

# GREAT PLAINS DISPATCH

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

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Volume IV

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## LOOKING BACK ON KANSAS RAILROADS

### DECEMBER 1965

*By Lloyd Stagner*



A large order for freight cars was placed for delivery during 1966. 400 70-ton 50 ft. box cars would be built by Pullman-Standard, 50 90-ton 60 ft. box cars by American Car & Foundry, 50 70-ton wood chip hoppers by Greenville Steel Car and 50 100-ton covered hoppers by American Car & Foundry. New diesel locomotives on order for 1966 included ten 2800 h.p., road-switchers from General Electric in August, ten 1500 h.p. switchers from EMD in May and five 1500 h.p. road-switchers from Alto in June.



Freight cars ordered for 1966 delivery included 50 "Airslide" covered hoppers from General American Car. 400 gondolas and 100 covered gondolas from Gunderson and 500 50 ft. insulated box cars from Evans Products.

125 89 ft. flat cars for TOFC service built at the Topeka shop would be delivered in the third quarter of 1966.

Trains Nos. 17-18. Super Chief/El Capitan were operated as separate trains commencing with No. 17 from Chicago December 13 and from Los Angeles December 14. Passing Newton December 19 and 20, a Third 18 was operated with overflow coach travelers. Consolidated operations were resumed with No. 17 from Chicago and No. 18 from Los Angeles January 8 1966.

On December 27, two special trains to the Rose Bowl football game in Pasadena CA ran over the Southern District line via Amarillo. A third train ran as Second 23, The Grand Canyon via the Northern District via La Junta CO.

### 1965 INVENTORY OF DIESEL ELECTRIC UNITS OWNED BY KANSAS RAILROADS

	Psgr.	Frt	General Purpose	Switch	Total	Steam Locos
Atchison Topeka & Santa Fe	239	517	752	339	1,847	3
Chicago Rock Island & Pacific	52	76	233	164	535	
Chicago Burlington & Quincy	100	113	142	690	690	4
Kansas City Southern	14	79	26	77	196	
Missouri-Kansas-Texas	19	59	81	47	206	
Missouri Pacific	68	119	405	129	721	
Midland Valley	-	4	11	1	16	
St.Louis-San Francisco	23	135	154	102	414	
Union Pacific	115	871 #	41#	275	1,302	6

Note: # UP reported their general purpose units as freight units (GP-7s, GP-9s, etc.)



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 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 Program will be the annual SLIDE FREE FOR ALL (not just a free for all). Bring you slides in a Kodak tray if possible, otherwise I will have a spare tray to put them in. The Dec. 16 meeting will be held at Gloria Dei Lutheran Church, 1101 N. River Blvd in Wichita. Meeting will start at 7:30 p.m.

GIFT SHOP NEWS

There is a vacancy for Gift Shop Manager for the museum. Duties include, but are not limited to, placing orders for merchandise, maintaining inventory, and taking care of the money.

Watch the next DS. There will be a book sale beginning. The books and their prices will be listed. Here is an opportunity to add to your RR book collection.

RAILROAD TO LEVEL  
OLD STRUCTURES AT  
HAVELOCK

The BNSF Railway Company plans to bring down a 95 year-old powerhouse and a nearby smokestack in Northeast Lincoln, NE a company spokesman said Monday.

Steve Forsberg said the structures will be demolished because of they are no longer used, and because their condition presents safety concerns.

"The walls are in jeopardy of falling," said Forsberg.

The powerhouse, which once generated steam to heat up the railroad's Havelock car repair shops, has sat vacant since the mid 1990s, except for a brief use as a storage space.

The top few feet of the smokestack were removed eight or nine years ago because of deterioration, Forsberg said, but it's still taller than 100 feet.

Andersen Excavating of Omaha arrived on site Monday to begin doing pre-demolition work, project manager Lanny Levell said. It'll be about a month before the structures come down, he said.

In the meantime, Levell said, all hazardous materials, including asbestos, have to be removed from the site. BNSF has hired another company, Environmental Management Resources Inc., of Lawrence, KS, to monitor hazardous material removal. Representatives of that company will be around until the project is done, Levell said, and state officials have already done the first of several inspections that will take place.

The actual knocking down of the structures will be administered by a crane and 6,000-pound wrecking ball, Levell said.

The structures are not on any historical lists, said Greg Miller of the Nebraska State Historical Society's State Historic Preservation Office, and Lincoln historic preservation planner Ed Zimmer. — *The Lincoln Journal Star*

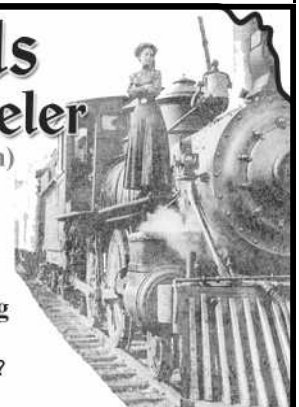
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## COUPLER CLATTER

### Service Interruptions

When you try to squeeze 60 to 80 trains per day across a railroad in 24 hours, it gets to be a struggle sometimes to get train across the railroad. It doesn't take much of a problem sometimes to really disrupt things. Such was the case on October 19<sup>th</sup> at Sibley, MO. At 19:35, train M-NEWGAL1-18 went into emergency on the single track Missouri River Bridge. As the crew inspected the train, they discovered that line 88; an empty corn syrup tank car had one axle derailed just west of the turnout to two main tracks at West Sibley. At 21:40, the head 87 cars were pulled off the bridge to make a single track route around the minor derailment. The car was rerailed at 22:40, but Main two was still out of service due to finding that the car had been derailed for quite sometime. The previous four miles of track had 6 broken rails and all four miles needed to be re-spiked. Main 2 was put back in service at 16:30 on the 20<sup>th</sup>. The cause of the derailment revealed that there was a broken rail four miles west of Sibley that allowed the empty tank car to derail. At least 20 trains were directly affected near Kansas City for 1 – 2 hours. Amtrak #3 was delayed for 1 hour and 20 minutes due to the one car derailment.

This derailment occurred just after the railroad got back to normal after a derailment of only 4 cars at Aikman, KS. (East of El Dorado a few miles). At 15:50 on October 16<sup>th</sup>, train H-KCKTPL1-13 had lines 68 – 71 derail due to a burnt off bearing on line 68. All four cars were upright but two empty residue tank cars were in the ditch. (The fourth car was a load of corn). BNSF could route traffic around the derailment by using the Ark City sub from Mulvane to Newton and then the La Junta sub east to Ellinor. This is a single track route the same as the Emporia sub, but this is just one

route and not two routes. Eastbound trains from Amarillo were restricted to 45 MPH to aid in allowing traffic to move smoother. Westbounds from Kansas City were restricted to 45 MPH as well. The Emporia sub was re-opened at 03:00 on the 17<sup>th</sup>, with many trains still backed up waiting to pass.

It almost seemed like BNSF was having a scheduled derailment each week-end for a while during October. On October 9<sup>th</sup>, at 19:45 a UP trackage rights train derailed at Hope, KS on the Strong City Sub south of Abilene. Train GSCOHO1-08 stopped in emergency at MP 36.4 with 8 loads of grain on their sides in the ditch. The point of derailment was some four miles prior to where the train stopped. The cause was not given for the derailment. The Strong City sub was opened the next day at 20:00. The Strong city sub normally gets about 3 trains per day including the local from Newton to Abilene.

At 04:45 the morning of the 10<sup>th</sup>, BNSF train Z-SBDALT9-09 derailed on Main track one at MP 214.8 of the Gallup Sub at East Coronado Jct., AZ, 58 miles west of Gallup. Lines 29 – 37 (17 car lengths) of double stacks were derailed and fouling Main 2. A total of 10 eastbounds and 23 westbounds were directly affected by the early morning derailment along with many more not on the Gallup sub. Trains were backed up westbound as far as Amarillo and eastbound as far as Needles. Main 2 was opened at 19:23 on the 10<sup>th</sup> and Main 1 was opened at 07:00 on the 11<sup>th</sup>.

October 23<sup>rd</sup> saw the railroad closed again, this time at Argentine. At 10:00 on the 23<sup>rd</sup>, train Q-NYCLAC6-22 derailed 3 cars, lines 4 – 6, of their train at 18<sup>th</sup> street at MP 4 on Main 3. Main 1 & 2 were not affected this time. The cause was a broken rail with over 500 feet of track damaged. All three cars remained upright this time so that helped minimize the damage. Again,

eastbound trains from Amarillo to Kansas City were restricted to 45 MPH. Main 3 was returned to service at 01:00 on the 24<sup>th</sup>. BNSF got lucky on this derailment as the train was crossing from Main 2 to Main 3 at the time, but main 2 was not damaged and only had to be cleared of the rear of the Q train to be put back into service.

A broken wheel was the cause of a November 4<sup>th</sup> derailment near Mannford, OK on the Avard Sub west of Tulsa. Train H-TULBAR1-03 was stopped by the dragging equipment detector and the crew found that line 77 had one axle derailed. This was a load of steel on a bulkhead flatcar. In addition to the one derailed axle, five broken rails were found behind the train that had to be fixed as well as re-railing the car. The derailment occurred at 00:30 with the main line out of service until 10:30 the same morning. Due to this minor derailment, there were two westbound trains detoured from Springfield to Kansas City then west over the Transcon. The detours were train U-BIRPIT1-01 and Q-MEMOIG1-02. No eastbounds were detoured, but a total of 12 trains got delays of several hours.

Another broken wheel was the cause of a derailment on the Creek Sub on November 3<sup>rd</sup> at Fitzhugh, OK north of Madill. One set of trucks was derailed on a hazmat tank car, but nothing was compromised. Train H-GALTEA1-30 had line 59 derail at 01:50 of the 3<sup>rd</sup>. The good thing for BNSF in this derailment is that it was on the main line between switches so as soon as the rear of the train was pulled away from this derailment, there was a route through the siding. The main track was returned to service at 17:18 that evening.

### Capacity Expansion

BNSF put more of the 2<sup>nd</sup> main track

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in service on the Panhandle Sub during October. The original cut in of the new Main 1 from West Harper to Attica was planned for October 11<sup>th</sup>, but that did not happen due to the derailment at Coronado Jct, and the amount of traffic on the 11<sup>th</sup>. The new track was cut in on October 19<sup>th</sup>, but it did not really go smooth. Let's go back to the 10<sup>th</sup> for a minute. On the 10<sup>th</sup>, the siding switches at Eula were cut out, leaving trains to run through the siding with no main line for a week at Eula. The cut in was scheduled again for the 18<sup>th</sup>, but again due to heavy traffic, especially eastbounds, the cut in was not made until the 19<sup>th</sup>. On the 19<sup>th</sup>, for some reason the signal department had a hard time getting everything to work right delaying trains for several hours. This caused a number of trains to go dead on the law. Of course this was like a domino effect. When one train went dead, it caused several others to go dead. On the evening of the 19<sup>th</sup>, the new main track from Attica to Eula Crossovers was in service. This is between MP 283.3 and MP 285.6. The dispatcher did not realize that this was not a long distance and put two trains on Main 2 between these points with an eastbound on main 1. Fortunately for the DS, the two westbounds were short trains and fit between the control points as there was another eastbound waiting west of Attica for the eastbound at Eula to clear.

The old siding switches at Eula and East Attica were not cut out for quite some time so the "New" Main 2 had turnouts spiked for movement in one way only. During September and October, the new main track has been cut in from Hertog at MP 251.8 to Attica at MP 285.6. There is currently still some 40 MPH speed restrictions on the main tracks where the sidings used to be, with the exception of Argonia which had ties and rail replaced during early October.

The new main track between Hertog and Roland (MP 243.5) is well under way. Almost all of the dirt work and bridge work is done. It is about three weeks ahead of schedule at this time. Now the trick will be to get rail, ties, the TLM to lay the track and ballast.

The next segment of additional main track will be from Attica to Kiowa. Dirt work has already started east of Kiowa. In addition to the dirt work, the new bridge over the Medicine River east of Kiowa is under construction. Bridge pilings are being driven as of late October and November. Another bridge is being constructed west of Crisfield over Sand Creek.

Beginning on Monday, October 31<sup>st</sup>, BNSF sent crews to Waynoka and Heman to start installing those double crossovers. When the segment of 2<sup>nd</sup> main track was cut in between West Waynoka and Heman in July, the crossovers at East Waynoka and Heman were left out until the turnouts were built and the company was ready to put them in place. This will help the dispatchers immensely as they have had a long segment of track where trains could only cross from Main 1 to Main 2 westbound, or main 2 to main 1 eastbound.

### **NRHS MEETING MINUTES**

11-19-05

The meeting was called to order by President David Meek at 7:31pm. David announced that a quorum was present.

The minutes of the October meeting were read. A motion was made by Jim Grimwood to approve the minutes and seconded by Harry Adams. The motion passed.

The Treasurers report was given by Treasurer Jim McKeel. A printed copy is filed with the Chapter minutes. A motion was made by Lloyd Stagner to approve the report and seconded by J.

Harvey Koehn. The motion passed.

### **OLD BUSINESS**

By-laws- Jim McKeel stated that he has started a draft of the new by-laws.

Chapter membership renewals will be coming soon.

The National yearly publication of the Activity Annual will change to be a yearbook. It should be published soon.

### **NEW BUSINESS**

Jim McKeel is working on a new membership brochure. December meeting will include the election of officers for 2006. The slate proposed by the election committee was announced and includes all incumbents except the secretary. A candidate for secretary is still needed. At the meeting there will be a slide free-for-all.

National directors report-Harvey- no report. There should be a national meeting report soon.

### **ANNOUNCEMENTS**

Several members received an email message from Don Cheatum saying that the BNSF had a derailment at the west end of Argentine on this date.

Saturday 11-19-05 there will be a 50th anniversary of the moving of the 1880, 2-6-2 steam engine, in Newton

The BNSF/UP diamonds located just north of 18th Street north in Wichita have been removed as a part of the ongoing elevation project.

The Oklahoma City train show is the first week end in December.

The next Chapter meeting will be Dec 16 at the church.

*Continued on page 5*

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Lloyd Hurst made a motion to adjourn the business meeting at 7:54pm and seconded by Harry Adams. The motion passed.

Door prize drawings:  
Book-Lloyd Hurst  
Cap-Jim Grimwood  
Shirt-David Meek  
Shirt-Bob Frahm  
Shirt-Lloyd Stagner

The program was a DVD by Jim Grimwood on his recent trip last July to the NRHS national convention. The convention featured a double headed steam train. Jim added a few timely pieces of humor and emphasis on certain scenes in the DVD. Much attractive natural scenery was included on the trip.

Minutes submitted by L. Aldrich,  
Chapter Secretary

### **STEAM ENGINE UNEARTHED AT CLAY CENTER**

Approximately 30 volunteers armed with shovels gathered on Sat., Nov. 26, to retrieve a piece of history from the banks of the Republican River.

The prize was a Case steam engine manufactured in the 1930s that has been buried in the riverbank since the 1935 flood.

"A lot of people knew about the engine through the years. It was used to power a steam riveter to build the second bridge over the river," said Corey Stewart, who spearheaded the retrieval project.

The engine was being used for bridge construction before being washed into the river during the flood.

Another flood in 1993 partially exposed the engine, allowing Roland

Milligan to take photographs and record its location.

Stewart and Ken Shivers obtained a state permit to excavate the site and retrieve the engine. Stewart said it took a month to get the necessary paperwork approved, after which they gathered a team of volunteers and equipment to begin digging.

Bill and Bernie Peterson, Leonardville, furnished the track hoe. Robert Knitter and Fred Heigele operated the bulldozer.

Stewart and Shivers used Milligan's measurements to determine where to begin digging. They also used probes to better pinpoint the engine's location.

The crew, which included Stewart's father, Forrest, and brothers Shawn and James, assembled last Saturday at 5 a.m.. They began digging at 8:30 a.m.

They dug 25 feet down into the riverbed. The site began to look like an archaeological dig as the crew carefully dug around the engine and removed years of mud from the machine.

"That mud was the stickiest mud I've ever seen. The guys would get a shovelful of it and have to keep tapping the mud off the shovel before they could start digging again," said Shivers.

At around 20 feet, they hit water.

"The water helped lubricate the engine and washed off some of the mud," Shivers said.

The men worked without breaking for lunch until it was too dark to run the excavator. They resumed the dig on Sunday.

"We all knew there was a storm coming, so we bypassed church and got to work," Stewart said.

The engine weighs 24,000 pounds and stands more than ten feet tall. The back tires alone measure six feet in diameter. It was laying sideways in the hole and the crew broke five chains trying to haul it up and out onto the ground.

After excavating, the men had to back-fill the hole. The weather held off until they were finished, and a flash of lightning told them it was time to go home.

Once the engine was on the ground, Stewart said they used a fire engine to wash it off some more. After spraying 2,500 gallons of water, there's still some mud and debris clinging to the engine.

They worked on it Sunday until 9 p.m. and were able to get the engine to roll on its own wheels. "It's been buried for 70 years. I'm kind of surprised it rolls at all. The engine is in exceptionally good shape," Stewart said.

The engine is currently stationed near US-24 west of Clay Center. Stewart and his father will move the engine today to their shop and begin to work on restoring it.

If the boiler is in good condition, Stewart said they will attempt to get it running and take it to events. If the engine won't run, they'll display it as a community monument.

"The first step is to determine if the steam engine is in salvageable quality, capable of being restored to its original condition, or if it is just a big piece of yard art," said Forrest Stewart.  
*Clay Center Dispatch*



# December 2005

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

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