

GREAT PLAINS DISPATCH

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

October 2005

Volume IV

Number 10

LOOKING BACK ON KANSAS RAILROADS

OCTOBER 1965

By Lloyd Stagner



New locomotives to be acquired in 1966 included eight U-28Cs from General Electric, Also eight SD-40s and 12 SW-1500s from Electro-Motive.



An application was filed with the Interstate Commerce Commission for the discontinuance of Trains 11 and 12, formerly the Colorado Eagle between St. Louis and Denver. The Colorado Eagle name used since the start of the service in 1942 was dropped when sleeping car and dining car service was discontinued

Fifty SW-1200 switchers were ordered from Electro-Motive for 1966 delivery.



The Interstate Commerce Commission ordered the continued operation of the Twin Star Rocket trains between Kansas City and Fort Worth for four months while an investigation for the discontinuance of the trains was conducted.



Orders were placed for the following freight cars for delivery during 1966: 56 86 foot auto parts box cars from Thrall Co. 100 53 foot flat cars, 100 86 foot flat cars (for TOFC service) and 700 mechanical refrigerator cars all to be built in company shops. The West Wichita car shop would share in this order.



New diesel locomotives to be delivered in 1966 were 40 SD-40s from Electro-Motive, five Century 630s from Alco and eight U-28Bs from General Electric.

On Sunday, October 17, 1965, a special train for the Rocky Mountain Railroad Club was operated between Denver and Rawlins, Wyoming. E-9s 956-932B were used between Denver-Cheyenne and 4-8-4 8444 (now 844) between Cheyenne-Rawlins. The consist included a baggage car, five chair cars, a lounge car, and a cafeteria-dining car. Meals were included in the fare. The compiler of this column and NRHS member Lynn Aldrich rode from Denver to Laramie. We used No. 17, Portland Rose from Ellsworth to Denver and returned on No. 10, City of St. Louis from Laramie to Ellsworth.

OCTOBER NRHS MEETING

The October 21 meeting will be held at the GPTM, 700 E. Douglas, Wichita.
Meeting will start at 7:30 p.m. The program will be on airplane railcars by Andrew Klamka

A vote on the new dues structure is on the agenda for the October meeting. This will require a vote by the membership, so please attend.

UPCOMING NRHS MEETINGS

November's meeting will highlight the Portland NRHS convention presented by Jim Grimwood. The December meeting is planned as a slide and video free-for-all.

TWO INJURED IN EXPLOSION

On Sept. 22, at the K&O locomotive shops in Wichita, two employees were injured when the locomotive they were working on had a crankcase explosion. Both workers were hospitalized.

Ride the Rails

with Kansas Traveler


(a quarterly publication)

Subscriptions only \$10 a year

147 N. Dellrose
Wichita, KS 67208

316.688.0905 • howell@kotn.org
www.kansastraveler.com

Do you know someone who LOVES KS?
Subscriptions make the perfect gift!



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

BOARD OF DIRECTORS SPECIAL MEETING

On Sept. 17, 2005, a short business meeting of the Board of Directors was conducted following the NRHS banquet regarding dues for 2006. With the national organization would be raising the dues for the 2006, an increase in dues for the chapter was voted upon by the board. In addition, the membership categories have been redefined by national, necessitating changes in the chapter.

Changes agreed to by the board for the year 2006 would be as follows:

Regular Member (up \$1.00 from 2005)	\$35.00
Each Additional Family Member: (up \$3.00 from 2005)	\$10.00
Student Member (new category for our chapter)	\$20.00
At-Large Member (was associate member)	\$23.00

The category for families has been replaced by the category for each additional family member. The student category is new to the chapter and is open for individuals who are under 18 years of age who do not qualify as an additional family member.

Those in attendance at the meeting included: David Meek, Lloyd Hurst, Jim McKeel, J. Harvey Koehn, Fred Tefft, and Lloyd Stagner. Chapter Secretary Lynn Aldrich was not present.

These changes will be voted on by the membership at the October meeting.

BNSF CAPACITY EXPANSION

By Jayhawk

On September 6th, BNSF cut in some more 2nd main track in Kansas on the Panhandle Sub. This was from the new double crossovers named Hertog east of Milan at MP 251.8 (Wellington is MP 238) and running west to the new double crossovers called Argonia at MP 264.2. The town of Argonia is at MP 259.2. The original name for this set of double crossovers was to be Albion named for an old elevator that has long been closed at MP 262.5. The powers that be decided that the dispatchers and others not familiar with the area might have a hard time pronouncing Albion (Pronounced like AL-bine) so that name was not used. When the new track was cut in, a permanent 40 MPH speed restriction was placed at what was the original siding at Argonia until the rail was replaced and the tie gang had gone through the area. That speed restriction was lifted on September 27th. The new track is new Main 1 as the entire current new track will be with the exception of the old siding at Eula and the south siding at Attica will be the new main 2.

On September 20th, the east end of the siding at Danville was cut out of the main track at MP 265.1 and a new east end of the Danville siding was placed in service at MP 265.9 west of the US highway 160 overpass. The siding at Danville is between the two main tracks. The siding is a 40 MPH siding but somewhat shorter than the original Danville siding. It was originally over 13,000 feet, and is now just over 8,900 feet. The bad part is that there is a county road crossing that is near the middle of the siding. This crossing gets real busy during harvest as it is next to the Danville Co-op. BNSF wanted to close this crossing, but the county did not let them.

On September 27th, the new Main 1 was cut in from the crossovers at Argonia at MP 264.2 to the west end of what was the Harper siding at MP 275.8. There is a permanent 40 MPH speed restriction on what was the siding at Harper from MP 270.8 to MP 275.8. There is also a short 40 MPH at what was the east end of the Danville siding from MP 265.1 to MP 265.9. Both of these should be lifted when the rail gets relayed and the new ties get put in place in a month or so. There is a double crossover called CP Harper at MP 270.2. The crossovers at Harper, Argonia and Hertog are all 50 MPH crossovers.

As of September 27th, there is now 24 miles of new main track in service on the Panhandle Sub. From the west end of Harper to the east end of Attica should be cut in during October that will include the south siding at Attica making a total of 33.8 miles of new main track on the Panhandle sub.

The new roadbed for the new Main 1 between Roland at MP 243.5 and Hertog at MP 251.8 is well under way. This will take out the siding at Mayfield and use if

for Main 2. This part of the new main line is scheduled to be put in service during February 2006. When this is put into service there will be two main tracks on the Panhandle Sub from Wellington to Attica and from East Avard to Amarillo. This will leave a gap from MP 285.6 to MP 335 that the contractors will start filling in during February 2006 and complete in the fall of 2006. If the section of the Emporia sub between Cicero and Mulvane gets done as planned in 2006 and Abo Canyon get done in 2006, that will mean that BNSF will have less than 80 miles of single main track on the Transcon line from Chicago to Los Angeles. The biggest chunk will be 46 miles from Ellinor to East El Dorado in Kansas. That of course is sort of a directional running piece with many of the eastbound trains running from Mulvane to Newton then east to Ellinor taking the pressure off the Emporia sub.

BNSF is still working on part of the Waynoka area as a new set of crossovers at East Waynoka need to be put into service and so does a set of double crossovers at Heman. East Waynoka is at MP 342 and Heman is at MP 351. The East Waynoka crossovers could be in service during October if all goes well. This will actually extend the switching lead from the east end of the yards about 100 yards or so as a new turnout will be put in east of the current turnout. New cantilever signals are already in place at East Waynoka, but not service as of September 26th. New signals will also be put in place at Waynoka (near the depot at MP 345.2) that will take out the old single Waynoka Crossover.

The new main track through Abo Canyon has not started any physical roadbed as of late September. Surveys have all been done and land purchased for the project. There is a wildlife rights group that is seeking to block BNSF from building through the canyon as they feel BNSF does not need another track. The group is concerned that with BNSF blasting the rocks in the canyon that they will disturb the big horn sheep in the area. They are also concerned about the additional traffic that may pass through the canyon after BNSF completes the second track. The group is concerned that the BNSF may change the canyon so much that it will destroy the habitat for the sheep.

The other major project is the third main track over Cajon Pass. The new track from Keenbrook to Verdemont is not in service yet, but should be soon. On October 3rd, new turnouts were put into service to future main track one and the rebuilt UP connection at Keenbrook (ex SP). The third main track was placed in service from Verdemont to San Bernardino previously. BNSF will continue to add the third track further up Cajon as time, money and resources allow. This new Keenbrook to Verdemont segment is only 4.5 miles long, but will help allow more fluid movements into the San Bernardino yard.



Steve Corp, Gale Meek and Rick Grosvenor are installing hardware on the north end sill of the Frisco caboose. Plans are to have both ends finished this year. This will complete the exterior work.

Traffic on the BNSF transcon has made the museum a train watcher's paradise. This is one of many eastbound stack trains that pass every Saturday.



The new track is now in place. The area over the Douglas St. bridge has been paved. Preparation of the roadbed for the shoo-fly is under way.
Photos by Fred Tefft

“GO BY TRAIN 2005”

NATIONAL RAILWAY HISTORICAL SOCIETY CONVENTION SOUVENIR VIDEO/DVD

108 MINUTES OF VINTAGE RAIL IMAGES

Six events are on this video:

- Trains Unlimited Special
- Lewis & Clark Explorer Trip
- Western Star Mainline Steam Trip
- Port of Tillamook Bay Trip
- Brooklyn Roundhouse Tour
- Mt. Rainier Scenic Railway Trip

The Pacific Northwest Chapter NRHS hosted this successful convention. Here is your opportunity to obtain a video or DVD of the rail events that took place.

The price: \$19.95 (Profits going to the Pacific NW Chapter)

P&H: Add \$3.95 for the first item plus \$1.25 for each additional item to the same address.

Check or Money Order Only: Payable to Joe Harper

Mail your order to
Joe Harper
P. O. Box 1110
Centralia, WA 98531

October 2005

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

GREAT PLAINS
DISPATCHER
 Great Plains Transportation
 Museum
 700 East Douglas
 Wichita, KS 67202-3506
 (316) 263-0944
 Return Service Requested