

FRISCO

All Aboard

FRISCO



Fall
1995

Vol. X
№ III



THE
RAILROAD MUSEUM INC.

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866-SLSF
(866-7573)

HOURS OF OPERATION

Tuesday thru Saturday
10:00 a.m. to 5:00 p.m.

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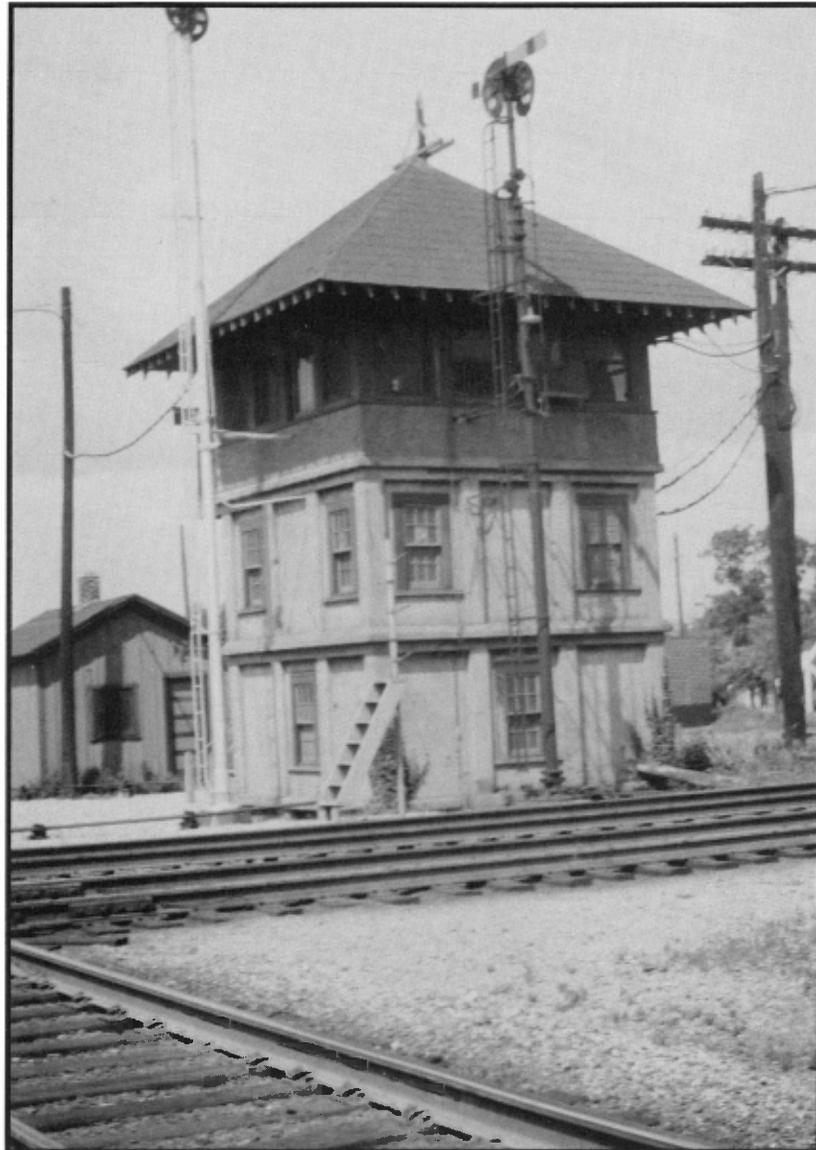
A post card photo feature on Kansas City's famous Union Station.

ABOUT THE COVERS

Our covers for 1995 are taken from a series of colorful *Frisco Employees' Magazine* covers produced by the Wallace Bassford Studios in the 1920's.

Our front cover for this issue is taken from the November, 1927 edition, and shows a unique variety of Thanksgiving travelers awaiting the departure of the Frisco's Meteor.

"The ultimate touch of luxury" on the Frisco's Texas Special is the theme of our back cover, from the October, 1927, *Employees' Magazine*.



WHERE IS IT?

The museum recently acquired this photo of a classic Frisco interlocker tower, date and location unknown! If you have any idea where our mystery tower was located, please contact the museum office at 543 E. Commercial St., Springfield, MO, 65803, 417-866-7573.

Museum Completes Site Enhancement Projects

Thanks to a partnership of private individuals, local businesses, and the City of Springfield, MO - Community Development Block Grant program, the museum has completed a number of site enhancement projects including:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Acquisition - Movement - Preliminary restoration of Frisco Diner-Lounge 1551 - the <i>Oklahoma City</i> • Movement - Exterior restoration of Frisco Caboose 1139 • Movement - Exterior/Interior restoration of Frisco Caboose 1156 • Installation of new museum sign • Installation of decorative fencing and entrance gate • Installation of storm windows on museum building | <ul style="list-style-type: none"> • Installation of nine flag poles flying the U.S. flag and those of the nine states the Frisco operated in • Exterior restoration of Frisco Box Car 10055 • Installation of handicap ramp access to Caboose 1156 • Sealing of exterior walls on museum building • Installation of new retaining wall and parkway landscaping • Installation of awnings on museum building |
|---|--|

The Officers and Board of Directors would like to acknowledge, with grateful appreciation, those organizations, businesses, and individuals whose support and hard work have made these projects possible:

The City of Springfield
 Burlington Northern Railroad
 Commerce Bank of Springfield
 Springfield Underground Inc.
 CSX Transportation
 Hill & Bixler, A.I.A.
 KYTV
 Commercial Club of Springfield
 Weddle Design
 Paul Hall Signs
 Dr. Tickle Art Co-Op
 Dan Kendrick Painting Co.
 East Tennessee Rail Car
 Masters-Jackson Crane Service
 S & C Excavating
 Eric Girder Portable Welding
 O'Reilly Automotive
 Carson-Mitchell Crane Service
 Jamerson Millworks
 Springfield Mill & Lumber
 H.B. Wall & Sons, Inc.
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 Stan Mayfield
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 Tory Dixon
 Don Arnold
 Bob McCarthy
 Dan Dawson
 Mike Landis
 Scott Barber



The Frisco Railroad Museum Inc. with site enhancement projects in place.

The Frisco Railroad Museum Inc., looking northwest, with new retaining wall and parkway improvements in place.



The Frisco Railroad Museum Inc., looking northwest, with nine flag poles in place, proudly flying the U.S. flag and those of the nine states the Frisco operated in.



The Frisco Railroad Museum Inc., looking east, with new decorative fencing along front of property.

Frisco Diner-Lounge 1551, the Oklahoma City, in place along museum entrance sidewalk.



ex-Frisco Box Car side door caboose 1156, in place at front of museum property.

Frisco Box Car 10055, built in 1969, in place along back of museum property.



Frisco shop built Caboose 1139, in place along back of museum property.

Farewell Mr. Frisco

On September 13, 1995, our Frisco Folks family lost a special member when Lee Buffington passed away.

Lee was a devoted husband, companion, care giver, and best friend for over sixty-five years.

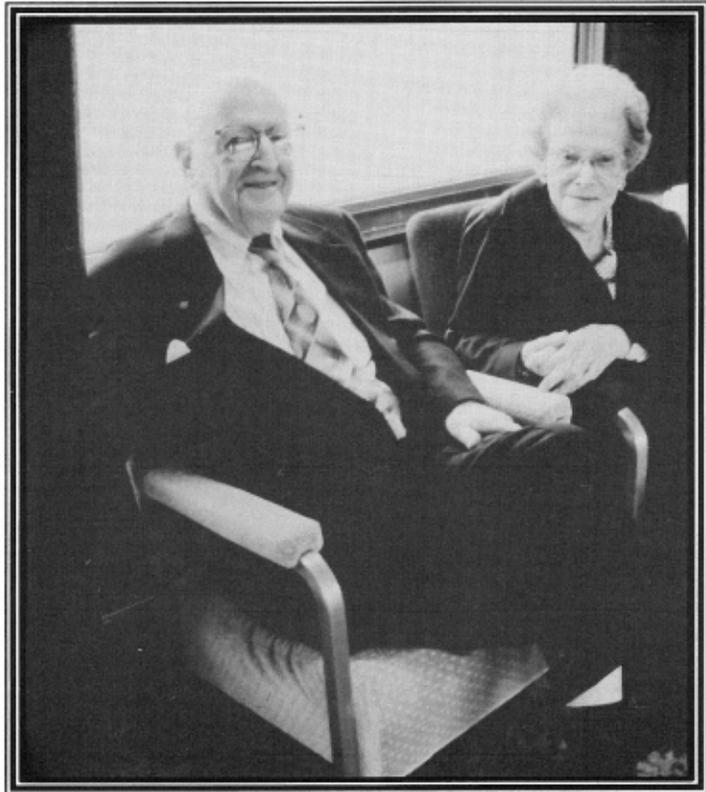
He was a hero, teacher, role model, friend, all of which came in a package called daddy, grandpa, great-grandpa.

He was a Christian who exemplified the true meaning of dedication to his Lord and to his church of which he was a member for over sixty-four years.

Lee Buffington was a railroader! A railroader with thirty-four years of devoted service to the Frisco. A railroader who was the mentor of countless hundreds of railfans and model railroaders. A railroader who was deeply involved in all facets of preserving railroad history whether it be the publishing of books, the restoration of a steam locomotive, or the special role he played in the birth and nurturing of The Frisco Railroad Museum. Lee Buffington was a railroader who deserves, without question, the distinction of **Mr. Frisco!**

How fitting it was that eighty-seven years ago, Lee was born in a house across the street from the Missouri Pacific main line, and on September 16, 1995, he was laid to rest west of Springfield, MO, along the main line of the Frisco.

Lee started his railroad career in February, 1929, as a steno clerk at the Newburg, MO, roundhouse. During his tenure of service he worked various positions in the motive power



Mr. Frisco, Lee Buffington, shown here with his wife Mildred, on board the Chouteau Club car, September 25, 1993, during the grand opening of the museum's Springfield facility.

department, was involved in the dieselization of the Frisco, and retired in 1963 as Assistant to the Chief Mechanical Officer.

Following retirement, Lee devoted his life to traveling with his wife Mildred, railfanning (*he was an active member of the National Railway Historical Society for twenty-seven years*), model railroading (*built his first layout in 1938*), and volunteering countless hours at The Frisco Railroad Museum Inc.

For those of us who had the opportunity to know, love, and work with Lee Buffington, his kind and gentle nature, supportive spirit, and love for the Frisco will live on in our hearts as a lasting legacy of a true friend!

Lee Buffington Memorial Research Center

In honor of his many years of devoted service to the preservation of Frisco history and in recognition of the countless number of hours of dedicated service to The Frisco Railroad Museum Inc., the museum's new research center, to be housed in our Phase II facility, will be designated as the Lee Buffington Memorial Research Center.

A memorial fund has been established by the Buffington family to provide equipment, furnishings, and materials for the new research center. Cash, check, or credit card donations will be accepted and should be mailed to the museum at 543 E. Commercial St., Springfield, MO 65803.

The Oklahoma City

A Trilogy



*Frisco 1551, Diner-Lounge "Oklahoma City"
Pullman builder photo, 1948*

Chapter 1

The Pride of The Fleet

On October 4, 1945, the Frisco and the KATY placed an order with Pullman-Standard Car Manufacturing Co. for fifty-two passenger cars, Lot Nos. 6767-6768-6769. The thirty-eight Frisco owned units were purchased under, "St. Louis-San Francisco Railway Equipment Trust of 1946; Chemical Bank & Trust Company, Trustee, Owner, Lessor." The fourteen KATY owned cars were purchased under, "Missouri-Kansas-Texas Equipment Trust, Series 1947. Republic National Bank of Dallas Trustee, Owner and Lessor."

Employing the latest advances in car building technology at the time, the fleet was designed to operate as four complete trains; two to be known as the *Meteor*, to be owned

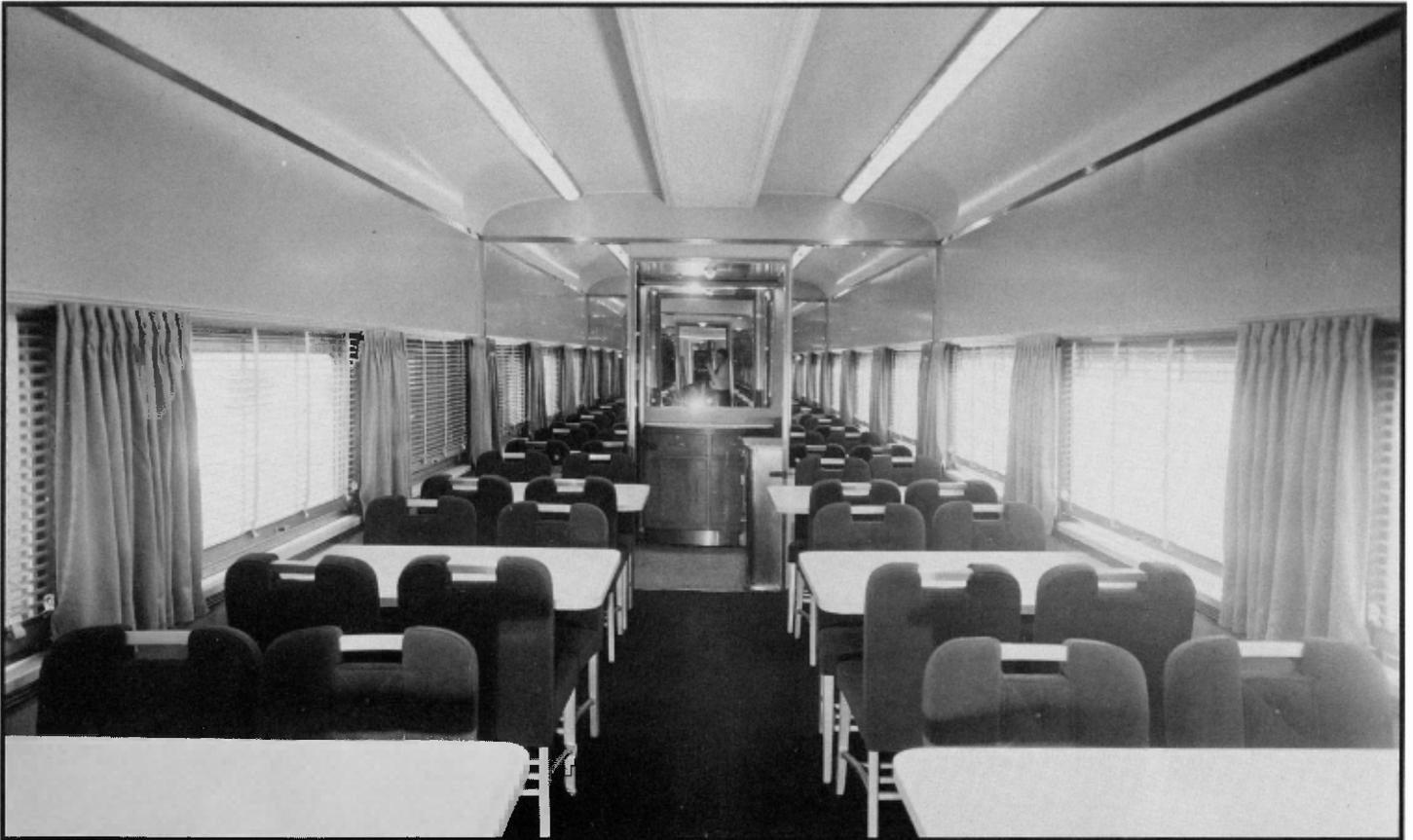
and operated by the Frisco as trains 9-10; two to be known as the *Texas Special*, one to be owned by each railroad and jointly operated as trains 1-2.

In addition to representing modern car building technology, the appearance of the fleet was equally impressive. Structural framing for the underframe, sides, ends, and roofs were of high strength low alloy steel. The cars were a welded girder type construction, sheathed with corrugated stainless steel on the girders and letter boards. The exterior panels between the windows, roof sheets, skirts, body and vestibule ends, and ceiling sheets were of high strength steel. Each car rode on cast steel, four wheel trucks, with single equalizer bars, coil springs, roller bearings, vertical shock absorbers, bolster

anchors and roll stabilizers, and truck mounted air brake cylinders.

When delivered, the roof, panels between windows, and ends of the cars were painted with Dupont Master Code 2460 Red and the body side skirts were a darker red. The underframe was painted black and the trucks and outside surface of inside diaphragms were painted aluminum. All letters and numbers were etched into stainless steel plates and filled with Dupont 2460 Red.

In May, 1948, two of the Frisco *Meteor* fleet were completed as 85' Diner-Lounge-Observation cars, Lot No. 6768, Plan No. 7541. Considered by many to be the pride of the fleet, number 1550 was named the *Tulsa* and 1551 was the *Oklahoma City*. Both cars replaced older heavyweight units by the same names.



*Frisco 1551, Dining Room section looking toward B or kitchen end of car.
Pullman builder photo, 1948*

The passageway ceiling was painted light gray, the walls were a medium gray, and the wainscot panels on both sides below the window sill level were stainless steel. The two passageway windows featured a Formica linen finish capings and Albion cloth window shades. The carpeting was dark blue.

The dining room ceiling was painted light gray with the walls and pier panels a medium gray. The windows had Formica linen finish capings and featured medium gray venetian blinds and cedar color Albion cloth draperies.

The tables were wall mounted and covered with a Formica linen finish to match the window capings. The carpeting was dark blue and the twenty-four aluminum frame chairs were covered with a super needlepoint red, plain pattern fabric.

The bulkheads on both ends of the dining room featured decorative mirrors, 1/4" plate glass flesh tint, with a 3/8" bevel, and were secured

in place with class head rosette fasteners.

The lounge section ceiling and pier panels were painted light blue. The frieze panel



Frisco traveling patrons are served in the dining room section, 1551, "Oklahoma City" car. Frisco photo



*Frisco 1551, Lounge section looking toward A or observation end of car.
Pullman builder photo, 1948*

above the windows was covered with wood grain "Flexwood," with a faux satine finish, extending from the bulkhead down both sides and around the observation end.

The wainscot panel, below the window sill level, was covered with a pig grain, mocha beige synthetic leather. The windows had a Formica brown finish and featured light blue venetian blinds and blue Albion cloth draperies. The carpeting was dark blue.

The four magazine tables were finished in a ghost figured walnut color and the card table and corner shelves on the diagonal sofa were covered with a Formica linen finish.

The three twin sofas, three lounge chairs, and the two card table chairs were covered with super needlepoint red fabric. The card table sofa and remaining five lounge chairs were

covered with a tan, Cafe au lait fabric. The forward bulkhead featured two wall murals, one of the Oklahoma State Capital and one of St. Louis Union

Station. The lounge also included four table lamps and three smoking stands.

The kitchens in both cars were all stainless steel finish



Frisco traveling patrons are enjoying a relaxing ride in the lounge section, 1551 "Oklahoma City" car. Frisco photo

In 1960 the most distinctive exterior feature of both cars was removed when the Springfield Coach Shop squared off the bullet-nose A-end of the cars for use in mid-train service.

When placed in service 1550 and 1551 were assigned to trains 9-10, the *Meteor*, between St. Louis and Oklahoma City. On September 18, 1965, the *Meteor* was replaced with the *Oklahoman* 1-2, and the *Kansas City-Florida Special* 105-106 was replaced with *The Southland* 101-102, service between Kansas City and Birmingham. Both 1550 and 1551 were reassigned to the *Southland*.

In June 1967, both cars were removed from revenue service. According to company records they were initially stored at the Springfield shops: 1550 status - EXTRA and 1551 status S.A. (Set Aside).

Chapter 2 Identity Crisis

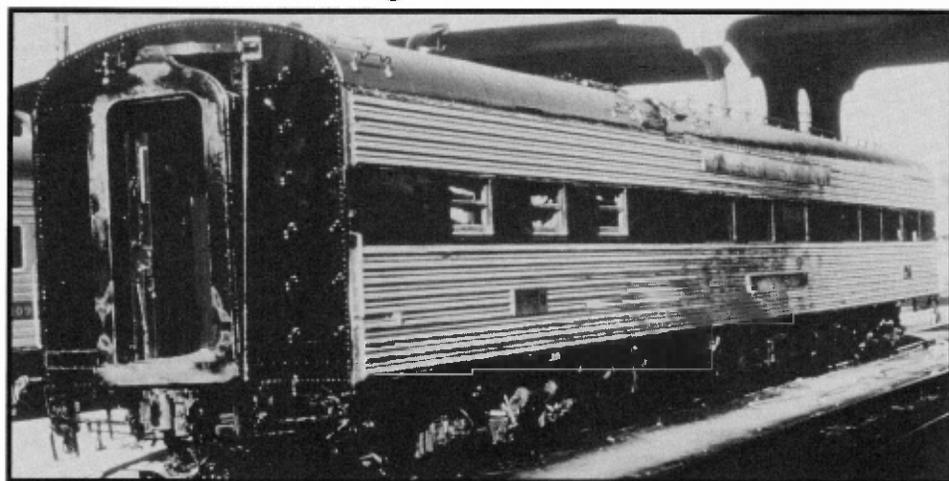
For reasons currently unknown, between June and September, 1967, the identity of the *Oklahoma City* and *Tulsa* were switched, both physically and in company records. The original 1551 *Oklahoma City* car was repainted with black ends and top & Pullman green window bands. The "1" of the 1551 number board etching was rubbed out and the car was renumbered 1550 and renamed the *Tulsa*. In addition, the Budd disk brake trucks, installed on the original 1550 in December, 1960, were switched to the new 1550 car. The original 1550 was renumbered and relettered 1551, *Oklahoma City*, and eventually sold to a

Springfield businessman in 1972 who converted it, along with Coach-Lounge-Buffer 1651 *Ladue*, into a local downtown restaurant.

In December, 1967, the new 1550 car was re-assigned

to company service, still in black & Pullman green livery, as Kitchen & Diner 105493.

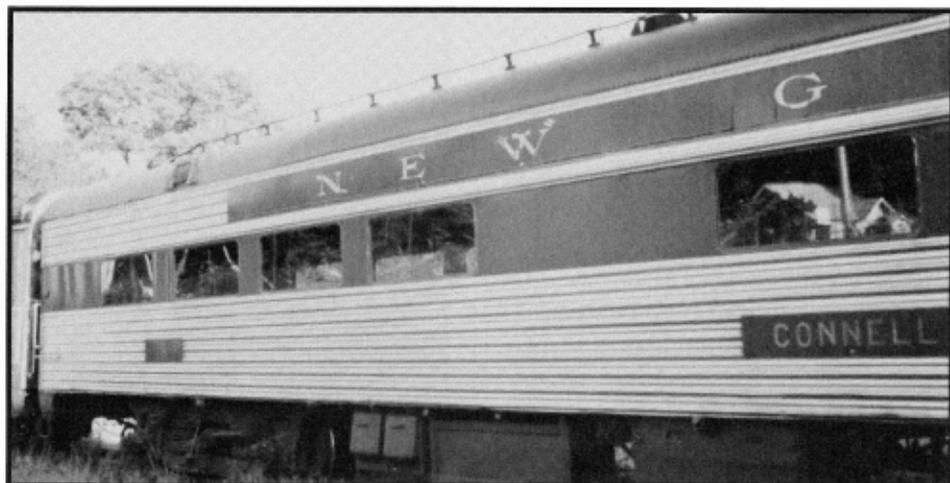
In 1972, 105493 was sold to the Northwestern Oklahoma Railroad, Woodward, OK. It was later sold to the Hartwell



1551 "*Oklahoma City*," repainted black & Pullman green, renumbered 1550 and renamed "*Tulsa*," Springfield, MO, September 23, 1967, Mike Condren photo



ex-Frisco 1551 "*Oklahoma City*," reassigned as Kitchen & Diner 105493, Springfield, MO, May 16, 1970. O. Leander photo, John C. La Rue, Jr. Collection



ex-Frisco 1551 "*Oklahoma City*," as New Georgia "*Connell-Kennedy*" Atlanta, GA, August 1989

Railway in Georgia. In 1985, the car was acquired by the New Georgia Railroad, Atlanta, and renamed the *Connell-Kennedy* in honor of the legislators who introduced the bills into the Georgia General Assembly authorizing the charter and funding of the New Georgia line.

In 1994, the car was acquired by East Tennessee Rail Car Services who in turn sold it to The Frisco Railroad Museum Inc. in the spring of 1995.

While company records would indicate otherwise, the 1551 *Oklahoma City* car, not the 1550 *Tulsa*, is currently on display at the museum, a conclusion based on two specific points:

NAME/NUMBER BOARDS

- According to the Pullman builder's photo shown on page 8, the *Oklahoma City* name board is in two sections, one 84 3/4" long and one 42 3/4" long, centered under the aft two rear windows of the dining room section. According to photo No. 1, showing the 1550 *Tulsa* car, the name board is a single section 55" long centered under the pier panel between the aft two windows in the dining room section. The photo on page 11 shows the newly repainted, renumbered, and renamed 1550 *Tulsa* car with the two panel name board in place. Photo No. 2 shows Kitchen-Diner 105493 with the two panel name board in place. Photo No. 3 shows the renumbered and renamed 1551 *Oklahoma City* with the single panel name board in place. Photo No. 4 shows the museum's car with the two panel name board in place.

- The *Oklahoma City* name

etching is clearly visible on the name boards of the museum's car. In addition, there is no apparent evidence that any changes and/or modifications have been made to placement, screw holes, etc.

on the name boards of either car.

- A close examination shows that the last etched digit of the respective number boards has been rubbed out (see photo No. 5).

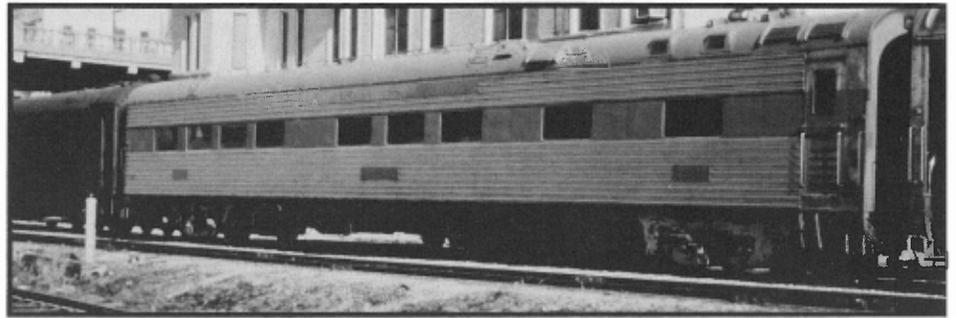


PHOTO No. 1 Frisco 1550, "Tulsa," in service at Ft. Smith, AR, February 15, 1963. Mike Condren photo



PHOTO No. 2 Frisco Kitchen & Diner 105493, Springfield, MO, July, 1971. E. Stoll photo



PHOTO No. 3 Renumbered - Relettered Frisco 1551, in service as restaurant, Springfield, MO, July 23, 1977. Mike Condren photo



PHOTO No. 4 Frisco 1551, Springfield, MO, September 5, 1995

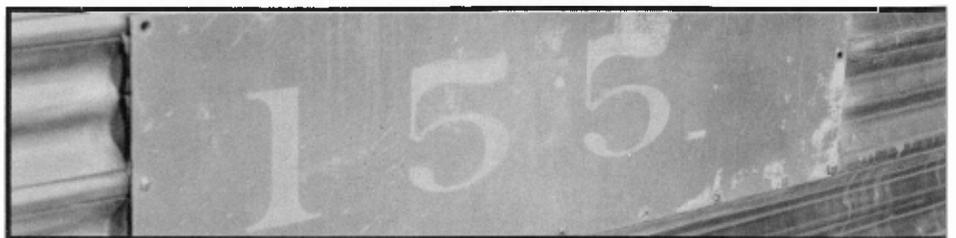


PHOTO No. 5

DAMAGE COMPARISON

• Photo No. 6 is a close up view of Kitchen & Diner 105493, shown on page 11. Notice the damage to the stainless steel panel just aft and under the right side B-end number board. Photo No. 7, taken of the museum's car, shows identical damage at the same location.

While it remains a mystery as to what prompted the identity change of the two cars, it is refreshing to note that both are still in existence. The 1551 *Oklahoma City* is currently on display at the museum and the 1550 *Tulsa* car is currently owned by Frisco Folk John Reed who is restoring it in the Springfield area for future rail service.

Chapter 3 *The Final Journey*

Thanks to the time, hard work, and combined efforts of a unique public-private funding coalition, the final journey of the *Oklahoma City* has brought it to The Frisco Railroad Museum Inc.

In February, 1995, the museum was informed of the availability of Frisco Diner-Lounge 1551. It had been acquired by East Tennessee Rail Car Services from the New Georgia Railroad. With funding assistance from Commerce Bank and the City of Springfield Community Development Block Grant program, the car was purchased by the museum on June 2, 1995.

Thanks to the joint support of the Burlington Northern Railroad and CSX Transportation, the *Oklahoma City* arrived in Springfield, MO, on June 21, 1995, at the head end of train 181.

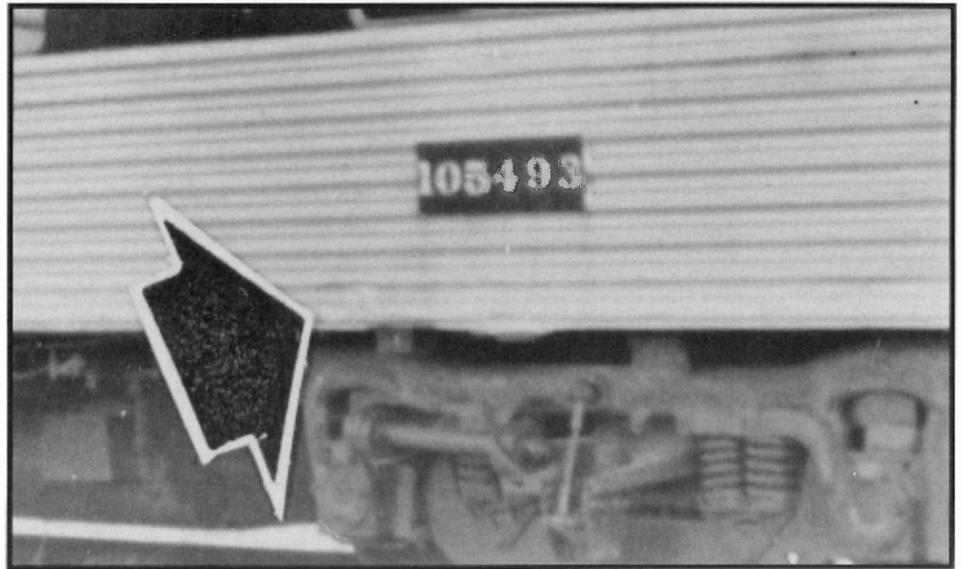


PHOTO No. 6



PHOTO No. 7

Facilities for storage and initial cleaning/restoration of the car was provided by Frisco Folk Louis Griesemer and Springfield Underground Inc.

After cleaning and paint preparation was completed by a hard working team of Frisco Folks volunteers, on August 18, 1995, the car was moved to the old Frisco Roadway Equipment Shop located at the west Springfield BN shops.

Thanks to Burlington Northern (provided the painter and facility), O'Reilly Automotive (provided partial funding for the paint), and more hard

work by our Frisco Folks volunteer crew, the car was repainted in original Frisco red.

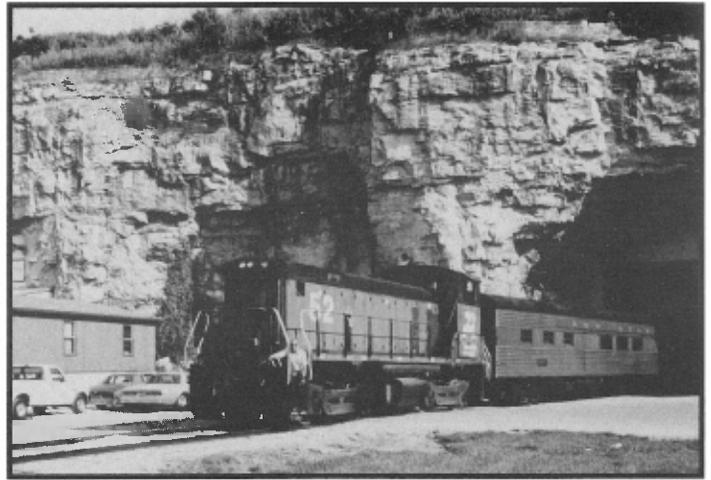
On Tuesday morning, September 5, 1995, 1551 emerged from the paint shop and made its final journey behind two ex-Frisco SW1500 switchers to the team track located behind the museum facility.

At approximately 4:30 pm on September 5, the *Oklahoma City* was eased into its current position along the entrance sidewalk to the museum.

Plans are now in place to restore the dining room and lounge sections of the car in the spring of 1996. ☐



Frisco 1551, "Oklahoma City" arriving Springfield, MO, June 21, 1995, at the head end of Burlington Northern freight No. 181. Bob Plough photo



Frisco 1551, "Oklahoma City" being switched into storage by ex-Frisco SW1500 347 at Springfield Underground Inc. June 21, 1995, Bob Plough photo



Initial cleaning and paint preparation on Frisco 1551 was completed by a hard working crew of Frisco Folks volunteers, from left to right: Alan Schmitt, Chuck Mahaffey, Joe Laguzzo, Don Smith, Tory Dixon, Dan Dawson, Ryan Laguzzo, Ray Wells, and Stan Mayfield. Donna Wagner was present and took the photo.



Track work for the final placement of Frisco 1551 was completed by a hard working crew of Frisco Folks volunteers, from left to right: Stan Weddle, Alan Schmitt, Sean Wagner, Jason Justice, and Don Smith.



Frisco 1551 emerges from Burlington Northern paint shop on its way to the museum, behind ex-Frisco SW1500 switchers 331 (BN 36) and 341 (BN 46)



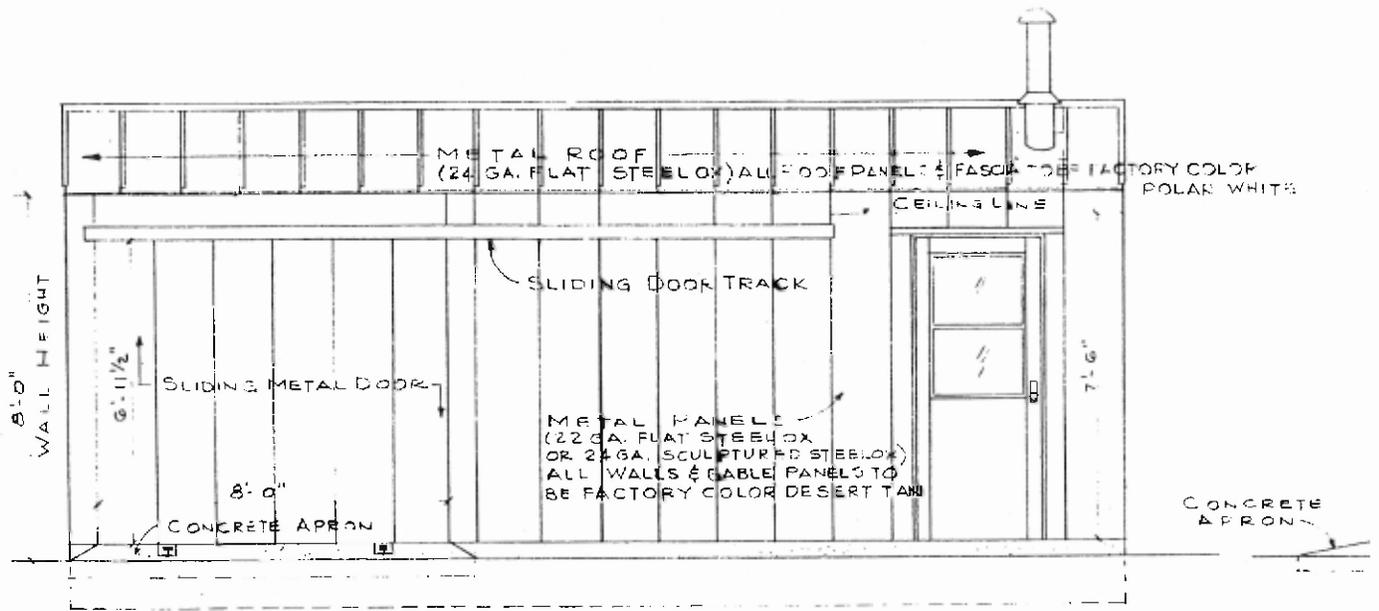
Frisco 1551 is eased into position along the entrance sidewalk to the museum.



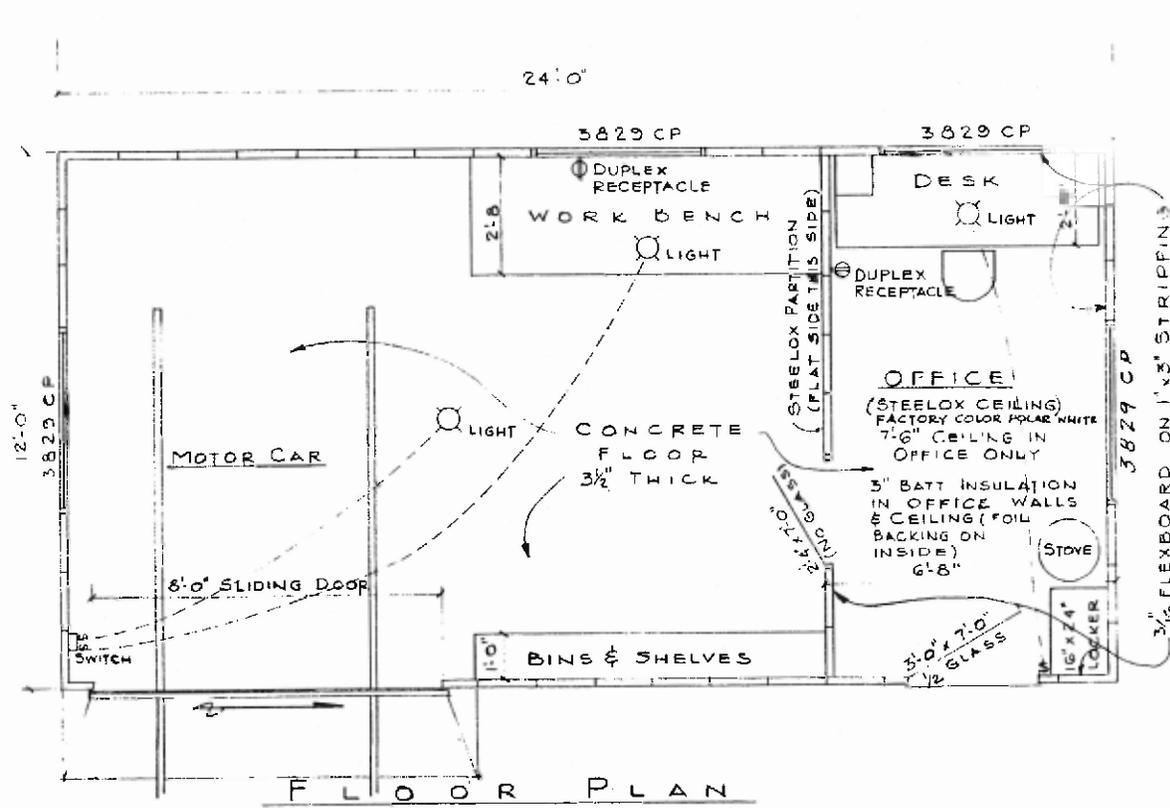
Museum President Alan Schmitt, in authentic Frisco passenger conductor uniform, escorts the "Oklahoma City" on its final journey to the museum.



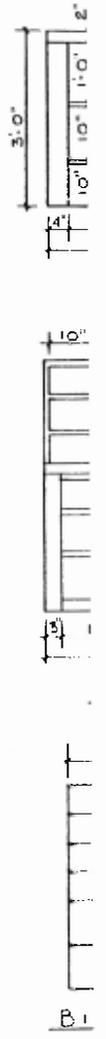
The Pride of the Fleet, Frisco 1551 "Oklahoma City," proudly on display at The Frisco Railroad Museum Inc., Springfield, MO.

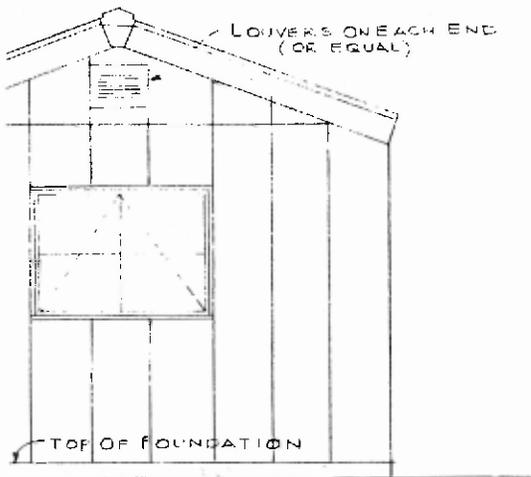


FRONT ELEVATION
SCALE 3/8" = 1'-0"



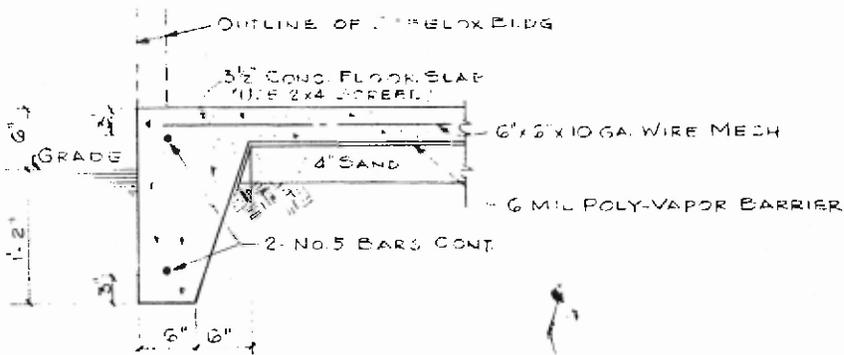
FLOOR PLAN
SCALE 1/8" = 1'-0"





END ELEVATION

SCALE 3/8" = 1'-0"



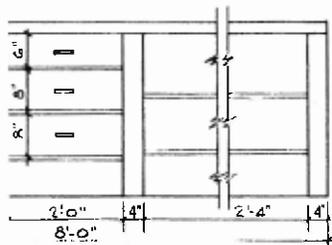
FOUNDATION DETAIL

SCALE 1" = 1'-0"

NOTES:

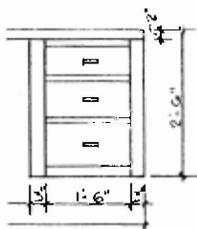
1. DOORS TO BE EQUIPPED WITH HASP IN ORDER THAT STANDARD SIGNAL LOCK MAY BE USED.
2. BUILDING TO BE FACTORY PREPARED ON EXTERIOR ACCORDING TO THE COLOR STANDARDS.
3. STORAGE SHELF, WORK BENCH, & DECK TO BE FURNISHED BY RAILROAD. (AS REQUIRED)
4. BUILDING TO BE EQUIPPED WITH STANDARD LOUVERS EACH END (OR EQUAL)
5. ALL WINDOWS TO PROJECT OUTWARD.

This is the third in our **Standard Plans** series that features reprints of original Frisco standard plan designs. This installment is a December 8, 1971, Frisco design for a Prefabricated Steel Signal Maintainers Tool House.



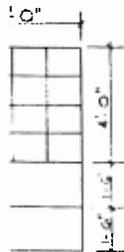
OF WORK BENCH

SCALE 1/2" = 1'-0"



DETAIL

SCALE 1" = 1'-0"



DETAIL

SCALE 1" = 1'-0"

ST. LOUIS SAN FRANCISCO RAILWAY CO.	
STANDARD PREFABRICATED STEEL SIGNAL MAINTAINERS TOOL HOUSE	DRAWN BY JEH TRACED FEC CHECKED DATE REVISED
OFFICE OF ARCHITECT SPRINGFIELD, MISSOURI	DATE 12-8-71 FILE NO. 20-78
No. 14472	

DOWN AT THE DEPOT

Burrton, KS
Station F538
Burrton Subdivision
Northern Division

On February 8, 1886, the Kansas Midland Railway Co. was incorporated. It was initially controlled by the Kansas Construction & Improvement Co., a New Jersey corporation, but on March 7, 1887, before construction of its property was commenced, control passed to the St. Louis and San Francisco Railway Co.

In 1893, the company defaulted payment of interest on its first mortgage bonds and on July 1, 1896, as the result of foreclosure proceedings instituted by the Mercantile Trust Company, trustee under the company's first mortgage, A.L. Wolfe was appointed receiver. On July 25, 1900, the company's franchises and property were sold at public



Frisco Depot, Burrton, KS, looking northwest with Frisco-Santa Fe junction in foreground. April 25, 1959. Lee Clerico photo

auction to Alfred R. Peck and Harry Bronner, who were the representatives of the holders of the company's first mortgage bonds. This sale was confirmed by a joint deed, executed August 9, 1900, by Jay F. Shearman, special master,

the company; and the Mercantile Trust Co., Trustee.

On August 6, 1900, an agreement was made between the purchasers of the company's franchises and property, and the St. Louis and San Francisco Railroad Co., providing for the sale of such franchises & property

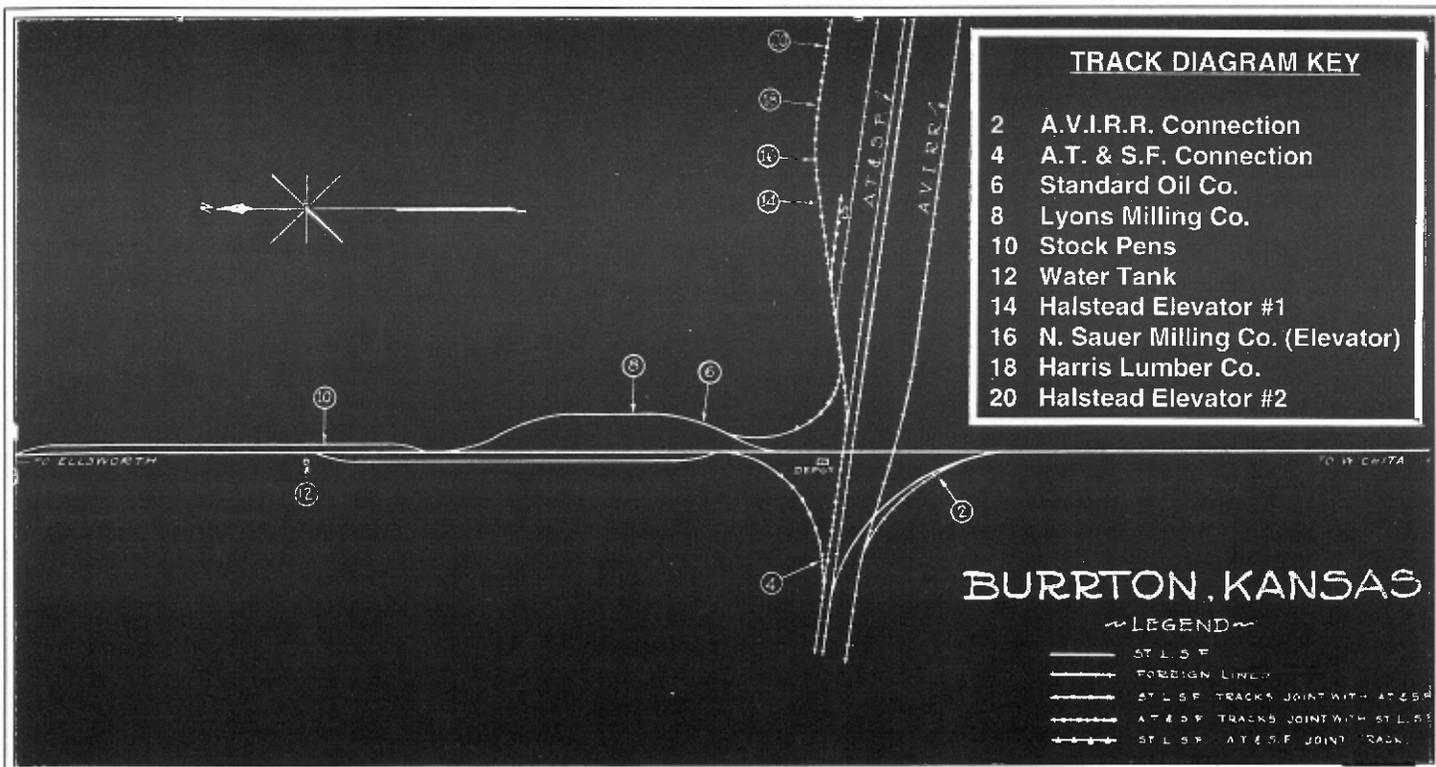
As a result, The Kansas Midland Railroad Company was organized by the purchasers. The foreclosed franchises and property were conveyed to that company on October 1, 1900, and by it to the St. Louis and San Francisco Railroad Co. on the same date.

On October 1, 1900, the property of the company consisted of about 106 miles of standard gauge, single track railroad, extending from Wichita to Ellsworth, KS.

Thirty-three miles northwest of Wichita, at the junction with the Santa Fe's east-west main line from



Frisco Depot, Burrton, KS, looking north. Train at right on Frisco line was a Wichita Chapter, NHRS, excursion to Ellsworth. April 25, 1959. Lee Clerico photo



Topeka, was located Burrton, KS, Station F538 on the Burrton Sub-Division, Northern Division. Operated jointly with the Santa Fe, the Frisco combination station at Burrton was actually two separate structures that had a unique design well suited for its junction

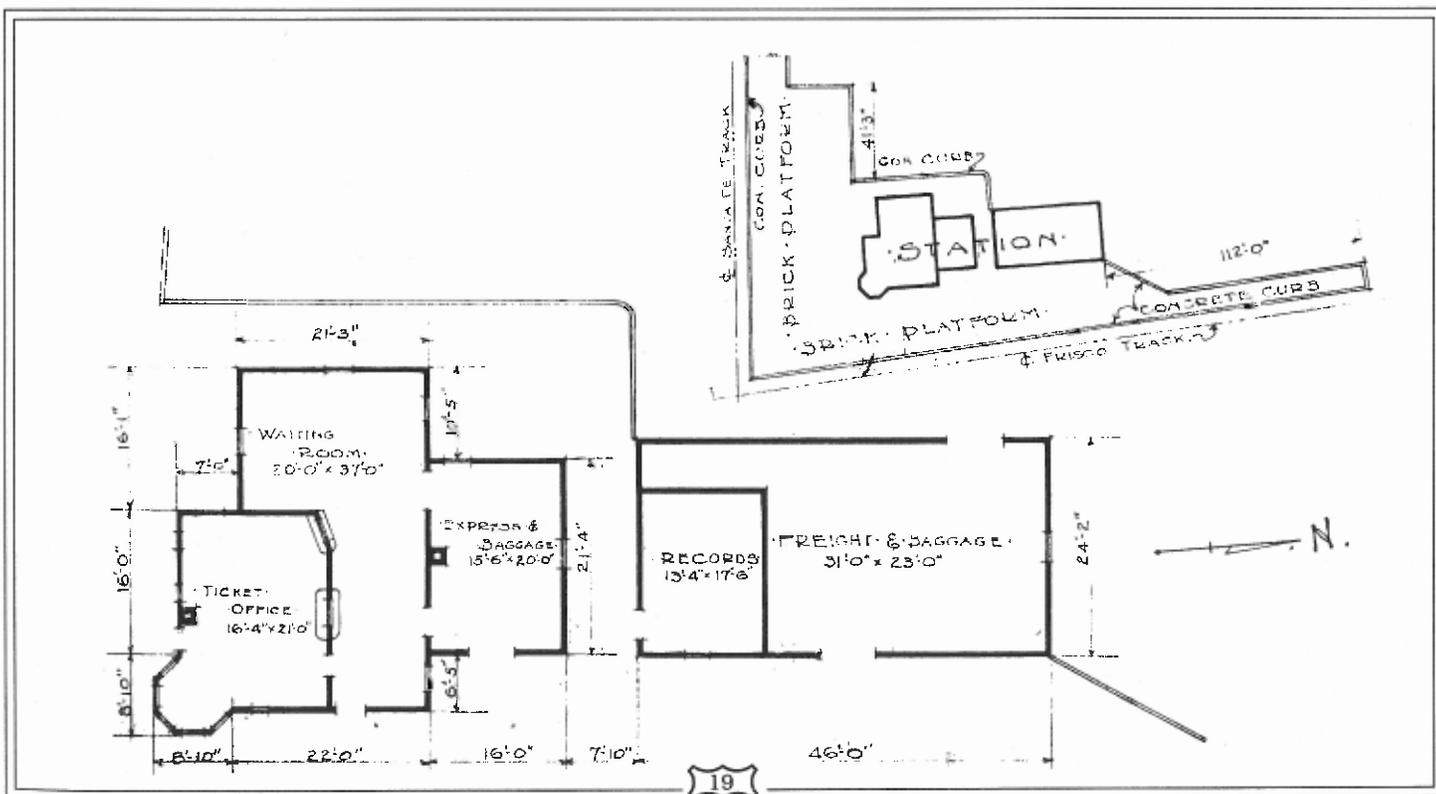
point operation.

The main structure consisted of an L-shaped waiting room, express & baggage room, and a ticket office that featured an unusual, yet useful, octagon shaped agents bay.

The second building, separated from the main

structure by a 7' 10" breeze way, housed a large freight and baggage room and records storage.

Both buildings were frame construction with 2" x 6" walls and featured a 1/3 hip roof design covered with shingles. The exterior was 6"



lap siding with a 3 1/4" M&B wainscoting. The interior walls were 3 1/4" M&B, floor was 3 1/4" yellow pine, and ceiling heights were 12'. Heating was wood/coal stoves, lighting was provided by oil lamps, and sanitary facilities were outside. The L-shaped brick platform had concrete curbs.

The Burrton facility also included a 10' x 12' section car house, a Fairbanks 40 ft. 80 ton track scale with scale house, pump house with a 50,000

gals. water tank, and two stock pens with chutes: one 42' x 45' and one 42' x 25' - total combined car capacity was twelve.

In the early 1900's, passenger service to Burrton was provided by trains 305-306, daily between Ellsworth and Galena, KS. From 1918 to 1934, daily service between Wichita and Ellsworth, via Burrton, was by motor car. The Ellsworth doodlebug was replaced in June, 1934, with mixed train accomodations

that remained until 1958 when all passenger service was discontinued.

It is interesting to note that between the fall of 1930 and summer of 1938, Burrton also had interurban service. Four daily runs were made by the Arkansas Valley Interurban Railway between Wichita and Hutchinson. The cars operated on Frisco trackage between Wichita and Burrton and on the A.V.I.R.R. line from Burrton to Hutchinson. ☞

Classic Frisco



It was 1947, at the corner of 9th and 22nd streets, Birmingham, AL, when this classic photo of the Frisco Freight Depot was taken by Frisco Folk Curtis Baker's grandfather.

Frisco 85' Auto Parts Boxcars

By Curtis Baker



SL-SF 9100, in service at Ft. Smith, AR, September, 1974. E. Stoll photo

If you were to make a list of all the things that make railroading interesting, somewhere near the top would be the sheer size of the equipment. An average yard engine is larger than the biggest trucks on the highway. Any self-respecting passenger car is at least 70 ft. long, with quite a number of modern freight cars reaching beyond that figure. Until the advent of the fully enclosed auto rack, the biggest of the big could arguably be the 86 ft. auto parts boxcar. First introduced back in the sixties, these cars were yet another example of how far the railroads would go to serve their customers. Specifically designed to handle auto body

components, which take up a lot of room but are light weight, these cars had a capacity of 50 to 70 tons, which makes them incredibly lightweight in comparison to their impressive size.

As most Frisco Folks know, the automobile industry has always been a major source of traffic on the Frisco. Consequently, beginning in 1964 and ending in 1970, the Frisco ordered a total of 48 of these cars, primarily to serve the Ford Motor Company. Five separate orders were placed with three different car builders.

Series 9100-9109 built in 1964 by Thrall Mfg. Co. at a cost of \$29,400.00 each. Lightweight

was 112,800 lbs and capacity was 100,000 lbs.

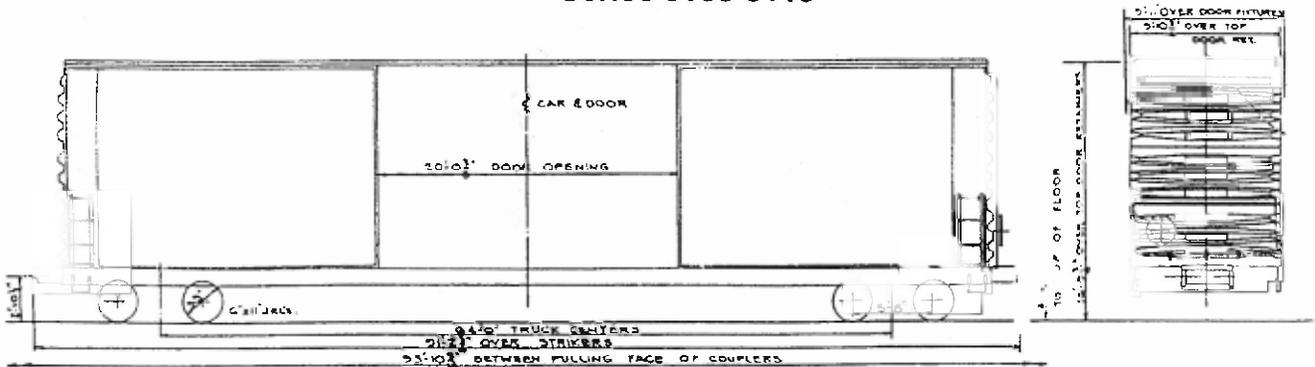
Series 9110-9119 built in 1965 by Thrall Mfg. Co. at a cost of \$30,202.00 each. Lightweight was 112,800 lbs. and capacity was 100,000 lbs.

Series 9120-9133 built by Pullman Standard between 1967 & 1968 at a cost of \$29,068.00 each. Lightweight was 118,000 lbs. and capacity was 144,000 lbs.

Series 9134-9138 built in 1969 by Greenville Steel Car Co. at a cost of \$28,112.00 each. Lightweight was 111,000 lbs and capacity was 150,000 lbs.

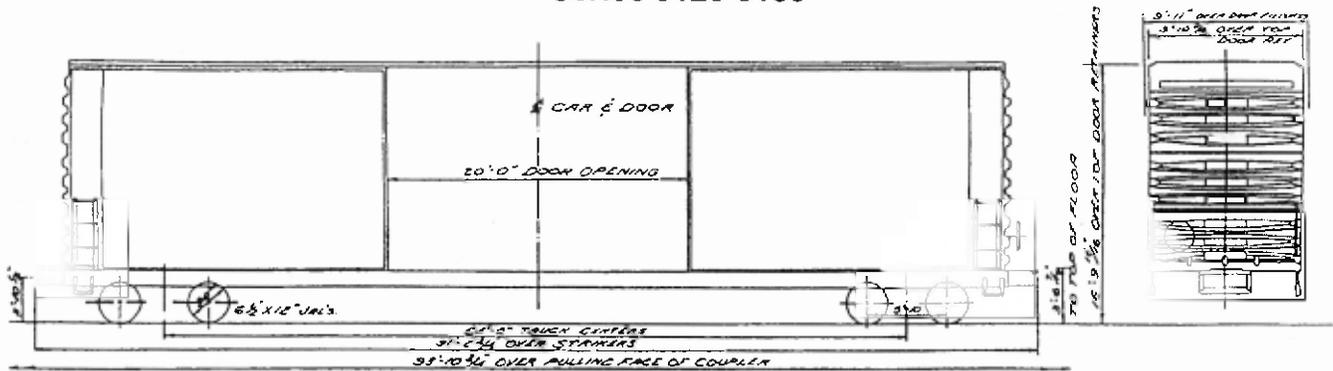
Series 9139-1947 built in 1970 by Greenville at a cost of \$28,112.00 each. Lightweight and capacity were the same.

Series 9100-9119



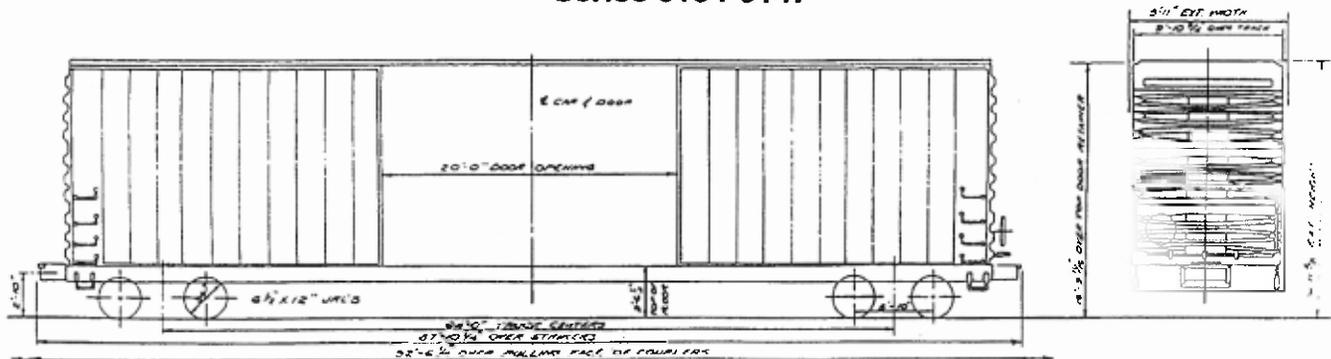
BUILDER TRAIL DATE	INSIDE			OUTSIDE				DOORS		CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	WIDTH	HEIGHT	CUBIC FEET	POUNDS			
1965	86'-6"	9'-2"	12'-9 1/2"	93'-10 1/2"	9'-4"	16'-10"	16'-11 1/2"	20'-0"	12'-9"	10000	100000	20	111,900	XML

Series 9120-9133



BUILDER PULL- MAN STD. DATE	INSIDE			OUTSIDE				DOORS		CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	WIDTH	HEIGHT	CUBIC FEET	POUNDS			
1967	86'-6"	9'-1 1/2"	12'-9 1/2"	93'-10 1/2"	9'-3 3/4"	16'-8 3/4"	16'-11 1/2"	20'-0"	12'-9"	10000	100000	14	117,800	XL

Series 9134-9147



BUILDER SPRINGVILLE STEEL CORP DATE	INSIDE			OUTSIDE				DOORS		AAR CODE	CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	WIDTH	HEIGHT		CUBIC FEET	POUNDS			
1970	86'-6"	9'-2"	12'-9 1/2"	92'-6 1/2"	9'-4 1/2"	16'-9 1/2"	16'-11 3/8"	20'-0"	12'-9 1/2"	A430	10000	100000	14	111,800	XL

All of these cars shared standard dimensions: 86' 6" length - 9' 2" width - 12' 9" inside height - 20' x 12' 9" double plug doors.

When researching the auto parts cars prior to building the model, I discovered that although they are very similar to each other, there are some minor differences in cars built by each individual company.

The cars built by Pullman are the most noticeable in the bunch. They have a unique side sill design that is easily spotted in photos. Several of the cars have side ladders rather than grab irons at each end of the car. I also noticed a difference in door color and the lack of a white panel near the top of the car ends. For a good contract in paint and lettering refer to the prototype photos of car No. 9100 and 9104 (*Thrall built*), and No. 9142 (*Greenville*). Number 9104 wears the greatly simplified "late" scheme, while Nos. 9100 and 9142 are in the original livery. The best reference for any project is, of course, a photo and/or paint & lettering diagram. The museum's Research Service can be very helpful in this area.



**SL-SF 9142, in service at Argentine, KS, June 11, 1992.
Mike Condren photo, N.J. Molo collection.**

For modeling purposes it is easy to remember that the cars built by Thrall and Greenville look very similar to each other and are represented in model form by the Athearn 86 ft. Hi-Cube, kit #1974. Athearn has recently re-released these kits and they are now available after almost eight years in "non-production." The Pullman version was available some years ago in brass, but I do not know the manufacturer. The brass cars would have to be located through a dealer in used brass models or at swap meets.

The model of 9140 started as a basic Athearn undecorated kit. I first removed

the cast on grabs with an X-Acto chisel blade, and installed Detail Associates freight car ladders on both the sides and ends. I replaced the crossover grab with brass wire and installed A-Line brass stirrups. The most noticeable change to the "B" end of the car was the addition of a Detail Associates minor brake wheel and gear set. The cast on brake gear and wheel provided are lacking, and changing them out is a huge improvement. Like the prototype, these cars are light for their size, so I added 1/2 oz. lead weights at each end. You could use steel washers, pennies, or be lazy like me and use A-Line self adhesive weights. Simply glue any extra weight to the inside floor of the car with contact adhesive or double sided foam tape. It is important to note that adding weight will greatly improve tracking qualities of these big cars. The only other modification to the Athearn kit was the drawbar. I removed the "lugs" that make the trick pivot with the drawbar, as I have noticed that these lugs can cause the cars to derail when backing. (*This trick works on Athearn 86' flat cars as well!*)



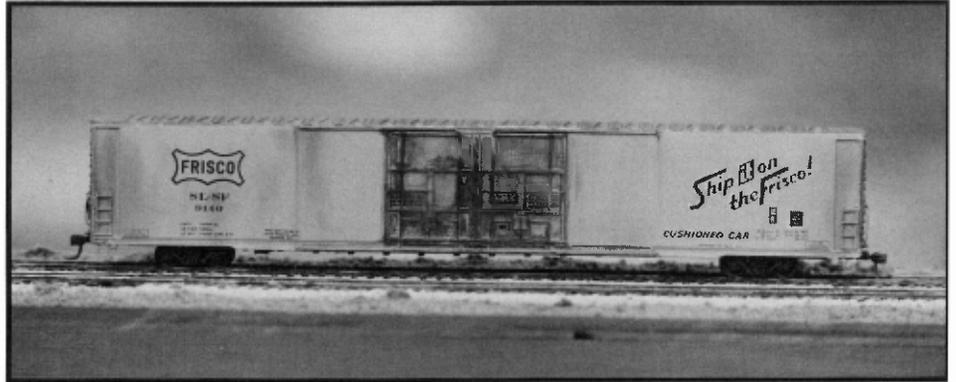
**SL-SF 9104, in service at Olathe, KS, March, 1994.
Rick McClellan photo, C. Baker collection.**

After the modifications are complete, it is time to head for the paint shop. I used Accuflex UP Armour Yellow for the car body and Accuflex Santa Fe silver for the doors and roof. Some cars originally had green doors. You can come close to this color by mixing a small amount of Floquil Reading or MKT green to a large dose of Floquil Foundation. Car #9142 has silver doors and #9104 is the "dirty-nasty" door color. If your car has the white "Excess Height" band on the ends, you can paint it on or use a wide stripe decal material if you are in a hurry.

For the lettering, I used Herald King decal set B-464, but you could also use Micro Scale set 87-137 if you want to model a car with the simplified lettering scheme. ACI labels and lube plates came from Herald King. After sealing

the decals with flat finish, I weathered my car with dry brushed chalks using photos as a guide.

There you have it! Another Frisco freight car to add to your Ship It On The Frisco fleet. 🐷



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: I was recently in a flea market and saw a Frisco "Pigs Are Beautiful" calendar for sale. Can you tell me where this pig thing came from?

ANSWER: **Pigs Are Beautiful** was a customer advertising campaign, started in 1972, to promote the Frisco's growing trailer on flat car piggyback service.

Although piggyback operations on the Frisco officially started in April, 1955, its revenue

FRISCO PIGS ARE BEAUTIFUL



potential was most realized in the early 1970's when it accounted for close to 14 million dollars in gross revenue. In order to enhance its service and attract new customers, the Frisco launched its **Pigs Are Beautiful** campaign in November, 1972, by mailing 5,000 copies of the Pigs Are Beautiful brochure shown on page 25.

The end result of the campaign, which lasted through the 1980 merger, was two-fold. One, Trailer on flat car service

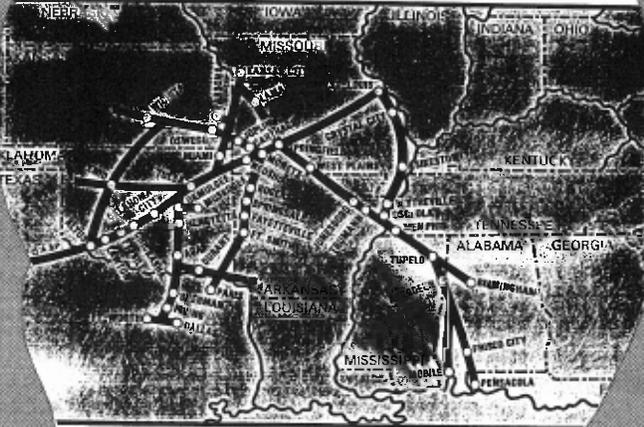
increased from 91,420 loadings in 1976 to 128,953 in 1979.

Second, the campaign generated a vast assortment of promotional materials and items that have become valued Frisco collectibles. Plastic piggy banks were used to promote the program along with patches, stickers, pins, cigarette lighters, playing cards, calendars, refrigerator magnets, coffee mugs, jackets, even Frisco Transportation Company trailers carried the Pigs Are Beautiful.



Pigs Are Beautiful trailers were placed in service in 1978

FRISCO T-O-F-C [PIGGYBACK] RAMP POINTS



SHIP IT FRISCO
PIGGYBACK

W. R. EILERS
Merchandise Traffic Manager
and Manager T-O-F-C Sales
808 Olive St.
St. Louis, Mo., 63101
Phone (314) 241-7800

B. J. GAIA
Asst. Manager T-O-F-C Sales

E. G. RIEGLER
T-O-F-C Sales Representative

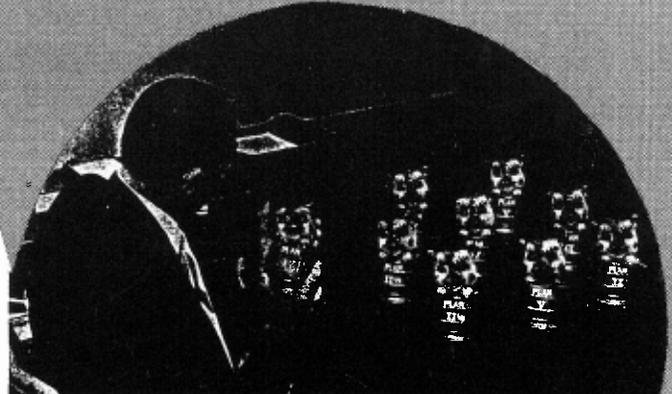


THERE ARE AT LEAST 14 GOOD REASONS FOR SHIPPING **FRISCO** PIGGYBACK

New no-mix rates is only one of them

In addition to FRISCO's new No-Mix Plan III's Freight All-Kinds Rates (Single or 2-Trailer), here are 13 other advantages that save you handling, time and money when you ship FRISCO Piggyback:

- Strategic ramp locations, plus substitute service to many other points, provide off-track industries with all the advantages of rail service.
- In addition to all-rail rates and routes, joint rail-motor service is available to many points at attractive rates.
- Door-to-door pickup and delivery timed to your convenience.
- Exclusive use of trailer without paying a premium - no "topping" the load.
- You have complete control over routing.
- Daily scheduled trains speed your shipment to destination in any kind of weather.
- Computerized tracing service - fast - dependable.
- Rates and minimum weights designed to fit your product. You benefit by getting lower shipping costs.
- Large variety of trailer equipment available, including high cube vans, mechanical reefers, flat beds and open tops.
- Personalized service. Your shipment rides FRISCO's superhighway of steel rails.
- Combines the inherent advantages of rail and motor transportation.
- It's smooth. Customers report less damage.
- 45 interline connections with other Piggyback railroads ... also motor carriers ... to many points.



Take your pick of FRISCO'S Piggyback litter and SAVE!

PLAN I - Rail transportation of motor carrier trailers. (Plans III, III and IV also available to common and contract motor carriers).

II - A complete transportation service. FRISCO provides trailers and cars, as well as drayage from and to ramps; also loading and unloading of freight when included in rates.

IIIa - Rates apply from ramp to ramp, and in addition include drayage at one end. FRISCO furnishes trailers and cars at no additional expense.

IIIb - Rates apply from ramp to ramp. FRISCO furnishes trailers and cars at no additional expense. Shipper assumes cost of drayage from and to ramps.

IIIc - Rates apply from ramp to ramp. Shipper furnishes trailers and assumes cost of drayage from and to ramps. FRISCO furnishes cars.

IV - Shipper provides trailers, cars and drayage from and to ramps; also cost of ramping and deramping trailers. However, when requested by shipper, the railroad will provide all of these services, except drayage, at additional charges specified in applicable tariffs.

V - Joint rates and routes with motor carriers.

☛ You tell us what you want - we'll plan to provide it.

May We PLAN on Handling YOUR Next Trailerload?

Contact your nearest FRISCO Sales Representative
for full information.

FRISCO

FRISCO



COMPANY SERVICE ROSTER



Frisco Scale Test Car 99157, St. Louis, MO, August, 1967. W.C. Thurman photo, from collection of John C. La Rue

This is the seventh in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

Scale Test Cars

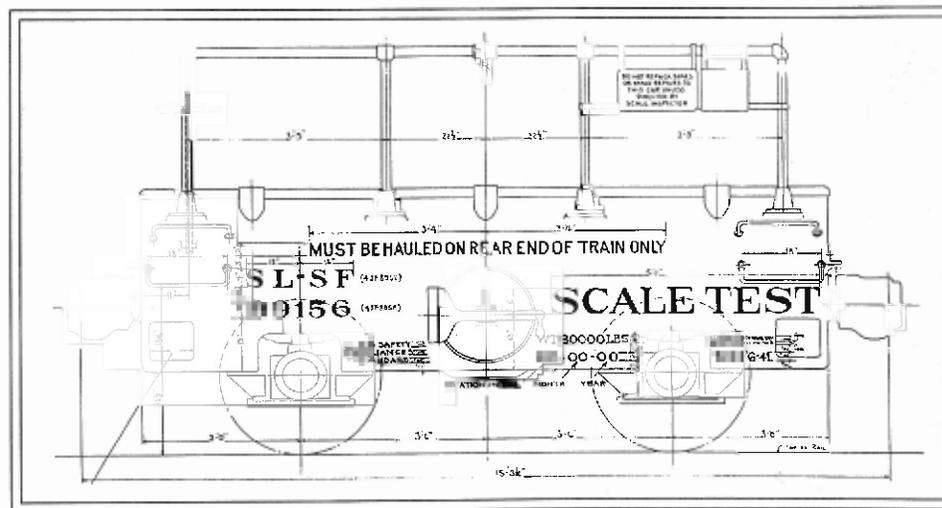
As a general rule most freight shipped on rail was billed by weight or tariffs. A car was loaded with a particular commodity and then weighed. The cars LT WT (*light weight*) was subtracted, and the shipper was billed according to the

weight and distance shipped. Thus created what was commonly known as the *Weigh Bill*.

While this might tend to be an oversimplification of the process of shipping freight on rail, it does answer two interesting questions. One, why

were there well over sixty track scales on the Frisco system? Two, what were those strange looking cars that traveled the entire system, usually on the rear of the train, called Scale Test Cars?

The abundance of track





Frisko Scale Test Car 99160, Kansas City, MO, September 3, 1978. G.R. Cockle photo, from collection of John C. La Rue

scales were necessary to accurately weigh shipments and to ensure that the light weight of a given car was correct. Scale test cars were necessary to ensure that the track scales were accurate.

The U.S. Government Bureau of Standards, Division of the Department of Commerce, who operated their own fleet of scale test cars, required that all railroad track scales be calibrated at least once a year. A scale test car, itself weighed and certified by the bureau, was the only way track scales could be tested.

The cars were calibrated by adding or removing pieces of steel to the interior, much like weights were added to platform scales. Any repairs, including even the repacking of wheel bearings, could only be completed by authorization of the railroad's scale inspector.

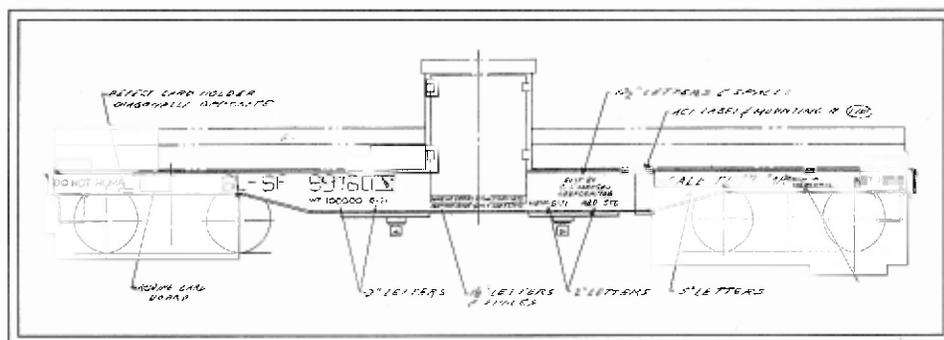
The earliest record of scale test cars on the Frisco is found

in a 1908 roster that lists two units: 99150, a 28' car apparently rebuilt in July, 1905, from box car 2419, and 99151, a 34' car rebuilt in August, 1907, from K.C.F.S. & M. box car 17821.

In April, 1941, the Frisco purchased two new scale test cars, built by the Baldwin Southwark Division - Baldwin Locomotive Works, Nos. 99156 & 99157. The 14' 6" units were the design used both by the Bureau of Standards and most American railroads for over sixty years.

The cars featured a cast

steel body, rode on two independently sprung axles, and weighed 80,000 lbs. While they had no air brakes, they were designed to pass through train line air and were equipped with a standard hand brake. Calibration weight was added or removed through a "port hole" access door on the side. They were painted "Battleship Gray," with black lettering and yellow grab irons, railings, and brake wheels. The original paint and lettering diagram required the brake shoes, couplers, coupler knuckles, and coupler lock lifting mechanisms all be painted red.



The cars had a thirty MPH speed restriction and because of their size had to be handled on the rear end of the train.

In the late 1960's, their size and speed restrictions caused movement of the cars to become increasingly difficult, expensive, and time consuming.

Consequently, the Maxson Corporation's Rail Car Division introduced a new design for scale test cars.

They were 42' long, rode on standard four-wheel roller bearing trucks, were equipped with air brakes, and could be moved anywhere within a train's

consist. In 1971, the Frisco purchased two units, Nos. 99160 & 99161. They were painted gray with black lettering, and remained in service, along with 99156 & 99157 through the 1980 Frisco-BN merger.



FRISCO'S EXECUTIVE FLEET

EDITOR'S NOTE: *This is the twelfth in our series profiling the Frisco's fleet of Business Cars.*

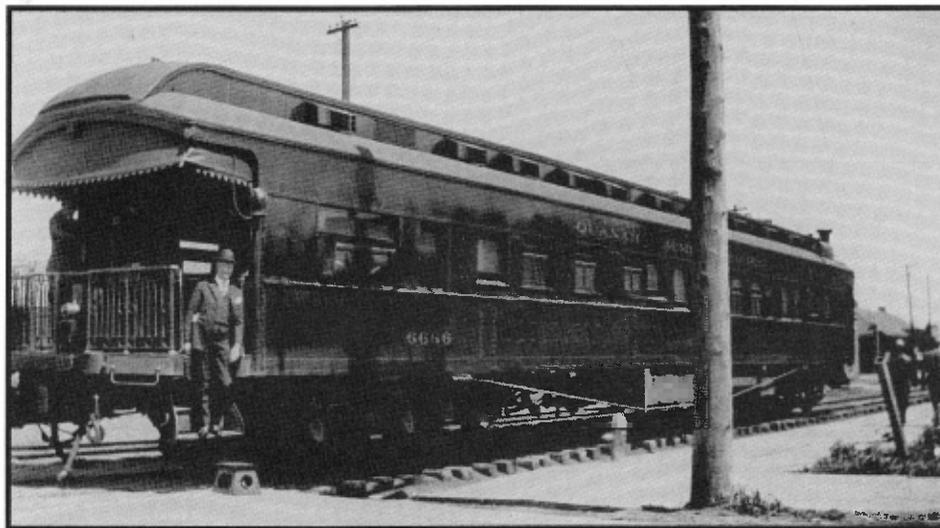
No. 10 & No. 12

While not afforded the distinction of being among the named fleet of executive coaches, there were two Frisco business cars that deserve some recognition.

In 1925, the Quanah, Acme & Pacific Railroad Company leased its only business car to the Frisco. The Quanah, Acme & Pacific, chartered in 1908, was a Frisco subsidiary line that operated between Quanah and Floydada, TX. Business Car No. 6666 was originally owned by Texas cattleman Sam Burke Burnett who numbered it in honor of his "Four Sixes Ranch" in Wichita County, TX. Mr. Burnett was a member of the Quanah's first board of directors.

In 1917, Burnett leased the car to the railroad for an annual fee of \$630.00. Following his death in the early 1920's, the car was purchased from his estate for approximately \$11,000.00. In 1925, it was leased to the Frisco and renumbered, appropriately, the 1925 car.

Although current records do not indicate date or builder of the car, it is known that it was a steel composite car, 66' long,



Quanah Route Business Car 6666. Photo reprinted with permission from *The Quanah Route* by Don L. Hofsmømer

and weighed 163,500 lbs.

On May 9, 1947, the number 1925 was replaced with the number 8. On March 24, 1948, the car was again renumbered to the No. 10 car, so that the number 4 (*the Arkansas*) could move to the number 8 slot, to allow rebuilt soldier diner (No. 648) to enter the fleet as the number 4 car (*the Springfield*). On December 29, 1950, the car was returned to the Quanah Route and its disposition from that point in time is unknown.

While in Frisco service, No. 10 served the Superintendent of the Southwest Division, G.H. Jury, along with Chief Engineer H.B. Barry, and Assistant Chief Engineer, F.E. Short.

A July 1, 1908, Frisco roster lists *Official Car No. 1400* as being a 51', 117,400 lbs. wood coach, built originally as car No. 50 in March, 1882, by the Harlar & H. Company. No other information on the design and furnishings of the car is currently available.

On April 28, 1947, its number 1400 was replaced with the number 9. On March 24, 1948, the number 9 was replaced with the number 12, so the number 7 car (*the Mississippi*) could move into the number 9 slot, because the No. 5 car (*the Kansas*) was being reassigned the number 7 position, so rebuilt soldier diner No. 647 (*the Alabama*) could enter the fleet as the number 5 car!

After being used for a

short time by the Superintendent of the Northern Division, A.M. Ball, the car was converted to a mobile medical examining car.

It served in that capacity until November of 1950 when it was taken out of service because of

age and condition. In May, 1952, the car was sold to a private individual. 



Frisco Business Car 12, circa. 1946. Photo from the collection of Frisco Folk Don Wirth



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.

75 YEARS - 1920

In 1920, an extension was added to the depot at Jasper, AR.

50 YEARS - 1945

In 1945, the passenger depot at Ft. Sill, OK. was enlarged.



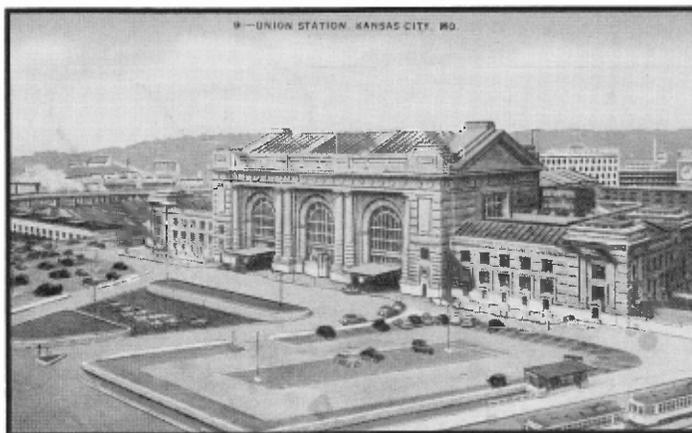
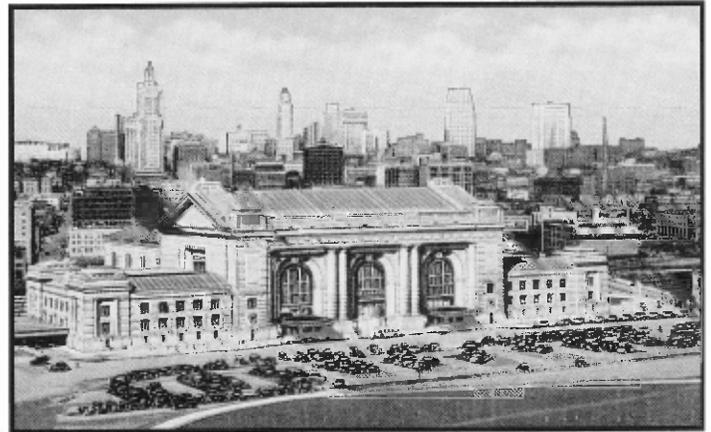
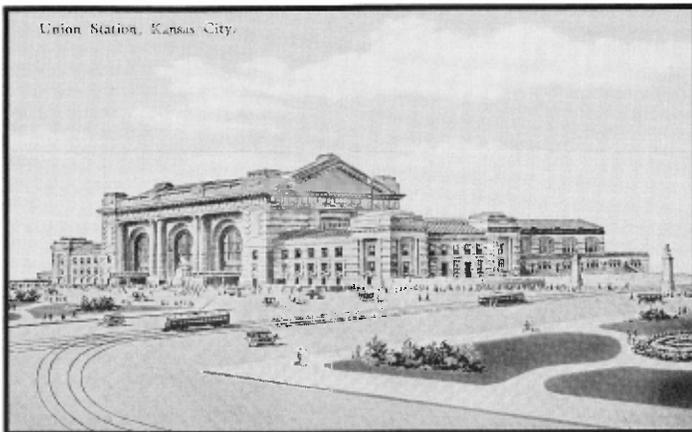
25 YEARS - 1970

In 1970, the Frisco took delivery of a fleet of 300 50 ft., plug door box cars, series 13000-13299. Built at a cost of \$14,395.00 each, the cars were purchased primarily for pulp-board loading. They were painted yellow with black lettering and a black on white Frisco logo.

The Many Faces of Union Station

Completed in 1910, at a total cost for station and terminals of \$50,000,000.00, Kansas City's Union Station was heralded as the third largest passenger station in the world. The main building covered a ground area of 5.57 acres with a waiting room 352 ft. long. Over 260 scheduled trains arrived daily, accommodating an average of 35,000 passengers a day.

A recently acquired post card collection provides us with a unique look at the many faces of Kansas City's Union Station. 📮

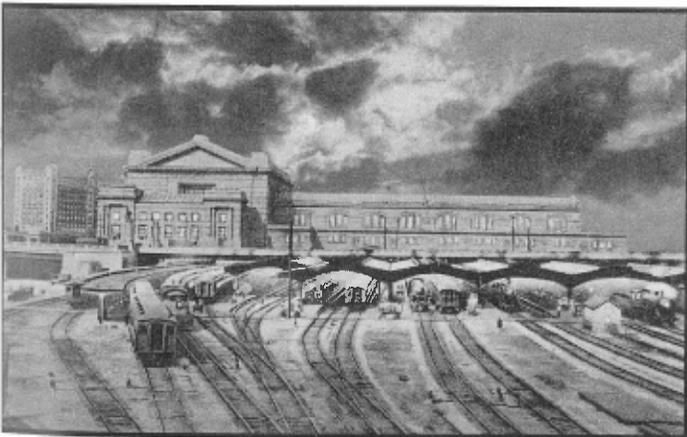
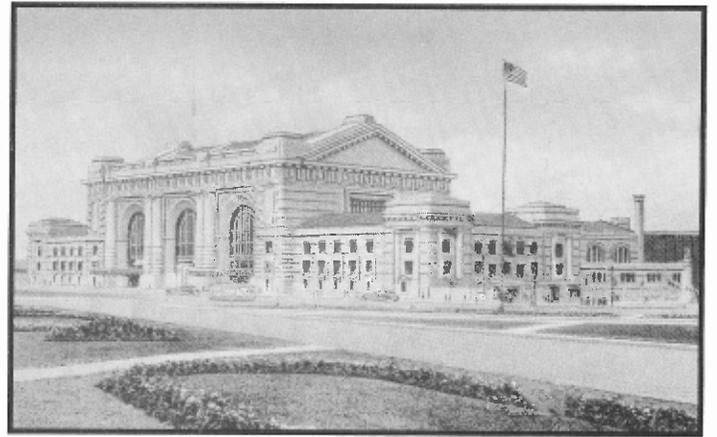
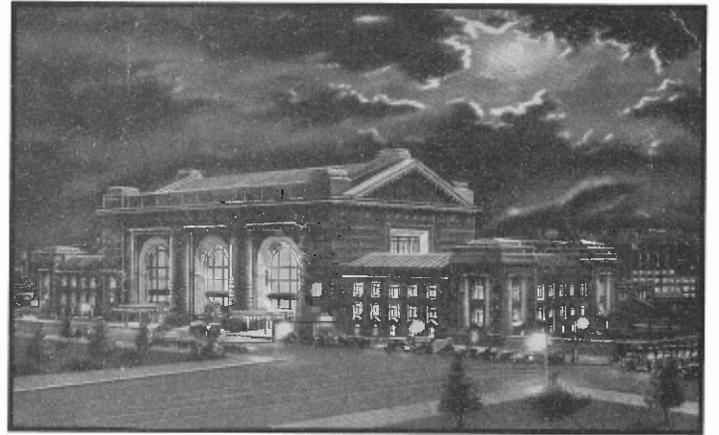
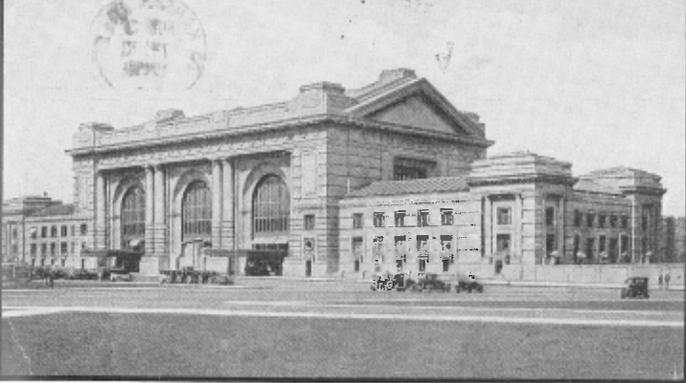


Union Station and Skyline, Kansas City, Missouri



Union Station, Kansas City, Mo

4797





The
ultimate touch
of luxury

a SUN PARLOR on the Texas Special

Beginning October 9th

IN construction, decoration and furnishings, this car embodies all the latest conveniences and improvements, and introduces to Texas travel the new Sun Parlor idea — a delightful, cheery room, enclosed in glass, occupying the entire end of the car, furnished with unusually comfortable chairs upholstered in gay sunny colors and leather cushions.

Other features are —

A general lounge with luxurious chairs and sofas, current magazines, writing desk and stationery.

A ladies salon equipped and decorated especially for milady's comfort and convenience.

*The Texas Special leaves St. Louis 6:50 pm;
arrives Dallas 1:15 pm; Ft. Worth 1:30 pm
and San Antonio 9:35 pm*



DINING CAR SERVICE ALL THE WAY—FRED HARVEY MEALS ON THE FRISCO

Sleeping car reservations, tickets and other information at

FRISCO TICKET OFFICE, 322 NORTH BROADWAY, SAINT LOUIS

PHONE: GARFIELD 7800