

*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): Sauder**

### **Wichita Eagle**

**Sunday, February 24, 1924**

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4. A new enterprise, the bus line of D. E. Sauder between Wichita and Wellington, although but a few months old, is very popular. The Wellington-Wichita Motor line operates two large Reo buses, with three or four round trips daily, and a fare of 75 cents. Time for the 30 mile distance is one hour 15 minutes. Leaving stations in Wichita are the Lassen Hotel, Lawrence and Douglas avenues, and the Princess Pharmacy, 209 South Lawrence.

### **Wichita Beacon**

**Tuesday, November 25, 1924**

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5. Three bus lines, the Sauder Motor and Truck Company, Greenleaf's Stage Line, and Gurly's line, known as the Wichita-Winfield-Arkansas City Stage Line, have consolidated into one incorporated company with a capital of \$50,000, Dan Sauder, of Wellington, announced today.

### **Wichita Eagle**

**Sunday, June 29, 1924**

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9. Advertisement with schedule of the "Interurban Coach," bus service between Wellington and Wichita with six trips daily in each direction, operated by Sauder Motor and Truck Company of Wellington. Coach leaves from Lassen Hotel and from Douglas and Lawrence.

### **Wichita Eagle**

**Thursday, December 4, 1924**

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4. Several bus lines, including those now operated by the Greenleaf, Sauder, Gurley, and Kennedy Brothers interests, will be purchased by the new Arkansas Valley Transportation Company, a subsidiary of the Arkansas Valley Interurban, to supplement its present electric system.

**Wichita Eagle****Sunday, April 19, 1925****page**

5. A union bus depot, owned and operated by the Southern Kansas Stage Lines , will open tomorrow at 216 East 1st street according to D. E. Sauder, president of the company. The depot building was formerly occupied by an in-a-door bed company and has been remodeled for the stage line company. The lease includes the Blue Star filling station on the corner, which will be used by the buses for re-fueling. All buses will be checked in and out of this depot and by May 1 will quit making the hotels. All buses of other lines will be welcomed at the depot, Mr. Sauder said. ¶ The Southern Kansas lines run from Wichita to Pratt, Wichita to Augusta, Wichita to Eureka, Eldorado to Winfield through Wichita, Wichita to Caldwell, and South Haven to Blackwell.

**Wichita Eagle****Wednesday, February 3, 1926****page**

3. The Wichita to Winfield and Wellington bus line of the Arkansas Valley Transportation Company (Arkansas Valley Interurban) has been sold to the Southern Kansas Stage Lines subject to public service commission approval. The sale includes \$50,000 worth of equipment including six Fageol buses, two of them parlor cars. ¶ The Southern Kansas Stage Lines will operate the buses from the union bus depot but will make direct connections with Arkansas Valley Interurban trains at the Arkansas Valley Interurban depot. ¶ With the purchase the Southern Kansas Stage Lines will own 33 buses. Directors are A. E. Greenleaf, Dan Sauder, Robert Pike, J. W. Gurley, and J. W. Blood.

**Wichita Eagle****Thursday, June 9, 1927****page**

5. Work is to be started within 30 days on a new garage and repair shop building for Southern Kansas Stage Lines at 2nd street and the Arkansas river. General offices of the company will also be located there. ¶ The site was purchased yesterday from the Rounds and Porter company for \$20,000 and the building is to cost \$45,000. It is to be one story, brick, 200 by 150 feet, with 25,500 square feet and floor space. Glenn Thomas is architect. ¶ D. E. Sauder is president and A. E. Greenleaf vice-president of the Southern Kansas Stage Lines company, which was organized three years ago, starting with two buses and one seven-passenger car. Other lines were absorbed and the company built up until it now handles 1200 passengers daily with 41 buses serving 50 towns in this area. One hundred twenty-five thousand dollars worth of equipment is now in use on the lines, and the company employs 20 shopmen and 32 drivers and has a payroll of \$9500 a month. The company's equipment travels 4800 miles a day on the average.

**Wichita Beacon****Wednesday, May 2, 1928****page**

1. The Wichita Air Services Provision Company was granted a charter today by the state charter board. Incorporators listed, including Dan Sauder and Aaron Greenleaf.

**Wichita Eagle****Sunday, June 16, 1929**

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2. Advertisement for Knoll Aircraft Corporation stock with photograph of two Knoll biplanes and drawing of factory under construction on company's 149 acre airport, which adjoins the Central avenue airport on the south. Says company was organized on October 10, 1928. Present address of company is 471 West 1st street. D. E. Sauder is president.

**Wichita Eagle****Sunday, July 30, 1933**

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11. Article about Southern Kansas Stage Lines' freight business. Details.
12. Article with history of Southern Kansas Stage Lines. Photograph of D. E. Sauder, president. Company now operates 105 buses and carries 30,000 passengers per month.
13. Map of Southern Kansas Stage Lines passenger system.

**Wichita Beacon****Sunday, July 30, 1933**

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10. Article gives history of Southern Kansas Stage Lines. The group first began on November 24, 1924 with two worn buses and a seven passenger touring car. The founders, D. E. Sauder and A. E. Greenleaf, each drove one of the buses over a route of 90 miles extending south from Wichita to Blackwell. Their total investment was less than \$12,000 and there were five persons on the staff including the employers. Today the company operates 105 large buses carrying from 16 to 36 passengers. It carries 30,000 persons monthly on more that 3000 miles of highways. The company also provides freight service with a fleet of 90 trucks which carry 100,000 pounds of freight every day. The total investment is now more that \$750,000 and the company employs more than 400 persons. The garage is at 433-35 West 2nd and the general offices are at 2nd and Main Streets. Details. A second article on same page says the company maintains a bus body building plant at Muskogee and that bodies for the trucks and trailers are made at the Wichita plant. Photographs of truck and trailer and of trailer only.

**Wichita Eagle****Friday, December 7, 1934**

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2. The Southern Kansas Stage Lines company will move into its new depot at corner of William and Broadway next Wednesday and will be ready for buses at midnight that night, D. E. Sauder, president, announced yesterday. The following Saturday offices of the

company will be moved from 2nd and Main to the remodeled building at 419 West 2nd.

**Wichita Beacon****Sunday, December 9, 1934**

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**Magazine**

1. Announcement of formal opening of Wichita's new Union Bus Depot at William and Broadway on Wednesday, December 12. Will be used by Southern Kansas Stage Lines Company, Cardinal Stage Lines, and Santa Fe Trail System. Photograph of Santa Fe Trail System bus. Depot will serve 94 buses daily.
2. Article with details about bus companies, and photograph of Dan E. Sauder and Aaron E. Greenleaf.

**Wichita Beacon****Sunday, June 27, 1937**

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- C-1-6. Special section on large order of new buses by Santa Fe Trailways. Details and photographs.
- C-2. Article says Santa Fe Trailways and Southern Kansas Stage Lines are spending \$750,000 on new equipment. A total of 39 new buses are involved including 22 36 passenger American Car and Foundry Company parlor cars, of which 12 will be in service between Chicago and Wichita. Ten Clipper buses are also included, of which five will be in service between Wichita and Chicago. Five of the new buses are known as Ditmars and will be in service between Emporia, Salina, Topeka and Kansas City, Missouri. Two of the purchases are Internationals. Details. Photographs.
- C-4. Map of Southern Kansas Stage Lines freight routes.
- C-5. Photographs of A. E. Greenleaf and D. E. Sauder.

**Wichita Eagle****Sunday, December 18, 1938**

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27. Article says the Santa Fe Trail Transportation Company was purchased by the Santa Fe Railway Company late last month but still maintains its general offices and principal shops in Wichita. D. E. Sauder remains with the company as assistant-general manager in charge of freight operations. ¶ The company has been divided into two major divisions, the Eastern lines, from Albuquerque to Chicago, and the Western lines from Albuquerque to California, the latter with headquarters at Los Angeles. Details.

**Wichita Eagle**

**Sunday, June 6, 1954****page****Magazine**

2. Feature article on early day bus developments in Wichita-mainly Southern Kansas Stage Lines. Says D. E. Sauder, a Wellington track agency dealer, decided to run a bus between Wellington and Wichita in January 1924, and by November 1924 he and Aaron Greenleaf consolidated their lines to form Southern Kansas Stage Lines. In 1919 Greenleaf had started hauling Wichita newspapers to Kingman and he also carried a few passengers back and forth. In 1915 Howard Allen had started running a bus between Wichita and Augusta to carry workers to the newly discovered oil fields. Allen never became a part of Southern Kansas Stage Lines, but sold his rights to that company. Today he is still in the bus business in Oklahoma. Sauder is now again in the truck distributing business, with an agency in Wichita, and Greenleaf is in the ranching business near Kingman. Sauder and Greenleaf sold out to the Santa Fe Railway for \$5,000,000 in 1938. In March 1948 the Santa Fe Trail Transportation Company became a part of Continental Trailways. Further details of company history. Photos. ("Wichita Played Leading Part in Bus Development"- continued on Magazine page 21).

**Wichita Eagle****Saturday, August 6, 1960****page**

- 12A. "Wichita Silhouettes" -- biography of Daniel E. Sauder, 72, one of founders of Southern Kansas Stage Lines. Grew up on family farm near Gridley, Kansas. Married Miss Myrtle Logan, of Wellington, in 1908. Worked for railroad in Wellington until 1916. Began running bus line from Wellington to Wichita on January 25, 1924. Merged his line with that of Aaron Greenleaf to form Southern Kansas Stage Lines, later to become Santa Fe Trailways. Moved to Wichita from Wellington about 30 years ago. Two daughters, Mrs. V. E. Lygrisse, 3727 Sleepy Hollow Drive, and Mrs. George W. Byers, Kansas City, and six grandchildren. Photo. ("Man 72, Trail Blazer in Area Transportation")

**Wichita Eagle-Beacon****Sunday, July 24, 1966****page**

- 1C. Construction of the second Wichita K-Mart at cost of two million dollars, will start this week at 4230 West Kellogg. The 13.5 acre tract was purchased from Mr. and Mrs. William E. Bales, Dan Sauder, and Gene Lygrisse. The first Wichita K-Mart is now under construction on a 16 acre tract on East Kellogg and is scheduled for opening about December 15. The tract was purchased from Mrs. Gladys H. G. Wiedemann and the Fourth National Bank and Trust Company, trustees for the K. T. Wiedemann estate. The K-Mart on West Kellogg is scheduled to open in February 1967.

**Wichita Eagle-Beacon****Tuesday, September 14, 1976****page**

- 3C. Report of death yesterday at Kingman, Kansas, of Aaron E. Greenleaf, co-founder with Dan Sauder of Southern Kansas Stage Lines in 1924. The original line, the "Cannonball," ran between Wichita and Kingman over old US 54 highway. The Southern Kansas Stage Lines later became a major portion of Continental Trailways. In 1938 it was sold to the Santa Fe Railway, after which Greenleaf continued to work for the firm as an executive officer under its new name of Santa Fe Trailways. In 1948 Santa Fe Trailways became the largest acquisition of Continental Trailways. A native of Kingman County and maintained a farm there throughout his life.