

GREAT PLAINS DISPATCH

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

August 2005

Volume IV

Number 8

LOOKING BACK ON KANSAS RAILROADS

AUGUST 1965

By Lloyd Stagner



Orders were placed for eight 2500 h.p. EMD GP-35 and eight 25000 h.p. GE U-25-B road switchers for January/February 1966 delivery. Freight cars ordered for 1966 delivery included 50 70 ft. from Ortner and 50 48 ft. bulkhead flat cars to built at the Springfield shops, 150 covered hoppers for cement traffic from Pullman-Standard, 100 50 ft. RBL box cars from Evans Products and 200 50 ft. XML box cars from American Car and Foundry Co.



101 46 ft. gondola cars would be purchased from Transco Co. for early 1966 delivery.



Damages incurred as a result of floods in Colorado in June amount to over \$200,000. Denver & Rio Grande Western filed an application with the I.C.C. to purchase Rock Island lines from Colorado Springs to Omaha and Kansas City. Union Pacific was opposed to this sale to the D&RGW.



Flood damage to property in Colorado during June 1965 floods aggregated over three million dollars. Eastbound freight schedules from California to Chicago were reduced from fifth morning to fourth morning delivery. Freight car orders for 1966 delivery included 500 50 ft. insulated box cars, 250 100-ton capacity covered hopper cars and 500 XM plain box cars from American Car & Foundry Co.

AUGUST MEETING

Platform meeting at the GPTM. Friday, August 19, 7:30 pm.

NRHS ANNUAL BANQUET

This year's banquet will be held Sat., Sept 17. Make your reservations now. More information on page 5.



During the month of June, progress on the trackwork at the museum has been slow. Preparation for the shoo-fly track has commenced. This is where AVI #12 was located.

UP STEAM ENGINE SIDELINED WITH BEARING PROBLEMS

While operating on the "Denver Post Frontier Days Special" Saturday July 23, the UP Challenger 3985 was sidelined with an overheated rod bearing at Fort Lupton, CO. 3985 was set out for repairs, and Northern 844 continued toward Denver, stopping at La Salle to add a trio of SD40-2s to assist with the 19 car train. Late that night 3985 was able to run light back to Cheyenne. Sunday's train saw the use of the historic DDA40X 6936 as backup power behind the 844, which performed well on her return to service following major repairs. *Compiled from various internet sources*

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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 month's DISPATCHER. Submissions may be sent to the editor at: Fradt@cox.net, 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

FIRST 100 MILES OF BNSF'S PANHANDLE SUBDIVISION COMPLETE

Neither 30 months of work, an accelerated schedule, nor tight track windows have deterred those working on double tracking parts of the BNSF Railway Company's Panhandle Subdivision on the Kansas Division. The first 100 miles of the first phase were completed Thursday, Jul28.

"It was very much of an accelerated scheduled and there has been great cooperation between Transportation, Engineering and Mechanical employees," says Robert Boileau, BNSF assistant vice president, Engineering Services. The last four miles of the 100 miles of double track were cut over Thursday between Waynoka to Heman, Oklahoma. The project began in 2003.

The segment has seen tremendous growth over the past few years spurred by intermodal and international growth, says Boileau. "Volume along the segment has grown about 10 - 20 percent over the past few years with about 75 trains per day operating over the line," he says. Team BNSF members will work on double tracking another 35 miles along the route this year.

"We have done so much with few safety incidents," says Boileau. "This aggressive program has been performed safely and professionally by all involved worked groups." - *BNSF Today*

AUGUSTA BUYS FRISCO DEPOT

With the assistance of private donations, the city of Augusta has purchased the SLSF depot. To assist the City in this endeavor, the Augusta Chamber of Commerce and Downtown Augusta, Inc., as well as representatives from other non-profit entities have joined forces to form a Frisco Depot ad hoc Steering Committee which will direct the development of the renovation project. *Main Street Quarterly*

NRHS BOARD MEETING

7-13-05

The meeting was called to order at 647pm by President David Meek at the home of Lloyd Stagner in Newton. The minutes of the lat meeting were read. Lloyd Hurst made a motion to accept the minutes as argued (discussed) as to what was actually said at the last meeting. It was finally agreed that what was stated in the minutes were essentially correct. Motion was seconded by Lloyd Stagner. Motion passed.

Treasurers report was read by the secretary. The treasurer had emailed a copy to the President and the secretary. J. Harvey Koehn made a motion to approve the Treasurers report as read. Seconded by Lloyd Hurst. Motion passed.

OLD BUSINESS

The chapter yearly banquet was discussed. It will be held on Sept. 17 at the Olivet Baptist Church on west 13th Street in Wichita at 630pm. The meal will be catered by the "Koehn, Friesen & Koehn" Catering Service. The cost for the room at the church will be \$30. The Chapter will be responsible for cleaning the room and getting it ready for the next day, Sunday services. For the banquet registration, the early registration will be \$15 for those sending in the registration and being received by Sept. 1, 2005. After Sept. 1 the banquet registration will be \$18 and those must be received by Sept 10. There will be no registrations accepted after Sept. 10, 2005. Registrations for the banquet should be mailed to Lloyd Hurst or Harvey Koehn. They will mail postcards to members for a banquet notice. A banquet notice will be requested to be in the August Dispatcher. Program for the banquet will consist mostly of Railroad slides of Kansas railroads.

Future Meetings:

Aug-Platform meeting at the Museum

Sept-Banquet

Oct-NRHS Convention report

Nov-MOP

DEC- Election and member slide show

VP Report- by Lloyd Hurst. Hopefully there will be a chapter train trip at Baldwin, Ks.

National Directors Report-by Harvey Koehn. At the National Convention directors meeting the by-laws

were discussed and also communications. Other items were also discussed.

Harvey is still working on the chapter calendar.

NEW BUSINESS

Need to be thinking about candidates for chapter officers for 2006. The President and the National Director indicated they would be interested in running again. A motion was made at 745pm by Lloyd Stagner to adjourn. Motion was seconded by Harvey Koehn. Motion passed.

Minutes submitted by Chapter Sec. L. Aldrich

In attendance were: David Meek, Lloyd Hurst, Lloyd Stagner, Lynn Aldrich

SPECIALS AT THE GIFT SHOP

These videos are currently available at the GPTM gift shop.

Salute to the Soo Line, Plets Express, 2 hr., VHS, \$29.95. Contemporary Soo diesel freight action in IL, WI, MN & ND.

Otto Perry's Santa Fe, Machines of Iron, 45 min., DVD \$24.95. Santa Fe photography of Otto Perry and includes many steam scenes (and early diesels) in the Denver and Raton Pass areas.

Railroads of the Black Hills – Then and Now, C. Vision Productions, 59 min., DVD, \$24.95. This interesting DVD features 125 years of railroading in South Dakota's Black Hills. Historic and contemporary films are used to illustrate this DVD; many railroads, some of which are now gone.

Steam Across the Pacific Northwest - BNSF Employee Appreciation Special, Pentrex, 100 min., DVD, \$29.95. 2000 BNSF Employee Appreciation Special; SP 4449 in WA, BC and ID. 100 minutes.

Steam to Spokane – SP&S 700, Pentrex, 63 min., DVD, \$25.02. See restored SP&S 700 pulling 18 cars through the awe-inspiring Columbia River Gorge in April 2001. Lots of great steam action.

\$50 MILLION TRACK PROJECT GOES THROUGH ABO CANYON

BNSF adding second track so trains won't wait

Since 1905, trains have gone through the Scholle area along Abo Canyon in the Manzanos on a single track.

Trains have had to wait, sometimes up to three hours, for those of higher priority from the opposite direction to pass through the area.

Waiting will be a thing of the past when a \$50 million new second-track project is completed in fall 2006.

Work will begin in mid-July on the 4.5 miles of new track that will run west of the U.S. 60 bridge in Scholle, 25 miles south of Belen.

Louis Ruder, manager of engineering for the BNSF's Albuquerque office, said the project will begin once the company receives final permits from the U.S. Army Corps of Engineers and Bureau of Land Management.

"This is one of three sections of track in New Mexico that is not double. The other two sections are in Vaughn and Fort Sumner," Ruder said.

Of the company's 2,190 miles of rail from Los Angeles, Calif., to Chicago, Ill., all is double except for 110 miles.

BNSF, formerly Burlington Northern Santa Fe, is laying double tracks in Abo Canyon as well as in Oklahoma as it eliminates some of the delay spots along the route.

"The contractor will move approximately 1.8 million yards of rock in the canyon as they build the new roadbed," Ruder said. "They will also build seven major steel bridges and install drainage structures to handle the runoff from the mountain."

There will be a large amount of blasting as the contractor's 200 employees break up the canyon walls and move the rocks to the roadbed.

"The blasting will be tightly controlled," he said. "They will use it to loosen rocks, but there will not be rocks blasted into the air."

After the roadbed is built, 50 to 60 BNSF employees will be on the worksite laying track and installing signaling. Ruder says this work will be done in late summer 2006.

Traffic on U.S. 60 will not be affected by the project. Ruder said the new track will run under the current bridge.

Trains will be running through the area while the construction is being done. On a typical day, 80 trains pass through the canyon along one of the main rail routes in the Southwest. During busier days, more than 100 trains travel along the route.

"BNSF has had a 7 to 10 percent growth overall. This new track will relieve congestion that has been experienced in this area. It will improve our efficiency on this stretch of track," Ruder said.

The current track-bed was built between 1905 and 1907. Through continual maintenance, the railway, originally the Atchison, Topeka and Santa Fe and now BNSF, has been able to continue to use the 1905-vintage steel bridges.

Valencia County News-Bulletin

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WICHITA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
ANNUAL BANQUET

SATURDAY, SEPTEMBER 17, 2005

SOCIAL TIME 6:30 PM

DINNER SERVED 7:00 PM
DINNER CATERED BY KFK CATERING

OLIVET BAPTIST CHURCH
3440 WEST 13TH STREET
WICHITA, KANSAS

PLEASE USE WEST ENTRANCE ON HIGH STREET BY RAMP

PROGRAM WILL BE ON DEPOTS BY J. HARVEY KOEHN & LEE CLERICO

\$15.00 PER PERSON UNTIL SEPTEMBER 1

\$18.00 PER PERSON AFTER SEPTEMBER 1 UNTIL SEPTEMBER 10

WICHITA CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
ANNUAL BANQUET RESERVATION FORM

NAME _____

ADDRESS _____ CITY _____ ST _____

PHONE _____

NUMBER OF RESERVATIONS _____ X \$15.00 (\$18.00 AFTER SEPTEMBER 1) = \$ _____

Send Check WITH Reservation to: J. HARVEY KOEHN
237 N. LAKESIDE DRIVE
ANDOVER, KS 67002

If you have any question regarding the Banquet, please call (316) 733-2085.

August 2005

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

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