

Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the "Tihen Notes," as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

Subject(s): Midland Valley Railroad

Wichita Beacon

Tuesday, July 21, 1903

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2. Work has begun on 50 miles of grade for the Midland Valley RR which is being constructed out of Fort Smith, Arkansas, to Wichita, Kansas. C. E. Ingersoll is at the head of the road, but it is being financed by the Girard Trust company of Philadelphia. Details.

Thursday, March 8, 1906

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5. The Midland Valley RR, a new road from the coal fields of Arkansas and Indian Territory, has completed its line to Arkansas City and is now surveying two lines in a northwesterly direction from there, one to Wichita, and one to Conway Springs, the latter thought to be with Hutchinson as the objective.

Monday, January 13, 1908

page

7. There will be no extension of the Midland Valley RR during the present year.

Monday, August 1, 1910

page

1. A new railway is in prospect for Wichita. It is an extension of the Midland Valley system from Arkansas City to McPherson. A state charter has been issued to the Wichita, McPherson and Gulf Railway company. A subordinate corporation, the Midland Construction company, was also chartered. Details.

Wednesday, October 12, 1910

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6. Mr. C. E. Ingersoll, of Philadelphia, president of the Midland Valley Center RR company, is visiting in Wichita.

Saturday, November 5, 1910

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12. Civil engines of the Midland Valley RR ave. in Wichita surveying the route for the proposed new line to this city and then on to McPherson. Details.

Tuesday, February 7, 1911**page**

12. Editorial favoring building of Midland Valley RR to Wichita.

Monday, February 13, 1911**page**

3. Article gives history of Midland Valley RR. Proposition to issue bonds for extension to Wichita to be voted on tomorrow. Details.

Wednesday, February 15, 1911**page**

1. City of Wichita voted strongly in favor of bonds in aid of Midland Valley RR in election yesterday, and the railroad has responded by purchasing the old fair grounds today for about \$50,000. It is a tract of about 32 acres, and the improvements are to be reserved within 69 days by Mr. Theis, who owned most of the stock of the Southwestern Fair Association.

Friday, February 17, 1911**page**

9. Article about plans for building the 50 mile extension of Midland Valley to Wichita. Details. Expect to do it in next six months.

Friday, March 3, 1911**page**

10. "The Wichita and Midland Valley Railroad" is now the correct name of the new road that is seeking an entrance into this city. City commission today adopted ordinance giving right-of-way to the new railroad. Details.

Wednesday, March 8, 1911**page**

9. The first dirt was thrown yesterday a short distance north of Arkansas City for construction of the Wichita and Midland Valley railway. Pres. C. E. Ingersoll witnessed it and is now in Wichita in his private car. Other officers listed.

Saturday, May 6, 1911**page**

5. In the past four days the Midland Valley has purchased ground 40 ft. on south side of W. Douglas lying east of Mr. Turner's hay barn, for \$6,000. This give the company a total of 200 ft. fronting on south side of Douglas, which will be used for passenger

terminal facilities.

Monday, May 29, 1911**page**

6. Midland Valley RR will start work Wednesday wrecking buildings on south side of Douglas ave. in first block west of the bridge and will also put 18 teams at work grading the right-of-way through the city.

Friday, June 2, 1911**page**

10. Report of Midland Valley activities in Wichita, to start next week: Grading right-of-way, tearing down of old brick buildings on south side of Douglas west of the bridge, and tearing down of grand stand, sheds, and fences at the old fair grounds north of Douglas and west of Arkansas river.

Tuesday, June 6, 1911**page**

8. Plans were completed today by U. G. Charles, architect, for the new Midland Valley depot. To be 40 x 90 ft., two stories, and cost about \$20,500. Details.

Wednesday, June 14, 1911**page**

1. The first steel on the Midland Valley extension was laid this afternoon at Arkansas City. Details.
6. Workmen today started wrecking the row of the two story brick buildings on south side of Douglas just west of the bridge to make way for the new Midland Valley depot.

Saturday, June 17, 1911**page**

5. Photo of buildings on site of Midland Valley depot being torn down. Drawing of proposed Midland Valley depot.

Friday, July 7, 1911**page**

4. Work started yesterday on clearing off of building from the fair grounds. The grandstand will come down Monday and the work is to be completed next week, as the Midland Valley Railway company wants possession of the ground at once. Earlier demolition was delayed by the 4th of July automobile races.

Friday, July 21, 1911**page**

3. The first track for the Midland Valley in Wichita has been laid--about 100 ft. extending from the Missouri Pacific tracks south to Douglas ave. ¶The foundation is completed

for the depot and the east side of the fair grounds will be totally cleared by the first of next week and grading there will begin at once.

Saturday, July 29, 1911**page**

1. The tracks of the Midland Valley reached nearly a mile this die of Oxford late today. Twenty-eight miles of track have been laid from Arkansas City. Details.
4. Article about Geuda Springs and stir being caused there by building of Midland Valley RR. Details.

Monday, July 31, 1911**page**

3. The Midland Valley freight depot is now ready for the roof and should be completed in three weeks.

Friday, August 11, 1911**page**

11. Pres. C. E. Ingersoll says the Midland Valley is laying a mile of track a day between Oxford and Wichita. Details.

Tuesday, August 15, 1911**page**

4. Material for the Midland Valley depot is being unloaded at the Missouri Pacific depot onto a small flat car which is then hauled over the rails to the construction site by teams, which do away with the necessity of a switch engin or round table. Details.

Wednesday, August 23, 1911**page**

3. Grading for the Midland Valley terminal and yards at the old Fair Grounds on the West Side started Monday. Within a week the old fair grounds will be no more. Removal of the grand stand will start the last of this week. Other buildings and the fences have already been removed.

Friday, August 25, 1911**page**

3. The Midland Valley completed its track to Belle Plaine Wednesday morning and the rails now extend nearly four miles on this side of that place. Details.

Saturday, September 2, 1911**page**

8. Track layers of the Midland Valley crossed the Englewood branch for the Santa Fe west of Mulvane yesterday. Details.

Monday, September 18, 1911**page**

10. The first construction train over the Midland Valley arrived in Wichita yesterday at 8:30 a.m. Conductor B. F. Neal, 1457 N. Topeka, was in charge. It soon returned to Ark City after leaving the construction cars and laborers. Pres. Ingersoll was a return passenger to Arkansas City.

Monday, September 25, 1911**page**

5. The first regular passenger train on the Midland Valley will arrive Wednesday, October 4. Details.

Wednesday, September 27, 1911**page**

4. Contract let yesterday for erecting the \$12,000 Midland Valley round house on the railway company's property on Harry st. Work is to start at once. It will have a capacity for four locomotives and a small machines shop in connection.

Tuesday, October 3, 1911**page**

5. At 9:15 p.m. Wednesday (at 5) the first regular passenger train will whistle in the new Midland Valley station at the west end of the Douglas ave. bridge. At 7 a.m. the following morning the first regular south-bound train will leave the station. ¶The contractors who built the Mid Valley from Wichita to Arkansas City have been working much overtime during the past two weeks to complete the line by the appointed date. Indications are that everything will be ship-shape for the arrival of the first train. ¶The first train to be operated into Wichita will be the regular through passenger train running from Ft. Smith. This train is to leave Arkansas City at 6:45 p.m. and reach Wichita at 9:15 p.m. The south-bound leaving Wichita at 7 a.m. will reach Arkansas City at 9:30 a.m.

Wednesday, October 4, 1911**page**

6. Photo of Midland Valley station and passenger train. ¶¶In the foreground is the 1st Midland Valley train to pull out of the Wichita station. It left at 7:30 a.m. today on schedule time. It arrived at 9:15 p.m., yesterday. In the right background is the new Midland Valley passenger station and to the left is the freight depot. For the remainder of this week and through all of next week the midland Valley will operate special trains between Wichita and Arkansas City. Trains will arrive in Wichita at 10 a.m. and will leave at 10:30 p.m.

Thursday, October 5, 1911**page**

9. All ready for livestock shipments on the Midland Valley Switching connections with the Missouri Pacific were completed last night. The Missouri Pacific will handle Midland Valley shipments to and from the stock yards. The Midland Valley terminals are on the old fair grounds, just west of the Arkansas river and north of the Missouri Pacific tracks that extend through West Wichita.

Friday, August 8, 1913

page

9. The Midland Valley's motor car will make its first trip between Wichita and Ark City Sunday. The car will arrive in Wichita in the morning and depart in the evening.

Monday, August 11, 1913

page

4. T. H. Barnes, superintendent of the Midland Valley, and Eugene Mock, general freight and passenger agent, came in yesterday from Muskogee, Oklahoma on the first motor car over the road.
6. Midland Valley interurban car No. 1 arrived in Wichita yesterday morning on time with 30 passengers, on its maiden voyage. It left on its return trip at 4:40 p.m. with 40 passenger. The car is equipped with a 175 h.p. engine. The crew of No. 1 on its first trip was Frank Myers, engineer, and C. F. Nelson, conductor.

Tuesday, August 29, 1916

page

3. Interview with vice-president A. W. Lefeber, of the Midland Valley RR about improvements being made by that road, including modern concrete depots in Muskogee and Tulsa, a modern shop at Muskogee, and ballasting of the track in the Osage Nation. Says they are now running an up-to-date motor car service between Muskogee and Tulsa without stop. ¶Says "in the light of all the facts he and others are of the opinion that it was a mistake to build the extension to Wichita as the business received from this place has not justified it."

Wichita Eagle

Thursday, May 11, 1905

page

6. State charter board at Topeka granted a charter yesterday to the Midland Valley Railway company of Ft. Smith, Arkansas. Has capital of \$1,885,000 and is building a line of railroad from Ft. Smith to a connection with the Choctaw, Oklahoma and Gulf in the Indian Territory.

Friday, December 30, 1910

page

1. Article saying Midland Valley RR will be built into Wichita from Arkansas City,

according to officials of Wichita, McPherson and Gulf Railroad, if bonds are voted for financial aid. Sedgwick County is asked to buy \$2,000 worth of stock for each mile of road built and operated in the county, and the city of Wichita is to be asked to vote \$30,000 in bonds to assist in buying right-of-way through the city and building terminal facilities here.

Sunday, January 1, 1911

page

14. Map of Midland Valley Railroad and connections--showing proposed extension from Ark City north to Wichita and McPherson.

Tuesday, February 14, 1911

page

2. Article on election today on Midland Valley bonds with many quotes in favor of it, etc.

Wednesday, February 15, 1911

page

1. "Midland Valley Bonds Carry to Make Wichita Greater." Two propositions: City and County voted on \$2,000 per mile of company stock to be bought in the road. City vote was 3,548 for and 642 against. In country precincts the vote was about 250 for and 1,750 against. ¶The second proposition was a \$30,000 bond issue by the city alone, to be used for the new railroad.

Thursday, February 16, 1911

page

5. Final returns on Midland Valley bond election. ¶Majority for bonds in city--2,906 (out of 4,190 votes.) ¶Outside of city:
- | | |
|----------------------------|--------------|
| For bonds | 334 |
| Against bonds | 1,911 |
| Majority against bonds | <u>1,577</u> |
| Bonds carried whole county | 1,329 |

Sunday, February 19, 1911

page

24. Following its plan to have trains over the Midland Valley into Wichita by September 1, the Wichita, McPherson and Gulf Railway company yesterday let the contract for grading its roadbed between Wichita and Ark City. Work is to begin by March 1 and be completed by July 1. As soon as the roadbed is graded, the Midland Valley, which will absorb the Wichita, McPherson and Gulf as soon as it completed the line into the city, will begin track laying, and this is expected to take 50 days. ¶Practically all of the right of way has been secured between Ark City and Wichita. Work on the roadbed

will begin at Ark City: The contractor agrees to have at least 120 teams at work by the middle of next month. Maximum grades must not exceed 30 feet to the mile. ¶From northern limits of Ark City the road will go northwest up the eastern bank of the Arkansas river, then will turn west over a bridge across the river to enter Geuda Springs from a point near the southwest part of that town. A short distance north of the town Slate Creek will be bridged, then the road will follow the course of the Arkansas river to the western part of Oxford. North of Oxford the Ninnescah will be bridged. From there the new road will practically parallel the Missouri Pacific into Belle Plaine. The Cowskin will be crossed north of Belle Plaine, and the line will go from there directly to Wichita, crossing the Santa Fe's Englewood branch about half way between Mulvane and Peck. The Rock Island crossing will be about a mile north of Haysville. Two new stations will be built and towns started--between Geuda Springs and Oxford, and between Wichita and Belle Plaine east of Haysville. ¶Seventy-five pound steel will be used on the extension between Ark City and Wichita.

Friday, March 3, 1911**page**

10. Ordinance was passed yesterday granting the Wichita and Midland Valley Railroad company right of way over certain streets in West Wichita. Article gives text of the ordinance.

Wednesday, March 8, 1911**page**

6. Ground was broken yesterday at Arkansas City on the extension of the Midland Valley Railroad to Wichita. One hundred and fifty teams are expected to be at work within the next two weeks.

Friday, March 24, 1911**page**

12. Over 16 miles of grading is completed on the Midland Valley railway extension from Arkansas City to Wichita. Graders are now at work north of Oxford. ¶The Missouri Valley Bridge and Iron company has the contract for building the bridges on the extension. The big bridges that are necessary include a bridge over the Arkansas river near Geuda Springs, one across Slate creek north of Geuda Springs, one across the Ninnescah river north of the Oxford, and one across the Cowskin north of Belle Plaine.

Thursday, May 25, 1911**page**

6. About 25 car loads of steel were received at Ark city yesterday for the Midland Valley extension to Wichita. The pile bridge across the Big Arkansas river near Geuda Springs is being rushed.

Saturday, June 3, 1911**page**

5. Article on condemnation of right-of-way for Midland Valley Railroad (Wichita and Midland Valley Railroad company) through the city south of Douglas and west of Arkansas river at cost of \$27,855. Contracts for grading the road through the city have been let, and work will begin next week.

Wednesday, June 14, 1911**page**

1. Drawing of new passenger depot to be constructed by Midland Valley Railroad on Douglas avenue, west of Arkansas river. It will be two stores, 40 x 90 feet U. G. Charles is architect. Interior will include a large waiting room, 40 by 50, with tiled floor. Body of the building will be built of paving bricking two shegles. Roof will be of Spanish tiles. Trimming will be with Carthage stone. Cost to be \$20,000. A \$12,000 freight depot is also to be built. The yards of the company will be south of Harry street, and all trains will be made up there. ¶Track laying commenced yesterday at Arkansas City. About 60% of the grade of the entire line is completed, and the new bridge across the Arkansas river at Geuda Springs is about third fourth completed and should be finished about July 11.

Thursday, July 20, 1911**page**

8. The first steel for the Midland Valley Railroad tracks was laid in Wichita yesterday. A short section was laid south of Douglas avenue.

Wednesday, July 26, 1911**page**

2. The Midland Valley laid its 75 pound steel rails across the double track of the street car line on Douglas avenue early this morning. The track was also built across Maple street last night. ¶At the south side of Douglas avenue the track is about 118 feet from the west end of the Douglas avenue bridge. At the north side of Douglas it is about 150 feet from the bridge. The rails already extended from the Missouri Pacific tracks north of Douglas to the avenue. ¶The tracks of the new road are ready for Ark City to Oxford.

Saturday, August 12, 1911**page**

8. Officials of Midland Valley Railroad rode on the first train traveling over the latest completed portion of the line from Arkansas city to Oxford. The trip was made Thursday and the track and road bed inspected. The track is now laid to a point one mile north of Oxford.

Thursday, September 14, 1911**page**

6. The Midland Valley line was completed into Wichita yesterday, the connection up from the south being made at the Orient crossing 9,000 feet of track were laid yesterday.

¶The tracks are surfaced from Arkansas City to Belle Plaine, and it is expected to complete the surfacing from Belle Plaine to Wichita in less than two weeks. ¶The freight depot is practically completed and the passenger depot will be finished in a week or ten days. Tracks are completed in the yards north at the fair grounds.

Saturday, September 16, 1911**page**

12. First train out of Wichita on new Midland Valley road will probably run Sunday with an engine, flat car, and caboose to inspect the property. Returning from Arkansas City Sunday evening, a passenger coach will be added.

Wednesday, October 9, 1912**page**

8. Seven carloads of cement, sand and rock are being put into the ground daily to build the retaining wall for the elevated tracks the Santa Fe will run its trains over entering and leaving Wichita when the Union station is done. About 150 cars have gone into the wall so far and before the work is done at least 1,000 carloads will have been used. The wall is built for 300 ft. and far a space much greater the footing is in place on top the piling already completed.
16. The Midland Valley the end of the week completed its first year's residence in Wichita.

Tuesday, October 1, 1912**page**

- ?. Midland Valley RR built into Wichita almost a year ago. Talk of extending it northwest to Colorado.

Monday, August 11, 1913**page**

5. Midland Valley will start gasoline motor car service today between Wichita and Arkansas City--leaving Arkansas City at 8 a.m. and arriving Wichita at 10:45. Returning leaves Wichita at 4:40 p.m. and arrives Arkansas City at 6:20. Car cost \$27,000 and seats 98.

Friday, August 21, 1914**page**

12. Because of the high interest which must be paid on the money invested in the Union Station and elevated tracks, some local railroad men believe the Orient RR may desire to withdraw from the Wichita Union Terminal railway. If so, the trains might enter the old Frisco depot, which now stands idle, or they might share the new Midland Valley station in West Wichita.