

The Arnold Sentinel

“Serving the South Loup River Valley”

THURSDAY, JANUARY 14, 2021

CUSTER COUNTY, ARNOLD, NEBRASKA 69120

(USPS 032480)

SINGLE COPY: 75 CENTS

VOLUME 104, NUMBER 31

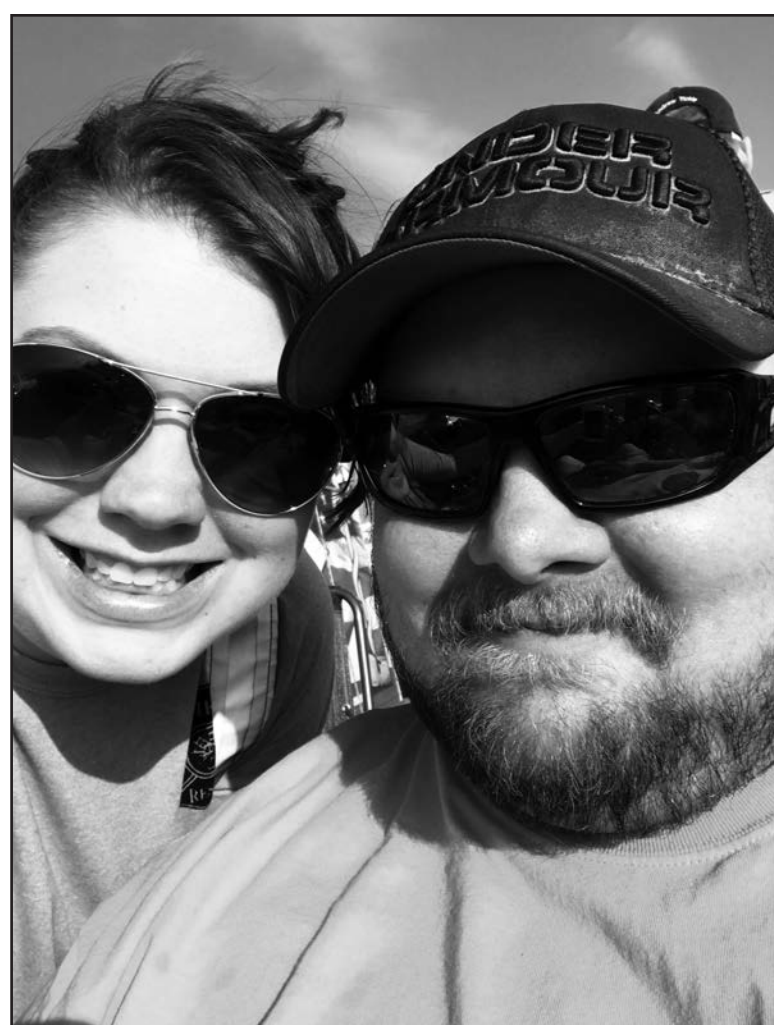
Serving Together

Several Arnold couples are currently serving together on the Arnold Volunteer Fire Department. In upcoming issues we will feature these volunteers, starting this week with Donnell and Cassy DeLosh.

Donnell joined the department in 2011 as a fireman, and Cassy joined the department while taking the EMT class in 2016.

When Cassy was asked what it means to serve with her husband, she said that is a loaded question.

“There is good, bad, and ugly. It is amazing to know that you are helping your community and friends with your best friend by your side,” she said. “It’s great getting to learn new stuff together and stepping out of your comfort zone. I have gotten to see my husband do amazing stuff on the department and I get to stand back and say, ‘Yep he is mine.’ It also is hard because I worry about him all the time. When a page comes in for a fire out where you know they don’t have service, it can be hours before you hear from him. Knowing that fire is unpredictable, you worry all the time. I also know that he serves with some of the best, so that helps ease my mind. There is always one fight with us: it is who is going on the calls. Before we had kids, we would both go and it was great. After we had kids, it got hard. I usually do EMT calls and he does fire. We are also blessed with grandparents and friends that serve or have husbands that serve that welcome our kids with open arms when we have calls that we both need to go



Married couple Cassy and Donnell DeLosh are serving side-by-side on the Arnold Volunteer Fire Department.

on. There has been a few calls that I thank God that I serve with my husband because it gives me someone to talk to about the hard ones and who understands what I’m going through. One of the best things I have done is serve on the fire

department, but it is even better that I get to do it with the person I love!”

Donnell added, “Helping give back to the community I love with the woman I love. Is there anything better?”

Input Given on Possible School-Ran Preschool

The Arnold School Board met in special session on January 4 to seek public input on a potential school-ran preschool program. About 30 people turned out to ask questions, hear information, and voice their opinion on whether or not they thought the program would be beneficial. Superintendent Joel Morgan said that in general, those in attendance were in favor and thought there was a need for a program. Patrons asked a lot of good questions on how the program would be ran and the potential cost.

Discussion centered on hiring staffing and looking at any type of renovations or projects that would be needed. In previous discussions, the board is looking at utilizing the East Campus building (former Lutheran Church) for a pre-school.

Ballpark costs for the program are \$55,000.00 for renova-

tion, which could be utilized from the special building fund, and about \$80,000.00 a year for staffing and instruction costs. The majority of this amount would be for staffing. Comparing that to this year’s tax request, it would result in an increase of 2.37 percent.

“The reality is, when we look at our needs and any programming, this discussion was generated from what we hear from the community at times. We don’t know what the exact details would be. In some of the discussions we have had, we would follow other schools in the area for potential programs,” said Mr. Morgan.

After receiving input, it will ultimately be up to the board whether or not to pursue a potential program. Discussion was held again at last Tuesday’s regular board meeting, which will be reported on next week.

Alumni Assoc. Plans for News Edition/New Directory

The A.H.S. Alumni Association is asking for everyone’s help with content for the 2021 edition of *The Alumni News* and information for the 2022 Alumni Directory.

Since the Alumni Banquet & Program was cancelled in 2020, this will make it more difficult to find content for *The News*. Normally, the newspaper is filled with news and photos from the previous reunion and information for the upcoming reunion. More letters than ever will be needed this year, and the Association is seeking photos from past Alumni programs. The deadline for letters

and photos to be submitted will be March 15. Items may be sent to Patty Goodenow, Alumni Secretary, PO Box 121, Arnold, NE 69120, or emailed to: arnoldsentinel@gpcom.net with the subject line reading *Alumni News*.

New directories are printed every five years, with the names and addresses of every graduate. If you know of someone who has an address change, or who has passed away, please call Darlene Rimpley at 848-2527 or notify the Association by mail to the above mentioned address.

Historical Marker Placed at Former Railroad Depot Site

A historical marker has been placed at the former location of the Arnold depot, detailing the history of the railroad coming to Arnold. A project of Arnold Rotary, Berni Crow is in charge of compiling the information for the signs. The depot marker reads as follows:

Kearney & Black Hills Railroad and Depot - 1912
Early in the 1900’s, optimism was in the air along the South Loup with people discussing the possibility of Arnold being lighted by gas soon, and the possibility of an electric railroad being powered by water from the South Loup. An engineer from Denver was even hired to oversee the entire railroad project. An early 1889 county newspaper said, “John Finch, C.T. Holiday and Jacob Miller, all of Arnold, are interested in the organization of an electric railroad from Broken Bow to North Platte...” Both proposals were a bust. It was almost sixty years before Arnold finally saw the results of “rural electrification”. And the hope for a train faded too in 1905. However, with the persistence of a “fast talking little railroad promoter” named S. G. Durant, the building of a railroad from Callaway to Arnold was achieved in one year. Having a railroad, at that time, was key to a community’s survival. Supplies such as coal, lumber, wire, tools, machinery, and other farm/ranch necessities were shipped easier by rail. Heavily loaded wagons were used prior to the arrival of the trains, and a faster means of getting supplies was in demand. (Wagon loads drawn by four horses took a “day to get there” and “a day to return”.) “It is said that the faces of Arnold patrons were very familiar in Merna. Supplies were plentiful there, due to the Burlington railroad line passing through regularly. The Union Pacific Line ran east/west along the Platte River. Both railroads had branches, and the one running from Kearney to Callaway was called the Kearney and Black Hills (K&BH).” Originally, the plan was to run the line from Kearney to Gandy (Logan County Seat) via Arnold and Callaway,

eventually making its way to the Black Hills. However, in 1890, the line stopped at Callaway. The survey company that had surveyed the line to Gandy, had pre-emptive rights to the location, but it was set to expire on a certain day in February of 1911. Durant slyly managed to convince people that they would not lose an opportunity for acquiring a railroad, by supporting his ideas. He urged them to buy subscriptions that would provide funds and guarantee that a Railroad would be built within a year. On February 11, at the stroke of midnight the pre-emptive rights expired, and Durant sent his own surveyors out to the beginning of the line heading west from Callaway. Meanwhile, Union Pacific folks had garnered support on their side by assuring small towns between, such as Milldale and Finchville, that they would have a station when the line was built. Union Pacific was surprised to learn that Durant’s “midnight crew” had taken over those pre-emptive rights. When the dust settled, the Railroad Commission in Lincoln, ordered a station to be built in Arnold, and a spur at Gandy. This resolution allowed the completion of the extension to Arnold, which finally, after so many years, heard the first locomotive whistle on March 27, 1912. Durant received credit for bringing the trains to Arnold even though charges of fraud were brought against him; the charges were eventually dropped. Earlier in 1911, with a Railroad finally in sight, Arnold had become a bustling village with landowners plating additions to the village, such as Gordon’s Addition, Gunter’s Addition, Mill’s Addition, and the Railroad Addition. People were buying up lots to build their new homes on, with 20 lots sold the very first day. Harold Bedford realized this bustling town needed a newspaper, so in July of 1911, he established the first newspaper since 1893, naming it the “Arnold Sentinel”. Bedford’s Souvenir Edition of the Railroad Celebration, set to occur on June 14, 1912, was a prize souvenir for those who pur-



Courtesy photo

Merle and Leron Bierman and kids Paxton, Maverick, Lyla, Rosilyn, Jack, and Waylon stand at the site of where the original railroad depot used to stand. The Biermans now own the property.

chased one. “This souvenir edition is still sought after yet today, and I’m very lucky to own a copy, thanks to John Hardin!” Yes, the trains finally came in 1912. The village of Arnold began to see many strangers in town who were surveying prospective business possibilities. Western Grain Company, based in Kearney had completed an elevator east of the depot, and when fire destroyed it, Lexington Mill and Elevator wasted no time replacing it. Gould Land and Cattle Company added another elevator and a store house. Both

these buildings were used by Forrest (Frosty) Ferguson’s Farmers and Feeders Elevator. (Only one Elevator remains standing, unused and surrounded by a host of grain bins.) Some estimates indicated that there were 6000 visitors in Arnold on Railroad Day June 14, 1912 to celebrate the coming of the trains. “Perhaps the day March 27, 1912 was an equally important date in Arnold’s Railroad history. On that day, the first locomotive pulling a “work train” had arrived and engineer “Smokey” Winn closed down the throttle

and stopped the train almost exactly where the Arnold Depot would eventually stand. Winn, then asked the onlookers to step back and he blew the whistle. Rides were also given on this day; many had never seen a train before. School was even dismissed and children were given a short ride.” By the time the June celebration rolled around, the depot was nearly finished. O. L. Maybury was the first agent and his office was in a railroad car. Other agents included Ballinger, Brinkmeyer, Lee Mihane, Char-

See Depot Marker, Page 2