
THE OZARK FLYER

The Farewell Excursions For The Frisco 1522

St. Louis to Newburg, Missouri and Return
Saturday and Sunday, September 28 and 29, 2002

Sponsored by the St. Louis Chapter, National Railway Historical Society In Cooperation with the St. Louis Steam Train Association, the Burlington Northern Santa Fe Railroad and Amtrak

Welcome Aboard!

Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS) along with the St. Louis Steam Train Association and Amtrak welcome you aboard this special steam-powered excursion train over the original line of the former St. Louis - San Francisco Railway, or Frisco Lines.

Our train will journey from St. Louis, heading through the suburbs of Webster Groves and Kirkwood to Valley Park. From there we will follow the Meramec River for some 28 miles to Moselle, crossing it four times. From there we climb Iron Hill to St. Clair where the train will follow the Ozark ridges to Rolla before dropping down Rolla Hill to Newburg, located in the valley of Little Piney Creek.

Today's excursion is powered by the St. Louis area's own steam locomotive, Frisco 1522. Built in 1926 by the Baldwin Locomotive Works of Philadelphia for the St. Louis-based St. Louis - San Francisco Railway (or Frisco Lines), the 1522 was a powerful workhorse for the Frisco, hauling both freight and passenger trains. These are the last excursions for the 1522 before it is returned to permanent static display at the Museum of Transport in Kirkwood, Missouri



Photo by David G. Graham

For Your Safety and Comfort

Safety First! These are the two most important words on the railroad, and they should be your two most important words today, too. For Safety's sake:

- ***Always watch your step!*** Be especially careful...
 - Getting on or off the train
 - When walking about the train or passing between cars
- At stops, watch your footing on uneven ground, gravel and track ballast stone.
- Always step over, never on top of, the rail.
- Always walk, never run.
- Please *always* follow the instructions of your car host or other NRHS or railroad crew member. They are there to assist you, and to assure that you and your fellow passengers will have a safe and enjoyable experience.
- There is a medical team on board. **For medical assistance, contact any crew member.**
- Children should not play in the aisles.
- Coolers, packages, camera bags, backpacks, etc., must be kept out of the aisles and off the seats. Please use the overhead baggage racks where available.
- No sandals, thongs or bare feet are permitted. We reserve the right to insist on appropriate, safe footwear.
- If you have a scanner radio, AM/FM radio or tape/CD player, please use an earphone or headphones out of consideration for your fellow passengers.
- **Alcoholic beverages may not be brought aboard or consumed on the train, nor anywhere else on railroad property.**



Photo by George Rees

This stunning scene was captured during a photo runby South of Hannibal, MO. during the NRHS 2001 Convention, on June 22.



Photo by George Rees

The 1522's cab is being replaced in early February, 1999 after it was removed for work and to improve access to the back-head, where many staybolt caps and sleeves were replaced.

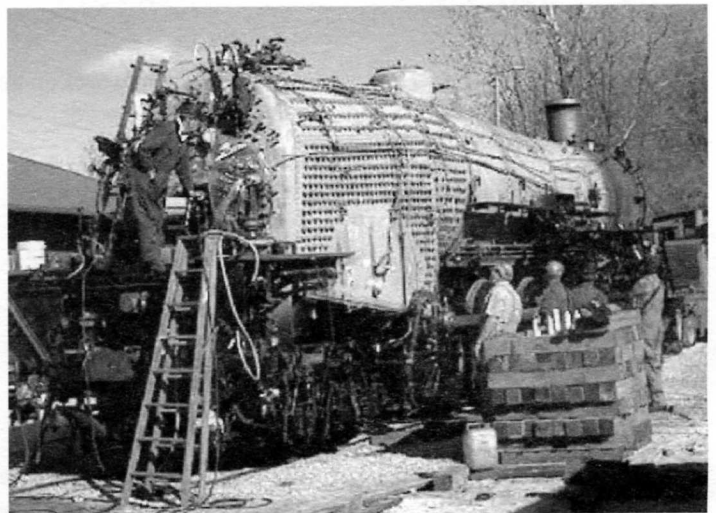


Photo by George Rees

A hydrostatic test to determine boiler integrity was being performed in December of 1998 during a major overhaul.

Frisco 1522 Finale Trips - St. Louis to Newburg and Bundy Jct.

THE OTHER ROUTE WEST: To the Pacific Along the 35th Parallel

A Railroad History of Today's Route

The route of today's excursion on Burlington Northern Santa Fe's Cuba Subdivision began its life as the South-West Branch of the Pacific Railroad of Missouri, the first common-carrier railroad west of the Mississippi River. Chartered by the Missouri Legislature on March 3, 1849, to build a railroad from St. Louis to the Kansas border and on to the Pacific coast, it was completed to Kansas City in 1865. Eventually it built as far as Colorado under the name of Missouri Pacific Railroad. The South-West Branch was included in the Pacific Railroad's charter as a line to reach from St. Louis into the rugged rural areas of southwestern Missouri. More importantly it was envisioned as a connecting route to the proposed transcontinental railroad route along the desolate 35th parallel through the range and desert areas of the Southwest to California.

Construction of the Pacific Railroad began in St. Louis on July 4th, 1851, when St. Louis mayor Luther Kennett broke ground just south and east of where Union Station now stands. By the next year, the road was operating passenger service to Cheltenham, five miles to the west. In 1853 the railroad reached Franklin (today known as Pacific), 37 miles southwest of St. Louis. While the Pacific Railroad continued on toward Kansas City, the South-West Branch began building from Franklin in 1855. Numerous financial problems plagued the project, and by 1859 only 61 miles of track had been laid on the South-West Branch. Finally in December of 1860, the same month that South Carolina seceded from the Union, the railroad reached the new town of Rolla. The first train steamed into town amid great fanfare and expectation on January 1, 1861. However, construction beyond Rolla would not take place until after the Civil War.

The Civil War strained the Pacific Railroad both physically and financially. Considerable fighting took place along the South-West Branch, and it suffered heavy damage. During one raid, all the wooden bridges on the line were burned by Confederate troops, including both bridges across the Meramec River west of Franklin. By the end of the war, the Pacific Railroad was bankrupt. In February, 1866 the State of Missouri, as largest bond holder, took foreclosure possession of the road, including the South-West Branch.

In June of 1866, the state sold the South-West Branch to General John C. Fremont, a famous western explorer and Republican candidate for president in 1856. Fremont, whose father-in-law was Missouri's deceased Senator Thomas Hart Benton (an ardent antebellum proponent of a railroad to the Pacific coast), proposed to continue the South-West Branch to Springfield, Oklahoma City, and on to San Francisco. Renaming the company the Southwest Pacific Railroad, Fremont managed to lay 12 miles of track from Rolla to Arlington, Mo., down the rugged grade of Rolla Hill, before the road defaulted on the second payment to the state in June of 1867.

One year later, on June 15, 1868, the State of Missouri deeded the Southwest Pacific to the new South West Pacific Railroad Company, which in 1870 completed the route from Arlington over Dixon Hill toward Lebanon, and from Lebanon through Springfield to Peirce City (later Pierce City) in the far southwestern corner of the state. In October 1870, the road was sold to the Atlantic & Pacific Railway Company, created by an Act of Congress in 1866 to build via the 35th parallel route from Springfield, Mo. to the Pacific coast by way of a connection with the Southern Pacific at the Colorado River near Needles, California. In addition to its vast land grants, one of the key assets of the A&P was its promise from the government to settle matters of right-of-way through native American lands, particularly in the new Indian Territory (later Oklahoma). The Franklin-Springfield-Peirce [Pierce] City segment became known as the Missouri Division of the A&P. For its part, the A&P itself in 1871 built westward from Peirce [Pierce] City to the Indian Territory border and continuing into the Territory 37 miles to Vinita.

Like its predecessors, the A&P also was plagued with financial difficulties. On September 8, 1876, with the A&P in bankruptcy since the previous year, the Missouri Division (less the 37 miles in Indian Territory, which remained as the A&P) was sold at auction to the newly-formed St. Louis & San Francisco Railway Company. At the same time, the Pacific Railroad, which had also been under the control of the A&P, was sold to a separate entity from St. Louis, which reorganized it as the Missouri Pacific Railroad Company. Thus both parts of the original Pacific Railroad of Missouri were separated permanently, and the corporate names they would hold for the next century were established.

With the severing of ties with the Missouri Pacific in 1876, the new SL&SF faced an immediate problem. Since the construction of the Pacific Railroad, the line from St. Louis to Franklin (Pacific) was used by both the Pacific Railroad

and the South-West Branch and its successors. But now the Frisco, as the new SL&SF came to be called, was forced to use the tracks of the Missouri Pacific at high cost. In 1877, Frisco paid 16% of its operating costs for the use of the St. Louis-Pacific segment, which was but 11% of its system. After Missouri Pacific refused to lower the charge, Frisco built its own line into St. Louis in 1883, paralleling the MP's original line. The line included a tunnel, Frisco's only one in

Missouri, to cross the divide between the River Des Peres and Meramec River watersheds. This new line completed construction of what became today's Cuba Subdivision, and is our route today from our departure point in St. Louis to Pacific.

In 1879 Frisco began to move boldly toward its California goal. The company agreed with the A&P and the growing Santa Fe system to jointly build and own the new section of the A&P west of Albuquerque to Needles, and the connection there with Southern Pacific. This fit Frisco's charter, but ultimately only in an unfulfilling manner. Santa Fe used Frisco's cash to build the A&P west from Albuquerque, but would not allow earnings from the new line to finance the direct connection to the Frisco from near Albuquerque eastward to Sapulpa, in Indian Territory, near Tulsa. While Santa Fe integrated the California extension into its growing system, Frisco was left orphaned to the east, without the middle connection between it and the A&P/Santa Fe line across the desert southwest.

But even in the face of these problems, in the 1880s Frisco expanded elsewhere. It built lines northwestward from Pierce City into central Kansas, and from Monett to Fort Smith, Ark. and on to Paris, Texas. In 1890, Santa Fe finally purchased Frisco outright, placing the road, however indirectly, at last on the doorstep of its longtime goal. But the deal went sour in the Panic of 1893, and both roads entered receivership in the deep economic depression that followed. A new Frisco finally emerged in 1896 under the name of the St. Louis & San Francisco Railroad Company. In the same year the reorganized Frisco purchased the Indian Territory (Oklahoma) portions of the A&P, from the Missouri border to Tulsa and Sapulpa. The western part of the A&P from Albuquerque to Needles permanently became part of the Santa Fe. The Frisco would never again come close to reaching its namesake city on the bay.

From 1900 to 1913 the SL&SF was led by Benjamin F. Yoakum, who believed in aggressive expansion, almost heedless as to whether sufficient traffic existed to support the growth. He aggressively pushed Frisco into Texas in the face of strident opposition by Edward Harriman and his Southern Pacific, coordinated services with the Rock Island (with whom he previously clashed), and gained control of the Chicago & Eastern Illinois. The C&EI coordinated

services with the Frisco, giving its southwestern traffic access beyond St. Louis and southeastern Missouri to Chicago. Yoakum also spent heavily, upgrading the Frisco's and C&EI's fixed plants, cars and locomotives. But his expansion and spending left Frisco weak, and the 1913-14 depression on the eve of World War I plunged the road into bankruptcy. It was reorganized in 1916, emerging as the St. Louis – San Francisco Railway, but still popularly known as Frisco.

The Great Depression brought another bankruptcy for Frisco, and then trusteeship between 1932 and 1947. After bearing enormous volumes of traffic during World War II, Frisco entered perhaps the healthiest period of its corporate existence. Postwar traffic was strong in its southwestern and southeastern territories, and the company carefully fostered its good connections to build bridge traffic between the roads on its flanks. Steam was retired and the road was fully dieselized in February, 1952.

In 1966 the Chicago, Burlington & Quincy Railroad, commonly known as the Burlington, purchased a large block of Frisco stock. Along with the rest of the of the industry, Frisco had seen the dawn of the era of large-scale mergers, and it actively sought a partner. Chicago Great Western, with whom it had connections at Kansas City, and Southern, which connected at St. Louis, Memphis and Birmingham, were both suitors. Even Santa Fe, its former parent and nemesis of sorts, was approached. Finally, discussions began with Burlington Northern in 1977, culminating in merger into BN's vast system on November 21, 1980.

With the merger, Frisco was now at last part of a railroad which reached the Pacific coast, albeit far from its namesake city, and only in the Pacific Northwest via other predecessors of BN, the former Northern Pacific, Great Northern, and Spokane, Portland & Seattle. The 1997 merger of the BN with the Santa Fe into today's Burlington Northern Santa Fe finally brought the old Frisco to San Francisco Bay at Oakland, California.

The June 1916 *Official Guide* listed six passenger train each way on the route between St. Louis and Newburg, with an additional train running between St. Louis and Cuba connecting with the Salem Branch. During World War II, the line averaged 42 trains per day. The August, 1943 *Official Guide* listed 12 first class and eight second class trains over the line. By the 50s and 60s three scheduled freights usually ran in each direction, and the April 22, 1979 Frisco employee timetable listed three westbound and four eastbound second class trains each day. The route was host to the joint Frisco-Katy *Texas Special* to Dallas/Fort Worth, The *Bluebonnet* to Tulsa, and the *Will Rogers* and *Meteor* to Oklahoma City. The line's last passenger train was the *Oklahoman*. Created in 1965 when the *Meteor*, after 63

years of service, was discontinued, it replaced the *Will Rogers* on a daytime schedule. The last run of the *Oklahoman* was May 14, 1967.

-- Originally written for the 1990 NRHS national convention by Rick Sprung and Jeff Schmid of the St. Louis Chapter NRHS, and expanded with additional material by Mark J. Cedeck for the Chapter's 1994 Peach Blossom Special excursion. Editing and updating for this guide was performed by Brian T. McQuitty and Rick Sprung, St. Louis Chapter NRHS.

A Frisco freight schedule between St. Louis and the Southwest from April 1965 shows four trains between St. Louis and Tulsa, Okla., including a TOFC (Trailer On Flat Car) train, forerunner to today's intermodal trains.

Collection of Rick Sprung



ST. LOUIS-SAN FRANCISCO RAILWAY CO.
SERVING THE
SOUTHEAST AND SOUTHWEST



CONDENSED FREIGHT SCHEDULES

BETWEEN ST. LOUIS AND . . .

4-65

Springfield, Tulsa, Oklahoma City, Quanah, Floydada, Sherman, Irving, Fort Worth, Dallas, Enid and Avard

Read Down

Read Up

437-37-637 Example	37-637 Example	39-435-39 TOFU Autos Example	31-435- 437-37 Example	Daily	630-34 Example	38-30- Adv. 30 Example	30 Example	32-30 Example
P M	P M	A M	A M	[LEAVE]	[ARRIVE]	A M	P M	P M
8 30 Mon.	7 00 Mon.	10 00 Mon.	4 00 Mon.	St. Louis, Mo.	5 00 Wed.	5 00	6 00 Tue.	6 00 Tue.
2 15 Tue.			11 59 Mon.	Ar. Springfield, Mo.	10 45 Tue.	A M		
			5 30 Mon.	Lv. Springfield, Mo.	9 55 Tue.	1 30 Tue.		
7 30 Tue.	7 00 Tue.	9 00 Mon.	1 00 Tue.	Ar. Tulsa, Okla.	4 00 Tue.	8 30 Mon.	4 00 Tue.	4 00 Tue.
10 45 Tue.		7 00 Tue.	7 00 Tue.	Lv. Tulsa, Okla.		8 00 Mon.	8 00 Mon.	1 30 Tue.
1 40 Tue.			1 40 Tue.	Ar. Oklahoma City, Okla.		5 00 Mon.	5 00 Mon.	10 00 Mon.
1 45 Tue.				Lv. Oklahoma City, Okla.		1 30 Mon.	1 30 Mon.	P M
6 30 Tue.				Ar. Quanah, Tex.		7 30 Mon.	7 30 Mon.	
7 00 Tue.				Lv. Quanah, Tex. (Q. A. & P.).				
10 00 Tue.		5 00 Tue.	5 00 Tue.	Ar. Floydada, Tex. (Q. A. & P.).		4 00 Mon.	4 00 Mon.	
10 30 Tue.	10 30 Tue.	11 59 Mon.	10 30 Tue.	Lv. Tulsa, Okla.	11 30 Tue.	7 00 Mon.	A M	
4 30 Tue.	4 30 Tue.	6 00 Tue.	4 30 Tue.	Ar. Sherman, Tex.	4 50 Tue.	11 45 Mon.		
5 30 Tue.	5 30 Tue.		5 30 Tue.	Lv. Sherman, Tex.		10 45 Mon.		
7 30 Tue.	7 30 Tue.	8 00 Tue.	7 30 Tue.	Ar. Irving, Tex.	3 00 Tue.	8 15 Mon.		
11 59 Tue.	11 59 Tue.	10 00 Tue.	11 59 Tue.	Ar. Fort Worth, Tex.	1 30 Tue.	5 00 Mon.		
9 30 Tue.	9 30 Tue.	11 00 Tue.	9 30 Tue.	Ar. Dallas, Tex.	1 30 Tue.	A M		
5 00 Tue.	5 00 Tue.	A M	P M	Lv. Tulsa, Okla.	3 30 Tue.			
10 20 Tue.	10 20 Tue.			Ar. Enid, Okla.	10 30 Mon.			
5 15 Wed.	5 15 Wed.			Lv. Enid, Okla.	10 30 Mon.			
7 45 Wed.	7 45 Wed.			Ar. Avard, Okla.	8 00 Mon.			
A M	A M			[ARRIVE]	A M			

Joplin, Neodesha, Wichita, Ellsworth, Fort Smith and Paris

	37-337 Example	31-337-731 Example	Daily	730-330-30 Example
	7 00 P M Mon.	4 00 A M Mon.	Lv. St. Louis, Mo.	6 00 P M Wed.
	6 00 A M Tue.	6 00 A M Tue.	Ar. Joplin, Mo.	11 30 P M Tue.
	2 00 P M Tue.	2 00 P M Tue.	Ar. Neodesha, Kan.	2 30 A M Wed.
	6 00 A M Wed.	6 00 A M Wed.	Ar. Wichita, Kan.	8 15 P M Tue.
	8 00 A M Wed.	8 00 A M Wed.	Lv. Wichita, Kan.	7 30 P M Tue.
	2 00 P M Wed.	2 00 P M Wed.	Ar. Ellsworth, Kan.	2 30 P M Tue.
		5 50 A M Tue.	Ar. Fort Smith, Ark.	7 30 P M Tue.
		10 45 A M Wed.	Lv. Fort Smith, Ark.	3 30 P M Tue.
		7 00 P M Wed.	Ar. Paris, Tex.	8 00 A M Tue.

A Guide to the Route

Burlington Northern Santa Fe Cuba Subdivision

Former stations indicated by brackets [], and points of interest by asterisk *.

Milepost (MP) and station name or location of interest

0.0 St. Louis (Amtrak Station)

Our trip today departs from the vicinity of the 108-year-old St. Louis Union Station. All St. Louis-San Francisco Railway (Frisco) passenger trains reached Union Station from the Terminal Railroad Association of St. Louis (TRRA) from Grand Avenue, 2.3 miles to the west. After backing out to the east of the station, we will proceed westbound on the TRRA, with the MetroLink light rail line paralleling our track on the right. The MetroLink runs on the former TRRA right-of-way on the north side of the Mill Creek Valley; the TRRA was realigned as part of the project through the sites of former Wabash and Frisco yards.

BNSF Illinois Division, Hannibal Subdivision

3.0 Chouteau Yard

This was until the 1920s the main St. Louis yard for the St. Louis-San Francisco Railway, or Frisco. It is now used for interchange by the BNSF and UP as well as for unloading lumber cars.

[3.3 Tower Grove]

Site of the former MoPac-Frisco station serving the western neighborhoods of St. Louis. The UP (ex-MP) DeSoto Sub, used by Amtrak's Texas Eagle, now has trackage rights on the BNSF for 1.5 miles from Grand Ave., diverging to the left at UP's Iron Mountain Junction. This is the only ex-Frisco trackage used by Amtrak.

BNSF Springfield Division, Cuba Subdivision

7.1 Lindenwood

BNSF's busy St. Louis Intermodal Hub Center and principal yard are here. Frisco's engine facility was here, built in the 1920's and used by the Burlington Northern until the mid-1980s. Built to replace the Chouteau Yard facilities, Lindenwood once had a 35-stall roundhouse.

7.3 SE Jct.

BNSF's ex-Frisco River Division line directly to Memphis diverges to the left. The remains of the TRRA West Belt, on which new Frisco steam locomotives were often delivered, diverges to the right, now used as a spur to a brick manufacturer. During World War II as many as 60 scheduled train movements passed through Southeast Junction each day.

After crossing the River Des Peres at the junction, two large gasometers, used for storing natural gas, may be seen on the south side of the tracks. It is here that the line begins the three-mile ascent from the River Des Peres watershed.

[7.9 Shrewsbury]

Pop. 6,416. Leave the City of St. Louis and enter St. Louis County. Our train begins to parallel Interstate 44 as it will for much of the trip today.

8.6 Old Orchard

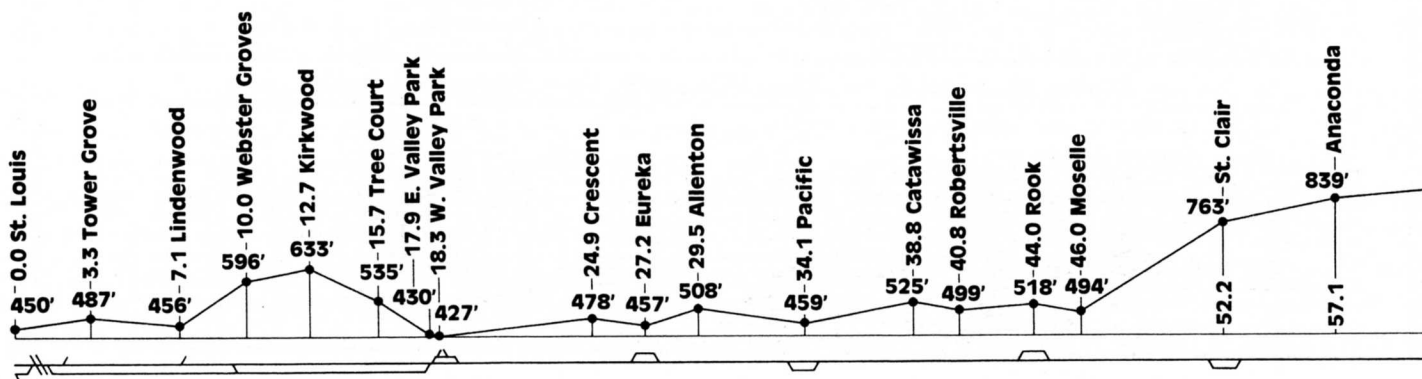
Crossover location.

[10.1 Webster Groves]

Pop. 22,992. The city's name comes from Webster College, founded by Artemus Bullard prior to the Civil War and named for Daniel Webster. The Pacific Railroad established a station named Webster in the 1850s, which became Webster Groves when a post office was established in 1884. The former Frisco station on the left side of the tracks now houses the Big Bend Model Railroad Club's O-gauge layout.

11.8 UP [Fairlawn]

Here is the former crossing of the Union Pacific's Kirkwood Industrial Lead, out of service and being dismantled. This was originally the railroad's 11-mile Carondelet Branch to the river ferry at Carondelet on the south side of St. Louis, as well as an access to UP's Lesperance Street Yard. This branch was frequently used as a bypass when warranted by traffic conditions.





The former Fairlawn tower guards the Frisco's crossing with MoPac's Carondolet Branch, which passes diagonally across the photo, in this February 1937 view looking eastward.

From the Collections of the St. Louis Mercantile Library at the University of Missouri-St. Louis

[12.7 Kirkwood]

Pop. 27,291. The city was founded in 1854 by a group of St. Louis businessmen after the construction of the Pacific Railroad began. They purchased 240 acres of land and platted a town which they envisioned as a suburban home for families, "who desired pure air and to raise their family away from the contaminating influence of the large city." Incorporated in 1865, it was named for James P. Kirkwood, the chief engineer of the Pacific Railroad, who also oversaw the construction of the Erie's famed Starucca Viaduct.

After crossing over Interstate 270 the tracks pass the site of Meramec Highlands, a popular resort around the turn of the last century. The resort consisted of a large multi-storied lodge, assorted cabins, and a dance pavilion. The original stone station still stands on the north side of the tracks, not far from the location of the Frisco's only tunnel in Missouri. The tunnel was bypassed in 1918 when the line was double-tracked and relocated through an open cut.

15.7 Tree Court

As the line descends to the Meramec River along the hillside, a spur to the Tree Court Industrial Park diverges to the left and makes a considerable drop to the valley floor.

17.9 East Valley Park

Double track, at one time extending to Pacific, ends at the Meramec River Bridge, the first of four bridges over the river on the Cuba Sub. The double track beyond here was removed in the 1950s when Centralized Traffic Control (CTC) was installed. The Union Pacific (ex-Missouri Pacific) mainline to Kansas City is on the right on a high embankment.

18.3 West Valley Park

Valley Park, population 4,165, marks the edge of the St. Louis suburbs. West of Valley Park is the fringe of the Ozark Highlands, a recreational and agricultural area of rolling hills, fertile valleys and occasional sharply broken limestone bluffs. The Meramec River, rising in the south-central part of Missouri and winding northeastward to the Mississippi River, is one of the state's most popular fishing and boating streams.

Old U.S. Highway 66, the principal route from Chicago to Los Angeles from the 1920s to the 1960s, will parallel the tracks for a considerable amount of our trip. Now replaced by Interstate 44, Route 66 and the Frisco first met at Valley Park. Sections of the old Route 66 may be seen from the train at numerous locations. A wye on the left side of the track leads to a large yard at the two side-by-side Chrysler assembly plants in Fenton.

[20.8 Morschels]

and

[21.3 Tyson]

Former stations for the resorts along the Meramec River.

[24.9 Crescent]

In the Meramec River Valley, the beautiful bluffs near here are known as the Meramec Palisades. This area was the location of many resorts and summer homes - a place for St. Louisans to go during the humid Missouri summers.

25.6 Meramec River Bridge *

The line makes its second crossing of the river on a 492-foot combination deck plate girder and through truss bridge.

27.2 Eureka

8,150-foot controlled siding. Originally the site of a railroad construction camp, Eureka (population 4,683) is said to have

