

FRISCO

# All Aboard

FRISCO

VOLUME 3

March, 1989

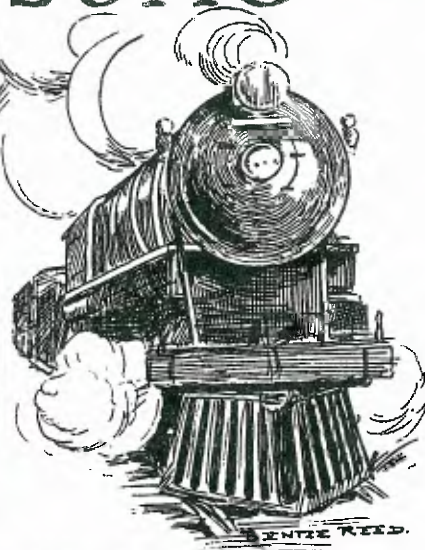
NUMBER 10

RESPECTFULLY DEDICATED TO ALEXANDER HILTON

## ON THE FRISCO

MARCH and SONG

BY



### E.O. ROARK

COMPOSED WHILE RIDING ON A FRISCO TRAIN

5

PUBLISHED BY  
E.O. ROARK  
SPRINGFIELD MO.



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**RAILROAD MUSEUM**

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**About the Cover**

In 1912, Mr. E.O. Roark took a journey on the Frisco from St. Louis to Springfield, MO. His trip inspired him to write a song, "ON THE FRISCO," while riding on the train. The words to the song are as follows:

"Now while we're riding on this train come all join in on this refrain to swell the joy as we roll on toward our homes again;  
 We'll have some fun while on this run no matter if it snows or rains;  
 Change cars when they stop and take a Frisco train."

The song was dedicated to Alexander Hilton who, in 1912, was General Passenger Agent in St. Louis.

**Frisco Folks**

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

P. Allen Copeland Switchman California  
 John F. Bradbury Jr. Switchman Missouri

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

Guy S. Pollard Brakeman Missouri  
 Martin Lofton Switchman California  
 Samuel E. Pick Switchman Nevada



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

On March 1, 1964, President L.W. Menk broke ground for construction of the new Frisco general office building in Springfield, MO. On March 3, 1964, the largest single shipment of refined soybean oil to move on the Frisco left St. Louis on freight #835. The train consist included thirty-three cars of the oil being transported from the Drew Foods Corporation, St. Louis, to New Orleans.

50 years - 1939

Between August 21 and December 11, 1939, five "Santa Fe" type 2-10-2 locomotives were rebuilt by the Frisco as "Mountain" type 4-8-2 engines, as follows:

- #42.....became.....#4400
- #46.....became.....#4401
- #52.....became.....#4402
- #53.....became.....#4403
- #56.....became.....#4404

75 years - 1914

In 1914, ten postal and mail-coach combination cars were rebuilt into combination mail and baggage cars, at an approximate cost of \$3,700.00 each, as follows:

- #4.....became.....#140
- #5.....became.....#141
- #21.....became.....#122
- #26.....became.....#108
- #27.....became.....#110
- #28.....became.....#112
- #29.....became.....#111
- #51.....became.....#138
- #74.....became.....#137
- #??.....became.....#136



The EXCESS BAGGAGE is a monthly feature of the ALL ABOARD that lists 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.

!!!! NEW ARRIVALS !!!!

DINING CAR LINENS:

57"x42" table cloth - old style with "FRISCO LINES" in each corner..(2)...\$35.00 each

34"x34" table cloth - new style with "FRISCO LINES" logo and name bar in middle..\$25.00

PROMOTIONAL PINBACKS:

"WE ARE STRONG ON SAFETY IN SEVENTY".....have 1.....\$2.50

"FREEDOM FROM ACCIDENTS '76" ..... have 4.....\$2.00

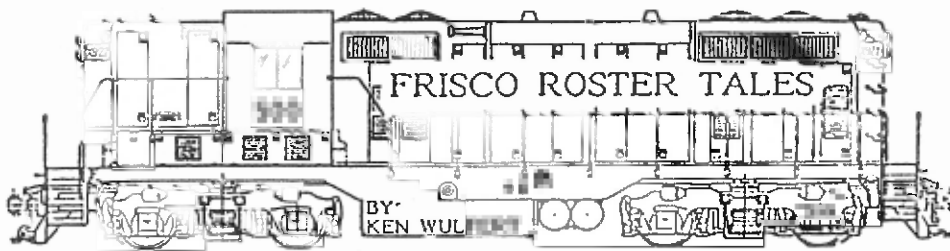
!!!! STILL AVAILABLE !!!!

Gold Frisco "Quarter Century" lapel pin - MINT CONDITION - ..... \$45.00

MARCH SPECIALS FROM LIST #8

DINING CAR CHINA:

- Blue Denmark pattern
- 5 1/2" salad bowl..... \$22.50
- 6" oval vegetable dish. \$25.00



On October 22, 1988, I had the pleasant task of riding behind Frisco's restored 4-8-2 Mountain 1522 on a fan trip to Decatur, IL over the old Wabash main line (now Norfolk Southern). As most ALL ABOARD readers know, this past spring 1522's restoration by the St. Louis Steam Train Association was completed. The restoration project was started in the fall of 1985, and is now recognized as one of the finest restoration projects of an operating steam locomotive in the U.S. The Decatur trip was the first chance 1522 had to show off in a big way around her home town, and none of the hundreds who rode to Decatur were disappointed with the engine's performance.

Since 1522 is now receiving quite a bit of well deserved attention in the railroad and railfan press, and since several video tapes of her are now available, I won't dwell on the details of the October trip to Decatur. Instead, I would like to list a series of impressions I noted that day, which I hope will convey some of the excitement, thrills, and general interest that a steam engine, in particular a beautiful Frisco steam engine, generates on such a trip. Needless to say, it was a great day and I had a ball!

At an early breakfast at a local "burger-doodle," noting with delight that the day was going to be beautiful, just what 1522 would have ordered, and then seeing a bunch of people come in with Frisco hats on.

Approaching St. Louis' Union Station on US 40 and seeing the first column of steam smoke I had seen in years rising from the huge train shed. The being

surprised to see the smoke was coming from the ALCo S2 the station used as a switcher! The 1522 was hissing peacefully out under US 40, making almost no smoke at all!

Noting that I was assigned to Car 13 - just my luck. Then realizing that Car 13 was the second car behind 1522!

Realizing that about half of the people in my car weren't actual railfan types, but just some folks who wanted to see and ride behind a steam engine on an "old fashioned" passenger train. I had fun explaining that we weren't making coal smoke (oil), and telling them about SLSF 1500's.

Hearing the sharp exhaust bark and melodious steamboat whistle of 1522. Magnificent! She was something to behold inside the St. Louis riverfront tunnels, in particular on the return trip.

Enjoying the great companionship that is to be found in passenger car vestibules on railfan trips.

Thrilling at seeing my first Frisco 1500 in action, close and up front. After the photo run by, I went up to my good friend Don Wirth, who was an active participant on the restoration team and part of the crew, and said, "Don, now I understand!"

Noting the number of children that parents brought to the towns and crossings to see us roar by. And, seeing them all smile and wave. We must have looked great!

As always, waving to people from a train. Great fun!

Seeing a friend of mine along the line getting photos of us four times between St. Louis and Granite City.

Observing the antics of the trailing auto caravan in mid-Illinois. It was longer than the train! Kodak and the

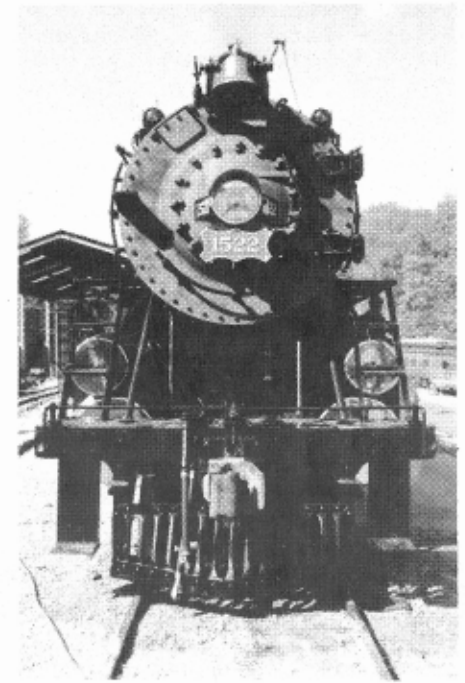
video tape manufacturers had a great day.

Noting that 1522 set off several NS hot box detectors along the way. First it was funny, then it was a pain. The train had to stop and be inspected each time!

As with all trains, it seems, running way behind schedule. Few cared!

Hearing 1522's crew exchanging whistle salutes with the NS trains we met along the way, and hearing us called "Extra 1522" on their radios.

Noting that we had almost as big a trailing caravan on the way back to St. Louis, at night, in the dark!



May, 1988 Ken Wulfert Photo

I understand that plans are being made for 1522 to run a number of times in 1989. I hope so. I would urge anyone who has an interest to join one of these trips and enjoy!



NEXT MONTH IN THE



The Whyte System 2-8-0 "Consolation," Impact Demonstration Car, Frisco, Texas, Frisco Band, "The Frisco Angel of Mercy," plus much, much more.





H10-44 1000 H.P. SWITCHER

Between March, 1948, and July, 1949, the Frisco took delivery of twelve Fairbanks-Morse H10-44, 1000 H.P. switch engines, Nos. 270-281. One additional H10-44 unit was purchased secondhand in 1969. It was former Denver & Rio Grande Western Railroad #122, that became Frisco #286. In 1951, the company purchased four more locomotives that were powered by 1200 H.P. engines and were equipped with controls for multiple unit (MU) operation (H12-44 Nos. 282-285). It is interesting to note that the MU connections were placed on the cab end only. Thus, any multiple-unit operation was in a cab-to-cab or "back-to-back" configuration. When placed into service, all seventeen units were assigned to switching duties in and around Tulsa and Muskogee, OK.

The entire fleet remained in service until 1973, with many being repainted in the latter years orange and white paint livery. Seven units were eventually scrapped (Nos. 271, 273-275, and 277-279). The remainder of the fleet

were used as trade-ins to G.E. for credit on new U30B engines.

The H10-44 engine is a relatively simple one to model in HO. All you need is one Athearn powered undecorated SW1500 switcher #140-4001 and one Cary Locomotive Works H10-44 metal shell #C1-53. The Athearn unit is \$21.50 and the Cary shell runs \$17.95. The only major modification that has to be made is to the Athearn frame. It needs to be cut at the fuel tank and lengthened to accommodate the longer wheelbase of the Cary body.

The shell is painted Floquil Engine Black #270-11010 and the handrails are Floquil Reefer Yellow #270-110031. The side stripes and front end chevrons can be made from Microscale Katy decal set #87-181. Note the two different chevron styles and placement as illustrated by the photos of engines No. 271 and 273. The #271 style



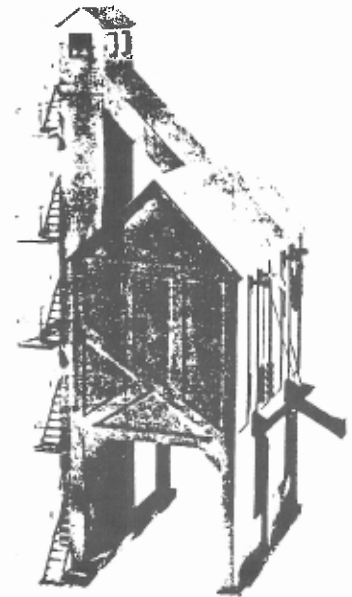
Frisco photo

was the original placement when the engines were delivered and the #273 arrangement was the result of a later paint shop modification. Microscale set #85 will work nice for the "FRISCO" and road numbers. There are currently no decal sets available for the coonskin number on the nose.

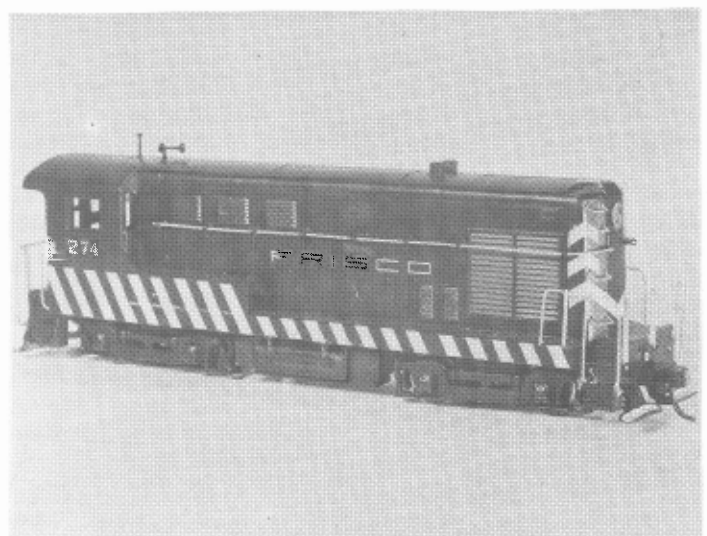
☐ ☐

#### MODELING UP DATE

Frisco Folk Karl Brand reports that if you can live with an "almost Frisco" coaling tower (ALL ABOARD, January, 1989, pp. 3-4) Suncoast Models makes a nice HO scale 200 ton concrete coaling station that is a close resemblance to the Afton, OK tower pictured in the January article.



Frisco photo



R.E. Napper photo



Covered Hopper #79581

Frisco photo

In the early 1960's, the Frisco started a program of up-dating its aging fleet of 1940's era hopper cars. Part of that program was the purchase, in 1967, of 300 50' hopper cars from the Pullman-Standard Car Co. Series 79000-79299, the cars cost \$14,550.00 each. In 1971, 200 additional units were added to the fleet, Nos. 79300-79499. Three years later 300 55' models were purchased, Nos. 79500-79799, and in 1977 the series was completed with the addition of 200 cars, Nos. 79800-79999.

Of the 1,000 cars purchased by the Frisco, 958 were still in service in 1980 at the time of the Frisco/BN merger, as follows:

79000-79499	.....	469 units
79500-79799	.....	293 units
79800-79999	.....	196 units

When the merger was completed, the cars were renumbered as follows:

79000-79299	became BN	445100-445399
79300-79499	became BN	439000-439199
79500-79999	became BN	445400-445899

To model the 7900 series hopper, a good place to start is with an Athearn #140-5300 hopper car, approximate cost \$5.00. A close match for paint color is Floquil Reefer Gray #270-110012 mixed with a little Floquil Reefer White #270-110011. Herald King decal set #H-463 will work nice for the lettering. Since the Frisco owned 1,000 of these cars, you might want to model several for your layout. Good luck! ☐



R.E. Napper photo



The MAIL CAR is a regular feature of the Modelers Information Pages 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 request are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: Did the Frisco ever paint any of its cabooses red, white, and blue?

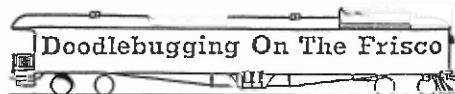
ANSWER: Yes. According to our records, the Frisco's contribution to the celebration of the nation's 1976 bicentennial was four cabooses painted in assorted variations of a red, white, and blue livery. As early as 1973, the Springfield Paint Shop was experimenting with various color combinations. The end result was two 1200 series units and two 1700 shop built models in the patriotic paint scheme.

No. 1240 was painted light blue with a red cupola and two narrow white stripes running diagonal on each side. The trucks, steps, and platforms were also light blue, and the railings, ladders, and grab irons were white.

Nos. 1250 and 1700 were painted dark blue with a red cupola and two wide white stripes running diagonal on each side. The trucks, steps, and platforms were also dark blue and the railings, ladders, (1250 only) and grab irons were white.

No. 1776, its actual serial number, was the company's main contribution to the bicentennial celebration. It was painted with wide red,

white, and blue diagonal stripes along its sides and top. Each side of the car had thirteen stars commemorating the thirteen original states. Six stars ran down the middle of the blue stripe and seven down the middle of the red section. A red and white Frisco coonskin logo was positioned on the front end roof edge, an American flag was located under each of the first side windows on the front end, and a large replica of the great seal of the U.S. was placed on each side under the cupola. A white "1776" number was located on all four sides of the cupola and a "FRISCO" was located on each side under the seal. The platforms and trucks were blue. The steps were white with blue tread plates, and the railings were white. The grab irons on the right side of the caboose were red and the ones on the left were blue. The 1776 was used in conjunction with a Seaboard Coast Line U30-B engine, No. 1776, on one of many rail exhibits that toured the country during 1976. ☐



Doodlebugging On The Frisco

PART 12

Under the terms of a September 15, 1911 Conditional Sale Agreement between the Guaranty Trust Co. of New York and the New Orleans, Texas, and Mexico Railroad Co., four motor cars (Nos. 2106-2109) were delivered to the Frisco beginning in March, 1912. While purchased in the name of the Gulf Coast Lines company, all four cars were initially assigned to the Frisco's 76-mile Dallas to Sherman, Texas run as trains #7 & #8 daily.

No. 2106, serial #3723, was a 70' baggage-coach combination with a center vestibule entrance and a non-vestibule closed end. The all steel body was manufactured by Wason, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-A3 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. It was equipped with twenty-two seats. When first placed into service, #2106 was assigned to the seventy-six mile, four hour, run between Dallas and Sherman, TX.

According to existing records, during the 1913-16 reorganization, the car was "sold" to the New Orleans, Texas, and Mexico Railroad Co. and on March 1, 1916, "sold" back to the Frisco. Chances are the car itself never was transferred to the N.O.T. & M. property. It was simply "moved" on paper, because it retained its original 2106 number.

In September, 1932, the car was reconditioned and remained in service until it was retired and scrapped in October, 1940. ☐



December, 1899



January 1, 1973 David Cash photo



July 18, 1973 David Cash photo



May 20, 1973 David Cash photo



Don Heiberger collection

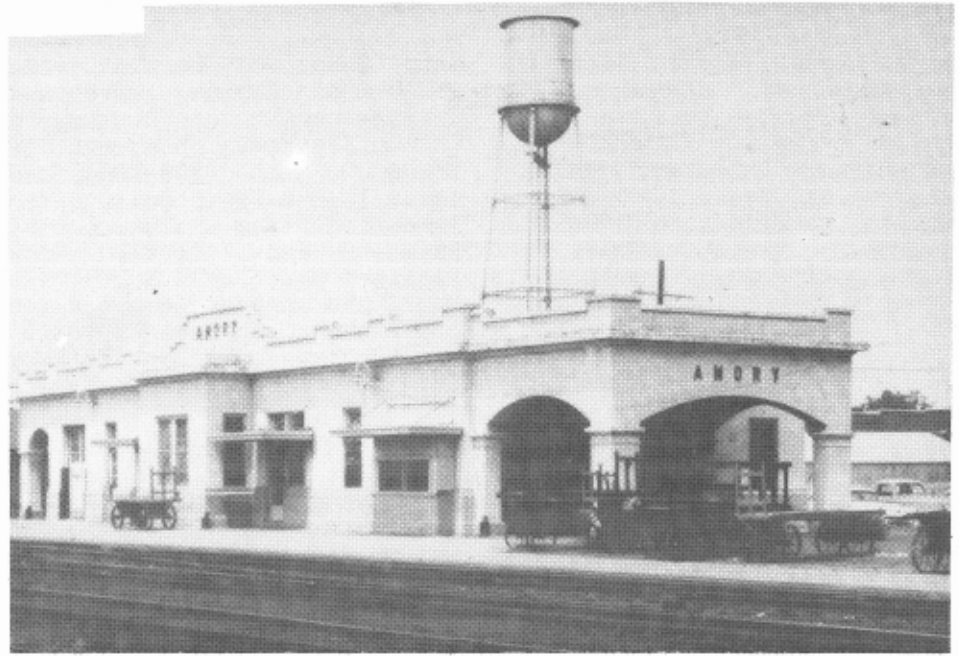
# Down At The Depot

AMORY, MISSISSIPPI

Approximately 611 miles southeast of Kansas City, MO, on the Birmingham Subdivision of the Southern Division, was located station No. C611 at Amory, MS.

The history of railroading in Amory can be traced back to 1887, the year the Kansas City, Memphis, and Birmingham Railroad Co. completed the forty-one miles of track between Tupelo and a point on the Mississippi-Alabama State line. While there is no record currently available describing the first passenger depot in Amory, it is known that in 1916, the year the St. Louis-San Francisco Railway CO. took control of the line, a new facility was built.

The depot was a tile and stucco building approximately 91' long and 38' wide. It was divided into a baggage room, negro waiting room, 14'x20' ticket office, and general (white) waiting room on the northeast end. A news stand, accessible to inside and outside business, was located at the northeast corner of the building. The depot sat on a concrete foundation, had a concrete floor, and was equipped with hot water heat and electric lights. The roof design was flat, interior ceilings were 12', and the walls and ceilings were finished with plaster. A unique feature of the depot was two "porte cochere" on each end. The station had a brick platform with a concrete curb.



H.D. Conner photo

Because Amory was located on both the Frisco main line to Birmingham, AL, and Pensacola, FL, it was served by a number of passenger trains. In the 1920's, the station was served by six daily trains, one daily motor car from Tupelo, and three doodlebugs to Aberdeen. By 1930, service had been reduced to four trains daily including the "Memphian" and the "Sunnyland." Two motor cars operated daily to Columbus.

Between 1940 and 1964, three daily trains served the Amory station including the "Sunnyland" Nos. 107-108 and the "Kansas City-Florida Special" Nos. 105-106. In 1965, service was reduced to the "Southland" 101-102 and in December, 1967, passenger

service to Amory was discontinued. In the early 1970's, after an unsuccessful attempt to offer the building to the city for \$1.00, it was torn down. The old Division Office, located a short distance from the Front Street depot site, was salvaged and now serves as the Amory City Hall. □

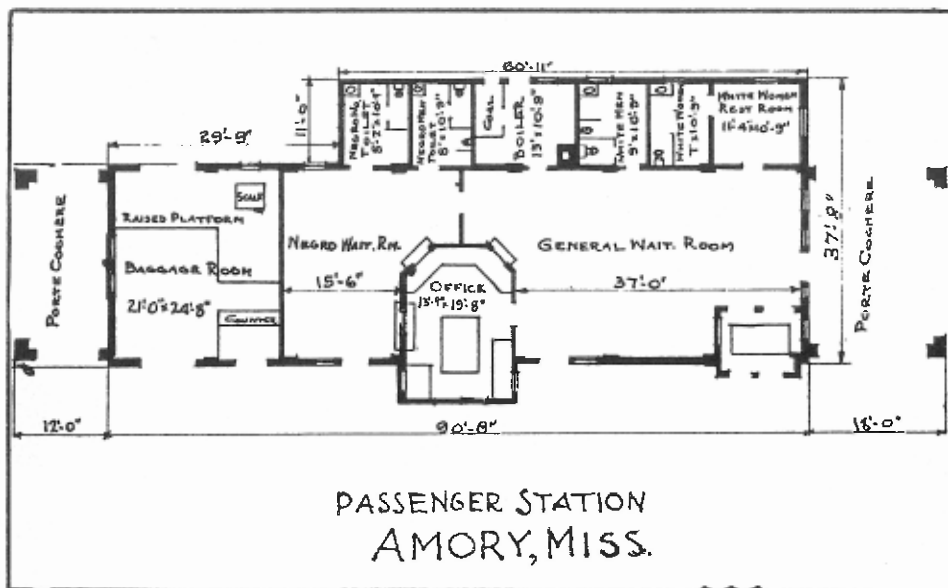
## The Frisco Family

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "History of The Frisco." This is Part 6 of that broadcast.

"By now, you listeners to this broadcast, have undoubtedly said to yourselves: 'My, but those old time railroad builders were stickers. Already this company has been in receivership and reorganized five different times.'

"But listen to this: the new St. Louis & San Francisco Railway Company entered upon a policy of expansion which far exceeded anything which had gone before it. A complete record of all the new lines built cannot be given here, and only the principal ones will be briefly mentioned.

"The old Central division was extended in 1882 from Vinita to Tulsa on the north bank of the Arkansas River, a distance of 65 miles. Previous to this, in March,





1880, a line, originally started in 1871, was completed from Peirce City to Wichita, Kansas, 218 miles long. An extension of this line 103 miles in length, was then built from Wichita to Ellsworth, Kansas, where connection was made with the Union Pacific Railroad in 1888.

"Another line from Monett, MO to Ft. Smith, AR, which had been started in July, 1880, was opened on January 1, 1883, and, in the latter year, a line 34 miles long was also constructed from Pacific to St. Louis, MO. Heretofore, entrance to St. Louis had been made over the tracks of the Missouri Pacific Railway Company, but with the construction into St. Louis, the Missouri Pacific agreement was discontinued.

"An extension to Paris, Texas, started in July, 1886, was completed one year later, and connections were made at Paris with the Texas & Pacific Railway and also with the Gulf, Colorado, & Santa Fe."

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 third in a series of articles that will profile the engine types of the Whyte system and will include roster number series of Frisco locomotives for each type.

In 1866, the Central Railroad of New Jersey ordered the first 2-6-0 engine produced in the United States. For some unknown reason, it was nicknamed the "Mogul," a name designation that was unofficially assigned to all subsequent 2-6-0's in service in the U.S., including those on the Frisco.

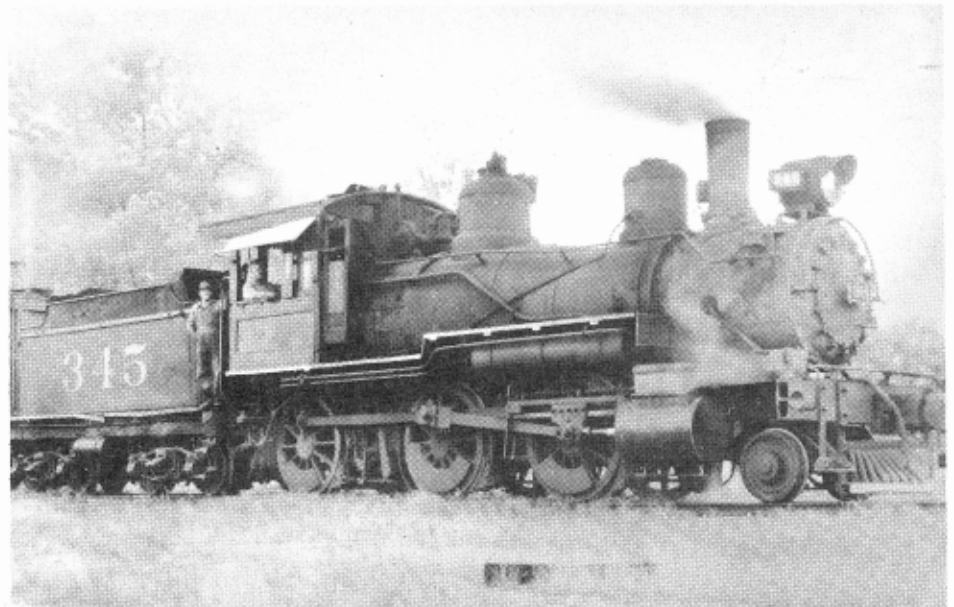
According to our records, the first Frisco Moguls arrived in 1886. Ten units went into service that year, seven of which were new engines built by the Rogers Locomotive Works at a cost of \$8,000.00 each (200-206), and three 1876 Baldwin built units inherited from the St. Louis, Salem, and Little Rock Railroad Co. (26-27 & 29). In 1887, the company acquired ten additional engines (207-216) via the Kansas Midland Railway Co. They were built that year by Baldwin at a cost of \$9,000.00 each.

363-364 & 389-391 from the St. Louis, Memphis, & Southeastern Railroad Co. acquired by the Frisco in 1907.

392-399 from the St. Louis & Gulf Railway Co. also acquired in 1907.

365-368 from the Gulf, Texas, & Western Railroad Co. acquired by the Frisco in 1925.

The last of the '2-6-0's, Nos. 72 and 73, arrived with the purchase of the Jonesboro, Lake City, & Eastern Railroad, also in 1925.



Frisco photo

Between 1888 and 1894, the Frisco acquired thirty-seven additional 2-6-0's. Twenty-six of the engines were purchased new from Baldwin in 1888 (217-236) and 1894 (249-253), and twelve were purchased second-hand from the Santa Fe. A.T. & S.F. Nos. 834-845 became S.L. & S.F. Nos. 237-248. In 1901, the 26-27 & 29 engines were removed from service and in 1902, the 200 series 2-6-0's were renumbered to the 300 series. Thus, Nos. 200-253 became 300-353.

Twenty-eight additional engines were added to the Frisco fleet of Moguls between 1902 and 1925, all of which were second-hand units inherited from acquired lines, as follows:

354-362 from the Ft. Worth & Rio Grande Railway Co. acquired in 1901.

Sixteen of the Frisco Moguls were ultimately sold. Nos. 391-392 & 397 were sold to an unknown source in June and July, 1906. Likewise, in July, 1915, No. 316 was also sold to ??? In the 1916 reorganization, seven 2-6-0's (309-311-312-314-322-336-346) were sold to the Gulf Coast Lines New Iberia & Northern Railroad and became Nos. 40-46. In December, 1918, a Phipps Lumber Co. purchased No. 347, and in June, 1935, the Cassville & Exeter Railroad acquired #345. In March, 1937, the Santa Fe purchased Nos. 354 and 357 and renumbered them 2445 and 2446. The last of the 2-6-0's on the Frisco roster, #73, was sold to the Delta Valley & Southern Railroad, an Arkansas short line, on September 19, 1945. The last of the 300 series units were Nos. 367 and 368, both scrapped in February, 1940.