New Frisco Passenger Station Opened at Springfield, Mo.

Luxurious Spanish Mission Style Building Welcomed by Springfiel'dians—Replaces 45 Year Old Depot

It was a touching event, but not a sad one, when the old Frisco Lines station at Springfield, Mo., which had housed waiting passengers in that Missouri city for forty-five years, passed into oblivion recently.

Springfieldians were not sorry to see the rather majestic frame building come down, bit by bit, under the methodical and systematic razing of the carpenter crews. The old station that reared its magnificent and be-curlicued mansard roof to the sky way back in 1882 had outlived its usefulness. The cramped quarters of its baggage and express rooms, its waiting rooms and ticket offices, no longer gave the luxurious appointments that is standard on Frisco Lines, and old residents of Springfield who once praised the old station as "one of the finest depot structures on Frisco Lines, still", now referred to "that blankety-blank old eyesore pile of old lumber down by the tracks."

There's nothing left of the old station today. Spread spaciously over 13,550 square feet of ground, a beautiful Spanish mission style of modern railroad station, with port cochere front and back, and snowy white stucco gleaming in the Missouri sunlight, is the Frisco Lines station in Springfield, Mo., today. From its high center portion a roof of variegated color Spanish tile completes the picture of mission style, and in a garden on the east end that will later bloom with grass and flowers, a fountain plays worthy.

While the Fred Harvey section of Springfield's new station was opened to a hungry public on November 4, the completed station was not ready for general use before December 24. From front door to rear door the new structure is modern and up-to-date in every respect.

The east wing of the structure is given over to the Fred Harvey service, with a spacious dining room, kitchen and bake shop, store room, managers' office, refrigerating department, and storage yard. The Harvey quarters alone occupy 6,393 square feet of floor space. The Fred Harvey interior is polychrome, light coffee-brown effect. Ivory ceilings add greatly to the color scheme. The tops of the counter and tables are of Verde antique marble, and the counters are fitted with a special top piece effect in place of the old-fashioned rail, and with easy backed chairs. The counters are laid in double horseshoe, and in the center of each horseshoe is a walnut stained woodwork display case, with mechanical refrigeration. The Harvey kitchen has a floor of hard vitrified brick with white enameled walls and ceiling and all modern equipment. The bake shop, too, is modernly fitted and the spacious store room at the west end accommodates eight mechanical refrigerators to keep the food merrily.

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Wichita (Kans.) Skyline from Vantage Point of Freight Terminals

The Frisco stands positively to the forefront, even when the courageous points his "wagoons" toward the enticing sky-line of Wichita, Kansas, for a picture of the busy freight terminals of this bustling city. Located on the northern division of Frisco Line, Wichita has a population of 100,000 and is an exceptionally strong shipping center, with 200 manufacturers and many wholesalers and jobbing houses. It is the largest railroad center west of the Missouri River, leads in most packing in Kansas, and is the largest bronze corn market in the world.

SPRINGFIELD STATION IS OPENED

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that went into dining cars on the Eastern division.

Recedent lighting effects are em-
ployed in the main waiting room, which has seating capacity for 385
people on oak settees. An attractive
door of cement composition is two
color effects of red and black and makes
an agreeable contrast with the un-
adorned board flooring of the old sta-
tion. A spacious women's rest room
and a newspaper are included in the
waiting room arrangements.

Frisco employes our boast of the
modern arrangement of the baggage
room at the west end with its high
platforms set flush with the tracks.
The trucks of Frisco customers into
Springfield never touch the ground.
They are unloaded from trains at car
level, trucked to the baggage room
and unloaded at car level to waiting plat-
forms. The Frisco is one of the few
American railroads employing such
modern methods. The room has a ca-
pacity of 12 trucks.

The center section of the new sta-
tion is two stories in height, and the
employees of the Fred Harvey system
are quarters there. The second floor
is divided into sleeping quarters for
Manager H. W. Longfellow and his help.
Twenty-two sleeping rooms are in-
cluded in the upstairs arrangements,
with shower baths for both men and
women and adequate storage room for
trunks and baggage.

The express and mail building is lo-
cated 45 feet west of the station
building, and is 46 by 206 feet. All
business of the express company, and
the mail, is handled at this location. All build-
ings are heated from a central heating
plant, which also supplied steam to the
cooker lines from pipes laid un-
derground.

"We are very proud of the station,"
Mr. C. Stephenson, Frisco architect who
designed the building and supervised
its construction said. "The fountain
at the east end serves a twofold pur-
pose—one of beauty and one of util-
itv since it is used as a cooling ar-
rangement for water running to the
condensing coils in the refrigerator.

Work of raising the old structure was
completed in May, and the new sta-
tion was begun immediately. It is a
credit to Springfield and to the Fris-
co."

PRAISES OZARK COENTRY

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Truly we are a chosen people, and
dwell in the Second Promised Land,
that famed flows with milk and hon-
ey, but we are not at all withah. Come
and enjoy yourself for a season, and
get acquainted with a people that are
current and happy in the enjoyment
of the lavish gifts of nature and sa-
cred's God.

As I have said, we are not seeking
capital to exploit our natural resources.
We want only citizens who are
willing to work, build homes and assist in
substantial development, while
they enjoy the scenery, the cool
climatic and health-giving water, our
abundance of pure air and ample
breathing space.

If you are not willing to become one
of us in spirit as well as in residence,
we ask you to only look us over and
move on.

Today our greatest impediment to
progress, and most damming to our
good name and future, is borne from
other sections who come to us with
no exaggerated ego, and with the
idea that they can live without capital
or labor, that the natives are no un-
organized as to support them as
dressers. If you are neither able nor willing
to become one of us, we still invite you
to come and verify the truth of our
claims.

The Queen of Sheba heard much of
the magnificence of King Solomon's
Court, but when she had seen with her
own eyes, she returned to her
palace and said as you will say, "The
hall has never been told".

A LIMIT BAG

Thirty-eight rabbits and thirty
two quail occasioned the smile on
the face of the three men, Moura,
W. J. Fitch, R. C. McNabb and R.
K. McNabb of the Lindenwood
shops, Lindenwood, Mo.

Old "Sphi", posed so gracefully
in the center, asks that he be given
credit for some of the luck, which
enabled the folks at home to have
either rabbit pie or quail on toast
"a Mervelle!"
Springfield Mo., Station Views

Two views of new station at top. At left center, the Harvey House dining room, and above, the kitchen. Below, left, a view of the spacious waiting room, and below, the well-stocked counter-service room in the Harvey House.