

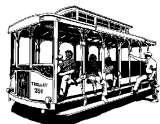
GREAT PLAINS DISPATCH

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

NOVEMBER 2011

Volume X

Number 11



LOOKING BACK

By Michael M. Bartels



50 YEARS AGO

Santa Fe 4-8-4 No. 2903, which made its last run through Wichita July 31, 1955, has arrived in Chicago for placement at the Museum of Science and Industry. (It was moved to the Illinois Railroad Museum in Union, Ill., in March 1995.) (Wichita Eagle, Nov. 19, 1961)

Arthur Stilwell's Kansas City, Mexico & Orient dream was finally realized on Nov. 24, 1961, when Mexican President Adolfo Lopez Mateos dedicated the new \$88 million Chihuahua al Pacifico extension--with 73 tunnels--through the rugged Sierra Madre, an obstacle Stilwell could not overcome. It also opened up the spectacular Copper Canyon to tourists. The U.S. portion of the KCM&O was now owned by the Santa Fe, which had discontinued passenger service and even abandoned the Anthony, Kan.-Cherokee, Okla., segment in 1942, but now the rails stretched all the way through to the port of Topolobampo on the Gulf of California. ("The Orient," by Robert G. Pounds and John B. McCall)

80 YEARS AGO

A streetcar has been painted white and decorated for the Community Chest, an annual feature. (Wichita Eagle, Nov. 8, 1931)

Santa Fe completed the Felt, Okla.-Farley, N.M., section of the Colmar cutoff Nov. 15, 1931. (Wichita Eagle, Nov. 17, 1931)

90 YEARS AGO

Extra streetcar service will be put on this evening and Friday to accommodate visiting teachers. Five cars were shipped here from Topeka for use during the convention. (Wichita Beacon, Nov. 3, 1921)

The Arkansas Valley Interurban yesterday ran three special trains from Hutchinson to Wichita to carry 400 teachers to their convention. Each train carried a trailer and one an observation car. (Wichita Beacon, Nov. 4, 1921)

Missouri Pacific 4-6-0 No. 2363 left the Orient shops last week after a complete rebuilding. (Wichita Beacon, Nov. 6, 1921)

The Nov. 6, 1921, Wichita Beacon Magazine had a photo and article about the passenger auto railcar on the Leavenworth and Topeka line. Nov. 20th's had a "short rather inaccurate article" about the steam dummy line that used to run to Fairmount.

The antiquated cars on the Topeka Avenue line that travel forward on outgoing trips and backward toward the business section, with four flat wheels and a headlight by night on either end, are there for a brief spell only. St. Francis Street at the northern terminal is being excavated for paving and the cars are unable to make the loop. The regular cars will be back in another two weeks. (Wichita Eagle, Nov. 7, 1921)

The Industrial Court in Topeka has deferred any reduction in wages of Wichita Railroad & Light Co. employees another 60 days to ascertain the effects of the new ordinance removing jitneys from streetcar lines on the company's business. (Wichita Beacon, Nov. 15, 1921)

A contract has been let for AVI's new \$8,000 Halstead depot. (Wichita Beacon, Nov. 23, 1921, Wichita Eagle, Nov. 28, 1921)

Engine 301, a 2-8-0, rebuilt from the ground up, left the Orient shops last week with new piston valve cylinders and Walschaert valve gear. (Wichita Beacon, Nov. 27, 1921)

MoPac 2-8-2 No. 1218 threw a tire as it was crossing a switch by the roundhouse and it took all day to get it back on. (Wichita Beacon, Nov. 27, 1921)

100 YEARS AGO

Nebraska State Journal (Lincoln). The Oct. 28, 1911, issue said in connection with the St. Louis-San Francisco, Santa Fe will begin on Nov. 12th through passenger service from St. Louis and Memphis to Los Angeles and San Francisco. It will be the first through passenger service to the coast over the Belen cutoff, completed some time ago. Will be from Memphis to Waynoka, Okla., via the Frisco, thence westward over the Santa Fe. The Nov. 24, 1911, issue had a Frisco ad for the new Kansas City-Florida Special, beginning Nov. 26th.



**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

**NOVEMBER NRHS
PROGRAM**

The November program will be presented by Sam Andrews. "Trackside At The Mill 1981-1998". This would cover while Sam worked for the Cargill Mill in Newton.

The meeting will be held Fri., November 18, 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.

PROGRAMS FOR 2012

There are more openings than programs scheduled for our NRHS chapter for 2012. The programs tentatively scheduled are for the months of February, April, and October. February will be the Great Plains Transportation Museum's annual meeting; April will be the Topeka Chapter exchange program; October will be the Kansas City Chapter exchange program. Any Wichita Chapter member may volunteer to schedule and book any or all of the programs for the remaining months. The vice-president's position is open for 2012 and being program chair is one of the duties for the v.p.

OTHER EVENTS

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. 10-11 - 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

March 17-18 - Boot Hill Model Railroad Show, Finney Co. Fairgrounds, W. Pavilion Bldg, 601 Lake Ave., Garden City, Sat. 10-6, Sun. 11-4. Info: Robert Simmons, ras@odsg

April 26-29 - Katy Railroad Historical Society Convention, Smithville, TX. www.katyrailroad.org

May 26 - Cherry Valley Model Train Show, Phillips Recreation Center, Broadway & Heacock, Parsons, Sat. 9-5. Free admission. www.katydays.com

June 18-24 - NRHS Convention, Cedar Rapids, IA. www.nrhs.com

June 19-24 - Santa Fe Railway Historical & Modeling Society Convention, Temple, TX. www.atsfr.com

RAILROADER NICKNAMES

By Sam Andrews

Nicknames are a well known part of railroad folklore. This also includes employees. Most rail workers at some point in time will be branded a nickname. Some have meaning, others don't but can be of a humor nature and well remembered.

Following is a list of nicknames of workers, past & present on the Gallup Sub across Arizona and New Mexico. Sammy The Bull, Biff, Barney Rubble, Bush's Baked Beans, Boot Form, Bobcat, Blue Light Special, Blink 182, Burlington Norman, Cans, Frankenstein, Moon Pie, George Washington, Edward G. Robinson, Morgan Freeman, Charles Bronson, Fred Sanford, Pluto, Little Pluto, Mr. Peanuts, Get Stompin On Em, Mr. 150%, USA Today, Hey Bud, Six Track Ernie, Right Turn Clyde, Dr. Ralph, Uncle Fester, Mighty Mouse, Harry Potter, Stuart Little, Pakset Larry, Radio, Lord Of The Rings, Homer Simpson, Spounge Bob, Deputy Dog, Stick, Skeleton, Chicken Little, Peppermint Pattie, Schroder, Terminte.

ELECTION OF OFFICERS

In December we will have the nomination and election of officers for 2012. The vice-president and secretary positions are currently vacant. The treasurer position will also be open. Nominees are needed.

RAILROADING IN WICHITA
NOVEMBER 1911

By Fred Tefft

November 4

On November 2, the first full day of use of electric heaters on the street cars this year, there was an increase of 27.4% in the consumption of power by the Wichita Railroad and Light company. There are 36 cars equipped with electric heaters. The four pay-as-you enter cars are furnished with hot air heaters.

November 5

The paving of Main street from English to Murdock should be completed by the end of this week. The paving company has also completed paving the right-of-way of the street railway on Main from English to Murdock, and the company has laid this stretch of the track with new rails.

November 7

Residents between the fourth and twelfth blocks on South Emporia are complaining of the torn up condition of the avenue, which is to be paved. Several blocks are almost impassable. The right-of-way of the street railway has also not been paved yet. The contractor has been notified by Commission Roetzel that he must get busy on this contract.

November 14

Missouri Pacific trains are using double tracks from 3rd to 21st streets. The double tracks were completed to 21st street yesterday and will be extended to the 25th street yards by the first of next year. This improvement will cost about \$43,000. A third track with a

brick platform, extending from Douglas avenue nearly to 1st street in front of the passenger depot, has been completed at a cost of about \$2000.

November 16

The street car company has received the rails to relay the track on South Emporia avenue, and the contractor has resumed the work, which was delayed by lack of the rails.

November 17

Paving of Franklin avenue from Bufum to Wiley, which started about two months ago, has been completed, after delays due to the street railway company not having the rails in position. The car company's track gangs were busy on Main street and Emporia avenue.

November 18

Work has started on the West Douglas avenue pavement which was laid up because the street car company had not completed rebuilding of its tracks.

November 19

Article saying street car company objects to paying for the placing of iron poles to be placed along the "White Way." The company will pay the \$8000 cost of the poles but expects the city to pay the \$1200 cost of placing them in the ground.

November 26

A. M. Patten, superintendent of Wichita Railroad and Light company, has worked out a new color scheme to designate the route of the cars at night. This is accomplished by various colored lights and went into effect last night as follows: Topeka-Stockyards line, red and blue; College Hill-West Side, two white lights; Pattie-Waco, green and white; Cleveland-Riverside, red and white; South Main-South Emporia, two green lights; Fairmount line, two red lights; and extra cars, red,

white and blue.

November 28

Announcement made yesterday of sale of the Lehmann-Higginson Wholesale Grocery company's property on South Santa Fe avenue to the Wichita Terminal association, for about \$135,000, this clearing the way for the new union depot. Lehmann-Higginson will vacate the quarters by March 15, so that the building may be razed. The company will secure a new location and build a new building. The Lehmann-Higginson property is located on South Santa Fe avenue and faces the present Santa Fe passenger station. It extends from the Santa Fe tracks to Rock Island avenue (sic) having switching facilities on both railways. An alley, which formerly was William street, extends along the south side of the big building. The building is 150 by 166 (?) feet and two stories high. An architect recently valued it at \$51,000. The company located in Wichita in 1890, formerly on North Water street in the building now occupied by the United Electrical company. The new building was constructed about ten years ago.

Missouri Pacific Railroad will add \$5000 in improvements to its freight depot at 1st and Wichita streets early next year. A second story, 30 by 36 feet, will be added to the south end of the depot and built of red building brick corresponding with the present building.

Superintendent A. M. Patten on arrival here a few weeks ago found the motors on the snow sweeper car to be too light and sent to Topeka for three 40 h.p. motors, which were installed about a week ago. With yesterday's snow the sweeper car was busy all day and covered 25 miles during day light. Snow drifts at the loop on College Hill made turning the cars impossible, and several of them had to back to the city until the sweeper car cleared the loop.

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November 29

Contributions of public utilities in Sedgwick county toward the total taxes of the county are:

	1911	1910
Atchison, Topeka and Santa Fe -		
	\$38,342	33,331
Oklahoma branch -	\$19,181	17,214
Wichita and Western -	8,934	7,651
Augusta branch -	2,646	1,964
Mulvane branch -	7,581	6,502
Wichita Railroad and Light Company -		
	20,283	14,288
Missouri Pacific Railroad -		
	17,375	16,697
Geneseo division -	6,809	
Wichita division -	6,169	
Kiowa division -	4,398	
Kansas City, Mexico, & Orient Railroad -		
	8,913	4,106
Rock Island Railroad -	15,297	13,510
Frisco Railroad -	10,699	9,942
Midland division -	6,694	
Main line -	4,006	
Arkansas Valley Interurban -		
	2,200	
Missouri and Kansas Telegraph Company -		
	8,354	
Wichita Natural Gas Company -		
	1,796	

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

NRHS CONVENTION 2012

Mark your calendars now for the first NRHS Convention in Iowa, , the week of June 18-24, 2012.. Based in Cedar Rapids, Iowa, the program will feature five days of train trips on regional carriers including the Iowa Interstate, Iowa Northern, and former interurban Cedar Rapids & Iowa City. Additional events will be held at the Old Threshers facility in Mount Pleasant as well as local history tours, visits to industrial facilities, seminars and the traditional convention meetings.

Five different train trips are scheduled, all of them rare-mileage explorations of what is normally freight-only track.

Two Iowa Interstate trips will feature one of their Chinese QJ steam locomotives as well as modern diesel power. Iowa Northern and Crandic trips will use their regular freight locomotives, plus maybe a surprise or two. Each trip will use a full-size train offering a choice of coach, club-lounge, dome-lounge and premium service cars. Photo stops and runbys are scheduled on all five train trips.

BNSF SPECIAL TRAINS

By Jayhawk

BNSF ran several special trains this month. One of the most interesting was the AAPRCO special from Galveston, TX to Kansas City's Union Station. The train ran via the former Santa Fe with overnight stays in Fort Worth and Newton. The train ran from Galveston to Fort Worth on October 17th then from Fort Worth to Newton, KS on October 18th. The 19th, it made the final leg of the journey to Kansas City. This train had Amtrak P42s 71, 166 & 88 pulling 20 private passenger cars. The colorful passenger train ran on time or a little better along the old Santa Fe tracks. The AAPRCO convention was in Kansas City this year and that was the purpose for the train in the first place. The cars ended up going on different Amtrak trains out of Kansas City after the convention. On the 22nd, several of the cars made a special side trip from Kansas City to Topeka and back.

Another unique train was ran over the BNSF former Santa Fe Northern line via Raton Pass was an Amtrak special for Country Singer, Martina McBride. The train ran from Los Angeles to Albuquerque, Kansas City and Chicago on its way to New York. The train was for her 11th studio album called "Eleven". She made a brief stop at Newton, KS due to the fact that she is from the small Kansas town of Sharon east of Medicine Lodge and Newton is the closest stop that she made to Sharon. The train had 6 hi-level pas-

senger cars and three engines as it stopped at Newton. It also made one other stop in Kansas, at Dodge City for a crew change. The train departed Los Angeles with two Amtrak engines but one had a problem as it approached Winslow so BNSF 6703 was added to the point of the train. At Albuquerque, the 6703 was removed and replaced with AMTK 130. The 130 was followed by the 194 & 144 then a coach baggage, lounge car, diner, and three sleepers. Apparently the head car had some fans who were contest winners that got to ride the train. All the cars were wrapped in special wraps with Martina McBride photos and pink ribbons.

BNSF moved a trio of passenger cars for a special train seen arriving at Amarillo on October 24th. Train H-LAUAMS1-20 (Manifest train from Laurel, MT to Amarillo, TX) had a trio of passenger cars on the rear of the train headed for Lubbock. The trio of San Luis & Rio Grande passenger cars are going to the West Texas & Lubbock Central for the annual Polar Express trains over that short line.

BNSF has ran at least two Make-A-Wish trains this month. One was in Fort Worth and the other was at Phoenix. On the 13th, BNSF ran train O-TOPSAG1-13 (Officers special from Topeka to Saginaw, TX) with BNSF Dash 9-44CW 4948 as the power for 15 passenger cars. They were the 52 (Baggage Car Glorieta Pass), 68 (Sleeper Rollins Pass), 64 (Sleeper Marias pass), 51 (Power Car Snoqualmie Pass), 4 (Business Car Missouri river), 10 (Diner Lake Superior), 40 (Bi-level coach Fox River), 45 (Bi-level coach Powder River), 44 (Bi-level coach Colorado River), 41 (Bi-level coach Flathead River), 31 (Dome Lounge Bay View), 29 (Lounge car Valley View), 11 (Diner Fred Harvey), 28 (Lounge car Mountain View), & 30 (Dome/theater Glacier View). On October 15th, BNSF ran the Make-A-

(Continued on page 5)

Wish trips out of Fort Worth, then on the 16th & 17th, they ran Executive Charity Trips out of Fort Worth. On the 18th & 19th, the train was used across the Fort Worth and Western from Fort Worth to Cresson and back as a Government Affairs Trip.

On the evening of the 19th, the cars were separated with part of them going back to Topeka as a deadhead move and the rest of them deadheading to Phoenix for the Make-A-Wish burn center trips. The cars that went back to Topeka were the baggage car 52, sleeper 68, diners 10 & 11, lounge car 28 & dome/theater 30. That was train O-FTWTOP1-20 with BNSF ES44C4 6625 as power.

The other train ran as the O-SAGPHX1-19 with BNSF 6730 leading cars 51 (Power Car Snoqualmie Pass), 64 (Sleeper Marias pass), 4 (business Car Missouri River), 40 (Bi-level coach Fox River), 45 (Bi-level coach Powder River), 44 (Bi-level coach Colorado River), 41 (Bi-level coach Flathead River), 31 (Dome Lounge Bay View), & 29 (Lounge Car Valley View). The train ran out of Phoenix on the 22nd as train O-PHXPHX2-22 for the burn center. It deadheaded home the next day as

BNSF train O-PHXTOP1-23.

Departing Lincoln, NE on October 12th, BNSF ran an executive inspection trip from Lincoln to Minot, ND. The train departed Lincoln the morning of the 10th as train O-LINMIN2-12 with BNSF ES44DC 7867 leading the train of 7 cars, the 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 Car William Barstow Strong). This train ran via Sioux City, IA, Willmar and Dilworth, MN and Grand Forks, ND as it went to Minot. At Dilworth, the train traded the 7867 for the 7640. The train deadheaded back via the K&O sub from Minot to Dilworth then to Northtown and down to Galesburg. It was running as the O-MINTOP1-13 with the same power as it went back to Topeka.

Seen passing Hutchinson, KS on October 30th was train O-TOPGIL1-30 deadheading to Gillette, WY for a Government Affairs trip in Wyoming and Colorado. The train was pulled by BNSF Dash 9-44CW 5070 with those same 7 cars listed above but in reverse order, the 32, 6, 60, 65, 67, 50 & 66. The train ran as the O-GILDEN2-01 departing Gillette on the 1st heading for Denver via the Orin sub. From Denver, it ran on south and then east across the former ATSF as deadhead train O-DENTOP1-03.



UP 1995, the C&NW Heritage unit, spent the afternoon of Oct. 28 north of 21st St. waiting for authority to proceed south through Wichita. *Photo by Fred Tefft*



The sun is going down as the AARPCO special leaves Wichita Oct. 18, 2011. Train was en route from Galveston, Tx to Kansas City, Mo. This day's leg operated Ft. Worth, Tx to Newton, Ks. Photo location is on the former AVI right-of-way at 61st Street, north of Wichita, Ks. *Photo by Fred Tefft*



On the rear of the AARPCO special at Winfield, Ks., former UP business car Promontory Point carries the drum-head for the "Kansas City Chief". *Photo by Keel Middleton*

November 2011

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

GREAT PLAINS
DISPATCHER
 Great Plains Transportation
 Museum
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 Wichita, KS 67202-3506
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