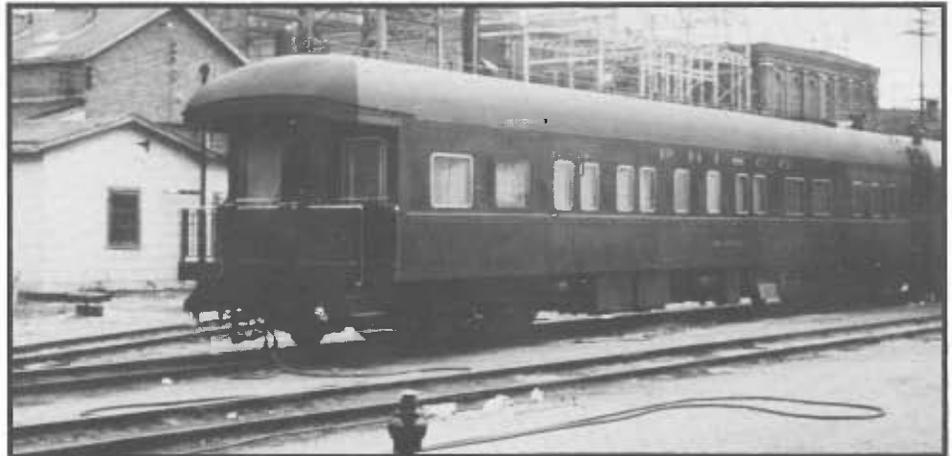


# FRISCO'S EXECUTIVE FLEET

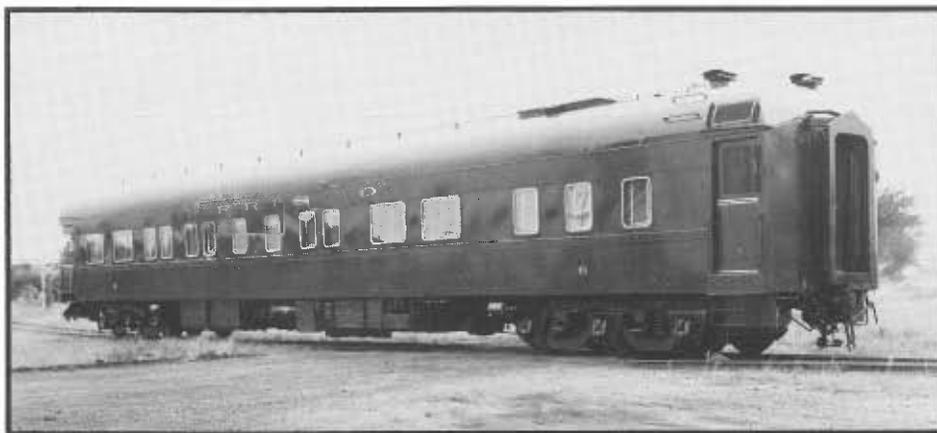
**EDITOR'S NOTE:** *This is the eighth in our series profiling the Frisco's fleet of Business Cars.*

## Oklahoma

The *Oklahoma* Business Car was originally built by the Pullman Car Co. in April, 1912, as car #1702, a series of four (1701-1704) Buffet-Coach cars, Lot No. 3956. It was an 82' all steel unit with a seating capacity of 30 in the Coach section and 12 in the Buffet or Lounge compartment. These cars were sometimes referred to as *Sun-Lounge* cars.



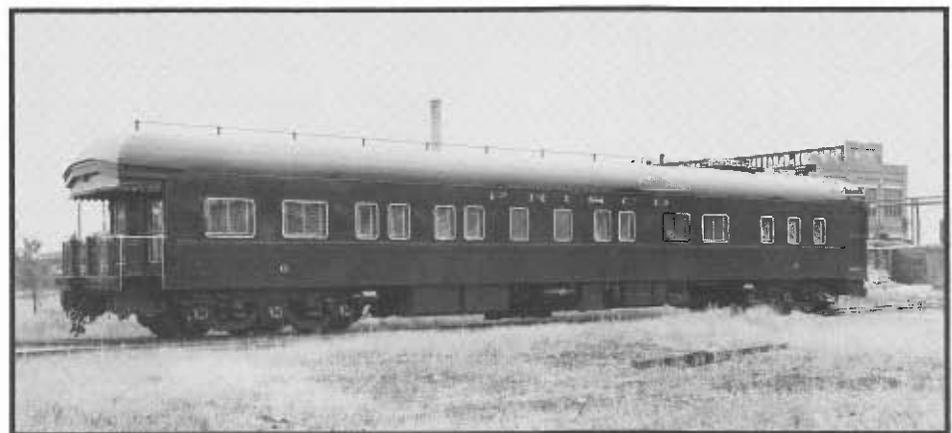
*Frisco Business Car Oklahoma, Springfield, MO, July 8, 1962. Mike Condren photo*



*Frisco Business Car #6, Springfield, MO, August 31, 1950. Frisco photo*

In 1924, No. 1702 entered the Springfield, MO West Coach Shops and emerged as Business Car No. 1924, following the example of Frisco President J.M. Kurn's private car No. 1920, rebuilt in 1920. The newly re-built car was patterned after its predecessors being equipped with a kitchen & crew quarters, dining room, two state rooms, secretary's quarters, and observation room. Its interior was painted a standard Ivory color. The exterior was Pullman Green, with black roof and gold leaf lettering.

In May, 1947, No. 1924 was re-numbered car No. 3, and in December, 1949, changed to No. 6. The new number allowed the number 3 to be assigned to the newly converted diner No. 644, which entered the executive fleet in



*Frisco Business Car #6, Springfield, MO, August 31, 1950. Frisco photo*

January, 1950. In June, 1954, the number 6 was replaced with the name *Oklahoma*. In January, 1963, the car was once again assigned a number, this time No. 4. Thus, in 1963, the No. 1 car was the former *Missouri*, the No. 2 car the former

*St. Louis*, the No. 3 car the former *Springfield*, and the new No. 4 was the former *Oklahoma*.

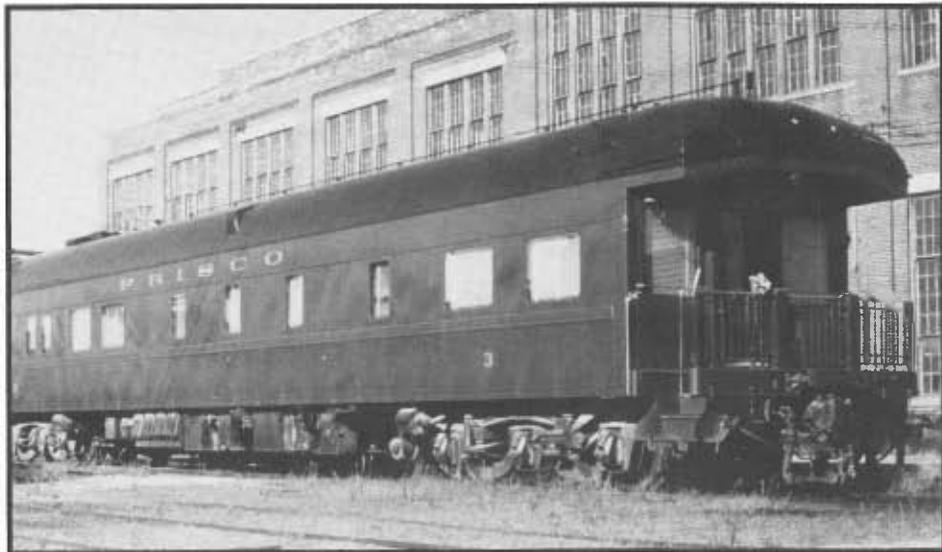
On November 22, 1963, the following memo was sent from Mr. J.P. Knox, Chief Mechanical Officer, to Mr. W.C. Reddick, Superintendent of the Car Department:

"After Business Car No. 2's repairs are completed, the No. 3 (*former Springfield*) will be removed from service and stored in the old Coach Shop. At that time, change the number on the No. 4 (*former Oklahoma*) to No. 3, and in lieu of No. 3's designation, show former name of car."

Thus, what started out in 1947 as Business Car No. 3 ultimately returned to that designation sixteen years later. The *new* No. 3 car retained that identity until March, 1974, when it was sold to a private individual.

According to existing records, executive assignments for the car were as follows: As the original No. 3, it was assigned to J.E. Payne, Vice-President of Traffic. As Car No. 6 and the *Oklahoma*, it served Assistant General Managers E.P. Olsen, L.W. Menk, H.H. DeBerry, and Chief Engineer B.H. Crossland.

Fortunately, the car survived a scrappers torch and is currently in the Smoky Hill Railway collection and is undergoing restoration at their Belton, MO facility. 🚂



*Frisco Business Car No. 3, Springfield, MO, September 23, 1967.  
Mike Condren photo*



*Observation Room of Car as No. 6, looking toward A-end, August 31, 1950, Springfield, MO.  
Frisco photo*

*Observation Room of Car as No. 6, looking toward B-end, August 31, 1950, Springfield, MO.  
Frisco photo*

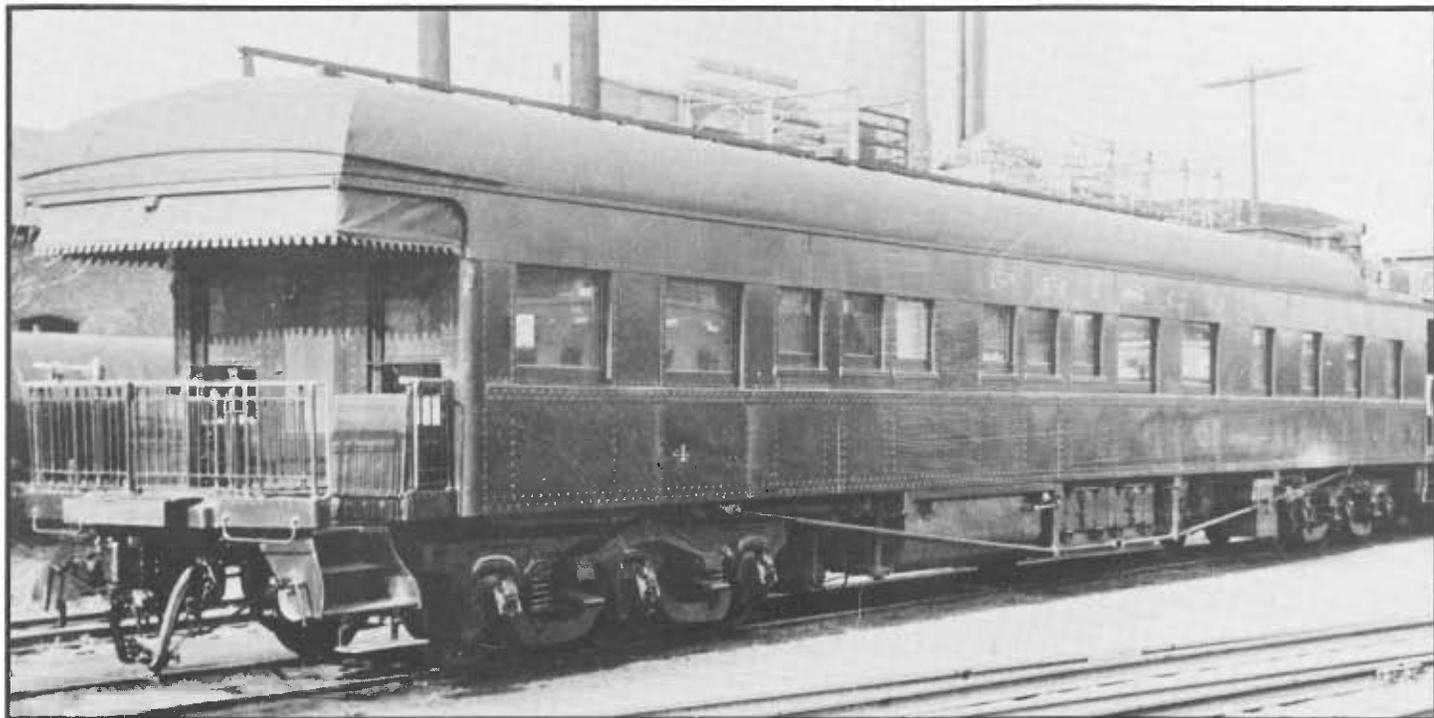


*Dining Room of Car as No. 6, looking toward B-end, August 31, 1950, Springfield, MO.  
Frisco photo*

# FRISCO'S EXECUTIVE FLEET

## *Up-Date*

The No. 4 car that was... that wasn't... that was...???



*Frisco Business Car No. 4 (ex-#100, ex-#2, future #14, future Texas, Springfield, MO, April 17, 1948. A. Johnson photo*

Without doubt, one of the most difficult tasks in researching the history of the Frisco's fleet of Business Cars is keeping straight all the various re-numberings they went through. Although the museum's Research Service attempts to accurately accomplish such a monumental task, we sometimes overlook the obvious. Such was the case in our January-February, 1994, installment of **FRISCO'S EXECUTIVE FLEET**, pp. 3-4.

On page 3, the above photo was shown as being Frisco Business Car No. 4, rebuilt from soldier diner No. 648 in March, 1948. However, when compared with the floor plan and photo of the *Springfield* car, shown on page 4, it is obvious that there are some notable discrepancies, as follows:

1. There is a much different window arrangement between the two photos which is unlikely to have occurred

when the car received sealed windows.

2. The car's windows do not match up to the floor plan.

3. The observation platform railing design is different.

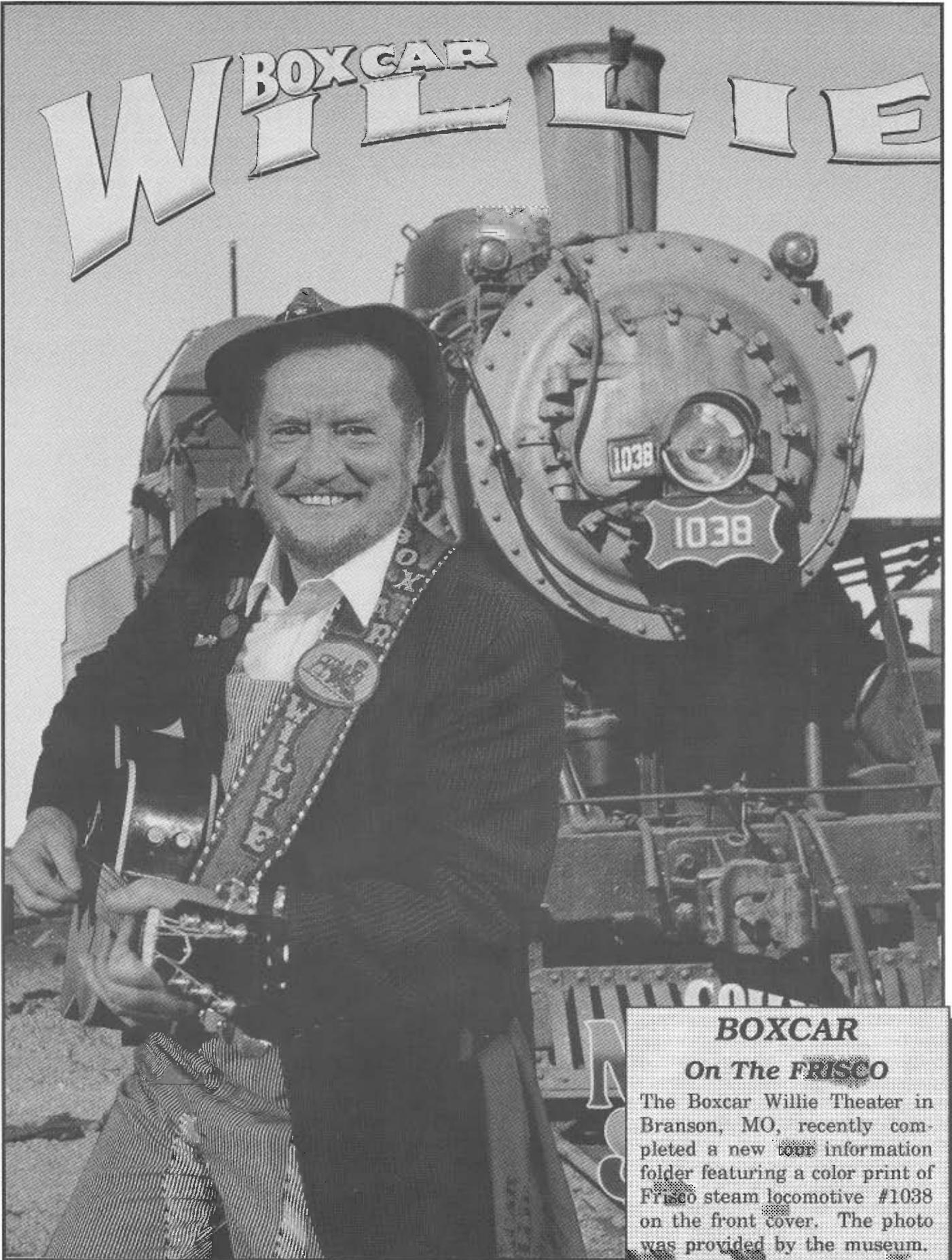
4. The car pictured on page 3 was originally a wood unit or a wood composite car, as noted by the truss-rod underneath the car. The car pictured on page 4 is an all steel car.

What's the answer? The car pictured on page 3 was **The No. 4 car that was... that wasn't... that was???** A review of our files has revealed that the car pictured on page 3 was originally built by Pullman in 1902 as Business Car No. 100, a wood composite car. On April 3, 1947, the number 100 was changed to No. 2, and on February 28, 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. On June 25, 1954, the car was assigned the name *Texas*, which it carried until 1958 when it was sold to a private individual!

Consequently, the car pictured in the January-February issue was car No. 4 when the picture was taken, but it was not the No. 4 car featured in the article.

*Thanks!* and a tip of the Frisco hat to Frisco Folks Kevin Johnson & Alan Wayne Hagler for bringing this discrepancy to our attention. ☺



## **BOXCAR**

### ***On The FRISCO***

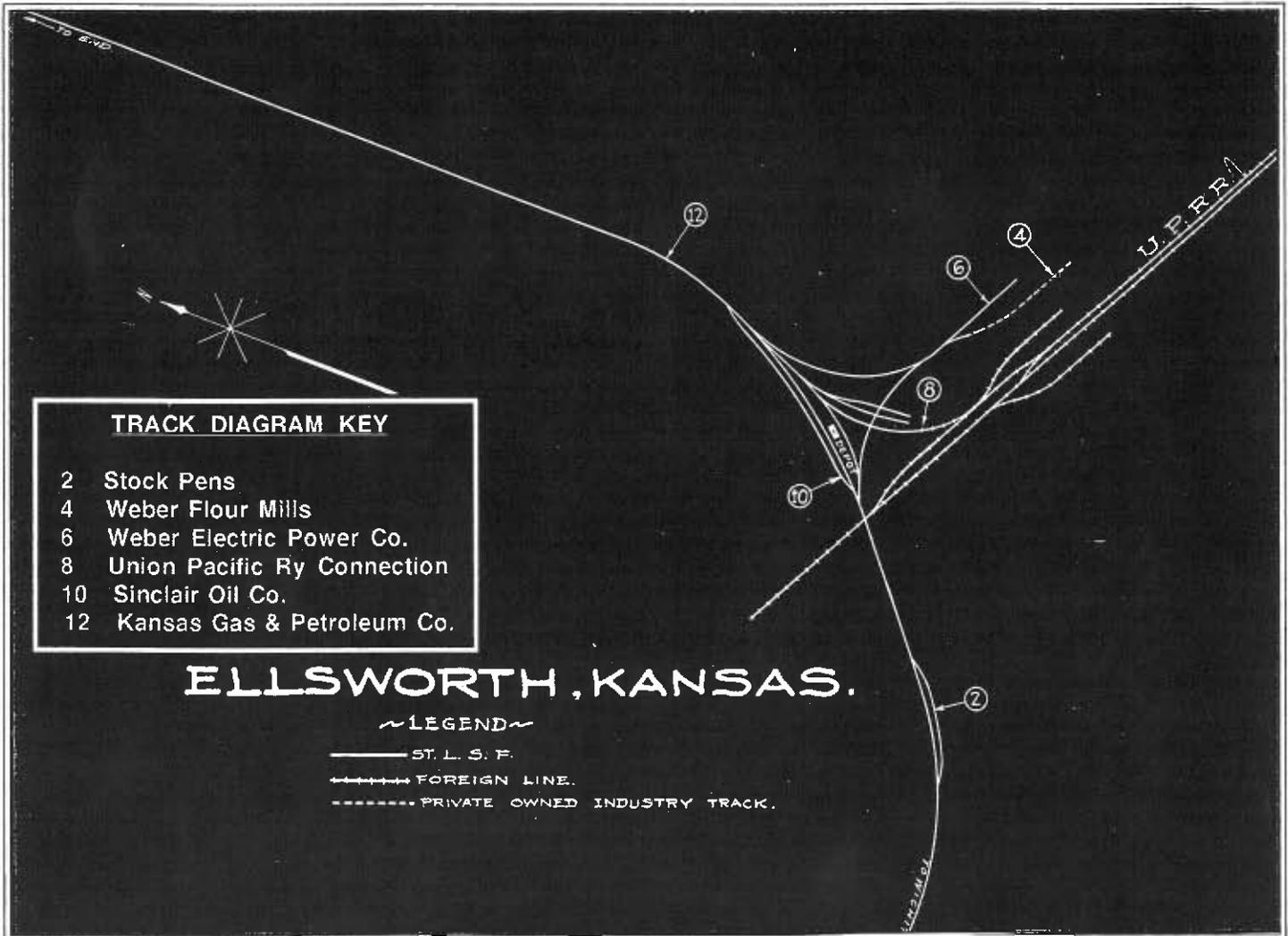
The Boxcar Willie Theater in Branson, MO, recently completed a new ~~tour~~ information folder featuring a color print of Frisco steam locomotive #1038 on the front cover. The photo was provided by the museum.

# DOWN AT THE DEPOT

**Ellsworth, KS**  
 Station F608  
 Burrton Subdivision  
 Northern Division

under the company's first mortgage, A.L. Wolff was appointed receiver. On July 25, 1900, the company's franchises and property were sold at public auction to Alfred R. Pick

As a result, The Kansas Midland Railroad Company was organized by the purchasers. The foreclosed franchises and property were conveyed to that company on



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,

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 to the latter.

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, located entirely in Kansas, extending from Wichita to Ellsworth.

The property of the company was constructed for it during the period between April, 1887, and January, 1888. The line of railroad, as a whole, was placed in operation on January 24, 1888.

The farthest point on the Midland line and the farthest point West in Kansas on the Frisco, was Ellsworth, KS, Station F608 on the Burrton Sub-Division, Northern (originally Kansas) Division.

According to our records, in 1910, a 56'4" x 20'3" wood frame combination station was built at Ellsworth. The exterior was finished with 1/2" x 4" lap siding with a 1/3 pitch shingled hip roof. The 250 ft. platform was brick with a concrete curb.

The interior was divided into a waiting room on the northeast end, large freight & baggage room on the southeast, divided in the middle by the ticket office. The floor was 2 1/4" maple hardwood, the walls were covered with 3/4" x 3 1/4" M & B, and the ceiling height was 12'. Lighting was electric and sanitary facilities, when originally built, were outside toilets. As indicated by the photos on this page, the depot was destroyed by fire sometime in the early 1960's.

In addition to the depot, the Ellsworth facility included a two story section house, retired in 1934, an 8' x 12' x 7' shed type depot coal house, a 14' x 22' x 10' pump house and a 50,000 gals. 16' x 24' water tank, built in 1907. There was also a 39' x 78' two-stall wood engine house (no turntable) with a flat roof. An interesting feature of the Ellsworth facility was that three recycled box car bodies were used as the section car house, engine house foreman's office, and a kindling & shaving house. Southeast of the depot were four 28' x 32' stock pens with an eight car capacity.

From 1902 to the late 1950's, the Ellsworth community had some sort of daily passenger service. In 1902, trains 305-306 ran daily; In 1910, service from Columbus to Ellsworth was daily on trains 7 & 8, and by 1920, motor car service was being provided on trains 310-311. As passenger traffic began to decline, motor car service was replaced by mixed train accommodations in 1935, trains 349-350. All passenger service to Ellsworth was discontinued in 1958. ☞



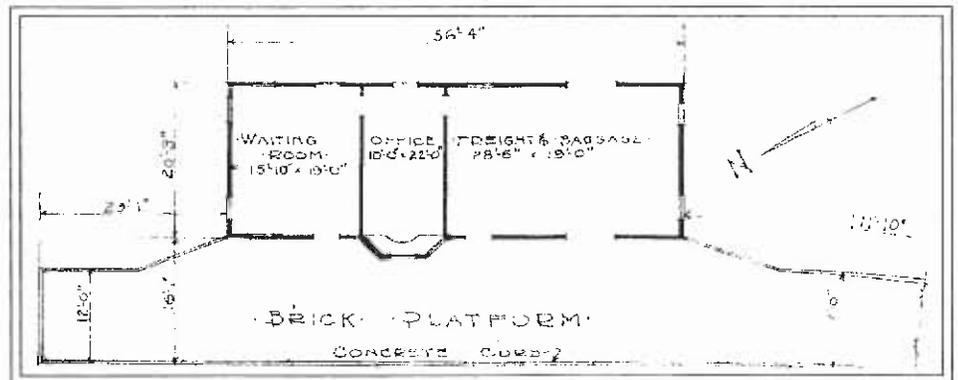
Ellsworth, KS, looking east, April 30, 1960. Lee Clerico photo



Ellsworth, KS, looking north, April 30, 1960. Lee Clerico photo



Ellsworth, KS, after fire, May, 1964. Lee Clerico photo



# Frisco Presidents Honored



**Louis W. Menk**

Louis W. Menk began his railroading career in 1939 as a telegrapher for the Union Pacific Railroad. In February, 1940, he became a telegrapher for the Frisco at Tulsa, OK. Over the next twenty-four years his rise to the top position on the Frisco would take him through the ranks of Train Dispatcher, Assistant Trainmaster, Train master, Assistant Superintendent, Terminal Trainmaster, Superintendent, Assistant General Superintendent Transportation, Assistant General Manager, General Manager, Vice President & General Manager, and Vice President of Operations. On October 5, 1962, he was elected President of the Frisco. In 1964, he was elected to the additional position of Chairman of the Board. In 1965, Mr. Menk assumed the position of President of the Chicago, Burlington, & Quincy Railroad, and for the next five years directed the ultimate creation of the Burlington Northern Railroad in 1970.



*Museum President Alan Schmitt (center) with Mr. Menk & Mr. Grayson at May 14, 1994 reception.*

On May 14, 1994, the last two surviving presidents of the Frisco were honored at a special reception held on the museum grounds. Richard C. Grayson and Louis W. Menk were honored for their service on the Frisco and their support of the Museum's new Springfield facility. Both were presented with certificates designating the naming of our administrative and display buildings in their honor.

Our current facility, the old Eastern Division C.T.C. building is to be named the Louis W. Menk Building. When our new display facility is complete, the current structure will house our archives, Research Service, publishing department, photo lab, and administrative offices.

Our new memorabilia display facility will be named the Richard C. Grayson Building. Construction on it will hopefully begin in 1995.



**Richard C. Grayson**

Richard C. Grayson began his railroading career in 1941 as a Brakeman and Conductor on the Frisco. Over the next thirty-one years his rise to the top position on the Frisco would take him through the ranks of Train Dispatcher, Trainmaster, Assistant Superintendent, Superintendent, Assistant General Manager, Vice President & General Manager Frisco Transportation Company, General Sales Manager, and Vice-President of Operations. On January 1, 1969, he was elected President of the Frisco. In November, 1969, he was designated as Chief Executive Officer and on December 1, 1973, he was elected to the additional position of Chairman of the Board. When the Frisco and the Burlington Northern Railroad merged in 1980, Mr. Grayson assumed the position of President of the BN.



# MAIL CAR Up-Date

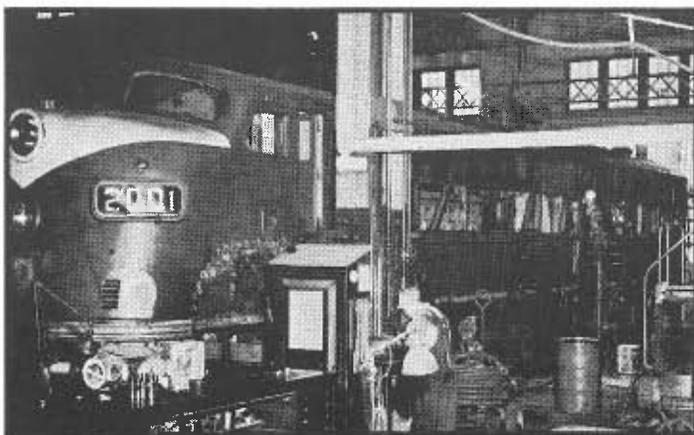
In our November-December, 1993 and January-February, 1994 editions of the *All Aboard*, our Mail Car feature profiled the various paint and lettering schemes of the Frisco's fleet of E7 and E8 passenger locomotives.

## *The Meteor Flash*



On page 18 of the November-December 1993 issue, reference is made to early EMD drawings for the four Meteor E7's showing the train name - *The Meteor Flash* - which was never applied to the locomotives. Since publication of the article the museum has acquired the above print of the EMD drawing. 📄

## E7 / E8 Rebuilds



May, 1950

Frisco Photo



May, 1950

Frisco Photo

On page 6 of the January-February 1994 issue, reference is made to the original E7 units 2000-2005 being cosmetically rebuilt to match the new fleet of E8's, and on page 9, two photos show E7/E8 rebuild 2005 fresh from the paint shop. Since publication of the article the museum has acquired the above photos showing the rebuilding of 2001 and the repainting of 2004, *Dan Patch*. 📄

Great things  
are happening  
on the  
**FRISCO**  
LINES  
[ST. LOUIS, SAN FRANCISCO, D. H.]

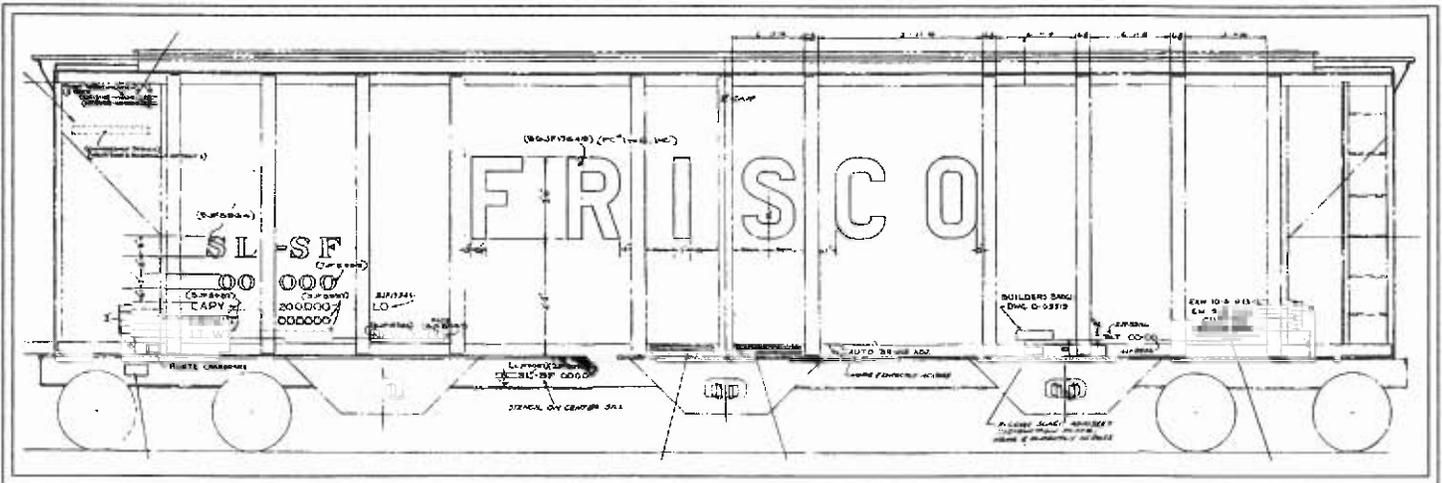
Sensational new freight schedules cut shipping time up to 24 hours! These plus time-saving loading innovations, plus 600 new freight cars of revolutionary design, are making Frisco Faster Freight faster than ever before! For the finest in freight service and passenger travel—look to Frisco!

**IT'S A GREAT RAILROAD**

1946 Time Magazine advertisement.  
Submitted by Frisco Folk L.A. Reed

# HO Scale Modeling A Frisco PS2-CD Covered Hopper

By Curt Baker



If you are a model railroader, and you model the Frisco, you are indeed a lucky soul. After many years of waiting for suitable models of Frisco freight equipment the drought has ended! Quite a number of currently produced models are accurate, although not factory painted and lettered for Frisco prototypes.

Always a service oriented railroad, the Frisco recognized the advantage of covered hoppers over box cars for transporting grain and feed. Several sizes and styles of covered hoppers can be found on the Frisco car roster, including five separate number series of 4427 cu. ft. cars. These include:

- 31051-31211-31211** (149 leased cars built in 1967)
- 7900-79499** (500 cars built between 1967 & 1971)
- 81201-81424** (223 cars built between 1964 & 1965)
- 131000-131050** (50 leased cars with pneumatic unloading devices built in 1967)
- USLF 1212-1289** (78 leased cars built in 1967)

While many of these cars were built by Pullman Standard, they are not all identical. A photo is your best friend when building any

model, as I discovered when researching this project.

During production, a car's design features can and do change. This is done to accommodate a customer's needs or to standardize design. The 4427 cu. ft. hoppers are no exception to this rule, as the Frisco purchased these cars over a

ten year period, several design changes did occur. For an illustration of the differences, compare the photo of #81347 (an early production PS2-CD) with #79418 (a late production PS2-CD). The #79418 is constructed of standardized components akin to the more common 4750 cu. ft. design.



The model 4427 cu. ft. PS2-CD offered by Walthers is correct for the early production cars built by Pullman. This model is also a "dead ringer" for Frisco series 81201-81424 which were the first series of this type purchased by the Frisco. To begin this project you will need one of the Walthers kits, Herald King decal set #H-463, black paint, suitable grey paint, and your hobby tools. If you do not know what color of grey paint to use, do not panic. It really does not matter as long as it looks right to you. The only time that real freight cars are an "exact" color is the day they roll out of the paint shop door. After that mother nature will have her way and through fading, oxidizing, and weathering, the "exact" color of the freight car will disappear. For verification, look at the photo of our prototype, #81347, on page 30. Now that we are inspired, let's get started!

I could not find an undecorated kit at my local hobby dealer, so the first step was to remove the factory lettering. Rubbing alcohol and a rubber eraser will work or you can use a commercial hobby paint stripper. I chose the latter. After the lettering has been removed, wash the model thoroughly with warm water and dish soap. This will give the paint a clean surface to stick to and result in a better overall finish. According to the painting and lettering diagram provided by the Frisco Museum's Research Service, the underframe, trucks, and brake rigging below the center sill should be painted black. The rest of the car body, slope sheets, and brake rigging above the center sill should be painted grey. Any modifications to the kit should be done prior to painting. If you choose to add wire detail, stirrup steps, or body damage, now is the time to do it.

In the prototype photo, you will notice the ladder on the right end has had some of its rungs removed and appears to have been stressed inward, possibly by a car puller. If you choose to replace the handrails with wire remember one important rule: The more material

that you remove, the more fragile the ends become. Work carefully and take your time! This is not as much work as it sounds like and can turn a nice model into a really good one.

I chose to replace the molded plastic grabs with Detail Associates 1" wire and the plastic stirrup steps with A-Line brass models. I also opted to replace the brake wheel with one by Precision Scale and I added Detail Associates wire coupler cut levers. These small details are not difficult to install and add a great deal to the completed model.

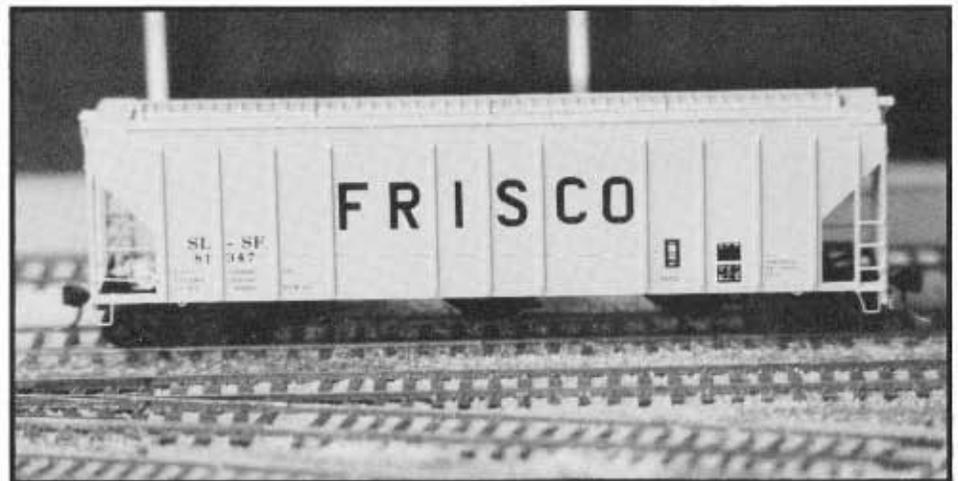
Painting comes next and I chose Accu-Flex S.P. Lettering Grey for the carbody. Accu-Flex covers in one coat, is incredibly thin, and provides an excellent surface for decal application.

Herald King decal set H-463 is the best choice for the lettering and dimensional data. You will notice that car #81347 has the late 1970's "Block" style reporting marks. The lack of an ACI label on #81347 is another indication that the car

was repainted sometime in the late 1970's. You could choose to use dry transfer lettering to duplicate the block style lettering or you could use the Roman style provided in the Herald King set. Either way you choose to go would be as accurate, as the Frisco paint and lettering diagram shows the Roman style. The lettering diagram included in the decal set is not accurate for the 4427 cu. ft. car, so consult a photo or order a full size copy of the original paint and lettering diagram from the museum's Research Service, as I did.

Once the decals have had a chance to dry, overspray the car with clear flat sealer and set it aside to dry. That's it! You now have an accurate model of a common Frisco covered hopper car.

If you decide to build a model of a Frisco freight car and you need a photo or just some advice, I recommend that you contact the museum's Research Service. Their resources are the best you can find anywhere and the museum staff is always there to help. ☺



*Frisco Covered Hopper #81347 in HO-Scale, fresh from the paint shop and ready for revenue service. Photo by author*

