

MAIL CAR



The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

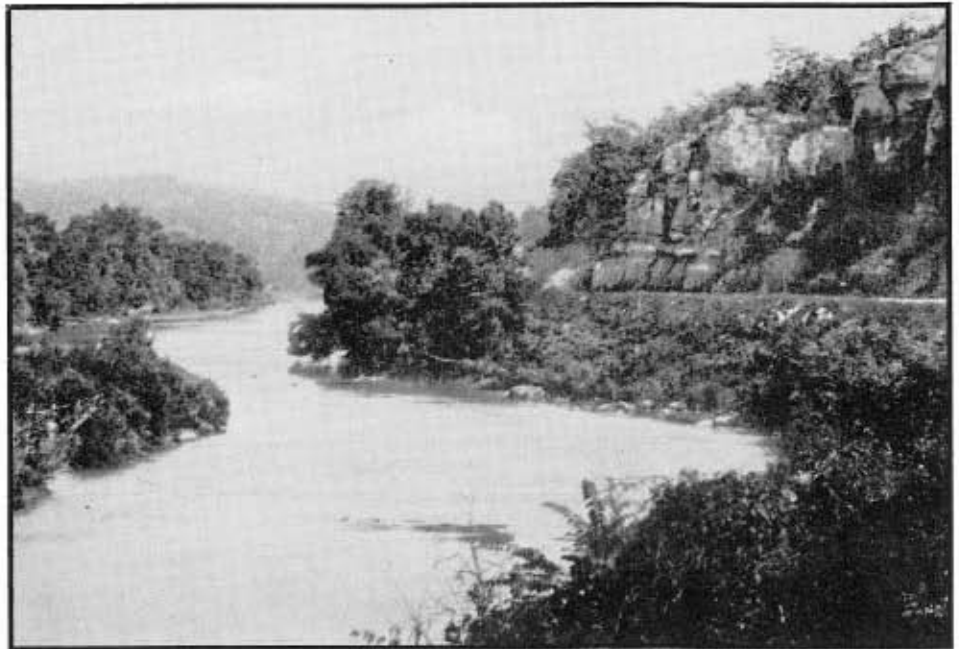
QUESTION: I recently acquired a December, 1954, Frisco public timetable that shows a red passenger train passing along a river on one side and a rock bluff on the other. Was this a picture of an actual location on the Frisco or just an artist rendition?

ANSWER: According to a 1910 era post card photo submitted by Frisco Folk Ron Wagoner, the picture on the 1954 - 1965 Frisco public timetables was of the Frisco main line passing along the Meramec River at Mincke, MO, station 23 on the Rolla Sub-Division, Eastern Division.

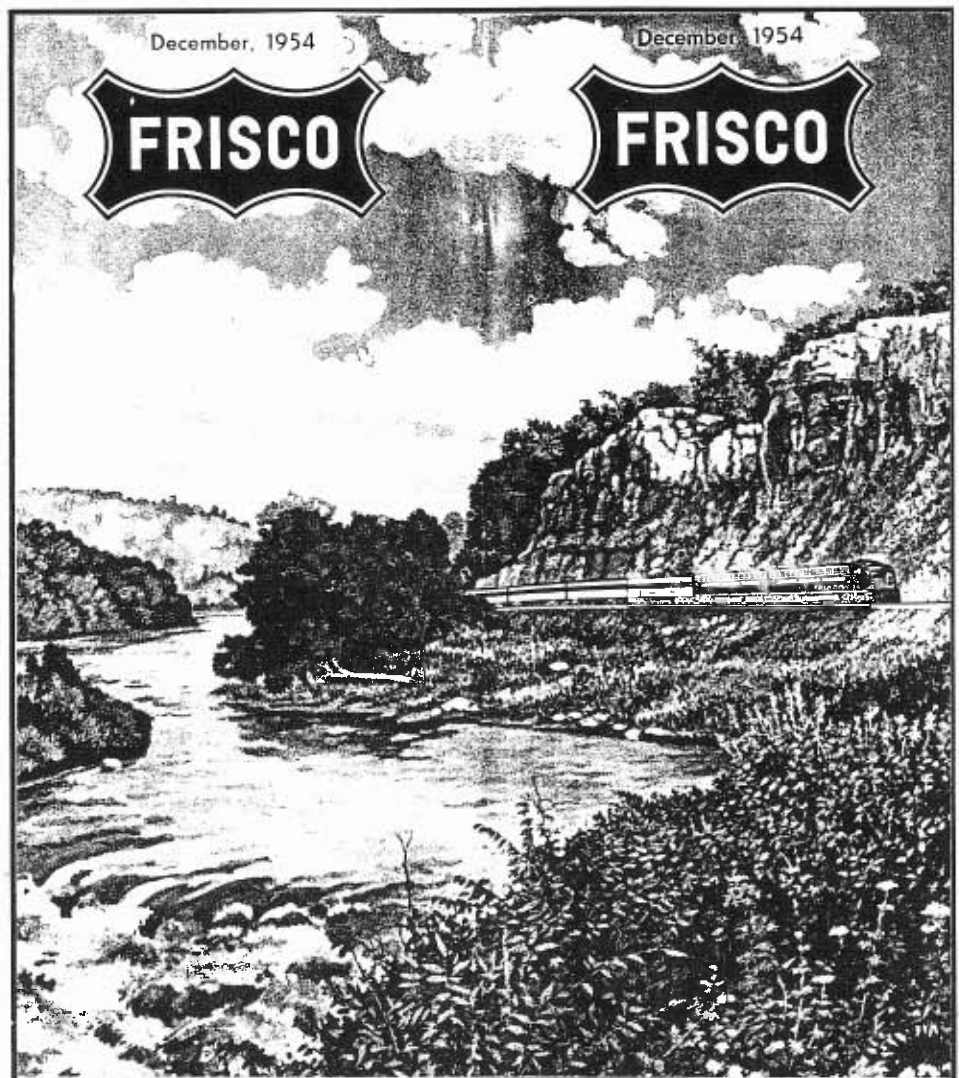
The passenger train in the timetable print was apparently added to the scene by an artist who failed to do his homework! If you look closely, you will notice that the motive power for the train is an A-B unit consist, a combination that the Frisco never owned and/or operated! 🚂

MAIL CAR Up-Date

In our May-June issue of the **All Aboard**, we requested information concerning the name origin of the *Baden* passenger coach. While many of our Frisco



*Frisco main line along the Meramec River at Mincke, MO, circa. 1910.
Ron Wagoner collection*



Frisco public timetable, December, 1954.

Folks responded, all with the correct information. Cordell Webb submitted the most complete answer, as follows:

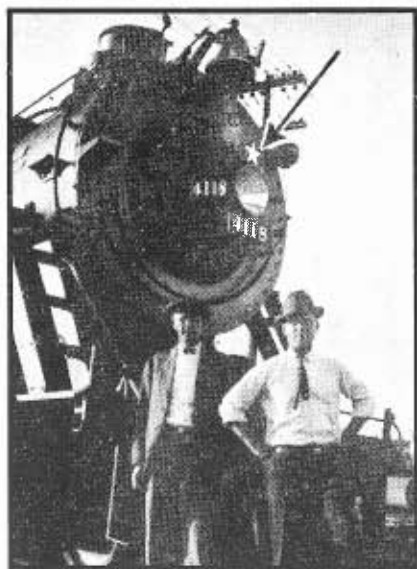
The name *Baden* comes from a neighborhood community in North St. Louis. Baden became a part of the city of St. Louis in 1876 by an act of the State Legislature. It was located on the St. Louis, Kansas

City, and Northwestern Railroad (later the Wabash). Fredrick Kraft, a pioneer settler in 1852, was born in Baden-Baden, Germany. Kraft, operator of a saloon, submitted Baden as the name for the first Post Office in 1860 and it was officially adopted when he became the postmaster. It is still called Baden today. Broadway is the principal business street. ☐☐

EDITOR'S NOTE: The *Baden*, No. 1252, was an 82' streamlined coach built by Pullman in November, 1947, as one of a series of three fifty-six passenger units assigned to service on the *Texas Special*. The series included 1250, the *Olivette*, 1251, the *Pasadena Hills*, and 1252, the *Baden*. In December, 1967, the *Baden* was sold to the Penn Central Railroad and renumbered #2161.



No. 1252, *Baden*, Pullman-Standard Car Mfg. Co., Chicago, IL, November 22, 1947.



Mail Bag Trivia

In December, 1924, Frisco steam locomotives Nos. 4118 & 4119 carried a star above their headlights as special recognition for accomplishments made in September of that year. Be the **first** to tell us what these stars represented and receive a 10% discount on your next **Frisco Folks** membership renewal. Please send your answer to the museum office at 543 E. Commercial St., Springfield, MO, 65803. ☐☐



Writing on the Frisco

Frisco Folk Ron Wagoner provides us with selections from his collection of classic Frisco passenger service stationery

The Meleor



Between
ST. LOUIS, TULSA
and OKLAHOMA CITY

STREAMLINED
DIESEL-POWERED



Meleor

ST. LOUIS • TULSA • OKLAHOMA CITY

STREAMLINED
DIESEL-POWERED

Texas Special



The Bluebonnet

EN ROUTE
ST. LOUIS - TEXAS



The Bluebonnet

ENROUTE TO AND FROM TEXAS

The Will Rogers



Between
ST. LOUIS, TULSA
and OKLAHOMA CITY

KANSAS CITY
Florida Special



Between
KANSAS CITY —
and FLORIDA



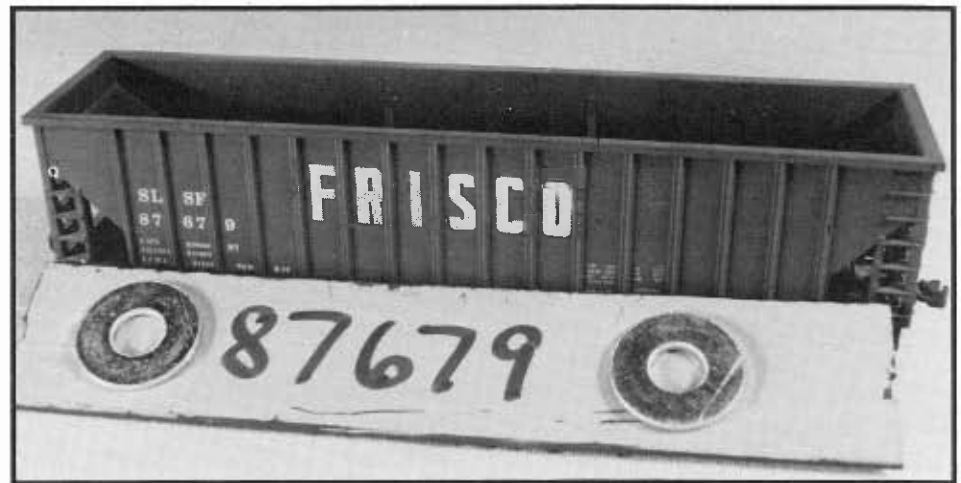
Rick's Tips

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.

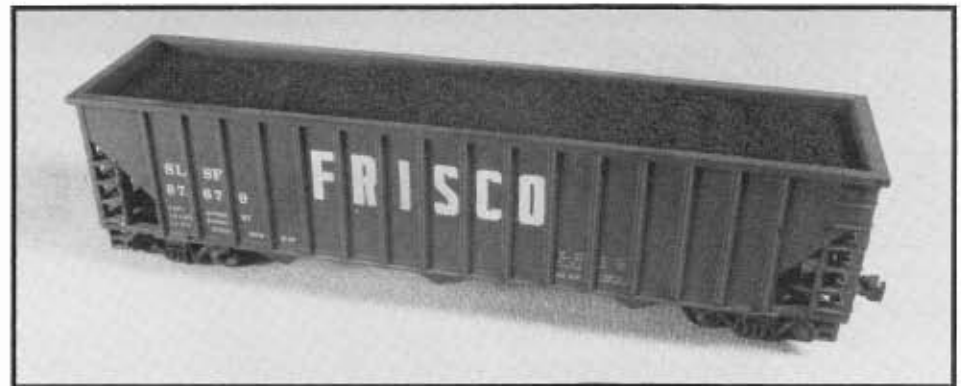
Believable Homemade Coal & Gravel Loads

I really like open cars that show their loads such as open hoppers. The thing I don't like is the identical coal loads on the market, nor do I like their price. As a result of my desire for a variety of load shapes and my cheap nature, I now make my own loads and find that there easy, unique, and cheap!

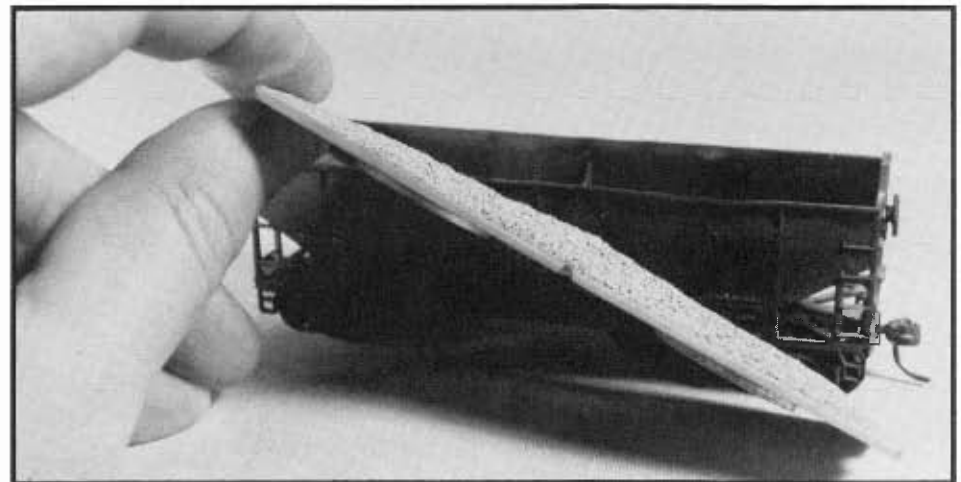
The coal load in McKean (now Con-Cor) Frisco hopper #87679 began as a piece of .040" styrene. It was cut out to lay in the hopper on the corners of the ends of the car. Some were a tight fit and required some sanding to fit properly. To aid in removing the loads, a notch was carved into the ends of the styrene to allow a small screwdriver or a hobby knife to slip in and lift the load out. Once the floor for the load was finished, it was laid on a piece of wax paper and Woodland Scenics Fine Cinders were sprinkled on. The cinders were glued to the styrene using diluted matte medium and were allowed to dry over night. The edges of the load were airbrushed Floquil Black to hide any of the styrene that did not have cinders covering it. Each load also carries its car number as I have found that the McKean cars do not have the same inside measurements. The load also enabled me to add weight to an otherwise difficult car to hide weight in. Two 3/8" flat washers were glued to the bottom of the load



Coal load for Frisco #87679, showing notch location and washer placement.



Frisco #87679, loaded and ready for shipment.



Limestone load for Frisco #91736 showing notch location and profile view



Frisco #91736, loaded with Griesemer stone and ready for shipment.

to give the car some needed weight, even if only for the time it was loaded.

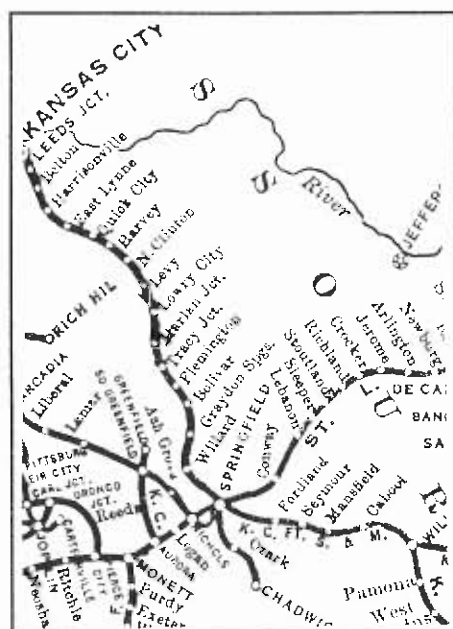
Gravel loads such as the one for Frisco hopper #91736 can be made in the same way as the coal loads mentioned previously. The main difference in making a load for the Athearn 34' offset hopper is that the notches will have to be cut in each side of the styrene, in the middle, to clear a support panel on the inside of the car. I used Highball Crushed Limestone to simulate the limestone rock used throughout Coonskin territory to make concrete and spread for driveways and parking lots. Of course all the limestone was purchased from Frisco Folk Louis Griesemer, Griesemer Stone Co., Springfield, MO!

It doesn't take a lot of cinders, ballast, or rock to cover the styrene and make a believable load. A bag of rock will make numerous loads as will a sheet of styrene.

Obviously these loads will fit into the cars of foreign railroads, but not as nice as a Frisco hopper. Now all those concrete plants, coal mines, and power plants on your layouts will be served with hoppers that have easy, unique, and affordable loads.

Good luck and always...

Ship **it** On The Frisco! ☞



Passenger Service Ends Today on Storied Route

High Line's Last Run

With three gallant blasts of the whistle at the crossing, the big red diesel with its baggage car and passenger coach pulled away from the Springfield station at 10:35 today.

And that was the last passenger train scheduled to leave here over the High Line through Clinton for Kansas City. Around Flemington it would meet its sister train from Kansas City, also making last run, and due to arrive in Springfield at 2:00 p.m.

So stated the report in the May 2, 1954, edition of the Springfield (MO) News & Leader newspaper as it marked the **High Line's Last Run.**

The *High Line*, or the *Blair Line*, or the *Bolivar Branch*, was indeed, as the paper stated, a storied route that began in August, 1871, when the first of four companies was incorporated that would eventually build the line between Springfield and Kansas City, MO.

Chapter One: 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.

Chapter 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, & 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, 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*. The Kansas City & Southern made it to the river first and stopped there, ferrying its passengers and freight across. The KCC&S however, built a bridge across the Osage and entered Osceola first. Eventually, the KCC&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.

21	Miles	Read Down	Read Up	20
Daily				Daily
AM	0.0	Lv Kansas City, Mo.	Ar	PM 5.35
7.46	4.0	" Centropolis	"	5.13
7.56	15.2	" "Dudson	"	4.52
8.06	17.2	" Holmes	"	4.49
8.25	19.1	" Jeffries	"	4.45
8.37	21.8	" Grandview	"	4.40
8.43	27.3	" Belton	"	4.29
8.52	31.9	" Harrells	"	4.20
8.57	35.0	" Peculiar	"	4.14
9.15	44.4	" Harrisonville	"	3.56
9.27	50.9	" East Lynn	"	3.41
9.34	54.9	" Gunter City	"	3.34
9.41	58.7	" "Otter	"	3.27
9.51	64.4	" Quick City	"	3.17
10.01	62.7	" "Riverton	"	3.09
10.09	74.0	" Maurine	"	2.59
10.17	78.6	" Harvey	"	2.51
10.30	85.9	Ar Clinton	Lv	2.36
10.45	85.9	Lv Clinton	Ar	2.06
11.07	96.6	" "Sawington	"	1.44
11.16	92.9	" "Deenwater	"	1.36
11.30	109.0	" Lowry City	"	1.22
11.43	116.9	" "Osceola	"	1.09
11.51	121.3	" Vista	"	12.58
12.02	128.1	" "Gester	"	12.47
12.13	133.8	" "Vesuvius	"	12.36
12.24	140.0	" Flemington	"	12.24
12.37	148.3	" "Clair	"	11.59
12.49	155.1	" Bolivar	"	11.49
1.00	153.5	" "Morrisville	"	11.34
1.04	155.4	" "Vishart	"	11.30
1.10	170.4	" "Graydon Springs	"	11.22
1.16	174.4	" "Walnut Grove	"	11.17
1.20	177.0	" "Harold	"	11.12
1.23	175.4	" "Pact	"	11.09
1.29	184.2	" "Willard	"	11.05
2.03	185.2	Ar Springfield, Mo.	Lv	10.35

Chapter 3: On May 3, 1884, the Springfield & 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 to Bolivar. On December 29, 1885, a deed was executed officially conveying this line to its parent company.

Chapter 4: On April 22, 1891, the Kansas City, Osceola, & Southern Railway Co. was incorporated by John I. Blair of Blairstown, N.J. 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 later become known as the *Blair Line* 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. Because of its high elevation roadbed which made it less susceptible to the flooding problems experienced by other roads into the Kansas City area, the *High Line* provided service to the sixty-two stations along its route for over seventy-eight years.

On May 2, 1954, the last passenger trains made their run between Springfield and Kansas City, as #20 northbound and #21 southbound. The last Springfield departure consisted of one baggage car, one coach, and E-8 No. 2015,

Twenty Grand, as motive power.

Although May 2, 1954, was the last run of a Frisco passenger train on the line, patrons could still travel between Clinton and Kansas City on mixed freights #58 northbound and #59 southbound, as the following timetable notation describes:

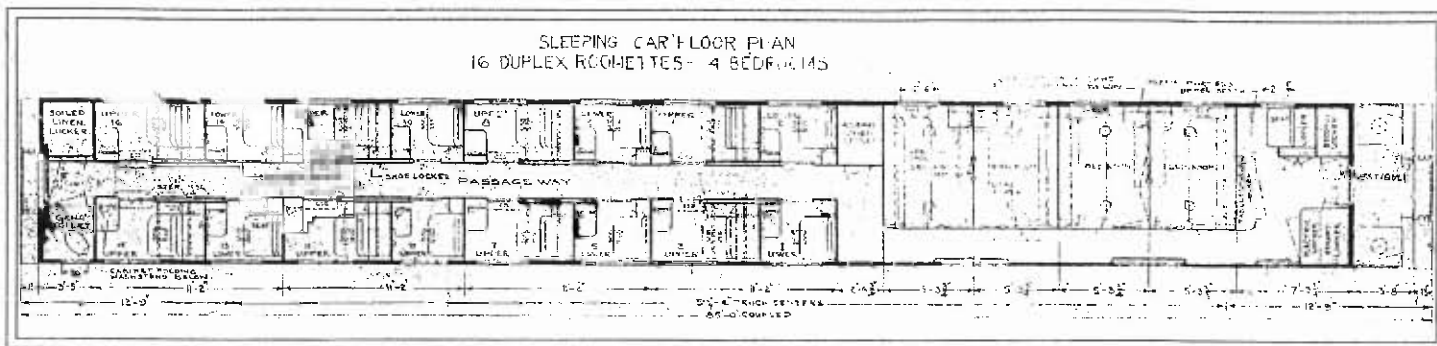
Trains 58 and 59 will operate daily from Feb. 15 to July 15, and daily, except Sunday, for balance of year. Passengers will be carried in caboose between Clinton and Centropolis and intermediate points only.

Mixed train service on that portion of the line continued through 1967, the last year of any type of passenger service on the Frisco.

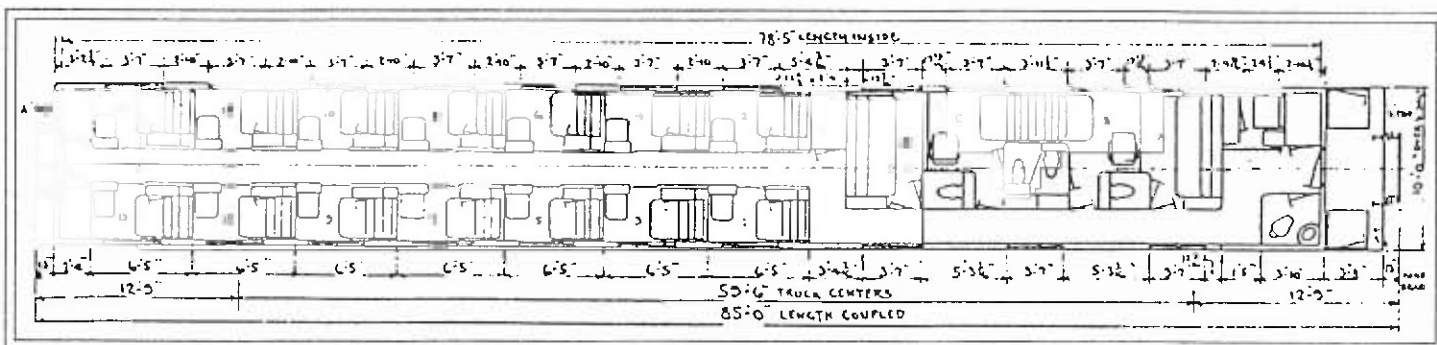
On October 14, 1978, a portion of the line between East Lynne and Bolivar was abandoned, between mile posts 72.4 and 115.7, as the result of condemnation by the U.S. Corps of Engineers in connection with the Truman Dam & reservoir project. Since then additional portions of the line have been abandoned. ☐



May 27, 1954, Springfield News-Leader photo showing crew and some of the passengers on the last Frisco passenger train to depart from Springfield on the High Line. The crew consisted of C.A. Rutherford, Conductor, A.W. Liffie, Engineer, W.L. Groves, Fireman, and M.L. Stone & E.A. Williams, Brakemen.



Original Pullman-Standard 14-4 Duplex Roomette design, June 23, 1945.



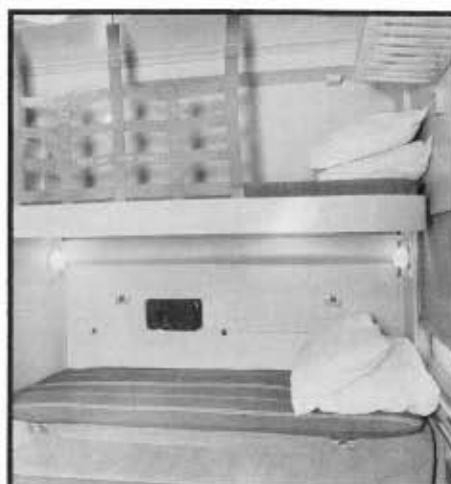
Frisco 14-4 Roomette design, January 1, 1948



Frisco Texas Special Sleeper # 1455, George G. Vest, Pullman-Standard Car Co., Chicago, IL, June 4, 1948.



*Frisco Sleeper # 1455, Bedroom D, in day make-up.
Pullman-Standard Car Co., Chicago, IL, June 4, 1948.*



*Frisco Sleeper # 1455, Bedroom D, in night make-up.
Pullman-Standard Car Co., Chicago, IL, June 4, 1948.*



Frisco Sleeper # 1455, Bedroom C, in day make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco Sleeper # 1455, Bedroom C, in night make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco Sleeper # 1455, Porter's quarters in day make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco Sleeper # 1455, Porter's quarters in night make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco Sleeper # 1455, roomette #2 interior, facing A end of car. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco Sleeper # 1455, aisle in roomette section, facing A end of car. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.



Frisco-land

Aristocrats All

THERE'S an aristocracy of the rails just as there is in society, and elsewhere. It's an aristocracy of service.

Fast schedules, dependable performance, fine equipment and comfortable travel are its credentials. Countrywide preference for certain trains is its badge of recognition.

When you travel in Frisco-land certainly you will prefer a routing via Frisco Lines, for over the Frisco rails run some of America's most famous flyers—The Kansas City-Florida Special connecting Florida and the West—The Meteor and the Oil Fields Special serving the great midcontinent oil lands—The Bluebonnet and the Texas Special between Saint Louis and Texas—The Memphian between Saint Louis, Memphis and the Southeast—smart, fast, distinguished trains—Aristocrats All!

And, of course there's Frisco Red Ball freight service to add wings to perishable freight.

S. S. Butler, General Traffic Manager

The Frisco Aristocrats would be an appropriate title for the above advertisement, reprinted from the back cover of the *Frisco Employees' Magazine*, May 1932 edition.