

GREAT PLAINS DISPATCH

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

May 2006

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Number 5

MAY NRHS MEETING KANSAS DEPOTS

The program topic this month is Kansas Depots. Chapter member J. Harvey Koehn will present photos of various railroad depots, including the Frisco, Santa Fe, Rock Island, Missouri Pacific, Union Pacific, and perhaps some others.



Come join us for a journey to the past to see various depots as they once were. This is an expanded version of what Harvey presented at the annual banquet last fall.

We will also look at the 30-second commercial for the Great Plains Transportation Museum which began airing in April.

The May 19 meeting will be held at Gloria Dei Lutheran Church, 1101 N. River Blvd in Wichita. Starting time is 7:30 pm.

LOOKING BACK ON KANSAS RAILROADS

MAY 1966

By Lloyd Stagner



An order was placed for 22 100-ton capacity covered hoppers, ten from GATX and twelve from AC&F. Long heavy tonnage freight trains were still the normal operation. On May 24, southbound train 41 left Pittsburg KS with four GP-30s and two F-3As handling 111 cars. The usual practice was to run two through freight trains in each direction moving all traffic.



Twelve 2800 h.p. road switchers were ordered from General Electric for August-October 1966 delivery. Permission was received from the Interstate Commerce Commission to abandon 87 miles of trackage between Horton KS and Beatrice NE. Livestock was still moving via rail in 1966. Extra 313 East passing Hutchinson on May 2 had 30 cars of sheep. This train was an A (Arizona) perishable

train and also included 45 PFE refrigerators, and six PFE TOFC. The next day, May 3, this train symbol also had 15 cars of sheep.



500 100-ton covered hoppers were ordered from Pullman Standard for February 1967 delivery. Train No. 32 passing Hutchinson May 5 had 32 cars of cattle, loaded at Dodge City.

Continued on page 3



**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, 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

**SOUTH CENTRAL
EXPRESS HERITAGE
TOUR 2006**

Union Pacific steam locomotive 844 has returned to Kansas rails. At the time of this writing, she is spending the night in Pratt while traversing the former Rock Island Golden State Route.

The locomotive will travel through Oklahoma, New Mexico, Texas and Arkansas before returning to Kansas



After a day of overcast skies, Union Pacific 844 is bathed in sunlight upon arrival in Herington, KS the afternoon of May 1. The train pulled onto the former MP spur to Hope. Photo by Fred Tefft

Sunday, May 28 at Coffeyville. Lay-over is scheduled at Kansas City's Union Station on Memorial Day, May 29.

Tuesday, May 30's schedule shows travel from Kansas City to Fairbury, NE, then to North Platte, arriving in Cheyenne, WY June 1.

NRHS PICNIC IN JUNE

The annual picnic is scheduled for Saturday, June 20. Gather at the museum at 5:30 and eat at 6:00.

Enjoy Traveling in Kansas Even More

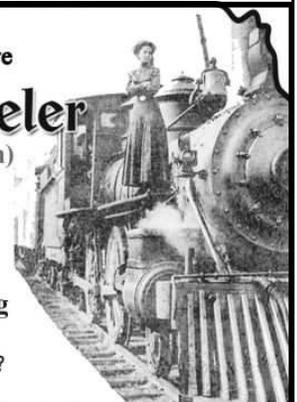
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LOOKING BACK ON KANSAS RAILROADS

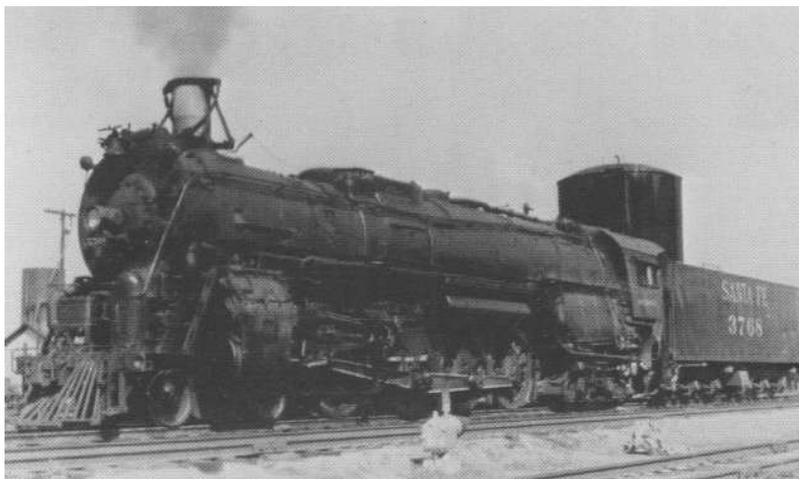
MAY 1966

(Continued from page 1)

With a lack of other news items, I am listing my personal sightings of our Santa Fe 4-8-4 3768 displayed at the Great Plains Transportation Museum. 3768 was delivered to the AT&SF in May 1938 but I did not see her until Los Angeles-Kansas City through passenger engine runs were established. May 27, 1942 on Train First 4 California Limited at Dodge City. After I returned from military service in February 1946 and went to work for the Santa Fe, at Great Bend, sightings were more frequent:

June 5, 1946	Second 4 chair car section California Limited,	11 cars
June 6, 1946	Second 3	14 cars including five troop sleepers
June 28, 1946	Second 3	15 cars
July 22, 1946	Second 3	9 cars
Sept 2, 1946	First 4 Pullman section	12 cars
Sept 3, 1946	Second 3 chair car section	9 cars
Oct. 12, 1946	Second 3	11 cars
Nov 7, 1946	Second 3	12 cars
Nov 14, 1946	First 4 Pullman section	13 cars (9 sleepers)
Nov 15, 1946	First 3	11 cars
Nov 19, 1946	First 4	12 cars
Nov 20, 1946	First 3	12 cars
Dec 20, 1946	First 4	13 cars (9 sleepers)

The 3765 class 4-8-4s were transferred to Argentine KS-Clovis NM through freight service in early 1947. My next sighting of 3768 was on March 12, 1948 at Emporia on Train 91-P with 78 cars. On a May 9, 1948 visit to the Argentine engine terminal, 3768 was on the ready track. On Sept. 23, 1949, 3768 arrived from Fort Madison doubleheading behind FT diesel 105LAB, passing the Kansas City Union Station on No 37 (4-8-4s commenced running Argentine-Fort Madison in early 1949)



Sept 29, 1949 on Train A-34-Y, at Emporia with 70 cars, including 21 Cattle
 Oct 27, 1949 at Emporia roundhouse left on Train 2./41-BG to Newton with 97 cars.
 June 29, 1950 at Emporia on Train 3/37-BG to Arkansas City with 76 cars.
 July 19, 1951 inside Newton roundhouse at 7 p.m.
 July 20, 1951 at Great Bend on extra west with 64 cars
 July 26, 1951 at Great Bend on red ball extra west 77 cars including 55 of pipe.
 Jan 24, 1952 at Newton on Train 105 The Scout, also seen at Wellington that day. 10 cars
 Aug 10, 1952 in Newton roundhouse after arriving on Train 106, The Scout
 Sept 1, 1952 at Wellington on Train LSX-CJ at 245 PM with 99 cars.
 March 18, 1953 stored on deadline LUG (Laid-up-good) at Argentine, since January.
 (3768 returned to service in June, making 3994 miles, 7019 in July and 652 in August.)
 LUG at Argentine August 4, 1953, until donated to City of Wichita in May 1958.

The 3768 was between runs at Newton in 1952. Giles Stagner Photo, Steam Finale in Kansas, 1952-1955

COUPLER CLATTER

By Jayhawk

Capacity Expansion

Last month I listed all the expansion for the second main tracks on the BNSF main lines. Some of that has changed somewhat since I posted that information. The second main track from Kiowa to Brink is being delayed. The roadbed has mostly been graded for the 2nd main between Attica and Kiowa and many of the bridges have been built. In addition, some signal work has started also. BNSF siphoned off some of that money to build the Cicero to Mulvane (KS) second main track and get it done quicker. The roadbed for the track from MP 222 to MP 230 is done with the bridges being constructed now. The big bridge over the Ninnescah River west of Belle Plaine is the biggest obstacle on this section. This new track should be in service sometime this summer, probably in September. In addition to the new track, BNSF also marked a milestone in this area on March 27th. BNSF has tried to close as many grade crossings as possible while allowing the public safe passage across the tracks. In doing so, BNSF has added many active crossing signals to rural crossings. On March 27th, BNSF closed its 3,000th grade crossing since the program began in 2000. The crossing was a private crossing in Belle Plaine, KS where the new 2nd main track will be in service later this year. The above mentioned track from Attica to Hazelton should be placed in service by November that will give BNSF two main tracks from East Jct. at Mulvane to Hazelton, KS a distance of about 85 miles. When this project is completed, that will leave the Hazelton to Avard segment to finish later (reported to be finished in 2007) leaving only 4 sidings on the Panhandle sub on single track. Those will be Kiowa, Loder, Brink and Noel. This is roughly a 34 mile segment of track to complete. This will include the massive bridge at Alva, OK over the Salt Fork of the Arkansas River. This 2000 foot curved bridge will be the biggest expense on the main line between Wellington and Waynoka. It is on a high fill as well as long and curved!

On March 7th, BNSF added another 8

miles of new CTC 2nd main track west of Wellington. Beginning at MP 243.5 at Roland and extending to Hertog at MP 251.8 just east of Milan, the BNSF completed filling the single track gap in this area making two mains now extend from Cicero to Attica. In addition to that, a 40 MPH slow order at what was the former siding at Eula and another that was the siding at Danville were removed allowing 70 MPH running in those locations. There is still a 40 MPH slow on what was the siding at Harper that should be changed to 70 MPH in the next month with the exception of a 50 MPH curve on the old siding that crosses highway K-14 west of Harper.

More track in Southern California is entering service in early 2006. The third main track between Verdemonte and Keenbrook east of San Bernardino entered service on January 16th. The third track is now in service from Keenbrook at MP 69.6 to San Bernardino at MP 81.4. Grading for the third main from Keenbrook to Summit will commence later this year. This will be from MP 62.9 to MP 69.6. The third main from Barstow to Daggett should enter service during March of 2006. From Needles west to Geoffs, a third main track should enter service in the near future as well. Work is scheduled to begin on a new wye in Amarillo to connect the former ATSF and former BN that will be in the same location as the old Maywood wye that was part of industrial trackage. This wye will allow eastbound trains from the Hereford Sub (ex ATSF) to move north on the Dalhart Sub (former BN). Included in the wye trackage will be a new control point allowing train to leave the yards and cross all three mains of the Hereford sub to enter this wye. It is to be in service by late July 2006, but physical work has not started yet for this. Empty coal trains from Mill, TX returning to the Powder River Basin and the M-BELDEN trains will use this wye each day. The new 2nd main track through Abo Canyon is starting as of mid February. The blasting has started to allow the 2nd main to start, but the grading for the roadbed and bridge work had not started as of mid February. This track is to be in service in late 2006 or early 2007.

In a related note to the Abo Canyon track, the bridge at Fort Sumner, NM is turning 100 this year. The bridge was not completed until 1907, but it was started in 1906. The Santa Fe track for the Belen

cutoff was finished in 1908 making that the premium freight route for the ATSF. The bridge and depot are in the northern part of Fort Sumner and was originally between the towns of Fort Sumner and Sunnyside. The depot at one time had the name of both towns on it. By April 1909, the town of Sunnyside had been merged into Fort Sumner so the name issue for the depot was resolved.

New track for Texas? If the state of Texas has its way, that could happen. The state of Texas would like a new Trans-Texas railway to be built near the proposed Trans-Texas Highway. The railway will start north of the Fort Worth Metroplex and swing around the west side of it running all the way to Mexico. A Spanish company named Cintra-Zachry has been selected to develop the line has said that the nearly 600 miles of rail lines would be a double track railroad good for 70 MPH and will have no grade crossings. All roads will be separated from the tracks on either over or underpasses. The rail line will be capable of handle triple-stacks of containers instead of double stacks. The price tag for this line is a paltry \$6 Billion. Part of the money will come from user fees from railroads such as BNSF, UP and KCS. The article did not mention where the rest of it would come from. If this is built, the plan is that it will take 10,000 trucks off the I-35 corridor each day south of Fort Worth. About a year ago, BNSF and UP signed an agreement with Texas Governor Rick Perry to move freight rails out of congested city areas. The agreement did not state how it would be done however. If this rail line is built, the existing rail lines could be converted to high speed transit lines or a new toll road that the state wants to build called the Trans-Texas Highway. If the proposal becomes reality, it will take about 3 years to start construction and 5 years for trains to be operating on the line. Voters in Texas will be asked in November if they want to support an Inland Port at either Dallas or Fort Worth. The new rail line would allow this to happen with containers moving from the Gulf coast and from Mexico to the DFW area.

Service Interruptions

On March 12th, BNSF halted all train

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traffic on the Panhandle Sub of the Kansas Division between Miami and Mendota, TX. Numerous grass fires had been reported burning near the BNSF tracks in this location. None of the fires appeared to have started due to the BNSF. In most places, the fires burnt up to the north side of the two main tracks and stopped, except for one spot near MP 467 west of Mendota where it jumped the two main tracks and continued burning. The Texas Panhandle has been devastated by wildfires burning all across it due to extremely dry conditions. BNSF halted train traffic at 19:20 on the 12th and did not resume it until 23:30 after all track had been inspected and had no damage. There were 15 trains directly affected near the location and stopped for this. In addition to that, there were trains slowed down on the Emporia, Avard, and Hereford subs so they did not arrive at the location too fast.

Wild fires also blocked the UP Duncan sub on March 1st. Grass fires burning in the Duncan, OK area burnt across the tracks and closed the UP Duncan sub as well as nearby US 81 for several hours. Several houses in the area were destroyed along with the county fairgrounds. On March 12th, fire sweeping across Southwest Oklahoma destroying a small bridge that leads to the Altus Air Force Base. The BNSF normally doesn't serve the air force base anymore, but the track is used for storage. Two hopper car loads of wheat were sitting on the bridge when it caved in due to the fire. Several more loads are trapped behind the burned out bridge that will make BNSF fix the bridge to some degree to retrieve the cars. Fortunately, for those in the Kansas, Oklahoma and Texas Panhandle area, moisture moved through starting March 18th. Much rain and even snow moved across the area cooling things off and wetting them down. This should take care of any fire problems.

With power running short though, this is causing some problems with the trains running west of Waynoka on Curtis Hill. For many years, the powers that be in Chicago for the ATSF and later in Fort Worth for BNSF have tried to run trains at no less than 1.0 horsepower per ton over Curtis Hill. This is a 1.02% maximum grade west of Quinlan. The current idea from Fort Worth is to run the grain trains at 0.8 HPT over Curtis Hill. Most of the time, the trains will make the hill, but at 8

MPH or less on a 70 MPH track. Often, BNSF has tried to run some of the trains at 0.7 HPT and almost always, they will stall on the hill. On the afternoon of March 30th, train G-CCDELP9-29 (Concordia, KS to El Paso) stalled on main 1 west of Quinlan with three engines and 0.7 HPT. Even with this being a Distributed Power train, it still stalled. Train G-NENCLO9-28 started up Main 2 beside the stalled train and it too stalled with just under 0.8 HPT. This caused some eastbound trains to stop at Curtis, cut their power off and pull the grain trains up the hill. Couple this to another grain train getting the dragging equipment detector near Woodward, and you have a recipe for disaster. Many trains had to be rescued and many more swapped crews with better trains coming behind them. That same night, the M-KCKBEL1-29 departed Wellington with 14,410 tons of manifest traffic on 122 cars and only 3 engines. It too was 0.7 HPT. The M-KCKBEL picked up two locomotives at Waynoka making it 1.1 HPT, but still suffered a broken knuckle behind line

3 on the hill due to a partially broken knuckle and following another grain train up the hill on yellow signals.

On March 10th, BNSF suffered many train delays in Arizona due to a near record snowfall for this time of year. About 20 inches of snow fell in the Flagstaff area affecting traffic on the Transcon from Winslow to Seligman. The snow and cold froze many turnouts and broke many rails slowing traffic to a crawl across the Seligman east sub. Traffic was still being impacted on Monday after the Friday snowfall. Even Amtrak trains were still being delayed as late as Monday due to the snow in the area.

The same weekend, that same storm followed the BNSF main line east and caused tornadoes to hit the Topeka and Lawrence, KS area knocking trees across the Topeka sub and knocking out signals with lightning. It followed the tracks to Illinois where on Edelstein Hill west of Chillicothe, it knocked out signals due to lightning strikes.

WICHITA TERMINAL ASSOCIATION

By Sam Andrews

The Wichita Terminal Association has been part of the Wichita railroad scene for 117 years. Of all the railroads in Wichita, it is fair to call the WTA Wichita's home railroad.

In September 1889 the city stockyards and packing companies formed their own private switching railroad called the Stockyards & Packing House Tracks Association which switched the small area of trackage near 21st Street.

At the turn of the century, other industries were locating in north Wichita. Spur tracks were built to connect the factories with the long haul carriers. These businesses needed improved switching service to the area and in August 1903 the first railroad operated joint switching cooperative in the city was formed when the Stockyards Association became the Wichita Terminal Railway - supervised by the Missouri Pacific.

On February 1, 1910 control of WTR was transferred to the four major railroads in town and the name of the new company became Wichita Terminal Association. The Santa Fe, the Rock Island, the

Frisco and the Missouri Pacific each owned a 1/4 share of the company and one official from each carrier served on the WTA directors board. For the last 96 years the format of the WTA has basically remained the same: to provide seamless switching of cars for industries on the joint association tracks in north Wichita. Any shipper on the WTA is the same as being directly served by all association member railroads.

Perhaps the most known part and talked about segment of WTA history has been the engines the company has used for switching. For almost 100 years the WTA has used engines from the city railroads on a year by year rotation. This is a tradition which still continues to this day. Santa Fe was providing switch power for 1953 and that August the last steam engine worked on WTA rails which forever ended the iron horse era on the WTA.

In 2006 the old Stockyards Association company continues to maintain a switch engine crew seven days a week. Engines are now rotated between Union Pacific and BNSF. With a steady flow of business from the flour mills, grain elevators, feed mill, oilseed processing and a few other shippers, the WTA should continue to be around for many years into the future.

May 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 <i>Evening Work Session</i>	3 <i>NRHS Board Meeting</i>	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>NRHS Meeting</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 <i>Memorial Day</i>	30 <i>Evening Work Session</i>	31			

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