

GREAT PLAINS DISPATCH

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

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LOOKING BACK ON KANSAS RAILROADS SEPTEMBER 1965

By Lloyd Stagner



Joining the shift to covered hopper cars for grain loading, orders were placed for 900 100-ton capacity cars from AC&F. for Jan-Feb 1966 delivery.



Eastbound through freight trains called at Wellington on Saturday September 4th' were nine, Sunday September 5th eight, Monday September 6th eight. Westbound on September 6th included nine trains from 210 AM until 650 PM. More than twice as many trains are operated in 2005.



An order was placed with EMD for 30 SW-1200 yard switchers to be delivered from February to August 1966. The Interstate Commerce Commission allowed the MP to discontinue the Missouri River Eagle passenger trains between Kansas City and Omaha effective September 7. The first Missouri Pacific streamliners had entered service in 1940. T&P E7A 37 handled the last trips.



A study was underway of the future of its passenger service. All trains had only coach service, except for the Chicago-Los Angeles GOLDEN STATE.



Freight cars ordered for 1966 delivery included 160 covered hoppers, two 60 ft auto parts boxcars and 530 50 ft boxcars.



The usual fall-winter passenger train consolidations were effective September 5th. Mail/express trains 5-7 westbound and 6-8 were combined between Omaha-Cheyenne. The combined City of Los Angeles-City of San Francisco had 24 cars on its first westbound trip. The combined City of Portland-City of Denver between Chicago-North Platte also ran with up to 24 cars.

MUSEUM TRACKWORK CONTINUES

The month of August brought resumption of the trackwork . Most of the trackage inside the museum is being replaced. Discrepancies with the grade are being resolved.



UNION PACIFIC NAMES NEW WICHITA SERVICE UNIT SUPERINTENDENT

Union Pacific has announced that Brian Gorton will succeed Todd Wimmer as the superintendent – transportation services of its Wichita (Kans.) Service Unit. Wimmer was promoted to general superintendent of the Portland (Ore.) Service Unit. The appointment is effective immediately. In his new job, Gorton, 38, is responsible for the safe operation of an average of 60 trains per day over nearly 1,700 miles of track in Kansas, Oklahoma, eastern New Mexico, and the Texas panhandle.

Gorton started his career in 1987 in Conrail's track maintenance department. He joined Union Pacific in 1998. Prior to being named to his new position, Gorton was based in North Little Rock, Ark.

Union Pacific News

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

T&P ENGINE 201 ROARS TO LIFE ONCE AGAIN

RUSK - The Texas State Railroad's Engine 201 roared back to life after undergoing a two and one-half year restoration.

This venerable engine of the line is being readied to once again take on passengers at the "Official Railroad of Texas." The 105-year-old engine with its new boiler will be able to carry passengers well into the 21st century.

Engine 201 has a long and storied life beginning in 1901, when the engine was one of the first production engines of the newly formed American Locomotive Company (ALCO) in 1901.

The D-9 Class 4-6-0 engine was built at the Cooke Works under builder number 26142 for T & P (Texas and Pacific Railway) and is the only T & P steam engine left operating today. During its career with T & P, the engine wore number 316 and operated as a freight engine. This type engine was also commonly called a 10-wheeler.

With her new boiler roaring back to life, Engine 201 can once again delight the young and young at heart and thrill generations to come with the majesty and power of the steam locomotive.

Jacksonville Daily Progress

NRHS ANNUAL BANQUET

This year's banquet will be held Sat., Sept 17. Make your reservations now. Contact Harvey Koehn at (316) 733-2085 before Sept. 10.

OCTOBER NRHS MEETING

The October meeting will be a report on the annual convention recently held in Portland.

REPORT ON THE FINAL 'IRON HORSES IN THE PARK' TOUR.

by Andrew Klamka

In June of this year, the last tour of steam locomotives on public display was held and was hosted by Wichita Chapter's very own Lloyd Stagner. As before, a minivan was rented to transport our host and guests as we toured the state of Kansas. Hoping for a larger turnout of chapter members than had accompanied us on our previous trips, since this was the last tour, Lloyd and I left Newton that Saturday morning disappointed because not a single chapter member showed up. We took highway 50 and headed west.

Our first stop was Stafford, where we toured the ATSF depot, which is still in use today, and looking well kept.



Our next stop was Kinsley, where ATSF loco 3424 is on display. Lloyd and I also toured the Edwards County museum, located in the same park. Several displays on the depot can be found here as well as an authentic house made from sod.



ATSF 3424, a 4-6-2 Pacific built in 1921, resides at Highway Park in Kinsley

Next on our tour was a brief stop in the town of Spearville to view their depot, cabooses and other railroad related items. The museum was not open, but we did look around and inside the cabooses.

Next stop was Dodge City. Our first priority was to have lunch. That was made easy by the fact that the former ATSF freight depot, where Lloyd used to work



Spearville Santa Fe depot with waycar 999070

at many years ago, was now a fully functioning restaurant. We checked in and spoke to the owner who remembered us from a few years ago when we toured the restoration of the passenger depot. The freight depot was being remodeled at that time due a fire. The owner took us on a tour of the facilities and showed us the many rooms available for dining, including a passenger car. This facility would make for a great location to hold a Chapter meeting and September banquet. (Contact any of the board members if you think this a good idea and let them know). Lunch was then served. Lloyd did see one westbound train leaving Dodge City. He had a tough decision to make: do I watch the train or do I eat lunch?



ATSF waycar 999014 sits outside The Freight House

After lunch we walked to the passenger depot in hopes of taking a look inside. But all the doors were closed. Additionally, there were no signs indicating that this was an Amtrak passenger station or any public telephones to call from. What is a passenger of Amtrak supposed to do? Since it was getting hot, we moved on and viewed ATSF loco 1139.



ATSF 1139, a 2-6-2 prairie built in 1903, sits outside Dodge City's Boot Hill Museum

Continued on next page

Even though it was getting hot, we drove around Dodge City in air conditioned comfort as we toured the yards and several of the businesses serviced by BNSF. We then headed back east for our next stop, Great Bend. There we viewed ATSF loco 3416, on display in the park/zoo and next to a water park. None of the patrons seemed to notice the locomotive on display, or the two 'out-of-towners' photographing it. We continued east, back to Newton, stopping shortly in Lyons to view its depot and a ATSF caboose located next to a realtor's office. The final stop was McPherson, touring the depot and some diesel locomotives parked nearby. We then departed for Newton as Lloyd had some out-of-town guests that he was hosting that weekend.



ATSF 3416, a 4-6-2 Pacific built in 1919, resides at Brit Spaug Park in Great Bend

My thanks go to Lloyd for conducting this final tour as well as all of the previous tours that were held. A great time was had viewing the locomotives and listening to Lloyd recall their history and details on their operations. (For more specific details of the steam locomotives viewed on this tour, readers are encouraged to contact Lloyd Stagner)

Remains of the lead unit following the derailment at Nickerson. Photo by Don Cheatum



K&O DERAILMENT AT NICKERSON

Crews with the Kansas and Oklahoma Railroad said it could take at least three days to clear wreckage left after a train slammed into a line of parked tankers filled with phosphoric acid early Friday (Aug. 19) morning.

The accident happened shortly after 2 a.m. near the ConAgra plant just east of Nickerson, adjacent to K-96. The stalled trains sat across K-96 in Nickerson, forcing officers to man traffic detours until about 9 a.m.

According to K&O General Manager Jim Wineland, crews are investigating how a switch along the rail's main line was thrown to direct the train, which was pulling 102 grain loads and 5 empty cars, on to the side track where the tankers sat.

The train was hauling grain from Great Bend to Hutchinson when the accident happened. A switch from the main to the siding had been left lined for the siding, and the two engines pulling the cars hit the line of tankers at a speed of about 25 mph.

Kevin Cheatum was engineer on the train. Kevin was able to extricate himself from the cab, climbing out the fireman's window. Fearful of a chemical leak, Kevin ran from the wreck, but then slowed and walked 4 blocks to a pay phone. Kevin is recovering, but he has compression fractures to 3 vertebrae. The conductor was in a motor vehicle, and was not in the accident.

Nickerson police and firefighters were on the scene throughout the night, and a Wichita company, Haz-Mat Response, was called in to contain any chemical spills resulting from the accident. Watco, the parent company of K&O, also sent crews to the scene.

Wineland said no acid spilled from the tankers, and that about 100 gallons of diesel fuel that leaked from the train engines had been contained.

Engines involved were WAMX 3506, GP35L X-SKOL 789 UP 789 WP 3009; and HLCX 3627, GP38 X-HATX 113:2 CSX 2063 C&O 3863.

The Hutchinson News and Don Cheatum

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September 2005

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

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