

Ice Cream Social

About two hundred people gathered on Lake Maxinkuckee in the Bradley-Peacock and Appel yards and participated in the pleasant, peaceful entertainments of the turn of the century.

The day was July 11, a beautiful Sunday afternoon on the sparkling lake, with the music of Jim Yeazel's jazz band and Jack Campbell's wonderful music box to entertain young and old, in period or modern dress, participants and onlookers alike. Besides the marbles, hoops, hopscotch and other games, there was Jim Bartlett's hand-cranked ice cream maker to interest and entertain the young ones. There were boat rides, a croquet game, and an old-fashion tennis game played on grass with ancient wooden rackets. There was ice cream, Coke, and cookies served up by Victorian ladies and gentlemen, and lots of strolling and greeting and general good-will.

I'm sure all who were there agree that this event is worth the hard work and time it took to present such a gay and seemingly effortless party for so many people. The list of names and organizations who contributed to the festivities is too long to include here, but hats off to the co-chair; Jo Dugger, Lynne Overmyer and Jennifer Shea. Your hard work and the abundant help of your many committees produced an Ice Cream Social to remember...



Pete Dye, Sally Peacock and Alice Dye. Ready for Old Time Golf Demonstration.



Pete Dye and Buck Bradley on the tee.

Foursome Plays Old-Time Golf

It was an afternoon out of the past. People in period clothing were gathered at the Maxinkuckee Country Club on Sunday afternoon, July 11, to watch an interesting foursome play the first hole. Using very old clubs with wooden shafts, Alice Dye, Pete Dye, Sally Peacock, and Buck Bradley showed us how it was done back when the course was first in use, following its opening in 1908. The gallery followed with interest and much good humor as the participants made their way to the first hole.

Immediately before the demonstration game, the Antiquarian Society gathered at the side of the club house to celebrate the placement of the club on the National Register of Historic Places. It is the only golf course in Indiana to be so honored and a plaque was placed on the outside of the club house, just to the right of the front door, to announce the distinction to all. {Note photograph of the plaque, with Geoff Wilkins standing by}.

The costumes of both players and bystanders were colorful and as gay as the onlookers themselves. Fred Wurster showed up in his Model A Ford, beautiful and glistening in the sunlight (the Ford, not Fred). The Antiquarian Society had once again recreated a moment in time, enjoyed by the crowd, which then went across the street to experience the further nostalgia of the second Ice Cream Social of the Antiquarian and Historical Society of Culver.



Geoff Wilkins, Clubhouse Attendant, stands next to Historic Plaque.



Buck Bradley addresses gathering at clubhouse.

1930's, when manufactured ice from Michigan City became available. McFarland, whose family took over the Medbourn Ice and Coal Co. before World War II, said ice was cut on Lake Maxinkuckee in 2 1/2-foot cubes, collected on horse-drawn wagons and stored in ice houses near the present site of the Culver Cove. Two railroad spurs served the ice houses.

Culver Military Academy accounted for many of the passengers as well as freight traffic at Culver. Most cadets arrived by railroad through the 1950's and 1960's, Emory Kinney said. Special trains were run to Chicago at Christmas, at spring break and the start and close of the school terms. While the Academy burned coal for fuel, it used as many as 20 carloads a month.

The line eventually became known as another segment of the Pennsylvania Railroad, which itself merged in the 1970's with the rival New York Central. Conrail was formed nearly a decade later after the resulting firm fell into bankruptcy.

According to Kinney, the last scheduled passenger train passed through Culver on Thanksgiving Day in 1949. After that, the Pennsylvania still operated specials to serve the Academy and for University of Notre Dame football games. Kinney thought the last passenger train might have been a football special.

One of the last times the line saw heavy use was about 1976, when some 1,000 cars filled with sand from pits south of Culver were transported for use in Interstate highway construction near Chicago. The last freight car order Kinney handled for Culver was for a tank car holding fertilizer for the Farm Bureau Co-op about 1975. The tracks were taken out about 1980.

Kinney, the fourth and last station agent, recalled several train wrecks. One involved a train carrying Army trucks that derailed at 13B Road. The track was never repaired. Earlier, a wreck deposited tons of coal in the park. It was bought by the Academy.

Kinney also heard stories about a long-ago train wreck on the west side of the lake at what was called the Coal Dock Hole. He believed that some wheels from the train might still be in the lake.

Over the years, the great locomotives that once traveled the line disappeared, many being salvaged for scrap. A smaller train, known locally at the "Doodle Bug" became familiar here. The town acquired the park, starting with the site of the Beach Lodge, and the Railroad Station has been restored by the Culver Lions Club as a meeting place and community center. Portions of an earlier station that was destroyed by fire survive in the park's East and West Pavilions.

A few remember the era of the Iron Horse in this community, and still others have experienced rail travel on the South Shore, Amtrak or foreign railroads. At a time when railway freight traffic is actually rebounding, the railroad has retreated from the spotlight and the position it once held as the primary method of travel.

Fred Karst, formerly publisher of the Culver Citizen, is among a number of people in the Culver area with a family heritage in railroads. Prior to her marriage, his mother worked

for the Chicago & Northwestern Railroad. His aunt worked for the Brotherhood of Locomotive Engineers, and his late uncle, J.P. Shields, who began his railroad career with the Union Pacific, served as grand chief engineer of the Brotherhood of Locomotive Engineers in 1950-53.

Family of Cole Porter at July Meeting

Having printed two articles by Tommy Hendricks describing some of Cole Porter's experiences at Lake Maxinkuckee, we invited some members of his family to our July meeting, held at the home of Richard Ford. Joey Cole Kubesch described her relationship with Cole as a second cousin twice remove. Her mother, Alice Cole, and daughter, Polly Kubesch, accompanied her. Each added remembrances about Cole and his family. Mrs. Cole remembered vividly the thrill of attending the glittering opening nights of New York and going backstage after the performance.

Cole's great grandfather, who was a lawyer, came to Peru in 1834 and opened a dry goods store. His son, J.O. Cole, was a part of the gold rush but came to the conclusion that it was more profitable to supply the miners with their needs rather than pan for gold. When he returned home he was able to buy land in Indiana, as well as West Virginia and Illinois. He had several businesses in Peru, including a brewery and the ice house.

As a young boy Cole developed his musical talent. It was said that his mother doted on her "Coly", as she called him, and encouraged his talent. Cole composed songs at a young age and his mother had the means to have some of these published. Perhaps she used these as gift for her friends.

Cole received his education in the East. While at Yale he wrote two songs that were used at football games, "Bingo, Eli Yale" and "Bull Dog". As in his days at Maxinkuckee he found his place entertaining friends at the piano.

In 1919 "An Old Fashioned Garden" was published. Cole is quoted as saying, "I suppose this was the biggest song hit of my life". At least it was the first. He did many musicals, writing both words and music, and Hollywood film scores as well.

Cole lived in a large apartment on the 41st floor of the Waldorf Towers. He was given a floral print piano by the management as a welcoming gift. He had two grand pianos placed curve to curve in his apartment. A piano of his is presently on display in the hotel at the entrance of Peacock Alley.

When he was 46 he was thrown from a horse and both legs were broken. He continued to create wonderful songs for another 27 years even though he was not in good health. At his death in 1964 he was brought back to Peru to be buried with his Indiana family and his wife, Linda.

The Indiana Historical Society Headquarters is honoring Cole Porter by naming the public music room the "Cole Porter Room". The music of many Indiana musicians are included in the collection.

The Iron Horse and Culver

By Frederick Karst

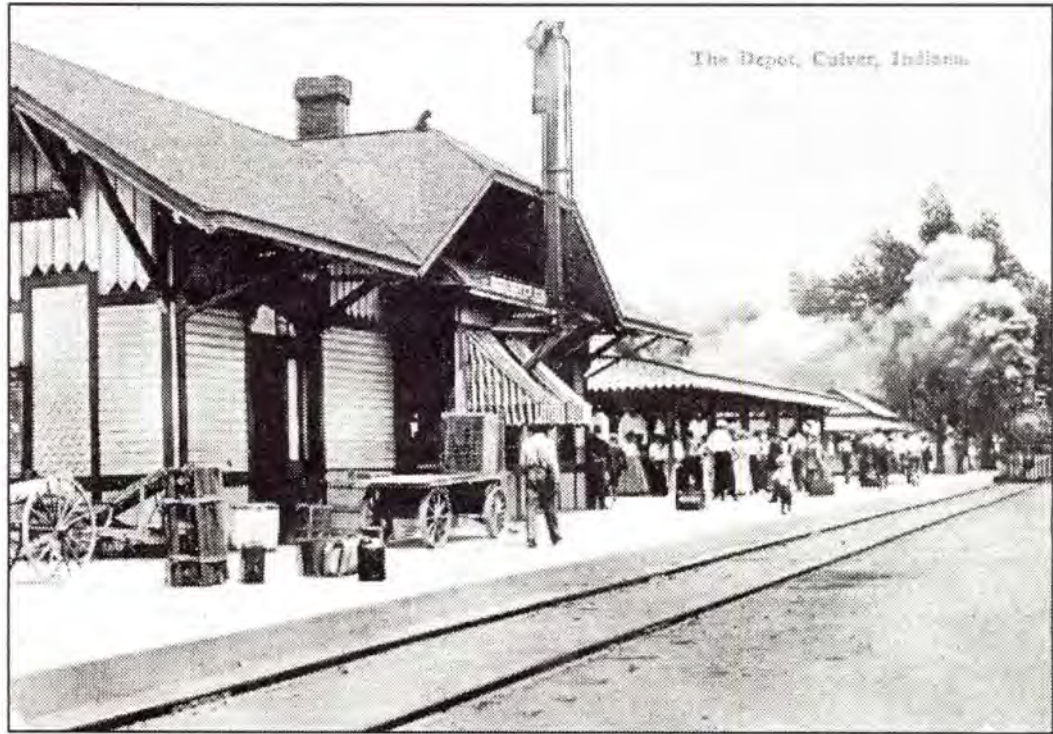
Like many small Hoosier communities in the years immediately after the Civil War, the town of Marmont, later to become Culver, was quite limited in its transportation links to the nation's centers of commerce. The railroad age had begun for Indiana in 1838, when the first train left North Madison. In the latter part of the 19th century, railroads carried fuel and raw materials to increasing numbers of Hoosier communities to support a manufacturing economy. The arrival of the railroad in the 1880's also boosted the economy here, but in special ways, including throngs of summer visitors eager to enjoy an excursion at Lake Maxinkuckee.

The railroad line was completed from the south to Plymouth in June 1884 on its way to South Bend, passing along the west and north shores of Lake Maxinkuckee rather than going through Walkerton, a rival proposal. According to Daniel McDonald's 1908 Marshall County History, the decision to run the railroad through Culver was influenced by an offer by the Lake View Club, located at the north end of the lake, to give the company the right of way through its grounds. Another inducement was a \$30,000 tax subsidy offered the year before by Center Township.

Called at the time the Terre Haute and Logansport Railway, the line was merged in 1905 with four other railroads to form the Vandalia Railroad, the name still commonly used for the surviving railroad station in the Culver Town Park. The park also was known as the Vandalia Park while it was owned and operated by the railroad. The Vandalia Railroad itself was merged with other railroads in 1917 to form the Pittsburgh, Cincinnati, Chicago and St. Louis, which was leased by the Pennsylvania Railroad, beginning in 1921.

The Lake View Club, described in the history of Lake Maxinkuckee recently made available by the Antiquarian and Historical Society in a reprint, was "the largest and most noted organization in the history of the lake." After an informal start on the East Shore in 1873, the club moved in 1878 to a 15-acre site at the north end of the lake, where it erected a spacious club house, put in several flowing wells and six cottages on ground that came to be known as the Lake View Hotel, under ownership of the Vandalia Railroad Company.

At the line's completion, it carried passengers on a route between Terre Haute and St. Joseph, Mich. The Terre Haute-South Bend line that continued to serve this community well into the 20th century operated as a single unit carrying seven daily passenger trains during its heyday. A 1903 issue of the Culver Citizen carried a notice listing three trains daily in



each direction. A southbound train made direct connections for Indianapolis via Colfax and another made connections at Colfax and Frankfort for Indianapolis as well as St. Louis, Evansville and points to the south and southwest.

Earlier in the century, local travelers had still other options for rail transportation. The Erie Railroad carried passengers from Delong east to Akron and the Nickel Plate from Hibbard east to Cleveland. There were still other passenger connections in larger cities, like South Bend.

Lake Maxinkuckee gained its reputation as a summer resort in part from the cottagers who began coming here in greater numbers near the turn of the century, but it also attracted large numbers of people when the railroad offered excursions to the lake, sometimes drawing thousands of visitors in a single day. Visitors could board steamboats from a dock at Vandalia Park or register at one of the nearby hotels, including the Palmer House, the Jungle Hotel, the Spangler House, Kreuzberger's Saloon and Hotel or the Lake View.

Besides passenger service, the railroad took local agricultural products to market. It carried the mail, Railway Express and all kinds of freight.

A product unique to this area was ice that was harvested on the lake each winter and taken to Logansport and other cities for sale. Emory Kinney, the last station agent in Culver, told me a few years ago in an interview for the Culver Citizen, that ice was collected at two points, a site near the downtown, where it was called "north ice" and a location near the outlet where it was called "south ice". Some of the ice was used by the railroad itself to ice down cars carrying produce.

The late Harry McFarland, who worked in the production departments of several newspapers, including the Culver Citizen, said ice was taken from the lake until the late

September, 1999
NEWSLETTER

Antiquarian and Historical Society
P.O. Box 125
Culver, Indiana 46511-0125

Brick Sales Show Profit

Note from Dick Fisher:

Results of our commemorative brick program-7/1/98 to 7/1/99

Income from sales	\$ 10,950.00
Heritage Park Expenses	<u>- 6,493.68</u>
Includes:	
Cost of bricks	
Labor & material	
Water bill	
Power & Light	
Taxes - County	
Misc., Flowers, etc.	
Profit to Historical Society	\$4,456.32

Rita Mason, Lynn Overmyer and myself do the sales and manage the installation of the bricks. Sales of the bricks continue but we cannot expect these results indefinitely.

The Historical Society owes a vote of thanks to the following people who donate their time to the maintenance of the park:

Mike Grover, Debby Carlson, Tim Kelly, and Elaine Kelly.

Request For Donations

Our \$10.00 dues do not cover the cost of this newsletter, printing and mailing, but we do not want to increase the cost of belonging to the Antiquarian Society.

We will be asking for financial help from those of you who would consider a donation to set up a permanent maintenance fund for Heritage Park or for the expense of further research necessary for the inclusion of the Culver Bungalow District on the National Register. If you wish to support these concerns you may include a donation with your dues and it will be gratefully accepted. A follow-up letter will be in the mail soon.

Culver Citizen Items From The Past . . .

Jan. 5, 1900 - It is a popular mistake that declares 1900 as the year of the new century. The nineteenth century does not begin until the year 1900 ends. Those who blundered in this matter would not make the mistake if they stopped a minute and thought of the year 100 as the last year in the first century

Jan. 5, 1900 - Chicken thieves are getting in their work. We understand that they visited David Menser's farm last week, and after disposing of his dog, relieved his coop of a number of fine fowls. There's nothing on earth meaner than a sneak thief, and no one is safe as long as they are outside of jail.

September Meeting

Bob Hartman will give the program at the next meeting September 25. The History of the Black Horse Troop will be the topic and we look forward to an interesting morning. The location of the meeting will be sent in the mail.

Pay Dues by Oct. 1

Your \$10.00 dues must be paid by Oct. 1 if you want your name to appear in the membership book for next year. Send check to The Antiquarian and Historical Society, P.O. Box 125, Culver, IN 46511-0125 or pay Bob Kreutzberger at next meeting. Thank you.

Name _____
Summer Address _____
_____ Phone _____
Winter Address _____
_____ Phone _____
Make checks payable to the Antiquarian and Historical Society, P.O. Box 125, Culver, IN 46511