

BOONE'S LICK HERITAGE QUARTERLY



The New Franklin M-K-T Viaduct, 1940-2010

Remembering a Historic KATY Railroad Overpass

Memories of the Rampaging Missouri River

Spring Meeting at CMU's New Museum of History

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BOONSLICK HISTORICAL SOCIETY PERIODICAL

Goodbye to an old friend

Thomas L. Yancey Jr., one of the Boonslick Historical Society's longest-serving members and one of Central Methodist University's most iconic and longest-tenured faculty members died February 25 at the age of 86.

A native of Marshall and a resident of Fayette since 1958, Yancey's involvement with the Boonslick Historical Society goes back several decades and includes many years as secretary of the board of directors, a position from which he stepped down in 2014.

Joining the CMU faculty in 1958, Tom served as a beloved teacher and mentor to hundreds of students taking classes at CMU's Swinney Conservatory of Music – doing so during a time-span covering all or part of six decades. In 1972 he served as the conservatory's acting dean.

In addition to being an accomplished musician, Tom was a well-known artist and taught art classes at CMU in both painting and art history. At the conservatory, he served as associate professor of piano, music theory and organ. He also served as an adjudicator for numerous music festivals and the annual Concerto Competition in Jefferson City.

Tom was co-founder (with Dr. Joseph E. Geist) of CMU's highly regarded Ashby-Hodge Gallery of American Art and curator of the gallery (and CMU's Stephens Museum) from 1993 to 1998. He was the first Central Methodist recipient honored with

the Exemplary Teacher Award given by the United Methodist Board of Higher Education. Later he was the recipient of Central's Distinguished Service Award.

"Professor Tom Yancey made a lasting impression on Central Methodist University," noted CMU President Roger Drake. "We were the lucky ones to have him in our presence and in our lives. Tom helped countless students find themselves with his amazing gifts of art and music. We will miss him greatly."

He earned a Bachelor of Music degree from (then) Central College in 1954 and in 1955 was awarded a master's degree in music from the Conservatory of Music at the University of Cincinnati, later doing doctoral work at the Eastman School of Music in Rochester, N.Y.

Tom served in the U.S. Army in Korea (1956-1958) and immediately afterward became a member of the faculty at his alma mater.

In addition to serving as a board member of the Boonslick Historical Society, Tom was also a member of the CMU Alumni Association, the MU Art & Archaeology Board and Linn Memorial United Methodist Church.

A celebration of life service will be held at 2 p.m., April 27, at Linn Memorial Church on the CMU campus in Fayette. Memorial contributions are suggested to the CMU Ashby-Hodge Gallery and/or Central Methodist University. — *Jim Steele*



Memories from the Flood of '51

Our lead stories about an overpass with no purpose (page 4) and past Missouri River floods (page 8) remind us of a long-ago hazardous drive our family made across Missouri River bottoms during a major flood season. It was the summer of 1951 and I was 11 years old. The family was returning from a vacation in Minnesota along the Gunflint Trail, a popular resort area with numerous rental cottages around many small lakes near the Canadian border.

Known as "Land of 10,000 Lakes," water was everywhere in Minnesota but was well contained and posed no dangers. But that was not the case in states south of Minnesota that summer where the Missouri River was on a rampage. Flooding was occurring all along the river basin in the Show-Me State, and as we drove homeward east along the highway from Marshall in our '48 Ford "Woody" station wagon, Dad was obviously very tense as we kept running into short sections of highway where several inches of water were lapping over it. The Woody had a fair amount of

clearance, but we crept cautiously through each stretch of flooded roadway as Dad kept his fingers crossed we wouldn't hit a deep spot. Finally, the Missouri River bridge at Glasgow came in sight and we were able to climb out of the river bottoms, over the swollen Missouri and safely into the old river town.

The 1951 flood began in Kansas in May. Prompted by heavy rains, flooding continued into summer and by mid-July led to a great rise of water in the surrounding areas of the central United States. The flooding reached its worst stages when between 8 and 16 inches fell on the region between July 9 and July 13.

July 13 brought the single greatest levels of flooding and the greatest amount of destruction by flood experienced in the Midwest as of that date. The crest continued downstream passing through Glasgow on July 16, Boonville on July 17 (32.8 ft.), Jefferson City on July 18, Hermann on July 19, and St. Charles on July 20. The flood levels reached their highest point since the Great Flood of 1844 and Flood of 1903.

—*Don B. Callimore*

Boone's Lick Heritage Quarterly is published four times a year by the Boonslick Historical Society, P.O. Box 426, Boonville, MO 65233.

We encourage our members and others interested in history to contribute articles or other information of historical interest, including family histories, pertaining to the region. Please address all contributions and correspondence related to the periodical to the editor, Don B. Cullimore, 1 Lawrence Dr., Fayette, MO 65248, or email to: Don.cullimore40@gmail.com, phone: 660-888-3429. Editorial guidelines may be obtained from the editor. Publication deadlines are February 1 for the March (Spring) issue; May 1 for the June (Summer) issue; August 1 for the September (Fall) issue; and November 1 for the (Winter) December issue.

The Boonslick Historical Society was founded in 1937 and meets several times a year to enjoy programs about historical topics pertinent to the Boonslick area. Members of the Society have worked together over the years to publish historical books and brochures and to mark historic sites. They supported the founding of Boone's Lick State Historic Site, marked the sites of Cooper's Fort and Hanna Cole's Fort and have restored a George Caleb Bingham painting on loan to The Ashby-Hodge Gallery of American Art at Central Methodist University, Fayette.

Membership dues are \$15-Individual, \$25-Family, \$50-Sponsor, \$250-Patron, \$500-Life. The dues year is January through December. Receive our publication, *Boone's Lick Heritage Quarterly*, and attend annual Society events highlighting the region's history. To become a member, send a check made out to the Boonslick Historical Society, P.O. Box 426, Boonville, MO 65233.

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T. Berry Smith Hall (1899), on the north end of the Central Methodist University campus quad, houses the new CMU Museum of History. The museum is hosting the spring meeting of the Boonslick Historical Society on April 27. Photo by Cathy Thogmorton

Cover photo of M-K-T Viaduct from MoDOT archives.

Gone But Not Forgotten: Remembering the Katy Viaduct at New Franklin, 1940-2010

By Jim Steele

THE EARLY MORNING HOURS OF MONDAY, FEBRUARY 23, 2010, dawned cold and gray as one might expect on a late winter day in Central Missouri. Nonetheless a hardy handful of local residents and highway engineers were on hand to witness the last vehicle to cross the iconic New Franklin Katy Viaduct at the south edge of the city. Already equipment was in place and closure of the nearly 70-year-old landmark took place at 7:30 a.m., with demolition beginning at 8 a.m. The contractor for the project was Widel Inc. of Blackwater, which had submitted the lowest bid at \$1,033,570. Traffic detours ultimately were in place for approximately 75 days.

Earlier on the previous Sunday afternoon, some 40 persons had driven in a motorcade across the viaduct as a send-off to the structure which was completed in 1940. After the motorcade, a Viaduct Farewell Ceremony was held at the (then) New Franklin Silver Liners Senior Center.

As master of ceremonies, Karen Carmichael Boggs read about the history of the bridge, introduced speakers and invited individuals to relate their memories of the viaduct. Local residents Irene Biesemeyer, Al Rohlfing, Betty Cochran Clark, Betty Niebruegge and others—including Boggs—recalled fond memories of walking or bicycling across the viaduct. “I was 8 or 9 years old then [1940], and I remember my daddy coming across the viaduct with a wagon and team of horses” Boggs said.

Ray Glendening, a member of the South Howard County Historical Society, in a talk about the bridge’s history, remarked, “Just as the building of the viaduct and the celebration of its opening is part of history, so too will be today’s celebration of the 70 years of its existence.”

Jim Steele is the retired editor-publisher of the Fayette newspapers and current BHS president. He edited the 2016 history of Howard County published on the occasion of the county’s bicentennial. He holds degrees in history and political science from Central Methodist University and journalism from the University of Missouri-Columbia.

Not All Were in Agreement

Demolition of the historic viaduct was not without controversy. Even as far back as the mid-1990s, MoDOT officials had suggested that the span was well past its prime and no longer needed. Except for the Katy Trail, there were no tracks to cross and moreover the narrow roadway and the viaduct’s construction features no longer were consistent with modern safety standards. As the years progressed, MoDOT engineers continued to warn that the structure’s ongoing deterioration would soon reach the level that would force abandonment.

Nonetheless, many in the community had fond memories of their viaduct and a petition drive to preserve it, led by New Franklin councilwoman Shirley James, gained momentum in 2009. Eventually MoDOT advised, that because of safety concerns, the viaduct would have to go regardless of community sentiments. Funding for the project had become available through Obama administration stimulus funds which had been voted by congress to combat the then-current recession. The need for quick action was imperative.

Even though there was no way the viaduct could remain, there was still the matter of what kind of road would ultimately replace it. Would it simply be a hum-drum extension of Highway 5 or would it be the proposed New Franklin Parkway with decorative lighting and provisions for the Santa Fe Trail Monument and display space for the Katy Caboose? In order for this to happen, MoDOT insisted that the

demolition project be approved by vote of the New Franklin City Council in order for these additional funds to be made available. The vote was split 50-50 and the then-city mayor Frank Frevert broke the tie in favor of endorsing the project. The parkway ultimately became a welcome reality.

Memories of 1940

Even today many in New Franklin recall the glory days of the M-K-T (Katy) Railroad when the viaduct spanned eight tracks over the switch-yard at Franklin.

The official dedication day was on October 23, 1940

One who remembered the day well was Noreen Eatherton



Local residents, joined by city, county and state officials, were on hand to witness the official ribbon-cutting commemorating completion of the New Franklin Parkway on June 7, 2010. Also present were MoDOT Representatives and others connected with the project. Here, two individuals who were among those taking part in the opening of the viaduct in October 1940 — Al Rohlfing and Queen of the Viaduct Noreen Eatherton Lightfoot — join to cut the ribbon. Both now are deceased. Looking is (then) New Franklin Mayor Frank Frevert. Photo by Jim Steele

Lightfoot who, at age 17, was voted by patrons of the old Roxy Theater as “Queen of the Viaduct.” In 2010, she was an 87-year-old resident of a retirement home in Slater, but has since died.

Mrs. Lightfoot told this writer that, as her car filled with dignitaries crossed the span, her boyfriend, Bob, was in an airplane overhead and her father, a Katy engineer, was at the throttle of a locomotive going under the span. It was a beautiful fall day and she recalled lots of people were on hand. It was shortly thereafter that she and Bob were married, a union that lasted 60 years until his death.

Also present was Maynard Brown of New Franklin. In 1940 he was a 14-year-old who on opening day rode across the viaduct on his bicycle with many others. His brother, Boyd Brown, later an Army colonel, led the parade on a horse. (He then was a sergeant in the local National Guard unit.) Maynard Brown recalls that it was “quite a deal” and the city’s first fire-truck was part of the parade, a brand-new Chevrolet. (Read on for additional details about that historic day in 1940.)

History of Viaduct

In the early 1920s, Franklin was made a division point on the M-K-T, providing employment for many locally and in surrounding communities.

A mechanical department, car repair department, dispatchers and agents worked out of the Franklin Division. In 1923 the two divisions based in Sedalia and Mokane were consolidated and moved to Franklin as well.

During World War II more than 400 engineers were working out of Franklin.

Since Franklin was the location of division shops and a roundhouse, there were many switching tracks leading into the community to the south of New Franklin. Where Missouri Route 5 crossed-over there were eight tracks for motorists to navigate. In 1927 the State Highway Department had graded and graveled the road, and in 1932 paved it with Portland concrete cement.

Monies Become Available for a Viaduct

The New Deal 1936 Federal-Aid Highway Act had included funding for the elimination of hazards to life at railroad grade crossings. Nationally, \$50 million (\$903.3 million in today’s dollars) was to be distributed annually in the fiscal years ending in 1938 and 1939 — with grants to be decided by a formula based on population, railroad mileage and highway mileage. The funding was aimed at projects that eliminated hazards to life at grade

crossings, the reconstruction of existing crossing structures, the protection of grades at crossing, or the relocation of highways to avoid crossings. No state matching funds were required for the program.

The M-K-T identified the grade crossing in New Franklin as a top priority for those grade separation funds, and the Central District of the State Highway Department made the New Franklin crossing their highest priority for fiscal year 1938. The crossing had been the location of several severe and fatal accidents as motorists had to wait for trains or switch engines to clear the crossing.

Planning for the crossing began in October 1936 through discussions between the M-K-T and the State Highway Department. By late 1937 preliminary plans had been submitted to the Bureau of Public Roads (BPR) in Omaha for review and for comments to be received back.

Although discussions about the viaduct were apparently widely known in 1937 and 1938, the earliest mention in the local newspapers was in July 1938 when it was reported that State Highway Department employees had been in town during the previous two months collecting data on the crossing. In addition,

it was reported that plans for the viaduct called for a steel structure that would be “one of the most elaborate overpasses in the state.”

The BPR recommended several changes in the plans to improve the aesthetics and site distance of the structure. Some of their recommendations were incorporated into the final plans — for instance they

recommended providing sidewalks on both sides of the bridge or on the west side if allowed on only one side.

While working on the changes suggested by BPR it was also decided to recommend that this particular grade crossing be given an unusual amount of architectural treatment. In a letter from the chief engineer to the BPR he explained that the Highway Commission “believe[d] the site, being located between the towns of Boonville and New Franklin, is of sufficient importance to deserve some architectural treatment,” which was estimated to cost only 6 percent more than a grade crossing without the treatment.

Providing adequate clearance above the railroad tracks was necessary during the planning process, and close coordination with the M-K-T Railroad was also needed. The M-K-T indicated that they required 19 feet of vertical clearance over each track



Construction of the viaduct began in 1939. Here workers are laying down the steel mesh substructure over which the concrete pavement was placed. Image courtesy MoDOT

during construction. The bridge grade was raised two feet to provide the necessary clearance and still make possible the architectural treatments.

Designing the viaduct apparently did not present many technical difficulties, with making adequate site distances and placement of the sidewalks being the key issues addressed most in correspondence between the State Highway Department and the BPR.

Plans apparently had originally called for the sidewalks to be located on the east side of the structure. The BPR suggested that sidewalks be placed on both sides of the structure or, if cost was an issue, on the west side since the plans showed the presence of houses and a church south of the railroad on the west side.

In April 1938 the State Highway Department submitted revised plans to the BPR incorporating the changes they had suggested as well as the architectural treatment the bridge was to receive. In May the BPR approved the plans.

In September 1938 the M-K-T Railroad and the State Highway Department filed an application with the Public Service Commission for authority to build the viaduct and abandon the at-grade separation.

In late 1938 the State Highway Department began acquiring rights-of-way for the project, and was presented with one of the effort's most significant challenges — the issue of damages to adjacent property owners. Several properties went to condemnation to determine damages, and as late as August 1939 the fate of the viaduct appeared doubtful as damages for some of the properties were returned at more than their appraised value. Despite these issues the request for bids was issued in early September, with a bid opening on Sept. 22.

When bids were opened the Carrothers & Crouch Construction Co. of Kansas City had the low bid of \$197,185 (about \$3.6 million in today's dollars), considerably lower than the estimated \$210,000 cost. With additional construction costs for entrances, drainage, street approaches and other necessary construction coming in at around \$31,000, the total viaduct construction cost was about \$225,000. Preliminary work of moving water mains started the week of October 13, and that same week representatives of Carrothers & Crouch arrived in New Franklin with machinery, and the superintendent's office was under construction. By mid-November forms for the pilings were being constructed. It was estimated completion would take about one year. Many local workers were hired during construction and it was anticipated the project would alleviate all unemployment in Franklin and New Franklin during that period.

As work began, regional newspapers commented on the plans for the viaduct, reporting the specifications for the bridge: it would span eight tracks of the M-K-T Railroad, be entirely of reinforced concrete, would have 23 spans of 48 feet and six spans at 54 feet for a total length of 948 feet [this length does not include the abutments]. The architectural features were often commented upon, with the *New Franklin News* even reporting that "architectural treatments have been given to all parts of the structure—the large plane surfaces and abrupt angles often seen on bridges have been avoided."

The *New Franklin News* (no longer extant) provided regular reports to its readers about the progress of construction and providing their own estimates for when construction would be done. They noted rapid progress in May of 1939 and predicted the viaduct would be completed by August. In June they reported that more than half of the span had been completed and that the viaduct should be completed by the first of September.

In September the paper began reporting the viaduct was nearing completion, and about plans for a dedication ceremony. In

describing the viaduct, the September 6 issue said, "the architectural features of the structure add much to its beautification, exceeding the expectations of practically all in this community. It is said to be one of the finest structures of its kind in the state."

By the end of September the viaduct itself was complete and the work on the approaches and side access roads was well underway.

In mid-September

the community began planning the dedication ceremony in earnest. Business groups and the city council formed committees for publicity, entertainment, finance, speakers and decorations. On September 27 a "Queen of the Overpass Dedication" contest was announced: All single girls in the town, between the ages of 16 and 25, were eligible to be queen, with the public making the nominations and votes being purchased with theater tickets at the local Roxy Theatre.

The viaduct dedication was officially set for October 23, 1940. Ceremonies started at 11 a.m. with the first of four free movies at the Roxy Theatre. By 1p.m. around 2,500 people had gathered to witness a parade and the dedication ceremonies.

Several area bands, including the Kemper Military Band, the Central College Band, the Central College All-Girl Band, the Boonville High School Band, the Glasgow High School Band and the Fayette and Boonville high school drum and bugle corps participated in the parade, and gave performances later in the day. Special trains ran from Boonville and Fayette to accommodate



Demolition of the viaduct was completed in 2010 and took approximately three months. Traffic was temporarily routed around the work site. Photo by Jim Steele



Above, a modern, well-lighted and landscaped parkway was built to replace the viaduct, which had not been needed as an overpass of the Katy Railroad tracks since 1986.

Below, after the New Franklin Katy Parkway had been completed in 2010, a part of the viaduct railing became a decorative feature for remembering the historic structure. More than half of the demolished viaduct had provided recycling material for the at-grade parkway, rather than going to a landfill. Images courtesy Fayette Advertiser



the performers and the crowd.

Ceremony Chairman Sen. C. S. Duncan presided over the ceremonies; V. B. Saville, division engineer for the highway department's Central Division, cut the ribbon on the viaduct; and New Franklin Mayor Bowman made the first speech. The featured speaker was Dan Nee, director of Internal Revenue for the Western Division of Missouri, who spoke about the evolution of transportation in Missouri. C. W. Watts of the M-K-T Railroad followed, expressing thanks for making the viaduct construction a reality. The celebration continued into the evening with a dance at the George Allen Building where the 128th Field Artillery Band of Maryville was the featured band.

The event was considered one of the largest happenings in the history of the community, and was reported in neighboring communities as well. Fayette and Boonville newspapers both

reported on the festivities. The day before the ceremonies there was a full-page advertisement in the *Boonville Daily News* congratulating New Franklin on completion of the new structure.

In the Biennial Report covering 1939 and 1940 the State Highway Commission included the New Franklin structure in the list of more important projects completed during the reporting period.

Construction concluded on November 18, 1940, and the final inspection was completed that day as well. In December 1940 it was recommended that the State Highway Commission accept the structure. When the final audit for the project was completed it was revealed that the viaduct had a cost under-run of more than \$5,000, which was attributed to changes in the size of sewer pipes laid as part of the project, and the piles not needing to be sunk as deeply as originally estimated, since they found a proper bearing at a higher elevation than anticipated.

New Franklin was home to the M-K-T switching yard until 1986 when the railroad ceased operation of its line between Machens and Sedalia. Flooding had been an issue on the line since shortly after construction, and when flooding occurred the M-K-T was forced to use the parallel Missouri Pacific route south of the Missouri River. Severe flooding in October 1986 washed out several miles of the line. In 1987 it was officially abandoned by the M-K-T as a rail line, and in 1988 the line was donated to the State of Missouri and became the Katy Trail State Park.

In 1993 the Missouri Department of Transportation (MoDOT) first proposed removing the viaduct. The reasons cited at the time were the maintenance costs of the structure. A newspaper article also noted that when the structure was constructed the M-K-T yard was a "busy place" and described several earlier fatal accidents at the crossing. By 1993 the yards had been removed and the most dangerous thing there was the Katy Trail where pedestrians and bicycles would have to yield to highway traffic. At the time it was projected that the viaduct would be removed between 2000 and 2007, and cost \$820,000 to remove the structure and rebuild the

highway.

In 2008 MoDOT again proposed removing the viaduct. It was noted that the viaduct was nearing the end of its useful life and ultimately was razed in 2010. Although there was some local opposition to the removal (as noted), the New Franklin City Council voted 3-2 to endorse the removal, and sent a letter of support for MoDOT's application.

NOTES

Special appreciation is extended to the historical archives of the Missouri Department of Transportation (MoDOT) for much of the information contained in this account. Additional sources include the archives of the *Fayette Advertiser* and *Democrat-Leader*.

Historic Floods in the Boonslick

By Jim Steele and J. Y. Miller

Editor's note: The following account has been adapted by historian Jim Steele from a chapter written by J. Y. Miller for the 2016 Howard County bicentennial history book. Given the current flooding of the Missouri River this spring, we felt this was a timely piece of river history. As the *Quarterly* went to press in early April, the Missouri River was running more than 6 feet above flood-stage levels at Glasgow (32.3 feet) and Boonville (32.5 feet), still far below the highest level of the '93 flood. However, upstream, in northwest Missouri, north-east Kansas, Iowa and Nebraska, the Missouri River was flooding at historic levels—higher than the 1993 and 2011 floods—due to heavy late winter and spring rains and runoff from the plains snowmelt in the upper basin.



Flood waters destroyed a pier of the Kansas City Southern Railroad Bridge at Glasgow. The old highway bridge is at right. Photo by H. Denny Davis, Fayette Advertiser

With the Missouri River wrapping around two of its four sides, Howard County has seen more than its share of floods over the years. Many residents still remember the floods of 1951 and 1986 which did major damage to homes and farmland.

But those floods were minor compared to the great flood of 1993. Crests of well over 32 feet exceeded the records set in 1951. Damage was great all along the flooded Missouri.

The Great Flood of '93 began in earnest in early July. With low-lying areas in the Missouri River bottoms near Jefferson City already threatened by the surging river, more than 7 inches of rain fell the night of July 6, pushing rainfall totals for the year above 50 inches.

On July 7, the National Weather Service forecast the river would crest at 34 feet in Boonville by the end of the week, 1.2 feet higher than the record flood of 1951. That same day, some residents of Hartsburg in southern Boone County began to evacu-

ate their homes and move belongings to higher ground.

On July 8, several levees failed along the Missouri River at Glasgow in Howard County, flooding more than 2,000 acres of farmland and submerging a four-mile stretch of Highway 240.

The State Emergency Management Agency estimated on July 9 that about 11,000 people in 22 counties and St. Louis had been evacuated because of flooding on the Missouri and Mississippi rivers.

Additional Missouri National Guard troops were called out to help with sandbagging and security, and new forecasts called for a crest of 38 feet at Boonville — well above the 30-foot level of protection afforded by the highest river levees.

Residents of Franklin across the river from Boonville were advised to evacuate when it seemed certain the river would overrun the last remaining levee there, and emergency management officials called for volunteers to relieve weary residents with

Big Muddy Floods

sandbagging in various river towns.

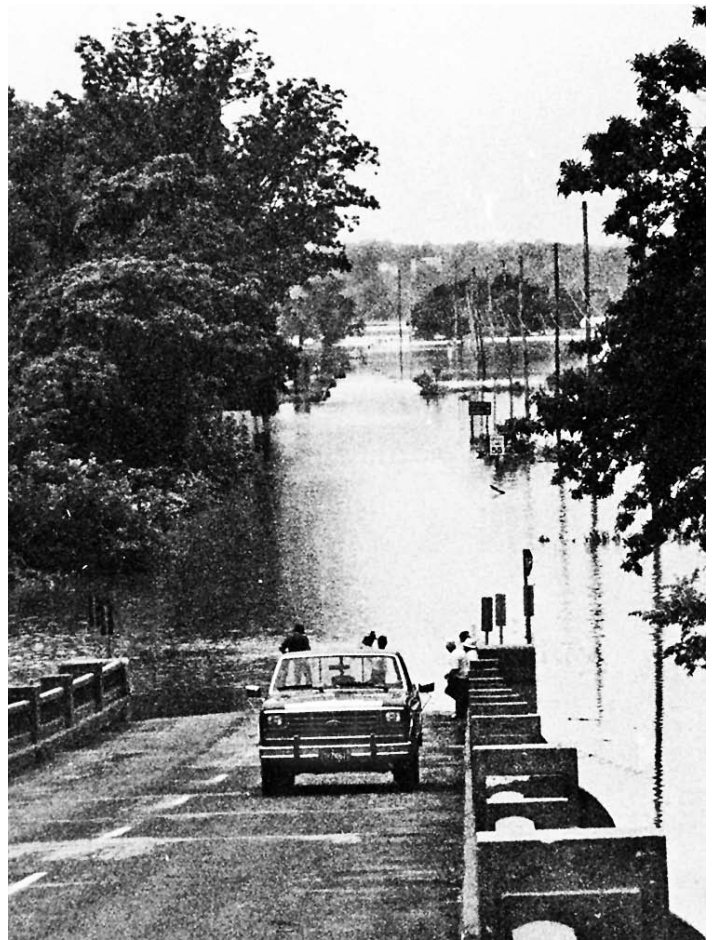
The swift current destroyed a pier of the railroad bridge at Glasgow. The damaged section of the bridge fell to the water and knocked the parallel highway bridge several inches out of alignment. The railroad tracks hung in the air like telephone lines. Smaller bridges and roads in the county were closed.

The Great Flood of '93 is Still Vivid in the Minds of Many in the Boonslick

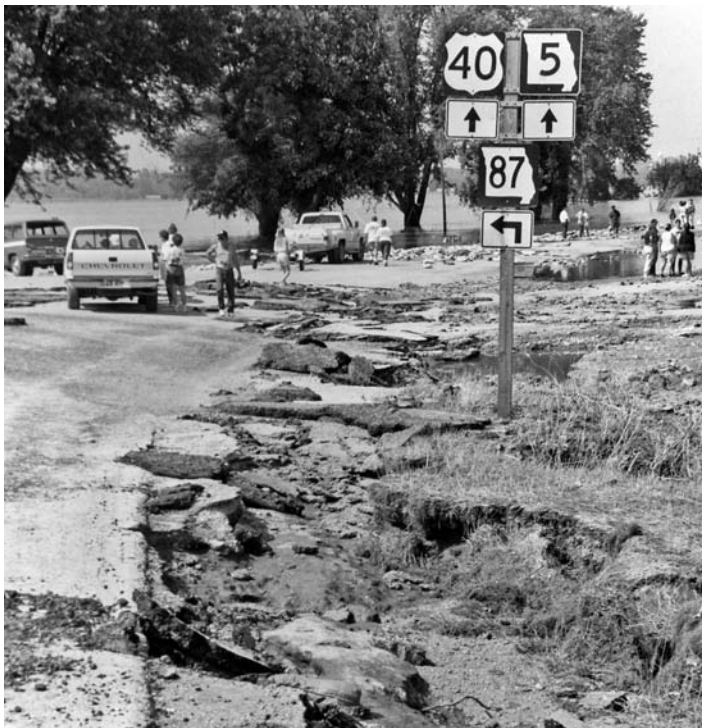
Still, difficult times always bring out the inner courage and good will of people and the flood of '93 was no exception. Neighbors and strangers appeared with trucks and finally with boats to help people in the bottoms of Boonville, New Franklin, Glasgow, Rocheport, Hartsburg, Lupus, Petersburg, Lisbon, and the rural areas to move goods and families to higher ground. It was at the same time, a disaster and our finest hour.

Citizens of river towns were joined by prison inmates, Kemper Military cadets, and dozens of concerned folks to fill sandbags and to reinforce levees. Others built temporary levees of sandbags to protect homes and towns. Anheuser Busch sent cans of water to distribute to those working in the heat. Local businesses supplied food and supplies to the levee workers.

There was a fear that the river would cut a new channel due to washouts near Glasgow. National Guard helicopters dropped huge boulders into the washout and railroad cars loaded with gravel were pushed into the breach. The river did not succeed in creating a new channel and was forced to remain in its old banks when the waters subsided.



Flood waters encroach upon the south end of the former Highway 5 viaduct at New Franklin.



After the flood waters dropped, residents inspect road damage in South Howard County at the intersection of Highways 40/5 and 87. Photos by H. Denny Davis, Fayette Advertiser

Troy Fuemmeler of Glasgow is the non-federal levee inspector with the Corps of Engineers who is responsible for levees from Nebraska to St. Louis. During the '93 flood, his father, Larry Fuemmeler, was a corps employee who supervised the efforts to keep the Missouri River from cutting a new channel.

The late H. Denny Davis, editor and publisher of the *Fayette Advertiser* and *Democrat-Leader* from 1984 to 2000, provided extensive coverage of the flood and later produced a special supplement which is a collector's item.

Local pilots provided planes allowing Davis to undertake extensive aerial photo coverage of the floods.

The newspaper at that time was printed in Columbia and flooding meant that Davis and other staffers were forced to travel north through Harrisburg to Highway 63 in order to bring papers back to Fayette.

Jim Steele, of Fayette, was editor of the Howard County bicentennial book, *Howard County, MO: From Prairie Land to Promised Land, a Remembrance Across Two Centuries*. J. Y. Miller, of Glasgow, a retired teacher and historian, was a contributor to that publication. Published in 2016, copies of the bicentennial book may be obtained from its sponsor, the Howard County Genealogical Society at the Howard County Library.

CMU Museum of History to Host Spring BHS Meeting

The spring meeting of the Boonslick Historical Society will be April 27 at the Central Methodist University Museum of History on the campus in Fayette. The meeting begins at 11 a.m. and the general public is invited.

The museum, previously part of the Stephens Museum of Natural History, opened in September with a new identity to reflect a new mission focusing on cultural history—preserving and interpreting the history of CMU, the City of Fayette, Mis-

strong, and will grow, Wiegers said. One of the historic Morrison Observatory's old telescopes has been placed in the museum, and the rich history of the marching band at Central will be represented as well.

The museum's collection of historic athletics memorabilia is burgeoning due to recent donations, and features a 1922 leather football helmet worn by alumnus Joe McClintic, a plethora of items from a 100-plus year history of basketball, several 1930-1940 football programs recently discovered in Clingenpeel Hall, a 1943 fabric jersey worn by William Morrow Sr., and much more.

Other items include a sextant (navigational device) used by the first captain of the *S.S. Central Victory*, a Navy ship named after Central Methodist; and a new display of 100-plus bobbleheads from the Royals and the Cardinals. Special figurines, bobbleheads commemorate the Show-Me Series Rivalry between the St. Louis Cardinals and Kansas City Royals, often called the I-70 Series. There is now a National Bobblehead Hall of Fame and Museum in Milwaukee, Wisconsin. It houses the world's largest collection of bobbleheads and features dozens of exhibits related to the history of bobbleheads, making of bobbleheads and much more.

Persons interested in summer tours of the CMU Museum of History may contact Professor Wiegers at rwiegers@Central-methodist.edu or Chuck Thompson at chuckthompson75@gmail.com. Hours of operation during the fall and spring semesters will be announced at a later date.

Editor's Note: Information for this article was obtained from CMU History Professor Robert Wiegers and the CMU Department of Marketing Communications.



History Professor Robert Wiegers prepares to cut ribbon during dedication of the CMU Museum of History during Homecoming as University President Roger Drake and two students assist. Below, Athletics Department artifacts display. Photos by Joseph Waner, CMU Marketing Communications

souri Methodism, and student activities at the university.

It is located on the main floor in historic T. Berry Smith Hall (1896) on the north end of the campus quad. Parking is available along Church Street and in the CMU campus parking lot at the corner of Lucky and Church streets across Church Street from the museum.

Dr. Robert Wiegers, professor of history and curator of the museum, said the new museum emphasis is far different from the natural history approach of the old Stephens Museum, which is currently closed and will reopen on the lower level of Stedman Hall of Science in spring 2019.

"A history museum cannot be static," said Wiegers, who has managed the three-year museum renovation. "It must change to provide timely or new attractions that will make people want to come back. For instance, Christmas ornaments at Christmastime. Or traveling exhibits from the state history museum. Or perhaps we'll have an observatory display from our own Morrison Observatory."

Wiegers said the museum will maintain a permanent display area with such favorites as the Boone Stones (the original grave markers of Daniel Boone and his wife, Rebecca), the Jordan Collier Collection of Civil War Artifacts, and the World War II-era gyro compass similar to those used on U.S. Navy ships.

In addition, the museum's focus on CMU history will be



Jim Steele Assumes BHS Presidency

Veteran journalist and historian James H. (Jim) Steele of Fayette assumed the presidency of the Boonslick Historical Society at the start of 2019. He replaced Cindy Bowen of Armstrong, who stepped down at the end of last year after serving as president for seven years.

"Cindy has dedicated more than 20 years of service to the Boonslick Historical Society, assuming several board positions and supporting our numerous preservation efforts," Steele said. "During her tenure as president, the organization's publication, *Boone's Lick Heritage Quarterly*, was brought back to life following a dormancy of several years after its founder and first editor, Bob Dyer, passed away. And she guided the organization's increase in membership. Her leadership skills have been crucial to making BHS a stronger organization."

Steele added that special thanks also were due to Denise Haskamp of Glasgow for extended service as board secretary. She stepped down from that position at the end of last year after serving in it for five years, and Carolyn Collings, a historian from Columbia, assumed secretarial responsibilities. "That is one of the more demanding tasks—documenting the actions of the board for historical record," Steele said. Continuing board members are Vice President Brett Rogers and

Treasurer Sam Jewett, both of Boonville. Both Bowen and Haskamp plan to continue as active BHS members.

Steele is a former publisher and editor of the *Fayette Advertiser* and *Democrat-Leader* (200-2011). He served as editor of the bicentennial history, *Howard County, MO: From Prairie Land to Promised Land, a Remembrance Across Two Centuries*, a 176-page book published in 2016 by the Howard County Genealogical Society. He served as an adjunct professor of journalism at CMU from 2011-2014 and for many years as a print and broadcast journalist in both the commercial industry and for the United Methodist Church.

He was instrumental in the community effort to save the old Howard County Jail, an important historic structure that was ultimately bought and restored

by California attorney Gary Kaplan. He later gave it to the Fayette Main Street organization to maintain and utilize as a historic property. Steele also spearheaded the successful campaign to repair Memorial Bandstand on the Howard County Courthouse lawn and was one of two community leaders who conceived and implemented the Fayette Festival of the Arts, which has a significant historic focus.



New BHS Board Members

Three new members joined the Boonslick Historical Society Board of Directors in January. They are Sue Day of Pilot Grove, Jacqueline (Jacque) Schaller of New Franklin, and Catherine (Cathy) Thogmorton of Fayette.

Day is retired from Pilot Grove C-4 School District as food service director. Currently she is treasurer of the Pilot Grove Community Building Board and is starting her second year as a historic Interpreter at the historic Village of Arrow Rock in Saline County. An active member of the Cooper County Historical Society, Day served for three years as Archivist for the group. She is also past president of the Missouri Cattlewomen.

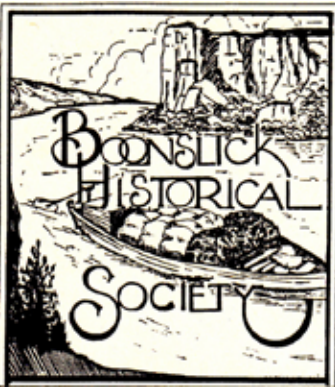
Schaller is an active member of the South Howard County Historical Society and also belongs to the Howard County Genealogical Society, the Boonslick Road Association, the Santa Fe Trail Association and the Missouri River Outfitters. She contributed the chapter on New Franklin history in the recent Howard County Bicentennial book. She holds undergraduate degrees in interior design and art education and a master's in library science.

Thogmorton recently retired from Central Methodist University where she served as editor of the CMU's alumni magazine *Talon* and as public relations assistant in the Marketing Communications Department for 15 years. Prior to that she taught high

school English in Lee's Summit for 25 years. She holds bachelor's and master's degrees in English. Thogmorton is a alumna of CMU. Two buildings on campus are named in honor of family members: The Jim and Helen Puckett Thogmorton Allied Health Center (her parents) and the E. P. Puckett Field House (her grandfather). She currently owns and operates Grey Willows Arts and Antiques, which is located in one of Fayette's oldest structures, The Shepard-Davis House (1824) on South Main Street.

Remember to Pay Your 2019 BHS Dues

As we do each year at this time, we remind those BHS members who have not remitted their modest dues for 2019, it is past time to do so. As with last year, dues for Individual members are only \$15, and for Family members (two) \$25. Other opportunities to support the Boonslick Historical Society are Sponsors-\$50, Patrons-\$250, and Life-\$500. Checks should be made out to the Boonslick Historical Society and mailed to the BHS, P.O. Box 426, Boonville, MO 65233. Persons not paying their dues after this issue will no longer receive *Boone's Lick Heritage Quarterly*.



P.O. Box 236
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Stump Island Park, Glasgow Missouri. The first of April this year, the river stood at 32.3' (more than six feet above flood stage). At 32' most of Stump Island goes under, the bridge going into Stump Island goes down to one lane and the Corp of Engineers' quonset hut is in water. The city's lower lagoon has water to the edge of the berm and the levee on the west side feels the force of the river.

Photo by Mike Heying, Glasgow Missourian