

# GREAT PLAINS DISPATCH

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

October 2008

Volume VII

Number 10



## LOOKING BACK

By Michael M. Bartels



### 50 YEARS AGO

Santa Fe motors Nos. 25 and 26 between Emporia and Winfield via El Dorado were discontinued Oct. 26, 1958. M-176 was used at the end. The "Little Ranger" was established in 1945 due to gas and tire shortages, Lloyd Stagner wrote in "Santa Fe, Trackage With Bill Gibson." The Ellinor-El Dorado portion hadn't had passenger service since completion in 1924. A 1939 timetable showed only a Santa Fe Transportation Co. bus from Strong City to El Dorado and one from Florence to Arkansas City.

Motor trains Nos. 45 and 46 made their last runs between Kiowa, Kan., and Altus, Okla., down the old Orient Sept. 20, 1958. The Sept. 25, 1958, Kiowa News said the last doodlebug arrived at its usual time, 8:15 p.m., Saturday night. Mail was unloaded, then the crew turned it around and headed right back to Altus. Scheduled departure was 5:15 a.m. Until the mid-1950s the motor originated in Wichita, but it was cut back to Kiowa, with passengers having to use Nos. 23 and 24 as a connection. The Altus-San Angelo, Texas, portion lasted into 1959. Mail went to

star routes and Ivan Headley, machinist for the motor at Kiowa, transferred to Wichita. The Wichita-Englewood motor was still running but Santa Fe was in court trying to discontinue it.

Interstate Commerce Commission Railroad Accident Investigation No. 3811, issued Oct. 28, 1958, said failure to operate a Santa Fe train in accordance with rules governing movements over automatic interlocking caused a collision at Marion, Kan., July 4, 1958. Santa Fe freight No. 87, behind GP7 No. 2832, was pulling across the diamond when the second and third cars were hit by Rock Island Extra 113 North, behind Nos. F7A No. 113A, FTB No. 70B and F7B No. 120B. Three Rock Island crewmen who jumped were injured. Three cars derailed on the Santa Fe freight, the units and seven cars on the Rock Island. (<http://specialcollection.dotlibrary.dot.gov>)

### 80 YEARS AGO

Sale of the Kansas City, Mexico & Orient to the Santa Fe was completed Oct. 19, 1928.

The Mount Carmel streetcar line in

Wichita was discontinued Oct. 14, 1928. (*Wichita Beacon, Oct. 11, 19, 1928. Dr. Edward N. Tihen Notes, Special Collections, WSU Libraries*)

Frisco added new sunparlor lounge cars to the Oil Fields Special between Kansas City, Tulsa and Oklahoma City Oct. 18, 1928. (*Frisco Employee's Magazine, November 1928*)

### 90 YEARS AGO

The old Santa Fe line from Wellington to Caldwell was being taken up. (*Wichita Eagle, Oct. 27, 1918*)

Two miles of rail from the Colorado, Kansas & Oklahoma Railroad, which had been abandoned, were being shipped from Scott City to Wichita for use on Arkansas Valley Interurban's Halstead cutoff. The cutoff, about two miles in length, would eliminate a reverse curve and shorten the line nearly a mile. A bridge was completed and grading was in progress. (CK&O ran 50.76 miles from Scott City to Winona, Kan.) (*Wichita Beacon, Oct. 19, 1918*)



**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 an 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

**OCTOBER NRHS  
MEETING**

The program will be Kansas City Area Interurban lines, presented by Ed Conrad of the Kansas City Chapter. The meeting will be held Friday, October 17 at Gloria Dei Lutheran Church 1101 N. River Blvd in Wichita. Meeting time is 7:30 pm.

**NRHS OFFICERS**

It is time to begin thinking about officers for next year. All positions are open for nomination. These are the offices of president, vice-president (currently vacant), secretary, treasurer, and national director. If you want to run for one of these offices by having yourself nominated, or you may volunteer, let David or Harvey know. David's phone number is 684 0823; Harvey's is 733 2085. Harvey's e-mail is jhkoehn@prodigy.net. Elections take place at the December meeting.

**FUTURE NRHS  
MEETINGS**

Nov.: Joint Line Steam  
Dec.: Slide free-for-all  
Jan.: Joint Line Diesels

**OTHER EVENTS**

Oct. 10-18 - Kingman's 125th birthday  
www.kingman125celebration.com

Oct. 17-18 - Midland Railway Halloween Terror Train, Baldwin City, 6:30, 8:00, 9:30 PM

Oct. 18-19 - Midland Railway Maple Leaf Festival Trains. Departures hourly from 11:00 thru 4:00.  
www.midland-ry.org

Oct. 18 - Wichita NRHS fall driving tour to Anthony

Oct. 26 - WTTC Swap Meet, 4-H Bldg., Wichita, KS.  
www.wttcinc.org

Nov. 1 - Topeka Chapter NRHS Fall Driving Tour, McFarland to Clay Center, Info: robchit@yahoo.com

Nov. 1-2 - SK3R's Train Show, Agri-Business Bldg., 712 W. Washington, Arkansas City, 10:00-5:00 & 11:00-4:00. Info: deambras@cox.net

Nov. 8 - WTTC Kidfest, Century II, Wichita, KS. 9 AM - 7 PM  
www.wttcinc.org

Nov. 15 - SFRH&MS mini-meet, Old Mission Methodist Church, Fairway, KS. 9:00 AM, www.atsfr.com

**FALL DRIVING TOUR  
OCTOBER 18**

We will depart from the museum Oct. 18 at 8:00 and travel toward Anthony primarily paralleling the Orient. We will stop at various Orient locations along the way, particularly Milton, Runnymede, Harper, and Anthony. Anthony, which over the course of its history, once had five or six railroads, now has none. We will locate various railroad routes through Anthony and visit the historical museum in that city. We will have lunch in Anthony. You may pack your meal or have lunch at Pizza Hut or McDonalds.

This will be a car/van caravan trip. Please make arrangements to ride with someone or to take one or more people with you.

There is a \$5 cost for this trip to cover the expenses for handouts.

It will be helpful to me if you make a reservation so that I can plan ahead for the number of handouts. Please reserve by Wednesday, October 15.

My phone number is 733 2085; e-mail is jhkoehn@prodigy.net.

**RAILROADING IN  
WICHITA  
OCTOBER 1908**

By Fred Tefft

**Wednesday, January 1, 1908**

Orient Railroad failed to close last four miles of track between Wichita and the Red river and thus fails to qualify for \$80,000 of Sedgwick county bonds to be issued conditional on this line being completed by December 31, 1907.

**Thursday, January 2, 1908**

Superintendent Morrison reports the Wichita Railroad and Light company plans to spend \$80,000 in improving service in Wichita during 1908. Plans include: Twenty-one thousand dollars to pave Topeka avenue. New rails will be used on this line and a double track is to be built to 13th street using paving rails. The rails taken from North Topeka will be used in extending the North Waco line from 1st street to 17th street. Extending the double track on East Douglas to a point east of the Chisholm creek bridge. Possibly a double track for West Douglas avenue.

**Sunday, January 5, 1908**

The street railway company is installing lights in the waiting rooms around the city recently installed by Tom Arnold of the Rock Island Lumber company and furnished by C. S. Daniels. The first of the incandescent globes was installed in the one at the corner of Main and Gilbert streets.

**Saturday, January 11, 1908**

Article reports street car company is considering two routes for extension of line to stock yards -- either extending North Main street line north on Lawrence, or extending Cleveland avenue line north beyond 21st street, then west to Lawrence and south on Lawrence to the North Main street line at 21st and Lawrence.

**Tuesday, October 13, 1908**

The Wichita street car company put a

force of men to work this morning building a loop at the end of the Fairmount line. This will be finished by noon tomorrow. Heretofore the motorman has had to swing the trolley at the end of the line. Cars ran over the new bridge over the canal on East Douglas yesterday afternoon for first time. The company changed the line from the temporary bridge to the permanent one in four hours.

**Sunday, October 18, 1908**

Wichita and Western passenger trains on the Santa Fe Railroad have for years been leaving the station from a track far below the depot, but they will now leave from the second track opposite the depot and there will be a sign on the track directing passengers to the Wichita and Western train. This change resulted because last August Mr. C. W. Mosher, of Wichita, a traveling salesman, was waiting at the depot for the train to Kingman. After a long wait he learned that the train had departed from a track below the depot about 300 feet. He demanded that a train be started from the station to take him to Kingman or that the money paid for his ticket be refunded. Neither was done, so he complained to the state board of railroad commissioners. Mr. Mosher is now glad to know that the coaches on the Wichita and Western will receive passengers at the platform instead of way down towards Derby, United States of America

**Monday, October 19, 1908**

Report of collision of westbound Santa Fe passenger train No. 17 with Santa Fe stock train at Broddock, fifteen minutes east of Newton, at 3:45 this morning. Engineer of stock train was killed and 22 passengers on other train injured.

Note says 180,000 people were carried by the Wichita street car company during the Jubilee week. The largest day was Thursday, with 40,000. The number was cut down because the cars could not run in the down town district for five and a half hours during the various parades.

**Wednesday, October 21, 1908**

Two street cars were struck by lightning

on the West Side at 1:30 p.m. today. One car was disabled by the burning out of the motors and the motorman was knocked to the floor. The second car was uninjured.

**Wednesday, October 21, 1908**

Wichita Street Railway company directors have approved the extension of three of its lines. Stock yards line to be extended east of the stock yards, and Pattie avenue and Cleveland lines are to be extended.

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

**FRISCO-ROCK ISLAND  
WRECK**

By Sam Andrews

Two trains crashed into each other in central Wichita almost 100 years ago which could have been much worse than what it was.

At about 3:30 in the afternoon of December 9, 1910, southbound Rock Island passenger train #35 ran into the side of a Frisco yard job at the crossing of the two railroads near Murdock street. The Frisco was on a transfer track pulling a group of boxcars going east when the passenger train rammed into it at about 18 mph. The crossing of the two tracks was protected by a gate which was set against the Rock Island mainline.

The crews on both trains were injured ,but not serious. None of the passengers were injured. The crash was said to be heard from several blocks away.

Along with the crossing gate being wiped out, Frisco damage was around \$1000 with a slightly higher amount for Rock Island. Wreck crews had the tracks open for mainline business late that night.



## MEMORIES OF LLOYD

*The Memories Of Lloyd were printed in a special edition of The Great Plains Dispatcher that was distributed to attendees of the 2008 Quad-Chapter Meeting. Additional memories were published in the June 2008 issue of The Dispatcher.*

So much has been said in Lloyd's life and death, TMT will try to add what hasn't been said. Lloyd joined the Camerail Club in 1962 and maintained membership since. He was a valuable source of information and confident to obtain what we needed to know.

My first meeting with Lloyd was at Pacific Jct., IA with mutual friend Bob Malinoski. Lloyd's interests included that of fast freights, especially livestock and perishable areas. Because he and I shared the same craft in different railroads (AT&SF-MP) we could hold up great conversations of that phase of railroading. Thankfully, we viewed the last of the livestock and iced perishable fields.

Lloyd entered the U.S. Army in 1943 at Ft. Leavenworth KS, came to Omaha NE on the MP for Intelligence training at Fort Omaha and from there went to Italy where he fought with the 34th (Red Bull) Infantry Division. His troop train move from Omaha on the CGW is recorded on TMT issues.

Re-entry to the civilian world. Lloyd worked for the AT&SF in the ticket office at Newton Kansas and later accepted yard automation work on the road with the Santa Fe, and to include officer positions to include Enid OK, Dodge City KS and other stations.

The yen to write books, especially on steam and history areas of railroading left him to leave active railroading for his preferred fields. To the credit of Lloyd there were some 31 books with a 32nd one coming.

Thoughts of the deceased are easy to come to memory but maybe my favorite is Lloyd standing on the platform of the Newton depot, with a freshly washed AT&SF steam engine creeping across the main drag at Newton, with a solid drag of SFRD (Santa Fe) iced reefers, melted ice dripping below the cars. Lloyd's thoughts on the cars origins; Bakersfield, Salinas, and a dozen other stations.

One correspondent wrote of Lloyd's passing; "we lost a giant." Indeed we did.

*Joel Boucher, The Mixed Train*

## MORE THAN AN AUTHOR

Lloyd Stagner was more than an author or rail fan, he was also a teacher. Lloyd is best known for his books depicting scenes and on various times and subjects on railroads, especially about the Santa Fe. His main interests centered around steam engines and passenger trains. He had other interests also including baseball and was known to have watched a few football games. My first recollection of that was one Saturday on a Fall day in the late 1950's when Lloyd, my father, Claude Adams (ATSF cashier at Hutchinson), Harold Waldecker (ticket clerk at Hutchinson), and myself boarded No. 12 The Chicagoan at Newton to take in a KU football at Lawrence, Ks. We returned on No. 11 the Kansas Cityan. Lloyd was known to watch a few Cardinal baseball games at Phoenix of later years and the Wichita Wranglers baseball games. If you called him during baseball season he would probably have a game on TV.

Lloyd was also a teacher. My next encounter with him was during the summer of 1961. He looked at a couple of models of steam engines I had crudely made. He looked them over carefully and kindly made a few comments. It wasn't too much later that he invited me to go on a rail fan trip to Wellington with him to catch one of the last runs of a doodlebug, M-126. I had an old Kodak Brownee type camera that took very poor pictures. It wasn't too long after that when he was teaching me about cameras and what ones would take better photos. I did not know at a young age that rail fans took rail fan trips until he introduced me to the activity. Another activity he taught me was that rail fans went on train trips on trains. My first experience with him for this activity was to ride behind the UP 8444, at that time, from Cheyenne to Laramie, Wy. My last big rail fan trip with Lloyd was to chase the UP 844 from Denver to Cheyenne.

A third subject that he taught was to take notes on what you saw. Much of his historical information came from his notes. Notes would be comprehensive including time, location, train symbol and the car breakdown of a passing train. He would in the last years, count the platforms on a stack train. Passenger trains would include the consist of the cars. He would always be most gracious in answering your questions either from his notes or the information he knew first hand.

*Lynn Aldrich*

I met Lloyd in 1985 and at that time began going to chapter meetings. One of the most enjoyable times I can recall was 1993 or 1994 when we went to the Katy Society conven-

*(Continued on page 5)*

(Continued from page 4)

tion at Parsons and just had a blast. Several folks of the group were glad to see Lloyd on hand. Having him tag along with me made for an enjoyable weekend. I have always had a knack for writing and being around him certainly taught me how to go about it. Just like Lloyd, I myself have a strong passion for railroad history. In the future as I do my own research and writing projects, his thoughts will always be with me. You could not have asked for a better friend. My like is richer for knowing him. I'll miss him dearly.

*Sam Andrews*

Lloyd Stagner was a very special person in our lives. We considered him a personal friend. He was a renowned authority on railroading and was never too busy to answer any and all questions we had. We enjoyed our many visits with him along with his infectious smile and little chuckle. He was kind and gentle man and showed appreciation for all things done for him including the goodies brought to NRHS meetings. We miss him.

*Eddie and Joyce Allen*



**Your Key To Kansas  
Travel Treasures**  
Events, Exhibits, & Classified  
listings from across the state  
Stories of places, people & attractions  
that you'll want to read, then see

**Kansas Traveler**  
A QUARTERLY PRINT PUBLICATION

KansasTraveler.com • howell@kansastraveler.com      Subscriptions  
147 N. Dellrose • Wichita, Kansas 67208-3921      \$14/Year

REQUEST A SAMPLE COPY

## SPECIAL COLLECTIONS

For those that haven't heard, the museum has changed the name of the library to Special Collections. This also includes all historic artifacts. There is an effort underway to catalog all books, photographs and artifacts.

With this process many duplicate items and artifacts that are outside the boundaries of the museum's mission are being placed for sale. The objective is to free needed space and provide cash needed for museum operations.

Items are being sold through the museum gift shop and on E-bay. The museum's E-bay seller identity is gptm-wichita.

The museum staff extends thanks to those who have been generous with donations. And please continue to donate to the collection.

## Wichita Chapter NRHS Board Meeting

### Minutes

September 6, 2008

#### Roll call

The following persons were present:

J. Harvey Koehn, Steve Corp, David Meek, Fred Tefft, Richard Hitchcock

Meeting called to order at 10:31 am, Saturday, September 6, 2008. A quorum was present for the meeting.

**Minutes:** - The May minutes were read. Steve Corp moved to approve the minutes as Amended, Harvey Koehn seconded the motion and it passed.

**Treasurer:** Steve Corp gave his report Treasurer's Report; no checks were written in August.

**Reports and Old Business:** *National Director's report:* Bulletins are getting caught up. 2009 should show up to date delivery of Bulletins. The NRHS Convention for 2009 is in Minnesota Aug 10-16, 2009. Fall NRHS BOD meeting is in Chicago, Oct. 31, 2008 thru Nov. 2, 2008.

#### President's Report:

David asked for ideas to increase attendance at the Monthly Meetings. He also suggested taking thought to what we can use some of our accumulated funds. Some discussion of inviting a special speaker to come was brought up. A nomination for election of a new Treasurer is needed.

#### VP Report:

Harvey Koehn has few reservations or money in hand for the Kingman Banquet as yet. He has a deadline coming up soon. He has the driving tour coming October 18<sup>th</sup>. He has a list of monthly program plans lined up. There is a list of inactive status of NRHS chapters.

**New Business:** no new business.

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

*Richard Hitchcock, Secretary*

# October 2008

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

**GREAT PLAINS**  
**DISPATCHER**  
 Great Plains Transportation  
 Museum  
 700 East Douglas Ave  
 Wichita, KS 67202-3506  
 (316) 263-0944  
 Return Service Requested