

FRISCO

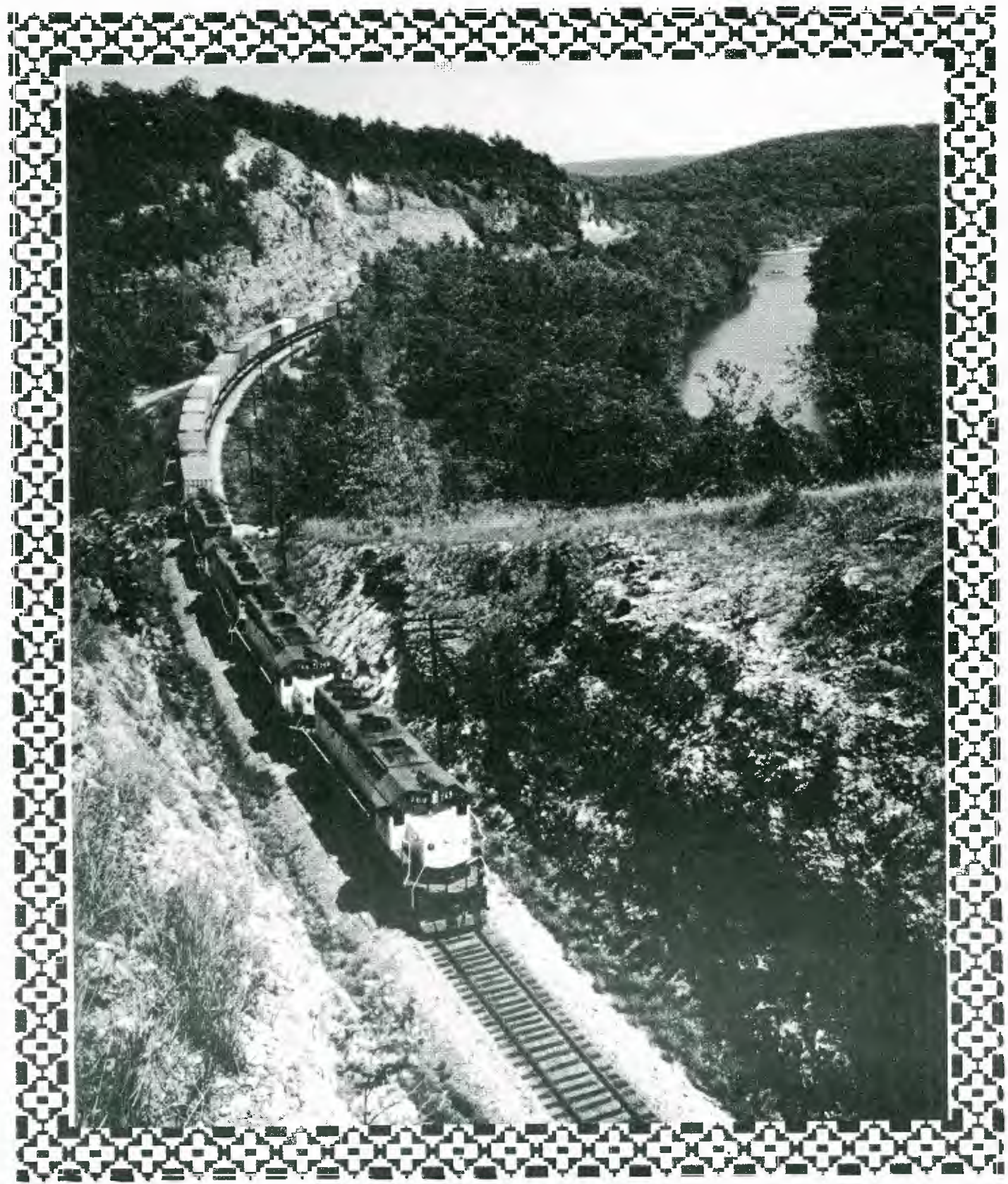
All Aboard

FRISCO

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FRISCO All Aboard FRISCO

A MONTHLY PUBLICATION OF

THE



RAILROAD MUSEUM INC.

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ABOUT THE COVER

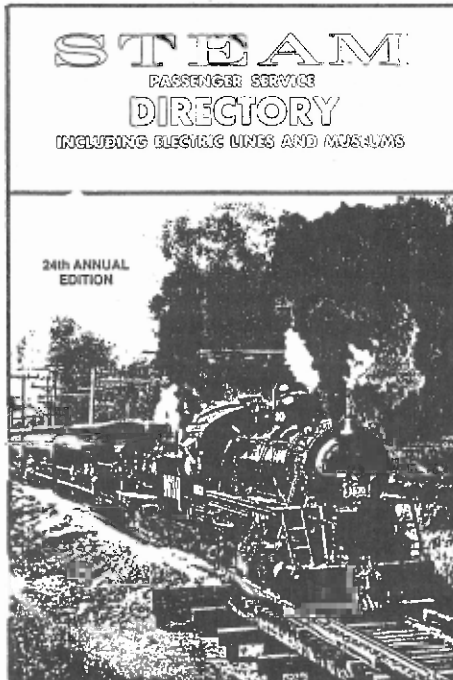
Frisco Folk Robert Plough did some serious "mountain climbing" to catch Frisco Freight #33, at MP 125.5, on Dixon Hill in August, 1979.

NEXT MONTH IN THE ALL ABOARD

Frisco Tunnels - Part 3, The Whyte System 4-6-2 "Pacific," Flying on the Frisco, plus much, much, more!

MUSEUM DISPATCH

The 1989 Steam Passenger Service Directory, an illustrated directory of railroad museums and excursion train schedules across the country, is now available for purchase. Suggested retail price is \$7.00. However, while quantities last, the museum is offering the Directory for \$5.00, postage paid. In addition, back issues for 1987 and 1988 are also available for purchase for \$1.00 each.



EDITOR'S NOTE: The 1989 Directory has a beautiful color photo of classic Frisco motive power, 2-10-0 #1630, in action at the Illinois Railroad Museum, Union, IL.



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

Michael Stahlman.....Brakeman
 Oregon
 Bill Heiss.....Brakeman
 Missouri
 John Northcutt, Jr...Switchman
 Ohio
 James Elliott.....Switchman
 Missouri
 Robert Barling.....Switchman
 Arizona
 Clifford Johnson.....Switchman
 Louisiana

Mary Gregg.....Switchman
 Missouri
 Christopher Trumbull.Switchman
 Missouri

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

Jim Spillars.....Switchman
 Arkansas
 James Black.....Switchman
 Florida
 John Lucey.....Switchman
 California
 Joe Hughes.....Switchman
 Missouri



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 was the difference between a coach and a chair car?

ANSWER: According to our information, the coach came before the chair car. The coach was a car equipped with two rows of standard, non-reclining, sometimes reversible, seats. The chair car was a "supercoach" that often, but not always, had a double row of reclining parlor-car type seats. The Frisco operated both types of equipment generally numbered as follows:

Coaches: 500, 800, 900, 1000, 1100, 1200, and 1800 series.

Chair Cars: Series 661-750

It should be noted that like most American railroads, for many years the Frisco offered Second-Class and First-Class coach accommodations. There were four basic differences between the two: 1) First-Class coaches tended to have more comfortable seats and more

attention was given to aesthetic appointments. 2) Second-Class coaches were more basic in comfort and design. 3) Many Second-Class coaches were equipped with partitioned sections to accommodate segregated passengers. 4) The fare for a First-Class coach seat was generally higher than that of Second-Class accommodations.

In 1908, the Frisco's fleet of coaches numbered 235 including ninety-eight second class units, thirty-four of which were equipped for segregated travel. In 1922, the last year the Frisco operated separate First and Second Class coaches, there were 160 First Class cars and ninety-four second class units. Over the years there were also on the roster a number of cars offering coach accommodations in combination with mail, baggage, and/or express sections. ☐



WATER TREATMENT ON THE FRISCO

By
I.C. Brown
Frisco Water Engineer, Retired

From the earliest days railroads were confronted with problems caused by minerals in the water supplies. In 1909 a consulting company made a survey of the Frisco water facilities, consumption, and analysis of each supply. Recommendations were made for lime-soda water softeners. A considerable investment would be required. The report was filed for later consideration.

WATER SUPPLIES
and
WATER TREATMENT,
On Lines Of The
St. Louis & San Francisco
Railroad.
1909.

However, boiler water problems continued and in 1918 a less expensive treatment was considered and internal soda ash treatment was started on the Northern, Western, and Southwestern Divisions, since their water supplies were more highly mineralized. The treatment was considered by many as of doubtful value. Little credit was given until the shop strike of 1922, when Mr. Worman, Superintendent of Motive Power, observed that the so-called bad water divisions had less boiler repairs than the so called good water divisions. Mr. Worman extended the treatment to the entire system.

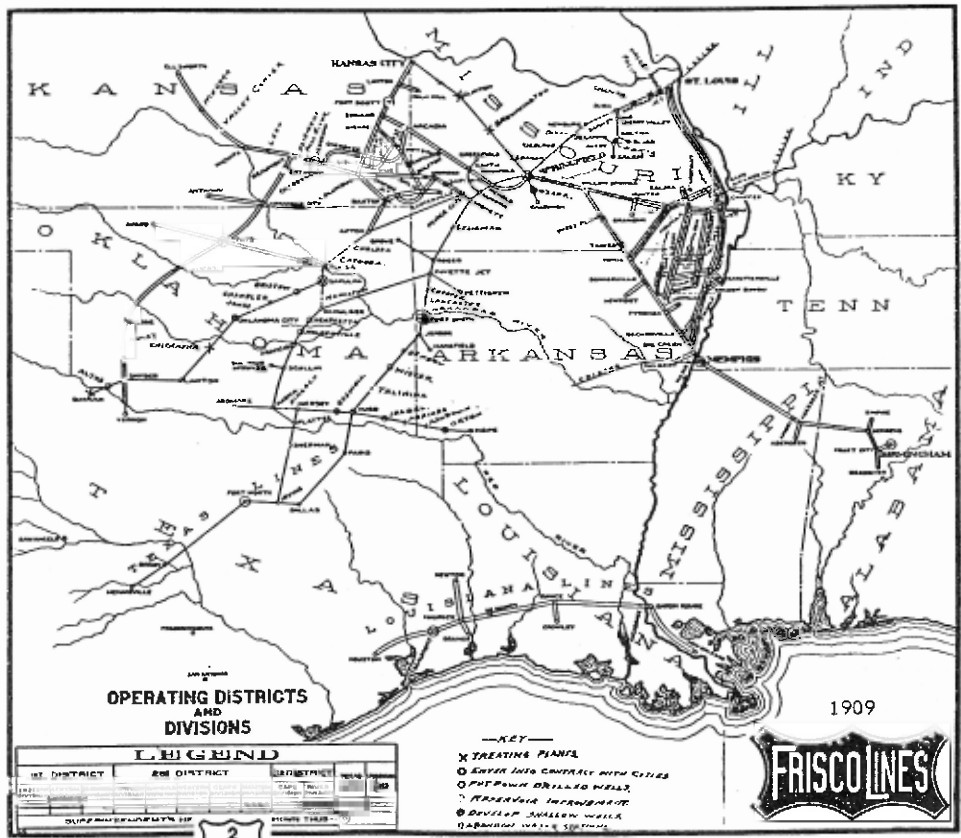
Over the next twenty-five years, application of treatment was improved and changes were made in sources of supply, improved quality, and reducing amount of treatment required. Considerable pioneer work was done including investigation of the age old boiler foaming problem. For the first time in history we were able to look inside a boiler in full operation. Much information was gained and the Foam Meters were developed. These were located in the engine cab for the enginemen's observation in his operation of the locomotive.

From yearly removal of flues their life between removal was extended to four or more years. Federal inspectors granted flue extensions beyond four years only if boiler interiors were satisfactory. At one time 25% of the boilers in operation on the Frisco had flue extensions.

The coming of the diesel locomotive presented new water problems. These engines had large water cooling capacities, and were operated at long periods of time at elevated temperatures. Incrustation and corrosion were both problems requiring diesel water treatment. Diesels in passenger service were equipped with Clarkson Steam Generators to cool and heat the coaches. Demineralization plants were installed but as water consumption increased these plants were converted to zeolite softners to provide treated water in greater volume.

From internal treatment for locomotives to Clarkson Steam Generators water treatment was a vital part of Frisco motive power.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Mr. Brown for providing this article for publication in the ALL ABOARD and for graciously donating the original copy of the 1909 report to the museum archives. ☐



FRISCO TUNNELS

Part 2

At one time the Frisco operated over 5,200 miles of mainline track, in nine states, .60 miles of which were underground! There were three tunnels on the Frisco System with one in Arkansas, one in Missouri, and one in Oklahoma. Combined, the three accounted for approximately 3,200 ft. of trackage. Built between 1882 and 1886, two are still in service. One is currently owned and operated by the Arkansas and Missouri Railroad Co. and the other is in service on the Kansas City Southern Railroad. This is the second in a series of three articles profiling FRISCO TUNNELS.

On July 23, 1852, the first division of the Pacific Railroad Co. was opened for business from St. Louis to Franklin, now Pacific, MO, a distance of approximately thirty-seven miles. Even before the opening of the first stretch of the road, the Pacific Co. had obtained legislative authority to construct a branch line to leave its main route at Pacific and extend to Springfield and Southwest Missouri. The new line was called the Southwest Branch of the Pacific Railroad and it was this line that would ultimately become the nucleus of the Frisco. Work was begun on it in June, 1855, and by December, 1860, the Southwest Branch was open to Rolla.

Following the Civil War, the Pacific Company and its Southwest Branch defaulted on its indebtedness to the State of Missouri and was sold in 1867 to satisfy the lien. Because the two branches were sold separately, the original line became the Missouri Pacific Railroad and the Southwest Branch was reorganized as the Southwest Pacific Railroad Co. Since the latter company was now operating apart from any corporate affiliation with the MP, they had to lease trackage rights from the MP from Pacific into St. Louis. Needless to say, such an arrangement was both costly and time consuming considering that the MP trains had priority track privileges.

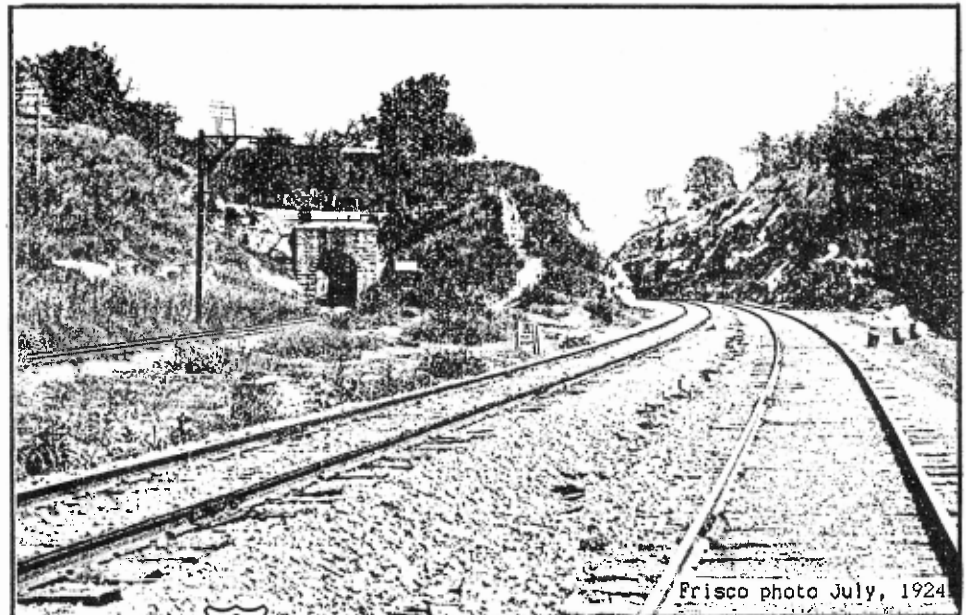
Consequently, the Frisco decided to build their own line into St. Louis, south of the MP route. In 1882, a line was completed from Pacific to Windsor Springs, a distance of approximately twenty-one miles. In 1883, construction of the remaining track was completed from Windsor Springs to Cabanne (now Spring) St. in St. Louis. Because the grade climbing out of the river bottom at Valley Park was one per cent, uncompensated on curves, and to avoid a heavy cut at Meramec Highlands a 415 ft. long tunnel was constructed between mile post 15.19 and 15.1. NOTE: There was an elevation differential between Valley Park and Kirkwood of 190 ft.

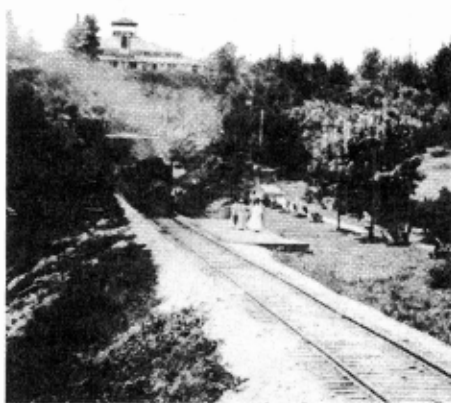
The "Meramec Highlands" or "Big Bend" tunnel was apparently built with economics rather than future efficiency in mind considering that its size was accommodating only to motive power and equipment of the late 1880's era. While it served its intended purpose, it soon proved to be an operational nuisance. Smoke from the engines was objectionable to passengers and on the slow-moving, heavy freight trains, enginemen were often nearly suffocated in passing through it. The tunnel opening was so small (approximately 12 ft high) that the 1500 class 4-8-2 and 4100 class 2-8-2 engines were too large to pass through it and many shipments had to be refused on account of the load being too high to go through the tunnel.

Consequently, in the spring of 1922 a contract was let to the Grant Smith & Company of St. Paul, MN and work was begun on a large cut south of the old line and tunnel for the purpose of building a double track line through the Meramec hill. Over 157,000 cubic yards of material were removed, most of which was solid rock, and on July 26, 1923, the first track of the new line was placed in service. By the spring of 1924, the Frisco had thirty-four miles of double track in operation from Pacific to St. Louis, through the entire territory of its suburban trains.

The original line was abandoned and the tracks were removed in 1929. The tunnel's usefulness, however, was not ended. In 1931, H.F. Eisenreich leased the tunnel from the Frisco to grow mushrooms. Although started as a hobby, Mr. Eisenreich soon found himself harvesting between forty and sixty-five pounds of mushrooms a day for distribution to St. Louis area markets and cafes. When more moisture on the beds was needed, he would open the doors at both ends of the tunnel, allowing the warm air to come in. When it mixed with the cool air inside, the condensation that was created produced the needed steady drip from the ceiling onto the beds below. There is currently no record of how long Mr. Eisenreich's enterprise lasted.

It should be noted that shortly after the tunnel and original line were completed, a popular resort





Meramec Highlands, 1907
From the collection of H.D. Conner

area was developed on the surrounding property including a lodge, cabins, and a large dance pavilion built on the hill directly above the tunnel. To accommodate the tourist traffic, a 48' x 21' stone depot was built east of the tunnel and became station No. 15 on the Rolla Sub-Division of the Eastern Division. Although the resort facilities have long since been removed, the tunnel and stone depot are still standing today.☞

Next month... "Jenson Tunnel."



GP38-2 #683

By
Brad Slone

The GP (General Purpose) 38-2 was one of the most versital road switchers in operation on the Frisco. There were 116 of the 2,000 H.P. units on the roster. Series 663-699 were delivered between March and November, 1972, and series 400-478 arrived on Frisco property between June, 1973 and December, 1976. The GP38-2 engines were purchased as replacements for the aging fleet of GP7L's, series 500-632.

Units 426-433 came equipped with three extra cylinders and extra air line hoses for dump service. However, they were removed in the mid 1980's. Number 683 was delivered on December 13, 1972 and remained in service through the Frisco/BN merger, when it was renumbered BN 2353.

EDITOR'S NOTE: There is an excellent roster photo of #683 on page 119 of FRISCO DIESEL POWER by Marre and Harper. Some of the units were equipped with older style Blomberg trucks while others came with newer Blomberg M type units. It should be noted that the Frisco also purchased thirty GP38AC units, series 633-674. The only external difference on the AC models was the lack of a water sight glass behind the "F" in Frisco.

To model GP38-2 #683, I started with an Athearn GP38-2 undecorated kit (#140-4600) with dynamic brakes. The fuel tank that comes with the kit is too short for the Frisco prototype. However, the frame from an Athearn GP-50 (#140-46729) will work and is the correct length. I used a Cannon cab (#191-1501) on my GP38-2 as it looks much better than the stock Athearn cab. Assemble it per the instructions inclosed, using the front wall without the L shaped windows. I left the doors, roof, and number board section off until after it was painted because it is very difficult to glue the number boards in place if you cannot get right over it.

To paint the engine, I would first prime it with Reefer White (Floquil #110011). It may take serveral coats to get a good finish. Once you have obtained a good coat of white you can mask. Start the tape at the top of the stairs and end just at the bottom of the fan grills. The mask may need some splicing around the blower housing and electrical cabinet. Once this is finished you can mix the orange. I used a mix of Caboose Red (Floquil #110020), Reefer Yellow (Floquil #110031), and Southern Pacific Scarlet Red (Floquil #110136) until it matched the decals. Paint the frame and trucks engine black (Floquil #110010). The wheel sets where painted Rust (Floquil #110070) so

they would show up under the side frames. After the paint has completely dried spray on a coat of Floquil Crystal-Cote #110004 for a smooth surface for the decals. Once the Crystal-Cote has dried for a day or so you can begin to decal. I used Micro Scale #87-0115 decals.

I used chalk to lightly weather my unit. The pilots where weathered heavily and the rest of the unit more lightly. For the orange I simply faded the paint with white chalk and the white with brown chalk. I also gave the frame a dusting of white. I used thinned black paint on the grills inside the orange to give them depth. Since the black is thinned it will run between the cracks.

Once you have finished weathering you can add the following: lenses, windshield wipers, doors, glass, number boards, and the warning beacons. If you wish you can add lighting to your unit because there is penty of room in the shell.

With the use of the Athearn GP38-2 you can make a very similar model of a Frisco prototype. Depending on the extent of your detailing you can even have a contest grade model. Good Luck!☞

EDITOR'S NOTE: Frisco Folk Brad Slone has been an avid Frisco modeler for many years. If you are interested in cooresponding with him, his address is Brad Slone, P.O. Box 398, Dixon, MO 65459.

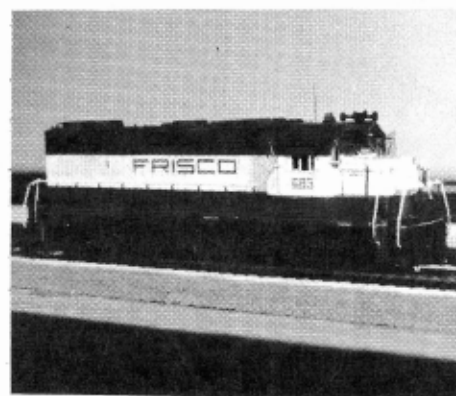


photo by Dean Smith



THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 9 of that broadcast.

"It went through Ste. Genevieve, MO, for instance, where the first white colony west of the Mississippi River in the United States was founded in 1735 by the French. It wound through Cape Girardeau, a river point of great importance during the steamboat era, and through Wittenburg, MO, where legend has named it 'The Rock of the Cross,' for in December, 1699, three missionaries of the Sulpician Order descended on the Father of Waters on the sixth day of the month, reaching the village of Tamarouah which they described as being on a 'fine bay of the river.' They placed a cross on the rock, marking it, and the cross was placed with solemn religious ceremonies. It is also the smallest national reservation in the United States, having been declared a government reservation several years ago to prevent its destruction for commercial purposes, when quarrymen threatened its existence.

"This section of the Frisco, 305 miles in length, consisted partly of new construction and partly of old lines, purchased from that famous southeast Missouri railroad builder, Louis Houck, whose name is well remembered among pioneer railroad men of the southwest.

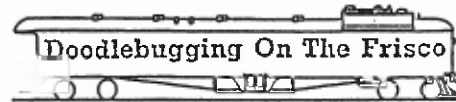
"Previous to this event of 1904, the Frisco had acquired control of the Chicago & Eastern Illinois Railroad, thus giving it an outlet to the Great Lakes, via St. Louis to Chicago. In 1907 control was acquired of the Gulf Coast Lines, with important terminals at New Orleans. These lines, however, were detached from the parent company and construction of a connecting link in Texas would have been necessary to complete the system through to the Great Lakes, from Texas points.

"Things had progressed very favorably for the Frisco during the time it last emerged from receivership in 1896, and in that seventeen year period it had

tripled its mileage and greatly increased its importance to the territory it served.

"Hard times descended again on May 27, 1913, when the company, with a total mileage of 5,255 miles, was again thrown into receivership. On June 19, 1916, the property was sold under foreclosure to the present company, namely, the St. Louis-San Francisco Railway Company, and in the transaction the Frisco lost the Chicago & Eastern Illinois and the Gulf Coast lines" □

to be continued.....



PART 15

Motor Car #2109 was the last of the Frisco's original order of ten G.E. built units. It arrived on company property in March, 1912, and joined sister cars Nos. 2106, 2107, and 2108 in service as trains #7 & #8 on the run between Dallas and Sherman, TX.

The car was a 70' 8" Baggage-Coach combination with a center vestibule entrance and a non-vestibule closed end. The all steel body was manufactured by Wasson, 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. Like sister cars, #2107 and #2108, it was equipped with twenty-six seats, five of which were located to the front of the center entrance. Total seating capacity of the car was fifty-two.

During the 1913-16 Frisco reorganization, #2109 was sold to the Gulf Coast Line's New Orleans, Texas, and Mexico Railroad Co. When the Missouri Pacific purchased the G.C.L. in April, 1926, #2109 became MP #503. In April, 1943, the car was converted to a trailer coach at the Kingsville, TX, MP Shops and retained its 503 number. No SLSF replacement car was acquired for #2109. □



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 July 20, 1964, the Frisco filed application with the I.C.C. for authority to build a new railroad in Crawford, Iron, and Reynolds Counties in Missouri. The line was proposed to serve large deposits of lead, iron, zinc, and copper first discovered in the region in 1953. For the Frisco, it was the construction of its first new railroad line since 1923. Construction on the line started January 12, 1966 and was completed in September, 1967.

50 YEARS - 1939

In 1939, the Frisco added a number of new features to its Kansas City-Florida Special passenger service. "Passengers can two-step into Florida" was the unofficial slogan when the company extended its thru sleeper from Kansas City to Jacksonville on to Miami. In addition, winter tourist fares were offered at a reduced rate. One practice that quickly gained in popularity was the ticketing of automobiles, so that tourist could take their cars with them.

75 YEARS - 1914

In 1914, the Frisco Lines News Service started offering "Sanitary Tourist's Packages" on its passenger trains. Sold by News Service Agents, the packet contained six paper towels, one sani-comb, and one cake of soap, and sold for five cents. Another package, which cost an additional five cents, offered all the items of the five cent version along with a wash cloth.

DOWN AT THE DEPOT

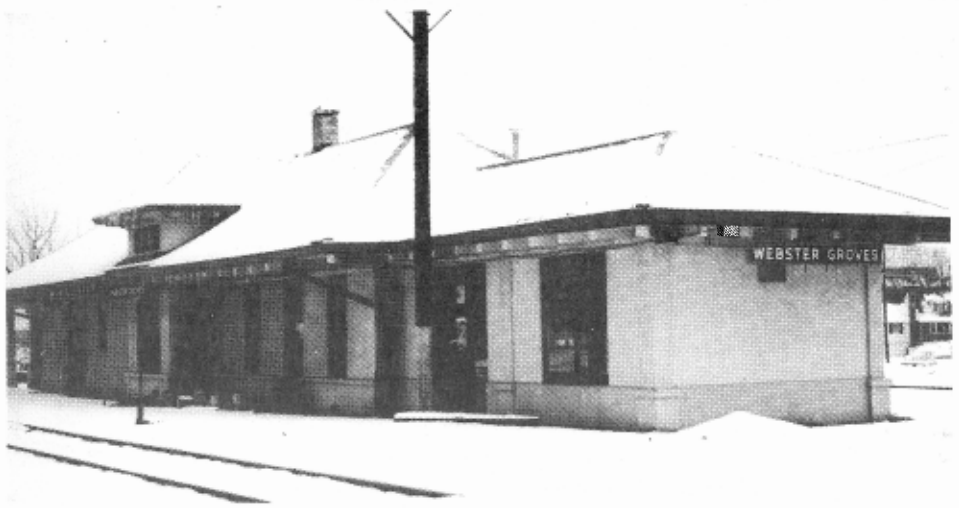
Webster Groves, MO

In 1883, the Frisco completed its connecting line from St. Louis to Pacific, MO and points southwest. As was the case along any newly constructed rail line, there sprang up small trackside communities. Many were tank towns, built around a water tank, others were stock towns, built adjacent to a stock pen and loading facility, and many were established because they offered a rural retreat from an adjoining metropolitan area. Station No. 10 on the Rolla Sub-Division of the Eastern Division was one such example of American suburbia. In the early 1900's, there was established the St. Louis suburb of Webster Groves, MO.

The growth of the area was apparent in that in 1910, a relatively large (93' x 22') frame and concrete depot was built. The walls were constructed of 2"x6" framing faced against 10" concrete exterior walls. The hip-style roof had a 1/3 pitch and was covered with clay tiles. The interior walls were plaster, exterior stucco, and the interior floor was covered with a granite-like substance called "Granitoid." The interior ceiling height was 13' and, due to its close proximity to a metropolitan area, municipal services were available for the installation of electric lights and inside sanitary facilities.

The building had two covered platforms located at each end, and the interior was divided into a Baggage-Express room, smoking (men's) waiting room, ticket office, and large general waiting room. The depot was served by two tracks with chatts platforms on either side of the rails.

Many of the southwest-bound trains in and out of St. Louis served the Webster Groves community, and in 1953, it became a popular arrival and departure point for travelers wanting to avoid downtown traffic. The last train to serve the Webster Groves depot was the "Oklahoman," No. 1 & 2 which discontinued service on May 13, 1967.



From the collection of H.D. Conner

Traveling
to Texas
or Oklahoma?
Avoid Downtown
Traffic in St. Louis!
Now You Can
Board FRISCO's
Famous Streamliners
at Webster Groves!



Now, residents of Webster Groves and nearby communities, traveling to Springfield, Mo. or beyond, can board THE TEXAS SPECIAL or THE METEOR any evening at Webster Groves Station, Big Bend and Gore. Just advise the Webster Station Agent when you arrive at the station . . . so he can arrange for the stop . . . and save yourself the trip downtown!

On the return trip, both the TEXAS SPECIAL and the METEOR will stop at Webster Groves, if you notify the conductor.

Checked baggage must be handled through Tower Grove or Union Station on these trains.

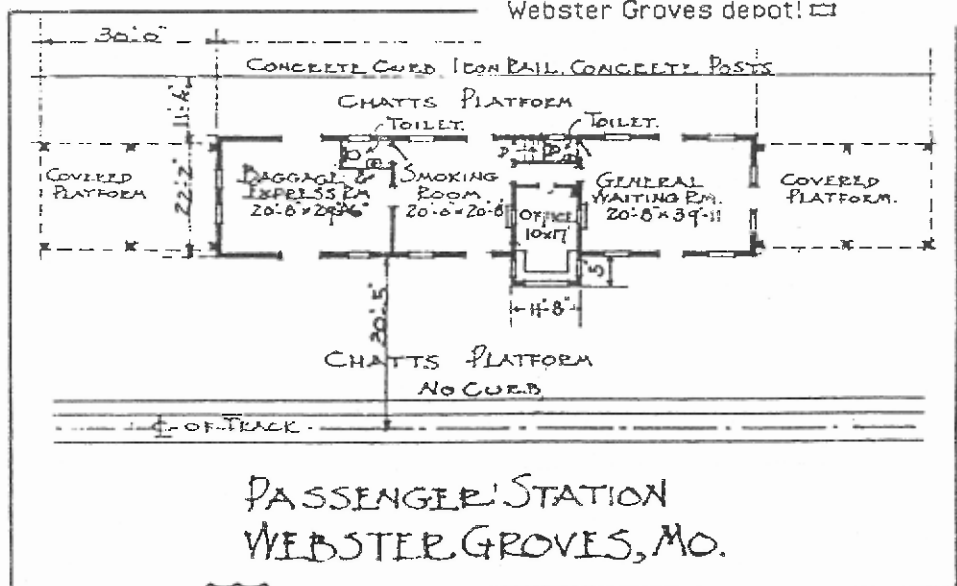
August, 1953

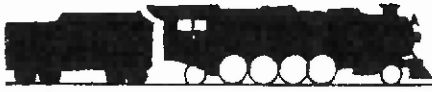
The depot is still in existence today due to a unique and distinctive hobby enterprise started in the late 1930's. In 1938, the Big Bend Model Railroad Club was established and was offered space at the station when the company stopped operating separate waiting rooms for travelers. It wasn't long before there emerged the Springfield and Ozark Railroad, an imaginary single-track point-to-point line from Springfield to Ozark, operating through the Ozark Mountains of Southwest Missouri.

The original set-up was an O gauge, quarter inch scale, outside third-rail layout. In 1961, the club was allowed to close in the north east end covered platform, thus doubling their usable space. At that time, the third-rail layout was dismantled and replaced with a new two-rail system.

The club and layout are still active today and the facility is available for public viewing at selected times and by appointment.

"ALL ABOARD" for the S & O Railroad, alive and well in the Webster Groves depot!





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

In 1895, a new innovation in locomotive design made its debut when the Reading Railroad's subsidiary Atlantic City Railroad purchased a series of engines equipped with a two-wheel trailing truck. Thus was created the "Atlantic" series 4-4-2 classification. Two years later, the Imperial Railway of Japan, apparently seeing the advantage of the trailing truck arrangement, ordered a series of Baldwin-built locomotives in a 2-8-2 wheel configuration. Thus was created the "Mikado" series of locomotives, so named for the Japanese word for emperor. While some Americans attempted to change the name designation to "MacArthur," following the Japanese attack on Pearl Harbor, the "Mikado" or "Mike" name remained with the 2-8-2's throughout their history of operation.

Although the Frisco never operated any "Atlantic" type locomotives, it did have an ample number of "Mikados" on the roster. There were a total of 125 2-8-2's in service on the Frisco, in four number series: 4000-4032, 4100-4164, 4200-4219, and seven 2-8-0 rebuilds Nos. 1350-1356.

With the exception of three units, Nos. 4002-4003, & 4005 built by American Locomotive's Schenectady works, the 4000 series engines were all built by the Lima locomotive works in 1919. The Frisco fleet of 4000's were acquired second-hand with

ten (Nos. 4008-4016, 4032) first being assigned by the USRA to the Indiana Harbor Belt Railroad and the remaining twenty-three coming from the Pennsylvania Railroad. When first placed in Frisco service the 4000 "Mikes" were used in thru freight service on the River Division between St. Louis and Memphis, the Northern Division, Monett to Wichita, and the Southern Division, Amory to Pensacola.

Between 1950 and 1952 all but two 4000 class engines were either dismantled at the Springfield reclamation facilities or sold on wheels for scrap.

To augment its fleet of 2-8-2's, between 1923 and 1930 the Frisco purchased eighty-five "Mikado's" from the Baldwin Locomotive Works, Nos. 4100-4164 and 4200-4219. Fifty of the 4100 series engines were delivered as coal burning units at a cost of \$55,201.00 each. Nos. 4150-4164 were built as oil burners at a cost per unit of \$75,699.35. Five of the coal-fired units were later converted to oil, Nos. 4135, 4140, 4144, 4147 and 4149. The entire fleet was ultimately equipped with trailing truck boosters. When delivered, the 4100's were assigned as follows: The oil burners were assigned to the Southwestern Division, Monett to Oklahoma City and Tulsa to Sherman. The coal burners worked thru freight from Kansas City to Birmingham and Ft. Scott, Ks to Afton, OK.

The 4200's arrived on Frisco property in May, 1930, as coal burners costing \$109,321.00 each. Their initial assignments included Kansas City to Birmingham and Ft. Scott to Afton, bumping 4100 class coal burners to second sections of thru freights between Springfield and Thayer.

The last 4100's in active service were Nos. 4116, 4121, 4137, 4146, 4158, 4159, and 4161. By November 1952, all had been sold for scrap. The last 4200's in active service were Nos. 4201, 4203, 4215, and 4217. On May 21, 1956, the last three remaining engines on the roster, Nos. 4201, 4213, and 4219 were sold for scrap.

The last 2-8-2 "Mikado" engines to be built in the U.S. and the last steam locomotives to be rebuilt by the Frisco shops were Nos. 1350-1356, rebuilt from sister 2-8-0 engines as follows:

1350 - rebuilt 1341 - 8-1945
 1351 - rebuilt 1313 - 11-1943
 1352 - rebuilt 1321 - 6-1944
 1353 - rebuilt 1322 - 9-1944
 1354 - rebuilt 1316 - 5-1945
 1355 - rebuilt 1318 - 10-1945
 1356 - rebuilt 1342 - 3-1946

While their tenure of service as 2-8-2's was short lived, they did provide additional motive power on thru freight service on the River Division. All but three of the 2-8-2 rebuilds were scrapped in the Spring of 1952. ☐



Birmingham, AL 1948
 From the collection of C.T. Felstead