

FRISCO

All Aboard

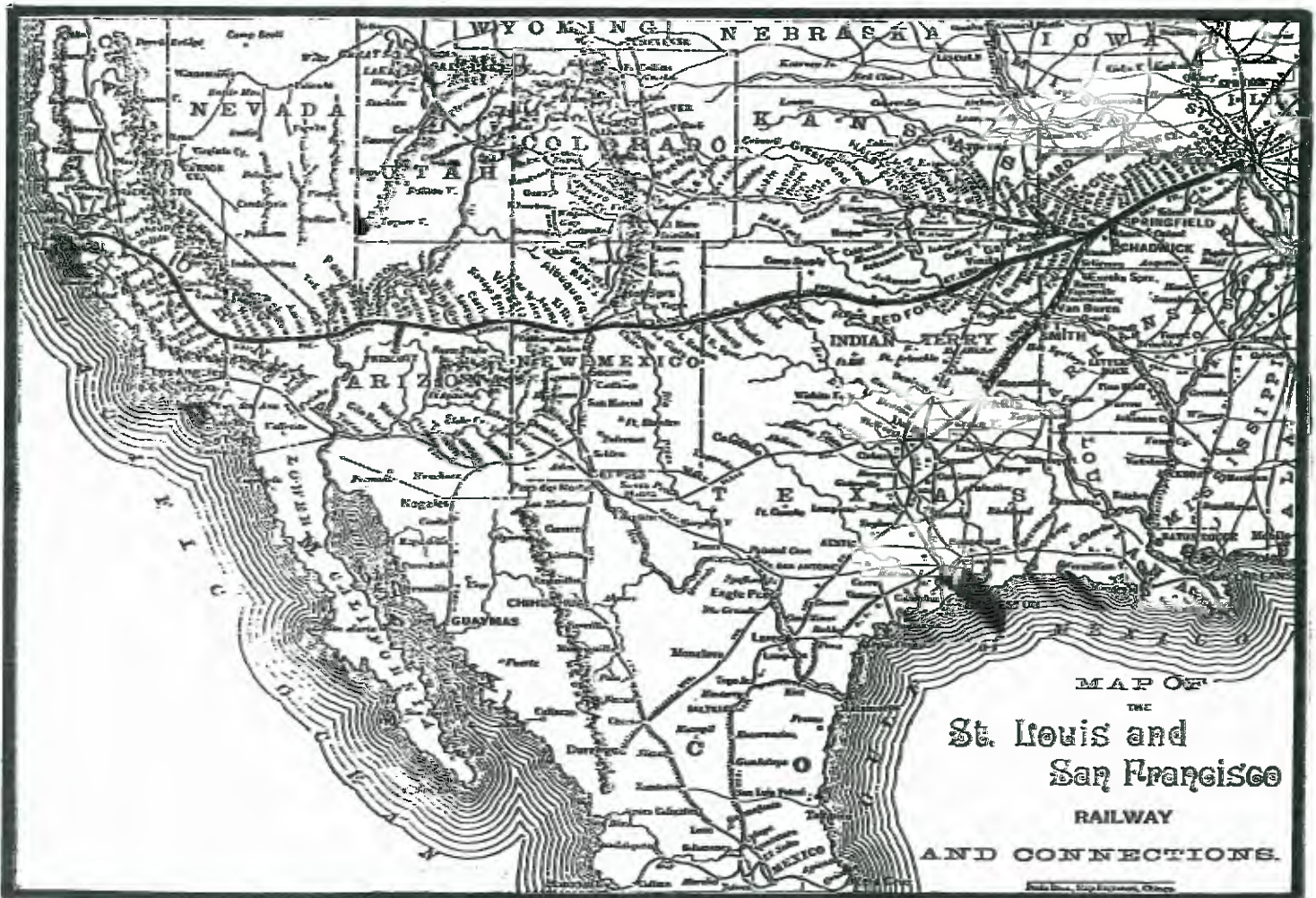
FRISCO

VOLUME 2

April, 1988

NUMBER 11

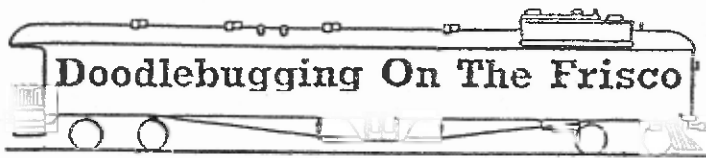
When The Frisco



December, 1883

Collection of Richard E. Napper

Was Headed For 'Frisco



PART 2

The one company that was most responsible for the wide spread development and use of the gas-electric motor car was the General Electric Company. In February, 1906, GE #1, a rebuilt wood passenger coach was placed in trial service on the Delaware and Hudson Railroad. Eleven years later, the General Electric Company had produced ninety-four gas-electrics, including twenty-one that saw service on the Frisco Line. The majority of motor cars produced by General Electric were actually a joint project of sorts. The engine and traction motors were produced by General Electric, the car bodies manufactured by the Wason Manufacturing Company, and the trucks were the product of the American Locomotive Company.

The Frisco was undoubtedly a pioneer in the use of motor cars. Its initial order of ten, placed in 1910, put it at the forefront of gas-electric operation. Numbered 2100 to 2109, they included nine baggage-coach combinations and one baggage-mail-coach configuration. By 1913, the company had acquired an additional seven units thus giving it the distinction of having the largest fleet of gas-electric motor cars in service.

Twelve of the 1913 fleet of seventeen cars were assigned to various roads on the Frisco controlled Gulf Coast Lines. The G.C.L. was a conglomerate of individual rail lines stretching from New Orleans to Brownsville, Texas, including the New Orleans, Texas & Mexico Railroad, the Beaumont, Sour Lake & Western Railway, the Orange & Western Railroad, the New Iberia & Northern Railroad, the St. Louis, Brownsville, & Mexico Railway, and a variety of other branch lines. Because of floods, strikes, a national depression, and the failure of a railroad empire known as "Yoakum's Dream," the Frisco went into receivership on May 27, 1913. When reorganization was completed on August 24, 1916, the new company, the St. Louis-San Francisco Railway Company, was divorced from the Gulf Coast Lines. Consequently, all G.C.L. properties and equipment, including motor cars, was removed from Frisco service. In April, 1923, the Gulf Coast Lines became part of the Missouri Pacific Railroad System.

It is following the 1916 reorganization that the history of Frisco motor cars takes on the form of a giant jigsaw puzzle, with a thousand pieces, all the same color! Some of the cars lost to the Gulf Coast Lines were replaced with ones acquired from G.E. and other companies, many of which were

assigned the same numbers as the original equipment. Others were rebuilt, renumbered, and reassigned. The initial effect of reorganization on motor car service was a general reduction of motor car mileage. However, the acquisition of new equipment and the readjustment of schedules soon caused ridership to increase. By the end of 1924, total motor car mileage had reached a high point of 310,247 miles for the year. To meet the increased demand, the Frisco initiated a three year program to update and expand its fleet of motor cars.

In 1925, the company added four gas-electrics to the roster, two through the purchase of the Jonesboro, Lake City & Eastern Railroad and two new units from the Electro-Motive Company of St. Louis. The new units, Nos. 2120 and 2121 were built at a cost of \$65,000.00 each. Seven units were added to the fleet in 1926 including one Frisco-built conversion of a 1902 coach. In 1928, the roster was increased by seven with the purchase of five new E.M.C. units and two rebuilt earlier models. By the end of 1931, Frisco's peak year for motor car mileage and operation (2,312,599 motor car & trailer miles for the year), official records show a roster of twenty-three gas-electrics, five gas-mechanical cars, four trailer coaches, and six mail-baggage units.

In 1933, motor car service started a gradual decline due in part to retirement of equipment, abandonment of branch lines, and the increased availability of auto and bus transportation. By the end of 1946, the fleet had been reduced to eight gas-electric motor cars and three mail-baggage trailers. In 1948 and 1949 a decline in passenger train service caused a resurgence in motor car ridership. However, the increase was short lived. At the end of October, 1953, motor car mileage for the year had dropped to an all-time low of 52,000 miles. On November 8, 1953, motor car No. 2128, operating motor service #774, left Ardmore, OK for the four hour trip to Hugo, thus marking the last scheduled run of a Frisco motor car and the end of a forty-two year era of "DOODLEBUGGING ON THE FRISCO." ☞

Museum Dispatch

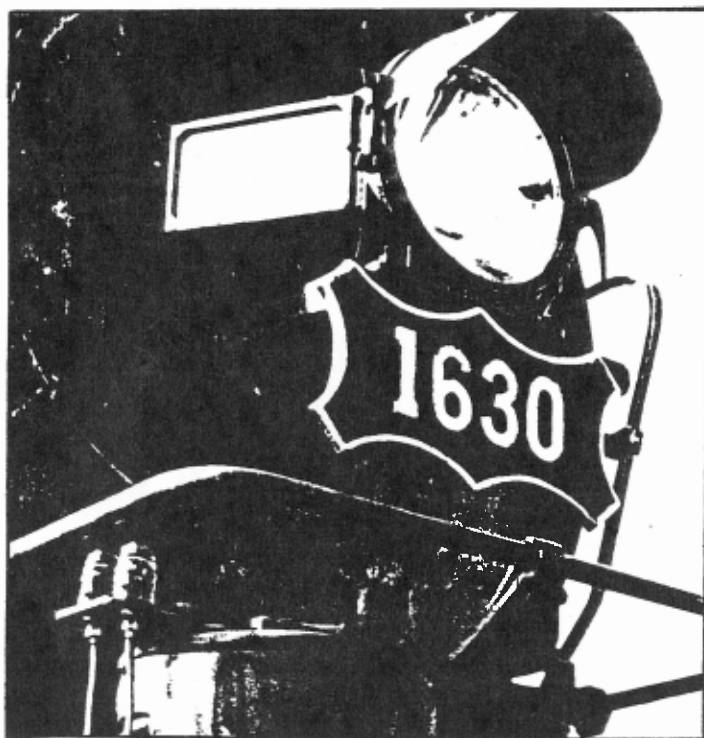
Due to train shows, new acquisitions, and a rather busy schedule, EXCESS BAGGAGE LIST No. 6 will not be distributed until May. The new list will be extensive and will contain many new and unique items. Your patience is appreciated!



The FRISCO SURVIVORS



DOWN AT THE DEPOT



Dr. Phil Henson photo

Frisko Survivor No. 1630 has found a new life at the Illinois Railway Museum at Union, IL, where it provides power for a four-mile, twenty minute, round trip excursion over the former Elgin and Belvedere Line. The train runs Saturdays and Sundays, May 16 thru September 27. It also runs May 25, August 1-9, July 3-4, and September 7. For more information write the Illinois Railway Museum, P.O. Box 431, Union, IL 60180. For a true Frisco fan, a ride on a train pulled by a Frisco Survivor surely has to be a little taste of heaven!

As Joe Collias so appropriately states in his FRISCO POWER, "it is a fitting tribute... that of the nearly 200 such machines distributed to various railroads... these five (1615, 1621, 1625, 1630, 1632) are the only existing examples of this unusual locomotive series." ☐

EDITOR'S NOTE: Frisko survivor 1632 is currently on display at Ottawa, Ks. The Smoky Hill Railway & Historical Society is raising funds to move the engine to a new location in the Kansas City area. Those interested in contributing to the "Frisko 1632 Restoration Fund" may do so by contacting the Society at P.O. Box 224, Grandview, MO 64030. A framed eight by ten black and white print of the locomotive in action on the Frisco Lines will be given for a donation of \$16.32.

As for automobiles, there is a Ford in Arkansas, a Nash in Missouri and a Dodge in Oklahoma, and in Arkansas you can find a Driver who will be glad to kick any of them out of Neutral (KS), but often the Roads (AR) are Boggy (FL) or Rocky (OK). This form of travel is far from Ideal (OK).

We have a cute Kiddo in Missouri with a Dimple from Arkansas. For that matter, there are a lot of girls on the system, but in Arkansas there is a Coy (AL) Peach that will make any fellow Moon (OK).

The Bourbon in Missouri may send some along the Primrose (TX) path. Those who are inclined to Shirk (OK) had better take a Sleeper (MO) to Shade (MO) and the Sooner (OK) the better. The Boss in Texas might have something to say about this, though. On the other hand one is inclined to ask Swift (MO) Howe (KS) it got that way.

Providence (MO) won't save you if you fall off the Brink (OK) of the Cliff (MO). There are two Belt Junctions on our lines - but no buckle is furnished for either. We can make things safe, however, by fastening them firmly together with the Hitch found in Missouri.

Down in Oklahoma is Bengal from which Tiger (OK) came before hanging around ferocious Tiger Hollow (AL) for a while and finally settling in Oklahoma.

Provision (MO) has been made for a complete sea story. There is a Helm (MO) for the Hardy (AR) captain to stand by while the Gale (AR) drives the Hull (OK) of the ship into the Yellow Bluff (AL).

Market operators will find a Poole in Oklahoma. They May (TX) want to use it to Advance (MO) the Price (OK) but it isn't necessary on the Frisko because this road Proffers (MO) Prosperity (MO) for all.

There are two hunters (one in Missouri and one in Oklahoma) but there is only one Mustang (OK) for them to ride when they chase the Deer (AL), the Buck (AR), and the Badger (KS). One of them has already hung up a pair of Antlers (OK). Now in the case of Mills (MO) it is different. Plenty of Millers are provided. There is one in Mississippi and another in Missouri.

There is a solitary Fisher (OK) who can cast his line in an Eddy (OK) in one of the Brooks (KS) or in the Bay (AR); however, he is not likely to land any fish, but should he take his gun he may get a Plover (TX) which he can have served on a Platter (OK) and no doubt he could get Baker (AR) to make him some Roles (MO).

If you have a Southern brogue, you can ring the Dobell (AR) and be admitted to the House (OK). In Missouri are found Knights of Olden (MO) times and there is a Speer for them in Oklahoma. ☐

TO BE CONTINUED...

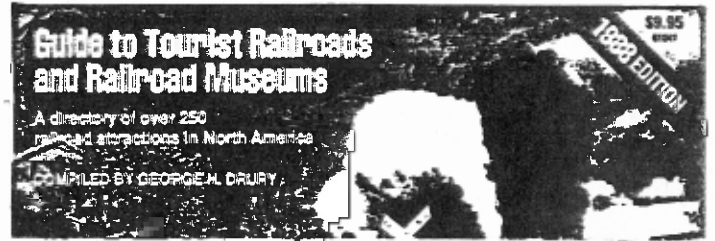
THE FRISCO FAMILY

ST. LOUIS, OKLAHOMA, AND SOUTHERN RAILWAY CO

The St. Louis, Oklahoma, and Southern Railway Company was incorporated August 13, 1895, under the laws of the Territory of Oklahoma. The company was organized by various residents of Oklahoma Territory, but aside from completing the organization, nothing was done until the early part of 1900. Johnson Brothers and Faught, contractors of St. Elmo, IL, having obtained control of the company, on January 10, 1900, entered into an agreement with the St. Louis and San Francisco Railroad Co., for the construction of a railroad in the interests of the latter, from Sapulpa, Indian Territory, to Denison, TX. This agreement provided for the use of the franchise of the company for the construction of that part of the proposed line in the Indian and Oklahoma Territories, and for the organization of a new company under the laws of Texas for that part of the line in Texas, and for control of both companies to become vested in the St. Louis and San Francisco Railroad Company.

On June 22, 1901, immediately after construction was completed, the company conveyed its property, rights, and franchises to the St. Louis and San Francisco Railroad Co. On that date, its property consisted of about 193 miles of standard gauge, single track railroad, located entirely within the State of Oklahoma, extending from Sapulpa to a point on the north bank of Red River, about six miles north of Denison, TX.

Next month... Crawford County Midland Railroad Company. ☐



The Museum is pleased to announce its inclusion in the 1988 edition of Kalmbach's Guide To Tourist Railroads and Railroad Museums. The guide lists over 250 railroad related attractions in North America. ☐

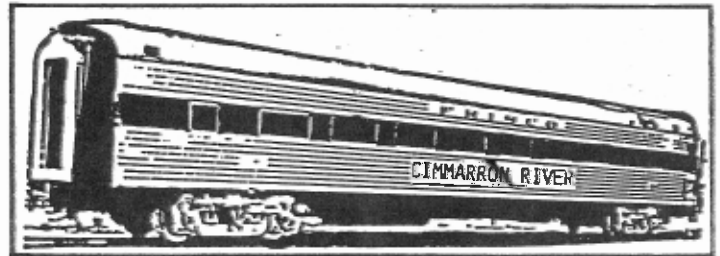
Hours: Frisco memorabilia and artifacts
Open: Saturdays 10 a.m. to 3 p.m. Sundays 2-5 p.m.
Admission: Free. Memberships appreciated.
Special events: Christmas Open House
Hours: 12 noon to 4 p.m. (Nov. 15-17)
Special events: Women's Open House (Nov. 18-19)
Hours: 10 a.m. to 4 p.m. (Nov. 20-21)
Special events: P.O. Box 276, Ash Grove, MO 65601
 (417) 462-2200

FRISCO RAILROAD MUSEUM

On June 1, 1995, the Frisco Railroad Museum opened, the only museum and archive center devoted specifically to the St. Louis-San Francisco Railway. The principal lines of the Frisco, which became part of the Burlington Northern in 1986, extended from St. Louis southwest through Oklahoma into Texas and from Kansas City southeast to Birmingham, Alabama, and Pensacola, Florida. The bulk of the system was Springfield, Missouri.

The museum contains an extensive collection of Frisco artifacts, particularly notable are dining car china and crew uniforms. The museum is at 840 Walker Street in Ash Grove. To reach the museum, follow Gilliam Avenue south to back on U.S. 166, then turn southeast on Main Street, which merges into Walker Street after four blocks. There is a restaurant on Ash Grove; hotels can be found in Springfield.

118-MISSOURI Ash Grove



Meteor Rail Inc. announces a weekend train trip for real train riders through four states, over a thousand miles. You'll enjoy two days and two nights aboard the former Frisco Pullman car "Cimarron River." Originally built in 1948, the privately owned sleeping car has been renovated with modern heating, electrical, and air conditioning systems while retaining the charm and ambiance of 1940's rail travel. Both roomettes (for one) and bedrooms (for two) are available. For fare and schedule information, contact Meteor Rail Inc., 4360 Contessi Manor Ct., St. Louis, MO 63128. ☐

FRISCO FOLKS

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

John Randick	Engineer	Missouri
Howard D. Killam	Engineer	Kansas
Richard Brockelmeyer	Conductor	Missouri
Robert O. Plough	Brakeman	Missouri
P. Allen Copeland	Switchman	California
Dan Sanger	Switchman	Idaho
Charles E. Brand	Switchman	Missouri
Rick L. McClellan	Switchman	Kansas
Paul Brand	Switchman	Missouri
Tom Mann Jr.	Switchman	Tennessee

The All Aboard newsletter is published monthly for members of the Frisco Folks, a support organization of The Frisco Railroad Museum Inc. The museum facility is located at 840 Walker St., Ash Grove, MO. All correspondence should be mailed to P.O. Box 276, Ash Grove, MO 65601. All material in the newsletter is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced in any manner without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis - San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.