

FRISCO

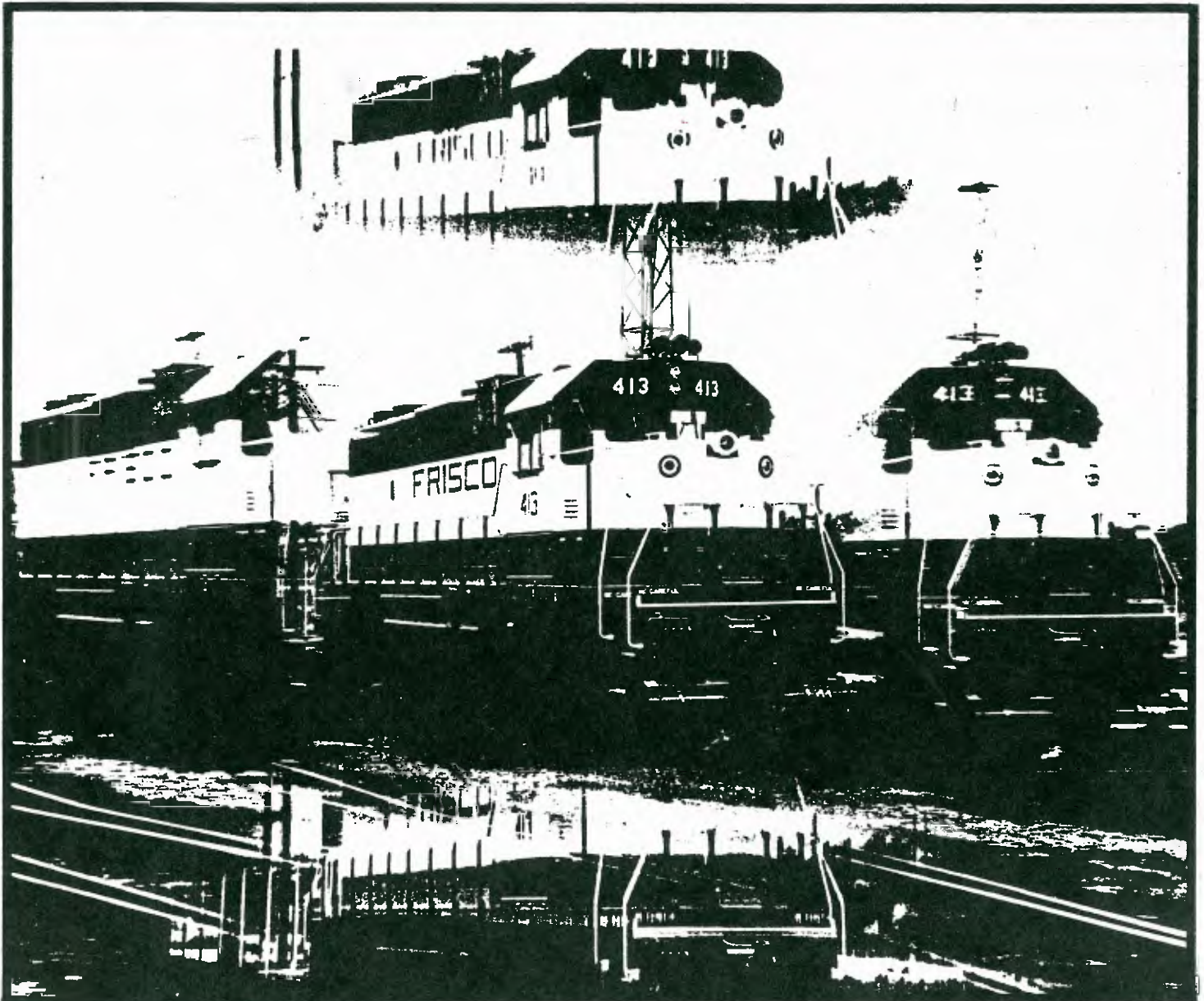
# All Aboard

FRISCO

VOLUME 2

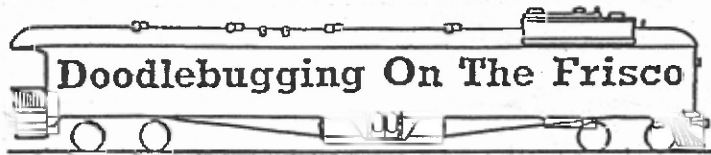
May, 1988

NUMBER 12



*Frisco photo*

This month's cover features a rather unusual photo of Frisco GP38-2 diesel locomotive number 413. This impressive 2,000 h.p. engine was one of seventy-nine such 400 class units manufactured for the Frisco by the Electro-Motive Division of General Motors. It was delivered and placed in service in June, 1973. Following the Frisco/BN merger in November, 1980, number 413 was repainted and renumbered 2268.



PART 3

The Frisco operated its fleet of motor cars on a wide variety of branch lines and connecting routes throughout the system. Part 3 of our series, "Doodlebugging on The Frisco," begins a survey of where motor car services were in operation from 1912, the first year of operation, to 1954, the year doodlebugging on the Frisco came to an end.

The Frisco's initial order of ten G.E. Gas Electric motor cars (2100-2109) was delivered and placed in service between June, 1911, and April, 1912. Three were placed in operation in Missouri, three in Oklahoma, and four were assigned to the Frisco controlled Gulf Coast Lines. In Missouri, service was provided between Kansas City and Clinton along the "High Line," Weubleau to Chadwick via Springfield, and Cape Girardeau to Brooks Junction on the River Division. In Oklahoma, motor cars operated between Muskogee and the Oklahoma-Arkansas State line at Westville, Enid to Clinton, and from Lawton to Eldorado and fifteen miles beyond to Quanah, TX.

Two cars were placed in service on the Frisco controlled St. Louis, Brownsville, and Mexico Railway between Brownsville and Sam Fordyce, TX, and Victoria to Port O'Conner and Austwell, TX. According to railroad historian John Baskin Harper, car 2100 arrived at Brownsville, TX, at 5:30 p.m., July 11, 1911. It remained on display for the next fifteen days, first being placed in revenue service on July 26, 1911. One car was placed in service between Newton and Orange, TX, on the Orange and Northwestern Railroad, and the last of the fleet operated on the New Iberia and Northern Railroad between New Iberia and Shady Side, Louisiana. It is interesting to note that the June, 1912, Frisco Annual Report shows only six motor cars on the roster. While not listed by number, it seems likely that the six cars in question were those operated in Missouri and Oklahoma. Although under the control of the Frisco Lines, the other four cars were apparently on the rosters of their respective companies. Whether or not they were actually owned by the Frisco or its Gulf Coast subsidiary lines is one of many unanswered questions about Frisco motor car service.

By the end of 1912 the total roster of motor cars had been increased to seventeen with the addition of seven new units (2110-2116), all of which were apparently assigned to the Gulf Coast Lines. The June, 1913, Frisco Annual Report still listed only six units on the roster.

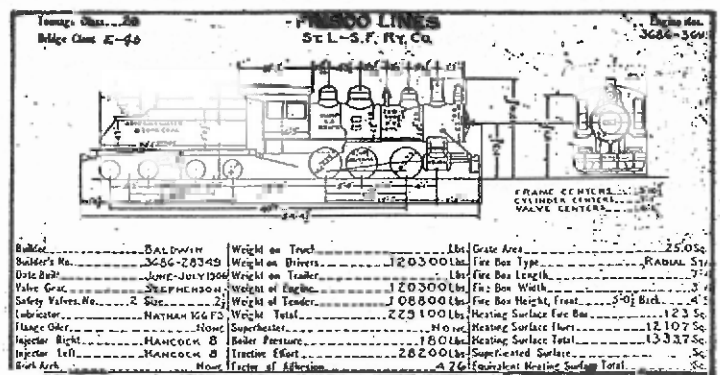
On May 27, 1913, the Frisco Lines went into receivership. When reorganization was completed on August 24, 1916, the new company, The St. Louis-San Francisco Railway Co., now separated from its Gulf Coast holdings listed seven motor cars in its December, 1916, Annual Report. By August, 1917, one year after reorganization, Frisco motor cars were in service on six different routes. On the Southern Division, cars were in operation between Tupelo and Amory, MS, with daily branch line service between Amory and Aberdeen. Two routes were served on the River Division including Cape Girardeau to Chaffee and Cape Girardeau to Popular Bluff via Mingo Junction. The original Central Division Westville to Muskogee, OK, line was still in service and connecting service was provided between Augusta and Wichita, KS, on the Northern Division. ☐

To be continued

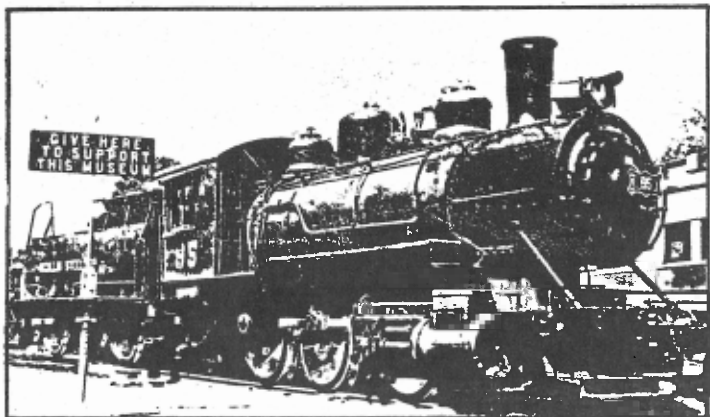
# The FRISCO SURVIVORS

Between August, 1883, and July, 1906, ninety-five 0-6-0 switch engines were built that ultimately carried the Frisco name. Numbered the 3600 class, all but forty-two were "second-hand" locomotives acquired from Frisco predecessor lines. Forty-eight of the series were former Kansas City, Ft. Scott, and Memphis 1600 class engines, two came from the Kansas City, Memphis, and Birmingham Railroad Co. (Nos. 1634 and 1635 became SLSF 3634 and 3635) acquired by the Frisco in 1928, and two from the Birmingham Belt Railroad Co. (Nos. 4 and 5 became SLSF 3631 and 3698) a Frisco owned subsidiary line incorporated in September, 1899. One additional engine (No. 12 became SLSF 3670) was acquired in July, 1907, from the St. Louis, Memphis, and Southeastern Railroad Co.

Six different companies manufactured the engines. Eleven were built by the Hinkley Locomotive Co., ten by Pittsburg, four each from the Manchester and Rogers Locomotive Works, and three were Cooke built engines. The balance of 3600 motive power was produced by the Baldwin Company.



The engines were used in switching service throughout the Frisco system and served the company with distinction for over fifty years. The last 3600 class locomotive in active service was No. 3678, retired and sold for scrap in May, 1952, from lease service at the Alabama State Prison Farm at Huxford, AL. It is interesting to note that prior to scrapping, No. 3678 was exchanged for No. 3749, another 0-6-0 switcher that was put in service at the Alabama State Prison Farm at Atmore, AL. After having a "staring role" in the 1956 movie production, "The Wings of Eagles," 3749 was retired and is currently a Frisco Survivor on display at Orlando, FL. It will be the featured Frisco Survivor in the June issue of the ALL ABOARD.



*Museum Of Transport photo*

The only 3600 class locomotive to survive the scrapper's torch is No. 3695, currently on display at the Museum of Transport, St. Louis, MO. Built in July, 1906, by the Baldwin Locomotive Works, 3695 served the Frisco thirty-one years. In 1937, the engine was sold to the Scullin Steel Company, renumbered No. 95, and used for switching cars of ore, scrap iron and steel around the company's St. Louis facility. After serving the Scullin Co. for over eighteen years, the engine was donated to the Museum of Transport in March, 1956.

While the larger road engines have received more recognition and gained more notoriety, we hereby acknowledge the important role that the 3600 class switch engines played in the day to day operation of the railroad and salute No. 3695, another FRISCO SURVIVOR! 🚂

## DOWN AT THE DEPOT

Should the Summers (AR) become too hot we can have Fanning (MO). There are Wells in Missouri but they must be just the ordinary kind because in Oklahoma there is a Blackwell that no doubt gets its name from the black fluid that makes the wells of that state Famous (MO).

We are not without music on the system. There is an Alto (AR) and a Birdsong in that state also. The Robbins (OK) may be responsible for the latter.

Whether Paris (TX) decreed it or not, color seems to be quite the dominating fashion. There is Blue (MO), Brown (AR), Greene (OK), Amber (OK), and Redd (MO). The Pearl (MO) seems to be the favored Jewell (MO).

A number of famous men of several Nations (OK) are found on Frisco Lines. Included are, Balfour (MO), Dryden (AR), Swift (MO), Sargent (MO), Pitt (MO), Bruce (KS), Columbus (KS), Ludwig (MO), Marquette (MO), and Shaw (MO).

Biblical students will be interested in the following names: Aaron (OK), Sampson (MO), Gideon (MO), Jericho (AR), Lazarus (KS), Noah (MS), Ruth (MO), Jonah (OK), St. James (MO), and Gabriel and Eram (OK). Close perusal of the list will reveal others.

And those interested in classical antiquity will be sure to notice Ajax (KS), Atlas (OK), Carthage (MO), Hercules (KS), Mercury (TX), Sparta (MO), and others.

There are enough Indians in the Frisco's nine-state territory to start an Indian war of considerable proportions - Samoset (AL). Mingo (MO), Ojibway (MO), Quapaw (OK), Arapaho (OK), Chickasawba (AR), Cherokee (KS), Delaware (TX), Oswego (KS), and many others. There is a Pocahontas in Alabama and another in Arkansas. One of them must be an imposter.

No doubt, if you have read this far, you have been hoping I would run across a station named conclusion, but there is none. I recommend, however, that you glance through the list yourself. Perhaps you will Seymour (MO) than I did. 🚂

*This is the last in our series on station names, written by Mr. Ed Staples, 1929.*

**Frankly, 1935 was a good year!**  
**Rail travel has come back and . . .**  
**Is coming back more!**  
**Safety and**  
**Comfort and**  
**On-time performance have won us**  
**friends!**

**For every trip**  
**In the year, make a Resolution . . .**  
**Ride the Frisco . . .**  
**Safe, dependable, all-year 'round**  
**Transportation!**

# FRISCO

## APPRENTICE SCHOOL

### Special Drawing Lessons

In 1912, the Frisco Apprentice School was established in Springfield, MO, as an "in house" training program for First, Second, and Third Class Mechanics and Apprentices. Under the direction of Mr. J.A. Pullar, classes meet four nights a week, for two hours each, and each student was given the same work in class that he was doing in the shops during the day. According to a 1927 report made by Mr. Pullar, "We find through experience, that the knowledge obtained in school work establishes a confidence in them when performing their everyday tasks such as reading blue prints and laying off new work, whereas it would be a most difficult thing for them to do had they not acquired this special training in the night school. Blue prints of locomotive parts and small models are used in the school; and several students have advanced in drawing to the extent that they can draw a complete locomotive, which teaches them throughly the names of every part."

The Museum is pleased to announce that it has acquired, and currently has on display, a rare Frisco Apprentice School textbook. All members and friends of the Frisco are encouraged to visit the museum and see the many new items that are on display. ☐

## FRISCO FOLKS

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

William E. Bain	Engineer	Kentucky
Nicholas E. Smith	Switchman	Kansas
Warren G. Herman	Switchman	Minnesota

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 500 Walker St. in Ash Grove, MO. All correspondence should be mailed to P.O. Box 276, Ash Grove, MO 65604. 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.

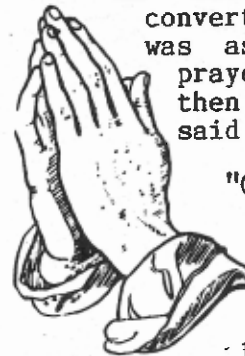
# THE FRISCO FAMILY

Crawford County Midland Railroad Company

The Crawford County Midland Railroad Company was incorporated June 20, 1904, under the laws of Missouri, for a period of fifty years. The company was incorporated by the Sligo Furnace Company to furnish transportation facilities for its iron mines at Cherry Valley, MO. On August 5, 1904, the Sligo Furnace Company made an agreement with the St. Louis and San Francisco Railroad Company, providing for the construction of such facilities, the cost of which was to be divided between the two companies. Under further terms of the contract, the ownership of such railroad was to become vested in the St. Louis and San Francisco Railroad Company.

On June 20, 1905, the company conveyed its franchises and property to the St. Louis and San Francisco Railroad Company. At that date, it owned about six miles of standard gauge, single track railroad in Crawford County, MO, extending from Cherry Valley Junction to the iron mines at Cherry Valley. ☐

Next month... Frisco History "ON THE AIR"



An old Frisco railroader was converted at a prayer meeting and was asked to lead the group in prayer. He hesitated a moment, then with a trembling voice, said reverently:

"O, Lord, now that I have flagged Thee, lift up my feet from the rough road of life, and plant them safely on the deck of the train of Salvation.

Let me use the safety brake known as Prudence, and make all the couplings in the train with the strong arm of Love; let my hand lamp be the Bible. Heavenly Father, keep all switches closed that lead off on sidings, especially those with a blind end. O Lord, if it be Thy pleasure, have every semaphore block along the line show the white light, that I may make the run of life without stopping. And Lord, give us the Ten Commandments for the schedule, and when I have finished on time and pulled into the dark station of Death, may the Superintendent of the Universe say, "Well done, thou good and faithful servant, come and sign the pay-roll, and receive your check for eternal happiness." ☐

FRISCO MAN Magazine March, 1908  
Courtesy William E. Bain