

GREAT PLAINS DISPATCHER

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

JULY 2012

Volume XI

Number 7



LOOKING BACK

By Michael M. Bartels



40 YEARS AGO

The 100-year-old Missouri Pacific depot from Claflin has been reconstructed at Old Abilene Town for use as an opera house. (Wichita Eagle-Beacon, July 9, 1972)

Kansas officials arrested the conductor, bartender and a waiter on Amtrak's westbound Chief at Newton July 18, 1972, for operating an open saloon in violation of state liquor laws. Charges were later dismissed against all but Amtrak. About the same time, Oklahoma conducted a similar raid on the northbound Texas Chief at Oklahoma City. Amtrak said federal law gave it the right to establish national standards for food and beverage service, but suspended sales in the two states pending court action. In a decision affirmed by the U.S. Supreme Court on Oct. 23, 1973, a federal court said Kansas' right to regulate transportation of liquor under the 21st Amendment was paramount. (Lawrence Journal-World, July 19, 1972)

50 YEARS AGO

An eastbound Santa Fe Elks special hit a weed burner east of Syracuse, Kan., July 6, 1962. Three of the four units were badly damaged and two crewmen suffered burns.

The July 21, 1962, Eagle had an article about a plaque installed in the Douglas Avenue roadbed near Union Station commemorating a few events in Wich-

ita's transportation history. It said the last streetcar rail was removed on April 8, 1936.

60 YEARS AGO

The Kansas Corporation Commission yesterday denied Frisco's application to discontinue trains Nos. 303 and 304 between Wichita and Neodesha. (Wichita Eagle, July 17, 1952)

70 YEARS AGO

Emergency Transportation Inc., operated by the Wichita Transportation Co., began service from Market and Douglas to the three major aircraft plants July 20, 1942. Ten 41-passenger buses, with a capacity of 100 including standees, were to be used, painted a distinctive dove-gray. Fifteen more were expected by fall. They were to be named in honor of Wichita's aviation pioneers. Regular city buses would be added as demand grew. Only 61 rode the first day, but the city granted a franchise to a second company, Defense Transportation Co., that planned to use school buses. Regular city bus service was extended to the airport and Boeing Aug. 3rd. (Wichita Eagle, July 7, 20, 25, 1942; Wichita Beacon, July 7, 12, 20, 21, 31, 1942)

The last Arkansas Valley Railway train arrived in Wichita at 11 p.m. July 23, 1942. Scrapping was under way by August. (Wichita Beacon, July 24, 1942)

80 YEARS AGO

The Interstate Commerce Commission allowed a connection to be established between the Arkansas Valley Interurban and the Rock Island at Hutchinson. (Wichita Eagle, July 2, 1932)

90 YEARS AGO

The Orient 500-class engines that were in passenger service will be run on the Texas division, because of the use of the 200- and 300-class engines on mixed trains in the Kansas-Oklahoma division. (Wichita Beacon, July 2, 1922)

Dismantling, selling and moving parts of the Joliet & Eastern Traction Co. of Illinois, recently purchased by George Theis Jr., president of the Arkansas Valley Interurban, will begin July 4th. Selected equipment will be used on the new extensions of the AVI to be effected soon. (Wichita Beacon, July 2, 1922)

The Arkansas City-Winfield Railway Co. received a charter yesterday to operate an electric interurban line between the two cities. The property was recently purchased by Theis and associates. (Wichita Eagle, July 7, 1922))

For the fourth time this year, service on the Riverside streetcar lines has been impeded since yesterday because of water over the tracks at Nims and Murdock due to inadequate storm wa-

(Continued on page 5)



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

NRHS PROGRAMS FOR 2012

August: Informal gathering at the museum to watch trains and swap stories. Bring your own brown bag meal. The museum grounds will open at 6:00.

September: Annual picnic on the 22nd. Details in a later issue of the DS.

October: Kansas City Chapter exchange program. Ed Conrad will present on the Missouri Pacific Railroad.

November: This is the Civil War Railroads of the North program. *It will be held at the Toy Train Club located at 130 S. Laura St., in Wichita.* The presenter will be Dr. Chris Gabel, Professor of Military History at the Army Command and General Staff College and he will speak on Civil War northern railroad generalship.

December: Annual slide free-for-all.

OTHER EVENTS

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

Aug. 26 (9-2, Sunday) – Mid-America Toy & Train Show, KCI Expo Center, 11726 Ambassador Dr., Ks City, MO

Oct. 20-21 – Western Kansas Train Show, Ellis Co. Fairgrounds, 1343 Fairmount Rd. Info: Kevin Keeler, 417-838-5615

Oct. 27-28 – Wichita Toy Train Club Meet

Nov. 14 – Joplin Museum Complex Train Show, Joplin Museum Complex, 7th & Schifferdecker Sts., 9-3. Info: rickgardner@sofnet.com

Nov. 17-18 – Boot Hill Model Railroad Show, Ford Co. 4-H Bldg, Wright Park, Dodge City, Sat. 10-6, Sun. 11-4. Info: Robert Simmons, ras@odsgc.net

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

50 YEARS AGO
IN THE DISPATCHER

From the July 1962 The Dispatcher

The Great Plains Railway Museum* had another bit of railroadiana added to its roster thanks to the effort of Paul Schreffler and the generosity of the Frisco Railway. This "bit" being in the form of an old depot stove from the Frisco depot in Bentley, Kansas. Paul, in one of his picture-taking trips spotted this relic in the battered depot at Bentley and wrote the Frisco in the name of the museum requesting it for the museum. In a short time a letter permitting removal was received. Paul then hitched up his trailer and drove to Bentley where he and his son-in-law picked it up. Taking it to his home he cleaned and painted it and on June 17 he and Mack Palmer moved it to the museum. We take this means to thank Paul for his effort and work to tell him and all concerned we appreciate the interest they have taken in our museum project.

* The Great Plains Railway Museum was the predecessor to the Great Plains Transportation Museum. The 'Railway Museum', located in Room 207 of Union Station, closed and went into storage in 1977. A small group incorporated the GPTM in 1983. Approximately one year later the GPTM attained its IRS 501 (c) (3) status, secured leases on the present property, and opened its doors to the public in December of 1986.

JULY NRHS MEETING TRACKSIDE AT WELLINGTON

July's informal gathering will be a platform meeting Friday, July 20. The meeting will be held trackside, in Wellington, KS. at the former ATSF freight house site. This building, now BNSF, is located between C St. and Washington Ave. on the north side of the BNSF main. The last year we were there was in 2010.

Train watching on the BNSF Transcon will start around 1 PM and continue through the evening. It is recommended that you take your lawn chair, brownbag meal and water. Also, don't forget your camera.

For those interested in seeing the Panhandle Railway Museum, it will be open from 1-4 P.M., so allow yourself the necessary time for arrival to see this facility before closing time. Admission is by donation. The museum is located at 425 E. Harvey, next to Sellers Park, where the Santa Fe steam engine is displayed.

TRAGEDY IN OKLAHOMA

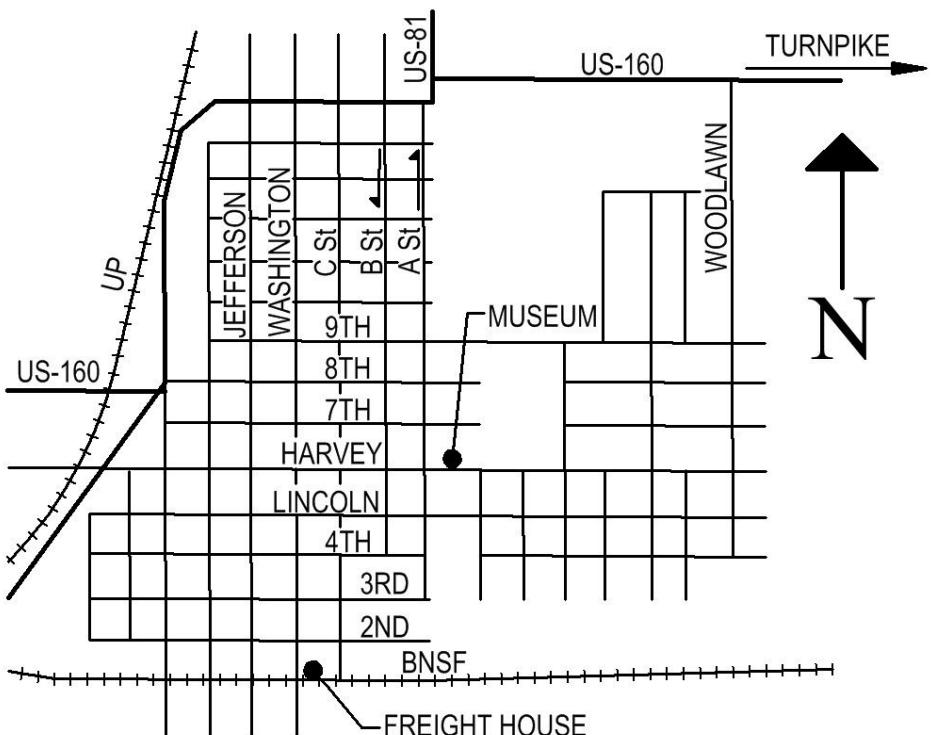
By Jayhawk

For those that have not already heard, the UP had a serious head on collision just east of Goodwell, OK on the former Rock Island Golden State route. Just after 10 AM on Sunday June 24th, eastbound train Z-LAAH failed to stop at the east end of Goodwell. They were to hold the main line at Goodwell and meet the westbound A AMLX vehicle train lined into the siding. The eastbound intermodal train was reported to be running at 68 MPH when it passed the east siding switch. The westbound train apparently put their train in emergency prior to impact as they were reported to be slowing dramatically. The conductor on the westbound train jumped prior to impact and received scratches, bumps and bruises. The engineer on the westbound and

Directions to the freight house:
Take US-160 west to Washington Ave., then go south to the tracks. The freight house is on the left, on the north side of the tracks.

Directions to the museum:
From the turnpike, go west on US-160

to Woodlawn, there is a traffic light at the intersection. Turn left, going south on Woodlawn to Harvey. Turn right on Harvey, going west 7 blocks. The museum is on the north side, just west of the steam locomotive.



both the conductor and engineer on the eastbound were killed in the wreck. The engines caught on fire due to the diesel fuel spilled between the two sets of power. Both crews were from Dalhart, TX. Both trains had DP units so it is possible to recover the Event recorder data from them and see what the head end crews were doing. Both lead locomotives were equipped with cameras, but the UP did not know whether or not they would be able to recover any video due to the fires on the engines. A truck driver pacing the eastbound train on

the highway reported much of this, but did not report it until he reached Emporia, KS some 350 miles away! The really sad human interest side of all of this is that the engineer on the eastbound train had lost his father to a railway incident on the UP about 20 years prior on the same line.



*Photo courtesy
Trainorders*

RAILROADING IN WICHITA**JULY 1912**

By Fred Tefft

July 2

A resident manager for Wichita Railroad and Light company was the burden of Commissioner R. B. Campbell's plea to the city commission meeting yesterday. "I would like to see this commission make a demand on the street car company for a resident manager," was Commissioner Campbell's answer to a question concerning certain business between the city and the street railway company. Manager A. M. Patten of the Wichita street car company is also manager of the Topeka street railway company and is very often in Topeka when wanted by city officials in Wichita. Mr. Patten's business necessitates frequent calls to the company's head offices in Peoria, Illinois. Mr. Campbell said he realized that Manager Patten has to be where his superiors order him to go, bunt the commission believes the McKinley street railway syndicate does business enough in Wichita to furnish this city with a resident manager.

July 4

After working fifteen years for a lower grade for the Wichita and Western tracks, citizens of West Wichita avenue about to see the fruits of their labors. Bids for lowering those tracks will be filed today -- to lower 6500 feet of track.

July 5

W. R. Smith, conductor on the Riverside street car line, was injured yesterday when his foot slipped from the running board of one of the summer cars while he was collecting fares and he fell from the car. The street car company is remodeling the class of cars as fast as possible because of the constant danger of someone falling from the running board. The long seats in the cars are being cut in two and an aisle made through the center, so neither passenger nor conductors will

have to ride on the running board.

During the hour and a half from 9:30 until 11:00 last night, 4492 persons passed through the three turnstiles recently put in by the street car company at Wonderland park. The total number of visitors at Wonderland park yesterday was 10,000.

The Arkansas Valley Interurban railway did a record breaking business yesterday. It took a two-coach train every fifteen minutes to handle the immense crowds which patronized the interurban: O. A. Boyle, general manager of the system, estimated last night that 7500 people rode upon the line. Walnut Grove was the main attraction, but the cars were crowded all along the line. Three new cars recently received by the company were pressed into service, making in all twelve cars.

July 6

West Side Commercial league is working for extension of the Wichita street railway lines west on Maple street from the South Main street line, across the river and south on Campbell avenue. A section of the city just west of the Arkansas river and south of Douglas avenue has been building up rapidly in the past four years. The street car company has suggested, as a sort of compromise, the building of a line south from the West Douglas avenue line on Osage avenue.

July 7

Paving of Waco from 13th to 15th was begun last week. At present the street car tracks are torn up and patrons are obliged to walk the two blocks. Bricks for this pavement have been on the ground since December, but for unknown reasons the paving has been neglected.

July 10

The Arkansas Valley Interurban has already found it necessary to build an addition to the new freight depot which it has just completed. The two

story addition, 28 by 28 ft., will be built on the north end of the depot recently completed. Work has already begun on the foundation for the addition.

July 11

O. A. Boyle announced the past June was the record month for the Arkansas Valley Interurban since it was built in the number of persons carried. The number was 41,105.

Two high grade trailers, capable of carrying 60 persons each, a flat car for heavy freight, and a work car are to be shipped from the St. Louis car shops on July 15 for use on the interurban. A. M. Patten, manager of the Wichita Railroad and Light company, in answer to a request from Commissioner R. B. Campbell for a resident manager of the street car company says that C. R. Lewis, superintendent of transportation, has full authority over local matters when no higher officers are in town. Mr. Patten is state manager for the McKinley street railway syndicate, and is general manager of the Wichita, Topeka and Atchison street car lines.

July 25

Santa Fe train No. 18 from Galveston to Kansas City last night had thirteen coaches -- first train this long in three or four years and within one of the limit of number of coaches allowed in train book.

July 26

Contract for new union station for approximately \$280,000 awarded to Dieter and Wenzel, a Wichita contracting firm. Work on the excavation will start next Tuesday. Article describes details and has drawing of the planned new station.

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

AMTRAK 51

By Sam Andrews

Back a few years ago in 2005 an engine on Amtrak Southwest Chief developed a problem requiring it to be left at Gallup, NM. This was #51. A few days later the 51 was repaired and placed back in service.

Upon reporting for work on the evening 211 local in Gallup, the train crew had orders to move engine 51 from the west end of the yard to the east end of the yard and leave it for eastbound pickup. The most important and enjoyable part of this extra move was the fact that the work consisted of handling equipment not assigned to our train and thus we would be able to claim an extra day of pay for this.

While the conductor stayed in the office to upload the trip work orders, the engineer & I rode in the yard van out to the engine. We took the time to look over #51 inside & out. The cab was big with lots of room and quite clean - unlike the older freight engines which are often cramped, noisy and dirty. Before moving, the handbrake had to be released. We looked all over for either the large wheel or lever but could find nothing. The engineer then discovered a small handle depressed into the back cab wall lettered "parking brake". Upon releasing the brake we moved out on the yard lead to the east end. Although the move was at 10 mph for just under a mile, thoughts began entering the mind on what this ride would be like on the high iron at 90 mph. At the east end of the yard, the engine was parked, the "parking brake" put back on thus ending this extra move. Needless to say that this Amtrak ride will go down as the most memorable.

And what about that extra day of pay claimed for doing this hot move? The special claim filled out was processed in a timely manner which made the three man 211 crew quite happy.



Two Alco C425s rest by the former Rock Island depot in Brewster, KS on July 16, 1982. These two x-Burlington Northern Alcos were a part of the Spokane, Portland & Seattle roster prior to the formation of the BN in 1970. Note that the station sign on the depot still carries "The Rock" logo. At the date of the photo the Rock Island had been shut down for two years and four months.

Photo by J. H. Koehn

LOOKING BACK

(Continued from page 1)

ter sewer drainage. Passengers leave the cars near the bear den and walk around the water, taking a stub car at the north end of the lake. (Wichita Beacon, July 12, 1922)

For the third time in as many years, Wichita Railroad & Light Co. employees have appealed to the Kansas Court of Industrial Relations for establishment of a wage scale for the ensuing year. In 1920 they were granted a wage increase. The following year the 1920 scale was decided as a fair wage for the year. The contract expired June 14th and the men now want the court to set the scale for this year. (Wichita Beacon, July 12, 1922)

Recent rulings by the city commission requiring owners of bus lines to furnish a \$5,000 liability bond per bus, it is said, will force many poorer-paying lines serving outlying districts to

cease operation. (Wichita Eagle, July 14, 1922)

The Orient owes the Wichita Union Terminal Railroad \$75,000, which likely will go unpaid. When it left Union Station, the terminal company sued and obtained a judgment of \$75,000 but refused receiver's notes in payment. (Wichita Eagle, July 19, 1922)

Orient engine No. 143 was in the shop for heavy repairs. (Wichita Beacon, July 23, 1922)

Manager Howard M. Patten announced that the Wichita Railroad & Light Co. will receive within a few days a carload of new wheels, the first of genuinely dependable material he has received since the end of the war. They should average 60,000 miles of normal travel compared with barely 30,000 for the old. (Wichita Eagle, July 26, 1922)

July 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	19	20 NRHS Platform Wellington	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	31 Evening Work Session				

GREAT PLAINS TRANSPORTATION MUSEUM
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 RETURN SERVICE REQUESTED