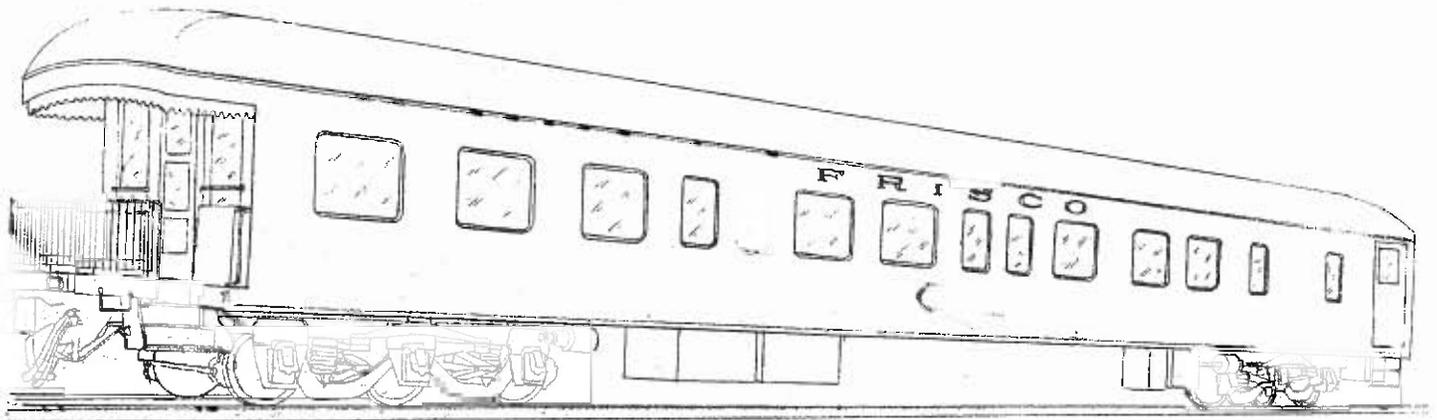


FRISCO'S EXECUTIVE FLEET



EDITOR'S NOTE:

Between January, 1987, and February, 1988, the *All Aboard* featured a series of articles profiling the history of Frisco Business Cars. Since then, additional information and photos have been acquired and a number of members have requested that we up-date and reprint the series. Consequently, this is the first in our new series on the *Frisco's Executive Fleet*.

Question: What do Tennessee, Missouri, Alabama, Oklahoma, Kansas, Arkansas, Mississippi, Florida, and Texas all have in common? They are all states... Yes! They are all states in which the Frisco operated... Yes! They also have one additional distinction in that they represent the names that were once carried by a sleek, luxurious, and sometimes mystical fleet of Frisco Business Cars.

According to our records, the oldest car, by built date, to serve on the executive fleet was a 51'8" steel composite car originally built in 1870 by the Chicago, Burlington, & Quincy Railroad as Coach No. 13. It was first used as an Officers Car on the Kansas City, Ft. Scott, & Memphis Railroad and entered the Frisco roster in 1903 as car No. 300, the same designation it carried on the K.C. F.S. & M.

The first record of a car on the Frisco roster, designated for official use, appears on company records in 1879. Listed only as "Directors Car," no additional details are provided. In 1881, a second Directors Car appears on the roster, again with no details. Records for 1885 and 1886 indicate that the fleet was reduced to one unit, and the Directors Car designation was replaced with "Officers Car".

One year later, 1887, Officers Car classification was changed to "Official Car". It is interesting to note that our 1887 records list the two cars in executive service at that time as being named the *Catoosa* and *Wyandotte*. This is the only record of Frisco Business Cars carrying name designations prior to the 1954 naming program in which all the cars in the fleet were named for states and locations associated with the Frisco.

The Official Car roster remained at two units between 1888 and 1896. In 1897, there were still two cars in the fleet. However, they were now rostered as Nos. 99 and 100. No. 99 was a 39'11" wood car that records list as being rebuilt from car No. O-68.

It is interesting to note that in 1897, seven classes of Frisco passenger cars included both a letter

and a number designation: Postal Cars were A1-A7, Passenger/Mail were B22-B34, Passenger/Baggage/Mail units were C41-C47, Passenger/Baggage D63-D69, Special Express were E71-E73, and Chair Cars were F83-F104. This numbering scheme appears to be a remnant of an earlier system of classification because the 1897 roster also lists Coaches (22-70), Baggage/Express (151-179), and Official Cars (99-100) with numbers only. If this is the case and the "O" designation represented *Official Car*, then No. 99, ex O-68, may possibly have been the first or one of the first Business Cars on the Frisco roster. In the 1903 renumbering program, No. 99 was changed to No. 800.

Car No. 100 was a 53' wood car built by Pullman in December, 1881, and appears to be the first car on the Frisco to be built specifically as a Business Car. In 1903, it was renumbered No. 600.

The 1898 roster of Official Cars lists three in service: No. 100, a new car No. 101 a 55' wood unit built by Pullman in 1882, and car No. 98, an otherwise unknown 48'10" wood unit.

What happened to No. 99? For some unknown reason, it disappeared from the roster until 1901 when it rejoined Nos. 98, 100, & 101. In 1903, car No. 98 became

No. 1000, and No. 101 was changed to No. 900.

As part of its 1897 reorganization from control of the Santa Fe, the new Frisco System adopted a new, more uniform & manageable numbering system that incorporated the consolidation of its own equipment and that of its predecessor lines. Consequently, in 1903, the Frisco's fleet of *Official Cars* was both increased and renumbered, as follows:

100 ex-St. Louis, Memphis & Southeastern Railroad 70' composite car, built by Pullman in April, 1902.

200 ex-Kansas City, Ft. Scott, & Memphis Railroad 52'10" composite car built by St. Charles Car Co. in February, 1881.

300 ex-Kansas City, Ft. Scott, & Memphis No. 300, ex-Chicago, Burlington, & Quincy No. 13, a 51'8" wood car built by the C.B. & Q. in 1870.

400 ex-Kansas City, Ft. Scott, & Memphis No. 200, a 45'6" wood car built by the Missouri Car Co. in October, 1880.

600 ex-Frisco No. 100, a 53' wood car built by Pullman in 1881.

700 an otherwise unknown 70'4" steel car added to the roster in 1903.

800 ex-Frisco No. 99, ex-O68, a 39' wood car.

900 ex-Frisco No. 101, a 55' wood car built by Pullman in 1882.

1000 ex-Frisco No. 98, a 48'10" wood car.

1100 ex-Kansas City, Ft. Scott, & Memphis No. 100, a 60' composite car built by the Barney & Smith Co. in March, 1883.

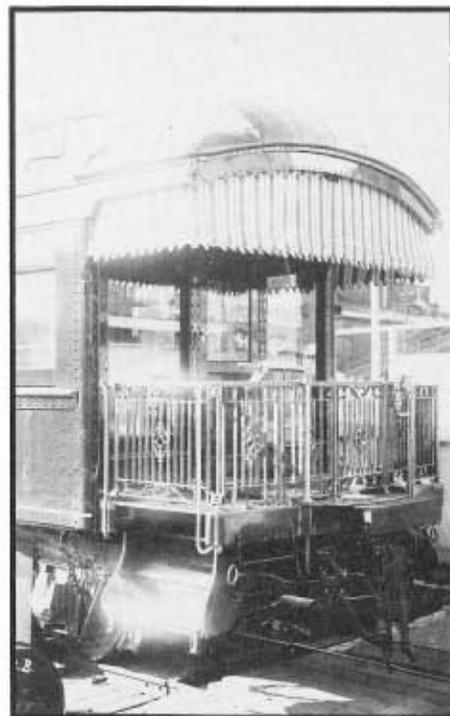
1200 ex-St. Louis, Memphis, & Southeastern No. 200, a 63' composite car built by Ohio Falls Car Co in June, 1896.

1300 ex-St. Louis & Gulf Railway No. 151, a 49' wood car.

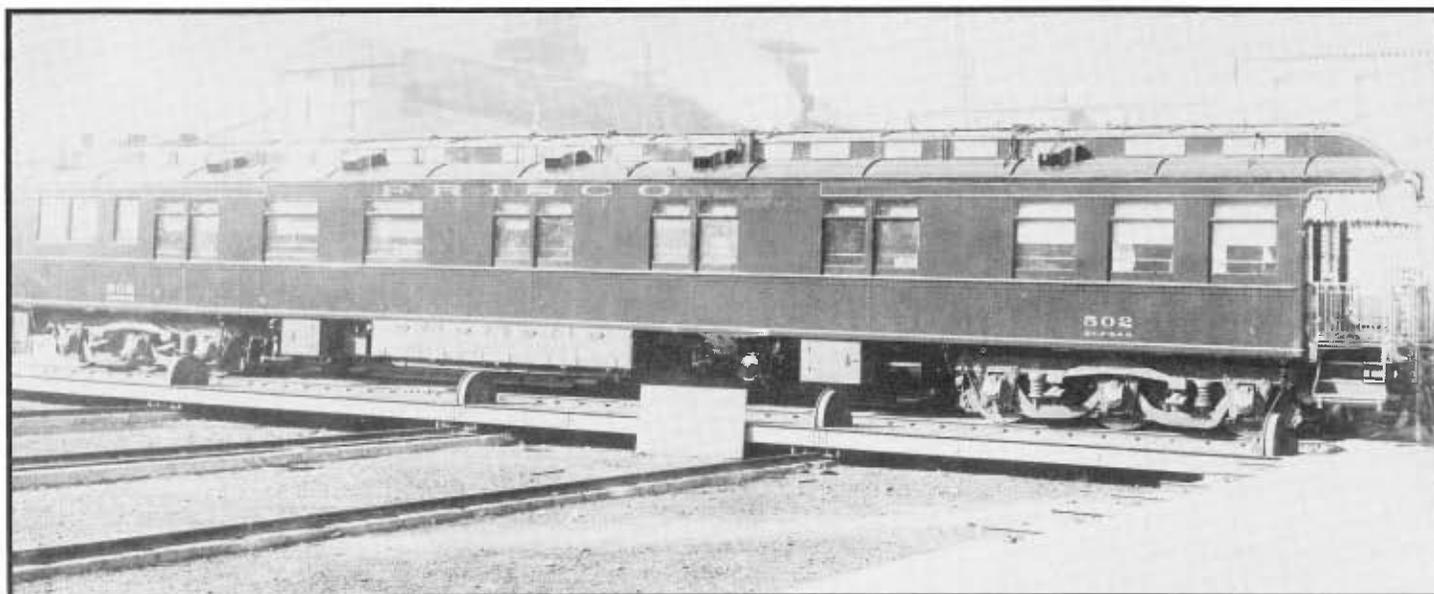
1400 ex-Frisco 51'2" wood car originally built in March, 1882, as Coach No. 50, by the Harlan & Hollingsworth Co.

It should be noted that car No. **1900** was also included in the 1903 roster as ex-Kansas City, Ft. Scott, & Memphis No. 175, a 50'10" composite car built by the St. Charles Car Co. in January, 1889. It was listed as "*Dynamometer and Business Car*".

Between 1904 and 1911, the Frisco's 1903 fleet of fourteen *Official Cars* remained in service. In 1912, Kansas City, Ft. Scott, & Memphis No. 502 was delivered from American Car & Foundry, built in November, 1911 as a 74' steel unit.



Observation platform, Kansas City, Ft. Scott, & Memphis "Official Car" No. 502, American Car & Foundry St. Charles, MO. plant, November, 1911. Kevin Johnson collection



Kansas City, Ft. Scott, & Memphis "Official Car" No. 502, American Car & Foundry St. Charles, MO. plant, November, 1911. Kevin Johnson collection

During the 1913-1916 reorganization of the Frisco, one car, No. 700, was dismissed from executive service and six new units were added, as follows:

1500 ex-Kansas City, Ft. Scott, & Memphis otherwise unknown 48' wood car built in 1910.

1600 ex-Kansas City, Ft. Scott, & Memphis otherwise unknown 48' wood car built in 1910.

2200 An otherwise unknown 51'8" composite car built by Ohio Falls Co. in 1884.

2300 An otherwise unknown 57'8" composite car built by Ohio Falls Co. in 1913.

2500 An otherwise unknown 70' composite car built by Ohio Falls Co. in 1913.

2600 An otherwise unknown 70' composite car built by Ohio Falls Co. in 1913.

In 1916, the fleet was reduced by two cars when Nos. 1900 and 2300 were removed from the roster. In 1917, the Official Car designation of the fleet was changed to "Business Cars," and in 1918, No. 502 was renumbered as #33 for use by the U.S. Railroad Administration. In 1920, No. 33 was changed to No. 405, stationed on the Missouri, Kansas, & Texas Railroad, and listed in Equipment Registers as an "MKT" car. In 1921, NO. 405 was released from government service and returned to the Business Car fleet as No. **1920**.

Car No. 600 was damaged in a derailment on November 3, 1920, at Racine, MO, and was rebuilt in August, 1924, as Baggage Car No. 393.

In 1925, the roster of Business Cars numbered sixteen, with the addition of No. 1924, a rebuilt Sun-Lounge Car originally built by Pullman in April, 1912, as No. 1702. In 1928, the roster was increased to seventeen when Quanah, Acme, & Pacific Business Car No. 6666 was

leased to the Frisco and renumbered No. **1925**.

In 1933, three of the wood cars were removed from executive service. No. 300, the oldest of the fleet was converted to Maintenance of Way Boarding Car #100579, along with No. 1300, renumbered as #100500. On May 31, 1933, No. 1600 was dismissed from service at Springfield, MO.

Between 1939 and the 1947 renumbering of the fleet, the roster was further reduced by five with the retirements of Nos. 200, 400, 800, 900, and 2300. Thus, prior to the 1947 renumbering, the Business Car fleet included the following: **100, 1100, 1200, 1920, 1924, 1925, 2200, & 2500**. No. **1400** was temporarily assigned to revenue passenger service in 1945.

In April & May, 1947, the

remaining Business Cars were renumbered, as follows:

1920 to No. 1	1200 to No. 6
100 to No. 2	2200 to No. 7
1924 to No. 3	1925 to No. 8
1100 to No. 4	1400 to No. 9
2500 to No. 5	

Between 1948 and 1951, the Frisco rebuilt six (Nos. 644-648) ex-World War II Soldier Diners into new Business Cars. As the new units were phased into the fleet, a rather confusing and complicated renumbering process occurred that will be detailed in future articles in this series.

In June, 1954, the remaining twelve cars in the fleet had their numbers replaced with the names *St. Louis, San Francisco, Springfield,* and those of the nine states the Frisco operated in.

St. Louis - June 8, 1954 - a

Mr. Gimson:

It has been decided to change the identifying numbers of the balance of our business cars to names of states and a city, as follows:

<u>CAR</u>	<u>CHANGE TO</u>
2	Tennessee
3	Missouri
4	Springfield
5	Alabama
6	Oklahoma
7	Kansas
8	Arkansas
9	Mississippi
10	Florida
11	Texas

This will necessitate changing the name of present diner "Springfield", and it is desired to rename this car "Memphis".

Please work out necessary arrangements for re-lettering of the various cars with those to whom assigned.

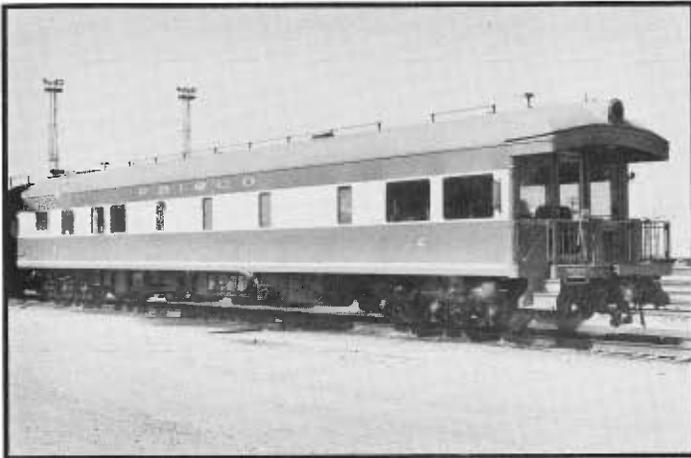
(s) R. J. Stone

Original June 8, 1954, memo authorizing the naming of Frisco Business Cars.

In 1963, the four cars still in executive service were once again numbered, Nos. 1-4. When the Frisco/BN merger took place in

1980, the remaining two cars in the fleet were renumbered and renamed as follows: Frisco No. 1 became BNA8, *Canadian River*, and Frisco

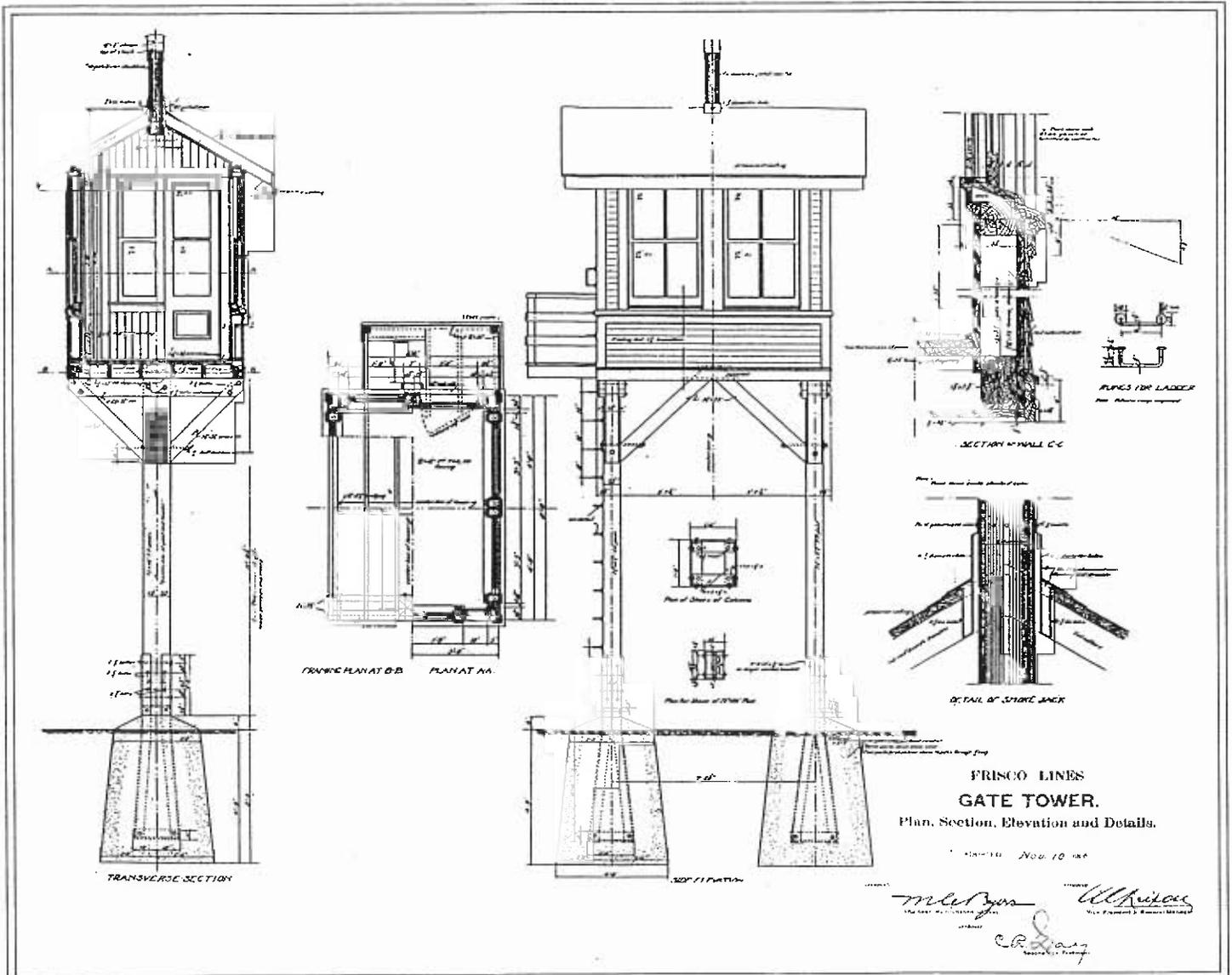
No. 2 became BNA9, *Meramec River*. According to our records, these two cars are still in operation on the BN's Business Train. ☐



*Frisco Business Car #2, Springfield, MO.
Wayne Porter photo*



*ex-Frisco #2, BN Business Car #BNA9, "Meramec River",
Springfield, MO. Wayne Porter photo.*



DOWN AT THE DEPOT

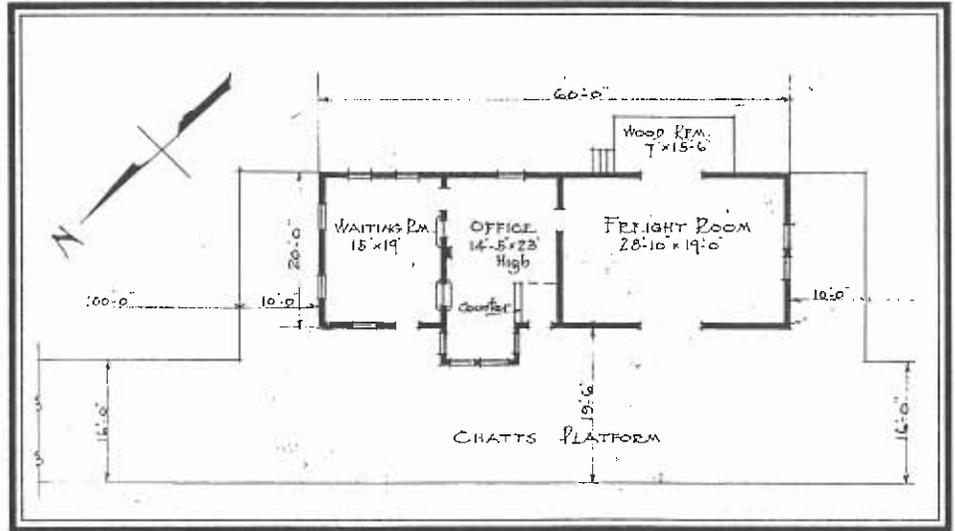
Billings, MO

Station 257
Springfield Sub-Division
Eastern Division

In the summer of 1870, the South Pacific Railroad Co. completed its line from Franklin to Pierce City, MO, a distance of approximately 253 miles. The South Pacific Co. was incorporated on May 12, 1868 under the provisions of an Act of the General Assembly of Missouri, approved March 17, 1868, entitled, "An Act to dispose of the Southwest Pacific Railroad and other property belonging thereto, and to secure the early completion of said road."

On October 26, 1870, the South Pacific conveyed its franchises and property to the Atlantic & Pacific Railroad Co. who, six years later, was sold (*Missouri Division*) to the St. Louis & San Francisco Railway Co.

Although probably not the first station in service, in 1898, forces of the Frisco completed a 60' x 20' wood frame depot at Billings, MO, Station 257 along that original South Pacific line, on the Springfield



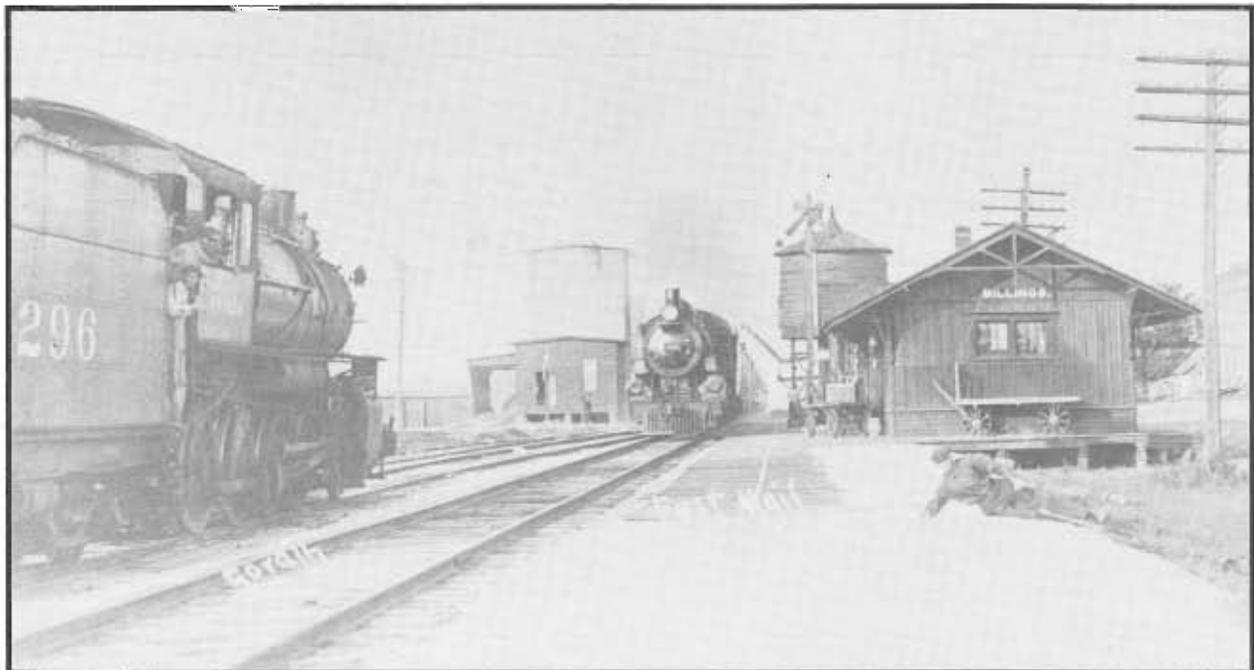
Sub-Division of the Frisco's Eastern Division.

The station was set on a pile head foundation with 2" x 6" walls and a 1/4 pitch gable roof covered with Frisco standard green shingles. The combination station was divided into a waiting room on the northwest end, center office, and large freight room on the opposite end. The ceiling height was 11'10" in the waiting room & office and 11'11" in the freight room. The interior finish was 7/8" x 5 1/4" M & B 5'8"

wainscot. The exterior was 1" x 12" box & battens, painted Frisco standard gray & white. The station had a chats platform that extended 19' 6" to the track.

In addition to the depot, the Billings facilities included a 16' x 24' 50,000 gals. water tank, 18' x 26' pump house & water treating plant, a 14' x 36' section house, 12' x 26' signal maintainer's supply house, and four stock pens.

In 1917, the approximate date of the photo shown below,



Billings, MO, looking northeast, circa, 1917. Kevin Johnson collection

Billings was served by seven daily passenger trains, as follows:

Nos. 1 & 2: *Texas Special*

Nos. 3 & 4: *The Texan*

Nos. 5 & 6: No. 5, *The Texas Limited* westbound and No. 6, *The St. Louis Limited* eastbound.

Nos. 7 & 8: *The Southwest Limited*

Nos. 9 & 10: *The Meteor*

Nos. 12 & 13: No. 12, *The St. Louis Express* eastbound and No. 13, *The*

Springfield-Joplin Accommodation westbound.

Nos. 27 & 28: No. 27, *The Local Passenger* westbound and No. 28, *The Springfield Accommodation* eastbound.

In 1947, service had been reduced to four daily trains: 1 & 2, *Texas Special*, 3 & 4, *Will Rogers*, 7 & 8, *Bluebonnet*, and 9 & 10, the *Meteor*. By 1960, service was limited to the *Meteor* and *Will Rogers*.

In September, 1965, the *Meteor* and *Will Rogers* were replaced with the *Oklahoman*, Nos. 1 & 2.

Although passenger trains continued to pass through Billings until May, 1967, our records indicate that the depot was retired and closed in 1963. The building was abandoned, windows boarded up, and remained in that condition until the mid 1980's when it was eventually raised. ☞



Billings, MO, March 2, 1948. A. Johnson collection



Billings, MO, 1985. H.D. Connor collection

Classic Frisco



It was Station #313 on the Ft. Smith Sub-Division, Central Division, at Seligman, MO, circa. 1900.
John Bradbury collection



Rick's Tips

Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

New Uses for Screen Wire

Screen wire has taken a back seat as a landscaping tool as today's modelers are using various types of foam to make their landforms. Two different uses for our old friend have surfaced as a result of necessity being the mother of invention. One use is to provide guard rails or walls for hidden or staging trackage. The other is to provide a fast, large expanse of terrain on which to plant a dense forest common to Frisco territory.

Only a few tools are needed to work with screen wire. Tin snips, to cut the wire, a stapler, both office & construction type, and construction glue. Screen wire comes with finished edges but once it is cut it is quite sharp and can cut and grab skin and clothes. I have found that by simply folding the rough edge under and stapling the fold with an office stapler works very well.

Guard rails or walls were needed on my staging trackage after a mishap sent several cars 4 1/2 feet down to my concrete basement floor. What was needed was something that one could see through (to make sure everything was on the track) but could be angled outward to allow clearance for longer cars with overhang. Photo #1 shows the result. The screen was cut into a 4" strip from one edge so that the



Photo #1, screen wire guard rails

factory finished edge could be used on top. Using a construction stapler with 3/8" staples, the screen was stretched and stapled on both sides of the staging track. In areas where the screen buckled (like the inside of the curve), just fold the wire together and secure with the office stapler. To allow clearances for overhanging cars, I bent the wire outward to about 60 degrees. No cars have derailed since installing these guards but now I'm ready!

Screen wire can also provide a quick and large expanse of land to place a dense forest. It can be fastened to wood/plywood with the construction stapler or with construction adhesive/nails to foam. Photo #1 shoes the bead of construction glue and the nails used to hold it in place until the glue dries. Poly fiber trees (make hundreds as most layouts need'em!) mounted on toothpicks can be "planted" into the screen mesh quite easily and hide the screen so that

plastering can be avoided in these areas all together. Photo #1 shows the toothpicks planted into the mesh while Photo #2 shows how the wire is used to make the basic shape of the hill. In areas where a curve is needed, just fold the wire and staple with the office stapler. Also, fold those sharp edges under and staple to avoid all those cuts!

Screen wire can and has found more uses on the layout than our founding fathers of model railroading might have envisioned. If you have any other ideas for screen wire or any other modeling tips, write to me:

Rick McClellan
15405 W. 144th Terrace
Olathe, KS 66062

Good luck on your modeling projects and, as usual, don't forget to...
Ship it On The Frisco!

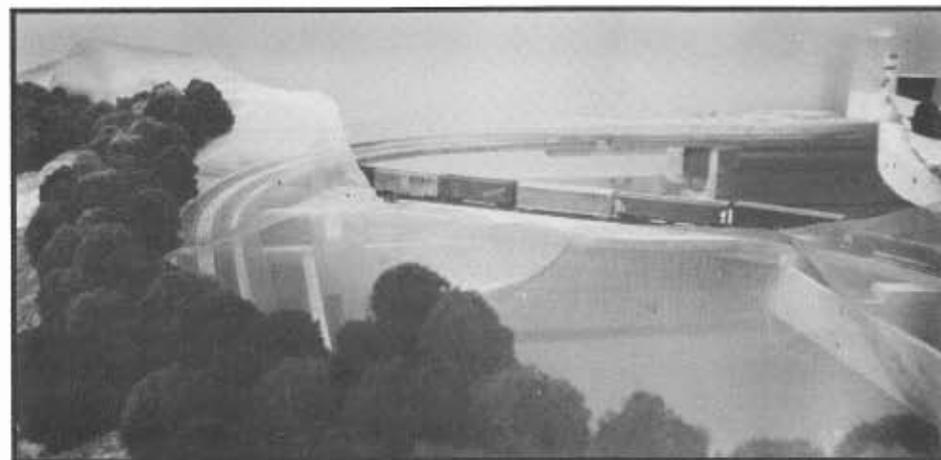


Photo #2, screen wire hill base

FRISCO IN THE 90'S

Frisco in the 90's is a photo feature of the *All Aboard* in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

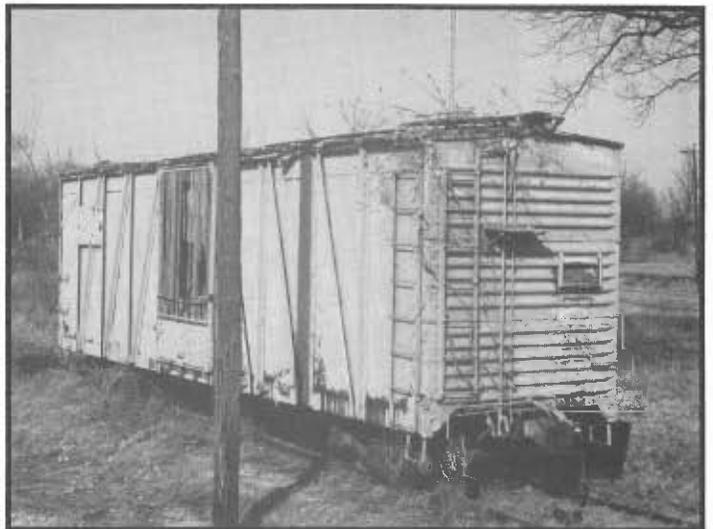
Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



*Frisco Box #9312, Merriam, KS, August, 1992,
Rick McClellan photo*



*Frisco Box #44219, Superior, WI, June, 1992
Christopher Bowles photo*



*Frisco Box #150019, Turrell, AR, February, 1993
Wayne Porter photo*



*Frisco Box #700245, Springfield, MO, April, 1991
Richard Napper photo*



*Frisco Box #177817, Enid, OK, June, 1992
Christopher Bowles photo*

FLORIDA

Through the Land of Scenic Beauty

VIA



THE luxurious train de Luxe of the Chicago and Eastern Illinois leaves La Salle Street Station at 9:10 P. M. every day in the year. Nothing but the newest equipment throughout—electric lighted Pullman drawing room sleepers and compartment observation cars. Dining car, meals served a la carte, between Evansville and Atlanta.

The route is over the green covered mountains of Kentucky, Tennessee and Georgia, around Lookout Mountain, the scene of one of the mightiest conflicts of the Civil War, through the cottonfield and the quaint old Southern towns of Georgia to the Florida coast, arriving at Jacksonville early the second morning.

Reduced rate tourist tickets now on sale.

A. B. SCHMIDT,
General Agent Passenger Department

108 West Adams Street
Tel. Harrison 5115, Automatic 52377

La Salle Street Station
Tel. Wabash 1408, Automatic 53495



Advertisement (see MAIL CAR, p. 7) showing Frisco logo with "Evansville Route," as printed in the Fine Arts Journal, November, 1912, Chicago, IL.