

# GREAT PLAINS DISPATCH

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

June 2005

Volume IV

Number 6

## LOOKING BACK ON KANSAS RAILROADS

JUNE 1965

*By Lloyd Stagner*



The Interstate Commerce Commission would schedule hearings on MoPac's application to discontinue the Missouri River eagle passenger trains between Kansas City-Omaha. Nos. 105-106 made Kansas stops at Leavenworth, Fort Leavenworth, Atchison and Hiawatha.



Orders were placed with EMD for 17 SW-900 switchers and 14 GP-35 road-switchers. GE would build nine U-25B road-switchers. Deliveries would be made between July and October 1965. 151 60 ft. 9 inch auto parts boxcars to be built by Pullman-Standard and ten cabooses built by International Car were on order.



Pullman-Standard Car would rebuild 14 Alpine series sleeping cars to 44 seat leg-rest coaches to be numbered 5543-5556.



High water in June caused havoc with operations during June. High water at Strong City delayed Mail-Express No. 7 five hours, also Mail-Express No. 3 about the same length of time on June 5. A washout near Peabody June 9 caused No. 20 The Chief to be held at Hutchinson six hours until it was detoured via the H&S branch to Harper, thence via El Dorado. Mail-Express No. 8 also used this route. Two sections of No. 17, El Capitan/Super Chief and No. 23 Grand Canyon used the Rock Island from Topeka to Hutchinson June 10. No. 7 ran via El Dorado, Wellington and Amarillo. Two sections of No. 18 and No. 24 also used this detour. On June 11, Nos. 19, 24 and two sections of 17 used the H&S branch between Hutchinson and Harper, thence via El Dorado. Operations did not return to normal until June 12.

Passenger trains 311-312, protected by RDCs 191-192 between Newton-Kinsley via Great Bend were discontinued June 12.

**MAKE YOUR PLANS NOW TO ATTEND THE FINAL  
IRON HORSES IN THE HEARTLAND TOUR**

For more information, see page 3

**NO JUNE MEETING**

Due to construction at the museum, the June NRHS meeting and annual picnic has been cancelled. You are encouraged to attend the final *Iron Horsed In The Heartland Tour* on Saturday, June 25. For more details, see page 3.

**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 an 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.

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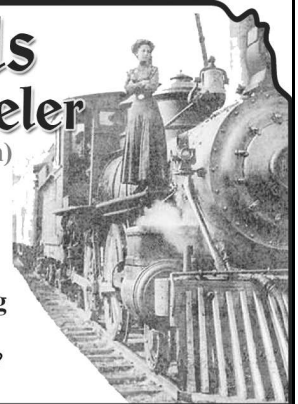
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**THE BRIDGE TO NOWHERE**

For years, the Katy Railroad bridge over the Missouri River at Boonville, MO has rested with it's lift span raised to allow boat traffic to pass below. Opened in 1931, the last train passed over the rails in October 1986. The approach tracks and span to the south, connecting to Boonville have been removed. The roadbed is now a pedestrian trail that uses a highway bridge to cross the river.

In years past, the Union Pacific Railroad has offered the bridge to the local governments, who rejected the offers, citing liability concerns. Now, the UP is wanting to remove the lift span and use it to replace another bridge. But, local officials have decided the bridge is a valued piece of history, and have gone to court to stop the move.

Accusations have been made of political wrangling on both sides and underhanded political tricks have left the fate of the bridge unknown. In the meantime, the bridge continues to go nowhere. *The Columbia Daily Tribune*

**BE CAREFUL ABOUT WHAT YOU ASK FOR**

Forty years ago, Pioneer Village in Minden, NE set a daily visitor record May 15, 1965: 2,735, including 2,314 Girl Scouts from Omaha on a CB&Q special of 22 bilevel Chicago commuter cars. T.C. Jensen said that while they appreciated visitors the never wanted that many in a single day again. *Kearney County News, May 20, 1965; The Diamond Newsletter, May 2005*

**WICHITA CHAPTER NRHS &  
LLOYD STAGNER  
ARE PROUD TO ANNOUNCE THE FINAL**



**IRON HORSES IN THE  
HEARTLAND TOUR -  
CHAPTER IV**

**“THE WESTERN LINES”**

**On Saturday, June 25<sup>th</sup>, 2005**

WE WILL BE VISITING LOCOMOTIVES ON DISPLAY AT  
KINSLEY, DODGE CITY, GARDEN CITY, & GREAT BEND.

WE MIGHT EVEN VISIT SOME OTHER RAILROAD  
RELATED ITEMS ALONG THE WAY.

WE WILL BE VANPOOLING FROM THE NEWTON DEPOT,  
DEPARTING AT 8:00 AM. IF YOU WOULD LIKE TO PARTICI-

PATE, PLEASE RSVP & CALL THE COORDINATOR,  
ANDREW KLAMKA @ (316) 721-9064 BEFORE JUNE 18.

WE HOPE YOU CAN JOIN US.



*Photos by: Andrew Klamka (upper)*

*Evan Werkema (lower)*

## COUPLER CLATTER

By Jayhawk

### Power Notes

#### **Unusual Power**

Catching an SD45 on a train is a rare treat in 2005, catching one on the lead is nearly impossible on a Class one railroad in 2005. It did happen on May 30<sup>th</sup> at Gage, OK. I caught train M-TULBEL4-29 running west with MRL SD45 1744 leading BNSF Dash 8-40BW 561, & BNSF SD40-2 7328. The SD45 was painted in Wisconsin Central Paint with the WC lettering painted out in gray. The unit is the former N&W 1744 built as a high hood SD45 but later chopped. This train was meeting the H-BARKCK1-29 at Gage with BNSF ES44DC 7676 in the lead. Quite a difference in power. The MRL SD45 had been working out of the Lincoln, NE area for a while even leading a ballast train there. It was leaking water out of the radiator section when I spotted it on May 30<sup>th</sup>. Of course while this old warhorse was pulling revenue freight for BNSF, nearly new EX44DC 7689 was on a ballast train at Shattuck with a pair of SD40-2s dumping ballast for the new main 1 west of Shattuck. At Woodward, Dash 9-44CW 5150 was on another ballast train dumping ballast.

Speaking of unusual power, on May 8<sup>th</sup>, BNSF Train Z-SBDWSP1-07 arrived at Belen about 08:45 with UP 7020, UP 8058, UP 2471 & UP 2270 for power. Another unusual consist was spotted on train V-MCISBD7-19. It had CSXT 7719, UP 3908 & CSXT 8725 for power. (Dash 8-40CW, SD70M, SD60). The cars were nearly all BNSF AutoMax cars.

#### **New Power**

From a report of a rail fan in Erie, PA, BNSF new ES44DCs 7743 & 7744 were on the interchange track to CSX on May 30<sup>th</sup>. The 7743 had the Premium Heritage colors as do most of the units delivered so far, but the 7744 had the new BNSF logo with the black lettering. BNSF has adopted this as the new paint scheme for the Comfort Cab locomotives. This should be the same paint scheme as seen on BNSF 7701 delivered earlier this year. The BNSF on the nose is bigger than that on the 7687 and also higher up on the nose. The 7695 will be a one of a kind paint job with yellow BNSF lettering on it. It has the larger and higher nose lettering as well, but in yellow instead of black. All units delivered after May 30<sup>th</sup> should have the new BNSF logo scheme applied to them. The reason for the delay in the change was due to GE having a supply of the Premium Heritage decals still in stock and BNSF wanted them to use them up first. This should also mean that BNSF 1101 would be unique in the fact that it is the only unit out of the group of Heritage 1 painted locomotives in the 960 – 1123 group that was painted into Premium Heritage colors. Of course it may have company some day as others get repainted. It is hard to tell what color a repainted unit will be as the BNSF 933 was recently released in Warbonnet colors. The 573, 681 & 933 have been repainted in Warbonnet colors while the Heritage

painted units were being delivered and repainted.

BNSF is getting 4 cabless Green Goats for use in Texas, probably in the Houston or Fort Worth area. The GG20B units that BNSF will be getting will be used for RCO yard jobs so a cab is not needed. It is not been stated at this time if the cables units will have some sort of hostler controls if needed or not. BNSF is supplying the cores for the locomotives in the shape of a pair of ex ATSF GP7s, BNSF 1370 & 1373, and a pair of ex BN GP10s, BNSF 1406 & 1438.

#### **Santa Fe Power**

For those of us that are Santa Fe fans and hate to lose the ATSF identity, there are still plenty of Warbonnets running around with BNSF lettering either on the sides of the locos or under the cab windows. Finding a pure ATSF engine is getting real hard to do. There are three GP7s stored in Washington out of service that are still pure ATSF locomotives and 29 600 class Dash 9-44CWs. All others are BNSF now. There are still a few BN units roaming around on BNSF. There are a handful of GP39Es, a few GP38-2s, 1 GP50, several SD60Ms and SD70MACs.

On May 6<sup>th</sup>, train M-AMSTUL1-07 departed Amarillo earlier than scheduled (thus the 07 day symbol) with a unique consist for a through freight crossing the Transcon. It had a pair of BNSF SD45-2s for power. BNSF 6492 & 6485 are both still in ATSF paint and except for the numbers would have made a normal looking ATSF consist a few years ago.

#### **Warbonnet Watch**

I do not have any trios of Warbonnets this month, but I do have an interesting pair of Warbonnets. Spotted leaving the ISU Generating Station, was train E-SLCBKM1-34 on May 23<sup>rd</sup> with BNSF 790 & 760 for power. Rather unusual to have a pair of Dash 9-44CWS for power on a coal train and even more rare to have them both be Warbonnets. Another pair of Warbonnets was spotted departing Amarillo on May 28<sup>th</sup> on train V-PHXKCK4-26 with BNSF 4719 leading the 937. The 4719 is the last Dash 9-44CWs that was painted red & silver prior to the new Heritage 2 colors being used on the remainder of the order starting at engine 4720.

#### **Capacity Expansion**

The second main track for the Panhandle Sub is coming along on schedule. On May 17<sup>th</sup>, right on schedule the new Main 1 was cut in between the new crossovers at Shattuck at MP 410.5 to the new station of Oleta at MP 401.5 between Fargo and Gage, OK. On May 31<sup>st</sup>, the new track was cut in between West Tangier and Oleta. On May 31<sup>st</sup>, the station of West Tangier ceased to exist as the new main 1 was cut into the existing main one and the single track main line west of West Tangier became main 2 cutting into the existing Main 2 east of West Tangier. The station of West Tangier was where the west end of the siding at Tangier was located at MP 394.2. This leaves the current single track gap from MP 414.8 at West Shattuck to Goodwin at MP 419.3. That 4.5 mile gap will be closed in two

*Continued on page 5*

### Coupler Clatter

*Continued from page 4*

segments by June 21<sup>st</sup> if all is still on schedule. On June 21<sup>st</sup>, the 2 main tracks of the Panhandle Sub will extend from Heman at MP 351 to Amarillo (Eastern) at MP 550.5. It also extends west from there to Fort Sumner, NM. July 21<sup>st</sup> is the planned date for the Heman to West Waynoka cut over extending the two main tracks east to East Avard at MP 335. The current 2<sup>nd</sup> main track project on the Panhandle Sub was physically started in March of 2003. When the West Waynoka to Heman section is cut in on July 21<sup>st</sup>, that will be an additional 99.8 miles of 2<sup>nd</sup> main track added to the Panhandle sub in 2 years and 4 months. By the end of the year, an additional 36.5 miles between Attica and Milan will be added to the Panhandle Sub. This will leave an 8.3 mile gap of single main track between Milan and Roland, KS (West of Wellington) and a 46.7 mile gap of single main track between West Attica and East Avard. The 8.3 mile gap is already in the works to be completed early in 2006 or even late 2005. The land is mostly purchased and the surveys are all complete. Some preliminary signal changes have already taken place this year.

There are still one or two land owners holding out and not wanting to sell near Mayfield. Also, the initial surveys for the West Attica to East Avard have been done during late May to add that second main track during 2006. Also the 8.6 miles between West Junction at Mulvane and Cicero (East of Wellington) on the Emporia Sub are scheduled for a 2006 completion. This will total another 63.8 miles of 2<sup>nd</sup> main built for the Transcon. This will be a total of 163.6 miles built of second main track with CTC, 50 MPH crossovers, several large bridges and good for 70 MPH in 3 ½ years when completed.

On the Attica to Milan portion of adding a 2<sup>nd</sup> main track, track is in place between Harper and West Attica as of June 4th. The Track Laying Machine will be moving east to compete more of the second main soon. This will be from Harper to Milan. Dirt work is started for the new siding at Danville and the bridge over the Chickaskia River west of Argonia is nearly completed. The down side to all this is the loss of some of the familiar landmarks; such as the water tanks at Harper and Attica. Also the old concrete grain elevator west of Argonia is now history. This was once the station of Albion. The new double crossovers east of Danville will be named Albion in honor of this small elevator. Another addition is nearing completion in Amarillo. The Dalhart crossover is in place and ballasted with signals in place. This is a crossover at West Tower in Amarillo off of Main 1 of the Hereford Sub to the Red River Valley main 2 allowing trains traveling west on the Hereford Sub to run west on the Red River Valley / Dalhart subs towards Dalhart and Trinidad. It will be competed later this summer.

In a slightly different expansion move, BNSF has agreed to buy 386 miles of rail lines from the State of South Dakota for \$41.6 Million. The track was originally all owned by the Milwaukee Road and bought by the State of South Dakota in 1981 after the MILW ceased to operate it in 1980. In 1981, the State contracted with BN to operate the lines for 5 years. In 1986, the BN became the designated operator of these lines through the time of purchase by BNSF. The BNSF has not been able to purchase the

lines for quite some time due to two lawsuits filed by other railroads. BNSF will allow Dakota, Minnesota and Eastern; the Dakota Southern and D&I to operate over the track with certain restrictions. The deal includes the Aberdeen Sub from Aberdeen to Sioux Falls; the Mitchell Sub from Mitchell (on the Aberdeen Sub) to Canton; and the Canton Sub from Canton to Sioux City. The Aberdeen Sub is a 40 MPH non block railroad that is 265.5 miles long and runs along the Missouri river from Sioux City to Yankton. At Wolsey, it connects with the DM&E. At Aberdeen, it also connects with the BNSF's Appleton Sub. It connects with the BNSF at Sioux City to the Marshall and O'Neill subs. The Mitchell Sub connects to the Aberdeen sub at Mitchell at MP 650. It runs 81.6 miles to the east south east to Canton and is a 25 MPH non block railroad. The Canton Sub is 19.5 miles from Canton north to Sioux Falls and is a 40 MPH non block railroad that connects to the Madison branch and the Marshall sub via the Garretson line from Sioux Falls. BNSF agreed to the terms on April 29<sup>th</sup> of 2005.

### NRHS MEETING MINUTES

*May 20, 2005*

The meeting was called to order at 738pm by President David Meek. The minutes of the last meeting were read. Two corrections were noted. A motion was made by Harvey Koehn and seconded by Harry Adams to approve the minutes with corrections. Motion passed.

A partial Treasurers report was read. The Treasurer had emailed the minutes to the President and the Secretary. Only the secretary had a part of the report and not the attachment of the email. A part of the report was asking approval of Michael Bartels membership. A motion was made by Harvey Koehn and seconded by Lloyd Hurst to approve the membership. The motion passed.

#### National Directors Report

Harvey reported on the Quad Chapter meeting.. The KC Chapter will host the 2006 meeting.

It was also reported that the Topeka Chapter on tour had found the Wathena, Ks. Depot in NE Kansas the was not previously known by depot guru Herman Page.

#### New Business

A report was made on the downtown rail relocation project. The summer picnic for this year usually held at the Museum has been cancelled due to the congestion created by the rail relocation project.

Lloyd Stagner made a motion to cancel the June meeting. The motion was seconded by Andrew Klamka. Motion passed. Harvey Koehn is accepting donations for "raffle" tickets for a brass HO model of the 3768 steam engine. He must have 100 sales before the drawing. This will be held after the GATS train show this weekend, May 21-22.

A motion to adjourn was made 813pm by Harry Adams and seconded by Harvey Koehn. Motion passed.

A door prize drawing for a chapter T-shirt was won by Lloyd Hurst.

The program was a video on the A&M Railroad  
*Minutes submitted by L. Aldrich chapter secretary.*

# J u n e 2 0 0 5

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