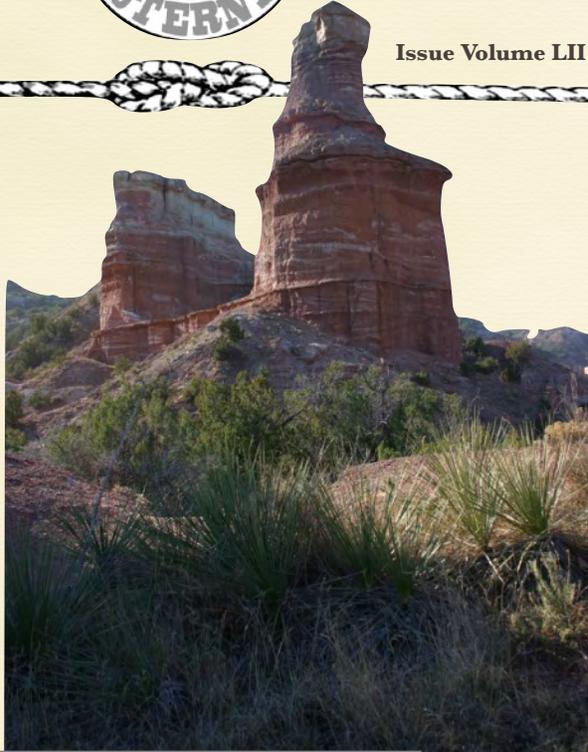


BUCKSKIN BULLETIN

Issue Volume LII - issue 3 - September 2018

Ya'll come

TO THE
RENDEZVOUS
& GATHER
IN
CANYON, TEXAS
THERE'S STILL TIME!



The Lighthouse in Palo Duro Canyon

Friday
and
Saturday
Sept. 14 & 15

FRIDAY, SEPT 14

- 2-4 pm Board of Directors meeting
Hazlewood Room, Panhandle-Plains Historical Museum
- 4 pm All members - Meet and greet at the museum; snacks provided
- 6:00 Dine around: Dinner at local steak restaurant

SATURDAY, SEPT 15

- 8 -11:00 Hazlewood Room, Panhandle-Plains Historical Museum,
Coffee and muffins provided
Museum Tour and Western History Programs Westerners
Silent Book Auction
- 11-12:00 Bag lunch in Hazlewood Room
- 1:00-3:00 Tour of Palo Duro Canyon – driving and/or walking tour
- 5:00 -9:00 Dove Creek Ranch Rendezvous!
(www.dovecreekranch.com)
Evening of Texas BBQ, cowboy poetry, and western music!
International Awards Ceremony

Canyon was recently voted the #1 small town in the U.S. by Dish America. Have a look at our area! www.visitcanyontx.com and www.visitamarillo.com We highly recommend that you allow yourself an extra day on Thurs or Sun to see the sights!

Canyon motels: Best Western, Holiday Inn, Buffalo Inn, Hudspeth House B&B -Amarillo I-40 motels, convenient for the 20-min drive to Canyon: Hilton Garden Inn, Homewood Suites by Hilton, Drury Inn
Registration fee of \$55 covers snacks, coffee, Sat lunch, and Sat. BBQ/evening event
(Registration deadline July 27; After July 27, fee will be \$65)

For info, contact WI Chairman, Bonney MacDonald:
bmacdonald@wtamu.edu

PACK Y'ER BOOTS AND HAT AND JOIN THE WESTERN FUN!

Inside this issue:

Home Ranch news.	pg. 1-7
Chairman's Greetings	pg. 4
Corral News	pg. 8, 15, 17, 18
"Big History-Union Pacific Style by John Bush	pg. 10-11

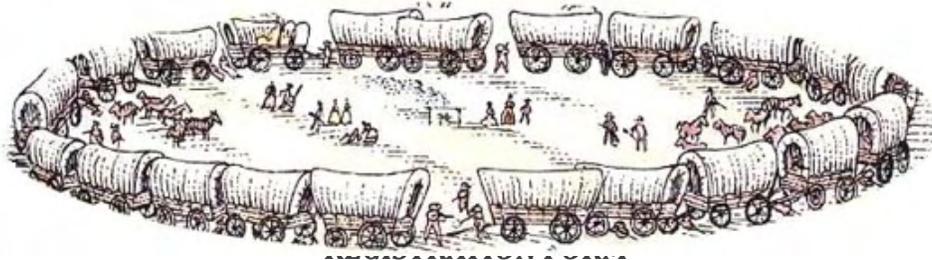
"The Longhorn" by Jim Jennings	pg. 12
WHA news	pg. 13
Book News	pg. 14
Corral Publications	pg. 15
PPHM news	pg. 16

Our new contact information:

Westerners International Home Ranch - Panhandle-Plains Historical Museum - 2503 4th Ave - Canyon, TX 79015 - phone 806 651-5247
<http://westerners-international.org> - westerners@mail.wtamu.edu

Grab y'er boots and hat and come to Texas Panhandle this September!!

**THERE'S STILL TIME,
WESTERNERS RENDEZVOUS AND GATHER**



This registration form can be downloaded and printed off of the WI website.

NAME _____

ADDRESS _____

TOWN _____ STATE _____ ZIP _____

EMAIL ADDRESS _____

PHONE NUMBER (home) _____ (cell) _____

CORRAL/POSSE _____

CORRAL/POSSE TOWN _____ STATE _____

The fee for the Gather after July 27th is \$65, which covers the costs of Friday afternoon snacks, Saturday morning coffee and pastries, Saturday's boxed lunch, and Saturday's evening event – BBQ at beautiful Dove Creek Ranch, with WI Awards Ceremony, cowboy poetry with BJ Muncy and old-time Western music with award-winning musician and rodeo announcer, Ed Montana. It's gonna be fun!!

Please print and complete this form and then send it with your \$55 check to:

Westerners Gather 2018
Westerners International
Panhandle-Plains Historical Museum
2503 4th Ave
Canyon, TX 79015

AMOUNT ENCLOSED _____

Here at the Home Ranch, we cannot WAIT to celebrate our wonderful organization and our beloved American West this fall! If you have questions, please contact WI Chairman, Bonney MacDonald at bmacdonald@wtamu.edu

FEE will be \$65

LOCAL HOTELS AND SIGHTS NEAR CANYON AND AMARILLO

Canyon was recently voted the #1 small town in the U.S. by Dish America. Have a look at our area! www.visitcanyontx.com and www.visitamarillo.com

The Panhandle-Plains Historical Museum, site of the Home Ranch, is located at 2503 4th Avenue, Canyon, TX 79015. Canyon is approximately 20 minutes south of Amarillo and I-40. Our events will take place on the 2nd floor in the Hazlewood Room. But you should definitely set aside ample time to see the museum. It's the largest history museum in Texas and is just filled with fabulous Western materials!

Canyon motels include:

- Best Western
- Holiday Inn
- Buffalo Inn
- Hudspeth House B&B

Amarillo has lots of hotels and motels, mostly along I-40. If you want Western fun, certainly consider the Big Texan on I-40.

Motels that are convenient for driving to Canyon are on the east end of Amarillo and include (located along I-40):

- Hilton Garden Inn
- Homewood Suites by Hilton
- Drury Inn

Our **Gather and Rendezvous** will go from Friday afternoon through Saturday night. I suggest that, if you would like to see sights in the area, or enjoy our local scenery, that you take the day on Thursday, Friday morning, or Sunday. There is much to see! Here are a few suggestions:

More time in **Palo Duro Canyon**. You can't go wrong – it's our Grand Canyon!

<https://tpwd.texas.gov/state-parks/palo-duro-canyon>

More time at the Panhandle-Plains Historical Museum! It can take a full day! www.panhandleplains.org

****Canyon tour or horseback riding** (45 min from Canyon). This is a wonderful place on the east side of Palo Duro Canyon – you can go for a horseback ride, arrange a chuck-wagon meal, take a tour of the canyon. It is beautifully hosted and would make a great Sunday outing, if you are staying on Sunday. Highly recommended! www.cowgirlsandcowboysinthewest.com

If you love boots, visit custom maker **Beck's Boots** on Friday: www.beckboots.com 723 S. Georgia, Amarillo

6th Ave/Historic Route 66 in Amarillo is filled with fun antique stores, cafes, and people-watching opportunities

<https://www.theroute-66.com/amarillo.html>

The **town square in Canyon** is delightful, with a mix of fun businesses: a new beer taproom and restaurant; soda shoppe; book store; antiques; and a shop called "**Down Home**," on the north side of the square, that has an impressive collection of over 1,000 handmade spurs and lots of western memorabilia.

Tri-State Fair and Rodeo, Sept 14-21, Amarillo (on the east side of Amarillo, off Grand Ave exit/I-40). www.tristatefair.com

Cadillac Ranch (15 minutes west of Amarillo on I-40) www.roadsideamerica.com/story/2220

Charles Goodnight Historical Center (1 hour drive from Canyon near Clarendon, TX) www.charlesgoodnight.org

XIT Ranch Museum, Dalhart, TX www.xitmuseum.com

Historic **Oliver Saddle Shop** www.oliversaddle.com 3016 Plains Blvd, Amarillo

AQHA Museum, 2601 I-40, Amarillo (on east side of town) www.aqha.com

Amarillo Botanical Gardens 1400 Streit Dr, Amarillo, TX www.amarillobotanicalgardens.org



CHAIRMAN'S GREETING

Greetings to all Westerners! We have had a record summer here in the West, and I hope that you all have fared well through this season of record heat and spring drought, followed by a truly record-breaking fire season. We hope that your homes and your region are doing well as we head into the cool of autumn.

We hope you can make it by horse, stagecoach, rail car – or any other means of transport -- and that you can join us for the **Westerners Rendezvous and Gather** at the Home Ranch in Canyon, Texas, Sept 14-15. See the announcement here in the Bulletin and pack your bags for Texas!

Please also take note that the Western History Association is meeting this fall in San Antonio, Texas. Westerners will have an exhibit booth there, staffed by our very own Delinda King, Westerners Secretary. And fellow Westerner, Dr. Tim Bowman, has organized a scholarly panel for the conference.

We always look forward to your news of programs and events, so keep those coming. You can always email us updates on your corrals and posses at westerners@mail.wtamu.edu. And follow us on the website, too: www.westerners-international.org

Happy Trails and I hope to see you at the Gather!

Bonney



from the Westerner International Mercantile

- Lapel pin with pin clasp \$13.00
 - "Past Sheriff" lapel pin \$13.00
 - Bolo Tie with leather band \$25.00
 - Lucite paper weight \$17.00
- (Price includes free shipping!)

If you would like to place an order or send payment, contact:
Delinda King, WI Secretary,
Westerners International, Panhandle-Plains
Historical Museum,
2503 4th Ave., Canyon, TX 79015

You can also email her at dlking1@buffs.wtamu or call the office at 806-651-5247



watch for WI belt buckles coming soon!

MORE NEWS FROM THE **HOME RANCH**

Mark your calendars for this year's WHA:

WESTERN HISTORY ASSOCIATION MEETING OCTOBER 17-20, 2018 SAN ANTONIO, TEXAS

See www.westernhistoryassociation.wildapricot.org for registration

WESTERNERS INTERNATIONAL's panel will be on
"Re-imagining Twentieth-Century West Texas: Race,
Politics, and Space in the Giant Side of the State"

Session Chair: Tim Bowman, West Texas A&M University,
with Chair's Commentary from Jeff Roche, The College of
Wooster, and presentations from Brian Ingrassia, West Texas
A&M University, and James Vice, Texas Tech University



Important Reminder to all Sheriffs and Members

Sheriffs: Please remember to forward the Buckskin Bulletin to all of your corral or posse members. And please keep us up to date on your contact information – we want to stay in touch, and we appreciate all of your updates, newsletters, and publications!

All Members: Please be sure that your sheriffs have your current email address so they can forward the Buckskin Bulletin to you! We want to be sure you're in the loop!

The Buckskin Bulletin comes out four times a year. It's emailed to all sheriffs so that they can email it to their posse or corral members. The current Bulletin is also available on the front page of the Westerners website; back issues are always accessible on the website through the Buckskin Bulletin link.

We hope you're enjoying the new format – especially the enhanced color production and extended length for more articles, photos, and announcements!



DO YOU HAVE A LIVING LEGEND IN YOUR CORRAL OR POSSE?

If your corral has a member who has long been active in your corral or posse, and has contributed over many years to the well-being, fun, and general "Westernness" of your group, please let us know. We would like to offer tribute to those members and honor all that they have done for the organization. Here's what we need: a photograph and one typed page describing your nominee's engagement and work with your corral or posse, and telling us a little bit about his or her life, interests, and hobbies.

Westerners, International Awards for 2017



2017 was another banner year for Westerners members and their work. The Home Ranch and the Awards Committees had record entries in each category. And we had a heck of a time making decisions on books, programs, articles, poetry, Heads Up Awards and scholarship, because there were so many memorable and worthy entries. We thank each and every one of you who sent in entries and commend you for your commitment to Westerners and to the American West. We hope that that good work keeps on a'goin' through the year and that you will submit work from 2018 in the awards cycle coming up in spring of 2019! Please join us in congratulating this year's esteemed winners and their work:

CO-FOUNDERS AWARD FOR BEST BOOK

This award recognizes the best non-fiction book written by a Westerner concerning some aspect of the American West.

FIRST PLACE

John H. Monnett
Denver Posse, Denver Colorado
Eyewitness to the Fetterman Fight
University of Oklahoma Press

SECOND PLACE

Doug Hocking
Cochise County Corral, Sierra Vista, Arizona
Tom Jeffords: Friend of Cochise
Two Dot Press, Imprint of Globe Pequot, Rowan and Littlefield Publishing

THIRD PLACE

Robert R. Dykstra and Jo Ann Manfra
Los Angeles Corral, Los Angeles, California
Dodge City and the Birth of the Wild West
University Press of Kansas

"COKE" WOOD AWARD FOR BEST ARTICLE OR BOOK

This award, honoring the late Coke Wood, goes to the best book or article dealing with Western American history based on individual research, personal knowledge, or family records. The monograph or article can be published by a university or commercial press, a historical society, the author, or by a corral or posse.

FIRST PLACE

Robert J. Chandler
San Francisco Corral, San Francisco, California
"A Scandalous Irishman: Thomas Mooney Fleeces
Dubliners in the 1830s and San Franciscans in the 1860s"
Published in *California Territorial Quarterly*

SECOND PLACE

Raymond Sumner
Fort Collins Corral, Fort Collins, Colorado
Introduction, *The Powell Sesquicentennial:
Is There Anything Left to Be Said?*
Published in *Journal of the West*

THIRD PLACE

Brian Dervin Dillon
Los Angeles Corral, Los Angeles, California
"1967: The Year of the Hippie (Parts 1 and 2)
Published in *California Territorial Quarterly*



more awards on next page



PHILLIP DANIELSON AWARD FOR BEST PROGRAM

This award is given for the best presentation or program delivered to a corral or posse during the year by a member of Westerners. This award encourages members to do research or otherwise prepare a program and then share their interest and knowledge with fellow Westerners.

FIRST PLACE

Pahaska Teepee Corral, Cody, Wyoming
Peter Hassrick, Sheriff
Karen B. McWhorter, Program Presenter
"The Art and Influence of Charlie Russell"

SECOND PLACE

Denver Posse, Denver, Colorado
Steve Friesen, Sheriff
Steve Friesen, Program Presenter
"I Am Not a Savage: Lakota Performers in Europe"

THIRD PLACE

Jedediah Smith Corral, Hot Springs, South Dakota
Bernice Landers, Sheriff
Rick Kaan, Program Presenter
"Ramblin' Rangers"

HEADS UP AWARD FOR BEST CORRAL OR POSSE

In this category, three separate awards are given -- one to a smaller corral or posse, one to a larger corral or posse, and one to a foreign corral or posse.

LARGER CORRAL

Los Angeles Corral, Los Angeles, California
James H. Macklin, Acting Sheriff

SMALLER CORRAL

The Tucson Corral of the Westerners
Marana, Arizona
Elaine Jacobsen, Sheriff

INTERNATIONAL CORRAL

The English Westerners Society
Raymond Cox, Sheriff

FRED OLDS AWARD FOR BEST POETRY

This award recognizes outstanding contemporary cowboy poetry in the tradition of Badger Clark, S. Omar Barker, and other great western poets.

FIRST PLACE

Tim Heflin
Los Angeles Corral, Los Angeles, California
"Phantom of the Mountain"
Poems of the Kern Plateau

SECOND PLACE

B. J. Goldeen
Los Angeles Corral, Los Angeles, California
"I Ride" and "Autumn Cycle"
Los Angeles Corral Keepsake #47



WESTERNERS UNIVERSITY CHAPTER SCHOLARSHIP

A \$1000 scholarship goes to a student member of a Westerners corral that is affiliated with an institute of higher learning.

Sarah Brown, "Justice in the Western Novel", Northwestern Oklahoma State University, Triple R Corral, Alva Oklahoma
Sponsored by Dr. Shawn Holliday, Professor of English, Associate Dean of Graduate Studies, Northwestern Oklahoma State University

CORRAL NEWS



J The Los Angeles Corral met on Wednesday, July 11th for their 2018 Roundup. Guest speaker was Patrick Burr, UCLA Graduate Scholar and Westerner's Autry Fellow. His presentation was "Challenging the veracity of gold rush era history in California and Nevada."

Thanks to **Bob DeWitt, Sheriff and Media Wrangler for the Pikes Peak Posse** for sharing news of their July 9 Monthly Historical Presentation: *Glen Eyrie after General Palmer by Susan Fletcher*. Held at the Colorado Springs Masonic Center, Membership in the Pikes Peak Posse of the Westerners is open to all individuals with an interest in Western history. What happened to Glen Eyrie after General Palmer died in 1909 and The Navigator purchased the property in 1953. This period in Glen Eyrie history is filled with colorful characters, natural disasters, some close calls, and a few surprises. Susan Fletcher, the Director of History and Archives for Glen Eyrie, spoke about this unique era in the property's history.



CHEYENNE CORRAL HOSTS 1908 RE-ENACTMENT CROSS COUNTRY DRIVERS

Marie & Klaus Krizanovic of the Cheyenne Corral report that In June they hosted a special welcome and luncheon for cross-country drivers commemorating the 1908 New York to Paris Auto Race. The drivers stopped over in Cheyenne in 2018, just as they did in 1908 – one of twenty places the re-enacting cars and drivers spent time.

The "1908 Great Race Luncheon" was held at The Plains Hotel on June 28.

The Menu featured Oysters, Turkey, radish, celery, olives, tomato salad, Cranberry Ice, NY Ice cream, assorted cakes, the same menu that greeted the drivers in 1908.



MENU			
Oyster Cocktail	Celery	Radishes	Olives
Cream of Nuts		Saratoga Flakes	
Roast Turkey, Cranberry Ice			
Mashed Potatoes	Hot Rolls	Asparagus on Toast	
Sweet Potato Croquettes			
Tomato Salad	Mayonnaise	Cheese Straws	
New York Ice Cream		Assorted Cakes	
Nuts	Sweets	Coffee	Cigars

The actual menu card from the 1908 Cheyenne welcome luncheon



Westerner Harvey Pratt Wins Big



Harvey Pratt and his selected public art for the Smithsonian National Museum for the American Indian.

by Kent McInnis

past Chairman of Westerner's International



Ten years ago, Oklahoma City Westerners held a joint meeting of Indian Territory Posse and Chisholm Trail Corral. This writer was fortunate to have the winning ticket for a numbered print by a new member of Indian Territory Posse. Titled "Cheyenne Parade," it is an interesting depiction of three Cheyenne horsemen riding past a dozen tribal spectators. The horsemen are represented in a style seen in ledger art of the late 1800s. After the meeting, the artist penned a personal notation for my now prized print. He wrote: **"To Cheryl & Kent McInnis, Good medicine always., Harvey"**

Taking it home to ponder where to hang it, Cheryl informed me she had grander plans. She took it to a frame shop and poured a lot of dollars into the perfect frame. A month later I saw Harvey and told him that his art had gone up in value, because of the excessive cost of the frame. He laughed along with me, but a more serious question followed. I asked, "Tell me about my piece of art?" He explained that it portrayed a returning warrior ceremony in the Cheyenne tribe. He said it was a high honor bestowed on Indians of nearly all tribes who had served the armed forces in combat. Harvey added that his tribe traditionally sees the warrior as the ultimate honor among young men in service to tribe and to country. American patriotism and honor of The Flag are deep-rooted traditions, Harvey emphasized. Moving up ten years to the present day, Harvey Pratt's "Cheyenne Parade" print is considerably more valuable than the frame.

Harvey Pratt, a member of Oklahoma City's Indian Territory Posse of Oklahoma Westerners, won the competition this year to design the National Native American Veterans Memorial in Washington, D.C. Titled "Circle of Honor," Pratt's design was a unanimous selection by the jury from the Smithsonian's National Museum of the American Indian. A Cheyenne-Arapahoe artist and Cheyenne Peace Chief, Pratt lives in Guthrie, Oklahoma, with his supportive wife and fellow Westerner, Gina. When presenting his proposal to the jury in Washington, Harvey Pratt connected his proposed design to his own experience as a proud U.S. Marine in Vietnam in the early years of that conflict. American Indians have an almost universal tradition of honoring their warriors, he said. He reminded the jury that Native America has the highest per capita participation in our American armed forces. The warrior is honored upon his return from war. Harvey's experience was no exception. His distinguished service was an honor to the whole tribe. "Circle of Honor" focuses on the spiritual elements common to Native Americans of all tribes. Quoting from his interview in *The Oklahoman*,

"We keep that thought about what our ancestors have done and what they've taught us and how you're supposed to be a warrior ... and you have to walk a certain way. The circle of honor is that you follow those rules to have honor, and you don't step outside of those boundaries. ... It's a circle of honor that we had in the past, we have now, and we'll have it in the future."

Harvey consulted with many experts in formulating the design of his winning entry, including Hans E. and Torrey Butzer, designers of the Oklahoma City National Memorial. The location for the National Native American Veterans Memorial puts it in near proximity to the Lincoln Memorial and the Washington Monument. The eight-million-dollar project will open to the public in late 2020.

Besides being a proud Marine, Harvey Pratt recently retired, after 50 years in law enforcement, from the Oklahoma State Bureau of Investigation. Internationally recognized as a forensic artist, Pratt has identified many missing persons through soft tissue postmortem drawings, age progressions, witness description drawings, and skull reconstructions.

Even in retirement the habits of a U.S. Marine and law enforcement officer are ingrained in him. He can delegate with the best of leaders. Part of his gift as native American is his seamless ability to thrive in both the Cheyenne culture and in the Oklahoma mainstream. At the same time, he is a proud Okie, Dog Soldier, and revered Cheyenne Peace Chief, part of the "Council of Forty-Four."

For the next two years Harvey and his wife, Gina, will be a busy couple. In addition to overseeing the final design and construction on the Mall in Washington, they will be finalizing a second memorial to the Sand Creek Massacre victims and their ancestors, to be placed on the grounds of the State Capitol in Denver, Colorado.

Harvey is former Sheriff of Indian Territory Posse in Oklahoma and served on the Executive Board of Westerners International, until the Home Ranch moved to Canyon, Texas. Harvey Pratt is one more addition to the long line of members we proudly can call a great Westerner. Congratulations, Harvey!

Big History *Union Pacific style*

by John Bush

-Sheriff of the Omaha Corral, “My Dad told me I was frightened at about age one by a Union Pacific steam locomotive which unexpectedly blew its whistle close behind us when watching a parade. He said from that moment I was all about trains. I think he must be correct as I can’t remember not loving them, especially the steam locomotive”. Thanks to John for this great submission to the Buckskin Bulletin

On May 10, 2019 the Union Pacific Railroad will celebrate the 150th anniversary of the driving of the golden spike at Promontory Summit, Utah, the event which officially completed construction of the nation’s first transcontinental railroad. Certainly, always mindful of its heritage, Union Pacific today leads the track of the history of the railroads in the western United States. As it has done in the past, the “UP” will treat this event with the attention it deserves, and plans are well along to include use of what is among the most significant developments of American railroading.

The construction of the first transcontinental railroad was followed by the building of a rapidly increasing network of trackage across the expanse of the western two-thirds of the nation. Having utilized the power of horses in the very earliest days of rail travel, it was quickly found that something more powerful was required. The steam locomotive was soon created by the inventors so prolific during the growing industrial revolution. Initially seen as strange, frequently one-off machines, by the time construction gangs of the Central Pacific and Union Pacific began laying roadbed and trackage from their respective western and eastern starting points the steam locomotive had already made significant developmental strides.

Most can envision the locomotives used in the “old West.” We’ve seen them in photos and movies, and many readers have seen recreations or restorations at work first hand. In fact, a brand new one was constructed within the past five years. Locomotives looked more or less like the one seen in the accompanying photo for some years. However, myriad factors both forced and allowed locomotives to change rapidly. Not only did the volume of rail traffic increase in virtually geometric proportion but the need for increasing speeds was also unceasing. To meet these needs locomotives grew in size and weight accompanied by heavier bridges, roadbeds, rail and other infrastructure. Train weights grew from several hundreds of tons to many thousands.

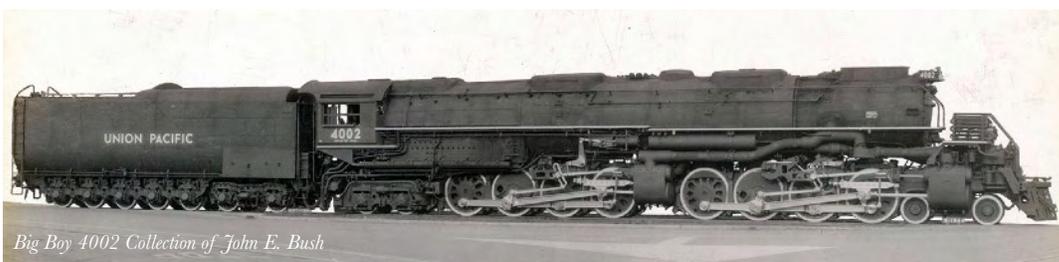
The accompanying photos provide a very brief impression of the advancement of steam locomotive design and size. Despite truly significant advancements in efficiency, prior to World War I locomotives had become so large and heavy that railroad managements were becoming concerned that the development potential of the steam locomotive was nearing an end. It wasn’t seen how significantly more power could be gained without further doubling of main line trackage, replacement of bridges and other “physical plant”, at unimaginable expense. Yet steam loco development did continue and in the first years of the 1920’s decade another period of rapid increases in efficiency and power was commenced. These advancements allowed mechanical engineers to produce power and speed previously only imagined and do so with comparatively small increases in size and weight. New types of locomotives and many new mechanisms which worked to improve efficiency and power were rapidly invented, developed and incorporated in construction. Trains were longer and moved far faster than ever before. Things were booming.

And then the stock market crashed. Within a year thousands of locomotives were placed in storage as traffic levels plummeted. The big shop complexes which built and maintained the locomotive fleets were cut to the bone. In general the older, less efficient locomotives were set aside in long storage lines and the newest, most efficient power moved the reduced traffic, at least on the main lines. Some locomotive design development did continue, but in 1934 and ’35 very, very few new locomotives were built at all.

However, just as things were at their bottom, America began to be drawn into a position as the world’s supplier of goods and equipment. Our factories started back to work which caused the people who ran them to be recalled. Things began moving again, and over a period of about twenty-four months the railroads found not only that they needed to “shop” their long-stored older locomotives but that traffic was increasing so rapidly they actually needed new power. (continued)



Replica of Union Pacific No 119, the Golden Spike engine, at the Golden Spike National Historic Site, Promontory, Utah, 2 012. Jeff Terry photo

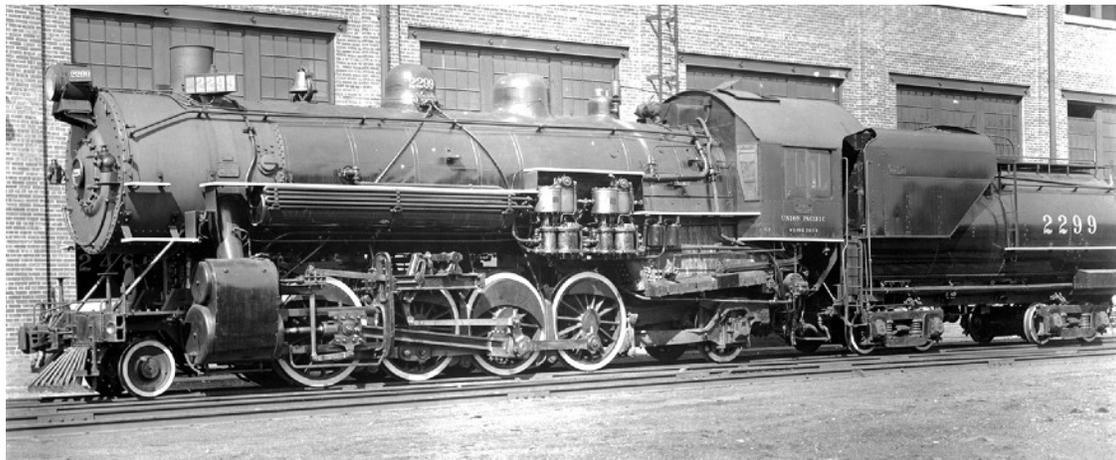


Big Boy 4002 Collection of John E. Bush

Union Pacific, in its position as one of the premier movers of east/west traffic in the “western half” of the nation was very much affected by this rise in traffic. Working with the American Locomotive Co. in New York, UP began construction of a series of new and advanced locomotives. It’s been asserted that the problems at work in the world brought the nation out of the Great Depression. America was glad to be back at work and a great deal of governmental and industrial advertising was caught up in the spirit of a resurging economy. An example is the name given by Union Pacific to the 40 locomotives constructed during 1936 and ’37, their “Challenger” engines.

These were “mountain” engines, designed to help move trains over the steep grades and sharp curves found in the many “mountain divisions” in Wyoming, Utah, Oregon, Idaho, California and other areas traversed by Union Pacific. One of the major operating headaches for decades, these sections required railroads to break trains into smaller units, meaning more locomotives and crews to move the same traffic. Or, more locomotives could be placed on a given train, which also meant more crews as each locomotive had its own operating crew. Massively expensive.

Pressure to move traffic continued to rise. Despite the relatively recent purchase of the massive Challengers, Union Pacific continued to find itself breaking trains, paying for extra locomotives and crews, and still moving traffic more slowly than desired. Union Pacific President William Jeffers was very anxious to address one of the major bottlenecks facing the railroad. The 175 railroad miles between Ogden, Utah and Green River, Wyoming included a section known as the Wahsatch Grade and was at the core of the previously mentioned divisions requiring splitting of trains or use of “helper” locomotives. Jeffers stated that he wanted an engine “... capable of moving a train of 3,600 tons over the Wahsatch unassisted...”



Union Pacific 4-8-4 No. 4002 new at Alco plant Schenectady, NY. Alco Historic Photos, Collection of John E. Bush

The mechanical engineers in Omaha immediately started working with counterparts at American Locomotive. They determined that in order to accomplish Jeffers’ stated goal a new type of locomotive was going to be required. What resulted was ultimately surpassed by only a very few later designs, and then only in increments and, in fact, arguments among lovers of steam locomotives continue about these things to this day. Delivered in two groups of 1941-42 and 1944 orders, the heavier (1944, due to war-restricted use of special lighter metals) of the engines weighed 1,208,750 pounds. They were 16 ft. 2 in. tall, almost 133 ft. long. Their fuel tenders carried 28 tons of coal and 25,000 gallons of water. They were designed to be able to run at 80 miles per hour. Their boilers were designed to produce 7,000 horsepower.

In early September, 1941 the first of these locomotives was released from the American plant in Schenectady, New York. It’s been written that headquarters staff in Omaha wanted to name the new class of power the “Wahsatch” type. But an unknown worker in the “Alco” plant had written the words “Big Boy” on the front of the locomotive. Union Pacific dignitaries in Schenectady to take part in the release of the first engine were impressed and when photos air mailed to Omaha were received the next day it was decided that the phrase was perfect. The name has stuck to this day and the twenty five locomotives which ultimately made up this class of power are among the most famous of all steam power the world over.

These locomotives proved a truly significant part of the ability of Union Pacific, in concert with the other western roads, to move the goods of war when the flow of traffic moved west, especially following the surrender of the Axis Powers. As diesels and other types of power replaced steam during the 1950’s and early ‘60’s Union Pacific, which has always honored it’s corporate history more than almost any other railroad, saw to the preservation and display of no less than eight of these engines, a percentage virtually unheard of with other steam power. But the story doesn’t end here.

Several years ago, when Union Pacific began to think about the anniversary in 2019, the head of their already existing Heritage program, Ed Dickens, was approached by officers in Omaha. Could a Big Boy be restored to operation? Could it be operated over today’s Union Pacific? Mr. Dickens advised that he believed it could be done. The eight existing Big Boys were each considered as possibilities. Number 4014 had been moved to the Los Angeles County Fairgrounds in Pomona, California in 1964. Over the subsequent sixty years, the good weather present in that part of the nation coupled with countless hours by volunteer members of the Southern California Chapter of the Railway & Locomotive Historical Society, to whom Union Pacific had donated the great engine, had kept the locomotive in quite amazing condition. The railroad and Chapter got together and a deal was struck. Dickens and crew commenced work preparing the locomotive, laid special “panel” track sections across the massive Fair Grounds parking lot, laid a new switch to connect the temporary track with nearby active rails, and began a movement which would find 4014 returning to Cheyenne, Wyoming. Witnessed by many thousands of spectators and featured in innumerable news events the Heritage crew towed the huge locomotive 1,200 miles east without mechanical failure, arriving outside the city to pick up the mayor on exactly the scheduled minute promised!

Today the Heritage “steam crew” is hard at work on 4014 in the massive shop building which forms a significant part of what remains of the once gigantic Cheyenne steam service complex. They are diligently at work on every part of the massive locomotive. Included in the rebuild is a conversion from coal to oil firing, which Union Pacific itself only did one time in an experiment made when the railroad was facing possible operation of the engines into the Los Angeles area. This dedicated group is accomplishing what had for some decades generally been considered impossible. Not that the work couldn’t have been done in the past, more that the operation of a Big Boy had long been felt no longer feasible. If present plans succeed Union Pacific will celebrate the 150th anniversary of the driving of the golden spike in just about the biggest way possible. Their efforts will commemorate not only the epic event of May 10, 1869 but pay tribute to UP’s pivotal role during one of the most trying and proud moments in American history, the successful part played in winning the second World War. I hope you have the chance to see locomotive 4014 when the railroad operates it across their great system in 2019 and beyond.

John Bush 2018



The Longhorn

by Jim Jennings, Palo Duro Corral Amarillo, Texas



We have the Spanish to thank for the American icon the cowboy. For without the horse and the cow, there would be no cowboy, and it was the Spanish that brought them both to this continent. When the Spaniards financed Columbus' second voyage to the new world in 1493, they insisted he bring some horses and some cows. That's how we got horses on this continent, and it's how we got cattle.

The trails were long – the Chisholm and Western trails, which started in South Texas, were each about 1,000 miles in length, and the Goodnight-Loving Trail even longer because of its route. The typical herd was 1,500 to 2,500 head and moved only 10 to 12 miles per day. Ten to 15 cowboys were needed to make the drive, and each cowboy might have as many as five horses. Cowboys worked in shifts to watch the cattle 24 hours a day, keeping them heading north during the day and watching them at night to prevent stampedes as well as theft. Indians were a problem, as were outlaws. The crew also included a cook, who drove a chuck wagon, and a horse wrangler, who was in charge of the remuda. The cowboys would change horses at least once and sometimes twice a day.



The cattle were horned cattle from the Iberian Peninsula, where Spain is located. Although in the beginning they were only on the Caribbean island of Hispaniola, where Columbus first landed, within a couple hundred years they were grazing in Mexico.

Many of the cattle at that time went wild, and through the natural process of selection, those with the longer and sharper horns were the ones that survived. They also became leaner and tougher, more able to survive heat and drought.

In 1690, about 200 head of these long-horned cattle were driven north out of Mexico into what became known as Texas, to a mission on the Sabine River. However, in 1693, fearing an attack by Indians, the mission was abandoned and the missionaries fled back to Mexico. The Longhorns, though, stayed, and they flourished. By the time of the Civil War -- nearly 300 years after the cattle first set foot in America -- millions of Longhorns ranged between the mesquite-dotted sandy banks of the Rio Grande to the sand beds of the Sabine on the east side of the state.

Many of the Texas boys who finally made it home after four long years of Civil War, found little to come home to. Often, they discovered that their farms and ranches had been abandoned, their fields were unplowed and their cattle were roaming wild. As a matter of fact, there were lots of cattle roaming wild, and most were unbranded. They were survivors of Indian raids, cattle that had been scattered by stampedes and weather, and there were those that had been abandoned after ranch failures.

But some of those boys home from the war saw an opportunity in the wild cattle.

In 1865, at the end of the Civil War, Phillip Danforth Armour opened a meat packing plant in Chicago. Chicago's Union Stockyards opened on Christmas Day of that same year. Then, in 1867, Joseph G. McCoy opened a cattle shipping facility at the railhead in Abilene, Kansas. McCoy was going to ship cattle by rail to the Union Stockyards in Chicago, and he sent word to Texas cowmen that he was paying \$40 a head for cattle delivered to Abilene.

It didn't take long before those Texas cowboys were gathering those unbranded cattle and either selling them to ranchers, or putting a herd together to take north. The first herd to go up what would become the Chisholm Trail, which was established by Jesse Chisholm, belonged to O.W. Wheeler and his partners. Wheeler, in 1867, bought 2,400 steers in San Antonio for about \$4 a head and trailed them north up the Chisholm Trail, through Indian Territory and into Kansas. Many more herds followed. That first year, McCoy shipped 35,000 head out of Abilene. The number doubled each year until 1871, when he shipped 600,000 head.

Other trails were soon developed, among them being the Western Trail, which went from Texas, crossing the Red River at the famous Doan's Crossing, through Indian Territory and up to Dodge City, Kansas, which also had built a set of shipping pens.

And then there was the Goodnight-Loving Trail, established by Charles Goodnight and Oliver Loving, which went through West Texas, crossed the Pecos River at Horsehead Crossing, and then went up through New Mexico into Colorado. It was Goodnight and Loving on which Larry McMurtry's book "Lonesome Dove" was based.

The chuck wagon carried each man's bedroll as well as the food. The cowboys ate bread, beef, beans and coffee, three meals a day. Wages were about \$30 a month, paid when the herd was sold.

The Longhorns' characteristics made them ideal for long drives. They could go long distances without water, rustle their own food, fend for themselves, swim rivers, and survive the desert sun and winter snow.

Over a period of 25 years, 10 million head of Longhorns were trailed north to railheads. But by the late 1880s, certainly by the turn of the century, the long cattle drives were over. The days of the open range were gone, ranchers were fencing their land, and the Kansas farmers started blocking passage of the Longhorns because of the Texas Fever the big-horned cattle carried. The Texas cattle were immune, but the domestic herds the Longhorns came in contact with on their trips north were not.

Then ranchers, not needing the hardiness of the Longhorn since they were no longer making the long drives, started crossing their Longhorns on some of the English breeds, looking for a more beefy animal. Longhorns were bred almost out of existence. It took less than 40 years from the start of the trail drives until the Longhorn came closer to extinction than the buffalo. By the 1920s, only a few small herds remained.

In 1927, the Federal government stepped in. Only a handful of Texas Longhorns were roaming the ranges at that time, all in private herds, but Congress appropriated \$3,000 and assigned forest service rangers Will C. Barnes and John H. Hatton to the task of preserving the Texas Longhorn as a part of the American heritage. Barnes and Hatton inspected more than 30,000 head of cattle and found only 20 cows, three bulls and four calves that were, in their opinion, purebred Texas Longhorns. These cattle were taken to the Wichita Mountains Wildlife Refuge near Lawton, Oklahoma, as seed stock for what has become the Wildlife Refuge herd.

Then, in the early 1930s, the State of Texas formed its own herd, placing them in various state parks, with the help of historian and writer J. Frank Dobie and his friend Graves Peeler. Dobie was writing a series of articles on the breed and in 1941 would publish the book "The Longhorns," and Peeler, who was a former Texas Ranger, had grown up around the Longhorns that his father raised.

After the wildlife refuge herd in Oklahoma had increased to a few hundred, annual sales of surplus animals were held. Cowmen at first purchased them as curiosities, but then they rediscovered the longhorn's longevity, its resistance to disease, its fertility and ease of calving, and the breed's ability to thrive on marginal pastures, all those things that allowed it to survive from the very beginning and made it the ideal animal for the long trails north to the railhead.

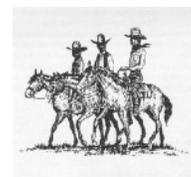
In 1964 Charles Schreiner III of the YO Ranch near Mountain Home, Texas, took the lead in organizing the Texas Longhorn Breeders Association of America, which was formed in Lawton, Oklahoma. At this time there were less than 1,500 head of genuine Texas Longhorn cattle in existence, and a third of those were either in the Federal refuges, the State of Texas herd, zoos, parks or other private herds. Those founders of the association said they wanted the Texas Longhorn and its link with American history to be recognized, but they also wanted to recognize the present breeders and to encourage others to develop and maintain herds.

Once the association was formed, and promotion of the breed began, numbers started coming up in a hurry. Today, the association is headquartered in Fort Worth in the historic Stockyards area and boasts approximately 4,000 members. Since the association was formed, they have registered more than 600,000 head of Longhorn cattle.

One of the reasons for the Texas Longhorn's growing popularity in beef herds was because of its meat and a diet-conscious population's desire for lean beef – it's lower in saturated fats and has less cholesterol and calories than chicken. But it wasn't just the meat, Texas Longhorn bulls became the bull of choice for first-calf heifers of other breeds due to the lower birth weight of the calves. Also, Texas Longhorns breed well into their teens.

But on top of that, it's kinda neat to drive by somebody's ranch and see some old Longhorns standing out in their pasture. There's no two of them alike -- they all differ in color pattern, size and horn length.

The Texas Longhorn is the living symbol of the Old West.





CALL FOR PAPERS FOR ALL WESTERNERS!!
WESTERN HISTORY ASSOCIATION, LAS VEGAS, NV
OCT 16-19, 2019

Each year, Westerners International has a scholarly panel at WHA, during which panelists deliver a 10-minute scholarly presentation on the West, according to that year's theme. We'd like to open up the corral gates and invite all members to submit abstracts for the Westerners' panel at the WHA in Las Vegas!

Send a one-page abstract (a description of your research presentation) BY EMAIL only to WHA 2019 Panel Committee Chair, Matt Despain, sdespain@rose.edu Deadline: October 15, 2018.

Proposal must include your abstract, name, email, phone, corral/posse name, and any organizational/academic affiliation.

Abstracts will be judged this summer and selected participants will be notified by Oct 1, 2018. If you're interested in attending the 2019 WHA and would like to participate in WI's annual scholarly panel, send us your proposal!

THEME FOR WI's 2019 WHA PANEL:
"TAKING CHANCES"

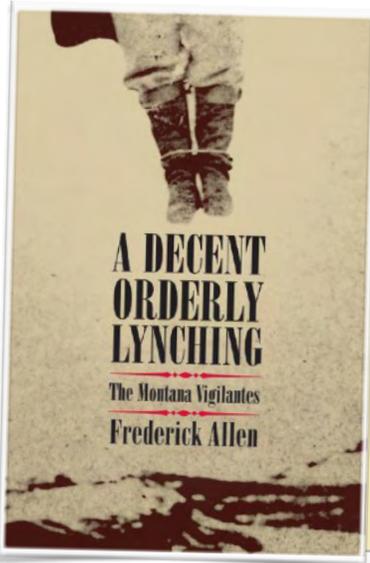
This theme casts a wide net, and ideas can include but are not limited to: gambling and casino towns; mining; risks taken in wilderness exploration and Western scouting; desert history; and Nevada and/or Great Basin history, literature, and culture. Remember, the abstract (ie. proposal) should be one page, and must include your name, email, phone, posse/corral and any organizational/academic affiliation. The eventual presentation for the WHA 2019 conference would be 10 minutes, the equivalent of approximately 7 double-spaced pages.



TAKE A CHANCE AND JOIN US AT THE WHA IN 2019!!

BOOK NEWS

OF INTEREST TO WESTERNERS



A Decent, Orderly Lynching - The Montana Vigilantes By: **Frederick Allen** \$34.95

- ILLUSTRATIONS: 41 B&W ILLUS., 3 MAPS
- PUBLISHED: 2004
- HARDCOVER ISBN: 9780806136370
- PAPERBACK ISBN: 9780806140384
- LEATHERBOUND ISBN: 9780806136516

The deadliest campaign of vigilante justice in American history erupted in the Rocky Mountains during the Civil War when a private army hanged twenty-one troublemakers. Hailed as great heroes at the time, the Montana vigilantes are still revered as founding fathers. Remaining active for six years, they lynched more than fifty men without trials. Reliance on mob rule in Montana became so ingrained that in 1883, a Helena newspaper editor advocated a return to "decent, orderly lynching" as a legitimate tool of social control.

Allen's sharply drawn characters, illustrated by dozens of photographs, are woven into a masterfully written narrative that will change textbook accounts of Montana's early days—and challenge our thinking on the essence of justice.

<http://www.oupres.com>

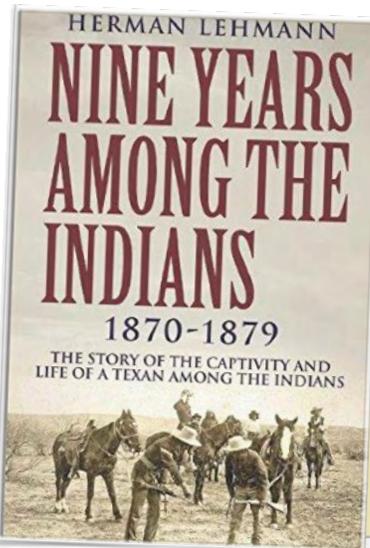
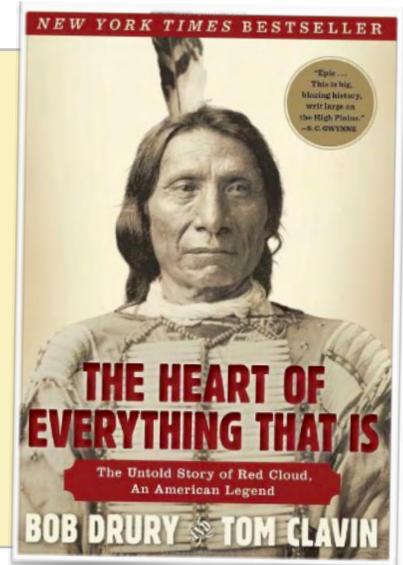
The Heart of Everything That Is: The Untold Story of Red Cloud, An American Legend
By **Bob Drury and Tom Clavin**

- Simon & Schuster | 432 pages | ISBN 9781451654684 | September 2014

An acclaimed New York Times bestseller, selected by Salon as a best book of the year, the astonishing untold story of the life and times of Sioux warrior Red Cloud: "a page-turner with remarkable immediacy...and the narrative sweep of a great Western" (The Boston Globe).

Red Cloud was the only American Indian in history to defeat the United States Army in a war, forcing the government to sue for peace on his terms. At the peak of Red Cloud's powers the Sioux could claim control of one-fifth of the contiguous United States and the loyalty of thousands of fierce fighters. But the fog of history has left Red Cloud strangely obscured. Now, thanks to the rediscovery of a lost autobiography, and painstaking research by two award-winning authors, the story of the nineteenth century's most powerful and successful Indian warrior can finally be told...

SimonandSchuster.com



Nine Years Among the Indians, 1870-1879: The Story of the Captivity and Life of a Texan Among the Indians by **Herman Lehmann**

- ISBN 10: 0826314171 ISBN 13: 9780826314178
- Publisher: University of New Mexico Press, 1993

Here is a genuine Little Big Man story, with all the color, sweep, and tragedy of a classic American western. It is the tale of Herman Lehmann, a captive of the Apaches on the Southern Plains of Texas and New Mexico during the 1870s. Adopted by a war chief, he was trained to be a warrior and waged merciless war on Apache enemies, both Indian and Euro-American. After killing an Apache medicine man in self-defense, he fled to a lonely hermitage on the Southern Plains until he joined the Comanches. Against his will, Lehmann was returned to his family in 1879. The final chapters relate his difficult readjustment to Anglo life.

Lehmann's unapologetic narrative is extraordinary for its warm embrace of Native Americans and stinging appraisal of Anglo society. Once started, the story of this remarkable man cannot be put down. Dale Giese's introduction provides a framework for interpreting the Lehmann narrative.

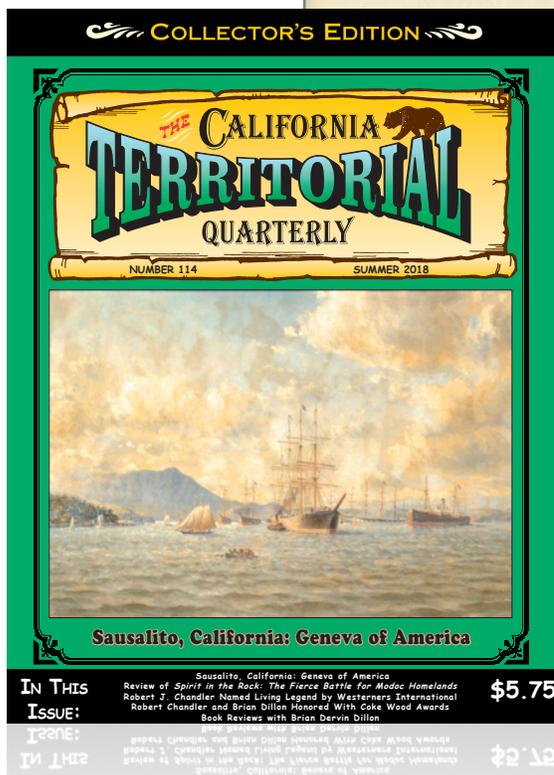
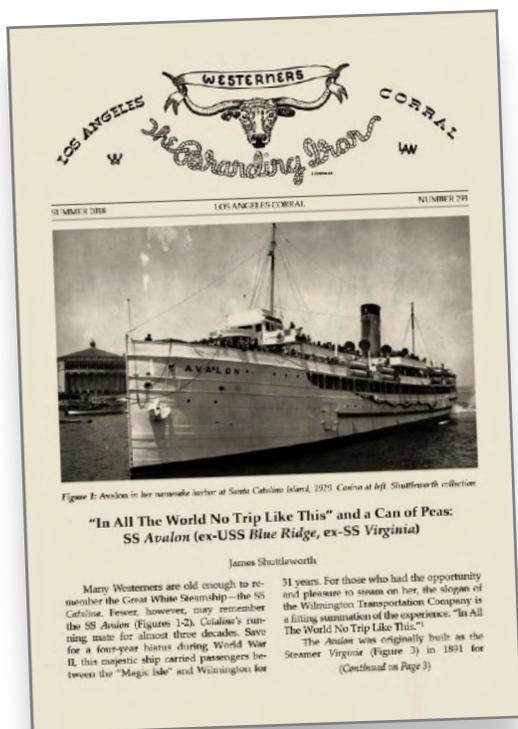
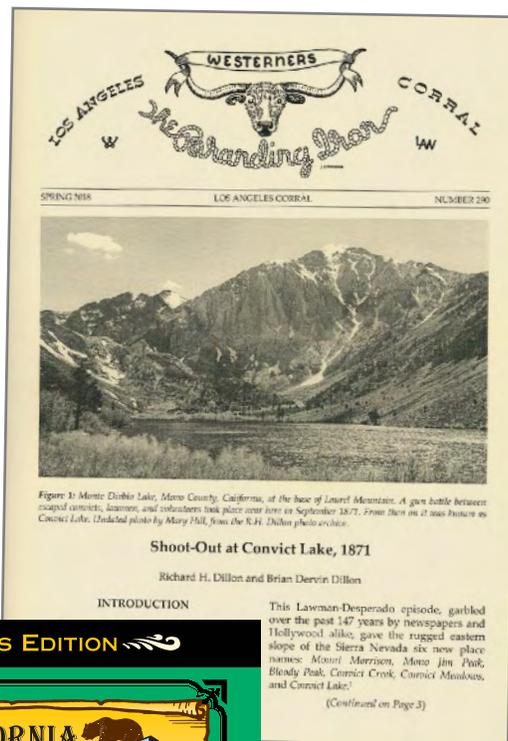
<https://unmpress.com>

CORRAL Publications NEWS

The Buckskin Bulletin is pleased to receive these impressive scholarly bulletins, written and produced by various Corrals and Posses. These have wonderfully fascinating stories from the past. Here are a few samples. If your Corral or Posse produces bulletins or publications, we'd love to see and share what you are doing.

The LA Corral has sent along a prepress copy (left) of their September **Branding Iron** (below). The Spring issue (right) has a fascinating story of the 1871 dramatic escape of 29 Nevada State prisoners and their murderous rampage before (most) were recaptured or hung. And finally, the excellent quarterly Issue of the **California Territorial Quarterly**.

Thanks to Brian Dervin Dillon, Ph.D. for sharing.



The Home Ranch is always pleased to receive correspondence and publications from our overseas friends.

MORE NEWS FROM THE HOME RANCH



The Home Ranch is proud of its affiliation with the Panhandle-Plains Historical Museum in Canyon, Texas. PPHM is the largest historical museum in Texas. For current and upcoming exhibitions, lectures, and special events please check the museum's web page at: <http://www.panhandleplains.org>



Our mission is to promote the study of the American West both as a region culturally unique and as a product of broad historical forces. CSAW envisions becoming a center that is dedicated to cultivating a critical sense of region and place in a globalized era.

The Center for the Study of the American West is under the leadership of Dr. Alex Hunt, Professor at West Texas A & M University. The Home Ranch of Westerners International is proud to be "neighbors" with CSAW at the Panhandle Plains Historical Museum. CSAW promotes scholarly research and hosts lectures and seminars such as the Garry Nall Lecture Series.

Upcoming Events at CSAW

CSAW Western Film Series

Race, sex, fear, obsession, violence, truth: here are a pair of classic Westerns that are bound to get us thinking and talking. These films of John Ford and John Huston, set on the post-Civil War west Texas frontier, came out at a time of great social anxiety, during the early days of the Civil Rights movement. Join us in our first collaboration with Amarillo College!

This two-day event will be held at the Amarillo College Concert Hall Theater. Featured movies include John Ford's *The Searchers* (1956), showing at 7 p.m. on Aug. 22; and John Huston's *The Unforgiven* (1960), 7 p.m. Aug. 23.

Films will be preceded by a brief scholarly introduction and followed by a discussion period. This event is free and open to the public!

Forgotten Frontera

Thurs., Sept. 20, 7 p.m., PPHM--Forgotten Frontera: Hispano History of the Texas Panhandle, panel discussion,

"Justice Then and Now"

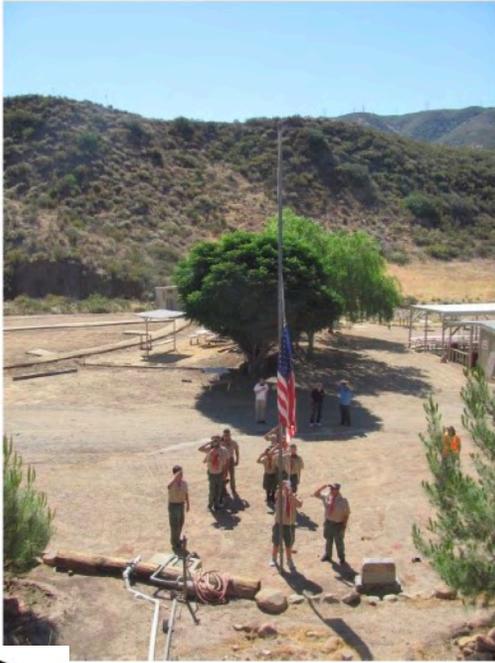
Nall Lecture:

Thurs., Oct. 4, 7 p.m., PPHM--David Wallace Adams, "Coming of Age on a Southwest Cultural Borderland: A New Mexico Story"

Sponsors for this event include AC Mass Media, WTAMU Cornette Library; English, Philosophy, and Modern Languages at West Texas A&M University, West Texas A&M University Department of History, and WTAMU Media Communication

for more information: <http://www.wtamu.edu/csaw-upcoming-events.aspx>

more **CORRAL NEWS**



Flag Ceremony and 21-Gun Salute Honor Fallen Los Angeles Corral Westerners

The **Los Angeles Corral of the Westerners** recently lost two of its most outstanding members, **John W. Robinson**, and **Jerry Selmer**.

Both were former Sheriffs, both were U.S. Army Veterans, and both had conferred upon them the highest honor that Westerners International can bestow: both were Living Legends.

Boy Scout Troop 104, under the direction of Los Angeles Corral of Westerners International Representative Brian Dervin Dillon, who for the past 16 years has also served as the Troop 104 Shooting Sports Coordinator, recently honored both Selmer and Robinson with a formal Flag Retirement Ceremony (left photo) and a 21-gun salute, three precise volleys of seven shots each, delivered by the skilled, safe, and very competent Troop 104 Rifle Team (right photo).

We are pleased to note that the last time Troop 104 performed this service was two years ago, in 2016, to commemorate the passing of noted California historians **Richard H. Dillon** and **Kevin Starr**.

We hope and pray that we will have no need to repeat this service for many long years to come.

submitted by Brian Dervin Dillon, Ph.D.



more **CORRAL NEWS**

WOULD YOU LIKE TO HAVE YOUR POSSE OR CORRAL SHERIFF FEATURED IN THE BUCKSKIN BULLETIN?

We want to let other corrals and posses know about the successful leadership throughout the organization – and let others know a little bit about the guy or gal behind the sheriff's badge! If you would like to have your sheriff in the Buckskin Bulletin in a Featured Sheriff section, please let us know. Here's what we need: one or two photos and a paragraph describing any of the following – details about the corral or posse, a little bit about your sheriff's work with the corral or posse, and a few details about hobbies and interests.

Let us know about your leadership!



A couple of highlights from our fellow corrals and posses!

The **Casper Posse** has some excellent fall programs lined up. In September they will have a personal tour of the Fort Casper Museum and in October they will host a program on Susannah Dickinson. The Posse's Sheriff, **Doug Cubbison**, has taken a job out of town and is stepping down as Sheriff, although he assured the Home Ranch that he will continue to be active in Westerners – either in Cody or in another posse that he starts in Dubois. Thank you, Doug, for your active participation!

The **Pikes Peak Posse of Westerners** hosts an exciting program this September. Liz Morton Duckworth, freelance copywriter, editor, and author of several books has her program on Sept 10. Duckworth is a regular actress in murder mysteries, and has grown up in Colorado with a deep interest in Colorado history. The program is on "Poker Alice: The Straight Story." Duckworth will appear in the Victorian costume of Alice's Wild West 1880s and '90s in order to share Poker Alice's wild adventures in Creede, Leadville, Silver City, Sturgis, and Deadwood. Liz Duckworth's new book, ***Poker Alice Tubbs: The Straight Story***, will be released by Filter Press this fall.

The **Northwest Montana Posse of Westerners** have been busy over the summer. On July 16, they hosted a program on the very interesting 1901 road inside Glacier National Park. In addition to colorful histories about oil companies, homesteaders, and other forms of early 20th-century progress, the posse offered a dinner of slow-roasted pork and assorted sides. Sounds like a wonderful evening! Other programs this year include the August program on Glacier National Park's Sperry Chalet, presented by Posse Member **Beth Dunagan**; the September program on "Glacial Lake Missoula in the Flathead Valley," presented by Jim Sheldon of Missoula; and the upcoming October program on "The Adventures and Stories of James Willard Shultz," presented by Greg Smith of Bozeman. Thanks to the posse for sending along their publication of Pony Tracks. We always enjoy your news!

In **Adobe Corral** news, Mike Anderson presented a very informative talk on a major event in US history--the deportation of unionized mine workers in 1917. Almost 2000 men were rounded up in Bisbee, Arizona, put in cattle cars on the railroad, and sent to Columbus, New Mexico. Families were left behind. The miners had been organized by the IWW (Wobblies) and the vigilantes were organized by Phelps Dodge, Calumet and Shattuck (reluctantly) copper mines. Watch for the movie coming out soon: ***Bisbee '17***.

