

FRISCO

All Aboard

FRISCO

VOLUME 4

October, 1989

NUMBER 5



FRISCO All Aboard FRISCO

A MONTHLY PUBLICATION OF

THE



RAILROAD MUSEUM INC.

OFFICERS & BOARD OF DIRECTORS

PRESIDENT.....Alan Schmitt
 VICE-PRESIDENT.....Clarence Pearce
 SECRETARY-TREASURER..Saundra Schmitt
 BOARD MEMBERS...Charles E. Mahaffey
Warren Hall
Richard E. Napper

OFFICE STAFF

SECRETARY.....Rachel Schmitt
 EXCESS BAGGAGE.....Sarah Schmitt

ALL ABOARD STAFF

EDITOR.....Alan Schmitt
 FMIS EDITOR.....Richard E. Napper
 DISTRIBUTION.....Rachel Schmitt
Sarah Schmitt
 PRINTER.....A & B Printing

The ALL ABOARD 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 ALL ABOARD is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced or duplicated in any manner or form 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.

P.O. Box 276
 Ash Grove, MO 65604

1-417-672-3110
 1-800-848-8344

ABOUT THE COVER

"A new use for a grand old lady of the rails," could well be an appropriate caption for this month's cover photo. Posed on the end platform and ladder of Frisco caboose #1288, is the 1988-89 Scrap Book Committee of the Ash Grove High School Beta Club Honors Society. The

committee members (from left to right in photo) are Jill Mosley, Charity Newton, Kevin O'Brien, Kristie Dickens, Raymonda Bloomfield, and Alesha Richter. The photo was featured on the cover of the organization's annual activities scrap book entered in state competition last spring at St. Louis, MO.

The caboose, one in a series of seven (1285-1292) was built in May, 1969, by the International Car Co. and delivered to Frisco property on July 18, 1969, at a cost of \$26,099.00. The all steel, extended cupola unit, was originally painted "carhide hot spray red freight car" paint with black trucks and underframe and "lemon yellow" ladders, grab irons, brake wheels, and steps. In the mid 1970's, the caboose was painted in the Mandrin Orange and White livery, its current paint scheme.

Following the Frisco/BN merger in 1980, the caboose was renumbered BN 11616. In 1986, it was acquired by the City of Ash Grove and is currently on display at the Ash Grove City Park.



LOOKING BACKWARD is a monthly feature of the ALL ABOARD that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1964

In October, 1964, the last two steam locomotives in the St. Louis Lindenwood Yards were removed to their final destinations. No. 1527 was moved to Mobile, AL, where it is currently on display in the City Park, and No. 4515 was sold for scrap.

50 YEARS - 1939

In December, 1939, the "Oil Fields Special" passenger trains 107-108 between Kansas City, and

Oklahoma City, via Joplin, MO, were replaced with the "Firefly" through service, via Baxter Springs, KS, reducing travel time by five hours. Trains 121 and 124 began daily service between Ft. Scott, Ks and Joplin, MO, via Pittsburg, KS and Carl Junction, MO.

75 YEARS - 1914

In 1914, the roster of Frisco Business Cars included twenty units, numbered as follows: 100, 200, 300, 400, 502, 600, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1900, 2200, 2300, 2500, 2600. ☐



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

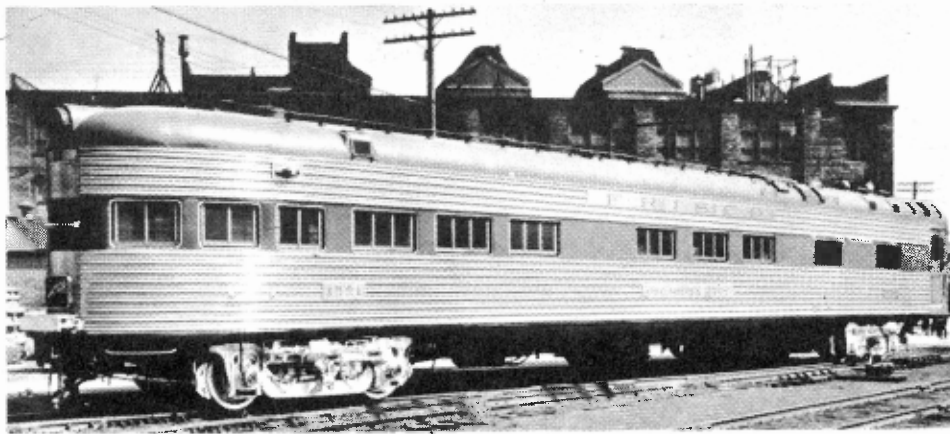
Bob Thompson.....Brakeman
 Oklahoma
 Ed Heiss.....Switchman
 Missouri
 Robert King.....Switchman
 Missouri
 William White II.....Switchman
 Iowa

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

Ervin King.....Conductor
 Delaware
 Ed Adams.....Fireman
 Texas
 Eric Fogg.....Switchman
 Iowa
 Les Winn.....Switchman
 Georgia
 A. Orman Fisher.....Switchman
 Missouri
 Harry Bahr.....Switchman
 New York
 James Mills.....Switchman
 North Carolina
 Bonnie Trail.....Switchman
 Missouri

NEXT MONTH IN THE ALL ABOARD

Ex-Pullman Tourist Cars in M.O.W. service, Whyte System 4-6-4 "Hudsons," GARX 50583, NIRX 14007, plus more!



May 26, 1948 Pullman photo

THE OKLAHOMA CITY

Part 2

Between 1912 and 1967, there were three Oklahoma City's on the Frisco. One was station G542 on the Oklahoma Sub-Division of the Southwestern Division and the other two were Frisco passenger cars. This is the second of two articles profiling "The Oklahoma City" cars.

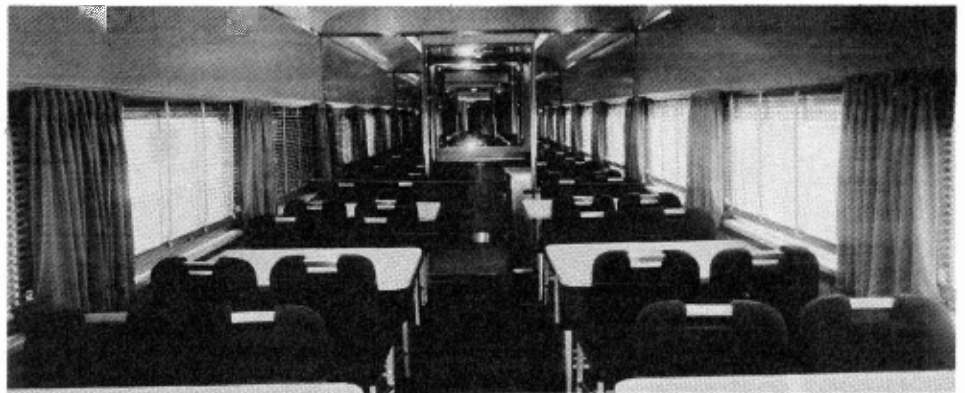
The second "Oklahoma City" passenger car on the Frisco roster was #1551, built by Pullman, Lot #6768, at their Chicago plant in May, 1948. It was 82 ft. long, weighed 135,500 lbs., and cost \$137,652.00. The car featured a full service kitchen, dining room with seating for twenty-five, and a lounge section that would accommodate fifteen. Two of the most unique features of the car was the "bullet-nose" design of the lounge end and the square "Meteor" drumhead, a drastic departure from the steam era round medallions. The "Oklahoma City" was one of three such units built for service on the Frisco. Additional units included the "Tulsa," #1550 and the "Stephen F. Austin," #1400, an Observation-Lounge-Sleeper used on the Frisco/MKT Texas Special service.

When placed in service, the "Oklahoma City" and "Tulsa" Cars were assigned to trains 9-10 between St. Louis and Oklahoma City.

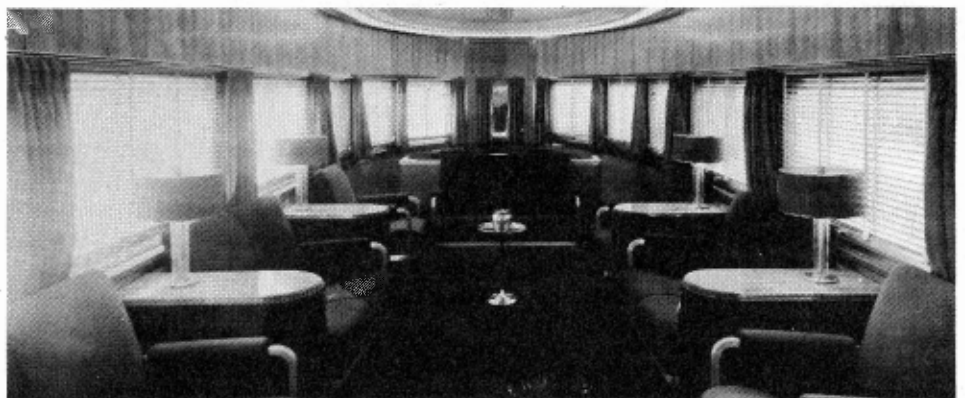
In February, 1960, the "bullet-nose" B-end of the car was rebuilt and squared off for use in mid-train service. In September, 1965, when the "Oklahoman," 1-2, replaced the

"Meteor," and the "Southland," 101-102, replaced the "Kansas City-Florida Special," the "Oklahoma City" car was re-assigned to service on trains 101-102, between Kansas City and Birmingham. In June, 1967, the car was removed from revenue service and stored at the West Coach Shops.

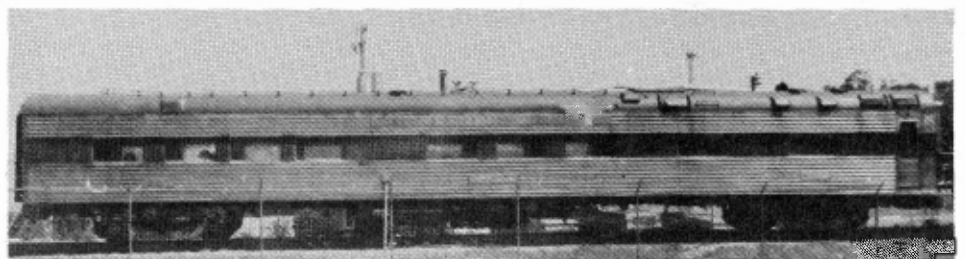
EDITOR'S NOTE: While the history of the streamlined "Tulsa" car closely parallels that of the "Oklahoma City" through early 1967, its history from that point on is quite different, and will be detailed in a follow up article in the November ALL ABOARD.



Dining Room May 26, 1948 Pullman photo

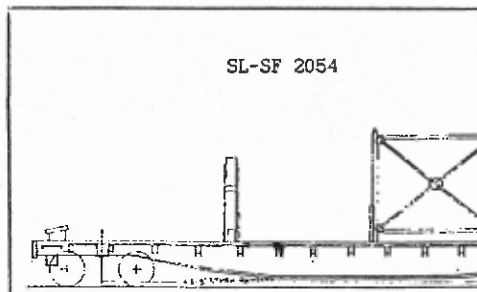


Lounge Section May 26, 1948 Pullman photo

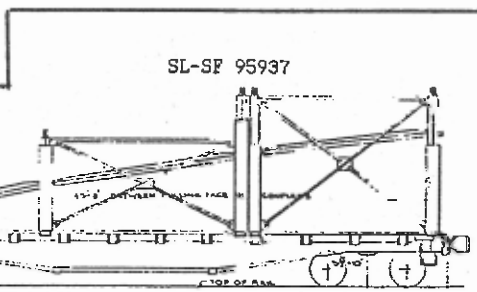


Republic, MO July, 1988 R.E. Napper photo





NEW CAR SHOP

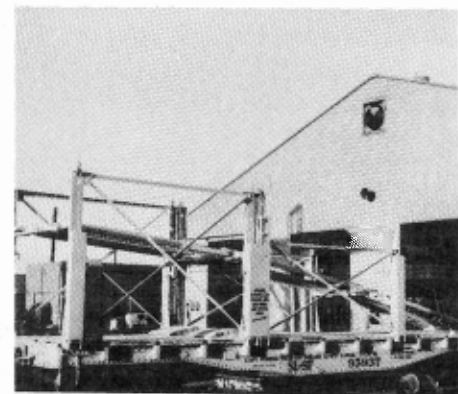
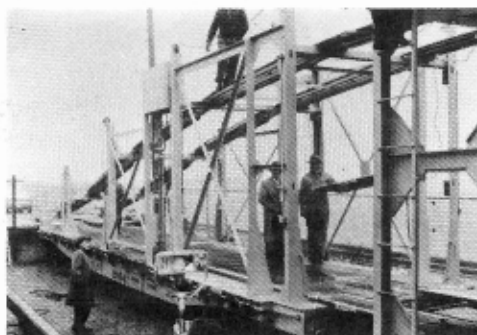


PORTABLE AUTO LOADING RAMP

In January, 1960, a new era in railroad transportation and a new chapter in Frisco history began with the arrival of an "experimental" tri-level auto rack car #3000. So successful was the experiment, that by October of that same year the Frisco had 130 such units in service. Twelve years later, the company had in various assigned pools 709 tri-level cars and 316 bi-level units.

EDITOR'S NOTE: See "Auto Racks" feature, ALL ABOARD, February, 1989, pp. 3-4.

With the arrival of the new auto transport fleet came the need for new support services and equipment. Consequently, the Frisco initiated a multi-phased construction program to meet the need. By September, 1960, three staging and loading facilities were in operation at Valley Park, MO, Irving, TX, and Tulsa, OK, utilizing movable loading ramps manufactured by the Buck Equipment Co. By the end of 1960, the first of four portable loading ramps were also in operation.



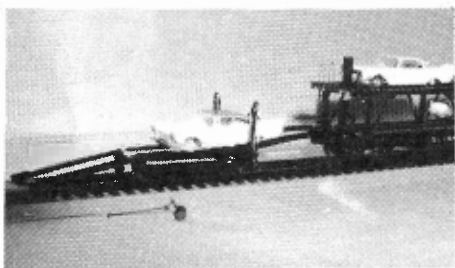
SL-SF 95937 Frisco photo

SL-SF 2054 Frisco photo was one of a series of 100 (2000-2099) 53'6" 100M capacity cast steel flat cars built by the Springfield Shops in 1956, at a cost of \$9,500.00 each. In 1960, it was equipped with a shop-built loading ramp and painted yellow to match the auto-rack fleet.

In 1964 and 1966, two additional loading ramp cars were added to the fleet, both from the 95900-95999 series of 42'6" 100M capacity flat cars built by ACF in February, 1954, at a cost of \$6,299.00. Car #95937 was equipped with a Dana ramp in November, 1964, and #95961 was placed in service in May, 1966.

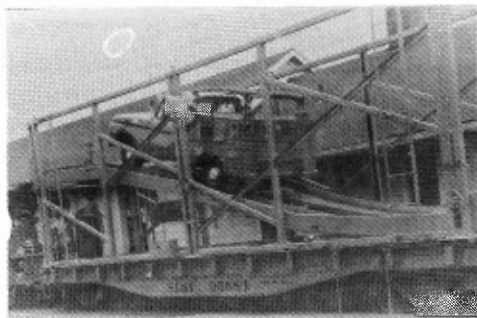
All four portable ramps remained in revenue service until 1974, when they were renumbered and reassigned to Maintenance-Of-Way Service, as follows:

- 2054 renumbered to MOW 109711
- 95884 renumbered to MOW 109703
- 95937 renumbered to MOW 109704
- 95961 renumbered to MOW 109705



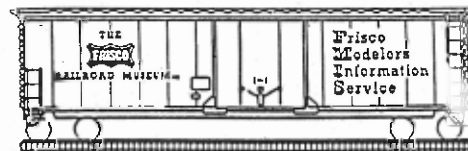
January, 1958 Frisco photo

After experimenting with a number of portable ramp designs, such as the one shown above, the Frisco decided that the most efficient method would be to equip a flat car with a loading ramp capable of servicing both the tri-level and bi-level cars. Consequently, the first such unit was completed in late 1960 as an all-Frisco built unit. Car #2054

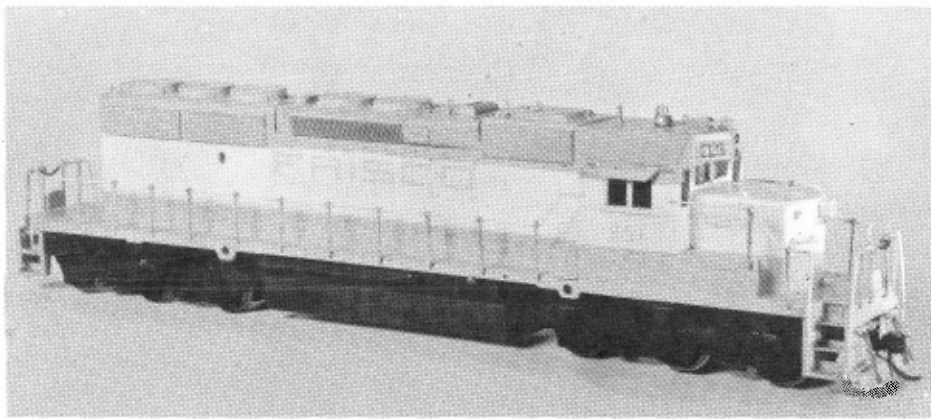


SL-SF 95884 Frisco photo

In May, 1963, a second portable loading ramp was added to the roster. Car #95884 was one of a series of 100 (95800-95899) 42'6" 100M capacity flat cars built by American Car & Foundry in June, 1951, at a cost of \$5,171.00. In 1963, a Dana Corporation loading ramp was installed on the car and it too was painted yellow to match the auto-rack cars. It is interesting to note that forty-one of the 95800-95899 series were also the first to be modified for use in Trailer-On-Flat-Car service on the Frisco.



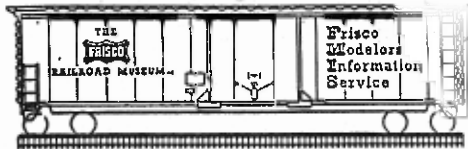
To model the portable loading ramps, a good starting point will be Athearn Flat Car kit #140-1319 for the 40' series (95884-95937-95961) and kit #140-1399 for the 50' #2054 car. The racks will have to be scratch built from Plastruct materials. Floquil Reefer Yellow #110031 will work for both revenue service and company service livery. Good Luck! ☺



R.E. Napper photo

SD40-2 #251

In July, 1978, the last series of diesel road engines ordered by the Frisco arrived on company property, series SD40-2 Nos. 950-957. The 3000 H.P. engines were originally purchased for service on unit coal trains. After the Frisco/BN merger in 1980, they were renumbered BN 6840-6847.



The SD40-2 is a relatively easy model to build, now that Athearn has come out with their twin flywheel version #140-4400 (\$32.50). To "Friscoize" the unit, you might want to add the following accessories:

Northeastern "521-860 lift rings

Details West:

- #235-130 plow pilot
- #235-106 rotary beacon
- #235-187 Nathan M5 horn
- #235-157 radio antenna

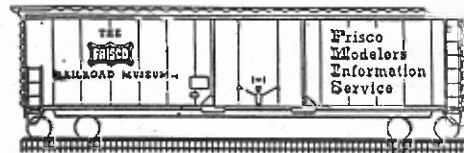
Detail Associates:

- #229-2204 coupler lift bars
- #229-1508 MU air hoses
- #229-1001 Pyle Gyalite

NOTE: The light on the model pictured is installed incorrectly. It should be recessed into the hood and set horizontally, not vertically as shown.

The engine is also equipped with Kadee #7 couplers and Walter number board set #D209.

To paint the unit, use Floquill Reffer White #270-110011, Engine Black #270-110010, and Daylight Red #270-110135. Decals are Herald King #L-461. Good Luck! ☺

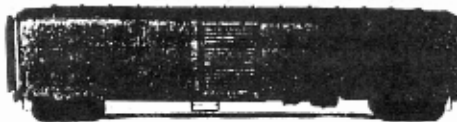


FRISCO MODELERS INFORMATION SERVICE UP-DATE

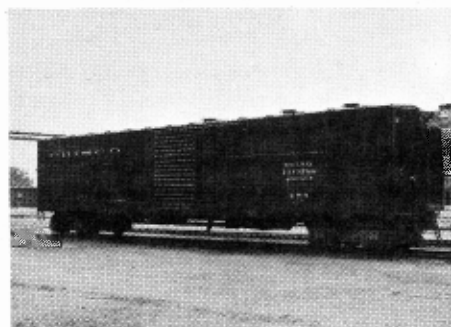
Additional information has been received concerning the ex-Troop Sleeper Baggage-Express Cars (ALL ABOARD, "NEW CAR SHOP," August, 1989, pp. 3-4). Roller Bearing Models has produced three kits for these cars, one in the original troop sleeper configuration and two in the modified Baggage-Express version.



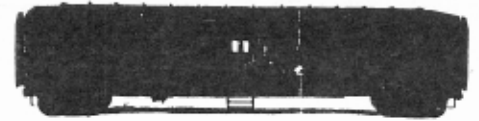
The Troop Sleeper model is kit #500.



Kit #501 is a converted Baggage-Express with a freight car type door that can be used to model Frisco series 452-464.



SL-SF 455 Frisco photo



Kit #502 is similar to #501 except it features a baggage car type door suitable for modeling Frisco series 450 & 451.



SL-SF 450 Frisco photo



For additional information write Roller Bearing Models, P.O. Box 573, Livingston, NJ 07039.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Karl for bringing this Up-Date information to our attention. ☺



'THE MAIL CAR

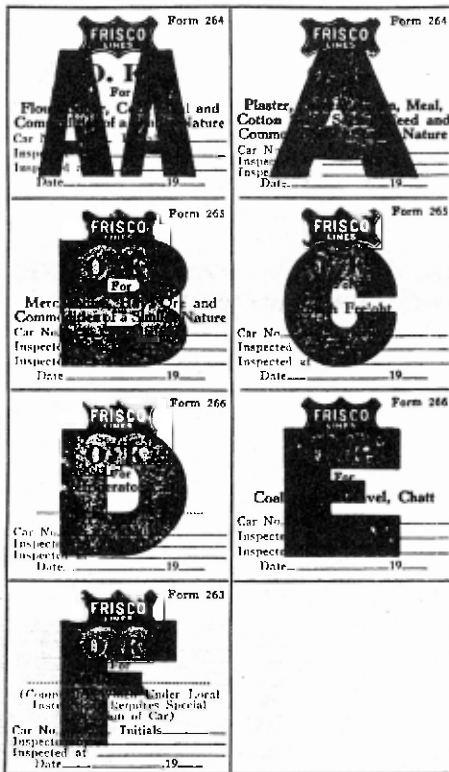


The MAIL CAR is a regular feature of the ALL ABOARD in which we attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE.

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: What kind of system did the Frisco use to classify its freight cars, according to what they could be used for, in the 1930's and 1940's?

ANSWER: According to a June 1, 1939, "INSTRUCTIONS GOVERNING THE INSPECTION AND CARDING OF CARS," the Frisco had seven classifications of freight cars that determined the type of commodities that could be shipped in them.



1. Class "AA" cars had to be free from any leaks, protruding nails, oil, grease, fertilizers, etc., carrying odors likely to damage lading. They were used for shipping flour, sugar, corn meal, and commodities of a similar nature.

2. Class "A" cars also had to be leak proof, odorless, and in relatively good condition. They were used for hauling commodities such as blasting power, bagged cement, dried fruit, feed, grain, plaster, rice, bagged sand, etc.

3. Class "B" cars were more of a general use car with fewer condition restrictions. They were used for such commodities as apples, canned goods, flooring, hay, lumber, machinery, merchandise, salt, soap, stoves, straw, vinegar in bottles, wool, etc.

4. Class "C" cars were designed for rough freight loading such as brick, cord wood, hides, lead,

molasses in barrels, rails, scrap iron, tile, ties, etc.

5. Class "D" designation was limited to refrigerator cars, hauling perishable commodities.

6. Class "E" cars were for bulk loading of coal, sand, gravel, chatt, etc.

7. Class "F" cars were for miscellaneous commodities not specifically covered in "AA" - "E" classifications and included such lading as automobiles, furniture, live stock, poultry, wall board, etc.



In 1954, the classification system was up-dated and three additional classes of cars were added, as follows:

8. Class "P" cars for transporting pipe, logs, poles, and piling.

9. Class "S" cars for soybeans.

10. Class "W" cars for bulk loading of grain.

Each class of cars had to be inspected on a regular basis and the appropriate commodity card was to be placed on both sides of the car before it was permitted to leave the repair or shop tracks.



In 1912, Frisco Motor Car #2112, serial #3730, was placed in service on the Frisco controlled Gulf Coast Lines' New Iberia and Northern Railroad as trains #204 and #205 between Port Barre and Shadyside, LA. It was a 70' 8" Baggage-Coach combination with a center vestibule entrance. The all steel body was manufactured by Wasson, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-C1 engine and 205D traction motors were built by G.E. The interior finish of the car was the standard mahogany paneling with yellow pine floor. Total seating capacity was fifty-two passengers.

During the 1913-16 reorganization, #2112 was sold, along with sister car #2111, to the Macon & Birmingham Railroad and was renumbered #11. Its final disposition is unknown. No replacement car was acquired for the Frisco roster.



FRISCO DEPOT DISPATCH

From "THE BULLETIN," the publication of The Railroad Station Historical Society, Inc., comes the following FRISCO DEPOT DISPATCH.

1. The depot at Hugo, OK, which last saw passenger service in 1956, has been restored, including operating Fred Harvey cafe.

2. Plans are now underway to restore the Antlers, OK depot for a museum and possible excursion service.

3. The Bentonville, AR depot has been restored and is currently the home of the local Chamber of Commerce.

We have also received word that major restoration efforts are now under way at the Fayetteville, AR depot. A passenger car and caboose currently on the property are to be remodeled for use as a branch office for a local bank.



DOWN AT THE DEPOT

Fredonia, Kansas

On March 21, 1879, the St. Louis, Wichita, and Western Railway Co. was incorporated as a "paper line" of the Frisco. A "paper line" was a railroad incorporated as an independent entity while being controlled by a parent company. During its entire existence, the St. Louis, Wichita, & Western was under the corporate control of the Frisco. In March, 1882, when 124 miles of single track railroad was completed between Oswego and Wichita, KS, a deed was executed officially conveying its property, rights, and franchises to the Frisco.

Approximately ninety miles east of Wichita and fifty-two miles northwest of Oswego, at a junction point on the Frisco, Santa Fe, and Missouri Pacific, was located the town of Fredonia, KS, station F414 on the Wichita Sub-Division of the Northern Division. In addition to being a junction point, Fredonia was one of the many brick and cement production centers of southeast Kansas.

In 1880, a joint service (Frisco/Santa Fe) combination station was built in the northern "V" of the junction point between the two lines. The frame structure was set on a pile head foundation and had one of the most unique and unusual designs of any depot on the Frisco system. The ticket office was built in a 22' x 19' elongated hexagon shape which opened into a V-shaped general waiting room. The station also provided separate waiting rooms for men and women, both of which were eventually equipped with indoor restroom facilities. The north end of the building was divided into baggage and freight handling facilities.

The exterior of the building had a 1/3 pitch combination gable and hip roof with metal shingles. The depot was covered with 1" x 6" drop siding. Inside, the walls and ceilings were 3/4" x 3 1/4" M&B with the station ceilings at 14'4" and the freight room 15'. The freight building had a wooden plank platform on both sides

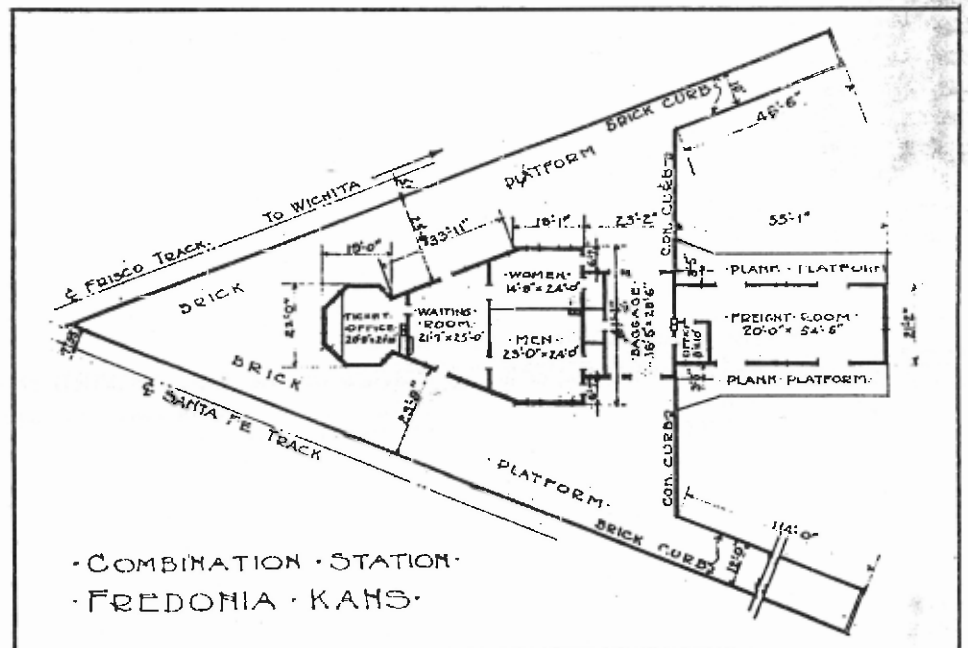
while the station was surrounded on three sides with locally produced bricks, including a brick track-side curb.

During its eighty year tenure of service, the Fredonia depot was served by as many as three trains daily. Passenger service ended

with the final run of trains 309 and 310 between Monett, MO and Wichita, KS, on October 15, 1960. The station survived until the early 1970's when it was replaced with a smaller metal building. ☐



From the collection of H.D. Conner



THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 11 of that broadcast.

"In 1925 the mileage was increased by acquisition of the Jonesboro, Lake City & Eastern Railroad, from Barfield and Wilson to Jonesboro, and in 1927 by the acquisition of the St.

Louis, Kennett & Southeastern Railroad, from Kennett to Piggott, MO, and the Butler County Railroad extending from Poplar Bluff, MO to Tipperary, AR.

"A glance at the map will show how completely the Frisco serves, with its net work of tracks, the territory in southeast Missouri and northeast Arkansas.

"In 1929 the Frisco acquired the Gulf, Texas & Western, extending from Salesville, TX, to Seymour,

TX, with trackage rights over the Weatherford, Mineral Wells and Northwestern, from Salesville to Mineral Wells, TX.

"An extension of the new line from Seymour to Vernon, TX, is projected, which, with the proposed acquisition of trackage rights over the line of the Chicago, Rock Island & Gulf Railway Co, will form a direct connection from Vernon to Ft. Worth, TX.

"We think that that, ladies and gentlemen, is indeed a romance of one of America's foremost institutions, and while other railroads have had similar trials and tribulations in their construction days, we doubt if any one of them have a more glamorous background than Frisco Lines.

"It is a well known fact that where the railroads led, civilization followed, and that also holds true for Frisco Lines. Several of the great eastern trunk lines had been completed when the Frisco's construction program began back in the days of 1849, but the Frisco was building into new territory, and that territory had grown apace."

to be continued.....



THE WHYTE SYSTEM

In the late 1800's, an engineer named Frederic M. Whyte developed a system for classifying the many types of steam locomotives that were being produced. His system was based on the total number of wheels. The first number indicated the number of wheels in the leading truck, the second number listed the driving wheels, and the third number was for the wheels on the trailing axle.

This is the ninth in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

In 1911, a new type of locomotive wheel configuration was introduced, designed to operate on lines with steep grades and mountains to climb. Thus was born the class of 4-8-2 "Mountain" engines.



#1511 North Springfield Yards December 20, 1939 Frisco photo

The Frisco roster included three classes of 4-8-2 locomotives. The 4300's (4300-4310) and the 4400's (4400-4422) were 4-8-2 Frisco rebuilds from 2-10-2 "Santa Fe" units Nos. 1-60, non-consecutive. (ALL ABOARD, "Whyte System," September, 1989, p.7)

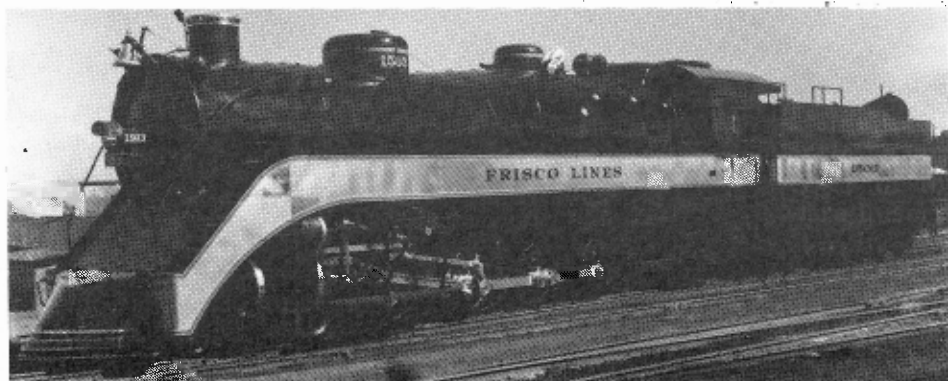
The third class of 4-8-2 motive power, the 1500 series, was purchased from the Baldwin Locomotive Works between 1923 and 1926. Nos. 1500-1514 were built in 1923, Nos. 1515-1519 in 1925, and Nos. 1520-1529 were completed in 1926. The 1500's were originally built as oil burning passenger units, although eight were converted to coal for duty on freight trains shortly before their retirement from active service. Twelve engines were equipped with Franklin C-2 trailing truck boosters.

When placed in service, the 1500 class engines were assigned as follows: 1500-1519 & 1524 were assigned to passenger service out of St. Louis to Oklahoma City, with a Texas Special engine going on to Muskogee and a Blue Bonnet engine cutting out at Monett for a 380 class Katy unit.

1520-1523 & 1525-1529 were assigned to passenger service between Kansas City and Birmingham on trains 105 and 106, and also 107 and 108 when heavy consists required. Initially, the 1500's could only be operated between St. Louis and Oklahoma City, Kansas City and Birmingham, Ft. Scott and Afton, and Tulsa and Sherman.

The 1500 class engines represented a departure from earlier Frisco locomotives as witnessed by the high arched cab roof design, lower-than-center headlight placement, and front mounted bell. In addition, the cosmetic appearance of the series was enhanced with the application of gold-leaf fretwork and striping on the cab and tender, red cab roof, graphite smokebox, and an attempt at a modified streamlining of engine #1503.

In September, 1951, only seven 1500's remained in active service. (1501-1504-1519-1522-1524-1527-1529) By March, 1952, all had been sold for scrap with the exception of six that entered the ranks of "Frisco Survivors:" 1501, 1519, 1522, 1526, 1527, and 1529.



#1503 North Springfield Yards March 7, 1938 Frisco photo