



All Aboard



MARCH-APRIL

1993

The Frisco "Y" Connection





All Aboard



VOLUME 8 March-April, 1993 NUMBER 2

FEATURES

The Frisco "Y" Connection.....3

Our feature story is a unique two-part article profiling the museum's connection with the YMCA at Monett, MO, and our newest rolling stock acquisition.

TRAINS INTO GUNS.....8

Two rare 1937 photos show Frisco box cars and steam locomotives being cut up for scrap in support of World War II.

***Classic Frisco*.....8**

Its a classic and rare turn-of-the-century glimpse of the North Yards at Springfield, MO.

Frisco Roster Tales.....9

In this installment of *Roster Tales* Frisco Folk Ken Wulfert continues his discussion of Frisco Yard Power, Part 5, the "Three Pairs."

Frisco's Executive Fleet.....12

This is the second in our series of articles profiling the history of Frisco Business Cars, and begins a series of in-depth profiles of individual cars.

An Error In Timing.....17

In this guest feature, written by Frisco Folk Robert Collins, we are given a glimpse of the *wild west* at Andover, KS, 1898.

DOWN AT THE DEPOT.....20

Andover, KS, on the Wichita Sub-Division, Northern Division, is the featured station in this issue.

DEPARTMENTS

Mail Car15

Looking Backward16

ABOUT THE COVER

Our cover this issue features photos of the museum's newest rolling stock acquisition, Frisco shop built Caboose #156/1156. See story and additional photos on pp. 6-7.



THE

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Frisco YMCA, Monett, MO, circa. 1910. John Bradbury collection

The Frisco "Y" Connection

Chapter 1

In 1844 George Williams, a young clerk in London England, joined with a small group of other young men in forming an organization that was committed to the spread of Christianity through involvement in social work, educational programs, and physical training. They believed that a union of mind, body, & spirit would give young men a solid foundation upon which to build strong, successful, and productive lives. They called their organization the Young Men's Christian Association.

Seven years later a similar group of young men founded the first American chapter of the YMCA in Boston, MA, and by 1855 there were 379 such groups in seven different countries. In 1869, the New York City association built the first YMCA building in which all their various activities & programs were under the same roof.

Three years later, in 1872, Henry Stager, a train dispatcher in Cleveland, OH, formed the first railroad YMCA as a means of providing service for train crews away from home in "an atmosphere of good morals, no liquor, healthy recreation, Bible study, and libraries." The railroad YMCA's were a virtual

overnight success and soon began providing such services as First Aid classes, clean beds, good food, and hot or cold baths at any time of the day or night. The favorable reaction of railroad employees and the local communities, and the potential for public relations benefits prompted the railroads to support the



Railroad Young



Men's Christian Association
SAPULPA, OKLAHOMA

Mr. R. H. Francis

Is entitled to all privileges of membership

Until April 30th 1921

146

D. W. Moore

General Secretary

work of the associations including the construction of hundreds of Railroad YMCA facilities across the country. In 1922, fifty years after Henry Stager formed the first railroad "Y", there were over 250 such railroad supported associations & facilities throughout the country.

One such facility was built by the Frisco in 1896 at Monett, MO, Station No. 282 on the Springfield Sub-Division, Eastern Division. Monett was a division point on the Frisco, was the site of a major yard facility, and was so named after Henry Monett, General Passenger Agent for the New York Central Railroad.

The imposing three-story brick Frisco YMCA facility served the railroad employees and citizens of the local community for forty-five years. In 1943, the building was raised by crews of the Frisco and its history as a Railroad YMCA came to a close.

However, its Frisco connection did not die! One member of the crew working on the demolition of the building was Eldon Pachl who at the time was working as a Relief Foreman in the Frisco's B&B (*Bridge & Building*) Department. According to Mr. Pachl, because of the shortages of building materials brought on by World War II, the bricks from

the Monett YMCA were hauled to Springfield, MO, and used in construction of the new Centralized Traffic Control dispatching center at the corner of Commercial St. & Washington Ave., which was completed in 1944.

In 1952, the CTC office was moved to the West Shops and the building served as home to a variety of railroad offices and departments.

In 1992, the building was rescued from imminent demise when on June 12, it became the future home of **The Frisco Railroad Museum Inc!** 🚂



Frisco CTC building, Springfield, MO., built with recycled bricks from the Monett, MO Frisco YMCA, and now the future site of The Frisco Railroad Museum Inc.

The Frisco "Y" Connection

Chapter 2



Frisco Caboose #156, Enid, OK., circa. 1953. Frisco photo

In February, 1951, the Frisco Board of Directors authorized the construction of fifteen new steel frame cabooses at an estimated cost of \$106,900.00. Two of the fifteen were built from recycled 127,000 series 44' Box Cars for service on local mixed trains. Nos. 156 and 157 were built in the Springfield Car Shop facilities in 1952 and placed in service on the Southwestern Division at Enid, OK.

They were an all steel, outside braced, combination Caboose/Baggage-Express car. One end was finished in the standard, shop-built, caboose design with a center mounted steel copula. The opposite end was an open bay, complete with two recycled passenger car baggage doors, and was used for baggage, express, & LCL (*Less-Than-Carload*) shipments on local branch lines.

Although the all steel construction was new, caboose/baggage-express design units were some what common on the Frisco.

Nos. 156 & 157 were painted standard caboose red with white lettering and a white-on-black Frisco logo. The grab irons, railings, ladders, and step sides & treads were bright yellow. The interior was finished in light green.



Frisco Caboose #1156, Springfield Family Y Camp, February 19, 1993.

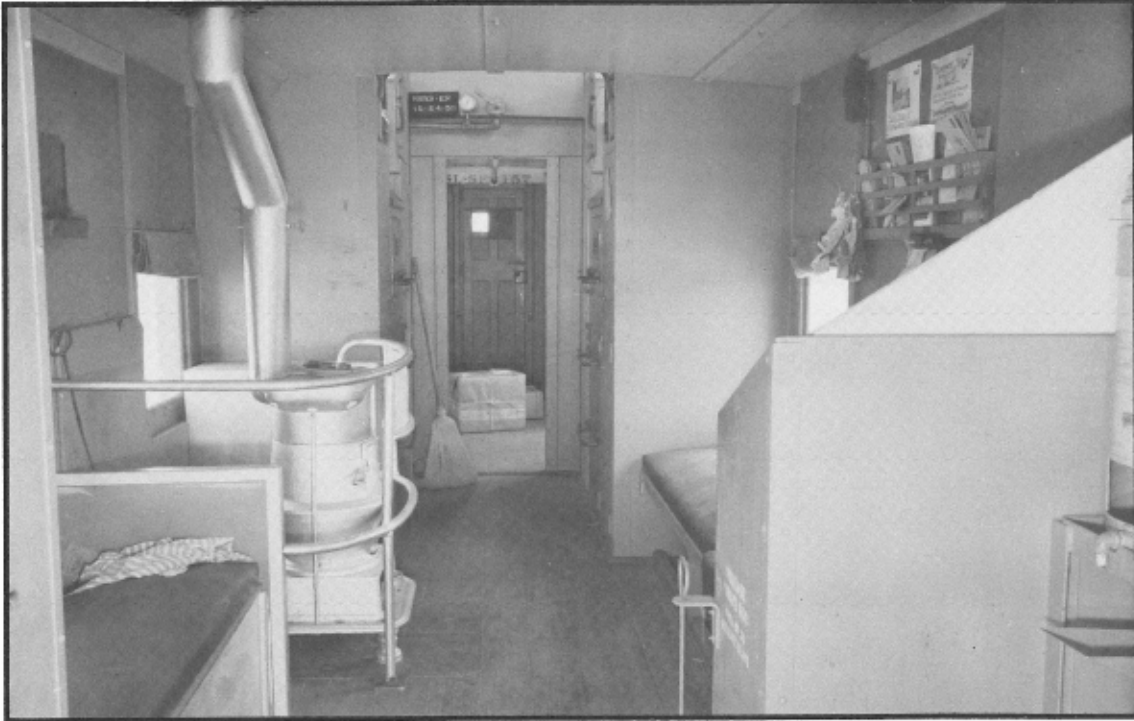
A. Schmitt photo

In 1966, Nos. 156 & 157 were renumbered 1156 & 1157 and placed in pool service.

Although the final disposition of No. 157 is currently unknown, in the early 1970's, No. 1156 was donated to the Springfield, MO YMCA camp where it is currently located. However, it is not at its final home!

On February 24, 1993, the Board of Directors of the Springfield Family Y approved the donation of Frisco Caboose No. 1156 to **The Frisco Railroad Museum Inc.** It will be built into our new display facility and will house our collection of Frisco Caboose photos & memorabilia.

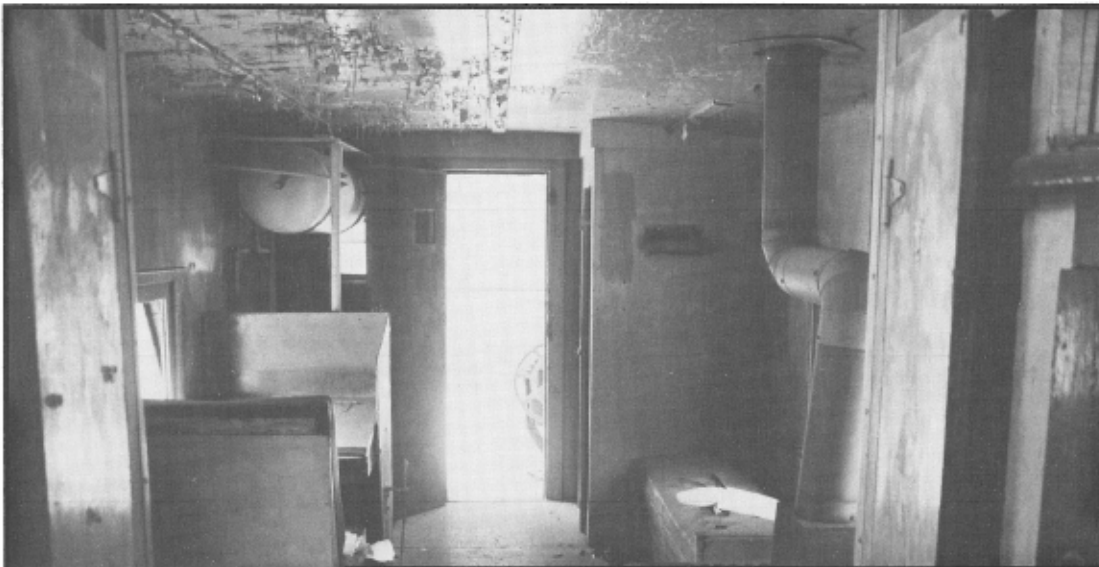
The Officers & Board of Directors of The Frisco Railroad Museum Inc. wish to thank, and publicly acknowledge, the Board of Directors of the Springfield Family Y for the donation of Frisco Caboose No. 1156 and the significant contribution to the preservation of the history of the Frisco it symbolizes.



*Frisco 1156, caboose end facing baggage/express section, circa. 1953.
Frisco photo*



*Frisco 1156, caboose end facing baggage/express section, circa. 1993.
A. Schmitt photo*



*Frisco 1156, caboose
end, facing platform
door.*

*February 19, 1993
A. Schmitt photo*



*Frisco 1156, cupola
facing baggage/ex-
press end.*

*February 19, 1993
A. Schmitt photo*



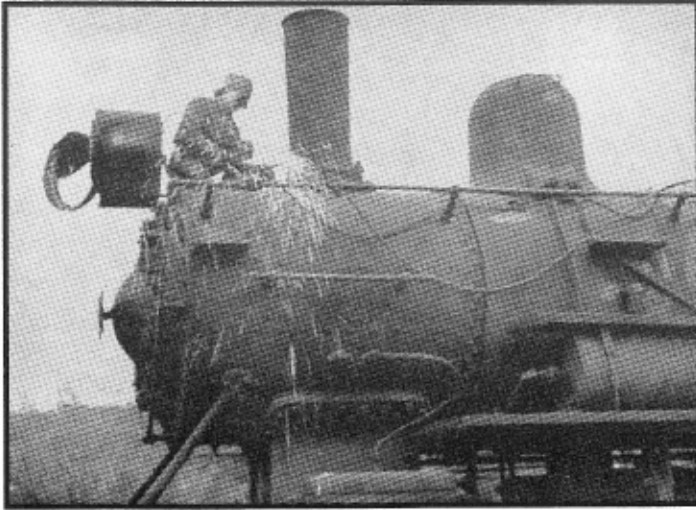
*Frisco 1156, bag-
gage/express end.*

*February 19, 1993
A. Schmitt photo*

TRAINS INTO GUNS

EDITOR'S NOTE: While looking through a December 6, 1937 issue of *Life Magazine*, Frisco Folk Lee Reed recently found an interesting story and photos on the Frisco's efforts to change **Trains Into Guns**.

"These photos show the wrecking of 350 railroad cars and locomotives in the Harvard Yards of the Frisco Railroad at Marion, Ark., near Memphis. The metal from these cars is being cut up for export to Italy, to be used for war supplies."

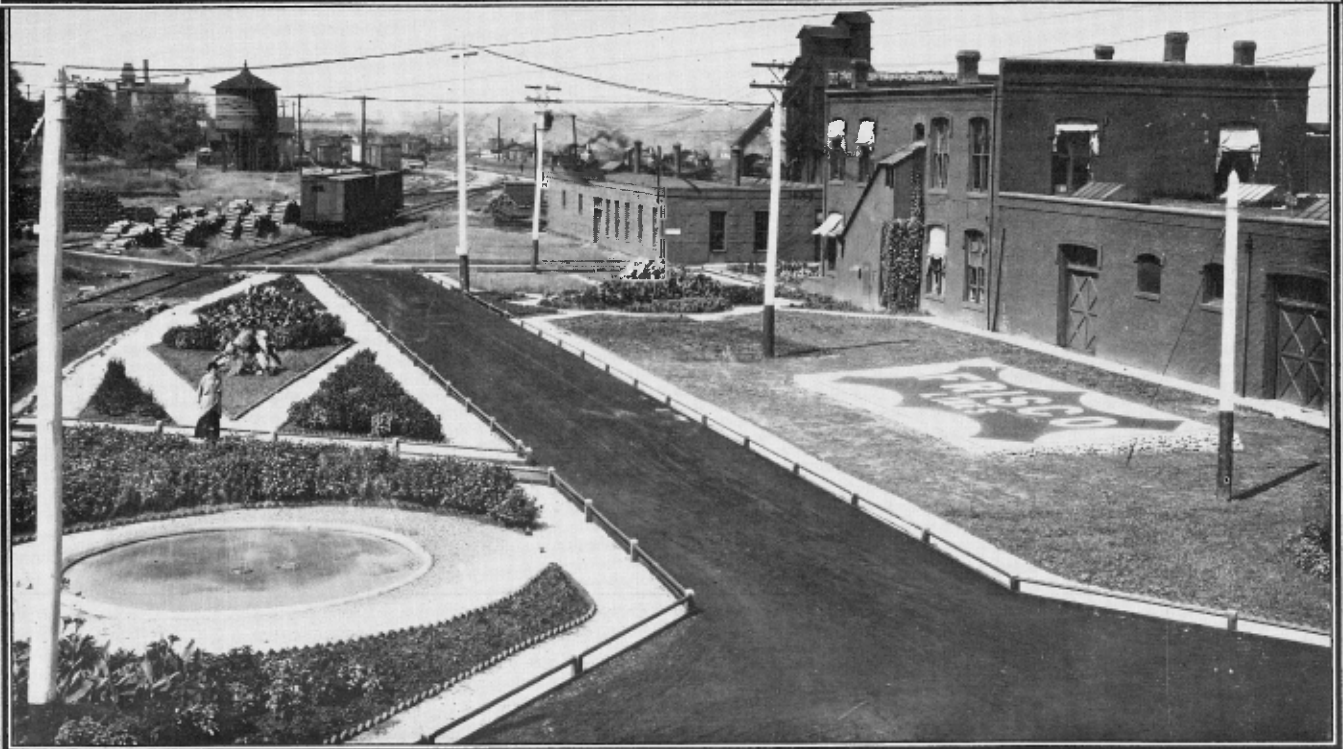


Workmen armed with acetylene torches start at the smokestacks and have a field day making little pieces out of big engines.

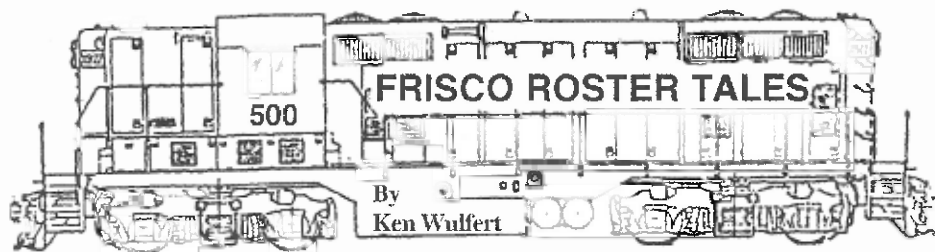


Frisco Box Cars are stacked and burned to remove the wood parts to facilitate cutting the metal into small pieces for handling.

Classic Frisco



It was the North Yards, Springfield, MO, circa. 1900, and its Classic Frisco! Bill Heiss collection



YARD POWER

PART FIVE

"Three Pairs"

And now... more on the Frisco's diesel yard switcher locomotives. This installment covers an unusual trio of two locomotives each - made up of the oldest and the newest diesel switchers to serve under the Frisco banner. The first pair to be discussed were the oldest diesels on the Frisco - the two Baldwin VO-660's, **SLSF 600 & 601**. They were the oldest via an unusual technicality. These weren't the first diesels to arrive on the Frisco, as the first Baldwin VO-1000's (*SLSF 200-204*) and the initial two 44-tonners (*SLSF 1-2*) arrived on the railroad earlier, but the two VO-660's, purchased from existing Baldwin inventory, were in fact built prior to the other locomotives, though they arrived on the Frisco after the others were placed in service.

The second and third pair to be discussed in this *Roster Tale* were the newest Frisco yard switchers. These were the two sets of EMD SD38-2 pairs, **SLSF 296-297 & 298-299**. Again, there is an unusual technicality. The SD38-2's were big locomotives, used by most railroads as road power. The Frisco, however, ever different as always, used their huge power instead as hump engines in Oklahoma and Tennessee. Each pair were identical except for one important feature - the first two had dynamic brakes, the second two did not. Big and powerful though they were, the Frisco classified, numbered, and used them as yard switchers!

The two Baldwin VO-660's arrived on the Frisco in May, 1942



Frisco VO-660 #600, circa. April, 1942. Baldwin builder photo



Frisco SD38-2 #296, Tulsa, OK, August, 1980. T. Botts photo

as **SLSF 600 & 601**. They were actually a year old, having been built on speculation by Baldwin a year earlier. These were 660 HP locomotives powered by an in-line, four cycle, six cylinder, low RPM Baldwin "VO" diesel engine. They were well built, tough, and possessed great pulling power for their size, though 660 HP would

soon prove to be relatively low for a full-sized switcher. They were placed in service at Pensacola by the Frisco, where they were assigned to switch petroleum trains. It was felt, during these WW-II times, that a diesel would be the better option switching oil trains than would a fire breathing steam engine! The pair served the Frisco well at

Pensacola, and in later years, found work at other locations in Arkansas and, ultimately, in Kansas City with a large group of other Baldwin VO-1000's, where they switched passenger trains and performed other light duties suited to their relatively low horsepower. (*The VO-1000's as the designation implies, developed 1000 HP from a eight cylinder, in-line "VO" diesel engine.*)

In the early 1950's, the Frisco (along with many other railroads) began to purchase and receive large numbers of EMD's very successful and versatile GP7 locomotives. The Frisco bought 128 GP7's, numbering them SLSF 500-549 & SLSF 555-632. Thus, the large group of GP7 numbers spilled over into the numbers assigned to the two VO-660 units. In order to clear out the conflict, the Frisco simply renumbered the two VO-660's as **SLSF 60 & 61** in June of 1951. The two served under these new numbers for the rest of their Frisco days. They were both retired and sold in 1965. As we will see when we talk about Frisco's far larger group of Baldwin VO-1000's in a future *Roster Tale*, the "VO's" were an excellent group of locomotives for the Frisco, characterized by great pulling power for their size and great durability. They served the Frisco well. Other than in brass, there is no good HO-scale model of the Baldwin VO's available - an opportunity that should not be overlooked by the model railroad locomotive manufactures.

Now, on to SLSF's SD38-2's, which were the last "switchers" placed in service by the Frisco, arriving in June, 1979, just a little more than a year before the 1980 merger with the Burlington Northern. The EMD SD38-2 was a big, six-axle, six-motor, 2000 HP, normally aspirated (*non-turbocharged*), 16 cylinder beast. This locomotive was a close cousin to EMD's very successful SD40-2, which had a 3000 HP turbocharged diesel. The Frisco had some SD40-2's, too, SLSF 950-957, a topic for a future *Roster Tale*.



Frisco VO-660 #60, ex-600, Joplin, MO, April 3, 1955. A. Johnson photo



Frisco SD38-2 #297, Tulsa, OK, July 1980. T. Botts photo



Frisco SD38-2 #298, date & location unknown.

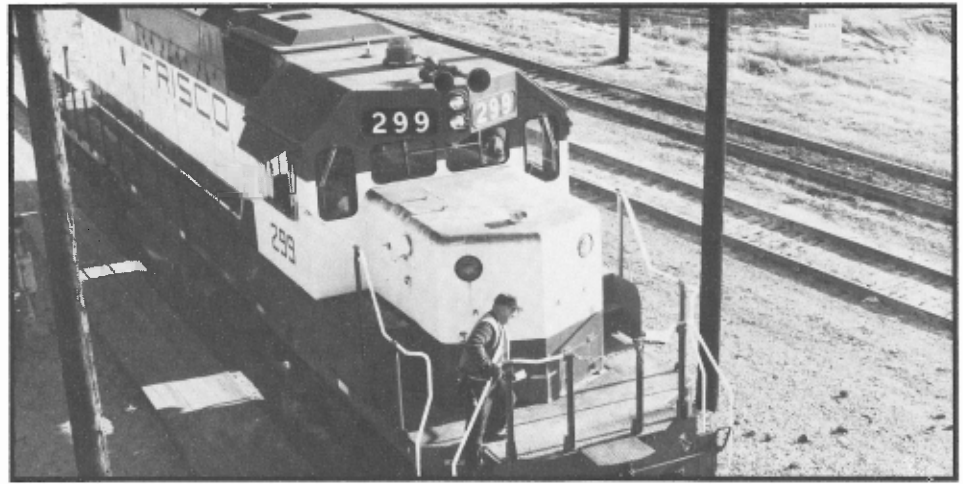
The Frisco SD38-2's were unusual in that they were purchased and set up for service at the two Frisco hump yards - Cherokee Yard in Tulsa and

Tennessee Yard in Memphis. The two locomotives assigned to each hump yard were purchased with extra heavy ballast to raise their pulling power (*really pushing*) power,

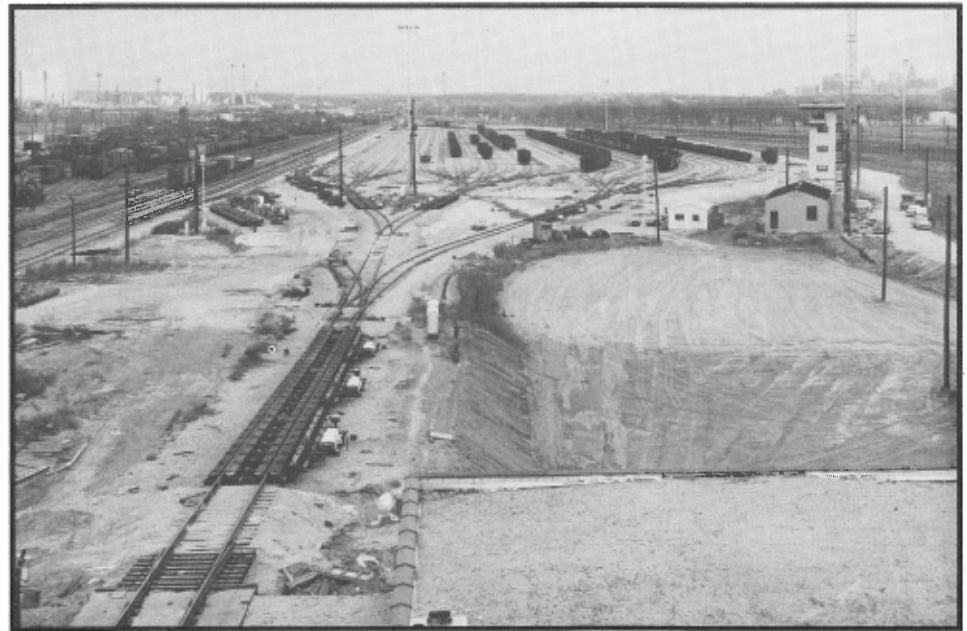
and were equipped with special controls for long operation at the very low speeds (*less than 5 MPH*) required for hump service. The two pairs of locomotives were identical except for one feature - SLSF 296 & 297 assigned to Cherokee Yard had dynamic brakes, while SLSF 298 & 299, assigned to Tennessee Yard, did not. This was because of the unusual hump configuration at Cherokee Yard, actually a very long slight downgrade. Thus, SLSF 296 & 297 did not push cars up and over the hump, but instead were controlling the cars as the entire consist rolled down the hump grade, under the assist of dynamic braking. Tennessee Yard's hump was of the classic type, thus no dynamic braking was needed and SLSF 298 & 299 did not have them as they spent their time pushing.

The two pairs of SD38-2's replaced a diverse assortment of other switcher types at these two hump yards and provided excellent service. They certainly were impressive to watch, as they effortlessly moved the cars through the hump classification system. They were in service the last time I visited Cherokee Yard and Tennessee Yard as BN 6260-6261 & BN 6262-6263, respectively. I have recently heard that the BN might have reassigned them into a pool of other rebuilt SD35 & SD9 yard locomotives / slug sets. If any **All Aboard** reader can supply information as to the current status of the Frisco SD38'2's, please let the editor know.

As a final postscript to this column, I was recently informed that BN 70, formerly SLSF 10 (See the August-September, 1992, **All Aboard**), the SW1 assigned to Blakley Island off Mobile, AL, suffered some sort of severe damage and has been returned to Springfield, MO for probable retirement. Again, any reader who could provide confirmation or additional information would be appreciated.



Frisco SD38-2 # 299, date & location unknown.



Cherokee Yard, Tulsa, OK. Frisco photo



Tennessee Yard, Memphis, TN. Frisco photo

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.

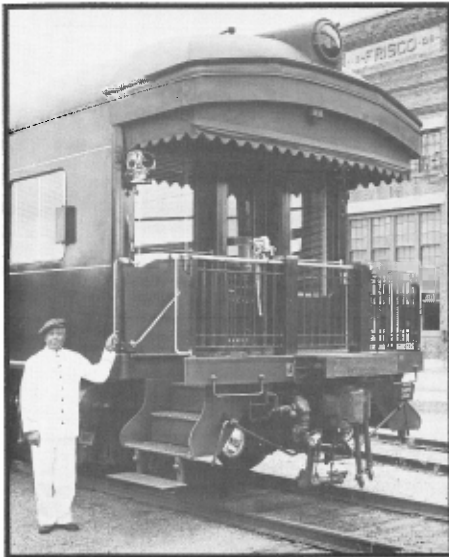
After the Frisco-BN merger in 1980, the car was re-numbered BNA-9 and re-named the *Meramec*



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

A. Johnson photo

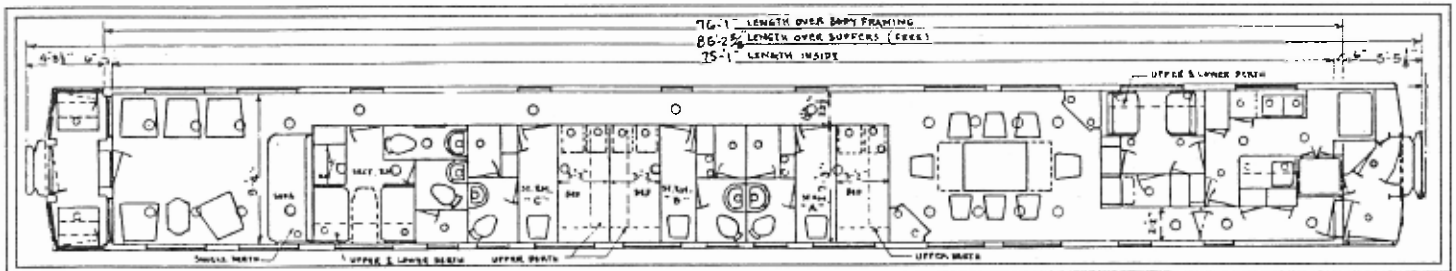
River. It was re-painted in BN green & white livery and is still in service in the BN's executive consist. ☐



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?

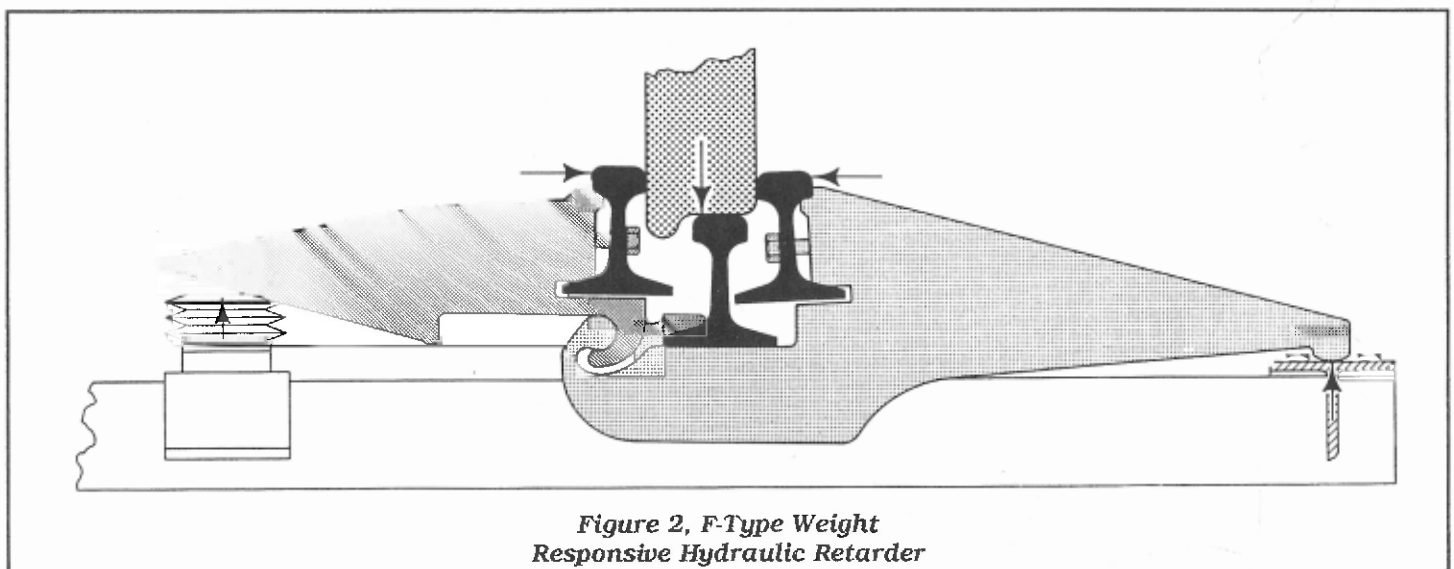
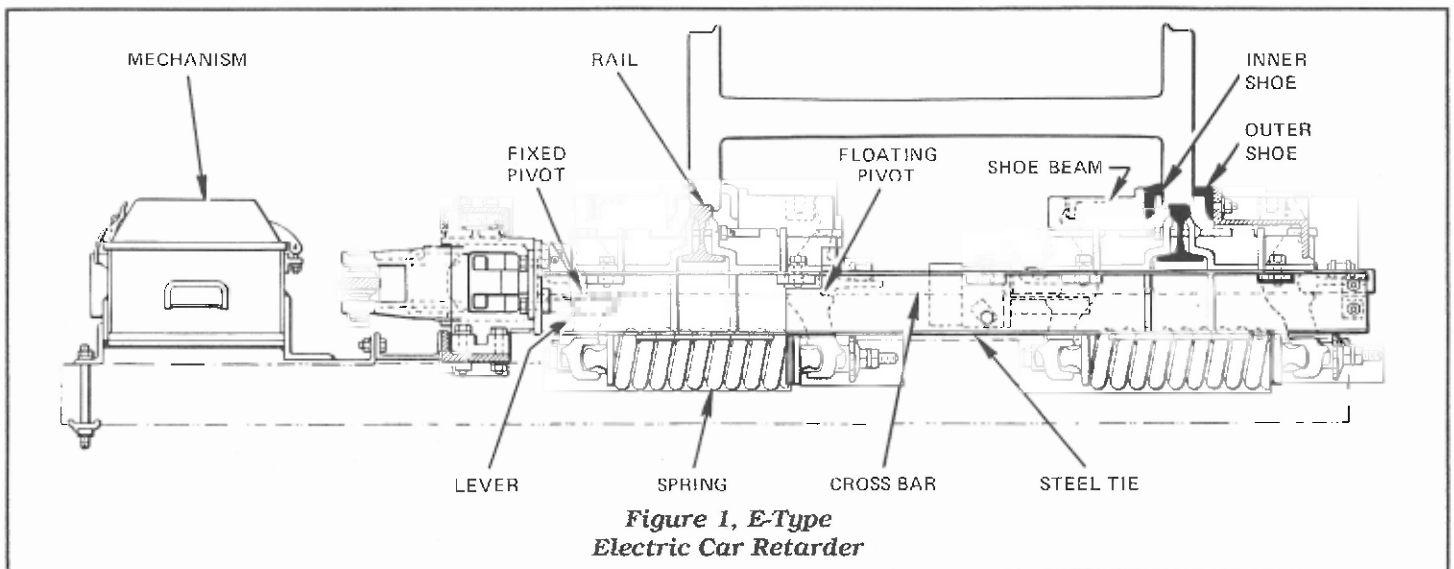
ANSWER: No. But if you will give us 159 words, we can provide you with some insights into the two most common types of retarder systems.

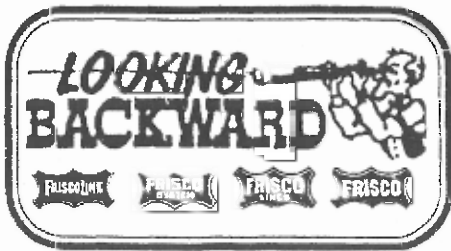
According to information provided by General Railway Signal Co., the two most common types of car retarder systems are the E-Type Electric Car Retarders and the F-Type Weight-Responsive Hydraulic Retarders.

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. ☐





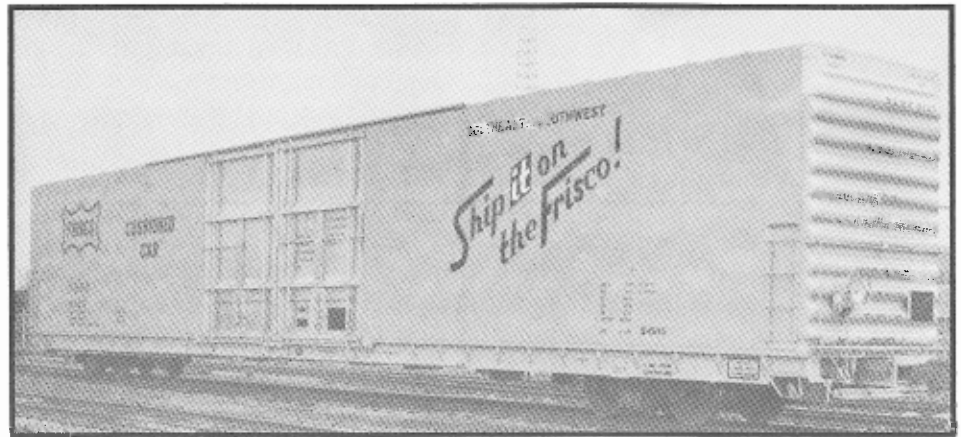
LOOKING BACKWARD is a regular feature of the **ALL ABOARD** that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.

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

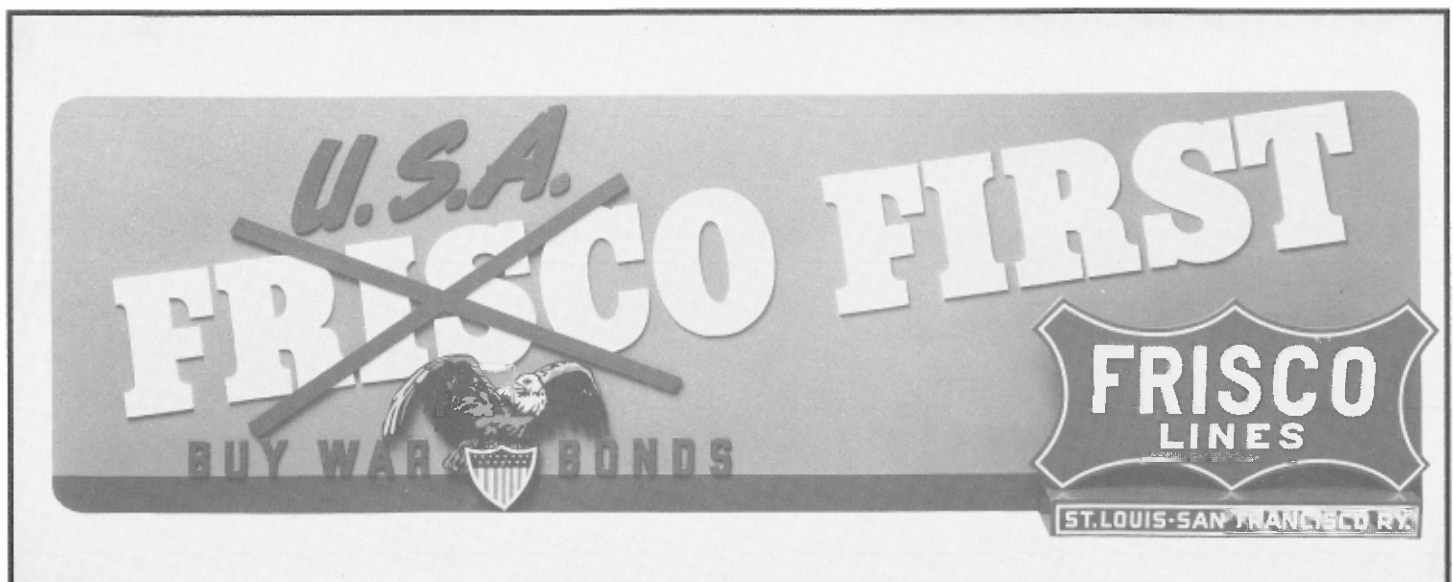


SL-SF 70' jumbo Hopper Car #93029. Frisco photo

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.

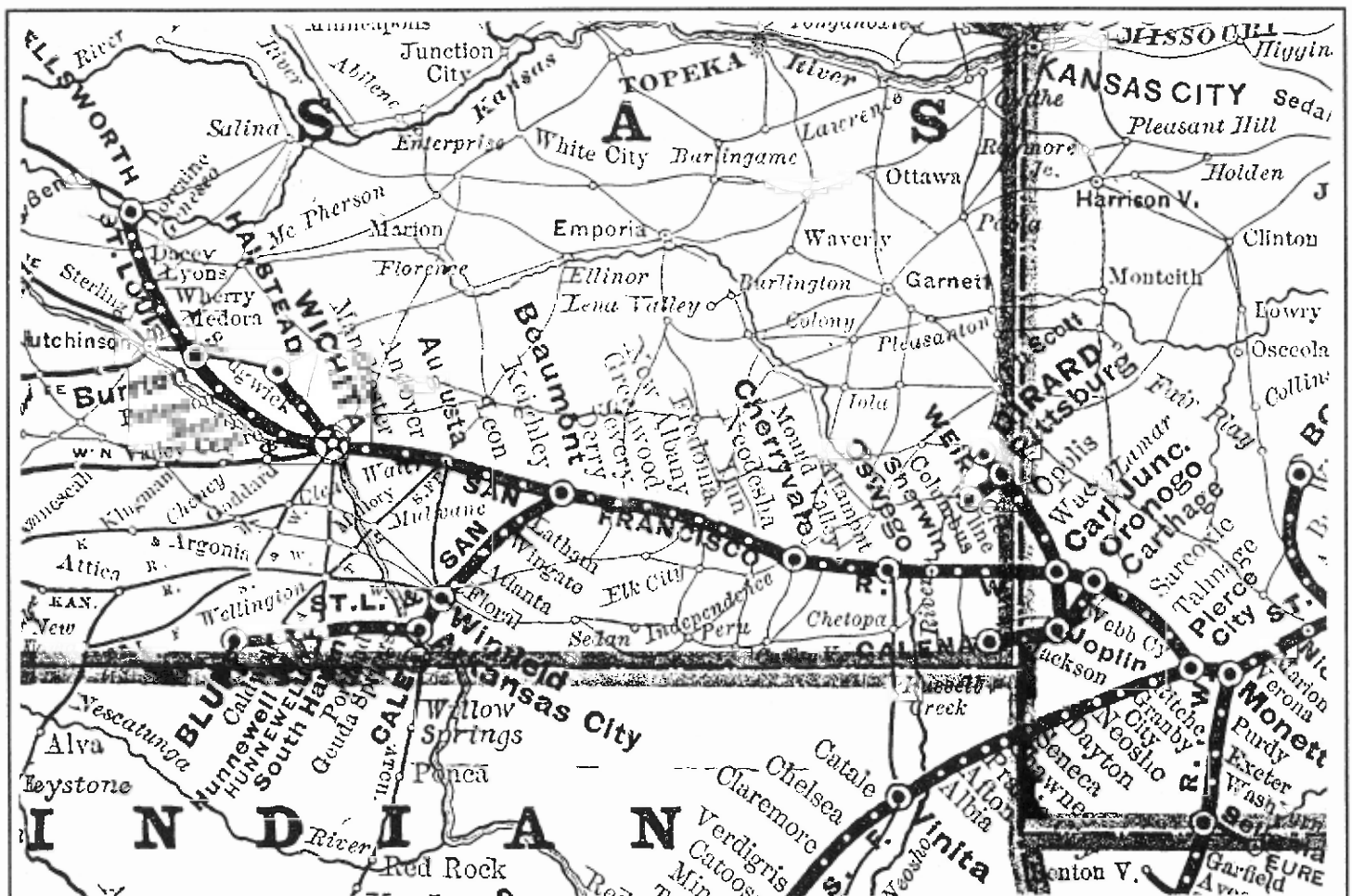
Andover was served by the St. Louis & San Francisco Railway. The Frisco had built through the area in 1880. The citizens of Bruno Township had earlier voted for \$18,000.00 in bonds for the railway. With the construction of that line, the town of Andover was platted and established.

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. ☞

1886.

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	*Exp	*Exp
9:25	8:20	6.1	Lve. Peirce City	Arr.	7:00	6:45
9:35	8:30	6.1	Wentworth	.....	6:45	6:29
9:45	8:40	6.1	Walsburg	.....	6:37	6:20
9:55	8:50	11.8	Sarcoblo	.....	6:27	6:13
10:05	9:00	17.7	Irondale	.....	6:13	6:08
10:15	9:10	21.9	Knights	.....	6:08	6:04
10:25	9:20	26.5	Carriage	.....	5:59	5:49
10:35	9:30	31.6	Maer	.....	5:55	5:55
10:45	9:40	35.7	Orange	.....	5:50	5:48
10:55	9:50	41.4	Carlisle	.....	5:40	5:39
11:05	10:00	44.7	Smithfield	.....	5:35	5:35
11:15	10:10	49.4	Creedmoor	.....	5:25	5:25
11:25	10:20	54.5	Columbus	.....	5:15	5:15
11:35	10:30	61.7	Wilson	.....	5:10	5:10
11:45	10:40	65.4	Halstead	.....	5:05	5:05
11:55	10:50	75.1	Dewey	.....	5:00	5:00
12:05	11:00	78.7	Stover	.....	4:55	4:55
12:15	11:10	83.7	Alamogordo	.....	4:50	4:50
12:25	11:20	88.7	Neodesha	.....	4:45	4:45
12:35	11:30	93.7	Big Hill	.....	4:40	4:40
12:45	11:40	98.2	Cherryvale	.....	4:35	4:35
12:55	11:50	106.2	Brooks	.....	4:30	4:30
1:05	12:00	108.9	.....	.....	4:25	4:25
1:15	12:10	114.5	Arr. Neodesha	Lve.	4:20	4:20
1:25	12:20	114.5	Lve. Neodesha	Arr.	4:15	4:15
1:35	12:30	118.1	Dur	.....	4:10	4:10
1:45	12:40	127.1	Fredonia	.....	4:05	4:05
1:55	12:50	133.6	New Albany	.....	4:00	4:00
2:05	1:00	138.4	Fort Totten	.....	3:55	3:55
2:15	1:10	145.5	Greenwood	.....	3:50	3:50
2:25	1:20	151.2	Sevier	.....	3:45	3:45
2:35	1:30	157.0	.....	.....	3:40	3:40
2:45	1:40	162.7	.....	.....	3:35	3:35
2:55	1:50	168.4	.....	.....	3:30	3:30
3:05	2:00	171.5	.....	.....	3:25	3:25
3:15	2:10	178.7	.....	.....	3:20	3:20
3:25	2:20	185.7	.....	.....	3:15	3:15
3:35	2:30	191.5	.....	.....	3:10	3:10
3:45	2:40	197.7	.....	.....	3:05	3:05
3:55	2:50	205.7	.....	.....	3:00	3:00
4:05	3:00	212.4	.....	.....	2:55	2:55
4:15	3:10	218.9	.....	.....	2:50	2:50
4:25	3:20	226.9	.....	.....	2:45	2:45
4:35	3:30	233.1	.....	.....	2:40	2:40
4:45	3:40	240.1	.....	.....	2:35	2:35
4:55	3:50	248.1	.....	.....	2:30	2:30

GIRARD BRANCH.

BETWEEN JOPLIN AND GIRARD.

North Bound Trains		Miles.	STATIONS.		South Bound Trains	
*Exp	*Exp		*Exp	*Exp	*Exp	*Exp
8:00	8:30	5.9	Lve. Joplin	.....	5:40	8:00
8:10	8:40	11.8	Arr. Thom	.....	5:35	8:00
8:20	8:50	18.9	Carl Junction	.....	5:30	8:00
8:30	9:00	25.8	Waco	.....	5:25	8:00
8:40	9:10	32.7	Opolis	.....	5:20	8:00
8:50	9:20	39.6	Richfield Run	.....	5:15	8:00
9:00	9:30	46.5	Pittsburg	.....	5:10	8:00
9:10	9:40	53.4	Louis Oak	.....	5:05	8:00
9:20	9:50	60.3	Arr. Girard	Lve.	5:00	8:00

Frisco Line, Kansas Division
Timetable, April 11, 1886

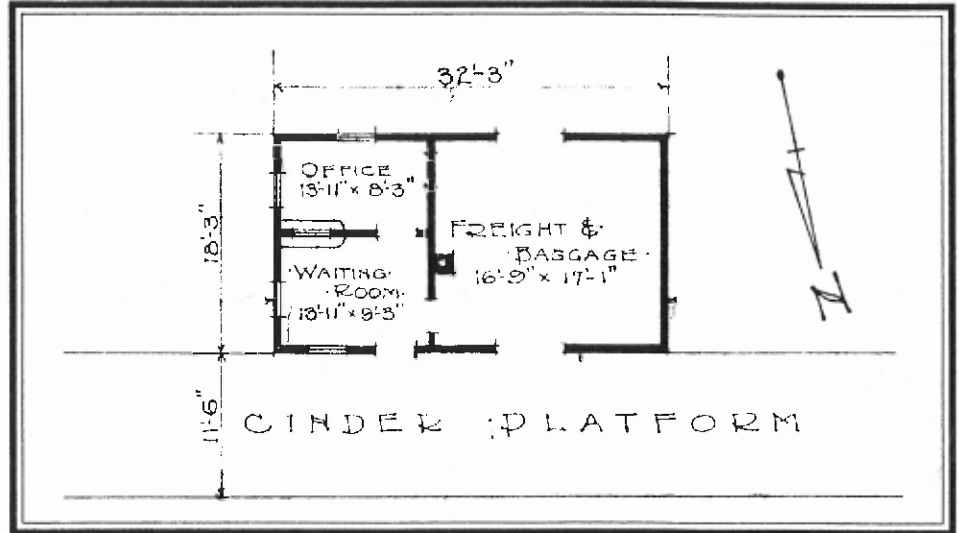
DOWN AT THE DEPOT

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.



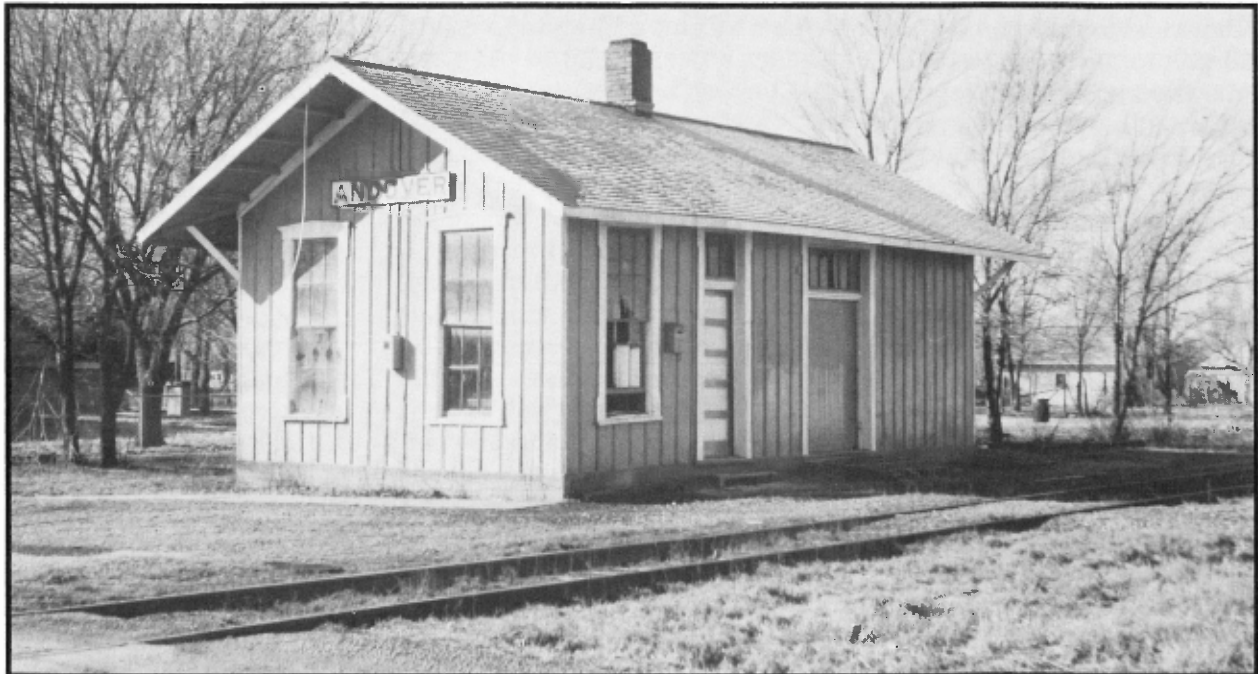
The interior of the depot was divided into a small office and waiting room on the west end and a large freight & baggage room on the east. The cinder platform extended 40' to the west and 90' east of the station.

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