

FRISCO'S EXECUTIVE FLEET



St. Louis Business Car, West Coach Shops, Springfield, MO, August 21, 1951. Frisco photo

EDITOR'S NOTE:

This is the second in our series on the Frisco's Executive Fleet of Business Cars and begins a series of in-depth profiles of individual cars.

St. Louis

The *St. Louis* Business car was originally built in January, 1912, by the American Car & Foundry's Jeffersonville, IN plant as No. 1086, one of a series of fifteen (Nos. 1074-1088) 79' all steel Coaches, Lot No. 6335. When placed in service in April, 1912, it was rostered as a First Class Coach and served in that capacity for the next thirty-two years.

In 1943, the 62 passenger coach was rebuilt in the Springfield, MO West Coach Shops as Dining Car No. 646, one of a series of five (644-648) Zephyr Blue & White "Soldier Diners," (See *All Aboard*, April-May, 1992, pp. 18-19) so named because of their expanded seating capacity of 40, for use on troop trains.

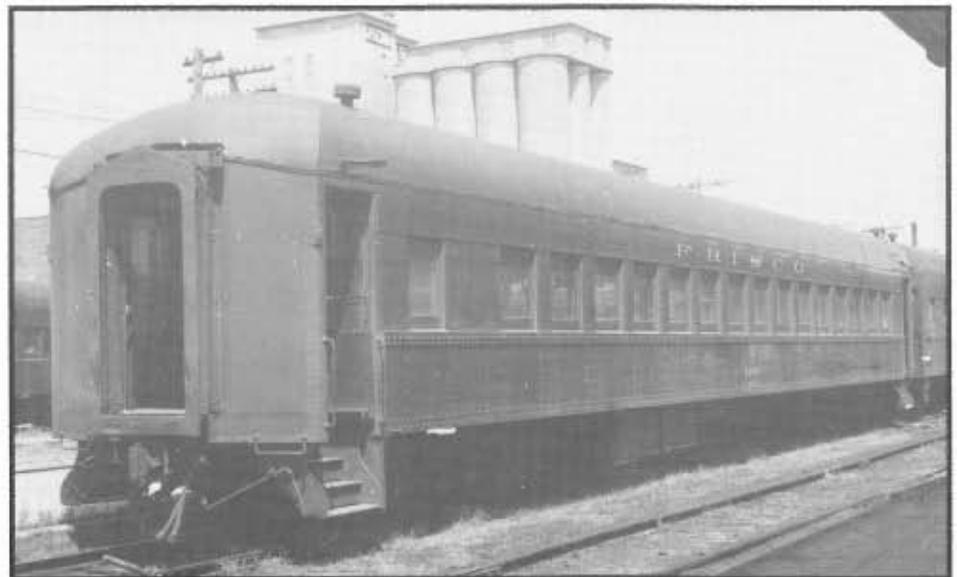
In the fall of 1950, No. 646 once again entered the Coach Shop and emerged on January 2, 1951 as the *St. Louis* Business Car. It was 85' long, weighed 188,500 lbs. and was equipped with a full service

kitchen and crew quarters, a dining room, three state rooms with individual baths, secretary's quarters, and an observation room on the platform end. The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was an olive green with black roof, gold lettering & details.

When placed into executive service, the *St. Louis* was assigned to the exclusive use of Clark Hungerford, then President of the

railroad. Following its tour of duty with him, the car served a number of successive presidents including L.W. Menk, J.E. Gilliland, and R.C. Grayson, the last Frisco President to use the car. In 1963, the distinctive *St. Louis* name was replaced with the number 2 and the car was re-painted in the new Frisco mandarin orange & white color scheme in the late 1960's.

After the Frisco-BN merger in 1980, the car was re-numbered BNA-9 and re-named the *Meramec*



1074-1088 (1081) series ACF Built coach, Springfield, MO, July 30, 1961.

A. Johnson photo

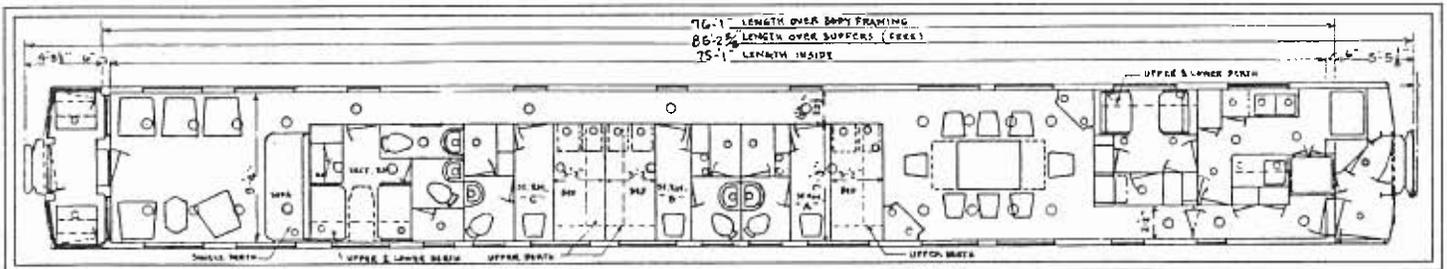
River. It was re-painted in BN green & white livery and is still in service in the BN's executive consist. ☐



St. Louis Business Car observation platform, Springfield, MO, August 21, 1951. Frisco photo



ex-St. Louis, Business Car No. 2, Springfield, MO, August, 1967. W.C. Thurman collection



St. Louis Business Car, Observation Room facing rear of car. Springfield, MO, January 2, 1951. Frisco photo



*St. Louis Business Car, Observation Room facing front of car. Springfield, MO, January 2, 1951.
Frisco photo*



*St. Louis Business Car, Dining Room facing front of car. Springfield, MO, January 2, 1951.
Frisco photo*

MAIL CAR



The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: In twenty-five words or less, can you explain to me how the car retarders work at hump yards?

ANSWER: No. But if you will give us 159 words, we can provide you with some insights into the two most common types of retarder systems.

According to information provided by General Railway Signal Co., the two most common types of car retarder systems are the E-Type Electric Car Retarders and the F-Type Weight-Responsive Hydraulic Retarders.

The Electric units (*Figure 1*) are commonly used as master and group retarders for facilities handling substantial amounts of

heavy load traffic. The braking effect is obtained by means of heat-treated alloy steel shoes mounted on each side of the rails which are activated by an electric drive gear mechanism. When a wheel moves between the shoes, the shoes are forced apart against the compression of the spring. The resultant friction force between the shoes and the car wheel serve to retard the car.

The Hydraulic units (*Figure 2*) are commonly used as master and group retarders in low volume yards where extra heavy cars are not usually encountered. The inner levers are power operated in the closed direction by hydraulic rams which close the shoe rails against the wheels. ☐

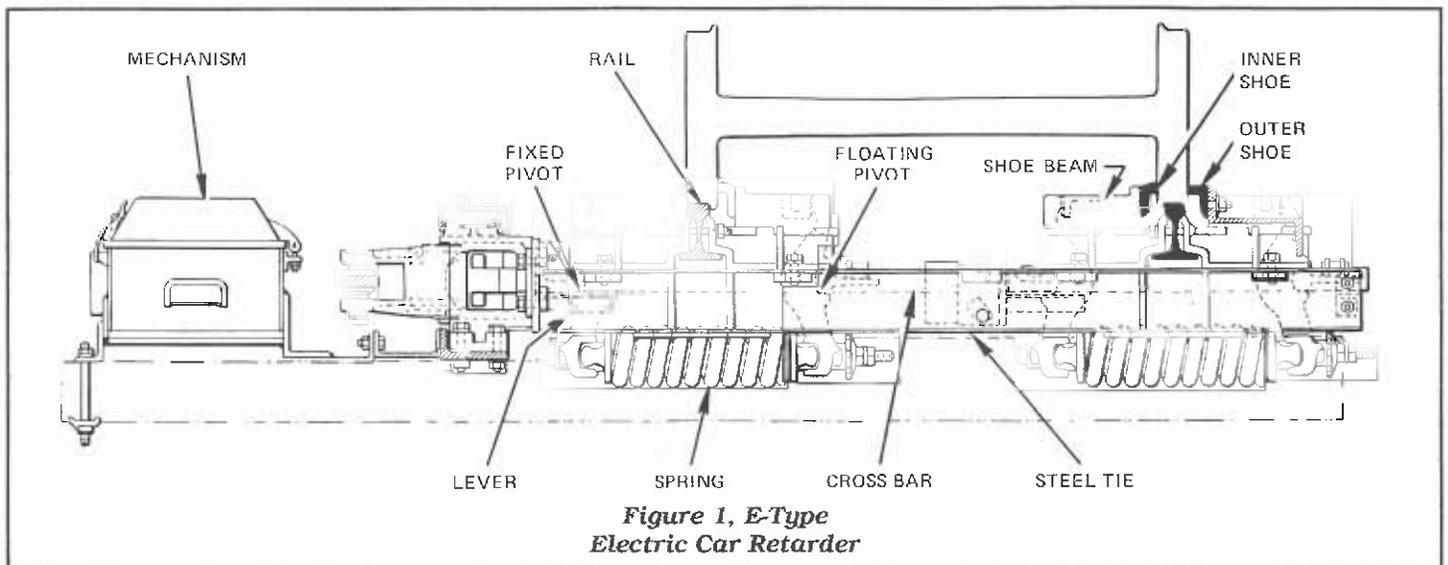


Figure 1, E-Type Electric Car Retarder

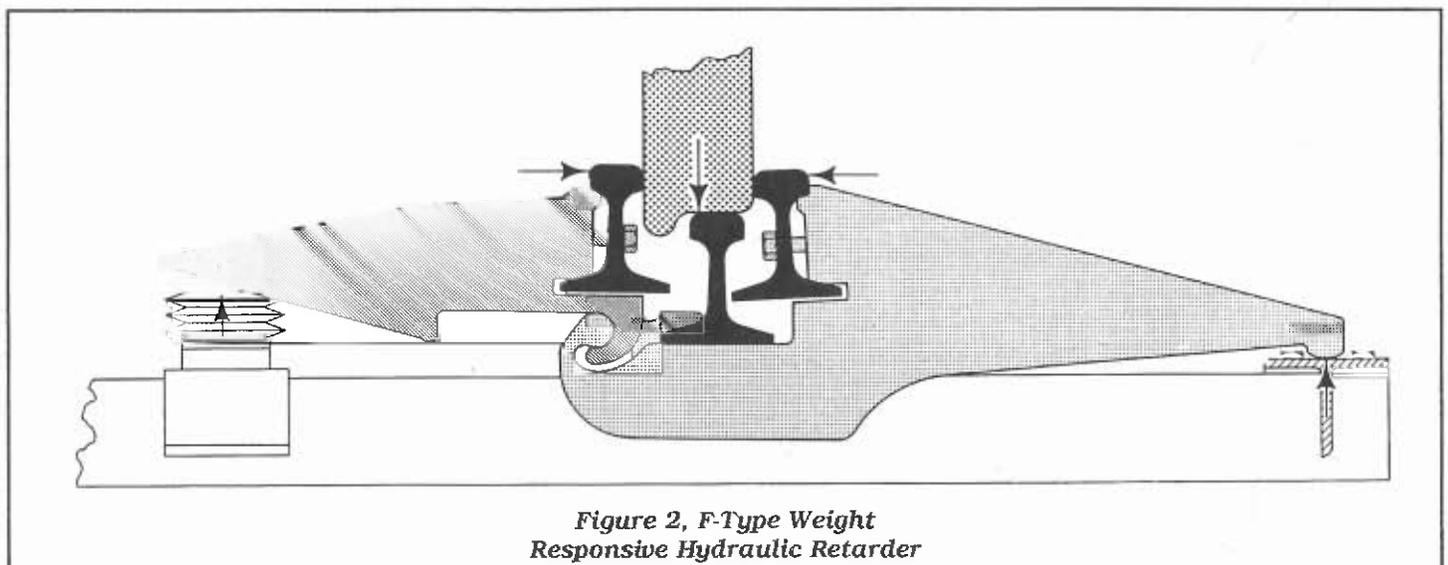
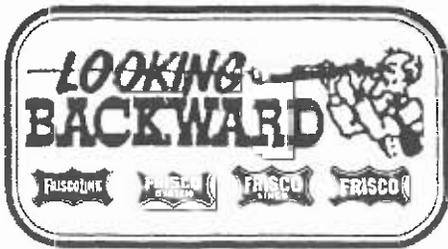


Figure 2, F-Type Weight Responsive Hydraulic Retarder



LOOKING BACKWARD is a regular feature of the **ALL ABOARD** that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1968

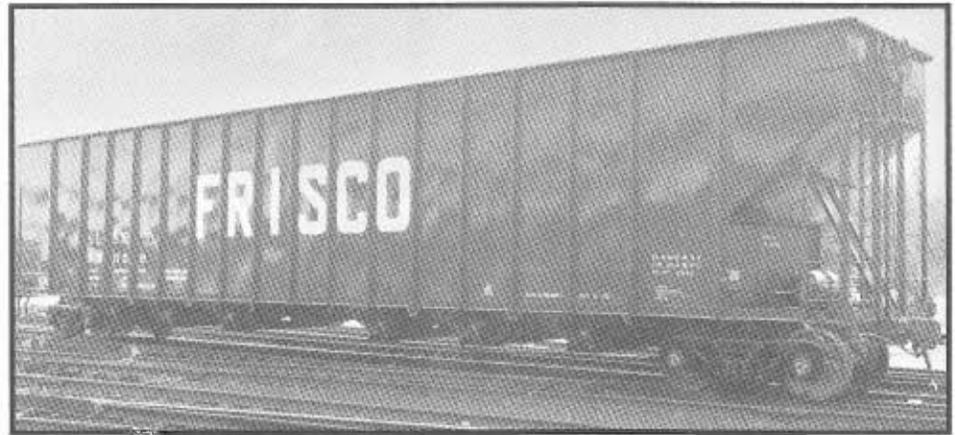
In 1968, the Frisco's freight fleet was increased with the addition of two series of jumbo units. Nos. **9120-9133** were the third delivery in a series of thirty-four, 95' smooth-side, double plug-door, box cars used exclusively for hauling automotive parts. Nos. **93000-93054** were a series of 70' jumbo open top hopper cars with a capacity of 7,000 cubit ft., used primarily for transporting wood chips.

50 YEARS - 1943

In 1943, the need for larger & more convenient working space at Tulsa, OK, brought about by increased freight & passenger traffic, caused the Frisco Traffic Dept. to



SL-SF 95' Box Car #9125. Frisco photo



SL-SF 70' jumbo Hopper Car #93029. Frisco photo

move to new offices on the ground floor of the Kennedy Building at fourth & Boston Ave., Tulsa. One of the most unique features of the new office was a series of display windows promoting both the Frisco and the country's involvement in World War II.

75 YEARS - 1918

In 1918, three mechanical interlocking plants were installed at Muskogee (33 levers), Ada (18 levers), and Rock Island, OK (8 levers). ☞



One of the window displays at the Traffic Department, Kennedy Building, Tulsa, OK, 1943. Frisco photo

AN ERROR IN TIMING

The Story of The Great Andover Train Robbery

By
Robert Collins

EDITOR'S NOTE: Frisco Folk Robert Collins is a free lance writer, N-Scale model railroader, and active in the Andover, KS Historical Society. His story of the Great Andover Train Robbery recently won the Butler County Jesse Perry Stratford Award for non-fiction writing.

In 1898 the small town of Andover, near the western border of Butler County, had a brief fling with the Wild West. A train robbery led to an eruption of gunfire in the then-tiny community. But there might not have been one shot fired, had two wanted criminals not chosen the wrong Saturday to commit their bold crime.

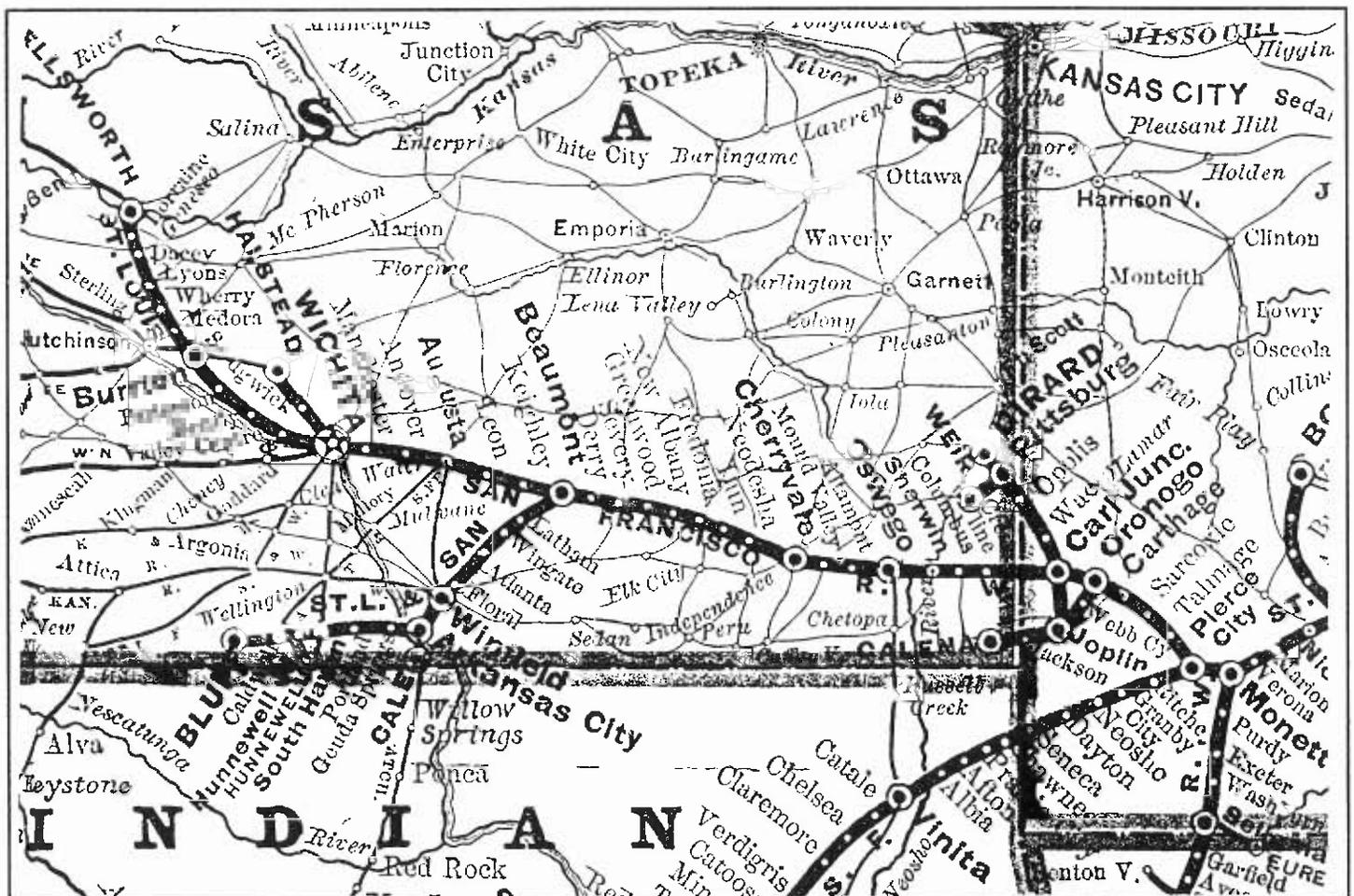
Andover was served by the St. Louis & San Francisco Railway. The Frisco had built through the area in 1880. The citizens of Bruno Township had earlier voted for \$18,000.00 in bonds for the railway. With the construction of that line, the town of Andover was platted and established.

Andover was a rural community during those days. The only businesses in town before the turn of the century were a general store, a blacksmith, a lumber yard, and a grain elevator. The one church holding services in its own building was the Methodist Church. Andover had a small depot, roughly 18' x 32', with an office, a waiting room, a

freight and baggage room, and an outside privy. (see *Down At The Depot* feature, p. 20) It was the last two, the church and the depot, that would play major parts in this drama.

Throughout the day of July 16, 1898, two men were grazing their horses in the area. The farmers who saw them assumed that they were cowboys passing through. They hung around for most of the day, but kept apart from locals.

That July evening the church held an ice-cream social. The whole town was in attendance. The talk of the town would have been the end of the Spanish-American War, as the final attack



Frisco map, circa 1897, showing the old Kansas Division between Peirce City, MO & Halstead, KS.

on Santiago, Cuba, was under way. There would also have been speculation on the harvest some two months away, and gossip about friends and family members.

Among the more well-known attendees was Frisco Depot Agent S.B. McClaren. McClaren was helping make the ice cream, but he had no plans to stay the whole night. He would have to return to the depot around 9:45 p.m. The daily express passenger train was scheduled to arrive in Andover at 9:55 p.m.

McClaren left the social on time. He probably passed by the blacksmith's, and may have seen two men tying up their horses. The men followed Agent McClaren into the depot, and one of them bought a ticket to Augusta, the next town along the line.

As McClaren was preparing for the train's arrival, the two men revealed their intentions. They drew large-caliber revolvers and ordered McClaren to hand over all his cash and checks. The agent gave them about \$45.00 in cash and \$50.00 in checks signed and made out to a local creamery. The men then ordered him to flag down the train.

The Frisco didn't have a name or number for this train. An 1886 schedule describes it only as a express passenger train, running daily, heading east out of Wichita, with a 9:55 p.m. Andover arrival. The train's consist was probably a 4-4-0 American-type locomotive, a baggage car, post office car with express area, and several heavyweight passenger cars. No one would have known why the train was stopping, but wouldn't have been concerned.

As soon as the train stopped one of the men leapt up to the locomotive's cab. He ordered the engineer and fireman out of the cab, and kept them in front of the engine with Agent McClaren. His confederate then entered the express car. There was only one man guarding the safe, and express messenger, and he was unarmed. The robber ordered him to open the safe. The robber took the \$400.00



Frisco 4-4-0 #115, type of locomotive pulling the train through Andover on the night of the Great Train Robbery, July 16, 1898. A. Johnson photo

or \$500.00 that was in the safe, and left the car. It looked like a quick crime and a clean getaway.

But things were already going wrong. Agent McClaren managed to evade his guard during one of the steam bursts the engine would let out while stopped. McClaren ran back to the church to raise the alarm. Not many citizens were armed, but they headed towards the depot all the same.

At the same time another man noticed one of the masked robbers jumping from the express car. He watched as the masked man was joined by a second, and the two ran for their horses. The man may have been at home, in one of the houses that stood near the depot. He ran onto the scene with a gun in his hand. It was pitch dark, so rather than trying to aim for the robbers, the brave citizen fired at the horses. He killed one of the villain's steeds.

Now everyone was alerted to the situation. The few citizens from the ice-cream social who had guns began firing. The criminals doubled up on the one horse still alive. As they headed south out of town one man returned fire. One of his shots hit home: 38-year-old William Benford had a bullet in his spine.

The next day the *Wichita Daily Eagle* told the story of the train robbery. "**Frisco Is Held Up,**" the piece began. It offered descriptions of the two men: one was short & stocky, the other, "*tall, spare but muscular.*" It speculated that the two may have been responsible for post office robberies in Crystal Springs and Danville, KS, that had occurred in the last month. There was also mention of the creamery checks being canceled.

The next issue of the *Eagle* to add more details was Tuesday, August 19. Under the title "**Are Under Arrest,**" the account included a report of a horse and buggy stolen from a farmer in southeastern Sedgwick County. The major news was that two men fitting the description of the criminals had been spotted in Maize. After taking precautions not to start a gunfight in the town the men were apprehended. Unfortunately the two men could not be positively identified as the Andover train robbers. A day after their arrest the men were set free. It appeared that the hand of justice would not catch the guilty men.

Then, on August the 4th, news came from the town of Nowata, Oklahoma, south of Coffeyville. Two men, Samuel Smith and Tom Wynn,

had been taken into custody on suspicion of robbing the Frisco train at Andover.

Wynn was from the Indian Territory, and was either a half-breed or full-blooded Indian, with a criminal record. He met Smith in the Lansing prison, and they'd escaped together in the early part of the summer of 1898.

Smith was a far more unpleasant character. The previous year he'd carried on a reign of terror in Cowley and Sumner Counties. Smith had been wounded in the Andover robbery, but not seriously, and hid at his father-in-law's house near Belle Plaine for a short time. When he was captured Smith was disguised as a clergyman, and tried to shake off his pursuers first by shooting at them, then by hiding in a mud-hole.

Smith and Wynn would be tried in El Dorado. Marshal Sid Blakeman of Leon, aided by an unnamed Wells Fargo Agent, went south to bring the men back to Butler County. There was no direct rail line from Coffeyville to El Dorado, so they took a complicated route. They traveled from southeastern Kansas to the Frisco Line, took a train into Wichita, then took a Missouri Pacific train to El Dorado. This would take Smith and Wynn through Andover.

The scene in Andover as the train pulled into town can well be imagined. Anyone who had a gun probably carried it. There was talk of lynchings and other acts of *frontier justice*. Angry shouts and cries could have been heard inside the car. A few people were brought on board to identify Smith and Wynn as the robbers. The stop was short, the men and their escorts continued on, and they arrived in El Dorado on Monday, August 9, 1898.

The two accused felons spent the next few months in the El Dorado jail under heavy guard. Depot Agent McClaren was brought in, and positively identified Smith and Wynn. Smith's family hired a lawyer from the Kansas City area to represent him. The actual charges against the men were held up until

the condition of Will Benford, the only man seriously wounded in the robbery, was resolved.

On August 22 Benford died. He was shot in the spine, and had been paralyzed. To this day it remains unclear under what circumstances Benford received his mortal wound. An early report of the hold-up said that an unarmed man had tried to stop the robbers and was gravely wounded. Later reports suggest that Benford was hit in the general melee that occurred as Smith and Wynn fled town.

However it happened, it was ascertained that Smith had fired the fatal shot. In November of 1898 Smith was convicted of first-degree murder and sentenced to death by hanging. Wynn was convicted of second-degree murder, sentenced to 20 years, and both were sent back to Lansing.

Smith tried to escape his death sentence two years later. His attempt was a utter failure. He was shot by prison guards, and subsequently died of his wounds. Wynn successfully escaped in November, 1912. He was recaptured three months later, but was set free in 1914 when the governor commuted his sentence. Wynn was not seen in Kansas again; It's likely he returned to Oklahoma and lived out his life there.

A few questions about the men who held up the train have yet to be answered. Did they know about the ice-cream social? Was it a part of their plan? Did they hope that, with everyone at the church, no one would see them robbing the train?

If they didn't know about the ice-cream social, then Smith and Wynn made a serious miscalculation. They chose the wrong place and the wrong time.

In the end, it was **An Error In Timing** of their crime that brought them to justice. It was that error that kept the act from being an unsolved mystery. It was that error that distinguishes the Andover train robbery from all others, before and since. ☞

1898.

LOCAL TIME TABLES
OF
PASSENGER TRAINS
IN EFFECT
April 11th, 1886,
And Subject to Change.

KANSAS DIVISION.
BETWEEN PEIRCE CITY AND HALSTEAD.

West Bound Trains		Miles.	STATIONS.	East Bound Trains	
*Exp	*Exp			*Exp	*Exp
P. M.	A. M.		Lve. Peirce City..... Arr.	P. M.	A. M.
9:15	8:50	6.1	Wentworth.....	6:45	8:20
9:30	8:55	8.1	Valmeyer.....	6:57	8:25
9:45	9:10	11.8	Sarcox.....	6:27	6:15
9:54	9:19	17.7	Irondale.....	6:15	6:05
10:15	9:18	21.9	Knights.....	6:58	6:51
10:15	9:30	26.5	Carriage.....	5:59	5:49
10:45	9:45	31.6	Mac.....	5:55	5:55
10:55	9:55	35.7	Orange.....	6:20	5:18
11:35	10:06	41.4	Castleton.....	5:10	4:30
11:41	10:12	44.7	Shiloh.....	5:45	4:18
11:55	10:26	49.4	Creadon.....	4:45	4:00
12:12	10:41	49.7	Columbus.....	4:37	3:47
10:58	10:58	61.7	Wilson.....	4:15	3:55
12:45	11:05	65.4	Halvick.....	4:10	3:21
12:45	11:20	75.1	Quincy.....	3:45	3:05
11:45	11:45	78.7	Stover.....	3:33	2:53
1:15	11:50	85.7	Albany.....	2:19	2:35
1:25	12:05	90.7	New Valley.....	2:30	2:30
12:19	12:19	95.2	Big Hill.....	2:59	2:59
1:35	12:32	106.2	Cherryvale.....	2:49	1:55
12:55	12:55	105.9	Brooks.....	2:18	1:25
1:50	1:50	114.5	Arr. Neodesha..... Lve.	2:45	1:25
2:00	1:50	114.5	Lve. Neodesha..... Arr.	1:50	1:50
2:00	1:50	121.1	Dur.....	1:57	1:57
2:10	2:10	123.6	Fredonia.....	1:18	12:53
2:20	2:20	128.4	New Albany.....	1:04	12:49
2:30	2:30	133.4	Fort Totten.....	12:50	12:30
2:40	2:40	145.5	Greenwood.....	12:45	12:45
2:50	2:50	151.2	Sevier.....	12:20	11:50
3:10	3:10	157.7	Wagon Mound.....	11:42	11:42
3:20	3:20	165.7	Beaumont.....	11:28	11:28
3:30	3:30	171.5	Regulator.....	11:14	11:14
3:40	3:40	178.7	Leola.....	10:50	10:50
3:50	3:50	185.7	Leola.....	10:50	10:50
4:00	4:00	191.5	Havehill.....	10:54	10:24
4:10	4:10	197.7	Augusta.....	10:19	10:12
4:20	4:20	201.9	Andover.....	10:44	9:55
4:30	4:30	205.7	Andover.....	9:55	9:48
4:40	4:40	212.4	Albion.....	8:40	8:40
4:50	4:50	218.4	Wichita.....	8:25	8:20
5:00	5:00	228.9	Valley Centre.....	8:01	8:55
5:10	5:10	235.1	Sedgewick.....	8:15	8:50
5:20	5:20	240.1	Arr. Halstead..... Lve.	8:25	8:20

A. M. P. M.

GIRARD BRANCH.
BETWEEN JOPLIN AND GIRARD.

North Bound Trains		Miles.	STATIONS.	South Bound Trains.	
*Exp	*Exp			*Exp	*Exp
P. M.	A. M.		Lve. Joplin..... Arr.	P. M.	A. M.
11:40	8:00	9.50	Arr. Thom.....	5:45	9:00
8:30	8:30	16.9	Carl Junction.....	5:15	8:20
8:40	8:34	18.9	Waco.....	4:52	7:50
8:50	8:50	20.7	Orrick.....	4:55	8:50
9:00	9:00	26.5	Litchfield Junction.....	4:16	6:10
9:10	9:10	27.9	Phillipsburg.....	4:19	6:00
9:20	9:20	30.2	Low Oak.....	4:02	1:45
9:30	9:30	37.7	Arr. Girard..... Lve.	5:45	1:15

P. M. P. M. A. M. A. M.

Frisco Line, Kansas Division
Timetable, April 11, 1886

19

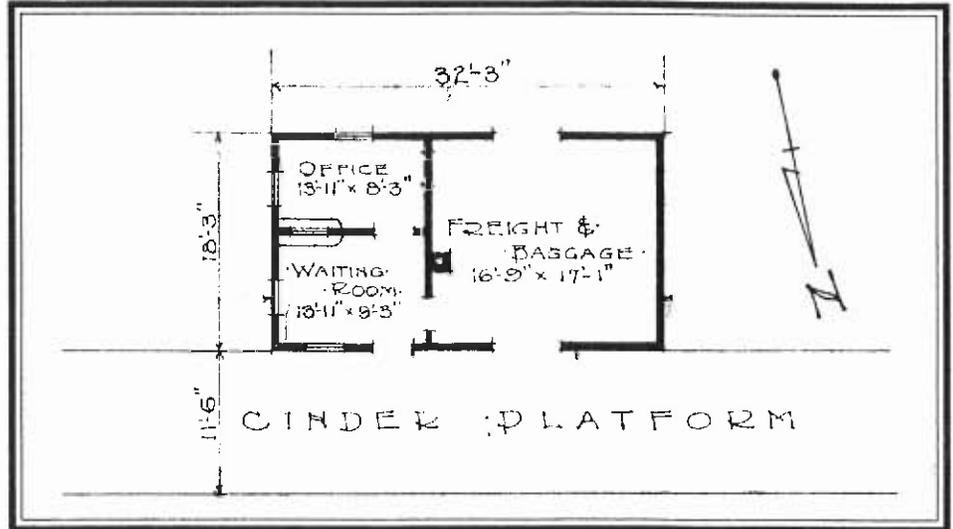
DOWN AT THE DEPOT

ANDOVER, KS

Station F494
Wichita Sub-Division
Northern Division

On March 21, 1879, the St. Louis, Wichita & Western Railway Co. was incorporated in Kansas. It was formed and controlled by the Frisco for the purpose of constructing a line from Oswego to Wichita, KS. On March 28, 1882, the company executed a deed officially conveying its property, rights, & franchises to the Frisco. On that date, 142 miles of standard gauge, single track railroad, was completed, and became the western end of the Frisco's Kansas Division. It was later designated as the Wichita Sub-Division, Northern Division.

In 1880, a 32' x 18' frame depot was constructed at station No. F494, at Andover, KS. The combination station was set on a pile head foundation with 2" x 6" walls and a 1/3 pitch gable roof covered with green shingles. The exterior of the depot was finished with boards & battens and was painted Frisco standard gray & white.



The interior of the depot was divided into a small office and waiting room on the west end and a large freight & baggage room on the east. The cinder platform extended 40' to the west and 90' east of the station.

The interior walls were finished with 3/4" x 3 1/4" M. & B. and the floors were 3/4" x 3 1/4" yellow pine. The ceiling heights were 10'5", lighting was by oil lamps, and sanitary facilities were outside.

The Andover facilities also

included a bunk house, section house, and three stock pens with a total capacity of four cars.

In the 1920's, Andover was served by two daily passenger trains, Nos. 307-308 and 310-311. In the 1930's, it became a flag-stop for trains 305 & 310. The 1940's and 1950's saw flag-stop service continue, and on October 15, 1960, trains 309 & 310 made their final run between Monett, MO and Wichita, KS, thus ending passenger service to Andover.



Andover, KS, February, 1963. L.L. Clerico photo