

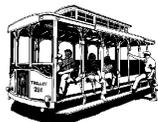
GREAT PLAINS DISPATCH

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

AUGUST 2011

Volume X

Number 8



LOOKING BACK

By Michael M. Bartels



40 YEARS AGO

Santa Fe's Rose Hill depot had been purchased by Robert and Kathy Wells and remodeled for use as a "summer home" on a 40-acre site near Benton, Kan. Wells' interest was aroused when he watched demolition of the Sand Creek depot near Newton about three years ago. (Wichita Eagle-Beacon, Aug. 1, 1971)

The Green Diamond Dining Room, at Covington, Okla., on Oklahoma 74, a landmark for 34 years, had once been the advance publicity railroad car for the 101 Ranch Wild West Show. (Wichita Eagle-Beacon, Aug. 2, 1971)

A motorman's uniform was donated to the Wichita Historical Museum by Mr. and Mrs. Charles Sloan and son Bill. Charles' father, Thomas H. Sloan, had been a conductor and motorman in Wichita from 1917 to about 1927. A photo showed the old boarded-up Birney streetcar owned by the museum. (Wichita Eagle-Beacon, Aug. 14, 1971)

60 YEARS AGO

Twenty-nine attended the annual old streetcar motormen's and conductors' picnic at Minisa Park Aug. 19, 1951. Merle Crow, hired in 1902, was the senior veteran. (Wichita Eagle, Aug. 20, 1951)

The Aug. 24, 1951, Wichita Eagle pic-

tured the first train on the spur to the new air base, a work train pushed by Santa Fe 2-8-2 No. 3188.

70 YEARS AGO

The Aug. 6, 1941, Wichita Eagle pictured a group in front of a chartered Santa Fe Trailways Sleeper Coach.

Three were injured when Rock Island and Midland Valley freight trains collided four and a half miles south of Wichita Aug. 16, 1941. A photo showed engine No. 5034. (Wichita Beacon, Aug. 16, 1941)

Work began Aug. 21, 1941, on a month-long, \$15,000 project to remodel the interior of the Missouri Pacific passenger depot. Work would be mainly on the first floor and would include lowered ceilings, new floors, plumbing and furniture. (Wichita Beacon, Wichita Eagle, Aug. 22, 1941)

80 YEARS AGO

Controversy has arisen over ownership of the Wichita & Western right of way in West Wichita. Santa Fe has ripped pit the tracks from Seneca west and apparently abandoned the ground. Tracks are still intact from Seneca east but will probably be abandoned, as Santa Fe has agreed to take out the Big River bridge. (Wichita Eagle, Aug. 1, 1931)

Santa Fe's Orient shops, on a five-day

week since June 1930, yesterday went to four days. (Wichita Eagle, Aug. 6, 1931)

Missouri Pacific is relaying a total of 20 miles between Wichita and Hutchinson with 90-pound rail, replacing the old 70 pound. (Wichita Eagle Aug. 8, 1931; Wichita Beacon, Aug. 16, 1931)

90 YEARS AGO

O. Bilger, Orient mechanical engineer, was in Atchison all last week superintending purchase of cylinders for engine No. 301. Men in the roundhouse were busy in late August fixing the cylinders, to be completed by Sept. 1st. (Wichita Beacon, Aug. 7, 21, 1921)

The public utilities commission recently granted Arkansas Valley Interurban a rate increase. It can charge three cents a mile for actual miles traveled instead of the short-line distance, which in case of fares between Wichita, Hutchinson, Burrton and Newton is the steam-road distance. (Wichita Eagle, Aug 13, 1921)

Car 100 of the Orient left on a trip to California carrying President W.T. Kemper of Kansas City. The Orient will convert a Dort motor car into a rail motor car, with flanges on the wheels, for use of the superintendent. Engine No. 14, from the Texas divi-

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**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

LOOKING BACK

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sion, arrived last week for an overhaul. (Wichita Beacon, Aug 28, 1921)

About 200 are at work in the Orient shops and that number will soon increase to nearly 300. MoPac and one or two other roads are having some of their engines repaired there. (Wichita Beacon, Aug. 31, 1921)

The Carry A. Nation memorial fountain just north of Union Station is now bubbling after being dry for two years. (Wichita Eagle, Aug. 31, 1921)

WTA MILL TRACKS

By Sam Andrews

Wichita Terminal Railway (reformed into the current Wichita Terminal Association in 1910) began a track building project in conjunction with milling construction over a century ago.

In spring, 1906 construction of the Otto Weiss feed mill and the Kansas Milling flour plant got underway at the corner of 13th & Santa Fe. At this point in time, the railroad started building over 5000 feet of several tracks from 17th street to 11th street to connect with the mills. The new tracks ran alongside the Santa Fe mainline tracks.

The Otto Weiss mill became Ralston Purina in 1934. Cargill oilseed processing plant now sits on site. Across the street, the old Kansas Milling is now Horizon Milling.

The WTA removed its track in 2009 at 13th street going into the flour load docks. Switching of flour cars is now done at the south end of the mill off street crossings. The far east tracks on 13th dated from 1906 and 1920.

In 2010 WTA started using a short stretch of former Union Pacific mainline track on the east side of the mill to store empty flour cars awaiting to be spotted at the mill for loading.

NO AUGUST NRHS MEETING

The planned platform meeting for August has been cancelled.

FUTURE MEETINGS

Annual Banquet: Sat., Sept 17. Will be held at The Breadbasket, 219 N Main, Newton. Get together at 6:00, dinner at 6:30. Contact Harvey Koehn for more details.

October: Sam Andrews, presenter. "Trackside At The Mill 1981-1998". This would cover while Sam worked for the Cargill Mill in Newton.

November: Bob Walz, presenter. The title is "The title is Santa Fe Depots: Form and Function."

December: Annual Slide-Free-for-All

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

OTHER EVENTS

Aug. 20 – Topeka Railroad Festival, Great Overland Station, 701 N. Kansas, Topeka, 9:30-4:30, greatoverlandstation.com

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

Nov. 26 – Joplin Museum Complex Show, Schifferdecker Park, 7th & Schifferdecker, 9-3. Information: Rick Gardner, rickgardner@sofnet.com

BNSF NEWS

By Jayhawk

SPECIAL TRAINS

BNSF ran a very unique special train in mid July. Train O-ALTTOP1-17 was seen crossing Oklahoma on July 17th with BNSF Dash 9-44CW 4548 leading business cars 53 & 54. I am not sure at this time which was which but one of the cars was the Yellowstone River and the other was the Canadian River. These two cars have been two of the business cars that were in the plaza at the Network Operation Center at Fort Worth. There were a total of 6 business cars used for various meetings outside of the NOC. There is no track that runs to the NOC, so these cars have to be trucked to the nearest location to be put on the track. They are going to Topeka to be refurbished then will be returned to Fort Worth when they are done. The 4548 was selected as the power for the train as it too was going to Topeka for heavy overhaul work.

Another special train for BNSF was the O-CHIAVC1-01 (Officers Special from Chicago to Avondale, CO) that had BNSF ES44DC 7557 as power for 14 New Jersey Transit cars being donated to the AAR Test Track. It was seen passing Dodge City at 9:20 the morning of August 2nd. The cars are NJTR 5156, 5157, 5220 - 5222, 5225 - 5229, & 5231 - 5234.

BNSF has handled the Red unit of the Ringling Brothers & Barnum & Bailey Circus train across the west this month. The train departed Phoenix, AZ on July 4th after coming off the UP. It ran as the U-PHXFRS1-04 departing Phoenix at 14:55 with a trio of UP SD70Ms for power; being the UP 4279, 5219 & 4043. The train shows to be 59 loads weighing 5361 tons and 5231 feet plus the engines. It arrived in Fresno on the 5th and was to be there several days as the shows lasted from the 7th to the 11th.

After spending a few days in Fresno, the train ran back south to San Diego as train U-FRSDG1-12 departing Fresno on July 12th, running back over Tehachapi Pass and then down the surf line to San Diego behind BNSF ES44DCs 7315, 7646 & 7216. It is interesting that the train this time showed to only be 4310 tons instead of the 5361 that it showed from Phoenix. After the stay in San Diego, the Red unit Circus train ran back up the former Santa Fe Surf Line as train U-SDGLAC1-18 to Los Angeles (during the daylight no less) with BNSF ES44DCs 7214 & 7339 along with ES44C4 6644 for power pulling the train also reported as 4310 tons. BNSF gave the train to the UP at Los Angeles where it went to Anaheim.

BNSF ran several Business car trains this month. Train O-TOPTOP2-26 was ran from Topeka to DeSoto, KS on July 26th for Government Affairs. The train had BNSF 6639 & 7440 for power pulling cars 4 (Business Car Missouri River), 40 (Bi-Level coach Fox river), 44 (Bi-Level Coach Colorado River), 11 (Diner Fred Harvey), & 52 (Baggage car Glorieta Pass). Train O-TOPGNS1-29 passed Wellington, KS early on the morning of July 30th with BNSF ES44C4 6639 for power leading cars 28 (lounge car Mountain View), 10 (Diner Lake Superior), 40 (Bi-level coach Fox River), 41 (Bi-level coach Flathead River), 44 (Bi-level coach Colorado River), 45 (Bi-level coach Powder River), 4 (Business car Missouri River), 64 (Sleeper Marias Pass), & 50 (Power Car Stampede Pass). This train was ran from Topeka to Grants, NM where it made some trips around Grants for government affairs on July 31st. The train ran back east on August 1st as the O-GNSABQ1-01.

On the heels of that train was the O-TOPAMA1-01 that departed Topeka on the 1st heading for Amarillo, TX with BNSF ES44C4 6688 leading car 68 (Sleeper Rollins Pass), 51 (Power

Car Snoqualmie Pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton Pass), 60 (Sleeper Stevens Pass), 8 (Business Car John S. Reed) & 30 (Dome Lounge Glacier View). The train departed Amarillo the next day as train O-AMAABQ9-02 for Matt Rose and Carl Ice to show members of the board of directors the new Abo Canyon track. The passengers included Rob Krebs & Don McInnes. These two trains were combined at Albuquerque to run as the O-ABQBAK2-03 from Albuquerque via Belen to Bakersfield, CA. The train used the BNSF 7440 & 6639 for power on 12 cars, the 50, 64, 4, 68, 51, 67, 65, 60, 8, 10, 28, & 30. The four Bi-Level coaches were tagged on the rear of Amtrak #4 out of Albuquerque for a ride to Topeka. I am not sure of the exact reason for this trip although it was an executive trip.

BNSF ran the H-KCKDEN1-20 with some special cars as it ran across the Panhandle Sub on July 21st. The train had BNSF 4094 & 5360 for power with 3 Boeing fuselages and one sky-box behind the power followed by AAR Test cars 110 & 100. The 110 is a track loading vehicle while the 100 is a passenger car lettered as a research car. The two cars were going to the AAR test track in Avondale.

DETOURS & FLOOD TRAFFIC

Due to all the detours that BNSF has operated across the La Junta and Strong City subs, they have split the DS104 job that handles the Track Warrant territory west of Hutchinson, KS to Las Animas, CO. DS104 also normally handles the Strong City branch and the Topeka sub which are both Track Warrant railroads. The Topeka and La Junta subs are protected by Automatic Block signals while the Strong City sub is non block.

Beginning about August 1st, DS138

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takes over the La Junta sub from 07:00 to 15:00 on Monday through Friday while the DS104 continues to handle the Strong City and Topeka subs. This daylight and weekend dispatcher helps out due to additional traffic and maintenance of way operating during those time periods. It was estimated that the new spit job would be on through September 15th.

Dodge City, KS normally sees Amtrak 3 & 4, a pair of manifest trains each way and a local on a daily basis, plus an occasional grain train and rail train from Pueblo. If Dodge City gets 7 to 8 trains per day, it has been a good day for train watching there including the two Amtraks. On July 28th, besides the two Amtrak trains, there were 5 empty coal trains, 7 loaded coal trains, 2 eastbound manifest trains, the local from La Junta and an eastbound rail train from Pueblo to Kansas City. On the same day, Abilene, KS had 5 empty coal trains, 2 empty grain trains, 2 locals and the geometry test train from Abilene to Hastings, NE. The 5 empty coal trains were all extra for what is normally ran through Abilene on a daily basis. The Strong City sub does not have many places to meet trains either so it is a challenge to the dispatcher to plan these meets.

There is also a rail relay gang on the Emporia sub east of Emporia so the Topeka sub is getting about 10 extra trains per day as well. They are normally fleeted in one direction primarily during daylight behind the Amtrak trains that run via Topeka. The Topeka sub detours are anything except Z train with an 8 or 9 symbol, train with hi-wides (due to clearance restrictions) or 10,000 Q trains with DP.

Some of the normal detours are the Red Rock coal trains that come across the La Junta sub to Newton then south to Red Rock, OK. The empty Red Rock trains come back north to Mulvane, KS then turn west across the

Transcon to Amarillo and north up the former BN line to Denver. The Kansas City loaded trains are typically running south out of Denver then east from La Junta to Kansas City with the empties returning the same route. There is one major difference with the empties; they are typically running to Trinidad before turning north to Denver so they can use the direction running pattern between Pueblo and Amarillo. This is a major change for the 84 miles of track between La Junta and Trinidad as the only normal trains to use this line are Amtrak 3 & 4.

The loaded coal trains that normally go to Springfield, MO and Tulsa, OK (then on to Madill and Hugo, OK) typically run south to Amarillo then east across the Transcon to Avar, OK where they cross the old Frisco to Tulsa and Springfield. The empties typically return the same route via Amarillo, Pueblo and Denver. The loads for Palos, AL and Scherer, GA typically run across the former ATSF line from Denver to La Junta then east to KC where they will use the old Frisco to go south via Fort Scott on their normal route.

The H-KCKDEN trains still typically use the former Santa Fe Transcon from Kansas City to Amarillo then north to Trinidad, Pueblo and Denver on the directional running out of Amarillo. These trains normally handle the Boeing fuselages and Skyboxes out of Wichita so it has been a treat to see the planes moving over Curtis Hill in Northwest Oklahoma. The schedules have been somewhat unpredictable though. The trains typically pass Wynoka anytime after 3 AM until noon. If the trains depart Wellington late enough, they may also be seen crossing Trinchera Pass south of Trinidad early the next morning. The H-KCKDEN trains typically handle the Boeing loads 3 or 4 days per week. The planes are traveling north out of Denver on the H-DENLAU trains to Laurel, MT

CIMARRON VALLEY UPDATE

The Cimarron Valley Railroad is in the process of re-building many bridges in Southwest Kansas that were destroyed by a wildfire on April 3rd. A report in the Dodge City paper reports that the CVR is rebuilding 10 wooden box culverts and 5 small bridges burned in the April fires in order to restore service to the west end of the railroad. It did not mention the long wooden trestle over the Cimarron River west of Satanta. This trestle is approximately 2000 feet long. I have heard from another source that this bridge is also to be rebuilt. It may be near the end of this year before the bridges are all rebuilt.

THROUGH THE HEART OF KANSAS

By Howard Killam

(The article originally appeared in the June 1957 issue of "Sparks", the Topeka Chapter National Railway Historical Society's newsletter. This is reprinted verbatim and with the kind permission of the "Sparks" editor. Mr. Killam was an avid Frisco railfan.)

I arrived in Wichita the morning of April 27th via Santa Fe's "Grand Canyon" and "Texas Chief". After breakfast the first leg of the fan trip for me was to get to Wichita Yard, four miles from Union Station. This I did via Shanks' Pony, going up a wide street, (after first photographing the Union Station) to the North Junction tower of the Wichita Union Terminal Ry. This structure recorded on film, I veered east a short distance to Burrton Sub. Jct., at the east tail of the Frisco wye, and junction of the Ellsworth line and the line from Neodesha to Wichita (the Wichita Subdivision). Hoofing it along I passed the crossings of the MOP and Rock Island with the Frisco, and reached Wichita Yard after passing a smelly residential district. The freight train, No. 330, caught up with me and I got a shot as it passed headed by GP-7's No! [sic] 536 and 573.

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Frisco has built just recently a small but very neat and efficient yard out here in North Wichita with abounding room for expansion and industrialization on both sides. In fact, Frisco is plugging this feature quite vigorously.

At the yard about 40 Wichitans had gathered and had cabooses 45 decorated for the occasion. Frisco assigned this caboose and cabooses 32 and 888. In addition old coach 1066 was assigned to accommodate the crowd. After greeting and preliminary photographing, along with a briefing on the trip, we were aboard for the make-up switching and to start rolling down the line.

The first station passed was Wichita Heights (not visibly named), then we paralleled the high-speed mainline of the Santa Fe into Valley Center where the Frisco turns and crosses the Santa Fe at the Frisco-owned joint depot. Out of Valley Center the line crosses a new flood control project on the Little Arkansas River, then past the recently abandoned Coleman. We stopped to switch at Patterson and again at Burrton. Here the line crosses the double high iron of the Santa Fe west of Newton, the route of El Capitan and the Chiefs. This depot too is joint between the two roads and Frisco owned. It's a jewel piece of railroad architecture. Next stop was Buhler where we had dinner in a Main Street Café, and took turns being photographed in the engineer's seat of diesel 536 which was doing head-end duty for the trip. Buhler's small depot is completely modernized.

We crossed the Rock Island's Golden State Route in tiny Medora, passed where was Carter, and through the sand hills past the former sites of Matheson and Wherry. We were told that in the cuts of these prairie undulations, dust used to drift until it had to be shoveled out to let a train pass. On through Saxman we came to the American Salt Co. plant near Lyons where the Frisco crosses the MOP line from Wichita and Hutchinson to Gene-

seo and Kanopolis. We were taken on a brief tour of the plant where salt is mined and processed for home, farm and industrial purposes. We passed the west edge of Lyons and crossed the Santa Fe Florence-Ellinwood branch. Frisco uses the Santa Fe depot here, which is 0.3 mile east of the crossing.

No stop was made at Pollard (not visibly named), and only to open the gate at the Frederick crossing of the MOP Kansas City-Colorado main line. Here the plains are flat and immense. Towns in both directions are visible several in a row, one elevator tower after another. The town of Frederick is about 0.8 mile west of the crossing and a Frisco spur runs down to it. The trainmen referred to it as "Windy Frederick". Here you are reminded of the ballad:

"Bury me not on the lone prairie
Where the coyotes howl and the wind
blows free."

Next town was Lorraine where the gate was opened to cross Santa Fe's Little River to Galatia branch. The depot is joint and Frisco owned. Like Frederick, Lorraine is in the midst of a sea of land and the limitless dome of the sky. Out of Lorraine, whose 1,775 feet is said to be the highest point on the Frisco proper, we began the descent of 10-mile hill down a creek valley past jutting rock out-croppings and mesa-like ridges past the ghost of Janssen to the Smoky Hill River at Ellsworth.

The bridge is a small affair without high sides. The Conductor told us how back in the days when a rail motor car plied the line, it once stopped on the bridge before crossing the Union Pacific tracks and someone mistakenly called out, "Ellsworth! All out for Ellsworth!" One gentleman walked down the steps into

the outer darkness and straight down to the muddy riverbank some twenty feet below. Miraculously unhurt, he picked himself up swearing at what a long step it was down to that station platform.

Just north of the cabin type interlocking where Frisco crosses the UP for the only time in its entire mileage, is the little gray depot of Ellsworth. Here was as far as the Kansas Midland got on its way to Red Cloud, Nebraska, many years ago. We had a few minutes while switching and turning on the wye was done, so I got my depot shots and went up to the end of track a few blocks north of the station.

Going back was much the same a coming out. We arrived in Wichita after dark.

The Frisco line is a rough riding affair, much of it being laid with "relay" rail, shortened lengths taken from other lines. Some of the lengths are as short as ten feet. The alignment is bad and there is a great deal of lateral motion in the caboose. Better things appear to be in store, however. Strung along the right of way are hundreds of new ties. A great deal of new ballast has been put down. We passed diesel 614 with a Jordan ditcher. The fresh turned brown earth alongside bore testimony for many miles that Frisco deems this wheatlands branch very valuable to the system.

Thus we railfans rode the Burrton Subdivision of the Frisco Northern Division, passing near the center spot of the state of Kansas and over the country that has made is renowned as the Wheat State of the Great Plains.



A Wichita Chapter fantrip with Frisco cabooses 94 & 108, April 25, 1959. Lee Clerico photo.

RAILROADING IN WICHITA JULY-AUGUST 1911

By Fred Tefft

July 1

Work started yesterday on excavation for the retaining walls of the new elevated tracks. More than 300,000 cubic yards of dirt will be required for the fill and more than 10,000 cubic yards of concrete for the retaining walls.

Nine years ago the street car company was running twelve small cars and employing eighteen men to operate them. Now there are 34 cars running every day and it takes 111 men to run them. Nine years ago these men received 12½ cents an hour, now they received 24 cents.

July 2

Special car service will be run to the parks on July 4. Twelve extra cars will be added by the Wichita Railroad and Light company to run from Main to Douglas to the parks to provide five minute service to Riverside park and three minute service to Wonderland park. The street railway company has leased to the Arkansas Valley Interurban company twelve cars for use on July 4 between Wichita and Walnut grove. Eight of these are the large baseball trailers (sic) and four are ordinary cars. The Interurban will also have in use that day two of its new cars, which have just arrived.

The Midland Valley Railroad has been completed to Geuda Springs, but it will still be a few days before the first train arrives.

July 7

Business on the Arkansas Valley Interurban has become so brisk that the company will begin tomorrow running cars to Sedgwick every hour from 6:00 a.m. until 1:00 a.m. instead of every two hours as heretofore.

July 9

Contract for Midland Valley passenger depot let yesterday to cost \$21,000 and be completed in 90 days. Work will start next Tuesday. To be two stories and of a modified Spanish mission style of architecture. Walls to be of red vitrified paving brick and trimming of white Carthage stone. Roof will be of red Spanish tile. Architect is U. G. Charles.

July 16

Electric bells were ordered from Chicago July 11 by the Orient Railroad for installation at seven crossings in the southern portion of the city, including those at Division street, Kellogg, Emporia, Topeka, Lawrence, Main and Water streets. The total cost is \$1,100. The Orient will also maintain a watchman at Emporia avenue while the schools are in session.

July 20

The first steel for the Midland Valley Railroad tracks was laid in Wichita yesterday. A short section was laid south of Douglas avenue.

July 23

Superintendent Morrison of Wichita Railroad and Light company says the one-man street car is the car of the future. In the future there will be no conductor, and the cars will have but one entrance and exit at the front end of the car. This will save 25%, as half the expense in running a car is in the employment of the motorman and conductor.

Engines on the middle division of the Santa Fe are being equipped with oil burners. Engines on passenger trains through Wichita now burn oil.

July 26

The Midland Valley laid its 75 pound steel rails across the double track of the street car line on Douglas avenue early this morning. The track was also built across Maple street last night. The rails already extended from the Missouri Pacific tracks north of Douglas to the avenue. The tracks of the new road are ready for Arkansas City to Oxford.

Within three months the Frisco Railroad will rebuild with heavier 70 pound rails the 47 miles of road between Wichita and Beaumont now laid with 56 and 65 pound steel that has been in use for many years.

July 27

The Missouri Pacific is now testing new heavy engines to be used on freight trains on the Wichita division from Wichita to Durand. Engine No. 170 arrived in Wichita yesterday pulling 32 cars with total of 1200 tons. The previous smaller engines have a drawing capacity of only 750 tons.

The Wichita division will receive about 20 of these large class "A" locomotives soon. At present it is using 41 locomotives of various types between Wichita and Fort Scott. The class "A" engine has eight drive wheels and four truck wheels. The track from Wichita to Fort Scott has been re-laid with 85 pound rails and new steel girder bridges installed to handle the heavy engines.

July 29

The tracks of the Midland Valley reached nearly a mile this side of Oxford late today. Twenty-eight miles of track have been laid from Arkansas City.

August 10

Article on new equipment ordered by Missouri Pacific Railroad including 50 Mikado engines to be delivered by the American Locomotive works the latter part of August.

August 14

The Arkansas Valley Interurban expects to be operating into Newton within 30 days. The viaduct over the Santa Fe tracks will be finished by September 1. Rails have been laid from Sedgwick north to the viaduct and the grade between the viaduct and Newton is practically finished. From Newton the company plans to continue building westward as far as Halstead this fall.

August 24

Midland Valley rails are now laid from the depot to the Wichita and Western crossing one mile south. Graders are now preparing the fair grounds north of Douglas for the Midland Valley terminals and most of the buildings and fences on the fairgrounds have been removed. The Midland Valley track has been completed from Arkansas City to Belle Plaine.

August 26

Santa Fe railway announces inauguration on December 1 of new "Santa Fe de Luxe" once a week extra fare train between Chicago and Los Angeles. Extra fare of \$25. Schedule is 63 hours between Chicago and Los Angeles, averaging 36 m.p.h. including all stops.

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

HOWARD DAWSON

PARK CITY - Dawson, Howard Bengerman, 90, retired Missouri Pacific Railroad Engineer, passed away Friday, July 22, 2011. Survived by children, Howard (Martha) Dawson of Oceanside, CA, Diana Foote of El Dorado, Darrell Duane (Diann) Dawson of Park City, Alan Dawson of Wichita, Kevin (Joann) Dawson of Salem, IL; brother, James Dawson of Knoxville, TN; 9 grandchildren, 3 great grandchildren. Preceded by his wife, Ruth Dawson, granddaughter Jennifer Rose Dawson, parents, Ray and Rosa Dawson and son-in-law V. Ray Foote, Sr. Visitation 5-7 p.m., Monday, July 25; Services 9 a.m. Tuesday, July 26, both at Baker Funeral Home, 100 S. Cedar, Valley Center. Burial at Greenwood Cemetery, Oatville. Memorials to the Hospice Care of Kansas, Wichita.



Howard Dawson, right, awaits departure, bound for Enid, OK. Sept. 9, 2007.

Photo by Fred Tefft

ROBERT "BOB" READ

Robert F. "Bob" Read, passed away Sunday, July 24, 2011, in the Drum-right Nursing Home at the age of 91 years.

The son of the late Ezra and Bess Thom Read, Bob was born on July 22, 1920 in Cushing, and was raised and educated here, graduate of Cushing High School in the class, 1937. He received a Bachelors Degree from East

Central University in 1942, later receiving his Masters from Oklahoma A & M.

He was united in marriage to Mazie Cox and to this union one son, Robert Read, Jr., was born.

Bob's first job was serving as life-guard at Clearlake. He set pins at the Bowling Alley on Broadway, and joined the Army in 1942 serving with the 103rd Reinforcement Battalion in France during the Battle of the Bulge. He was a school teacher, basketball coach and principal at Schlegel, and also taught, coached and was principal at Hillside School retiring in 1981 as Assistant Superintendent of Cushing Public Schools.

During his employment he opened Cimarron Railroad Museum which was housed in the Yale Santa Fe Depot, later moving it to Cushing. He also helped Mazie with the opening of the Friday Store in 1970.

In addition to his parents, he was preceded in death by his wife Mazie; son Bobby; a cousin Roger McCrackin and other relatives.

Funeral services will be held Friday, July 29, 2011 at 10 A.M. in the First Christian Church (Disciples of Christ), with Reverend Larry Haney and Pastor Kevin Clouse, officiating.

Burial will follow in the New Zion Cemetery.

CIMARRON VALLEY RAILROAD MUSEUM DONATED

We're pleased to announce the addition of the Cimarron Valley Railroad Museum to the Oklahoma Territorial Plaza in Perkins.

Originally located in Cushing, Oklahoma, The Cimarron Valley Railroad Museum was established by the Read family - Robert F. Read, Mazie Cox Read, and their son, Bob Read, Jr., in 1970 with the acquisition of the Santa Fe Depot from Yale, Oklahoma. Robert F. Read donated the building and contents to the Oklahoma Territorial Plaza in 2011.

This particular depot was the site of

E. H. Read's first agency from 1933-1936, following his many years of service at Cushing. Built in 1916, the depot was closed on April 19, 1968. The family felt it to be the place to house a large and growing collection of railroad memorabilia and had the building moved to Cushing in 1970.

The depot exhibits a great variety of railroad artifacts and rail memorabilia. There is a large collection of kerosene burning lanterns, uniform items, timetables, switch keys, locks, signal equipment, dining car china, silver settings, Fred Harvey items, pictures, tapes, film, a very extensive railroad library, horns, whistles, bells, station signs, models, coach items, Pullman items, drinking glasses, badges, conductor caps from all major Oklahoma lines, Santa Fe dinner chimes, dining car chairs, linens, early day Santa Fe Transit, railroad advertising items, fire extinguishers, tools, furniture, stoves, official guides, and innumerable miscellaneous items of railroad heritage.

In 1974, the museum won an institutional award from the Oklahoma Heritage Association for its preservation of Oklahoma's Rail heritage and history.

okterritory.org/railroad.htm



Bob Read in the Yale, Ok depot in 2010. Photo courtesy Oklahoma Territorial Plaza

August 2011

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

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