

# GREAT PLAINS DISPATCH

The Official Newsletter of the Great Plains Transportation Museum  
and the Wichita Chapter National Railway Historical Society

January 2007

Volume VII

Number 1

## LOOKING BACK ON KANSAS RAILROADS

### JANUARY 1968

*By Lloyd Stagner*



The Interstate Commerce Commission postponed the effective date of the Burlington, Northern Pacific, Great Northern and the Spokane Portland & Seattle merger as further hearings were scheduled.

An application was filed with the ICC to discontinue passenger trains Nos. 23-22, 27-26 between Kansas City-Omaha leaving Nos. 21-20 as the only remaining service.

Freight cars on order for 1968 delivery included 300 100-ton hoppers, 400 100-ton covered hoppers, 25 flat cars from car builders, also 150 gondolas, 100 covered gondolas and 70 100-ton hoppers to be built in the company shop at Havelock Nebraska.



Acquired the following new freight cars during 1968: 400 100-ton coal hoppers, 300 100-ton covered hoppers, 100 50-ft and 100 60-ft insulated box cars.



103 Chicago & Eastern Illinois diesel locomotive units would be renumbered into Missouri Pacific number series.

Overnight passenger trains Nos. 18-19 were discontinued between Kansas City-St. Louis effective January 25.



Application was filed with the ICC to discontinue passenger trains 19-20, The Chief and 23-24, Grand Canyon, between Chicago-Los Angeles. effective May 14. Despite passenger train off filings, Santa Fe did a brisk passenger business over the Christmas-New Years holiday by operating two sections of trains 17-18, Super Chief/El Capitan and separate Dallas and Houston sections of trains 15-16, Texas Chief.

Forty SD-45 3600 h.p. freight locomotives and 1850 freight cars would be acquired during 1968.

On Friday, January 19, 15 westbound and 14 eastbound freight trains passed AG Tower at Augusta. January 20 total was 14 westbound and 13 eastbound.



4-8-4 type steam locomotive No. 8444 (later renumbered back to 844) ran on the annual Livestock Show special between Cheyenne-Denver January 13. Application was filed with the ICC to discontinue passenger trains 17-18, Portland Rose between Kansas City-Portland. effective February 23.





**THE MISSION OF  
THE GREAT PLAINS  
TRANSPORTATION  
MUSEUM**

To be *THE* Railroad Museum  
Of Kansas.

Dedicated to record and exhibit the importance of railroad transportation in the human, agricultural, commercial and industrial heritage of Wichita, Kansas and the Great Plains.

To showcase that heritage with an "Action Display" of rail equipment operation. Giving visitors an exciting learning experience through motion, set in a unique, historic and scenic urban location.

To enhance the action display with significant and appropriate railroad locomotives, rolling stock, equipment and structures; through interpretive displays, dioramas, exhibits and media; and educational and community programs.



The GREAT PLAINS DISPATCHER is the official monthly newsletter of the Wichita Chapter, National Railway Historical Society, Inc. and the Great Plains Transportation Museum, Inc. Members receive the DISPATCHER as part of their membership. All material submitted for publication should be submitted by the 25th of the month for publication in the next months DISPATCHER. Submissions may be sent to the editor at: editor@gptm.us, 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

**DECEMBER NRHS  
MEETING**

The Wichita Chapter's monthly program will focus on the proposed revision to the chapter by-laws. There will also be a short program and a question & answer contest.

The meeting will be held Friday, January 18 at Gloria Dei Lutheran Church 1101 N. River Blvd in Wichita. Meeting time is 7:30 pm.

**NRHS DUES**

NRHS has mailed the dues notices. ***IF YOU HAVE NOT RECEIVED A DUES NOTICE***, contact Steve Corp, treasurer, at 683-4758.

Mail your renewals to:

Steve Corp  
5609 Shadybrook St  
Wichita, KS 67208-1756

Also, the statement needs to be included with the payment. Doing this will lessen the workload of the treasurer.

The new dues rates are listed below.

Regular Member  
Individual \$46

Family membership.  
Primary member \$ 46 plus additional family members at \$12 per member. For example, a family of 4 would be \$46 + 3X \$12 for a sum of \$82.

Student Member \$25

At-Large Member \$34

**HELP WANTED**

The vice-president position is still vacant. Contact David or Harvey if you can help.

**FUTURE NRHS MEETINGS**

Feb.: GPTM annual business meeting  
Mar.: K&O RR guest speaker  
Apr.: Topeka Chapter exchange program.  
May: Open  
June: Annual picnic  
July: Platform meeting  
Aug.: Platform meeting  
Sept.: Annual banquet  
Oct.: Kansas City Chapter exchange program  
Nov.: Open  
Dec.: Slide free-for-all

**QUAD-CHAPTER MEETING**

The Wichita Chapter will host this year's quad-chapter meeting Saturday, May 24. Details to follow.

**OTHER EVENTS**

Feb. 9-10 – Wichita Train Show, Cessna Activity Center. Sat: 9–5, Sun: 12 Noon–4.  
Info: aylward1@cox.net

Feb. 23 – Lawrence Model Railroaders Annual Train Show, Douglas Co. Fairgrounds, Lawrence.  
Info: jimforegolf@hotmail.com

Apr. 17-20 - KRHS spring meet, Kansas City, MO  
www.katyrailroad.org

June 16-22 - NRHS convention, Ft. Worth, TX  
www.lonestarrails2008.com

July 9-13 - SFRH&MS convention, Riverside, CA  
www.atsfr.com

July 23-26 UPHS convention, Capitol Plaza Hotel, Topeka, KS  
www.uphs.org

Oct. 3-5 - MPHS convention, Leavenworth, KS  
www.mopac.org

**SHORTLINE RAIL SERVICES RETURNS TO HANSTON**

HANSTON After a 12-year absence, shortline rail service has returned to Hanston. The Dodge City Co-op and Watco Transportation Services a holding company for shortline railroads, including the Kansas and Oklahoma Railroad have agreed to reopen the rail line through Hanston, which will allow the co-op to ship grain more quickly from its Hanston elevator to other cities.

The community celebrated the reopening of the rail line Wednesday with a ribbon-cutting at the grain elevator, followed by a luncheon at the St. Anthony Parish Center.

"We're very glad they've chosen to do this," said Lea Ann Siler, economic development director for Hodgeman County. "This opens up a lot of avenues for Hodgeman County."

She said the project will bring more truck traffic into the county and could lead to additional opportunities for economic development.

The project has already created one new full-time job and is expected to generate one or two more.

Jerald Kemmerer, CEO and general manager for the co-op, said he started working with Watco officials on the project about three months ago, and he was pleased it came together so quickly.

"The great thing about this is it's going to be an asset not just to our Hanston facility, but our Jetmore facility and maybe one or two other facilities as well," he said.

Kemmerer said the co-op's original investment in the project was more than \$100,000, but that amount will probably double or triple over the next few years as the co-op tackles related projects at its Hanston and Jetmore elevators.

Watco spent about \$750,000 on rehabilitating the rail line from Burdett to Hanston for the project, said agricultural marketing manager Doug Story.

Story said reopening the rail line was exciting for everyone involved.

"We're looking forward to a good long relationship with the Dodge City Co-op for doing this and also the city of Hanston," he said. "It's very exciting for all of us."

*Dodge City Daily Globe*

**MUSEUM DUES**

Please send in your dues payment to keep your membership current. Even better, visit the museum and pay in person.

**GPTM MEMBERSHIP**

**THE GREAT PLAINS  
TRANSPORTATION MUSEUM  
Membership and Volunteer  
Application**

Membership Categories

Museum Regular Memberships

\_\_\_ Individual \$20

\_\_\_ Family \$30

Museum Supporting Memberships

\_\_\_ Sustaining \$50

\_\_\_ Contributing \$100

\_\_\_ Sponsor \$250

\_\_\_ Patron \$500

\_\_\_ Benefactor \$1000

I want to volunteer in the following areas:

- \_\_\_ Shop & restoration      \_\_\_ Gift shop
- \_\_\_ Interpretive guide/Tours      \_\_\_ Fund raising
- \_\_\_ Displays & artifacts      \_\_\_ Library
- \_\_\_ General Maintenance      \_\_\_ Office
- \_\_\_ Planning & Development      \_\_\_ Newsletter
- \_\_\_ Other: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Signature: \_\_\_\_\_

Please remit to:

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Membership Coordinator  
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**NRHS BOARD MEETING**

January 5, 2008

The following persons were present:

Steve Corp, Treasurer  
David Meek, President  
Fred Tefft, Editor  
Lloyd Stagner, historian  
Richard Hitchcock, Secretary

Meeting called to order at 10:40 am, Saturday, January 5, 2008.

Minutes: The November minutes were read. Steve Corp moved to approve the minutes as read, Lloyd Stagner 2nd. Motion carried.

Treasurer: Steve Corp gave a treasurer's report. Steve deposited \$1550 in the bank account. Check written for membership dues to national last week. Motion to approve by J. Harvey Koehn, Fred Tefft 2nd and the Motion carried. On renewals, Steve Corp commented on the difficulties with the report form he was reading. The report did not show all the total amounts he needed.

Reports and Old Business:  
New national address: NRHS, 100 N 20th St, 4th floor, Philadelphia, PA 19103-1443, on February 1st.  
Fernley and Fernley is the firm hired to handle their office work.

Harvey's reports: director's meeting in Dallas in January, he reports. He will not be able to be there. The National Convention is in Dallas in June. Quad Chapter update: J. Harvey Koehn is working on a date of May 24th, but a train ride is not firmed up at this time. It would be on the K&O and use box lunches. He proposes Jet BBQ. He would like to choose the train route. Entertainment has not been decided as of now. The Meeting will be on a Saturday. David asked if the City Historian would help. High School graduations and commencement exercises may interfere about that time. J. Harvey Koehn suggested the train ride at Watson Park as an attraction. He is

going to explore people at WSU who are interested. The VP update, no change from last regular meeting.

New Business: David Meek: We need to attract new members and get current members to attend the chapter meetings. The chapter will have a table at the train show in 2008. Board Meeting dates next are March 1st, May 3rd, July is open, September 6th, November 1st. SFH&MS meeting in 2008 is in Riverside California July 9 through 13.

J. Harvey Koehn made a motion to adjourn and Steve Corp seconded the motion. Motion passed unanimously. At 11:19 a.m. we adjourned.

Richard Hitchcock, Secretary

**SANTA FE NEWS**  
**DEC 2007 & JAN 2008**

By Jayhawk

**Service Interruptions**

On December 17th at 09:45 in the morning, BNSF empty coal train E-RRSTOP2-64 was moving east on Main 2 at CP 2253 when it impacted the 45 car on the UP local moving west from single main track to Main 1. The UP local is a trackage rights train that was running from Wichita to Ark City and back as train F-LVB591-17. This is a daily train that runs on the BNSF and has since 1985. The empty coal train was returning from the Sooner Electric Generating Station at Red Rock, OK heading back to the UP at Topeka. This train has been normally running from Arkansas City to Newton to Emporia in the past couple of years. For some reason, the

*UP 6759 is back on the rail following the Dec 17 collision. Photo by John Cook*

empty coal train running with all UP power and having one engine up front and two as DP on the rear, failed to stop at the red signal and hit the local at 22 MPH. The lead unit on the empty coal train was UP AC4400CW 6759 and it was the only equipment on the empty that derailed. A total of 9 cars derailed on the local with at least 7 of them leaning severely or on their sides including 5 of them in the deep ditch on the west side of the tracks. The cars derailed on the local were mostly miscellaneous empties including an empty tank car containing hazardous residue. The conductor and female engineer on the empty coal train were taken to St. Francis Hospital in Wichita with the engineer in critical condition. The empty coal train crew had gone on duty at Arkansas City at 06:30 that morning. The left side of the cab on the UP 6759 was ripped off from about the middle of the engine to the outside. The track was blocked for several hours but the busy transcon nearby in Mulvane was not affected by this incident. At this point, no one is sure why the empty coal train did not stop.

At 23:15 on December 12th, the local between Kansas City and Topeka suffered a derailment at Lawrence, KS in the siding. The crew reported that the rear 6 cars of the train were derailed and the rear car was laying on the main track. It turned out that the rear car was only leaning severely and not quite blocking the main track. Amtrak #3 was approaching and  
*Continued on page 5)*



(Continued from page 4)

suffered an hour and 15 minute delay (while BNSF officials measured and checked to see if the passenger train could clear the derailed cars. They cleared with several inches to spare. The derailed Carson the eastbound local were loads of wheat and the derailment was caused by the south rail of the siding rolling over under the cars. All cars were re-railed by 09:50 the next morning.

Snow and ice on the La Junta sub west of Hutchinson, KS took the signal system out of service west of Hutchinson starting just after midnight on December 12th. This is an ABS System where trains still use Track Warrants to obtain authority for movement, and the signals allow trains to operate faster than without signals. With the signal system suspended by track bulletin, this is considered as "dark territory" and restricts freight trains to 49 MPH and passenger trains to 59 MPH. The signal system was actually suspended between CP 2206 (MP 220.6) at West Hutchinson where the track is CTC east of that point and ABS west of that point, and Kinsley, about 82 miles of track. BNSF suffered major pole line damage due to this ice storm between Hutchinson (MP 220) and Zenith (MP 246). Power outages were reported between Hutchinson and Offerle at MP (324). BNSF placed generators at many crossing that had no power so the crossing signals would work, eliminating over 15 "stop and proceed" crossing protection orders. However, since the sidings in this area all have spring switches, they had to be clamped and spiked shut to avoid having every train stop and hand operate any facing point spring switches before proceeding over them. This was specified in a track bulletin Form C. Since the Maintenance of Way department had to hy-rail inspect the "dark" track ahead of each Amtrak, they were also available to unspike/unclamp any siding switches needed to

make meets or passes as directed by the dispatcher. And each crew that was going to operate over the "dark territory" was required to call a pre-recorded informational line explaining the additional need to report main track switch position, and filling out of the form to the dispatcher. They also had to have a "live" in person or phone conference with a BNSF Road Foreman of Engines. By just after noon on December 19th, all the signals had been restored with the 82 miles of "Dark Territory" being reduced each day as the repairs were made until the entire portion was back in service.

### ETMS

On December 18th, BNSF ran a test train consisting of two locomotives surrounding a business car that was for the purpose of showing the BLET the new BNSF ETMS system that they are installing between Fort Worth and Purcell, OK. The test train ran between Fort Worth and Gainesville, TX. The Electronic Train Management System is a safety overlay that according to the BNSF does not take the place of the crew in the cab. The system shows the engineer all the slow orders, Form B limits (track gangs) curves, grade, and speed restrictions on a separate computer screen on the engine console along with the two regular computer screens that he has in front of him. This system uses GPS technology and will cost BNSF about \$30,000 per locomotive to equip. Without going into great detail as to how it works, all I can say is that from the report that I got, it does work. The FRA says that BNSF can use this system as a safety overlay only. It also pings the rails for 5 miles ahead to see if there are any broken rails or switches not properly lined. This is especially useful in dark territory where signals are not in use to tell the train crews of problems. The system can shut down the train for such things as a speed of 5 MPH over the allowed speed limit.

### CF7s Scrapped

A pair of ex ATSF CF7s that have been used on the former ATSF branch from Attica to Sun City, KS, were recently scrapped. Engines MALX 512 & 523 (Mid American Leasing) were scrapped on December 19th at Sharon, KS (half way between Attica and Medicine Lodge.) These two were used when the line was sold to the Kansas Southern in 2001. They had been stored at Attica in a yard track for over a year in very derelict condition. The Victorian & Southern is the current operator of the line from Attica to Medicine Lodge and uses a former CN M420 for power. A company out of Pratt, KS provided a crane to help with the scrapping. The pair went to the Nashville & Eastern when they left the ATSF as their 2512 & 2523. They have also been seen as Railink 512 & 523.



### THE RIO GRANDE SCENIC RAILROAD BUILDS UP STEAM FOR 2008

The Rio Grande Scenic Railroad recently announced the acquisition of two additional vintage steam engines and five dome cars for its tourist train operations headquartered in Alamosa.

The two 2-8-0 steam locomotives – former Lake Superior & Ishpeming No. 18 and Grand Canyon Railway No. 20 – are expected to be in service by 2008 and 2009, respectively. Both were built by Alco's Pittsburgh Works in 1910, and both are currently stored in Hood River, Ore., where No. 18 was in service on the Mount Hood Railroad as recently as last summer. The move from Oregon to Colorado is slated for December.

The dome cars rostered are as follows: ATSF 507, ATSF 553, MILW 50, MILW 56, SP 3605.  
[www.alamosatrain.com](http://www.alamosatrain.com).

# January 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		<b>1</b> <i>Happy New Year Evening Work Session</i>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b> <i>NRHS BOD Museum Open Work Day</i>
<b>6</b>	<b>7</b>	<b>8</b> <i>Evening Work Session</i>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b> <i>Museum Open Work Day</i>
<b>13</b>	<b>14</b>	<b>15</b> <i>Evening Work Session</i>	<b>16</b>	<b>17</b>	<b>18</b> <i>NRHS Meeting</i>	<b>19</b> <i>Museum Open Work Day</i>
<b>20</b>	<b>21</b>	<b>22</b> <i>Evening Work Session</i>	<b>23</b> <i>GPTM BOD</i>	<b>24</b>	<b>25</b>	<b>26</b> <i>Museum Open Work Day</i>
<b>27</b>	<b>28</b>	<b>29</b> <i>Evening Work Session</i>	<b>30</b>	<b>31</b>		

**GREAT PLAINS**  
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