

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

JUNE 1966

By Lloyd Stagner



Interstate Commerce Commission permitted Burlington, Great Northern and Northern Pacific 30 days until late June to refile for their merger which had been rejected in April.



Missouri Pacific, controlled by the holding company Missouri River Corporation filed an application with the Interstate Commerce Commission to control the Atchison, Topeka & Santa Fe. Santa Fe management responded by saying "this is like the tail wagging the dog" and announced it would oppose the application.



Orders were placed with E.M.D. for 22 3000 h.p. GP-40 diesel electric road switchers for delivery before the end of 1966. Num-

bers would be 340-361. Orders were placed for 200 50 ft box cars from Pullman-Standard and 50 66 ft. Auto parts box cars from ACT for 1966 delivery. 25 cabooses were ordered from International Car for November 1966 delivery. The cantaloupe crop from the Imperial Valley was moving in volume during June. On June 14, Extra 218 East, First 92, Second 92 had a total of 116 PFE refrigerators and 14 PFE trailers of perishables.

Some Erie-Lackawanna F-3 units had been leased for the perishable and wheat movements. until new power could be delivered.



500 100-ton hoppers from Pullman-Standard also 66 89 ft. TOFC flats from Whitehead & Kales were on order for fall 1966 delivery.

Perishable traffic was heavy during June, with the potato crop from the San Joaquin Valley moving to Eastern markets. At Emporia on June 20, PVX-R had 73 refrigerators and 4 TOFC, 1 BK-R

had 92 refrigerators, 4 TOFC and SB-4 had 16 refrigerators. The following 2/BK-R and 3/BK-R trains were not logged. It is evident that in the last four decades intermodal trailers and containers have replaced perishable traffic on the AT&SF



Company car shops would build 2900 freight cars for 1967 delivery, including 200 flat cars, 100 insulated box cars, 2400 box cars, 100 wood chip cars and 100 stock cars. These stock cars would be among the last built for a USA railroad.

Announcement of the construction of a new hump freight yard costing \$10,000,000 with a capacity of 6000 freight cars at North Platte NE was made.

Fourteen 44-seat leg-rest coaches were being delivered, numbered 5543-5556. The cars were rebuilt from 14 section lightweight sleeping cars.





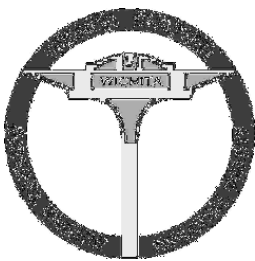
**THE MISSION OF
THE GREAT PLAINS
TRANSPORTATION
MUSEUM**

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

JULY NRHS MEETING

The July meeting will be the annual platform meeting and it will be in Wellington this year. The date will be July 14, which is the second Friday of the month. Please note that on your calendar.

Details are still being finalized, however reservations for the Panhandle Railroad Museum have been arranged. Our "reservation time" is from 4 - 6 p.m., but the museum will still be open after 6.

And we will watch trains on the BNSF. Watch for specifics about that later and watch for specifics about the evening meal.

LATEST UNION PACIFIC HERITAGE UNIT TO BE UNVEILED IN MID-JUNE

OMAHA, Neb. — Union Pacific confirmed that the next locomotive to be unveiled in a Heritage paint scheme will wear Denver & Rio Grande Western colors.

To be painted at the Wisconsin & Southern's Horicon, Wis., shop, the EMD SD70ACe will be tarped and sent directly to Denver for its official debut in mid-June at an event for company employees and retirees, UP sources said Thursday. A Chicago & North Western-painted

unit will debut in mid-July in Chicago, and a Southern Pacific unit will be unveiled in northern California shortly thereafter, according to sources at the railroad.

The SP unit will be the sixth and final Heritage locomotive. UP began the Heritage project last year as a tribute to each of the railroads it has absorbed since the early 1980s.
Trains Newswire

HERMAN PAGE INJURED

Herman Page was severely injured in an auto accident Friday May 26 on the way to the Katy Railroad Historical Society annual meeting in Parsons. Herman's pickup truck was struck broadside by a semi truck trailer at Ft. Scott, KS.

Herman injuries include several broken ribs, displaced spinal vertebra, injuries to one leg and a brain concussion.

When he woke up in the KU Medical Center in Kansas City, the first thing he asked was, "are all my Katy slides OK?" He will be in a leg cast and neck brace for at least two months but a full recovery is anticipated.

JUNE BOARD MEETING

The regularly scheduled GPTM board meeting will not be held this June.

Enjoy Traveling in Kansas Even More

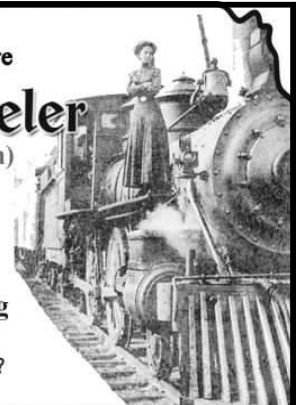
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Wichita Chapter, NRHS ANNUAL PICNIC

Date: Saturday, June 17, 2006

Time: Fellowship at 5:30 PM Eat at 6:00 PM

**Location: Great Plains Transportation Museum
700 E. Douglas in Wichita's Oldtown**



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COUPLER CLATTER

By Jayhawk

Special Trains

BNSF ran another Matt Rose special inspection train this month. Five cars from the BNSF business car fleet moved from Kansas City to Barstow on the rear of Amtrak #3 on April 15 as part of an engineering special hosted by BNSF Officer Greg Fox. The cars departed Barstow as train O-BARCHI9-18 on the 18th heading for Chicago via the Santa Fe Transcon behind BNSF 7788 (ES44DC). The cars were Sleepers 68 (Rollins Pass), 67 (Trinchere Pass), Sleeper Lounge 60 (Deshutes River), Business car 8 John S. Reed (ex ATSF Mountainair), with Theater Lounge #32 (William Barstow Strong) on the rear.

This one should really be listed under unusual trains rather than special, but here is a different train. Train B-RICCHI4-20 was seen departing Amarillo, TX on the 23rd with BNSF 4508 as the sole power for the 68 car train. B symbols are used for bare tables on the BNSF but this one wasn't really a bare table. It had 68 loaded flatcars. They were loaded with empty trailers. There were 51 cars going to Chicago with mostly repo trailers for the various freight haulers such as Yellow and ABF. A few were lease termination trailers. The rest of the train, 15 cars were lease termination trailers heading for Kansas City. This train looked like an underpowered Z train with all trailers on it, but it wasn't.

Many of us in Kansas, Oklahoma and Texas have been privileged to see the UP 4-8-4 #844 travel across our states during April & May. I personally chased the train from Salina to Topeka where it turned and then ran to Herington, KS for display. I was lucky enough to have caught the special in several locations on the Salina sub due to the single track non block railroad having several trains on it. The special met several empty coal trains and was following two other loaded coal trains across the system. It also had to go through the siding at St. Mary's due to a westbound manifest train stopped dead on the law on the main line. The UP special made much better time on the Topeka sub as it went to Herington. It did not get to run at track speed as it climbed the hill at Alta Vista, KS so we were able to again

get ahead of it. Of course, the day also brought some rain and clouds on May 1st but we did manage to catch the train in good light a few times. As the special departed Herington on the 3rd and headed west to Hutchinson, Pratt, and Liberal for Guymon, OK, it was again following cloudy skies with partial sun. The train made good time on the Golden State Route. It was in Guymon for the 5th for a display prior to heading on west to Dalhart. The 844 performed well across the system with a handful of cars in tow. It made a great sight as it crossed the Samson of the Cimarron east of Liberal.

Warbonnet Watch

This month, I do have a trio of Warbonnets to report. Train H-BARTUL1-22 was seen leaving Amarillo the morning of April 24th with BNSF 717, 606 & 704 for power. The bad news this month is that the Santa Fe Era is almost over 10 years after the BNSF merger. The only active fully lettered ATSF unit is the ATSF 664, a Dash 944CW built in 1994. The 661 & 678 were renumbered during April 2006. ATSF GP7 2159 is running around in Galesburg and is for sale, but is being used somewhat. So there are really two Santa Fe units still in service on the BNSF. One other fully lettered Santa Fe engine is at Tulsa. It is actually BNSF 2154 but still has full ATSF lettering with no BNSF markings on it. The 2154 is a GP7 that is a Remote Control Slug. I do not know if it has the diesel still in it or if it has been replaced with weight for traction. It is a remote control platform for the most part and is assigned to the Tulsa yard. It apparently showed up there in January. It was a locomotive that was sold by the ATSF to VMV back in 1988 but has recently showed up on the BNSF.

There are still many BNSF lettered locomotives still in either ATSF Red & Silver Warbonnets or Blue & Yellow freight colors. They all have BNSF on them somewhere and are not Santa Fe locomotives anymore, but for the Santa Fe Faithful are still painted in ATSF colors.

New Power

Most of the first round of the new ES44AC's have been delivered as of mid April. BNSF 5944 – 5950 are in the computer, but not delivered as of April 24th.

SD70ACE's 9370 – 9389 have been delivered as of April 24th with the exception of the 9379 & 9388. The 9390 to 9399 are in the computer, but again not delivered yet. The 9376 has been making regular trips to Texas on various coal trains normally operating as the DP unit on the rear of the train.

An unlikely trio of unit has shown up on BNSF for power. CITX 140 – 142 were seen leading a train west out of St. Louis on April 25th. Those three locomotives are former EMD SD70M-2 Demonstrators 72 – 74. Currently they are painted in a royal blue that Capital Finance uses on their locomotives. According to internal sources, the trio is on long term lease to BNSF. Seen departing St. Louis on the 25th and Waynoka on the 26th of April, was train Q-STLLAC1-25 with CITX 142, CITX 141, CITX 140 BNSF 5085 and BNSF 4717 for power. Departing Amarillo this train symbol was changed to Q-STLOIG4-26 heading for Oakland instead of Los Angeles. The trio of locomotives returned east on an H-BARKCK1-29 with BNSF 7164 trailing them. By the time that this train had left Amarillo, it had added NREX 5474 & TFM 1672 trailing the consist. At Kansas City, they were broken up and sent in three different ways. The 142 headed for Galesburg on an H-KCKGAL1-02 train, the 141 went to Tulsa on an H-KCKTUL1-02 train and the 140 went to Chicago on the Z-KCKWSP9-02 train.

One that is not new power, but new to BNSF is actually an old ATSF unit. Seen at Tulsa during January 2006 shortly after it was delivered is BNSF 2154. The engine is actually a Remote Control Slug and is former ATSF GP7 2154 still in full ATSF paint. The engine is considered at BNSF engine, but has no BNSF markings on it anywhere as of late April. It was originally built as ATSF GP7 2848 and has the air tanks on top of the locomotive. It still carries its torpedo tube air tanks. According to Kevin EuDaly's 1992 Santa Fe Annual, this engine was sold to VMV and used on the Paducah & Louisville in 1988. It has been reported in various shops since that time. It was seen at VMV in September of 1990 and then shows to be in Silvis, IL at National Railway Equipment in 1994, 1995 & August 2005. This is probably where it came from, but no one knows for sure that I have access to.

(Continued on page 5)

(Continued from page 4)

Interesting none the less. The number 2154 filled in a small gap between GP38s and GP38-2s. There were no locos numbered 2151 – 2154 on the BNSF system prior to this Geep showing up.

Odd Power & Lease Power

A really unlikely set of power operated on BNSF for several days. Seen in Wellington, KS on April 7th, was train M-KCKBEL1-06 with BNSF SD40-2 6940 leading the train followed by BNSF 6340, WC 6944 & WC 6940. I would say that it is very unlikely to have two SD40-2s with the same number in the same train. Both of the WC locomotives are lettered for CN as well as WC and painted gray and orange in the Alstom scheme. The two 6940s were again together on an H-BELDEN1-08 with BNSF 6940 leading WC 6940 AND WC 6944. That same trio of locomotives returned south down the joint line on a H-DENBAR1-11

Train H-DENKCK9-20 was seen in Garden City, KS on the 21st of April with an unusual locomotive. The train had BNSF 7846 leading SD45T-2 DMIR 411 eastbound on the La Junta Sub. This loco came to BNSF at Superior, WI on the 9th of April on a U-SUPLAU1-09 train. It went west from Laurel, MT to Tacoma, WA on train Q-DENTAC1-10. It came back from Tacoma on train Q-TQACDEN1-14 where it made the trip to Kansas City on the H-DENKCK train seen above. It went to Galesburg from Kansas City on the H-KCKGAL1-22 then returned to the CN at Chicago on train M-GALCNI1-25.

Departing Belen on April 27th, was train H-BARGAL9-26 with a consist that is becoming typical of American railroading anymore. It is hard to tell the players without a program. The train had BNSF 1026 leading BNSF 1057, HLCX 6235, BNSF 161, NREX 5650, HLCX 8163, NS 9427, & NS 9726 with 86 cars and nearly 7600 tons.

An unlikely A-B-A set of power was seen departing Fort Worth on BNSF train Z-ALTWSP9-26B The train had EMD 3 leading BNSF GP60B 341 & GP60 8723 for power. The same power turned and headed back to Fort Worth seen departing Chicago on April 27th as train Z-WSPALT9-27B.

Not an A-B-A, but a throw back to the Santa Fe days of hotshots, train Z-

ALTWSP 8-27 was seen departing Ardmore, OK on the 27th of April with BNSF 121, BNSF 555, and BNSF 8716. This is a GP60M, Dash 8-40BW and GP60 consist on a hot Z train like the early 1990s. This train had 48 UPS vans aboard it.

Seen in Arkansas City, KS on April 7th, was a grain train with unusual power. BNSF has been assigning GP50s to locals and road switchers and even yard jobs for a couple of years now. It is rare to get them into through freight service except to move to another yard or shop. However, BNSF GP50 3184 was the lead unit on train G-BNDFTW1-04 with NREX SD40T-2 8865, FURX SD40-2 7939 & EMD SD60 9047 as trailing power. This train had 82 cars weighing 10,602 tons.

An odd locomotive was seen on the BNSF on the end of BNSF train M-AMSKCK1-12 at Harper, KS. This is a train that I saw and was surprised by the rear of the train. SW1200 MWLX 1216 was on the rear of the train. The locomotive has been at a refinery near Gallup since 1998 and prior to that served in Ponca City at the Conoco refinery. Originally it was a KCS locomotive but alas now was moving to the Erman Corp in Morris, KS for scrap.

Several former BN B30-7As were seen moving near Galesburg, IL recently moving towards Houston for export to Brazil. They included the 4002, 4003, 4023, 4024 & 4031 all moving as NREX locomotives of the same number.

Capacity Expansion

Work continues this month on the Transcon. More roadbed work in the Crisfield area has been completed where the new main line is in the Federal Wetlands area. It will be this fall before that new track from Attica to Hazelton will be open for traffic. There are still two spots west of Crisfield that are not completed as of May 1st due to being in the Wetlands area. Most of the area right around Crisfield is rather arid, except for a few small places around creeks. During May, there are supposed to be rail trains dumping new rail now for the Cicero to Mulvane part of the new main track. The new track between Cicero and Mulvane is supposed to be the next portion of the two main tracks to be put into service in September of 2006.

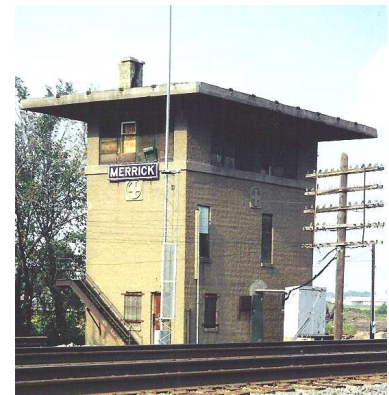
*Merrick Tower, 1998
Photo by Eric Burris*

Service Interruptions

Of course the oddest service interruption occurred on the 28th of April. This odd problem happened when an off duty conductor was trying to jump start a 1960s John Deer Tractor between Clovis and Texico. The Z train departed Clovis at 17:57 on the 28th with BNSF 4527 in the lead. The conductor managed to get the tractor started that was in gear. The tractor ran over the conductor then crossed busy US 60 hitting a Semi Tractor Trailer Rig. The tractor kept on moving south across the highway and crashed through a fence where it got onto main track 1. At that point, the tractor and a mower that was attached to it became detached with the mower becoming lodged on Main 1 in front of the Z train. The engineer put the train in emergency running over the mower while the tractor hit a signal bungalow and finally stopped. The train crew was not injured and the off duty conductor was not seriously injured but suffered several broken bones due to being run over by a tractor. The Semi driver was not injured either. The signal bungalow will have to be replaced

Miscellaneous

Long time Santa Fe Icon; Merrick Tower was destroyed on April 11th. Merrick Tower stood guard at the west end of the Emporia, KS yards and was visible from the Kansas Turnpike (I-35) just south of the Emporia turnpike interchange. The tower had not been used as an interlocking tower for a number of years, but housed signal equipment for the signal department and the crossovers at Merrick. It has been replaced a by non descript metal shack that the railroads currently use for signals. The concrete tower was reduced to a pile of rubble and cleaned up the same day it was destroyed leaving very little trace that it ever existed.



June 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 <i>Museum Open Work Day</i>
4 <i>Museum Open</i>	5	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>NRHS Picnic Museum Open Work Day</i>
18 <i>Museum Open</i>	19	20 <i>Evening Work Session</i>	21	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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