

Yesteryear

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ANNUAL #2 – 2022

MOBERLY, MISSOURI

10 Pages

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THE STORY OF "OLD" ALLEN

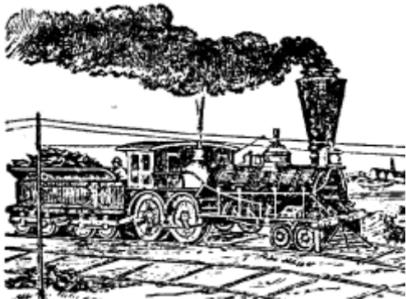
In the 1850's, Randolph County was a very rural area with very few towns. Roads were basically dirt trails. Stagecoach routes connected the various county seats.



Randolph County-Circa 1842

Then the North Missouri Railroad (NMRR) proposed a track to start at St. Louis, go west to the middle of the state, then turn north and follow the Grand Prairie Divide to Iowa. Towns popped up along the route such as Centralia, Sturgeon, Renick and Jacksonville.

(A Divide is a ridge of land that separates two rivers. Theoretically, rain falling to the east of Moberly flows to the Mississippi River and rain falling to the west flows to the Missouri River.)



North Missouri R. R.

G.B. Dameron owned a large amount of land that was about where the Huntsville-Paris stagecoach road crossed the proposed route of the new railroad (in the area around the current McDonald's at Moberly). He knew this would make an excellent location for a depot.

In January of 1857, Dameron gave 5 acres of his property to the railroad in return for locating a depot there. He also gave them half interest in another 35 acres to sell as town lots. Dameron then bundled 40 more of his own land and platted out the 80 acres to create the town of Allen (or possibly Allin – the true spelling is under conjecture.)

Image From The Past



Dowdy's Luncheonette at Moberly
Randolph County Historical Society Image

RAILROAD DEPOTS.—Two out of the three railroad depots in this County have been selected, and although such locations have not been fully confirmed by the Board of Directors, such action has been taken by the company in regard to them, as can leave but little doubt that they will be.

The Randolph Citizen
January 22, 1857

The 3 depots would end up at Jacksonville, Renick and Allen. All of these towns did not exist and were built from scratch.

In the early days, County Seats would have dirt roads that radiated out to other County Seats. These were known as State Roads. (Only remnants of those roads exist today, such as Huntsville Road in Moberly and Paris Gravel Road in Columbia.)

Allen was chosen as it was where the State Road from Huntsville to Paris crossed the railroad, Renick was where the State Road from Fayette to Paris crossed the railroad.

Jacksonville was located about 10 miles from the depot at Allen and was about halfway between the Allen depot and the Macon depot.

Depots where there were no crossroads tended to be located around 10 miles apart as railroad section crews maintained about 5 miles of track on each side of a depot.

Smithland was located a couple of miles to the west of the new town of Renick and the Smithland inhabitants moved to Renick and Smithland disappeared.

People started to move to Allen even before the railroad was built.

The village was granted an official Post Office designation on Dec 28, 1857. The establishment of a Post Office at that time meant that the town was seen as a viable location where area citizens could count on sending and receiving their mail. The

loss of a Post Office showed the decline of a town.

C.C. Buchanan was also a large landowner whose property was to the west of Dameron's. Buchanan currently had a stagecoach stop and hotel (called a 'Tavern' in that era) along the Huntsville-Paris road.

Buchanan saw the emerging town and wanted to get in on the action, Buchanan knew that a railroad depot would have pens and corrals that would hold hundreds of livestock (hogs, cattle, mules, turkeys) waiting for shipping on the railroad and that would create an offending odor. Also, the noise from the trains and commerce would not be conducive to a peaceful town.

Buchanan platted 30 acres of his property that was about a mile away from the Allen depot that could be used as a residential area and named this town West Allen.

Dameron officially recorded the plat of Allen on June 30, 1858 and Buchanan recorded West Allen a few months later.

When the rail tracks reached Allen on Dec 13, 1858, the town already had several businesses and many citizens.

NORTH MISSOURI RAILROAD



Opened to Allin:

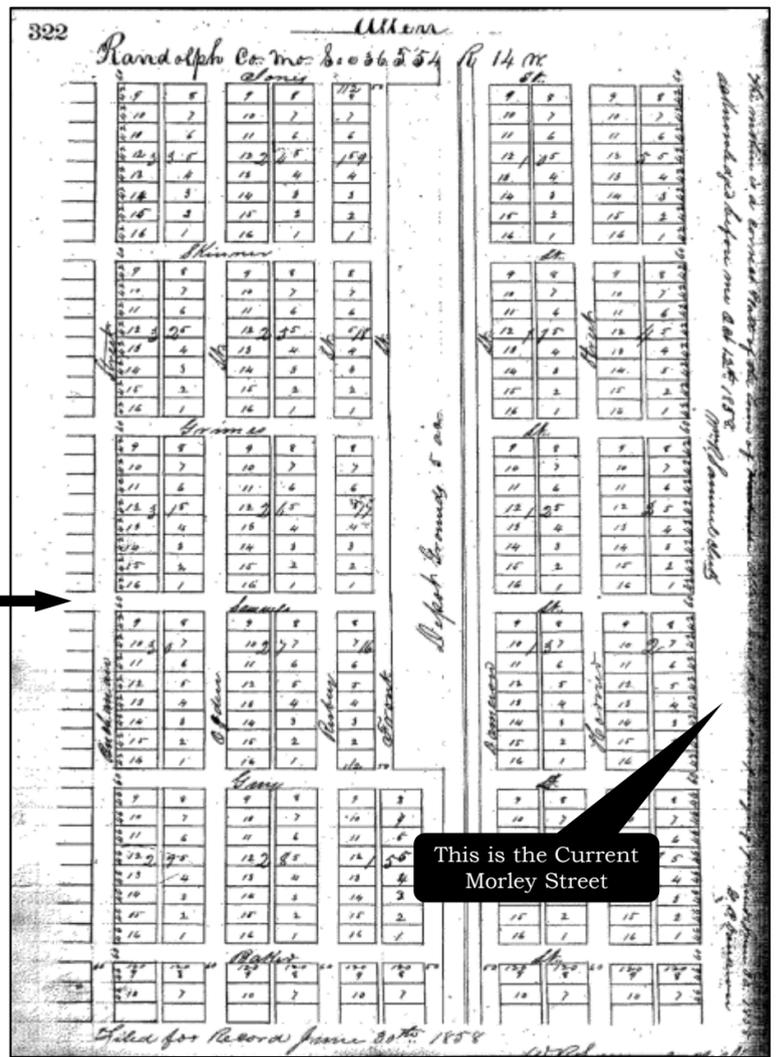
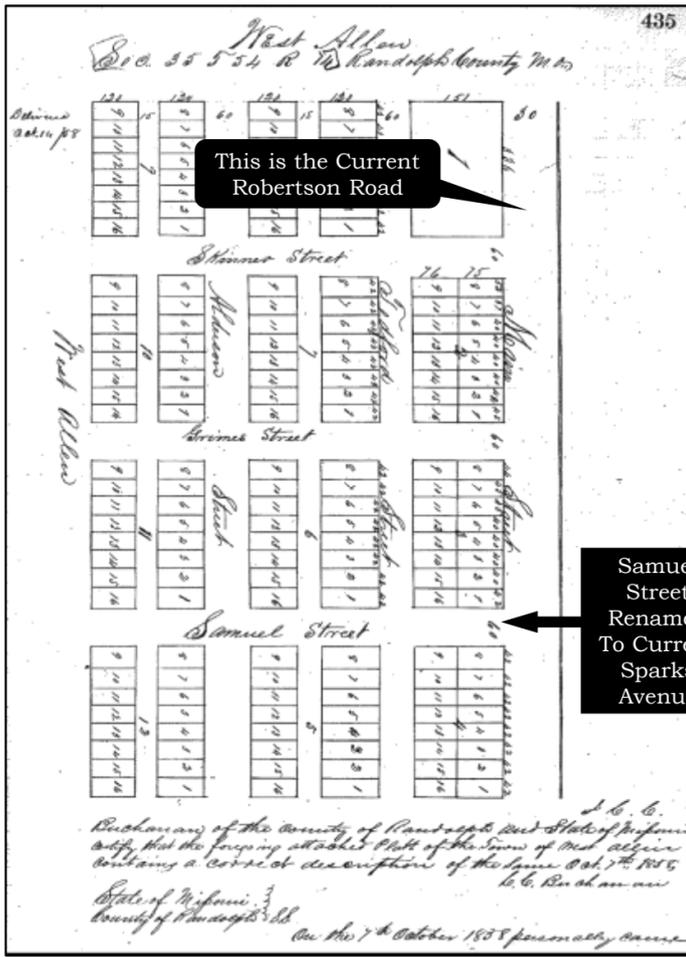
The Shortest, Quickest, and most Reliable Route to St. Joseph, Council Bluffs, Omaha and Sioux City, Atchison, Doniphan, Weston, Leavenworth and Kansas, and carrying the Great Through mail.

Some of the establishments included hotels, a livery stable, a wagon maker, a tailor and dressmaker, a lumber yard, a chair maker, a couple of general stores, a blacksmith and a drugstore among others. (One place was described as

The STORY of "OLD" ALLEN (Continued From Page 1)

Plat of West Allen (30 acres)

Plat of Allen (80 acres)



Plats are Taken from Randolph County Deed Book X

"a little shanty where was kept a large glass decanter, which contained cherries and whiskey".)

With Allen being on the rail line at the crossing of a state road, it was poised to become a major city in north central Missouri, but unseen forces were already at work that spelled its demise.

Businessmen in Chariton County (west of Randolph) saw the need for a railroad from there to connect to the NMRR. In 1858, the Chariton and Randolph Railroad Company (CRRR) was formed. Right-of-ways were obtained east out of Brunswick, but the exact junction with the NMRR was in question. The probable connection point to the NMRR was either at Allen or Renick. Several surveys were done to find the best location for the rail bed.

It was assumed by the people around Allen that they would be the natural junction. Allen was already the prime transport center for the railroad in the area. Land speculation ran ramped.

In hopes of keeping land prices down, the railroad played Renick against Allen, not making any formal commitment.

GREAT SALE OF LOTS IN THE TOWN OF RENNICK.
 ON FRIDAY, 14th DAY OF MAY, NEXT.
 RENNICK is situated on the North Missouri Railroad, in Randolph county, at the crossing of the Fayette and Paris State road, with the main St. Louis and Huntsville State road. Rennick is a beautiful situation for a Town, and is destined to be one of the largest and most business places on the North Missouri Railroad, and is likely to be the JUNCTION of the Chariton and Randolph Railroad, with the North Missouri Railroad.
 TERMS OF SALE—One third cash, one third due first day of January next, and one third due first of January, 1860—last payment to bear ten per cent. interest.
 THOS. P. RUBEY, Proprietor.
 April 22, 1858-tds.

Glasgow Weekly Times

Note that the lot sale ad states that Renick is likely to be the junction.

Unknown to the two towns, negotiations were well under way with a third party. William Roberts

owned a large tract of land about a mile south of Allen. On July 4, 1860, a document was recorded where Roberts would sell 37-1/2 acres to the CRRR for \$15 an acre (\$500 today) to be used as the connection point.

Roberts also agreed to convey 40 acres for a town whereas he would get half of the proceeds from the lots sold and the railroad the other half. The railroad was to provide a depot and to plat the new town. Allen was only three years old, but its demise was already in the works.

On August 2, 1860, the Randolph Citizen newspaper (Huntsville) announced that the name of the new junction would be 'Moberly', named after William E. Moberly, president of the Chariton and Randolph Railroad. The land was to be surveyed into town lots within a week.

In October of 1860, an announcement was published in the Huntsville newspaper that lots were for sell in the new town of Moberly.

LAND AGENCY.
 THE undersigned would inform the public that he has been appointed Agent for the sale of town lots in MOBERLY, situated at the junction of the Chariton and Randolph and North Missouri Railroads. This place bids fair to become a town of considerable growth and importance in a few years.
 He will also act as Agent for the sale or purchase of any lands in this section of the State.
 Apply to, or address, the undersigned, at Allen P. O., in Randolph County.
 W. W. JENNINGS.
 Allen, Mo., October 25, 1860-6ms.

As the Civil War was starting to take shape, little work on the new rail line was done.

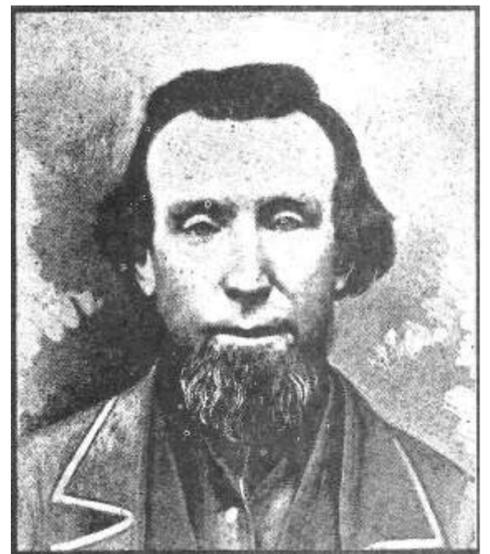
Area people still thought that the railroad would go through Allen, so there were no buyers of the lots.

So, in 1861 the CRRR made an offer to the residents of Allen that they would get an equal amount of land in Moberly that they had in Allen for free if they would move their house. With war clouds on the horizon and no tangible new railroad

in existence, the citizens of Allen saw it as a foolhardy venture.

One resident thought twice about the proposal. Patrick Lynch was a 41-year-old Irish laborer that lived in Allen with his wife and three children. Boarding with the family were two Irish men that were also laborers.

Lynch had been known to work on railroad section gangs and it is quite possible that he saw a chance to ingratiate himself with the CRRR to obtain work on their railroad. Patrick Lynch was the only Allen resident to accept the offer.



Patrick Lynch Randolph County Historical Society Image

Lynch engaged John Amick to move his house. The log house was placed on two timbers with the front ends resting on ox-wagon wheel axles and the back ends dragging on the ground. Three yoke of oxen were hitched and the building was on its slow trek to the junction.

It is unknown how long it took to prop up and move the structure the one mile south, but Amick later stated that dinner was cooked in the house on the way.

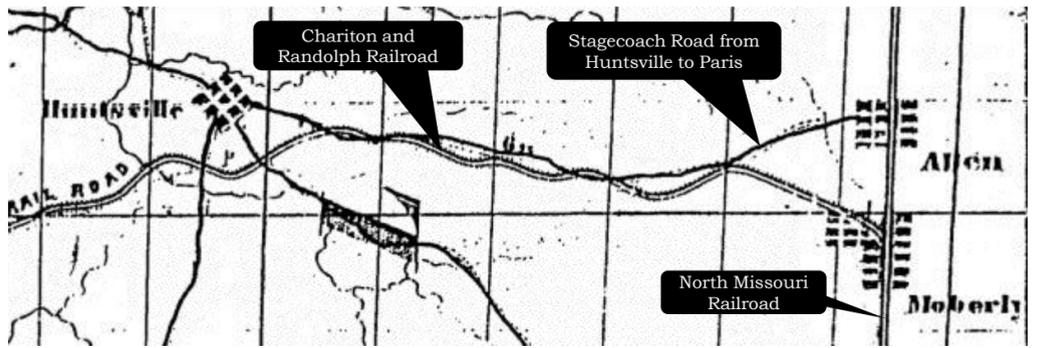
The house was set down in the new town in a cornfield between four shocks of corn Here Lynch and his family waited for the railroad to come from Brunswick ... and they waited and waited.

*** Continued on Page 3 ***

The STORY of "OLD" ALLEN (Continued From Page 2)

The Civil War shut down all progress on the new railroad. Lynch got tired of waiting on the railroad and plowed up the survey stakes and set out crops. He built a barn where the now vacant Commerce Bank is located.

Finally, in 1865 the war was over and the railroad project was restarted. Allen had grown to over 300 citizens when Moberly's first lot auction was held on September 27, 1866.



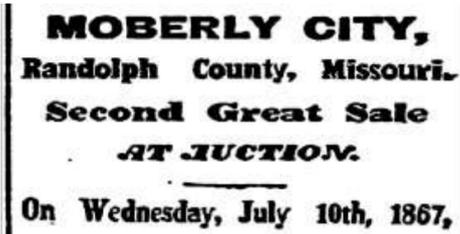
1867 Area Map
Iman Auction Image - Salisbury, MO



The Allen citizens then realized the significance of Moberly and they purchased lots and relocated there.

Not only did the people leave Allen, many also physically moved their houses and businesses like Lynch did.

The initial lot sale was not as enthusiastic as was hoped and a second lot sale was held several months later.



The town of Allen slowly lost its population and structures as more and more moved to the new town.

While Moberly was gaining people and businesses, it was really just a settlement and had no legal designation until it was incorporated on May 25, 1868 under the name of "The Inhabitants of the Town of Moberly". The railroad then moved the depot from Allen to Moberly.

The Post Office was reassigned from Allen to Moberly in 1869. (The Allen Post Office building was sold as a barn to Mr. W.W. Hopson.) With the businesses gone, the depot gone and the Post Office gone, Allen soon disappeared from the prairie.

In 1871, the North Missouri Railroad abandoned what was left of Allen by giving the depot land back to

'OLD' ALLEN TRIVIA

J.C. Jenkins and P.C. Smothers owned a steam sawmill which they brought to Allen and built the first building.

When Allen was first platted, W.J. Boney and W.W. Jennings were induced by railroad officials to build a hotel. The men were told that the railroad would not extend past Allen, making it the main connection for stagecoaches to other towns. The men built the hotel and then watched the railroad tracks come to Allen ... and then go on to Macon. Along came Moberly and the struggling hotel went out of business.

In its first three years, 148 people had moved to Allen.
 * 45% were female
 * Less than half were from Missouri
 * 4% were from Ireland
 * 5% were from Germany
 * One person didn't know where he was from

Allen was not only a young town, it was a youthful town. Almost half were under 16 years old, with half of those being less than 6 years old. Only 10 people were over 50 years old.

Dameron. Allen was then stamped with the prefix of "Old", a term designated to a town that no longer exists.

One other event to mention in regard to the history of Allen occurred at a saloon in that town in March of 1863. A 43-year-old intoxicated Irish man got into a 'difficulty' with another patron and was so severely stabbed that he was expected to die. This man eventually recovered and would later be known as 'The Patriarch of Moberly', Patrick Lynch.

THAT WAS A LAW?

Moberly Weekly Monitor
March 3, 1887
(135 Years Ago)

A HARD BAT

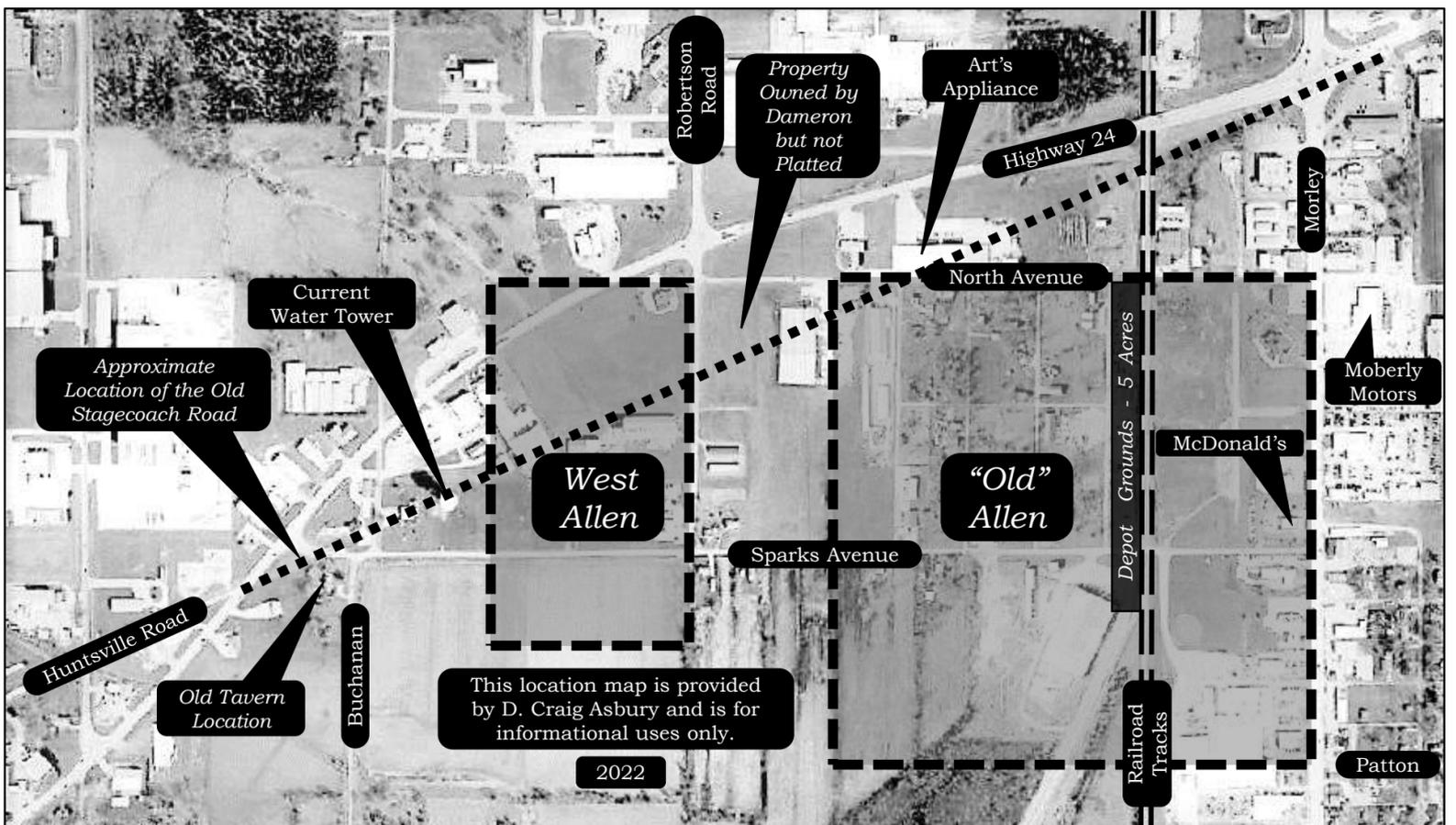
Last night, as Marshall Lynch was going home, he heard the voices of parties who had been imbibing too much liquid fire and listened to hear what they had to say. They were at that time in the neighborhood of the Randolph Bank and soon went south on Williams street. He thought he detected a female voice in the company, though they were all dressed in male attire. As he was going off watch, he called the attention of officer Keating to the somewhat boisterous crew.

The officer followed and soon found that there was a woman in the crowd whom he proceeded to arrest. She was uproariously drunk and was ready to fight a battalion, regiment or brigade. Her language was foul and blasphemous and she was accordingly taken to the lock-up where she was left to cool and sober off.

This morning she was brought before the recorder and gave her name as Lou Smith. She says she has been in Moberly for some time and lived with a family in the south part of the city, on the east side, near the M.K. & T. crossing. She says she came here from Fort Scott. The woman is not entirely destitute of all shame, though she has traveled far on the road to destruction. The recorder fined her \$5 and costs for drunkenness and \$10 and costs for dressing in male attire.

(\$15 in 1887 is almost \$500 in today's money)

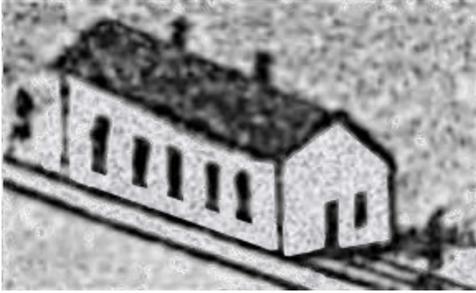
Locations of WEST ALLEN and "OLD" ALLEN



The Old Stagecoach Road (Huntsville Road) was Probably 'Bent' into Samuel Street (now Sparks Avenue) about where the Old Tavern was Located to Funnel the Traffic into the Depot Area.

The DEPOTS

When the North Missouri Railroad first started operations, it only had constructed a few depots along the line. Local ones included Wellsville, Martinsburg, Mexico, Sturgeon and Allen. The railroad later built depots at the other towns along the route.

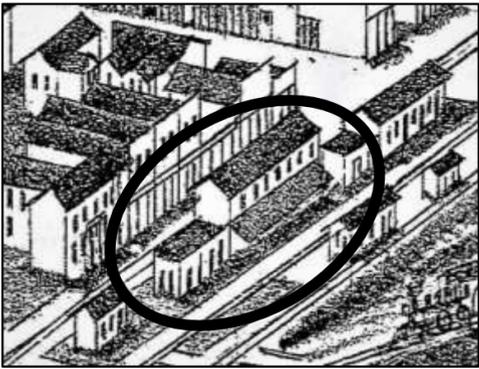


Original NMRR Depot at Mexico
Bird's Eye View of Mexico - 1869

The original Depot at Allen would have been very similar to this one.

Due to the increased commerce at Allen, in 1863 the railroad built a new and larger depot there.

When Moberly sprung up in 1866, people started to move from Allen and deserted their town. The railroad was in need of a depot at Moberly, so it moved the one that was built in 1863 at Allen to the new town.



Depot moved from Allen to Moberly
Bird's Eye View of Moberly - 1881
Randolph County Historical Society

When the railroad company moved the depot from Allen to Moberly, it did not use oxen to drag it there. They sent a construction crew from St. Louis to disassemble it and moved it by railcar to Moberly and then reconstructed it.

In 1872, Moberly was granted the train engine and train car production facilities. More rail lines came into the town. Moberly's population exploded, thus the nickname of "The Magic City".

The rail line was obtained by the Wabash. The depot soon became overwhelmed by the increased business and passengers. (There were at least 7 tracks crossing Coates Street, where now there are only 2.) As Moberly was the western Wabash headquarters, a new and more elegant depot was required.

In 1889, a large red-brick two story depot (Wabash Union Station) was built just to the northwest of the old depot. This location was selected so the old depot could be used while the new one was constructed and to provide an 'endcap' to the east end of Reed Street like Tannehill Park was the 'endcap' to the west end of Reed Street (before the current Post Office was built).



Trackside Photo of the 1889 Depot
Randolph County Society Image

On the morning of December 5, 1889, the new depot was finished and the old depot was no longer needed. A hundred people showed up to watch the demolition of the old depot. The good lumber was sent to the railroad car shops and the rest was given to anyone needing boards.

The railroad realigned the tracks to pass over where the old depot stood.

The 25-year-old structure that saw Moberly transform from a dirt road shabby town to an elegant city with tall brick buildings, brick streets, a sewer system, piped water and electricity was now gone. Progress has its casualties.

The new depot had its official grand opening on December 11, 1889.

In 1941, the two large towers on top of the brick depot were removed. It now took on the appearance that most area Boomers remember.



1966 Trackside Aerial Photo
Randolph County Historical Society Image

In 1997, the brick depot was torn down and the area became the Depot Park. A Pullman Railcar, a Caboose, the old Coates Street RR Crossing Guard Shanty and the Railroad Express Office Museum are all located here.

The Rotary Club constructed a clock tower to commemorate the depot.

When the railroad built the 1889 depot, it had promised to include a clock in the main cupola but never did.

NATURE TRIVIA: Flies don't grow. During their life, they are whatever size they were when they came out of the larval stage.

Moberly Weekly Monitor
October 29, 1915

"MAJOR" HAD A NARROW ESCAPE FROM DEATH TODAY

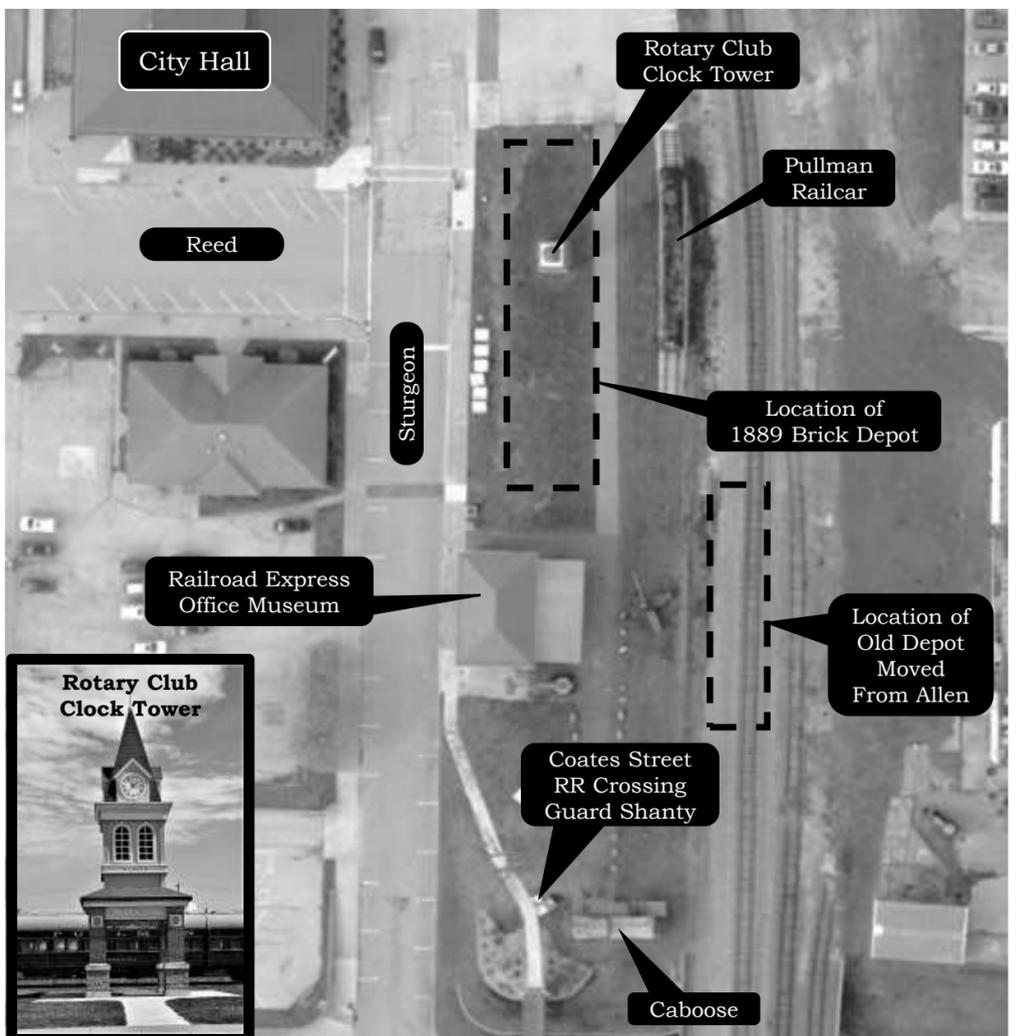
DOG WHO IS A FAVORITE WITH THE RAILROAD MEN, NEARLY HIT BY NO. 2

"Major" the little white and black-spotted dog who has made the Wabash Union Station his headquarters since the death of his master, Conductor Settles, some years ago, had a narrow escape from death under the wheels of the trains which he likes to see come rolling into the station. "Major" barely got out of the way of passenger train No. 2 today when that train arrived from Kansas City.

"Major" is cared for and fed by the dispatchers and other office employes of the road in this city. He has made his headquarters in the dispatcher's office for nearly ten years. His master, Conductor Settles found the dog in St. Louis and brought him to this city. "Major" always went to the depot when Mr. Settles was getting out, and remained there until the conductor returned. One night he went to the station with his master, Mr. Settles was killed that night. Since then the dog has been staying at the station waiting for his return.

"Major" also had a narrow escape last week. He was caught by the dog catcher and taken to the city pound, where he was kept for two days before his friends learned of his whereabouts. They then rescued him and brought him back to the station. Since that time, until today, "Major" had not ventured downstairs.

Depot Park



THE GUERRILLA ATTACK ON ALLEN

In 1864, the Civil War in north Missouri had changed. Union troops occupied most of the area and the regular Confederate forces had been pushed into Arkansas.

But now, Confederate-related guerrilla groups were roaming around creating havoc wherever they could.

One such band was commanded by Bloody Bill Anderson. His group had been attacking squads of Union troops and terrorizing citizens. On July 15, Anderson and his band swept down on his boyhood home of Huntsville and robbed the treasury, businesses and the citizens. An unarmed man was shot down.

On July 23rd, Anderson's men rode into Renick, plundered it and set fire to the depot. The guerrillas now headed north to Allen. (The future outlaws, Jesse and Frank James were members of Anderson's group at this time.)

A few miles north of Renick, they came upon the homestead of the McKinsey's. (Seasoned locals will know the McKinsey's land as the old Temple Stephens place on South Williams Street.)



The McKinsey house is a log cabin that was built sometime in the 1830's or 1840's and later clapboarded. This became the east wing of the current house. Temple Stephens constructed the large colonial pillared addition to the west in 1933.

Missouri State Historical Society Image

The McKinsey men had joined the Union army and were away from the house. Daughters Jane and Mary McKinsey and the rest of the family were there when the raiders stopped and refreshed their horses.

Casual talk was made between the family and the guerrillas. The gunmen made mention that they were going to Allen and were planning on attacking the train when it got to the station there. The three dozen riders then headed north.

The North Missouri Railroad train from St. Louis was passing through Sturgeon at this time. On board were several Union soldiers that were on furlough or had been wounded in the south and were headed home.

According to army regulations, these soldiers could not carry weapons with them while in transit. The train was scheduled to stop at Allen at 12:53 p.m. These Federal soldiers would be easy fodder for the guerrillas.

As the guerrillas headed toward Allen, the train from Sturgeon had passed the town of Renick. Jane and Mary McKinsey took a bedsheet and went out to the railroad tracks. They flagged down the approaching train and informed the conductor of the planned attack on it at Allen. The conductor then made the decision to back the train to Sturgeon where a Union garrison was located.

This act of the McKinsey women may have preempted the guerrillas from commandeering the train and postponed an event that would propel another North Missouri town into global notoriety.

At Allen, the guerrillas were seen approaching. Unknown to Anderson was that a squad of 40 Union soldiers of the 17th Illinois Cavalry had arrived early that

morning. They had marched from Glasgow to pick up arms and ammunition that had been delivered by one of the trains from St. Louis.

The soldiers were having lunch inside the depot when they got the word about the approaching guerrillas. A telegraph was sent to the Union headquarters at Macon for reinforcements. The local warehouse was taken over and the barrels of tobacco, salt and whatever other freight that could found was stacked around the inside walls of the building. Then they waited.

The guerrillas quickly learned about the Union soldiers and they rode their horses around and around the warehouse pouring lead into the fortified shelter. The Federals fired back and bullets were all around in the air. The local citizens ran away from the immediate area, but as soon as a safe distance was determined, they found a convenient spot and watched the fight.

After battling the Union soldiers in the warehouse for a while, Anderson realized that they would not be able to defeat them. The train from Macon was approaching and he knew that it probably carried a large

number of well-armed soldiers. Bloody Bill gathered his men and rode off. While leaving, his men shot as many horses as they could see.

The Federal reinforcements from Macon arrived, but chase was not given. Anderson and his men headed west.

The Union Illinois soldiers at Allen spent a restless night wondering if the desperados were going to return. At daybreak, no sight of the guerrillas was seen and Federal men decided to go after their enemy. They mounted up on what horses they could find to search for the guerrillas.

On September 27, Bloody Bill's band and other guerrillas descended on the town of Centralia. Anderson's men took over the train that stopped there and robbed the passengers.

They then took 24 unarmed Union soldiers off the train and executed them. This became known as the Centralia Massacre.

If it wasn't for the McKinsey woman flagging down the train two months earlier, there might have been an Allen Massacre.

THE TRAIN ROBBERY AT ALLEN

In April of 1861, the Civil War began. Missouri was a border State and deeply divided. Everyone had to make a decision of which side to support.

In early June of 1861, John Poindexter from the (Old) Milton area, joined the Confederate Missouri State Guard. He was elected Captain of his company and went to southern Missouri where the State Guard was headquartered.

After the battle at Springfield, MO, the State Guard knew it needed more men and sent recruiters throughout the state to get them.

Captain Poindexter was one of those selected to recruit and was sent up to his home area in north central Missouri. On August 14, Poindexter headed up north. He crossed the Missouri River and started recruiting.

It was well known that Howard County leaned heavily towards the southern cause, but the director of the Bank of Missouri at Fayette, Robert T. Prewitt and the cashier, Adam Hendrix, were ardent Unionists. They thought that the Fayette bank might be a target by Missouri southern soldiers, so they decided to move the money out of the State into a Union-controlled area.

On August 28, the two bank officials decided to take the money by railroad to St. Louis and then take a ferry across the Missouri River into Illinois. They gathered up the money, placed it in three trunks and boarded a stagecoach to Allen. (Allen was the closest railroad connection.) With them was Weston F. Birch, president of the Glasgow Bank.

The amount of the bank assets is not known but it was estimated to be over \$100,000 in gold coins, currency and bonds, worth a few million dollars in today's money.

Meanwhile, Poindexter was in the area and heard about the transfer of money. He did not think the money should be taken out of Missouri.

[Back then, each State was a sovereign country and the Federal government was a 'rubber band' that held them together, similar to the European Union today. At that time, removing the money from a Missouri State Bank and taking it to Illinois would be similar to taking the money

to Canada. Hence the name: The United States of America, not The State of America.]

Poindexter took the 20 men he had recruited and headed to Allen.

At 4 PM, Prewitt and Hendrix arrived at Allen. They began to load the three trunks of money onto the train. Unknown to them, Poindexter and his men were already there.

The Confederates arrested the Fayette bankers, but allowed Birch to remain free. Poindexter's men gathered up the two prisoners and their cargo and quickly left.

The horsemen headed to (Old) Milton, Poindexter's home turf. They then went to Fayette where they returned the money to the bank. Prewitt and Hendrix were set free.

Poindexter continued his recruiting in north Missouri and returned to southern Missouri in September with over 700 men. In bringing this new regiment of men into the Confederacy, Poindexter was given the rank of Colonel.

It can be argued that this was the first train robbery in U.S. history.

*** 2022 ***

FUN FOR ALL AGES

Looking for an enjoyable outdoor local entertainment with friends or family – or something different for a children's birthday party? Take a ride through the Woodlands of Rothwell Park on the



Train Rides are 1 PM to 4:30 PM on Sundays from May thru October. (Dependent on Weather)

Take a Ride during the Sunny Summer and then a Second One to Experience the Colorful Fall.

Special Event on Sept 17th and 18th: **THE ALLEN TRAIN ROBBERY**

www.moberlyminitrain.org
or call 660-833-4601

Call for Group Reservations or Special Dates

A TRAVELING PRIEST'S BRUSH WITH HISTORY

It was 1857 and the reverend John Joseph Hogan was a Catholic Father practicing his faith in St. Louis. His desire was to travel into the interior of the frontier of North Missouri to build a chapel for those living in the rural area.

Railroads were just being built in Missouri.

The Hannibal and St Joseph Railroad (HSJRR) was being built across the northern part of the state through Macon.

The North Missouri Railroad (NMRR) was to transverse the heartland from St Louis to Macon. As the right-of-way for the NMRR was being laid out, new towns sprung up along the line such as Centralia, Sturgeon, Renick, Allen and Jacksonville.

The NMRR tracks had just been laid down from St. Louis to Warrenton when Father Hogan set out on his task. Hogan took the train to that location and then borrowed a horse from a railroad contractor and continued on north.

On August 4th, Father Hogan rode into the new town of Allen and baptized two adults and then traveled on. (It is unknown who these two men were, as the records have not been located.)

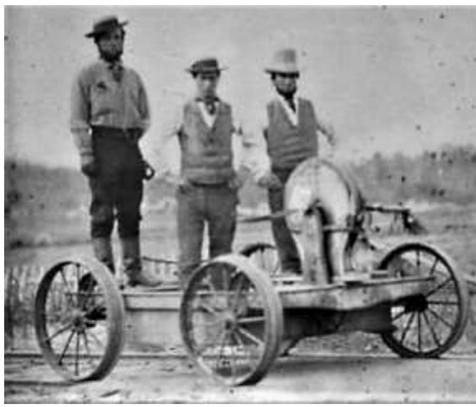
He held services with railroad construction gangs along the way and wined his way through several counties and eventually returned to St. Louis.

A few years later, he traveled to Macon on the then completed NMRR and then took the HSJRR to Chillicothe. After setting up a church there, the Father then began a preaching circuit. He traveled to several small towns along the railroad from Chillicothe to Mexico. As this was during the Civil War, it was dangerous duty as guerrilla bands roamed the area.

On Saturday morning, Sept 24, 1864, Father Hogan set out from Chillicothe on the HSJRR for his monthly service in Mexico. When transferring trains to the NMRR at Macon, he was called upon to attend to a sick man. Though it would mean he might miss his connection, the Father fulfilled his duty and provided comfort for the stricken man.

Hogan did miss his connection, but prevailed upon the local railroad section gang to provide him travel to Mexico. A group of workers put their handcar on the tracks and set out to the next section gang at Jacksonville.

(This would have been a handcar with a vertical wheel that the workers cranked. The pump style handcar that most are familiar with did not come into popular use until the 1880's.)



Civil War Era Crank Handcar

After traveling the 10 miles from Macon, the Jacksonville section gang took over with their handcar and traveled to Allen. (On a good day, a handcar could travel 10 MPH.)

The Allen gang then took over and went to Renick. As it was night, the Renick crew was called out of bed and continued the journey. Shortly, a group of men on horseback were seen by the headlight lantern.

The armed horsemen stopped the handcar and a few of them jumped onboard and they continued on. After a while, the command to halt was given and the guerrillas disembarked. The handcar team went on to Sturgeon and then that section gang took the Father to Centralia. Another transfer and that gang finished the trip to Mexico.

Father Hogan performed his services at Mexico and then left by train to Martinsburg the next day. After the service there, the Father prepared to travel the 134 miles back to Chillicothe. He knew that his trip could be postponed due to a local illness or another related duty, but nothing transpired.

He boarded the train and headed back home. When the train stopped at Centralia, mounted guerrillas were seen in the distance. It was known that the notorious guerrilla group of Bloody Bill Anderson was in the area.

Bloody Bill Anderson had recently robbed his hometown of Huntsville and also Renick. He fought a battle with Union soldiers at Allen, Fayette and other nearby places.

Fear of attack ran through the passengers, but nothing happened and the train continued on.

The Father got home without further incident. He had left Centralia on Sept. 26th and then found out that on Sept 27th, the train at Centralia had been boarded and robbed by Bloody Bill's men. Anderson's men shot down 24 unarmed Union soldiers that were on the train (The Centralia Massacre).

Father Hogan thanked God that his trip had not been postponed.

Section Gang Gandy Dancers

Those working on railroad tracks used tools from the Gandy MGF CO. When realigning tracks by hand, they sang chants so the gang could work in unison. As everyone moved at the same time, they appeared to 'dance'.

WHEN NEWSPAPERS MATTERED

The local newspaper of the past was a watchdog for the community. Early MONITOR investigative reporters have actually tracked down a killer, identified a rapist and uncovered local political corruption.

Whenever social injustice reared its unwanted head, the MONITOR was there to fight the fight.

One such imprudence was addressed in the following item:

Moberly Daily Monitor
May 28, 1897

—The carrier boys say the women who refuse to take off their two-story hats at concerts, theaters, etc., are bald-headed.



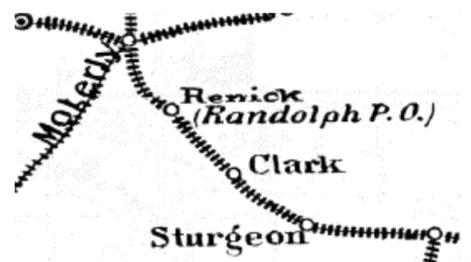
Post Office Tidbit

When the town of Renick was named, there already was a town in Missouri named Renick that had an established Post Office.

The new town of Renick kept the name, but the Post Office took the name of 'Randolph' because the Post Office did not allow for duplicate names.

A new Post-Office, called "Randolph," G. W. True, Post-Master, has been established at Renick, on the Railroad, in this county.

It was several years before the Randolph Post Office was renamed to Renick.



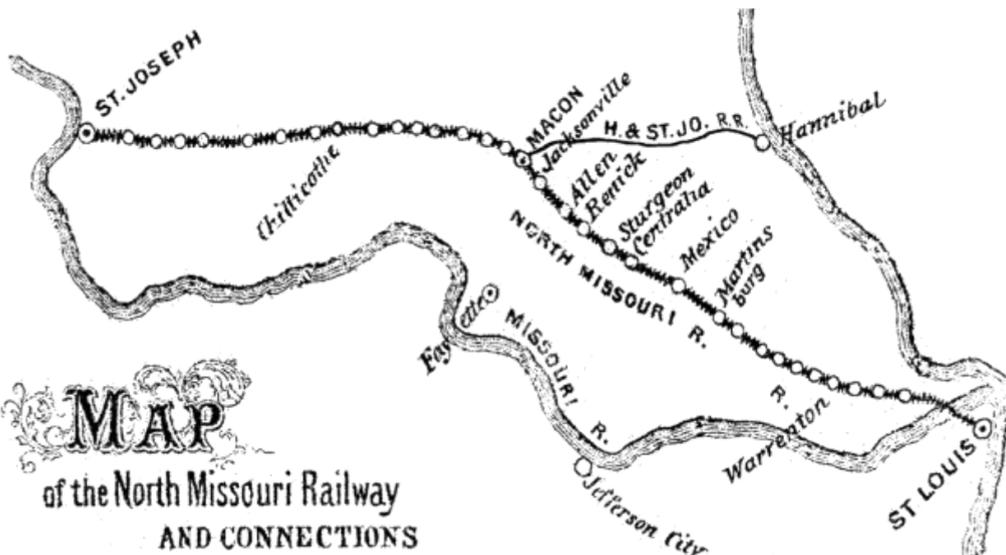
HOW TO FIGURE IT OUT

Huntsville Herald
September 4, 1904

A small boy walked into a grocery store the other day on his way to summer school and as the grocer drew the order book towards him, said: "I want three and a half pounds of sugar. It's six cents a pound ain't it? And rice is eight?. I want two and a half pounds of that. And a quarter pound of your seventy cent tea and two and a fifth pounds of thirty-five cent coffee and three pints of milk. That's eight cents a quart, ain't it? And please give me the bill."

The grocer made out the bill and handed it to the boy, asking as he did so: "Did your mother send the money or does she want the goods charged?"

The boy seized the bill and said with a sigh of satisfaction: "Ma didn't send me at all. It's my arithmetic lesson and I had to get it done somehow."



What do you call a traveling priest? A Roman (roaming) Catholic

1967 WAYBACK PAGE

Items Gathered from 1967 Moberly Newspapers

GRAND OPENING

"WHERE YOU ALWAYS BUY THE BEST FOR LESS"

GIBSON'S

DISCOUNT CENTER

319 N. Morley

Staiger's Market



WE DELIVER
408 Johnson AM 3-4560

"CUSTOMER SATISFACTION IS OUR CONCERN!"

PAYTON'S

616 SOUTH 4th OPEN 7:30 A. M. to 8:00 P. M.
WE GIVE AND REDEEM EAGLE STAMPS



NOW OPEN!

GRAND OPENING MONDAY, MARCH 20

819 S. Morley



FREE Suckers for the Kiddies

OPENING SPECIAL—MONDAY ONLY

Ice Cream Cones	5¢	Root Beer	5¢	Coffee	5¢
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SPECIALIZING IN
Pizza - Chicken - Shrimp - Sandwiches
Shakes - Ice Cream

Al Bradley, Manager

Staymen Winesap
York Imperial

APPLES

Dossey's Orchard

AM 3-2204 - No Sunday Sales

Where Savings Are Greater

PATTERSON'S

And You Can "Charge It"

Moberly Missouri

Now in Moberly a

MATTINGLY'S

5¢ to \$100 STORES

Jackson's MARKET

"WHERE YOUR DOLLARS HAVE MORE SENSE"

823 W. ROLLINS - WE DELIVER - DIAL AM 3-0096

Deliveries On All Orders Of \$2.00 or More

TONIGHT **63 Drive In** SAT. & SUN.

Bikini Wienie Party

FREE

Wiener Roast

Friday and Saturday 7:00 to 7:45
A Free Wiener To Each Ticket Buyer
Bring Your Own Fork — Roast Your Own

FREE ADMISSION TO ALL GIRLS IN BIKINIS'

EDWARDS MARKET

620 E. LOGAN - YOUR AG STORE - PHONE AM 3-2431

We Deliver, Shop Here Weekdays—Attend Church Sunday

...It's when a pretty GHOUL trades in her bed sheet for a BIKINI!

1964 AMERICAN INTERNATIONAL

GHOST IN THE INVISIBLE BIKINI

PATHECOLOR PANAVISION

Bronze Star to Billy Dailey



The Bronze Star Medal (posthumous), awarded to Army Specialist Four Billy J. Dailey, is presented to his widow, the former Kathy Vallandingham, by Capt. Robert Straeb of the XI United States Army Corps, which has headquarters in St. Louis.

Ceremonies were held at her home, 015 Gatz Brown. Her husband also was awarded the Purple Heart Medal.

Specialist Dailey, 21, was killed in action in Vietnam in September, 1966, while serving with the 25th Infantry Division. He entered the Army in October, 1965, and arrived in Vietnam in April, 1966. He was a 1963 graduate of Moberly Junior College. His parents, Mr. and Mrs. Delbert Dailey, live at 837 Myra.

(U. S. Army Photograph)

Annual
KIWANIS CLUB

Pancake Day

Sat., Feb. 4th

6 A.M. to 7 P.M.

MERCHANTS HOTEL
Dining Room

Pancakes, Sausage,
Bacon and Coffee

75c

Proceeds go for aid to Under privileged children

A Little Corner of History:

MOBERLY'S UNDERGROUND PARKING LOT

Most people who have been around Moberly for any time have heard about an underground parking lot that is said to be located under the municipal parking lot to the west of the auditorium (across the street from The Brick.)

Over the years, stories and myths about the structure have circulated; from that it was filled in to that it never existed. It is even rumored that there is a secret entrance to it from the Auditorium. Now the truth about this subterranean space will be revealed.

When the town of Moberly started out in 1866, it just a few wood buildings located within a block or so of the railroad depot at the east end of Reed Street. The town slowly grew and Reed Street become the center of business. A few major fires occurred and businesses began building brick buildings. By 1880, these new structures tended to be clustered in the first few blocks of Reed Street and on the side streets towards Coates Street.

In 1884, the Moberly Carriage Works bucked the trend and built a brick building on the NE corner of Williams and Rollins Streets which was a block south of the other businesses. It was two stories tall with no basement. (It was located on the SW corner of the current auditorium parking lot.)



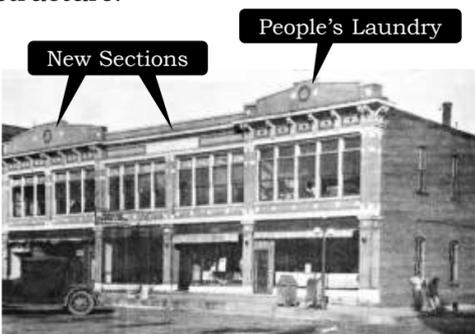
Soon the building changed hands and became the People's Steam Laundry, It was purchased by H. Frank Holman in 1899.



People's Laundry in 1909

Randolph County Historical Society Image

Holman then purchase the lots to the north of the laundry and built a new building with a basement. He incorporated the original building in the façade to look like one large structure.



Holman Building

Integrating the People's Laundry Building. The New Sections of the Building were Constructed Over a Basement. Randolph County Historical Society Image

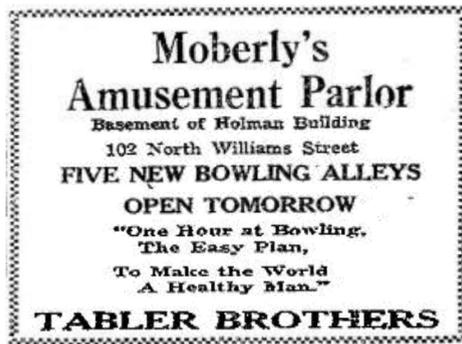
In 1913, the Casino Skating Rink opened in the basement of the Holman Building.



1913 Moberly Daily Monitor AD

Three years later, the second floor of the building caught on fire. The flooring on the second floor collapsed onto the Azdell Furniture Store located on the main floor. The fire department worked feverishly and squelched the fire, limiting most of the fire damage to the furniture store, which was above the skate rink in the basement. Unfortunately, the water required to put down the fire also filled the skate rink with three feet of water.

Moberly's Amusement Parlor, with five bowling alleys, opened in the basement in January of 1929. Not much is known about this business, but the stock market crashed a few months later and the Great Depression commenced shortly afterwards which probably caused it to close.



1929 Monitor-Index and Democrat AD

In 1934, a fire of unknown origin started in the basement of the Holman Building. Over 2,000 automotive tires were stored there by the Red Eagle garage. The burning of these tires help fuel the inferno that devastated the building.

[A woman that was staying at the Merchants Hotel Annex across the alley became so frantic during the fire that she became lost in the hallways looking for her room.

When she was found, she was so frightened that she had forgotten her husband's name and her room number.

For several days, the question around town was: Which did she remember first – the name or the number?]

The fire was eventually put under control but the once grand Holman Building was left with only a couple of broken walls standing and a bricked hole in the ground.

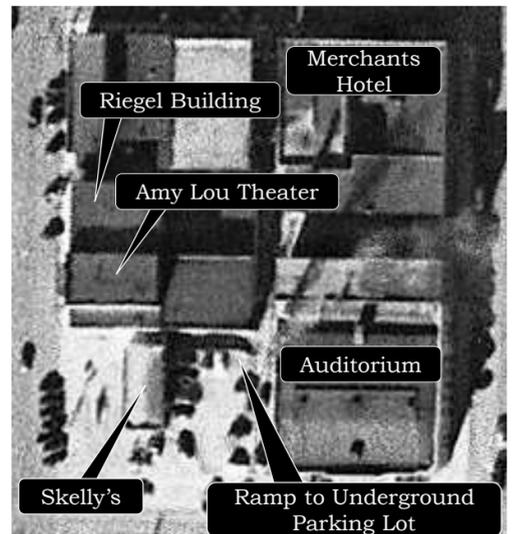
The exact year is not known, but a ramp was constructed down from the alley to the old basement floor, along with four concrete support pillars. A flat concrete roof was added to the basement which created a 10 car underground garage and a ground level parking lot on top.

In 1938, Skelly Oil Company built a service station on the new parking feature.

In 1939, the building of the Municipal Auditorium, to the east of the Skelly's service station, was started and officially opened in May of 1940.

To dispel the myth, there is no tunnel between the Auditorium and the underground parking lot, which is verified by current photos of the subterranean space. But an overhead

door was placed on the west side of the Auditorium that was directly inline with the entrance to the underground parking lot.



1949 USGS Image

In 1961, the city purchased the Skelly's property. It also bought the Amy Lou Theater and the Riegel Building located to the north. All of these structures were demolished to make the ground-level parking lot. The underground parking lot was a bonus for the city.

In the early 1960's, the Cold War was at its height and nuclear war seemed imminent. Several Moberly area locations were designated as fallout shelters. These included the Municipal Auditorium, the Mallory Transfer and Storage building, the O'Keefe building, and the underground parking lot.

[Remember Duck and Cover or the myriad of 'tornado' drills in grade school at that time?]

After a few years, the city started using it as a storage area, but leaks and moisture put a stop to that.

Several ideas were bantered about for a new purpose, including a Youth Center.

In January of 1973, The Moberly Welcome Wagon Club was granted the use of the underground structure for use as a recycling center. Soon, "CANS" (Conserve America Nature Society) was in operation and accepted bundled newspapers, clean glass (free of metal lids and rings), flatten tin cans, foil and aluminum food trays. (This was when TV dinners came in aluminum food trays and were cooked in the oven, before the microwave - Boomers will remember those.)

By 1975, the basement parking lot's lack of ventilation, bad wiring and water leaks caused CANS to abandon it.

Shortly afterwards, the city closed over the entrance and paved the parking lot. Any trace of the underground expanse disappeared from sight.

Out of sight, out of mind.

The sealed-up underground lot was mostly forgotten for 45 years until the city opened a hole into it in 2020.

The City of Moberly has plans on placing a storm water retention area under the entire Auditorium parking lot in the future.

Holding tubes surrounded by gravel will be installed to catch rain water which will then slowly empty into the storm drain system, This should help to control excess runoff rain water downtown.

A new parking lot will be constructed on top. Moberly's Underground Parking Lot will then forever disappear into the depths of history.

PHOTOS OF MOBERLY'S UNDERGROUND PARKING LOT

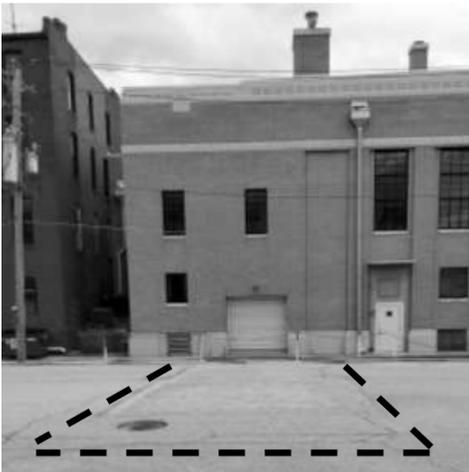
Images Courtesy of the City of Moberly



The Concrete Support Pillars.



Looking Northeast Toward the Old Exit Ramp



Location of the covered-over ramp.



Leaching from Rain Water Through the Concrete Ceiling for Almost 50 Years Caused the Calcium Stalactites

1976 WAYBACK ITEM

At **VAN'S IGA** 619 Concession

Prices Good Mon., Tues., Jan. 5th & 6th
New Store Hours: Monday thru Saturday, 8-9; Sunday 8-9

Lean Family Pak **GROUND BEEF** lb. **79¢**

Washington **GOLDEN DELICIOUS APPLES**, 3 lb. Bag **49¢**
Golden Ripe **BANANAS**, lb. **15¢**

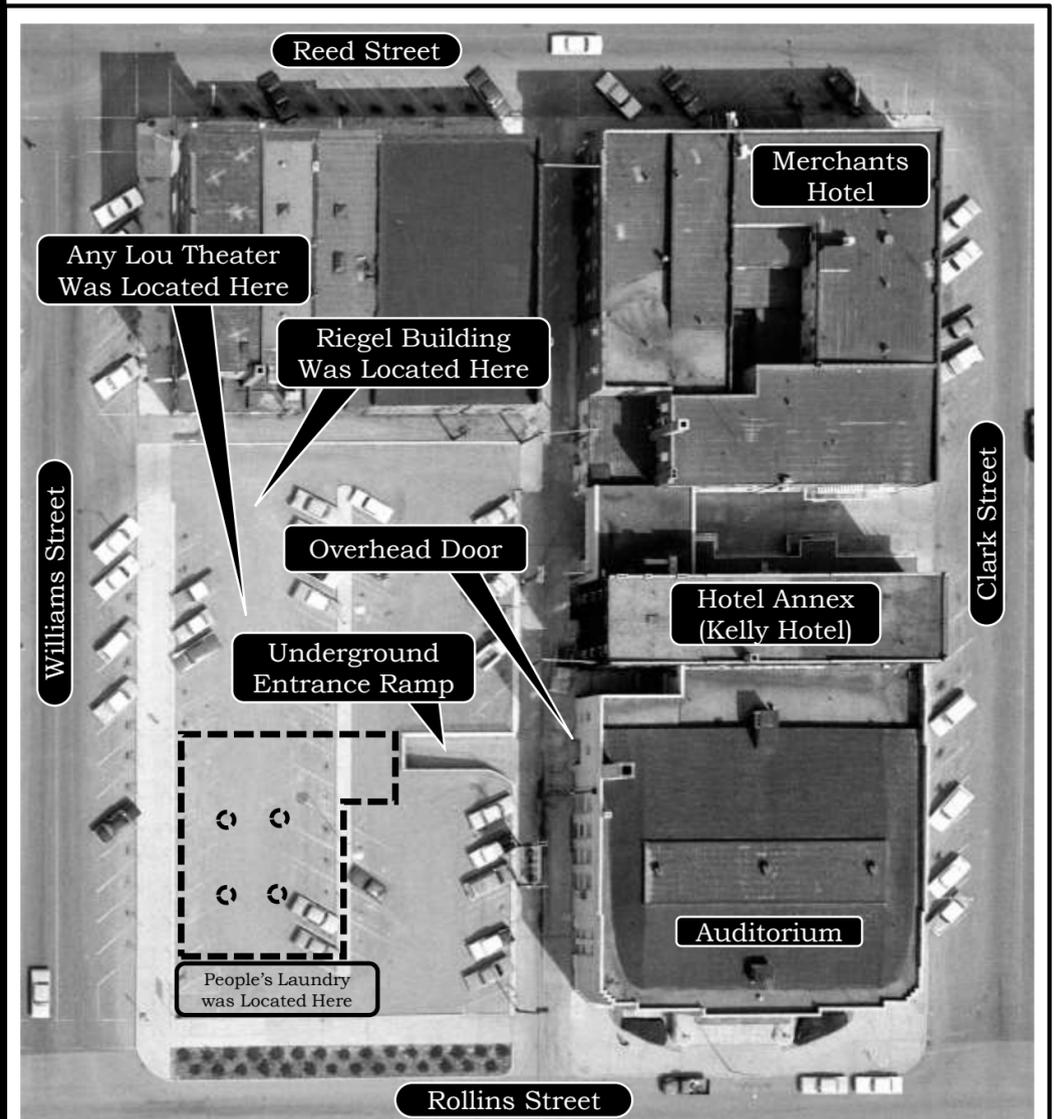
Lean Meaty Pork **SPARE RIBS** lb. **99¢**

Armour 3 Oz. **POTTED MEAT** 5 For **\$1.00**
IGA BREAD 16 Oz. Loaves 4 For **\$1.00**
IGA PEACHES, 2 1/2 Can 2 For **99¢**

Van's Country Style **SAUSAGE** lb. **89¢**

7-UP, 12 Oz. Can **39¢**
FOLGERS COFFEE, Instant 10 Oz. Jar **\$2.49**
Navy Asst. **VEG.**, 40 Oz. Can **59¢**

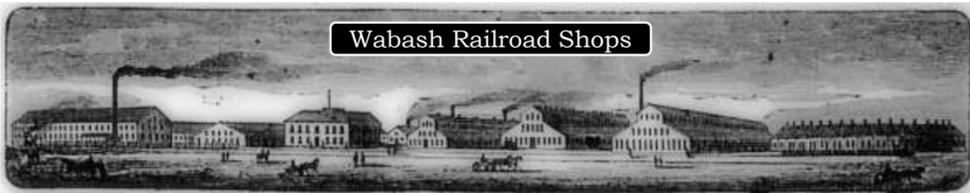
Lean Family Pak **PORK STEAK** lb. **99¢**



1966 Location of Moberly's Underground Parking Lot
(Bounded by Dashed Lines - Basement of the old Holman Building)
The Underground Entrance Ramp was Covered Over Around 1975.
MODOT Aerial Image

150 Years Ago (1872)
MOBERLY GOT IT'S MAGIC

Moberly popped up on a railroad junction in 1866, but the future prospect was really not too bright. It was just a junction and only a few railroad jobs would be created at the roundhouse and extra section gangs. When the railroad announced that it was going to build new manufacturing facilities, Moberly threw it's hat into the ring. City officials and local businessmen worked tirelessly to obtain the new industry. With land donations and tax incentives, on April 2, 1872, the railroad chose Moberly. The railroad shops brought hundreds of jobs to town. The town quickly grew and within two years it became known as The Magic City.



75 Years Ago (1947)
DOWNTOWN PARKING METERS

On April 7, 1947, the City Council installed some parking meters in downtown Moberly on a trial basis. Three months later, an ordinance was created that established parking meter zones in the downtown. The parking meters were removed 40 years later, around 1987.



(There are 2 parking meters visible in front of Dowdy's Luncheonette in the photo on Page 1)

100 Years Ago (1922)
1.5 MILES OF 'OLD' HIGHWAY 24 PAVED WITH BRICK

In 1922, the North Cross Road was a smattering of various dirt roads that went from Kansas City to Hannibal (the Huntsville to Moberly Road being one). The need for better roads was realized and the North Cross Road ('Old' Highway 24) was selected to be improved. One and a half miles of the Huntsville Road going west out of Moberly were bricked. The stretch of new brick road coincidentally ended at the Country Club.



A short portion of the 100-year-old brick road is still in use as a back alley. It connects to Route JJ ('Old' Highway 24) across the road from Sinclair.

50 Years Ago (1972)
CONSTRUCTION BEGAN ON THE HIGH RISE

In 1972 the Housing Authority announced the construction of an 11 story building for elderly residences at the corner of Ault and Farror. The building was completed two years later and an open house held in December of 1974. The Annex was built in 1981.



25 Years Ago (1997)
THE OPENING OF THE 5 AND DRIVE

The five indoor theaters and Drive-In complex was built by B&B Theaters. It was opened in the spring of 1997 to replaced the Cinema and 4th Street Theaters downtown. The original Highway 63 Drive-In was first opened in 1950 and closed in 1985.



MOBERLY TIDBIT

120 years ago, there were no sales taxes. The city was financed through business licenses and real estate taxes. In 1900, almost 50% of the City's expenses were paid for by just Liquor Licenses.

PUBLICATION INFORMATION

This publication of Yesteryear is part of the LAMP ON THE PAST series of newspapers, articles, stories and books researched and written by D. Craig Asbury. This newspaper is provided free of charge by Newborn Baby, LLC. Additional copies are available for a limited time at the Randolph County Historical Society in Moberly. Look in the area around the Donation Jar. If there are any problems with the format, spelling, content or errors; too bad - what do you expect from a free publication?

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Email: rchs@sbcglobal.net

Regular Hours for 2022
Monday: 10 AM to Noon
Tuesday: 3 PM to 6 PM (Genealogy)
Thursday: 1 PM to 6 PM
Saturday: 10 AM to 1 PM