



Web-Site

centralbranchrailroad.com



Membership

Individual Annual: \$40

Family Annual: \$55

Individual Life: \$100

Family Life: \$150



Schedule a Ride

Call Ann at 785-363-2343 (H)

→ 785-799-4294 (C)

aw@centralbranchrailroad.com

Volunteer to Work

Contact Larry Moon

lm@centralbranchrailroad.com

Board Members

President: Randy Rundle

Vice-Pres.: Clinton Day

Secretary: Ann Walter

Treas.: Dave Crawford

Gene Harding

Larry Moon

Ray Petr

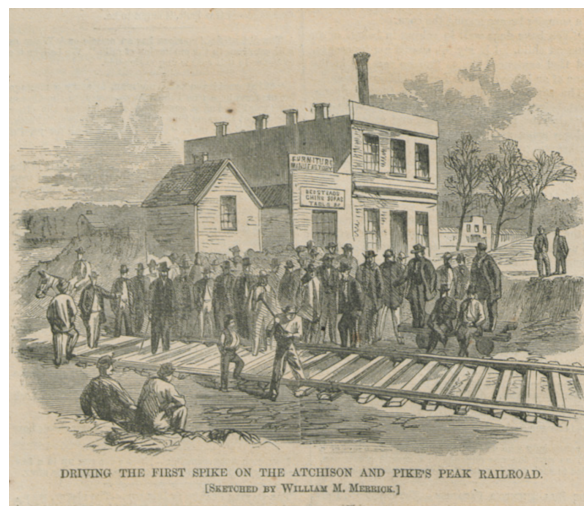
Larry Springer

Charlie Weickert

Brief History of the Central Branch Railroad

What we now know as the Central Branch Railroad was incorporated as the Atchison and Pike's Peak Railroad on February 11, 1859 by the Kansas Territorial Legislature. The railroad was originally planned as a route from Atchison west into Colorado towards Pike's Peak or Denver and was to be one of the branches of the Trans-Continental Railroad. Land was acquired through an 1862 treaty with the Kickapoo Indian Tribe and the Pacific Railway Act of 1862. Land was only obtained for the first 100 miles, leaving Waterville as a hanging end of the railroad. The company received from the Government 187,608 acres of land and bonds at a rate of \$16,000 per mile for the first 100 miles. The company purchased 24,000 acres from the Kickapoo Tribe at \$1.25 per acre.

Construction began in 1865 and the first 40 miles west of Atchison were completed by January, 1867. By February of 1867 track had been laid to mile marker 79.5 at Frankfort. Having completed the bridge over the Big Blue River, the first locomotive arrived in Irving, KS on December 22, 1867. The railroad was opened to Waterville, KS on January 20, 1868.



The Sketch to the left depicting the "first spike" of the Atchison & Pike's Peak Railroad appeared in Harper's Weekly on January 27, 1866. The sketch was made by William M. Merrick.

Brief History of the CBRR (continued)

In the 1870's, the Central Branch owned six locomotives, numbered 1-6. Loco # 6 was a switch engine. There were two passenger cars located in Atchison and two located in Waterville. Increased demand led the railroad to convert two flatbed cars to "open air" cars with benches and tree branches for a roof. Reportedly, 500 Sunday School children rode the train in these cars.

In January, 1867, the railroad name was changed to Central Branch Union Pacific to better reflect its purpose. The Union Pacific Railway, Eastern Division had changed its plans for a route to Colorado and Waterville became the end of the line. Waterville remained the terminal until 1876 when several different railroad companies eventually extended the track to Downs, KS.

Despite its name, the Central Branch was not acquired by Union Pacific until 1880 when it was purchased by Jay Gould and leased to the Missouri Pacific Railroad. The CBUP was merged into the MoPac RR in 1909. MoPac was then acquired by UPRR in 1982. The UPRR abandoned the line east of Vliets, KS in 1990. In 1991 the track from Frankfort, KS to Ame, KS was leased to the Kyle RR. In 2000, the UPRR & Kyle abandoned the tracks that were purchased by the MCRHS in 2001. The short section from Vliets to Frankfort, KS was abandoned by the UPRR in 2004.



Interesting Quotes:

The following passages were taken from the book History of Marshall County, KS: Its People, Industries and Institutions by Emma E. Foster



- December 27, 1867 – Correspondence in the Atchison Weekly Free Press says : "Railroad projects are getting as common as pretty babies."
- January 17, 1868 – A special train under charge of J. S. Pierce, conductor, conveyed the government railroad commissioners, Gen. N. B. Buford, Gen. Frank P. Blair and Dr. William N. White to Waterville, the terminus of the one hundred miles. An engine house, depot and turn-table are being constructed. Col. William Osborn, superintendent of the road, and a small party of Atchison citizens accompanied the party. The ride was a pleasant one and was made at good speed. A heavy snow storm set in during the progress of the inspection, and the return trip to Atchison was through the storm all the way. On reaching Atchison the party stopped at the Massasoit house and enjoyed its hospitalities.

Editors Note: The trip from Atchison to Frankfort took 6 hours. Extrapolating would indicate the trip from Atchison to Waterville would take about 7 hours and 40 minutes in good weather.

Events

- On-Line Calendar 
centralbranchrailroad.com/
Calendar.html 

Archives:

- Past newsletters can be found on the MCRHS web Site 
centralbranchrailroad.com/
Newsletters.html 

Sources of Information: for the above article:

- Legends of kansas.com
- wikipedia.com
- Trainweb.org
- History of Marshall County, KS: Its People, Industries & Institutions by Emma E. Foster

2017 Donation Fee Schedule (Special Rates May Apply)

Roundtrip Destination	Adults	Children Age 6-11	School Rate per Passenger Car	Trip Time (min)
Waterville to Somewhere	\$10	\$7	\$70	40
Waterville to Blue Rapids	\$10	\$7	\$70	40
Blue Rapids to Trestle	\$10	\$7	\$70	40
Waterville to Trestle	\$15	\$12	\$80	120
Shelter House Rental - \$15 plus cost of ride for family reunions, groups, birthday parties, etc. There is no shelter rental fee for school groups.				

Annual Dues: Are your dues paid up? If not please send the appropriate amount to Marshall County Railroad Historical Society, P.O. Box 242, Waterville Kansas 66548.

- As with all things, it is becoming more and more costly to operate the CBRR. Any donations are greatly appreciated. MCRHS is a 501 (C) (3) Nonprofit Corporation.
- Want to become more involved? Contact any board member to find out how you can volunteer.

MCRHS Newsletter Subscription and Renewal Form

Name: _____ Date: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Phone: (optional): _____ E-mail: _____

In order to improve the communication with members, the Marshall County Railroad Historical Society is producing a monthly newsletter. In addition to printed newsletters that is mailed via the United States Postal System, extra copies will be printed for advertising purposes.

The MCRHS Board understands that most members paid a life membership but operation costs to maintain the railroad have and are increasing greatly. For the Central Branch Railroad to remain viable, MCRHS simply cannot absorb the cost of mailing newsletters without additional member support.

Please indicate your preference for the method of delivery of the newsletter and enclose an annual fee of \$20 to support this and other efforts for the continued success of the CBRR. This form and your payment can be sent to the address below.

I prefer to have my newsletter sent by _____ E-mail _____ Parcel Post Mail

Mail to:
Marshall County Railroad Historical Society
c/o Dave Crawford, Treasurer
905 Pomeroy ST
Blue Rapids, KS 66411-1220