he was feeling so stupid that he hardly knew what he was doing. It is a fine sample of economical management; too stingy to employ enough men to do the work and the result of one accident in a loss of \$100,000 worth of property and several lives.

January 1886

(DeSoto) Dan Hopkins, a brakeman on his way to St. Louis, last Wednesday, met with an accident by

Work at the shops goes on night and day, preparing for the change of gauge next Saturday. On arrival of Conductor Whitney's short train next Friday, (27th inst.) night he will return immediately to St. Louis. The Little Rock express which passes north one hour earlier than the short train time, will do the local business from here to St. Louis. The change of gauge will be

falling off a box car and breaking his leg. He was taken to the company's hospital at Carondelet.

A force of workmen have been busy since the middle of last week in moving the old (DeSoto) freight pot. After laying a tramway of heavy timbers and encircling the massive structure with two inch cables, an iron horse was hitched on and the building rolled along rapidly and smoothly enough. The depot will be located at the corner of Main and Miller streets, either in front of Goff's or Harmony & Kemp's store.

February 1886

The property of the St. Louis Iron Mountain & Southern Railway company, for 1886 was taxed as follows:

3093 miles track, \$10,000 a mile	\$309,300
Rolling stock,	80,000
Buildings	3,400
Total	\$302,700

March 1886

Last Saturday night a passenger fell off the Belmont express and down into the culvert, some twenty feet, lighting among the stones, bruising himself considerably. He was not able to continue his journey, and was carried aboard the mail Sunday evening and taken to St. Louis.

We had quite a circus here Wednesday. The Texas express stopped here for water, and the conductor and one of the Negro porters attempted to chase away a tramp who was stealing a ride. They both tackled him, but did not succeed till the conductor showed a Smith & Wesson pistol. Then the tramp concluded that he did not want to go any further.

June 1886

A man named Flanagan, went to work in the yard here (DeSoto) as switchman, last Sunday evening, and was run over early on Monday evening. The Coroner was notified and held an inquest.

OBITUARIES

KELLY — Died January 3, 1888, Lou Kelly.

Lou Kelly, one of the oldest engineers on the Iron Mountain road, met with a very sudden death on Tuesday night, the 3rd. inst. He left DeSoto on Tuesday, at 11.5, in charge of his regular engine, pulling the Texas express, and arrived at Poplar Bluff on time late in the afternoon, enjoying his usual robust health and in good spirits. After visiting a barbershop and taking supper, he went to bed at 7 o'clock. Nothing more was seen or heard of him until 12 midnight, when the railroad caller went to wake him to take charge of the engine on the return trip. Kelly refused to answer to the call, and upon examination it was found that he was cold and stiff in the sleep of death, having suddenly died of heart disease and painlessly, probably without waking as he was laying with gently folded hands and undisturbed coverings. After holding an inquest, his remains were sent to this city, (DeSoto) where he lived with his wife alone in the enjoyment of an elegant and happy home, which his habits of industry and economy have enabled

him to provide. Kelly has been employed as engineer on the Iron Mountain the past nineteen years continuously, and the many courtesies extended to him and his family during his life, and since his sad death, testify to the high esteem in which he was held by the company. His wife was completely prostrated by the affliction and could not attend the funeral, which occurred on Friday, and was one of the largest and imposing ever seen in DeSoto, and at which were representatives engineer brotherhoods as follows; Division 182 of Little Rock, 7 members; Division 42 of St. Louis, 10; Division 123 of DeSoto, 47; of firemen, Pride of the West of DeSoto, 27; brakemen, Hazel Nelson Lodge of DeSoto, 20; conductors, Lodge No. 3 of St. Louis, 20; A. W. U. W. of DeSoto, 60; besides Messrs. O. A. Haines, inspector of locomotives and machinery, and W. H. Harris, master mechanic of this division, and numerous other visitors and the citizens of DeSoto generally. Kelly's record has been one of honor and credit to himself, of which his friends all feel justly proud. In 1861 he was firing an engine on the Chicago and Western, but left the position to enlist in the 17th Illinois Volunteers Infantry, where he was attached to McPherson's corps, where he served three years, taking part in the battle of Port Gibson, and remaining until the after the capture of Vicksburg. After leaving the service he resumed the duties of fireman on the Hannibal & St. Joe and Toledo, Peoria & Warsaw roads, being promoted to engineer on the latter road. Since that time he has been on the Iron Mountain and thought he has passed through many dangers, he had but one serious accident, that of his plunge into the Joachim, near Victoria, last Spring. Rev. Watkins, of the Presbyterian church, held religious services at the residence, and the different lodges to which he belonged performed their impressive rites at the grave. The floral tributes were numerous and of the most varied and elegant designs.

FULCHER — Died October 8th, 1883, James Fulcher.

James Fulcher, brakeman on a freight train, fell from a car on the 8th inst. near Hopewell, and was literally torn to pieces. The pieces were picked up and brought to DeSoto for interment. He leaves a wife and child.

GROB — Died December 1887, Henry Grob of near Hematite.

The family of Henry Grob, of near Hematite, had a sad Christmas. Mr. G. had been in St. Louis on business, and intended returning home on Wednesday evening. Through mistake he got onto a Chicago and Alton train, and did not discover his error until the train neared the entrance of the tunnel, when he attempted to jump off and was thrown against the side of the tunnel with such force that he received injuries from which he died the next day in the city hospital. His remains were brought home for interment on Saturday. Mr. Grob was a useful citizen, and leaves a wife and five children.

WILLIAMS — Died December 19, 1881, Felix Williams of DeSoto, Missouri.

Mr. Felix Williams, an old gentleman engaged with the force of bridge carpentry, failed to stand far enough away as a freight train passed last Saturday, and a piece of iron on a passing car struck him on the head. He died from the effects Monday night.

The Great Southern Route.
SHORTEST & QUICKEST TRANSIT.
 BETWEEN
St. Louis and all Parts of the South.
ST. LOUIS
AND IRON MOUNTAIN
RAILROAD.

WINTER ARRANGEMENT.

TWO FIRST CLASS Passenger Trains through daily (except Sunday) each way, connecting at Columbus, Ky. by transfer steamer St. Louis, with trains of the Mobile and Ohio Railroad, and at Belmont with steamers of the Lower Mississippi. Trains leave Plum street Station as follows.

MAIL, for Pilot Knob and Belmont, daily (Sundays excepted) 7:44 A. M.; arriving at Pilot Knob at 12:45 P. M. and at Belmont at 5:55 P. M.

New Orleans and Mobile Express, daily at 5:50 P. M. arriving at Pilot Knob at 11:00 P. M. and Belmont at 3:50 A. M.

RETURNING.

MAIL, leaves Belmont at 1:05 P. M. (Sundays excepted) arrives at St. Louis 11:30 P. M. **New Orleans and Mobile Express**, leaves Belmont, daily, 11:20 P. M.; arrives at St. Louis at 9:00 A. M.

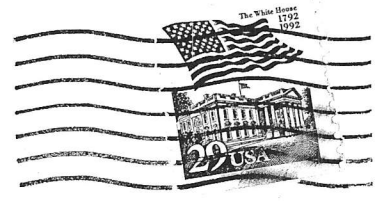
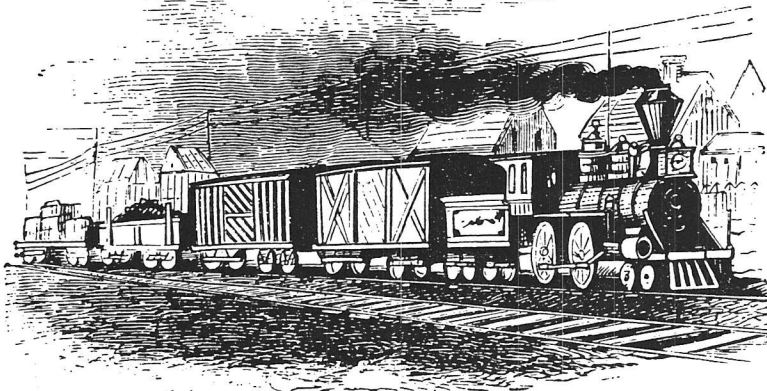
De Soto Accommodation, daily Sunday excepted) 4:00 P. M.; leaves De Soto 6:00 A. M.; arrives at St. Louis at 8:40 A. M.

Sleeping cars on night trains.

THOS. ALLEN, President.
J. H. MORLEY,

Chief Engineer and Superintendent.

W. B. ALLEN, General Ticket Agent.
E. HARDING, Asst. Supt. & Gen. Freight Agt.
GENERAL OFFICE—Cor. Fourth & Myrtle Sts.
PLUM STREET STATION—Main Street between Plum and Cedar.
TICKET OFFICE—No. 188 South Fourth St., (under Southern Hotel).
 Passengers called for and delivered at their residences, and baggage checked at Hotels, in the city.



Jefferson Heritage and Landmarks Society Newsletter

6413 Reynolds Creek Rd.
 Hillsboro, MO 63050

