

FRISCO

All Aboard

FRISCO

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December, 1989

NUMBER 7

A Christmas Memory



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RAILROAD MUSEUM INC.

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THE



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ABOUT THE COVER

This month's cover, and accompanying personal reminiscence, is a holiday tribute by Frisco Folk Don Alderman to special people, a special time, a special place, and a special season...

"A CHRISTMAS MEMORY"

Christmas Eve in 1944 was a gray day. The sky was battleship-colored, and even the snow covering our yard was dingy - tainted by soot which fell from the coal smoke billowing from chimneys along Elm Street.

The usual magic of Christmas Eve was missing. I felt a melancholy which suited the dull scene outside as I stared from our dining room window. World War II was raging in Europe and in the Pacific, and my sister's husband was leading a medical unit in Belgium, during the Battle of the Bulge. I wandered by the door of the front bedroom of our house, and saw my sister lying across the bed. She was crying, so I tip-toed away.

By five o'clock, the winter sky was darkening, and I decided to walk downtown to help my father close his office for the day. My father, Jud, had been the Frisco Railroad agent in Republic, Missouri, since 1933. He had been keeping especially long hours for the past three years. The war touched everyone, even people who lived in a small town in the Missouri Ozarks.

It was cozy inside the old depot office as I stood by the warm stove and watched Jud wind things up for the evening. The Western Union receivers had been clattering, and Jud had typed several telegraph messages. Outside, the snow was starting again.

"Want to help deliver these?" he asked, shoving several telegrams into his overcoat pocket. I did, and I bundled into my mackinaw and galoshes while Jud banked the coals in the pot belly stove. As he locked the door to the inner office, I stood in the dark waiting room. Out the window, I could see the bright parallel lines of the main-line tracks against the snow.

We left the depot and crunched across the snowy gravel toward Republic's downtown district. Warm lights from the store windows reflected on the wet sidewalks as we walked through town. A cardboard Santa Claus face beamed at us from the bourbon display inside Juggy's Place, the local liquor store.

It was snowing heavily as Jud and I walked away from the lights of the business district and entered the residential blocks of North Main Street. I watched the snow falling through the glow from a streetlight, and when Jud stopped to deliver the first of the Christmas telegrams, I stood on the sidewalk and waited. The snow, the stillness of the night and the realization that it was Christmas Eve, after all, began to create the magic for me.

We walked quietly along a side street to the next home, and then headed back to Elm Street, where Jud delivered the last message. Neither of us said anything as we walked toward home. I listened to the squiffing sound my galoshes made in the snow, and I felt the wet, cold touch of snowflakes against my cheeks.

We were passing the lot adjacent to our house, and Jud said, "Look at that. Isabel's got the whole place looking like an ornament." I'd never seen our house the way it looked that night. Every light inside was blazing. The Christmas tree was shining in the living room window, and the porch light cast a glow across the snowy surface of the yard.

Isabel, my mother, had been baking - and that fragrance warmed the cold night air. When I took off my galoshes and left them on the front porch, I left the dreariness I'd felt earlier out there, too.

Just before bedtime, some carolers came and we stood on the porch, listening to "Hark! The Herald Angels Sing," and "Silent Night." The carolers moved across the snow to the next house. But I stayed on the porch, shivering and listening, not wanting to end that gentle, unforgettable day. ☐



MUSEUM DISPATCH

CHRISTMAS OPEN HOUSE

The Frisco Railroad Museum Inc. is pleased to announce our fourth annual CHRISTMAS OPEN HOUSE. The three weekends prior to Christmas, December 9-10, 16-17, and 23-24, the museum's Ash Grove facility will be open extended hours: 10:00 a.m. to 6:00 p.m. Saturday and 2:00 p.m. to 6:00 p.m. on Sunday.

During the open house the museum will feature a collection of train and train related Christmas decorations. The exhibit, to be displayed throughout the museum, numbers in excess of 250 pieces and includes such items as tree ornaments, candles, music boxes, Christmas cards, and novelty items.

The first 100 families to visit the museum during the Open House will receive a hand-made train ornament, the fourth in a series of collector ornaments crafted exclusively for the occasion. A "TEDDY BEAR SPECIAL" coloring picture will be given to all the children visiting the museum. ☐

PHONE SERVICE DISCONTINUED

Due to unanticipated cost increases and abuse of the service by non-members, the museum has been forced to discontinue its 1-800 phone service, effective December 4. We apologize for any inconvenience this may cause. For future phone inquiries and orders, please use the 1-417-672-3110 number. ☐

FRISCO HISTORICAL GUIDE

Guide to the Historical Records of the St. Louis-San Francisco Railway Company and Its Predecessor, Subsidiary and Constituent Companies has recently been published by the University of Missouri Western Historical Manuscript Collection - Rolla, MO. The 139 page guide contains an extensive listing of the corporate records of the Frisco, its predecessor lines, and

other items of historical significance that are currently in the Manuscript collection. The records described in the guide are available to the public for research. A limited number of copies are available for sale to the general public. The cost is \$10.00, postpaid (Missouri residents should add 6.225% sales tax). Orders for the guide may be sent to:

Western Historical Manuscript Collection, Room G-3 Curtis Laws Wilson Library, University of Missouri-Rolla
Rolla, MO 65401-0249

The Officers and Board of Directors of the Frisco Railroad Museum Inc. acknowledge, with grateful appreciation, the staff of the Western Historical Manuscript Collection for their commitment to preserving yet another important part of Frisco history, and for graciously providing the museum archives with a copy of the Historical Records Guide. ☐



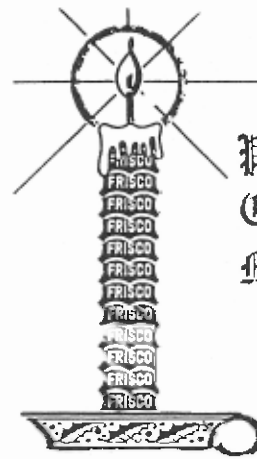
FRISCO FOLKS

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

James Priest.....Switchman
Minnesota
Max Herzog.....Switchman
Georgia
Wayne Porter.....Switchman
Nebraska
Dale Rush.....Switchman
Missouri
John Sanders.....Switchman
Missouri

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

William E. Lane.....Brakeman
Texas
Dennis Hogan.....Switchman
Texas
Harold G. Harker.....Switchman
Lancashire, England



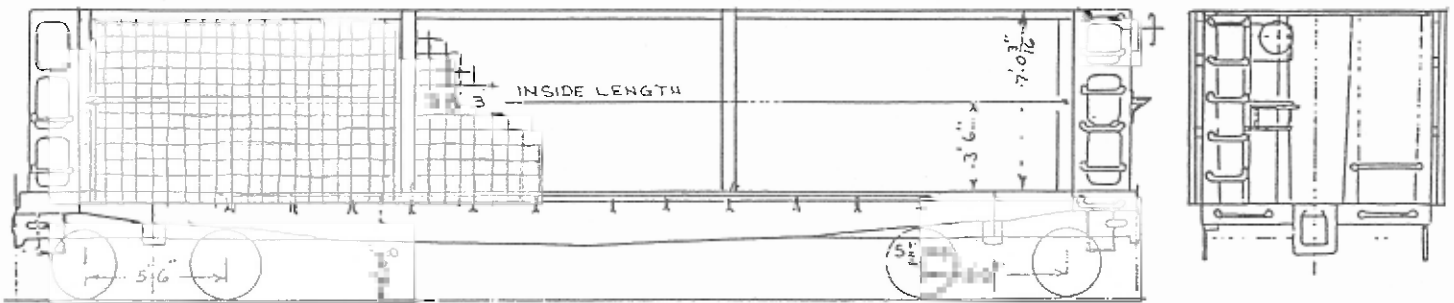
President's Christmas Message

Well, it has finally happened! The list of folks whose dedication and commitment to the Frisco Railroad Museum has grown to the point that space does not permit to list all their names. Never-the-less, as the museum grows, so does my sincere appreciation grow for all of you that through your memberships, donations, hard work, and moral support have been a source of inspiration to me personally, and have played a major role in making 1989 a successful year!

I especially appreciate your patience. As the museum grows, the hours required to operate it continue to grow. Consequently, I find myself behind most of the time. We are planning some changes in 1990 that will help in that area.

As we pause to reflect on the joy and blessings of the holiday season, included in those thoughts are friends like you... our Frisco Family! So from our crew to yours, ALL ABOARD for a Merry Christmas and Happy 1990!





FRISCO CHAIN GATE TIE CARS

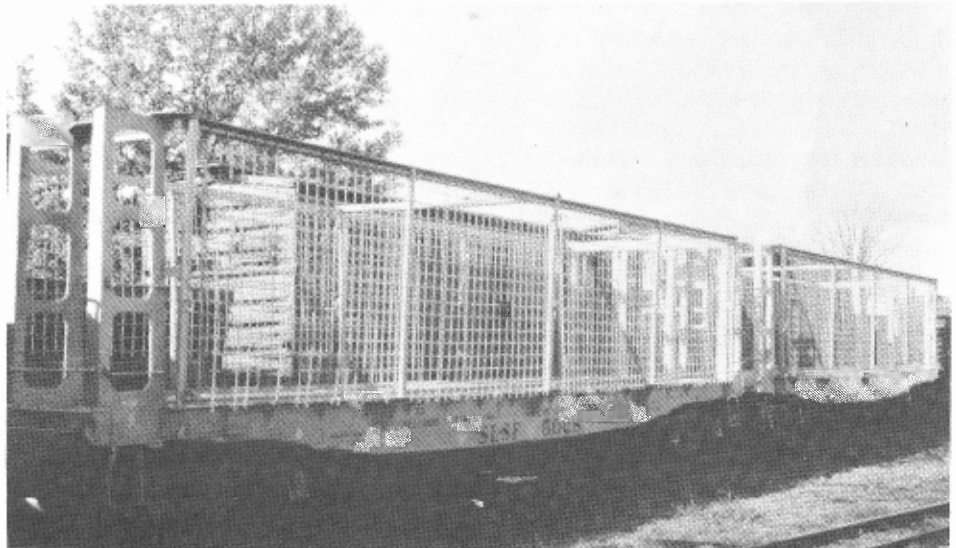
An essential element of safe and profitable rail travel is an on going maintenance-of-way program. Essential to the maintenance of way is having the necessary equipment to do the job, whether it be the actual machines that do the work or the support equipment to house the crews and carry the materials. One unique class of M.O.W. equipment built by the Frisco was a series of Chain Gate Tie Cars, used in both revenue and company service, for the shipment of crossties.

According to our records, as many as seventy-four such cars were on the Frisco roster. Eleven of the cars were initially used in revenue service and sixty-three were eventually assigned to the M.O.W. Department. The cars in revenue service were Frisco rebuilds as follows:

In 1930, the Frisco shops at Yale, TN, built sixty-one 46' all steel low side gondolas, series 4000-4060. In 1952, the Yale facility rebuilt the series to bulkhead flat cars. In the early 1960's, four of the fleet, 4003, 4014, 4030, and 4041 were converted to Chain Gate Tie Cars.

Between 1952 and 1953, the Yale car shops produced 200 38' all steel wood rack cars, series 5000-5199, at a cost of \$7,430.00 each. In the early 1960's No. 5028 was added to the fleet of Chain Gate Tie Cars.

In 1953 and 1954, the Yale shops again built a series of wood rack cars, this time a longer 48'6", Nos. 5200-5299. In 1962, they were rebuilt in the Springfield, MO car shops as



Chain Gate Tie Cars #5028 & #5283 Frisco photo

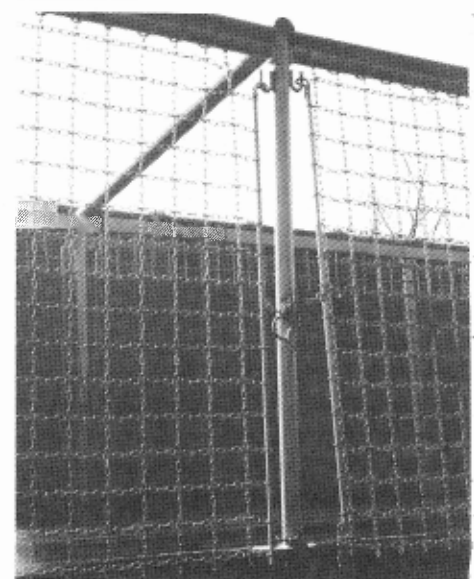
bulkhead flat cars and No. 5283 of the series joined the roster of Chain Gate Tie Cars.

In 1956, the Yale facility produced 150 140M capacity 45'3" cast steel underframe wood rack cars, series 5300-5449. The cars were equipped with Barber stabilized trucks and cost \$10,661.00 each. Three of this series were later converted to Chain Gate Tie Cars, Nos. 5321, 5337, and 5426. In 1957, the Springfield shops added to the fleet of wood rack units when they built 100 additional 45'3" cars, series 5450-5549. Two of this group were rebuilt for tie service, Nos. 5475 and 5549.

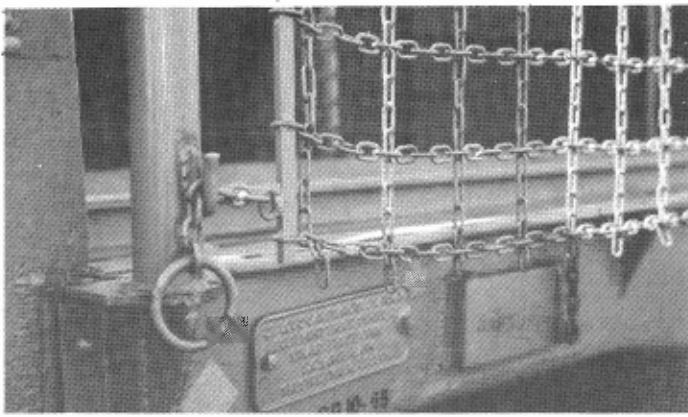
While their former numbers are not currently available, a March 1, 1980, Frisco roster indicates the M.O.W. Department had sixty-three Chain Gate Tie Cars in service, numbered in series 104000-104091.

The Chain Gate Tie Cars were so named, because a frame was built between the bulkhead ends upon which was attached chain link gates that would allow for

partial unloading at different locations. The chain gates were attached to a rod that allowed them to slide open and close as needed. When in revenue service, the cars were painted yellow with black lettering. In M.O.W. they were silver with black letters and numbers.



chain gate frame assembly
Frisco photo



chain gate attachment detail
Frisco photo



bulkhead frame assembly
Frisco photo

To model the Chain Gate Tie Cars, there are a number of possibilities. The following bulkhead flat/wood rack cars are commercially available in HO scale:

Wathers 42' Bulkhead Flat #932-2900 (\$5.98) The length is close to the 38' #5028 but the bulkheads will have to be completely rebuilt.

Athearn 40' Pulpwood Car #140-1449 (\$3.50) The length is closer to the 38' #5028 but the bulkheads on this one will also have to be extensively redone.

Bloor-Craft Models 55' Bulkhead Flat Car #288-334 (\$21.95) This car could be shortened to any of the prototype sizes and the bulkheads are very close to prototype design.

You might want to also consider beginning with a standard flat car kit and scratch building the bulkheads and chain gate assembly.

PARTS LIST:

Floquil Reefer Yellow #270-110031

Floquil Old Silver #270-110100

Alloy Forms Chain Link Fencing (for chain gates) #119-2009

Herald King Decal Sets D-460 and/or D-465. ☐

!!! HELP !!!

After three and one half years of FRISCO RESEARCH SERVICE requests, we have finally been ask a question for which we cannot seem to find an answer. Consequently, we are asking for your help in finding the information.

Photographic evidence has been uncovered that indicates that heavyweight Baggage- Express cars Nos. 431 and 437 were repainted in the streamlined era camouflage gray and red paint livery and assigned car names. What were the names?

Please send any information you have concerning these two cars to the FRISCO RESEARCH SERVICE, P.O. Box 276, Ash Grove, MO 65604, or call the museum office at 1-417-672-3110. ☐

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: Did the Frisco ever paint any of their passenger cars solid red?

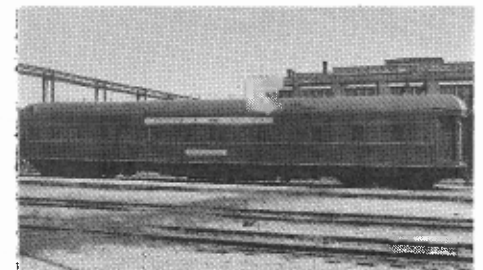
ANSWER: Yes! According to our records, only one! In 1936 and 1937, the Frisco built three named Cafe-Lounge Cars: The "Kansas City" (see ALL ABOARD, October, 1988), the "Birmingham," and the "Springfield" car. In October, 1952, the "Springfield" was repainted solid red with silver trim. The FRISCO and SPRINGFIELD name boards were red letters on a silver

background. A single silver pen stripe ran the length of the car above the windows and along the bottom, and a double pen stripe under the windows.

On October 24, 1953, while in a southbound Kansas City-Florida Special consist, the "Springfield" car was involved in a nine car derailment. On November 9, 1953, it emerged from repairs at the Springfield Car Shops with red paint livery apparently still in place.

In June, 1954, the fleet of Frisco Business Cars was changed from number to name identification. When the No. 4 car became the new "Springfield" Business Car, the "Springfield" Cafe-Lounge Car was renamed the "Memphis." Consequently, for five years (1954-1959) there were two "Memphis" Cars on the Frisco roster: The Ex-Springfield Cafe-Lounge and the original "Memphis" Buffet-Sleeper.

In 1955, the Ex-Springfield "Memphis" was equipped with stainless steel sheathing and was painted red on the window bands and ends, and black on the top. It continued in passenger service on trains 105-106 until October, 1965, when it was retired from revenue service. One year later, it was converted to M.O.W. service as diner #105492. ☐



"Springfield" Cafe-Lounge
West Coach Shops - Springfield, MO
October 7, 1952 Frisco photo

THE LEAD BELT LINE

On July 20, 1964, the Frisco filed an application with the Interstate Commerce Commission for authority to build forty-one miles of new railroad in Crawford, Iron, and Reynolds Counties, in southeast central Missouri. The application represented the first new construction of a railroad line on the Frisco since 1926. The new "LEAD BELT LINE" was being proposed in response to the 1953 discoveries of significant deposits of lead, iron, zinc, and copper, in an area of approximately 400 square miles located southeast of the Frisco's Salem Branch between Cuba and Salem, MO.

Following approval by the I.C.C. and an extensive land acquisition program, construction on the new line started on January 12, 1966. Twenty-one months later, 32.7 miles of track were completed from a point approximately five miles north of Keysville, MO, at Lead Jct., running eastward by Cherryville and Across the Huzzah Creek, then southward to Viburnum and Bixby, terminating near Buick, MO.

the United States. Over 70,000 crossties, each weighing 580 pounds, were spaced 31" apart center to center. Standard oak ties, which are spaced 19 3/4" apart, would have numbered in excess of 106,000 for the same distance. The rail was set on plastic rail plates and clipped to the concrete ties by means of metal fasteners.

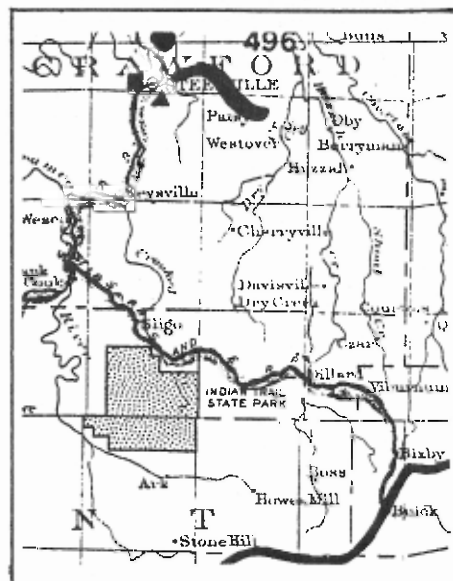
In addition to the numerous cuts and fills required to traverse the rough terrain of the area, some of which were as deep as sixty feet, and the construction of forty-six grade crossings, two bridges were built. The largest of the two was the Huzzah Creek span at forty-seven feet high and 294 feet long.

Reminiscent of the golden spike ceremony of 1869, the September 28, 1967 dedication of the new Lead Belt Line was concluded when Frisco President Jack E. Gilliland and Missouri Governor Warren E. Hearns used a golden wrench to secure a golden bolt and clip to the final crosstie at Buick, MO.

When placed in operation, the principal mining facilities served were St. Joseph Lead Company's lead concentrate mill at Viburnum and a truck-trailer transfer point for the Fletcher mill of the same company at Buick. It also served the mill and mine of American Metal Climax, Inc., and Homestake Mining Company, as well as similar installation of Cominco American and Magnet Cove Barium smelter constructed by American Metal Climax and Homestake Mining to process concentrates produced by the two mills.

Today, the line is operated as the fourteenth subdivision of the Springfield Division of the Burlington Northern Railroad.

It is interesting to note that the Lead Belt Line was not the first railroad to be built into the region. In 1881, following the opening of the Sligo Furnace one year earlier, the Sligo Furnace Railroad built five miles of track

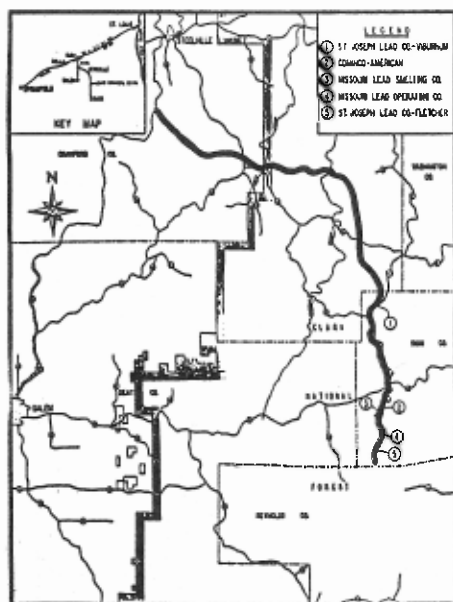


1927 Missouri Water Shed/Resources map showing the route of the Sligo & Eastern Railroad from Goltra to Buick, MO

from Goltra (later known as Sligo Jct.) to the blast furnace at Sligo. In 1906, the Sligo and Eastern Railroad Co. extended the line from Sligo across southern Crawford County to Viburnum, then south through Bixby to Buick. In 1930, the entire line from Buick to Sligo was abandoned and the tracks removed. Given the lay of the land, when the new Lead Belt Line was built in 1966-67, it was apparently built on the roadbed of the original line from Viburnum to Buick.

Please note that a comprehensive series of articles on the mining railroads of the Salem Branch will appear in future issues of the ALL ABOARD.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk John Jones for providing historical information used in the writing of this article.



One of the most unique features of the line was that the track was laid on prestressed concrete crossties, which at the time was the longest stretch of such ties in



DOWN AT THE DEPOT

Republic, Missouri

In 1870, the South Pacific Railroad Co. completed a line from Arlington, MO to Pierce City, MO, along the original survey of the Southwest Branch of the Pacific Railroad. At a point along that line, 251.8 miles from St. Louis, was located Republic, MO, station 252 on the Springfield Subdivision of the Eastern Division. While there is evidence that an earlier facility provided depot services for the community, the first "permanent" station was built in 1898.

The 50'4" x 24' frame building was set on a pile head foundation with 2"x6" walls and a 1/4 pitch gabled shingle covered roof. The interior ceilings were 11'9" and the walls were covered with 7/8"x 5 1/4" M&B.

The exterior of the station was covered with 1"x 12" boxing and batten siding and painted in what became standard Frisco gray with white trim. The platform was a combination wooden plank in front of the depot and chatt to either



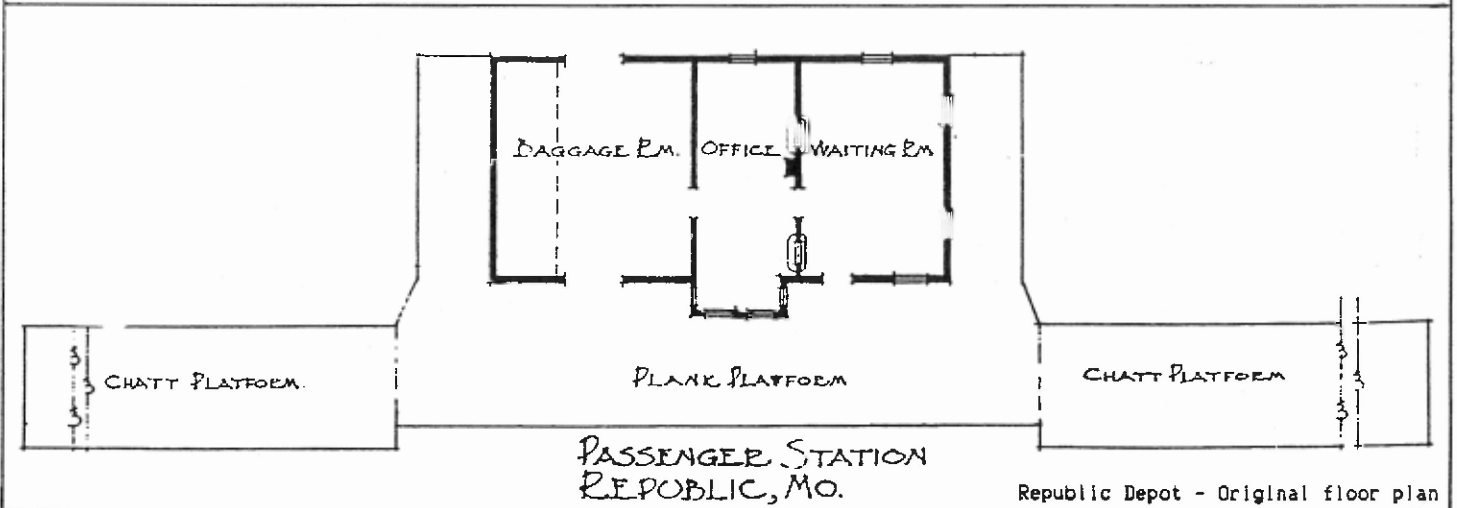
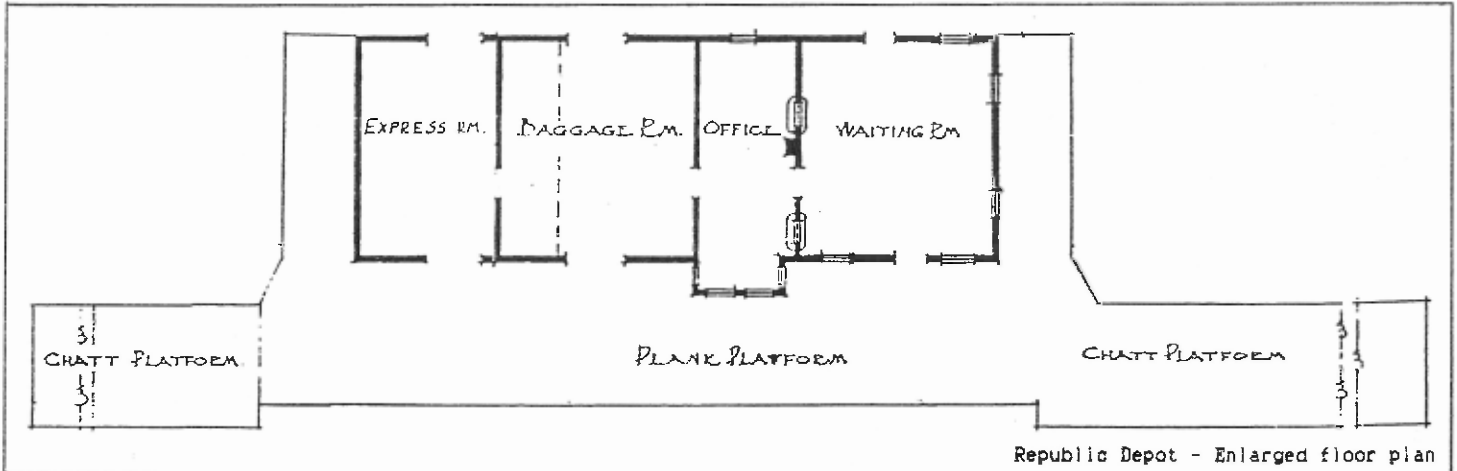
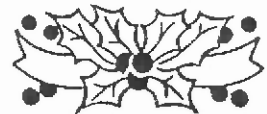
H.D. Conner collection

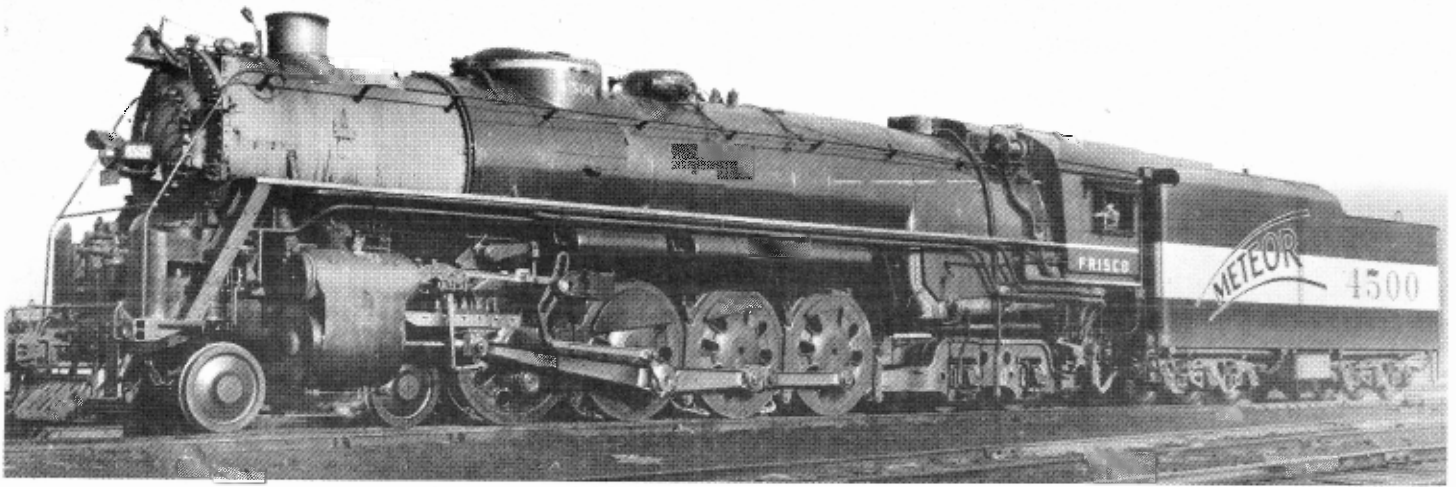
side. According to our records, at some point in time the Republic station was enlarged with more space provided for waiting room facilities and the addition of an express room.

Because of its location on the Frisco's main-St. Louis- Oklahoma City line, the Republic station was served by a number of trains, including the "Meteor," "Texas Special," "Bluebonnet," "Oklahoma Special," "Texan," "Will Rogers,"

and the "Oklahoman." Passenger service to Republic ended on May 13, 1967, when trains 1 and 2 between St. Louis and Oklahoma City, OK, were discontinued.

In the early 1970's, the Republic depot fell victim to the fate of many of its counterparts and was dismantled. ☐





#4500 St. Louis, MO C.T. Felstead collection



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 part 1 of the eleventh in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

In 1927, the Northern Pacific Railroad took delivery of a series of 4-8-4 locomotives. Following the common practice of naming locomotives for the road putting them into service, the 4-8-4's soon became known as the

"Northern" class of motive power. It is interesting to note that because of the early popularity of the 4-8-4's, many roads assigned their own name designations, such as Greenbrier, Confederation, Pocono, Niagara, and Wyoming. Some southern lines went so far as to name them the Dixie class because they found it difficult to have anything "northern" operating on southern rails!

The Frisco received the first of its twenty-five 4-8-4's in August, 1942, when Nos. 4503-4514 arrived on company property. The new arrivals were no doubt an impressive sight, measuring sixty-two feet long, sixteen feet high, weighing 474,070 lbs. and sitting on 74" driving wheels. The first order of 4500's, along with sister engines 4515-4524 delivered in August, 1943, were coal burners with a tender capacity of twenty-four tons of coal and 18,000 gals. of water.

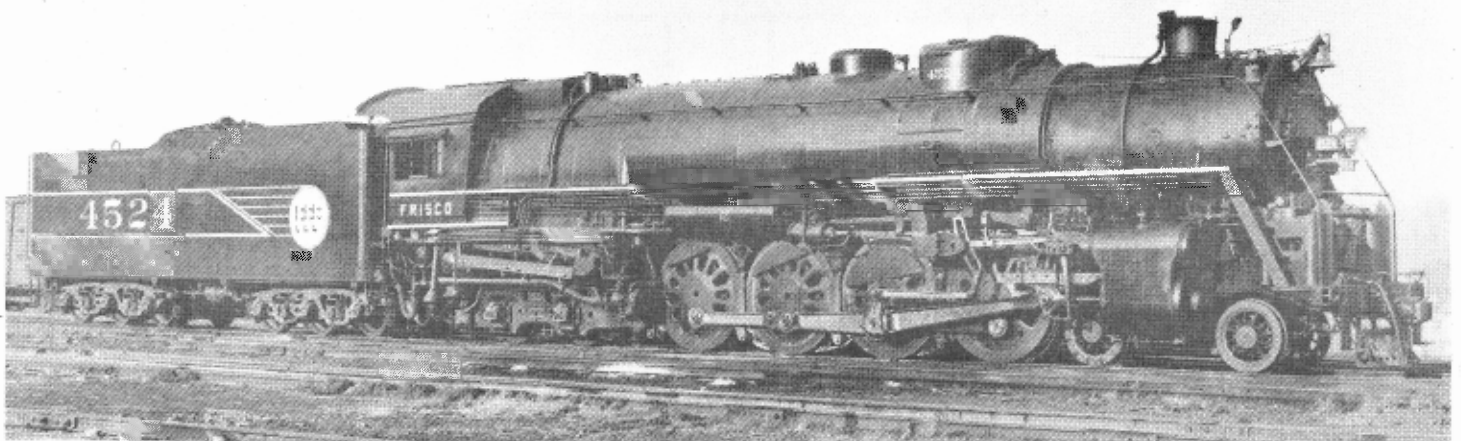
It should be noted that Nos. 4515-4524 came equipped with Franklin C-2 type trailing truck boosters, an addition that was later applied to the entire class. When placed in service, Nos. 4503-4524 were generally assigned to freight service on the Eastern Division between St. Louis and Monett, MO.

In November, 1942, Nos. 4500-4502 were delivered, built as oil burners for service on the "Meteor" passenger trains between St. Louis and Tulsa. ☐

To be continued.....



and to all... a VERY
MERRY CHRISTMAS
and a
happy new year



#4524 St. Louis, MO C.T. Felstead collection