

# GREAT PLAINS DISPATCH

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

November 2005

Volume IV

Number 11

## LOOKING BACK ON KANSAS RAILROADS

### NOVEMBER 1965

*By Lloyd Stagner*



1150 freight cars were ordered for 1966 delivery, including 300 flat cars, 100 gondolas, 500 100-ton covered hoppers, 50 airslide covered hoppers and 200 hoppers.

### KO&G

An order was placed with American Car & Foundry Co. for fifty 86 ft. auto parts box cars for July 1966 delivery



Eight 89 ft. flat cars for TOFC service were ordered from AC&F for May 1966 delivery. Missouri Pacific seemed to be cautiously entering the "piggyback" business. Four Baldwin 1200 h.p. switchers were still working in the Kansas City Terminal.



All remaining B (booster) units of the E-7 F-7 and Alco FB models were renumbered into numbers below 100 with the B designation dropped.

Due to track conditions, two hours were added to the Chicago-Denver schedules of Trains 7-8, Rocky Mountain Rocket. Schedules for Trains 9-10, Corn Belt Rocket and Trains 3-4, Golden State, were also slowed.

The Interstate Commerce Commission ordered

the continued operation of unnamed Trains 39-40 between Chicago and Tucumcari NM  
New bay-window cabooses 17062 through 17071 were placed in service.

460 new freight cars of the gondola and hopper car types were on order for 1966 delivery.



500 additional 100-ton covered hopper cars, also 25 86 ft. auto parts box cars and 30 more 89 ft. flat cars for TOFC service were ordered for delivery in 1966. Four football special trains were operated between Colorado Springs and Chicago for the November 6 Army-Air Force game. On November 5 they operated as sections of No.20, THE CHIEF. Three sections had 20 cars each, with 17 cars on Fifth 20. They passed through Hutchinson between 822PM and 1017 PM, with a total of ten hi-level and 35 regular chair cars. Each train had four dining cars. On return to Colorado Springs November 7 the specials operated as sections of No.17. Motive power was five unit 7500 h.p. F-3s, F-7s from the main line pool. Santa Fe had sufficient equipment, motive power and crews to handle a large passenger move in 1965.

### NOTICE TO WICHITA CHAPTER MEMBERS

It is my intention to reduce my collection of about 700 railroad books that I have acquired since 1935. I prefer to give Wichita Chapter members an opportunity to make offers for individual books before I notify other collectors. If you are interested in receiving a list of the books, please call at 316-283-0449 or write at 1402 W. 5th St. Newton KS 67114.

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

## DECEMBER NRHS MEETING

The December meeting is planned as a slide and video free-for-all.



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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.

## NOVEMBER NRHS MEETING

The November 18 meeting will be held at Gloria Dei Lutheran Church, 1101 N. River Blvd in Wichita. Meeting will start at 7:30 p.m. The program will be on the Portland NRHS Convention presented by Jim Grimwood.

## PACIFIC WESTERN RAILROAD BUYS RAIL LINE IN HUTCH

A Hutchinson railroad company has a new owner, but officials say nothing will change other than the parent company's name.

Pacific Western Railroad purchased a five-mile line of the Hutchinson and Northern Railroad Co., on the east end of town in Careyville.

The sale was completed Sept. 15, new President Scott Mahalick said, but the full transition wasn't completed until Friday.

"With the acquisition ... we are very focused on maintaining the existing service and providing H&N customers with superior service."

Pacific Western Railroad is a short-line operator of commercial freight railroads based out of Las Vegas. Mahalick said the company currently owns and operates nearly 130 miles of rail line.

Mahalick said the rail line was attractive to the company because of its connection to the Missouri Pacific Interchange in Hutchinson, which also connects with the K&O and BNSF railroads. *The Hutchinson News*

## TRAIN HITS CATTLE

During a thunderstorm Monday night, Oct. 31, about ninety head of cattle from the Robert Walker ranch spooked and broke through a fence.

Thirty one head ended up on a stretch of train tracks in the cut on the old Rock Island tracks west of Kismet, Kansas.

The train's driver didn't have enough time to stop and smashed into the herd.

"We had to get a lot of it out of the center of the track. It's just scattered everywhere down there. It's a pretty big mess," UPRR employee David Zeller said.

*KWCH News*

## HISTORIAN RECALLS ENID, OK. RAILROAD WARS

In the early part of the 20th century railroads were essential to a community's development. Small towns sprang up in a number of places immediately after the Sept. 16, 1893, land run into the Cherokee Outlet, according to historian Phil Brown writing in the Enid News and Eagle. Commerce and travel depended almost solely on the railroads. Everything moved on the railroad.

And, if the railroad wouldn't come through their town, sometimes the townsfolk would physically pick up the town and move it to the railroad. However in cases like that of Enid and Pond Creek where the railroad came through the town, but refused to stop it was a different scenario.

Take Enid for instance: Before the land run, the Rock Island trains were stopping at what now is North Enid. They had a depot there. The railroad had named the town Enid.

Just before the land run, U.S. government officials in Washington, D.C., got wind of an illegal land deal brewing in what now is North Enid, and moved the government-designated town of Enid south to its present location.

But, the railroad refused to stop its trains at the newly designated town site of Enid. It ignited a war of sorts.

Enid passed an ordinance establishing a speed limit on the Rock Island trains passing through Enid. It was designed to slow them down, but the trainmen ignored it and continued to speed through the town at 40 mph.

Some Enid residents turned to acts of violence, and began firing on the trains as they whizzed through Enid.

A man named Billy Bowman was a brakeman on the Rock Island at about this time, and in 1907 told of his experiences passing through Enid on a Rock Island train in early 1894.

Bowman said: "One night in passing through Enid, I heard a shot as the train crossed Broadway and my lantern went out instantly. In examining the lantern, I discovered that it had been shot.

"Always after that in going through Enid I placed my lantern one or two cars behind, or in front of me for safety for myself, not the lantern. Now as an actual fact, my lantern was shot six times during that year, I

have often wondered what would have become of me had I been behind those six lanterns, or one of them, as I could not have been killed more than once.

"However, us railroad train fellows at that time recognized the justice of Enid's fight and I could tell you boys for a fact that in going through this town we went lively and every man on the train hid out as best he could. I tell you a railroad trainman's life was in his hands in passing through Enid from Sept. 16, 1893, to Sept. 16, 1894, when the fight ended."

But it took more than just firing on speeding trains to persuade the railroad to establish a depot at what now is Enid. There were several reports of rail trestles and track being damaged, resulting in train accidents aimed at persuading the railroad.

The final one was the sawing of the supports of a rail trestle southeast of Enid that wrecked a train and finally persuaded the U.S. government to order the Rock Island to establish a depot in what now is Enid.

As far as I can determine, no one ever was prosecuted for any of the incidents involving firing on the trains or sawing through the rail trestle supports southeast of Enid.

I have read at one of the early-day Cherokee Strip celebration parades around the downtown Square, a man walked in the parade carrying a big cross-cut saw over one shoulder, and grinning at the parade watchers, insinuating of course, he had something to do with sawing the trestle that resulted in the Rock Island establishing a depot in Enid.

There were several other rail lines through Enid, and without all of them Enid might never have blossomed the way it did. *Enid News and Eagle*

## RAILROADS GET 30 DAYS TO FIX PROBLEM OF MISALIGNED TRACK SWITCHES

Following the K&O derailment at Nickerson, the FRA has issued an emergency order mandating changes in handling unsignaled switches. In 2005 there have been 9 serious train crashes, 10 fatalities and over 600 injuries.

More training and testing is required, and the engineer must call out the switch position before proceeding through the switch. Any railroad company, supervisor or employee who violates this emergency order may be liable for a civil penalty of up to \$27,000. *FRA Press Release*

## UNION PACIFIC HERITAGE LOCOMOTIVES VISIT WICHITA

The week of October 17, 2005 the Union Pacific ran Operation Lifesaver trains in Oklahoma City and Wichita. Power for the train was the recently painted heritage units. UP1982 wears an MP inspired two tone blue scheme. UP1988 wears a MKT inspired red scheme. The Heritage Series fleet, all SD70AC units, also includes WP1983 clad in green and grey and UP4141 commemorating the 41st president, George H. Bush.



Wichita, KS Oct. 13. UP1988 waiting for the trip to Oklahoma City.

*Photo by John Cook*

Riverdale, KS Oct. 17. UP train S-KCOK-16. UP 1982 & 1988 along with UP biz car Cheyenne were used on a Operation Lifesaver special at Oklahoma City and Wichita later in the week. The two Cayouga Valley Cars were going to the Oklahoma Railway Museum. *Photo by Keel Middleton*



Wichita, KS Oct. 21. The UP 1982, UP Business Car Cheyenne and UP1988 made up the consist. The train, operating in push-pull mode, made several round trips between Lincoln and 55th Streets South. Officers from the Kansas Highway Patrol, Sedgwick County Sheriff and Wichita Police were on board. Sedgwick County Deputies and Wichita Police Officers on the streets cited grade crossing violators. *Photo by Keel Middleton*

**TRESTLE - IT'S A TRAIN THING**

Love trains? Have a passion or interest in photography? How about sharing your talents and passions with others? We are looking for submittals for our December show: TRESTLE - It's a Train Thing!

BE CREATIVE! HAVE FUN! Toy trains, big trains, old trains, new trains, heroines tied to the tracks, bridges, crossings, train robbers and engineers, round houses, coal and steam, diesel and electric!

Those interesting in participating should have their piece/pieces to Lawrence Photo by close of business November 30th. Please limit your submittals to 1 to 3 pieces. We will do our best to hang as much as we can! If the response is absolutely overwhelming we may have to edit a few pieces.

All work should be ready to hang on the wall and priced to sell. The gallery will take a 30% commission of all sales and will handle all that nasty sales tax stuff as well as handling the purchase/sales transactions. And the best part of all . . . there will be a reception! Final Friday December 30th with the time to be announced later!

TRESTLE - It's a Train Thing  
December 2nd through January 21st  
Reception: December 30th

Any questions? Lawrence Photo, Inc, 401 East Douglas, 1st Floor Suite 100, Wichita, KS 67202, 316.267.3700, lawrencephoto@sbcglobal.net

**NRHS BOARD MEETING**

**Nov. 3, 2005**

The meeting was called to order by President David Meek at 639pm at the home of Lloyd Stagner in Newton. The minutes were read for the July and September Board meetings. A motion was made by Harvey Koehn to accept the minutes and seconded by Lloyd Stagner. The motion passed.

Treasurers Report- Jim McKeel reported that there has been no changes since the Treasurers Report at the Monthly meeting in October.

Old Business-  
There was nothing new to report from the National di-

rector on any activities or business.

The 2006 calendar will probably not happen. Harvey had checked on printing a one page one photo calendar but did not seem feasible.

New Business-  
Nominations for chapter officers for 2006 are as follows:  
Pres.- David Meek  
VP- Lloyd Hurst  
Sec. (David and Lloyd Stagner will contact possible nominees)  
Treas- Jim McKeel  
Nat. Dir.-J. Harvey Koehn  
Editor- Fred Tefft

David read a letter from Anita Cheatum about the Kingman Depot Foundation coming fund raising dinner on Nov. 19. Anyone interested is urged to attend.

Calendar books: There was an expenditure made for 2006 calendar books that were distributed at the annual banquet. In the amount of \$147.02. A motion was made by Lloyd Stagner to approve the expenditure to the Union Pen Co. for the books. Seconded by Harvey Koehn. Motion passed.

Jim McKeel asked the Board for policy direction on bills that can be paid without full Board action.

A motion was made by Harvey Koehn as follows:  
"Move that the board approves the routine payment of bills not exceeding \$50. Without specific prior board approval. The Treasurer shall consult another officer before paying the bill. An exception to the \$50 maximum is the payment of dues to the National NRHS and to the Great Plains Transportation Museum."

The motion was seconded by Lloyd Stagner. The motion passed.

All bills for the current year need to be submitted for payment by the end of the year.

Motion for adjournment was made at 738pm by Harvey Koehn and seconded by Lloyd Stagner. Motion passed. Minutes submitted by Chapter Secretary, L. Aldrich

Those attending:  
Lloyd Stagner  
David Meek  
J. Harvey Koehn  
Jim McKeel  
Lynn Aldrich

# November 2005

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

**GREAT PLAINS**  
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