

*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): Roundhouse, Round house

### Wichita Beacon

Wednesday, December 10, 1879

#### page

3. Report that the location of the new railroad has been completed to the Arkansas River. It runs through Pine Street, second street north of Central Avenue, to a point half way between Water Street and Wichita Street when it curves to the south at an angle of about 40 degrees until it reaches the river bank several hundred yards below the mouth of the Little Arkansas River. The passenger depot is located on the southwest corner of Main Street and Pine Street and the freight depot one square west on Water Street. The **round house** and car yards are west and south of the freight depot.

Wednesday, March 31, 1897

#### page

5. Work of removing buildings preparatory for the construction of the **round house**, switch yards, and depot of the Midland Railroad is being pushed with energy. The Davidson and Case lumber yard is being moved to the vacant lots southeast of the federal building.

Monday, June 21, 1897

#### page

8. The Midland depots are nearly completed. They will be occupied July 1st. The company is also putting up a **round house** and blacksmith shop at the corner of Division and Rock Island.

Wednesday, August 31, 1898

#### page

5. The management of the Kansas Midland railroad will change tomorrow. It will cease its existence as an independent road and will be operated by the St. Louis-San Francisco Railway company. ¶ The general offices of the Midland here will be closed and the work transferred to the Frisco general offices in St. Louis. Mr. Herman, who has been general manager of the Midland will continue to represent the receiver here and will remain here until fall. ¶ No one knows just what the arrangement for the use of the Midland track here will be, but a Frisco official says there is no doubt the

Midland depot will be abandoned for a time at least. He says also that the Frisco will probably use the Midland **round house** and perhaps the freight depot for city business. Another railroad man says the Midland freights will run from the Midland depot, although all business will be done at the union depot.

#### Thursday, June 20, 1901

##### page

5. Article about Missouri Pacific plans says some time ago an order was issued to have the old passenger depot at 12th street moved to a point near the present passenger depot and to be used as a freight house, but an order countermanding the previous order was received, and decision awaits the arrival of General Manager Harding from St. Louis next week. The Missouri Pacific also needs larger **round house** facilities in Wichita.

#### Tuesday, August 26, 1902

##### page

6. Article tells of plans of Frisco to build new passenger and freight depots in Wichita and to build an enlarged ten stall **roundhouse**. Passenger station to be of Carthage stone and located at corner of Douglas and Mosley on site occupied by the old frame depot of the Kansas Midland Railroad, which the Frisco bought some time ago. Details.

#### Wednesday, April 22, 1903

##### page

5. The new Frisco **roundhouse** is nearing completion.

#### Saturday, September 15, 1906

##### page

6. Missouri Pacific officials visited Wichita this morning and said work would start next month on construction of the new fifteen stall **roundhouse** here. When this is completed, the engines will be moved up to the new site in the north end.

#### Thursday, April 18, 1907

##### page

6. Article says Frisco Railroad plans improvements in Wichita because of increased business in this area. Even now the **round house** and car repair shops here are said to be the most complete this side of Sherman, Texas, but plans are being made for an eighteen stall **roundhouse** just south of Kellogg street, increased yards, new repair tracks, coal chutes, sand pits, larger car and carpenter shops, and better and more extensive terminal facilities. ¶ The Frisco **round house** here also takes care of the Rock Island switch engines and the equipment of the Rock Island's Wichita to Dalhart train. ¶ The Orient will probably use the new **round house** jointly with the Frisco. ¶ The new **round house** will be built around and over the old one just south of Kellogg street. Among the new features will be an automatic coal chute of sixteen pockets,

larger and better water facilities, air compressors, and a 75 foot circle ball bearing turn table operated by an air motor. The blacksmith, carpenter, engineer's, and car shops will be enlarged.

### Tuesday, June 18, 1907

#### page

6. The Orient Railroad has put in a "Y" at the company's **roundhouse** in southwest Wichita three quarters of a mile west of the bridge on Bayley street. The rear of the "Y" is 600 feet long. The Y will be used to turn trains. ¶ The company expects to begin work on its freight depot at the southeast corner of Douglas and Mosley about July 15 and expects to complete it about August 15. They will have a joint passenger agent with the Frisco but will maintain a separate freight office and agent.

### Friday, June 28, 1907

#### page

12. The new Missouri Pacific **roundhouse** north of the city is fast nearing completion. It is a nineteen stall concern although six stalls are to be used for the present as machine shops.

### Saturday, July 13, 1907

#### page

7. The new eighteen stall **roundhouse**, turntable, and most of the terminal facilities of the Missouri Pacific northeast of the city are completed, but inability to get sand and material to complete the switch tracks from the main line to the **roundhouse** will delay their use for several weeks.

### Wednesday, July 17, 1907

#### page

5. Work is being rushed on the new Missouri Pacific **roundhouse** and terminal facilities. Seven of the eighteen tracks leading from the main line are completed and ready for use. The cinder pit is complete and can be used next week. Work on the water testing plant should be finished by the last of the week.

### Thursday, August 1, 1907

#### page

6. The Missouri Pacific railway is today moving its **roundhouse** force, engines, and machinery from the present location at corner of 1st and Wichita streets to the new **roundhouse** and terminals northeast of the city. The Missouri Pacific handles 35 engines in and out of Wichita. ¶ The old Wichita and Colorado depot at corner of 1st and Wichita streets which for many years has served as yardmaster's office today presents a deserted appearance. Estimated cost of the new facilities and machinery is \$150,000. The **roundhouse** has eighteen stalls. A new 75 foot turntable is said to be the finest on this division. A force of 100 to 150 men will be employed at the new yards. Details.

**Tuesday, October 22, 1907****page**

5. Article says the Frisco Railroad plans to spend \$20,000 for improvements in Wichita the coming year, including addition of two stalls to the **roundhouse**, making a total of seven stalls, and building two additional engine and car storage tracks from 150 to 200 feet long, making seven storage tracks. The yard limits and switching tracks will be extended from the seventh block south of Douglas to the tenth block.

**Saturday, April 16, 1910****page**

1. The Rock Island Railway will spend \$200,000 in Wichita during the coming summer. An entirely new freight yard, **round house**, and coal chutes and storage tracks will be built along the Rock Island right-of-way north of the stock yards. ¶ The old freight yards immediately south of the freight house will be transformed into tracks for loading and unloading of goods. The old coal chutes and yard accessories will be transferred to the new location. Work will commence within ten days. Details. Says there will be a six stall **roundhouse** and a turntable. The Rock Island will also ballast its roadbed between Caldwell and Herington this summer.

**Friday, May 16, 1913****page**

8. Workmen began clearing a site north of the city near 29th Street for the \$300,000 **roundhouse** and yards which the Santa Fe will build there.

**Saturday, November 8, 1913****page**

3. Santa Fe **roundhouse** and yard equipment was moved to the new \$300,000 quarters near 29th Street today, which were completed this week. The new **roundhouse** contains twelve stalls.

**Saturday, February 9, 1918****page**

12. The Midland Valley Railroad has notified city commission that it is their intention to build a **round house** on its property just west of the Arkansas River formerly used as a fair ground. The company's **roundhouse** on Harry Street has been found to be unhandy and it will be abandoned. This may prevent the opening of 1st Street though the Midland Valley property (to connect with 2nd Street Bridge) as was recently proposed.

**Sunday, July 31, 1921****page**

7. The Rock Island is making improvements this week at the Cline Siding station including installation of a new water tank at the **round house** for storing of treated water and laying of a new base for the **roundhouse** turntable.

**Thursday, September 22, 1921**

**page**

Special Section -- "Southwest Industrial Review" for the Wheat Show  
Oil Section

5. Article about railroad shops in Wichita. Says the Missouri Pacific has a 13 stall **roundhouse**, the Rock island three stalls, and the Santa Fe about seven stalls.

**Saturday, November 4, 1922**

**page**

1. Missouri Pacific Railway expects to purchase in a few days a 20 acre tract southwest of the Missouri Pacific **roundhouse** from John B. Ferriter to be used as yardage for the new shops terminal. Work already has begun on the yardage. Details.

**Thursday, March 25, 1937**

**page**

7. The Santa Fe shops in West Wichita are to be enlarged. General manager in Topeka has authorized building of a 1750 foot long spur track and a 12 foot addition to the **roundhouse**. The latter is already underway. Estimated cost is \$8000.

SELECTIONS FROM DR. EDWARD N. TIHEN'S NOTES FROM WICHITA NEWSPAPERS  
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**Keywords: Roundhouse, Round house**

**Wichita Eagle**

**Thursday, February 7, 1878**

**page**

3. The turn-table at the **round house** has been completed.

**Thursday, January 9, 1879**

**page**

3. The depot at this place is 125 feet long. In addition the railroad company owns extensive cattle yards, a **round house**, water station, coal yard, and ice house.

**Thursday, December 11, 1879**

**page**

3. The board of appraisers, or condemning commission, have been very busy for some days past, condemning the right of way through this county for the St. Louis, Wichita, and Western Railroad. The line approaches from the eastern boundary of the county on a section line which for seven miles does not swerve a hair, until it reaches the brow of the high prairie east of the city, thence it angles down through the depression south of the cemetery into the valley, thence west to the head of Pine Street which street it occupies its entire length to its intersection with Water Street. The passenger depot has been located at the intersection of Pine and Main streets, the freight depot one block further west, at the intersection of Pine and Water streets, then angles down to the river bank into an open plot of ground of which seven acres have been condemned for **round house** and machine shop purposes. The commissioners seem to have been very liberal in their estimates of condemned property. Along the section line for seven miles east of town they allowed \$12 per acre for land, 80 cents a rod for hedge, and five dollars additional per acre for growing wheat. The price allowed for lots is about what the same lots have been held at for three years past. As to the depot their (sic) seems very little adverse criticism. All agree that so far as the general interests of the city are concerned it is good enough, although a large number would have, upon personal grounds, preferred other locations. There was a strong pull to have it located south of

Douglas Avenue on the Big River bank. Also another pull to have it located near the Santa Fe stock yard. But, after all, the main anxiety has been, and is still, to secure an independent competing line of railway to the Mississippi river.

**Sunday, December 25, 1887****page**

5. The new **round house** of the Wichita and Western in the Y is now almost completed.

**Saturday, October 27, 1888****page**

5. The Wichita and Western Railroad company are at work on their **round house** in the southeastern part of the city and expect to double its capacity in a few days.

**Friday, November 2, 1888****page**

5. Work is still going on at the Wichita and Western **round house**. Three new stalls are being put in.

**Saturday, June 3, 1893****page**

5. The Santa Fe company has put in a new turn table at the **round house**.

**Tuesday, June 15, 1897****page**

5. General manager Holman of the Midland Railroad and master mechanic C. A. DeHaven are making improvements in the vicinity of the Midland yards. They are putting in a three stall **roundhouse**, a machine shop, a car repair shop and sand house, besides the depot and general offices. ¶ There are 11 engines in all owned by the Midland and now used by the Frisco, and these will probably be stored here after July 1st. There will be a mixed train each way every day till the crops begin to move, after which there will probably be a round trip passenger.

**Tuesday, September 16, 1902****page**

5. Plans for the proposed Kansas City, Mexico, and Orient shops at Wichita have reached this city. The **round house** includes 25 stalls, forming nearly a complete circle. The machine shop lying just north of the **round house** is 530 feet long and ? feet wide. Next to the north is the car shops, 110 by 200 feet, and on the west end of this is the wood mill, 100 by 300 feet. The plan for the yards and switches shows that there are 26 parallel tracks. Details.

**Saturday, December 6, 1902****page**

5. Article says Missouri Pacific is looking over site near the Y on the West Side as

possible location for a new 16 stall **round house** here.

### Tuesday, February 3, 1903

#### page

5. Plans for the new Frisco terminals were received yesterday. They call for a **roundhouse** to house 12 engines, to be erected on Kellogg street, a coal chute, oil house, **round house** office, and a network of conveniently arranged tracks. ¶ Between Division street and Kellogg there will be 12 tracks. Two will run east of the freight depot for loading and unloading cars. Several switches will be built west of the passenger depot where sleepers will be placed before the departure of the trains. There will also be a beautiful park on the west side of the depot extending the full length of the building and about 100 feet wide. East of the depot a platform 15 feet wide and 300 feet long will extend, to be used in handling baggage. ¶ The new buildings and yards are to be completed by June 1, when the Frisco contract for using the Santa Fe tracks expires.

### Tuesday, March 3, 1903

#### page

6. Article says Frisco Railroad has let contract for the **round house** to be built in its yards here.

### Saturday, March 28, 1903

#### page

6. Material unloaded in the Frisco yards yesterday for the new **round house** and construction will begin at once. The building will be located about one-half block south of Kellogg on Mosley avenue and will cost \$10,000. It will be built almost entirely of brick and its capacity will be eight engines and will have an iron turntable. ¶ The Frisco freight depot is almost completed and work on the passenger depot is being pushed as rapidly as possible.

### Thursday, July 16, 1903

#### page

5. Article about progress on new Frisco station and facilities. **round house** has been completed but cannot be used until the new turntable arrives -- it's expected any day. A new freight track for teams is being put in, so that goods may be unloaded directly from the cars to the wagons. It is located along Rock Island avenue, just south of the freight depot. ¶ Second story of passenger station is completed and windows and doors are all in. Interior work being done, hoping for official opening on August 1st.

### Sunday, January 3, 1904

#### page

10. Buildings started or completed in Wichita in 1903 included:  
Brick **round house**, Frisco Railroad, \$8,000.



**Wednesday, November 22, 1905****page**

6. The Santa Fe has just completed building a new larger turntable at its **roundhouse** in Wichita.

**Saturday, January 13, 1906****page**

5. The Missouri Pacific Railway company yesterday purchased the old Gilbert Plow Works, near the crossing of that road with the Frisco north of the city, for \$1,500 as a site for a new **round house** and machine shops. Tract contains about 12 acres. It is understood additional ground will be acquired upon which to construct yards. ¶ At one time it was thought the company would construct their **roundhouse** and machine shops on the West Side, but yesterday's purchase settles all doubt as to the location. ¶ The land was sold by the Keene company bankers through Coler Sim.

**Thursday, January 18, 1906****page**

6. The street car company has announced that when the Missouri Pacific builds its **round house** north of the city, the stock yards line will be extended to the shops. At present the street car line ends at the intersection of 21st street and Lawrence avenue. The proposed extension would be north on Lawrence to about 23rd street and then east to the shops. ¶ The new cars which were ordered several months ago have been received and are being put in shape to run out. There was considerable work to do on them after being received from the factory. ¶ They will be used on the stock yards-Topeka avenue line. The small cars now being used on South Main-Emporia avenue line will be taken in and the large sized cars similar to the ones on the College Hill-West Side line will be used.

**Saturday, March 10, 1906****page**

6. The Missouri Pacific company yesterday purchased from Samuel Stewart 21 acres of land which the company desired for use in building its yards. Three acres more was sold by A. G. Tjaden on the east of the main tract. ¶ In all the company now has 26½ acres on which to construct its improvements. The cost of the yards is placed at \$60,000 and the **round house** at \$30,000.

**Thursday, September 13, 1906****page**

6. Superintendent Webb says the Missouri Pacific will start work on its **round house** and other terminal facilities about October 14.

**Sunday, October 7, 1906****page**

6. Active work on the new Missouri Pacific **round house** and terminal facilities will start on October 15. These yards are located on what will be known as 25th street. The

Missouri Pacific owns 40 acres of ground in that vicinity besides their right-of-way. Six tracks are now in course of construction. ¶ Superintendent Webb states they will build a 16 stall **round house**.

### Wednesday, October 31, 1906

#### page

6. Contract for new Missouri Pacific **round house**, machine shops and terminal facilities in Wichita was let yesterday in St. Louis. **round house** of brick, will have 16 stalls. To be finished by January 1. Six tracks have been laid on the company's ground in north part of the city and the seventh will be completed in a few days.

### Thursday, January 10, 1907

#### page

6. The first train made up in the new yards of the Missouri Pacific Railroad went out yesterday. The tracks in the new yards have been completed, and the concrete foundation for the **round house** is completed to 5 feet above the ground. Work on the main part of the **round house** will be commenced now.

### Tuesday, January 15, 1907

#### page

6. Workmen yesterday started stringing ties along the Missouri Pacific track on the West Side from the junction near Elizabeth avenue to the Arkansas river for a second main line track. Soon after the West Side double track is completed, a double track will be built from the end of the depot tracks north to the new **round house** north of the city. A new bridge across the Arkansas river is also planned. ¶ The concrete foundation for the **round house** has been completed and work is progressing on the frame of the building.

### Friday, August 2, 1907

#### page

5. Article about complaints of Missouri Pacific employes that they will not walk the distance to the new **round house** at 25th street.
7. Yesterday was moving day for the Missouri Pacific **roundhouse** in Wichita. The engines, machinery, tools, and office fixtures have all been removed from the buildings and sheds near 2nd street and are now in place in the structure on 25th street.

### Wednesday, August 28, 1907

#### page

7. Article describing the new Missouri Pacific Railroad **round house** and switch yards on 25th street. Thirty to 40 engines are taken care of daily and as many trains made up. The **round house** has 18 stalls, a blacksmith shop and repair shop. Sixty-five men are now employed in the **round house** and this will be increased to 150 in a few weeks. Thirty thousand dollars worth of new machinery is being installed. ¶ The cinder pit is

100 feet long, 20 feet deep, and wide enough for two tracks that are over it.

### **Saturday, November 9, 1907**

#### **page**

5. On completion of the new Missouri Pacific **round house** and shops in the north section of the city, the old machine shops and engine quarters on Water street, between 1st and 2nd streets, were torn down. In the past two weeks, workmen have been fitting up better tracks and improving that section of their yards. The ground will be used for the accommodation of coaches and Pullmans and diners while being held in this city ready for use.

### **Saturday, January 30, 1909**

#### **page**

7. A bad windstorm yesterday morning destroyed more than one-half of the Santa Fe **round house**, including the roof and walls. The building was an old one and for some time had been considered unsafe by the employees.

### **Friday, July 30, 1909**

#### **page**

10. Santa Fe says it will build new **round house** here next year on the present site, to accommodate 16 engines.

### **Tuesday, February 15, 1910**

#### **page**

1. Contract for first unit of Orient Stops has been awarded. To cost \$400,000 and employ about 200 men. There are 49 acres in the Orient tract in southwest corner of the city. ¶ First unit of shops will include erecting shop, car shop, planing mill, power house, store house, **round house**, coal chutes, water tanks, etc. ¶ Construction to start within 30 days and be completed by next November or December.

### **Sunday, May 1, 1910**

#### **page**

5. Fourteen and a half acres of land lying northeast of the Missouri Pacific **roundhouse** were purchased yesterday by the Rock Island Railway company as a site for its new yards and **roundhouse**. Cost was \$7275. The track is 300 feet wide and about a mile in length, beginning near 23rd street at the Rock Island and Frisco crossing and extending northeast between the Missouri Pacific and Rock tracks to the northeast corner of section 4, township 27. The company also owns about 30 lots south of this tract. ¶ On this ground the Rock Island will place improvements costing about \$200,000, including a five stall **round house**, power plant, water tanks, coal chutes, cinder pits, car repair shops, and tracks. All of the switching of trains will be done in the new yards, thus relieving congestion in the down town yards, which will be used only for making team track deliveries. Construction of the tracks will begin in a few days. ¶ The Rock Island railway will also build a new freight depot and warehouse

costing about \$150,000. It will be built on the site of the present freight depot. New team tracks will be constructed south of the freight house this summer.

### Thursday, June 23, 1910

#### page

12. Building permit issued yesterday for **round house** 90 by 270 feet, with capacity for ten engines, to Orient Railroad company. Cost \$22,000. Also for a stone, brick and steel building 220 by 152 feet to cost \$85,000 and a concrete power house 60 by 73 feet to cost \$11,000.

### Sunday, February 5, 1911

#### page

20. Article about progress on Orient shops. A ten ton electric crane is being installed. The ten stall **round house** is now full of engines and the new power plant is in use. The Orient has moved about one-half of its 180 men from the shops at Fairview, Oklahoma. Formal opening of the new shops will be at a grand St. Patrick's day ball on March 17.

### Wednesday, September 13, 1911

#### page

6. Midland Valley track layers are now within about three miles of Wichita and laying about a mile and a half of steel daily. ¶ The Midland Valley has purchased about 20 acres of ground near Harry street. A foundation for a big water tank is now being built on this ground. A survey was made yesterday for a "wye," and it is probable that the **round house** and shops will be built on this ground.

### Wednesday, September 27, 1911

#### page

- 4-B. Article about marked growth and development of West Wichita. ¶ Includes photographs of: Midland Valley depot -- exterior and interior.  
Orient shops, with ten stall **round house** in foreground.  
New Riley-Holden block.  
New Odd Fellows hall.  
Trinity Methodist Episcopal church.  
Masonic home.  
Grotto at Mt. Carmel.

### Sunday, May 26, 1912

#### page

8. Article about Missouri Pacific plans in Wichita include a six stall brick addition to the **round house**, to cost \$5000.

### Saturday, May 3, 1913

#### page

5. Grading for the new Santa Fe **round house** and switching yards in north part of town

will start today. A twelve stall **round house** is to be built. When completed the present **roundhouse** and shops near Kellogg street will be torn down.

### Thursday, July 31, 1913

#### page

8. New Santa Fe yards at 25th street now expected to be completed in one month. The twelve stall **round house** will not be completed for several months. ¶ To make way for the fill to the elevated tracks the water tower between 1st street and Douglas avenue is being torn down. A temporary tower will be erected in the Kellogg street yards until the 25th street yards are completed. ¶ The old freight house, south of the present passenger station, is being razed. Its bricks will be used to wall the soft water well in the new yards.

### Saturday, March 14, 1914

#### page

5. Article reports the elevated tracks will mean additional expense for the Frisco Railroad , since its **round house**, yards and storage tracks are located south of Douglas.

### Saturday, November 17, 1917

#### page

5. Frisco Railroad has sent fifteen of its largest new engines to the Wichita **round house** because of the heavy freight traffic between Wichita and Springfield, Missouri. A new turntable 75 feet long is being built for them. The engines are of the 1300s type.

### Friday, July 15, 1921

#### page

5. Some wholesale dealers have urged the Orient Railroad to return to its former freight and passenger depot on East Douglas, but general manager A. De Bernardi says this is unlikely, as the railroad's contract with the Midland Valley Railroad has two years to run. By the contract, the Midland Valley shares its passenger and freight office with the Orient, using the office force of but one road to handle the business for both. In return, the Midland Valley uses the Orient **round house** and shops, and the Orient handles all switching and repairs to rolling stock.

### Friday, January 19, 1923

#### page

3. Six new heavy duty Baldwin locomotives and two new switch engines are to be delivered here for service on the Wichita division of the Missouri Pacific before February 15, Superintendent A. H. Webb announced. The new locomotives will be of the 1400 class, for freight traffic and cost \$70,000 each. Stalls at the Wichita **round house** are to be enlarged for the engines. One switch engine will stay here and one will go to Durand (sic).

### Wednesday, April 18, 1923

**page**

2. Contract awarded yesterday for building superstructure of new Missouri Pacific shops at 25th and Cleveland for \$20,000. The foundation and engine pits had already been built by the railroad company. To be a **roundhouse** with nine locomotive stalls.

**Sunday, October 11, 1925****page**

## Rotogravure

Dim photograph of the "First Street Car Out" in the morning -- with Bitting Avenue sign. Number not legible. Also dim photo of a railroad **roundhouse**.

**Saturday, April 27, 1929****page**

3. Frisco Railroad is seeking options on North End property east of the new Wallingford elevator as a site for proposed new yards and **round house**.

**Thursday, September 5, 1929****page**

5. Article reports new Frisco **roundhouse** and yards in the North End are to be included in the company's 1930 budget.

**Sunday, September 13, 1936****page**

- 3-A. Article about the Santa Fe shops in Wichita, with photos including one of **roundhouse** north of city. The company now employs 539 in Wichita. Details.

**Sunday, May 1, 1938****page**

22. Article about turnaround of the new Santa Fe streamliner at Wichita each night. It is towed from Union station to north yards and locomotive there is uncoupled. Photograph of the train and of Santa Fe **roundhouse** with locomotives in front.

**Monday, January 13, 1941****page**

5. Construction will start today on a 750,000 bushel terminal elevator north of 25th Street and beside the Missouri Pacific track for the Farmers Cooperative Commission. Ground has been purchased across the tracks west from the Missouri Pacific **roundhouse**. To be completed by June 15. ¶ This will be the seventh major storage unit for wheat in Wichita. Others are the Pillsbury elevator, Wichita Terminal elevator, Public Terminal elevator, Red Star flour mills, Wichita Flour mill, and Kansas Milling Company.

**Thursday, June 25, 1953****page**

- 3A. Photo of the old Frisco Railroad **roundhouse** at 810 East Kellogg, which was damaged and had one wall caved in by the windstorm Sunday. The building was abandoned May 12 and is stated to be torn down soon. Repair and service facilities of the railroad have been moved to the new freight yard at 30<sup>th</sup> and Washington.

**Monday, January 25, 1960**

**page**

1. A raging fire destroyed the Missouri Pacific Railroad diesel repair shops at 25th and Cleveland Sunday night causing more than a million dollar loss. The fire, of undetermined origin, swept the frame **roundhouse**, destroying three diesels, each valued at \$200,000, a wrecker crane worth \$250,000, and damaged two caboose cars. Details. Photos.