

GREAT PLAINS DISPATCH

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

JUNE 2013

Volume X II

Number 6



LOOKING BACK

By Michael M. Bartels



40 YEARS AGO

Amtrak's Texas Chief had a major schedule change effective June 10, 1973. No. 15 now left Wichita at 5:30 a.m. instead of 3:30 a.m. No. 16 left at 11:20 p.m. instead of 1:50 a.m. (Amtrak April 29, 1973, timetable)

The first revenue trip of Amtrak's new SDP40Fs left Chicago on the Super Chief June 22, 1973. The September 1973 Trains pictured three SDP40Fs leading the 18-car train over Raton Pass June 23rd. (Several derailments in the mid-1970s called the safety of the big units into question. Amtrak traded in most on new F40PHs and Santa Fe obtained 18 for freight service.)

50 YEARS AGO

The June 6, 1963, Wichita Eagle had a long article about the Santa Fe shops in Topeka.

Today, in celebration of Dreamliner Bus Days, free rides will be given downtown in a replica of an early San Francisco Sutter Street streetcar. (Wichita Eagle, June 7, 1963)

The June 15, 1963, Eagle reported remodeling and redecoration at Union Station had been completed.

Fifty-two cars of a Rock Island freight train derailed near Meade, Kan., yesterday. (Wichita Eagle, June 19, 1963)

A restored Ford Trimotor, making a cross-country anniversary flight by TWA, arrived in Wichita June 20th and left at 5 a.m. the 21st for Kansas City. (Wichita Eagle, June 9, 21, 1963)

Twenty-four cars of a Frisco freight train derailed two miles west of Andover at 8:30 a.m. yesterday. A broken wheel flange was blamed. A big hook was borrowed from the Santa Fe at Wichita for cleanup. (Wichita Eagle, June 26, 1963)

60 YEARS AGO

The June 25, 1953, Eagle had an article about the old Frisco roundhouse at 810 E. Kellogg that was damaged and had one wall caved in by the wind-storm June 21st. It was abandoned May 12th and is slated to be torn down soon. Repair and servicing facilities have moved to the new yard at 30th and Washington.

Rock Island's Texas Rocket No. 509 struck a gasoline transport at the 37th Street crossing north of Wichita at 1:05 p.m. yesterday, killing the truck driver, the engineer and the fireman. (Damaged was E6 No. 627. It was rebuilt as E8m No. 656, but was destroyed in an accident at Montgomery, Ill., on Sept. 27, 1964, while detouring on the CB&Q. It had previously been damaged in a head-on collision near Marble Rock, Iowa, on Jan. 23, 1949. The Zephyr Rocket, Terminal Railroad Association of St. Louis Historical and Technical Society No. 72.) (Wichita Eagle, June 28, 1953)

70 YEARS AGO

The June 27, 1943, Eagle had an article about the coal-burning Wilson miniature train in operation at 1301 E. Central. It was designed and built by Max Wilson and is now operated by Mrs. Edna May Wilson.

90 YEARS AGO

The Frisco announced plans to expand its exchange track in North Wichita from its present eight-car capacity to

(Continued on page 3)

FAMILY FUN DAY WITH KWCH 12

On Saturday, June 29 KWCH-Channel 12 will be celebrating their 60th anniversary of broadcasting. The GPTM will be participating in that celebration from 10:30 - 12:30 that day by offering a 60% discount on admission to visitors. That will be \$2.00 + tax for adults and \$1.20 + tax for children ages 3 - 12. Grant Meech, an on-air sports personality for channel 12, will be on hand during that time. Invite your friends and acquaintances. Visitors may also register for a prize to be given away later that day. The prize will be a one-year family membership to the train museum.



**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

JUNE NRHS MEETING

June's meeting will be presented by Mr. Lance Garrels of Manhattan, Ks.

The meeting will be held Friday, June 21, at the Great Plains Transportation Museum, 700 E. Douglas. Meeting time is 7:00 pm.

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.

Lance will be giving a collage of 5 different UP steam chases from over the past 3 years, starting with the 3985 in Oct 2010, and 4 more chases of the 844. Lance is creative with his photography and you will not be disappointed with what you see. He made a 32-year out of working for the railroad, spending those years on the Santa Fe, the Dakota, Minnesota & Eastern, and the Montana Rail Link. His not-railroad hobbies include baseball, music, and throwing darts.

NRHS PROGRAMS FOR 2013

The November program on Civil War, Southern Railroads will be on Saturday afternoon, November 16, at the Wichita Sedgwick County Historical Museum, beginning at 2:30. Mark your calendar accordingly.

July: Trackside gathering along the BNSF in Augusta. Other details are still in the arrangement stage.

August: TBA

September: Annual Picnic at Museum

October: Kansas City Chapter Exchange Program

November: Confederate Railroads Generalship by Chris Gabel

December: Annual slide/JPEG/movie clips free-for-all and election of officers

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.



Union Pacific 3985 at Onaga, KS. October 2010. Photo by Lance Garrels, presenter of this months NRHS program.

LOOKING BACK*(Continued from page 1)*

30 cars. (Wichita Eagle, June 1, 1923)

A large flood hit Wichita June 9, 1923, after torrential rains in the Chisholm Creek watershed north of the city. Arkansas Valley Interurban suspended service due to washouts between Ferguson and Cowden. The 10-foot concrete bridge over Dry Creek south of Walnut Grove was underwater. Forty-five streetcars, more than half of the total, were parked all day June 9th on Hillside Avenue from Central to the Frisco tracks. The company moved them to the highlands June 8th as it feared the carbarns might be inundated. AVI resumed service out of Wichita June 23rd, using the new detour bridge near Walnut Grove. (Wichita Beacon, June 9, 10, 22, 1923; Wichita Eagle, June 10, 12, 21, 1923)

Wichita's first experimental airmail flight left June 16, 1923, for Lawton, Okla. (Wichita Beacon, June 16, 18, 1923)

The Sunday, June 24, 1923, Beacon said the new Santa Fe track from Eldorado was laid into Cassoday the end of the week.

Employment at the Orient Shops has increased from the usual 275-300 to about 350 now. Business on the Orient is better and the shops repair Missouri Pacific engines and keep Midland Valley equipment in running order. (Wichita Beacon, June 27, 1923)

The Frisco will lay heavier rail between Fredonia and Ellsworth this year. (Wichita Eagle, June 29, 1923)

Material has been purchased for another curve in the streetcar line at Main and Douglas. It will enable cars from the West Side lines to turn into North Main so they can run around the loop instead of "wyeing" at the busy corner as is occasionally necessary now. (Wichita Beacon, June 30, 1923)

OTHER EVENTS

June 13-16: NMRA MCoR Convention, Olathe, KS, www.mcor-nmra.org

June 29: Kansas City Narrow Gauge Meet, 9 am - 5 pm, Johnson Co Library, 8700 Shawnee Mission Pkwy, Contact Larry Alfred (913) 782-6584

July 24-27: UPHS Convention, Topeka, KS, www.uphs.org

July 31 - Aug. 4: SFRH&MS Convention, Flagstaff, AZ. www.atsfr.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

UNION STATION PHOTOS WANTED

Drew Meek is looking for photos of the interior of Wichita Union Station taken before 1970, preferably older. These are needed for grant proposals for remodeling the station. Contact: drew.meek@gmail.com

OKLAHOMA CITY SEEKS TO PURCHASE SANTA FE DEPOT

Oklahoma city is attempting to purchase the Santa Fe passenger depot for use as a transit hub connecting the proposed downtown streetcar system with potential rail service with Midwest City, Norman and Edmond.

The city made an initial offer of \$2.5 million. The owners, sons of the late Jim Brewer, made a counter-offer of \$23.5 million. This led to the city filing an eminent-domain suit against the Brewers.

The city expects a ruling by the end of summer.

Source: newsok.com

RAILROADING IN WICHITA**JUNE 1913**

By Fred Tefft

June 1

The railroads have ordered 32 wigwags to be placed at important crossings in Wichita. These added to the one the Missouri Pacific Railroad has installed at Murdock avenue will make 33 in the city. The Missouri Pacific will install fourteen -- at 13th, 12th, 11th, Market, 10th, 3rd, 2nd, 1st, Seneca, Lawrence, Central, Waco, and Douglas. The Santa Fe will install seven -- at 21st, 13th, 9th, Murdock, Central, Gilbert, and Lincoln. The Frisco will install six -- at 13th, Murdock, Washington, Cleveland, Hillside, and Central. The Rock Island will install five -- at 13th, 9th, Murdock, Gilbert, and Harry.

June 4

Steel girders for the track elevation over 1st street subway were placed in position Tuesday

June 7

To keep passengers from loafing in the coaches, the Santa Fe officials now keep the Wichita and Western passenger coaches locked until half hour before the departure time. When they were left open all day, people formed the habit of loafing in the coaches.

June 8

Contract for erection of new Santa Fe roundhouse between 25th and 29th streets has been let. Work is to begin within ten days. The roundhouse will have twelve stalls. Grading for the storage yards will be completed next week, and the laying of side and storage tracks will begin. The main line of the railroad, which is being built ten feet east of the present main line, is about completed. Total cost of these improvements will be about \$300,000.

(Continued on page 4)

(Continued from page 3)

June 9

Unless it is sold by the latter part of July, the old Santa Fe station will be razed and carted away like common rubbish. The Santa Fe company would like to sell the station.

June 10

Albert M. Patten, general superintendent of the Topeka Street Railway company, has been appointed assistant general manager of the Illinois Traction Company effective June 1. He now has charge of all the Illinois company's holdings in Kansas including the Topeka Street Railway company, the Topeka Edison company, the Wichita Railroad and Light company, and the Atchison Railway, Gas and Electric company. The Illinois company has three assistant general managers to Vice-President H. C. Chubbuck, general manager. One handles the Illinois and Missouri lines and another the ones in Ohio.

June 11

Grading for the four mile extension of the Arkansas Valley Interurban Railroad from Newton to Bethel College was started this week. The car line will pass through the principal street of Newton and the cars will give regular street car service.

June 13

Starting today, service on the Fairmount street car line will be suspended on 13th street between Hillside and Fairmount avenues so that the tracks on 13th street can be moved to the center of the street to conform with the newly laid tracks on Hillside avenue. A stub car will be provided for the Fairmount avenue end of the line. The work is expected to take about a week.

June 19

The Santa Fe Railroad has found a flow of soft water at 30 feet in its new well dug in its new yards near 25th street. The well is 24 feet in diameter.

June 22

List of tax valuations of public service corporations in Sedgwick County.

Includes:

Arkansas Valley Interurban \$340,798

Wichita Railroad and Light Company \$1,350,669

Midland Valley \$219,395

Orient, main line \$984,417.

June 23

The collapse of the Woodman Bridge caused no end of trouble for street car employes Sunday. Hundreds of persons who could not cross the river on the Woodman Bridge did so on the street car bridge. Several cars were stopped while the carmen waited for pedestrians to cross. The crowd became so large, that C. R. Lewis, manager, gave orders for the carmen to haul the people across the bridge free of charge.

June 24

Saturday night or early Sunday the Orient Railroad laid a track down the alley between Washington and Mosley from the first alley south of Douglas to Division Street.

June 25

The Orient Railroad last Saturday and Sunday built a side track in the alley between Washington and Mosley avenues from Douglas to Division street. It was built rapidly, partly at night, to forestall the Santa Fe and Rock Island from building a track in the same alley.

June 26

Wig-wags to be installed by the Santa Fe Railroad have arrived in Wichita.

June 27

Topeka avenue street car No. 213 last night had the rear trucks continue east on Douglas after the front trucks had turned off on the curve north to Topeka.

June 28

The Arkansas River has been supplying 102 car loads of sand a day for the

building of the elevated tracks. The Orient Sand and Cement Company and the Kansas Construction Company have contracted to furnish a total of 240,000 cubic yards of sand for the roadbed of the elevated tracks. Three sand pumps are kept busy.

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

KANSAS CITY UNION STATION MASSACRE

By Sam Andrews

On June 16, 1933 gangster Frank Nash was arrested by the FBI at Hot Springs, AR after escaping from Leavenworth Federal Penitentiary a month earlier. This begins what went down in history as the Kansas City Union Station massacre.

Along with two FBI agents, a police chief from Oklahoma was part of the arrest of Nash. From Hot Springs, the lawmen planned to drive to Leavenworth but after it was discovered they were perhaps being followed, a decision was made to turn around at Ft. Smith, drive to Little Rock and catch the overnight Missouri Pacific passenger train to Kansas City. The underworld already knew of this action and plans were being drawn up to free Nash the next morning at Kansas City.

The next day shortly after 0700 on June 17, 1933 the Mopac train arrived into Union Station. Meeting the train were two other FBI men and two city policemen who drove in two different cars and would drive Nash back to Leavenworth. Nash was taken off the train, escorted by the seven lawmen across the lobby and out to the two parked cars just south of the main lobby entrance. The lawmen were armed only with handguns and shotguns.

(Continued on page 5)

(Continued from page 4)

Suddenly four men armed with machine guns approached the two cars demanding Nash be turned over. One of the policemen fired a shot with his handgun but it was no match. The gangsters opened fire. In a matter of seconds one FBI agent, the Oklahoma police chief and the two city policemen were dead. Nash was also dead having been accidentally shot by the would be rescuers. Upon realizing this attempt was botched badly, the gangsters jumped in a car and sped away.

All four gunmen later met their own fate in violent endings.

One of the crimes committed by Nash was robbing a Katy passenger train August 23, 1923 near Bartlesville. Thus Nash became wanted by the Katy.

When the FBI made the drive to Arkansas to arrest Nash Joe Ellis, chief special agent for Katy, was asked to make the trip to Hot Springs but was able not to go along and declined. This decision probably saved his life.

A memorial is now in place at Union Station to honor the four lawmen who gave their lives in the domestic war on terror 80 years ago.

BNSF NEWS

By Jayhawk

Service Interruptions

At approximately 04:40 the morning of May 18th, BNSF train H-KCKBAR9-17 was stopped by high wind warnings west of Pampa, TX at Kingsmill. As the wind warning had expired, the crew began to move west when a power line fell over right in front of them. One wire on the power line hooked on the lead unit the BNSF 5384 while the second wire ended up between the 5384 & CSXT 5497, the second unit. Fortunately, the power lines pulled out of the side that was

closest to the power supply killing the wires so the lines were dead when the train hit them.

At approximately 6:50 AM on the morning of May 19th, the UP suffered a derailment just east of Guymon, OK. The train appeared from photos to be a grain train or a manifest train that was hauling grain. Preliminary reports were that it was caused by some sort of track problem. With the single main track blocked, UP detoured two trains over BNSF. UP train KG1LAC1-18 had already gotten west of Hutchinson when the derailment occurred. It was turned back east to Hutchinson and sent via the BNSF. The train had BNSF 7860 & 4110 up front with UP 8438 as a DP unit on the rear. When the train was turned around, the 8438 was used as the lead unit with the other two on the rear as DP units. The train detoured over BNSF as the F-HUTVAU7-20 from Hutchinson to Newton then south to Wellington and west to Vaughn, NM where it got back on the UP. Also there was an east-bound train detoured, the ZCIG4-18 ran across the BNSF as the F-VAUKCK7-19 with UP 7400 & 7956 up front, followed by the 7403 as a DP unit at line 39 ahead of the TOFC cars. The train had a total of 57 cars that ran over the former Santa Fe between Vaughn, NM and Kansas City.

On the Afternoon of May 20th, the town of Moore, OK south of Oklahoma City was struck by an F5 tornado that was 1.3 miles wide. The tornado did major damage to the city cutting a swath through town on a similar path to another F5 tornado that went through Moore in 1999. This tornado struck a grade school that was in session killing 9 students. A total of 24 people were killed by the tornado or effects from it that afternoon.

The BNSF was also affected by damage from the tornado. The tornado cut across the BNSF tracks between the switches of the Moore Siding. Much

of the damage was due to debris on the tracks, but approximately 1200 feet of high lines that carry the CTC code was also destroyed. Most of the debris was cleared in a few hours but due to the damage in the city and another tornado in adjacent Oklahoma City, many trains were held or detoured. The signal department was able to put up temporary code line until the PTC signals that were already being placed can be cut in.

Due to the tornado, the G-ENIBNT9-20 (Grain train from Enid to Beaumont, TX) was routed east out of Enid to Tulsa where it went south via the Creek and Madill subs to the DFW area to get back on its normal route. The train normally would have gone to Black Bear and then Otoe on the former ATSF where the crew would have swapped ends with the DP units becoming the lead power and taken it south via the Red Rock sub to Oklahoma City and on to Fort Worth. The G-GLVNYF7-20 (Ethanol train from Galva, IL to North Yard – Ft. Worth) and H-KCKTPL1-21 (Manifest from Kansas City to Temple, TX) were routed south out of Kansas City down the former Frisco to Tulsa and Irving, TX. The H-TULNYF1-21 (Manifest train from Tulsa to North Yard – Fort Worth) also used the Creek and Madill subs to reach Fort Worth instead of using the Avard sub to Black Bear and south via Oklahoma City to Fort Worth.

The Z-ALTWSP9-21 (Hot intermodal from Alliance, TX to Willow Springs, IL) was routed up the former Fort Worth & Denver from Fort Worth to Amarillo where it was turned and headed east up the Transcon via Wellington to Kansas City. The H-PTNTUL1-21 was also routed northwest out of Fort Worth to Amarillo via the FW&D. It normally uses the Madill & Creek subs but due to other detours on that route, the manifest train from Houston to Tulsa was de-

(Continued on page 6)

(Continued from page 5)

toured. The H-NYFTUL1-21 (Manifest train from North Yard – Fort Worth to Tulsa) was also detoured on the same route. Due to these two trains having to turn on the wye at Amarillo and having to wait on other traffic on the Transcon, neither of them made it to Enid with one crew. With Enid having some crew shortages, and Tulsa not having enough room in the yard, both of these trains were put in the yard at Waynoka until Enid had enough crews and Tulsa had room for the two trains. In addition to these detours, there were at least 10 southbound trains held between Arkansas City and Oklahoma City until the track was clear. There were three northbound trains held south of Ardmore until the track was clear. The M-ALTTUL1-21 (Manifest from Alliance to Tulsa) was also detoured via Amarillo and Enid to reach Tulsa. It was not held at Waynoka however and ran on to Tulsa.

Two trains were detoured via Amarillo and Slaton as well. The H-KCKTPL1-20 (manifest train from Kansas City to Temple, TX) ran west on the Transcon to Amarillo, then south via Canyon and Lubbock where it went southeast via the Slaton and Lampassas Subs to Temple. Also due to congestion and crew issues, the H-DYTGAL1-24 (Manifest train from Houston's Dayton yard to Galesburg, IL) ran to Temple on the normal route then west on the Lampassas sub where it went through Sweetwater and Slaton heading to Lubbock, then north to Canyon and Amarillo and then up the Transcon to Wellington, Kansas City and on to Galesburg.

On May 31st, another tornado struck between Moore and Oklahoma City. In fact several tornadoes hit Oklahoma including the Tulsa and St. Louis areas. BNSF only had debris across the tracks due to these tornadoes, but more lives were lost in Oklahoma. The northbound Heartland Flyer was de-

layed for over 5 hours arriving at Oklahoma City on the night of the 31st (into the morning of the 1st). Besides the tornadoes in the OKC area, there was flooding and power outages that caused delays to the trains. I did not get a report from the St. Louis area, but I would suspect that the same scenario may have applied there with flooding and power outages causing delays.

The storms that hit the St. Louis area caused widespread flooding along the Hannibal and River subs that follow the Mississippi river. Due to the flooding, several trains were detoured away from the Hannibal and River Subs. The Hannibal sub is north of St. Louis and the River sub is south of St. Louis. In the first 4 days of June 8 loaded coal trains were detoured away from the Hannibal sub and via Kansas City to Fort Scott to Springfield and on to St. Louis. In addition to the loads 14 empty coal trains have been detoured via the reverse route. Besides the coal traffic 5 manifest trains have been detoured. These are manifest trains between Galesburg and Memphis. The H-GALMEM trains are running west out of Galesburg on the Brookfield sub to Kansas City then south via Ft. Scott to Springfield and on south via Thayer, MO to Memphis. The H-MEMGAL trains are using the reverse routes.

Because the line through Ft. Scott had all these extra trains, BNSF routed 10 manifest trains away from the Fort Scott sub and running them via Arkansas City. Three H-KCKTUL trains (Kansas City to Tulsa), three H-GALTUL trains (Galesburg to Tulsa), Two H-BRCTUL trains (Belt Railway of Chicago to Tulsa), one H-NTWTUL train (Northtown to Tulsa) and one H-GALMEM train all detoured out of Kansas City on the Santa Fe to Oklahoma City, where they were turned around and headed back north to Black Bear then east across the Avard sub to Tulsa.

BNSF & UP Play Tag

About 2 AM on the morning of May 20th, BNSF train V-CLORIC1-16 (Vehicle train from Clovis, NM to Richmond, CA) rear ended stopped UP train M-WCRVB-19 near Walong, CA derailing the three lead engines on the BNSF train and the head 11 auto racks along with the UP DP unit and two cars. The BNSF train was operating on a restricting signal but the engineer apparently thought he had a signal to proceed. One report indicated the two trains collided with the BNSF train making 22 MPH. The power on the BNSF train was the 5442, 4769 & 7337. The UP DP unit was the 5477. None were badly damaged. The UP train had UP 5442 for a lead unit making it ironic that both westbound trains had a 5442 as the lead unit. The 95 car UP train was stopped for signals when the incident occurred. This is on the UP Mojave Sub on Tehachapi Pass so the engineer on the BNSF train was in a curve when they rear ended the UP train and did not have much vision ahead of the train.

Due to this incident, several BNSF trains were detoured. Trains H-BARPAS1-19 (Manifest train from Barstow, CA to Pasco, WA), H-BARPAS1-20, H-BARPAS1-21, H-BARPAS1-23, H-BARPAS1-25, H-BARPAS1-26, H-BARVAW1-20 (Manifest train from Barstow to Vancouver, WA), H-BARVAW1-24 & H-BARVAW1-27 all detoured east out of Barstow to Amarillo on the Santa Fe Transcon. There they turned north on the former BN to Pueblo and the Joint line to Denver. At Denver, they went east to Sterling, CO then north to Alliance, NE, Edgemont, SD and Laurel, MT where they went across the MRL to Missoula and on to Sand Point, ID to Pasco, WA. Only two trains detoured of the southbound I-5 Corridor; they were the H-VAWBAR1-17 & H-VAWBAR1-21. They went the opposite of the trains listed above running via Denver and Amarillo to Barstow.

SEMAPHORES AT EARLTON

By J.H. Koehn

Semaphores mark the spot at Earlton, KS, located 6.7 miles south of Chanute, on Santa Fe's Ottawa to Tulsa line on June 25, 1983. Semaphore signals on railroads in the United States are few and far between in 2013. This photographer does not know when the railroad took down semaphores at Earlton.

Some history of the railroad through Earlton. The original construction took place in 1871 under the name of the Leavenworth Lawrence & Galveston Railroad. Then, in 1878 the LL & G became the Lawrence & Galveston Railroad. In 1879 the L & G RR became the Kansas City, Lawrence & Southern Railroad. In 1880 the KC, L & S RR became the Kansas City, Lawrence & Southern Kansas Railroad. In 1883 this railroad became the Southern Kansas Railway (SK Rwy). In 1885 the SK Rwy then became The Southern Kansas Railway. In 1899 The Southern Kansas Railway became a part of the Atchison, Topeka & Santa Fe Railway. In 1991 the ATSF sold the line through Earlton to the SK &

O, otherwise known as the South Kansas & Oklahoma Railroad.

A side note. As the railroad names through Earlton changed the railroad mileage increased as more and more miles of railroad through other communities in Kansas became a part of the succession of railroads mentioned above.

When the railroad from Ottawa to Chanute, and through Earlton was constructed, it continued to Cheryvale, Independence, and on to Tulsa, Oklahoma.

The current Kansas Transportation Map lists Earlton as having a population of 77.

MUSEUM HAPPENINGS

by J. H. Koehn

Good day, readers. Beginning with this issue of the GPDS there will be a column to report on updates and happenings at the train museum.

At the May 15, 2013 meeting of the board of directors, these are the activity updates which Steve Corp, Manager of Operations, reported:

The Frisco caboose

- The work continues on the Frisco caboose with the interior carpentry work done,
- We need to finish the steps and install them.
- The ceiling and exterior paint along with the lettering needs to be completed.
- Personnel cleaned up construction debris around Frisco Caboose.

Other activities

- The work continues on the M19 motor car.
- We are working on alarm system and phone lines to improve them.
- Member volunteers have been mowing the grass as well as fertilizing and watering when needed.
- Light poles have been delivered and are awaiting installment. Site work continues for improving the grounds, and more items are being registered for Special Collections.

At the May meeting the board revisited the vacancy of the office of the president of the museum board. To that end the board has nominated and elected me to be the president for the 2013 term. It is my hope that I will adequately fulfill the duties of this office.

The next scheduled meeting of the board of directors is for Monday, July 15, 2013, at 7:30 p.m. This will be in the conference room of Spangenberg & Phillips at 121 N. Mead.

Other reports

At the April meeting Harvey reported a first quarter visitor total of 410. This is down some from the first quarter of 2012 but still ahead of the figure for 2011.

Birthday parties seem to be as popular as ever. The museum has provided space for several parties so far this year. We have also hosted group tours and some are on the calendar for this summer.

Several new folks have become members of the museum this year. It is our hope to sign up still more members.

In closing

We are always in need of more volunteers to help with the many and various projects and opportunities at the train museum. Please call or stop by or send an e-mail to ask what, when, and where you may help out. Two hours, a half-day, all day, or a Tuesday evening can do wonders.



Semaphores at Earlton
Photo by J.H. Koehn



A Frisco boxcar with a Frisco raccoon skin logo sits on a side track in Augusta, KS on June 12, 1983. By this time the merger of the Frisco into the Burlington Northern was about 2 1/2 years old. The BN by this time had virtually obliterated all of the former Frisco, especially with the repainting of Frisco locomotives into the cascade green BN scheme. Photo by J. H. Koehn

June 2013

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

**GREAT PLAINS
DISPATCHER**
Great Plains Transportation
Museum
700 East Douglas Ave
Wichita, KS 67202-3506
(316) 263-0944
Return Service Requested