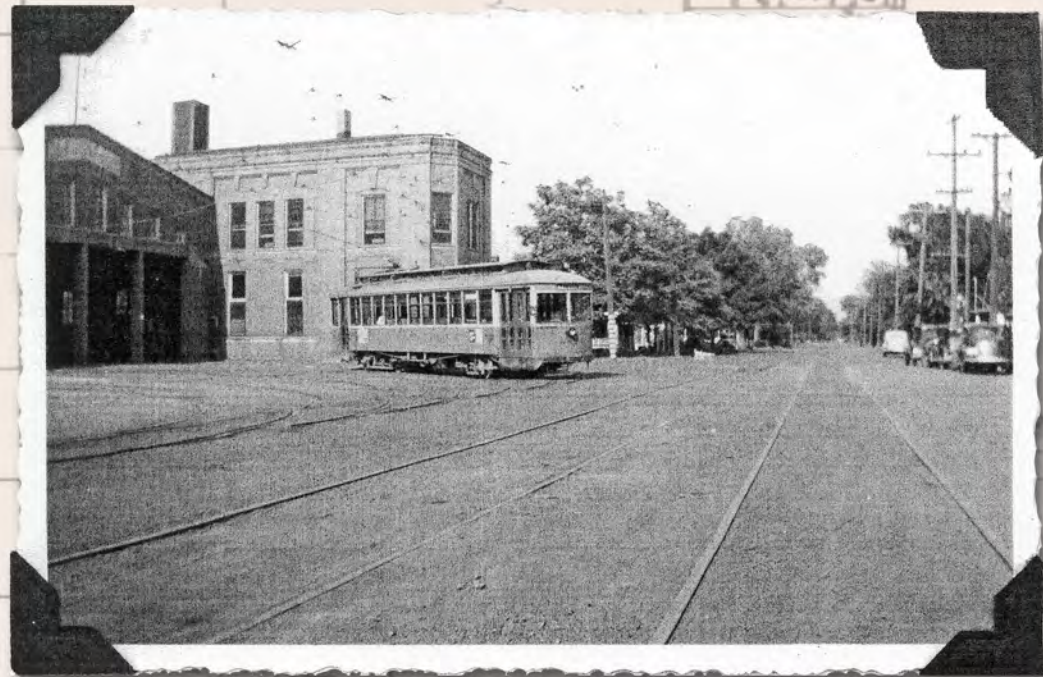


THE AVENUE A TROLLEY BARN & OFFICE
of the
OMAHA & COUNCIL BLUFFS
STREET RAILWAY & BRIDGE COMPANY



The Omaha & Council Bluffs Bridge & Railway Company's Trolley Barn and Office at 2800 Avenue A, was one of Council Bluff's last remaining facilities associated with the area's street railway system that, for some eighty years, had been at the heart of the community's growth and development. Built in 1904, the Avenue A facility provided shelter for the cars of the trolley system and office space for its employees. After the street railway ended service in Council Bluffs in 1948, the buildings were closed. Related businesses, including a bus barn and a truck repair company, used the facility until the early years of the twenty-first century, but, like many large-scale facilities constructed for a very specific function, new uses were difficult to find. When the Avenue A Trolley Barn and Office became vacant in 2003 and a new use could not be determined, the facility was demolished. Today a community park has been developed on the land formerly occupied by the Avenue A buildings, with the contributions made by the street railway system in the history of Council Bluffs commemorated at the site.

Cover Photo: Avenue A Trolley Barn & Office, looking east along Avenue A in September of 1948.

Courtesy of the Council Bluffs Public Library Special Collections.



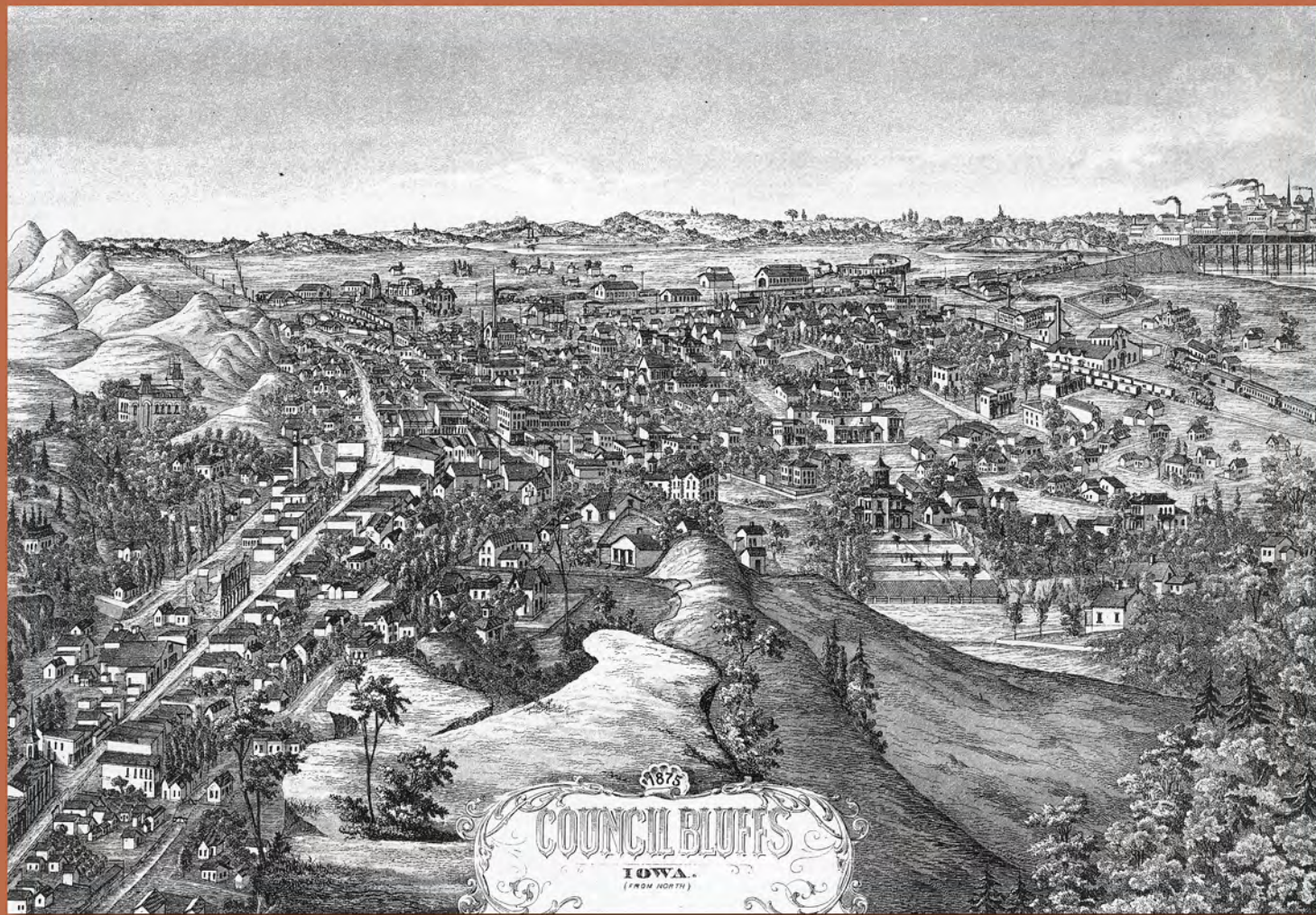
THE AVENUE A TROLLEY BARN & OFFICE of the OMAHA & COUNCIL BLUFFS STREET RAILWAY & BRIDGE COMPANY

by
Alexa McDowell
AKAY Consulting

Designed by Alexa McDowell
Printed by

This project was conducted by the City of Council Bluffs in compliance with a Memorandum of Agreement with the State Historic Preservation Office, under provisions of the National Preservation Act of 1966.

JUNE 2008



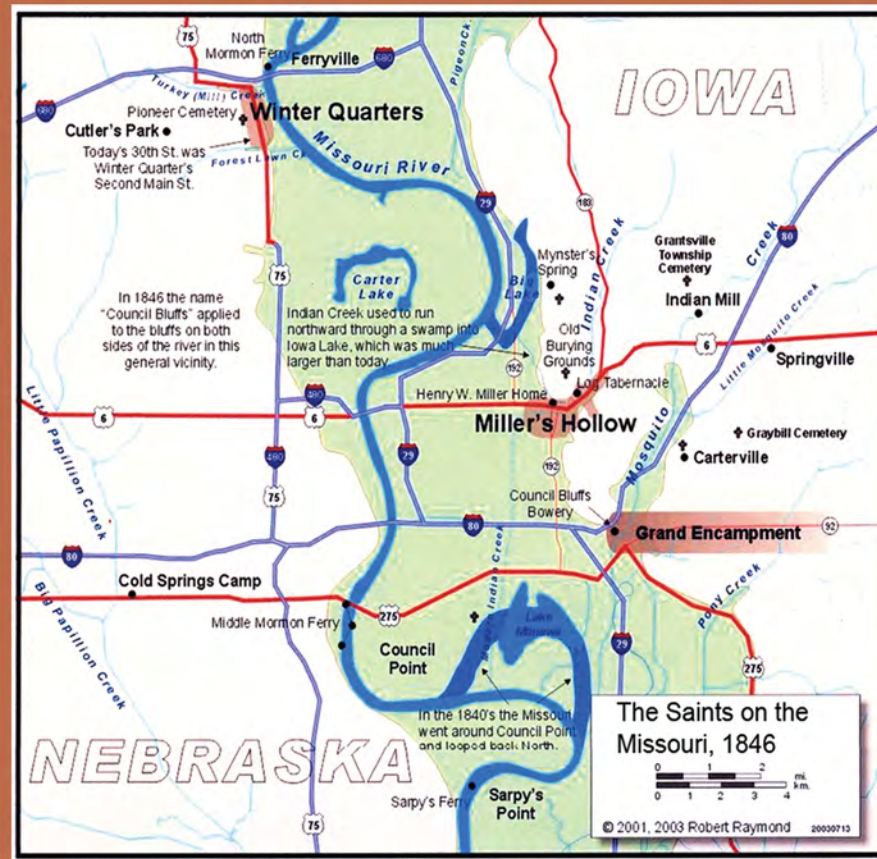
This 1875 lithograph from the pages of the *A.T. Andreas Illustrated Historical Atlas of the State of Iowa* provides a glimpse of early Council Bluffs and helps us consider the many challenges faced by its early citizens, not the least of which was the construction of a street railway system in a city of hills.

Time and Place

Location, location, location. Land speculators, developers, and real estate agents have always known that location is the single most important factor in choosing a site and Council Bluffs had it in spades! Sited adjacent to the east bank of the Missouri River, Council Bluffs became used as a river-crossing location for pioneers traveling to the west – first by wagon and then by rail.

In the early years of the nineteenth century, on an eastern bluff of the Missouri River and a few miles north of the settlement known as Bellevue, a small group of settlers established Hart's Bluff. In 1846 Mormons, traveling from the east along what became known as the Mormon Trail, began to arrive at Hart's Bluff where they wintered on their way to a permanent home in the west. During the period of their migration, some 15,000 Mormons made the area their temporary home. In 1848 the Mormons re-named the community Kanesville.

The large Mormon population was a transitory group, moving on from Kanesville after a relatively short period, but, due to their presence, the location was well established as a transportation route to the west. In 1853 the Iowa Legislature re-named the settlement Council Bluffs after the site of a council, or meeting, between explorers Merriwether Lewis and William Clark and representatives of the Missouri, Potawatomi, and Otoe tribes. That winter a railroad survey team began work in Council Bluffs and soon a railroad line was projected to the community.



Map courtesy of Robert Raymond.

Because of its location on an established westward route, Council Bluffs grew as a supply center for settlers, which had a significant impact on the growing city's economy. The United States during the middle 1800s is commonly characterized by its westward migration; the hordes of people traveling toward the promise of land and prosperity. Don't we all have images that come to mind when someone speaks of that time? Images of conestoga wagons piled with family possessions pulled by yoked oxen the young son sitting tall on the hard bench-seat behind the reins, while Mother tends to the youngest children and Father walks out front of the wagon, surveying the endless landscape?

This image, while likely created for many of us through books or film, holds much truth. Hundreds of thousands set out from various areas east of the Mississippi River and headed west, crossing the Iowa Territory in search of a life that held the promise they sought. Those pioneers followed routes established by people who came before them and, as they moved westward, they periodically found themselves in need of supplies or specialized transportation – goods and services that savvy businessmen were quick to supply.

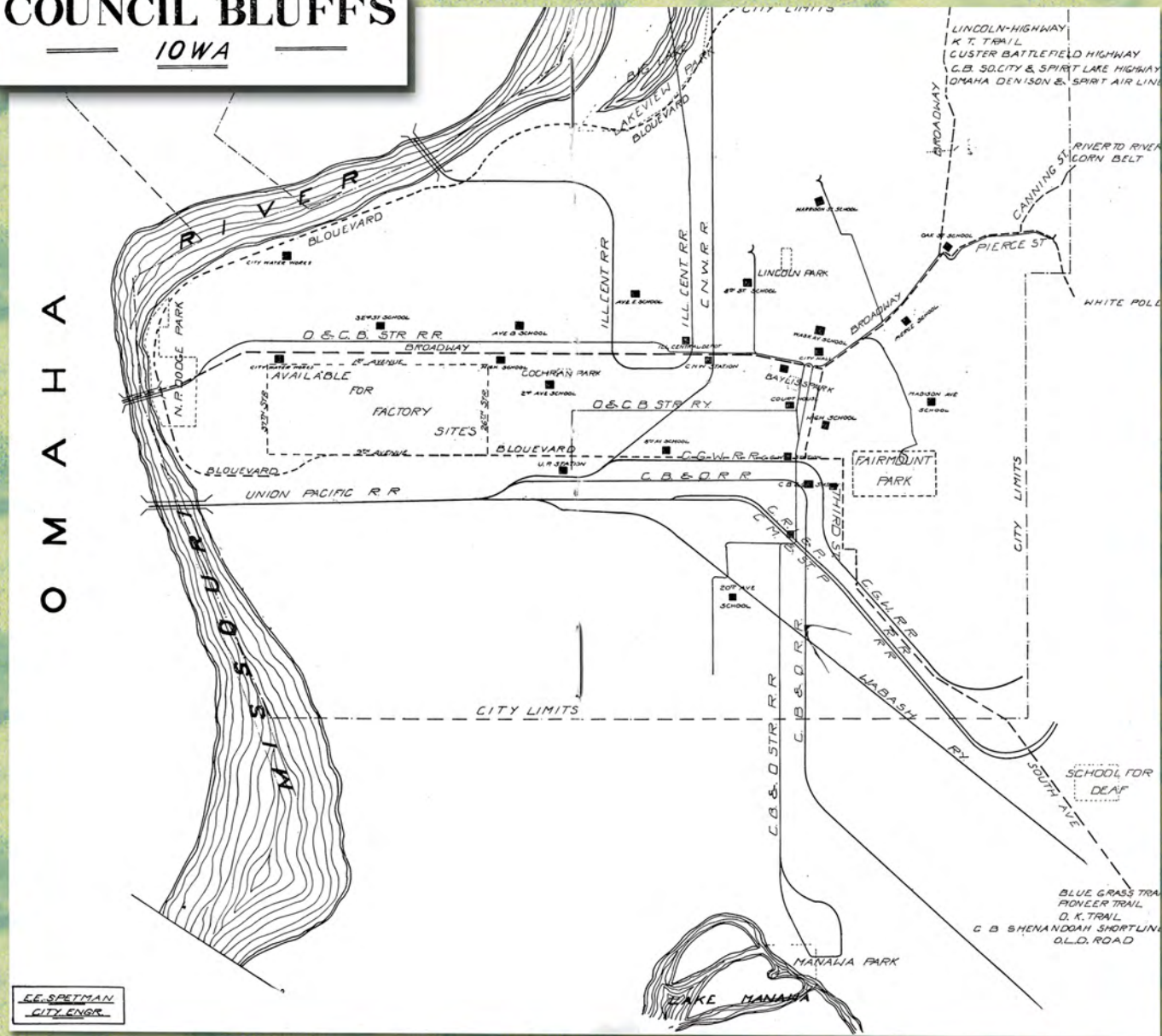
Much like Council Bluffs, the community of Omaha was growing up on a bluff along the river's west bank; the perfect complement to the city of Council Bluffs. Initially part of the Nebraska Territory, Omaha City was founded in 1854 by Council Bluffs' promoters who saw the chance to guarantee the economic success of their own community by working to get the capital of the Territory sited directly across the river. That arrangement would put Council Bluffs in the prime position to become the point at which the railroad lines, rapidly moving across the country from the east, crossed the Mississippi River.

Like "location, location, location," the addition of railroad service to a growing community was a critical piece of its development and long-term success. Endless stories are told of Iowa towns that disappeared or failed to thrive because the railroad was not routed through their settlement. Many early citizens went to extremes to entice the railroad through their town and competition between communities was often fierce. The railroad was so important to a town's survival that, upon finding they would be by-passed by coming train service, some literally picked-up their buildings and moved them to the location where the railroad would pass.

Council Bluffs' first rail line, the Council Bluffs & St. Joseph Railroad, broke ground on November 9, 1859, but was not completed until after the Civil War (1868). That line was only the first of many to pass through the growing city. In 1863 President Abraham Lincoln designated Council Bluffs as the eastern terminus for the Union Pacific Railroad. By the end of the nineteenth century, the Cedar Rapids & Missouri River Railroad, the Mississippi & Missouri Railroad (later part of the Chicago, Rock Island & Pacific Railroad) and the Omaha & Southwestern Railroad (part of the Burlington Railroad) had all laid track into Council Bluffs. Railroad expansion did not end with the turn of the century; eventually the city was served by eight railroads.

COUNCIL BLUFFS

IOWA



This map (borrowed from the pages of a Council Bluffs Chamber of Commerce publication printed in about 1915), provides a clear image of the complex railroad and street railway system in place by that time. What the map doesn't reveal are the years of work that went into developing such a system.

The Street Railway

From the beginning, the futures of Council Bluffs and Omaha were closely connected. The towns' locations on either side of the Missouri River created that entanglement and established the pair as both friends and rivals; it was that sense of competition that drove the establishment of a street railway system and that guaranteed its ongoing development.

In 1867 the Omaha Horse Railway Company was granted a fifty-year franchise to create and operate a system in Omaha. The agreement denied the railway the right to use steam power, which would have put the street railway in direct competition with the railroads, leaving horsepower as the only available power source. (Orr, 3) The franchise contract also required the company to construct one mile of railway and to put the system in successful operation within two years.

After a slow start, the Omaha Horse Railway Company had laid its first mile of rail at a construction cost of approximately six thousand dollars. By inaugurating service before the February 1869 deadline, the railway met the franchise requirements. For a fare of ten cents, the system's horses pulled cars full of passengers along the newly laid rails on Farnam Street at the "break-neck" speed of five miles per hour – the legal speed limit. Omaha's first streetcar featured a pair of unpadded, carpeted seats, each seating seven passengers; standing passengers rode at their own risk. (Orr, 6)



COURTESY OF THE COUNCIL BLUFFS PUBLIC LIBRARY, SPECIAL COLLECTIONS

This wonderful image of Broadway Street in the 1880s gives us a feeling for the many difficulties faced by the people of that time. The mud visible in the picture was an ongoing problem for the developing street railway system that took many years and numerous adjustments to correct.

In 1868 competing interests applied to the Council Bluffs city council for the right to build a street railway in that city. A group of seven local men lead by John Jones and George Marshall were granted a twenty-five year franchise. As the name Broadway Street Railway indicates, the initial plan for the service called for rails along Broadway Street, beginning near the Lysander Babbitt home on upper Broadway and running west four miles to the river. From the Missouri ferry service provided transfer to Omaha. In the winter months the frozen river eliminated the need for ferry service. The line was also to run south from Broadway along Pearl Street, and then to Main Street and on to the Council Bluffs & St. Joseph Railroad Company depot grounds and north from Broadway along Baldwin Street. The service made stops at parallel streets to accommodate downtown businessmen who used the new service to transport goods to their place of business from incoming railroad line and vice-versa.

Progress on construction of the street railway was slowed by numerous incidents of sabotage; apparently the group that lost out to Jones and Marshall remained resentful. Construction materials such as crossties came up missing, fundraising efforts were undermined, and attempts to lure away workmen were commonplace. A written battle between the two local newspapers, one of which, The Bugle, was edited by Lysander Babbitt, further hampered progress on the railway.

Despite the numerous setbacks, the Broadway Street Railway began operation along a modified route in 1870. Beginning on February 1 of that year, two cars made six trips daily at two-hour intervals beginning at eight in the morning. Like the cars of the Omaha service, those of the Broadway Street Railway carried fourteen passengers on two benches. Riders could board the cars at the head of Broadway and travel to the Missouri River where they transferred to omnibuses to cross the frozen river for connection to Omaha streetcars at 9th and Farnam Streets.

Railway companies battled many obstacles as they worked to create a system that served their community efficiently and was a profitable business. The system's first cars were pulled by horses, which created numerous problems. Imagine today's transportation system shutting down because a pink-eye epidemic was disabling the power source. The lack of paved roads, resulting in knee-deep mud, billowing dust, and damaged rails, was a constant problem. And weather, both rain and snow, were capable of completely derailing the system. Each of these issues alone was difficult to solve; place them in a town of hills and the challenges are doubled.

Ongoing competition between the railway companies of Council Bluffs and Omaha spurred upgrades in the street railway system. Major changes included the evolution from horse to electric powered cars. Changes also included upgrades to the use of planking between the rails and the shape and construction of rails, which helped control water runoff and, in turn, slow the deterioration of the track. The streetcars evolved as well, adapting to new technologies and local conditions. Passengers of the system traveled on hard, wooden benches for many winters without the benefit of heat. Eventually, the addition of more track and the opening of the Broadway Street Bridge created an elaborate, well-organized system that ran community-wide in both cities. Until that time, passengers trudged from the end of one railway line to an omnibus ride over the river bridge to catch another streetcar in Omaha that took them near their final destination, which they reached on foot. The many changes and improvements to the street railway system happened over a period of many years and required numerous failures before success resulted.

Safety issues caused concern throughout the history of the street railway system. Whether powered by horse or electricity, a moving trolley car was a dangerous vehicle. In 1907 the Omaha & Council Bluffs Street Railway created the department for the "Prevention of Accidents." The department launched a special campaign aimed at helping both employees and riders recognize potential for accidents and to change specific habits in an effort to reduce the risk for personal injury. Interestingly, the department directed their safety advice at the men of the city, relying on them to educate their "wives, daughters, sisters, mothers in the correct way to step off a car ..." (Orr, 192) Through a series of public presentations, newspaper articles, and advertisements the safety campaign successfully reduced the number of passenger injuries.



COURTESY OF THE COUNCIL BLUFFS PUBLIC LIBRARY, SPECIAL COLLECTIONS

As this undated image indicates, by 1911 the cars of the street railway system had long been electrified and were enclosed by large expanses of operable windows.



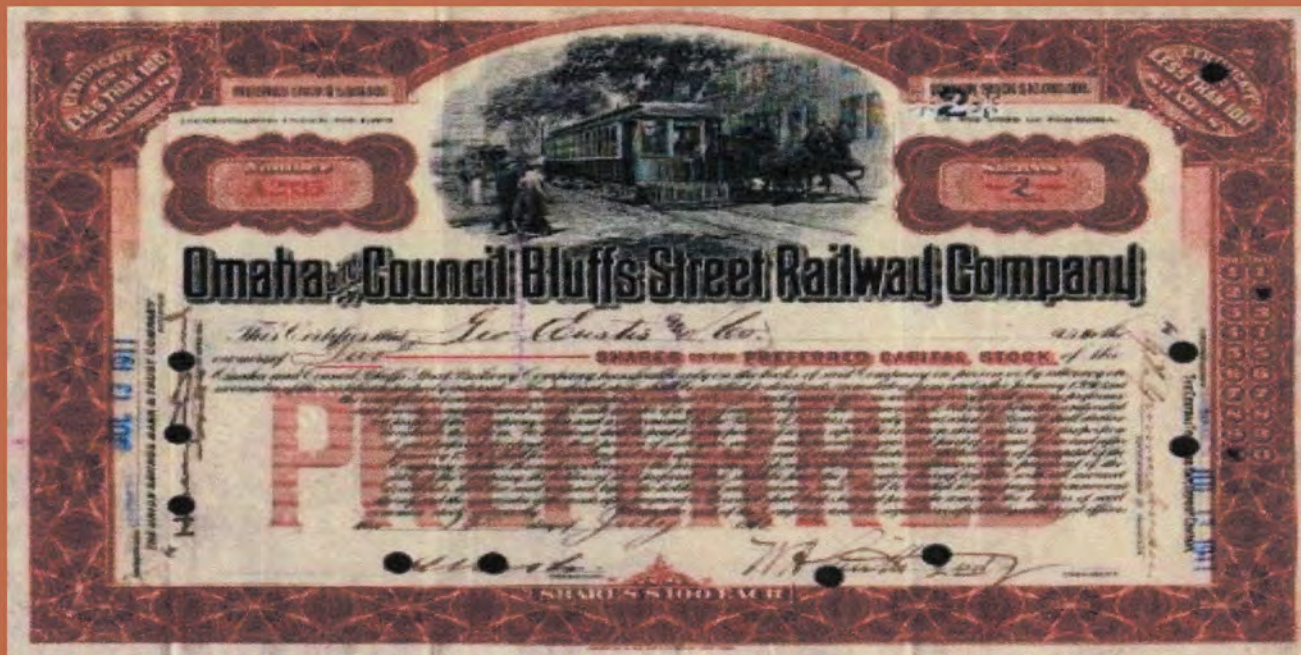
AKAY Consulting Postcard Collection

This undated postcard captures a streetcar as it picks up passengers near the corner of Broadway & Pearl Streets. Initially the street railway system in Council Bluffs was confined to a relatively small section in and around Broadway, but grew to connect local residents with much of their community and with the Omaha system across the Missouri River.

The Omaha and Council Bluffs Railway and Bridge Company

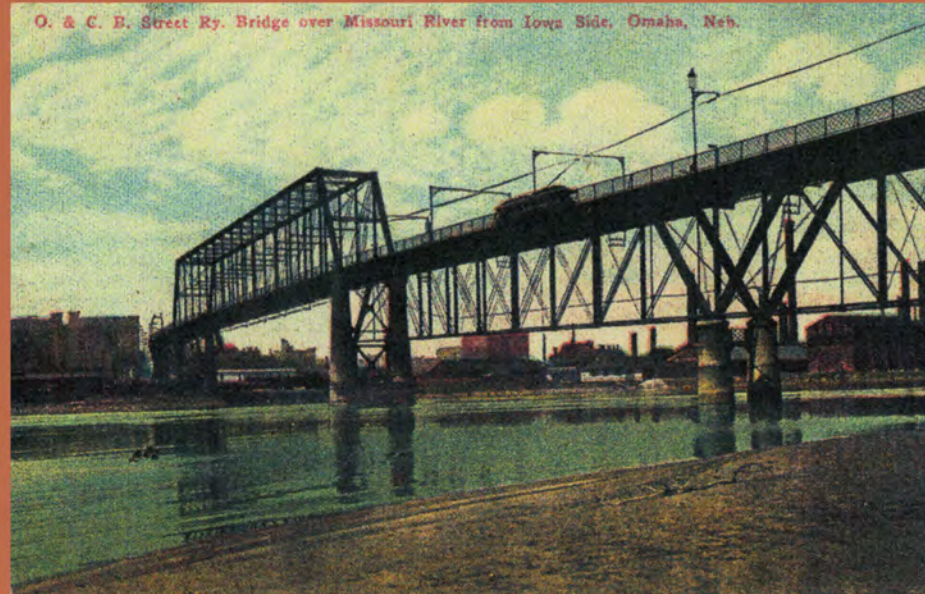
During these years of ongoing development, both the Council Bluffs and the Omaha street rail systems had a number of competing railway companies functioning; many others sought franchises, but never began service. In Council Bluffs, the most notable railway companies included that first company, the Broadway Street Railway, and the most long-lived, the Omaha and Council Bluffs Railway and Bridge Company.

On October 20, 1886, the Omaha and Council Bluffs Railway and Bridge Company was incorporated with the stated purpose of transitioning from the horse railway to electric cars. The company entered at a time of transition and controversy; the shift away from horsepower was underway, but the debate was whether to develop a cable system or one that ran on electricity. Despite the relative success of a cable car system in Omaha, the difficulty and expense associated with the construction of a cable system convinced the new Omaha and Council Bluffs Railway Company that an electric system was a better choice.



AKAY CONSULTING COLLECTION

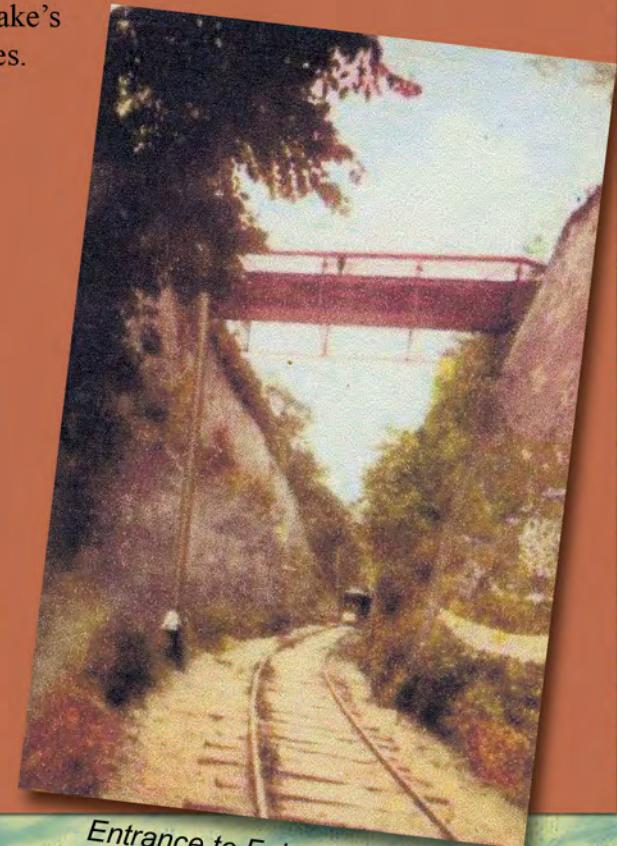
George Franklin Wright was a leading organizer of the Omaha and Council Bluffs Railway and Bridge Company. Wright, an attorney, came to Council Bluffs in 1868 where he joined with Caleb Baldwin in one of Iowa's leading law practices. The firm specialized in railroad legal transactions. Along with Baldwin and others, Wright obtained a federal franchise for a combined railway and wagon bridge over the Missouri between Council Bluffs and Omaha that resulted in the construction of the river's most expensive steel bridge. The bridge created the link between Douglas Street in Omaha and Broadway Street in Council Bluffs. The bridge opened to great applause on October 30, 1888. Near that time the company purchased the Council Bluffs horse railway line and began its conversion to an electric system. That system became the first major electric street railway in the nation.



The Omaha & Council Bluffs Railway & Bridge Company was a part of the street railway system from 1886 until 1948 in Council Bluffs and until 1955 in Omaha. During that time of service, the company developed an extensive rail system that provided transportation throughout Council Bluffs' commercial and residential area as well as the transfer across the Missouri River and into Omaha.

Local tourist areas were also on the route of the Omaha & Council Bluffs Railway & Bridge Company system. Lake Manawa and Fairmont Park were popular destinations for residents of both Council Bluffs and Omaha and the railway system catered specifically to those places. In the case of Lake Manawa, the local street railway companies actively competed to be part of its development.

Lake Manawa was created when the floods of 1881 caused the widening of a hairpin turn in the Missouri River south of Council Bluffs, creating an oxbow lake. First known as Cut-off Lake, the newly formed body of water existed for some time with little interest. (Manawa Centennial) Beginning in 1885 Lake Manawa became used by locals for picnics and gatherings and by the following year its potential as a resort had become clear to E.H. Odell, a local real estate man. Odell was the first to purchase land on the lake's sandy south shore, where he opened Manhattan Beach, complete with bathhouses. (Manawa Centennial)



Entrance to Fairmont Park

Because Lake Manawa was located in a rural area, transportation to the lake was always an issue. Early in 1887 the Lake Manawa Railway was incorporated for the purpose of constructing a railway line from Council Bluffs to Lake Manawa. The railway company also staked a claim in the development of the lake property. The steam-powered railway consisted of a single track from a terminal at Ninth and Broadway to the south edge of the city, then on to Manawa. The line was completed and in operation by June of 1888 with four-car trains each making trips every half hour in the afternoon, evenings and Sundays during the summer months of June, July and August; passengers paid a fare of ten cents each way.

Like the street railways running within the city of Council Bluffs itself, the Lake Manawa Railway underwent numerous financial challenges and subsequent changes in ownership. In 1899 a pair of railway companies, the Omaha, Council Bluffs and Suburban Railway Company and the Railway & Bridge Company were vying for the Manawa service. The seriousness of the competition became clear when the Suburban Railway Company announced it would begin service to Lake Manawa on the Fourth of July – clearly an impossible feat given that, at the time of the announcement, the railway lacked the powerhouse needed to drive the system. In an audacious maneuver, the Suburban Railway Company met their deadline by tapping their competitor's lines, thereby running their service off the Railway & Bridge Company's power!

Following a subsequent buy-out of interests, the Omaha & Council Bluffs Railway & Bridge Company emerged from the fray in 1900 to become the sole provider of railway service between Omaha, Council Bluffs and Lake Manawa. Travelers from Omaha paid twenty cents one-way to the lake, while those from Council Bluffs paid fifteen. (Manawa Centennial)

Development of the seven hundred and fifty acre recreational area at Lake Manawa grew in the wake of the contentious railway competition, because the railways' financial investment went beyond the land needed for the tracks themselves to lake property associated with the growing resort area. After a Minneapolis investment company opened the first building, the Manawa Hotel, in the summer of 1887, the railway companies were quick to invest in similar ventures. The Omaha and Council Bluffs Bridge & Railway Company built the Kursaal in 1901. Located on the south side of the lake near Manhattan Beach, the Kursaal was a large pavilion with an upper story dance floor, a large, covered two-story deck, and a loading platform at lakeside for the transfer of guests across the lake to the streetcar departure. The 1906 collapse of the landing platform, which was overloaded by guests, resulted in Lake Manawa's greatest disaster. (Manawa Centennial)

Lake Manawa remained a vibrant resort area for many years. With street railway service provided by the Omaha & Council Bluffs Railway & Bridge Company, thousands from the surrounding area descended on the lake each summer to enjoy the many attractions that grew up along its shores. At the height of its popularity Lake Manawa featured the Manawa Hotel, the Kursaal with its large dance floor, a dining hall accommodating one-hundred people, a skating rink, three bowling alleys, a roller coaster and a merry-go-round. Ferries transported some fifteen thousand people per day from these attractions on the north side of the lake to Manhattan Beach on the south. (*NonPareil*, 19April 1953)

Cheap Excursion to Council Bluffs

Everybody take notice that an excursion train will be run from Creston to Council Bluffs on July 22d, leaving Creston at 6:15 a.m., and passing Corning at 7:10 a.m. This will give everybody a chance to visit Council Bluffs on July 22d at a very low rate. The cheap excursion tickets are good, going and returning, on the excursion train only. Everybody get ready to go; plenty of amusement at lake Manawa, Grand Plaza and Manhattan beach. Fine bathing, nice picnic grounds, afternoon concerts, plenty of music, two steamers on the lake, water toboggan slide, etc. Rate \$1.35 for round trip, Corning to Council Bluffs and return. F.H. Griggs, Agent C.B. & Q.R.R.

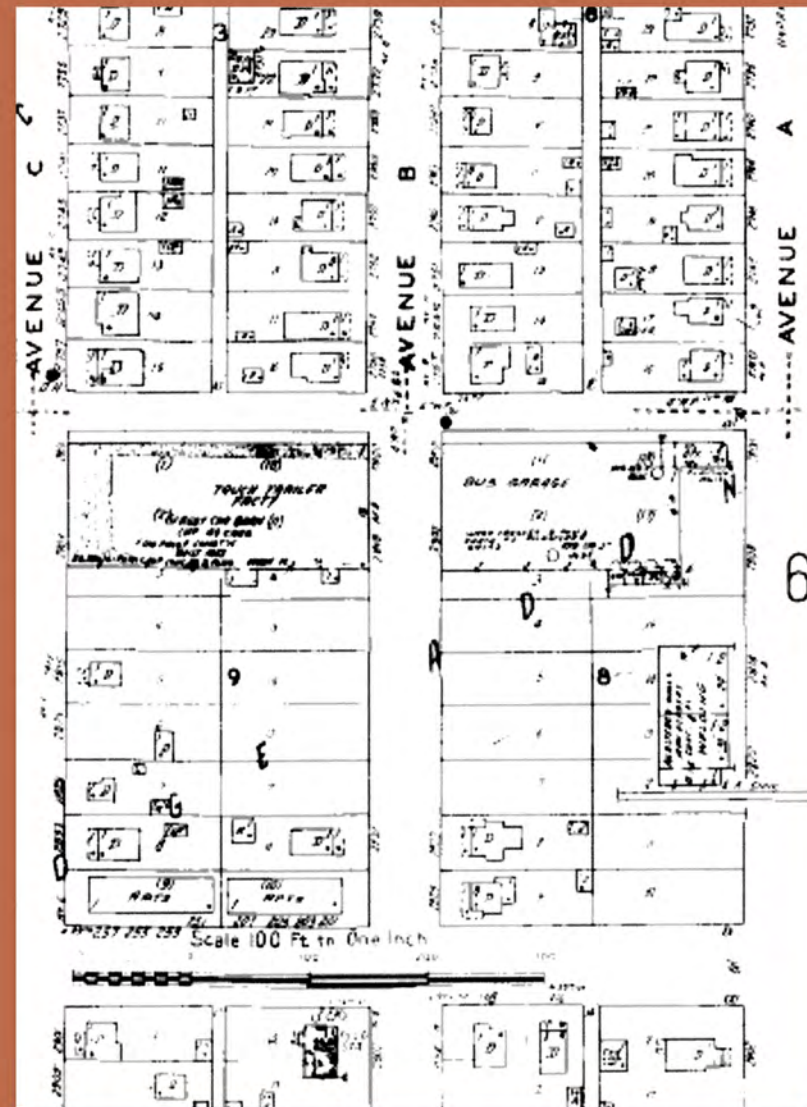
(Council Bluffs Non-Pareil, 15 July 1910)

The Avenue A Trolley Barn & Office

Although slow to appear in the earliest years of Council Bluffs' street railway, car barns and other buildings became necessary to support the system. Before the system went to electric cars, the railway horses were stabled at the Blue Barn near the Ogden House on upper Broadway, but the cars themselves were left out to suffer the varying weather conditions. It wasn't until September of 1874 that the addition of a line switch was made allowing the cars to be brought into the Blue Barn for shelter. In 1879 the acquisition of a new streetcar prompted railway company owners to build a new barn on Market Street at a cost of \$1100.

Sometime after their 1886 incorporation, the Omaha & Council Bluffs Railway & Bridge Company constructed a car barn on the northwest corner of Avenue A and 28th Street on the west side of Council Bluffs; no images of that first facility barn known to exist. In 1904 a new facility consisting of a one-story trolley barn with an attached, two-story office building was constructed on the same site.

This 1928 Sanborn map documents the locations of the 1904 barn on Avenue A and the storage barn on Avenue B. Rails connected two barns for the transfer of cars.



SANBORN FIRE INSURANCE MAP - 1928

The brick car barn, which measured one hundred and two feet wide by two hundred and forty-one feet long, dominated the site. All about function, the barn was set back from Avenue A with tracks leading out of the building's wide bays onto the street, with simple fixed windows over the bay the building's only decorative elements.

The interior of the barn was designed for the repair and storage of the trolley cars with an open expanse supported by a system of square, twelve-inch wood columns. The columns supported nine, seven-ply two-by-eight inch beams running east to west and three, four-by-ten inch paired beams running north to south; that post and beam system supported a wood truss roof.

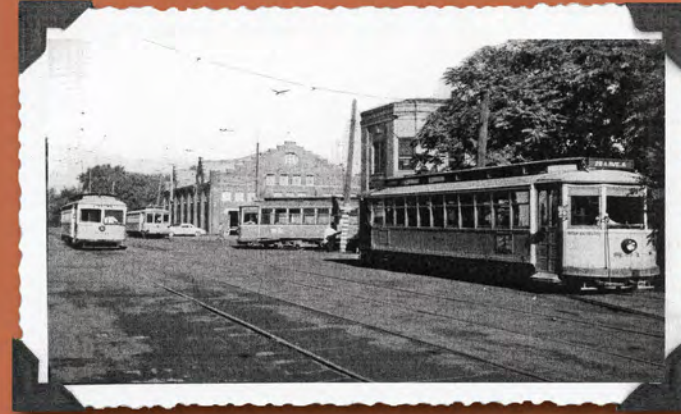
Attached on the southeast corner of the car barn stood a two-story building that provided office space and an employee "recreational" area. This combination of car barn and adjoining office was common throughout the street railway system; the Vinton and the Ames facilities, which were both formerly located in Omaha and part of the Omaha & Council Bluffs Railway & Bridge Company system, were designed in this manner. At the Avenue A facility the brick office building had an identity of its own with architectural stylistic details evoking the influence of the Classical Revival.

Although few specifics are known about the function of the office building's interior spaces, the inclusion of an employee recreational area was common throughout the system. It seems logical that this space would have provided a place for employees to eat and relax between runs that commonly ran late into the evening.

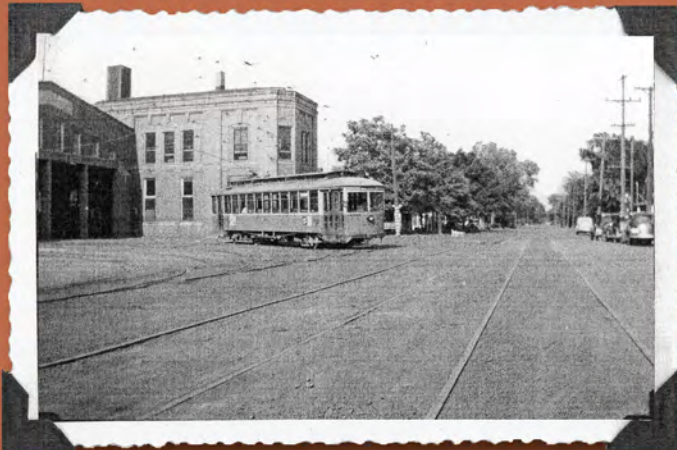
As the system of the Omaha & Council Bluffs Railway & Bridge Company grew so did the Avenue A facility. In 1910 a second, one-story building was built on the lot north across Avenue B from the 1904 barn. Rails connected the two buildings, allowing the transfer of trolley cars from one barn to the other. In addition, a power plant was located immediately west of the Avenue A barn.



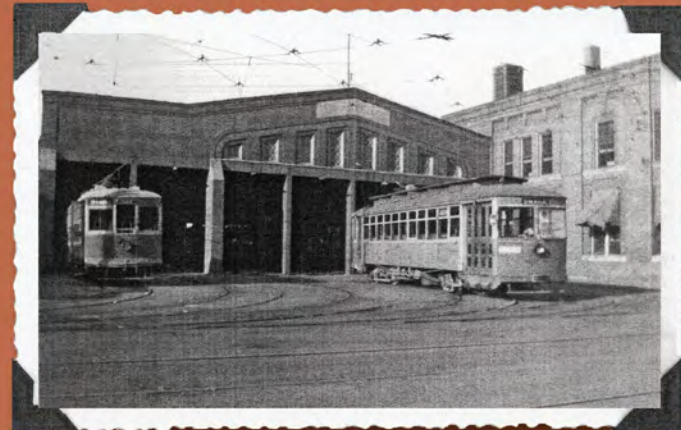
The trolley barn & office were sited on the southeast corner of Avenue A & 28th St., stretching north toward Avenue B where rails connected the barn with the storage barn.



Looking west along Avenue A the office is visible on the right. The facility's power plant is recognizable by the stepped gable on the ends of the building.



Looking east along Avenue A with a trolley leaving the barn.



This view helps us understand how the cars left the barn with its multiple bays and numerous overhead wires.

ALL IMAGES COURTESY OF THE COUNCIL BLUFFS PUBLIC LIBRARY, SPECIAL COLLECTIONS/RICHARD ORR COLLECTION



COURTESY OF THE COUNCIL BLUFFS PUBLIC LIBRARY, SPECIAL COLLECTIONS

In the first decades of the twentieth century, the street railway system continued to operate at a high level. In 1920 the Omaha and Council Bluffs Street Railway Company operated seventy-eight miles of streetcar line within the two cities, carrying nearly sixty-two million passengers. By 1926 the impact of the automobile was beginning to show in ridership, with use falling by more than thirty percent. That downward trend continued through the 1930s, but the company adapted its routes and equipment to the declining numbers.

In 1948 the City of Council Bluffs voted not to renew the franchise contract of the Omaha and Council Bluffs Railway and Bridge Company. The railway company had submitted a draft ordinance for renewal, which was reviewed by the City's judiciary committee and found to be lacking in service. A stalemate ensued, which led to the entrance of two competitors, each vying for the right to operate bus lines in the city. Several months and numerous legal moves later, the last electric streetcars and buses of the Omaha and Council Bluffs Railway and Bridge Company were forcibly removed from the streets of Council Bluffs.

By 1950 the remaining Omaha lines carried over eighteen million passengers. The company remained in service in Omaha until 1955 at which time the last of its streetcars were replaced by bus service. During its many years of service in Council Bluffs, the street railway supplied transportation for people of the community from the streets of its residential neighborhoods to its downtown commercial areas, to the area's tourist attractions of Lake Manawa and Fairmont Park, across the Missouri to work and leisure in Omaha. Many difficult obstacles had to be overcome, but the street railway served its community well.

When the facility on Avenue A became vacant in the early years of the twenty-first century, no new use could be identified and the buildings were slated for demolition. Having first been determined eligible for listing on the National Register of Historic Places as a resource significant in its ability to relate the important story of the street railway in Council Bluffs, they were thoroughly photographed and their history documented in this publication.



COURTESY OF THE COUNCIL BLUFFS PUBLIC LIBRARY, SPECIAL COLLECTIONS



AKAY CONSULTING - 2006

View of the Avenue A Trolley Barn & Office in the fall of 2006, not long before its demolition.



AKAY CONSULTING - 2006

Interior view of the Avenue A Trolley Barn. In this view, looking from north to south, light glows from the graduated windows of the main facade.

BIBLIOGRAPHIC RESOURCES

For those interested in the history of the street railway system of Omaha & Council Bluffs, Richard Orr's the "O & CB: Streetcars of Omaha and Council Bluffs" is a must-read. Orr, a long-time resident of Omaha and street car enthusiast, combines historic context, wonderful images, and great detail to paint a thorough picture of the complexity of the development of the street railway system. Local researchers will be interested in exploring the photographic collection at the Council Bluffs Public Library, Special Collections as they are the keepers of Orr's personal collection and numerous other historic images.

LOCAL HISTORY

Council Bluffs Chamber of Commerce. *Council Bluffs Iowa*. Council Bluffs, IA: F.J. Ainsworth Co., c.1915.

McDowell, Alexa. "Intensive Level Survey & Evaluation: 2800 Avenue A." Council Bluffs, IA: City of Council Bluffs, 2003.

Orr, Richard. *Omaha Streetcars Revisited*. Council Bluffs, IA: by the author, 1994.

Orr, Richard. *O & CB: Streetcars of Omaha and Council Bluffs*. Council Bluffs, IA: by the author, 1996.

GENERAL REFERENCE

Andreas, A.T. *Illustrated Historical Atlas of the State of Iowa*. Chicago: Andreas Atlas Co., 1875.

Schlereth, Thomas J. *Victorian America: Transformations in Everyday Life*. NYC: Harper Perennial, 1991.

PICTORIAL HISTORY

Daily Nonpareil. *Pictorial History of Council Bluffs*. Council Bluffs, IA: Daily Nonpareil, 1996.

Daily Nonpareil. *Greetings from Council Bluffs Iowa*. Council Bluffs, IA: Daily Nonpareil, 2002.

Daily Nonpareil. *Council Bluffs Remembered*. Council Bluffs, IA: Daily Nonpareil, 2004.

INTERNET RESOURCES

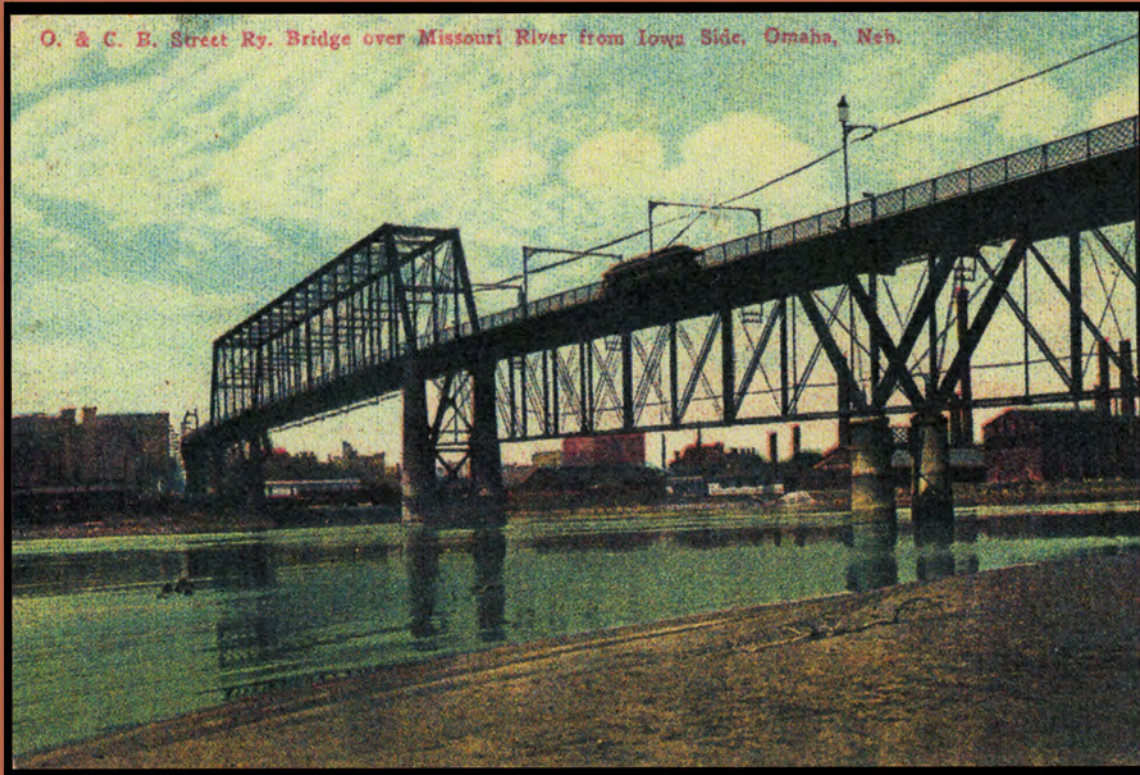
Newsarchive.com
Ancestry.com

ARCHIVAL RESOURCES

Council Bluffs Public Library, Special Collections
AKAY Consulting Postcard Collection
Sanborn Fire Insurance Maps. 1896, 1904, 1928.

Special thanks to Tina Hochwender of the City of Council Bluffs who coordinated the varied elements involved in the lengthy process of evaluating and documenting the Avenue A facility. Also thanks to Mary Carpenter at the Council Bluffs Public Library for her assistance in Special Collections and her willingness to support this publication as an educational tool for local citizens and to the members of the Council Bluffs Historic Preservation Commission for their input on this aspect of a larger project involving the Avenue A Trolley Barn and Office..

O. & C. E. Street Ry. Bridge over Missouri River from Iowa Side, Omaha, Neb.



AKAY Consulting Postcard Collection