

GREAT PLAINS DISPATCHER

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

May 2005

Volume IV

Number 5

CONSTRUCTION AT THE MUSEUM

May 3, 2005
By John Deck



Looking north from the train shed. The west track on the Douglas Ave. Bridge and the old museum lead north of the bridge have been removed. The area in front of 3768 has been excavated for work on Cox's fiber-optic line.

The project has started and at the present time the sub-contract track crew is dismantling various sections of the track from Douglas Ave. Bridge north to Central Ave. This is the old museum lead and the ATSF siding along the east side of the elevated area. They severed the Independent Main this morning from just north of North Junction to just South of 13th and are starting to remove it as well as the team track located north of Murdock St. A BNSF Signal Crew is now on site and is beginning work to set up the necessary signals for the temporary main. The contractor has started work on the south end of the project by demolishing the west head house and filling in part of the tunnel leading to it from Union Station to the upper level. This work was done last week and the area is now filled in and removal of the parking lot is underway to begin track construction for the museum. The contractor has also started work on a communications vault for Cox on the north side of Douglas Ave. Bridge just inside the museum property. This is to protect Cox's fiber optic cable that was laid several years ago. The museum has moved #93 and the CKR caboose out on to Douglas Ave Bridge during this phase of construction and moved #3768 back to the north about 60 ft. This equipment will be moved onto the new south lead after the vault and track are laid.

QUAD CHAPTER MEETING

This year's annual quad chapter meet will be hosted by the Topeka Chapter NRHS, Sunday May 15. Location will be at Abilene, KS, meeting for lunch at the Brookville Hotel. Following the lunch will be a train ride on the Abilene & Smoky Valley Railroad. See the flyer in the April Dispatcher for more details.

CHAPTER BOOK PROJECT

Needing help in locating old photos of railroads in Wichita for a possible book project. If you have old photos you are willing to share please contact or send to Lloyd Stagner.

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: Fradt@cox.net, 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

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.

MAY NRHS MEETING



For the program this month we will journey to Alcoland. The May program will be a one-hour video on the Arkansas and Missouri Railroad, which rosters a nice collection of Alco Century 420's. We will see some other Alco power too, such as a T-6 switcher and an RS-1.

The A & M operates over former Frisco trackage from Monett, Missouri to Ft. Smith, Arkansas. Attend the May meeting and see and hear some Alco diesels. The meeting will be held Friday, May 20 at 7:30 pm at Gloria Dei Lutheran Church, 1101 N. River Blvd in Wichita.

Ride the Rails with Kansas Traveler

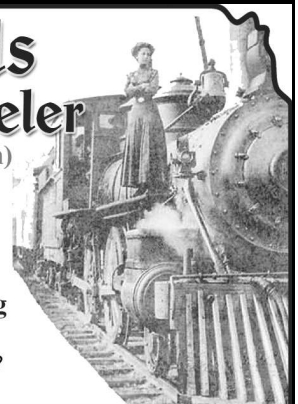
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GREAT AMERICAN TRAIN SHOW

GATS will be in Wichita on the weekend of May 21 & 22. The GPTM gift shop will have a booth there. If you can help at the show or at the museum that day, call Harvey, 733 2085, to volunteer.

Show times are 11 – 5 both days. Internet users can gather more information about the show by pointing their browsers to www.gats.com for some particulars. You can request an admission discount certificate from this site too.

NRHS MONTHLY MEETING**4-15-05**

The meeting was called to order at 7:41pm by President David Meek. David announced that a quorum was present. The minutes of the last meeting were read. A motion was made by Norm Walters and seconded by Harvey Koehn to accept the minutes. Motion passed.

The Treasurers Report was read by Pres. Meek because Treasurer McKeel was not present. Jim had emailed his report to the President and Secretary. A copy is on file with the Board Minutes.

OLD BUSINESS

The Village Tour to Colorado RR was sold out according to Norm Walters. The Museum will receive a check for the 50 seats sold for the tour.

Lloyd Stagner has not received any photos or response for the Wichita book project.

NEW BUSINESS

Norman reported that John Deck has negotiated a sale for the excess rail and metal at the Museum. It still must be approved by the Museum Board.

There was a membership application from Andrew "Drew" Meek. A motion to approve the application was made by Norm Walters and seconded by Lloyd Hurst. Motion passed.

Forms for reservations for the Quad Chapter Meeting in May are now available.

Museum busses will be stored in the future off the Museum property in a fenced in area under the underpass.

Andrew Klamka made a comment about not receiving the Chapter newsletter until two days before the meeting. Some people had not received the Newsletter by the day of the meeting.

The newsletter contents were discussed as to what might be priority interest items to the readers, such as calendar and program information.

Andrew Klamka wanted some historical information on shipping items by railroad.

GATS train show will be May 21-22 from 10am to 5pm. The Museum will have 2 or 3 tables.

At the Sampler Festival in Newton on May 7-8, they will need some help at the Museum table.

A motion was made at 8:23pm to adjourn by Norm Walters and seconded by Harvey Koehn. Motion passed.

Door Prizes

Lloyd Stagner- KCS timetable

Norm Walters and Sam Birchfield- hats

Harvey Koehn sold magazines at the break.

The program was slides of the KCS by Lloyd Hurst, Lloyd Stagner, Harvey Koehn and one slide by Bob Frahm.

AMTRAK THRUWAY SERVICE MAKES CONNECTIONS TO AND FROM TULSA

Jefferson Lines motorcoaches connect with the Heartland Flyer at Oklahoma City and Southwest Chief or Ann Rutledge trains at Kansas City, links to the Texas Eagle.

CHICAGO — A new Amtrak Thruway Motorcoach service will connect Tulsa with Amtrak trains at Oklahoma City and Kansas City for points throughout the Amtrak rail system. The coordinated motorcoach schedule, effective April 25, 2005, permits passengers to and from Tulsa, which is not directly served by passenger rail, to take the Heartland Flyer train at Oklahoma City to Fort Worth and other points via the Texas Eagle. Also available are connections between Tulsa and Amtrak's Southwest Chief or Ann Rutledge at Kansas City.

The motorcoaches will carry passengers to and from Kansas City, handle additional passengers at Bartlesville and Tulsa, and connect with the daily Oklahoma City-Fort Worth /Heartland Flyer (trains 821 & 822). Although the motorcoach arrives in Oklahoma City prior to the 8:25 a.m. scheduled southbound departure of the Heartland Flyer, Jefferson Lines will shuttle Amtrak passengers from its terminal to the Oklahoma City Amtrak station at train time.

The agreement between Amtrak and Jefferson Lines also enables passengers to transfer between the daily Chicago-Los Angeles Southwest Chief (trains 3 & 4) and the daily Chicago-St. Louis-Kansas City Ann Rutledge (trains 303 & 304) at Kansas City and the daily Chicago-San Antonio Texas Eagle (trains 21 & 22) at Fort Worth, via the Heartland Flyer.

Amtrak News Release

LOOKING BACK ON KANSAS RAILROADS

MAY 1965

By Lloyd Stagner



O-1A class Mikado type engine 4960 was used to handle passenger trains through flooded trackage at Savannah IL. The 2-8-2 normally handled special steam excursion trains.



The shift from boxcars to covered hoppers for bulk grain was underway as Frisco ordered 100 100-ton covered hoppers from Magor Car Co. for September 1965 delivery.



The freight car acquisition program continued with may 1965 orders as follows: 100 70-ton boxcars from American Car & Foundry for March 1966 delivery, 25 70-ton gondolas from Thrall Car for January 1966 delivery, 25 90-ton insulated boxcars from Evans Products for January 1966 delivery and 646 100-ton covered hoppers from Pullman-Standard for fall 1965 delivery.

The new spring-summer 1965 passenger timetable was reduced from 20 pages to 12, with the system map eliminated.

The following diesel units were sent to EMD as trade-ins on 20 new GP-35s to be numbered 300-319: seven 44-ton yard switchers, two Lima 800 h.p. switchers, two Baldwin 800 h.p. S-8 model switchers, four NW-1 EMD 800 h.p. switchers and five

EMD BL-2 1500 h.p. road-switchers. The BL-2s were only 16 years old, but had been expensive to maintain.



200 70-ton gondolas were ordered from Greenville Car Co. Santa Fe was still actively promoting passenger traffic. A school group from Hutchinson to Topeka and return on May 7 was protected on trains 312-12 with three lightweight chair cars, handled with F-7s 329-331B in lieu of RDCs DC-191, 192 on 311,312. On May 8 an Optimists special operated Dodge City – Hutchinson and return with three F-7 units, seven chair cars and a baggage car. A special train was also operated between Great Bend – Dodge City May 15 with this equipment.

The number of eastbound thru freight trains from Welling to Emporia, totaled nine on May 20, ten May 21, 11 May 23. The potato rush from the San Joaquin Valley in California started in May. On May 24 train BK-9-V had 87 perishables and the SRX from Phoenix had 47. There were also two other BK and a SB perishable trains.



The first four of 15 new DD-35A 5000 h.p. freight units to be numbered 70 thru 84 were delivered in May.

The dining car which operated on mail/express trains Nos. 7-8 between Omaha and Cheyenne was discounted.

BNSF CAPACITY EXPANSION

By Jayhawk

The Panhandle Sub between Wellington, KS and Amarillo, TX is getting closer to being all 2 Main track CTC Territory. One of the single main track sections is between West Tangier, OK (MP 394.3) and Goodwin, OK (MP 419.3). The new track is all in place between those two points, but only a small portion of it is in service as of the end of April.

On April 26th, a 4 mile stretch of new Main 1 was put into service between the new Shattuck Crossovers at MP 410.5 and the old west end of the Shattuck siding at MP 414.8.

On May 17th, another section will be put into service between a new crossover at MP 401.5 (Between Fargo and Gage) and Shattuck Crossovers making a 13 mile piece of two main tracks.

On May 31st, the track from West Tangier to the new Crossover at MP 401.5 will be cut in making the east part of the two main tracks from Heman, OK to Shattuck, OK.

On June 14th, the track from West Shattuck to a new crossover at MP 417.5 (Goodwin Crossovers) will be put into service.

On June 21st, the single track gap will be all two main tracks as the final section from Goodwin Crossovers at MP 417.5 to Goodwin at MP 419.3 will be cut in making the 2 main tracks on the Panhandle Sub from Heman, OK to Amarillo, TX.

On July 21st, another single track section will be 2 main tracks as the gap between Heman and West Waynoka will be cut in with a new bridge over the Cimarron River. This will make the Panhandle Sub two main tracks from East Avard, OK at MP 335 to Amarillo at MP 550.8. The two main tracks continues west across the Hereford Sub and on to the Clovis Sub to Fort Sumner, NM at MP 716.8 before there is a single track piece of the Transcon again.

Later this year, two sections of multiple main will be cut in between Attica and Milan, KS and another one started between Milan and Roland (West of Wellington) leaving only the 47 mile gap between West Attica and East Avard as single track to be completed in 2006 along with a short section east of Wellington from Cicero to West Jct. at Mulvane. When that is complete in 2006, that will give BNSF a 500 mile section of the Transcon as Multiple main tracks with approximately 400 miles of it added since 1994. The only long stretch of the Transcon that will be single track at the end of 2006, will be from Ellinor, KS to El Dorado, KS (less than 50 miles). That in effect will be two main tracks as BNSF is using the Arkansas City and La Junta Subs via Newton as a second main to fill in that gap. (See Traffic below).

In late April, dirt work was in the process for the extension of the Overbrook, OK siding. The siding has been a short siding of 6427 feet for most of its life. Now BNSF is extending it south for almost another mile to increase the ability the Dispatcher has to use this siding to meet longer trains. This is on the Red Rock Sub of the former ATSF main line north of Gainesville, TX.

The Wichita (KS) rail corridor project finally got under way during April. Work crews have been taking out track that will be rebuilt for this project including some of the Great Plains Transportation Museum trackage that will be replaced or modified at a later date. During the temporary construction, Main 2 will be moved closer to the Museum until the new two main tracks are finished. This project will raise the BNSF tracks above several city streets in downtown Wichita adding to the streets that the track already crosses on elevation. This elevated section of track is known as the Hump to local railroaders. It currently lies between South Jct. at MP 213 on the Arkansas City Sub and North Jct at MP 211.7. The UP (former Rock Island and later the Katy) operates over this track as part of the Enid sub. The Kansas & Oklahoma also uses the track between these two points as well. The UP connection will eventually be moved further north to allow them to take advantage of the raised track and not block as many of the city streets.

M a y 2 0 0 5

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

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