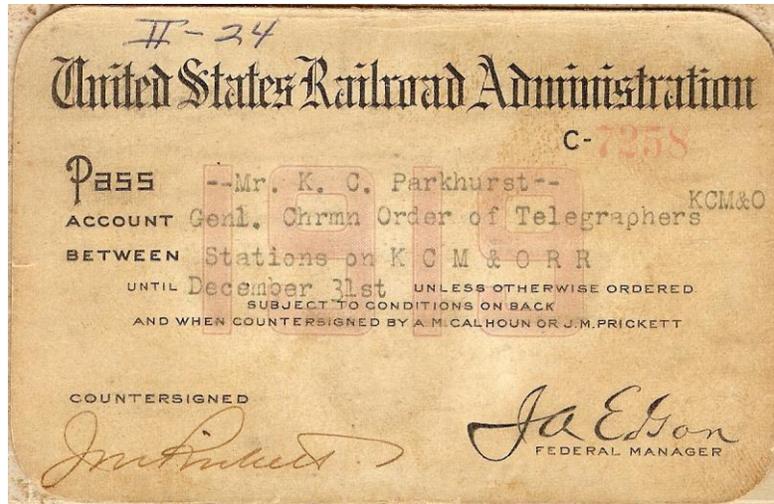


The Railroad Pass

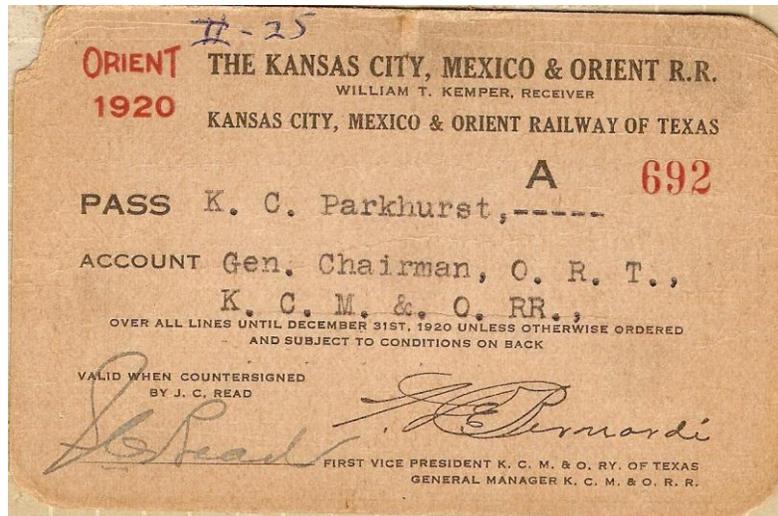
Railroads once issued passes to their employees and to notable officials from other railroads. A pass granted the pass-holder the privilege to ride on passenger trains without paying the regular fare. Passes are now relatively rare with some road names being rarer than others. They were issued during pre-Amtrak days, so the “youngest” of passes is now at least 40 years old.

The pass was essentially a card with the holder’s name and title typewritten, and an authorized official’s signature.

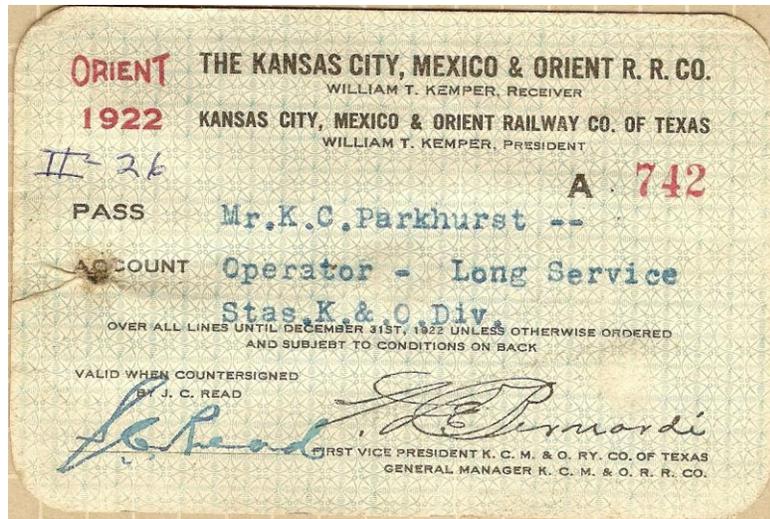
The passes you are viewing are images of passes in our collection. Notice that each has an expiration date at which time it was easy for the pass-holder to discard an old pass and receive a new one. Passes have become highly-valued. Descendents of railroad employees will often want to keep their father’s or grandfather’s pass in the collection of family memorabilia, thus limiting their availability. Collectors who have managed to acquire passes are reluctant to turn loose of a pass and those who sell passes know they are dealing with an avid market, so the monetary amount required to buy one can be quite high.



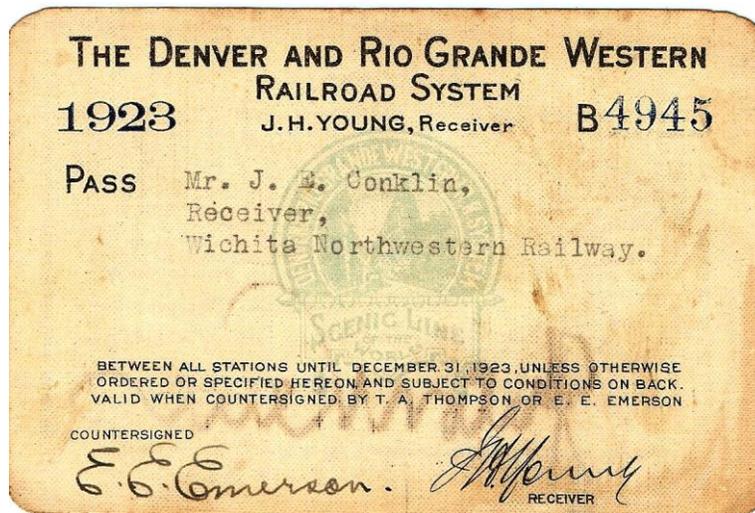
For a period of time during part of World War I and shortly after, the USRA controlled the nation's railroads. KCM&O RR is the abbreviation for the Kansas City Mexico & Orient Railroad. The KCM&O never connected Kansas City with Wichita because it never had enough money to build and complete the KC-Wichita segment. However it did run south out of Wichita to Harper and Anthony, into Oklahoma, and on to Alpine, Texas. The goal was to have track running on through Texas and Mexico and to reach a port along the Mexican Pacific Coast. From there freight would run to and from the Orient via ship. The KCM&O never completed the southern segment either, again for lack of the necessary money to do so.



Another KCM&O pass in the museum collection. The "O.R.T." abbreviation is for the Order of Railroad Telegraphers. In 1920 the KCM&O was bankrupt for the second time. Notice the name of the receiver on this pass. Kemper played a role in the banking scene in Kansas City and was the receiver for the bankrupt KCM&O. The Atchison Topeka & Santa Fe Railway acquired the KCM&O in 1928.



The museum also holds a 1922 pass in its collection.



Notice that the D&RGW RR has a receiver, so it too was bankrupt. The Wichita Northwestern Railway ran from Pratt northward and then westward to Kinsley. There was a branchline that ran to Larned and north to a station called Vaughn. The Wichita Northwestern never connected with Wichita. It is a defunct railroad.