

GREAT PLAINS DISPATCH

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

April 2008

Volume VII

Number 4

QUAD CHAPTER 2008

Hosted by the Wichita Chapter National
Railway Historical Society
Saturday, May 17, 2008



Ride the rails from Wichita to Yoder and back on former Missouri Pacific trackage, now owned by Watco Companies, Inc., and operated by the Kansas and Oklahoma Railroad.

Train departs 11:00 a.m. from Wichita. Arrival in Yoder is scheduled for 1:30. Lunch will be at the Carriage Crossing at 2:30. The return trip departs Yoder at 4:00; Wichita arrival is at 6:30 p.m.

The Great Plains Transportation Museum will be open for attendees. Admission to the museum is included in the fare.

Early registration fare is \$51 per person; must be postmarked by April 21. Fare is \$55 per person if mailed after April 21. All reservations must be received by May 10.

As lunch will be late please make appropriate arrangements in your morning eating schedule. No snacks or beverages will be provided on the train. Bottled water will be available.

Mail reservations to:

J. Harvey Koehn, Nat'l Director
237 N. Lakeside Dr.
Andover, KS 67002

Make check payable to Wichita Chapter NRHS.

If you have questions call 316.733.2085 or send an e-mail to info@gptm.us. Please put "Quad Chapter" in the subject line.

Quad Chapter 2008
Reservations

Enclosed is payment for _____ reservations. Total amount enclosed is _____.

Name(s) ----- _____

Chapter: _____

Phone number: (H) _____ (C) _____

e-mail: _____



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

APRIL NRHS
MEETING

The Topeka Chapter exchange program feature is on the history and the moving of the Elmont Rock Island depot. Louis Droge, the owner of this depot, will be the presenter. Elmont, located just north of Topeka was located at milepost 82.0 on the now-abandoned Rock Island line to Horton and St. Joseph.

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



*The Rock Island depot from Elmont spent many years as a hay barn.
Photo courtesy KSHS*

Another project was the coal shed from Denton



The Kansas City Chapter will provide the exchange program in October. Lined up for this evening is Ed Conrad who will talk about the interurbans of Kansas City. Mr. Conrad has written a book on this topic.

FUTURE NRHS
MEETINGS

May: Quad Chapter meeting
June: Annual picnic
July: Platform meeting
Aug.: Platform meeting at GPTM
Sept.: Annual banquet in Kingman
Oct.: Kansas City Chapter exchange program
Nov.: Open
Dec.: Slide free-for-all

OTHER EVENTS

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

Apr. 26-27 - Trains on the Plains KS Fairgrounds, Hutchinson, KS
marcajacbos@sbcglobal.net

May 15-18 - Mid-Continent Regional Convention - NMRA, Branson, MO
www.mcor-nmra.org

May 17 - 2nd Annual Kingman Santa Fe Car Show, Kingman, KS
Call 620-532-3671

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

Sept. 11-14 - RITS Convention, Burlington, IA.
<http://faculty.simpson.edu/RITS/www>

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

TRIBUTE TO LLOYD STAGNER

I would like to put together an article about Lloyd for publication in the Dispatcher. However, I cannot do it without your assistance. My plan is to assemble an article of memories of Lloyd. Each and every one who ever met Lloyd has a story to tell. Some have pictures that can be shared. In this, every one of us can have a part in telling the story of our dear friend, preserving these memories for the future.

Send your submissions to:

Fred Tefft

4957 N Parkhurst Ct

Bel Aire, KS 67220

E-mail: editor@gptm.us Phone: 316-744-7259

I am needing your help with this project. My plan is to have a publication for the Quad-Chapter meeting May 17.

FRISCO CABOOSE 876

By Sam Andrews

Frisco caboose 876, part of the museum collection, was presented to the Wichita Chapter as a donation from the railroad on March 20, 1961. Chapter President Ken Murrary

and chapter member Bill Bain were on hand to receive the retired caboose from George Snyder, general agent for the Frisco in Wichita.

Prior to railroad turning the car over to the chapter, it was repainted at the Frisco car shops in Springfield, Missouri and shipped to Wichita free of charge.

Upon taking ownership of the 876, it was used for chapter sponsored fan trips and was opened for tour groups such as scout troops and other groups.

**WICHITA CHAPTER NRHS MONTHLY
MEETING
MINUTES MARCH 21, 2008****Quorum Check and Call to order:**

President David Meek called to order the regular meeting of the Chapter at 7:30 pm at The Gloria Dei Lutheran Church. He announced that a quorum was present.

Minutes: The minutes of the February 15, 2008 meeting were read by the Secretary. A motion was made by Frank Ruf to accept the minutes, as amended, and seconded by Harvey Koehn. The motion carried.

Treasurer: Steve Corp gave the financial report. J. Harvey Koehn made a motion to accept and Fred Tefft seconded the motion to accept. Motion carried.

National Director: J. Harvey Koehn reminded us the Quad Chapter Meeting is May 17th. Boarding for the train ride is at Walker Street.

Vice President's Report: November 2008 Meeting will cover the Joint Line in Colorado while it was still under steam.

President's Report: President David Meek discussed the question of a rule in the bylaws concerning dissolving the chapter. The matter is still in research. The National has material placed in storage for at least a year.

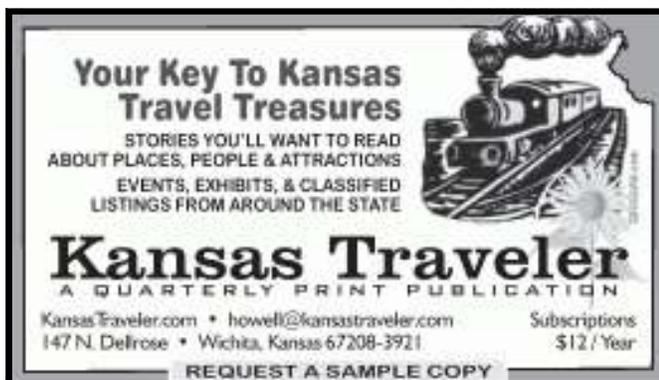
An article in the Wichita Eagle was published March 21 about the possibility of Amtrak Service in the future.

New Business: A switch for the shoo-fly was removed from the temporary main track in downtown Wichita. BNSF was out working ballast on last Sunday morning.

Program: In this month's program, Guest Presenter, Barry Karkberg, had a slide show of his railroad pictures. He told of his experiences in his career with the railroad companies.

Adjournment: Motion to adjourn was made by J. Harvey Koehn and seconded by Frank Ruf. The motion carried and the meeting was adjourned at 7:47 pm.

Minutes respectfully submitted by: Richard Hitchcock, secretary, Wichita Chapter - NRHS



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NEWS NOTES

Editor

John S. Reed, former chairman and chief executive officer of Santa Fe Industries, died peacefully of natural causes at home surrounded by family on March 16, 2008, in Lake Forest, Illinois. He was 90. *Trainorders*

Russell L. Crump, noted Santa Fe historian and former civil engineer for the Santa Fe, died March 8, 2008 from complications due to Lymphoma. Russell was 56 and resided in Shawnee, Ks. A memorial service was held in Lee's Summit, Mo.

Wichita's Union Station has been vacated by Cox Communications and is now for sale. The portfolio consists of 9.4 acres with a total building area estimated to be 111,145 square feet. The campus includes the 75,000 sq.-ft. Union Station, the 6,400 sq.-ft. Rock Island depot, the baggage building and the 27,600 sq.-ft. former Grand Hotel. *PreservationDirectory.com*

Every Wednesday evening during the month of April on Turner Classic Movies the spotlight is Riding The Rails. There are 29 movies on the lineup. *TCM.com*

Union Pacific is building a Wheel Crack Inspection Facility at Bailey yard in North Platte. The facility will use ultrasound to detect flaws as the train rolls through. Also planned is a facility for in-line wheel replacement. Currently a 4-man crew, trained by NASCAR pit crews, can change a wheel in 10 minutes with the car in-train. *North Platte Telegraph*

Sunday, March 16 was the first day for Union Pacific trains to use the Wichita Flyover. The new connection at the north end of the flyover allows access to the UP yards. The shoo-fly line removal has commenced, which will allow construction for the second main through Wichita.

FORTY YEARS AGO

By Michael M. Bartels

Forty years ago, Wichita's own streamliner, Santa Fe's Kansas Cityan (westbound) and Chicagoan (eastbound) were discontinued April 18, 1968. They began Chicago-Wichita daytime service April 17, 1938, and were extended to Oklahoma City Dec. 10, 1939. From there a connection was made to Dallas-Fort Worth via Nos. 111 and 112, although by 1960 the run became Nos. 11 and 12 all the way. No. 11 was combined with the Chief, No. 19, from Chicago to Kansas City in 1957. Santa Fe did partially make up for the loss by changing the San Francisco Chief's schedule on June 15, 1968, to provide daytime Chicago-Wichita service, which lasted until Amtrak. For more see the First Quarter 2002 Warbonnet magazine.

COUPLER CLATTER

By Jayhawk

UP ran an engineering department special from Council bluff, IA to St. Louis, MO, south to Brownsville, TX, and returned to Council Bluffs via Ft. Worth, TX, Wichita and Kansas City, KS. The train ran with UP DDA40X 6936 leading 10 business cars from the UP fleet. I spotted the train in Wellington, KS on the former Rock Island track on Feb. 21st northbound with power car 207, and business cars Kennefick, Columbia River, Promontory, Wyoming, Omaha, Green River, Colorado Eagle, City of Denver and Observation car Idaho. The train symbol of S-CKKC-21 was used from Chickasha, OK to Kansas City.

BNSF ran a couple of business car trains on February 29th, (Leap Day). One of the trains was an engineering department special that ran from Alliance, TX to Amarillo on the 28th, then to Kansas City on the 29th. Also on the 29th, BNSF ran a business car train for government affairs from Albuquerque to Topeka. The government affairs train departed Kansas City on February 26th as train O-KCMALT9-26 with BNSF

Dash 8-40CW 833 painted in Premium Heritage paint pulling 7 cars from the business car fleet. The train had sleepers 66, 50 (Power car/sleeper), 65, 67, & 60 leading business car 8 (John S. Reed) & Theater observation 32 (William Barstow Strong). This train ran from Kansas City to Alliance overnighing in Tulsa, then on south to Fort Worth and north to Alliance on the 27th. On February 28th, the train ran from Alliance to Amarillo as train O-ALTAMS9-28 via Wichita Falls. The next morning, the 29th, it went east on the Transcon from Amarillo to KC behind the same BNSF 833 for power on the same 7 car train as train O-AMSKCK9-29. The other train BNSF ran on the 29th, was train O_ABQTOP9-29 from Albuquerque to Topeka via Raton pass. This train was supposed to be a Government Affairs Train that probably had something to do with the finalization of the sale of the former ATSF passenger main line to the state of New Mexico. Later this year, the rest of the line from Lamy to Raton and on to Trinidad, CO. will be sold to the State of New Mexico. This train had BNSF ES44DC 7666 & Dash 9-44CW 5305 for power pulling 6 cars from the fleet including: Baggage car 77, sleeper 68, dome lounge 31 (Bay View), diner 10, Lounge Car 28 (Valley View), and business car 6. The business cars for this trip ran west from Kansas City to Los Angeles on the rear of train Z-KCKLAC9-19 arriving there on the 21st of February. The business cars then ran east from LA on February 27th on the rear of Amtrak train #4 where they were cut off at Albuquerque.

On March 4th, BNSF operated a train with BNSF 2774-7781, loaded coal gondola BN 535912, BNSF 88 Atchison, Geometry car BNSF 87 Skagit River. It ran from Topeka to Dodge City on March 4th then from Dodge City to Pueblo on the 5th also with the load of coal. I am not sure of the reason for the load of coal except that maybe they were testing the track with more weight on it than the G cars normally have and maybe they tested what the track does after a loaded of coal travels over it (or other heavy car).

RAILROADING IN WICHITA APRIL 1908

By Fred Tefft

Friday, April 3, 1908

A. E. Stilwell, president of Kansas City, Oklahoma and Orient Railroad, announced today that all of the money has been subscribed to finish the building of the railroad between Wichita and Sweetwater, Texas, a distance of 432 miles. The road is now built except for a 67 mile gap between Benjamin, Texas, and the Red River, and the bridge across the Red river. Construction is now proceeding on the gap of 67 miles and the bridge. He said also "we have 365 miles of railroad in operation in Old Mexico."

Tuesday, April 7, 1908

Shifts of the street car conductors have been rearranged, allowing an eight to ten dollar per month increase in their wages, since the new arrangement gives each conductor about two hours more time per day. The old arrangement divided the conductors into two groups, the day men and swing men. The new system divides them into three groups, day, late, and swing men. The day men have daylight runs. The late men work from noon till stopping time at night with an hour off for supper. The swing men work from morning till noon, are off until 6:00 p.m., and than work till late at night.

After several months of waiting the city council yesterday gave the street car company permission to build its line to Fairmount by way of Hillside avenue. The company agrees to give service to Fairmount without transfer on a 40 minute schedule. The line on Rutan avenue will probably be taken up. The amended franchise also requires the car company to continue operating the South Main street line to Francis avenue.

Tuesday, April 14, 1908

Missouri Pacific surveyors are today setting stakes for the switch of the Southwestern Broom Manufacturing company's factory and warehouse which is to be built this summer at the corner of 15th and Santa Fe. The switch will be 500 feet long and cost about \$1000. It will be an association track paid for and used jointly by the stock yards association.

Wednesday, April 15, 1908

City council yesterday ordered election May 12 to revote \$30,000 worth of bonds in aid to Kansas City, Mexico and Orient Railroad.

Friday, April 17, 1908

Workmen yesterday began laying the steel rails on the Orient Railroad to fill the gap between Benjamin, Texas and the Red river. When this 67 mile gap is completed there will be a continuous line of 432 miles between Wichita and Sweetwater, Texas.

Monday, April 20, 1908

Two Missouri Pacific engines, Nos. 9609 and 9829, were stolen about 2:00 a.m. today from the coal tracks in the 25th street yards and driven to a point one mile east of Tolerville, northeast of Wichita, where they were stopped and abandoned when a west bound train was seen approaching. No damage done. The men escaped.

Tuesday, April 21, 1908

City council instructed the Orient Railroad to stop the practice of taking water from fire plugs at Bailey (sic) and Emporia streets, which has become a nuisance to the property owners.

Wednesday, April 22, 1908

Article reports the city council will

meet today with officials of street railway company to discuss the proposal to place the street car tracks on the new Douglas avenue bridge.

Thursday, April 23, 1908

City council met with street car officials yesterday and practically decided that the street railway will not cross the new Douglas avenue bridge. The present street railway bridge will be moved north about 20 feet, with the cost being shared equally by the street car company, city, and county.

Friday, April 24, 1908

Mr. Chubbuck, the new manager of the street railway, has spent several days in Wichita and says that about \$100,000 will be spent for improvements during the coming year. Topeka avenue will be double tracked as the paving is put down and improvements will be made on the hill line at once. Several switches are to be combined to make a double track for a few blocks on South Main street, and with new copper wiring added to the power circuit, will shorten the time to the baseball park by about half.

Thursday, April 30, 1908

Emporia avenue street car Number 160 jumped the track yesterday at Douglas and Emporia when the electric switch failed to work properly so that one set of wheels took the switch and the other set continued straight on Douglas.

Dr. Edward N. Tihen's Notes , Special Collections, WSU Libraries



*Wichita Railroad & Light 209 in the
200 block East Douglas.
Wichita Public Library Photograph
Collection*

April 2008

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

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