

FRISCO

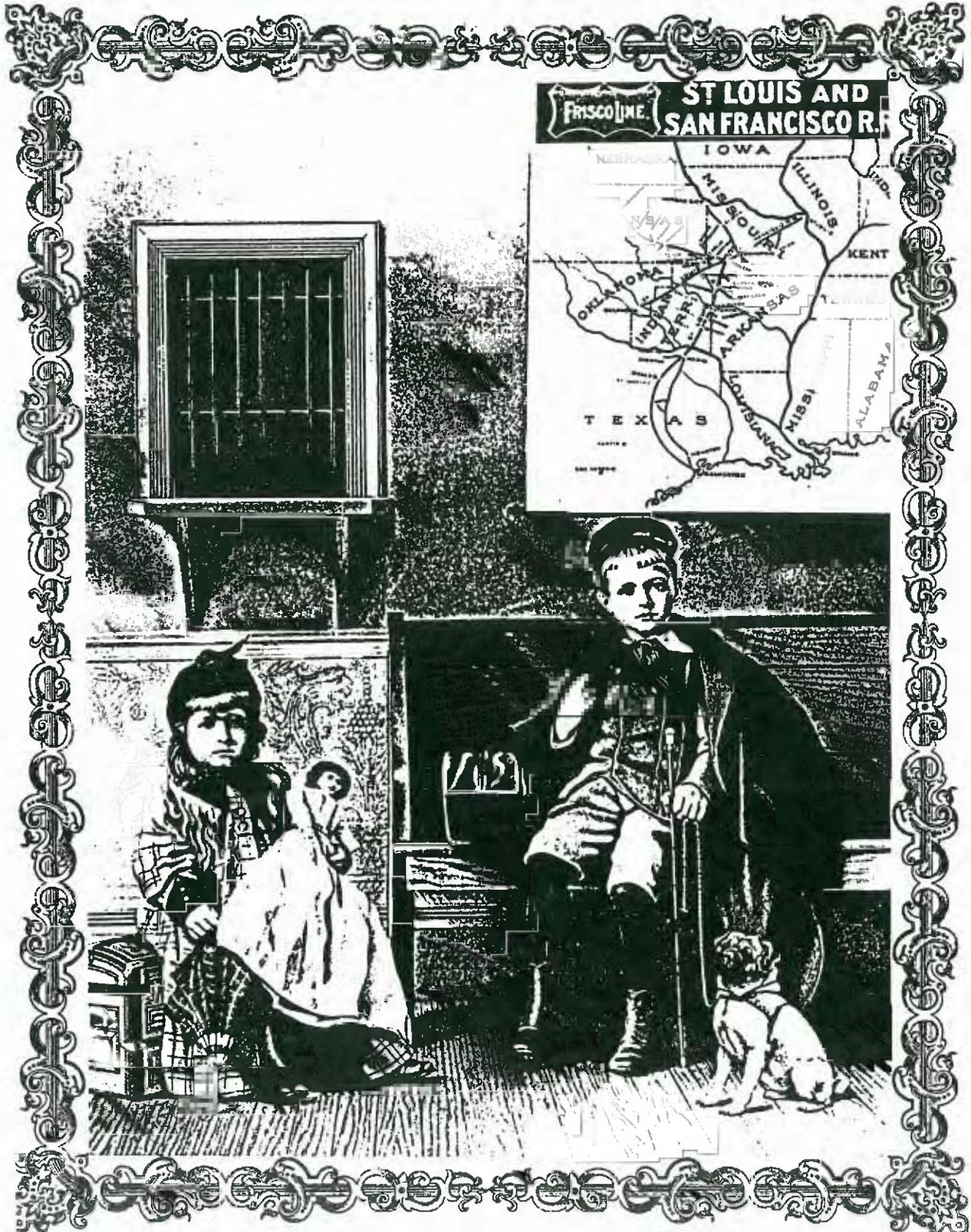
# All Aboard

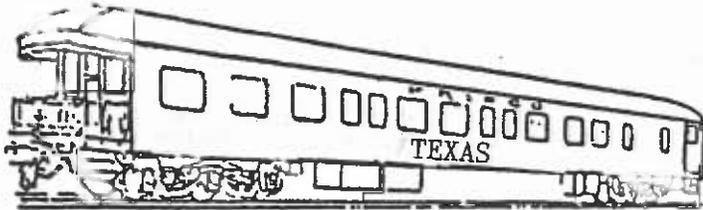
FRISCO

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The Texas car was built in April, 1902, by the Pullman Palace Car Company as a 70 ft. composite business car No. 100. It was one of three (100-1200-1599) executive coaches on the roster of the St. Louis, Memphis, and Southeastern Railroad Company when it was acquired by the St. Louis and San Francisco Railroad Co. in 1907. Existing records seem to suggest that the No. 100 car may have been the first business car built exclusively for the St. L.M. & S., which was incorporated in January, 1902.

Its interior design was similar to the standard floor plan of other Frisco business cars. It had a kitchen, crew quarters, secretary's room, dining room, three state rooms, and a lounge on the observation end of the car.

In April, 1947, the number 100 was changed to No. 2, and in February, 1948, it was again re-numbered No. 4, to allow rebuilt diner No. 645 (the Tennessee) to enter the executive fleet as business car No. 2. One year later, February 8, 1949, it was once again re-numbered, this time to No. 14. This third and final number change made available the No. 4 slot for rebuilt diner No. 648 (the Springfield), placed in service in February of the same year. In June, 1954, the car was assigned the name Texas, which it carried until 1958 when it was sold to a private individual.

The Texas car was apparently used on a frequent basis prior to 1948 even though existing records do not indicate its specific assignments. Between July, 1948, and October, 1950, it saw limited service as an extra stationed in St. Louis, MO. In November, 1950, it was assigned to Superintendent of Safety R.P. Hamilton, and served in that capacity until 1957 when it was placed in storage. ☐

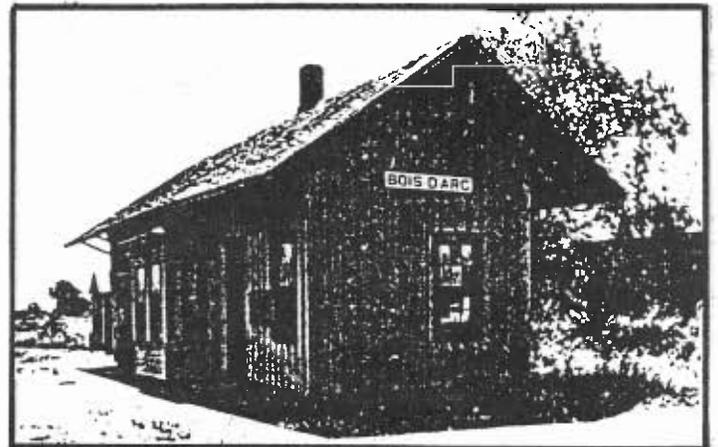


**ABOUT THE COVER:** One of the most famous and popular artistic renditions of life on the Frisco Line is featured on this month's cover. While the exact date of the drawing and the original artist is unknown, the picture can be dated as depicting a time period between 1896 and 1916, the twenty year period that the corporate name of the Frisco was the St. Louis and San Francisco Railroad Company. The cover print was taken from the "Frisco Centennial Year," a booklet published for the Frisco Veterans' Reunion held in St. Louis, June 27-29, 1960.

## DOWN AT THE DEPOT

In 1847, fourteen years following the establishment of Greene County in Southwest Missouri and forty years before the arrival of the first train, a rural post office was established in an area that would later become known as "Bois D' Arc, MO." (pronounced bow-dark) It is believed that the name originated from French explorers who discovered a type of strong and pliable hedge tree that was used by local Indians to make their bows. (Bois D' Arc is French for wood of the bows)

In 1872, the post office was moved approximately two miles southwest of its original location close to the proposed route of a new railroad being planned between Springfield and Ash Grove. Three years later, the Springfield and Western Missouri Railroad Co. was incorporated and by 1878, the line was in operation. It was also in 1878 that the first depot in Bois D' Arc was built.



Howard Killam photo.

The Bois D' Arc combination station was a 52 ft. x 16 ft. frame structure built on a foundation of wood blocks. It had a pitch roof, 2"x6" walls, a 14'6" ceiling and boards and battens siding. Heat was provided by a wood stove, lighting was oil lamps, and sanitary facilities were provided by outside toilets. The east end of the depot had a large freight and baggage room separated from the west end waiting room by a small agent's office that also served as the telegraph office for the community. A large cinder and gravel platform extended approximately 20 ft. from the station with a timber curb along the track. According to a local historian, one could purchase a round-trip ticket from Bois D' Arc to Springfield for five cents.

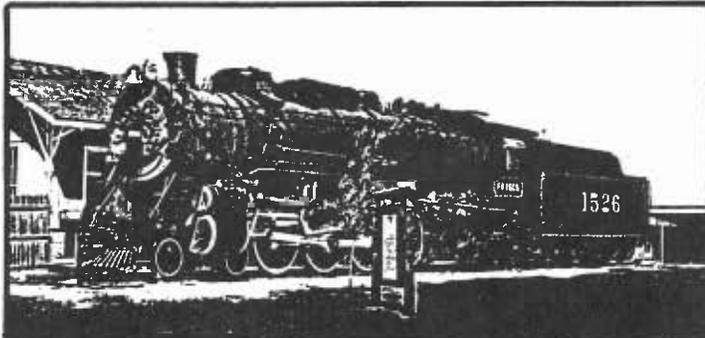
The depot served the traveling needs of the community for seventy-two years, until 1950 when it was replaced with a smaller 12'x20' structure. With the steady decline



Howard Killam photo

in both passenger service and freight revenues the station was eventually closed and dismantled in 1964. While all that remains today is a "wide spot" along the track, one can easily visualize where once stood station No. C190 on the Ash Grove Subdivision of the Northern Division... A unique stop along the Frisco line called Bois D' Arc, MO. ☞

## The FRISCO SURVIVORS



Museum of the Great Plains photo

One of the most popular steam locomotives among the hoggheads who guided them along Frisco rails and the largest number of engines to survive the scrapper's torch were the 1500 series, 4-8-2 oil burning "Mountain" type engines. Between 1923 and 1926 the Baldwin Locomotive Works built thirty such engines for the Frisco, delivered in three orders. Numbers 1500 - 1514, built at a cost of \$58,201.00 each, arrived during the spring of 1923. The second order of five (1515-1519) were completed in 1925, and the final order of ten (1520-1529) were delivered in the summer of 1926. It is interesting to note that various changes and modifications increased the cost of the later engines to \$69,586.79. While initially placed in service on some of Frisco's most well known passenger trains, the 1500's were equally capable of providing the necessary power for freight service. With the arrival of diesel power in the late 1940's, most of the 1500's were retired and scrapped by 1953.

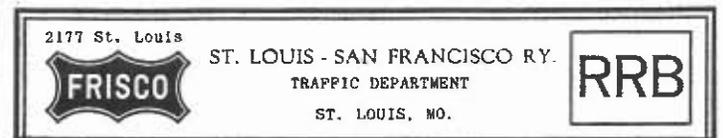
Six of the 1500's are listed among the roster of FRISCO SURVIVORS. On August 17, 1955, No. 1501 was inched into its current home at Schuman Park in Rolla, MO. It should be noted that a 50 ft. 1883 Frisco passenger coach shares the display track with No. 1501. The one surviving representative of the second order of 1500's is No. 1519 which was located at Government Springs Park at Enid, Oklahoma, on November 10, 1954.

Engine No. 1522 is currently undergoing complete restoration at the Museum of Transport, St. Louis, MO, and will be featured in a special edition of The FRISCO SURVIVORS in the February issue of the All Aboard.

The Museum of the Great Plains in Lawton, OK, is the current home of Frisco No. 1526. Before being retired in 1952, it logged over 1,800,000 miles of service which included providing motive power for a hospital train during World War II and campaign trains for a number of notable presidential candidates including Missouri's native son Harry S. Truman.

The last two steam locomotives in the St. Louis Lindenwood Yards in 1964 met with contrasting fates. No. 4515 was sent to a scrap yard outside Chicago, IL, and No. 1527 was moved to Mobile, AL. On December 14, 1964, No. 1527 was officially placed on display in Mobile's Municipal Park.

Number 1529, the last of Frisco's "Mountain" power was retired in August, 1953, and is currently on display at a most appropriate location... Frisco Park... Amory, MS. ☞



Carrying the mail and the once common R.P.O. (Railway Post Office) were an intricate part of railroading as far back as 1838, when President Martin Van Buren signed a bill making every railroad an official carrier of the mail. The first record of an R.P.O. car on the Frisco is an 1881 roster which list three postal cars. In 1920, Frisco's peak year for R.P.O.'s in service, there were twenty-seven on the roster, along with a number of R.P.O.-Baggage combination cars. The last three R.P.O. cars operated on the Frisco were 1947 vintage lightweight cars No.'s. 250, 251, and 252. No. 250, the "Rock Hill," was destroyed in a wreck in 1953. No. 251, the "Normandy," is currently on display at the Museum of Transport in St. Louis. No. 252, the "Valley Park," was sold for scrap in 1967.

The railroads, including the Frisco, utilized the R.P.O. service sending official company correspondence free when marked R.R.S. (Railroad Service) and R.R.B. (Railroad Business). In addition, the

Frisco used a variety of unique and interesting methods of sending company mail. There were "COMPANY MATERIALS" tags for large items, REGISTER(ed) mail for priority items, and a novel method for ensuring that postage stamps purchased for company business would not be used for private mail. For many years, the company perforated stamps with the letters "F L" to identify them for use on "Frisco Lines" mail only! ☐

AMERICAN TAB CO., CHICAGO Form 267 STD. MAIL DATE	<b>COMPANY</b>  <b>MATERIAL</b>	
	For _____	
<small>TRAIN BAGGAGEMAN, AGENTS AT JUNCTION AND TRANSFER POINTS.—When this package is unaccompanied by Co. Material Way-Bill Numbered as above, you will Re-Way-Bill and forward to destination promptly, noting where from and original Way-Bill Number as indicated hereon.</small>		
FROM _____	BAGGAGE WAY-BILL No. _____	DATE SHIPPED _____

Form 584 Standard

REGISTER		D 212954
<small>This Stamp Must be Used Only on Very Important Letters or Packages Weighing NOT TO EXCEED 4 POUNDS EACH.</small>		
<small>NOTE:—Agents and Train Baggage-men Must Keep Complete Record of this Register and take Receipt from Person to Whom Delivered at Destination.</small>		



## THE FRISCO FAMILY

ARKANSAS AND OKLAHOMA RAILROAD COMPANY

The Arkansas and Oklahoma Railroad Company was incorporated April 1, 1898, under the laws of Arkansas. Its property consisted of about 47 miles of standard gauge, single track railroad, extending from Rogers, AR to Grove, Indian Territory. That part of the line from Rogers, AR to Bentonville, AR, about six miles, was purchased on November 17, 1900, from the Bentonville Railroad Company, and the remainder of the line from Bentonville to Grove, about 41 miles, was constructed between 1898 and 1900.

On June 21, 1901, the company sold its franchises and property to the St. Louis and San Francisco Railroad Company. The consideration was \$350,274.67 paid in cash.

Next month... The Bentonville Railroad Co.

# Major Acquisition

The Museum is pleased to announce the acquisition of two collections of Frisco items that represent major additions to both our collection of memorabilia and our historical and technical archives. One collection, donated by FRISCO FOLKS member Charlie Roberts, includes a wax sealer dating pre-1915, a color builders print of an E-7 "Texas Special" diesel locomotive, and a rare train schedule board from the Frisco depot at Clinton, MO. The collection, which numbers in excess of 900 items, also includes various rule books, union agreements, maps, historical information, and miscellaneous forms and paperwork all of which will be added to our growing archives.

Another collection, donated by Frisco Fan Don Sarno, includes a complete set of Frisco Employee Timetables from 1917 and 1927 and a 1915 circa set of over fifty track profiles for the Frisco System in Missouri. The profiles will provide valuable technical information for modelers wanting to recreate a portion of the Frisco line.

The Officers and Board of Directors would like to thank and publicly acknowledge with grateful appreciation the donations of Mr. Roberts and Mr. Sarno. Please note that access to the information in the Museum's Archives is available through the RESEARCH SERVICE component of the FRISCO FOLKS membership program. ☐



The Museum is pleased to acknowledge the following renewals in the FRISCO FOLKS:

Max Herzog	Switchman	Georgia
Ron Pottenger	Switchman	Missouri

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Willard L. Savage	Conductor	Missouri
Larry E. Shankles	Conductor	Kansas
Kelley E. Green	Brakeman	Illinois
Lawrence C. Pakula	Brakeman	Maryland
Norm & Karen Florup	Switchman	Texas
Kevin R. Johnson	Switchman	Missouri
Steve McElhany	Switchman	Missouri
Jeff Cooney	Switchman	Missouri
James Freeman	Switchman	California

