

FRISCO **All Aboard** FRISCO

JULY-AUGUST

1993

*Frisco's New Fleet of
Flash Streamliners*



Arriving October, 1946



All Aboard



VOLUME 8

July-August, 1993

NUMBER 4

FEATURES

Log Rolling on the Frisco3

A 1903 Frisco System advertising dodger announces a special train from Dixon, MO, to Monte Ne, AR, for the October 7 Woodmen of the World Log Rolling contest.

FRISCO Automobile Handling Facilities4

This is the second in our series featuring the automobile handling facilities that were in service on the Frisco in the early 1960's. In this issue we visit Tulsa, OK.

Frisco's Executive Fleet7

This is the fourth in our series of articles profiling the history of Frisco Business Cars. This installment features the *Tennessee* car.

Frisco's Duplex Sleepers9

They were proposed in 1945, announced in 1946, and never delivered! This feature explores the curious mystery of the Frisco's Duplex Sleepers, that never were.

DOWN AT THE DEPOT 10-11

In 1906, the Frisco's Office of Engineer Maintenance of Way issued a series of *Standard Structure Plans* which included an interesting assortment of depot diagrams. **Depot No. 1** is presented as our Down At The Depot feature.

Writing on the Frisco14

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

Rick's Tips15

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 model railroad layout. This installment features building believable homemade coal and gravel loads.

High Line's Last Run 16

Newly acquired information about the last passenger run on the Frisco's *High Line* between Springfield & Kansas City is included with a brief historical profile of the line.

Looking Backward 6

Mail Car12

ABOUT THE COVER

Our cover for this issue features a 1945 artist rendition of the Frisco's newly proposed *Texas Special* streamlined train.

THE

 RAILROAD MUSEUM INC.

OFFICERS

President

Alan Schmitt

Vice-President

Charles E. Mahaffey

Secretary

Saundra Schmitt

Treasurer

Louis Griesemer

BOARD OF DIRECTORS

Alan Schmitt

Charles E. Mahaffey

Saundra Schmitt

Warren Hall

Richard Napper

Louis Griesemer

Guy S. Pollard

Arthur Lindeman

John Sanders

STAFF

ALL ABOARD Editor ..Alan Schmitt

Contributing Editor's

Rick McClellan Ron Wagoner

Cordell Webb

Administrative Assistant

Rachel Schmitt

General Manager

Donna Wagner

MUSEUM LOCATION

543 E. Commercial St.

Springfield, MO 65803

1-800 N-FRISCO

(1-800-637-4726)

866-SLSF

(866-7573)

HOURS OF OPERATION

Tuesday thru Saturday

10:00 a.m. to 5:00 p.m.

The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM Inc. Its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not supported by, nor affiliated in any way with, the Burlington Northern Railroad Company, its subsidiaries or affiliates.



The Frisco name & logo are licensed registered trademarks of The Frisco Railroad Museum Inc.

SPECIAL TRAIN EXCURSION

TO

MONTE NE

ARKANSAS

AND RETURN

VIA



Wednesday, October 7

1903

ACCOUNT

Woodmen of the World
LOG ROLLING

Time of Special Train and Round Trip Rates.

Special Train Schedule	STATIONS	Special Round Trip Rate to Monte Ne
3.00 a. m.	Lv. Dixon	\$1.75
3.10 "	" Hancock	1.75
3.28 "	" Crocker	1.75
3.41 "	" Swedeberg	1.75
3.56 "	" Richland	1.75
4.08 "	" Southland	1.50
4.23 "	" Steeper	1.50
4.37 "	" Lebanon	1.50
4.53 "	" Phillipsburg	1.50
5.08 "	" Coeway	1.50
5.29 "	" Niangua	1.50
5.41 "	" Marshfield	1.25
5.54 "	" Northview	1.25
6.13 "	" Stratford	1.25
6.50 "	" Springfield	1.25
7.00 "	" Nichols	1.25
7.02 "	" Haseltine	1.25
7.10 "	" Brookline	1.25
7.22 "	" Republic	1.25
7.34 "	" Billings	1.25
7.44 "	" Logan	1.25
7.47 "	" Marionville	1.25
7.59 "	" Aurora	1.25
8.10 "	" Verona	1.00
8.50 "	Ar. Monett	1.00
8.50 "	Lv. Monett	1.00
8.58 "	" Purdy	1.00
9.03 "	" Butterfield	1.00
9.19 "	" Exeter	1.00
9.33 "	" Washburn	1.00
9.46 "	" Seligman	1.00
9.54 "	" Osborne85
10.03 "	" Garfield80
10.20 "	" Avoca80
10.31 "	" Rogers80
11.00 a. m.	Ar. Monte Ne	

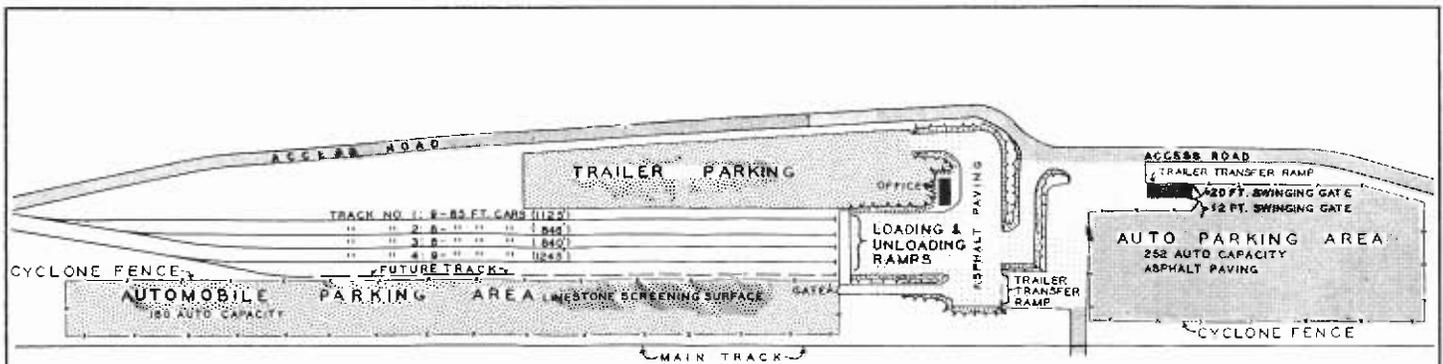
Returning, Special Train will leave Monte Ne at 6.00 p. m., October 7, 1903.

Tickets sold at above rates will only be good for passage on Special Train of date mentioned.

FRISCO Automobile Handling Facilities

IN 1962, the Frisco had in service five automobile handling facilities located at St. Louis, MO, Tulsa, OK, Birmingham, AL, Irving, TX, and Floydada, TX. This is the second in a series of features profiling the automobile facilities with layout diagrams and photos.

Tulsa, OK



RAMP-AREA DETAILS:

- FENCED AUTO PARKING CAPACITY: 432
- PAVED AREA 252
- UNPAVED LIMESTONE SCREENINGS AREA 185
- TRAILER TRANSFER RAMP IN PAVED AREA
- RUCK LOADER FOR BI LEVEL AND TRI-LEVEL OPERATION
- MULTI-LEVEL CAR CAPACITY: 34 UNITS PER SETUP
- FACILITY ALSO HANDLES "STANDARD" PIGGY-BACK LOADS
- AUTO PARKING AREAS ENCLOSED BY CYCLONE FENCE
- FACILITY FULLY LIGHTED - 24-HOUR OPERATION

FRISCO

**FRISCO AUTOMOBILE RAMP
TULSA, OKLAHOMA**

TRAFFIC DEPARTMENT
ST. LOUIS - SAN FRANCISCO RAILWAY CO.
ST. LOUIS - I - MISSOURI



Frisko's Tulsa automobile storage yard with trailer loading ramp in center foreground

Frisko photo



Frisco's Tulsa automobile ramp. Trailer storage area in right-hand side of photo. Additional automobile storage area was being created at the left of the ramp tracks. The old passenger main track is shown to the left of the ramp tracks. circa. 1962

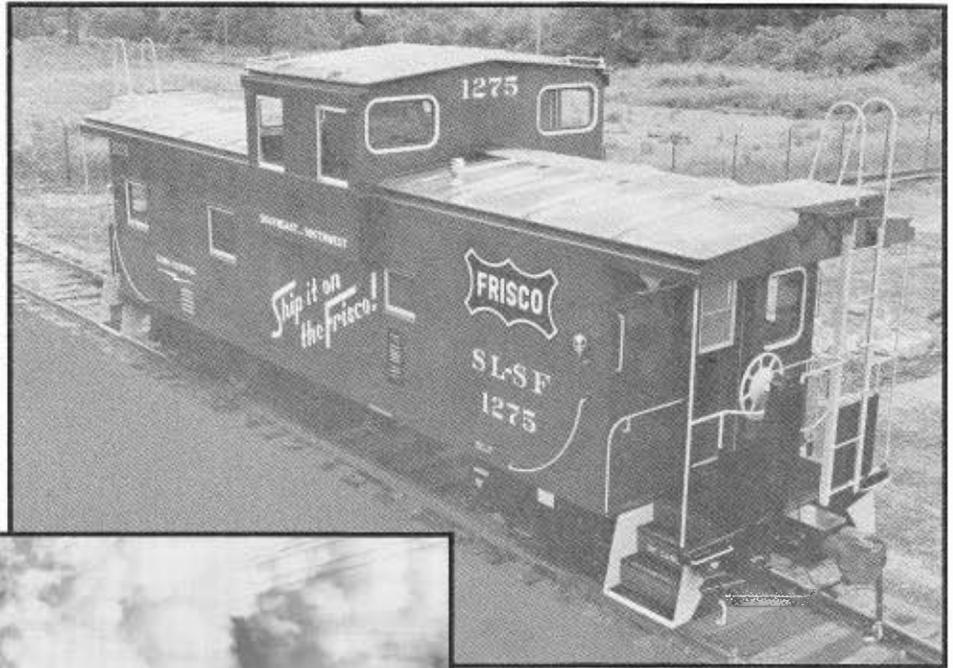
Frisco photo



Frisco's Tulsa automobile ramp, still in service in 1978. Frisco photo



LOOKING BACKWARD is a regular feature of the **ALL ABOARD** that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.



25 YEARS - 1968

On May 14, 1968, the Frisco Board of Directors authorized the purchase of ten new International all-steel, wide vision cupola, cabooses, series 1275-1284, at an approximate cost of \$26,500.00 each. Frisco photo



50 YEARS - 1943

Frisko motive power purchases in 1943 were unique in that both steam and diesel locomotives were purchased. Ten 4-8-4 *Mountain* class steam locomotives were delivered, Nos. 4515-4524, the last steam power purchased by the Frisco. New diesel power in 1943 included thirteen switch engines: No. 3, a 44-ton Witcomb unit, Nos. 4-8, 44-ton GE's, and seven Baldwin built VO-1000 locomotives, Nos. 207-213.

Frisko photo

FRISCO DEPOT 1908
TULSA, OKLAHOMA



75 YEARS - 1918

In 1918, the passenger depot at Tulsa, OK, was enlarged.
H.D. Connor collection

FRISCO'S EXECUTIVE FLEET



EDITOR'S NOTE: This is the fourth in our series on the **Friscos Executive Fleet** of Business Cars.

Tennessee

The *Tennessee* Business Car was originally built in March, 1912, by the American Car & Foundry Co. as a 79 ft. all steel coach, No. 1084, one of a series of fifteen such units, Nos. 1074-1088, built under lot #6335. In 1942, No. 1084 was rebuilt in the Springfield, MO West Coach Shops as dining car No. 645, the second in a series of five (644-648) Zephyr Blue & White Soldier Diners. (See *All Aboard*, April-May, 1992, pp. 18-20)

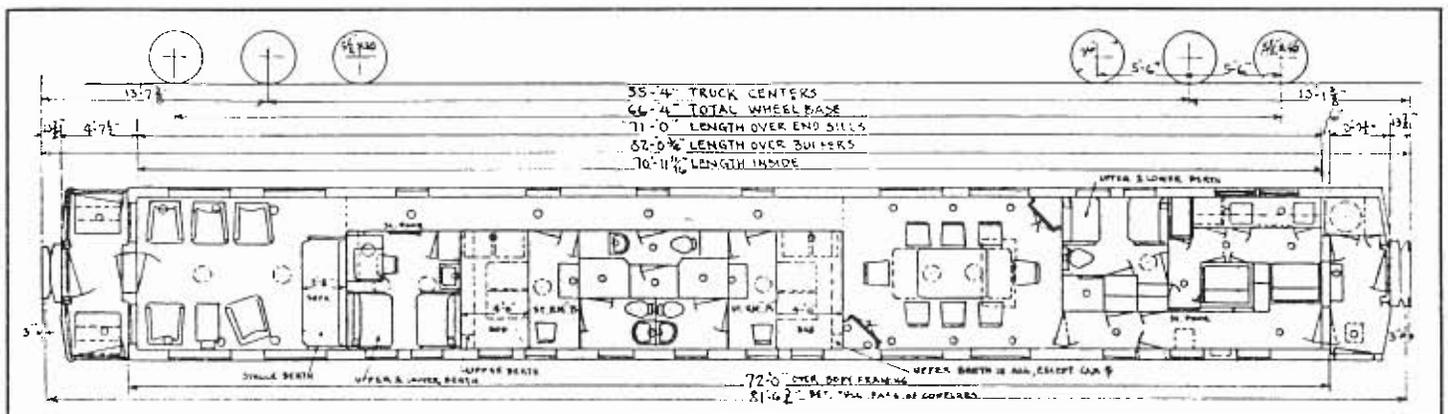
Right side view, Frisco Business Car #2, West Springfield Coach Shops, March 24, 1948. Frisco photo

It is interesting to note that all five of the original soldier diners were eventually rebuilt as business cars. No. 644 became the *Missouri*, No. 645 the *Tennessee*, No. 646 the *St. Louis*, No. 647 the *Alabama*, and No. 648 became the *Springfield* car. It is also noteworthy that the diners were all converted from the same series of passenger coaches. No. 1082 became diner 644, No. 1084 became No. 645, No. 1086 to No. 646, No. 1088 to No. 647, and coach No. 1089 became No. 648.

In April, 1948, No. 645 once again entered the West Coach Shop, this time to emerge as Business Car

No. 2. The new executive coach was 82 ft. long, weighed 219,200 lbs., and included a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, a secretary's quarters, and the standard observation room on the platform or A end of the car. The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was a standard Pullman Green with black roof, and gold lettering & details.

When completed, car No. 2 was assigned to the office of Vice-President of Operations. In that



capacity, it served F.H. Shaffer, S.J. Frazier, and R.J. Stone, the last company executive to use the car.

In June, 1954, the numerical

designation of No. 2 was replaced with the name *Tennessee*; and three years later the car was removed from service and placed in storage

at Springfield. In August, 1965, it was sold to a private individual.



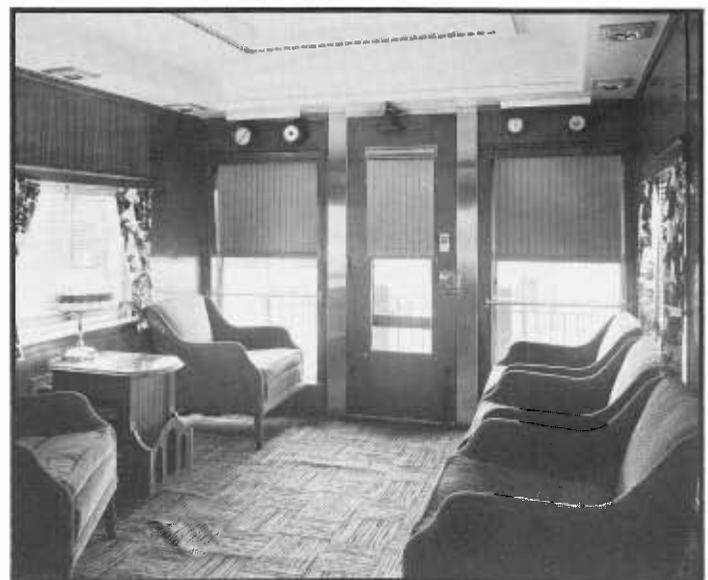
B end of Tennessee Business Car, Springfield Coach Shops, March 3, 1948. Frisco photo



A end of Tennessee Business Car, Springfield Coach Shops, March 3, 1948. Frisco photo



Dining Room looking toward B end of car, Springfield Coach Shops, March 3, 1948. Frisco photo



Observation Room looking toward A end of car, Springfield Coach Shops, March 3, 1948. Frisco photo

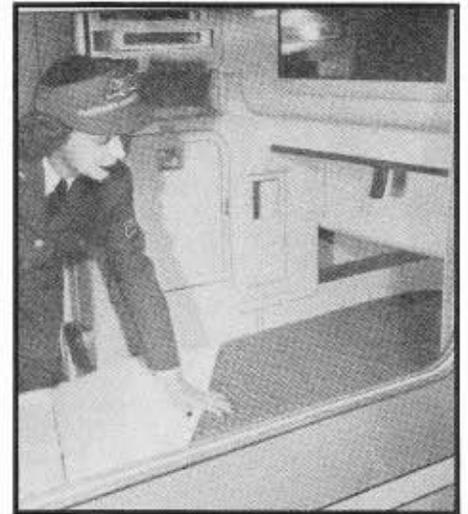
Frisco's Duplex Sleepers?

On June 23, 1945, Pullman-Standard Car Manufacturing Co. presented the Frisco with a proposal for a fleet of new streamline passenger cars that included floor plans, photographs, drawings, and specifications for thirteen cars, four of which were for a new innovation in sleeping cars called the *Duplex Roomette*.

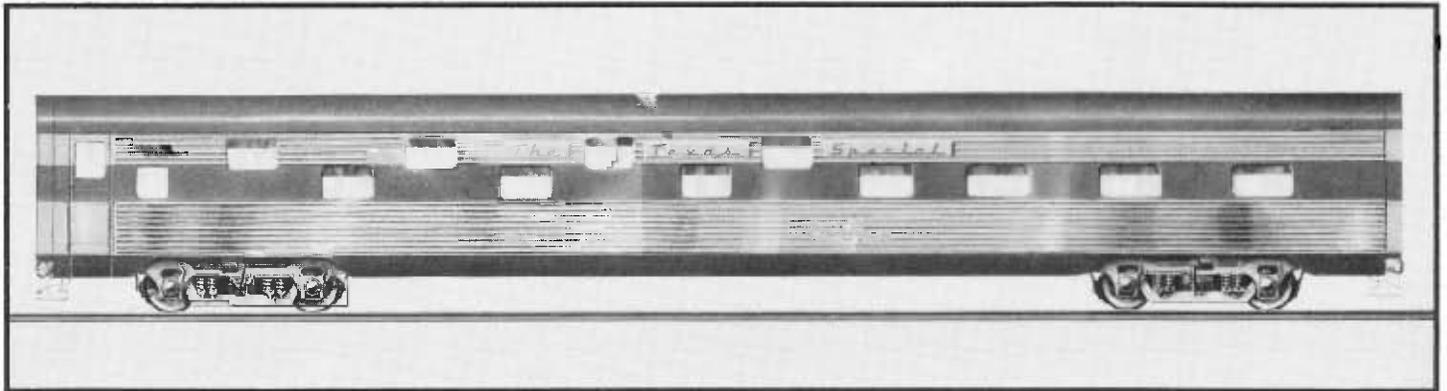
In the March 1, 1946, issue of the *Frisco First* magazine, under the heading *Streamline Preview*, the following article appeared:

The upper berth, least popular of sleeping car accommodations since 1859, when it was conceived by George Pullman, will be a thing of the past when Frisco Lines inaugurates its new streamline Flash trains for the Meteor and Texas Special.

Pullman-Standard, the duplex roomette car can be identified by its staggered windows. To date only one such car has been built. Constructed just before the war, it immediately proved to be most popular of the bargain-price sleeping car accommodations. Each roomette - costing only 45 cents more than the lower berth rate between Tulsa and St. Louis - constitutes a sitting room by day and bedroom by night. Washroom and toilet facilities are provided in each roomette. The bed, completely made-up, before passengers board the train, disappears into the wall. When the passenger wants to go to bed or lie down during the day, all he has to do is touch a lever - and there it is. The roomette, like other rooms, has a sliding door which can be locked



Passenger Representative Margaret King shows the roomette ready for night occupancy. Taken through the car window picture shows how bed slides out from wall at right. During day, bed is pushed back and hidden by curtain. Frisco First photo, March 1, 1946



The Pullman-Standard's Color & Design Studio produced this artist rendition of the newly proposed Frisco Duplex Roomette cars. Photo circa. 1945

One of the outstanding features of the new diesel-powered trains expected to appear in October is the adoption of all private room accommodations. The open section with its upper and lower berth has given way to the drawing room, bedroom, and roomette. Gone will be the communal washroom, aisles crowded by berth-making porters, and daytime backward riding on the part of upper berth occupants.

All this has been made possible by invention of a new type of accommodations known as the "duplex roomette." Developed by

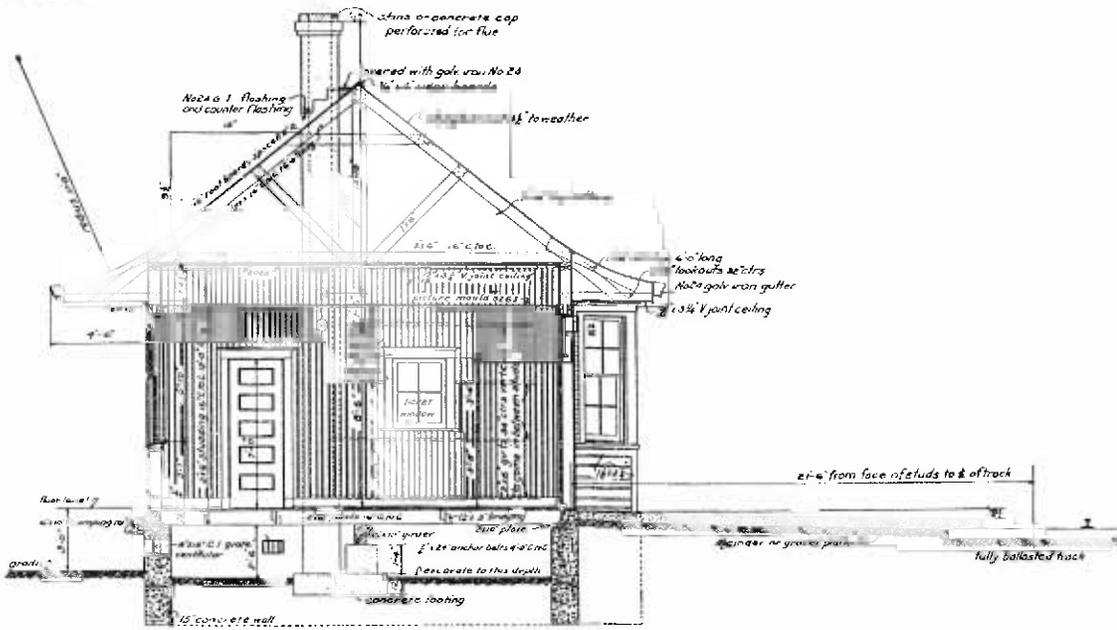
from the inside to insure complete privacy. Each room also is individually air-conditioned and can be regulated by the passenger to suit himself.

Jerry Ketchum, passenger representative at Tulsa, and Margaret King, St. Louis, recently visited the Pullman Standard plant in Chicago. Pictures show them demonstrating some of the features found in the mock-ups of the duplex roomette which will provide bargain price, sleeping accommodations on Frisco's new diesel-powered FLASH streamliners.

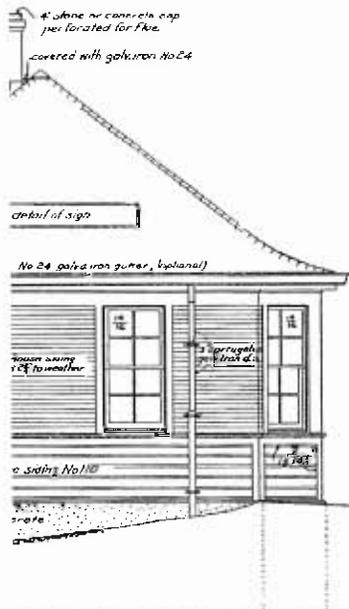
Between January and June, 1948, the Frisco purchased seventeen streamline Pullman sleepers, series 1450-1466, seven of which were lettered for service on the *Texas Special*. What is interesting to note is that while the delivered sleepers were similar to the 14-4 (fourteen roomettes, four bedrooms) design of the original proposed plans, for some reason the Frisco choose not to adopt the staggered window duplex design... reasons that are currently unknown!

Got any ideas? Want to speculate why? If so, send your thoughts to the museum office.

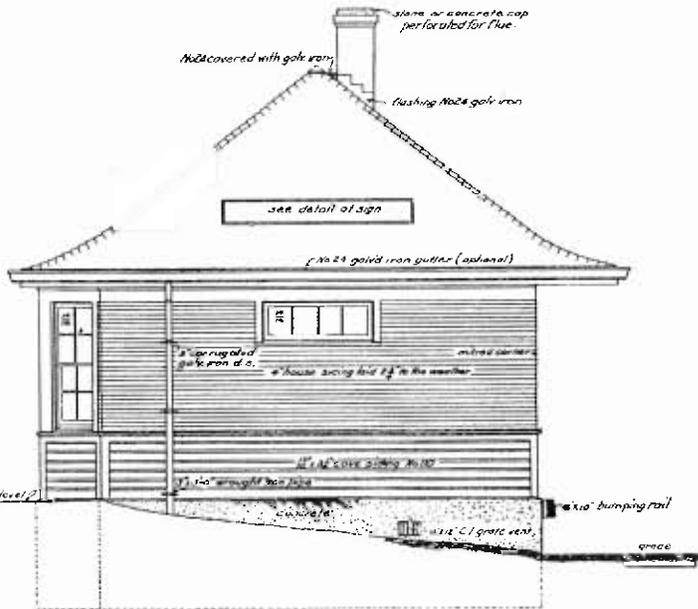
Additional photos on pp. 18-19



SECTION



ROOM ELEVATION
ROOM SIDE



END ELEVATION
FREIGHT ROOM SIDE

AT THE DEPOT

risco's office of Engineer Maintenance of standard structure plans which included ent of depot diagrams. **Depot NO 1 - For** irst in the series that will be featured in t series.

FRISCO LINES
DEPOT NO. 1
FOR COLD CLIMATE.
Plans, Elevations and Sections.

ADOPTED Nov. 10 1906

APPROVED *M. L. Byers* Chief Engineer of S.M.
APPROVED *W. H. Kirtland* Vice-President and General Manager
APPROVED *C. L. Day* Chief Vice-President