

FRISCO

All Aboard

FRISCO

OCTOBER-NOVEMBER

1990

WINTER ON THE FRISCO



OZARK MOUNTAINS STYLE

FRISCO **All Aboard** FRISCO

VOLUME 5 OCTOBER-NOVEMBER NUMBER 3

FEATURES

- River Division.....4**
 This is the third in our year-long series profiling the history and operations of the *River Division*. With this installment we begin an in-depth look at each of the five sub-divisions that comprised the River Division.
- Doodlebugging on the Frisco.....9**
 This is number twenty-six in our series of articles profiling the history of Frisco's fleet of Motor Cars. Nos. 2130-2133 are on track in this issue.
- Modeling Frisco Diesel Power.....11**
 Frisco Folk David Gaines provides us with Parts & Materials lists to model two classic pieces of Frisco diesel power in HO scale.
- Down At The Depot.....13**
 Barnhart, MO, on the River Division is the featured station in this issue.

EXTRA RUNS

- Gone But Not Forgotten.....6**
 As a means of commemorating the work that has been accomplished over the past ten years to keep the memory of the Frisco alive, the Museum is offering a commemorative patch in this issue.
- Research Service *Up-Date*.....10**
 Up-Dated and additional information of Frisco's fleet of Terminal/Transfer Cabooses.
- Frisco Blue & Grays.....12**
 An historical profile of Frisco *War Years* Blue & Gray passenger service equipment.
- Frisco Research Service.....15**
 The first of what will become an on-going series of historical and technical resources available from the Frisco Research Service.

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ABOUT THE COVER

WINTER ON THE FRISCO is depicted by a *Snow Plow on Frisco RR. 2-21-12 in Ozark Mts. Monett, MO*. Nine pieces of a mysterious puzzle on Frisco Snow Plows appears in the **Mail Car** feature, pages 7-8.

THE



RAILROAD MUSEUM Inc.



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Tuesday thru Saturday
 10:00 a.m. to 5:00 p.m.

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Tuesday thru Saturday
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The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 118 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

FRISCO FOLKS

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

Ken McElreath.....Switchman
Iowa
Christopher Trumbull.....Switchman
Missouri

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

Delmar Hagerman.....Brakeman
Tennessee
Hoyt Larry Crowe.....Switchman
Georgia
Bill Longston.....Switchman
Washington
Patrick SullivanSwitchman
Missouri

MUSEUM DISPATCH

ATTENTION Frisco Folks members living in areas served by Springfield, MO phone exchanges. Our phone numbers can now be called Toll-Free!

ATTENTION all Frisco Folks members. The museum can now be reached by two phone numbers.

417-672-3110
Tuesday thru Saturday
9:00 a.m. to 6:00 p.m.

417-672-3032
Evenings and Sunday




The museum is now offering a wide range of volunteer work opportunities including cataloging and indexing of historical and technical materials, secretarial work, filing, typing, and an assortment of construction/renovation type activities. If you can share your time and talents, please contact the museum office.

THANKS!

And a tip of the Frisco hat to the following Frisco Folks who have graciously volunteered their time to the museum:


Rick McClellan
John Sanders
Dan Hall



**EAST SHOPPING CENTER
P.O. BOX 11
WILLARD, MO 65781
417-742-3929**

TYPESETTING - LAYOUT - PRINTING - CREATIVE DESIGN

1M Bks. 5-44-93046
Form 1083 Local



No 45525

EMPLOYEE'S KINDLING WOOD ORDER **DUPLICATE**

(Station) _____ (Date) _____ 19__

Please furnish me one wagon load kindling wood, to be loaded and hauled by my arrangement, and for value thereof collect \$ _____ from my current month's wages. **NAME** _____

APPROVED: _____ **ADDRESS** _____

Employee Number _____

OCCUPATION _____

This sheet to be sent to Payroll Maker on date issued, who will make deduction on payroll and retain this slip as authority therefor.

Deduction made on	Roll. No. _____
Half _____	_____ 19__



RIVER DIVISION



This is the third in our year-long series profiling the history and operations of the Frisco River Division. With this installment we begin an in-depth look at each of the five sub-divisions that comprised the River Division. Our base year for listing stations and facilities will be 1927, the first year the five sub-divisions were all in full operation and the point in time that the majority of facilities were built and in service. To profile freight and passenger service on the respective sub-divisions, six years have been selected to give a representative sample of operations, as follows: 1927 - 1943 - 1954 - 1961 - 1975 1979.

ST. LOUIS SUB-DIVISION

General Information

Total Mileage.....	142 miles
Number of Stations.....	59
Maximum Grade	1.0%
Ruling Grade.....	1.0%
Maximum Track Curvature.....	4.0%

Station Numbers/Names

T7	Southeastern Junction
T9	Mutual
T10	Kendrick
T11	*Gravios
T13	Continental
T16	LeMay
T17	Fruto
T19	Lake Side
T20	Outing Farm
T21	*Ten Brook
T23	Henke
T25	Oak Ridge Farm
T26	Byers
T27	*Imperial
T28	McLoon
T29	*Barnhart
T30	Engle
T32	Schmitt
T34	Stupp Farm (Jersey)
T35	*Horine
T37	Ludwig
T39	*Festus
T40	*Crystal City
T41	McCoy

T43	Selma
T47	*Rush Tower
T48	Brooker
T49	Vada
T53	*Brickeys
T56	*Clement
T60	White Sand
T63	Little Rock
T65	*Ste. Genevieve
T70	Hicks
T72	Marbleton
T74	*St. Mary's
T76	*Perryville Junction
T78	Marie
T81	*McBride
T85	Killian
T88	*Menfro
T91	Grand Eddy
T93	Wilkinson
T95	*Seventy-Six
T97	Starland
T103	*Wittenberg
T106	Pit
T109	Gerler
T111	Hines Landing
T115	*Neely's
T117	Barrett
T119	Moccasin Springs
T122	Bainbridge
T129	Kerns
T131	*Cape Girardeau
T134	Marquette
T136	Rock Levee
T139	Nash
T142	Rockview

Junction Points

P.P. G. Crossing.....	M.P. 38.9 & 40.0
I.S. Crossing.....	M.P. 59.7 & 63.2
C.G.N.R.R. Crossing.....	M.P. 76.2 & 80.6
C.G.N.R.R. Crossing.....	M.P. 132.5 & 132.8
St. L. S. W. Crossing.....	M.P. 139.2 & 141.7

Facilities

Track Scales	
Cape Girardeau	80 ton 40ft. Fairbanks blt.
Coal Stations:	
Cape Girardeau.....	Cars
St. Mary's.....	Mechanical
Ste. Genevieve.....	Cars

EDITOR'S NOTE: Cars indicates that coal was shoveled direct from coal cars to locomotive tenders.

Water Tanks

Ten Brook - Crystal City - Brickeys - St. Mary's - Seventy-Six - Neelys - Cape Girardeau (Yard) Nash

Icing Stations:

Cape Girardeau.....Emergency Station

EDITOR'S NOTE: An Emergency Icing Station was a station, so designed by the carrier, which was not equipped or located to take cars of the regular icing of refrigerator cars, but where an ice supply was procurable and refrigerator cars could, in case of emergency, or, by special arrangements, be iced subject to delay.

Stock Pens:

LOCATION	No./Size	Car Capacity
Brickeys	2 32x32	2
Cape Girardeau	2 37x42	4
Horine	Chute Only	
McBride	1 32x32	2
Menfro	2 32x64	4
Neelys	1 30x40	1
Rush Tower	2 32x32	2
St. Mary's	2 28x40	2
Seventy-Six	2 32x32	2
Ste. Genevieve	2 28x40	2

Turntables:

Cape Girardeau.....Iron.....Phoenix.....70'
Crystal City.....Iron.....King.....64'

Wyes:

Perryville Junction - Nash - Rockview

Interlocking Plants:

Little Rock Crossing over I.S.at M.P. 63.2
Rockview Crossing over St. L. S.W. at M.P. 141.7

Stations & Spurs Between Stations:

Kendrick	M.P. 9.1	0 Cars
Fruto	M.P. 17.7	3 Cars
Lake Side	M.P. 19.7	0 Cars
Outing Farm	M.P. 20.2	0 Cars
Oak Ridge Farm	M.P. 24.8	0 Cars
McLoon	M.P. 28.0	3 Cars

Engle	M.P. 30.3	0 Cars
Jersey	M.P. 33.4	0 Cars
Vada	M.P. 49.2	0 Cars
Merrill	M.P. 60.9	3 Cars
Marks	M.P. 52.8	4 Cars
Marie	M.P. 78.0	3 Cars
Killian	M.P. 84.5	5 Cars
Hines Landing	M.P. 110.5	2 Cars
Rock Levee	M.P. 135.7	3 Cars
Ranneys	M.P. 137.5	2 Cars

FREIGHT SERVICE

EDITOR'S NOTE: Generally speaking, northbound trains were always superior to southbound trains in terms of right of way priority.

1927

832N *St. Louis Fast Freight*. Daily thru train service.
 835S *Memphis Fast Freight*. Daily thru train service.
 837S Local. Daily except Sunday.
 838N Hoxie Local. Daily service except Sunday. Northward to Nash.
 839S Hoxie Local. Daily service except Sunday. Nash southward.
 840N/841S Local. Daily except Sunday. Southeastern Junction - Ste. Genevieve.
 842N Local. Monday-Wednesday-Friday Northward to Ste. Genevieve.
 843S Local. Tuesday-Thursday-Saturday Ste. Genevieve southward.
 854N Leachville Sub Local. Daily except Sunday.

1943

832N *Creole Flash*. Daily thru train service.
 833S *Memphis Fast Freight*. Daily thru train service.
 834N *Florida Fruit*. Daily thru train service.
 835S *Creole Flash*. Daily thru train service.
 842N/843S Local. Daily except Sunday.

1954

834N/833S Daily thru train service.
 836N/835S Daily thru train service.
 842N/843S Local. Daily except Sunday.

1961

82N/81S M.I. Freight Daily. Ste. Genevieve - southward
 836N/835S Daily thru train service.
 842N/843S Local. Daily except Sunday.

1975

96N/95S Daily thru train service.
 822N/821S Daily thru train service.
 834N/833S Daily thru train service.

1979

222N/221S Daily thru train service
 834N/833S Daily thru train service
 2010N/2011S Daily except Sunday

PASSENGER SERVICE

1927

802N/801S *Memphis Express*. Daily thru train service.
 806N/805S *Memphian*. Daily thru train service.
 808N/808S *The Sunnyland*. Daily thru train service.
 876N/875S Hoxie Motor Car. Daily. Cape Girardeau - Hoxie
 882N/881S Leachville Sub Motor Car. Daily. Cape Girardeau - Leachville.



Trains 805-806, the *Memphian*, featured thru Sleepers, Chair Cars, Coaches, Club Cars, and Dining Car service by Fred Harvey.



Trains 807-808, the *Sunnyland*, featured thru Sleepers, Observation-Club Car, Coaches, and Dining Car service by Fred Harvey.

1943

805-806 The *Memphian* thru train service featuring all Air Conditioned Sleepers, Lounge-Diner service, and Chair Cars.
 807-808 The *Sunnyland* thru train service featuring all Air Conditioned Sleepers, Coaches, and Snack Coach service.

1954

805-806 The *Memphian* thru train service featuring Sleepers, Buffet service, Lounge Car, Dining Car service, and reclining Chair Cars.

807-808 The *Sunnyland* thru train service featuring Sleepers, Buffet service, Lounge Car, Dining Car service, and reclining Chair Cars.

1961

807-808 The *Sunnyland* thru train service featuring reclining Chair Cars. ☞

FRISCO RESEARCH SERVICE

The Frisco Research Service currently has available the following related resources:

1. An 8 1/2" x 11" floor plan reprint for each of the Stations marked with an (*) asterisk. **\$1.50 each**, postage included.
2. Employee Timetable reprints for the St. Louis Sub-Division for the following years: 1917-1927-1943-1952-1954-1956-1957-1959-1961-1963-1964-1965-1967-1969-1971-1975-1976-1979. **\$1.50 each**, postage included.
3. Public Timetable reprints of the St. Louis Sub-Division for any year 1921 to 1965. **\$1.50 each**, postage included.

FRISCO FIRST



MUSEUM ACQUISITIONS



November 21, 1990, 3:11 p.m. Central Standard Time, marked the tenth anniversary of the Frisco/Burlington Northern merger. The merger was the end result of studies, meetings, and negotiations that started in February, 1977.

Soon after the 1980 consolidation, the Frisco's identity slowly began to fade into the annals of railroading history and any visible evidence that there ever was a Frisco started to disappear. Equipment was repainted and renumbered, facilities were transferred and closed, and the familiar coonskin was replaced with a less colorful BN. The Frisco was *gone... but it was not forgotten!*

On June 1, 1986, Southwest Missouri and Frisco fans across the country celebrated the opening of the Frisco Railroad Museum Inc., the only museum in the country devoted exclusively to *preserving, displaying, and educating citizens about, the history and memorabilia of the Frisco Railway.* Since 1986, the museum has aggressively worked to maintain the rich heritage of the Frisco through its many programs and services. Because of the efforts of the museum and its members, and Frisco fans across the country, ten years after the corporate demise of the Frisco it is still alive and well! It is **GONE BUT NOT FORGOTTEN!**

As a means of commemorating the work that has been accomplished over the past ten years to keep the memory of the Frisco alive, the museum is pleased to announce the availability of a limited number of embroidered red on white patches, as shown above. The patch is 3" in diameter and is available for \$3.00 each, including postage.

Quantities are limited, so order yours today! The patches may be ordered by calling or writing the museum office.



In the late 1970's, when it became apparent that the Frisco/BN merger was going to take place, and in the early 1980's, following its completion, various employee groups and clubs across the system produced a variety of items to commemorate the passing of the Frisco.

Sets of drinking glasses, commemorative plates, pocket knives, ash trays, playing cards, T-shirts, calender, belt buckles, etc., were sold as fund raisers and as a way to bid farewell to the Frisco.

One of the most unique post-merger items to be produced was a belt buckle designed in 1981 by Nette Brewster, Tulsa Crew Dispatcher and Secretary of the Tulsa

Employees Club. The 4" oval cast buckle featured the Frisco logo in the middle, **SAINT LOUIS - SAN FRANCISCO** across the top, **1876 1980** directly under the logo, and **GONE BUT NOT FORGOTTEN** across the bottom. The buckles were sold as a limited edition item by the Tulsa club with 750 cast in pewter for \$10.00 each and 500 cast in brass for \$12.50 each. According to Ms. Brewster, the entire supply of 1,250 buckles were sold throughout the system.

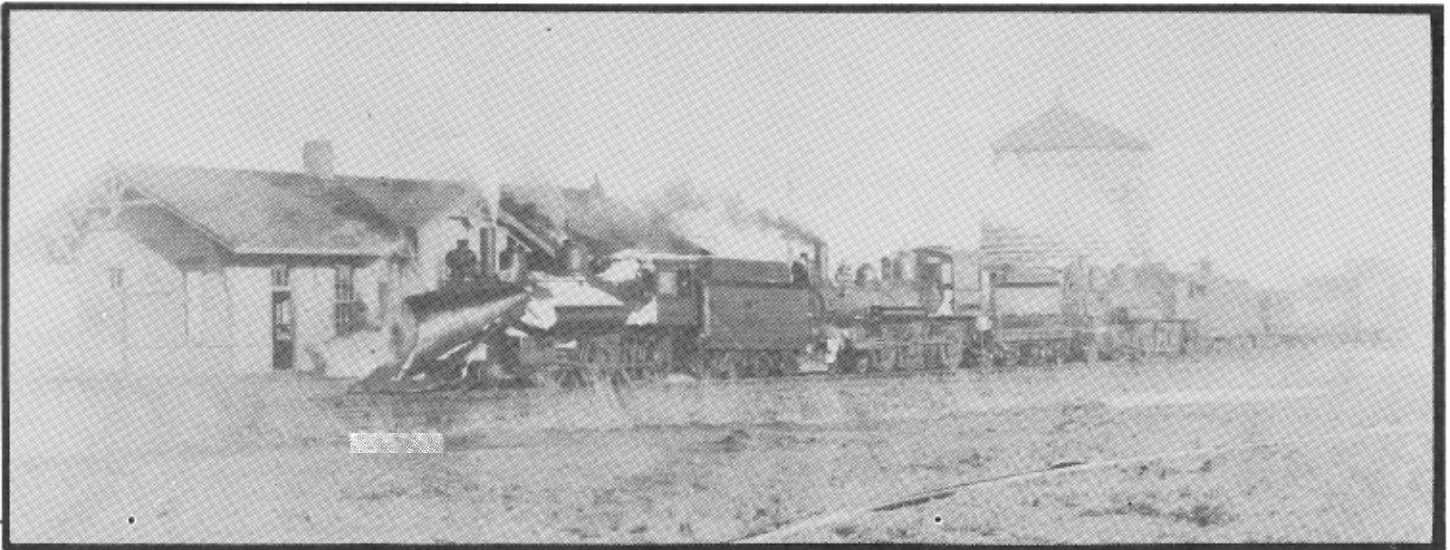
The museum currently has on display one of the pewter buckles, along with examples of the many other items that were produced as Frisco commemorative collectibles. ☐

For many years, the Frisco produced a yearly calendar and distributed them to customers throughout the system. The calendars were produced in three sizes

A large wall size, approximately 28" x 21", a smaller wall size, 7" x 9", and a small celluloid type pocket calendar approximately 2" x 4".

The yearly calendars were discontinued in 1972 and not produced again until 1980, when a commemorative issue was printed. It included a calendar from 1876, the first year of Frisco operations.





*Frisco Snow Plow #99099? Dacoma, OK Avarad Sub-Division, Western Division
Photo reprinted with permission by Kachina Press from FRISCO SOUTHWEST, 1982*

MAIL CAR



The MAIL CAR is a feature of the ALL ABOARD in which we attempt to answer some of the many questions that are submitted 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: What kind, if any, of snow plows were in service on the Frisco?

ANSWER: Your question regarding Frisco Snow Plows has generated some intense research that has yielded some intriguing pieces of a mysterious puzzle! The following are the pieces to that puzzle along with some observations and possible conclusions.

PIECE #1: A June 30, 1907 "Statement of Rolling Stock Owned and Leased... (by the Frisco)," lists one "Snow Plough" in company service. This is the only Annual Report specifically listing a snow plow until 1947. This could possibly indicate that the unit was acquired or leased during 1907.

PIECE #2: A July 1, 1908, "Description of Locomotives, Passenger, Freight and Miscellaneous Equipment of the Frisco

Lines," includes #99099, a snow plow belonging to the Kansas City, Ft. Scott & Memphis Line.

PIECE #3: The above photo shows a steam powered snow plow as the lead unit of a triple-header work service train in operation at Dacoma, OK, with Frisco 4-6-0 #2682 and Frisco 2-6-0 #305. Note that the snow plow engine does not have the typical Frisco number on the tender sides or anywhere visible on the engine.

PIECE #4: A February 21, 1912, photo (cover photo) shows the same snow plow as the lead unit of a similar triple-header work train in service at Monett, MO.

PIECE #5: A March 15, 1912, photo shows the same steam powered plow in action at Ellsworth, KS.

Pieces 3-5 of the puzzle suggest the possibility that #99099 was a 2-6-0 steam locomotive that was a snow plow assigned to special service exclusively for snow removal.

There is currently no record of how long the plow was in service or what its final disposition was.

PIECE #6: Our Car Shop files have yielded an August 7, 1929, diagram of a "Snow Plow to be Applied on (1910 built) Flat Cars 94250-94499." While the print does not indicate which car or cars in the series are to be converted, it does state that its new number will be 99097.

PIECE #7: Annual Reports for 1947-1949 lists five of the snow plows in service. No specific numbers are listed, but they could possibly be 99094-99098. The reports for 1949 and 1950 show four units on the roster.

PIECE #8: Employee Timetables between 1955 and 1967 lists three snow plows in service, Nos. 99096, 99097, and 105288.

PIECE #9: An August 1973 photo shows a 40' flat car in company service as a snow plow, #105288. The rebuilt date on the car is 2-65.

Pieces 6-9 of the puzzle possibly suggest the following:

Because of its age and limited ability to cover the entire Frisco System, the original #99099 was either scrapped or converted back to motive power service in 1929 and was replaced with the 99094-99098 series of flat car plows which were assigned to the Frisco divisions where the need for snow removal would be most likely. Sometime in the early 1950's, Nos. 99094, 99095, and 99098 were taken out of service and a newer flat car (possibly series 95800 or 95900) was recycled into a new snow plow and assigned a company service car number, #105288.

It should be noted that according to Frisco Folk Lee Buffington, a series of snow flangers were purchased for use on Frisco diesel locomotives but were never used.

As was mentioned earlier, the question of Frisco Snow Plows has generated some intriguing research that has yielded some intriguing pieces to a mysterious and unfinished puzzle. Anyone with additional information and/or photos of Frisco snow plows is urged to contact the museum office. ☐

FRISCO RESEARCH SERVICE

The Frisco Research Service currently has available the following related resources:

An 11"x 17" reprint of the August 7, 1929 diagram of a *SNOW PLOW APPLIED ON FLAT CARS 94250-94499*.
\$3.00 postage included.



LOOKING BACKWARD is a regular 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 - 1965

It was announced in November, 1965, that the old River Division office constructed at Chaffee, MO in 1905, would be sold to a local businessman. The building served as the Division headquarters from 1905 until the 1965 system reorganization.

50 YEARS - 1940

Two fifty ft. track scales were installed on the system in 1940, one eight-ton unit at Ft. Smith, AR, and a one hundred-ton scale at Rosedale, KS.

75 YEARS - 1915

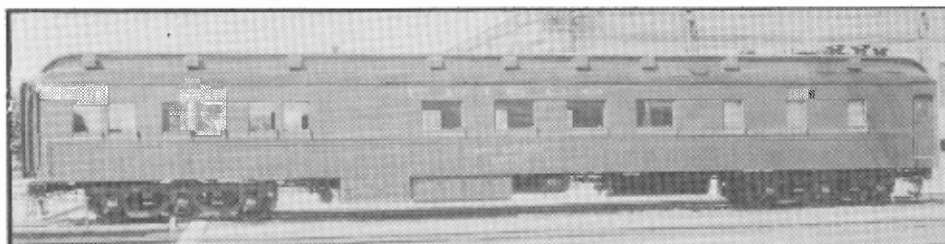
In 1915, Cafe-Coach Cars Nos.



Frisco Snow Plow #105288 Enid, OK August, 1973 Edward J. Stoll photo

1636 to 1641 were assigned to Fred Harvey Food Service on trains 103, "The Memphis Express," and 104, "The Kansas City Express," operating between Springfield, MO and Memphis, TN, on the Southern Division. It should be noted that all the cars in this series were ultimately rebuilt, reclas-

sified, and/or renumbered as follows:
1636 rebuilt/renumbered 15079-1932
1637 rebuilt as Coach "Ft. Smith" ...7-1947
1638 rebuilt as Coach "Enid"2-1946
1639 rebuilt/renumbered 15069-1932
1640 rebuilt/renumbered 15053-1931
1641 rebuilt/renumbered 15043-1930



Cafe-Lounge #1506 (ex-Cafe-Coach #1639) Springfield, MO 9-9-32 Frisco photo



Lounge Section -- Cafe-Lounge #1506 Springfield, MO 9-9-32 Frisco photo



Cafe Section - Cafe-Lounge #1506 Springfield, MO 9-9-32 Frisco photo

Doodlebugging On The Frisco

According to Edmund Keilty, "One of the longest-lived and certainly the largest by volume of all the American street railway carbuilders, the J.G. Brill Co. ... moved in rather heavily on the market for self-propelled rail motorcars in the 1920's and managed to become second in importance to mighty Electro-motive in this field."*

While not their first venture into operating Brill-built equipment, (#3000 was delivered in 1922) the Frisco's largest single order of Brill Motorcars was delivered in October, 1929, as units Nos. 2130-2133, lot #22432.

The 61'1" all steel cars were Baggage-Coach combinations with an enclosed rear vestibule and featured a canvas covered wood roof. The 86,000 lbs. units were powered by a G.E. six-cylinder, 250 h.p., motor that powered a 160 KW generator. The interior of the cars were a gray Duco wood and steel combination with maple floors and a seating capacity of forty-four.

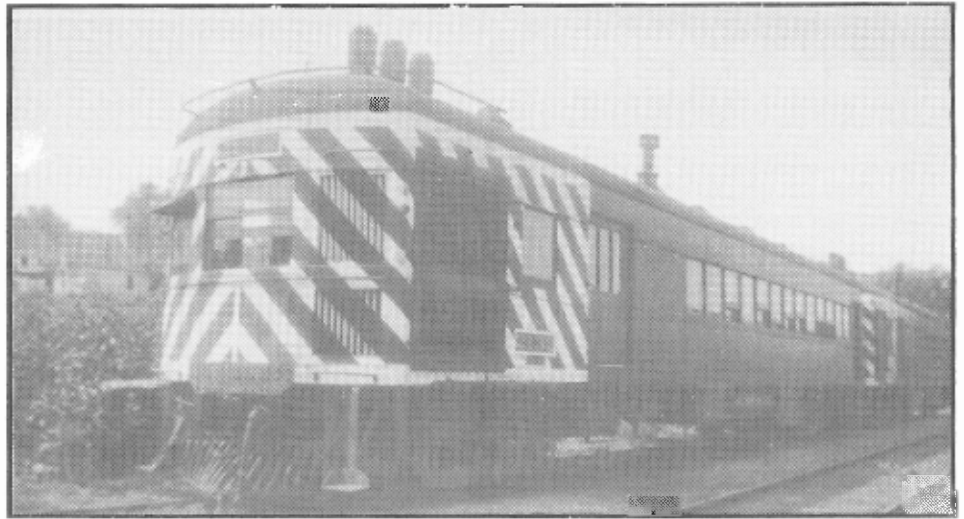
When placed in service, the cars were assigned to the Enid, OK to Vernon, TX run as trains 610 and 611 daily. The 205 mile trip took 8.5 hours at an average speed of 24 miles per hour.

The cars were retired from revenue service as follows:

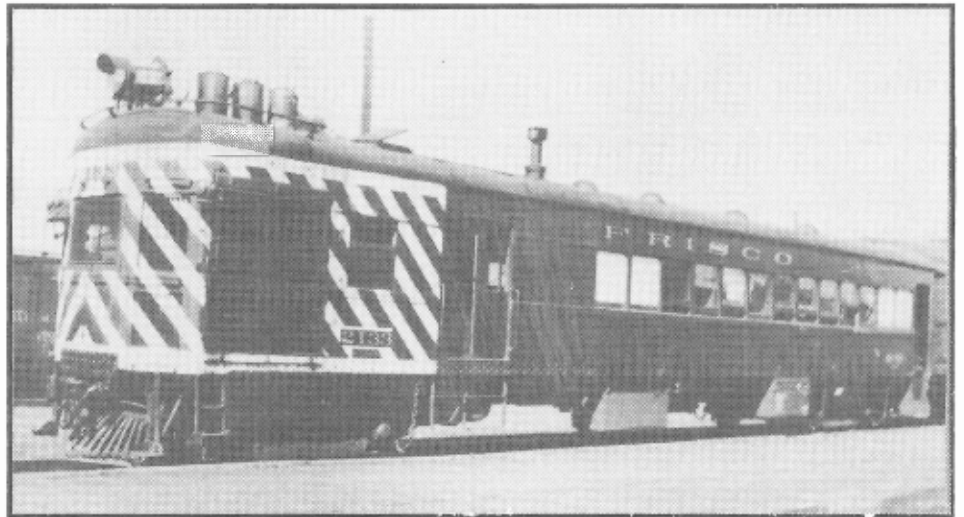
#2130	September 18, 1946
#2131	December 27, 1944
#2132	September 18, 1946
#2133	August 31, 1948

*Keilty, Edmund. *Interurbans Without Wires*. Glendale, CA: Interurban Press, 1987.

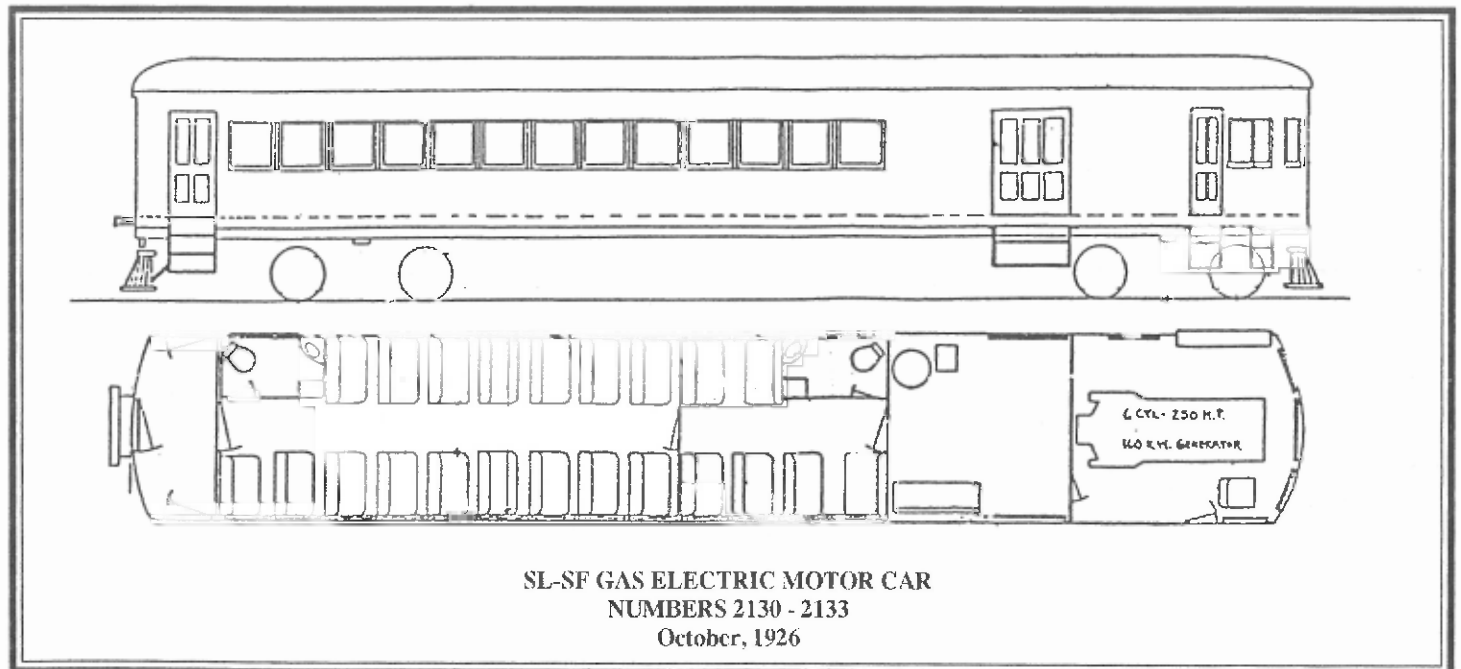
□



Motorcar #2132 Springfield, MO February 7, 1946 A. Johnson collection



Motor Car #2133 Hobart, OK September, 1945 A. Johnson collection



RESEARCH SERVICE UP-DATE

New acquisitions and follow-up research has uncovered additional information concerning the Frisco's fleet of Terminal/Transfer Cabooses. (*Frisco's Terminal Cabooses, ALL ABOARD* August-September, 1990, pp. 12-15) In the August-September article, mention was made of an August 23, 1956 *Blueprint for a Proposed Transfer Caboose - From 160,000 series Box Cars*. A diagram of the unit is illustrated in *Figure #1*.

Our follow-up research has produced documentation to suggest that there was also a proposal on the drawing board (date unknown) to modify some of the fleet of existing standard design wood/steel cupola cabooses for use in transfer/terminal service. (*Figure #2*)

Additional information has been uncovered indicating that in September, 1945, five 126000-126999 series 40' box cars were modified for use as transfer cabooses, as follows:
126414 - 956, 126486 - 957, 126271 - 958, 126627 - 959, 126852 - 960.

The units were equipped with 32" panel side doors, four 20"x 22" single-pane side windows, 23" four-pane end windows, appropriate side steps, grab irons, ladders, and roof running boards. (*Figure #3*)

A September 9, 1952, diagram and photographic evidence indicate that additional units were built with 4'7" end platforms and end doors. The nature of the diagram strongly suggests that the earlier units may have been modified in a similar manner.

Any one with additional information and/or photos of these early Transfer Cabooses is urged to contact the museum office. ☐



SL-SF 952 Springfield, MO November, 1952
Frisco photo

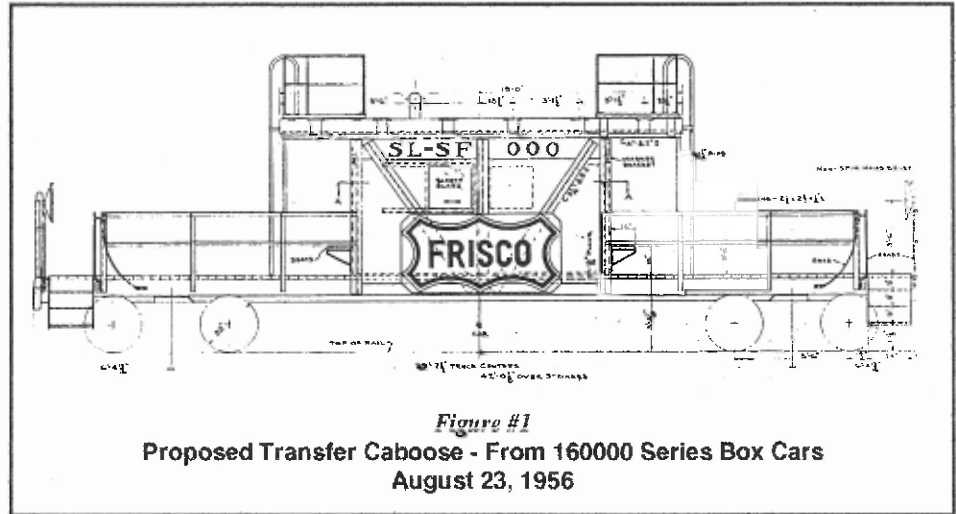


Figure #1
Proposed Transfer Caboose - From 160000 Series Box Cars
August 23, 1956

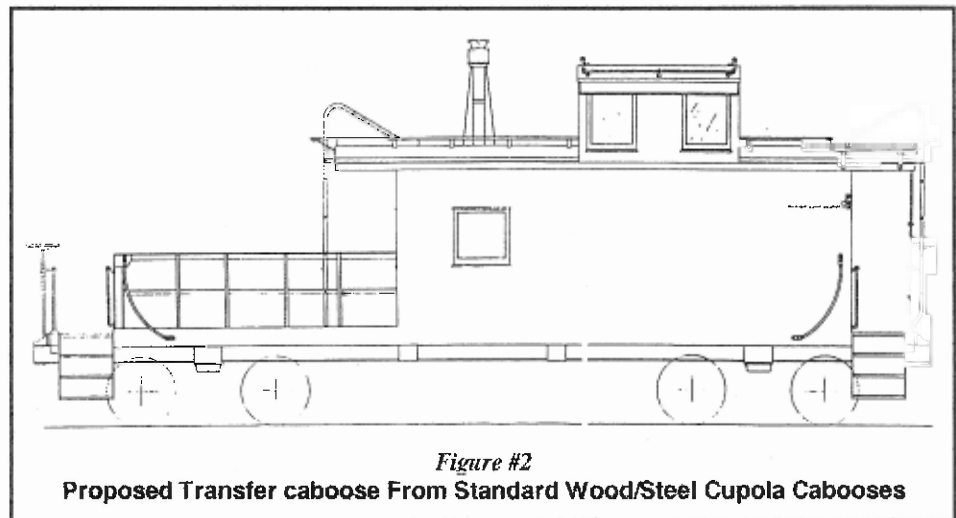


Figure #2
Proposed Transfer caboose From Standard Wood/Steel Cupola Cabooses

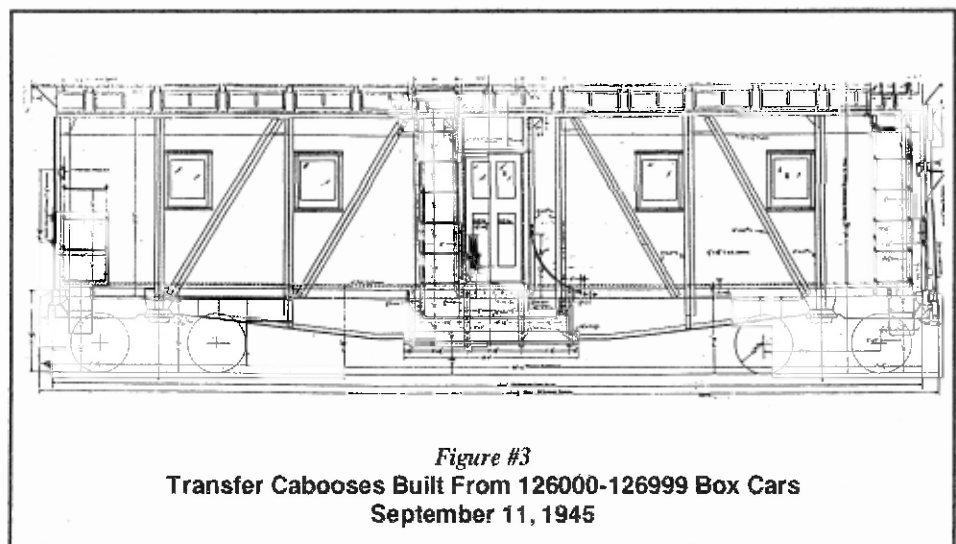


Figure #3
Transfer Cabooses Built From 126000-126999 Box Cars
September 11, 1945

MODELING FRISCO DIESEL POWER



Fresh from the factory, Frisco E-8 #2021 Gallahadion awaits its first assignment at Frisco's Lindenwood Diesel Shop, February, 1950. Frisco photo.

Frisco DS4-4-1000 #239 awaits its next switching assignment at the Springfield Yards, October 8, 1949. A. Johnson collection

Frisco Folk David Gaines provides us with Parts & Materials lists to model two classic pieces of Frisco diesel power in HO scale

Frisco E-8 #2021 *Gallahadion*

Frisco DS4-4-1000 #239

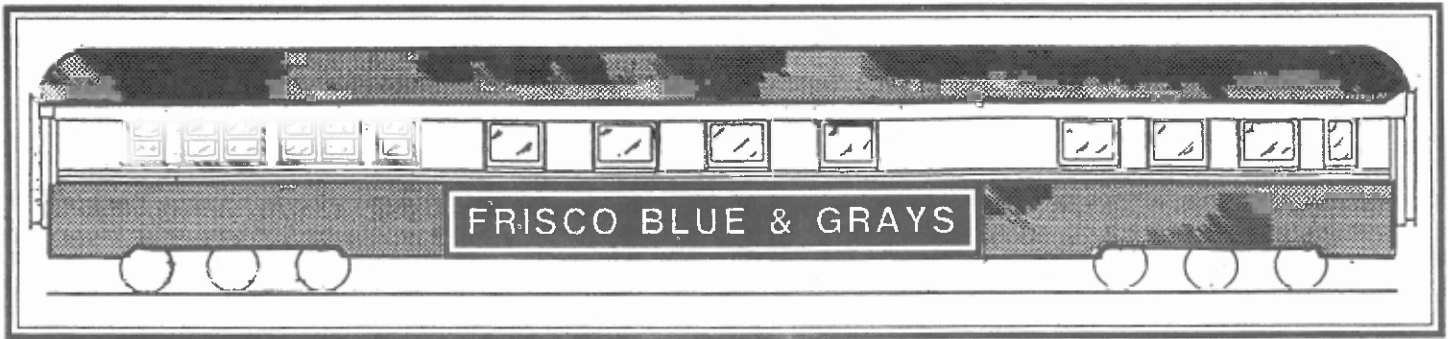
<u>MFG</u>	<u>CAT#</u>	<u>PURPOSE</u>
Model Power	920	Base Model
Cal-Scale	316	Air Horns
Details	6210 & 6603	Grab Irons
Precision	3968	Window Wipers
Kadee	#5 & #8	Couplers
Pactra	106	Body Paint
	<i>"Insignia Red"</i>	
Herald King	L-463 & L-463A	Decals
Testors	1260	Dullcote

<u>MFG</u>	<u>CAT#</u>	<u>PURPOSE</u>
Athearn	3700	Base Model
Cal-Scale	280	Marker Lamps
Details	2204	Coupler Lift Bar
Details	7103	Rerailer Frog
Details	6210	Grab Irons
Kadee	#5	Couplers
MV Products	22	Headlight Lens
Microscale	87-0085	Decals
Microscale	PS 1/8-6	Decals
Testors	1247	Body Paint
Testors	1114	Trim Paint

WANTED

Frisco Modeling Information & Articles

If you have built (scratch or kit-bash) a *classic* piece of Frisco motive power, rolling stock, structure, or facility, or are in the process of creating a new *masterpiece*, we would like to share it with our members in future issues of the *ALL ABOARD*. **PLEASE** contact the Museum office for additional information and publication requirements.



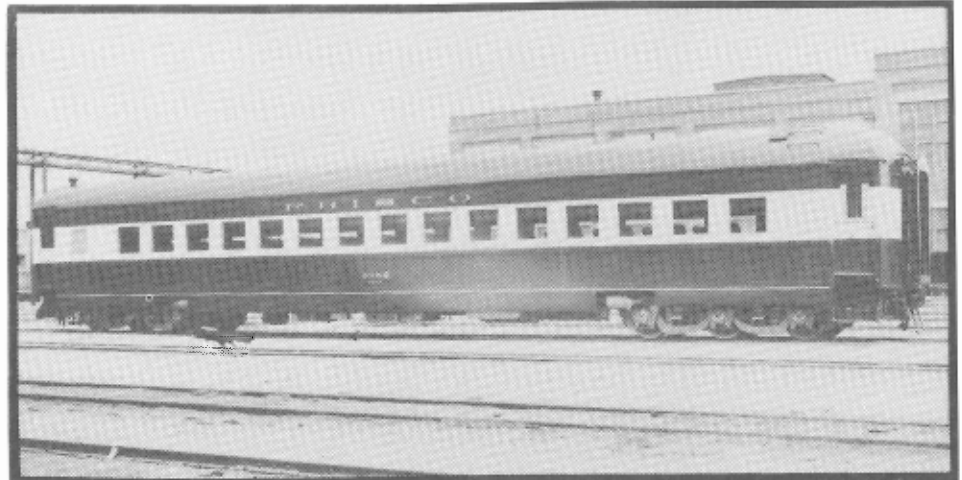
The history of Frisco passenger service can be chronicled in a variety of ways including by motive power, types and assignment of equipment, train names and numbers, schedules, services offered, routes operated, etc., all of which can yield an abundance of historical and technical information. One interesting, relatively simple, and highly visible way to divide Frisco passenger service into somewhat distinctive eras is by exterior paint livery. Generally speaking there were three paint scheme eras: *Prewar* (World War II), *War Years*, and *Post-War* eras. Although the standard Pullman Green livery was predominate throughout the history of Frisco passenger service, the *War Years* and *Post-War* eras were marked by two basic color departures.

Aside from the standard Pullman Green, the Frisco passenger livery most recognizable to the traveling public was the red and silver scheme that made its debut with the delivery of the new fleet of Pullman-built streamline equipment between October, 1947 and June, 1948.

Beginning in December, 1948, with Chair-Lounge Car #1603, the *Glendale*, the red and silver design of the streamline cars was augmented with the painting of fourteen *Prewar* heavyweight cars in a red and gray *Camouflage Shadow-Line* livery that, from a distance, closely resembled the stainless steel sheathing of the new cars.

EDITOR'S NOTE: Between 1954 and 1955, twelve heavyweight named sleepers were painted red and solid gray, similar to the other cars in the series only without the Shadow Line design.

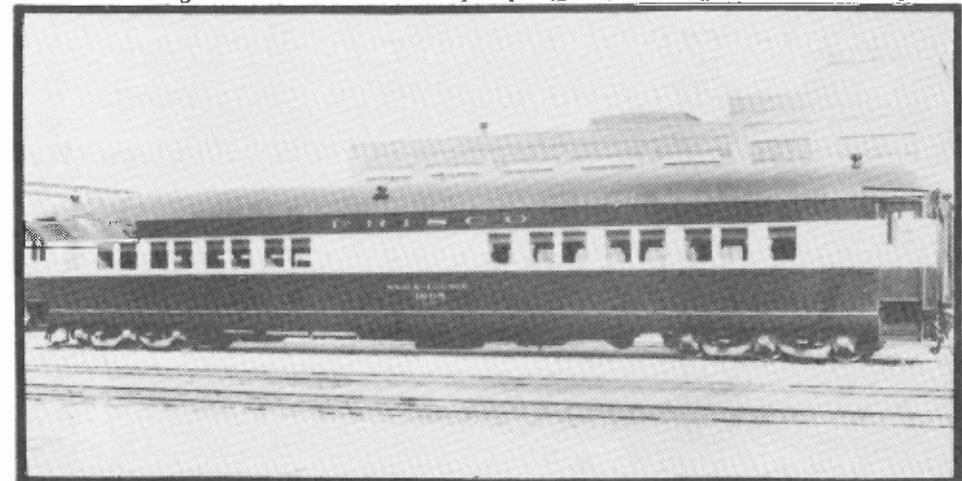
Possibly the most distinctive, and by far the most short-lived, paint era of Frisco passenger service was the *War Years* (1940-1946). During this short period of time, the West Springfield Coach Shops



Chair Car #1062 West Coach Shops Springfield, MO April 30, 1942 Frisco photo



Dining Car #648 West Coach Shops Springfield, MO August 2, 1943 Frisco photo



Snack Car #1605 West Coach Shops Springfield, MO April 10, 1941 Frisco photo.

rebuilt and repainted 100 prewar cars *Zephyr Blue* with a *Pearl Gray* center stripe and *Dove Gray* roof and trucks. According to our records, the first of the fleet of **Frisco Blue & Grays** rolled out of the Coach Shop were Cafe-Lounge Car #1501, Mail-Baggage-Express Car #82, and Chair Car #754, all completed in March 1940. These cars were first placed in service on the inaugural run of the new *Firefly*, with similar painted streamlined 2-6-0 #1026. (See *Frisco's Firefly Locomotives, ALL ABOARD*, June-July, 1990, pp. 10-13)

The last of the **Frisco Blue & Grays** to be so painted was Coach #1102, completed in April, 1946. It is interesting to note that in April, 1945, Coach-Snack Car #1607 was the first **Blue & Gray** to be repainted back to the standard Pullman Green. By the end of January, 1955, all the fleet were retired, converted to company service, repainted Pullman Green, or were one of four cars (Baggage-Express #371, Lounge Cars #1401 and #1402, and Diner-Lounge *Kansas City*) that were ultimately repainted in the *Post-War* red and gray *Camouflage* Shadowline livery. According to our records, the *War Years* paint era ended with the repainting of Coach Lounge Car #1505, completed January, 1955. ☐

FRISCO RESEARCH SERVICE

The Frisco Research Service currently has available the following related resources:

1. A complete roster of Frisco Blue & Gray equipment including car numbers/names, types, paint/repaint dates, and a cross reference roster by paint dates.
\$5.00.

2. A complete roster of red & gray equipment including paint dates, cross reference of former Blue & Gray repaints, cross reference roster by paint dates, and a listing of 1956 train assignments.
\$2.00



DOWN AT THE DEPOT

Barnhart, MO

Station T29
St. Louis Sub-Division
River Division

The *St. Louis, Memphis & Southeastern Railroad Co.* was incorporated on January 8, 1902. Corporate control of the company was assumed by the Frisco on November 1, 1902, and by 1904, the company had constructed 124 miles of main line track between Southeastern Junction and Cape Girardeau, MO.

In 1903, Station T29 was established twenty-two miles south of Southeastern Jct. at Barnhart, MO. While our records indicate that the Barnhart depot was built in 1903, it does not appear on the company's *OFFICIAL LIST OF OFFICERS, STATIONS, AGENTS, ETC.* until the September 1905 edition, with E.C. Steenburg listed as the agent assigned in February, 1905.

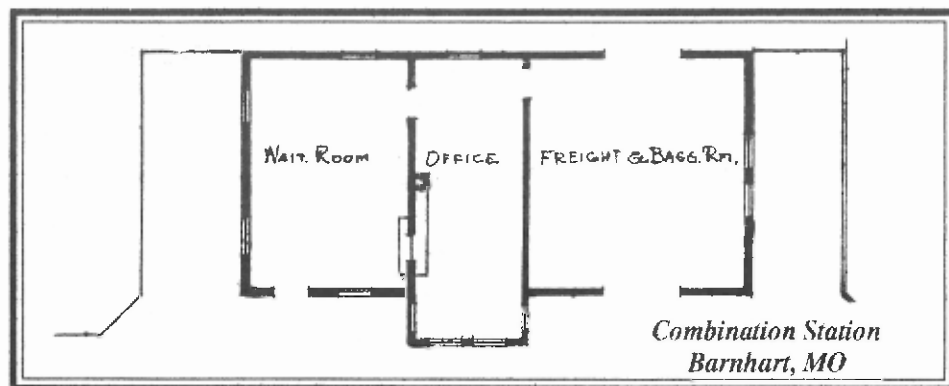
The Barnhart station was a 42' 2" x 20' 1" frame depot built according to

Frisco Standard Station Plan No. 1. Its 2"x 6" walls were set on a pile-head foundation and it had a 1/3 pitch gable roof design. The interior featured a 3/4" x 3 1/4" yellow pine floor, 3/4" x 3 1/4" beeded walls and ceiling (11'10" high) and the exterior was covered with boards and batens with a 1"x 6" drop siding wainscot.

The interior of the depot was divided into a 19'x 13' Waiting Room on the northeast end, a 19'x 17' Freight & Baggage Room on the opposite end, with a 23'x 9' Ticket Office in the middle.

During its tenure of service, the Barnhart station was served by a wide variety of named trains and daily locals. The last passenger train to depart from Barnhart was the *Sunnyland*, Trains 807-808, which made their final runs on September 17, 1965.

In the summer of 1968, a metal Armco building was constructed adjacent to the old depot and later that year, the original station was raised. ☐



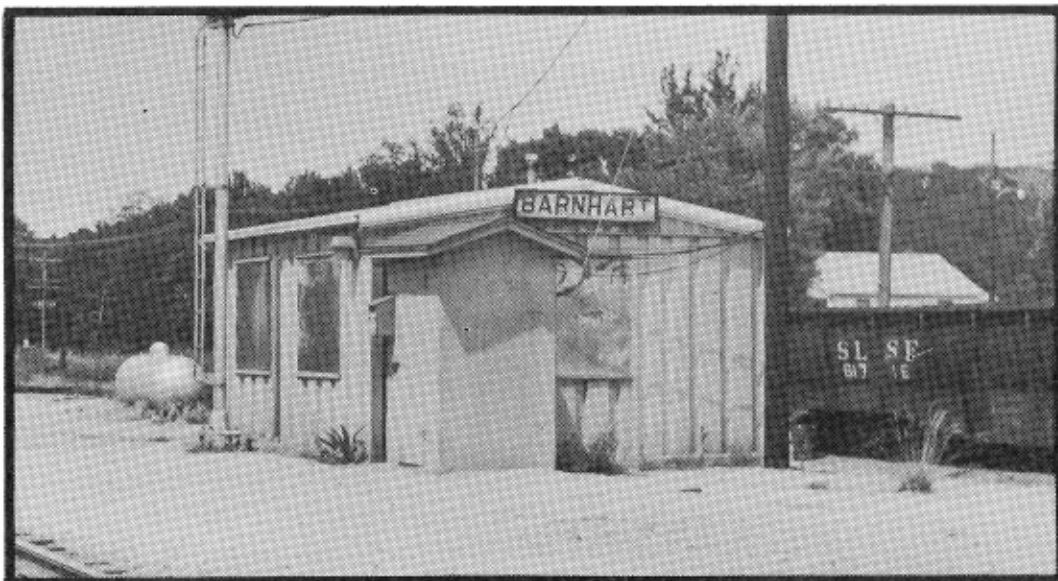
Barnhart, MO, circa. 1917, with north bound "St. Louis Express." Kevin Johnson collection



Barnhart, MO abandoned and empty, Spring, 1968. Howard Killam collection.



Barnhart, MO, a contrast in old and new, Summer, 1968. H.D. Conner collection



Barnhart, MO, 1969. H.D. Conner collection

FRISCO RESEARCH SERVICE

This is the first listing of what will become an on-going series of historical and technical resources currently available from the Frisco Research Service.

STEAM LOCOMOTIVE DIAGRAMS

Our 192 page book of Steam Diagrams covers 1880-1943 and includes diagrams, builders, builders dates, numbers, specifications, tonnage and bridge class, modifications, etc., for all classes of steam locomotives operated on the Frisco, complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$50.00. Individual diagram reprints available for \$1.00 each.

DIESEL LOCOMOTIVE DIAGRAMS

Our 60 page book of Diesel Diagrams covers 1940-1978 and includes diagrams for all classes of Frisco diesel power along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$17.00. Individual diagram reprints available for \$1.00 each.

FREIGHT CAR DIAGRAMS

Our 160 page book of Freight Car Diagrams covers 1909-1969 and includes diagrams for all classes of Frisco freight equipment built and/or operated during the above mentioned years along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$42.00. Individual diagram reprints available for \$1.00 each.

HEAVYWEIGHT PASSENGER CAR DIAGRAMS

Our 141 page book includes diagrams for

Frisco heavyweight passenger equipment covering 1880-1945 and includes floor plans, some elevation drawings, builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$37.00. Individual diagram reprints available for \$1.00 each.

STREAMLINE PASSENGER DIAGRAMS

Our 11 page book of Streamline Passenger Car Diagrams covers 1947-1955 and includes floor plans for all classes of Frisco streamline equipment along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$4.00. Individual diagram reprints available for \$1.00 each.

MOTOR CAR DIAGRAMS

Our 24 page book of Motor Car Diagrams covers 1910-1928 and includes floor plans and elevation drawings for all classes of Frisco Motor Cars and some trailers along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$8.00. Individual diagram reprints available for \$1.00 each.

EARLY WORK SERVICE EQUIPMENT DIAGRAMS

Our 36 page book of Early Work Service Diagrams covers 1881-1901 and includes elevation drawings for fifteen classes of work service equipment along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$12.00. Individual diagram reprints available for \$1.00 each.



The Museum has been granted permission by the publishers of *The Official Railway Equipment Register* to make available to our members reprints of Frisco equipment lists. Sixty-Three issues are currently available from 1897 to 1980. The registers list all freight equipment on the Frisco roster including type, number series, dimensions, capacities, number of units in service, etc. They also include limited listings of company service equipment and the early years include passenger rosters. **\$1.00** for list of available years. Individual pricing information per year accompanies list.

PASSENGER SERVICE EQUIPMENT ROSTER

Our forty-seven page Passenger Service Equipment Roster contains 1,034 listings of all passenger equipment built for and/or operated by the Frisco between 1876 and 1967. The roster includes car numbers/names, former numbers, date built, class, length, builder, rebuilt information, and former lines the cars operated on. The roster also features an extensive cross reference by car class. The roster is available with plastic spiral binding or pre-punched for 3-ring binder.

\$15.00. Individual class rosters available for \$1.00 each.

FRISCO BLUE & GRAY PASSENGER EQUIPMENT ROSTER

A complete roster of Frisco Blue & Gray equipment including car numbers/names, types, paint/repaint dates, and a cross reference roster by paint dates. **\$5.00.**

FRISCO RED & GRAY PASSENGER EQUIPMENT ROSTER

A complete roster of Frisco Red & Gray equipment including paint dates, cross reference of former Blue & Gray repaints, cross reference by paint dates, and a listing of 1956 train assignments.
\$2.00.

FREIGHT EQUIPMENT PAINT/LETTERING DIAGRAMS

Our four-page list catalogues 139 freight car paint/lettering diagrams from 1919 to 1971, conveniently arranged according to nine car types. Pricing information accompanies list.
\$5.00.

STEAM LOCOMOTIVE INVOICES

The Museum has acquired and is now offering reprints of forty-eight different locomotive purchase invoices. They are all Baldwin-built units, series 1500, 4100, and 4200. They include date, locomotive type, tender type, and purchase price. Printed on card stock, these invoice reprints make a unique addition to a train room, den, study, or office. Accompanying photos for each invoice are also available.
List is \$1.00. Reprints are \$2.00 each.

THE BALDWIN LOCOMOTIVE WORKS PHILADELPHIA, U.S.A. APRIL 30th, 1926.B	
<small>SHIPPED BY THE BALDWIN LOCOMOTIVE WORKS DELIVERED TO THE BALDWIN LOCOMOTIVE WORKS TO BE DELIVERED TO CENTRAL UNION TRUST COMPANY OF NEW YORK AS THEIR LESSEES</small>	
1- PASSENGER LOCOMOTIVE, TYPE 4-2-2 CYLINDERS 26" x 26"	\$69,500
ROAD NO. 1522-1 CONSTRUCTION CLASS 14-302 26"	
ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY St. Louis, Mo.	
BRIDGE/	VIA
CAR NUMBER	NO.

PLEASE NOTE: When ordering Research Service materials, please add 10% of the total amount for Postage & Packaging.

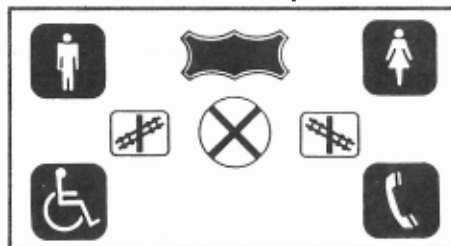
COLLECTING THE FRISCO

This is the third in a regular series of **ALL ABOARD** articles that is devoted to *COLLECTING THE FRISCO*, and is designed to be an information resource for Frisco Collectors. In this issue, we begin a two-part segment on collecting Advertising and Promotional items.

Hear Ye, Hear Ye!

To advertise is to turn the attention of the public to something, and the railroads have been in the business of turning the attention of the public to their services for as long as they have had services to advertise and promote. The nation's rail-carriers, including the Frisco, have used the persuasion of advertising to promote land development, sales, freight and passenger services, safety programs, customer relations, national events, seasonal celebrations, etc., and they have used every conceivable medium to convey their message.

The word advertise comes from the French *avertir*, which means "to notify," and its use can be traced back to many early civilizations. Long before the invention of the printing press, the public was being notified by way of such advertising mediums as pictorial sign boards and *town cryours*. While the sign boards were originally used to dispense information to illiterate peasants, their descriptive pictures were a quick and convenient way to promote products and services to the general public. It is interesting to note that pictorial advertising is still being used today, both for the promotion of goods and services, and to provide information to a universal public.



One of the most primitive mediums of advertising was the medieval cryour, and the most common use of this early form of notification was the traditional *town cryour*. While the primary duty of these early broadcasters was to shout out



JOIN IN THE WELCOME TO
COL. LINDBERGH
St. Louis, June 18th
\$5.00 Round Trip

GOOD ONLY IN COACHES



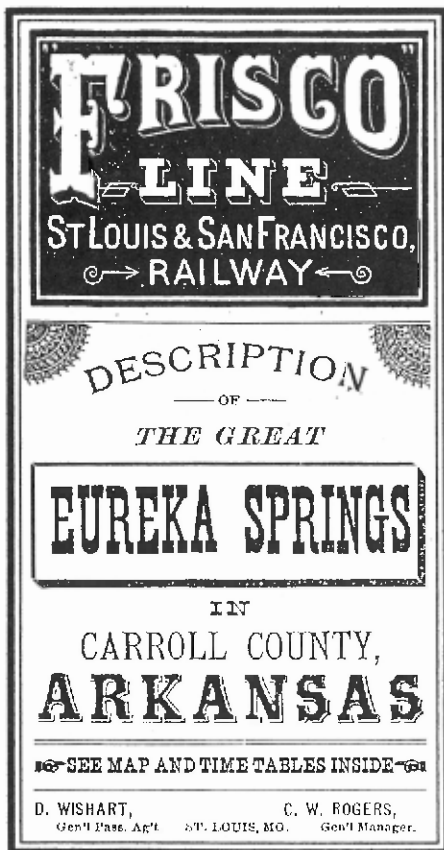
A 2-DAY CELEBRATION
IN HONOR OF THE WORLD'S PREMIER BIRDMAN
BALL GAME New York "GIANTS"
Vs. "CARDINALS"
"Slim" will raise the Championship Pennant at Saturday's Game
For information as to train service call on or phone me!
F. E. CLARK,
Passenger & Ticket Agent, Frisco Lines
Springfield, Mo. Phone 3664

Newspaper advertisement, circa. 1927

announcements of news, court orders, and royal edicts, there were also many private business *cryours* who would walk through the streets of a city or village promoting their particular selection of wares for sale. Regardless of the nature of the announcement, whether it be public proclamations or private promotions, the attention of the public was always turned to the familiar broadcast of, "*Hear Ye, Hear Ye!*" It is interesting to observe that this early medium of advertising and promotion is still in use today. While modern technology has expanded the coverage of his audience, the *cryour* is still in business by way of radio and television.

With the invention of the printing press in the 16th century, advertising took on new meaning as the literature of persuasion. When the first known newspaper rolled off the press in Germany in 1591, it included advertising. Three years after England's first newspaper appeared in 1622, it contained a full compliment of printed promotions for such English staples as tea, coffee, and chocolate.

The use of printed persuasion first appeared in America with the arrival of the English colonists. Even before America officially became a nation, the use of printed



Frisco Line advertising dodger, July 1881

dodgers or hand-bills was being used to promote all types of colonial commerce. When the United States Postal Service expanded its services and facilities in the early 1840's, the broadened circulation of periodicals expanded the range of contact with potential customers. Consequently, the use of advertising and promotion became a chief expenditure for many producers and providers of goods and services, including the railroads. Today, the volume of advertising in the United States, figured in dollars, is so great that it can easily be placed among the most important of the nation's commercial activities.



USRA promotion stamps, circa. 1940's

For many years the railroads have been at the forefront of advertising and promotion. Very few items produced by or for the nations rail-carriers have not had the company name, logo, or appropriate slogan

printed, printed, or stamped some place where it could be seen. Each particular railroad put their mark on their products and services not simply as a means of identification, but also as a means of inexpensive yet effective advertising. While many rail travelers prided themselves on being able to unlawfully confiscate such practical items as playing cards, ash trays, and other mementos, in reality many of these items were placed on the trains with the idea in mind that they might end up in someone's living room. Every time company would come over for the evening to play cards or smoke, the railroad was advertising.



Frisco Passenger Service playing cards with leather case, circa. early 1950's.

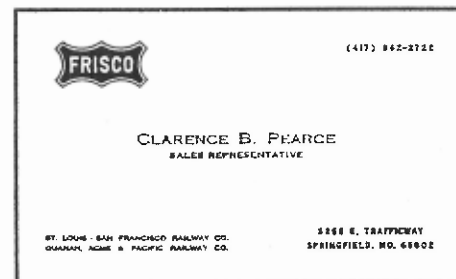


Frisco Passenger Service ash tray, circa. late 1940's

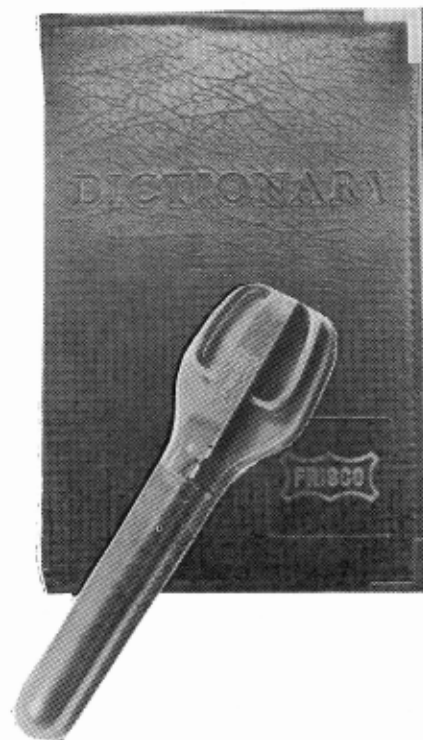
I once had a retired Special Agent confide to me that while such procurement of railroad property was "officially illegal," his superiors would frown on any serious attempts to apprehend anyone taking home a memento of their trip on the "friendly Frisco!"

Because advertising and promotion were so much a part of the Frisco's operation, each segment of COLLECTING THE FRISCO contains examples of how the railroad promoted its broad range of specific services. Consequently, the feature

on Advertising and Promotion will review the areas of customer relations, smoking accessories, playing cards, and national defense.



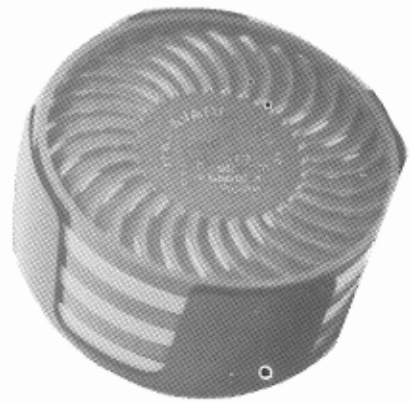
When the Frisco sales representative would call on a customer or potential client, he would usually take with him an assortment of such practical items as memo pads, matches, pens and pencils, and calendars. Although their primary purpose was to promote positive customer relations, such complementary tokens were also an excellent means of advertising. On special occasions, such as seasonal celebrations or the inauguration of a new Frisco service, the railroad salesman would also present many of his customers with an appropriate memento for the event. Because they were designed to make a favorable impression, most customer relations collectibles were quality items and when you can find them, they are a fine addition to any collection.



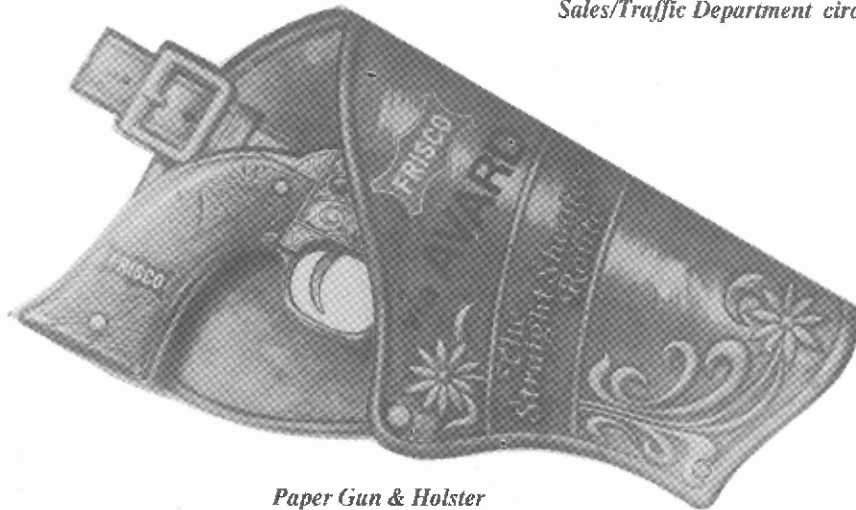
Leatherette-covered dictionary - Letter opener & scissors in leather holder Frisco customer promotional items




*Cocktail Glass
Customer Promotion
Sales/Traffic Department circa. 1970's*



*Red & White Plastic Drink Coasters
"Straight Shooter Route" Sales Promotion
Joint Frisco-Santa Fe through train service
Sales/Traffic Department circa. 1970's*



*Paper Gun & Holster
"Straight Shooter Route" Sales Promotion
Joint Frisco-Santa Fe through train service
Sales/Traffic Department circa. 1970's*

<p>It is very important that you QUOTE THIS ORDER NUMBER when billing; otherwise remittance may be delayed.</p> <p>6612</p>	<p>ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY</p>	
<p>Hall Lithographing Co. P. O. Box 330</p>	<p>ADVERTISING OFFICE 1019 FRISCO BUILDING</p>	<p>St. Louis, Mo. 63101 Oct. 22 1974</p>
<p>Topoka, Kansas 60601</p>		
<p>Please furnish the following and ship as directed:</p>		
<p>100,000</p>	<p>"Ship IT on the Frisco... the dependable one" memo pads 5x8", as per illustration attached, lithographed one side, 3 colors - red, yellow and black - on 16# white sulphite paper, blocked at top in 40's with strawboard back, bundled in 10's and tied with string, packed in corrugated board containers and shipped in accordance with future shipping instructions, @ \$.09 each.</p>	

Invoice for 100,000 Frisco memo pads, October 22, 1974

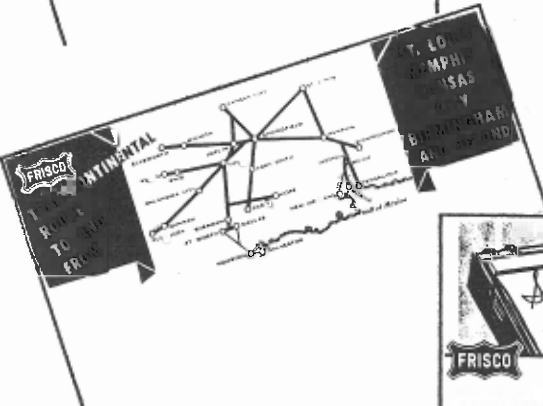
Power Plus!
FRISCO
for your freight

SHIP TRAVEL **ON THE FRISCO**

STREAMLINED **NOW IN SERVICE**
METEOR ST. LOUIS - OKLAHOMA
FRISCO
DIESEL TURBO
TEXAS SPECIAL ST. LOUIS - TEXAS

SHIP IT on the **FRISCO**

FRISCO for **FOLKS and FREIGHT**
FEE
ONE CENT



Ship and Travel *Frisco*
FRISCO

SHIP IT on the **FRISCO**

SHIP IT ON THE **FRISCO**

FRISCO
S. NA. TENN. MISSISSIPPI ALABAMA AND LA.

5,000 MILES SERVING THE SOUTHEAST-SOUTHWEST
FRISCO

SHIP IT on the **FRISCO**

SHIP IT on the **FRISCO**

TO
MISSOURI ARIZONA OKLAHOMA GA. TENNESSEE MISS. AL. S.C.

OTHER TRAINS ADDRESSED	

ORDER No. 4
Joplin Aug 10 1923
 TO C. & E. All East
 AT Neodesha

FORM **31**
 X. AT _____ M. _____ OPR. _____

THIS MARGIN MUST NOT BE WRITTEN UPON

As remark of respect and commemoration of death of President Harding all service and all manner of work shall be suspended at 2:00 P.m. Friday August 10th for five minutes including the stopping of trains and suspension of work by yard passenger and freight trains

THIS MARGIN MUST NOT BE WRITTEN UPON

REPEATED AT 10⁰⁰ a M. Neodesha OPR. GB

CREATED BY	TIME	SIGNED BY	TRAIN	MADE	TIME	OPERATOR
		<i>W. A. Ford</i>	<i>1298</i>	<i>Con</i>	<i>3:37^a</i>	<i>Woolley</i>
	M				M	
	M				M	
	M				M	
	M				M	
	M				M	

Train Order issued August 10, 1923
 Directing that all Frisco operations be suspended for five minutes to honor the death of President Warren Harding