

# GREAT PLAINS DISPATCH

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

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## LOOKING BACK

By Michael M. Bartels



### 40 YEARS AGO

The July 1970 Trains pictured the first CF7 rebuilt by Santa Fe at Cleburne, Texas, No. 2649, formerly F7A No. 262C, the start of major program to rebuild F units as road switchers. A total of 233 were rebuilt through 1978. Love 'em or hate 'em, they were distinctively Santa Fe. It sold them off in the 1980s, mainly to short lines, but even Amtrak. No. 2546 at the Kentucky Railway Museum in New London, Ky., is believed to be the last in original Santa Fe paint.

### 50 YEARS AGO

The Kansas Supreme Court July 2, 1960, allowed Frisco to stop service of its passenger trains between Wichita and Monett, Mo. (Wichita Eagle, July 3, 1960)

The July 26, 1960, Wichita Eagle had a biographical story on R. Harold Chance, head of Chance and Ottaway Amusement companies, which had built over 150 minitrains. It also said the city will start soon repairing Douglas Avenue from Rutan to Crestway, including removal of old rotting streetcar ties below the surface as well as old brick pavement.

### 60 YEARS AGO

Rock Island resumed running July 9, 1950, after a two-week strike. (Wichita Eagle, July 10, 1950)

Resurfacing of West Douglas from Seneca to Exposition was recommended. The two blocks were in bad shape and some old streetcar tracks had to be removed. (Wichita Eagle, July 30, 1950)

### 70 YEARS AGO

The Wichita Northwestern Railway receiver sought authority to suspend operations Aug. 31, 1940. (Wichita Eagle, July 22, 1940)

### 80 YEARS AGO

The July 1930 Frisco Employee's Magazine pictured the new bridge over the Arkansas River at Arkansas City, Kan. It opened Feb. 24, 1930.

A Kansas charter was issued to the Wichita Transportation Co. to operate streetcars and buses. It had operated under a Delaware charter, with subsidiaries Wichita Motor Bus Co. and Wichita Railroad & Light Co. These would be eliminated under the new charter. (Wichita Beacon, July 3, 1930)

The new TAT-Maddux schedule dropped one flight each

way. One would continue to Waynoka, Okla., to connect with the Santa Fe. Another from the east would terminate here and return the next day. The plane to Columbus, Ohio, to connect with the Pennsylvania Railroad would leave Wichita at 9:35 a.m. (Wichita Beacon, July 6, 1930)

The July 13, 1930, Beacon had an article about the former town of Huckle, Kan., a grain and stock shipping station on the Santa Fe two miles west of Peck.

Maddux No. 1, the first Ford Trimotor to be put in scheduled passenger service and used on the Pacific coast since then, passed through Wichita July 14, 1930, en route to New York, where it would be retired and put on display at Pennsylvania Station. (Wichita Beacon, July 14, 1930)

### 90 YEARS AGO

A bandit held up passengers on an Arkansas Valley Interurban car near Hutchinson. (Wichita Eagle, July 3, 1920)

A meeting of businessmen July 8, 1920, discussed possible extension of plans for the Wichita-Walnut Valley Interurban Railroad to include a line south to Guthrie, Okla. (Wichita Beacon, July 8, 1920)

Work started in mid-July laying new 85-pound rail on Santa Fe's Wichita and Western line to Kingman, replacing the 52-pound steel laid 36 years ago this month. Work was to be completed by fall. (Wichita Beacon, July 17, 1920; Wichita Eagle, July 23, 1920)

Orient Receiver W.T. Kemper said on July 20, 1920, the system would cease operation Sept. 1st in the absence of a government loan or refinancing from some other source. (Wichita Beacon, July 20, 1920)

The streetcar company refused AVI's offer to sell it the track and wires from 21st to 24th and Mascot. It said it didn't have the money and such a short stub wouldn't be profitable. It would likely be torn up after the new AVI station opened. (Wichita Beacon, Wichita Eagle, July 28, 1920)

Bricklaying started on the new AVI depots July 29, 1920, and the road obtained four new gondolas to haul gravel from the company pits. Its new shops were completed except for finishing touches and were ready for use. (Wichita Eagle, July 29, 30, 1920)



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](mailto:editor@gptm.us), 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

FUTURE NRHS  
PROGRAMS

For August there will be a regular meeting on the 20th at the GPTM. The program will be a video of a presentation taped at the museum in August of 1992. The late Mike Hurley made a presentation on Santa Fe rule books. Also to be shown will be a Lloyd Stagner and Mike Hurley presentation on railroad hand and lantern signals. This segment was taped at the museum in July of 1988. There will be the informal pre-meeting dinner at the Riverside Café beginning at 6:00 p.m. CDT.

September is the annual banquet month. This meeting will be on Friday, the 17th, at Gloria Dei Lutheran Church. Note the date change.

October: The Kansas City Chapter exchange program. Watch for further details.

November: Member Lee Swanson will present on railroads in the Cincinnati, OH area.

December: Annual slide free-for-all.

NRHS NEWS

J. H. Koehn, National Director

By now you should have received your copy of Spring 2010 issue of the National Railway Bulletin. I received my copy today, 07.08.10. The National expects to distribute the Summer 2010 issue in September. It will have articles on the Garden City Western and California's Coast Line. For the Fall 2010 issue publication is set for December and it will contain a piece on depots.

The yearbook. The 2009 Yearbook is on track for being released in August. It will be an electronic PDF product. Later this summer, in an NRHS News, there will be more information about accessing this yearbook.

OTHER EVENTS

July 21-25 - SFRH&MS Convention, Denver, CO. [www.atsfr.com](http://www.atsfr.com)

July 22-25 - Topeka N-Track Assoc. and Topeka Model Railroaders will display at Shawnee Co. 4-H Fair, Expo Center, Topeka

July 28-31 - UPHS Convention, Boise, ID. [www.uphs.org](http://www.uphs.org)

Aug. 21 - Planes, Trains & Automobiles Show, Waterville, 9:00-4:00. Car show, silent movies, airplane fly-in, model train display, train rides, food. Benefit: Marshall Co. Railroad Historic Society. [www.centralbranchrailroad.org](http://www.centralbranchrailroad.org)

Sept. 10-11 - RITS Convention, Burlington, IA. [www.rits.org](http://www.rits.org)

Sept. 11-12 - Frisco Convention, Kansas City. More details later.

Oct. 7-9 - Missouri Pacific Railroad Historical Society Convention, Sedalia Katy Depot, Sedalia, MO. [www.mopac.org](http://www.mopac.org)

Oct. 16-17 - Two Depot Train Show, Kingman Co. Activity Center, Sat. 9:00-5:00, Sun. noon-4:00. Displays also at Santa Fe Depot and MoPac Depot. [sfdepot@sbcglobal.net](mailto:sfdepot@sbcglobal.net) or 620-532-2142

Oct. 23-24 - Western Ks. Train Show, Ellis Co. Fairgrounds, Hays. Sat. 9:00-5:00, Sun 11:00-4:00. [klk@mchsi.com](mailto:klk@mchsi.com)

Nov. 6-7 - Mid-Continent Prototype Modelers, Lions Activity Center, 150 S. Main, Benton. Sat. 9:00-5:00, Sun 11:00-5:00. [mcpmmeet@hotmail.com](mailto:mcpmmeet@hotmail.com)

Dec. 11-12 - MacTrax Show, McPherson Comm. Bldg., 122 E. Marlin, McPherson. Sat. 10:00-5:00, Sun 11:00-4:00. [skytracker@ks-usa.net](mailto:skytracker@ks-usa.net)

**JULY NRHS MEETING**

The July meeting will be a platform meeting in Wellington at the Panhandle Railroad Museum and trackside at the ATSF freight house site. The museum is open from 1 -5 PM, and he will try to remain open until 6 PM. The museum is located at 425 E. Harvey, next to Sellers Park, where the Santa Fe steam engine is displayed.

Train watching on the BNSF Transcon will start around 1 PM and continue through the evening. The location is to be in the parking lot of the old ATSF freight depot. It is recommended that you take your lawn chair, brownbag meal and water. Also, don't forget your camera.

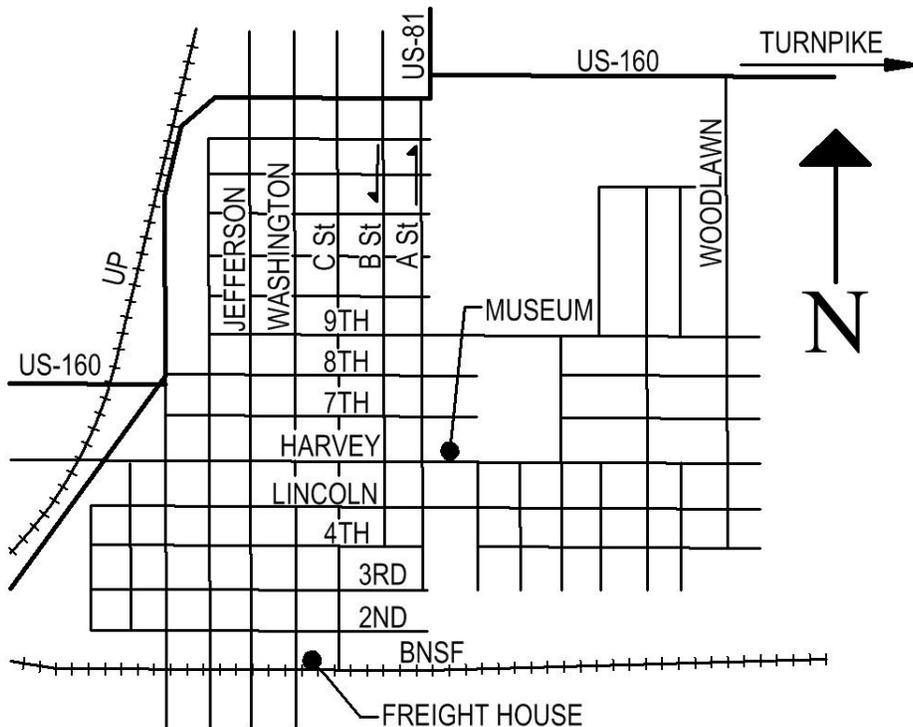
**Directions to the museum:**

From the turnpike, go west on US-160 to Woodlawn, there is a Dollar General at the intersection. Turn left, going south on Woodlawn to Harvey. Turn right on Harvey, going west 7 blocks. The museum is on the north side, just west of the steam locomotive.

From the north on US-81. At the junction with US-160, go west one block to B Street. It is a one-way southbound. Turn left on B Street and proceed 9 blocks south to Harvey. Take a left, going east on Harvey 2 blocks. The museum is on the north.

**Directions to the freight house:**

Take Washington south to the tracks, the freight house is on the left, on the north of the tracks.



**RAILROADING IN WICHITA  
JULY 1910**

By Fred Tefft

**July 1**

A passenger on street car on East Douglas Wednesday evening feared collision with Santa Fe train on East Douglas crossing and ordered other passengers to jump for their lives. Since it was a summer car, a serious stampede was avoided. The engine of the train was about half way between the water tank near First street (sic) when it was first seen approaching, but the engineer brought the train to a stop within about 100 feet of the car and no collision occurred.

The Rock Island railway will lower its grades at Douglas avenue, 1st, 2nd, and 3rd streets preparatory to paving the intersections with brick. This announcement will cause great rejoicing among the people of Wichita. Every day teamsters and drivers of vehicles receive terrific jolts when they drive over the rough crossings on these streets.

The Rock Island yesterday completed the surveys for the new yards northeast of the

city. The ties and rails have arrived and a gang of 75 Mexicans are unloading sand to fill in the low places in the new yards. Eight tracks, 3700 feet long, will be laid. It is thought they will be completed by about August 10. Work will also be commenced soon on construction of the round house, office buildings, cinder pits and other facilities for the new yards. State board of railway commissioners yesterday granted the Arkansas Valley Interurban a permit for a bond issue in the sum of \$2,100,000 for construction of the line.

**July 2**

City commission yesterday passed an ordinance requiring that all trains crossing Douglas avenue will be preceded [sic] by a flagman, to insure slow speed on the part of trains and reduce the danger of accidents. The railway companies will be compelled to employ additional persons as flagmen, for a train or engine is crossing Douglas avenue nearly every moment in the day.

It is the plan now for the Arkansas Valley Interurban to enter the city at 21st street

and there tie on to the Market street tracks of the Wichita Railroad and Light company, and come down into the city over that company's tracks. This will be down Market to 13<sup>th</sup> street, thence down Main to 1st street, where the Interurban will build its own tracks west to their terminal station at 1st street and Water. The city railway company has already relaid the tracks on the North Main street line with heavy steel rails to be prepared for this extra traffic. Missouri Pacific Railroad has now removed its obstruction switch at corner of Douglas and Millwood avenues preparatory to lowering its grade so that the street railway may cross the Missouri Pacific tracks at that point. Thus all obstacles are removed and there is nothing to prevent Superintendent Morrison from proceeding at once with the long delayed building of the line to Mt. Carmel academy via West Douglas avenue. A. H. Webb, Missouri Pacific superintendent, said the obstruction switch had been put in last fall between their Kiowa tracks and their Y to prevent the street railway company from crossing

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their tracks until it agreed to install a derail switch. The street railway company had crossing frogs on the ground then for the Kiowa tracks and the Y, but none for the obstruction track. He says the Missouri Pacific will reduce its grades twelve inches in this part of the city and the city will raise its grade twelve inches, so that the tracks and the streets may be on a level.

### July 3

The Missouri Pacific railway will begin the operation of train service on the new Kiowa, Hardtner and Pacific railway about July 15. This road, an extension of the Missouri Pacific railway, runs from Kiowa to Hardtner, a distance of about twelve miles.

### July 4

Every available street car, over 60 of them, has been in use today, with extra service in Park lines, etc. The four new Pay As You Enter cars ordered by the Wichita Railroad and Light Company several months ago arrived yesterday and will be unloaded tomorrow. It will be about a week before they are ready for service. Every available street car has been in use today. A special effort has been made by the company to have as many cars as possible in good repair for the day, and more than 60 of them have been kept running on the various lines.

### July 6

Work will begin next week on the tracks of the Pattie avenue street railway line. The tracks will be paved and heavy 73 pound rails will be laid in place of the light rails used at present. The entire length of paving will be a mile and 600 feet.

### July 7

About three miles north of Valley Center the Arkansas Valley Interurban is filling the old channel and digging a new channel directly west of the old one for a distance of about 350 feet on Jester Creek in order to avoid making a curve in the line at this point. A little more than two miles of Arkansas Valley Interurban track remains to be laid between Wichita and Valley Center. About four miles of grade has been laid north of Valley Center. About three miles north of Valley Center Jester Creek is being diverted slightly to the west so that a curve in the line can be avoided.

Photograph of first block on South Main showing about ten street cars lined up on May 8, 1905, waiting to take ball game fans to Association park for Wichita's first Western Association home game, with Topeka. Line includes the ten new two double truck cars, and the open "Old Marie," a made-over car used especially for baseball games, etc, but now used as a company work car by Wichita Railroad and Light Company.

### July 9

Missouri Pacific Railroad started work on \$5000 worth of improvements to its freight handling facilities in form of a brick driveway extending from the freight house on the west to the team track on the east, 1st street on the south, and 2nd street on the north. Over 1,000,000 vitrified paving bricks, 35 car loads, are being obtained from Coffeyville to pave this area to accommodate the hauling of heavy merchandise to and from the depot.

Rock Island Railroad electricians arrived yesterday to make arrangements for electrical coal chutes at the new yards north-east of the city. Coal will be unloaded from the cars to the chutes and from the chutes to the tenders of the engines by electrical power. Construction of the tracks in the new yards is progressing rapidly. Two tracks 3700 feet long have been laid. Construction gangs will arrive in a few days to commence work on the buildings.

### July 10

Street railway company will add a system of feeders costing about \$30,000, to its facilities this fall. Additional feeder service is necessary to move the cars on days when travel is heavy, such as on baseball or circus days. It is hoped to have the new system in operation by November, at which time the street railway will begin using electrical power furnished by Kansas Gas and Electric.

Plans are being prepared by Wichita Railroad and Light Company for installation of new "feeder lines" to the extremities of the longer lines to provide adequate power for heavy demands. The new wire will cost about \$17,500 and a similar amount for installation.

### July 12

Report of visit of H. B. Chubbuck, general manager of McKinley syndicate, in Wichita. Says the Wichita Railroad and Light

company will build an extension on West Douglas and a new \$50,000 car barn at 2nd and Waco. He is concerned about proposed steam line to be built across Wichita Railroad and Light company property to the gas company's new electric plant on the north of the Big river (Kansas Gas and Electric) and will hold a conference tomorrow about this. Also concerned about heavy costs of the large amount of street paving in Wichita this year -- East Douglas to College Hill, Hillside, South Main, South Emporia, 14th street, Maple, Pattie, and Cleveland, so the company is not inclined to spend any more at present than those plans mentioned above.

### July 13

By September 1st it is expected that pavement on Fairmount car line and torn up tracks will be over with and present inconveniences ended. Yesterday passengers were obliged to walk four blocks to connect.

H. E. Chubbuck, vice-president and general manager of Illinois Traction System, arrived in Wichita yesterday to confer with Superintendent W. R. Morrison about proposed improvements in the local street car system. Items being considered are:

- A \$50,000 street car barn;
- Extension of the West Douglas avenue line;
- Extension of the West Pattie avenue line to Linwood park;
- Looping the two Riverside lines;
- Purchase of electric power from Kansas Gas and Electric company;
- Proposed steam line across company's property on North Waco avenue.

Superintendent Morrison says company has spent about \$200,000 in improvements in Wichita this year, much of which has been for paving the street car tracks along streets paved by the city this spring.

### July 13

Article says Missouri Pacific is considering using motor cars on the lines between Wichita and Hutchinson and between Wichita and McPherson. All the cars of the Wichita Railroad and Light company are to be Pay As You Enter cars soon. An order has been given to equip the cars now in use with the Pay As You Enter device. "We are through with the old system," said Mr. H. E. Chubbuck,

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manager of the system, today. "As soon as arrangements can be made, every car in Wichita will be turned into a PAYE car."

#### July 14

A new platform has just been finished at the Rock Island station. It is really a continuation to the south of the old one, is made of brick, and is 150 feet long. New arc lights have been ordered to light the new part.

#### July 16

The remaining shipment of about 600 tons of steel rails for the Arkansas Valley Interurban railway will arrive in Wichita from Chicago next Tuesday.

The Missouri Pacific and Frisco have both recently installed derricks in Wichita for use in loading and unloading heavy merchandise such as structural steel, iron, and stone. The Frisco derrick is located on the tracks at Murdock avenue, and the Missouri Pacific derrick is located at 2nd street. They have a lifting capacity of 25 tons.

#### July 17

Wichita Railroad and Light company will begin Tuesday relaying the Pattie avenue line with heavy 75 pound rails. About 144 tons of rails will be required. About 150 tons of old rails which were taken out of the Fairmount line were hauled to the site of the new power plant on Waco avenue yesterday. Relaying the Fairmount avenue line with heavy rails will be finished by Thursday.

Articles on Wichita Railroad and Light company -- company has 33 miles of track and 70 cars. Daily operates 32 cars carrying half the population of the city. Sixteen of the cars are the pay-as-you-enter type. About 300 men employed, with monthly payroll of \$14,000, including 105 conductors and 105 motormen. About \$300,000 worth of improvements added this year and \$250,000 last year, including thirteen miles of new tracks built and paved. Four new pay-as-you-enter cars and four baseball trailers ordered, to arrive some time in July. A block of ground on west side of Waco between 1st and 2nd as a site for new car barns and shops. Several of the old antediluvian mule cars are still in the city, including one used for a lunch counter and book stand on St. Francis avenue.

#### July 19

Contract for new Kansas Gas and Electric power plant has been let to the Dieter and Wenzel Construction company. To be 110 by 170 feet and 50 feet high with 200 foot smokestack fifteen feet in diameter. Missouri Pacific will build a spur track on 2nd street to deliver materials, etc. Other details. Says the transmission line for the Arkansas Valley Interurban will cost \$43,000.

Report on progress on Arkansas Valley Interurban construction. Only about two miles of track remains to be laid between Wichita and Valley Center. Details. Graders are at Jester Creek and the bridge gang is working on the bridge at Sullivan's dam. Distribution of trolley poles started yesterday.

#### July 20

The Rock Island Railway has started work this week on its new freight yards north of the city. Foundations for the round house and turntable are being built.

#### July 22

The Orient Railroad will receive several consignments of new rolling stock about September 1, including ten 200 type locomotives made by the American Locomotive works, ten cabooses, and several hundred box cars. The Orient tracks have been ballasted from Wichita 33 miles southwest to Milton and also many miles in Oklahoma. It is planned to ballast the line from Wichita to Altus this year, using crushed red rock from Anthony.

#### July 27

Change in plan for Missouri Pacific switch track to new Kansas Gas and Electric plant -- it will not be built on 2nd street, but probably will result in an extension of the switch that now reaches from the Missouri Pacific to the street car company's property on Waco avenue. This track can be extended west to the Arkansas river and then north along the river bank to Kansas Gas and Electric, and city is preparing ordinance to allow the Missouri Pacific to cross 2nd street at east end of 2nd street bridge.

#### July 28

City commission refused giving permission to Kansas Gas and Electric to build

switch track on 2nd street connecting their new power plant with the Missouri Pacific Railroad. The city government all along has favored extending the steam railroad switch built for the Wichita Railroad and Light company through the middle of the blocks between 1st and 2nd streets. This switch, which is really owned by the street car company, now extends up the Arkansas river nearly to 2nd street, and it would require little work to extend it north to the new power plant. However, the Wichita Railroad and Light company has objected to this, saying that it would decrease the value of its property.

#### July 29

Superintendent Morrison says Wichita Railroad and Light company may be compelled to build its new car barn outside the city if city persists in condemning a strip of street car company's land at 2nd and Arkansas river to build switch track to Kansas Gas and Electric.

#### July 31

The Santa Fe railway will occupy the new freight and general office at William and Tremont streets tomorrow morning. The freight house connected with the offices has been in use now for almost two months.

*Dr. Edward N. Tihen's Notes from Wichita Newspapers, Special Collections and University Archives, Wichita State University Libraries*

### JUNE WEATHER WOES

By Jayhawk

BNSF has been having water woes again this month. Heavy rains have caused problems on various places this month including the La Junta, Glorieta, Red Rock, Arkansas City, and Emporia subs.

On June 12th, BNSF had water over the rails on both main tracks at Burlington, IA. Both tracks were out of service at 12:30 and back in service at 13:30. The water wasn't deep but was covering both tracks at MP 205 of the Ottumwa sub with 4 BNSF trains and Amtrak #6 delayed.

On the 13th, water was over the rails in several places in central Kansas. At 08:00

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the morning of the 13th, water was reported over the tracks at MP 92.8 near Pomona, KS and near the Marias Des Cygnes River bridge. Water was just over main 2 with main 1 still OK to move trains on. A total of 8 westbound trains and 6 eastbound trains were affected by this incident. The water had subsided by noon on the 13th and traffic was back to normal. The water did not cause any long term side effects at this location.

At 09:53 the track supervisor took the Arkansas City Main track out of service just south of Newton, KS with water coming up through the ballast due to heavy rain at Newton. The track was out of service between McGraw and Putnam at MP 192. Train Q-LHALPC1-10K (Nearly 10,000 feet long) had started east (north) on the Ark City sub at Mulvane when this happened so the conductor had to get off the engines and have the long train pull by him where he got on the rear of the train and they backed the train up to run east on the Emporia Sub. All taking a long time to accomplish. By mid afternoon, the Ark City Sub was back in service. An M-CRLKCK train was stopped at Sedgwick waiting on the water to subside with the crew tying the train down and then taking a crew van to Kansas City.

At 15:50 the afternoon of the 13th, water had risen to the base of the roadbed on both sides of the main track between MP 150 and 157 of the La Junta sub between Peabody and Florence, KS. Train H-KCKDEN1-13 was held at Clements, KS east of this area until it was determined the water was not going to take out the roadbed. Water was still rising getting closer to the rails. When it was determined that the water was not over the rails, high winds were blowing up to 60 MPH. BNSF decided to tie the H-KCKDEN down at Clements and the M-NEWKCK1-13 at Walton until the storm subsided. The wind warning did not expire until 21:00 with the crew on the H-KCKDEN going dead at 21:35. With more rain the evening of the 13th across the east end of the La Junta Sub, caused the main line to be taken out of service during the night of the 13th until some time mid day on the 14th.

Due to this water problem, Amtrak #3 & #4 were going to get delayed severely.

Westbound Train #3 got delayed on the Topeka sub due to tornado warnings in effect and flash flood warnings until 06:30 in the morning on the 14th. When train #4 got to Newton, it was decided that it would back out of the station and use the wye to go west (south) on the Arkansas City sub via Wichita to Mulvane. At Mulvane, #4 again turned on the wye and headed east on the Emporia Sub to get back on its normal route at Ellinor where it would go on to Emporia and via the Topeka Sub. #4 departed Topeka at 10:49 AM, 5.5 hours late.

Train #3 took the reverse route of #4 going to Mulvane to turn on the wye. Apparently the BNSF pilot crew that was on #3 went dead at Wichita and a new crew had to be brought to Wichita to get them on to Newton. #3 departed Newton at 1:46 PM, 10.4 hours late.

On June 14th, BNSF had a side wash south of Guthrie, OK. At 09:45 the track supervisor discovered the side of the roadbed was washed at MP 367.7 requiring 4 loads of rip rap to be dumped to restore the track integrity. The M-KCKNYF1-13 was held at Guthrie while the track was inspected and then it along with the Z-WSPALT9-13 were walked across the area at 10 MPH. Through the 14th, a total of 10 loads of rip rap were dumped and the track speed was raised to 25 MPH. More surfacing and roadbed work was needed to restore the track to normal speed.

Also on the 14th, BNSF had the Fort Scott sub under water at Kansas City. At 02:30, Turkey Creek in the Rosedale Area of Kansas City overflowed its banks and covered both main tracks of the former Frisco main line at MP 4.3. Heavy Rains in the Kansas City area caused the flooding and local authorities began evacuating people in homes in that low lying area. During the high water on the 14th, BNSF routed all northbound traffic via the Olathe connection and Argentine yard. Apparently the southbound traffic was held at Murray yard until the water subsided. Two loaded coal trains and one UP train were held southbound with one empty coal train held between Olathe and Rosedale. The water was down by mid morning and traffic was allowed to resume.

Also on the former Frisco at Tulsa, train

Q-ATGCLO3-12 (Atlanta to Clovis) stopped at MP 423 of the Cherokee Sub on Main track #1 just east of Cheyenne Street crossing with water up to the top of the rail. This happened just after noon on the 14th with the water subsiding later in the afternoon and traffic again running.

At Plattsmouth, NE, at 13:45 on the 14th, BNSF also had water problems. Wager was over main 1 between MP 5.9 & 6.2 of the Creston sub just west of Pacific Jct, IA. BNSF had a 10 MPH speed restriction in place at this location with water up to the top of the rail on main 2. due to this, BNSF stopped traffic coming from Kansas City on the Napier Sub causing the St. Joseph sub to be plugged up due to long trains trying to meet where there are many 7,000 foot sidings. The water issue was over at 17:00 on the 15th allowing normal traffic to resume again.

The Union Pacific suffered a major problem due to high water previously damaging a bridge on June 15th. Their bridge over the Chikaskia River about 8 miles north east of Caldwell, KS suffered a collapse with a train on it. The ballast deck steel girder bridge had a slow order on it already so the crew on the M-WTFW-15 pulled out onto it slowly and then felt it was moving under them so they stopped just as the center pier of the bridge partially collapsed allowing the rear of the lead engine to fall about 5 feet. This left the front of UP SD70M 4921 dragging the rails. The rear unit was setting into the dropped bridge span as well, but not dragging the rails. The UP kept everyone away as one of the cars was carrying fertilizer and there was a chance that the bridge might collapse further. The UP sent some more engines out of Wichita the 16th to couple into the rear of the train and pull it back off the bridge. The UP then brought in a pile driver and ran it 24/7 until they had the bridge stabilized and a new center span under the bridge sections. It took about 8 days to complete the task and get traffic moving again on the Enid sub. In the mean time the UP routed their trains between Wichita and Fort Worth and the vehicle trains for Oklahoma City over the former Santa Fe south of Wichita. Due to track work on the former MKT lines in eastern KS, the Up was routing some of that traffic over the former Rock Island

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line between Kansas City and Fort Worth. All of this traffic had to be sent back to the former MKT line during this time.

On June 20th BNSF tracks north of Napier, MO on the St. Joseph Sub (former Burlington) went under water near the flood plain of the Missouri river. For three days any trains through the area were either detoured, held or were able to tip toe through the high water. Just east of Rulo, NE at times in those three days the water was up to a foot over the tracks. Trains running north from Kansas City went to Napier then used the Napier Sub to reach the Creston sub at Omaha instead of using the St. Joseph sub all the way to Lincoln. Loaded coal trains were not quite a fortunate as some had to detour further east to West Burlington then south as needed. Some others detoured via Denver and Amarillo.

On June 22nd, BNSF began suffering more water problems. The Hannibal sub was out of service between MP 151 & 177 account flood gates were closed at 14:00. This is the 25 miles just south of Keokuk, IA along the Mississippi River. The flood gats were opened about two days later to allow traffic again to move. The Hannibal sub had been suffering several mud slides in the previous two weeks.

At 12:30 that afternoon, the Ottumwa sub

had main 2 taken out of service account the shoulder about 15 miles east of Creston collapsed. The location was at MP 379.8 east of Thayer, IA. It was out of service for about 24 hours until the road-bed could be stabilized. Main 1 was utilized for all traffic delaying traffic in the area.

On June 23rd, a track supervisor discovered about 400 feet of ties washed out from the track at MP 758 near Onava, NM on the Raton sub. The only train in the area was Amtrak #4 that was stopped at Las Vegas, NM until it was determined that the track was impassable. It was determined that train #4, the eastbound Southwest Chief would be turned back west at Las Vegas to Albuquerque then head south to Belen and east via the Southern Transcon to Amarillo and Wellington and then on north to Newton where it would get back on its normal route. By the time #4 got to Newton on the evening of the 24th, it was running about 16 hours late. The westbound train #3 had passed the location before the washout occurred. Due to this, Amtrak set up a bus route between Raton and Albuquerque for 5 days until the railroad could be repaired. Train #3 would stop at Raton and passengers were bussed to Albuquerque to get on train #4 that was serviced and turned back west there. Eastbound, the opposite was happening. At Raton, train #3 would be serviced the best it could be and then was

taken to French, NM where it was turned on the wye that was the main track of the York Canyon Sub. The train would be taken back to Raton to await the bus passengers from Albuquerque to arrive. Train #4 got quite a bit more delay at Amarillo waiting on an assistant engineer to be brought in by Amtrak. After over 2 hours delay, the train departed with the assistant engineer riding the passenger coaches with the rest of the Amtrak crew. BNSF has to provide a pilot crew for Amtrak since the Amtrak crew is not qualified on the southern route. On June 28th, trains 3 & 4 were allowed to run the entire route of the former ATSF Northern passenger main line. BNSF ran a work train from Albuquerque with 10 loads of rip rap and ballast to fix the washout. Since BNSF runs no freight over this portion of the line, the only trains affected were Amtrak 3 & 4.

## **WALLINGFORD ELEVATOR**

By Sam Andrews

Wichita Terminal Public Elevator opened in 1932 near 33rd & Broadway. Four railroad tracks served the facility stub ending at 33rd and this was on the north end of the Wichita Terminal Association lines. Later the company operated under the name of Wallingford Elevator under the management of Sam Wallingford. A second elevator unit was added in 1958 which greatly increased storage space. Wallingford later on sold to Garvey Elevators which had a large size fleet of leased grain cars with GELX reporting marks.

Both elevator units were repainted in 1983 at a cost of \$200,000 and using 85000 gallons of white paint. A grain bin in the older 1932 unit split apart in 1999 spilling thousands of tons of grain onto the ground.

Within the past year, more tracks have been added at the site and a former Santa Fe switch engine is now on the property to move cars around on intra plant switch moves.

The elevator is now under the name Bartlett Grain. Some wheat from here is shipped to a flour mill in Coffeyville which they own.



*Amtrak #4, detoured and running 16 hours late, departs Wellington, Ks. June 24, 2010 at 6 PM. Photo by Keel Middleton*

# July 2010

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

**GREAT PLAINS**  
**DISPATCHER**  
 Great Plains Transportation  
 Museum  
 700 East Douglas Ave  
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 (316) 263-0944  
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