

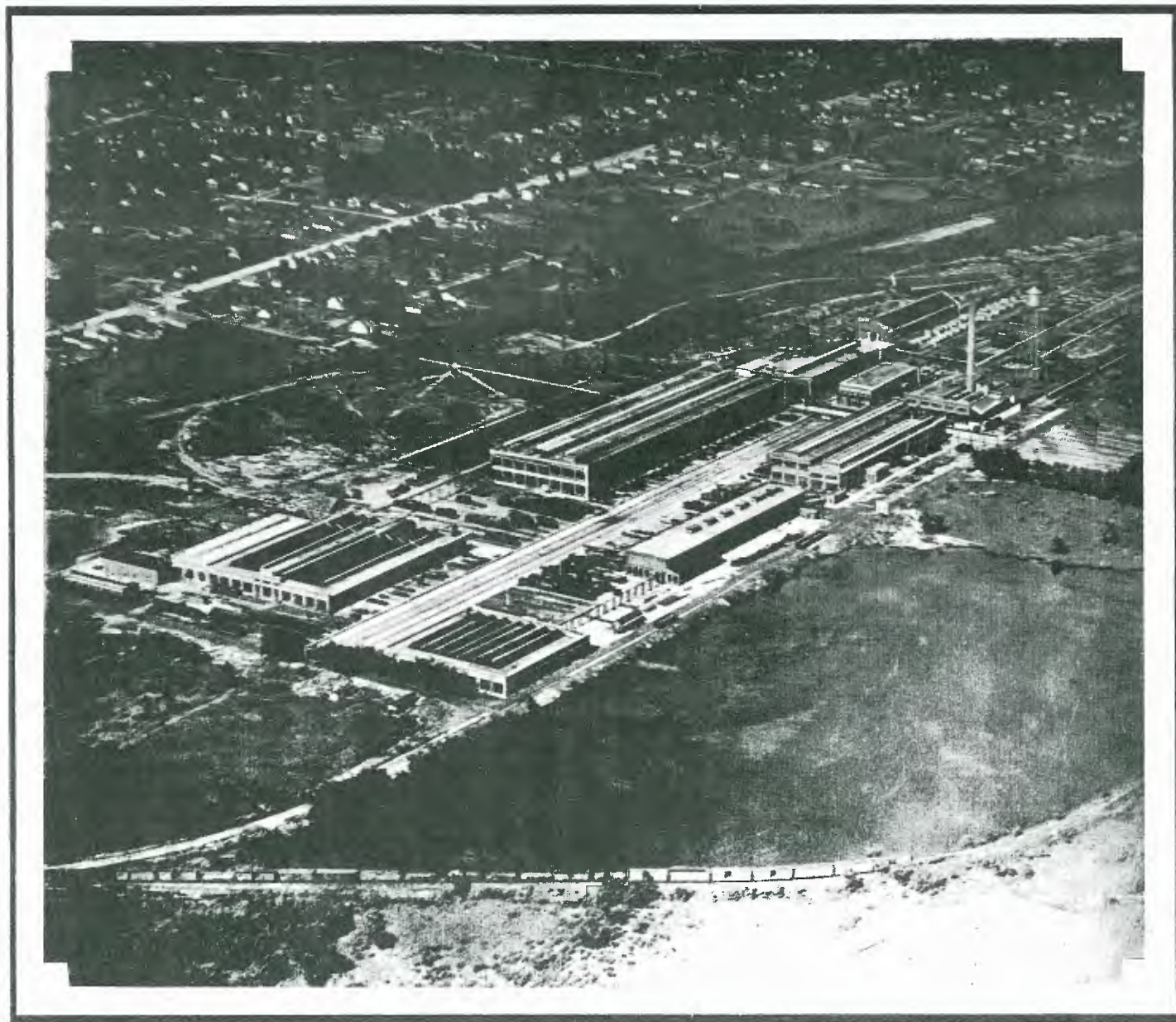
FRISCO All Aboard FRISCO

VOLUME 4

August, 1989

NUMBER 3

LAKE FRISCO



A MONTHLY PUBLICATION OF

THE



RAILROAD MUSEUM INC.

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THE



RAILROAD MUSEUM INC.

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1-800-848-8344



ABOUT THE COVER

An airplane view of the Frisco's west shops at Springfield, MO, April, 1934, showing the location of "LAKE FRISCO." See MAIL CAR feature on page 1.



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

Francis Luttrell.....Conductor
Michigan
Michael Hunter.....Switchman
Pennsylvania
Verma Lea Welsh.....Switchman
Missouri
Raymond Millemann....Switchman
Tennessee

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

Michael Holt.....Brakeman
Illinois
Dan Spellman.....Switchman
Ohio
Bruce Mullins.....Switchman
Texas
Curt Ayers.....Switchman
California
Doug Moellering.....Switchman
Texas
James Horn.....Switchman
Michigan
John Mann.....Switchman
Ohio
James Kenney.....Switchman
Alberta Canada

MUSEUM DISPATCH

The museum is now offering toll-free phone service for the convenience of our members. Our new number is

1-800-848-8344

NEW BUILDING UP-DATE

Renovation/remodeling work on the our new facility is progressing well. The EXCESS BAGGAGE Distribution Center has been completed and is now operational. Its completion will facilitate more prompt and efficient processing and shipping of orders.

Work has begun on the RESEARCH SERVICE archives, resource center, photo lab, and dark room. Plans are to have them, along with the printing layout room and office space, ready for use by the end on the year.

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: Was there ever a lake where the Springfield, MO, car yards are?

ANSWER: Yes! According to our records, at one time there was a large lake located at the southwest corner of the Springfield Yard complex. When the new "West Shops" were built in 1909, they were initially designed to be a maintenance-only facility for Frisco motive power, passenger cars, and freight equipment. The receiving, storage, and car classification operations remained at the "North Shops" in northwest Springfield.

In the summer of 1947, the lake was converted to dry land when over 1,000,000 cubic yards of dirt and rock were brought in to prepare the site for construction of yard facilities. When completed the new Springfield Yards had thirty-three miles of trackage laid out in thirty tracks. Four were westbound receiving, four eastbound receiving, and the remaining twenty-two were used for classification.

MUSEUM RECEIVES MAJOR ACQUISITION

Thanks to the generosity of A.W. McBride and McBride Photographic Studios of Willard, MO, the museum is the recipient of over \$4,000.00 worth of professional dark room equipment. Included in the many items is a Cromea D-4 enlarger capable of printing the large format negatives used by the Frisco.

BOARD OF DIRECTORS MEETING

The annual meeting of the Board of Directors was held on July 15, 1989. After receiving and approving the Secretary & Treasurer's report, President Alan Schmitt reported that the fiscal year ending May 31, 1989, was a successful and busy year. Highlights of his report are as follows:

1. 1,212 people visited the museum during the year and approximately 520 items of correspondence were processed.
2. The museum acquired 2,681 items of Frisco and/or Frisco related memorabilia.
3. The current Frisco Folks membership is 126 members from twenty-five states.
4. The museum received and placed in operation an APPLE IIe computer system including an IMAGE WRITER printer.
5. The ALL ABOARD was expanded to an eight-page format.
6. The Frisco Modelers Information Service was established.
7. The museum acquired a 9,000 sq. ft. building.
8. Caboose #1139 was PAID-IN-FULL and moved to the new building site.
9. The RESEARCH SERVICE Archives has acquired an extensive amount of historical and technical information.

President Schmitt concluded his report by citing approximately 1,800 man-hours spent in the daily operation of the museum.

After approving the operating budget for the new fiscal year, the Board devoted a considerable amount of time to reviewing and approving a three-year Operational and Improvement Plan for June 1, 1989 to June 1, 1992. The plan addressed the following

areas: Funding, Membership, Research Service, Acquisitions, Caboose, Building, ALL ABOARD, Advertising, Hours of Operation, and Phone Service. The following is a brief summary of the plan approved by the Board. Copies of the plan are available for members upon request.

MEMBERSHIP:

It was decided to maintain the current program of membership levels and services. Membership cards will be re-issued in a color format and used as a pass to the museum upon completion of Phase II of the new building renovation in December, 1990. A membership goal of 300 was established for June, 1992.

EXCESS BAGGAGE:

The Board approved the publishing of a monthly 2-3 page EXCESS BAGGAGE list as an insert to the ALL ABOARD. They also approved a three-five day waiting period for accepting phone orders to allow for differences in mail arrival to various parts of the country. Sarah Schmitt was approved as Excess Baggage Coordinator. President Schmitt reported that a new Excess Baggage Distribution Center has been completed in the new building which will facilitate more prompt and efficient processing and shipping of orders.

RESEARCH SERVICE:

It was decided to maintain the current program procedures. Other items approved were:

1. The publishing of a Historical and Technical Resource Catalog of items in the Research Service archives.

2. Establish the following reprint pricing policy:

- 1) .50 per copy for members.
- 2) 1.00 per copy for non-members.

- 3) Appropriate per-copy discounts for multiple copies and/or copy sets.

3. Publish a new edition of "Frisco Folks."

4. Publish a series of books on the history and construction of Frisco depots.

CABOOSE 1139:

Frisco Folk Jeff Cooney was approved as the Caboose Restoration Coordinator. A target date for completion of the caboose was set for December, 1991.

NEW BUILDING:

A three phase program was approved for the renovation and occupancy of the new building.

Phase I is second floor renovation and includes the construction of a Research Center, photo lab, print shop, office/work space, storage facilities, and Excess Baggage Distribution Center. Target date for completion is December, 1989.

Phase II is first floor west renovation and includes construction of gift shop/entry area, depot display, passenger car display, complete renovation of front exterior of building, and the relocation of the museum to the new facility.

Target date for completion is December, 1990.

Phase III is first floor east renovation and includes construction of media center/conference room, engine house display, box car display, section house display, work room and staging area, and the completion of the restoration of caboose 1139. Target date for completion is December, 1991. Approval was given to begin planning for a grand opening celebration of the new facility for June, 1992, in conjunction with our first Frisco Folks Family Reunion! ☺

FRISCO TUNNELS

Part 3

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 third and final installment in a series of articles profiling FRISCO TUNNELS.

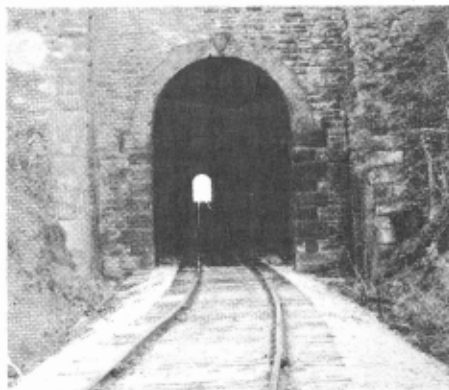
On February 13, 1886, the Ft. Smith & Southern Railway Co., a wholly owned subsidiary line of the Frisco, was incorporated to build a line from Ft. Smith, AR, through Oklahoma, to a point on the Oklahoma-Texas State line,

there connecting with the Paris & Great Northern into Paris, TX. On February 23, 1887, before construction was completed, the company executed a formal deed officially conveying its property to the Frisco.

Construction of the line south of Ft. Smith, AR, was an engineering nightmare! Because of the rugged terrain, the line zig-zagged back and forth between Oklahoma and Arkansas. Approximately four miles south of Ft. Smith, at Bashe, AR, the line crossed into Oklahoma two miles to Cedars, OK, then back three miles to Bonanza, AR. One mile south of Bonanza, the line again crossed into Oklahoma for a distance of two miles before returning to Jenson, AR. Approximately two and one half miles south of Jenson, the line once again crossed into Oklahoma at Rock Island, OK, where it continued in a southwesterly direction to the Red River and points south.

Between Bonanza and Jenson, AR, a 104 ft. ridge necessitated the construction of the third tunnel on the Frisco. The "Back Bone" or "Jenson" tunnel was built in 1886 between mile post 427.9 and 428.1, approximately

2,000 ft. into Oklahoma! It was 1,050 ft. long, approximately 10 ft. wide, and 14 ft. high. The tunnel was lined with natural limestone its entire length.



North Portal
December, 1988 R.E. Napper photo



South Portal
December, 1988 R.E. Napper photo

Following the Frisco/BN merger, the line was sold to the Kansas City Southern Railroad, who is currently operating it. ☐



Tunnel Interior December, 1988 R.E. Napper photo



FRISCO EXPRESS BOX 468

Between May, 1948 and October, 1950, the Frisco converted fifteen W.W. II vintage troop sleepers (9734-9991 non-consecutive) and five 40 ft. box cars (Nos. 127542, 148034, 148413, 149194, 1617021) into express box cars series 450-469. The converted troop sleepers were Nos. 450-464 and the reconditioned box cars were Nos. 465-469, as follows:

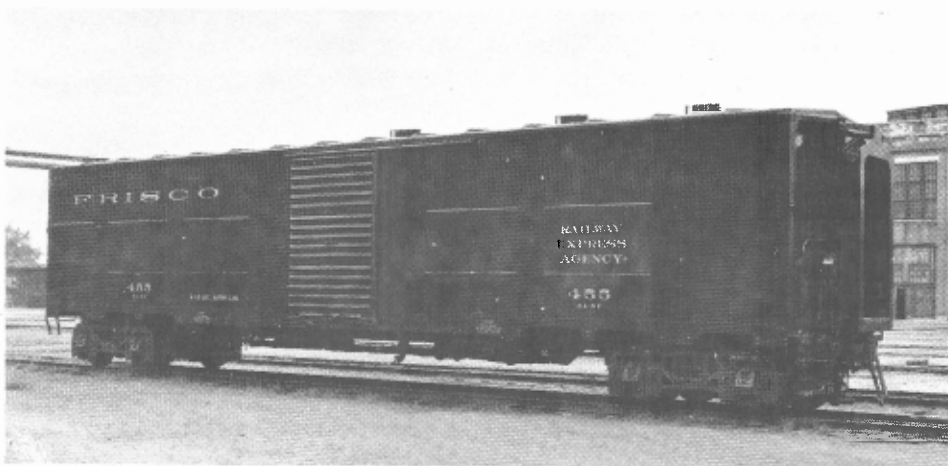
465	former	box	car	#1617021
466	former	box	car	#149194
467	former	box	car	#148034
468	former	box	car	#127542
469	former	box	car	#148413

When rebuilt, the cars were painted Pullman green and were equipped with Allied trucks and train lines for use in passenger service. Photographic evidence indicates that when the cars were first converted, they retained their original number! The 465-469 number series was

apparently standardized at a later date. ☐



#149194 Neosho, MO August 8, 1924
Frisco photo



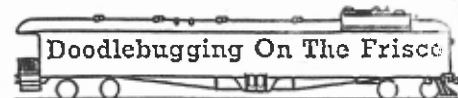
#455 former Troop Sleeper #9836 West Coach Shop,
Springfield, MO. September 28, 1948 Frisco photo



R.E. Napper photo

MDC makes a nice 40' A.A.R. boxcar kit (#480-1040) that can be modeled as a Frisco box express car. Floquil #110045 Pullman green paint and Champ #HX-8 decals will work well in your conversion. The decals will have to be modified somewhat because they are designed for an express

reefer. The trucks and underframe are black. While not 100% prototypically correct, the express box will make a nice addition to your layout. Good Luck! ☐



PART 16

Frisco motor Car #2110 was a unique member of the doodlebug fleet because there were in reality two such units that carried the 2110 designation. The first #2110, serial #3728, was delivered to the Frisco/Gulf Coast Lines property in July, 1912. It was assigned to the Louisiana Southern Railway, a sixty-five mile branch line from New Orleans to Pointe A LaHache and a branch to Shell Beach. The Louisiana Southern was operated under a lease agreement by the New Orleans, Texas, and Mexico Railroad.

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-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. 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, #2110 was sold to the Hawkinsville and Florida Southern Railway and became H.& F.S. #26. On December 29, 1922, it was purchased from the H.& F.S. by the Birmingham Rail and Locomotive Co., a Birmingham based rail equipment broker. They, in turn, sold it to the Midland Valley Railroad, Muskogee, OK, in January, 1923. The Midland Valley rebuilt the car as #M-4 and placed it in service on May 11, 1923. The car was retired from active service on November 20, 1944.

The second #2110 was originally purchased by the Frisco in 1912 as car #2113, serial #3731, and was assigned to the Quanah, Acme, & Pacific Railroad in August, 1912. In 1923, the motor car was returned to the Frisco and renumbered #2107. In 1927, it was again renumbered as the second #2110, the designation it carried until being dismantled in July, 1939, at Springfield, MO ☐



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

Dining Car service on Meteor, Trains 9 and 10, was discontinued between St. Louis and Oklahoma City, effective with the arrival of Train 10 at St. Louis on August 17, 1964. Free coffee and rolls were available for breakfast on both trains 9 and 10 before their arrival at St. Louis and Oklahoma City.

50 YEARS - 1939

In 1939, the Frisco offered connecting services with three other forms of transportation. Frisco Transportation Company buses made daily runs between West Plains, MO, and Turrell, AR, Hayti and Caruthersville, MO, Joplin and Neosho, MO, and Willow Springs and Poplar Bluff, MO. Connections were available at major cities on the Frisco for air travel on T.W.A., American, and Braniff Airlines. Florida bound vacationers could make connections at Miami, FL, for a visit to Cuba via the Peninsular & Occidental Steamship CO.

75 YEARS - 1914

In 1914, the Frisco operated 5,254 miles of main line track. 3,538 miles was Frisco line and the remainder was operated by the following subsidiary companies:

Kansas City, Ft. Scott & Memphis.....921 miles
 Kansas City, Memphis & Birmingham.....290 miles
 Ft. Worth & Rio Grande Railroad.....235 miles
 Brownwood North & South Railroad.....18 miles

St. Louis, San Francisco, & Texas.....235 miles
 Paris & Great Northern Railroad.....17 miles



DOWN AT THE DEPOT

Turrell, Arkansas

Between 1880 and 1904, approximately 283 miles of track were built south from St. Louis, MO, to a point in Arkansas 19.6 miles from the Arkansas-Tennessee State line. The line was constructed by seven different companies, as follows:

1. St. Louis, Memphis & Southeastern Railroad Co.
2. St. Louis, Cape Girardeau & Ft. Smith Railway Co.
3. St. Louis & Memphis Railroad Co.
4. Memphis & St. Louis Railway Co.
5. St. Louis, Caruthersville & Memphis Railroad Co.
6. Deckerville, Osceola & Northern Railroad Co.
7. Kansas City, Ft. Scott & Memphis Railway Co.

This 283 miles of track eventually became the main trunk line for the Frisco's River Division.

Between 1868 and 1883, approximately 462 miles of track were built southeast from Kansas City, MO, to a point in Arkansas 19.6 miles from the Arkansas-Tennessee State line.

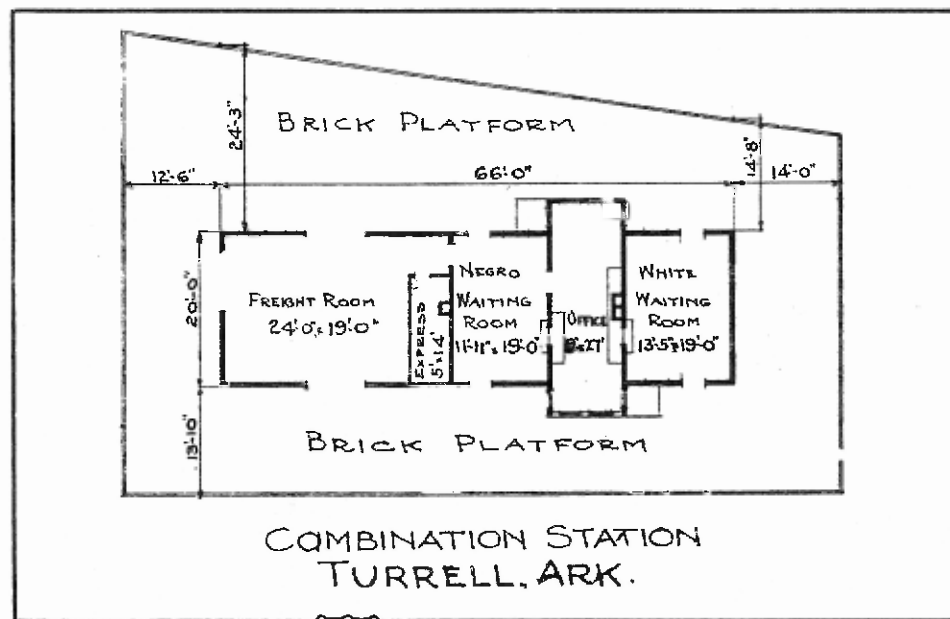
The line was constructed by four different companies, as follows:

1. Missouri River, Ft. Scott & Gulf Railroad Co.
2. Ft. Scott, Southeastern & Memphis Railway Co.
3. Springfield & Western Missouri Railroad Co.
4. Kansas City, Springfield & Memphis Railroad Co.

This 462 miles of track eventually became the main trunk line for the Frisco's Northern Division and the northern end of its Southern Division.

The junction point of these two lines, at 19.6 miles from the Arkansas-Tennessee State line, was Turrell, AR, station C462 on the Chaffee Sub-Division of the River Division and C462 on the Memphis Sub-Division of the Southern Division.

In 1902, a 66' x 20' frame depot was built at Turrell. It was set on a pile head foundation, had 6" walls, and a 1/4 pitch gable roof. The exterior was covered with 7/8" x 5 1/4" drop siding. The interior was divided into a freight room and small express office on the north end, a negro waiting room, office, and white waiting room on the south end. The floors were 7/8" x 3 1/2" yellow pine and the walls and 11'3" ceilings were covered with 3 1/2" center grove tongue & grove boards. When first built, light was provided by oil lamps and sanitary facilities were outside. The depot had brick platforms on the east and west sides.





H.D. Conner collection



H.D. Conner collection

Because of its location in the "Y" of the two lines, the depot had two identical agent/telegrapher bays on both sides. Thus, as is illustrated above, a "trackside" photo was possible from the St. Louis to Memphis side on the east and the Kansas City to Memphis side on the west.

Needless to say, its location also made the Turrell depot a busy place. During its tenure of operation, the station was served by the Kansas City-Florida Special, the Sunnyland 107 and 108 from Kansas City, the Sunnyland 807 and 808 from St. Louis, the Memphian, and the Southland. Passenger service on the River Division side was discontinued on September 17,

1965 and the Southland made its last run on the Southern Division side on December 10, 1967. The current disposition of the depot is unknown. ☐



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

In 1902, the Missouri Pacific Railroad ordered a series of steam locomotives in a 4-6-2 wheel configuration, the first such engines in service on American rails. Thus was created the "Pacific" class of engines. Two years later, the Frisco purchased fifteen "Pacifics," Nos. 1000-1014, with ten built by the Brooks Locomotive Works (1000-1009) and five from Baldwin (1010-1014). The 4-6-2 engines were the first on the Frisco to be equipped with trailing trucks. The improved riding quality of the trailing truck arrangement and its facilitation of a larger fire-box made the Pacifics a popular engine on the Frisco.

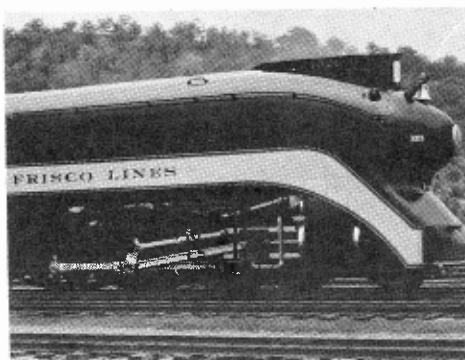
In 1910, twenty-five additional units, Nos. 1015-1039, were purchased from Baldwin followed by ten more in 1912 from The American Locomotive's Schenectady Works, Nos. 1040-1059. The last of the 1000 4-6-2's on the Frisco roster were ten engines delivered from Baldwin in 1917, Nos. 1060-1069.

The Pacific locomotives were a versatile engine for the Frisco both in use and performance. Between 1929 and 1930, the series were assigned to a variety of locations and duties. Nos. 1000-1009 were used on light passenger trains, High Line locals and passenger service. Nos. 1010-1014 saw light passenger service on the Southern Division. Nos. 1015-1059 were assigned to both passenger and freight duties system wide including River Division passenger service on trains 805-806, trains 111-112, Kansas City to Oklahoma City, and 107-108 passenger service between Kansas City and Birmingham.

The Pacific class also provided motive power for freight service from Hope to Ardmore and Texas lines Sherman to Ft. Worth. Nos. 1060-1069 were occasionally used on 111 and 112 when heavy. However, most of the time they were under steam in round house

to protect main line passenger trains at points such as Oklahoma City, Tulsa, Afton, Newburg, and Ft. Scott.

The versatility of the Pacific engines was also apparent in the multitude of mechanical and cosmetic changes they underwent throughout their forty-two year tenure of service. Sixty-seven of the series were rebuilt from coal burners to oil fired, the bells were moved to the front of the smokebox, many had retractable coupler pilots installed, and the design of the tenders were changed and modified almost as many times as there were units on the roster! Between 1937 and 1941, Nos. 1060-1069 were rebuilt as 4-6-4 "Hudson" class engines.



#1026 June 7, 1938 West Tulsa, OK Yards
Frisco photo

U.S. Nos. 1026, 1018, and 1031 were fitted with full streamline cowlings that took on the appearance of a bullet-like projectile traveling down the track. The engine and tender were painted Zephyr Blue and

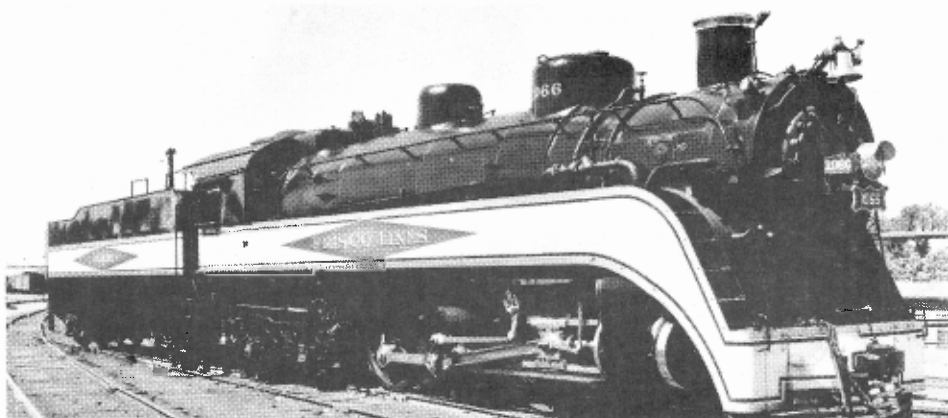
featured a 1 1/2 ft. wide stainless steel panel running the length of the engine down to the coupler pilot. The panel had a 2" red stripe along the edge with lettering on both the engine and tender to match. The whistle and front mounted bell were both chrome plated. These streamlined Pacifics made their maiden run on the Frisco's colorful "Firefly" trains between Kansas City and Oklahoma City.

In December, 1939, a somewhat austere streamline design was applied to Nos. 1034 and 1936, and in 1940, Nos. 1060, 1061, 1063, 1067, and 1068 were given a less flashy and more practical version of the 1937 streamline design.

The first Pacific to be scrapped was No. 1010 in 1931, due to damages in a wreck. The last 1000's in active service were Nos. 1025, 1062, and 1064. On September 9, 1952, Nos. 1062 and 1064 were sold for scrap thus closing the chapter on Frisco Pacifics. ☐

NEXT MONTH IN THE ALL ABOARD

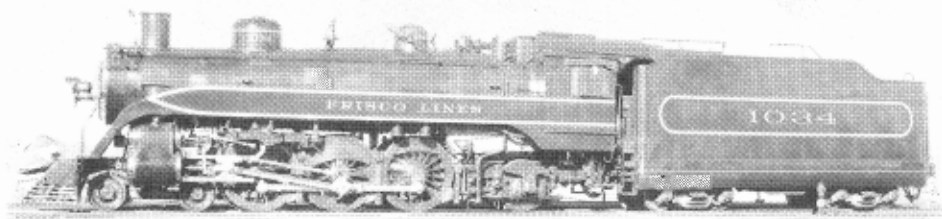
Flying on the Frisco, the
"Oklahoma City", plus more!



#1066 September 15, 1937 Springfield, MO North Yards
Frisco photo

The most visible modifications made on the Frisco Pacifics was in the various attempts at cosmetic streamlining. According to our records, four different designs were applied to fifteen units in the series. The first attempt at streamlining was applied to units 1062, 1064, 1065, 1066, and 1069 in the summer of 1937. By far the most colorful design, these engines sported a 2 ft. wide stainless steel panel that ran the full length of the engine including down and around the front pilot beam. The panel was painted white with a 2" silver stripe along the edge outlined in black. The engine number (on matching tender) and "Frisco Lines" were in yellow lettering, with black shadow outline, on a bright red diamond.

In 1938, the first of three 1000's received what many have called the most unique, impressive, startling, bizarre, etc. streamlining of any steam locomotive on any railroad in the



#1034 December 16, 1939 Springfield, MO West Shops
Frisco photo



#1068 September 5, 1940 Springfield, MO North Yards
Frisco photo