

GREAT PLAINS DISPATCH

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

SEPTEMBER 2011

Volume X

Number 9



LOOKING BACK

By Michael M. Bartels



60 YEARS AGO

Rock Island's Rocket struck a heavy truck at a crossing 10 miles east of Newton and derailed Sept. 1, 1951. A photo shows E3A No. 625 lying on its side. (Wichita Eagle, Sept. 2, 1951)

70 YEARS AGO

An auto and a Santa Fe passenger train collided at the Murdock crossing. A photo showed the wigwag signal. (Wichita Beacon, Sept. 5, 1941)

The Sept. 7, 1941, Wichita Eagle had an article about the Wichita Terminal Association, which handles switching in the North End. It's owned equally by the four railroads, which rotate yearly in furnishing locomotives. It was now the Rock Island's turn.

The Sept. 28, 1941, Eagle said the Wichita Transportation Co. has 81 buses, 104 drivers, 20 mechanics and 15 office employees. The Sept. 6, 1941, Beacon said it had received 25,000 new bus tokens to take care of its increased business, making a total of 335,000 in circulation.

80 YEARS AGO

The Sept. 27, 1931, Wichita Eagle had an article about Jacob Achenbach, pioneer of Hardtner and railroad builder. When the Missouri Pacific refused to extend its line to Hardtner from Kiowa, he and others obtained a char-

ter to build a railroad in 1909, calling it the Kiowa, Hardtner & Pacific. It was finished in June 1910 and leased to the MoPac. Later he was instrumental in building the Beaver, Meade & Englewood in Oklahoma.

90 YEARS AGO

The Arkansas Valley Interurban completed a new bridge across Sand Creek at Newton Aug. 31, 1921. Work began Aug. 15th. Passengers were conveyed to the bridge in a stub car and transferred to a regular car across the creek. (Wichita Eagle, Sept. 2, 1921)

Plans are being completed for construction of a new AVI station at Halstead. It will be of brick veneer. Vice President Robert B. Campbell was arranging for removal of the building now on the site. (Wichita Beacon, Sept. 11, 1921)

MoPac 4-6-0s Nos. 2356 and 2238 are being rebuilt at the Orient shops. Car 100, official road home of General Manager A. DeBernardi, left Sept. 10th for Kansas City for an indefinite leave of absence. (Wichita Beacon, Sept. 11, 1921)

George Theis, AVI president, has decided to push work on extension of the line to Salina. (Wichita Beacon, Sept. 13, 1921)

MoPac has decided to install fuel oil burners in its locomotives and some of

this work is being done at the Orient shops. The Orient is considering a similar move. (Wichita Beacon, Sept. 15, 1921; Wichita Eagle, Sept. 4, 1921)

An auto struck AVI car No. 9 at the 13th Street crossing Sept. 17, 1921, killing a man in the auto. (Wichita Eagle, Sept. 18, 1921)

AVI's new observation trailer, No. 102, made its first trip Sept. 21, 1921, to Hutchinson. Trains were crowded with Wichita folks attending the fair in Hutchinson. The road's first three-car train ran Sept. 28th, bringing home Knights of Pythias from their state convention in Hutchinson. (Wichita Beacon, Sept. 21, 22, 29, 1921)

Special sections for the Fall Wheat Show includes articles about railroads and street railways. One said MoPac had a 13-stall roundhouse, Rock Island three stalls and Santa Fe about seven. AVI owns 14 passenger cars, three freight cars, two passenger trailers and four freight trailers. Eight passenger cars are in use all the time. (Wichita Beacon, Sept. 22, 1921; Wichita Eagle, Sept. 25, 1921)

A motorman-conductor on the Fairmount line was robbed at 14th and Fairmount Sept. 22, 1921. (Wichita Eagle, Sept. 23, 1921)



**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

**THE SEPTEMBER BANQUET
AND PROGRAM**

Our annual banquet will be at The Breadbasket, 219 N. Main St., Newton, Ks. on Sat. Sept. 17, 2011. Social time will begin at 6:00 pm. See flyer for further details.

FUTURE MEETINGS

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

Sept. 17 – The annual Frisco Convention. Frisco Building, 3253 E. Chestnut Expressway, Springfield, MO. Ron Williams, rjwilliams1@mchsi.com.

Sept. 17 - Trains, Planes and Automobile Show, Waterville 8 a.m. to 6 p.m. 785-363-2515.

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

Former Santa Fe waycar 999969 has resided in a back yard south of Chanute, Ks since 1983. Photo courtesy NewsOn6.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

Feb. 11-12, 2012 - Wichita Train Show & Swap Meet, Cessna Activity Center. Sat. 9-6, Sun. 11-4. Phil Aylward 316-830-6608

**KANSAS MAN DONATES
RAILROAD CABOOSE TO
CITY OF BARTLESVILLE**

A retired Santa Fe railroad employee in Chanute, Kansas has donated a Santa Fe Railway caboose for the steam locomotive next to the Bartlesville Chamber of Commerce depot in downtown Bartlesville. The Friends of the AT&SF #940 steam engine accepted the donation Tuesday from retired conductor Walter Aday. Aday, who worked for Santa Fe for 42-years, was a conductor on many of the freight trains which passed through Bartlesville. The aging caboose will be making the 90 mile trip within the next couple of months. Officials say it will be restored once it arrives in Bartlesville. Those restoration efforts include sand blasting, metal repair and repainting. NewsOn6.com

BNSF NEWS

By Jayhawk

Traffic

BNSF has made a couple of changes in trains this month. Vehicle train V-MCICLO that normally runs from McCook, IL to Clovis, NM has been changed to a V-BLUCLO on August 17th. The train originates at Blue Island Yard in Chicago. The train has ran from the Indiana Harbor Belt yard for quite some time but reflected the ATSF station of McCook as the origination instead of Blue Island on the IHB. The train terminates at Clovis and carries blocks of cars for many destinations including San Bernardino, Phoenix, Albuquerque, El Paso & Richmond, CA. Out of Chicago, the train also carries blocks for Kansas City that include Kansas City proper, Houston, and Denver cars in addition to the blocks listed above. The train is a daily train departing Blue Island Yard at 11:00 and arriving in Clovis the third morning at 03:35 for a 41 hour 35 minute trip across the former Santa Fe.

The coal mine at Jansen, CO is finally producing metallurgic coal for use in steel making and it is being shipped by BNSF. This spring, the Cline Mining Corp. received a former UP SD40-2, the JLCX 3312 to move the cars at the mine for loading. The first loads of coal moved in local service during August. Train L-COL0416-11 departed Trinidad on August 11th with 20 loads of coal on the head end of the train headed for ABC Coke in Birmingham, AL. This is the first coal that the New Elk Mine has produced. The mine used to be served by the Colorado & Wyoming many years ago but was closed and no one expected it to produce again. I believe that the coal is brought to the load out by trucks, the loaded into hopper cars for the cross country trip. Currently the coal moves to Pueblo then east to Newton or Kansas City before it heads southeast to Birmingham.

Wind energy

BNSF continues to take advantage of the wind energy that is being built across the nation in various places. The Siemen's Energy plant in Hutchinson is producing the wind generator engine that sits atop the poles and houses the blades on the wind generators. BNSF ships trains out of this plant to either Denver or Kansas City. A recent rain was seen departing Hutchinson on September 4th as the U-HUTKCK1-02 with a pair of Warbonnets, BNSF Dash 9-44CWs 644 & 669 leading a train of wind generators to KC to give to the Union Pacific and eventually go to Manly, IA.

BNSF is bringing trains from Houston to Wellington, KS to unload. The trains mainly consist of the towers to support the generators. The wind farm is being built near Howard, KS some 90 miles east of Wellington. The closest rail location to Howard would be the SKOL at Moline, KS (ex ATSF Chanute to Wellington line) but there is apparently not enough track room to unload these trains without blocking the SKOL main line for a couple of days. The towers are being unloaded at a new pad built for them east of Wellington on a remnant of that same branch line that ran through Moline. It is near the Scouler Gran facility and the towers are being unloaded with the ex CR SW1200 that Scouler uses to move the cars into place. Cranes then unload the tower sections and place them on the pad until truck come and get them to take them to Howard. As of September 6th, the third train has been spotted for unloading.

BNSF has been bringing trains of blades from a Siemen's facility at Fort Madison, IA to Kansas City then giving them to the UP to take to Western Kansas, the Texas Panhandle and Colorado for quite some time now. Since the blades weigh considerably less than the towers and generator parts, the trains typically use less engines to pull them and are often seen with one engine. The BNSF power often runs through on the UP.

Flood Detours

On September 3rd, BNSF opened the St. Joseph sub between Kansas City and Lincoln, NE. This line has been shut down since about the 20th of June due to flood waters. In order for BNSF to open the line, 5 bridges had to be rebuilt. The track was raised on each of the bridges and the approaches to them to hopefully keep this from happening again and blocking the railroad. All of the trains that normally run across this route have been re-routed over other BNSF lines during the floods. Most of the traffic on this line are coal trains that run to the Kansas City area; Springfield, MO; Memphis, TN; Palos, AL; Madill, OK; & Red Rock, OK. The line also sees many grain trains and a few manifest trains. Many of the coal trains have been routed south out of Alliance, NE to Denver then south to La Junta. Most of the detours went east via the La Junta Sub through Dodge City and Newton, KS, but many of them also went to Amarillo and then east via Enid and Tulsa, OK.

The under-utilized La Junta sub finally lived up to its potential with 8 – 10 loaded eastbound coal trains per day and about that many westbound empties. The H-KCKDEN (Manifest train from Kansas City to Denver) had also been re-routed from using the La Junta sub to the Panhandle Sub from Kansas City to Amarillo then north via Trinidad, CO. This took some of the pressure off the La Junta sub. This caused some extra work for the BNSF. The H-KCKDEN began moving the Boeing fuselages west from Wellington to Denver since they also normally moved north out of Kansas City. This meant that the Boeing turns out of Newton had to pick up the planes at Wichita then take them to Mulvane and turn the cars so they would be headed west instead of east and in the tail first position. They were then added to the H-KCKDEN trains at Wellington and hauled west like they used to be prior to the UP taking over

(Continued on page 4)

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the Western Pacific in 1983. On September 3rd, the H-KCKDEN was returned back to the La Junta sub. That has left the La Junta sub with just the normal trains that it had in early June, the H-KCKDEN and H-PUEKCK (Manifest train from Pueblo to Kansas City) as the normal freight traffic and Amtrak trains 3 & 4 that normally ply the rails west of Newton. While it did take a day or two for the traffic to get back where it belonged, it is returning to the former routes that it moved on before the floods.

This also is bringing some of the grain loads that were moving across Nebraska west to McCook and then on to Denver then south to Amarillo, back to the transcon where they were originally at as well. In addition to the trains that had moved, there were crews that moved. Many of the crews that were working the St. Joe sub were temporarily assigned to places like Amarillo, Denver and Newton. As of the last week of August 75% of those people were sent back home. They were going to be needed at Lincoln on September 3rd to start moving trains

south. On September 4th a total of 21 coal loads were routed through St. Joseph, MO heading for Kansas City. Also on September 2nd, the Dispatchers changed handling the La Junta sub. There had been a split DS job called DS138 handling the track west of Hutchinson that was put on for about a month starting on August 4th. That job was abolished at the end of their shift on September 2nd giving all the La Junta sub west of Hutchinson, the Topeka sub and the Strong City sub back to DS104.

Service Interruptions

BNSF suffered a Z train derailment at the east switch at Cassoday, KS on the morning of September 5th. Train Z-STOWSP8-03 (Intermodal train from Stockton, CA to Willow Springs, IL) derailed lines 19 – 28 of the train (22 car lengths) at approximately 02:30 in the morning. This is single track CTC territory on the BNSF transcon between Emporia and El Dorado, KS. The train had 35 physical cars equaling 70 car lengths. The derailment occurred about the middle of the train. One report said that the signals at east

end of the siding at Cassoday were taken out. The east end of the siding is visible from the Kansas Turnpike overpass. The derailment was also reportedly caused by a broken rail in or near the turnout to the siding. The single main track was opened at 23:30 that night with a loaded grain train going west over it as the first train. In all, BNSF had 17 trains waiting to cross the area as soon as it was opened and had them pass in about 5 hours. BNSF does have a route around this site using the former ATSF Northern line via Newton then south to Wellington. Although most trains occurred delays due to this, the railroad was able to keep traffic moving. The La Junta sub that the trains operate on between Ellinor, KS and Newton had signal problems all day while it was being used for traffic. Normally this route sees primarily eastbound traffic due to a sort of directional running. Most westbounds and the hot east bounds use the Emporia sub where the derailment occurred and most eastbounds use the Ark City and La Junta subs between Wellington and Emporia (actual locations are Mulvane and Ellinor).



Frisco caboose 876 on location east of the Rock Island depot. Date: September 15, 1961. The track has been removed and replaced by a (Mead) street. Photo by L. L. Clerico

From the September 1961 issue of *The Dispatcher*

The Orphan Caboose - - Since the chapter acquired the old Frisco caboose early in 1961 we have been hard-pressed to find a home for it. Several plans have been tried and have all met the same fate: failure. These have fallen through for one reason or another and at the present time it is [in] the yard of the Kansas Gas & Electric Plant on Second Street. It now appears that the caboose will be stored in the North Yards of the Frisco Ry.

We wish to thank those who have tried to establish a home for this caboose and especially thank those who have provided a temporary home for it.

RAILROADING IN WICHITA SEPTEMBER 1911

By Fred Tefft

September 2

Track layers of the Midland Valley crossed the Englewood branch for the Santa Fe west of Mulvane yesterday.

The Wichita Railroad and Light Company in addition to its general taxes, will this year pay into the county treasury \$42,334.35 for street paving. This is just one tenth of the amount which the company will have to pay for this purpose, provided that no more paving is done where the company's lines run. In other words, the street car company will during the next ten years have to pay \$423,343.50 as its share for the paving for the streets of the city.

Sedgwick and Halstead are to have electric lighting furnished by the Kansas Gas and Electric company's plant. Manager of Kansas Gas and Electric company said "The Arkansas Valley Interurban railway has a franchise through Halstead and our company set the poles supporting the trolley wire. We recently installed a new substation seven miles north of Sedgwick. At this substation the Interurban branches, one line going to Halstead and the other to Newton. From this new substation we feed the Interurban and furnish electric current for Sedgwick."

September 12

The Arkansas Valley Interurban will formally enter Newton October 17 with a civic reception on that date. The track is expected to be ready for use by October 1.

September 13

Midland Valley track layers are now within about three miles of Wichita and laying about a mile and a half of steel daily. The Midland Valley has purchased about 20 acres of ground near Harry street. A foundation for a

big water tank is now being built on this ground. A survey was made yesterday for a "wye," and it is probable that the round house and shops will be built on this ground.

An eight year old boy struck and killed last night by a Wonderland park summer car, No. 127, at Douglas and Water.

September 14

The Midland Valley line was completed into Wichita yesterday, the connection up from the south being made at the Orient crossing. Nine thousand feet of track were laid yesterday. The tracks are surfaced from Arkansas City to Belle Plaine, and it is expected to complete the surfacing from Belle Plaine to Wichita in less than two weeks. The freight depot is practically completed and the passenger depot will be finished in a week or ten days. Tracks are completed in the yards north at the fair grounds.

September 17

Barnum and Bailey's circus comes to Wichita this morning over the Rock Island railway from Topeka in its four special trains of 85 cars. The trains will arrive at half our intervals and will unload at 2nd street.

September 18

Article about the Arkansas Valley Interurbans new viaduct over the Santa Fe tracks southwest of Newton. Is 600 feet long and cost \$20,000. Some miles this side of Newton the line branches off toward Halstead. Here a new power house is under construction to transmit the current.

The first construction train over the Midland Valley arrived in Wichita yesterday at 8:30 a.m. Conductor B. F. Neal, 1457 North Topeka, was in charge. It soon returned to Arkansas City after leaving the construction cars and laborers. President Ingersoll was a

return passenger to Arkansas City.

September 19

Special Santa Fe demonstration train visited Wichita yesterday. Includes huge 1911 Mallet locomotive No. 3009, and for contrast, 1881 engine No. 084. Schools were dismissed at 10:00 a.m. so children could visit the train.

September 20

The Winfield-Arkansas City Interurban barns, at Winfield, burned last evening. One of the big interurban cars, one of the city cars, and the combination freight and baggage car were burned up in the barns.

September 23

Electric crossing bells, ordered several months ago but delayed in delivery, are being installed by the Orient railway at Kellogg and Division streets, and on Bayley street at Emporia, Topeka, Lawrence, Water and Main street crossings.

September 26

H. E. Chubbuck, vice-president, is in Wichita on one of his periodic inspections of the street car system and stated that the company has about a \$50,000 deficit in Wichita in the past year and will therefore probably not put any more money into the system at this time.

September 27

Contract let yesterday by Midland Valley railway for construction of a round house at the intersection of Harry street and the Midland Valley tracks. To contain stalls for four locomotives and cost \$12,000.

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

September 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Museum Open Work Day
4 Museum Open	5 Labor Day	6 Evening Work Session	7 Museum BOD	8	9	10 Museum Open Work Day
11 Museum Open	12	13 Evening Work Session	14	15	16	17 Annual Banquet 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	

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

Wichita Chapter National Railway Historical Society Annual Banquet 2011 Saturday, September 17



**Place: The Breadbasket
219 N. Main St.
Newton, Kansas**

The Breadbasket is located
near the BNSF tracks in Newton.

**Time: 6:00 p.m. Social time (& see trains?)
6:30 p.m. Dining (& see trains?)
7:15 p.m. Program (& see trains?)**

J. H. Koehn will present a program on cabooses, and other items of historical interest.

Menu

The Breadbasket offers buffet selections.

Per person fare includes beverage, tax and gratuity:

\$14.35, adults

\$13.10, seniors (60+)

\$10.60, ages 7 - 13 (All fares due by Sep. 16)

Mail reservation to
Annual Banquet
c/o J. Harvey Koehn
237 N. Lakeside Dr.
Andover, KS 67002

For information call: 316.733.2085
e-mail: jhkoehn@prodigy.net

Make check payable to Wichita Chapter NRHS.

Detach and enclose with check.

Name(s): _____

Make reservations for _____ people. Amount enclosed: \$ _____.

#adults _____ #seniors _____ # ages 7 - 13 _____

Contact Information: _____ (phone) _____ (e-mail)