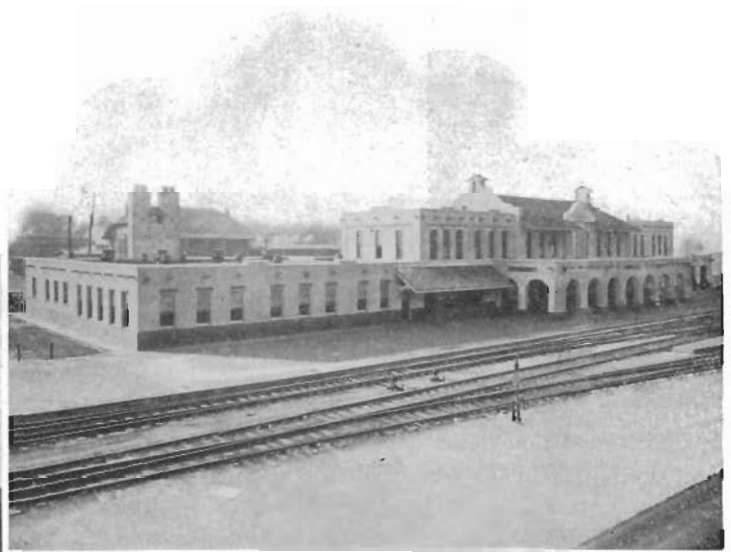
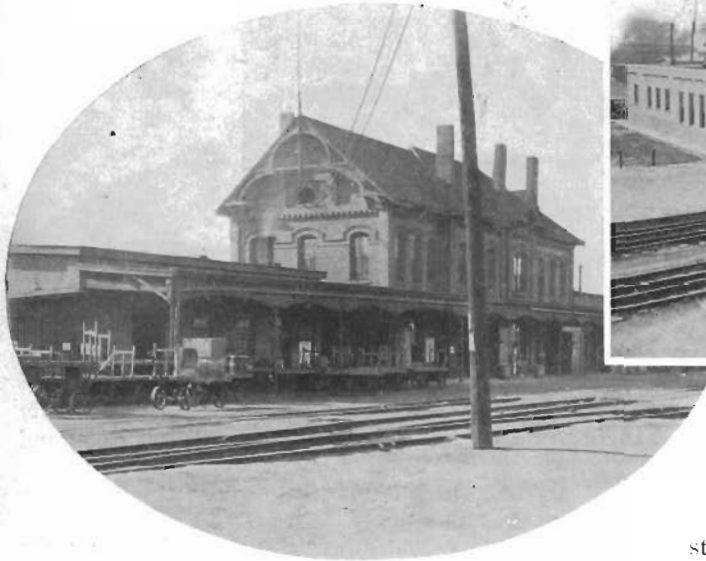


# New Frisco Passenger Station Opened at Springfield, Mo.

*Luxurious Spanish Mission Style Building Welcomed by Springfieldians—  
Replaces 45 Year Old Depot*

**I**T 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



*A view of the old and new in station facilities at Springfield, Mo. The old station served for 45 years.*

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, suh", 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.

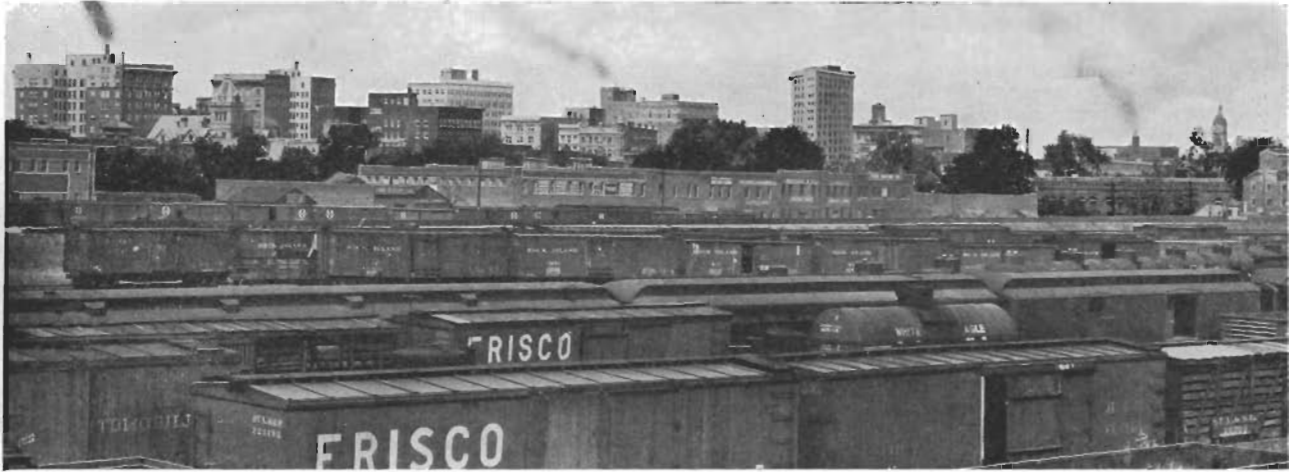
Spread spaciouly over 13,550 square feet of ground, a beautiful Spanish mission style of modern railroad station, with port cochere front and back, and snow white stucco gleaming in the Missouri sunlight,—that is the Frisco Lines station in Springfield, Mo., today. From its high center portion a roof 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 merrily.

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-brow 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 toe 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 enamel 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

*(Now turn to Page 28, please)*

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



Cut courtesy of Orient Magazine.

The Frisco stands positively in the forefront, even when the cameraman points his "weapon" toward the imposing skyline of Wichita, Kansas, for a picture of the busy freight terminals of that bustling city. Located on the northern division of Frisco Lines, Wichita has a population of 100,000 and is an exceptionally strong shipping center, with 205 manufacturers and many wholesale and jobbing houses. It is the largest livestock center west of the Missouri River, leads in meat packing in Kansas, and is the largest broom corn market in the world.

### SPRINGFIELD STATION IS OPENED

(Continued from Page 8)

that goes into dining cars on the Eastern division.

Excellent lighting effects are employed in the main waiting room, which has seating capacity for 305 people on oak settees. An attractive floor of cement composition in two color effects of red and black makes an agreeable contrast with the unadorned board flooring of the old station. A spacious women's rest room and a newstand are included in the waiting room arrangements.

Frisco employes can boast of the modern arrangement of the baggage room at the west end with its high platforms set flush with the trucks. The trunks 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 platforms. The Frisco is one of the few American railroads employing such modern methods. The room has a capacity of 15 trucks.

The center section of the new station is two stories in height, and the employes of the Fred Harvey system are housed upstairs. The second floor is divided into sleeping quarters for Manager R. W. Lochrie and his help. Twenty-one sleeping rooms are included 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 located 85 feet west of the station building, and is 40 by 206 feet. All business of the express company, and the Frisco train-to-train mail is handled at this location. All buildings are heated from a central heating

plant, which also supplied steam to the coach lines from pipes laid underground.

"We are very proud of the station," R. C. Stephens, Frisco architect who designed the building and supervised its construction said. "The fountain at the east end serves a two-fold purpose—one of beauty and one of utility since it is used as a cooling arrangement for water running to the condensing coils in the refrigerator. Work of razing the old structure was completed in May, and the new station was begun immediately. It is a credit to Springfield and to the Frisco."

### PRAISES OZARK COUNTRY

(Continued from Page 11)

Truly we are a chosen people, and dwell in the Second Promised Land, that indeed flows with milk and honey, but we are not at all selfish. Come and enjoy yourself for a season, and get acquainted with a people that are content and happy in the enjoyment of the lavish gifts of nature and nature'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 aid in substantial development, while they enjoy the scenery, the cool, clear 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 damaging to our good name and fame, are those from other sections who come to us with an exaggerated ego, and with the

idea that they can live without capital or labor, that the natives are so unsophisticated as to support them as drones.

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 half has never been told".

### A LIMIT BAG



Thirty-eight rabbits and thirty-two quail occasioned the smile on the faces of the three men, Messrs. W. J. Ficke, R. C. McNabb and E. R. McNabb of the Lindenwood shops, Lindenwood, Mo.

Old "Shep", 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 Merveille"!



*Springfield Mo., Station Views*

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

