



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. - Charlie Weickert

Secretary - Ann Walter

Treas. - Georgena Lindquist

Dave Crawford

Gene Harding

Larry Moon

Larry Springer

Events

- On-Line
Calendarcentralbranchrailroad.com/Calendar.html

Archives:

Past newsletters can be found on the MCRHS web Site

- centralbranchrailroad.com/Newsletters.html

Sesquicentennial

January of 2018 marks the 150th anniversary for the Central Branch Railroad in Waterville, KS. Originally incorporated by act of the 1859 Kansas Territorial Legislature, the railroad was known as the Atchison and Pikes Peak Railroad, with authorization to build westward to the Colorado border. In 1867 the name was changed to Central Branch Railroad of the Union Pacific, although the railroad was not owned by UP at the time.

Under the supervision of civil engineer O.B. Gunn, the first 100 miles of track from Atchison was completed in January of 1868. On January 17, 1868 a special inspection ride was completed from Atchison to Waterville with J.S. Pierce being the conductor. CBUP superintendent William Osborn and government railroad commissioners General N.B. Buford, General Frank P. Blair, and Dr. William N. White being part of group completing the inspection. There was a heavy snow storm and the return trip to Atchison was entirely through the snow storm.

The land of the Waterville town site was originally owned by David King and later owned by G.H. Hollenberg, William Osborn, and R.M. Pomeroy. R.M. Pomeroy conveyed the land to the CBUP to build the town of Waterville. Waterville was incorporated as a village in 1870 and a third class city in 1871.

Waterville served as a cattle town in 1868 and 1869. A quarantine against Texas longhorns was enacted by the legislature in March of 1872 preventing the further shipment of Texas cattle by rail from Abilene or Waterville. The legislature pushed the quarantine line west four more times in 1876, 1877, 1879, and 1883.

Waterville remained the end terminal of the CBUP because the Union Pacific Eastern Division was authorized to build west into Colorado. This remained the case until 1876 when the route was completed to Downs, KS.

2018 also marks the 18th year of existence for the MCRHS and the 17th year for giving rides.

Federal Land Grants

The Pacific Railroad Act of 1862 promoted the construction of a trans-continental railroad. Odd numbered sections of land were given to private railroad companies and the government maintained ownership of the even numbered sections. Railroads in Kansas received 8,234,013 acres of land grants. This was approximately 15.6% of the land area of Kansas (52,656,640 acres). The CBUP 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. Because the Union Pacific Eastern Division was granted the authority to construct tracks west into Colorado, land grants were denied for the CBUP west of Waterville.

A bit of Trivia

In a letter dated January 28, 1873 from Quartermaster-General M.C. Meigs to the Secretary of War, William W. Belknap, General Meigs indicates a significant savings in the movement of troops by rail as apposed to stage coach and wagons. He estimated the total cost of troop movement from July 1, 1866 to January 28, 1873 to be \$9,850,134.67 by stage coach and wagon (assuming the railroad did not exist) and a cost of \$3,342,851.85 by rail. By his calculations, as a result of building the Union Pacific Railroad, the War Department saved \$6,507,282.85 by using rail, a 66% savings.

Motorcar Ride



On December 16, 2017 a group of MCRHS members got together and spent the day riding the rails. Participating with their private motorcars were Randy Rundle, Charlie Weickert, Larry Moon and Todd & Rachel Frye and family. They rode from Waterville east to the end, then back west to the end and returned to Waterville, finishing the ride in the dark. Jeff Richter came as a guest of Randy's and Rod Lamoreaux participated in the night ride.

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email: centralbranchrailroad@gmail.com
Web: centralbranchrailroad.com

Happy New Year!

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 are 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