

FAREWELL TO



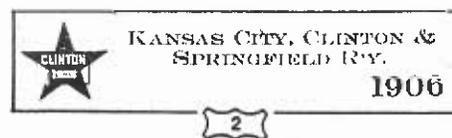
According to an article published in the Willard, MO "Cross Country Times" Newspaper, October 12, 1989, "The Burlington Northern Railroad has announced plans to abandon use of railroad line number 398 running from Springfield Regional Airport through Willard and Walnut Grove to Bolivar," a distance of 30.4 miles. Gary Wingo, Director of Operations with the BN indicated that, "The dates to remove this low volume branch line are still undecided but its removal is inevitable." He went on to point out that, "The abandonment probably will not occur until the line reaches a point of needing costly repairs." Considering that the line has had no significant repairs for the last five to six years, it seems apparent, considering that an official public announcement has been made, that the "undecided" date of abandonment will likely have a 1990 behind it.

The history of what is now called the "Bolivar Branch," can be traced back to August, 1871, when the first of four companies were incorporated that would eventually build a line from Springfield to Kansas City.

RAILROAD No. 1: On August 23, 1871, the Kansas City, Memphis, & Mobile Railroad Co. was incorporated by various residents of Missouri with the goal of building a line between Kansas City and Clinton, MO, a distance of approximately eighty-six miles. Between 1871 and 1876 the company acquired rights of ways and completed some grading between Clinton and Kansas City. However, no track was laid. On February 13, 1876, the company was judged to be bankrupt and on April 11, 1877, it was sold to John D. Bancroft of Kansas City.

RAILROAD No. 2: On June 10, 1880, the Kansas City & Southern Railway Co. was incorporated, organized by Joseph E. Young of Chicago, IL. The purpose for organizing the company was to acquire the rights and property of the Kansas City, Memphis, and Mobile Railroad Co. which, on December 15, 1880, was accomplished. By May, 1885, the Kansas City & Southern had completed a line from the north bank of the Osage River, opposite Osceola, MO, to East Lynn, MO, a distance of sixty-one miles. Four years later, the line was completed from East Lynn to Kansas City, making in all about 112 miles of railroad.

It is interesting to note that about the same time, a rival company was also building a parallel line. Under the direction of George Nettleton, President of the Kansas City, Ft. Scott, & Memphis Railroad, a line was being constructed from Olathe, KS, to the Osage River by the Kansas City, Clinton, & Springfield Railroad, better known as "The Leaky Roof." According to an account in Mahlon White's book, "The Leaky Roof," the Kansas City & Southern made it to the river first, "...and stopped there, ferrying (its) passengers and freight across; but (the Leaky Roof) built a bridge across the Osage and entered Osceola first." Eventually, the K.C.C.&S. extended its line south to Ash Grove, MO, where it joined its parent company's main line into Springfield. The two rival lines operated until 1934 when the "Leaky Roof," acquired by the Frisco in 1928, was abandoned.



RAILROAD No. 3: On May 3, 1884, the Springfield and Northern Railway Co. was incorporated as a wholly owned subsidiary of the Frisco. By November of that same year, thirty-eight miles of track were completed from Springfield north to Bolivar. On December 29, 1885, a deed was executed, "officially" conveying this line to its parent company.

RAILROAD No. 4: On April 22, 1891, the Kansas City, Osceola, & Southern Railway Co. was incorporated, organized by John I. Blair of Blairstown, NJ. The purpose for organizing the company was to acquire the bankrupt property and franchises of the Kansas City & Southern Railway Co. On April 21, 1891, Blair purchased the line at public auction, on June 10, 1891, he took possession, and on June 16, 1891, he conveyed it to the newly formed company. Thus, what would become locally known as "The Blair Line" Railroad was born.

Six years later, November 4, 1897, Blair and the Frisco entered into the following agreement:

1. Blair would extend his line to a connection with the Frisco at Bolivar.
2. The Frisco would lease the completed Blair Line from Bolivar to Kansas City.
3. The Frisco was given the option to purchase the entire line within five years.



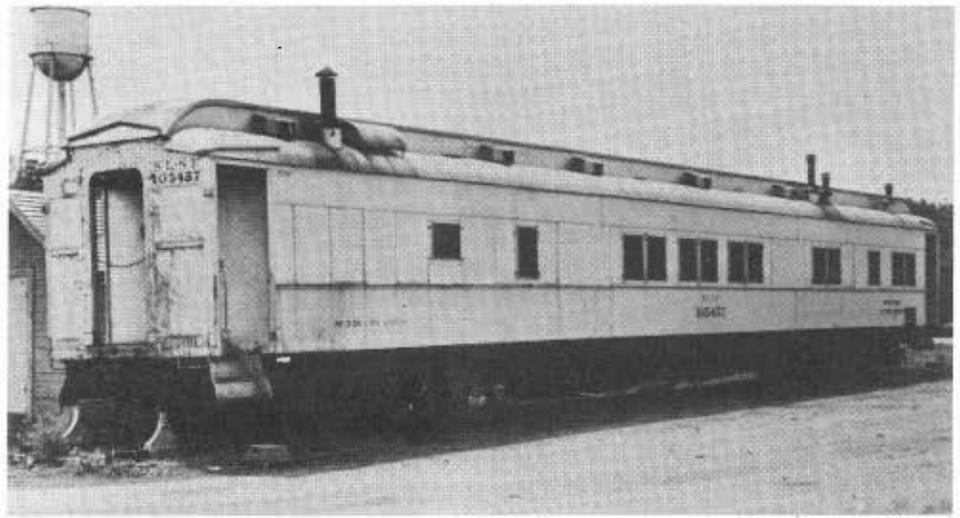
On March 19, 1900, the Frisco exercised its option and on June 1, 1900, took possession of the line, thus completing its first rail link between Springfield and Kansas City. For the next seventy-eight years, what became known as "The High Line" provided freight and passenger service to sixty-two stations on what was officially designated as the Clinton Sub-Division of the Eastern Division.

On October 14, 1978, a portion of the line between East Lynne and Bolivar was abandoned, between mile posts 72.4 and 115.7, as a result of condemnation by the U.S. Corps of Engineers in connection with the Truman Dam and Reservoir project. On October 19, 1979, the I.C.C. issued a certificate, effective February 16, 1980, approving the abandonment of the remaining portions of the East Lynne to Bolivar line. Since the Frisco/BN merger in 1980, additional portions of the line have been abandoned including the most recent between East Lynne and Harrisonville. According to the "Cross Country Times" article, "Although some interests has been expressed by private investors in the line, like two years ago when a group discussed operating excursion rides along the rail,... the 'Bolivar Branch' is destined for the same end as the rest of this former Kansas City line." □



TOURIST SLEEPERS ON THE FRISCO

In the decade following the Civil War America began to experience a significant increase in population. While part of the growth was attributed to a post-war baby boom, a large portion of the increase was the result of a major influx of emigrants into the country. With the completion of the first transcontinental railroad in 1869, and the subsequent construction of other western lines, the flow of westward bound emigrants created a new and expanding



Ex-Tourist Sleeper #1537

Frisco #105457

L.L. Clerico photo
R.E. Napper collection

source of revenue for many western railroads.

Prior to the war, most emigrant travel was assigned to converted box cars that provided less than desirable accommodations. However, in 1896, that changed when the Central Pacific Railroad started a program to improve emigrant travel by building a series of super economy emigrant sleeping cars, following the design of standard Pullman open-section cars minus any frills or luxuries. For instance, travelers on these early cars had to provide their own bedding. By the end on 1869, the Central Pacific had sixty-eight of the new emigrant sleepers in service. Other lines soon followed with similar equipment and service including the Santa Fe, Rio Grande, Union Pacific, and Northern Pacific. All, of course, promoted their cars as providing more services and amenities at a lower price.

As competition for emigrant travel increased, many roads began to see the economic advantages of offering similar reduced-rate accommodations for regular revenue service. Consequently, the low cost emigrant sleeper concept gradually evolved into a new class of cut-rate equipment known as the Tourist Sleeper.

In 1890, when the Pullman Company assumed the operation of Tourist Cars on most western lines, over 250 such units were in service. By the turn of the century most of the early emigrant cars had been replaced

with a growing fleet of Tourist Sleepers.

In the late 1930's and early 1940's, the use of Tourist Sleepers started to decline due, primarily, to increases in operating costs that were exceeding the revenues they were producing. The final chapter in the use of Tourist Sleepers in revenue service was between 1943 and 1944 when they were called into service to handle troop movements. Following the war, most of the western lines discontinued their Tourist Sleeper service and by the end of 1947, only a few of the cars remained in revenue service.

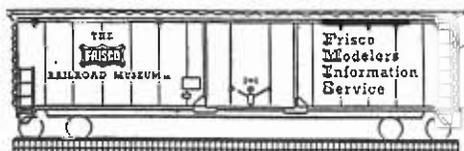
The fleet of surplus cars were eventually sold to various roads with most being placed into company service. Such was the case with the Frisco. Between 1953 and 1956, sixty-two former Tourist Cars were purchased and converted to company service. Tourist Sleeper #5052 was renumbered Frisco #54 and was equipped as a mobile Instruction Car for the Safety Department. The remaining sixty-one units were converted to Maintenance of Way service and renumbered in series 105400-105435 and 105442-105466.



EDITOR'S NOTE: The "missing" numbers (105436-105441) in the series were as follows:

- 105436converted from ex-Western Union Car #1330
- 105437converted from ex-Western Union Car #2482
- 105438converted from Frisco Coach #1018
- 105439converted from Frisco Buffet Car #1604 (ex-Frisco Coach #1204)
- 105440converted from Frisco Diner #636
- 105441converted from Frisco Diner #643

A complete roster of ex-Tourist Sleepers used in Company service is available for \$1.00 upon request. ☐



To model an ex-Tourist Car in M.O.W. service, a good place to start would be with a standard coach kit such as Athearn's 70' Coach with Clerestry Roof #140-1854. Roof stacks will need to be added and the window band will require modification. Frisco M.O.W. cars were painted silver, Floquil Bright Silver #270-110010, with black underframes, Floquil Engine Black #270-110101. Various generic decal number and lettering sets will work for the standard black lettering.

The Safety Department Instruction Car #54 was painted Pullman Green, Floquil #270-11045, with gold lettering and a green and white "Green Cross for Safety" medallion on both sides at each end. Good Luck! ☐



NEW CAR SHOP

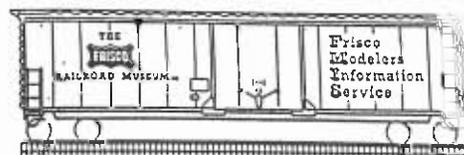


Q.A. & P. GARX 50583
&
FRISCO N.I.R.X. 14007

The Frisco and subsidiary Quanah, Acme, & Pacific operated two unique pieces of leased freight equipment that can make an interesting addition to your layout.

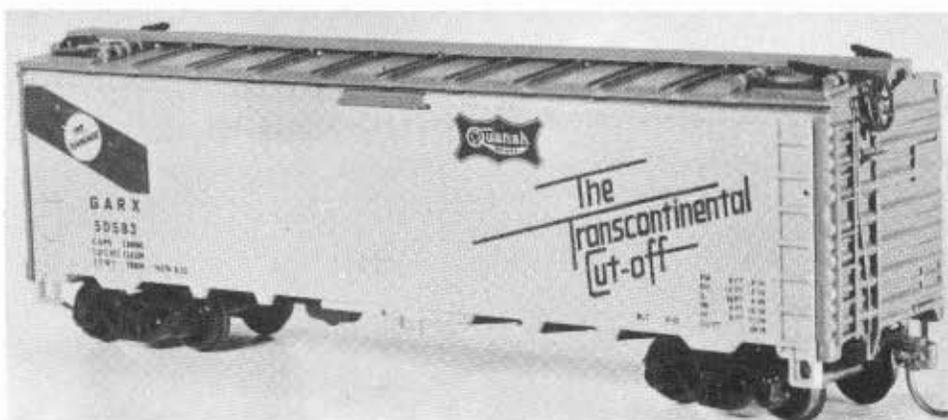
In the middle 1930's, the Q.A. & P. leased 200 33' Ice Reefer Cars from General American Transportation Corporation, series 50000-50099 and 54000-54099. The cars were painted reefer orange on the sides with box car red top and ends.

Between 1961 and 1965, the Frisco leased thirty-six bunkerless Refrigerator cars from North American Car Corporation, series 14001-14035. Some of the cars were painted yellow and some were white. ☐

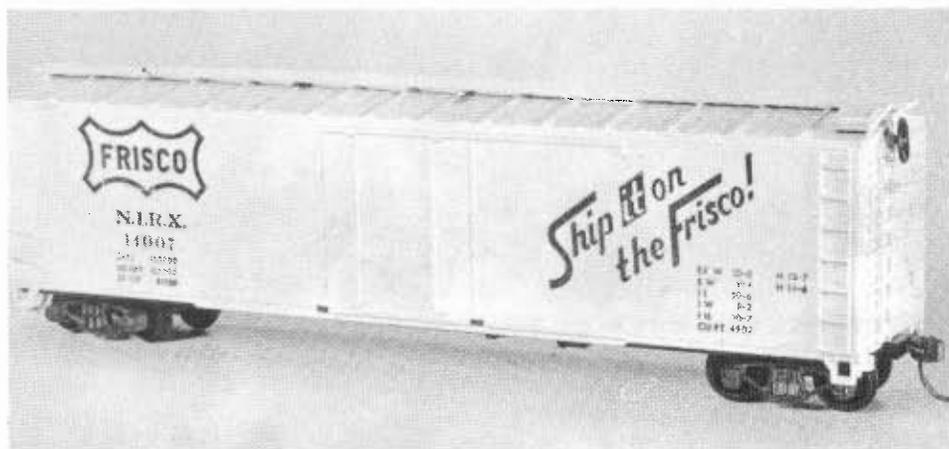


Both of the models pictured were custom painted/lettered. The GARX 50583 started out as an Athearn 40' Ice Bunker, Steam Era kit #140-5030, painted Floquil Reefer Orange, #270-110030, on the sides and Floquil Box Car Red, #270-110074, on top and sides. Walthers used to make a couple of Quanah decal sets that you might be able to find at a swap meet.

The N.I.R.X. 14007 started out as a Model Die Casting Roundhouse 50' Plug Door Box Car kit #480-1250, painted Floquil Reefer Yellow, #270-110031, or Floquil Reefer White, #270-110031. Walthers also used to make an N.I.R.X. Frisco decal set #166-17. You may find some of these at a swap meet. ☐

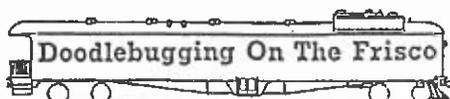


R.E. Napper photo



R.E. Napper photo

FRISCO RESEARCH SERVICE FOLLOW-UP



DOWN AT THE DEPOT

Hugo, Oklahoma

The history of the streamlined "Tulsa" car closely parallels that of the "Oklahoma City." (ALL ABOARD, October, 1989, p.2) Originally built by Pullman in May, 1948, the car was identical in design to the "Oklahoma City" car, including the "bullet-nose" configuration of the lounge end. In November, 1960, the Springfield Coach Shop modified the "Tulsa" for mid-train service.

Initially assigned to trains 9-10, the "Tulsa" was re-assigned to 101-102 in 1965 and delegated to extra service in July, 1967. By the end of 1967, it had been removed from the revenue roster and converted to company service car #105493.

In 1972, the car was sold to the Northwestern Oklahoma Railroad, Woodward, OK. It was later sold to the Hartwell Railway in Georgia. In 1985, the car was acquired by the New Georgia Railroad, Atlanta, and has been renamed the "Connell-Kennedy" after the legislators who introduced the bills into the Georgia General Assembly authorizing the charter and funding of the New Georgia Line. It is currently in service on their weekend dinner train. For more information about the New Georgia Line contact the New Georgia Railroad, 1 Martin Luther King, Jr. Drive, Atlanta, GA 30334, 1-404-656-0769. □

In August, 1912, Frisco Motor Car #2113, serial #3731, arrived in Quanah, TX for service on the forty-three mile run between Quanah and Paduchah, TX. One year later, its ownership was "officially" transferred to the Quanah, Acme, & Pacific Railroad and it was renumbered #A3.

The car was a 70'8" Baggage-Coach combination with a center vestibule entrance. The all steel body was manufactured by Wasson, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-C1 engine and 205D traction motors were built by G.E. The interior finish of the car was the standard mahogany paneling with yellow pine floor. Total seating capacity was fifty-two passengers.

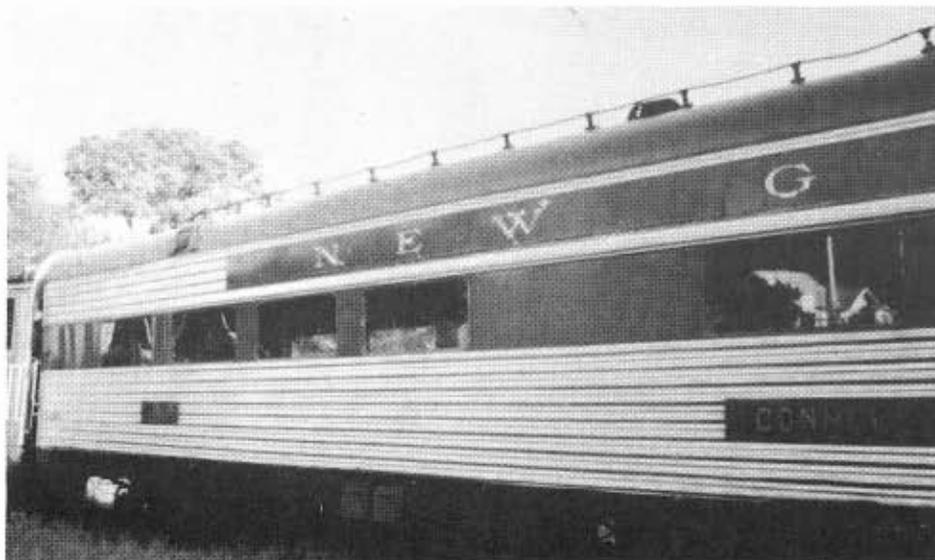
In 1923, the car's ownership was returned to the Frisco and it was renumbered as replacement car #2107. The original #2107 was sold to the New Orleans, Texas, and Mexico Railroad Co. during the 1913-16 reorganization. In 1927, it was once again renumbered, this time as replacement for the original #2110, serial #3728, also sold during the 1913-16 reorganization. Thus, #2113, ex-Q.A.&P. #A3, renumbered #2107, became the replacement car for the original #2110. The car retained the 2110 designation until being dismantled and sold for scrap in July, 1939. □

On February 13, 1886, the Ft. Smith and Southern Railway Co. was incorporated as a wholly owned and controlled subsidiary line of the Frisco. The plan of construction was to provide a through line from Ft. Smith, AR, to Paris, TX, about 169 miles. Nine miles in Arkansas, from Ft. Smith to the Arkansas-Oklahoma State Line, were constructed under the charter of the Ft. Smith & Southern company. About 144 miles through Oklahoma, southwest to the Red River, were built by the Frisco, and the sixteen miles in Texas, from the Red River to Paris, were completed by the Paris and Great Northern Railroad Co. Construction was started in the spring of 1886 and the entire line was opened for operation on July 1, 1887.

The St. Louis, San Francisco, and New Orleans Railroad Co. was incorporated August 31, 1895, as the Arkansas and Choctaw Railway Co. By an amendment to its articles, filed in Arkansas on October 2, 1902, its name was officially changed to the St. Louis, San Francisco, and New Orleans Railroad Co. In April, 1907, when the company executed a formal deed to the St. Louis and San Francisco Railroad Co, it owned a standard gauge, single track railroad, extending from Hope, AR, west to Frisco Junction, OK, about 210 miles, with a branch extending from Kiersey, OK, to Texas Junction, OK, about nine miles.

At a point 143 miles southwest of Ft. Smith, on the Arthur Sub-Division of the Central Division, and 101 miles east of Ardmore, OK, on the Ardmore Sub-Division of the Central Division, at the junction point of the Ft. Smith and Southern and the St. Louis, San Francisco, and New Orleans, was Hugo, OK, station #559.

Because of its strategic location, Hugo soon became a division point and served as the hub of Frisco operations in southeast Oklahoma. Its facilities included a 40' 80 ton capacity Fairbanks track scale, a



Ex-Frisco "Tulsa" New Georgia "Connell-Kennedy"
August, 1989 Alan Schmitt photo

THE WHYTE SYSTEM

In the late 1800's, an engineer named Frederic M. Whyte developed a system for classifying the many types of steam locomotives that were being produced. His system was based on the total number of wheels. The first number indicated the number of wheels in the leading truck, the second number listed the driving wheels, and the third number was for the wheels on the trailing axle.

This is the tenth in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

In 1927, the New York Central Railroad purchased a series of 4-6-4 locomotives and placed them in service on its ex-Hudson River Railroad line between New York City and Albany. Consequently, the 4-6-4 series became known as the "Hudson" class locomotives.

While the Frisco never purchased any "Hudson" engines, between 1937 and 1952, ten 4-6-4's were on the roster, all company rebuilds from 4-6-2 "Pacifics" as follows:

1060.....rebuilt.....	1941
1061.....rebuilt.....	1941
1062.....rebuilt.....	1937
1063.....rebuilt.....	1940
1064.....rebuilt.....	1937
1065.....rebuilt.....	1937
1066.....rebuilt.....	1937
1067.....rebuilt.....	1941
1068.....rebuilt.....	1940
1069.....rebuilt.....	1937

In addition to a number of mechanical changes, including conversion from coal to oil, all ten rebuilt "Hudsons" were initially equipped with semi-streamline stainless steel side panels that were decorated in a variety of paint combinations and trim designs. In the late 1940's, maintenance and practicality won out over appearance and creativity, and the fleet of 4-6-4's were returned to a more austere appearance for the remaining tenure of their service.

The "Hudsons" provided motive power for trains 105-106, the Kansas City-Florida Special and saw service on various runs between Kansas

City and Tulsa, St. Louis and Memphis, and were placed into extra service on the many Troop Trains of World War II.

The last of the Frisco 1000 series locomotives and the last of the rebuilt "Hudsons" on the roster were Nos. 1062 and 1064, both of which were sold for scrap in September, 1952. ☐

#1060 4-6-2 before rebuilding. Richard E. Napper collection
 #1060 4-6-4 after rebuilding. R.F. Collins photo...10-8-44
 #1062 4-6-4 after rebuilding. Frisco photo.....6-29-37
 #1069 4-6-4 after rebuilding. Johnson photo.....10-15-39

