

# GREAT PLAINS DISPATCH

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

November 2007

Volume VI

Number 11

## LOOKING BACK ON KANSAS RAILROADS

### NOVEMBER 1967

*By Lloyd Stagner*



Passenger trains westbound Nos. 3 and 7 and east-bound Nos. 8 and 30 were consolidated between Chicago-Omaha effective with the fall 1967 timetables.



Construction was completed on a 32.7 mile branch line from Lead Jct. to Buick MO to serve a new lead mine. Lead Jct. was on the Cuba-Salem branch of the Eastern Division.



Passenger trains Nos. 21-22 between Memphis TN-Tucumcari NM, also Nos. 15-16 between Minneapolis-Kansas City were discontinued November 10. Despite discontinuance of passenger trains, the station at Des Moines was refurbished with air conditioning, vending machines, new seats and new paint.



With the discontinuance of mail trains Nos. 3-4, 7-8, a number of F-3 "War Bonnet" units in the 16-27 series, built in 1946-1948 were transferred to freight service out of Argentine KS. The delivery of six U-30CG and nine FP-45 units for passenger service would see more F-3s/F-7s released to freight service. A plan to discontinue all passenger trains except Nos. 17-18, Super Chief/El Capitan, Nos. 1-2 San Francisco Chief, Nos. 15--16, Texas Chief, and Los Angeles-San Diego trains was announced. The Interstate Commerce Commission would make an investigation which ensured trains for which authority to discontinue was filed, including Nos. 11-12 serving Wichita would run for at least ninety days.



With the discontinuance of mail/express trains No. 27-28, mail and express cars were handled on the rear of Nos. 105-106 City of Portland. E-9 EMD passenger units were seen in freight service at Omaha as a result of passenger train discontinuances.

**NOVEMBER NRHS MEETING  
WICHITA RAIL CORRIDOR  
CONSTRUCTION  
FRIDAY, NOVEMBER 16**



**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](mailto:editor@gptm.us), 316-744-7259 or 700 E. Douglas, Wichita, KS 67202-3506

**NOVEMBER NRHS  
MEETING**

The Wichita Chapter's monthly program will be a presentation on Wichita's rail corridor construction by Harry Adams.

Also on the agenda is officer nominations from the floor. A volunteer is still needed for the position of vice president.

The meeting will be held Friday, November 16 at Gloria Dei Lutheran Church 1101 N. River Blvd in Wichita. Meeting time is 7:30 pm.

**NRHS MEETINGS**

- Nov 16 Wichita rail corridor
- Dec 21 Slide free-for-all

**OTHER EVENTS**

- Nov 9 Topeka NRHS meeting and auction
- Nov 10 Topeka NRHS fall driving tour
- Nov 24 & Dec 1 Santa Claus Express, Midland Railway, Baldwin City. 800-651-0388 or [www.midland-ry.org](http://www.midland-ry.org)

**NRHS DUES**

NRHS has mailed out the dues notices from national headquarters. If you have not received a dues notice, contact Steve Corp, treasurer.

Another issue is the mailing address for renewal. Please mail your renewals to:

Steve Corp  
5609 Shadybrook St  
Wichita, KS 67208-1756

Also, the statement needs to be included with the payment. Doing this will lessen the workload of the treasurer.

The new dues rates are listed below.

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## TOPEKA CHAPTER FALL DRIVING TOUR

The fall quest for abandoned railroads takes us east on Saturday, November 10. The tour will follow the various parts of the Kansas City, Clinton & Springfield Railroad (the "Leaky Roof") from near Desoto KS to Harrisonville MO (see separate article). The last part of the tour will explore the Katy branch from Harrisonville to Paola KS. The Missouri-Kansas-Texas Railroad built a line west to bypass Kansas City MO beginning near Sedalia MO in 1872. The line entered Kansas near Louisburg and connected with another line at Paola reaching northeast from Parsons. Although the Katy eventually entered KC by way of trackage rights on the Frisco, the small branch east scraped by until its abandonment in 1958. Come join us on the tour by signing up at chapter meetings, call Robbie Chitwood at 785-232-0351, or emailing him at robchit@yahoo.com. Participants will meet at Gage Bowl North, 200 NE Hwy 24. and be prepared to leave at 8:00 AM SHARP! Drivers will be needed for a caravan to visit each townsite. Arrangements will be made to meet Kansas City area participants along the way. Lunch will be individual at a place to be determined. A \$3.00 donation would be appreciated to cover the cost of handouts. Come spend an interesting day out to explore this great railroad history!

## WICHITA RAIL CORRIDOR UPDATE

Tuesday, October 16 was the first day for train operations on the new overpasses in Wichita. This new

route is the first of double track to be constructed through Wichita. BNSF trains will use this route, with the UP trains using the old line south of Central Ave. Project completion is now scheduled for 2009.

## AT&SF NORTH WICHITA YARD

By Sam Andrews

The Santa Fe yard on north Broadway dates from 1913 and is perhaps has the most interesting history of any rail yard in town. Due to the construction projects of the elevated track and Union Station, Santa Fe was required to vacate its downtown yard and relocate to another site somewhere in town. Just like Rock Island had done two years earlier in 1911, the railroad selected a location up in the expanding industry section of north Wichita.

A total of 40 acres of farm field land was purchased for the site of the new yard, roundhouse and rip tracks on the east side of the mainline between 25th and 33rd streets. The railroad had requested north-south streets Topeka, Emporia and St. Francis between 25th & 29th and east-west streets 23rd, 24th, 26th, 27th and 29th to be closed (the three north-south streets were closed but only 23rd and 29th going east-west were allowed to remain open). In addition, the mainline was moved 10 feet to the east to allow Lawrence Road (renamed Broadway in 1938) to be widened.

Construction began at the new yard May 13, 1913. Along with several yard tracks, a 12 stall brick-

concrete roundhouse & coaling/water station were built on site. Work to open the yard was rushed at a fast pace and, in November, North Wichita was in business. Local Santa Fe management stated the yard was the finest and most modern on the entire Santa Fe system. The current two story yard office was built in 1964 and housed the yardmaster, clerks, operator, refrigerator car department inspectors and state grain inspectors.

For many, many years the Santa Fe had three yards in town with each yard named after the physical location: North yard, South yard & West yard. Effective in October 1985 North Wichita became 'Wichita' as the 'north' was dropped. At that same time, mainline track through town changed from 3rd District to 3rd Subdivision. It is not known on just how far back the track first became known as 3rd District, but very possibly in 1901, the year Santa Fe finished its purchase of Wichita Southwestern.

## ALBUQUERQUE TO BUY RAILROAD SHOPS

The city of Albuquerque, NM has voted to buy the 27-acre rail yard property for \$9.4 million before the option expires Dec. 28.

The property - which includes about 25 buildings from the old rail yard, including one that's 166,000 square feet - would be used in part to house a long-awaited Wheels Museum and at least 30 affordable housing units, as dictated by the legislation.

www.wheelsmuseum.com ,  
*Albuquerque Tribune.*

## WICHITA NRHS MONTHLY CHAPTER MEETING MINUTES

Friday, October 19, 2007.

David Meek called to order the regular meeting of the chapter at 7:36 pm on October 18, 2007 at the Gloria Dei Lutheran Church. A quorum was present. The minutes of the April meeting were read by Richard Hitchcock. A motion to approve the reading of the minutes was made by Norm Walters and seconded by Harry Adams. The motion passed.

Steve Corp gave the financial report. A motion was made by J. Harvey Koehn and seconded by Norm Walters to accept the report. The motion was passed.

J. Harvey Koehn gave the National Director's Report. NRHS has had to move out of their building for a problem and a project. 13th September email said a bulletin was mailed. Dues, ours were \$35, and now, \$46 for 2008, this reflects the national dues increase of eleven dollars. Family membership will be \$51.

President's report: Officers for 2008 have been listed as the current officers have consented to return. Nominations will be open from the floor in November. Next year is our turn to host the Quad Chapter meeting. Ideas are needed. Let Harvey know with a note, or an email. Nat'l Dir is responsible for Quad Chapter Meeting. It was stressed that activities around Wichita be considered.

Old Business: - The 844 visit may

have generated complaints due to admission charge against members. It was noted to be a fund-raiser. There were about 3,000 people at the event. The wives did an outstanding job.

New Business: - Frank Ruf mentioned the BNSF is using the rail corridor line. The UP is not yet using it. The Museum's board meeting is this month (October).

Norm Walters, Mike Provine and John Arbuckle took a trip to Alamosa. They went to Chama NM and came back across the territory. Next, they rode on the San Luis & Rio Grande to La Veta Pass with a steam engine leading the train. He said it was a very good trip. They went to Salida CO next. The Alamosa train is acquiring engines from Michigan. The Aspens were in good color, Norm reported.

New By-laws may be in our hands in November. January will be the meeting in which we finalize them.

VP report: VP report: Harry Adams has the program in November. The program tonight is produced by

Avalee Weeks, a program of railroad music. It began with songs played by Tom Szambecki on piano and Bob Frahm on trumpet. Then, it was followed by music played by the Short Line Brass, who are Neal Lewis, Tuba;

John Matrow, Trombone; Guy Vallen, Horn and Bob Frahm, Trumpet. Everyone enjoyed the live music.

Norm moved and J. Harvey Koehn seconded to adjourn and it was approved at 8:10 pm.

*Richard Hitchcock, Secretary*

## LEATHEROCK HOTEL

Wayne Hallowell is looking for a telegraph operator's key, scissors telephone, sounder, old typewriter, and railroad switch key. He had these on display at the Leatherock Hotel but they were destroyed in the June 30th flood. You may contact him at 620-336-3350 or [w\\_hallowell@yahoo.com](mailto:w_hallowell@yahoo.com).

The Leatherock Hotel is located adjacent to the SL&SF-AT&SF crossing in Cherryvale, Kansas. Built in 1912, the hotel is undergoing a lengthy restoration. The hotel also houses a local history museum. For more information go to [www.leatherockhotel.com](http://www.leatherockhotel.com)



*BNSF 4990 leads a west-bound stack train at the south end of the recently opened trackage of the rail corridor project.*

*Photo by John Matrow*

## SANTA FE NEWS OCT. & NOV. 2007

By Jayhawk

### TRAFFIC

Starting on Sept. 27, 2007 a new train began running from Emporia. Previously train H-EMPGAT had been discontinued and it has now been replaced by the H-EMPSDF between Emporia and Sea Drift, TX. The train is built to by pass Temple, TX. The train is blocked for Wadsworth and Seadrift and is not scheduled for any work on line. The advantage of running this train from Emporia to Sea Drift instead of from Kansas City is that it is less than 1000 miles and the train does not need an inspection on line. This train runs 895 miles from Emporia to Sea Drift.

During Sept. and much of Oct. several empty coal trains have been detoured off the Fort Scott Sub. I mentioned this last month as a few of them showed up in late Sept. being detoured via Enid and Amarillo. They continued during Oct. running west out of Springfield through Tulsa and Enid to Amarillo then north to Pueblo and Denver. The reason for these detours is a pair of tie gangs working on the Fort Scott sub. These empty coal trains are primarily the trains from Georgia Power that NS gives us back at Memphis and the Palos, AL empty trains from near Birmingham.

A couple of unit tank car trains have been seen this month that are not your normal trains. Train G-GDNNFW7-31 is a new Ethanol train movement from Garden City, KS to North Yard in Fort Worth, TX for Musket Fuels. The above mentioned train was seen in Wichita, KS on Nov. 3<sup>rd</sup>, with BNSF SD60M 9258 leading BNSF Dash 9-44CWs 4908 & 4232 and 47 loads of ethanol. It had one tank car of water on the head end as a haz-mat cushion car. Another tank car train of fertilizer was seen this month also at Garden City,

KS. Train G-WMSSTE4-08 was seen moving from Williams, OK to Sterling, CO via Tulsa & Perry, OK, Arkansas City, Newton & Dodge City, KS and La Junta and Denver, CO. This train had plenty of power as it departed Dodge City, it was seen with BNSF 4189, 4413, 9258, 690, 4406, 1599, 5755 & 5120 pulling 70 loads and 9115 tons heading for the NKCR at Sterling. The train was headed for Holyoke, CO. The four middle units of this train were to set out at Garden City for a grain train from Wind River Grain and a switch engine.

Another train of plastic pellets were seen moving on Oct. 12 at Hutchinson, KS. Train H-DYTDDC4-09 was seen in Hutch with BNSF 5289, 7522, 6352 & 121 pulling 89 covered hopper loads weighing 11524 tons. The train was a storage train heading for Dodge City where the cars will be switched out and sent out to customers as needed. Normally these cars are stored in the Houston area, but due to the yards already full, so the cars are sent to other locations such as Kiowa, KS. That is where one was sent last month that are mostly now sent to customers.

### POWER NOTES

#### **New Power**

Not much for new power this month. All of the ES44DCs have been delivered so the only new power this month is a few of the NREX 3GS21Bs. Those included the 1241, 1243, 1245, 1246, & 1247. All of them are heading for Texas for use.

Not exactly new, but close to it is BNSF 6485. The former ATSF SD45-2 (ATSF 5631 to ATSF 5835 to BNSF 6485) is now equipped with a 16 cylinder engine and rated at 2950 horsepower instead of the original 20 cylinder engine rated at 3600 HP. It is also sporting the new BNSF logo paint scheme, the only SD45-2 to do so. With the engine conversion, it has a shorter radiator section with the fans closer together than on the standard

SD45-2. BNSF is calling it an SD45M-2 so far. It was released from Mid America Car in Kansas City during Oct. sporting that new paint scheme and headed south to Texas with a vehicle train the first trip.

#### **Old Power**

##### **BNSF B23-7s sold**

More BNSF B23-7s were sold in Oct.. BNSF train M-GALGAL1-12 was seen departing Galesburg, IL on Oct. 12 at 23:50 with BNSF Dash 8-40BW 555 leading GP38-2 2013 & SD9 1716 followed by 5 former ATSF B23-7s, the 4220, 4212, 4263, 4253 & 4274 all heading for National Railway Equipment at Silvis, IL.

##### **Renumbered**

BNSF SD40-2s 8112 & 8167 were both re-numbered in early Nov. to BNSF 8090 & 8091 to make room for the SD60Ms being renumbered to the 8100 class. The renumbering of the 9200 class SD60Ms started Oct. 31, when the 9257 was re-numbered to the 8157. On Nov. 2, the 9283 was re-numbered to the 8183, the 9288 was renumbered to the 8188 on Nov. 3 and the 9234 was re-numbered on Nov. 4 to the 8134. The reason for the renumbering of the SD60Ms is to make room for the new AD70ACe's coming in the next few months.

#### **Odd Power**

##### **BNSF B units**

BNSF is the only railroad that has B units. While they do not have many, they can show up in some rather unusual combinations. The BNSF has 4 SD45-2Bs in the 6520 class, and 23 GP60Bs in the 325 class all of former ATSF heritage. The SD45-2s have been in rock service out of South Texas for quite a while so getting an A-B-A or A-B-B-A consist is something that is seen on occasions. One such occasion was seen on Oct. 9 at Conroe, TX. Train U-BWYOU0-20 had BNSF SD45-2 6466, SD45-2Bs

*(Continued on page 6)*

6522 & 6523, SD45-2 6460 with SD40-2 6723 added for good measure. The 6460 is also the only BNSF SD45-2 that is in the Heritage 1 paint. (The 6481 was sold but still operating in a lease fleet).

On Oct. 18, BNSF train S-HOULAC1-17 was seen departing Brownwood, TX with BNSF Dash 9-44CW 771, and GP60Bs 332 & 337 for power. The 332 is the GP60B in the new BNSF image scheme so this train also had three paint schemes with the 771 in Red & Silver and the 337 in Heritage 1 paint.

This is a really different A-B-B-A consist and it was seen running over Raton pass. Train X-BARSTE1-25 was seen on Oct. 27 at Raton with CSX SD70M 4780 leading BNSF GP60Bs 325 & 342 and BNSF Dash 8-40CW 933.

#### Odd Consists

Several odd consists were seen on the BNSF this month. Here are some of them: Seen arriving at Belen, NM the morning of Nov. 3 was train U-FTHBAR1-31 (Military Train) with BNSF 7628, ICE 6445, BNSF 1922, EMD 9096. That is a ES44DC, SD40-3, SD39, SD60 consist. A solid set of SD40-2s were seen departing Barstow, CA eastbound on Oct. 27 on train H-BARMEM1-27. That train had BNSF 6804, 6931, 6757, & 6822. That is a rarity in 2007 to have four SD40-2s on one train. Another train that had all EMDs was seen departing Amarillo on Oct. 18 with BNSF 7143, 7067, FURX 8095 & SD60M 9202 for power. Another EMD consist was seen departing Brownwood, TX on Oct. 17 with EMD SD60 9024, BNSF SD60M 9269 & EMD SD60 9015 on train M-LUBTPL1-15. That same power was used on the U-BWWLAU1-17 after it arrived at Brownwood, the unit fuel train heading for laurel, MT. Train Z-SBDALT9-27 was seen passing Seligman, AZ on Oct. 27 with all ex ATSF power in the form of BNSF Dash 8-40CW 801, GP60Ms 153 & 146, &

Dash 8-40BW 516 for power. The 801 was in Heritage 2 colors and the 516 was in the new BNSF logo scheme. On Oct. 16 train U-SVLNEE5-13 was seen departing Brownwood, TX with NS 9814, KCS 3126 & KCS 668 for power. This is a tie train for Needles from Somerville, TX. Seen at Fort Madison, IA on Oct. 18 was train Z-WSPALT9-18 with some odd power. It had FURX SD40-2 7236, BNSF GP60 8729 & BNSF Dash 8-40B 547 for power. Seen departing Kansas City on the 17 was westbound train S-CHIOIG1-16 with BNSF SD40-2 6353, KCS SD70ACe 4006, BNSF SD40-2s 8020 & 6707.

#### Odd Power Moves

On Oct. 20, two different moves were seen that were slightly unusual. Southwest Railroad's unique GP26s, the 2601 & 2602 were seen in Amarillo trailing train G-CRLKCK4-18 trailing BNSF 780, 904, 7577 & 6334. Before that train was allowed to depart Amarillo, those two engines were set out due to the fact that they departed Clovis on the potash train without being inspected by BNSF. After they were inspected, they departed on the M-AMSKCK1-23 for Newton, KS trailing the BNSF 671, 334, 852, 676 & CEFX 6001. (3 out of 4 BNSF units are red & silver) Then they moved from Newton to Dodge City on the L-KAN0111-25 to Dodge City to the Cimarron Valley Railway. Also seen in Amarillo on Oct. 20 was WFAX SD40 #603. The 603 is lettered for the Escalante & Western and came from Pega, NM. The engine was moving through Amarillo on train H-BELDEN1-19 trailing BNSF 5411, 933 & 5410 heading for Denver where it was handed off to the UP for movement to Boise, ID for rebuilding.

#### SERVICE INTERRUPTIONS

At 11:45 on Oct. 9<sup>th</sup>, BNSF train S-MKSKCK3-06 was stopped at MP 61 near Pomona, KS as far away from the public as possible due to a container tank leaking chlorobenzyl chloride

about halfway back in the train. Originally several 40 people were evacuated but soon, all but three households were allowed back into their homes. The container tank began leaking about MP 85 for no apparent reason from its seams. The leak was stopped and the due to Hulcher and Pike Construction providing lifting equipment, the container was removed from the car at 19:05 with train traffic on the busy BNSF Emporia Sub allowed to resume at 19:48. Those three households were allowed back into their homes prior to the tank being removed. At least 10 trains were detoured over the Topeka sub to allow traffic to keep running. This was originally reported as a derailment by some web sites, but it was not a derailment.

At 03:55 the morning of Oct. 11, train H-DENGAL1-10 derailed lines 52 – 67 out of 87 at Planter, CO on the Akron sub. The east car of the derailed cars had a cross key fall out of a draw bar letting the entire coupler assembly fall out of the east end of the car derailling it and the following 14 cars. The siding was opened that afternoon and the main track was opened about midnight. Due to the derailment, a Z train ran across the Joint Line and the La Junta sub. Train Z-DENCHI9-11 with BNSF 5070 & 5432 were leading the Z train seen at Colorado Springs and Hutchinson, KS.

At 03:20 on the morning of Oct. 12, train Z-ALTWSP8-11 had to flag through a crossover at Argentine due to a signal outage when their second car derailed due to irregular cross level. Only the wheels on the middle well of a double stack derailed but both main tracks were fouled at 12 Street at MP 3.5 of the Emporia sub. The small derailment was cleared up by 08:10 with traffic again being allowed to move. There were 25 freight trains and Amtrak #4 directly affected with delays at the scene. In addition to that, eastbound trains from Amarillo were restricted to 45 MPH for the next

36 hours due to congestion in Argentine.

And for those of you in Hutchinson, KS at 20:10 that same night, the L-KAN0121-12 derailed 5 loads of salt on track 112 leaning against track 111 but with them all derailed up right and not affecting the main track. The derailment was caused by wide gauge due to defective ties. The local is the Dodge City to Newton local.

At 08:45 on the 29, train H-BARGAL9-27 derailed lines 31 through 55 at Ellinor, KS about 12 miles west of Emporia on the single main track of the La Junta sub. This is just west of the crossovers where the La Junta Sub and the Emporia Sub split. Out of the 25 derailed cars, 24 of them were loads of wine and one was a load of canned fruit. Several of the cars had wine leaking out of them and into a nearby dry creek. No cause has yet been determined for the derailment that happened in the middle of this 107 car train. The train had two units in the lead and three more behind 85 loads followed by mostly empties. No locomotives were involved in this derailment. The main track was re-opened at 00:28 on the 30<sup>th</sup>. Due to this derailment one train was detoured, that being the H-KCKDEN9-29. It was not detoured until the afternoon of the 30, after the track was opened, but this was primarily due to crew issues west of Newton. The train detoured from Kansas City to Wellington and Amarillo then north on the former BN to Pueblo and on to Denver.

### CAPACITY EXPANSION

More 2<sup>nd</sup> main track is now in service on the Panhandle sub. It took four weeks to get the 13 miles from West Hazelton to West Loder cut in on the Panhandle Sub, but it is finally done. As of Oct. 22, the last piece of track was opened from what was the west end of Loder at MP 314.3 to the new West Loder at MP 314.8. There is now only 20.6 miles of single main track left on the Panhandle Sub from Loder

to East Avard at MP 335.4. This included two sidings at Brink (11,400 feet) and Noel (18,966 feet). The siding at Noel is a 30 MPH siding. The west end of the two main tracks at Loder is half of the crossover for Loder. West of Loder, the roadbed is complete to MP 324.1 at the site of the large bridge over the Salt Fork River east of Alva. The roadbed also has the asphalt underlayment on it and many of the signals are in place. That is the good news, the bad news is that according to my source, the funding for the rest of the 20.6 miles of single main track has been pulled and it will not be completed until 2009. that same source also says that the funding for the third main track has been pulled for the Powder River Basin Joint track. I don't know how this will affect the three sections of single main track on the Clovis sub including the bridge at Fort Sumner, the fill over the UP at Vaughn and Abo Canyon, the latter still being in court to decide if BNSF can build the second main through there.

### SPECIAL TRAINS

On Oct. 24, BNSF ran a business car special out of Topeka heading for Alliance, TX. Train O-TOPALT1-24 was seen departing Topeka with BNSF SD40-2 6823 leading 11 business cars, the 64 (sleeper Marias Pass), 51 (Baggage/Power car Snoqualmie Pass), 45, 44, 41, 40(Bi-level Coaches Flathead River, Colorado River, Powder River & Fox River), 29 (Club/lounge Valley View), 10 (Diner Lake Superior), 31(Dome/Lounge Bay View), 28 (Lounge Mountain View) & 4 (Business Car Missouri River). The train arrived in Alliance late that evening and was used as the O-HSTHST9-25 the next morning running from Haslet to Gainesville and back with BNSF 6011 on one end and BNSF 5659 on the other. The business cars sat in Alliance from the 25<sup>th</sup> until the 30<sup>th</sup> when it ran west as the O-ALTPRA1-30 from Alliance to Peoria, AZ (North of Glendale yard at Phoe-

nix). It ran via Wichita Falls and Amarillo to Peoria with BNSF 749 for power and 9 of the above mentioned cars, missing the 10 & 28. This train arrived in Peoria on the 1<sup>st</sup> of Nov. at 15:00 where the cars departed for downtown Phoenix on the R-SWE0035-01 at 17:00. The cars were used on a special from Phoenix to El Mirage and back on the 3<sup>rd</sup> trailing BNSF 7543. After the special was finished at Phoenix, it was sent back to Peoria on the R-SWE0037-03 later that evening. Departing Peoria late on the 3<sup>rd</sup> was train O-PRATOP1-03 trailing the BNSF 7543. It ran via Raton Pass with the same 9 cars to Topeka arriving there the evening of the 5<sup>th</sup>. The trip that operated out of Haslet was to take customers to the Texas Motor Speedway for a race on the 25<sup>th</sup>. The trip that was ran out of Phoenix was for the Make a Wish foundation for kids in the burn unit.

On Oct. 16, BNSF train O-SPMAMA9-16 departed Springfield, MO with BNSF 537 leading 6 business cars with Chairman Matt Rose aboard. The train had business cars 7 (Business Car Santa Fe), 3 (business Car Red River), 68 (Sleeper Rollins Pass), 60 (Sleeper Deschutes River), 8 (Business car John S. Reed), & 32 (Theater Car William Barstow Strong). The train spent the night in Enid then departed the morning of the 17<sup>th</sup> arriving in Amarillo about 15:00 that afternoon.

### CHARD WALKER

Chard Walker, noted Santa Fe employee, historian, author and photographer died at his Hesperia, California home Friday, September 28. Chard was 85.

Donations be made for the preservation of the Descanso. Checks can be made payable to PRS-Descanso Trust Fund and mailed to Pacific Railroad Society, 210 W. Bonita Ave., San Dimas, CA 91773.

# November 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 <i>NRHS BOD 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	22	23	24 <i>Museum Open Work Day</i>
25	26	27 <i>Evening Work Session</i>	28	29	30	

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