

GREAT PLAINS DISPATCH

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

MARCH 2013

Volume X II

Number 3



50 YEARS AGO

An application was filed in District Court yesterday by Goodyear Tire and Rubber Co. asking appointment of a receiver for Rapid Transit Lines Inc. A hearing was scheduled for March 29th. (Wichita Eagle, March 15, 1963)

70 YEARS AGO

The March 14, 1943, Wichita Eagle had a Santa Fe Trailways ad with a drawing of a 117-passenger "Victory Liner" operating to and from a "Mid-Western" city war plant.

80 YEARS AGO

A Frisco advertisement announced discontinuance of motor car service between Wichita and Ellsworth and substitution of a mixed train with a combination coach starting today. (Wichita Eagle, March 16, 1933)

LOOKING BACK

By Michael M. Bartels



Work will start next week on the North Lawrence overpass over the Santa Fe, eliminating Dead Man's Crossing. (Wichita Eagle, March 30, 1933)

Arkansas Valley Interurban will cut fares April 1st from the present 3.6 cents a mile to 2.5 cents as an experiment for two months. For the next 30 days it will also sell round trip tickets at one and a half times the one-way fare. (Wichita Beacon, Wichita Eagle, March 31, 1933)

90 YEARS AGO

The March 1, 1923, Wichita Eagle had an advertisement for the Arkansas Valley Interurban's new schedule, effective March 4th.

The AVI bought the two corner lots on West Fifth Street in Newton, directly west of its freight depot, giving it all the remaining vacant portion of the north half of that block. (Wichita Beacon, March 11, 1923)

New locomotives of the 1400 class (2-8-2s) recently purchased by the Missouri Pacific will not be used on the Wichita Division because of light tracks and grading work, it was announced yesterday by A.H. Webb, local superintendent. Instead, six rebuilt engines of the 1200 class are being delivered to Wichita to be used on freight trains between Wichita and Durand. (Wichita Eagle, March 15, 1923)

The MoPac will not build a new bridge across the Arkansas River at Wichita this year, as the amount appropriated for it has been struck from the budget. (Wichita Eagle, March 21, 1923)

Wichita Railroad and Light Co. has sued the White Star Bus line for damages from a collision of a bus with a College Hill streetcar in the first block on North Market on Feb. 13, 1923. (Wichita Eagle, March 25, 1923)

MARCH NRHS MEETING

THE DEVELOPMENT OF SANTA FE STEAM



Bob Walz will be presenting. The program looks at the development of Santa Fe steam from the first 4-4-0s through the Big Three (3460, class 4-6-4s, 3765, 3776, and 2900 class 4-8-4, and the 2-10-4s of the 5001 and 5011 classes. It follows the construct of and draws on the analysis contained in Larry Brasher's book Santa Fe Locomotive Development. Photos are drawn mainly from the Harold K. Vollrath, and KSHS collections.



The meeting will be held Friday, March 15, at Gloria Dei Lutheran Church, 1101 N River Blvd. Meeting time is 7:00 pm.



**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

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There will be the 5:30 p.m. informal dinner gathering at the Riverside Cafe, 739 W. 13th, Wichita before the meeting.

The starting time for NRHS meetings has been changed to 7:00 PM.

NRHS PROGRAMS FOR 2013

- April: Topeka Chapter Exchange Program
- May: Australia.
- June: Lance Garrels.
- July: Annual Platform Meeting
- August: Open
- September: Chapter Annual Picnic
- October: Kansas City Chapter Exchange Program
- November: Confederate Railroads Generalship by Chris Gabel
- December: Annual Slide Free-for-All

Santa Fe scale test car #199917 sits on a business track by a grain elevator, and near a scale, in McPherson, KS on March 27, 1983. Railroads use scale test cars to calibrate scales by businesses that ship freight by the ton. Photo by J. H. Koehn



OTHER EVENTS

- Mar. 16-17:** Great Train Expo, Wichita Century II. www.greattrainexpo.com
- Apr. 24-26:** Katy Historical Society Convention, Bartlesville, OK. www.katyrailroad.org
- June 13-16:** NMRA MCoR Convention, Olathe, KS. www.mcor-nmra.org
- July 24-27:** UPHS Convention, Topeka, KS. www.uphs.org
- July 31 - Aug. 4:** SFRH&MS Convention, Flagstaff, AZ. www.atsfrr.com
- Sept. 13-22:** NRHS Convention, Fairbanks & Anchorage, Alaska. www.nrhs.com
- Sept. 28-29:** WTTC Train Show & Swap Meet, Cessna Activity Center, Wichita, KS. www.wttcinc.org
- Oct. 11-13:** Missouri Pacific Historical Society Convention, Pueblo, CO. www.mopac.org

WICHITA TOY TRAIN CLUB

The Wichita Toy Train Club and Museum, 130 S. Laura, is open to the public the second and fourth weekends of each month.

Saturdays 10:00 - 5:00
Sundays 1:00 - 5:00
Adults \$5.00
Children up to 12 are free.

Club members meeting is the first Saturday of every month at 8:30 AM. www.wttcinc.org



RAILROADING IN WICHITA MARCH 1913

By Fred Tefft

March 8

Santa Fe is building a new track from Murdock avenue to 21st street to be used for storage purposes. It is being built on a roadbed of sand being hauled from the Arkansas river.

March 11

Paving of subway under railroad tracks on 1st street has been finished, and dirt has been taken out of subway under 2nd street so it can be opened to traffic today. For about ten days the 2nd street subway will then be closed for paving and traffic will be diverted to the 1st street subway.

March 12

Passenger agents of the Frisco, Santa Fe, and Rock Island will have offices on the second floor at the north end of the new union station.

March 16

Article about Kellogg street viaduct. Work to start tomorrow. Total cost to be \$104,782, of which city's share is \$34,927. To be 1830 feet long, from Emporia avenue to Washington avenue. Maximum height 36 feet above present street level. Roadway 26 feet wide with five foot sidewalk on north side. One stairway will come down to the street on South St. Francis avenue. Roadway to be paved with brick. To be built of reinforced concrete throughout, except for six steel spans to give clearance over railroad tracks. Bridge will contain 51 spans, varying from eighteen to 52 feet in length. Will require 4000 cubic yards of concrete.

March 28

Work on Kellogg street viaduct started yesterday. Cold weather delayed starting sooner.

The extension of the Orient Railroad from Ft. Stockton to Alpine, Texas, a distance of 63 miles, will be opened to traffic on April 10.

Agreement reached between city and Santa Fe for latter to give ten feet off west edge of its line to permit widening of Lawrence avenue between 21st and 25th streets from 30 to 40 feet, in return for city

persuading Dold and Cudahy Companies to give ten feet off west edge of their property to the Santa Fe. The railroad will move its tracks ten feet to the east.

March 29

Article on progress with union station construction. Says the tracks in the south Santa Fe yards are being moved farther west so that work on the fill of the elevated tracks can be started. The freight tracks, which are now east of the old Santa Fe station, will be moved to the west of the station so the fill can start. Bases for the four big marble columns on the front of the building are in place. The columns are expected to arrive soon.

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

LAWRENCE DUMONT STADIUM

By Sam Andrews

Baseball and trains in Wichita have a history connected together. Lawrence Dumont Stadium just west of downtown sits next to where the old Midland Valley tracks were located. The ballpark opened in 1934 and every August since that time has been home to the National Baseball Congress semi pro tournament.

Midland Valley arrived into town during 1911 with its tracks passing just behind the outfield wall after the park was built. Just north of the stadium sat the MV depot which was torn down around 1960 and later becoming the site of Metropolitan Baptist Church. The MV quit service to Wichita in 1964. City industry trackage was taken over by Missouri Pacific.

By the late 1980's Union Pacific was using the track a couple times weekly to access a shipper a few blocks south of the stadium. While watching the AA Texas League Wranglers or the NBC play ball, a brief distraction took place when the switcher sneaked its way past the ballpark. 1992 became the final baseball season the track was active. By the end of 1993 the tracks around the stadium had been removed.

During the 1954 NBC tournament Whitey Herzog, who later managed the Kansas

City Royals and St. Louis Cardinals, hit a home run for his Springfield, MO team which landed in a open hoppercar. This car was billed for San Francisco and Herzog was labeled as hitting the longest NBC home run--all the way to San Francisco!

The longest documented home run hit out of LD Stadium took place during the 1980 NBC tournament. Former Wichita State standout Joe Carter, who later had a all star career with the Chicago Cubs and San Diego Padres, was playing for Boulder, CO and hit a home run out of the park which landed on the roof of the church (site of the old MV depot) that was nearly 500 feet from home plate.

50 YEARS AGO IN THE DS

By J. H. Koehn

Following is an excerpt from "The Dispatcher", the Wichita Chapter's newsletter at that time. This is from the March 1963 issue.

The DS began by chronicling the activities at the annual Tri-Chapter meeting, between the Wichita, Kansas City, and Topeka Chapters, which had been in February and the Wichita Chapter hosted it. The formal gathering for the meal and program had been on Sunday, February 24. The information below is mostly verbatim with a few minor modifications.

"PRE-MEETING ACTIVITIES. - (Feb. 23, 1963) - A good number of Topeka and Kansas City Chapter members arrived in Wichita on Saturday, the day before the Tri-Chapter Meeting. Arriving late on the R. I. and de-training at Wichita Union Station to find the weather balmy and mild, a far contrast to the weather they had left in K.C. and Topeka. Snow and ice were the order of the day at these two cities and the mild temperatures and clear skies here at Wichita were most welcome. After registering at a local hotel the group made a hurried trip to the KG&E Co. yards at the River Plant to look over the electric engine there and to inspect the Wichita Chapter's Frisco caboose. By this time the sun was fast disappearing and not many pictures could be taken. After dinner and a rest the group was gathered together and started a tour of the three model

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layouts that had been opened for their inspection.” (By the way, I just discovered that the layout of the dates for 2013 is the same as it was in 1963. So, if you have an old 1963 calendar, it will work again this year. jhk)

Now a little about the Sunday meeting. “Speaking that day was Mr. W. C. Burk, Manager of Public Relations Department, Santa Fe Ry., who spoke on the Matter of Public Relations in the Railroad Field. After the program and door prize drawings “those present split into three groups: one remained for the slide show, the second made the tour of the Santa Fe West Wichita Shops, and group number three boarded the Rock Island for their trip home.”

Howard Killam of the Topeka Chapter presented the slide program and the topic was depots, a favorite of Howard’s. A final note: The West Wichita Shops are now the Kansas & Oklahoma Railroad’s shops and we toured these at the annual Quad-Chapter gathering last year.

SANTA FE NEWS **BNSF & OTHER RAILROADS** **FEBRUARY & MARCH 2013**

By Jayhawk

SERVICE INTERRUPTIONS

SNOW! That is the biggest cause of Service Interruptions this month. Two winter storms caused problems for BNSF and other railroads during late February. The snow that started in the Southwest on the evening of February 24th was by far the worst. One of the problems with the storm is that BNSF was not prepared for the storm. The storm dumped 19 inches of snow on Amarillo, TX fueled by strong winds including a 77 MPH gust. The snow was wet so it didn’t drift as bad as it could have. Some of the drifts in the Amarillo area were 5 – 6 feet deep causing Interstates 40 & 27 to be closed along with highways 60 and 287. Due to the snow and closed highways, BNSF decided not to run crew cabs even in town. The other problem is that BNSF called for a Winter Action plan meaning that they would not use any crossovers or turnouts except those they absolutely had to use. This meant that trains had to follow each other. The M-

AMSKCK1-24 train was one of the major problems for BNSF. The train crew went on duty in Amarillo at 22:31 on the evening of February 24th. The snow started in Amarillo shortly after that causing problems with the crossovers filling with snow. The train had BNSF Dash 9-4821 for the lead unit that was having some power problems, followed by KCS AD70ACE 4056 & BNSF Dash 9-44CW 785 leading 6731 tons. This train did not arrive in Wellington until 03:00 on the morning of February 26th with the same crew! The crew was on duty for 28 hours and 39 minutes! This train was in the lead of many other trains causing them to run slow as well. Due to wind and power problems, the M-AMSKCK climbed the hill east-bound out of Canadian, TX at less than 10 MPH! Another crew was on duty for over 27 hours going from Amarillo to Wellington and the worst of all was one that was on duty for over 33 hours from Amarillo to Enid, OK. Many other crews had times of over 20 hours on duty trying to get to their terminals. Since the Federal law only permits the crews to work 12 hours, BNSF authorized the crews to violate the Hours of Service law and had to pay enormous fines to the FRA for doing this. Unfortunately, that did not help get the crews off duty any faster. On Tuesday, the 26th, traffic began to get back to normal. Most trains were getting between Amarillo and Wellington or Enid in 14 hours or less with many of them still being instructed to violate the Hours of Service Laws. This was due to the Winter Action Plan still not allowing the dispatchers to use most of the crossovers between the two main tracks thus causing the slower trains to be in the lead and forcing all others to follow them.

Not only did Amarillo have this kind of snow problems, but the snow in Woodward, OK was reported to be 15 inches, Waynoka, OK had 16 inches and Alva had 17 inches. Part of the problems that BNSF had were caused by a roof collapsing at Alva on top of portable generators they were going to use to keep signals and crossing working when power went out. Waynoka and Alva both had power outages on the 25th causing crossing signals to fail, or at least the possibility of failure. BNSF had to issue crossing warnings for many crossings between Loder, OK and Belva, OK. That means that all trains had to stop and protect these crossings even if

the crossing warning devices seem to be working. These crossings were running on battery power but no one could tell if the lights and gates were working or not due to snow drifts and no one able to get to the crossings to restore power. As maintenance forces tried to get to crossings and signals, they were having trouble getting there due to snow drifts along the tracks. After several trains would run, then the MofW forces could hi-rail to the remote locations, but at the expense of delaying other trains. By Wednesday the 27th, the railroad was back to normal with trains running at track speed and crossovers being used.

BNSF suffered a derailment at Kinsley, KS at 04:25 on the morning of March 1st. Grain train G-GDNCPI9-28 (Wheat train from Garden City, KS to Corpus Christie, TX) derailed three cars while it was clearing in the siding for Amtrak #3 The dispatcher had Train #3 tie down on the main line at Belpre, KS while the derailment was cleared up. A U-HUTSID0-19 (Empty gas train from Hutchinson, KS to Sidney, MT) train was also tied down at the East switch of St. John. Train #3 was 1 minute late when it stopped at Belpre, but arrived in Dodge City 10 hours and 10 minutes late. For some reason Train #3 lost even more time by the time it was approaching Lamar, CO at over 11 hours late. It made up a little time between Lamar and La Junta but again lost time by the time it had gotten to Trinidad being 11’ 25” late. The train finally made up a little time going to Los Angeles arriving at Fullerton, CA at 9 hours and 9 minutes late and a little bit later arriving at LA. The derailment occurred in the siding with the three cars leaning enough that they fouled the main track. The previous day, the siding had been reduced from a 25 MPH siding for this grain train to a 10 MPH siding. The derailment was probably caused by track conditions on the siding.

SPECIAL TRAINS

BNSF ran several special trains again this month. Some of them were rather unique. On March 1st, BNSF AC4400CW 5618 lead BNSF research & Test cars 82 & 83 on train O-TOPNEW1-01 (Officers Special from Topeka to Newton, KS) into Newton just before 5 PM. The two re-

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search cars were added to the J-WICKCK9-01 later. This is the Boeing special train from Wichita to Kansas City. The J train departed Newton the next evening at 21:00 with BNSF Dash 9-44CW 1052 leading the two test cars and 10 Boeing cars. The two test cars along with the Boeing cars were added to the H-KCKPAS9-03 departing Kansas City about 3 PM the afternoon of the 3rd. The H-KCKPAS9-03 departed Kansas City with BNSF Dash 9-44CWs 4316 & 763.

BNSF train J-TOMMAD1-28 was seen passing through Madill, OK on March 2nd with several loads of metal tanks. The train is a Tomball, TX to Madison, IL train that is to be interchanged to the TRRA at Madison where it will eventually go to Scio, OH. The train had BNSF Dash 9-44CW 965 for power leading 4 loads and three idler flats as it was seen passing through Madill. The train ran from Tomball (between Orr and Dobbin, TX) up the Santa Fe to Fort Worth where it went to the UP tracks on trackage rights to Staley, where it gets back on the old Frisco for a trip to Tulsa and east via the old Frisco to St. Louis and Madison.

Train O-AVOALT2-12 was seen departing Avondale, LA on February 12th at 06:30 in the morning heading for Alliance, TX. The train had BNSF ES44DC 7396 for power pulling cars 1 (Business Car Gerald Grinstein), 4 (Business car Missouri River), 2 (Business Car Columbia River), 3 (Business Car Red River), 64 (Sleeper Marias Pass), 50 (Power Car Stampede Pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton Pass), 60 (Sleeper Stevens Pass), 8 (business car John S. Reed), & 32 (Theater/Lounge William Barstow Strong). The business cars had arrived in New Orleans in late January for the Super Bowl and had remained there until BNSF decided to run this train. Matt Rose & Carl Ice were aboard the train for an inspection trip from Avondale to Alliance. It arrived in Alliance the next day at 13:50. The same train departed Alliance on February 14th as the O-ALTTUL2-14 (Alliance, TX to Tulsa, OK) at 07:45 in the morning heading east out of Fort Worth across the ex Frisco line to Madill and Tulsa. It arrived in Tulsa at 20:55 that evening. The Division General Manager used this train as an inspection trip across

the former Frisco track out of Fort Worth. This was to originally be a deadhead move, but the Springfield Division used it as an inspection trip. After the train arrived in Tulsa, it became train O-TULTOP1-14 deadheading north via Fort Scott, KS to Kansas City leaving Tulsa at 22:00 the night of the 14th.

When the train arrived in Kansas City, it was combined with BNSF train O-MEMTOP1-14. That train had been used in Memphis for a Memphis to Memphis trip for customers (FedEx) on the 14th. That train had BNSF ES44DC 7200 leading the BNSF 51 (Power car Snoqualmie Pass), 68 (Sleeper Rollins Pass), 10 Diner Lake Superior), 28 (Lounge Car Mountain View), & 6 (Business Car Topeka). Arriving at Topeka the morning of February 16th at 02:00 was train O-MEMTOP1-14 with BNSF ES44DC 7396 & Dash 9-44CW 5396 leading ex ATSF Dash 9-44CWs 658, 611, 621, 610, 607, 615, 601, 626, 647 & 649 leading the 16 business cars from the two officers trains, cars 51, 68, 10, 28, 6, 1, 4, 2, 3, 64, 50, 67, 65, 60, 8 & 32.

BNSF ran another business car train out of Kansas City on March 5th as train O-KCPALT2-05. (Officer Special from Kansas City Passenger to Alliance, TX). The train departed Kansas City the morning of the 5th with BNSF Dash 9-44CW 5364 as power leading cars 66 (Sleeper Cajon Pass), 50 (Power Car Stampede pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton pass), 60 (Sleeper Stevens Pass), 8 (Business Car John S. Reed) & 32 (Theater/lounge William Barstow Strong). This was a Kansas Division inspection trip. The train ran from Kansas City's Union Station to Newton then south to Wellington. It went west from Wellington to Amarillo where it spent the night then went east to Alliance on the Red River Valley sub (the former Fort Worth & Denver later the BN).

BNSF also sent another passenger train out of Topeka on March 5th. Train O-TOPHEL1-05 departed Topeka on the 5th with BNSF ES44DC 7672 leading cars 51 (Power Car Snoqualmie Pass), 64 (Sleeper Marias Pass), 6 (Business Car Topeka), 4 (Business Car Missouri River), 11 (Diner Fred Harvey), 40 (Bi-level coach Fox River), 41 (Bi-level coach Flathead River),

44 (Bi-level Coach Colorado River), 45 (Bi-level coach Powder River), 10 (Diner Lake Superior), 28 (Lounge Mountain View), 29 (Lounge Valley View), & 30 (Dome/lounge/theater Glacier View). The train is moving from Topeka to Helena, MT for the biennial legislative session for the state of Montana called the Blue Jeans Special. The cars will go the Montana Rail Link and they will contribute SD70ACe 4312 as their own business cars are being rebuilt. The train will run from Topeka to Kansas City then to Lincoln and west to Alliance, NE. From there it will go to Sheridan, WY then to Laurel, MT to the MRL.

SOONER SUB

The former BNSF Sooner Sub was originally the Frisco main line from Tulsa to Oklahoma City and beyond to Quanah, TX. From Quanah, the Frisco subsidiary Quanah, Acme & Pacific went as far as Floydada, TX where it connected with the Santa Fe. The line dropped in importance in 1973 when the Frisco and Santa Fe routed the run-through traffic off this line and over the Avarad sub via Enid and Avarad, OK. In 1998, the BNSF sold the line to the State of Oklahoma with WATCO owned Stillwater Central as the operator. BNSF retained trackage rights over the line. For a short time BNSF quit running trains over the line when one of the westbound trains derailed with a tank car of ethanol exploding. In the past couple of years, BNSF has been running trains over the line again due to traffic on the Avarad sub. BNSF runs trains mostly westbound from Tulsa to Oklahoma City then on south to Alliance, TX. The State of Oklahoma has now decided it is time to sell the Sooner Sub back to an operating entity. There is much speculation that BNSF will be the buyer of the Sooner sub. Since the State has purchased the line, the operator of it has been required to replace many of the ties on the line which the Stillwater Central has done. There is also some speculation that the SLWC will purchase the line and allow BNSF to retain the trackage rights.



March 2013

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

GREAT PLAINS
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