

GREAT PLAINS DISPATCH

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

NOVEMBER 2012

Volume XI

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LOOKING BACK

By Michael M. Bartels



30 YEARS AGO

The Oklahoma-Kansas-Texas Railroad is ready to resume service next week between Herington, Kan., and Fort Worth, Texas, over the former Rock Island tracks unused since Dec. 31st. OKT had leased the line since May 1980 but purchase negotiations went sour last year and the tracks were abandoned. However, talks continued, and on Oct. 20th the \$55 million purchase was approved by the bankruptcy court in Chicago. Federal loans of \$40 million and \$15 million from the state of Oklahoma will finance the purchase. (Wichita Eagle, Nov. 7, 1982)

50 YEARS AGO

The Kansas Corporation Commission yesterday authorized the Missouri Pacific to dualize 18 stations in Kansas. One agent will serve both stations, dividing his time between towns. The stations with surviving station listed first are: Altoona and Buffalo, Iola and La Harpe, Bronson and Moran, Andale and Colwich, Kiowa and Hardtner, Utica and Arnold, Jewell and Burr Oak and Logan and Glade. (Only 16 are listed.) (Wichita Eagle, Nov. 2, 1962)

60 YEARS AGO

A MoPac diesel was badly damaged yesterday afternoon when it ran into a freight train stopped on the outskirts of Towanda. (Wichita Eagle, Nov. 18, 1952)

70 YEARS AGO

The city commission yesterday approved eliminating 42 percent of the city's bus stops as a wartime economy measure. Implementation began Nov. 30th. (Wichita Beacon, Wichita Eagle, Nov. 3, 30, 1942)

The dies used in building the first streamlined trains a decade ago were piled on the scrap heap yesterday by the Pullman-Standard Car Manufacturing Co. of Chicago. (Wichita Eagle, Nov. 3, 1942)

It was announced yesterday buses will operate near 22 hours a day, from 4:15 a.m. until nearly 2 a.m. (Wichita Eagle, Wichita Beacon, Nov. 14, 1942)

80 YEARS AGO

The new Transcontinental & Western Air 24-hour coast-to-coast passenger service began Nov. 5th. It includes overnight flight from Wichita to New York. (Wichita Eagle, Nov. 1, 4, 6, 1932)

The Frisco went into the hands of a receiver yesterday. (Wichita Eagle, Nov. 2, 1932)

Santa Fe is trying out a new gas-electric motor train between Newton and Amarillo. The first run was made Nov. 12th during which a speed of 80 mph was attained. Pulling four coaches and sleepers, the train left Wichita at 8:40 p.m. and arrived at

Amarillo at 7:40 a.m. This will be known as Nos. 25 and 26. The motor has already seen service between Kansas City and Emporia. Santa Fe operates 48 gas-electric motors but this one is the largest, 900 hp and 90 feet in length, with 60 feet for baggage and express. (Wichita Beacon, Nov. 15, 1932)

90 YEARS AGO

The death knell of the two-man streetcars in Wichita has been sounded. With the arrival of 15 one-man cars, the cars now used on the Waco-Pattie and on the Orient Shops line are doomed, Howard Patten, manager, announced yesterday. Within a few years the heavy double-trucked cars now operating on the Main Street-Stockyards line will go the same way, and every streetcar will be one-man. Patten said every time he sees one of these huge trundlesome Main Street cars he shivers at the cost of operation. Half the time they parade down the street with only one passenger and a motorman and conductor. The new cars are similar to the ones on the College Hill and Topeka lines. They will be placed on the College Hill line and the College Hill cars will go to some other line, probably Waco-Pattie and the Orient. (Wichita Beacon, Nov. 1, 1922)

Four new Birney streetcars have arrived and the other 11 are in transit. The old cars running on Waco, Cleve-

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**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**

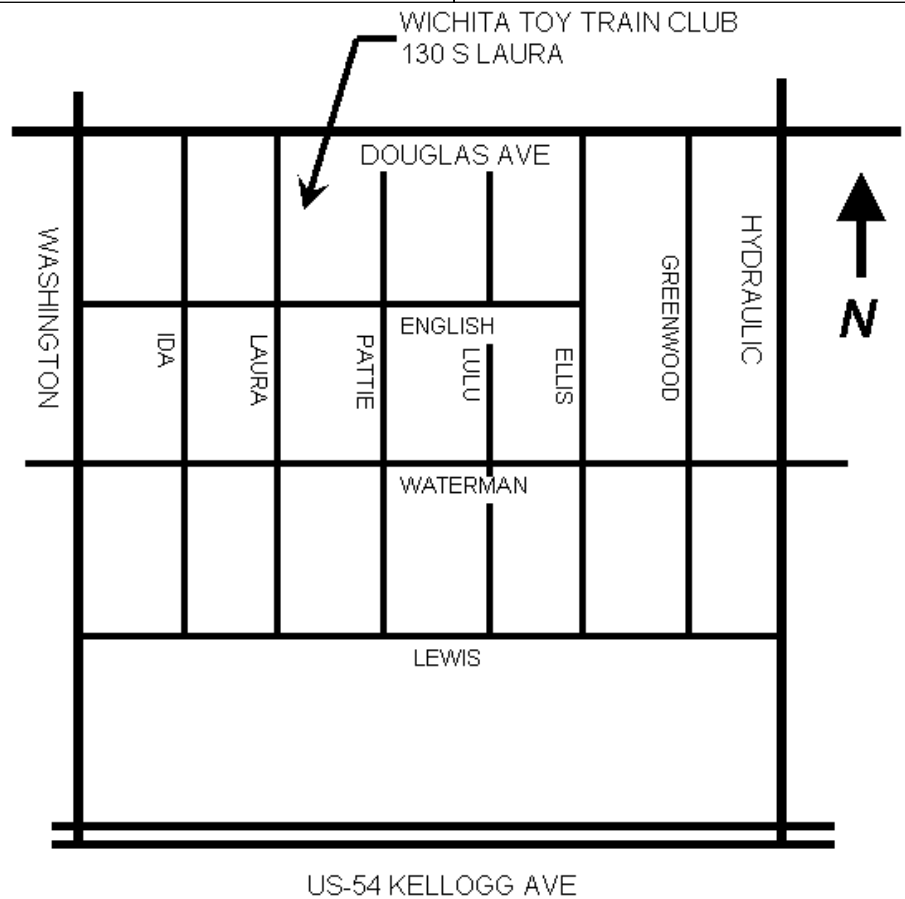
November: This is the Civil War Railroads of the North program. *It will be held at the Toy Train Club located at 130 S. Laura St., in Wichita at 7:30 PM.* The presenter will be Dr. Chris Gabel, Professor of Military History at the Army Command and General Staff College and he will

speak on Civil War northern railroad generalship.

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

December: Annual slide free-for-all.



OTHER EVENTS

Nov. 10-11 - Wichita Toy Train Club Opening. 130 S. Laura.

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. 4H 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 Fairgrounds.

Nov. 25 - Mid-America Train & Toy Show, 9-2 PM; KCI Expo Center, 11730 N Ambassador Dr, Kansas City, MO. 913-651-5864.

Feb. 9-10, 2013 - Wichita Train Show & Swap Meet; 9-6 Sat., 11-4 Sun. Cessna Activity Center. Info: Phil Aylward, 316-830-3498.

LOOKING BACK*(Continued from page 1)*

land, Pattie and Mount Carmel will be replaced with new ones. The old ones will be used again only in case of emergencies. Cars running to the Orient Shops, and the Stockyards cars will undergo repairs and will be used. (Wichita Eagle, Nov. 3, 1922; Wichita Beacon, Nov. 5, 1922)

A new wood-burning locomotive with a large balloon stack, just completed by the Baldwin Locomotive Works, passed through Nov. 5th on the Orient, bound for the Ferrocarril Mexicano Del Pacifico. (Wichita Beacon, Nov. 7, 1922)

Rock Island is replacing 80-pound rails between Wichita and Herington with 90-pound. (Wichita Eagle, Nov. 11, 1922)

A parade of the 15 new Birney safety cars will probably be held tomorrow on Douglas Avenue. "We want the people to see all the cars together once so they will not think we have exaggerated when we say we have 15 new cars on the line," said H.W. Patten, superintendent. Five arrived Nov. 13th, for a total of 14. The other is expected today. They will go into permanent operation on the Cleveland-Mount Carmel and the Pattie and Waco lines Nov. 16th. (Wichita Eagle, Nov. 14, 1922)

The Nov. 17th Wichita Eagle detailed plans for MoPac improvements in 1923. Several new stalls will be built and the turntable enlarged to handle the 1400-class engines to be used between Wichita and Durand. A new machine shop and a new bridge across the Arkansas River are to be built and the passenger station remodeled.

Hard-surfaced roads may prevent the long talked of extension of the Arkansas Valley Interurban to Salina, according to President George Theis. (Wichita Beacon, Nov. 20, 1922)

MoPac expects to buy 20 acres southwest of its roundhouse from John B. Ferriter to be used as yardage for the new shops. Santa Fe and Frisco are negotiating for property in North Wichita. Frisco plans to purchase 30 acres extending north from 29th Street, to be the site of its new yards, now located in the south part of the city. Santa Fe wants a 20-acre tract north of its present yards, extending to 33rd Street. (Wichita Beacon, Nov. 4, 23, 1922)

The last of the 15 new Birney cars arrived here Nov. 23rd and was placed in service the 24th. In the past week the company has been scrapping some of the old cars. It now has 90 cars in working condition. During the morning, noon and evening hours, 61 are operated and 44 throughout the balance of the day. These are all Birneys except for the double-truck cars on Main Street. (Wichita Eagle, Nov. 26, 1922)

The city commission yesterday ordered that train sheds be built at Union Station. City Manager Earl C. Elliott said the sheds were included in the original specifications but never erected. Cost is estimated at \$35,000 to \$50,000. (Wichita Eagle, Nov. 28, 1922)

RAILROADING IN WICHITA
NOVEMBER 1912

By Fred Tefft

November 1

All the street cars in Wichita will be warmed with hot air hereafter. This plan was tried on the Topeka Avenue line last winter and it give so much better satisfaction than the electric heaters that the company decided to equip all its cars with stoves. These heaters are placed on the front vestibules of the cars and the hot air is forced by means of fans into the cars.

November 14

Photograph of new Santa Fe Hospital at Mulvane, which will be ready for occupancy by January 1. Concrete is now being poured for the floor of the new union station.

November 19

Beginning Thursday morning the street cars, except those on the Riverside and Emporia line, will run through on all lines for the first time since the tracks were torn up on East Douglas several weeks ago. The Mt. Carmel and Fairmount lines will also be connected and will hereafter run as one line. Through service on the Riverside-Emporia line will be resumed next Sunday. The new Fairmount-Mt. Carmel line will be the longest line in the city, being a little more than six miles from one end to the other. It will take an hour and a half for the round trip.

Two years ago today the Arkansas Valley Interurban began regular service between Wichita and Valley Center. In the two years since then the interurban has hauled 751,093 passengers. The cars operated have traveled 712,782 miles. Two years ago the company operated one car. Now fifteen are required to maintain the service. In 1910 the company had eight employes, and now there are 65. From about nine miles of track completed November 19, 1910 the line has grown to 34½ miles.

As soon as the Rock Island ticket office is moved into the new Union station, the freight offices will be moved into the old passenger station and a new \$80,000 freight warehouse begun. The new Rock Island freight depot when finished will include the remodeled passenger station, in which the offices will be located, and a long warehouse where the United States Express company building and the old freight offices now are.

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RAILROADING IN WICHITA
NOVEMBER 1912

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November 21

Santa Fe to give Sunday service on Englewood branch beginning December 8 for first time in 20 years. The road was built in 1887 as the Chicago, Kansas and Western, and it was then planned to extend it west to Trinidad, Colorado. Then it was acquired by the Santa Fe.

November 22

The Santa Fe Railway yesterday completed condemnation of a tract 800 by 300 feet for its new yards in the North End. It is located in the alfalfa section on the line of the road just north of 29th Street. The tract of a little more than five acres was owned by Samuel Goldstein, formerly of Wichita, but now of Joplin, Missouri. It is necessary for the railroad to move its yards, as those now used south and immediately north of Douglas Avenue will be torn up to make way for the elevation.

November 26

Twelve cars of steel rails were unloaded today on North End Santa Fe switches as the first step in building the company's new yards there. A partial straightening of the Santa Fe main tracks north of 18th Street so that they will cut through the center of the new yard is the introductory move. Fifteen or 20 feet have been obtained from the property of the Cudahy and Dold Packing Companies to do this. In return the railroad is buying a strip of land 10 to 20 feet wide on the west side of Lawrence Avenue to increase the width of the street to 60 feet for the benefit of the packing houses. The street has been vacated there by the city and is narrowed by the tracks.

November 27

Work at grading for the temporary track north of Douglas avenue, over which Santa Fe trains are to be run while the elevated tracks are being

laid, was finished yesterday, and the track gang has started to lay rails. It will be only a few days before the new track will be in use.

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

KINGMAN DEPOT SOLD

Anita Cheatum has advised us that the former Santa Fe depot in Kingman has been purchased by the K&O Railroad. The railroad has been renting the freight room for office space.

ARE YOU MISSING TWO LAWN CHAIRS?

There were two collapsible lawn chairs left at the museum the night of the picnic. They are currently stored in the back room, waiting for their owner to return.

PROGRAM ON EARLY WICHITA RAILROADS

Wichita Toy Train Club wishes to invite Great Plains Transportation members to our Christmas Party on 7 December, 2012 at Immanuel Baptist Church on S. Topeka. The guest speaker is James Mason who will speak on early Wichita railroads and stations. Tickets are \$12 for adults, \$6 under 12 years old and may be purchased by mailing number of tickets and payment (made out to WTTC) to Wichita Toy Train Club, PO Box 4091, Wichita, Kansas, 67204-0091 and I'll send the tickets by return mail. Doors open at 5 PM with dinner at 6 PM with speaker following.



Making an appearance at Hutchinson are five of the BNSF heritage cars. Three painted for the Frisco and two for the Great Northern. There are to be three each lettered for, Santa Fe; Frisco; Burlington Northern, Great Northern; Northern Pacific; Spokane, Portland & Seattle; Chicago, Burlington & Quincy; Fort Worth & Denver; & Colorado & Southern. The cars are being painted at the Havelock Car shops in Lincoln, NE. Photo by Lynn Aldrich, Nov. 1, 2012.

ELECTION DAY 2000

By Sam Andrews

The Presidential election way back in 2000 ended in a way of which no one could have forecasted. This guy spent the 2000 campaign season and election getting kicks on Route 66 in the middle of nowhere at Gallup, NM while riding trains. That day was remembered quite well--both on the railroad and the political events late in the evening.

That morning I caught a trip, going to work at 0900 as brakeman on a GUPPHX mixed freight to Winslow, AZ. Departure from town was at 1230 with 3 engines, 82 cars. Once the wheels hit the high iron, it was non stop all the way to Winslow.

Close to the 5:00 hour, our train arrived into Winslow which meant it was time to get off. Here the tonnage would be handed off to a Winslow crew who would take it onward 89 miles to Ash Fork (during 2001 crews began running through Ash Fork when a double ended Winslow-Phoenix long pool was put in place). A taxi van was called at Winslow to take us back to Gallup. Before leaving town a eating stop was made at Denny's, then it was on the highway for the two hour ride home.

While riding down Interstate 40, we were listening to radio coverage of election returns. By the time we arrived home it was reported Al Gore was declared the winner--or so we thought. Later in the night this call was reversed stating the race was too close to called and remained in that status for nearly three weeks until George Bush was declared the winner.

This event goes down in memory as one may recall where they were at and doing when first word was received that a new President was elected, only for that not to be the result.



Norfolk Southern is placing a one-of-a-kind "Veterans Locomotive" into freight service on its system to honor people who have served in the military and reserves, especially those employed by the railroad.

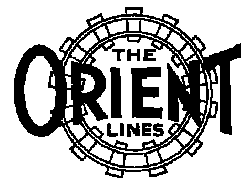
No. 6920 is an SD60E model that will operate primarily in general freight service. Its red, white, and blue paint scheme, and yellow ribbon with the message "Honoring our Veterans. Norfolk Southern photo.



Construction at the museum continues. The retaining wall and west sidewalk are complete, with bases for the new lights installed. This will also allow the track to be straightened. Photo by Fred Tefft.

NRHS DUES

If you have not received your dues notice from NRHS, please contact David Meek at 263-0944.



November 2012

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

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