

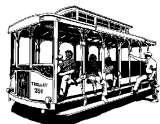
GREAT PLAINS DISPATCH

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

MAY 2011

Volume X

Number 5



LOOKING BACK

By Michael M. Bartels



40 YEARS AGO

The first Amtrak train stopped at Wichita at 9 p.m. May 1, 1971, from Houston with nine cars and a Santa Fe locomotive. The first train on May 1st was the southbound Texas Chief at 5:25 a.m. but it had left Chicago as a Santa Fe train. (Wichita Eagle-Beacon, May 2, 1971)

drawing a crowd of 60,000. (Frisco Employee's Magazine, June 1931)

The Wichita Frisco Employees' Air Capital Club met May 12th. It was announced the tire company had moved from the old station on Douglas Avenue, and after a discussion it was decided that this should be secured for a club meeting room if possible. (Frisco Employee's Magazine, June 1931)

Santa Fe employed 224 at the Orient shops in Wichita vs. 201 two years ago. (Wichita Eagle, May 24, 1931)

Santa Fe discontinued motor service between Concordia, Kan., and Superior, Neb., May 31, 1931, although the Emporia-Concordia motor lasted into the early 1950s. Service to Superior was technically a mixed train through April 30, 1971.

70 YEARS AGO

Work had begun on a new \$50,000 car repair building at Santa Fe's Orient shops, made necessary by destruction in a windstorm last August of the building formerly used for car repair. It would be steel, one story, 44 by 450 feet and was to be completed in about 10 weeks. (Wichita Eagle, April 26, 1941)

Famed actress Ethel Barrymore, long opposed to informal photos, posed for a photo taken by H.A. Baker, Frisco city freight and passenger agent, after arriving in Wichita with a theatrical company on No. 311 at 1:35 p.m. on April 25, 1931. (Frisco Employee's Magazine, June 1931)

90 YEARS AGO

With extension of Missouri Pacific trains Nos. 753 and 754 from Conway Springs to Wichita, effective April 1st, a large part of the train men and round-house force at Conway Springs will be transferred to Wichita. These trains formerly ran from Iuka to Conway Springs. (Wichita Beacon, April 3, 1921)

80 YEARS AGO

The \$3.5 million Tulsa Union Depot opened to the public May 12, 1931,

Five new buses required by the new Wichita Transportation Co. franchise are being built in the local company shops, apart from the engine, chassis, etc. They are powered by Mack and seat 29. (Wichita Beacon, May 24, 1931)

Several new piles were placed under the streetcar bridge on West Douglas Avenue Friday night May 13, 1921. (Wichita Beacon, May 15, 1921)

WORLD'S OLDEST MAN DIES AT 114

Walter Breuning died this past week in Great Falls, MT. He was born in Melrose, Minnesota in 1896 and was titled the world's oldest living man in July 18, 2009.

Lying about his age, Walter began work for the Great Northern Railway at age 16. He retired from the GN at the age of 66. In 2009 BNSF named a new junction in Montana Walter Junction in his honor.

Walter's last time slip was punched an April 14, 2011 at the age of 114.
Wikipedia



**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

MAY NRHS MEETING

Chapter member Bob Walz will present on "The Santa Fe Speedway Dodge City to Garden City": Based partly on his book *The Speedway* with new material added. It looks at the history of the Santa Fe on the 50 miles of main line between Dodge City and Garden City and the Garden City to Scott City Branch.

The meeting will be held Fri., May 20, at the *Great Plains Transportation Museum*, 700 E. Douglas, Wichita. Meeting time is 7:30 pm.

There will be the 6:00 p.m. informal dinner gathering at the Riverside Cafe, 739 W. 13th, Wichita before the meeting.

There will be meeting and no picnic in June.

FUTURE MEETINGS

June 18: Annual Picnic Cancelled

July 29: KC Ch. Exchange Program about the Rock Island on July 29.

Please note that this is a change from the normal third Friday.

August: TBA

September: Annual Banquet

October: TBA

November: Sam Andrews Santa Fe

December: Annual Slide-Free-for-All

If you have a presentation you would like to assist with, contact Harvey Koehn.

OTHER EVENTS

May 21 – Kingman Santa Fe Depot Car Show and Carnival, beginning at 2:00. Concessions, free outdoor movie 8:35. Info: Gary Koon, 620-532-3671

May 21-22 – Cherokee Strip Land Rush Museum Train Show, Agri-Business Bldg, 712 W. Washington, Arkansas City, Sat. 10-5, Sun. 10-4. Info: 620-442-6750

May 28-29 – Cherry Valley Model Train Show, Phillips Recreation Center, Broadway & Heacock, Parsons, Sat. 9-5, Sun. 10-2. Free admission. In

connection with Katy Day Festival. Info: john@dvmrc.com

June 8-11 – Railroad Station Historical Society Convention, Best Western Saddleback Inn, Oklahoma City. Info: TheodoreXakellis@juno.com

June 16-19 - Santa Fe Railway Historical & Modeling Society Convention, Phoenix, AZ. www.atsfrr.com

June 20-26 - NRHS Convention, Tacoma, WA. www.cascaderails2011.com

June 21-27 – National Garden Railway Convention, Overland Park International Trade Center, 115th & Metcalf, Overland Park; hosted by KCGRS. Info: Dave Roberts, gscalesfun@hotmail.com

July 21-24 – Shawnee Co. 4-H Fair, KS Expo Center, Topeka. No admission, Thurs 12-9, Fri-Sat. 9-9, Sun. 9-4

Aug. 6 – Turkey Creek Division, MCoR NMRA Meet, Lenexa Community Center, 13420 Oak, Lenexa, 8-3, model & photo contests, swap tables, railroad groups; 3:30-9:00 layout tours. Info: Robert Jefferis, jeffbobj@everestkc.net

Aug. 20 – Topeka Model Railroad at Great Overland Station, 701 N. Kansas, Topeka, 9:30-4:30

Sept. 17 – Frisco Convention, Frisco Bldg, Springfield, MO. Info: Ron Williams, rjwilliams1@mchsi.com

Sept. 24-25 – Western Kansas Train Show, Ellis Co. Fairgrounds, Hays. Sat. 9-5, Sun. 11-4. Info: Kevin Keeler, klk@mchsi.com

Oct. 22-23 - Two Depot Model Train show, Kingman Armory. Sat. 9-5, Sun. 11-4. Info: Anita Cheatum, sfdepot@sbcglobal.net

Sept. 24-25 – Western Kansas Train Show, Ellis Co. Fairgrounds, 1344 Fairground Rd., Hays. Sat. 9-5, Sun. 11-4. Info: Kevin Keeler, klk@mchsi.com

FROM "THE DISPATCHER" OF MAY 1961

The red and yellow caboose, No. 876, now in the KG&E yard on Second Street was presented to the Wichita Chapter, National Railway Historical Society and the Great Plains Railway Museum by the Frisco Railway.

This caboose was built in 1904 by the Frisco Railway in its St. Louis Shops and spent most of its life in service between St. Louis and Springfield, Missouri. Its last days were spent on the run between Birmingham, Alabama and Pensacola, Florida. It was on this run when it was decided to retire it.

Awaiting its fate in St. Louis it was picked for presentation to the Wichita Chapter through the combined efforts of Mr. Geo. Snyder and Mr. Earl Bennett of the Frisco Rail

UP STEAM SCHEDULE

UP 844 will make a trip from Cheyenne to North Little Rock. A brief schedule is shown. For a detailed schedule, go to

www.up.com/aboutup/special_trains/steam/details.shtml

Fri, May 27	Cheyenne - North Platte
Sat, May 28	North Platte - Marysville
Sun, May 29	Marysville - Kansas City
Tues, May 31	Kansas City - Jefferson City
Thur, June 2	Jefferson - St Louis
Sat, June 4	St Louis - Cape Girardeau
Mon, June 6	Cape Girardeau - Bald Knob
Wed, June 8	Bald Knob - N Little Rock
Fri, June 10	N Little Rock - Van Buren
Sat, June 11	Van Buren - Coffeyville
Sun, June 12	Coffeyville - Kansas City
Mon, June 13	Kansas City - Council Bluffs
Sat, July 2	Omaha - North Platte
Sun, July 3	North Platte - Cheyenne

WIND PLANT'S FIRST DELIVERY

By Fred Tefft

The first train of windmill nacelles and hubs left the Siemens plant at Hutchinson the evening of May 4. While the original plan was to ship on the BNSF, the train went out on the UP. First order of business was to turn on the wye at Herington before heading west to Dalhart, Tx.. then north to Denver. The train is for Puget Sound Energy's Lower Snake River Wind Project. Symbol was SHUBMW-04 and power was UP 8188.



way. Final approval for its disposition was given by Mr. W. R. Allen, General Manage [sic] of the Frisco, Springfield.

It was sent to Springfield where it was completely reworked and overhauled to its original condition under the supervision and guidance of Mr. E. F. Tuck, Chief Mechanical Officer of the Frisco at Springfield. It was one other time rebuilt and that was in the 1920s at the Rosedale, Kansas shops of the Frisco. Rosedale is a suburb of Kansas City, Kansas.

It arrived in Wichita on March 5, 1961 and was delivered to the KG&E yard on March 17, 1961. It was moved by the Missouri Pacific Railroad at no cost to the society.

A picture together with a story concerning this caboose appeared in the Wichita Eagle and Beacon during the month of March a few days after it arrived in Wichita. The picture was taken in Frisco yards.

The Wichita Chapter, NRHS, and its affiliate, The Great Plains Railway Museum take this means to thank all that were responsible for securing this caboose. We thank the Missouri Pacific R. R. and the Wichita Eagle for their participation in this effort. Thank you, gentlemen!



Above - UP 8188 w/bd through Hutchinson at 7:30 AM, May 5, 2011. Photo by Lynn Aldrich

Below - Siemens Wind Power Loading facility. Photo courtesy Hutchinson News

RAILROADING IN WICHITA**MAY 1911**

By Fred Tefft

May 1

Interurban cars will no longer back up on South Main street to load passengers and freight. The switch tracks into the station at Water and 1st street have been completed and this morning the depot was used for the first time. For a time the company contemplated the continuance of the waiting room for passengers in the Beacon building, but last week it was decided to terminate all service at Water and First streets.

May 2

Advertisement for giant aviation meet north of city Thursday, Friday, and Saturday this week. Arkansas Valley Interurban will run four cars every ten minutes to the Aviation Grounds beginning at noon. The Santa Fe will run three special trains to a point opposite the Aviation Grounds, half mile east of Arkansas avenue, at 12:30, 1:30, and 2:30 p.m. each day.

Rock Island depot is being painted Irish green. The interior is being redecorated, with side walls painted green, the ceiling corn yellow, and the molding Indian red. The interior of the ticket office probably will be done in white enamel.

The Wichita Railroad and Light company will lease to the Interurban 24 of their large cars for use during the aviation meet, Thursday, Friday, and Saturday. The most of these cars will come from the Topeka avenue and Stock Yards lines, and will be replaced during these three days with the open summer cars.

Wichita street car service will return to old days Thursday, Friday, and Saturday; during those three days not a double truck car will be used on any of the city lines, since the company has leased to the interurban company 24 of its largest and best cars for hauling people to the aviation grounds north of the city. Single truck cars will be run on all the lines in town. More cars will be operated than ever before in the city at one time. There will be 41 cars for use on the city lines aside from the 24 used by the Interurban. The cars on the Interurban will run in trains of two large cars and two trailers each. There will be six trains spaced so that they will reach the six pass-

ing points on the line at the proper time (the trains are scheduled to run every ten minutes beginning at noon). In addition, the regular Interurban cars will carry passengers as usual.

May 3

At special election yesterday the citizens of Wichita authorized \$70,000 bond issue to pay one-third of the cost of viaduct over elevated railroad tracks at Kellogg street. This binds the Santa Fe Railway to an agreement to spend at least \$2,000,000 during the next two years in elevating railroad tracks from Central avenue to Gilbert street and to build a Union Passenger Depot.

All Arkansas Valley Interurban cars, both passenger and freight, are now leaving the city from the terminal depot at 1st and Water streets, and the waiting room down town has been abandoned. A large pit has been dug for the inspection of cars. Heretofore this has been difficult, as the pit of the City Railway company could not accommodate the larger cars of the Interurban.

May 6

In the past four days the Midland Valley has purchased ground 40 feet on south side of West Douglas lying east of Mr. Turner's hay barn, for \$6000. This gives the company a total of 200 feet fronting on south side of Douglas, which will be used for passenger terminal facilities.

Street car company will start work next week on rebuilding the Cleveland avenue line, ready for the pavement which is to be put down on that street. Work will commenced at 12th street. The new rails for Main street and Douglas avenue, 400 tons of them, will be here about the first of June. When the old rails are taken up, they will be used on Central avenue from Main street to the entrance of Riverside park.

May 7

During the aviation meet Thursday, Friday, and Saturday about 12,000 persons were brought to Wichita by the five railways. The Santa Fe brought in about 5000, the Missouri Pacific about 3000, the Rock Island about 3000, the Frisco about 1000, and the Orient between 300 and 400. The railways provided special trains and extra equipment on all trains and handled the crowds in good order.

Effective this morning, North Riverside patrons of the street car company will be able to travel through to their homes instead of being compelled to transfer at Franklin avenue. Now they can ride through to the end of the line at 12th street. The stub car on the North Riverside line will be discontinued and each alternate car on the Riverside-South Main line will run through to the new wye at the corner of Biting avenue and Riverside drive. This arrangement will afford the West Riverside district a 20 minute service, as the cars leave the corner of Main and Douglas every ten minutes.

May 9

Fifteen car loads of 70 pound steel rails for the Newton extension of the Interurban arrived at Sedgwick yesterday. Already 20 car loads of ties have been unloaded. Work is progressing on the steel and concrete viaduct which will carry the interurban tracks over the Santa Fe right-of-way four miles southwest of Newton.

May 10

C. J. Skinner, assigned to be Santa Fe resident engineer here in charge of track elevation and union depot work, arrived in the city yesterday and started to work. Preliminary surveying will be done first before commencing the construction work.

May 14

Article: three of the most responsible positions in Wichita are those of the railroad crossing watchmen on East Douglas. About 200 times a day these watchmen lower and raise the crossing gates and ring the danger bells at the points where the Santa Fe, Rock Island, and Frisco railways cross Douglas avenue. The Rock Island crossing gate is temporarily out of order and the flagman, equipped with a red flag, crosses the avenue ahead of the engine.

May 15

Yesterday some change was made in the street car service. Instead of going around the Market street loop, the North Topeka and Stock Yards lines have been merged and all cars make the round trip from 17th and St. Francis to the Stock Yards and return. This saves one car and one crew for 18 hours and gives just as good service. The College Hill car makes the Wonder-

(Continued on page 5)

RAILROADING IN WICHITA

(Continued from page 4)

land circuit hereafter, and most of the Market street cars went to Wonderland at the opening yesterday. Several special Wonderland cars were also on, and they will be used whenever the demand justifies it.

A lady was struck and dragged several feet by Street Car No. 209 on the Topeka Avenue line at corner of Main and Douglas at 11:00 a.m. today.

May 16

A year ago the old Santa Fe freight station just south of the passenger depot was abandoned when the company built its new freight station. Now it is back in use as the office and workshop for the engineers in charge of building the track elevation and union passenger station.

May 17

The Street Railway company has begun work at 12th Street to rebuild its line on Cleveland avenue in anticipation of paving of the street. The "Y" now running west will run east on 12th thus enabling the company to extend its line east if desired in the future. A heavier rail will be put down.

May 20

Two hundred tons of new 73 pound steel rail has been shipped from Steelton, Pennsylvania for the new street car tracks on North Main. This is about twelve carloads and is the first shipment of 500 tons to be used in relaying the tracks from Douglas

avenue north to Murdock. New tracks is also being laid on Cleveland avenue. The old track is torn out from 10th to 12th streets and laying of concrete will commence Monday.

May 21

Article says Wichita booster train past week was pulled by Santa Fe engines No. 235 and 241.

May 24

"Street car men are gossiping about car service, saying that it looks like Wichita would not have as good service this summer as in the past few years. They talk about several cars being taken off and the running time on many lines lengthened."

An empty passenger train of 37 cars passed through Wichita on the Rock Island this morning. The cars came from Little Rock where the confederate veterans encampment was held last week.

May 25

About 25 car loads of steel were received at Arkansas city yesterday for the Midland Valley extension to Wichita. The pile bridge across the Big Arkansas river near Geuda Springs is being rushed.

May 27

Article reports complaint of residents of Valley Center and Sedgwick that the

Arkansas Valley Interurban has not built any depot at those places.

May 28

Missouri Pacific will reduce its grades from one to two feet through the city north of 12th street and put the crossings in first class condition: this includes approaches and crossings at Main, 12th st., No. Lawrence, Market, Emporia and St. Francis.

May 29

Arkansas Valley Interurban has completed purchase of right-of-way to Halstead.

Work is now in progress on a brick power house at the junction of the Newton and Halstead lines.

Midland Valley Railroad will start work Wednesday wrecking buildings on south side of Douglas avenue in first block west of the bridge and will also put eighteen teams at work grading the right-of-way through the city.

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

GPTM hosted the heritage unit UP1988 The Katy for the 2011 Annual Katy Convention April 15-17, 2011

Below - 1988 re-spots ATSF93 and CKRY1959.

Bottom right - Switching stops as the competition passes.

Right - UP1988 spotted for display. Photos by Fred Tefft



May 2011

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

GREAT PLAINS
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