

**MERIDIAN CENTRAL - Autumn 1962**      "Efficiency equals MC squared"

[Founders are very conversant in real estate speculation and the challenges of politics and financing]  
[As business men, the founders know that involving and integrating locals builds a shield of loyalists]  
[Founders possess civic responsibility and pride, and this respect manifests in good working conditions]  
[Conceived over "rag-chews" by a disparate group of wealthy and connected ham radio hobbyists]  
[The input from one founder who had lived in Shaker Heights had a major impact on the groups vision]  
[Catalyst for taking action and convincing authorities was the horror of the 1951 Kansas City flood]  
[The founders focus is the infrastructure - The land, structures, R-o-W, and a communications pipeline]  
[High and Wide clearance Right-of-Way purchased late 1951 before historical housing developments]  
[Initial construction from 75th st to Stanley - Blue River essentially separates commuters from freight]  
[Bridging costs minimized by utilizing highway construction unwanted dirt and already present crews]  
[Railroad leases R-o-W as a highway for both above ground communications, and subsurface utilities]  
[Leasing agreement with AT&T to place their microwave towers in exchange for a railroad use channel]  
[Public AT&T TWX service at 75th st, 119th st, and Linn Valley - AT&T hospital use Facsimile at 75th St]  
[Stations have Southwestern Bell pay telephone and over the counter Railway Express Agency service]  
[Direct combine to REA truck transfers possible at Stilwell - Dispatcher and railroad offices at Wea]  
[Exploiting intrastate regulatory freedom, the founders bypassed proprietary vendor signaling costs]  
[Rugged, fail-safe CTC utilizes high-reliability military-surplus telephony components and VHF telemetry]  
[CTC controlled Single Track, coordinated with MoPac guest - Small fleet made cab radio economical]  
[Railroad equipment is southbound facing, with first class then southbound traffic having meet priority]  
[BL-2 is indeed an oddity, but so is the Tucker a founder owns - The BL-2 benefit is as a testing platform]  
[Railroads product is "Time" - Speedy commutes, rapid business deliveries, a KC bottleneck bypass]  
[Granted Eagle Express connecting service depot in exchange for taking minimal percentage of profits]  
[Class-3 short line, but R-o-W is engineered to safely accommodate up to a 60mph average speed]  
[Allowed MoPac limited "hot shot only" traffic over railroad - Given access to MoPac heavy repair shops]  
[In exchange for no traffic quantity restriction from 8pm to 5am, MoPac wreckers resolve disruptions]  
[Undeveloped land reserved for three additional stations, if the railroad ever evolves into a "light-rail"]  
[Passengers are mostly workers in suburban service and retail businesses, as well as hospital staff]  
[Local cafe van serves as the drive up commissary to load minimal mess food for the coach-buffet]  
[Buffet counter is pleasantly catered by a young, uniformed, flight attendant styled "Railroad Hostess"]  
[75th street serves as a public communications hub and the gateway to Kansas City urban businesses]  
[Some internal friction over 119th st retail project, but building in stages prevented financial hardship]  
[Community room on the shopping centers "L" end cap scaled smaller - for local plays and 16mm films]  
[Profitable destination shopping center now fully leased, and hosts a dry cleaners and other renters]  
[Railroad embraces the commuters car with angled parking, rural park-n-ride, and suburban ride-n-shop]  
[Linn Valley hosts several thermally stable limestone basement buildings for storing business archives]  
[Decentralized storage holds insurance company, bank, and other records from many Midwestern cities]  
[Staff at the vaults do not just file paper, photos, and tapes, they also transfer documents to microfilm]  
[Given Civil Defense asset status, due to Linn Valley storage and railroads capability of speedy KC egress]  
[Marketing insisted Linn Valley Hi-Fi got a good lease - Marketing sees it as a beacon for kindred firms]  
[Linn Valley is concurrently being developed by Donald Drummond as a modernist planned community]  
[MoPac loans, at discount pricing, their Track Scale calibration car and Sperry track checking car]  
[MOW makes heavy use of paralleling snow plowed highway to expedite much of its maintenance work]  
[Locomotives and cars share many similar parts, keeping parts stocking costs minimal]  
[Substituting GP7 not HEP equipped, so BL-2 coaches are pre-heated from "shore power" between runs]  
[GP7 hauling Buffet-Coach will substitute for RDC-2 - Buffet section will be closed and used for lading]  
[In the event of a stranding, the MOW school bus can be used to rescue the stranded passengers]  
[Local gas station supplies lube, and fuel truck serves as the drive up to load locomotive fuel supply]



# Meridian Central

The Modern Choice In Kansas

**MC stations are as unique as our service.**

75th st — An advanced Communications Center, strategically located for easy City access.

95th st — Expert handling for your large or small express requirements.

119th st — Your suburban one-stop shopping destination.

Stanley — The source for those beautiful hothouse flowers.

Stilwell — Home to premium apple orchards.

Louisburg — A traditional heartland town, bounded by scenic walnut woods.

Linn Valley — Your new suburban sanctuary, offering true Indoor-Outdoor Harmony.

## Track Layout:

- End of Line North = southwest corner - Juniper St and W 75th St  
(Southwest diagonal from Juniper St and W 75th St towards Metcalf Ave and W 89th St)  
(RDC-2 reversal)
- Juniper st Transfer Shed - rail to delivery van transfer shed = south side of stub - Juniper St and W 75th St  
(BL-2 coach runaround)
- 75th st station - north side of track = southwest corner - Juniper St and W 75th St  
(Checker Cab "concierge" taxi to Union Station and TWA airport = Juniper St and W 75th St)  
(Shawnee Mission Hospital staff shuttle bus terminus = Juniper St and W 75th St)
- (P1) Passing Siding in front of station = Juniper St and W 75th St  
Undeveloped station reserve - north side of track = southeast corner - Lamar Ave and W 83rd st  
(curve South on eastern side of Metcalf Ave = northeast corner - Metcalf Ave and W 89th St)  
Microwave Tower = northeast corner - Metcalf Ave and W 89th St
- 95th st station with Faraday cage - east side of track = southeast corner - Metcalf Ave and W 95th St  
(GP7 combine runaround)
- (P2) Passing Siding in front of station = Metcalf Ave and W 95th St
- (S1) Spur - along main eastside with north turnout = southeast corner - Metcalf Ave and W 97st St  
(facilities = Rail to Delivery Van covered transfer dock, Eagle Express Connecting Service depot)  
(Indian Creek bridge = Metcalf Ave and W 103rd St)  
Undeveloped station reserve - east side of track = southeast corner - Metcalf Ave and W 105th st
- 119th st shopping center station - east side of track = southeast corner - Metcalf Ave and W 119th St  
(Tomahawk Creek bridge = Metcalf Ave and W 133rd St)  
Undeveloped station reserve - east side of track = southeast corner - Metcalf Ave and W 135th st
- Stanley park-n-ride station - east side of track = northeast corner - Metcalf Ave and W 151st St
- (P3) Passing Siding in front of station = Metcalf Ave and W 151st St  
(RDC-2 Staging - northbound)
- (S2) Spur - along main eastside with north turnout = southeast corner - Metcalf Ave and W 152nd St  
(facilities = Divided - Plant Depot/Supplies Warehouse; Team)  
(RDC-2 reversal)  
(curve Southeast = Metcalf Ave and W 156th Terrace)  
(curve South = Outlook Ave and W 165th St)  
(Blue River optimal crossing bridge = Outlook Ave and W 171st St)  
(curve Southwest = Outlook Ave and W 175th St)  
(Metcalf Ave Crossing = Metcalf Ave and W 191st St)  
(curve South on western side of Metcalf Ave = Metcalf Ave and W 191st St)
- Stilwell station - west side of track = northwest corner - Metcalf Ave and W 199th St
- (P4) Passing Siding in front of station = Metcalf Ave and W 199th St  
(GP7 + combine Staging - northbound)
- (S3) Spur - along main westside with north turnout = southwest corner - Metcalf Ave and W 200th St  
(facilities = Insulated apple depot; unused car storage track)  
(MoPac main line bridge = Metcalf Ave and W 208th St)
- Wea Ladder = along main westside with north turnout = southwest corner - Metcalf Ave and W 213th St
- (S4) (first spur = Track Scale; Rip Track; Maintenance-of-Way car storage)
- (S5) (second spur = Maintenance-of-Way utility track - NW2 home base)  
Microwave Tower = Metcalf Ave and W 215th St

MoPac W 216th St west/south Turnout = MoPac main line track to Paola - MoPac must exit here  
 (north end of MoPac trackage rights corridor - "hot shot" limited traffic use only)

(P5) MoPac Interchange - along main westside = southwest corner - Metcalf Ave and W 218th St  
 (interchange = double ended - west and east traffic staged at appropriate trailing turnout)  
 (Metcalf Rd Crossing - Metcalf Rd and W 239th St)  
 (curve Southeast on southeast corner = S Julie St and W 267th St)

(S6) Spur - along main southside with south turnout = northwest corner - Summerfield Dr and W 270th St  
 (facilities - private user = Hardware Store; LPG)

Louisburg station - north side of track = southeast corner - Harvest Rd and W 271st St

(P6) Passing Siding in front of station = Harvest Rd and W 271st St

(S7) Spur - along main southside with south turnout = far southeast corner Rockville Rd and N 8th St E  
 (facilities - private user = Divided - Cold Storage walnut nutmeats/Blow-pipe for shells; Team)  
 (curve South = between Mission Bellevue Rd | Cold Water Rd and W 295th St)  
 (curve Southwest = between Mission Bellevue Rd | Cold Water Rd and W 335th St)  
 (curve South = Jingo Rd and W 359th St)  
 (curve Southeast = Ravens Roost and Ulley Rd)

Linn Valley station with Faraday cage - south of track = northwest corner - Highway 69 and E 2400th Rd  
 (BL-2 + 3 coaches Staging - northbound)

(P7) Passing Siding in front of station = Highway 69 and E 2400th Rd  
 (BL-2 coach runaround)  
 (GP7 combine runaround)

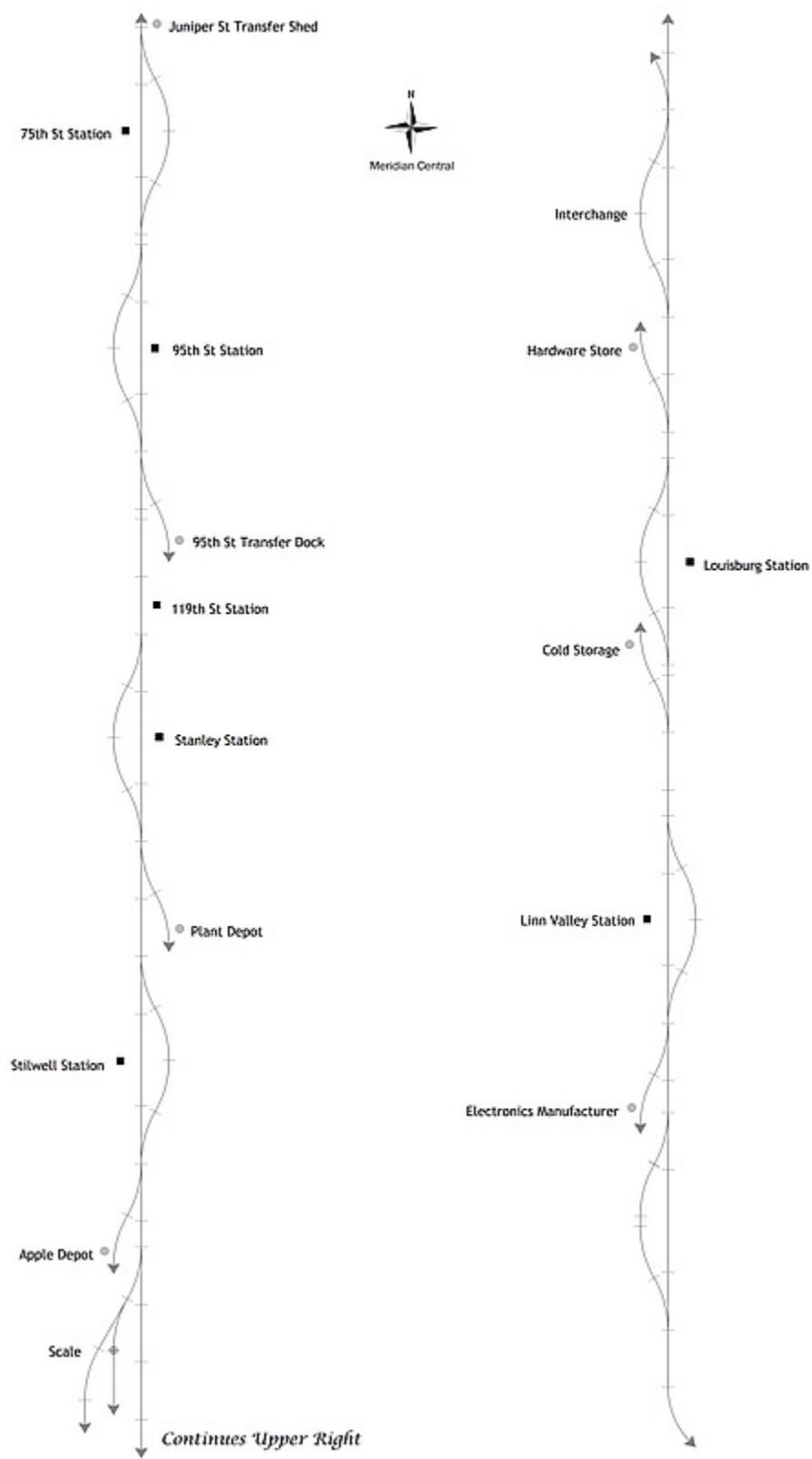
(S8) Spur - along main southside with north turnout = southeast corner - Highway 69 and E 2400th Rd  
 (facilities = building leased to Hi-Fi Electronics Manufacturer; Team; Rail to Delivery Van depot)  
 (curve South = Valley Rd and Park Rd)

(P8) Long Passing Siding for MoPac along main westside = southwest corner - Valley Rd and E 2200th Rd  
 (North Sugar Creek bridge = Valley Rd and E 1840th Rd)  
 (curve Southeast = Vail Rd and E 1800 Rd)  
 (curve South = Vincent Ln and E 1630 Rd)  
 (Marais Des Cygnes River bridge = Vincent Rd and Vincent Ln)  
 Microwave Tower = main east side - Vincent Rd and Park St  
 (south end of MoPac trackage rights corridor - "hot shot" limited traffic use only)  
 End of Line South - Track continues as MoPac = Vincent Rd and Park St - MoPac exits here  
 MoPac track turns East at E 1100th Rd - MoPac branch line track to Butler

### **Passenger Train Consists:**

RDC-2, passenger with REA, geared for 40mph, service between 75th st and Stanley stations  
 BL-2 + 3 coaches, geared for 50mph, passengers only, service between 75th st and Linn Valley stations  
 GP7 + combine, freight and passenger with REA, service between 95th st and Linn Valley stations  
 (Sunday/Holiday RDC-2 and GP7 = no passenger service)

System Schematic:



### **Local Freight Traffic:**

(NW2, with caboose carrying batteries, slowly inspects the entire line once a week)

Combine shuttle of magnetic tapes and vault office supplies between 95th st and Linn Valley stations

1 RDC-2 compartment of cut flowers, twice daily, from Stanley plant depot to Juniper St transfer shed

1 ventilated car of plants, thrice weekly, from Stanley (S2) plant depot to 95th (S1) transfer dock

1 combine compartment of stone fruit, thrice weekly, from Stilwell (S3) depot to 95th (S1) transfer dock

1 ventilated car of premium apples, twice weekly, from Stilwell (S3) depot to 95th (S1) transfer dock

### **Interchange Freight Traffic:**

Inbound from Butler and Eastern (northern turnout) =

1 express car of LCL express, daily, to 95th st (S1) Eagle Express depot

1 box car of miscellaneous hardware supplies, weekly to Louisburg (S4) hardware store

Outbound to Paola and Western (northern turnout) =

1 ventilated car of plants, two times a week, from Stanley (S2) plant depot

1 cushioned box car of Hi-Fi electronics gear, weekly, from Linn Valley (S6) leased rail-serviced building

Inbound from Paola and Western (southern turnout) =

1 express car of LCL express, daily, to 95th st (S1) Eagle Express depot

1 box car of Canadian Peat Fertilizer, weekly, to Stanley (S2) supplies warehouse

1 box car of miscellaneous greenhouse supplies, monthly, to Stanley (S2) supplies warehouse

1 tank car of Liquid Propane Gas, weekly, to Louisburg (S4) LPG unloading spot

1 flat car of miscellaneous hardware supplies, weekly to Louisburg (S4) hardware store

1 "plug door" box car of old (Omaha, etc.) ledgers, weekly, to Linn Valley (S6) rail to delivery van depot

Outbound to Butler and Eastern (southern turnout) =

1 ventilated box car of second grade apples, thrice weekly, from Stilwell (S3) Insulated apple depot

1 insulated box car of walnut meats, weekly, from Louisburg (S5) Cold Storage

1 "grain door" box car of walnut shells, weekly, from Louisburg (S5) Blow-pipe

### **Initial Roster (budget purchases):**

BL-2 = refurbished "cheap" former Rock Island, re-gearred for high speed, proof of concept HEP equipped

GP7 = refurbished former Rock Island (BL-2 / RDC-2 fallback)

RDC-2 = refurbished former Boston & Maine

NW2 = former Rock Island, assigned to MOW (GP7 fallback)

Coach 1, Coach 2 = modernized former Rock Island silver streamline coaches, converted to HEP

Buffet-Coach = modernized former Rock Island silver streamlined buffet-coach, converted to HEP

Combine = former KATY heavyweight combine, a few seats removed for Faraday cage and crew desk

Caboose = second hand "transfer" caboose, assigned to MOW due to the useful long "porches"

Ventilated cars 1, 2, 3, 4 = life-extended wooden ice reefers with bunkers removed and hatches propped

Flat car = second hand flat car, assigned to MOW for rails and ties

Gondola = second hand ballast gondola, assigned to MOW for ballast

Jordan Spreader = ancient Jordan spreader, assigned to MOW for grading and track snow clearance

Utility Van = general purpose van, home based at Eagle Express depot for railroad contingencies

School Bus = local school district consolidation surplus bus, assigned to MOW for job site transport

Utility Pickup Truck = pickup truck with bed modified to hold parts and batteries, assigned to MOW

## Timetable – Effective July 1<sup>st</sup> 1962

### Daily

#### Southbound

		Morning			Afternoon	Evening	Night
		101	102	103	104	105	106
75 <sup>th</sup> St.	arr	-	7:32		-	-	-
	dpt	7:05	7:35		3:15	6:25	9:25
95 <sup>th</sup> St.	arr	7:10	7:40	9:46	3:20	6:30	9:30
	dpt	7:13	7:47	9:50	3:23	6:33	9:35
119 <sup>th</sup> St.	arr	7:17	7:52	9:55	3:27	6:37	9:40
	dpt	7:19	7:59	10:02	3:31	6:41	9:45
Stanley	arr	7:25	8:05	10:08	3:37	6:47	9:51
	dpt	7:27			3:40	6:50	
Stilwell	arr	7:35			3:48	6:58	
	dpt	7:38			3:50	7:00	
Louisburg	arr	7:51			4:03	7:13	
	dpt	7:55			4:05	7:15	
Linn Valley	arr	8:10			4:20	7:30	

### Sunday/Holiday

#### Southbound

#### Afternoon

#### 104

75 <sup>th</sup> St.	arr	-
	dpt	3:15
95 <sup>th</sup> St.	arr	3:20
	dpt	3:23
119 <sup>th</sup> St.	arr	3:27
	dpt	3:31
Stanley	arr	3:37
	dpt	3:40
Stilwell	arr	3:48
	dpt	3:50
Louisburg	arr	4:03
	dpt	4:05
Linn Valley	arr	4:20

### Daily Cowboy Coach – Arrival times are not guaranteed

Train No. 301 – Serving 95<sup>th</sup> St. • 119<sup>th</sup> St. • Stanley • Stilwell • Louisburg • Linn Valley  
 Departs 95<sup>th</sup> St. at 12:30 p.m. — Expected arrival Linn Valley at 2:45 p.m.

## Timetable – Effective July 1<sup>st</sup> 1962

### Daily

#### Northbound

		Sunrise		Morning		Afternoon	Evening
		201	202	203	204	205	206
Linn Valley	arr	-			-		-
	dpt	5:30			8:40		4:50
Louisburg	arr	5:45			8:55		5:05
	dpt	5:47			8:58		5:07
Stilwell	arr	6:00			9:11		5:20
	dpt	6:02			9:14		5:22
Stanley	arr	6:10	6:27	9:03	9:22	-	5:30
	dpt	6:13	6:30	9:06	9:25	11:15	5:33
119 <sup>th</sup> St.	arr	6:19	6:36	9:12	9:31	11:21	5:39
	dpt	6:23	6:39	9:15	9:34	11:25	5:43
95 <sup>th</sup> St.	arr	6:27	6:44	9:20	9:38	11:30	5:47
	dpt	6:30	6:50		9:40	11:33	5:50
75 <sup>th</sup> St.	arr	6:35	6:55		9:45	11:38	5:55

### Sunday/Holiday

#### Northbound

		Sunrise
		201
Linn Valley	arr	-
	dpt	5:30
Louisburg	arr	5:45
	dpt	5:47
Stilwell	arr	6:00
	dpt	6:02
Stanley	arr	6:10
	dpt	6:13
119 <sup>th</sup> St.	arr	6:19
	dpt	6:23
95 <sup>th</sup> St.	arr	6:27
	dpt	6:30
75 <sup>th</sup> St.	arr	6:35

### Daily Cowboy Coach – Arrival times are not guaranteed

Train No. 401 – Serving Stilwell • Stanley • 119th St. • 95th St.  
 Departs Stilwell at 9:45 a.m. — Expected arrival 95th St. at 11:15 a.m.

Train No. 402 – Serving Linn Valley • Louisburg • Stilwell  
 Departs Linn Valley at 3:45 p.m. — Expected arrival Stilwell at 4:45 p.m.

### **BL-2 Coach Timetable (first class):**

#201 Sunrise Nurse north = depart Linn Valley 5:30am - Louisburg 5:45/5:47 - Stilwell 6:00/6:02  
- Stanley 6:10/6:13 - 119th 6:19/6:23 - 95th 6:27/6:30 - 75th 6:35am arrive [1hr 5min]  
#101 Morning Vault south = depart 75th 7:05am - 95th 7:10/7:13 - 119th 7:17/7:19 - Stanley 7:25/7:27  
- Stilwell 7:35/7:38 - Louisburg 7:51/7:55 - Linn Valley 8:10am arrive [1hr 5min]  
#204 Morning Retail north = depart Linn Valley 8:40am - Louisburg 8:55/8:58 - Stilwell 9:11/9:14  
- Stanley 9:22/9:25 - 119th 9:31/9:34 - 95th 9:38/9:40 - 75th 9:45am arrive [1hr 5min]  
#104 Afternoon Nurse south = depart 75th 3:15pm - 95th 3:20/3:23 - 119th 3:27/3:31 - Stanley 3:37/3:40  
- Stilwell 3:48/3:50 - Louisburg 4:03/4:05 - Linn Valley 4:20pm arrive [1hr 5min]  
#206 Evening Vault north = depart Linn Valley 4:50pm - Louisburg 5:05/5:07 - Stilwell 5:20/5:22  
- Stanley 5:30/5:33 - 119th 5:39/5:43 - 95th 5:47/5:50 - 75th 5:55pm arrive [1hr 5min]  
#105 Evening Retail south = depart 75th 6:25pm - 95th 6:30/6:33 - 119th 6:37/6:41 - Stanley 6:47/6:50  
- Stilwell 6:58/7:00 - Louisburg 7:13/7:15 - Linn Valley 7:30pm arrive [1hr 5min]

### **BL-2 Coach Sunday/Holiday Timetable (first class):**

#201 Sunrise Nurse north = depart Linn Valley 5:30am - Louisburg 5:45/5:47 - Stilwell 6:00/6:02  
- Stanley 6:10/6:13 - 119th 6:19/6:23 - 95th 6:27/6:30 - 75th 6:35am arrive [1hr 5min]  
#104 Afternoon Nurse south = depart 75th 3:15pm - 95th 3:20/3:23 - 119th 3:27/3:31 - Stanley 3:37/3:40  
- Stilwell 3:48/3:50 - Louisburg 4:03/4:05 - Linn Valley 4:20pm arrive [1hr 5min]  
(Buffet = no food service - passengers welcome to "brown bag")

### **RDC-2 Timetable (second class):**

#202 Sunrise Flowers north = (depart Plant Depot 6:24am) - Stanley (6:27)/6:30 - 119th 6:36/6:39  
- 95th 6:44/6:50 - 75th 6:55/(6:58) - (Juniper St Transfer Shed 6:59am arrive) [25min/(35min)]  
#102 Morning REA south = (depart Juniper St Transfer Shed 7:31am) - 75th (7:32)/7:35 - 95th 7:40/7:47  
- 119th 7:52/7:59 - Stanley 8:05/(8:11) - (Plant Depot 8:14am arrive) [30min/(43min)]  
#203 Morning Hothouse north = (depart Plant Depot 9:00am) - Stanley (9:03)/9:06 - 119th 9:12/9:15  
- 95th 9:20/(9:23) - (95th Covered Transfer Dock 9:26am arrive) [14min/(26min)]  
#103 Morning Merchandise south = (depart 95th Covered Transfer Dock 9:43am) - 95th (9:46)/9:50  
- 119th 9:55/10:02 - Stanley 10:08am arrive [18min/(25min)]  
#205 Afternoon Shopper north = depart Stanley 11:15am - 119th 11:21/11:25  
- 95th 11:30/11:33 - 75th 11:38am arrive [23min]  
#106 Night Theatergoer south = depart 75th 9:25pm - 95th 9:30/9:35 - 119th 9:40/9:45  
- Stanley 9:51/(9:54) - (Plant Depot 9:57pm arrive [26min/(32min)])

### **GP7 Combine Timetable (second class):**

(combine on GP7 local freight is used as the caboose - no passenger timetable guarantee)  
#401 Morning Cowboy north = depart Stilwell 9:45am - 95th 11:15am approximate arrival [~ 1hr 30min]  
#301 Afternoon Cowboy south = depart 95th 12:30pm - Linn Valley 2:45pm approximate arrival [~ 2hr 30min]  
#402 Evening Cowboy north = depart Linn Valley 3:45pm - Stilwell 4:45pm approximate arrival [~ 1hr]

## 1962 Buffet Car Menu.

### From the Urn =

Kansas City Roasted Folgers Coffee (Bottomless Cup) ..... \$0.10  
Hot Lipton Tea (Lemon wedge upon request) ..... \$0.10  
Hot Malted Cocoa (\**Winter Only*) ..... \$0.15

### Cold Beverages =

Country Club Dairy Milk (Half-pint glass bottle - Pasteurized) ..... \$0.10  
Coca-Cola / 7-Up / Dr. Pepper (6oz bottle) ..... \$0.10  
Orange Juice (4oz can - chilled) ..... \$0.15

### Sides =

Stilwell Premium Apple ..... \$0.05  
Bag of Guy's Potato Chips ..... \$0.05  
PayDay Candy Bar ..... \$0.05  
Large Dill Pickle ..... \$0.10

### Mornings =

Fresh Donut Machine Donuts ..... \$0.05  
Hard Boiled Egg (Salt packet included) ..... \$0.05  
Sweet Roll ..... \$0.10  
Hearty Breakfast Sandwich (Smoked Ham & Cheese on a soft roll) ..... \$0.25  
Specially Priced Kansas City Star newspaper ..... \$0.05

### Afternoon and Evenings =

Egg Salad Sandwich (Made fresh daily) ..... \$0.25  
Tuna Salad Sandwich (\**Fridays Only*) ..... \$0.35  
Salami on Rye (Deli Style) ..... \$0.35  
Wholesome Roast Beef on Manor Bread Bakery White (Cold cut, no lettuce) ..... \$0.45  
Specially Priced Kansas City Times newspaper ..... \$0.05

### Kids =

Junior Engineer's Special (for real railroaders - "official" inspectors pin included) ..... \$0.45  
- *Manor Bread Bologna Sandwich*  
- *Two Manor Thumbprint Cookies*  
- *Country Club Chocolate Milk (Half-pint paper carton with paper straw - Pasteurized)*  
- *All in a "hand-puppet" paper bag*