

## ERA OF STEAM POWER ENDS ON FRISCO



On February 29, 1952, the Frisco became the largest Class I railroad in the United States to be operating strictly with diesel power. This milestone in Frisco history occurred when steam engine No. 4018 finished its run from Bessemer to Birmingham, AL, a distance of five miles. Those on hand for the occasion were (left to right) Rufus Smith, Engineer; C.H. Stuteville, Conductor; A.M. Ball, Assistant to the President; R.S. Blackburn, Brakeman; Eli Wilson, Fireman. Also in the crew on the trip, but not shown, was H.J. Parrish, Brakeman.

The Frisco dieselization program took approximately five years beginning in 1947 shortly after the appointment of Clark Hungerford as President. In March, 1952, the Frisco roster of diesels included 407 units. NOTE: A pictorial essay of Frisco first generation diesel power will appear in the September issue of the All Aboard.

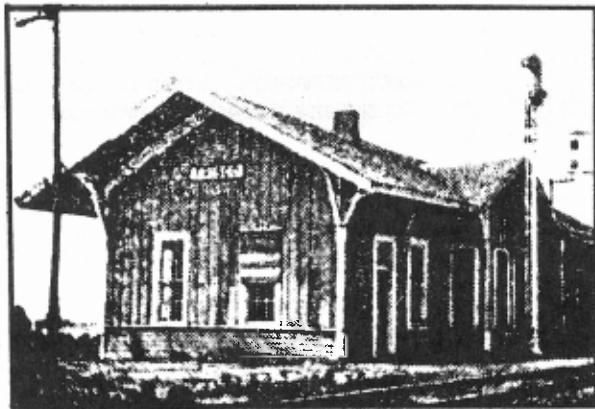


# DOWN AT THE DEPOT

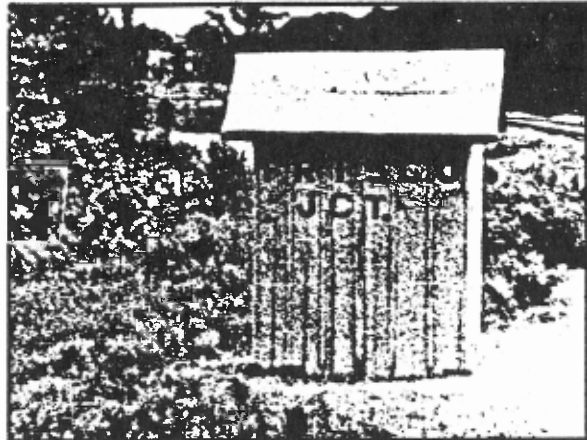


In 1936 there were approximately 1,545 stations, terminals, and junction points on the Frisco. Officially they were designated by a station number that corresponded to the closest mile marker from a terminal reference point such as St. Louis or Kansas City. Most, however, were more commonly known by the name of the town or city they were located in or near. It is interesting to note that at one time there were four stations on the Frisco that had the unique distinction of being a town or junction point that was named for the company.

Approximately sixty-five miles north of Mobile, AL was station No. 830 located at Frisco City, Alabama, a small town in Monroe County. Frisco City was on the Pensacola Sub-Division of the Southern Division and currently has a population of 1,400.

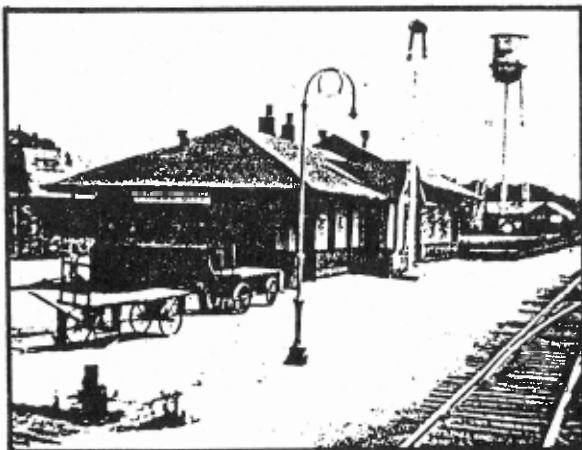


Station No. 686 (686 miles from St. Louis) was located at Frisco, Texas, a small town in Collin County fifteen miles north of Dallas. When the town was incorporated in 1901, the station was on the Denison-Sherman Sub-Division of the St. Louis, San Francisco, and Texas Railway Co., incorporated in March, 1900. When the Frisco took control of the St.L.S.F.&T. in 1964, Frisco Texas became a part of the Ft. Worth Sub-Division of the Southwest Division. The current population of Frisco is 3,400.



Two other stations that carried the company name were Frisco Junction, Oklahoma and Frisco Junction, Texas. Frisco Junction, Oklahoma was station No. 648 on the Ardmore Sub-Division of the Central Division. It was located half way between Madil and Ardmore and apparently was, at one time, the junction point for the Frisco and the Chicago, Rock Island, and Pacific Railroad line into Ardmore.

Frisco Junction, Texas was a somewhat mysterious station, No. 936, that was located on the Ft. Worth Sub-Division of the Ft. Worth and Rio Grande Railway Co. that was incorporated in July, 1881 and acquired by the Frisco in 1901. It is a mysterious point because it appears in only a few company "List of Stations" between 1924 and 1945. It apparently was the junction point for connections with the Gulf, Colorado, and Santa Fe Railway and the southwest twenty-five miles of the Ft. Worth and Rio Grande between Whiteland and Menard. When the Frisco assumed control of the line, Texas Junction was on the old Texas Division.





The Oklahoma Business Car was built in April, 1912, by the Pullman Palace Car Co. It was originally built as car No. 1702, a buffet-club car, referred to by many as a "sun-lounge" car. It was an 81 ft. all steel coach with a seating capacity of 30 in the chair section and 12 in the lounge area.

In 1924, No. 1702 entered the Springfield, Mo. West Coach Shop and emerged as Business Car No. 1924, following the example of Mr. Kurn's car No. 1920, rebuilt in 1920. The car weighed 220,600 lbs. and was patterned after its predecessors by being equipped with a kitchen and crew quarters, dining room, two state rooms, secretary's quarters, and observation room. Like car No. 5, its interior was a painted all steel finish. The exterior was the standard Pullman green, black roof, and gold lettering and details.

In May, 1947, No. 1924 was re-numbered car No. 3 and in December, 1949, it was again re-numbered, this time to No. 6. The new number allowed the number 3 to be assigned to the newly converted diner No. 644, (the Missouri) which entered executive service in 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 the former Springfield Car, and the "new" No. 4 car 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 of 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 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 Oklahoma 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. Olson, L.W. Menk, H.H. DeBerry, and Chief Engineer B.H. Crossland.

## FRISCO CHURCH

Webb City, Missouri, may have the distinction of being the only town in Missouri that has a church named after the Frisco Railway. The Frisco Church is located at 908 W.

Daugherty, across the street from the old Frisco depot.

In the fall of 1921 a small group of people gathered for worship in an old saloon next to the Frisco depot. A year later, the fruits of their labor was the organization of the "Gospel Mission." The congregation began to grow to the extent that between 1925 and 1926 they acquired a larger facility, located at their present site. In 1927 the name was changed to the "Frisco Mission" because of its close proximity to the depot and because of the many members who were employed by the Frisco.

The church continued to prosper and grow with many new members being added and a series of new and expanded facilities being built. In December, 1961, when the church voted to build a new sanctuary, they also elected to change the name from the "Frisco Mission," to the "Frisco Church."

Today, the church has an active and varied ministry and averages over 500 in worship services each Sunday. All Aboard for the Frisco Church in Webb City, MO! Thanks and a tip of the Frisco hat to Church Secretary Phyllis Sloan for her gracious hospitality and for providing historical information about the church.

# THE FRISCO FAMILY

The Kansas, Oklahoma & Gulf Railway Company.

The Kansas, Oklahoma & Gulf Railway Company was incorporated July 12, 1897, under the laws of the then Territory of Oklahoma. The company was organized by Ed. L. Peckham, W.P Hardwick, and associates of Blackwell, OK., but before any construction was performed, control passed to the St. Louis and San Francisco Railroad Company. On November 15, 1899, the company sold its property, rights, and franchises to the St. Louis and San Francisco Railroad Co. It appears that the original company was formed as a means of enticing the Knasas City and Southwestern Railroad Co., another Frisco predecessor, to extend its line from the Kansas-Oklahoma state line in to Blackwell.

On the date of sale to the Frisco, the company owned about 18 miles of standard gauge, single track railroad, located entirely in what is now the State of Oklahoma, extending from a connection with the tracks of the St. Louis and San Francisco Railroad Co., near the Kansas-Oklahoma state line, in a southerly direction to Blackwell, OK.

Next month... The Kansas City, Osceola and Southern Railway Company

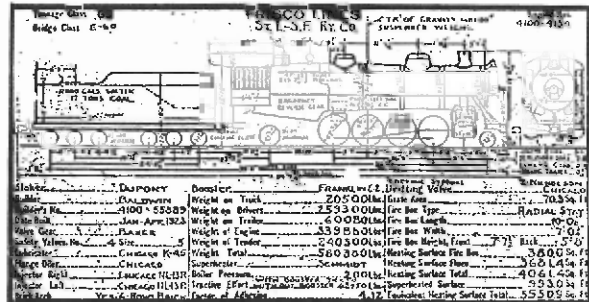
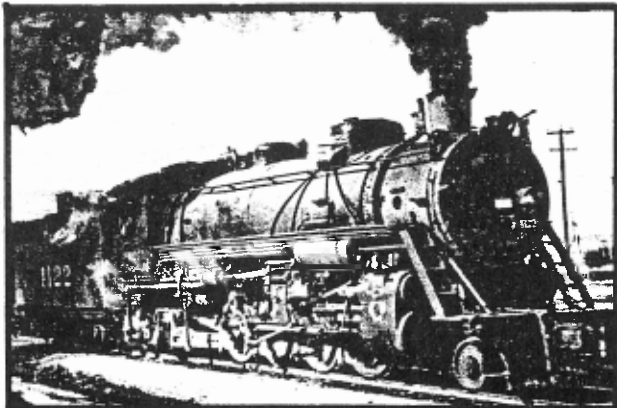
## FRISCO FOLKS

The museum is pleased to acknowledge the following membership renewal in the FRISCO FOLKS:

Art Lindeman Switchman

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Ron Fields	Engineer	Missouri
Charley Roberts	Engineer	Missouri
Jan Edward Jester	Fireman	Missouri
Bill Heiss	Brakeman	Missouri
Charles Dischinger	Switchman	Missouri
Robert Still	Switchman	Missouri
Robert Barling	Switchman	Arizona
N.J. Molo	Switchman	Australia



On March 22, 1923, engine No. 4122 was delivered to the Frisco by its builder the Baldwin Locomotive Works. No. 4122 was one of a series of sixty-five such engines built for the Frisco between 1923 and 1926. Built at a cost of \$55,201.00, the 339,880 lb. engine was referred to as a "Mikado" type engine, so named because the first order to Baldwin for the 2-8-2 locomotives was from Japan. The 4100's came equipped with a twelve-wheeled tender that weighed 240,500 lbs. and had a capacity of 4,500 gals. of oil or seventeen tons of coal and 12,000 gals. of water. No. 4122 was one of twenty-eight Mikados that were either built or re-built later, as oil burners.

When placed in service, No. 4122 spent most of its time on through freight service between Monett, MO and Sherman, TX. Between 1945 and 1952 most of the 4100's, including 4122, fell victim to the scrapper's torch.