

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 267st 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)

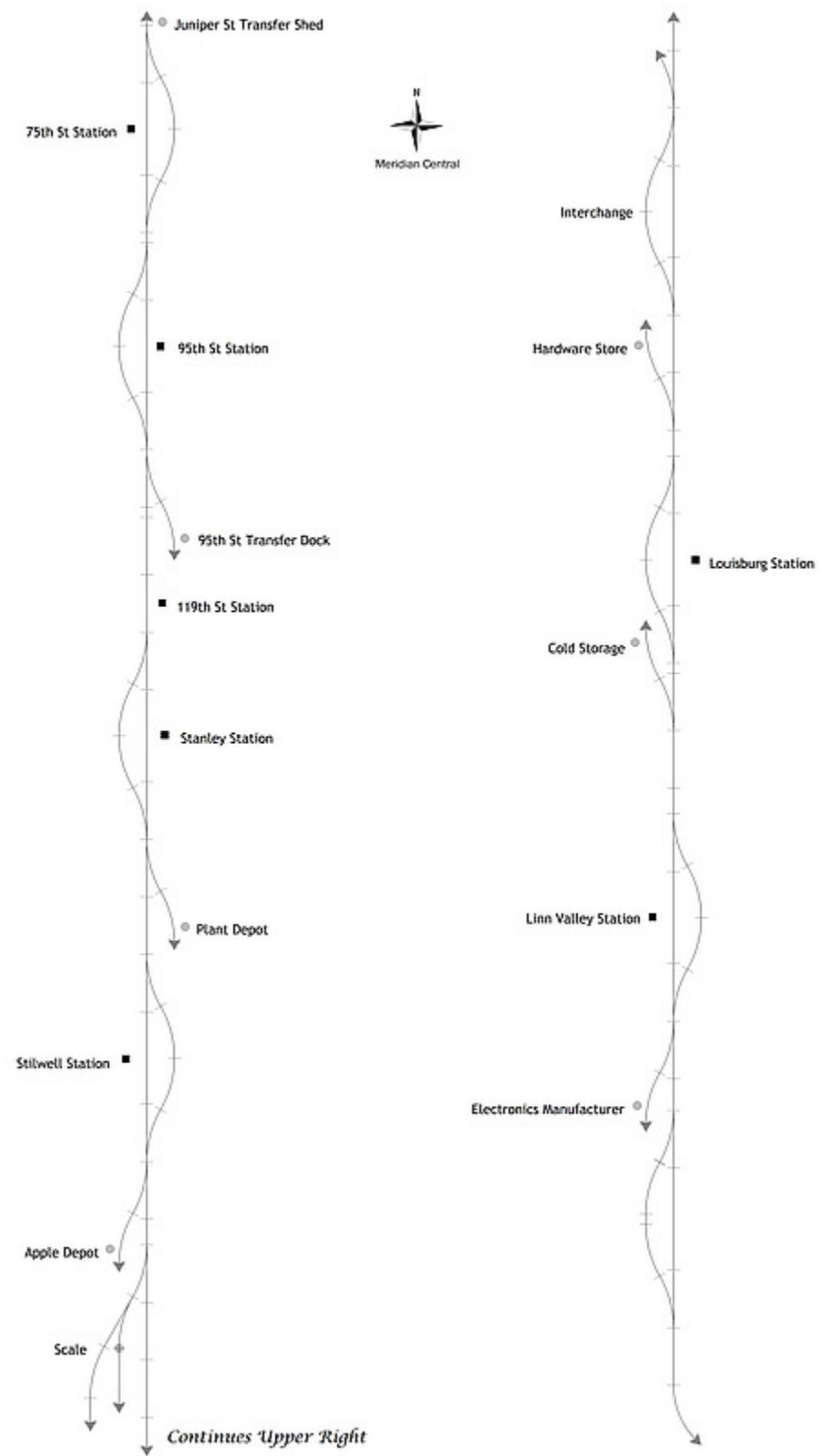
(S8) Spur - along main southside with north turnout = southeast corner - Highway 69 and E 2400th Rd
 (facilities = building leased to Hi-Fi Electronics Manufacturer; Team; Rail to Delivery Van depot)
 (curve South = Valley Rd and Park Rd)

(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-gearied 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 1st 1962

Daily

Southbound		Morning			Afternoon	Evening	Night
		101	102	103	104	105	106
75 th St.	arr	-	7:32		-	-	-
	dpt	7:05	7:35		3:15	6:25	9:25
95 th 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 th 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 th St.	arr
	dpt
95 th St.	arr
	dpt
119 th St.	arr
	dpt
Stanley	arr
	dpt
Stilwell	arr
	dpt
Louisburg	arr
	dpt
Linn Valley	arr

Daily Cowboy Coach – Arrival times are not guaranteed

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

Timetable – Effective July 1st 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	-
	dpt	6:13	6:30	9:06	9:25	11:15
119 th St.	arr	6:19	6:36	9:12	9:31	11:21
	dpt	6:23	6:39	9:15	9:34	11:25
95 th St.	arr	6:27	6:44	9:20	9:38	11:30
	dpt	6:30	6:50		9:40	11:33
75 th 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 th St.	arr	6:19
	dpt	6:23
95 th St.	arr	6:27
	dpt	6:30
75 th 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*