

GREAT PLAINS DISPATCH

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

DECEMBER 2011

Volume X

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LOOKING BACK

By Michael M. Bartels



50 YEARS AGO

Missouri Pacific applied on Dec. 13, 1961, to the Kansas Corporation Commission for permission to discontinue passenger service between Wichita and Geneseo. Hearings were set for Feb. 15-16, 1962, in Hutchinson. (Wichita Eagle, Dec. 15, 1961)

80 YEARS AGO

Arkansas Valley Interurban is fighting the applications of two bus companies to extend service into Wichita from the north. (Wichita Eagle, Dec. 25, 1931)

Buses and streetcars will be held downtown tonight until all midnight matinees are over about 2 a.m. and will then make a final trip to their various destinations. This service is a regular New Year's feature of the Transportation Co. (Wichita Eagle, Dec. 31, 1931)

90 YEARS AGO

A note said the streetcar company maintains an eight-minute schedule on

the Stock Yards Line and the 21st Street-Arkansas Avenue bus line runs a six-minute service. Besides these, the Jones Park and Walnut Grove lines each run a bus every hour. (Wichita Beacon, Dec. 1, 1921)

The Dec. 4, 1921, Wichita Beacon had a large advertisement for the Wichita Northwestern Railway, "the Wheat Belt Route." O.P. Byers, president. General offices, Hutchinson, Kan.

Due to ice on the streetcar tracks, about 50 tons of sand was distributed by two cars from the morning of Dec. 22nd until midnight the 23rd, said H.W. Patten, superintendent. (Wichita Eagle, Dec. 25, 1921)

James Murry, director of public service, recommended today that the street railway bridge across the Arkansas River be torn up and the streetcar company be required to lay a double track across the Douglas Avenue bridge. (Wichita Beacon, Dec. 30, 1921)

Sedgwick County received the first divided from the 158 shares of Midland Valley Railroad stock it received when it voted \$31,500 in bonds for the railroad in 1911. It received a check for \$948, representing a 6 percent divided on the stock for the period July 1, 1921, to June 30, 1922. (Wichita Eagle, Dec. 31, 1921)

100 YEARS AGO

The through Frisco-Santa Fe passenger service via Waynoka, Okla., inaugurated in 1911 apparently didn't last long. The April 15, 1915, Santa Fe public timetable makes no mention of it. There was only one through train on the Belen cutoff, Nos. 1-21, the Missionary, westbound, and Nos. 22-8, the Chicago Flyer, eastbound. Locals Nos. 117 and 114 ran as far west as Clovis, N.M. The Avard, Okla., gateway really came into its own for freight service in August 1973 when two through trains each way were shifted here from their former route via Floydada, Texas, and the Quanah, Acme & Pacific.

DECEMBER NRHS PROGRAM

Slide-Free-For-All. For our viewing pleasure bring slides or digital images or movie excerpts on a DVD. A slide projector, a computer, a DVD player, and a computer projector will be available. Bring your digital images on a CD (preferred) or on a jump drive.

The meeting will be held Fri., December 16, at the Great Plains Transportation Museum, 700 E. Douglas, Wichita. Meeting time is 7:30 pm.

There will be the 6:00 p.m. informal dinner gathering at the Riverside Cafe,

739 W. 13th, Wichita before the meeting.

In December we will have the election of officers for 2011. The vice-president, secretary and treasurer positions are vacant.



**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

NRHS PROGRAMS FOR 2012

January program for 2012, open but tentatively will be a railroad DVD. Specific topic TBA. Feb. program, museum annual meeting. Some entertainment about the museum will follow the formalities of the annual meeting. It was at the end of this month, 25 years ago, that the museum first opened its doors to the public. March - Garden City Western. Bob Walz will present. April - Topeka Chapter exchange program. In June the Wichita Chapter will host the annual quad chapter meet.

OTHER EVENTS

Feb. 11-12, 2012 - Wichita Train Show & Swap Meet, Cessna Activity Center. Sat. 9-6, Sun. 11-4. Phil Aylward 316-830-6608

March 17-18 – Boot Hill Model Railroad Show, Finney Co. Fairgrounds, W. Pavilion Bldg, 601 Lake Ave., Garden City, Sat. 10-6, Sun. 11-4. Info: Robert Simmons, ras@odsg

April 26-29 - Katy Railroad Historical Society Convention, Smithville, TX. www.katyrailroad.org

May 26 – Cherry Valley Model Train Show, Phillips Recreation Center, Broadway & Heacock, Parsons, Sat. 9-5. Free admission. www.katydays.com

June 18-24 - NRHS Convention, Cedar Rapids, IA. www.nrhs.com

June 19-24 - Santa Fe Railway Historical & Modeling Society Convention, Temple, TX. www.atsfr.com

NEWTON CO-OP

By Sam Andrews

A small grain elevator called Newton Mill opened in 1959 in Newton alongside the Missouri Pacific tracks. This

location for many years provided business for Mopac's McPherson Branch local which served Newton.

The elevator became a branch of Walton COOP during 1981. Expansion took place in 1984 when more storage silos were added on site.

All grain shipped at the facility is now done by trucks and has been so since around the late 1980's.

On July 4, 1983 the Mopac local stopped to switch cars at the COOP. While on the elevator spur, the single engine on the train derailed. A mechanical crew was sent from Wichita to rerail the engine. After a 4 1/2 hour delay the engine was back on track and the train departed town.

**FROM THE NOVEMBER 1961
THE DISPATCHER**

Submitted by J.H. Koehn

With extreme regret and deepest sorrow, I report the passing of our good friend of the Frisco, veteran conductor Harold D. Goodwin, on Saturday, October 14, 1961, at his Wichita home.

No longer will his cheerful smile and warm visits grace our yearly run by caboose to Ellsworth, Kansas. Always so tolerant of rail fans, their gripes and their eternal problems of asking too many questions and climbing on equipment in every possible manner to take another picture; our loss of a friend and companion of the "high iron" will leave a wide breach of our enjoyment of our trips via caboose.

This friend only last month once again was the perfect host to our club as he conducted us once more safely to and from Ellsworth on the seventh yearly outing of the Wichita Chapter.

FROM THE DECEMBER 1961 THE DISPATCHER

Submitted by J.H. Koehn

The old DS story you are about to read is reprinted mostly intact with only an occasional minor change.

This story about a steam explosion on the Frisco appeared 50 years ago this month. This story came from a Wichita Chapter member at that time who received it from a newsman from Neodesha.

That man-contrived power uniteth with the gigantic voice - - the steam locomotive - - was oft involved in wrecks, the cause of which will never be known, and sometimes the attendant circumstances made railroad men wonder.

Arthur Lane of 909 Lincoln, who was a passenger brakeman on the Frisco's "Bull Moose" at the time recalls one of the believe-it-or-nots of railroading, in the days when a steam locomotive was a normally well-behaved "workhorse" but always capable of blowing its operators into uncollectable bits.

Such a disaster struck on the Frisco's Kansas City to Springfield line - - just 50 years ago this month, Art said. Both the engineer and fireman were killed instantly when the engine's boiler blew up, about five miles outside of Ft. Scott, Kansas.

The engine which exploded what no. 1111 - - pulling passenger train no. 11 - - and the accident occurred on the 11th day of the 11th - - month in 1911.

Art's train arrived near the scene in time for him to view the wreckage before it was cleared up, he said, and the weird coincidence of the numbers involved is something he can never forget.

RAILROADING IN WICHITA DECEMBER 1911

By Fred Tefft

December 10

Frisco is reconstructing its line from

Wichita to Beaumont, 27 miles. Nineteen miles of track have been relaid westward from Beaumont with 70 pound rails and ballasted with Joplin chatts (sic).

December 12

Interurban cars will be running to Halstead by December 20. Steel is being laid and poles and trolley wires are being installed between the junction and Halstead. The Arkansas Valley Interurban company has purchased a depot site at Halstead and work will commence on the depot in a few days. The depot at Sedgwick is finished and in use. A new car barn and repair shop, 40 feet wide and 60 feet long, and located just north of the Interurban depot at corner of 1st and Water streets, has been completed. The barn accommodates two cars.

December 17

Brick buildings on south side of Douglas between Santa Fe and Rock Island depots are being vacated prior to being torn down. These are at 701-703 East Douglas and 715-717 East Douglas. Work on construction of the depot will start after the terminal company gets possession of the Lehmann-Higginson building at Santa Fe and William streets about March 15. Work will start on the depot first, followed by starting on the retaining wall and grading soon afterwards. The side is to construct two tracks on the elevation, running past the depot, before the present Santa Fe depot is torn down.

December 20, 1911

Effective this morning passengers and freight service is being inaugurated between Halstead and Wichita by the Arkansas Valley Interurban railway. The distance from Halstead to the junction with the main line is five miles, making it only 28½ miles from Wichita to Halstead. The point at which the Halstead line connects with the main line of the Interurban is called Van Arsdale, in honor of W. O. Van Arsdale, president of the Arkansas

Valley Interurban Railway company, and a new town will be started there. Hourly passenger service is being established on the Halstead line. The first car will leave Halstead at 6:30 this morning and then will connect every hour with each through cart from Wichita to Newton. The first passenger car out of Wichita leaves at 5:30 a.m. Two daily through freight cars will be operated between Wichita and Halstead, supplying both Halstead and Newton. The first leaves Wichita at 7:00 a.m. and arrives in Halstead about 9:30. The second leaves Wichita at 1:00 p.m. and arrives in Halstead about 3:30.

The completion of the Halstead line was celebrated yesterday afternoon, when the first through car was operated between Wichita and Halstead. Car No. 2 left Wichita at 3:00 p.m. with Interurban officials and newspaper men and arrived at Halstead at 4:40. Albert Fowler was motorman and J. E. McCluer, conductor. On the trip the car traveled over portions of the line at from 40 to 43 miles an hour. Returning the car left at 5:00 p.m. and arrived in Wichita at 6:12, covering the 28½ miles in one hour and twelve minutes. Parts of the return trip were made at 50 to 55 mph. Officials were pleased with the condition of the new track, which is comparatively smooth. A portion of it has not yet been surfaced. The five mile stretch is practically straight and follows the county seat (sic) line.

There are seven bridges along the line, one crossing East Emma creek, another over West Emma creek, and a third spanning the Little Arkansas river. During the month of November the Arkansas Valley Interurban Railway company hauled about 30,000 passengers.

December 23, 1911

Beginning this morning all street cars passing Main and Douglas will again stop on both sides of the intersection.

(Continued on page 4)

(Continued from page 3)

Also the Stock Yards and South Main lines will run through as one line, and South Emporia cars and Topeka cars will run around the Market street loop and be operated as separate routes. Before today, South Main and South Emporia were run together and Stock Yards and Topeka were run together.

December 26

Last Sunday the street car company carried between 12,000 and 15,000 persons, a record for this time. It is estimated nearly 300,000 persons have ridden on the street cars in the past six months.

December 27, 1911

About 15,000 cubic yards of concrete will be required for the new union depot and related projects. Includes 3000 yards for the depot, 4,500 for the retaining walls, 3000 yards for the subways, and 4500 yards for the Kellogg street viaduct. One cubic yard of concrete contains about nine-tenths cubic yard of crushed rock, about half a cubic yard of sand, and about one and a half barrels of cement. The price of cement is now about 70¢ a barrel; sand costs about 25¢ a cubic yard; and rock costs about \$1.15 a cubic yard, delivered in Wichita.

December 29

The Missouri Pacific Railroad plans to equip all its freight engines and passenger coaches with electric lights soon after the first of the year. The oil lights on the front of freight locomotives are being replaced by brilliant electric lights such as are used on passenger engines of the road. Passenger coaches which have been lighted by Pintsch gas lights will be equipped with electric lights.

December 30

This month's passenger and freight business handled by the Arkansas Valley Interurban Railway company will exceed any other month. The road has handled about 35,000 passengers,

partly due to the visit of Evangelist Billy Sunday. Passengers carried in November were about 30,000. Buildings being razed in the 700 block on East Douglas for the new union depot include, from west to east, the two story brick Santa Fe Hotel building, 50 by 100 feet, at 701-703 East Douglas, built by Henry Schweiter about 20 years ago, the two story frame Mahan building at 705, until recently occupied by the Wichita Mineral Water company; a small frame building and a brick structure formerly owned by the Schlitz Brewing company; and the two story brick W. H. Bretch building at 715-717-719 East Douglas. No. 715 was formerly occupied by Huffman's barber shop and pool hall; No. 717 is occupied by J. R. Snedeker, cigar and tobacco dealer, and the Rock Island restaurant was in No. 719. The group is to be cleared before March 1.

Dr. Edward N. Tihen's Notes from Wichita Newspapers, Special Collections and University Archives, Wichita State University Libraries

PASSENGER RAIL SERVICE DEVELOPMENT PLAN RELEASED

*Kansas Department of Transportation
News Release, Dec. 1, 2011*

The Kansas Department of Transportation (KDOT) has released the Passenger Rail Service Development Plan (SDP), which is the next step necessary in exploring the feasibility of expanding passenger rail service in Kansas.

The development of the SDP follows an earlier feasibility study completed by Amtrak in March 2010. The results of that feasibility study provided preliminary cost and revenue estimates plus potential schedules for expanded passenger rail service between Kansas City, Oklahoma City and Fort Worth.

The just-completed SDP is a comprehensive business and operating plan that looks at things such as route schedule and projected ridership, capital investments to infrastructure, operating subsidies and implementation. Completion of the SDP is required in order to be eligible to apply for potential future federal capital funding for state supported passenger rail service programs.

The SDP explored two options for expanded passenger rail. One is a nighttime service between Newton and Fort Worth. The other option is a daytime service between Kansas City and Fort Worth. In addition, the SDP explored a scenario in which the nighttime service would first be implemented and then later the daytime service would be added.

Any expansion of state supported passenger rail service would require further refinement and much more detailed environmental and engineering work, along with an investment in infrastructure as well as annual operating subsidies. The SDP estimates the cost of the infrastructure improvements for the nighttime service to be \$87.5 million and the daytime service to be \$245.5 million. The annual operating subsidy to be shared by participating states for the nighttime service is estimated at \$4.4 million and the daytime service is \$10 million.

KDOT's next step regarding passenger rail service is to present the SDP's findings to the Kansas Legislature during the upcoming 2012 session.

A copy of the SDP, more information about the service alternatives, the complete Amtrak feasibility study, the public meetings summary, citizen comments and survey results are all available at www.ksdot.org/passrail.

NORTHFLYER.ORG

SANTA FE NEWS

By Jayhawk

SERVICE INTERRUPTIONS

On November 14th, The UP had two trains derail into each other just east of Topeka. A loaded coal train derailed and hit the middle of a westbound manifest train. Both trains had the cars derailed in the middle so at least there were no injuries to the crews. The east-bound coal train had 142 cars with 22 of them derailed and the manifest west-bound headed for Salina had 10 cars derail out of 122 cars. The track was closed for about 24 hours.

Due to the derailment, BNSF hosted 2 westbound UP stack trains between Kansas City and Hutchinson. Since most of the UP crews were no longer qualified over the BNSF, they had to pick crews that were qualified to run over the line. One of the crews went dead at Florence going west and were taxied to Pratt for rest, then they came back after getting their rest to get the train and take it on to Hutchinson and Pratt. The UP used to run trains from Chicago to Hutchinson over the BNSF (ex ATSF) a few years ago on a regular basis, but has not done so for the past two to three years.

BNSF suffered a derailment near Oswego, MT east of Glasgow on November 19th. Train Z-SSECHC6-18 derailed 11 cars (36 car lengths) at 22:10 due to a broken rail. The train had four engines as it departed Glasgow with 70 cars lead by the 4898, 8209, 8229 & 4052. The 4052 and the head 11 cars sustained damage when the derailment occurred at 55 MPH. (70 MPH track speed). The line was closed for about 24 hours. This is the route of the Empire Builder as well as about 30 BNSF trains per day. BNSF was able to detour some trains via other BNSF lines from Shelby, MT to Fargo, ND via Laurel & Glendive, MT and Mandan, ND. Amtrak did not use that kid of detour so they bussed passengers

around the derailment for the day with trains turning back to their original destinations.

MISCELLANEOUS

The former Santa Fe Horton style water tank at Campo, CO was recently razed. The tank was owned by the city of Campo and was no longer needed. The water tank was left up just long enough for the UP special with the 4-8-4 #844 to pass the tank for those that wanted to photograph it with a steam engine passing. It was taken down on November 8th with the UP special passing on November 2nd.

The historical group that owns the ATSF 2-10-4 #5000 known as the Madame Queen is in the process of restoring the engine to operating condition at Amarillo, TX. For the past few years, the engine has sat in a park near the Amarillo Civic Center on 2nd street. It is also close to the former FW&D depot and the BNSF Dalhart Sub. Plans are to move the engine east of Amarillo to Progress Rail where they can put the engine inside and work on it. Sam Teague is the driving force behind the restoration of the engine and was also the leader of a group that moved it from the Santa Fe depot a few years ago. The current owner of the Santa Fe depot did not want the engine there any more so a group moved it with the help of Hulcher out of Hereford, TX. Here is a link to the preservation society at Amarillo for more information. www.railroadartifacts.org

SPECIAL TRAINS

BNSF ran a few special trains again this month. Departing Kansas City, MO on November 17th as train O-KCMTOP2-17, this train ran to Topeka but via Eola, IL. The train ran from Kansas City to Eola via the Brookfield sub and the former BN lines, then came back to Kansas City via the Santa Fe lines through Fort Madison and on to Topeka. The train had BNSF Dash 9-44CW 4952 for power leading cars 68

(Sleeper Rollins Pass), 50 (Power car Stampede Pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton Pass), 60 (Sleeper Stevens Pass), 8 (Business car John S. Reed) & 32 (Theater/ Lounge William Barstow Strong). This was an executive inspection trip with CEO Matt Rose supposedly aboard the train.

The annual BNSF Christmas trains are out and running. Beginning on November 30th, train O-TOPMPL1-30 departed Topeka for Minneapolis, MN with BNSF 7893 & 7391 for power pulling cars 64, 66, 2, 3, 40, 44, 31, 41, 45, 4, 28, 10 & 51. The train ran to Minneapolis arriving there on the 1st and running as a O-MPLMPL2-02 making trips around Minneapolis. It then ran to LaCrosse, WI the next day operating as the O-LAWLAW2-03 and then to Eola, IL for trips on the 4th. The train departed the Chicago area on the evening of the 4th as train O-DOWFAR1-04 as a train from Downers Grove, IL to Fargo, ND. The train is to run for a few more days around the Northern part of the BNSF then it will hit Southern California beginning on December 15th for 5 days.

I also need to follow up on the AAPRCO special from last month. I mentioned that the cars returned to originations on Amtrak trains. Amtrak #3 departing Chicago on October 23rd stopped at Kansas City and picked up Amtrak #71 on the head end of the train behind the working power of Amtrak 50 & 49 followed by 7 private cars, the Federal, Vista Canyon, Promontory Point, Virginia City, Burrard, Pacific Sands and Scottish Thistle ahead of the rest of the Amtrak consist. Normally, the private cars are moved on the rear of Amtrak trains, but this time they were on the head end of the train. The train normally pulls into LAUPT when it arrives in Los Angeles, but due to the extra private cars, it was pulled past Mission Tower and backed into LAUPT.

December 2011

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

GREAT PLAINS
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