

GREAT PLAINS DISPATCHER

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

December 2006

Volume V

Number 12

LOOKING BACK ON KANSAS RAILROADS

DECEMBER 1966

By Lloyd Stagner



Despite mounting financial problems, orders were placed for nearly 2000 freight cars to be delivered during the first half of 1967. International Car Co. would build 75 cabooses, 1500 100-ton hopper cars would be built, 1000 by Pullman Standard, 500 by American Car & Foundry. 300 70-ton insulated box cars would arrive from General American Car. 60 53 ft. and 50 65 ft. flat cars would be delivered by General Steel Industries.



Additional passenger train service would be provided during Christmas/New Years holidays. Effective December 12 from Chicago and December 14 from Los Angeles, Trains 17-18, Super Chief/El Capitan would run as separate trains. An overflow third section of No. 17 operated through Kansas December 17 and 23, handling 12 chair cars, a dome-lounge car, two dining cars and a dormitory car, powered by five F-7 diesel units. A third section of No. 18 passed Newton December 18 and a special train for military furloughs ran eastbound on December 17.

A check of train activity at Emporia on December 17 indicated 18 through freight trains were dispatched, 12 to Wellington, four to Arkansas City and two to Newton. One of the trains to Wellington was the STR a special holiday train of mail and express loaded in 79 box and refrigerator cars. Eastbound

through freight train arrivals at Emporia included three trains from Arkansas City, three from Newton and ten from Wellington, which included the LAM, the eastbound mail and express freight train. There were seven first class schedules in each direction and four local freights also ran.



Steam power was not quite out of the picture. On December 6, 1966 4-6-6-4 3710 was fired up for use as a snow melter in the North Platte yard. 4-8-4 8444 now 844 was still on the roster for special passenger train service. In 1966, it was not expected that 844 would still be running in 2006!



*Bridge beams for Wichita's rail corridor project were set over Central Street Saturday, Nov. 11.
Photo by Harry Adams*



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: editor@gptm.us, 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

TRAIN SHOWS

Dec. 16

McPherson Train Show & Swap Meet.
10 AM—6 PM
McPherson Community Building
122 East Marlin

Feb. 10 - 11, 2007

Wichita Train Show & Swap Meet,
Cessna Activity Center, 2744 George
Washington Blvd., Wichita, KS, sponsored by Chisholm Trail Div., MCoR, NMRA and Engine House Hobbies.

NRHS NEWS

DECEMBER MEETING

The December meeting will be a free-for-all. The program will be open for any railroad-related material you wish to bring.

The Dec. 15 meeting will be held at Gloria Dei Lutheran Church, 1101 N. River Blvd in Wichita. Meeting will start at 7:30 pm.

A NOTE FROM THE
PRESIDENT

Nominations for the officers of the Wichita Chapter NRHS were continued due to a lack of candidates. Positions currently open include treasurer and vice president. We need members to step forward to fill these and any of the other positions. If you are interested, or know someone interested in filling one of these positions, please contact one of the current officers before the December meeting.

David Meek, President



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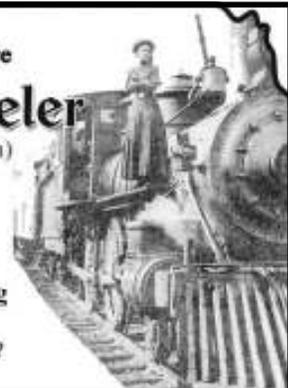
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Amtrak 330 leads the Dodge City Express past the semaphores at Lewis, KS on Nov. 9, 1996. This special was sponsored by the GPTM.

The semaphores were removed two years later. 330 was sold to a scrapper in 2004.

Photo by Lee Bergland, from the collection of Norman Walters.

Santa Fe News
BNSF & Other Railroads
October & November 2006
 By Jayhawk

Power notes**Warbonnet Watch**

Two sets of Warbonnets were seen this month. On October 30th, train V-ABQKCK4-29 had Dash 944CWs 622, 712 & 668 for power as it was seen departing Amarillo, TX. On October 26th, BNSF train S-LHALPC1-24 was seen arriving at Clovis, NM with BNSF Dash 9-44CW 782, Dash 8-40CW 869 & Dash 9-44 CW 766 for power. There have also been several 2 unit consists of Warbonnets this month but I am not going to list all of them.

Classic Consists

Z train power with GP60s in 2006 is really strange to see, but that has been a regularly seen thing on the Z trains between Willow Springs, IL and Alliance, TX for most of October. For much of the month, BNSF GP60 8729, GP60B 332 & GP60M 150 have been seen running between the two cities on the Z-WSPALT and Z-ALTWSP trains starting on October 10th and continuing through October 30th. On October 30th, the 8729 was pulled from this trio and replaced with another GP60, the 8705. Other than the numbers being different and the GP60b being painted into heritage colors, this trio could be one from 1991 on any ATSF intermodal train.

Some other really odd power has been seen on the Z trains between Alliance and Willow Springs during October. One such consist was seen on train Z-ALTWSP2-20 departing Alliance on October 20th. That train had NS Dash 9-40CW 9823 leading CN SD75I 5607 & FURX SD40-2 7207.

What was a real throwback consist was seen on November 5th at Shattuck, OK on train S-CLOBIR3-04. It had a trio of SD40-2s consisting of FURX

7244, NREX 4297, and BNSF 8042 pulling 56 loads and 5147 tons. The FURX loco is an ex BN still in BN green paint and the NREX is an ex UP original MP unit.

In the late 1970s EMD built 23 GP40Xs, 10 for the Santa Fe, 6 for the Union Pacific, four for Southern Pacific and three for Southern. All 10 of the original ATSF GP40Xs are still in service on the BNSF as of October 2006. Three of those are assigned for service out of Amarillo and are commonly used for locals out of there. All three are still in ATSF blue and yellow and are numbered as BNSF 3033, 3036, & 3037. Three others were painted in BNSF Heritage colors, the 3030, 3031 & 3035. I have said all that to say this, on October 15th, train Z-WSPALT2-13 arrived in Alliance, TX with BNSF GP40X 3035, GP60B 327 & FURX SD40-2 7937 for power leading 5900 tons. The 3035 leading a Z train is really rare, and after the train arrived at Alliance, the 3035 went into yard service, its moment of past glory over.

Another odd consist was seen in Fort Worth on October 23rd. Train H-HOUKCK1-21 was seen with BNSF Dash 9-44CW 4542 leading MRL F45 392 & BNSF SD9 6154. MRL 390 has also been running on the BNSF this month as well. Another unusual consist was seen on the roadrailer train, the Q-KCKFTW1-20 departing Kansas City on the 20th of October. This train normally sees NS power as run-through power. This particular train had BNSF GP35 2517 leading NS B39-8 8677 and CEFX SD40-2 2814 (UP colors).

One other thing that has been interesting this month is that several train have ran with one BNSF engine, One NS engine and one CSX engine. This is not an isolated incident, but many trains have been seen with type of configuration this month.

New Power

The BNSF is still taking delivery of the new ES44ACs. As of November 7th, new engines numbered as high as 6134 had been delivered excluding the 6133. This also means that many of the SD9s have been re-numbered to make room for the new ES44ACs. The ES44AC's are coal engines but they do show up in other service on occasions. They normally enter coal service out of Cicero going back to Alliance on an empty coal train. On occasion, they get there in strange methods. One was on October 27th when train Z-WSPALT1-27 departed Chicago with BNSF 6121, 6122 & 6112 for power. When the train arrived in Fort Worth, the 6112 had oil blowing out of the stack. The trio returned to coal service via the M-FTWTUL and M-TULLIN trains. The 6112 was sent to Lincoln for repairs. The 6123 & 6124 also ran from Chicago to Denver on train Q-CHIDEN1-27 and then ran on the M-DENPUE to Pueblo were they went into coal service.

The GP38-2s that are coming from NRE are still not all delivered. Those engines are numbered from 2000 – 2039. Delivery of these engines started in the spring of 2006. they are all rebuilt at national Railway Equipment from a wide variety of locomotives. They were GP35s, and GP40s for the most part. Those NOT delivered are the 2009, 2021, 2024, 2026, 2027, 2029 & 2039.

Lease Power

Last month I mentioned that BNSF was leasing 10 former SOO Line SD60s lettered as CEFX 6000s. First of all, I made a typo on one of the engines. I reported that CEFX 6016 was one of the lease engines when in fact it should have been 6019. Those engines have been roaming the system in SOO Line white all month and in all classes of service in through freight.

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DP trains

As I have previously mentioned, most of the stack trains that are originating at Logistics Park – Chicago are running with DP units on the rear of the train. Many of the eastbound trains that are running to Logistics Park are also running with DP units. Many of these trains are running with over 8500 tons and nearly 8000 feet long. Most of them have two Dash 9-44CWs on the point and two more on the rear. Besides the many grain trains and some of the loaded manifest trains, one other train has been seen recently with DP units on the rear of the train. The Z-FRSCHI1-31 was seen at Shattuck, OK with BNSF 7724, 716, 4772 and on the rear of the train were the BNSF 4050 and 7615 as DP units. The train had 69 loads and 5796 tons at 6555 feet. The really odd thing is that the DP rules that BNSF has set up forbid having DP behind any intermodal except loaded double stack cars. The head half of the train was double stack cars while the rear was TOFC with all but two of them being articulated TOFC cars. This train was scheduled for 3.0 horsepower per ton and with the DP units it was 3.7 HPT. The train had ran from Fresno to Wellington with the DP units on the rear of the train. At Wellington they were pulled off the rear of the train and sent west on a grain train.

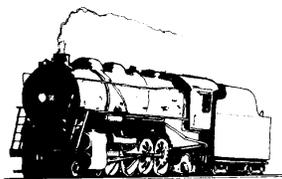
Capacity Expansion

On October 24th, BNSF opened more 2nd main track on the Panhandle Sub-division in Kansas. A short section of new 2nd main was opened from Attica at MP 285.6 to Crisfield at MP 294. On November 7th, another short section will be opened from Crisfield to Hazelton at MP 301.8. That will be all the 2nd main track for the Panhandle Sub this year. From Hazelton to East Kiowa at MP 305.4, the new roadbed, bridges, and the asphalt underlayment are all in place awaiting track. West of Kiowa starting at MP 309 to the west end of Brink at MP 320.8, the contrac-

tors are currently working on new roadbed and bridges. Most of the new signals are already in place between these two points. This leaves just a small portion of the Panhandle Sub that is not CTC two main tracks, that being the track from Brink to Avard, OK from MP 320.8 to MP 335.4. There are still three short segments of single main track on the Clovis sub between Clovis and Belen. All are planned to have a second main track and all are in the early processes of getting it, but no physical work has started as of late October. The Emporia sub between Ellinor and East El Dorado, KS and from Augusta to East Junction at Mulvane are still single track sections. Of course the BNSF uses the line from Mulvane to Newton to Ellinor as a second main track and a sort of directional running separated by several miles from the Emporia sub. It is actually two single track railroads with the same end points rather than double track or even two mains with directional running as trains still run in both directions on both main tracks.

Traffic

BNSF has added a new empty vehicle train to the line up of traffic on the Transcon. Beginning in early October train V-RICKCK began running four days per week out of Richmond, CA. This train runs through to the NS when it reaches Kansas City. The train originates at Richmond at 11:30 on Tuesday, Thursday, Friday & Saturday. It is due to arrive in Kansas City at 08:30 the fourth morning for a 67 hour trip across the Transcon. It normally carries Toyota Trucks.



UNION PACIFIC, M.T.H. ELECTRIC TRAINS SETTLE TRADEMARK DISPUTE

Omaha, Neb., November 8, 2006 – M.T.H. Electric Trains and Union Pacific Railroad are pleased to announce that they have amicably settled the trademark infringement case that UP filed against M.T.H in Omaha, Nebraska federal court. The settlement benefits both parties, as well the entire model railroad industry. It allows Union Pacific to continue to protect its intellectual property, and authorizes M.T.H.'s use of Union Pacific's trademarks and paint designs on model train products and accessories. Union Pacific has also decided to change its trademark-licensing program so that model railroad manufacturers will no longer have to pay a royalty, and will enjoy a perpetual license to use Union Pacific trademarks and paint designs on model railroad products.

In reacting to the end of the yearlong legal battle, M.T.H. recognized the commitment of UP to make a change. "UP deserves a lot of the credit here," Wolf stressed. "UP's willingness to reconsider its position with regard to model train manufacturers' use of its trademarks allowed a deal to be struck. UP has long been a friend and a steward of the hobby and this new license reflects that."

Wolf added that the case was a big drain on M.T.H.'s resources but worth the effort. "For seventy years, Union Pacific and the other railroads have worked with our industry to develop and nurture the model-railroading hobby. The UP license that had been in effect did not properly reflect that mutually beneficial and rewarding relationship."

Bob Turner, Senior Vice President
Corporate Relations for Union Pacific,

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said, "Mike Wolf is to be commended for his commitment to the model railroad industry. His energy and passion helped us find a solution that will better reflect the positive relationship that Union Pacific and the model train industry have enjoyed for many years."

To help commemorate the new arrangement between UP and the model train industry, M.T.H. will release a yet-to-be determined Union Pacific-sanctioned commemorative model locomotive.

UPRR News

ELECTRIC STREETCAR RETURNS TO KANSAS CITY UNION STATION

KANSAS CITY, MO -- Nearly 50 years after they disappeared from Kansas City streets, an electric streetcar has been restored and returned to Union Station.

The vintage street car, freshly painted in authentic pale yellow, arrived at the station Tuesday to be put on display.

One of the people waiting for the streetcar was Harold Ambrosius, who operated the power and brake pedals in the cars -- including the renovated one -- for 11 years before they were put out of business in 1957 and replaced by buses.

He drove the buses for 33 more years, but said he liked the streetcars better.

"A lot of people were sad when they got rid of them, because they were a pretty smooth ride," Ambrosius said.

The Kansas City Regional Transit Alliance, a nonprofit corporation, restored the streetcar with a \$125,000 federal grant.

The project began long before Kansas City voters approved a plan to intro-

duce light rail to the city in this month's elections.

"But with the November 7 results, it is somewhat symbolic that we bring back a restored version of what was our streetcar from the '40s and '50s," said the Greg Lever, executive director of the Transit Alliance.

Union Station provided a section of rail for the car to be placed on permanent display under a shelter near the north parking garage. Visitors won't be able to go inside the car.

The car put on display was in service in Kansas City from 1947 to 1957. It also was used in Toronto and San Francisco before being retired in 1979.

It had been in an electric rail museum near Oakland before coming back to Kansas City on the back of a flatbed truck. - *The Associated Press, The Topeka Capital-Journal*

CITY OF WICHITA TO AMEND CONTRACT FOR RAIL CORRIDOR

WICHITA, KS -- The city of Wichita is about to put the final touches on a deal to resolve problems with defective concrete panels in the \$98 million Downtown Rail Corridor project, officials said.

The City Council is expected to approve changes to a construction and maintenance agreement with the BNSF Railway Company at its meeting Tuesday.

The changes are needed because of problems discovered about four months ago in the panels used to build retaining walls to elevate the tracks where they pass through the city center.

Steel reinforcements inside the defective panels were improperly bent in the

fabrication process and shifted when the concrete was poured, city officials have said.

In some cases, the steel is exposed to the open air and prone to rust.

City Public Works Director Chris Carrier said there is no structural problem, but it could become a maintenance issue during the expected 75-year life of the panels.

"Maybe the design life ends up being only 50 years instead of 75," he said.

The city has reached agreement with the project's general contractor, Dondlinger & Sons Construction Co., to replace the top row of defective panels, which are exposed, Carrier said.

Dondlinger also will pay the city \$1 million, to be put in an interest-earning account to pay for any future maintenance that may be required on possibly defective lower panels, he said.

The interlocking panels hold back massive amounts of sand, cement and asphalt that will hold up the tracks.

The project is designed to ease street traffic congestion by elevating the railway and improving rail overpasses.

A combination of federal, state, local and railroad funds is paying for the project.

The contract changes the council will vote on will alter the city's deal with the railroad to incorporate the settlement terms that the city has made with Dondlinger, according to a staff report.

Council member Bob Martz said he was initially concerned about the defects, but after meeting with city engineers, he's convinced the problems have been adequately addressed. - *Dion Lefler, The Wichita Eagle*

December 2006

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

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