

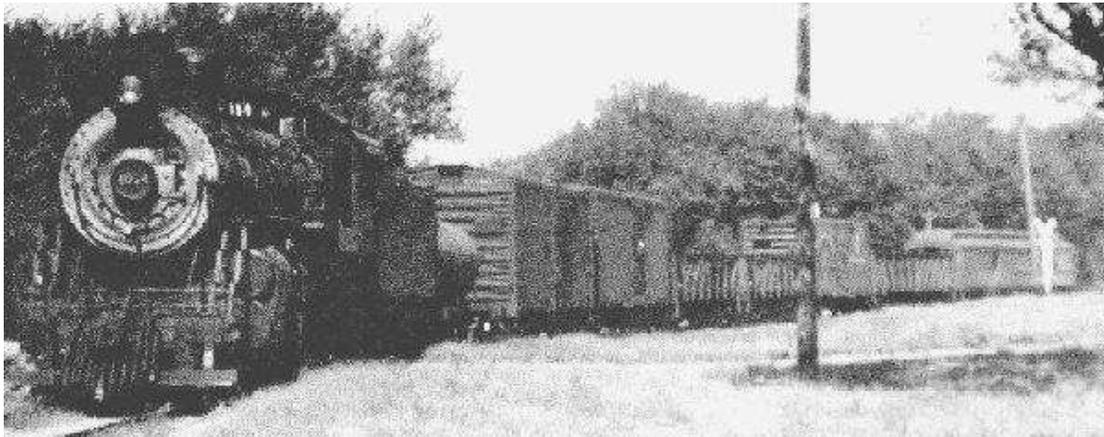
## ***The Howard Kansas Branch***

***By Steve Sandifer***

### **Howard Branch: Consists**

Trains of the Howard Branch are ideal for the modeler. Most trains were short and with an average 20 mph speed, they were in no hurry. Below are photos of the 1948-50 era taken from James Burke's wonderful book, *The Iron Horse and I*. A special thanks to Richard Hendrickson who has helped identify cars in the consists.

James Burke reports that during the 1947-52 period, "There was no regular traffic on the Howard Branch other than mixed trains 95 and 96. There were occasional stock extras and work trains and even rarer rock (limestone) extras."



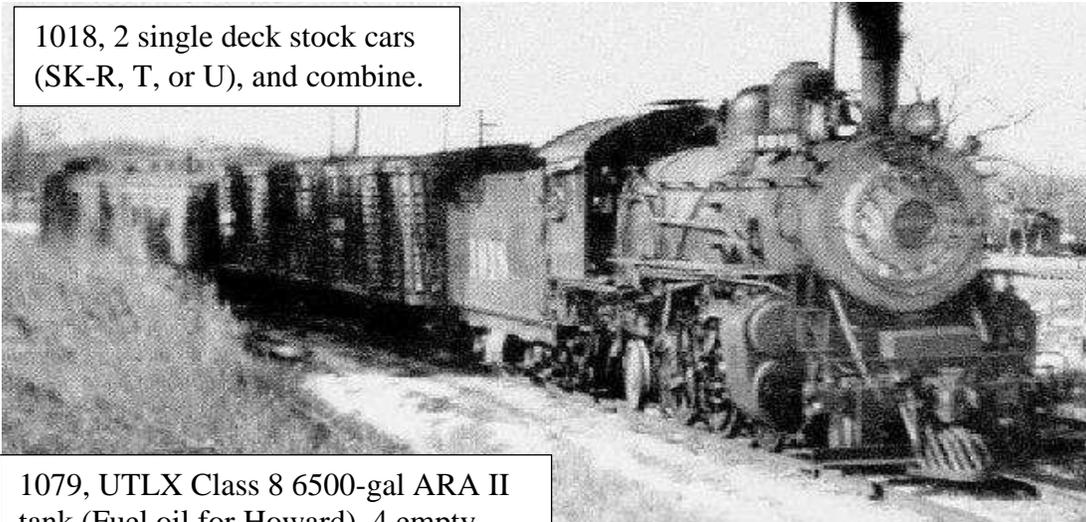
1014 followed by a tank, UP 1937 AAR 40' box, postwar AAR 40' box, two ATSF Caswell gondolas, a nearly new NP 40' PS-1, more gondolas, and a wood combine. Date: 1949.



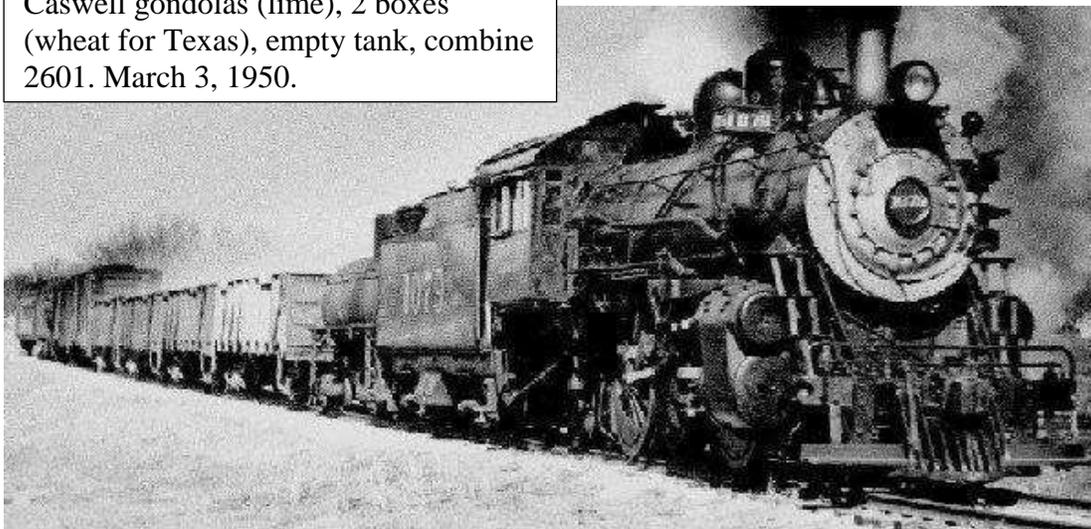
1015 followed by Frisco USRA composite gondola, ATSF Caswell gondola, and taller Caswell with wine door mechanism. Date: 1948.

*The Howard Kansas Branch  
By Steve Sandifer*

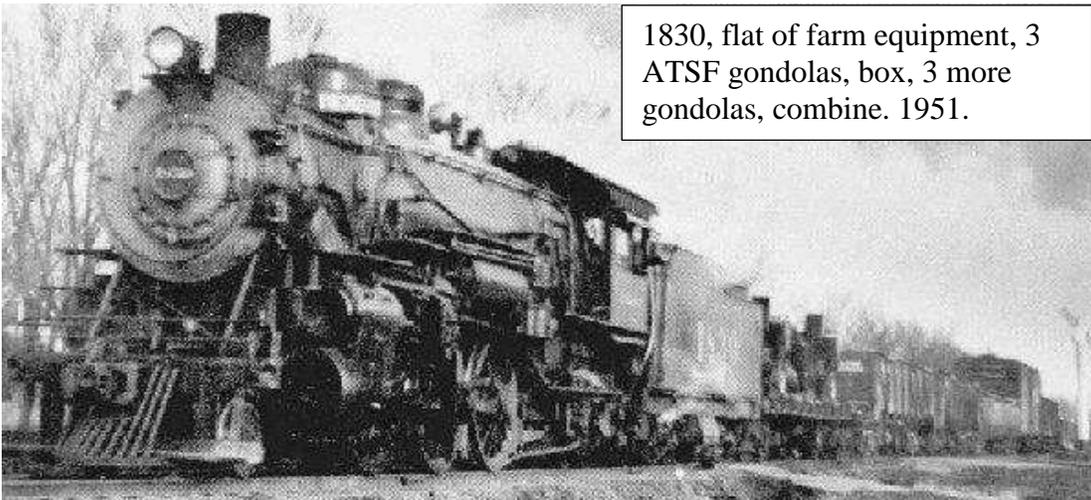
1018, 2 single deck stock cars  
(SK-R, T, or U), and combine.



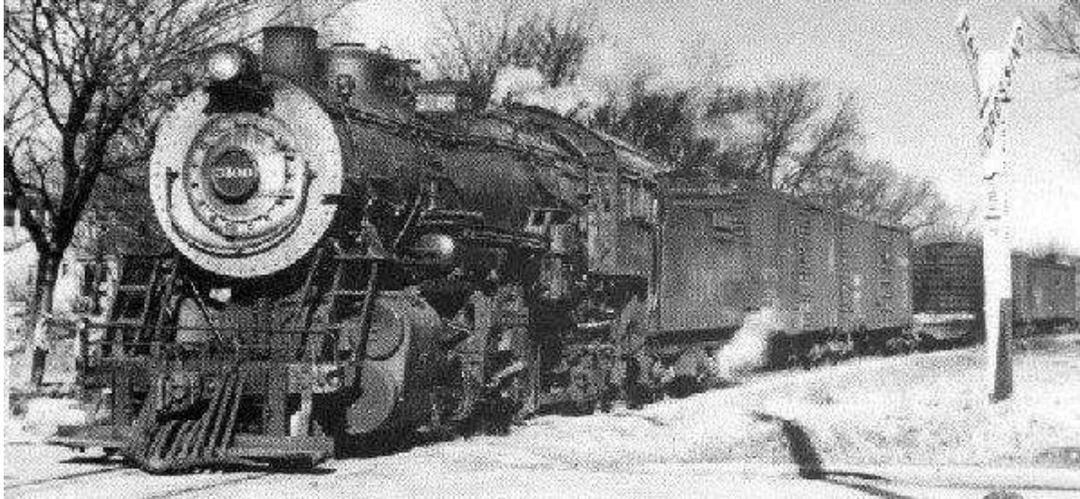
1079, UTLX Class 8 6500-gal ARA II  
tank (Fuel oil for Howard), 4 empty  
Caswell gondolas (lime), 2 boxes  
(wheat for Texas), empty tank, combine  
2601. March 3, 1950.



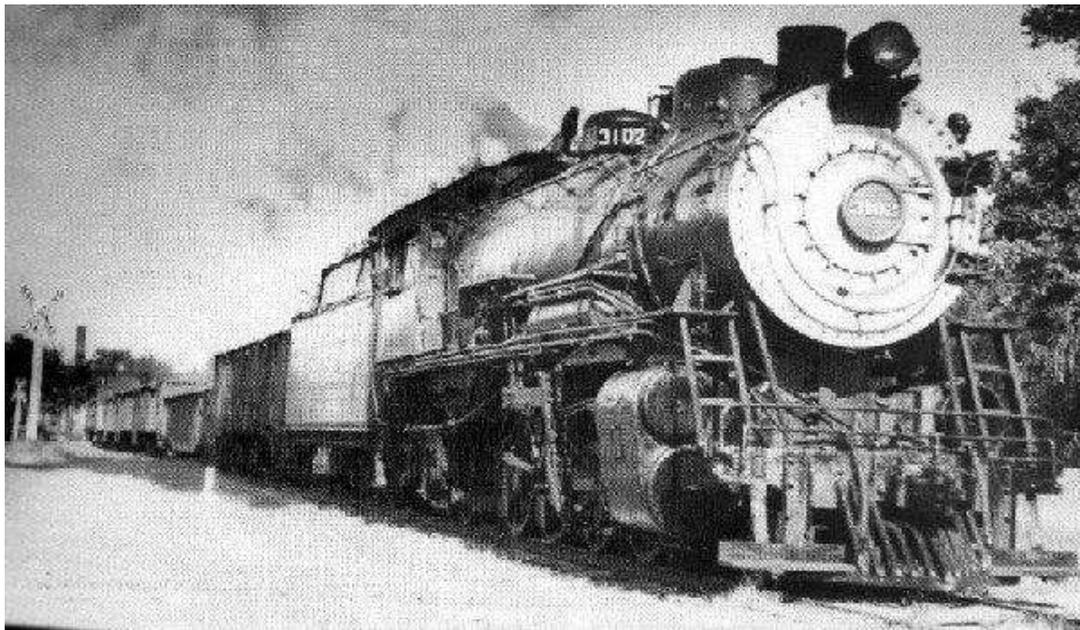
1830, flat of farm equipment, 3  
ATSF gondolas, box, 3 more  
gondolas, combine. 1951.



*The Howard Kansas Branch  
By Steve Sandifer*



3100, Soo steel box, box, flat, 2 boxes, and others.

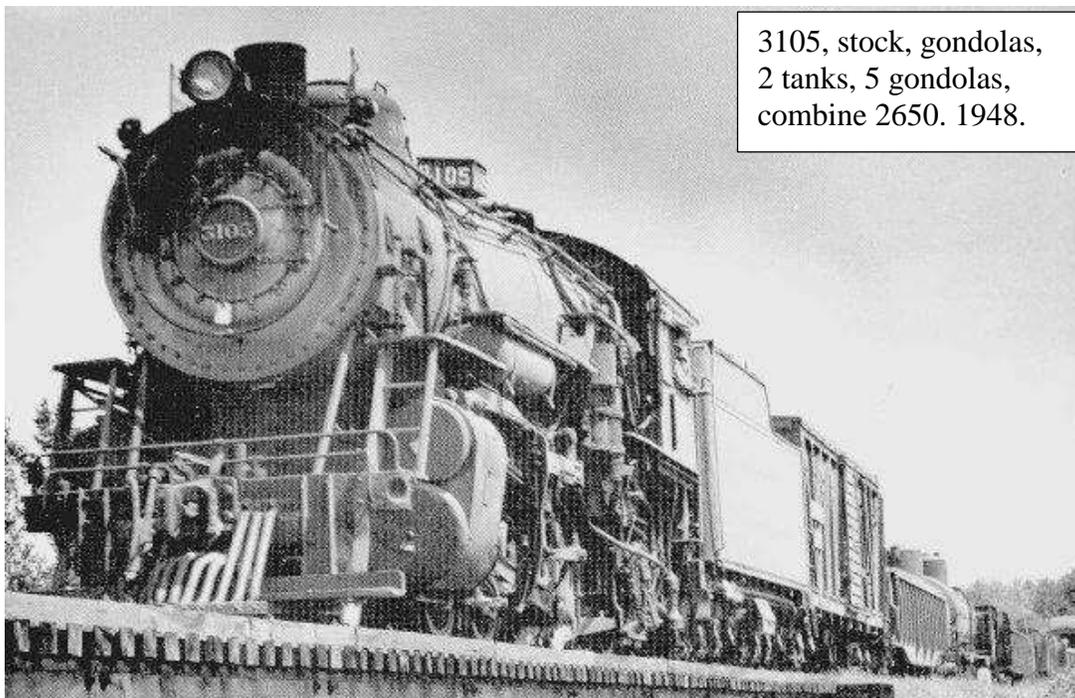


3102, 5 gondolas, combine.

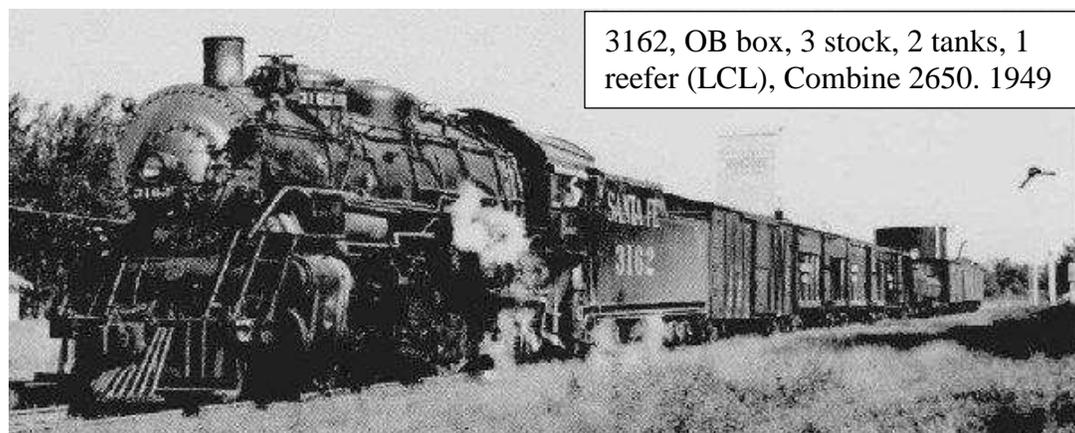


3105, ATSF reefer, OB Box, 3 dome tank, GN Box, 2 gondolas of scrap metal, combine 2650.  
December 1949.

**The Howard Kansas Branch**  
**By Steve Sandifer**



3105, stock, gondolas,  
2 tanks, 5 gondolas,  
combine 2650. 1948.



3162, OB box, 3 stock, 2 tanks, 1  
reefer (LCL), Combine 2650. 1949



3165, BX-11 or 12, GATX 8K gal. Type 30 insulated ICC-103 or 104, UTLX 6.5 gal. Type X,  
8K gal. insulated ICC-103, B&O M-26 box, 7 empty Caswell gondolas, Combine 2301. August  
31, 1949.

## ***The Howard Kansas Branch***

***By Steve Sandifer***

In addition to these, there were run through loads of cattle in ATSF stock cars and run through loads of limestone in gondolas. During the 40s, and possibly later, a weekly LCL reefer was placed in front of the combine to deliver meat along the line, traveling south one day and returning the next. Photos clearly show steel box cars from the Southern, Frisco, UP, GN, MP, and Milw. Single sheathed boxes are also numerous, including Wabash and GN. A Milw 48' composite gondola also shows up in photos.

James Burke has provided information on trains through Climax during one week in 1945. His notes should be useful for those interested in operations or what cars would have been seen on the Howard Branch. 96 originated in Emporia; 95 in Moline.

Wednesday (6-27-45):

(96) "Set out PRR box 50833 and IC box 16407 on the house track." There was already one box there.

Thursday:

(96) "Set out CB&Q box 133113 at elevator."

(95) "Pick up IC box 16407 on house track."

Friday:

(96) "Pick up PRR box 50833 on house track and CB&Q 133113 at elevator."

Saturday:

(96) "Set out box C&O 85975 and ATSF 118184 (Bx-3) at elevator."

Monday:

(96) "Pick up ATSF 118184 (Bx-3) at elevator."

Tuesday:

(96) "Set out box ATSF 67175 (Fe-16) and B&O 81810 on house track."

Wednesday:

(96) "Set out ATSF boxes 118527 (Bx-3) and 119003 (Bx-3) and pick up C&O box 85975 at elevator."

(95) "Pick up ATSF box 67175 (Fe-16) and B&O 81810 on house track."

For those interested in operations, this documents 5 box cars on the house track and 5 at the elevator in an 8-day period. Most stayed 1-2 days. Those on the house track may have included LCL (less than car load) traffic. Only 4 of the ten box cars were from the ATSF. 96 did all of the work at the elevator because it is a trailing move for him.

**The Howard Kansas Branch**  
**By Steve Sandifer**

Rod Riley has provided two consist sheets from 1960, which I will include here.

The first consist, for #98 from Moline to Emporia, dated August 29, 1960, included only GP-7 2657 and combine 2302. The conductor was L. E. "Roy" Olson.

The second, dated Sept. 24, 1960, is for #97 from Emporia to Moline. Conductor Olson was again in charge as GP-7 2657 led 4 cars and combine 2302. Other cars in the consist were ballast cars 180572 (GA-62) and 79898 (GA-109) going to Moline (station 2126), UP 188408 loaded with bulk feed for Elco Seed in Howard (station 2876), and waycar 1623 (WCEX), going to Eureka (station 2847) for machine operator Knight. Riley's guess is that the cabooses would serve as a bunk car for "Shorty" Knight who was doing MOW work on the branch with Eureka as his headquarters.

An interesting car shown in photos from the spring of 1974 was scale test car 199917 traveling to Crusher to check the scale. This car was one of three purchased in 1972. It was a 35' Thrall car and was retired in 1979. A photo of sister 199918 appears in *Work Equipment Cars*, p. 109, published by the Society.

## ***The Howard Kansas Branch***

***By Steve Sandifer***

### **Howard Branch: Trainsheet 24-March-1947**

Keith Jordan has provided a trainsheet for March 24, 1947.

Timesheets appear on the following pages.

It shows #95 headed by conductor Cofer, Engineer Batesel, Fireman Haskins, and Brakemen Woodward and Sperry. The train was called for 9:00 in Moline and headed by 2-6-2 1114.

Other entries on the Trainsheet include:

- Stock - the number of loaded stock cars
- E Stock - empty stock
- E Box - empty box
- E Flat - empty flat
- E Coal - empty coal

They crew spent 15 min. unloading stock in Moline and 35 min. making up their train. The train began with 11 cars consisting of 2 loads, 7 empties, 1 empty stock, and a combine weighing 706 tons. They left Moline at 9:55 and headed for the wye. It took 10 minutes to turn the engine and head toward Howard. They were by Howard and 10:20 and arrived in Severy at 10:53.

At Severy they set out the empty stock car which took 10 min. An empty car was set out at Climax (8 min.) and a load at Eureka. The train arrived in Eureka at 11:45 and stopped here for water (15 min) and met #96 which had already arrived. They left with 1 load, 6 empties, and the combine for 550 tons. An empty stock car was picked up in Hamilton at 1:00.

At Madison Jct., the train turned south toward Virgil as train #97. An empty was left at Virgil and the train departed at 2:30 for the return trip. After the engine was turned at Madison Jct., the train continued to Madison arriving at 3:25. An empty box and an empty coal gondola were picked up here and the 675-ton train continued on to Emporia. It arrived at 5:10 with 2 loads, 7 empties, an empty coal car, and the combine.

96 on the same day was led by 2-6-2 1018. Durall was the conductor, Bowman the engineer, Dawson the fireman, and Olson and Davis the brakemen. They were called at 8:45 a.m. and got out of Emporia at 9:05 with 3 loads and the combine, 236 tons. They passed Olpe at 9:45, Madison at 10:35, and arrived in Eureka for their first work at 11:15. Here two of the loads were spotted and they took on water (15 min.) The train then waited 20 minutes for 95 to arrive for their meet.

It was then smooth sailing with no further business other than passengers to Moline. These trains did stop for express, mail, and passenger delivery and pickup. The passed Severy at 12:37, Howard at 1:08, and arrived in Moline at 1:30. After arriving, they spent 30 minutes switching the yard to prepare a train for crusher and additional time blocking cars in the yard for eastward and westward movement.

## ***The Howard Kansas Branch***

***By Steve Sandifer***

### **Sunday, July 6, 1947**

John McCall has provided a Howard District Trainsheet from his files. The date is Sunday, July 6, 1947. See the following pages for images of this trainsheet.

#95 was called at Moline at 8:00 a.m. The crew consisted of Conductor Dunsmore, Engineer Roming, Fireman Hargraves, and Brakemen Sperry and Glen Woodward. It's first duty was to run to Crusher and back before heading up the branch, so we must look at the delay sheets to understand those movements.

Engine 4000 (2-8-2) left as Extra 4000 east (95) to Crusher.

The crew waited in Moline (NX) 15 minutes (15") for the engine. It then spent 10 minutes picking up empties (mtys) for Crusher. (From McCall's notes, the train had 9 empties, 225 tons.) The crew then spent 1 hour 10 minutes switching Crusher (1'10"). 15 cars weighting 1200 tons were picked up and returned to Moline (NX), arriving at 9:55.

At Moline, the crew spent 30 minutes making up their train and 15 minutes changing engines. They put 4000 away (it would have been the Moline Helper) and got out 1025 (2-6-2) for the trip to Emporia.

They left with 8 cars weighing 578 tons. It consisted of 3 loads and 4 empties of DF (Dead Freight - a load of wheat or a load of rock would be dead freight as opposed to live stock) plus the combine which Burke notes as 2535.

The train was generally pushed out to the wye on the east side of Moline (Engine pushing the combine), where the engine would run around the wye to get on the head end of the train. The Westbound Delay sheet indicates 10 minutes to turn the engine.

They arrived at Howard (HC) at 11:19 and spent 2 minutes there. They arrived at Severy at 11:48 and departed at 11:52. Moving on to Eureka (UK) they arrived at 12:30. Here they spent 10 minutes taking on water and 30 minutes picking up 2 empties on the house track and at the stock yards. They also met 96 here. They got out at 1:15 with 10 cars weighing 723 tons.

At Hamilton they spent 35 minutes eating. Arriving at Madison at 3:00, they spent 10 minutes at the depot and took on water again (20"). Here they picked up 2 loaded stock cars for Kansas City at the stock yard (sko pu) and swapped 1 load for an empty elsewhere. They left at 3:35 with their full consist of 12 cars weighing 811 tons (2 loaded stock, 2 loads, 7 empties, 1 combine). It took 2 minutes to roll through Olpe without stopping and then on to Emporia where they had to wait 7 minutes to get into the yard, arriving at 4:55.

Their train ended up with 12 cars.

## ***The Howard Kansas Branch***

***By Steve Sandifer***

#96 was also called at 8:00 a.m. in Emporia. Its crew included Conductor Bob Humphrey, Engineer "Beans" Boman, Fireman Haskins, and Brakemen Olson and L. O. Davis.

They spent 15 minutes getting their engine, #1114 (2-6-2), 25 minutes doing their air test, and another 10 minutes in the yard, leaving at 8:50 with 19 total cars: 1 load of dead freight, 16 empty cars, 1 empty coal car and a combine for a total of 577 tons. They spent 15 minutes at Olpe and arrived in Madison at 10:05. At Madison they spent 15 minutes setting out 3 empties lightening their load to 460 tons. They got away at 10:20.

#96 arrived in Eureka at 11:40. Here they set out 6 empties and one load, took on water, and ate while waiting for 95 to meet them on the passing track. They left with 9 cars weighing 275 tons at 12:45.

At Severy they spent 25 minutes spotting 6 empties and picking up 3 loads of wheat. They left with 6 cars weighing 363 tons for the final miles to Moline (3 loads, 1 empty, 1 empty coal, combine), arriving at 3:00. There they spent 1 hour switching and putting the train away.

After submitting this trainsheet to James Burke, he responded with the following: "On that day I rode #96 engine 1114 from Eureka to Climax. They met #95 engine 1025 at Eureka. I may have ridden as a guest of conductor Bob Humphreys on his favorite coach - the 2650 (a rare specimen)." His notes show that combine 2535 was on the #95. "Two days earlier - on the 4th of July - I rode #96 from Eureka to Moline behind the 1114. A part of my purpose was to attend the Moline rodeo.... While waiting for the rodeo to start that evening, eastbound wayfreight #88 came in behind the 4000. They traded the 4000 for the 3194 - 'the Moline Helper.' The 3194 was apparently due for inspection at Chanute I photo'd both engines during this exchange." (He sent scans of the photos.)

The Howard Kansas Branch  
By Steve Sandifer

John McCall has provided a Trainsheet for Sunday, July 6, 1947.

SOUTHERN KANSAS DIVISION  
HOWARD DISTRICT—VIRGIL DISTRICT

A B C			A B C			A B C			A B C			A B C			A B C		
97			95						TRAIN			96			98		
			1025						ENGINE			1114					
			A.A. 740 6 P.S.						CONDUCTOR			A.A. 615 6 P.S.					
			Dunmore						ENGINEER			Bumpkin			A.A.		
			Fuller						ENGINEER			Bower			A.A.		
			Kornig						ENGINEER								
			Hargrave						FIREMAN			Hacking					
			Spreng						FIREMAN								
			Woodward						BRAKEMAN			Dolan			A.A.		
			8:00 Am						PORTER OR BRAKEMAN			Dane			A.A.		
									Time Ordered			8:00 Am					
Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock	Stock
D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.	D.F.
Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box	Box
Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal	Coal
Arr.	Dep.	Tons	Arr.	Dep.	Tons	Arr.	Dep.	Tons	Arr.	Dep.	Tons	Arr.	Dep.	Tons	Arr.	Dep.	Tons
STATIONS																	
Howard Dist.																	
MOLINE 84.4 Yd.																	
8.1 HOWARD 76.3																	
8.9																	
15.0 FIAT 69.4																	
5.7																	
20.7 SEVERY 63.7																	
7.1																	
27.8 CLIMAX 56.6																	
9.2																	
37.0 EUREKA 47.4 71																	
7.8																	
44.8 UTOPIA 39.6 24																	
6.7																	
51.5 HAMILTON 33.9																	
9.1																	
80.6 M. D. JCT. 23.8 Y																	
3.6																	
63.5 MADISON 20.2																	
9.8																	
72.8 OLPE 10.9 65																	
10.1																	
82.9 N. R. JCT. 0.8																	
0.8																	
83.7 EMPORIA 00 Yd.																	
Virgil Dist.																	
00 VIRGIL 10.0 61																	
5.4																	
5.4 HILLTOP 4.6 56																	
4.6																	
10.0 M. D. JCT. 00 Y																	
CARS																	
Leaving																	
Arriving																	
Heaviest																	
Tonnage																	
19																	
577																	
363																	
577																	

The Howard Kansas Branch  
By Steve Sandifer

LIVE-STOCK MOVEMENT					
TRAIN	CARS	FROM	TO	DESTINATION	REMARKS
87	5	OB	Je.	Ke	3 Pm 7/6 Mod. Red
95	2	MD	JyD	✓	✓ ✓ ✓

DELAYS WESTWARD

No 95- NX 15" for Eng 10" for mtyg for Crusher - 110" for Crusher NX - 30" make up  
train 15" change Eng 10" turn Eng - to 2" by 2" NK 10" W 30" for on house  
and at Stock Dept Am - 25" East MD 10" W 20" NK for 5" FF El 2" FF - NK 7" FF  
Extra 2229 - am 10" for Eng. Bd 8" 4/8 8" blocked by mofac. Jh 50" 4/8 spot Elevator - 3-25" 4/8 for  
10" 4/8 13 - 20" Extra 2105 NX - 30" East 15" W - 50" 4/8 for 5" Helper 2N - 15" 4/8 for 5" 4/8  
OB - 110" 4/8 for 20" 4/8 for 71d - 15" 4/8 for

DELAYS EASTWARD

No 96- 4h 15" Eng 25" air NK 10" FF El 15" 4/8 mD - 15" 4/8 ak - 115" 4/8 W East much No 95  
Fe 15" 4/8 for Jy 25" 4/8 for NK - 100" push train away sta Eng -

No 14-113 - ga 20" late 2u 3-25" No 211 CN

No 90 Jx 30" train 25" air Jc 10" 4/8 10" 25" 15" train 5" air MP vry - 45" lat box R-3 P46 47630 North side  
dry pay MP v14 - 10" coal box in 47630 for 20" 4/8 lat box NK 10" W 30" bunch 15" P4u Dp 10" 4/8  
10" 25" 25" 4/8 P4u



## ***The Howard Kansas Branch***

***By Steve Sandifer***

**Sunday, August 24, 1947**

S. J. Dolezal provided a trainsheet for August 24.

#95 was called for Moline at 9:00 a.m. The crew consisted of Conductor Humphreys, Engineer Bowman, Fireman Mitchell, Brakemen Simpson and Davis. The engine was 2-6-2 1014. The 504-ton train left Moline at 9:30 with 3 loads of dead freight, 3 empties, and a combine. They passed Severy at 10:40. They passed the #96 at Climax

The first work was Eureka at 11:35 where they spent 20 minutes spotting 2 loads and 2 empties. One load was meal. Just north of Eureka they spent 10 minutes picking up 2 loaded stock cars destined for Kansas City at Utopia at 12:30. Then to Hamilton where they spent nearly 3 hours. Here they ate lunch and picked up 14 stock cars for Kansas City and 2 stock cars for St. Joseph. they left Hamilton around 2:30 with 18 loaded stock cars, one load, one empty, and the combine.

Madison was a necessary water stop (20 min.) and an additional loads stock car for Kansas City was added to the consist. The final stop was Root, where 30 minutes were required to pick up 4 more loaded stock cars.

The train arrived in Emporia at 5:05 with 25 cars weighing 1055 tons. These included 23 loaded stock cars, one combine, and one additional car. The trainsheet is not clear where one car was spotted from the original consist.

#96 on this day was led by 2-6-2 1025 with LaForce as Conductor, Batesel as Engineer, Wingblade as Fireman, and Woodward and Sperry as brakemen. She pulled out of Emporia at 7:45 a.m. with 3 loads and 1 empty of dead freight, 25 empty stock cars, 3 other unspecified cars, and the combine. The total weight was 1107 tons for 33 cars.

The train passed NR Jct at 8:07 and arrived at Madison at 9:00 where it spotted two cars, one loaded and one of unknown situation. 5 minutes later they departed to arrive in Hamilton at 9:33. An unspecified number of cars were set out there, requiring 18 minutes. The train arrived in Eureka at 10:25 and worked here for 15 minutes, leaving 21 of the empty stock cars here, swapping some additional cars, and taking on water. When the train left, it had 3 loads and 1 empty of dead freight, 2 empty stock cars, one additional car and the combine for a total of 405 tons. It continued to Climax and waited for 18 minutes for #95 to arrive on the house track.

They unloaded express at Severy at 11:22 and arrived in Howard at 11:45. Here they set out one load, one empty, and picked up an empty to proceed at 361 tons, arriving at Moline at 12:20. At Moline, they ate lunch, put the train away, turned the engine, and waited for an extra to pass.

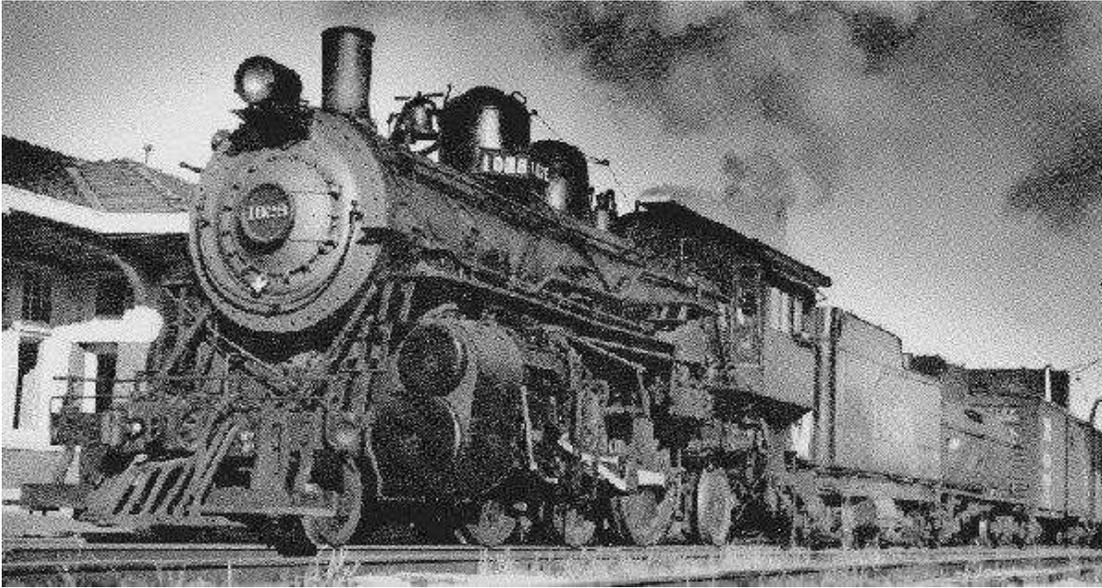
The #96 crew then got engine 3112 and went to Crusher with 25 empties (625 tons) at 2:00p. They returned with 23 cars weighing 1730 tons. Once back in Moline, they switched the yard lining up the loads from crusher before putting the engine away. The transheet lists this as activity of #96.

***The Howard Kansas Branch***  
***By Steve Sandifer***

**Howard Branch: Locomotives**

**1948-52**

All photos and data from James Burke



1028

**1945**

Typical power were 2-6-2 Prairie locomotives: 1016, 1018, 1019, 1025, 1050, 1104, 1114, 1134, 1148.

Larger prairies, the 1800 class also appeared: 1819, 1824, 1825, 1828, 1840, 1880.

When extras brought cattle from Texas, or long strings of limestone were taken from the quarry, mikes (2-8-2) appeared: 3102, 3104, 3109, 3112,

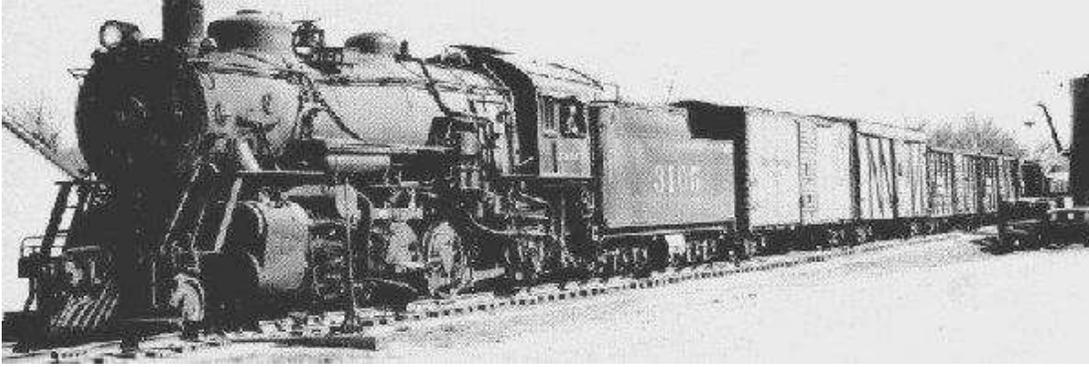
**1946**

Prairies continued to be the standard power: 1018, 1019, 1025, 1031, 1066, 1075, 1118, 1134, 1148.

Big prairies 1801, 1819, 1820, 1825, 1828, 1838, 1875.

Mikes: 3102, 3104, 3105, 3109, 3112, 3125.

**The Howard Kansas Branch**  
**By Steve Sandifer**



3105

**1947**

Prairies: 1014, 1018, 1019, 1025, 1038, 1073, 1079, 1114, 1134.

Big prairies: 1801, 1819, 1820, 1825, 1838

Mikes: 3102, 3105, 3109, 3114, 3124.

**1948**

Prairies: 1014, 1015, 1018, 1025, 1034, 1038, 1070, 1099, 1114, 1134.

Big Prairies: 1819, 1878.

Mikes: 3102, 3105, 3108, 3112, 3114, 3229, 4006.

**1949**

The little prairies had their last runs: 1025, 1099,

The Big Prairies also were few: 1801, 1824, 1827, 1835, 1838,

The Mikes took over: 3100, 3105, 3109, 3124, 3125, 3127, 3128, 3160, 3161, 3162, 3165, 3167, 3169, 3171, 3182, 3185, 3186, 3191, 3194, 3202, 3207, 3212, 3229, 4000, 4003, 4006, 4022, 4039, 4061, 4063.

**1950**

Prairies 1035, 1079, 1840, 1871, 1875.

Mikes: 3100, 3102, 3105, 3109, 3160, 3171, 3195, 4006, 4022.

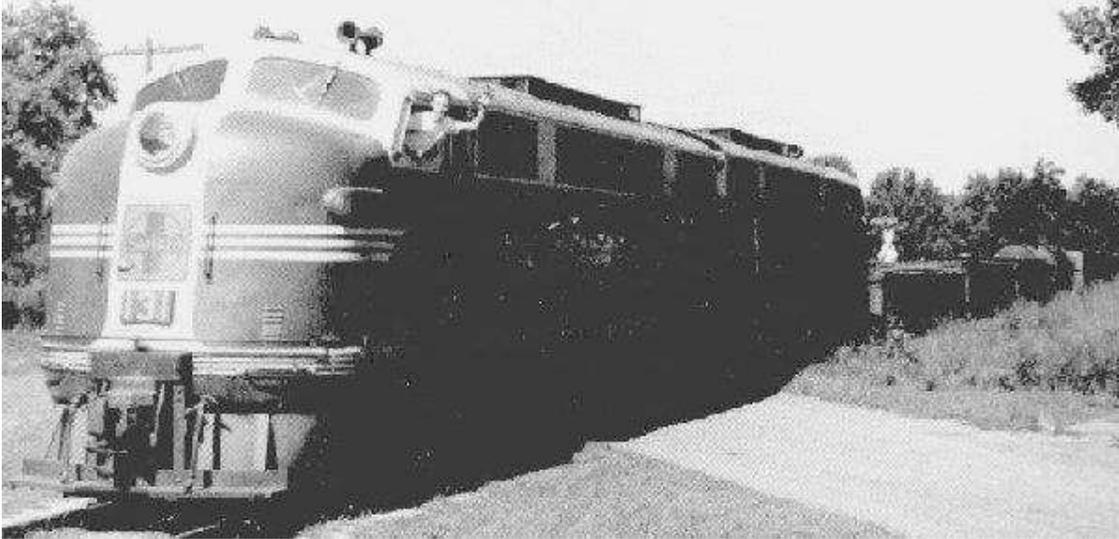
Steam was very limited after mid-1950.

The 1st diesel to appear on the Howard was EMD FT 175 to take kids to Kansas City to the Zoo. It had a steam generator car for the 23 lightweight cars behind it.

In the summer of 1950, A-A pairs of FTs appeared with running boards for switching (#131).

James Burke reports, "The two-unit FTs (131-428 & 118-427 & 430-408) were only used on the branch in 1950 as far as I know. These units were intended for Emporia - Superior service but came down the branch occasionally."

***The Howard Kansas Branch  
By Steve Sandifer***



**1951**

Steamers 1028, 1075, 1825, 1830 1834, 1878, 3169, 3205, 4053, made rare visits.

GP7 2672 began to work the Howard Branch February 4 and a few days later her sister 2675 appeared. Steam was virtually dead.



Probably the last steam to see the Howard was 3125 on June 11, 1953. Steam became uncommon after mid1950.

The most frequent steam power during 1945-53 was the 1018. Other regulars were 1025, 1134, 1135, and 3105.

A number of the steamers used on the Howard Branch have been preserved: 1015 (Emporia, KS), 1050 (Independence, KS), 1073 (Lawrence, KS), 1079 (Coffeyville, KS), 1819 (Lamar, CO), and 1880 (Newton, KS).

***The Howard Kansas Branch***  
***By Steve Sandifer***

**Brass Models**

1050-1152 were produced by Key in 1975. As produced, it is correct for 1092.

1800-1887 were produced by Balboa (1967) and Custom Brass (1975). As is they are correct for 1812, 1821, 1825, 1827, 1830, 1850, 1869, and 1880. 1825 and 1880 were regulars on the branch.

3100-3128 were produced by Hallmark (1982).

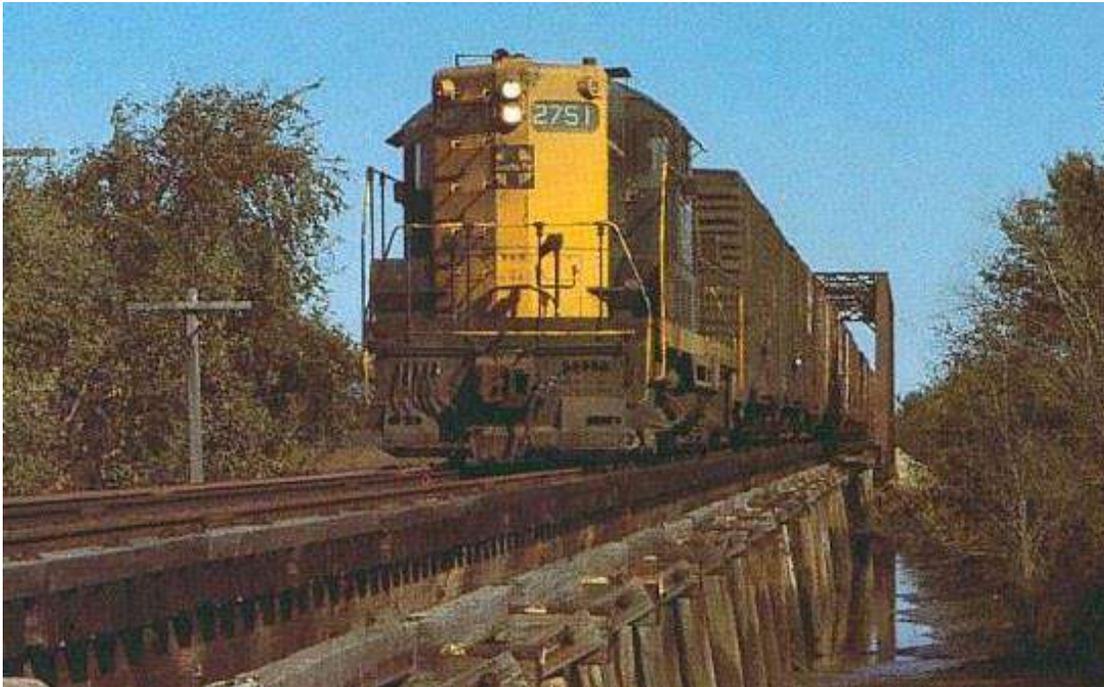
3160-3287 were modeled by International (1952, 56); House for Four Winds (1959) with coal tender; PFM (1961) also with coal tender; AHM (1978) with coal tender; N. J. International as a kit (1983) with coal tender; Key (1988) with coal and oil (12K or 15K); Sunset (1978) with both coal and oil tenders and again (1992) with coal and oil tenders.

4000-4100 models came from PFM (1962-3) with 15K oil tender; Key (1988) with 12K oil and 15K coal tender; Sunset (1977) with 15K convertible tender and (1992) with 12K and 15K oil tender in several variations.

*The Howard Kansas Branch*  
*By Steve Sandifer*

**Howard Branch: Locomotives**

**1972-74**



GP7 2751 crosses the Cottonwood River south of Emporia. Photo by David Franz, from *Wheat Lines and Super Freights* by Joe McMillan.

Rod Riley reports:

"In the 1970s the usual power was a 2650 class GP-7 or a GP-9. There was an occasional F unit or F-M switcher such as the 560 (H12-44). The 560 had class lights. It is at preserved at the Orange Empire RR Museum in Perris, CA. It was a good switch engine."

Photos submitted by Riley show GP-7s 2720 and 2846 in pinstripe blue in 73-74.

"The branch also had CF-7s for power. We called them Cleburne Geeps (and worse sometimes), but we liked the air conditioners."

"We also got 3100's (GP20s); 3110 was a regular one winter. The best we got were 3500s (GP38) and in the last year or so they were common."

Riley also commented on the pulling power of the 2100 series RSD4 Alcos used on the line in the 50s and 60s.

Two consist sheets submitted by Riley for August and September 1960, show GP-7 2657 as a regular.

## ***The Howard Kansas Branch***

***By Steve Sandifer***

### **Howard Branch: Consists: Combines**

Updated 12-22-08

The Howard Branch trains were mixed trains until 1960. This page will focus on the combines specifically mentioned by James Burke as operating on the Howard Branch circa 1950. Unless otherwise stated, the photos come from Burke.

From the early date 95/96 were two different trains, one originating in Emporia and one in Moline. Two combines were needed to cover this mixed service. 2535 and 2650 were these combines in the mid-40s. The 2650 ran its first revenue on the Howard on February 6, 1946.

On December 15, 1948, the new timetable went into effect with one train making the roundtrip each day instead of two trains. One engine would go down and back, but coaches were swapped at Moline, so two combines remained in service.

On January 22, 1949, the 2535 was heavily damaged in a wreck at Severy. It was replaced by 2301 so that 2301 and 2650 continued the service. The 2301 and 2650 ran their last run on January 19, 1950. The 2601 replaced them January 21, 1950.

James Burke reports that all of these combines were coach green. He believes that all the combos on the eastern lines (east of Newton) were green while the western lines were brown in the 40s. He remembers brown combines at Harper in 1947 or 48. He did not see a mineral brown coach on the branch until he returned from the army in 1955, and it was all brown after that.

John Moore reports in a listing of passenger equipment 211-17 dated 10-1923 has a listing for Combination Cars in Coach Baggage Service and Coach and Caboose Service. Colors are referred to as Freight and Passenger. The Freight color was used on cars equipped with Cast Iron Wheels and the Passenger color was used on cars equipped with Steel Tires. (why not steel wheels? - seems like the other passenger equipment had them).

McCall's CC&C states that the first series of cars converted to "Coach & Way" service (2300s) were painted mineral brown with white lettering. This became "more-or-less" standard for Santa Fe mixed train equipment. Prior to 1920, the 2400 and 2500 series cars moved to the freight accounts were painted mineral brown and their steel wheels exchanged for iron freight wheels. They also gave up their signal lines, diaphragms, electric light and steam heat (if any). The second generation of cars had iron wheels installed and were also painted mineral brown with white lettering. These replaced old cars in the 2300-2500 series. Within this second generation, some cars retained their passenger green paint, diaphragms, electric lighting, steam heat, in almost a random fashion. In the 30s, the green cars tended to be concentrated in the 2500 and 2600 number blocks. As time passed, attrition and accident caused vacancies in these numbers. Surviving cars in the 2400-2600 series tended to undergo renumbering back to the 2300 series and if renumbered cars were originally green, they tended to remain so when renumbered to the lower series. As the second generation overlapped the first, so the third generation overlapped the second. Drovers conversions 2310-14 received mineral brown paint and went to mixed service. 2309 and 2315-20 were painted green and used as wartime rider cars for the mail trains.

***The Howard Kansas Branch  
By Steve Sandifer***

During the winter of 1946-47, they were repainted as mineral brown mixed train combines. 2622-43 were rebuilt 1950-53 and given mineral brown paint. A group of green cars in the 2542-48 series became surplus for passenger service in the late 50s and were moved to mix train service. 2410-15 were the last cars produced (1956-57) and were also mineral brown.

See below for a list of known car colors.

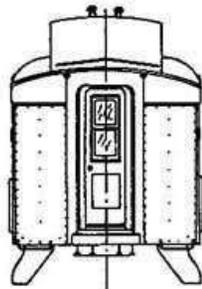
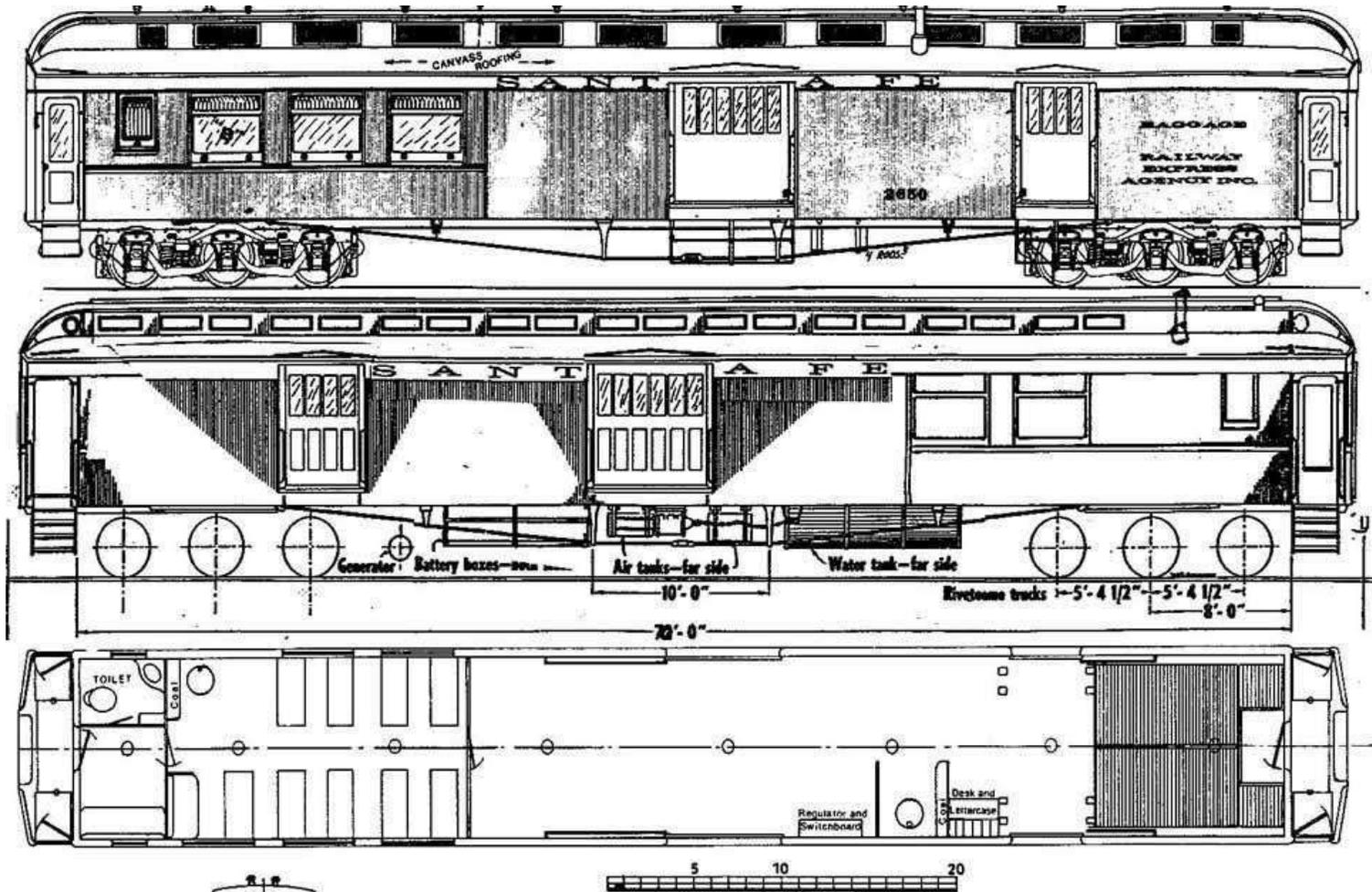
**2650**



both photos, James Burke, Eureka, KS

The 2650 started life as Pullman lot 3301 in 1906. It was wooden coach 729 and was converted to coach, baggage and caboose in August 1929. It appears that the 2650 ran on the Howard Branch from February 6, 1946 to January 19, 1950. After its years of service, John McCall reported that the car body was seen on the ground at Emporia for a while and Frank Ellington measured and drew it at that location.

*The Howard Kansas Branch  
By Steve Sandifer*



Scale:  $\frac{1}{8}'' = 1'$

Drawing by Frank Ellington (with second side by Steve Sandifer) from *Caboose Cars of the Santa Fe*, second edition.

Atchison, Topeka & Santa Fe Railway

**Coach, Baggage, Caboose.  
2650**

(Formerly Coach 729)  
Built 1906

Drawn by: Frank M. Ellington-December 1976

**The Howard Kansas Branch  
By Steve Sandifer**

**2601**



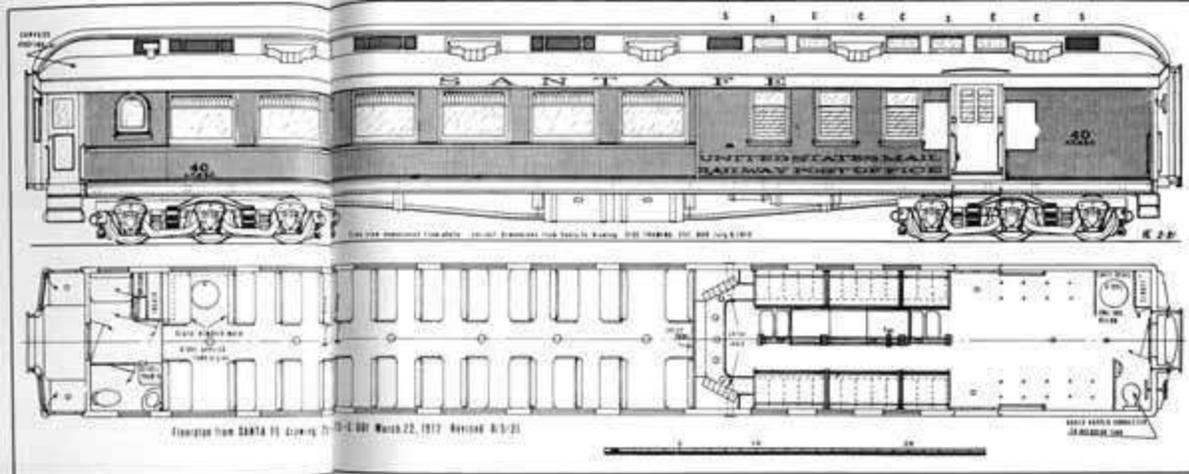
2601 at Moline depot,  
James Burke photo



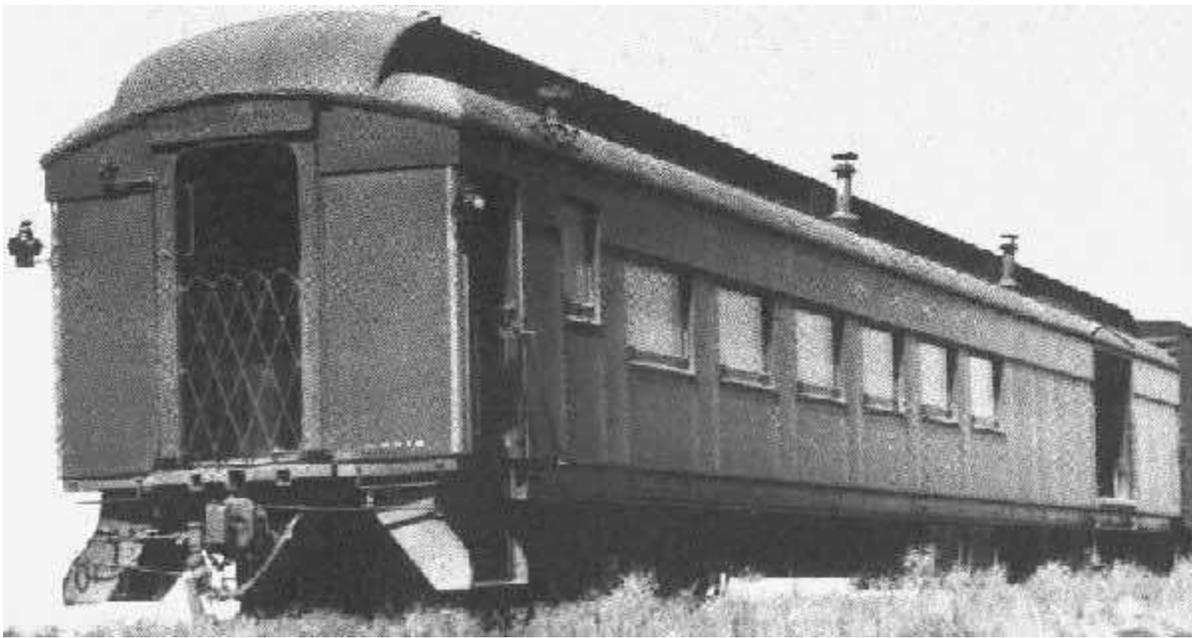
2601 at Chanute, 1949, James Burke photo

2601 was Pullman lot 4023 built in 1912. It also had a 70' body. It was constructed as steel underframe Coach and Mail #44. These had a 30' mail room. It became coach, baggage and Caboose 2601 in November of 1931 with the side plated and the RPO windows covered. It lasted in service until July 1959, when it was sold. The first run on the Howard branch was January 21, 1950. It served some time prior to that in motor trailer service for the M157 between Chanute and Kansas City. This car had a vestibule in one end only. An article on these Smoker-Mail Cars is in the *Santa Fe Modeler* 4:3, May/June 1981, p. 10+.

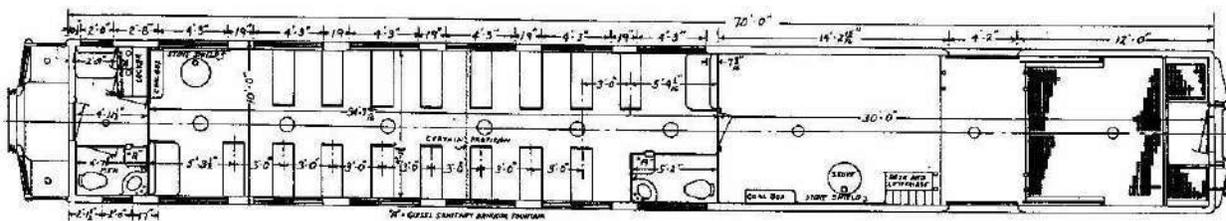
**The Howard Kansas Branch**  
**By Steve Sandifer**



A number of the Pullman 4023 cars were rebuilt into combines. Below are some photos of these cars from John McCall's, *Coach, Cabbage & Caboose*. None are exact duplicates of the 2601, but they should give the modeler some ideas. Cars from this lot include: 2098, 2383, 2384, 2643, 2644, 2645, 2656, 2647, and 2649.



2645, W. O Gibson photo, Stratford, KS, 1948

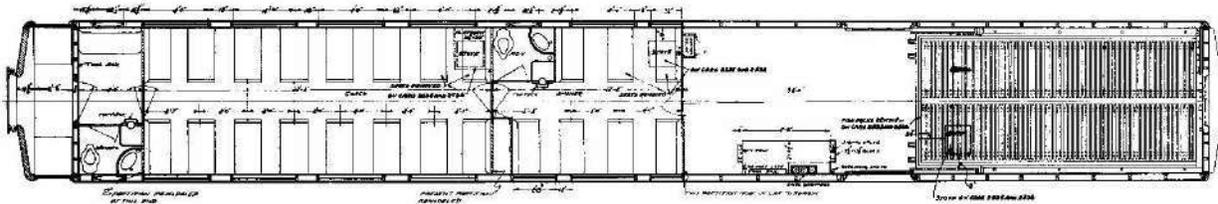


Floor plan of 2601

**The Howard Kansas Branch  
By Steve Sandifer**

**2535**

The 2535 was built in 1904 as Pullman lot 3038, 72' Buffet-library 1309, *San Francisco*. It was converted to combine service in June 1925. It was part of the 2530-2543 series. The 2535 was wrecked at Severy in January 1949, and not seen on the Howard branch again. Note the lack of the Santa Fe sill. We are seeking photos of 2532-2537 cars.



Wooden Coach, Smoker & Baggage 2532-2537



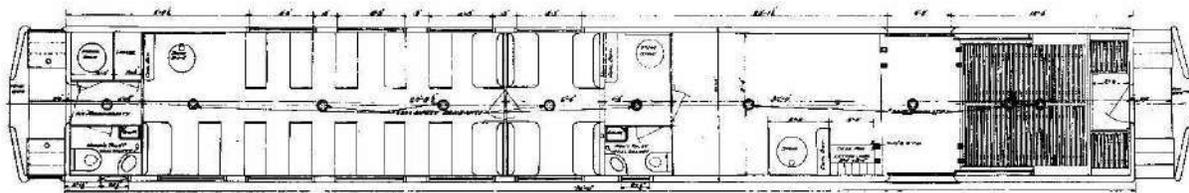
1309 builder's Photo, Illinois Railway Museum, from Society Dining Car book

**2301**

The 2301 replaced the 2535 on the Howard in January 1949. It only ran on the branch for year before the one of the trains was discontinued. In the mid-50s it became MOW 198932 and was destroyed in February 1958.

It was delivered in 1910 with a steel underframe and the distinctive ATSF sill along the bottom of the car as smoker 867 in Pullman lot 3778. It became coach, baggage & caboose in October 1939. It had a wood body and was sheathed with steel plates in the thirties.

Here for a floor plan of sister car 2300. Photos from the Society Chair Car book show 2302, 2303, and 2306.



*The Howard Kansas Branch*  
*By Steve Sandifer*



2302, Dick Humphries photo, McCall Collection, McPherson, Kansas, 1966.



2302, C. H. Humphries photo, 1963 at Ellinwood, KS, from *Coach, Cabbage & Caboose*.



2303, W. A. Gibson, Sr. photo, Art Gibson Collection, 1950.

*The Howard Kansas Branch  
By Steve Sandifer*



2306, John Lawson Photo, McCall Collection



2306, W. C. Whittaker Photo, San Jacinto, CA, 1942

The following cars were painted  
Coach Green, black roof

2301  
2312  
2542-49  
2601  
2650  
2671-72  
2681-82  
2694-99

The following cars were painted  
Mineral Brown, black roof (incomplete)

2302  
2320  
2410-11  
2415  
2622  
2625  
2629  
2638-40  
2642

## ***The Howard Kansas Branch***

***By Steve Sandifer***

### **Howard Branch: Waycars (Cabooses)**

After the cessation of passenger traffic, the Santa Fe Waycar brought up the rear of trains. It was Santa Fe's policy to assign a waycar to a conductor. Pooled waycars did not make it to the Howard Branch.

"The regular caboose in 1972 was Roy Olson's Waycar Ce-1 999136 (ex-1875). The 999024 (CE-1, ex-1966) was assigned the trip after Roy retired. We had it several months and then got the 999344 (CE-2, ex-1843). Monte Edwards was the skipper then." Rob Riley

### **Howard Branch: My Sources**

The following people contributed to the Howard Branch site:

James Burke, author and photographer of *The Iron Horse and I*. This site is dedicated to him for his extensive contributions. His books are available directly from him and from rail bookstores.

#### Authors:

John McCall, *The Doodlebugs*.

John McCall, *Coach, Cabbage and Caboose*.

Joe McMillan, *Wheat Lines and Super Freights*.

Frank Ellington, et. al. *Stock cars of the Santa Fe Railway*.

Frank Ellington, *Santa Fe Depots of the Plains*.

Frank Ellington, *Caboose Cars of the Santa Fe*.

Dean Hale, *Santa Fe System Standards, Vol. 1-4*.

Keith Jordan, et. al. *Refrigerator Cars, Ice Bunker Cars 1884-1979*.

#### Individuals:

David Brace, Moline Historian

Clarence Carter, Agent Apprentice at Howard, 1947-49.

Russell Lee Crump

S. J. Dolezal

Wm. R. Eubank

***The Howard Kansas Branch***  
***By Steve Sandifer***

Art W. Gibson

Richard Hendrickson

Dick Hisle, Agent at Howard 1946-47, at Moline in the 1960-70s.

Mary F. Meyer, Madison Depot Restoration Committee

Keel Middleton, modeling the Howard Branch.

Roscoe Morton, retired fireman on the Howard Branch from 1945-1960.

Victor Rance, Adelaide, South Australia, modeling the Howard Branch.

Rod Riley, Brakeman on the Howard Branch, 1972-74, native and resident of Emporia.

J. Stephen Sandifer, Houston, compiler

Karl Schoettlin, former ATSF brakeman, Emporia.

Harold Sheel, Owner, Moline Elevator.

Paul Soutar, Derby, KS.

Scott Thomas, Emporia

Matt and Carma Wilson, owners and restorers of Eureka Depot

Jim Wilcoxon, Borton, L. C., Hutchinson

**Historical Archives:**

Greenwood County Historical Society

Kansas Historical Society

Lyon County Historical Museum

Lyon County Historical Archives

Wichita State University, University Libraries, Department of Special Collections

***The Howard Kansas Branch***  
***By Steve Sandifer***

**Emporia: Questions**

If you can answer these questions or provide photos, please contact the author.

Eureka: Burke mentions a warehouse served by the ATSF - what was its name, where was it, and what did it handle?

Small: What did the alfalfa mill look like? What was its name? Any photos available?

Howard: What did the alfalfa mill look like? What was its name? Any photos available? Does anyone have a track plan? Were there two elevators and an alfalfa mill or just one elevator and the alfalfa mill? I am led to believe a bulk oil distributor was rail served - any confirmation or photos? Does anyone have photos?

Moline: Can anyone supply details of the engine house, steam oil storage, and diesel facilities?