

GREAT PLAINS DISPATCH

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

APRIL 2012

Volume X I

Number 4



LOOKING BACK

By Michael M. Bartels



40 YEARS AGO

The April 9, 1972, Wichita Eagle-Beacon had a feature article about "Interurban Bob" Campbell and the old Arkansas Valley Interurban.

60 YEARS AGO

Two people were killed yesterday when their auto collided with Missouri Pacific's Sunflower at the North Oliver crossing. The train was powered by a steam locomotive. (Wichita Eagle, April 1, 1952)

70 YEARS AGO

Santa Fe Trail Transportation Co. is negotiating for purchase of the Arnold Building at Broadway and English, which they plan to remodel and use as both a depot and general office. When this is completed, the present location of the depot at Broadway and William Street will be sold. (Wichita Eagle, April 7, 1942; Wichita Beacon, April 7, 12, 1942)

Union Pacific's City of Salina, described as the world's first streamlined train, is being scrapped in an Omaha junkyard. In service for eight years between Kansas City and Salina, the three-car train is now too small to accommodate the traffic, so it is being scrapped and will yield approximately 100,000 pounds of aluminum for the war effort. (Wichita Eagle, April 11, 1942)

At an Interstate Commerce Commission hearing April 27th on abandonment of the Arkansas Valley Railway, the War Department asked for a 60-day delay to investigate possible use of the line to transport aircraft workers. M.H. Swenson, vice president of the parent Salzberg Co. of New York, testified the line has been operating at a heavy loss and there would have to be numerous expensive improvements if it is to continue in operation. A mass meeting was held at Valley Center April 21, 1942, to vigorously protest the abandonment. (Wichita Beacon, April 27, 1942; Wichita Eagle, April 22, 26, 28, 1942)

80 YEARS AGO

Beginning tomorrow, Arkansas Valley Interurban is adding two fast cars daily carrying package freight only on a one hour, 50 minute schedule to Hutchinson and one hour, five minutes to Newton. Leaving Wichita at 10:30 a.m. and 2:45 p.m. (Wichita Eagle, April 5, 1932)

The April 28, 1932, Eagle pictured Wichita's miniature train at Central and Ohio.

90 YEARS AGO

Santa Fe plans to build its short line between Ellinor and Eldorado as soon as the project is approved by the Interstate Commerce Commission. It will reduce the mileage between Eldorado and Emporia by 13.65 miles and the

grade from the present 0.7 percent to 0.4 percent. (Wichita Beacon, April 2, 1922)

Orient private car No. 100 left the shops March 29, 1922, after repairs and repainting. (Wichita Beacon, April 2, 1922)

The Rock Island is preparing a historical booklet for its 70th anniversary in October. Most of its lines in Kansas were built in 1886-88 by the Chicago, Kansas & Nebraska Railroad, absorbed by the Rock Island on July 27, 1890. (Wichita Eagle, Wichita Beacon, April 3, 1922)

A. DeBernardi, Orient vice president and general manager, said the road lost more than \$800,000 last year and is losing at nearly the same rate this year. (Wichita Beacon, April 7, 1922)

In a complaint filed yesterday with the Kansas Industrial Court, Arkansas Valley Interurban employees protested the proposed reduction of wages from 35 cents to 30 cents an hour. They said the company has already cut wages of unorganized section men from 40 cents to 35 cents. (Wichita Beacon, April 9, 1922)

An April 12, 1922, Beacon article reported the AVI plans to buy the Missouri Pacific line from Newton to McPherson and electrify it, and suggested a similar deal might be made

(Continued on page 3)



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 an 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

APRIL NRHS MEETING

This month is, what has now become traditional, the Topeka Chapter NRHS exchange program. John Stell, member of the Topeka Chapter, will be presenting based the railroads of Central Illinois, especially in and around Peoria. Peoria originally had 15 railroads; there are now nine left, most now having different names because of mergers. John began his work on the Peoria Terminal as an operator, then worked 17 years for the Toledo, Peoria & Western, otherwise known as the "Tip-Up". When the Santa Fe bought the TP&W he moved to Topeka where he first worked as a division clerk. After working some other positions John retired from the BNSF working with TY&E (trains, yards, and engines) time-keeping.

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

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

NRHS PROGRAMS FOR 2012

May program: Any takers?

June program: Typically has been the annual chapter picnic month. Any takers to organize the picnic?

July: Platform meeting... maybe....somewhere.

August: Any takers?

September: Banquet month. Will there be a banquet? Stay tuned.

October: Kansas City Chapter exchange program

November: Dr. Chris Gabel, Professor of Military History at the Army Command and General Staff College (and a

PRR fan) will be speaking on Civil War northern railroad generalship.

December: Annual slide free-for-all.

TRI-CHAPTER MEETING

June 02: We will be hosting the annual quad chapter meet. The topic will be the Kansas City, Mexico & Orient Railway. John McCall, co-author of the book The Orient, will be the guest speaker.

OTHER EVENTS

Apr. 21 – Ozarks Model Railroad Show, Central Bible College, Fieldhouse, Grant Ave. & Norton Rd, Springfield, MO, 9-3. Info: Ron Williams, rswilliams1@mchsi.com

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

July 14 - Turkey Creek Division Meet and Train Show, Sat. 8-3, Shawnee Mission North High School, Overland Park, KS. www.tc-nmra.org

Aug. 1-4 - UPHS 28th Annual Convention, Sandhill Convention Center, North Platte, NE. www.uphs.org

Dec 1-2 - Oklahoma City Model Railroad Show; Travel and Transportation Building at the Oklahoma City Fairgrounds

LOOKING BACK*(Continued from page 1)*

for the Union Pacific line from McPherson to Salina.

MoPac is redecorating its waiting room and replacing the outer station doors. (Wichita Beacon, April 14, 1922)

MoPac engine No. 523 went out on No. 17 April 15th while regular engine No. 227 was held for inspection. (Wichita Beacon, April 16, 1922)

The city commission April 25th discussed widening the Douglas Avenue bridge to allow placing streetcar tracks on it but wants the streetcar company to pay for widening it from 40 feet to 52 or 70 feet. (Wichita Beacon, April 26, 1922)

Orient engine No. 252 is ready for service. Seven or eight years ago it was ditched in Mexico by Pancho Villa, but was later reclaimed and brought to Wichita last year for repair. (Wichita Beacon, April 30, 1922)

Fifteen streetcars costing \$105,000 have been ordered, to be delivered by October. With these the company will have 52 modern one-man cars, which will equip all lines except Main Street-Stockyards, with the larger cars, and the Orient Shops line, which is operated as a stub. The new cars will probably go on the Waco-Pattie and Mount Carmel-Cleveland lines. (Wichita Beacon, April 30, 1922)

KINGMAN SANTA FE DEPOT CLOSED

By Anita Cheatum

I regret to report that the Santa Fe Depot in Kingman has closed. The Santa Fe Foundation Board gave up and voted to close the depot and it is being put on an internet auction – probably later this month. I intend to continue with my personal railroad activities

once everything is settled and the dust has cleared.

Many of you donated items for the railroad museum here. If you would like for your items to be returned or donated to another railroad museum, please let me know as soon as possible. Otherwise the items will go into the auction.

Sorry to be the bearer of bad news but an organization can work against community apathy so long.

FROM THE APRIL 1962 ISSUE OF THE DISPATCHER

Carbondale was supplying Topeka with much of its fuel in 1869 and the newspapers in November of that year recorded that six carloads of coal had come up from Carbondale to keep the inhabitants of the town warm. The same train brought ten cars of coal for delivery to the Kansas Pacific Railroad.

When the high water in the Kaw took out one section of the pontoon bridge, those who had to go to North Topeka or those in North Topeka who had business on the south side were allowed to cross on the Santa Fe's new bridge in the summer of 1869.

CORNEJO ROCK TRAIN

By Jayhawk

Beginning in early March, BNSF began running a new train from Clark, OK to Wichita, KS. This is a unit rock train that goes to Cornejo & Sons in South Wichita. The train runs as the U-CAKWIC from Clark to Wichita and the U-WICCAK from Wichita back to Clark as the empty train. Cornejo normally gets gravel from the SKOL from Moline, KS. The SKOL has trackage rights over BNSF from Winfield to Wichita. Apparently this traffic still runs but the traffic from Clark is supplementing the Cornejo

facility. Cornejo is a construction company. The first train, the U-CAKWIC0-01 departed Clark just after midnight on March 6th arriving in Wichita at 10:15 the morning of the 7th. BNSF shows two separate schedules for this train. One is the south route and the other the north route. The schedule for the north route has the train leaving Clark and heading north via Ada to Tulsa then east out of Tulsa to Afton and north to Kansas City via Fort Scott, KS. At KC, the train runs west over the Santa Fe to Newton then south to Wichita where it is spotted. This schedule is a 28 hour schedule. The south route, has the train running south from Clark to Irving, TX and west to Alliance and then on north up the former Santa Fe via Oklahoma City and Arkansas City, KS to Wichita. This is a 22 hour schedule. The first train ran via the north route and the second train ran via the south route. That first train had BNSF 1029, 4435 & 1079 for power pulling 60 loads of rock weighing 8519 tons. Both of the trains that have ran so far have been 60 car trains.

Clark is a spur for the gravel quarry, located about 40 miles south of Ada, Ok. on the former SLSF line. (Editor)

ABILENE & SMOKY VALLEY RAILROAD**Steam engine operating schedule**

May 26-28, Memorial Day weekend

July 4, Independence Day

July 28-29

Aug. 3-4, County fair.

Sept. 1-3, Labor Day

According to the website, 3415 will operate on the 10 AM & 2 PM trains.

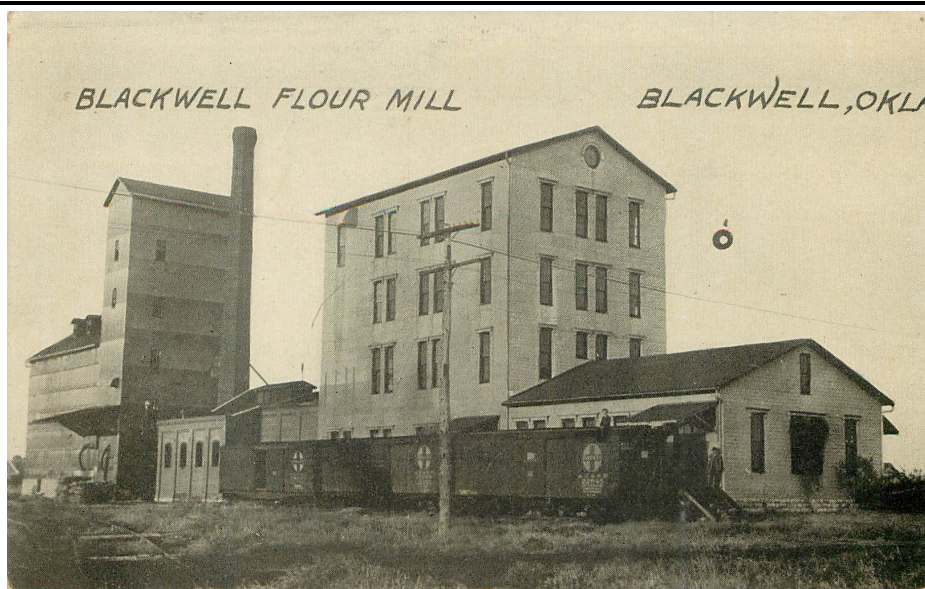
For more information and reservations call 785-263-1077 or go to www.salinafyi.com/marketplace/dickinson-county/businesses/abilene-smoky-valley-railroad/

THE BLACKWELL MILL

By Sam Andrews

Former Newton flour mill owner Bernard Warkentin expanded his business holdings when the Blackwell Milling & Elevator Company was formed in 1899 at Blackwell, Indian Territory (becoming Oklahoma in 1907). Corporate offices for the Warkentin milling network was in Newton. The Blackwell mill sold to International Multi Foods in 1948. On April 26, 1988 IMF merged with Con Agra Milling.

Located on Frisco track, the mill was switched jointly by both Frisco and Santa Fe for many years--Santa Fe around noon, Frisco at night. After the Frisco-Burlington Northern merger in 1980, BN ended service to Blackwell May 29, 1982. Santa Fe continued to switch the mill for another decade until January 1, 1993 when the newly formed Central Kansas Railway became owners of nearly 900 miles of Santa Fe trackage in Kansas. The final Santa Fe mill switch took place December 30, 1992, the first CKRY switch on January 2, 1993. The shortline established a switcher in Blackwell going to work at the 1916



An undated postcard image of the Blackwell Mill.

Santa Fe built depot next to the mill. The CKRY turned over Blackwell switching to South Kansas & Oklahoma in October, 1997 and in 2000 this part of SKO became the Blackwell Northern (little BN)

On May 25, 1955 a late night F5 tornado hit Blackwell. The damage path was about a mile east of the mill. Had the small size brick mill building been in the direct path of the tornado, total

destruction would have taken place. Thankfully this did not happen. IMF dodged a bullet that night. By 1995 the mill was loading all bulk domestic baking flour in airslide hoppers as all packing operations ended. A decade later in 2004, after 105 years of milling flour, Con Agra closed the mill. Just recently the elevator unit has opened as a relay storage station and this grain is being hauled by rail on the Blackwell Northern Gateway.

AGE OF STEAM MUSEUM ON THE MOVE

After years of delays, movement of the Age of Steam Museum collection in Dallas, Texas has commenced.

Tower 19 had the distinction of being the first piece to arrive at the new Museum Of The American Railroad in Frisco, Texas on March 6, 2012.

Work is underway preparing the 40 pieces of rolling stock while the track is laid at the new site. Plans are to move most of the equipment by rail during the month of May.

www.museumoftheamericanrailroad.org



Movement of Tower 19 required dismantling the three story structure. The tower was moved to Fair Park in 1996.

Photo from www.museumoftheamericanrailroad.org

RAILROADING IN WICHITA**APRIL 1912**

By Fred Tefft

April 3

By June 1 the Arkansas Valley Interurban railway will have six brand new cars. An order amounting to about \$30,000 for six new cars has been placed with a St. Louis car company. Two will be trailers not fitted with motors. One car is to be used in construction work and also to fight snow in winter.

April 5

Another story will be added to the office quarters of the Missouri Pacific freight depot at 1st and Wichita streets this year to make room for the freight claim department, which will be moved from the Michigan building. The addition will cost \$3000.

April 6

All the street cars in Wichita will be painted yellow, according to a recent decision of the company. As fast as the large dark green cars have to be painted, they will be given a coat of yellow paint. The upper part of the body of the cars will be orange yellow, and the portion below the windows will be canary yellow. They will all be striped with gold. One of the cars now in the shop is No. 201. In addition to its new paint it will be fitted up with Pay As You Enter compartments on both ends.

A fifteen minute service for the Mt. Carmel street car line will probably be inaugurated next week. A petition by West Wichita residents to the street car company has asked that the line be operated as a "stub" line from Douglas and Seneca instead of running through to Main and Douglas.

April 9

Reports agreement between city and Santa Fe for latter to lower the grade of Wichita and Western railway between Sycamore and Hiram streets from two to four feet. Will be lowered three and a half feet at Seneca. Will cost Santa Fe \$9-10,000.

April 10

Beginning tomorrow, the patrons of the Mt. Carmel street car line will be given a fifteen service instead of a 30 minute service as heretofore. Mt. Carmel cars will be operated from the corner of Seneca and Douglas, where transfers will be given to the University-College Hill line.

April 13

Article reports the receivers of the Orient Railroad propose to move the company's general offices from Kansas City to Wichita.

A second story is being added to the freight station of the Arkansas Valley Interurban company, near the corner of 1st and Water streets. The plans for the building originally contemplated only one story. When the first story had been almost completed it was decided to add a second floor. The building is being constructed of dark red brick.

April 16

Improvements in Missouri Pacific track facilities costing \$59,000 will be opened for business today. These consist of double tracks from the passenger depot to 29th street. Work of double tracking this portion was commenced about six months ago. The Missouri Pacific is the only road in Wichita operating trains on double tracks.

April 17

The Wichita Railroad and Light Company has been granted an appropriation of about \$114,000 for the present year, A. M. Patten, manager, announced today. Of this amount \$24,000 will be spent for six new cars, which will be ordered immediately, \$8000 for additional machinery for the machine shop, and \$8000 for the poles for the new street lighting system. It will take \$43,824.12 to pay the company's paving tax for work already done; \$5600 to pay the first installment of the tax for paving Hillside; \$700 for the first installment on the paving of Biting avenue, and \$2100 for the first installment on the North Waco avenue paving.

April 23, 1912

In June 1910 the city commission let contracts for paving West Central and South Emporia avenues, each for about nine blocks. For nearly two years these two streets have been torn up and only now have they been finished. Both streets were delayed because the Wichita Railroad and Light company had to rebuild tracks on these two avenues. When the work was commenced the street railway company had similar improvements under way in several different parts of the city. North Main street car line was rebuilt during this time and rails from this line were used on South Emporia and West Central avenues. This accounts for the delay. Both street pavings are of brick.

April 24

The Wichita Street Railway and Light company will spend \$114,000 this year on improvements. Besides the new repair shop at 10th and Waco and the white way work which will necessitate new iron poles and trolley apparatus, six new cars will be purchased, new steel will be laid on Douglas avenue from Main to St. Francis, and practically all old cars will be remodeled. All new cars will be P-A-Y-E, meaning pay as you enter. Many of the old cars will be equipped with P-A-Y-E booths. The company now has 40 cars in running order. These improvements include the rebuilding of the Main and Douglas junction which is now in progress.

April 26

After using oil burners for two years, the Santa Fe will resume using coal burning engines between Kansas City, Missouri and El Reno, Oklahoma because a better contract for coal was made than could be made for oil. The oil burners which are in use now on this division will be transferred to the second district, and new engines will be brought to Wichita.

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

April 2012

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

GREAT PLAINS
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