

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

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## ABOUT THE COVER

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

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# 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 "	" Sleeper .....	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
8.30 "	Ar. Monett .....	1.00
8.30 "	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 "	" Osborne .....	.85
10.03 "	" Garfield .....	.80
10.20 "	" Avoca .....	.80
10.31 "	" Rogers .....	.80
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.





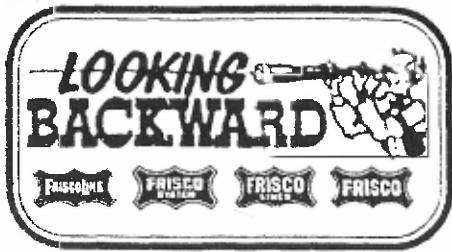
*Frisco's Tulsa automobile ramp. Trailer storage area in right-hand side of photo. Additional automobile storage area was being created at the left of the ramp tracks. The old passenger main track is shown to the left of the ramp tracks. circa. 1962*

*Frisco photo*

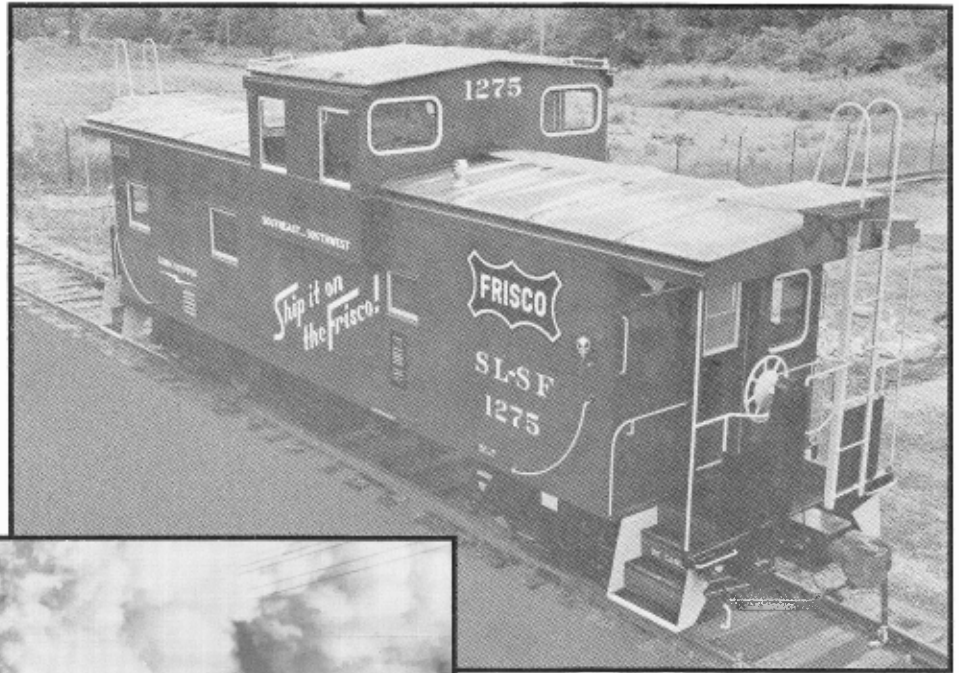


*Frisco's Tulsa automobile ramp, still in service in 1978. Frisco photo*





**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

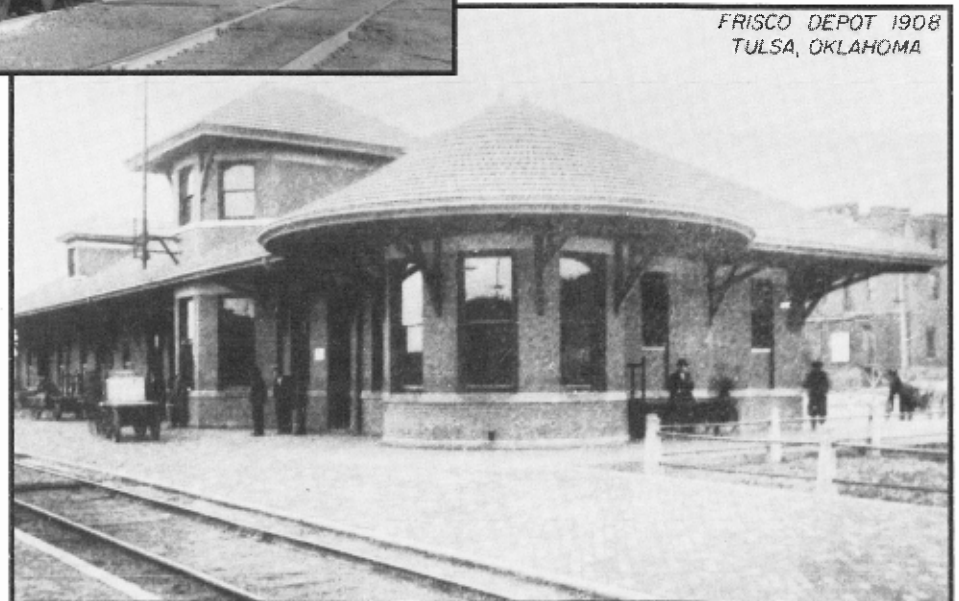
On May 14, 1968, the Frisco Board of Directors authorized the purchase of ten new International all-steel, wide vision cupola, cabooses, series 1275-1284, at an approximate cost of \$26,500.00 each. Frisco photo



## 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)

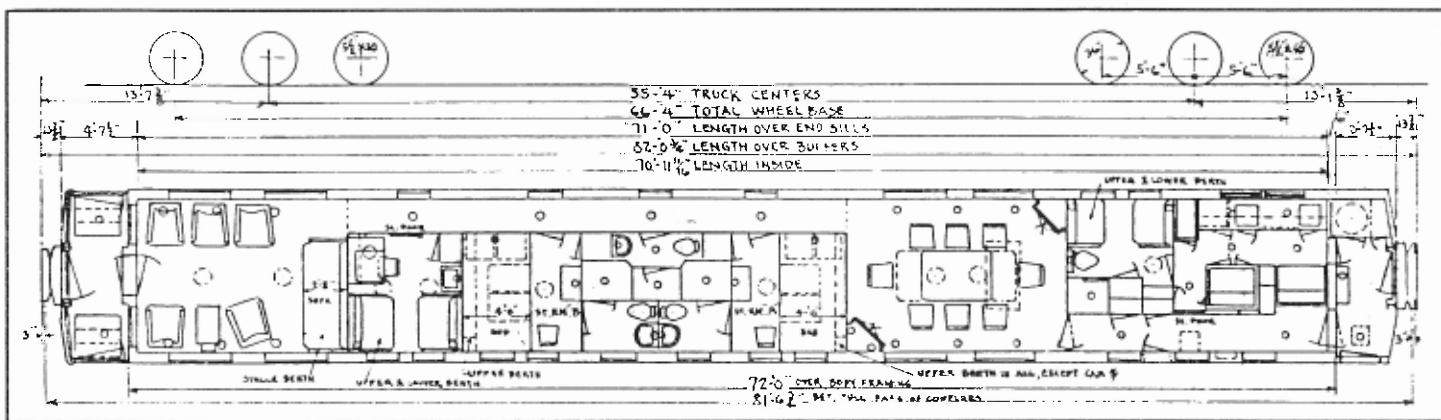
*Right side view, Frisco Business Car #2, West Springfield Coach Shops, March 24, 1948. Frisco photo*

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.

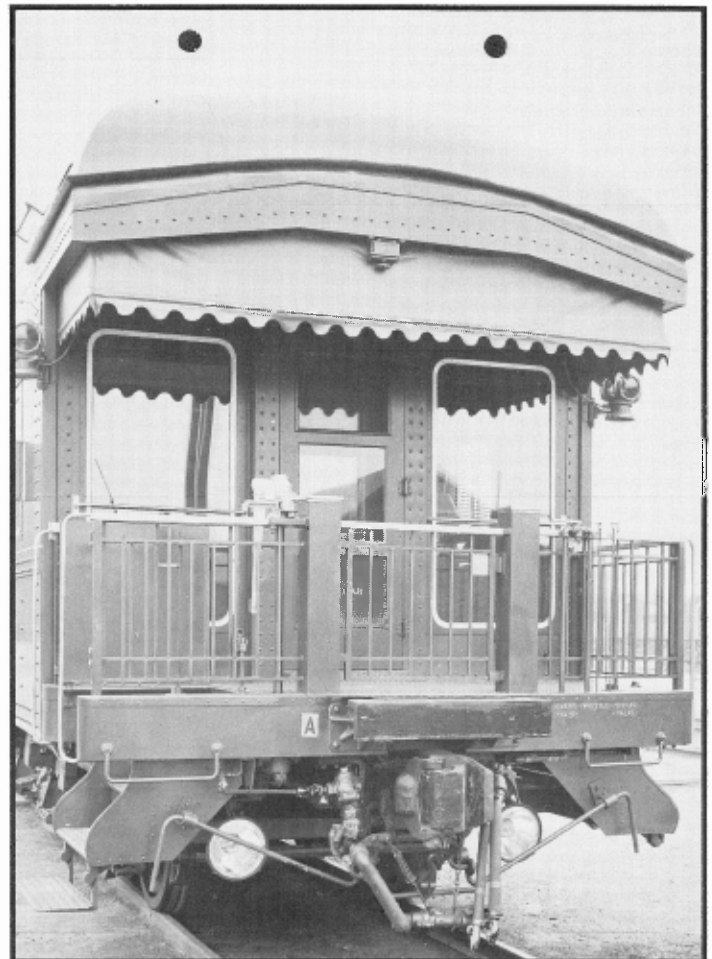
In June, 1954, the numerical

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

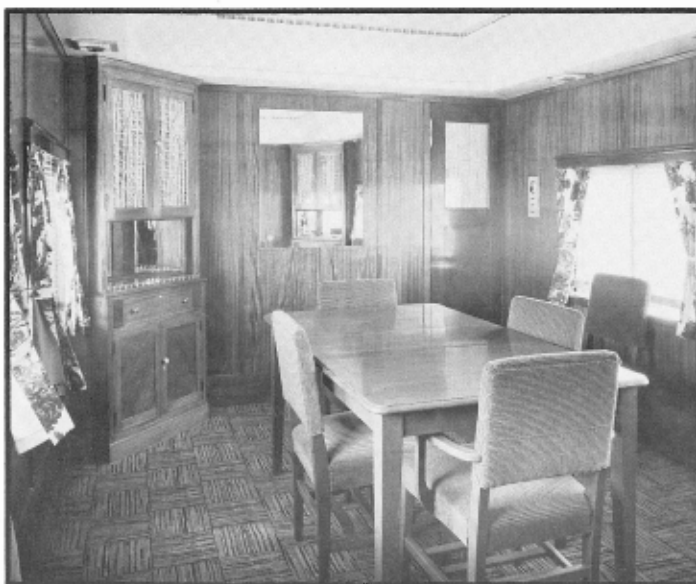
at Springfield. In August, 1965, it was sold to a private individual.



*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*



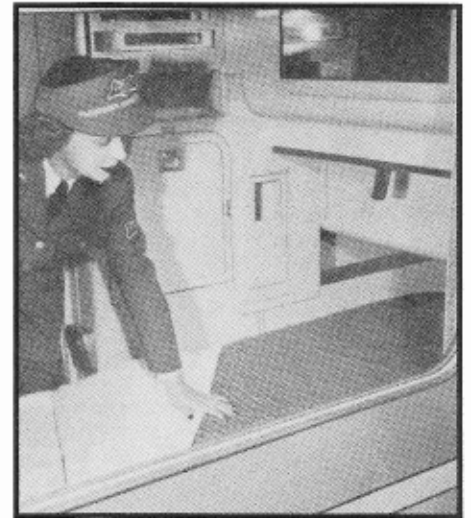
# Frisco's Duplex Sleepers?

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*.

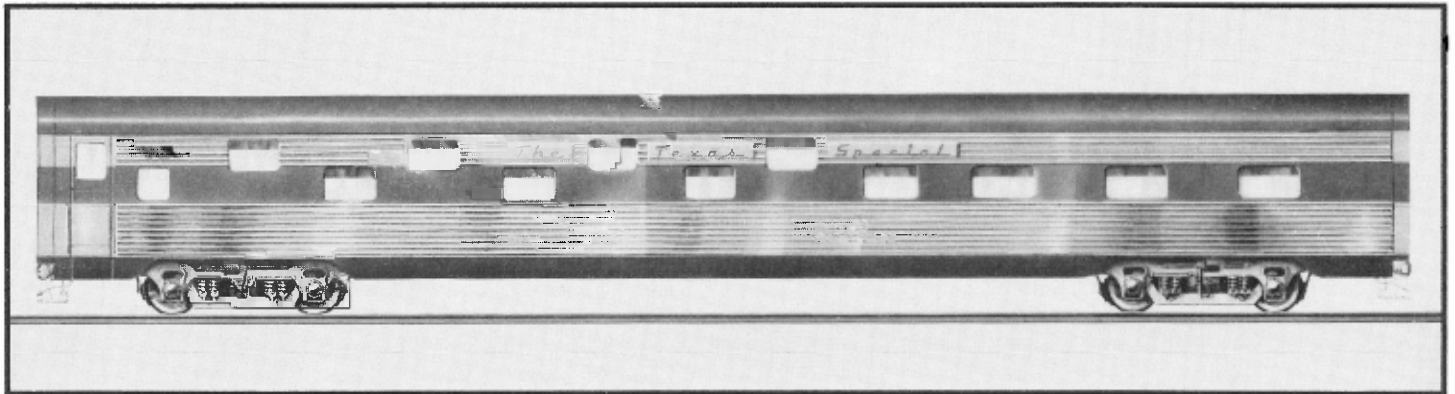
In the March 1, 1946, issue of the *Frisco First* magazine, under the heading *Streamline Preview*, the following article appeared:

*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.*

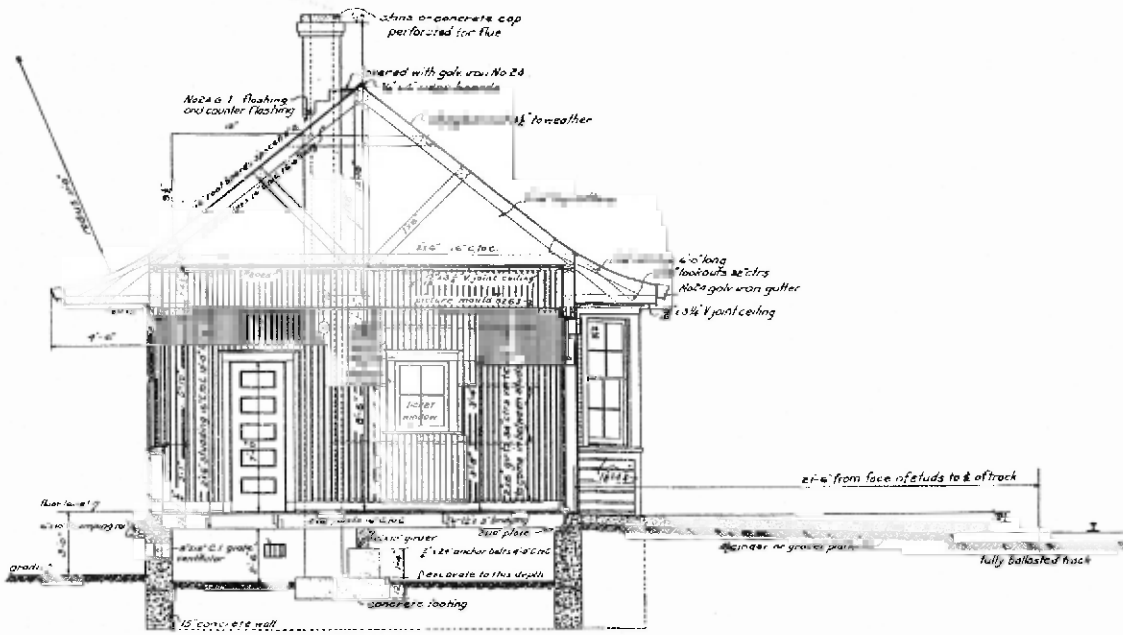
*Jerry Ketchum, passenger representative at Tulsa, and Margaret King, St. Louis, recently visited the Pullman Standard plant in Chicago. Pictures show them demonstrating some of the features found in the mock-ups of the duplex roomette which will provide bargain price, sleeping accommodations on Frisco's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

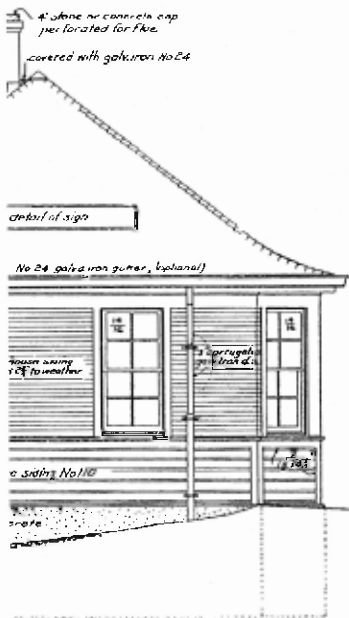
Got any ideas? Want to speculate why? If so, send your thoughts to the museum office.

*Additional photos on pp. 18-19*

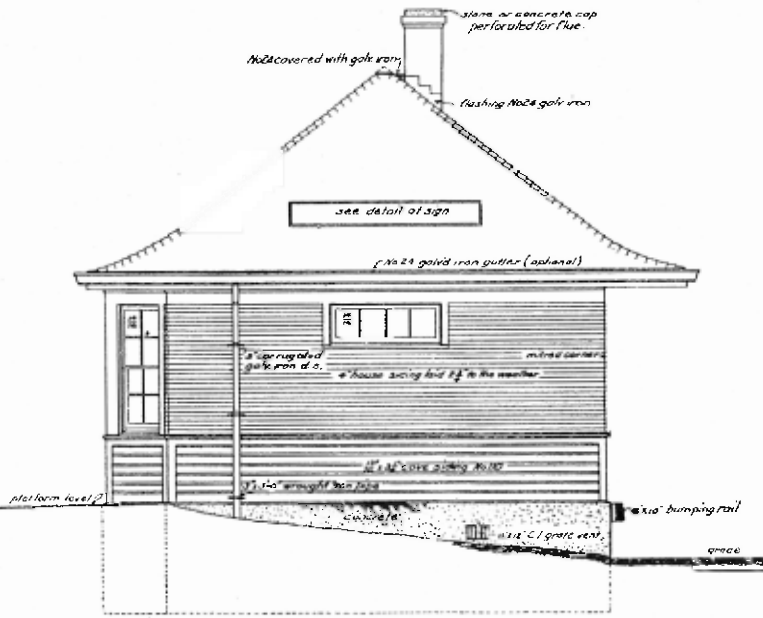




SECTION



SID ELEVATION  
TRUCK 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 M. & O.)  
APPROVED: *W. H. Ripley* (Vice-President and General Manager)  
APPROVED: *C. L. Gray* (Chief Vice-President)



## 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 requests 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?

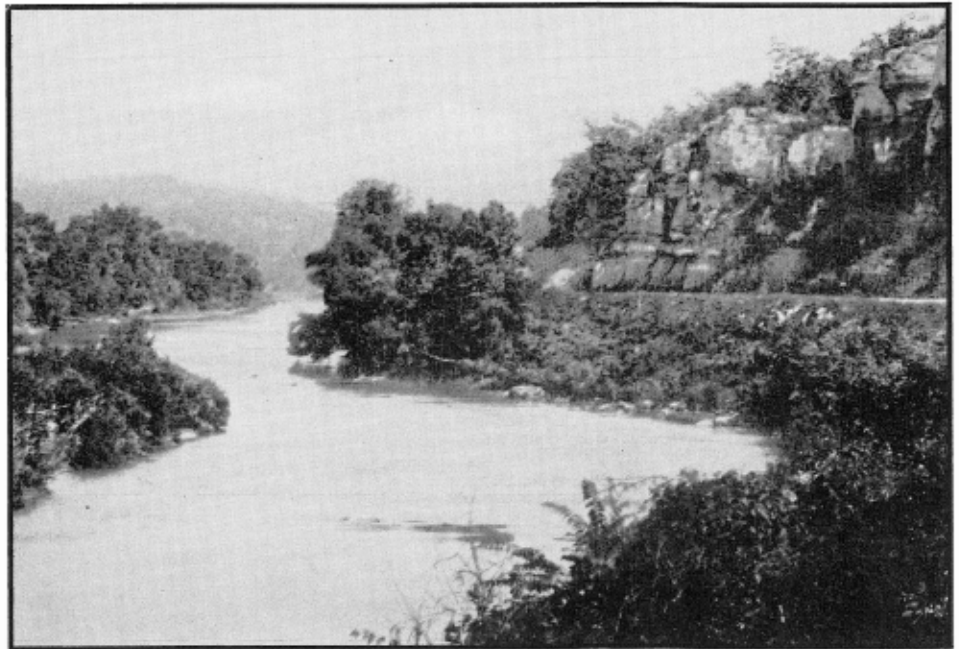
**ANSWER:** According to a 1910 era post card photo submitted by Frisco Folk Ron Wagoner, the picture on the 1954 - 1965 Frisco public timetables was of the Frisco main line passing along the Meramec River at Mincke, MO, station 23 on the Rolla Sub-Division, Eastern Division.

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!

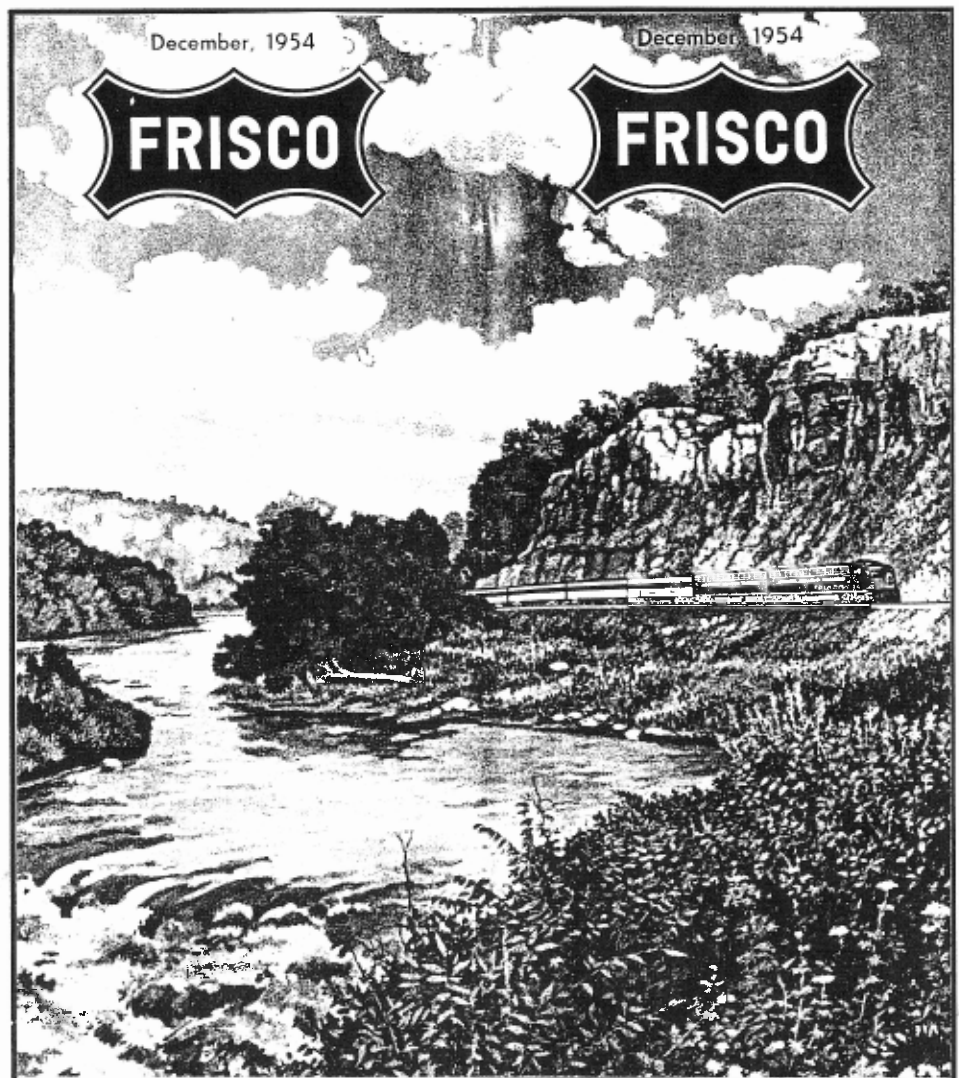
## MAIL CAR

### 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:

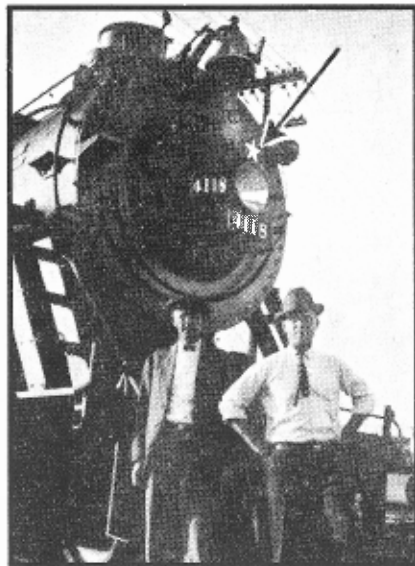
The name *Baden* comes from a neighborhood community in North St. Louis. Baden became a part of the city of St. Louis in 1876 by an act of the State Legislature. It was located on the St. Louis, Kansas

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.

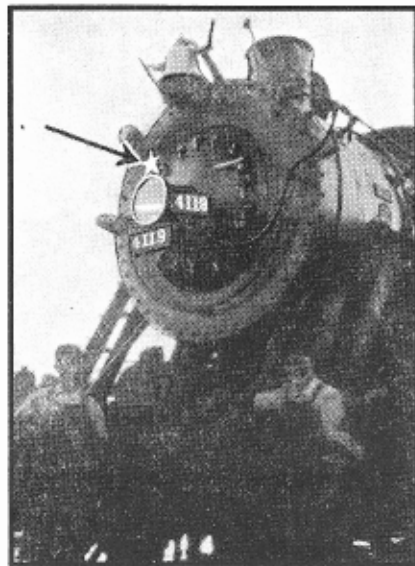


No. 1252, *Baden*, Pullman-Standard Car Mfg. Co., Chicago, IL, November 22, 1947.




### 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 Melsor* —  — *Between*  
ST. LOUIS, TULSA —  
and OKLAHOMA CITY

STREAMLINED  
DIESEL-POWERED

 *Melsor*


ST. LOUIS • TULSA • OKLAHOMA CITY



STREAMLINED  
DIESEL-POWERED

*Texas Special*





*The Sunnyland*


*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





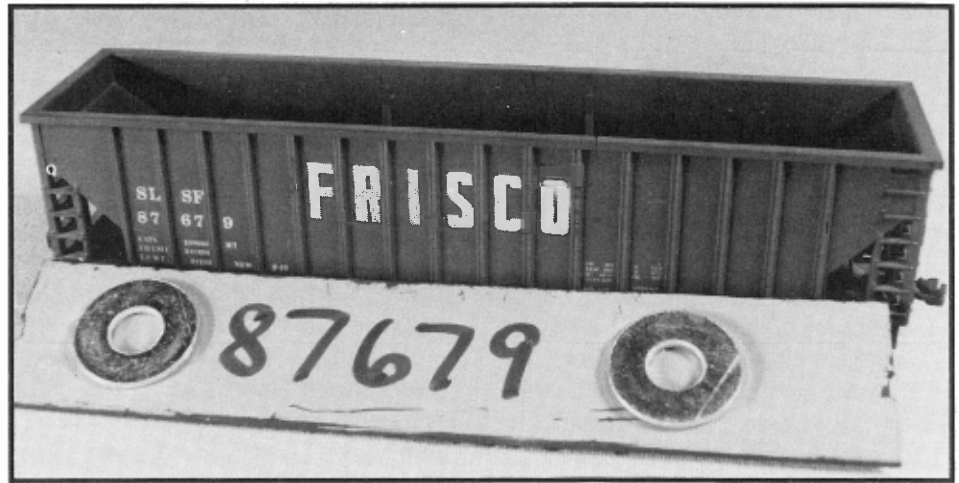
## Rick's Tips

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.

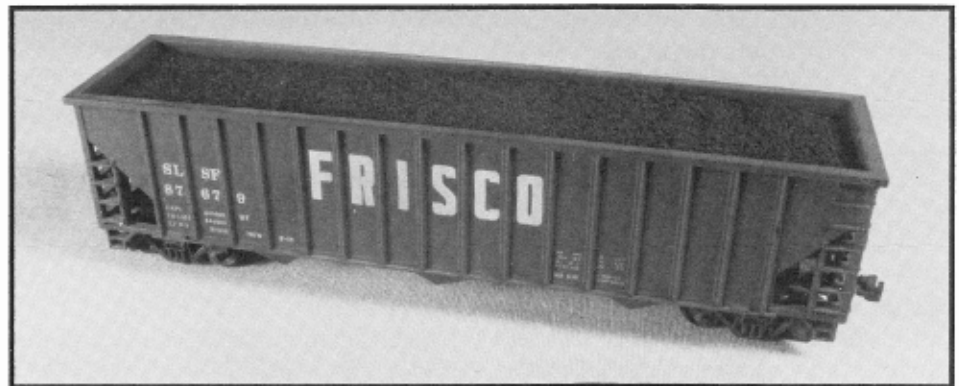
### Believable Homemade Coal & Gravel Loads

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!

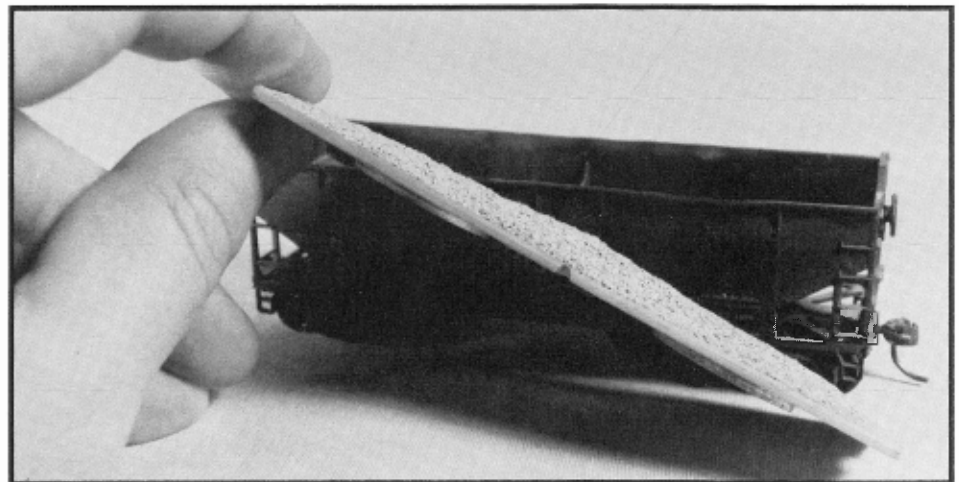
The coal load in McKean (now Con-Cor) Frisco hopper #87679 began as a piece of .040" styrene. It was cut out to lay in the hopper on the corners of the ends of the car. Some were a tight fit and required some sanding to fit properly. To aid in removing the loads, a notch was carved into the ends of the 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



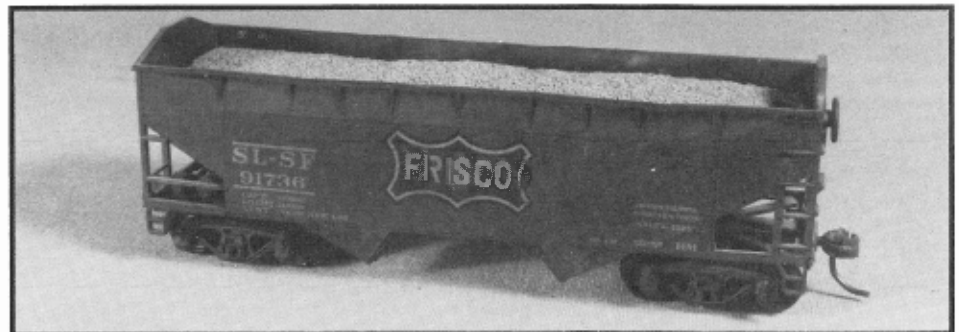
*Coal load for Frisco #87679, showing notch location and washer placement.*



*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.

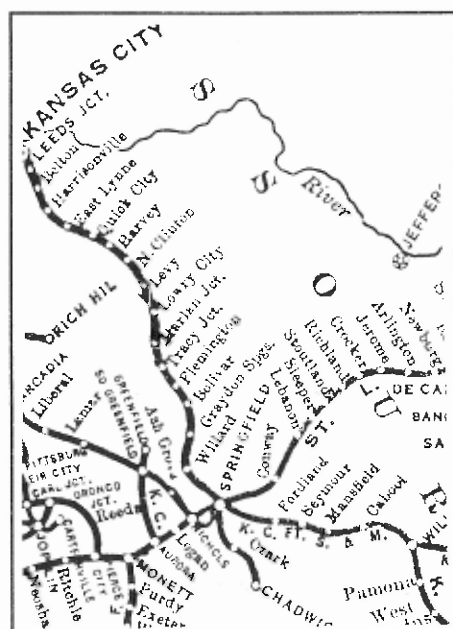
Gravel loads such as the one for Frisco hopper #91736 can be made in the same way as the coal loads mentioned previously. The main difference in making a load for the Athearn 34' offset hopper is that the notches will have to be cut in each side of the styrene, in the middle, to clear a support panel 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  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
7:46	4.0	" Centropolis	Lv	5:35
f 8:16	15.2	" Dodson	"	f 5:13
8:26	17.2	" Holmes	"	f 4:52
8:37	19.1	" Jeffreys	"	f 4:49
8:43	21.8	" Grandview	"	f 4:45
8:51	27.3	" Belton	"	f 4:40
f 8:57	35.0	" Harrelson	"	f 4:29
9:15	44.4	" Peculiar	"	f 4:20
9:27	50.9	" Harrisonville	"	f 4:14
f 9:34	54.9	" East Lynn	"	f 3:56
9:41	58.7	" Gunter City	"	f 3:41
9:51	64.4	" Osage	"	f 3:34
f 10:01	62.7	" Oak City	"	f 3:27
f 10:09	74.0	" Flemington	"	f 3:17
f 10:17	78.6	" Maurine	"	f 3:09
10:30	85.9	" Harvey	"	f 2:59
10:45	85.9	Ar Clinton	Lv	f 2:51
11:07	85.9	" Clinton	Ar	2:36
11:16	92.9	" Danwaver	Lv	2:06
11:30	109.0	" Lowry City	"	1:44
11:43	116.9	" Osceola	"	1:36
f 11:51	121.3	" Vista	"	1:22
12:02	128.1	" Gester	"	f 1:22
12:13	133.8	" Veanington	"	1:17
12:24	140.0	" Flemington	"	f 1:12
f 12:37	148.3	" Clarks	"	f 1:09
12:49	155.1	" Bolivar	"	f 1:02
1:00	153.5	" Morrisville	"	f 1:02
1:04	155.4	" Wishart	"	f 1:02
f 1:10	170.4	" Graydon Springs	"	f 1:02
f 1:16	174.4	" Walnut Grove	"	f 1:02
f 1:20	177.0	" Harolt	"	f 1:02
f 1:23	175.4	" Pacl	"	f 1:02
1:29	184.2	" Willard	"	f 1:02
2:03	175.2	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.*

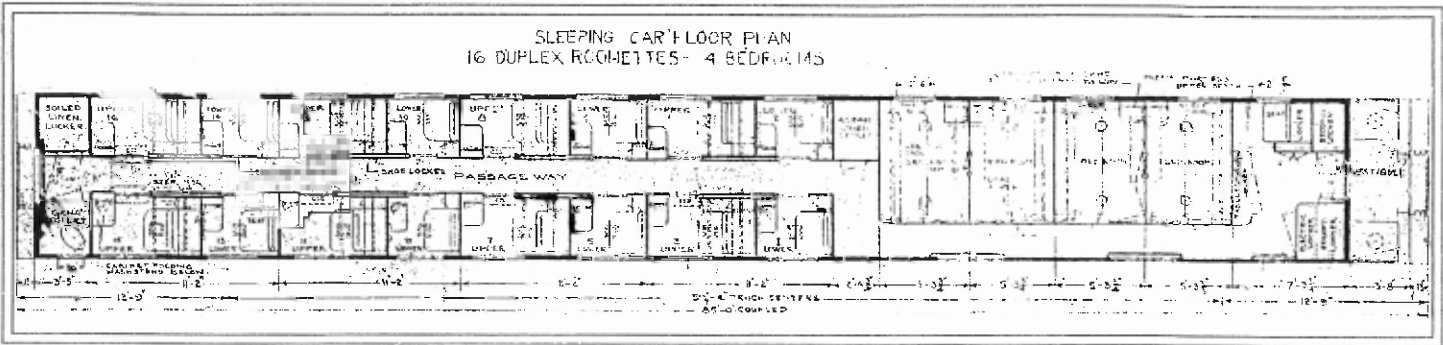
Mixed train service on that portion of the line continued through 1967, the last year of any type of passenger service on the Frisco.

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. ☐

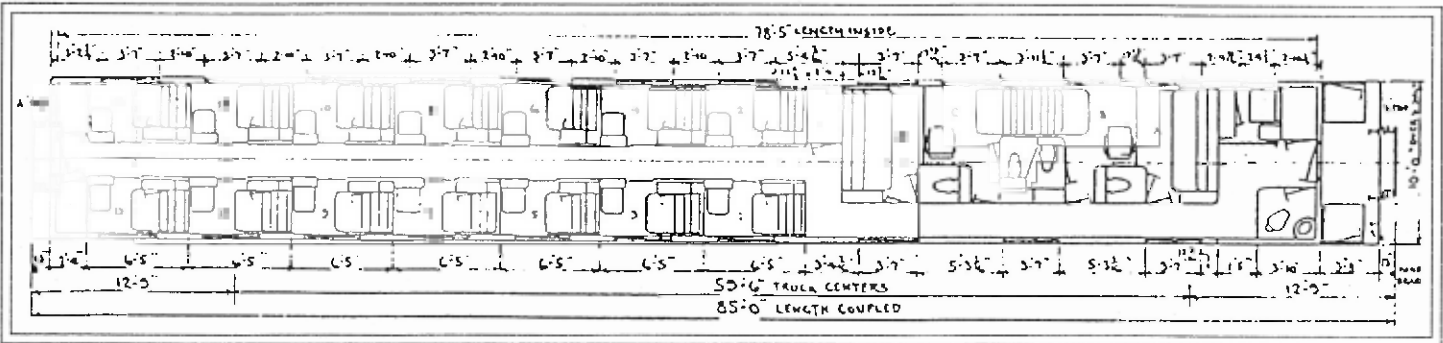


*May 27, 1954, Springfield News-Leader photo showing crew and some of the passengers on the last Frisco passenger train to depart from Springfield on the High Line. The crew consisted of C.A. Rutherford, Conductor, A.W. Liffie, Engineer, W.L. Groves, Fireman, and M.L. Stone & E.A. Williams, Brakemen.*





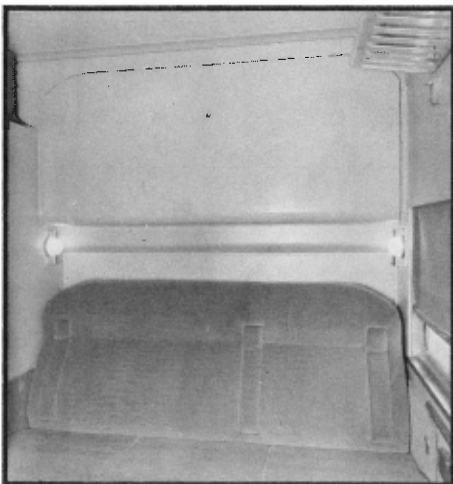
*Original Pullman-Standard 14-4 Duplex Roomette design, June 23, 1945.*



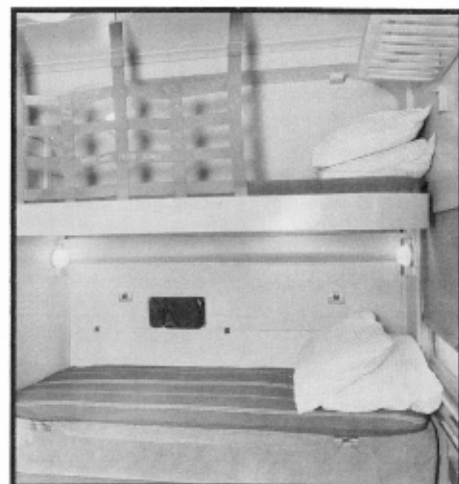
*Frisco 14-4 Roomette design, January 1, 1948*



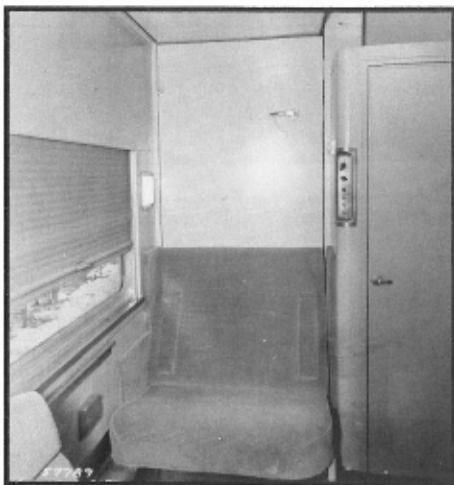
*Frisco Texas Special Sleeper # 1455, George G. Vest, Pullman-Standard Car Co., Chicago, IL, June 4, 1948.*



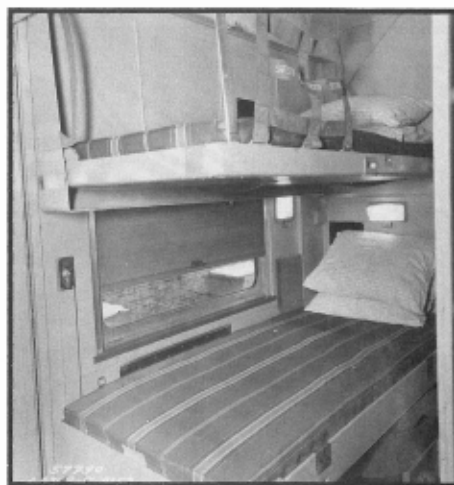
*Frisco Sleeper # 1455, Bedroom D, in day make-up.  
Pullman-Standard Car Co., Chicago, IL, June 4, 1948.*



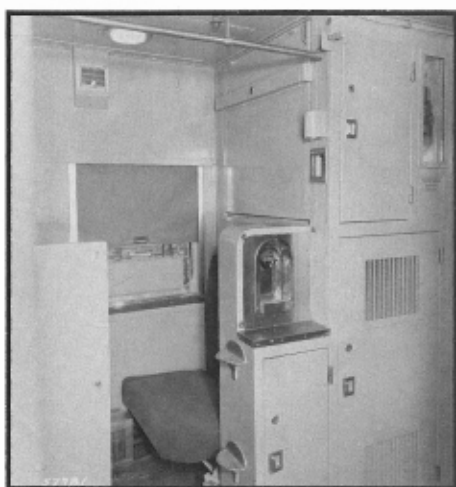
*Frisco Sleeper # 1455, Bedroom D, in night make-up.  
Pullman-Standard Car Co., Chicago, IL, June 4, 1948.*



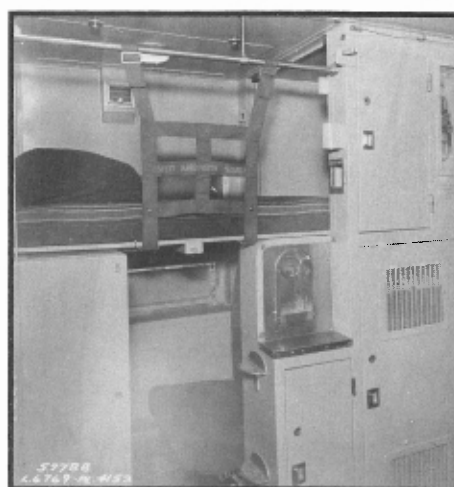
*Frisco Sleeper # 1455, Bedroom C, in day make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.*



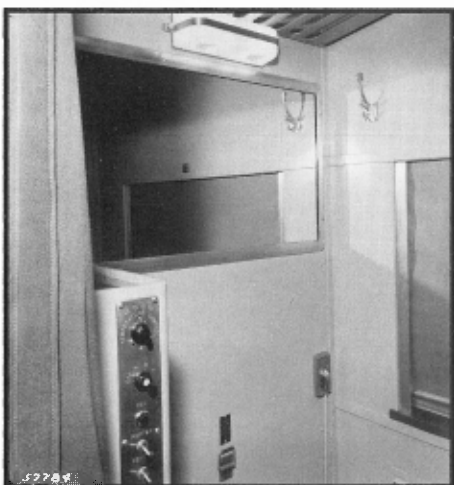
*Frisco Sleeper # 1455, Bedroom C, in night make-up. Pullman-Standard Car Co., Chicago, IL, March 4, 1948.*



*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.