

Dodge City & Santa Fe Trail



On our way back from Florida, we stopped and stayed the night in Dodge City, Kansas. June 6-7, 2020.



Before we left Dodge City to go home, we wanted to see the train and the museum we saw the day before. However, it was eight o'clock on a Sunday. Even if the museum was open on Sunday, it would not be until the afternoon. So we just stopped by Boot Hill and the train depot to take photos before leaving.



Boot Hill used to be a cemetery, but all of the interments were reburied elsewhere only leaving the figurative cemetery which is now a museum.

The museum was open on Sundays, but we would be back in Colorado Springs by the time it opened. Looks like a place I'll have to come back sometime to visit in the future.





What a delight to see a nicely restored depot in Dodge City! I think I missed seeing any interpretive panels, but I am certain that this depot is not in an original location, nor is the locomotive. I do not know where this structure originally was.



The inside of the depot is full of nice details! I simply put the camera right up to the glass of the windows to get these photos.



THE BOOT HILL SPECIAL NO. 1139 STEAM ENGINE



The railroad played a significant role in the prosperity of early Dodge City. When the railhead was established here in 1872, Dodge City became the ideal location for shipping buffalo hides to points east on the Atchinson, Topeka and Santa Fe Railway.

After the buffalo herds were hunted to near extinction in the mid-1870's, the cattle industry took over as Dodge City's major source of income. With a quarantine line just east of here, this became the easternmost location for shipping longhorns herded from Texas by boxcar. In 1885, Kansas was cut off from the cattle drives when the quarantine line was moved west to the Colorado border.

Specifications on no. 1139

This engine was built in 1903 by Baldwin Locomotive Works at a cost of \$19,846.98. Specifications include a boiler pressure of 200 lbs per square inch, heating surface of 2,864 square feet, water capacity of 8,500 gallons and an oil capacity of 3,300 gallons. It weighs 305,200 pounds and has traveled approximately 1,000,000 miles.



Boxcar used as the 1872 Depot

Colina de arranque especial Motor de vapor #1139

El ferrocarril jugó un papel importante en la Fundación y florecimiento de la antigua ciudad de Dodge. Cuando la cabeza del carril se estableció aquí en 1872, Dodge City se convirtió en el lugar ideal para el envío de Búfalo esconde a puntos al este de Atchinson, Topeka y Santa Fe Railway.

Motor de vapor # 1139, el arranque especial de Hill, fue construida en 1903 por Baldwin Locomotive Works a un costo de \$19,846.98.

Pesa 305.200 kilos y ha viajado aproximadamente 1.000.000 millas.



Train and Museum in 1955

Moving the Engine

On July 7, 1954 the Atchinson, Topeka and Santa Fe Railway Company donated the engine with the coal car and tender to Boot Hill Museum.

E.R. Kemper moved the engine on tracks ten blocks to where the Great Western Hotel replica now stands. Kemper took out a million dollar insurance policy through Lloyd's of London before beginning the five hour task.

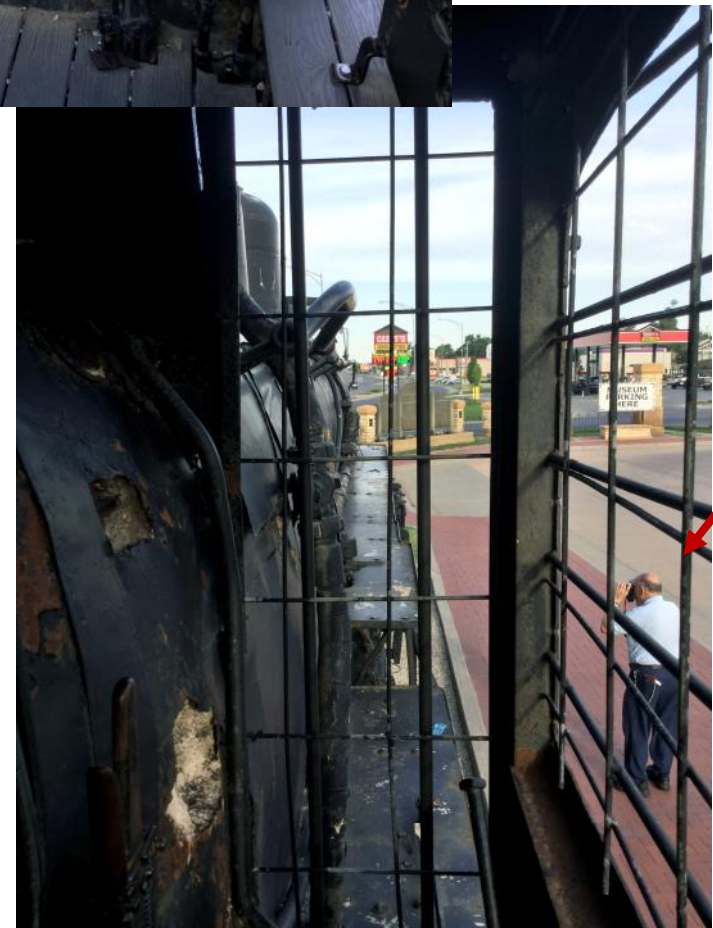
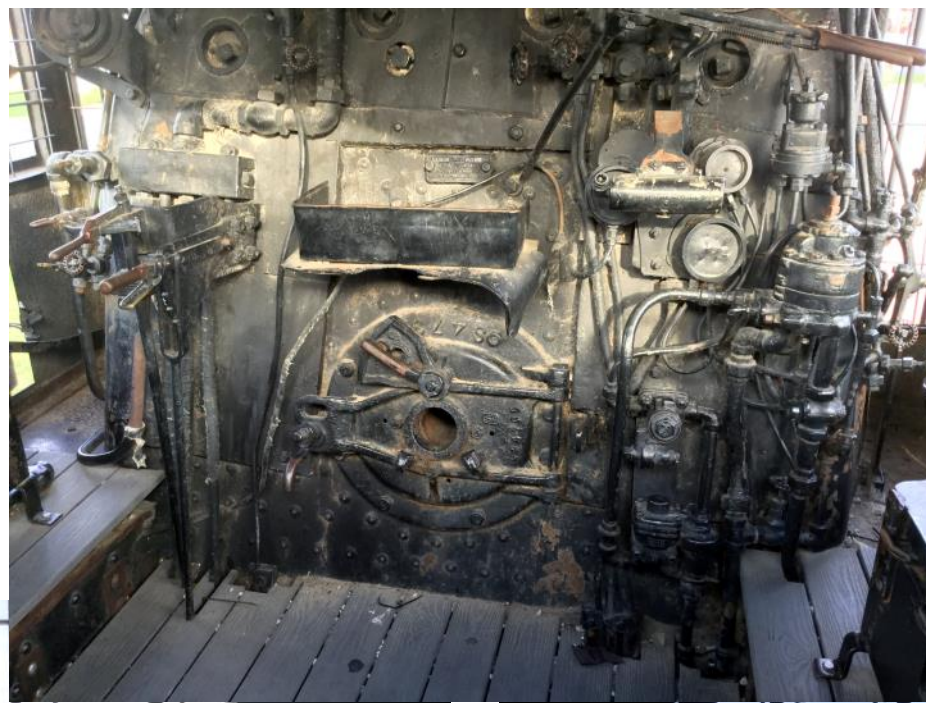
In 1978, the engine was moved to the east end of the museum next to the Front Street replica using railroad tracks. This made room for the Great Western.

Early in 2000, during a two day operation involving a complex set of dollies and wheels, Ball & Son movers of Belleville, Kansas relocated the engine 200 feet to its present site.

**PLEASE DO NOT CLIMB ON THE OUTSIDE OF THE TRAIN
POR FAVOR NO SUBIR EN EL EXTERIOR DEL TREN**

Steps that go up and into the locomotive allow a visitor to see the rarely seen inside of a locomotive.

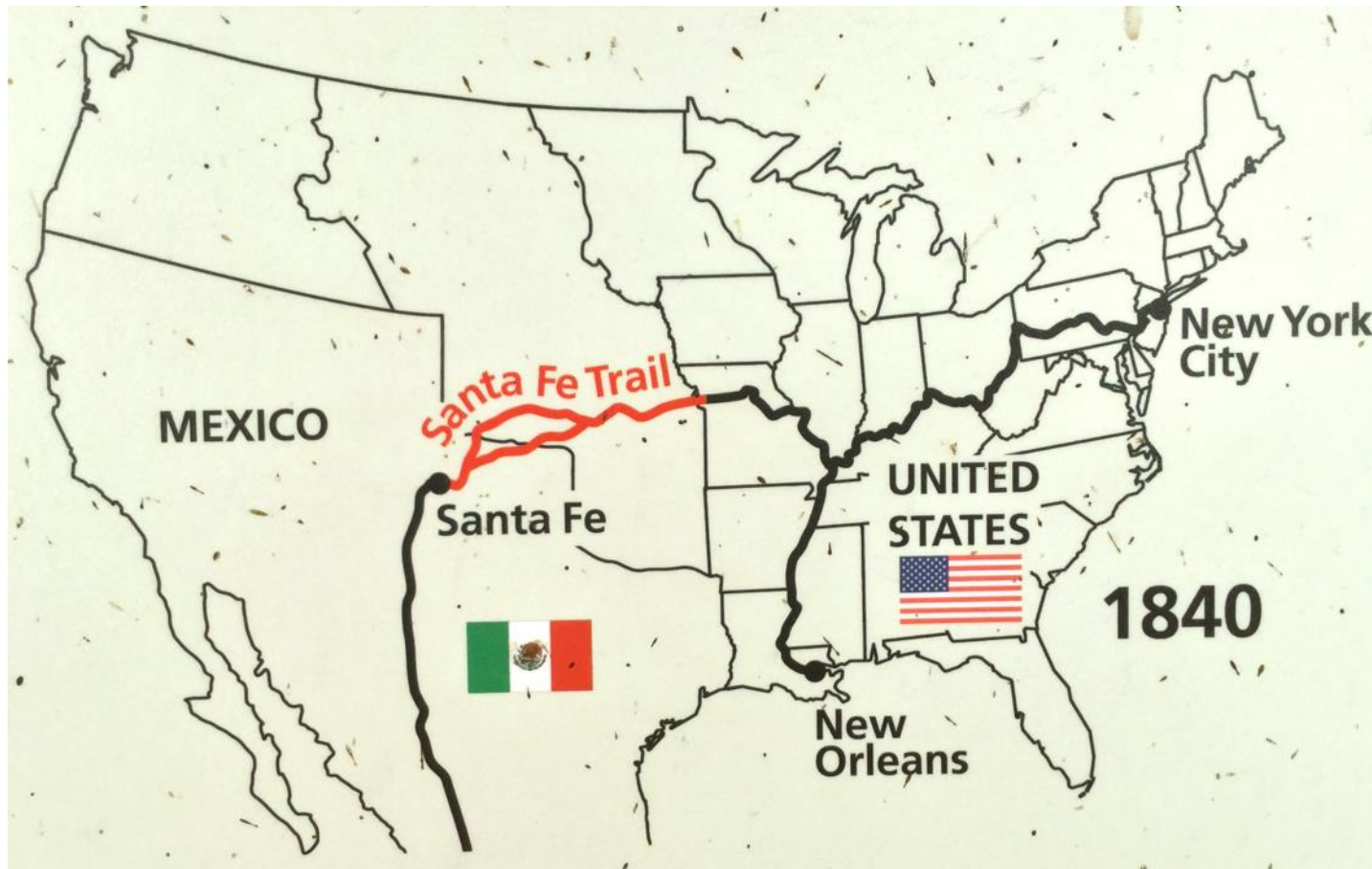
Here, the outside of the boiler has a lot going on! The round door is where the engineer would shovel in the coal.



These two photos show the view from inside the locomotive, the left side and the right side. I think the metal grid is for safety of visitors.

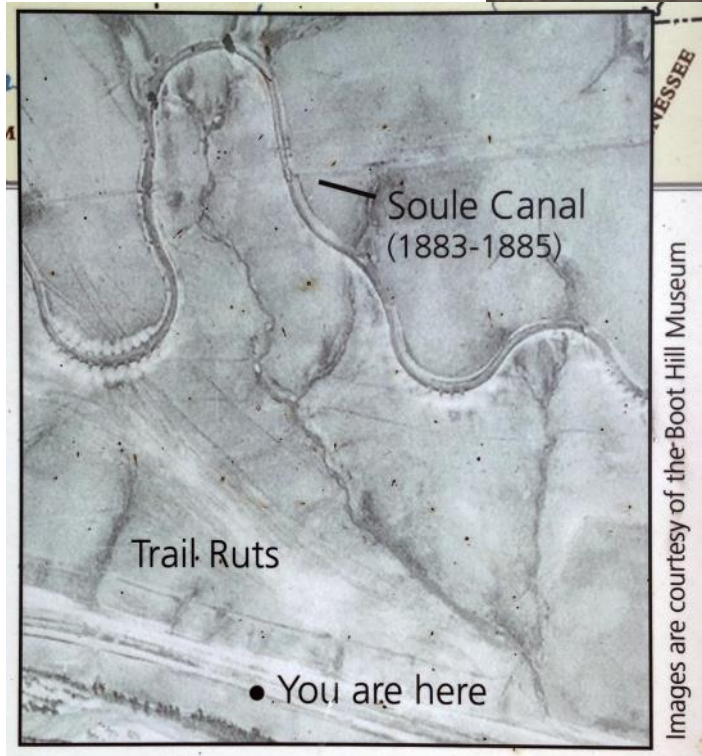
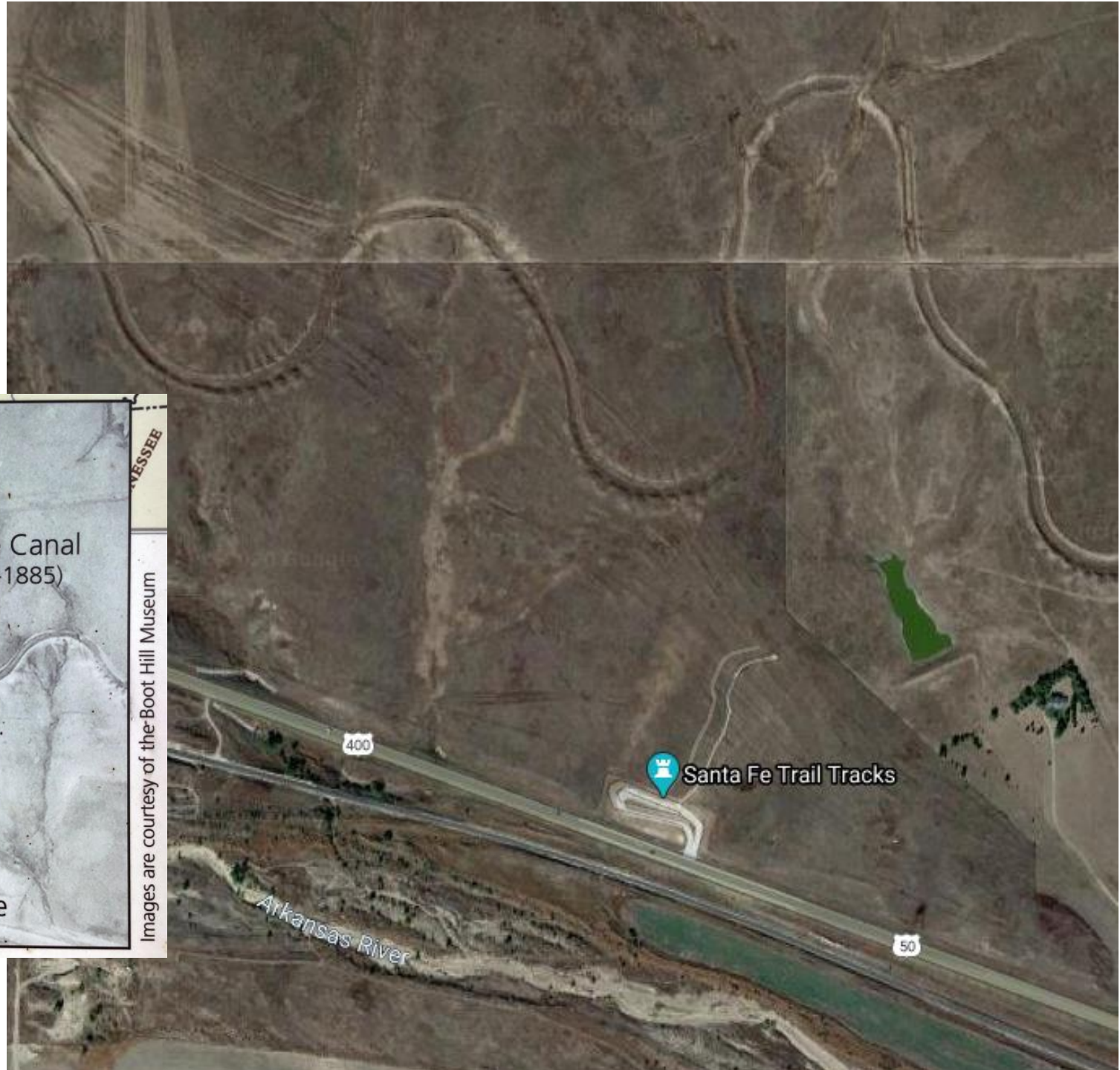
Dad

I saw a billboard stating that historic tracks were 11 miles west of the city. I misunderstood the sign to mean original train tracks when it actually was referring to wagon rut tracks of the Santa Fe Trail! We stopped and there were many interpretive signs and a concrete path out a little ways to view the prairie.



This map is inaccurate because in 1840, Texas already broke off from Mexico to stand independent (as of 1836 and until 1845) but shows here as still part of Mexico! The trail is in Kansas Territory.

These fantastic photos show overhead views of the Santa Fe Trail that clearly show the varied paths the pioneers took while crossing the territory. The modern day stop is shown on the map below and where the concrete path is to view the prairie. Parts of the concrete paths turn into decks to preserve the ruts where the path crosses.

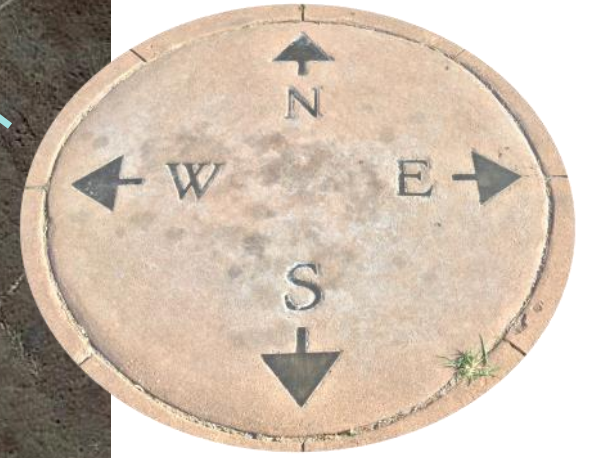


Map source: Google Maps



Boardwalks
over ruts

Covered area with
interpretive panels



*Molted snake skin.
Fortunately, I did not see
the snake!*



Modern Windmill



Lovely rolling Kansas prairie. Lots of varied vegetation.

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