

FRISCO

All Aboard

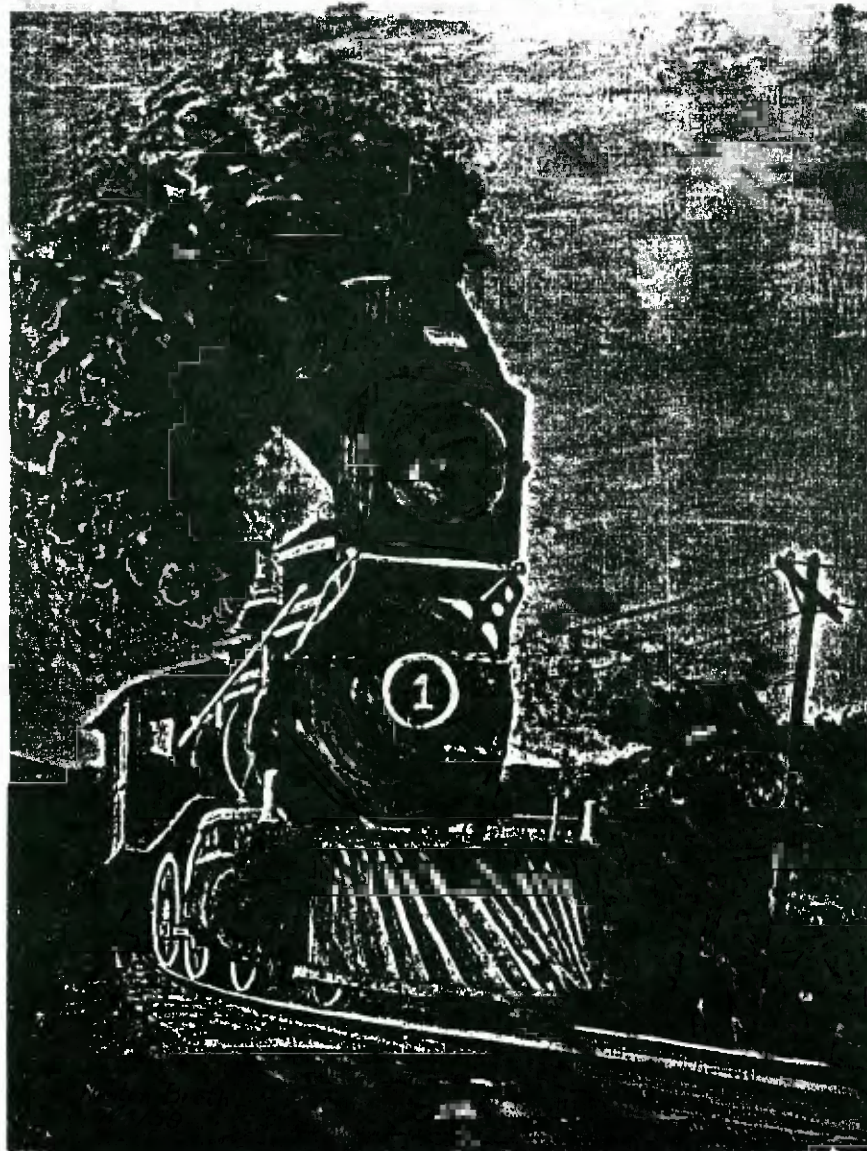
FRISCO

VOLUME 3

June, 1988

NUMBER 1

FRISCO FOLKS



Stories of the steam
days on the Frisco road

WILLIAM E. BAIN



RAILROAD MUSEUM INC.

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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 addressed 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



RAILROAD MUSEUM INC.

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About the Cover

Due to the gracious generosity of author William E. Bain, on April 7, 1988, the Museum acquired the copyright and reprint rights to FRISCO FOLKS, the first published history of the Frisco written in 1961. Ironically, the April 7th date was the birthdate of Mr. Bain's father, Claud E. Bain, to whom the book was dedicated.

FRISCO FOLKS is a delightful 272 page composite history of the Frisco as told by Frisco railroaders, most of whom were living in the steam era of railroading. It includes three informative chapters tracing the history of the company from 1849 to the 1950's, twenty-three historic pictures and maps, and fourteen rare photos of Frisco steam engines.

The book has special meaning to the Museum in that it was the seed of inspiration, eighteen years

ago, that ultimately created the dream of a museum devoted exclusively to the Frisco; a dream that became a reality on June 1, 1986.

The Museum is currently making plans to reprint the book within the next two years.

The Officers and Board of Directors wish to publicly acknowledge with grateful appreciation the generosity of Mr. Bain and sincerely thank him for allowing the Museum to maintain the rich heritage of the Frisco as preserved on the pages of the FRISCO FOLKS!

Museum Dispatch

1. The Museum will begin Summer hours of operation on June 8th. Wednesday thru Saturday 10:00 a.m. to 5:00 p.m. and Sunday 2:00 p.m. to 5:00 p.m. The Museum will be closed Monday and Tuesday. Other times are available by appointment.

2. **VOLUNTEERS NEEDED!** The Museum will be working on a number of projects this summer and we desperately need volunteers to help. If you can donate some time, please contact the museum office!

3. **OOPS!** The article on the Frisco Apprentice School (May, 1988) incorrectly listed the school as starting in 1912. The year should be 1921.



The Museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

- | | |
|---------------------|-----------|
| Jim Quarles | Switchman |
| Kansas | |
| Emil Eskengren, Jr. | Switchman |
| Missouri | |
| Frank Birkhead, Jr. | Switchman |
| Texas | |
| Don Alderman | Switchman |
| Texas | |

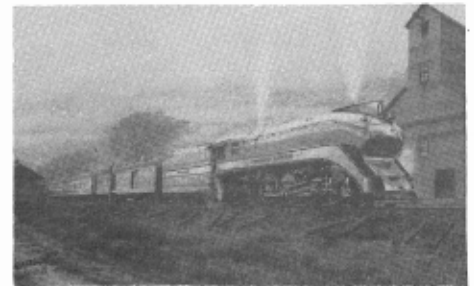
The museum is pleased to welcome the following new members to the FRISCO FOLKS:

- | | |
|----------------------|-----------|
| Christopher Trumbull | Switchman |
| Missouri | |
| Frank M. Holmes | Switchman |
| Texas | |



The EXCESS BAGGAGE is a new monthly feature of the ALL ABOARD that will list newly acquired items not on the current EXCESS BAGGAGE list and/or items from the list offered during the month at a discounted price. Unless otherwise noted, discounted prices are only good through the month listed.

SPECIAL PURCHASE:



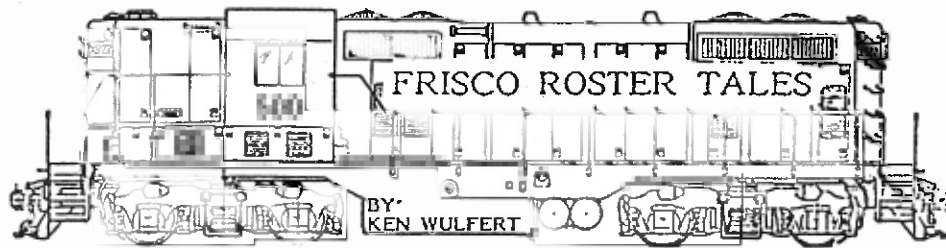
The museum has acquired a limited number of M.F. Kotowski's beautiful color print of Frisco's Zephyr blue and white passenger train, the "Firefly," with engine #1026. Each 8 3/4 x 11 inch print is mounted on a 14"x16" gray matt ready for framing. Each print is signed and numbered by the artist and includes a brief history along with a certificate of authenticity. While quantities last, the museum is offering the prints for \$17.95, postage paid. That's a \$2.00 savings off the suggested retail price as listed in Trains Magazine, April, 1988.

JUNE SPECIALS FROM LIST #6

Adlake switch lock backstamped FRISCO - good condition - have 3.... \$8.00.

Passenger service cocktail napkins:
"Frisco/USA First"
"Frisco Faster Freight"
"Frisco 5,000 miles in Nine States"
\$2.00 each - 3 (1 of each) for \$5.00

4 3/4" tall water glass with blue Frisco logo - \$6.00 each
3 for \$15.00 - 6 for \$28.00.



THE HEADLESS HUMPSTER

Arguments and debate on the topic of "steam vs diesel" have raged on for over half a decade now between those of us who have a deep interest in railroads. I'm not ashamed to say that I am in the diesel camp, although I admit that I never saw much steam in the flesh. Perhaps the sight of a Frisco 1500-class 4-8-2 roaring by with the Meteor in tow would alter my thinking. Odds are high that it would; I can't wait to test out this possibility this summer with the 1522!

One of the many things I find to be of great interest with diesels is the end-less variety of as-built, modified, and rebuilt units that exist. As opposed to a frequently voiced criticism from the "steamers," diesels indeed do not all look alike. There seems to be just as much variety of configuration, repairs, and attached gadgets on them as existed before with steam - just look at all the detail parts that are available now at the hobby shops for diesel model railroaders.

The Frisco offered as much variety in their diesel fleet as any. One diesel modification carried out by the Frisco that is somewhat unique occurred with SLSF 292, an ALCO S-2 of 1,000 HP. It was purchased in early 1949 as part of a group of five S-2's, and gave its owner good service as was generally the case with this very popular and successful ALCO switcher. However, before the 292 was even ten years old, it was involved in a crunching yard accident which resulted in the destruction of its cab end. The Frisco - thrifty as ever - did not want to lose the still undepreciated services of this locomotive and, in April of 1958, the Springfield shops rebuilt the 292 into a cabless booster unit, a "B-unit" switcher so to speak. It had its original appearance until



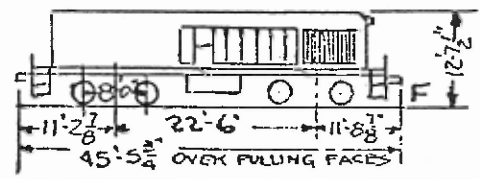
Arthur Johnson Photo, Howard D. Killam Collection

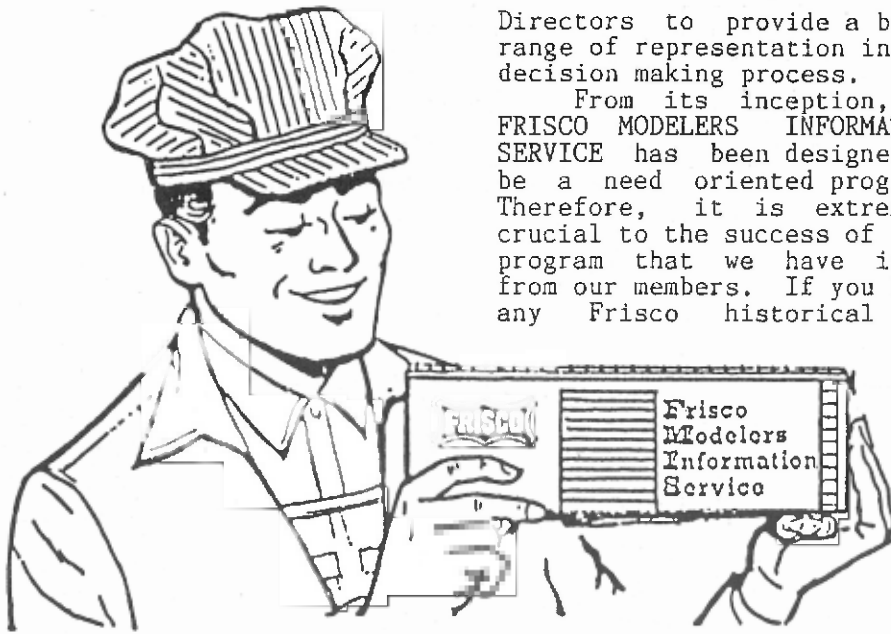
one's eye reached the end where the cab once was. From that part back, the diesel's hood simply continued on and was mated up to another nose section, complete with headlight and all the appearance of the front end. The original S-2's did not have multiple-unit connections, so the 292 was so fitted to allow its use in concert with another m/u equipped switcher, such as an EMD SW-9.

The idea was to use the 292 as a booster to help another switching locomotive push a long cut of cars up and over "the hump" during the car classification and sorting process at one of the Frisco's two hump yards. The 292 was thus assigned to Tennessee Yard in Memphis, where it gave reasonably good service in its unusual new role until 1966 when, unfortunately, its crankshaft broke, ending its life on the railroad. In early 1967, it was gone, serving as a trade-in to EMD,

probably for credit on a big 20-cylinder, 3600 HP SD-45.

Several photos exist of the 292 in its role as the "HEADLESS HUMPSTER" of Tennessee Yard. It was an unusual unit, with the appearance and markings just like those of its sister Frisco S-2's, except that it had no cab and was double ended. This was the only switch engine on the Frisco ever to undergo this type of rebuild, although factory built road engine "B-units" were quite common - EMD F-3B, F-7B, and F-9B plus ALCO FB-1 locomotives appeared on the rails system wide. The 292 must have provided an interesting sight indeed as it and its mate leaned into a long cut of cars on the shove up the Tennessee Yard hump lead!





Directors to provide a broad range of representation in the decision making process.

From its inception, the FRISCO MODELERS INFORMATION SERVICE has been designed to be a need oriented program. Therefore, it is extremely crucial to the success of the program that we have input from our members. If you have any Frisco historical or

and ones named for famous Missourians were initially assigned to "Texas Special" service. The last car on the "Meteor" run was an Observation-Lounge Car, #1551 "Oklahoma City."

FRISCO STREAMLINED R.P.O.'S

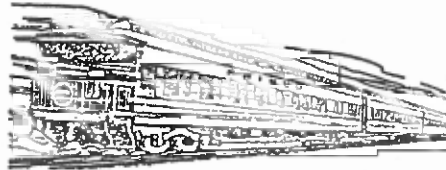
Between October, 1947, and June, 1948, the Frisco purchased thirty-eight new streamlined passenger cars, with one additional, #1259 "Picardy Lane" Coach being delivered in 1955. Three were Coach-Lounge- Buffet Cars, two diner-Lounge-Observation, seventeen Sleepers, one Sleeper-Observation - Lounge Car, ten Coaches, two Dormitory-Coach Combinations, one Diner, and three Mail & Baggage Cars.

The Officers and Board of Directors are pleased to announce the addition of a new component to our Frisco Research Service. Beginning June 1st, the FRISCO MODELERS INFORMATION SERVICE will offer historical and technical information specifically designed to meet the needs of our members who are preserving the Frisco through model railroading.

While some might suggest that all modelers are interested in is building models and watching trains run in a circle, we emphatically disagree! Over the years, model railroading has been a major force in the preservation of railroading history and we recognize it as an intricate part of preserving the Frisco.

The FRISCO MODELERS INFORMATION SERVICE has three components. One, beginning with the June issue of the ALL ABOARD, the two center pages are devoted exclusively to modelers information. The Modelers pages are edited by long-time Frisco modeler Richard Napper. Two, a Frisco Historical & Technical Resource Catalog is being compiled listing photos, rosters, diagrams, blue prints, paint diagrams, maps, etc., quality reprints of which are available to our members through the Research Service. As new materials become available, the catalog will be periodically updated. Three, a Frisco modeler will be appointed to our Board of

technical information you would be willing to share with the museum or have any questions and specific request concerning the Frisco and its operations, PLEASE feel free to let us know!



PASSENGER TRAIN CONSIST

PASSENGER TRAIN CONSIST will be a regular feature of the Modelers Information Pages listing train consists and corresponding passenger roster information.

"Streamlined Meteor"

Based on information in our Research Service Archives, the "Streamlined Meteor's" maiden run, on March 15, 1948, carried the following twelve car consist:

Mail & Baggage: #251 "Normandy."
Dormitory-Coach: #1095 "Manchester."
Coaches: #1253 "Clayton," #1254 "Ferguson," #1255 "Kirkwood."
Sleepers: #1457 "Meramec River," #1458 "Osage River," #1459 "Gasconade River," #1460 "Niangua River," and #1461 "James River."

NOTE: Sleepers named for rivers were originally assigned to "Meteor" service

The three Mail & Baggage Cars, all built in October, 1947, were #250 "Rock Hill," #251 "Normandy," and #252 "Valley Park." The "Rock Hill" car was built, along with its M.K.T. sister car the "Anson B. Jones" (#1000), for service on the joint Frisco-Katy "Texas Special." The "Texas Special" first went into operation on March 4, 1917, providing through service on trains #1 & #2 via the Frisco lines from St. Louis to Dallas and via the M.K.T. Lines from Dallas to San Antonio. The "Streamlined Texas Special" made its maiden run on May 16, 1948, with a consist of twelve cars. Effective January 5, 1959, the "Texas Special" and "Meteor" trains were consolidated and the last run of the "Texas Special" was on January 4, 1959. In 1954, the "Rock Hill" was destroyed in a wreck on the Katy at Big Cabin, OK.

The "Normandy" and "Valley Park" cars were built for service on the Frisco "Meteor." Affectionately known as the "Flagship of the Frisco Fleet," the "Meteor" first went into operation on March 15, 1902, providing through service on trains #9 & #10 between St. Louis and Oklahoma City. The "Streamlined Meteor" made its maiden run exactly forty-six years later on March 15, 1948, with a consist of twelve cars. NOTE: See the PASSENGER TRAIN CONSIST feature for more detailed information. On

September 17, 1965, the "Meteor" made its last run, thus ending an illustrious sixty-three year history of service on the Frisco Lines.

plate was 10" wide and varied in length according to the length of the name. Two notes of interest:

- 1) Of the entire fleet of

To model the Mail & Baggage Cars, a good starting point is Athearn's RPO #140-1800. The middle two windows need to be filled in because the Frisco cars had only three on the mail room end. Tester's Chrome can be used for the stainless steel panels, Floquil #270-110100 or #270-110101 for the trucks, and Floquil 270-110041 is a close match to the light green for the interior. Floquil #270-110020 is a good starting point for the exterior red and #270-110045 will work for the Pullman Green livery on the "Valley Park." ☐



NEW FEATURES COMING IN JULY

Water tanks along the Frisco Line.

NEW CAR SHOP will be a regular feature of the Modelers Information Pages profiling commercially produced Frisco models and/or kits that can be modified for Frisco use.

Pullman Photo

The "Normandy" and "Valley Park" were assigned to service on trains #9 & #10 and remained on the "Meteor" roster until 1965. After seeing limited service on the "Southland" #101 & #102, both cars were taken out of service in 1966 when Frisco's R.P.O. contracts were terminated. The "Valley Park" car was sold for scrap in October, 1967, and the "Normandy" was donated to the National Museum of Transport, St. Louis, where it is currently on display.

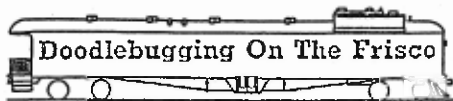
The cars were 13'6" high overall, 70'8" long over end sills, 10' wide, and weighed 109,200 lbs. They rode on four-wheel cast steel trucks with unit brakes and 36" multi-wear, rolled steel wheels. The exterior finish was red with corrugated stainless steel panels above and below the window line. The upper panel was 25" wide, the lower panel 42" wide, and they were 26" apart. On the "Normandy" and "Valley Park," the Frisco name plate was 22' long, 10" wide, with red lettering. The number plates were 33" long, 10" wide and the "UNITED STATES MAIL RAILWAY POST OFFICE" plate was 66" long, 15" wide, all with red lettering. The car name

streamlined cars, only the three mail & baggage cars came equipped with no air conditioning. 2) In April, 1964, the "Valley Park" car was repainted from the original red to a Pullman Green.

The MAIL CAR will be a regular feature of the Modelers Information Pages in which we will attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE.



Alan Schmitt Photo



PART 4

At the end of 1918, Frisco Motor Cars had operated 211,944 revenue passenger miles, over 205 miles of service routes, in four states. There were seven gas electric units on the roster (2100, 2101, 2102, 2103, 2106, 2120, & 2121), with a combined seating capacity of 623. By the end of 1925, revenue passenger miles had almost doubled to 413,801 and doodlebugs were in service on seven routes throughout the system. In Missouri, cars were in service between Cape Girardeau and Chaffee, and Puxico and Popular Bluff. In Kansas, motor cars made the 107 mile daily run between Wichita and Ellsworth, the Frisco's western terminus in Kansas. In Oklahoma, doodlebugs provided service from Tulsa to Sapulpa, then south to Okmulgee and Holdenville. In Mississippi, motor cars continued to serve connections between Tupelo and Amory with daily branch line service from Amory south to Aberdeen.

Frisco motor car service entered into a major program of growth and expansion between 1926 and 1930. In 1926, five gas electric units were added to the roster, two gasoline mechanical cars (#3000 and #3001 a Frisco shop built coach conversion), two wood trailer coaches, and one wood mail-baggage trailer.

EDITORS NOTE: A more detailed profile of individual cars and trailers will be presented in future articles.

By 1930, Frisco's peak year of motor car operation, 2,058,030 revenue passenger miles were logged over 1,838 miles of service routes in six states. In Missouri: Cuba to Salem, Cape Girardeau to Nash, Kennett to Caruthersville, Kennett to Popular Bluff, Kennett to Leachville, Zalma to Brownwood, Kansas City to Springfield (both on the "High Line" and the old K.C.C.& S.R.R. "Leaky Roof"), Joplin to Carl Junction, Joplin to Baxter Springs, KS, Joplin to Columbus, KS, Joplin to Afton, OK, Cape Girardeau to Hoxie, AR, and Monett to Fayetteville, AR. In

Oklahoma: Hugo to Ardmore, Hugo to Hope, AR, Tulsa to Sapulpa, Tulsa to Holdenville, Enid to Avard, Enid to Vernon, TX, and Enid to Beaumont, KS. In Kansas: Ft. Scott to Cherryvale, and Wichita to Ellsworth. In Arkansas: Blytheville to Jonesboro. In Mississippi: Amory to Columbus. The 1930 motor car fleet included twenty-three gas electrics, five gasoline mechanical units, four trailer coaches, and six mail-baggage trailers. ☐

to be continued...



LOOKING BACKWARD is a new monthly feature of the ALL ABOARD that will take a look back through our files at the people and events that were a part of the Frisco 25, 50, and 100 years ago.

25 years - 1963

On June 3, 1963, the Board of Directors approved the lengthening, by six feet, of Frisco's fleet of 131 83' Auto Transport Cars. The cars, series 3000-3130, were built in 1960.

50 years - 1938

Twenty-one new wooden cabooses were built in the company's Springfield shops many of which were eventually numbered in the 1100 series, including the museum's 1139.

100 years - 1888

Edward F. Winslow, for whom the town of Winslow, AR, and Frisco's Winslow Tunnel were named, was President of the company.

The Frisco Family

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA broadcast the "History of the Frisco." For the next few issues of the ALL ABOARD, the FRISCO FAMILY feature will present, in its entirety, the text of the 1931 broadcast.

"Tonight, ladies and gentlemen of the radio audience, we are going to prove to you that romance exists even in the mightiest of our great American corporations. We are going to tell you about the St. Louis-San Francisco Railway Company and its romantic history which dates back to the year 1849, when the Missouri Legislature authorized the incorporation of the Pacific Railroad, the parent company of this now great class 1 railroad.

"Today the thousands of passengers who ride over the smooth roadbed of the Frisco, as it is popularly known, and enjoy the luxury of its splendidly equipped trains give no thought to the colorful struggle which perpetuated the Frisco up from that small beginning in 1849 to its present statue as one of the nation's leading rail lines.

"If those passengers are well informed on the railroads of the nation, they know that the Frisco has 6,000 miles of well equipped railroad, operating through nine states in the Union, namely, Missouri, Kansas, Oklahoma, Alabama, Tennessee, Arkansas, Texas, Mississippi, and Florida.

"They know that in the good years the Frisco employs a vast army of 30,000 employees (to whom it pays annual wages exceeding \$39,000,000). It owns 35,000 freight cars, 700 passenger cars, and 800 locomotives, with which to pull its equipment over the road.

"That, ladies and gentlemen, is a brief outline of the great railroad system with which we wish to acquaint you in the broadcast tonight.

To be continued...



In the spring of 1870 Southwest Missourians witnessed the arrival of the first train into the wild and sparsely settled region of Greene County. On April 21, 1870, at 3:00 p.m., a work train of the South Pacific Railroad Co. steamed into central Greene County along a route originally surveyed by General John C. Fremont.

The official celebration of its arrival was held on May 3, 1870, at the county seat town of Springfield which was located approximately one and one half miles south of the tracks. The citizens of Springfield had, on numerous occasions, attempted to persuade the railroad to divert its route through their town. The attempts were, however, unsuccessful due to their unwillingness to pay the railroad a sizable portion of the construction cost and due to some "creative" real estate transactions by three local businessmen.

The three negotiated a deal with the railroad that provided 300 acres for shops and yard facilities in exchange for the company's agreement to leave the tracks along the original survey. The end result of their transactions was the incorporation, in June, 1870, of a new town called North Springfield which was initially built to accommodate the railroad. Within two years, the first depot and yard facilities in Greene County were constructed at the east end of the town.

Determined to have rail service into "old town" Springfield, a group of local businessmen pooled their resources and organized, on September 9, 1875, the Springfield & Western Missouri Railroad Co. By 1878, the line was completed northwest to Ash Grove with additional roadbed grading to Greenfield. On May 30, 1878, the first train on the S. & W. M. R.R. officially arrived in Springfield at the Mill Street Station, the first depot built in "old town." Three years later the Springfield & Western line successfully merged its efforts with the Kansas City, Ft. Scott, and Gulf Railroad Co., thus providing "old town" Springfield with a rail link to connections at Kansas City.

Down At The Depot

It is at this point that the history of depots in Springfield takes on a new appearance.

Superintendent of Terminals and the Mill Street depot became the primary arrival and departure point for the newly consolidated town.

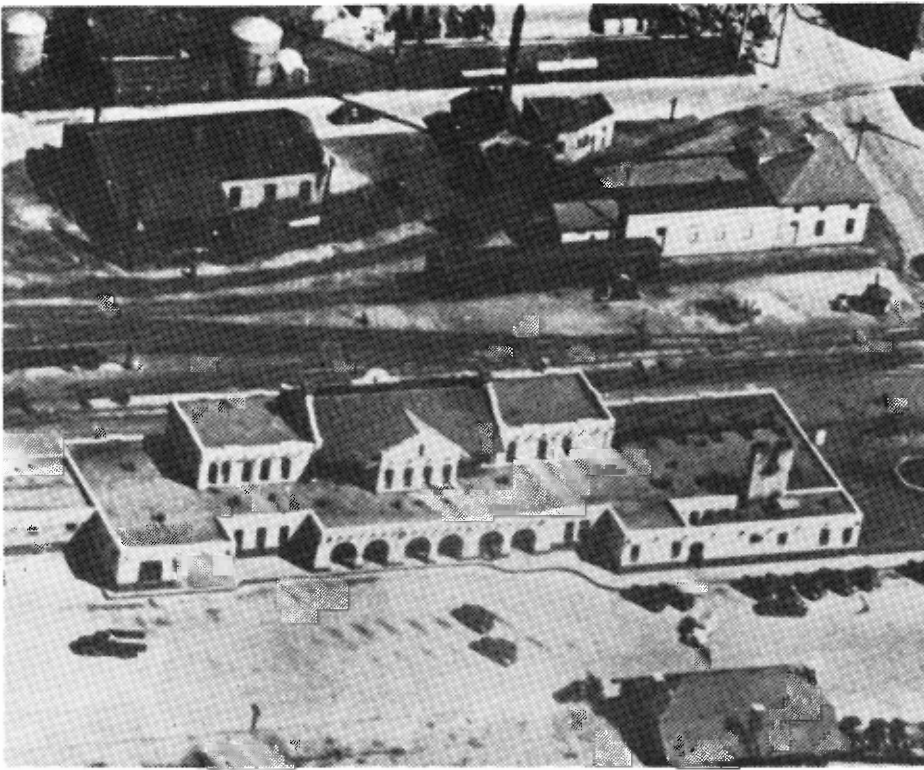
Following the reorganization of 1916, the Frisco initiated



Howard D. Killam Collection

In 1882, the "Gulf" line built an impressive two-story depot at the location of the original Mill Street Station. The all-brick building measured 103'2" by 32', had electric lights, and steam heat. The main floor included a large general waiting room, separate men's and women's waiting rooms, a large ticket office, telegraph office, and indoor restroom facilities. The second floor was divided into nine rooms, plus restroom facilities, that were used for offices, storage, and commissary and dormitory for the Fred Harvey lunch room which was adjacent to the west end of the depot. To the east end of the station was a 69' by 51' freight and baggage building. The depot served the needs of Springfield travelers for over forty years. In 1887 the towns of Springfield and North Springfield merged, and in 1901 the Frisco took control of the "Gulf" line. Consequently, the old depot along the original tracks north of town was converted for use as the Office of the

a program of modernization. Included in the system-wide renovation efforts was the remodeling and/or rebuilding of many depots, including the Springfield facility. In 1926, under the direction of architect R.C. Stevens, the Springfield depot was completely remodeled. The new all-brick and stucco building was 246' long, 64'8" wide at the west end and 77' on the east side. The station was divided into three sections. The east wing housed a large lunch and dining room, kitchen, and storage facilities for the Harvey House Restaurant. The center section was composed of a large general waiting room, ticket office, news stand, and restroom facilities. The interior brick walls of the waiting room were those of the old depot. The center section had a second floor that was divided into fourteen rooms along with bath facilities and an apartment. The rooms were used as a dormitory for the "Harvey Girls" and the apartment was the living quarters for the dorm "house



Company (FTC) moved its general offices into the vacated east wing of the depot.



Frisco passenger traffic continued to decline to the point that on December 9, 1967, 2:45 p.m., the last passenger train, the "Southland" #101, pulled out of the depot. Most of the interior furnishings were sold or scrapped and the building slowly took on the signs of neglect and abandonment. Numerous attempts were made to preserve the depot including its being placed on the Historic Sites Register of Springfield on October 13, 1975. Unfortunately, all efforts failed. Consequently, rather than continuing to pay taxes on an abandoned and potentially unsafe structure (the depot was one of the highest taxed buildings in Springfield), on Saturday, March 5, 1977, the building was demolished.

The museum currently has on display two all-brass lunch counter seats, a ceiling fan, a 10' double-sided waiting room seat, and numerous other items once used in the Springfield depot.

EDITORS NOTE: Have a favorite depot you would like to see featured in the All Aboard? Send us your request and we will include it in future issues of "DOWN AT THE DEPOT."

mother." The west wing of the facility housed the baggage room. Adjacent to the west end of the main building was a 208' by 40' mail and express building.

The depot was designed in a Spanish motif due, in part, to the personal preference of the railroad's president, J.M. Kurn, who came to the Frisco from the Santa Fe Railroad. The brick and stucco walls were 13" thick, set on a foundation of concrete. The roof was flat with exception of the second floor which had a pitch tile roof. A distinguishing characteristic of the station was a large double chimney that stood approximately twelve feet above the southeast corner of the building. The depot had electric lights, steam heat, and was finished on the inside with plaster walls and ceiling, a brick wainscot, and "asbestolith" (tile) floors. The Springfield depot was, as one retired employee noted, "The showplace of the Frisco line."

The station was served by four main tracks divided in the middle by a 1,200' covered platform that was built in a record-setting five months, between December 1, 1926 and January 7, 1927.

The gradual demise of the Springfield depot began in the early 1950's with the decline of passenger travel on the Frisco. In 1950, the company

Ron Fields Collection

carried 1,082,467 revenue passengers. By 1955, the number had decreased to 782,305.

On November 1, 1955, the Frisco Eating House closed, thus ending a fifty-two year era of railroad dining service in Springfield that started on August 8, 1903 by the Fred Harvey System. The Harvey company operated both Frisco dining house and dining car service until June, 1930, when the Frisco took control of both operations. Although under Frisco operation, the dining house retained the famous "Harvey House" name. The Springfield restaurant was the last to close on the Frisco line. In April, 1957, the Frisco Transportation

