

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

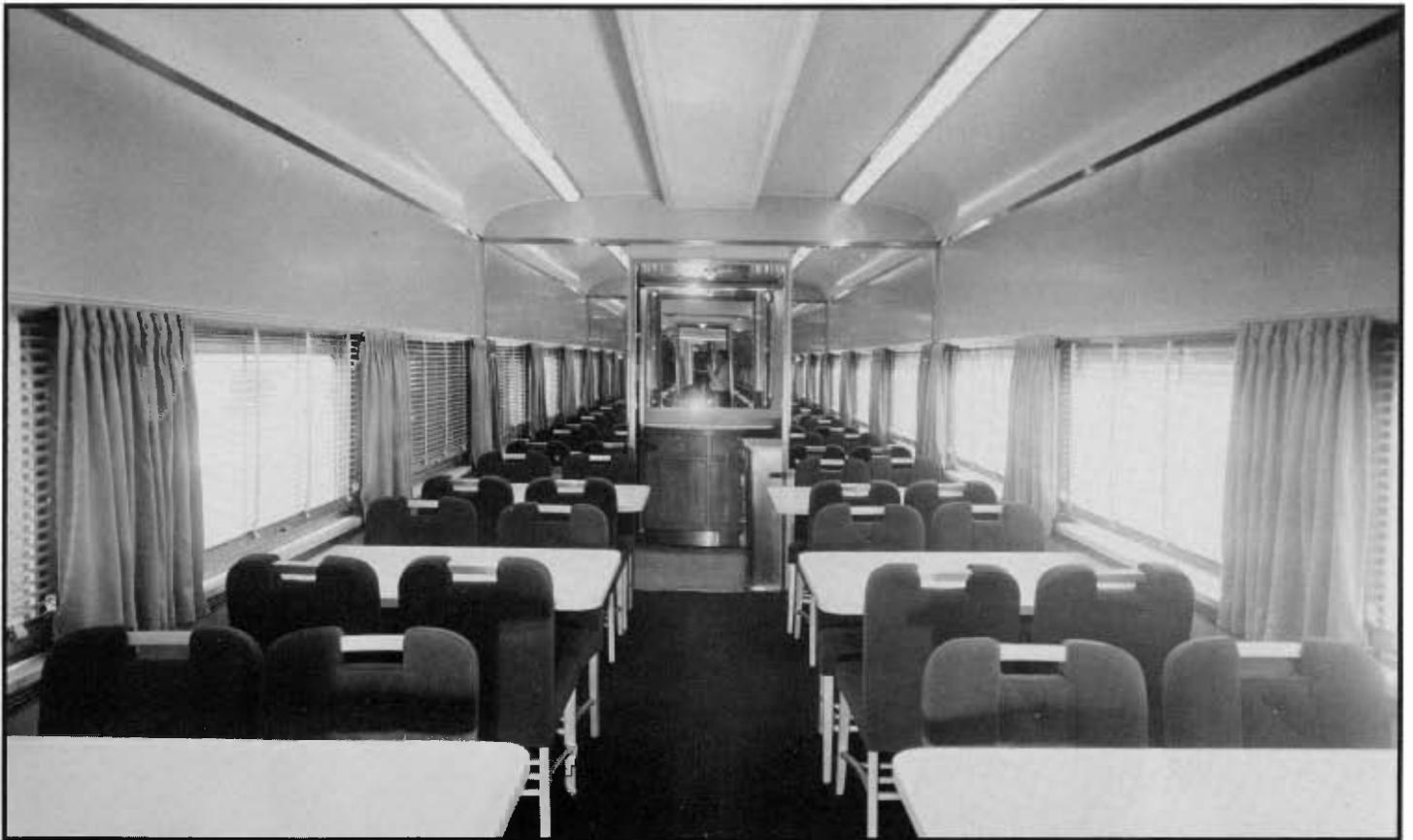
and operated by the Frisco as trains 9-10; two to be known as the *Texas Special*, one to be owned by each railroad and jointly operated as trains 1-2.

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

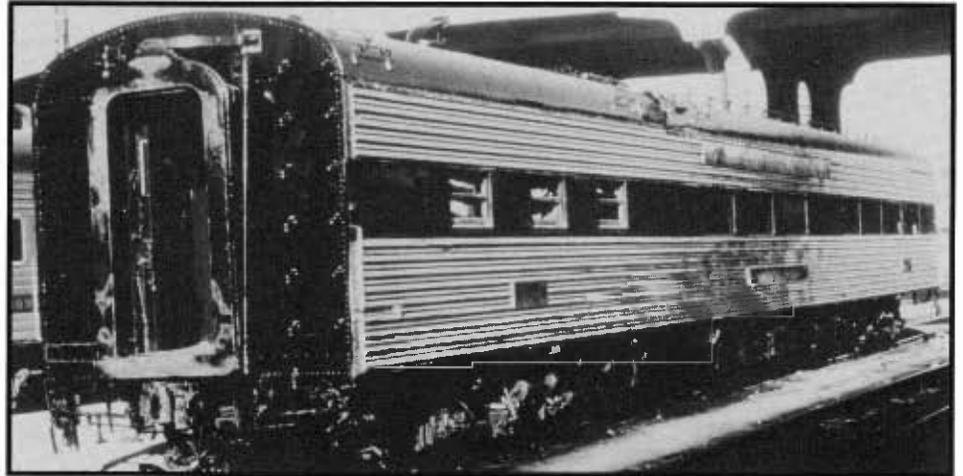
For reasons currently unknown, between June and September, 1967, the identity of the *Oklahoma City* and *Tulsa* were switched, both physically and in company records. The original 1551 *Oklahoma City* car was repainted with black ends and top & Pullman green window bands. The "1" of the 1551 number 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.

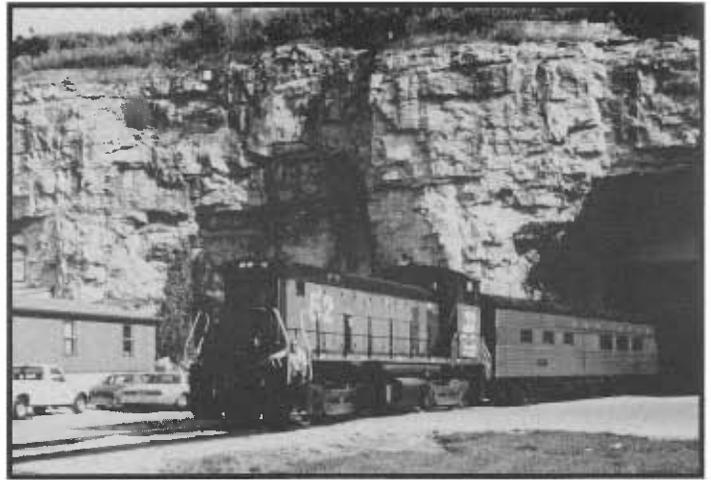
On Tuesday morning, September 5, 1995, 1551 emerged from the paint shop and made its final journey behind two ex-Frisco SW1500 switchers to the team track located behind the museum facility.

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)



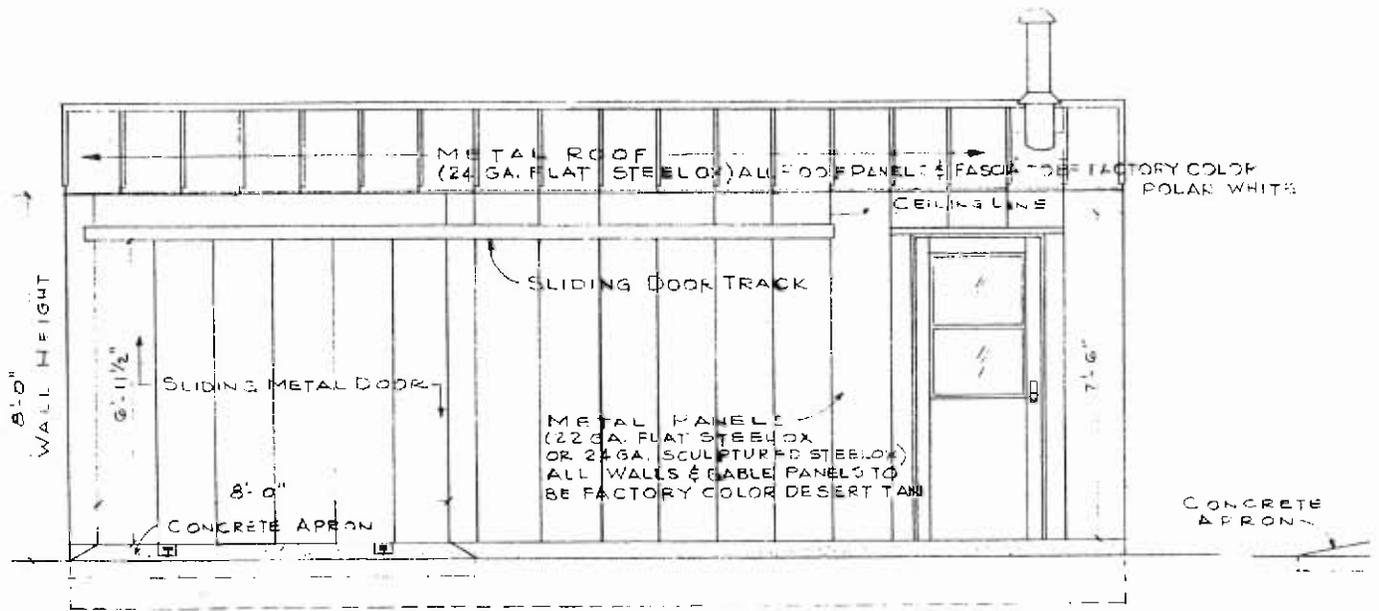
Frisco 1551 is eased into position along the entrance sidewalk to the museum.



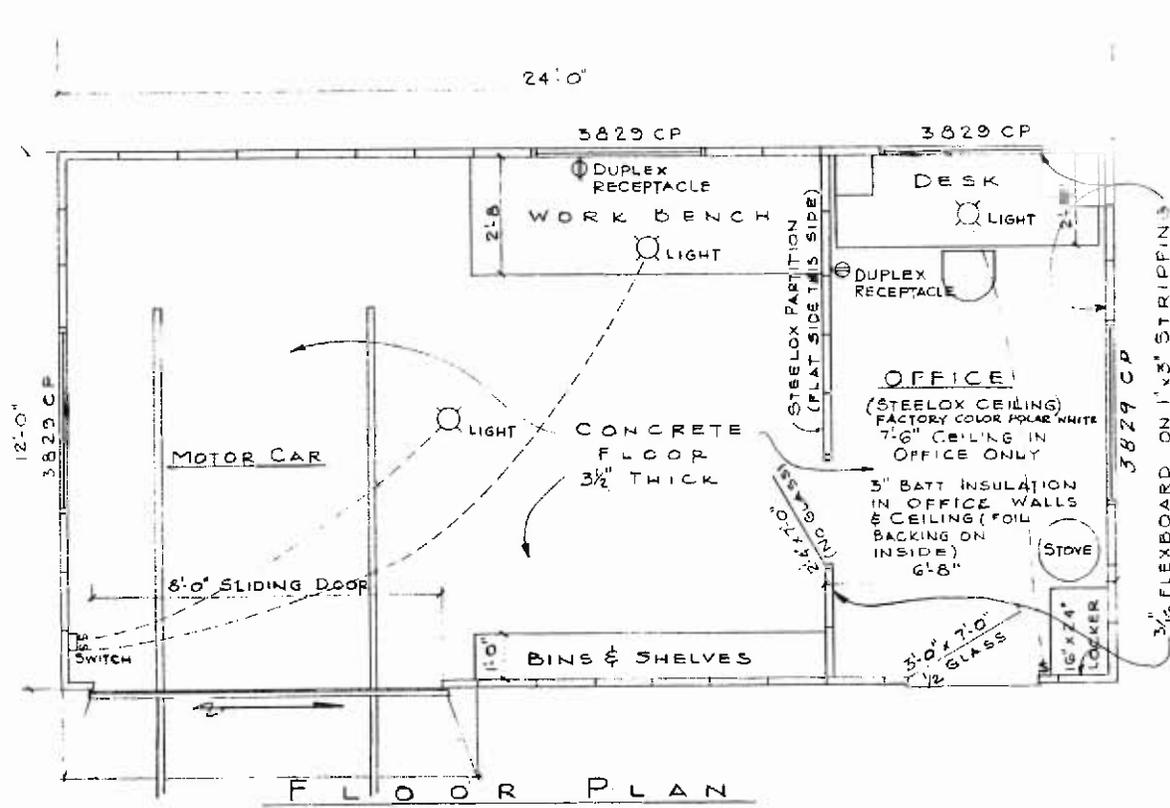
Museum President Alan Schmitt, in authentic Frisco passenger conductor uniform, escorts the "Oklahoma City" on its final journey to the museum.



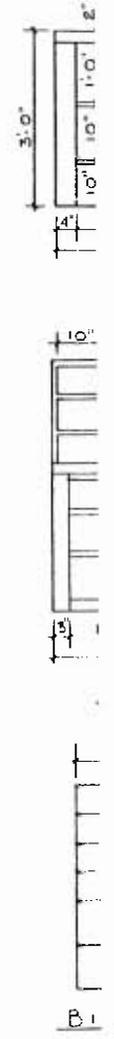
The Pride of the Fleet, Frisco 1551 "Oklahoma City," proudly on display at The Frisco Railroad Museum Inc., Springfield, MO.

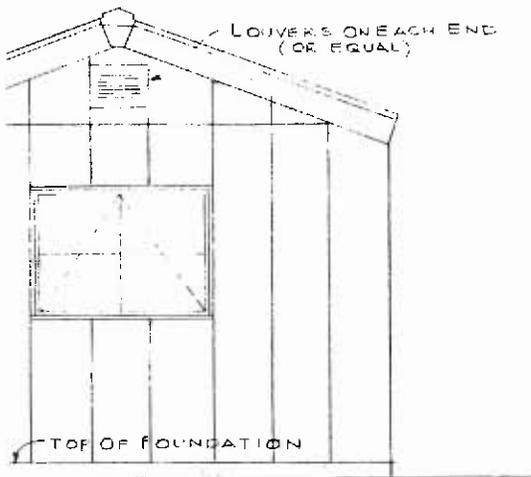


FRONT ELEVATION
SCALE 3/8" = 1'-0"



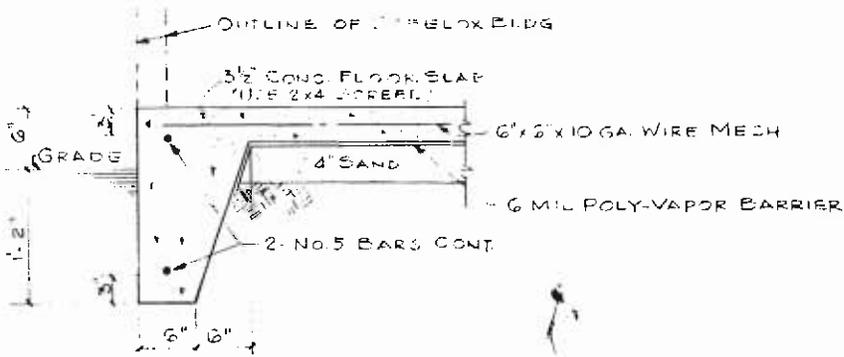
FLOOR PLAN
SCALE 1/8" = 1'-0"





END ELEVATION

SCALE 3/8" = 1'-0"

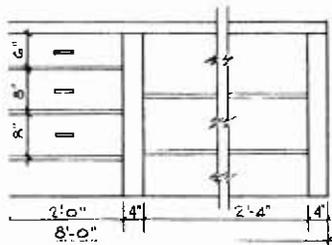


FOUNDATION DETAIL

SCALE 1" = 1'-0"

NOTES:

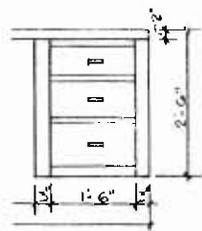
1. DOORS TO BE EQUIPPED WITH HASP IN ORDER THAT STANDARD SIGNAL LOCK MAY BE USED.
2. BUILDING TO BE FACTORY PREPARED ON EXTERIOR ACCORDING TO THE COLOR STANDARDS.
3. STORAGE SHELF, WORK BENCH, & DECK TO BE FURNISHED BY RAILROAD. (AS REQUIRED)
4. BUILDING TO BE EQUIPPED WITH STANDARD LOUVERS EACH END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



OF WORK BENCH

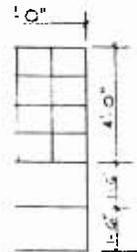
SCALE 1/2" = 1'-0"

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.



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	