

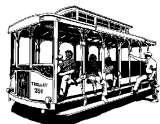
GREAT PLAINS DISPATCH

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

OCTOBER 2011

Volume X

Number 10



LOOKING BACK

By Michael M. Bartels



70 YEARS AGO

Missouri Pacific's Sunflower, No. 420, and No. 411 collided head-on at Greenwich, Kan., on Oct. 2, 1941. The engineer on No. 411 and fireman on No. 420 were killed. Eighteen passengers were injured, along with two mail clerks, two dining car employees, a porter and seven train-service employees. No. 420 had 4-4-2 No. 5538, a mail-baggage car, coach, diner lounge and Pullman. No. 420 had 4-4-2 No. 5524, a baggage-coach and a Pullman car. The Interstate Commerce Commission determined failure of No. 411 to take siding for the meet was the cause. (Wichita Beacon, Wichita Eagle, Oct. 3, 1941; <http://dotli-brary.specialcollection.net/>) Rock Island advertised faster time on its Rocket, leaving Wichita at 4:36 p.m. and arriving in Kansas City at 8:15 p.m. (Wichita Eagle, Oct. 7, 1941)

80 YEARS AGO

The Oct. 10, 1931, Wichita Eagle had an article about the miniature railroad operating nightly on

Mathewson's pasture at the corner of Cleveland and Central.

A.J. Cleary warned of the dangers from the Halloween practice of jerking trolleys from the wire while streetcars are in motion. (Wichita Eagle, Oct. 25, 1931)

90 YEARS AGO

Santa Fe, which a year ago replaced the old rail with heavy steel between Wichita and Garden Plain and then stopped work due to unsettled times, has resumed re-laying rail from Garden Plain west and expects to proceed to Kingman. (Wichita Eagle, Oct. 2, 1921)

MoPac 4-6-0 No. 2334 has arrived at the Orient shops for rebuilding, the third sent here. (Wichita Beacon, Oct. 2, 1921)

The motorman-conductor of Fairmount streetcar No. 235 foiled would-be robbers at 14th and Fairmount yesterday. (Wichita Eagle, Oct. 6, 1921)

The Kansas Supreme Court has sustained Sedgwick

County district court in holding valid the jitney bus ordinance, which forbids motor buses to operate on streets the traction company uses. The city began arresting bus drivers operating on streetcar thoroughfares Oct. 17th. (Wichita Beacon, Oct. 14, 17, 1921; Wichita Eagle, Oct. 15, 18, 1921)

H.W. Patten, general manager of the Wichita Railroad and Light Co., said the company was considering purchase of at least two Standard buses, such as are used in Detroit, as an experiment, using them on "off" streets as feeders for streetcar lines. Furthermore, schedules have been improved since the jitneys have been taken off streetcar routes with the addition of eight cars to the day service. (Wichita Eagle, Oct. 22, 1921)

Orient business car No. 50 has been repaired and will be returned soon to A.J. Clary of the Texas division. No. 100, used by General Manager A. DeBernardi, will go in for overhauling and No. 200 will take its place. (Wichita Beacon, Oct. 23, 1921)

Five streetcars from the Topeka system arrived in Wichita Oct. 26th and will be placed in service next week for the state teachers convention. They will remain here until new cars ordered are received and will be used as needed. (Wichita Beacon, Oct. 23, 1921; Wichita Eagle, Oct. 28, 1921)

More than 200 passenger coaches were hauled through Wichita yesterday by the 38 regular trains that arrive and depart from Union Station daily. (Wichita Beacon, Oct. 27, 1921)

A St. Francis Avenue bus collided with a Santa Fe train at the intersection of St. Francis and Harry Street. (Wichita Eagle, Oct. 31, 1921)

Three blocks of pavement are to be put in on St. Francis Avenue from 13th to 17th, so it will be necessary to use double-ended shuttle cars on the Topeka Avenue-University line for the next two weeks, beginning tomorrow. A passing switch is also to be put in at 14th and St. Francis. (Wichita Beacon, Oct. 31, 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

OCTOBER NRHS PROGRAM

The October program will be presented by Bob Walz. The title is "The title is Santa Fe Depots: Form and Function."

The meeting will be held Fri., October 21, 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.

FUTURE MEETINGS

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

December: Annual Slide-Free-for-All

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

OTHER EVENTS

Oct. 23 - Wichita Toy Train Club 17th Annual Train Show & Swap Meet. Sedgwick Co. Ext. Center, 21st & Ridge, 9-4. jwhickman@att.net

Nov. 19-20 - Boot Hill Model Train Show, Ford Co. 4H Bldg. Sat. 10-6, Sun. 11-4

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

Dec. 3-4 - Oklahoma City Train Show, Oklahoma State Fair Grounds, Oklahoma City. Sat. 9-5, Sun. 11-5. www.okctrainshow.com

Dec.3-4 - Mac Traxx Train Show, McPherson Comm. Bldg. Sat. 9-5, Sun. 11-5.

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

**KINGMAN SHOW
CANCELLED**

The Two Depot Model Train Show, to be held Oct. 22-23 has been cancelled. This is due to the fact that only one model train group and one vendor had responded that they were definitely planning to attend.

BNSF COAL POOL
By Sam Andrews

Earlier this year, BNSF began a run through agreement at Gallup, NM. This had been an issue hanging in the air since 2007. Wyoming coal trains heading to the two power plants in Arizona on the branchlines are now worked from Belen bypassing Gallup. A new coal pool is in place to handle the work. Crews at the away from home terminal rest at Eagar, AZ (this is the town which made national news last summer during the wildfires when Eagar had to be evacuated).

The new format resulted in about 20 Gallup positions being abolished. This is not the first time jobs at Gallup have been reduced. In the late 1980's the town was closed as a mainline terminal when through freights began running Winslow-Belen. In 2003 the brakemen's extra board was abolished.

Along with the new Belen jobs, other long pool agreements within the past few years have been put in place at various locations on the system: Kansas City-Oklahoma City, Amarillo-Belen, Needles- San Bernardino and Bakersfield-Barstow.

BNSF NEWS

By Jayhawk

Special Trains

BNSF ran several special trains this month including a three car special from Wichita, KS to Kansas City. On October 3rd, BNSF ran train O-WICKCP9-03 (Wichita to Kansas City passenger) with BNSF ES44DC 7314 leading cars 52 (baggage Glorieta pass), 68 (Sleeper Rollins Pass), & 1 (Business Car Gerald Grinstein (ex Mississippi River)). The train was ran as a trip for officials of ADM grain. The three car train deadheaded the night before from Topeka to Wichita with the same power as the O-TOPWIC1-02. The trip from Wichita to Kansas City ran north out of Wichita to Newton then east across the La Junta sub and the Emporia subs via Ottawa to Kansas City's Union Station.

Another train that ran this month was the O-SEKWHI9-24. This was a director's special with Matt Rose and all the directors of the Berkshire Hathaway Corporation aboard from Seattle's King Street Station to Whitefish, MT. The train followed the route that Amtrak uses across Central Washington via Wenatchee and Spokane. This is the Scenic and Columbia River subs and then the Kootenai river sub to Whitefish. The train had BNSF ES44DCs 7216 & 7328 for power leading 15 cars; the 51 (power car Snoqualmie Pass), 68 (Sleeper Rollins Pass), 64 (Sleeper Marias Pass), 50 (Power Car Stampede Pass), 4 (Business Car Missouri River), 6 (Business Car Topeka), 60 (Sleeper Steven's Pass), 67 (Sleeper Trinchera Pass), 1 (Business Car Gerald Grinstein), 8 (Business Car John S. Reed), 65 (Sleeper Raton Pass), 11 (Diner Fred Harvey), 10 (Diner Lake Superior), 28 (Lounge Car Mountain View), & 30 (Theater/Dome/Lounge Glacier View). After the train arrived in

Whitefish, it departed the next day at 11:01 as train O-WHITOP1-25 dead-heading back to Topeka. It ran via the Northern Transcon through Minot and Fargo, ND to Northtown and then south via LaCrosse, WI to Galesburg, IL then west to Kansas City and Topeka. The business cars had been sitting in Seattle for over a month before they made this trip.

BNSF ran an engineering department special out of Casper, WY on October 4th. The train set deadheaded from Topeka the night of October 1st as train O-TOPCAS1-01 with BNSF Dash 9-44CW 4980 for power pulling cars 66 (Sleeper Cajon Pass), 50 (Power car Stampede Pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton Pass), 60 (Sleeper Stevens Pass), 6 (Business Car Topeka) & 32 (Theater/Lounge William Barstow Strong). The train ran from Topeka to Emporia then west to La Junta and then north to Denver and on to Casper arriving there just after noon on the third. The morning of the fourth, it departed northbound going via Thermopolis & Greybull, WY to Laurel, MT. From there it turned east and ran back down the coal lines through Billings, MT; Sheridan & Gillette, WY. It spent the night in Sheridan before proceeding on the morning of the 5th through the coal fields. It went on to Alliance, NE and again spent the night, this time at Ravenna, NE. On the 6th, it will run from Ravenna to Lincoln then south via St. Joseph, MO to Kansas City.

ON October 11th, the Martina McBride special ran by Amtrak is supposed to run across the former ATSF and stop in Newton for an hour. The train is supposed to be in Newton from 18:00 to 19:00 on its way to Chicago; and points beyond.

Another special that will stop in Newton is the AAPRCO is due at Newton on October 18th. The train is to run from Fort Worth to Newton on the

18th and spend the night in Newton, then move to KC the next day via Ottawa. Some of the cars are to make a trip from KC to Topeka and let folks tour the shops on Saturday.

On September 24th train O-STOTOP5-24 departed Spokane, WA with a special car. It was RPCX 2434 that is an Optical Track Inspection Car moving from Colebrook, BC to Topeka, KS. Reports are that Topeka is doing some work on the car before it is released back into service. The train was seen passing Hutchinson, KS on the evening of September 28th with BNSF Dash 9-44CW 4677 leading this passenger car and one empty flat car trailing it. Not sure of the reason for the empty flat car yet unless the passenger car had some sort of brake problems.

Traffic

During the boom days of the 90s and the mid 2000's, BNSF shipped rolled steel from Gary, IN, Granite City, IL (St. Louis) and Fairfield, AL. Since the economy crashed in 2008, the loads of rolled steel moving in unit trains to Pittsburg and Kaiser, CA. In the past few years BNSF has moved the rolled steel and steel ingots to California in small amounts mostly in regular train service on such trains as the H-MEMBAR (Manifest train from Memphis to Barstow) and H-KCKBAR (Kansas City to Barstow). During the first few days of October however, BNSF did move unit trains of steel ingots (large steel rectangle shapes about 40 feet long by 8 feet wide) in gondolas from a gathering point at Eola Yard west of Chicago to Kaiser, CA. The train symbols were the U-EOLKAI. One such train was seen in Wellington, KS on October 3rd as train U-EOLKAI4-01 with BNSF 7414, 5039 & 7903 for power. Trailing the trio of GE's were 79 loads weighing 8744 tons or just over 110 tons per car. Total train length was

(Continued on page 4)

(Continued from page 3)

4714 feet including the three engines. A second even bigger train was seen on October 5th when train U-EOLKAI4-02 showed up with BNSF 5506, 8124 & 8128. The train had 106 loads weighing 11902 tons and was 6033 feet long. This train was just over 112 tons per car. (Or Tons per operative brake (TOB) in railroad language.)

Another train of gondolas that has been seen in South Central Kansas is a train of sand from St. Paul, MN to Fort Worth, TX. The train runs as the U-STPNYF and has been running since mid August on an infrequent schedule. The train actually comes from the MNRR at Dayton's Bluff, MN and is handed off to the FWWR at North Yard in Fort Worth and then is taken to Cleburne, TX. This is sand for EOG resources for use in the oil and gas industry. Since this started running in mid to late August, there have been 9 of these trains that are running between 70 and over 100 cars long. The trains return empty as the U-NYFSTP trains.

RAILROADING IN WICHITA **OCTOBER 1911**

By Fred Tefft

October 3

At 9:15 p.m. Wednesday (October 5) the first regular passenger train will whistle in to the new Midland Valley station at the west end of the Douglas avenue bridge. At 7:00 a.m. the following morning the first regular south-bound train will leave the station. The contractors who built the Midland Valley from Wichita to Arkansas City have been working much overtime during the past two weeks to complete the line by the appointed date. Indications are that everything will be shipshape for the arrival of the first train.

October 4

Three of the large "Class One" Missouri Pacific freight locomotives have

been received for service between Wichita and Yates Center and Ft. Scott, and thirteen more will be received soon.

The Midland Valley's first regular passenger train into Wichita arrived at 9:15 p.m. yesterday, having started from Fort Smith, Arkansas, 273 miles away, at 7:05 a.m. The run from Arkansas City to Wichita was made in less than two hours. The train carried about 50 passengers and equipment included engine No. 35; combination mail, baggage, and express car; combination Oklahoma "Jim Crow" car, and a day coach. The engine is equipped with an electric headlight, and the combination car and day coach are new.

The regular schedule in both directions is effective today. Train No. 2 leaves Wichita at 7:00 a.m. and arrives Ft. Smith at 9:55 p.m. Starting today the Midland Valley will begin receiving freight in Wichita for all points south. The passenger depot will be completed in about ten days, and until it is finished, tickets will be sold at the freight depot. The fare from Wichita to Waco is 24¢, to Belle Plaine 43¢, to Oxford 64¢, to Geuda Springs 87¢, and to Arkansas City \$1.02.

October 5

All ready for livestock shipments on the Midland Valley. Switching connections with the Missouri Pacific were completed last night. The Missouri Pacific will handle Midland Valley shipments to and from the stock yards. The Midland Valley terminals are on the old fair grounds, just west of the Arkansas river and north of the Missouri Pacific tracks that extend through West Wichita.

October 6

Changes in Wichita street car schedules to take effect next Sunday as some retrenchment on costs by running fewer, though larger, cars. Pay-as-you-enter cars will be put into service on

College Hill and West Side lines Sunday. Starting today the Stock Yards and Topeka avenue cars will run together as before, and each line will go straight through instead of detouring. The new double track at 1st and Main streets is completed and was formally opened to traffic yesterday morning.

Next Tuesday (October 10) is the date. Regular hourly service will then be established between Wichita and Newton by the Arkansas Valley Interurban. A ground floor of a new three story building in the heart of Newton's business district has been leased for offices and station of the Interurban company. Construction work on the Halstead extension is progressing rapidly. The grading has been completed and track laying will start in a few days.

October 7

Article giving further details of the new street car schedule effective tomorrow. Stock Yards and Topeka operate together -- eight minute service during rush hours and ten minute at other times. College Hill and West Side lines will run together on same schedule. On all of these lines, pay-as-you-enter cars will supplant the present small cars.

Fairmount will operate as a stub to Hillside and Douglas only, with 30 minute service.

Cleveland avenue and West Riverside will run together with fifteen minute service. A stub car will run from Franklin and Nims to North Riverside. South Main and South Emporia will run together with ten minute service. Pattie avenue and Waco cars will continue under the old arrangement. The Mt. Carmel line will run as a stub from Seneca and Douglas, going each way every ten minutes.

Hereafter, cars will stop for passengers only on the near corners. Previously cars have stopped on both sides of any down town corner, and this has caused a considerable loss of time.

(Continued on page 5)

(Continued from page 4)

October 11

The new interurban line between Wichita and Newton was not opened to traffic yesterday as scheduled, owing to unexpected delay in the completion of the sub-station above Sedgwick, which was not ready until 10 o'clock last night. Now it is planned to start the first car from Wichita this morning and to have some regularity of schedules by tomorrow. Eighteen round trips a day are scheduled. The distance is 28 miles and will take about two hours. The one way fare will be 65¢, with commuters books for \$5, reducing the rate to 52¢.

October 12

Passenger service was established on the Interurban between Wichita and Newton yesterday and freight service will be installed today. The first car leaves Wichita at 6:00 a.m. and reaches Newton at 7:30. Hourly passenger service will be maintained. The first passenger car yesterday morning left Wichita at 10:00 and arrived in Newton at 11:25, carrying officials of the company and their wives, and followed by a regular passenger car. Two daily freight cars will be operated between Wichita and Newton, leaving at 10:00 a.m. (arrives Newton 12:00) and 3:00 p.m. Freight must be at the Interurban depot, 1st and Water, by 9:45 a.m.

October 17

Clearing of the union depot site started yesterday, with removal of some buildings from the yard of the Jackson-Walker Coal and Material company, corner of Santa Fe avenue and William street, to the new yard site at Murdock and Santa Fe avenues. The Jackson-Walker property lies just south of the Lehmann-Higginson Grocer company's property, north of William street and east of Santa Fe avenue. Its new yards are south of Murdock avenue and west of the main line of the Santa Fe railway. About 3000 feet of tracks are being laid for the company

by the Santa Fe.

October 24

Photograph shows Santa Fe engine No. 1031 bringing train load of 55 cars of broom corn to Wichita.

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

FROM THE OCTOBER 1961 ISSUE OF THE DISPATCHER

Except for some infrequent minor editing, the stories are reprinted verbatim.

Three Blasts Came Echoing Back, or Was His Face Red

When does a Burro crane have track-age rights over a passenger train? It might be when such equipment gets caught on the main line with no place to go and a passenger train coming up from behind. Such an incident happened last week on the Santa Fe main line south of Wichita. The switch crew was working on the turnouts on the main line just south of the Harry Street crossing and Burro crane #1755 got caught on the main line when Santa Fe no. 3 approached slowly from behind blasting a warning to clear the track. The Burro crane had no place to go. The passenger train inched slowly across the crossing and finally stopped a few feet behind the crane. Three blasts came from the Burro crane whistle, three blasts from the passenger train, three more from the Burro crane and again the passenger train replied. Finally the flag was called out and much to the chagrin of the passenger train engineer the passenger train was backed about a block north of the Harry Street crossing where the Burro crane could make use of the turnout there. That was a sight to see, a passenger train backing to clear the track followed by Burro crane #1755 slowly

hurrying to get to the turnout and to clear the main line. When number 3 finally blasted out of town the switch crew was standing along the right of way giving the engineer the you-know-what - - and was that engineer's face red. Wilbur Nuckolls reported this incident. He states that Frank Leyano, crane operator, indicated that it isn't often that a Burro crane has preference over a passenger train.

Most of you know by now that the Santa Fe is laying welded rail from Wichita to Mulvane. The switch crew involved in the above episode is from Newton and was doing preliminary work on the turn outs preparatory to laying the welded rail. The track-laying crew is actually laying the rail from Mulvane to Wichita. They are now working out of Mulvane toward Wichita.



Report on the Frisco Trip

Only four members of the Wichita Chapter made what might well be the last Ellsworth excursion on the Frisco Ry. Last September 16, they were Bill Bain, Paul Schreffler, Ray Lee and LeRoy Dorr. A total of 36 persons made this trip and even tho delayed by a late freight from the east they enjoyed the run to Ellsworth and the return run to Wichita. Incidentally the late freight from the east was the first in many days because of the high water in Missouri.

A report of the financial outcome of this trip was not available at press time and should be ready for the next meeting. It has been reported that Ken Murray furnished the candy bars for this trip. We wish to extend to Ken our sincere thanks. We have been told that this was definitely the last trip of this nature on the Frisco.

The NRHS-Santa Fe excursions to Medicine Lodge has been cancelled due to insufficient reservations.

October 2011

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

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