

FRISCO

All Aboard

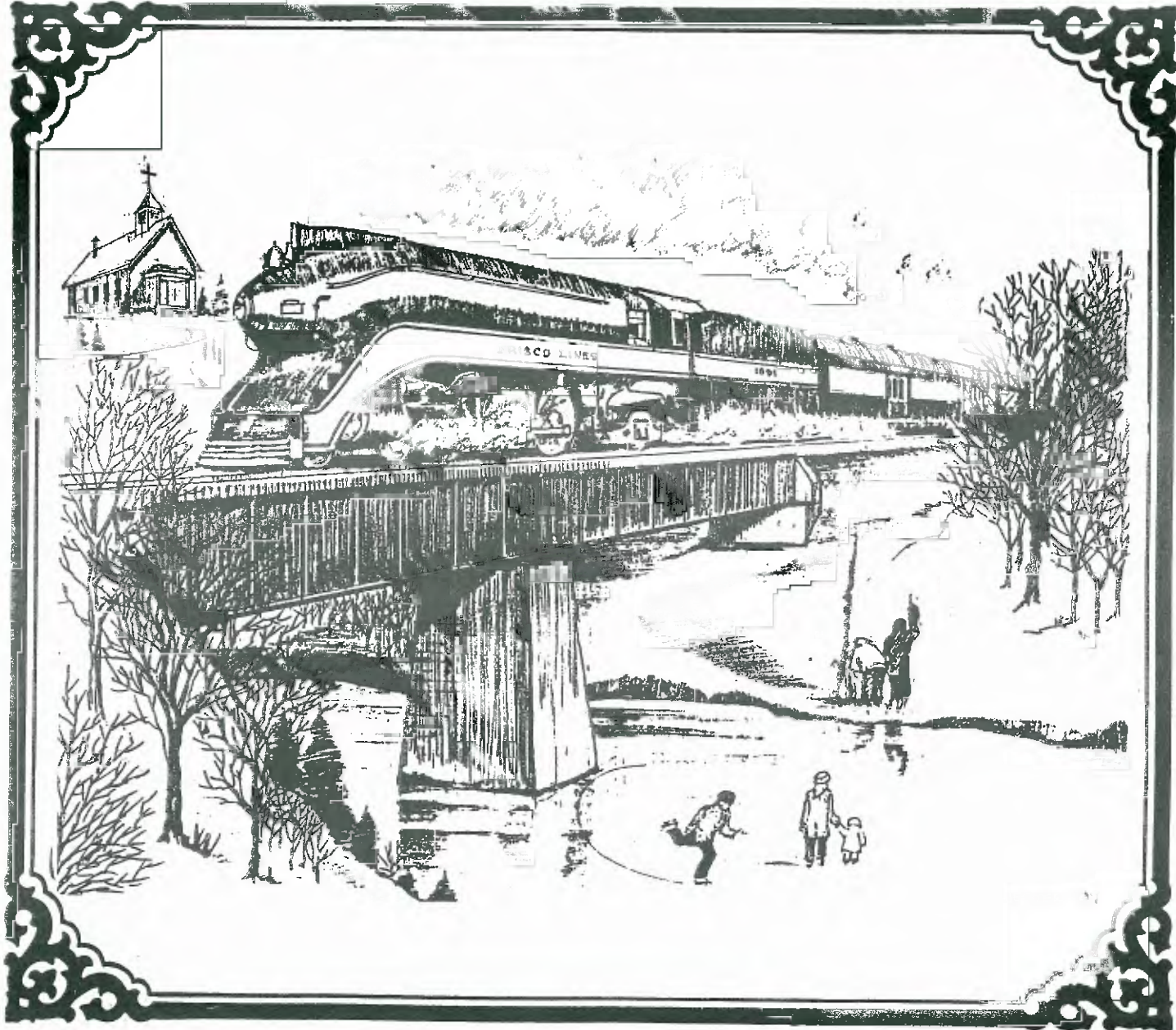
FRISCO

VOLUME 4

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NUMBER 9

FEBRUARY ON THE FRISCO



A MONTHLY PUBLICATION OF



RAILROAD MUSEUM INC.

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THE



RAILROAD MUSEUM INC.

P.O. Box 276
 Ash Grove, MO 65604

1-417-672-3110

ABOUT THE COVER

Its 10:05 a.m. and the "Firefly," No. 117 southbound, is right on time as it cuts through the crisp February chill of winter, 1940. This month's cover is the second in a series of Frisco classics from the pen of Frisco Folk Jan Edward Jester. Copies of the print (8 1/2" x 11") are available from the museum for \$2.00 each, postage paid. ☐

FRISCO FOLKS

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

Phil Henson.....Fireman
 Indiana
 Lawrence Pakula.....Brakeman
 Maryland
 Jim Marsh.....Switchman
 Missouri
 Douglas Hughes.....Switchman
 Maryland
 P. Allen Copeland....Switchman
 California
 Bruce Danielson.....Switchman
 Minnesota

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

D.V. Rowton.....Conductor
 Missouri
 Earl Morris.....Conductor
 Missouri
 James A. Milling.....Conductor
 Texas
 Samuel E. Pick.....Conductor
 Nevada
 Howard Biby.....Brakeman
 Oklahoma
 Danny Nigh.....Switchman
 Missouri
 W.B. Fletcher.....Switchman
 California
 Mark Evans.....Switchman
 Kansas
 Robert Dick.....Switchman
 Missouri
 J.C. McDaniel.....Switchman
 Texas
 Paul Lyons.....Switchman
 Texas
 Glenn Martin.....Switchman
 Missouri
 Howard Wm Rector.....Switchman
 Missouri

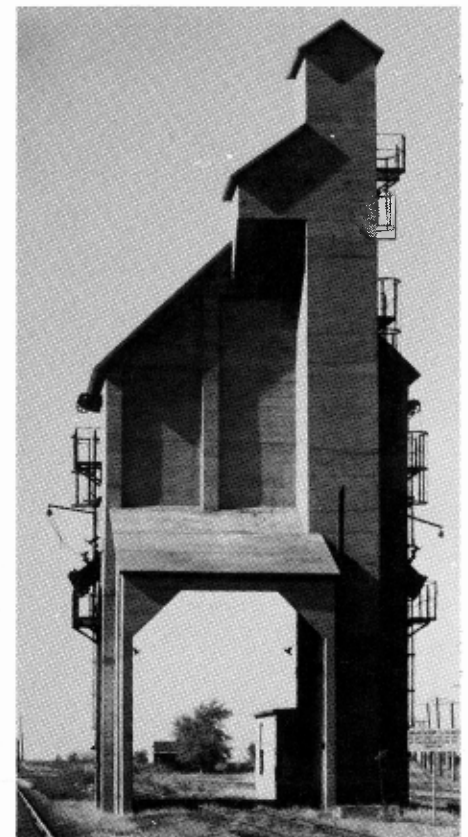
were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1965

In 1965, discussions were held with two other railroads concerning the feasibility of some form of consolidation or merger. One was with the Southern Railway System and one was with the Atchison, Topeka, and Santa Fe Railway Company.

50 YEARS - 1940

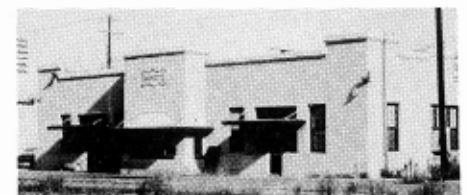
A one hundred ton concrete coaling station was built at Afton, OK, replacing the old wooden chute.



October, 1955 Fred Springer photo

75 YEARS - 1915

In 1915, six new passenger stations were built at Robertsville, MO, Anaconda, MO, Monett, MO, Swinton, MO, and Williford, AR.



July, 1971 Edward Stoll photo



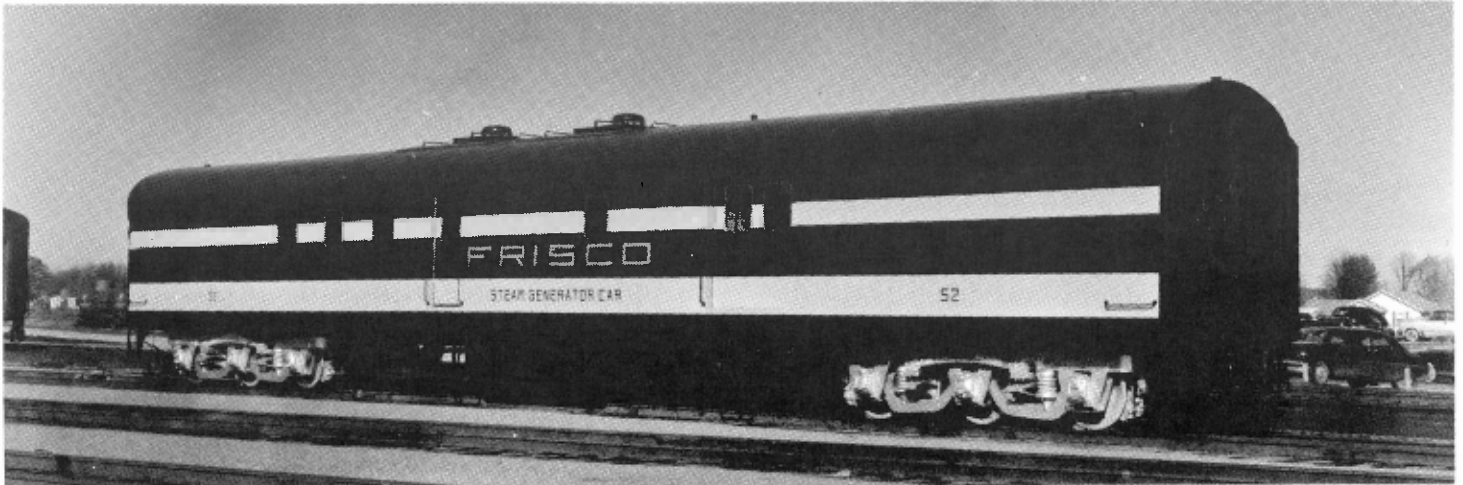
LOOKING BACKWARD is a monthly feature of the ALL ABOARD that takes a look back through our files at the people and events that

FRISCO

51

STEAM GENERATOR CARS

52



Frisco Steam Generator Car #52
Springfield, MO December 3, 1953 Frisco photo

In May, 1910, the American Car & Foundry Co. built the Frisco a series of six mail-baggage cars, lot #5519, number series 101-106. The all steel cars were 70' long and weighed 139,000 lbs. In 1945, the cars were rebuilt in the Springfield, MO shops to accomodate express shipments.

In the early 1950's, the need for stand-by steam generator power for passenger service and an emergency power plant for shop use resulted in car #104 being rebuilt at the Springfield shops as a Steam Generator Car. Rebuilt in November, 1953, the unit was re-numbered #52 and equipped with a Clarkson two-vapor steam generator, three-cycle General Motors Diesel Engine, and a Gardner Denver two-cylinder air compressor. The car was also

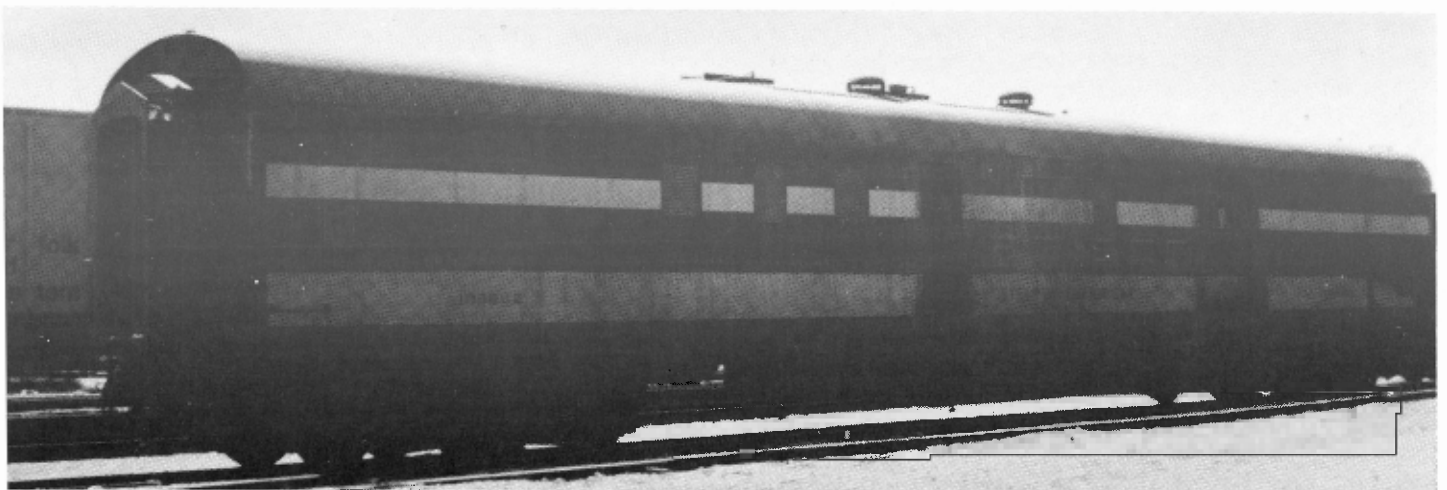
fitted with two water tanks, a total capacity of 5,100 gals., and it carried a 1,020 gal. fuel tank. It was designed to operate on diesel fuel or 220 volt AC power.

The car was painted in the black and yellow freight diesel livery and the trucks were painted silver. It is interesting to note that, according to our records, when placed in service #52 was carried on the locomotive roster. Because the apparent efficiency and constant use of #52, in October, 1956, car #103 was rebuilt as a second Steam Generator unit, equipped the same, painted the same, and re-numbered #51.

Both units remained primarily in passenger service until May, 1968, when they were

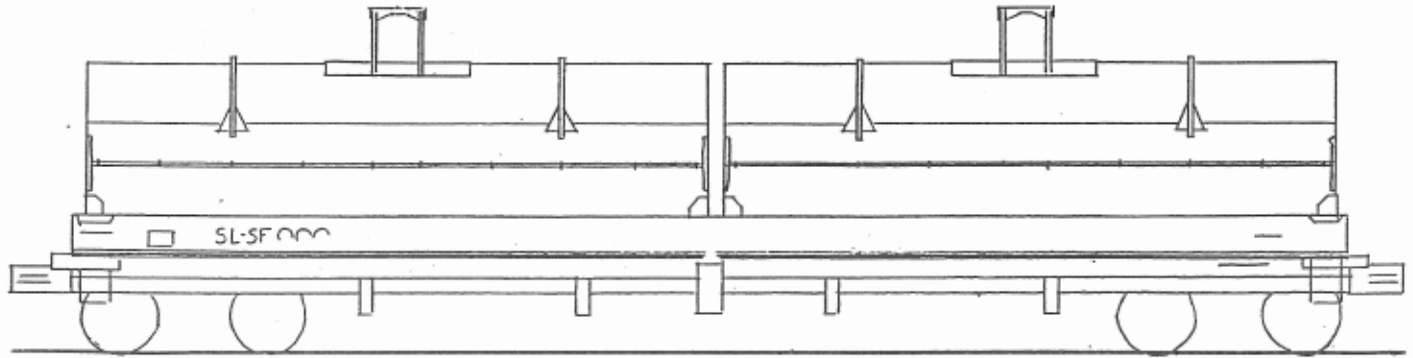
re-numbered (51 to 105661 and 52 to 105662) and assigned to company service. In 1974, #105661 was sold for scrap. An October, 1979, photo shows #105662 awaiting the scrapper's torch at Springfield, MO, still in its original black and yellow livery. ☐

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Wayne Porter for providing technical information for this article.



Frisco Steam Generator Car #105662 Springfield, MO October, 1979 Edward Stoll photo

INITIALS SL-SF NUMBERS 69050-69079
 CLASS GONDOLA - COIL STEEL LOADING



FRISCO COIL STEEL CARS

In August, 1967, the Frisco took delivery of the first fifty-three units in a series of 200 52'6" gondola cars, Nos. 65100-65299, built by General Steel Industries in St. Louis, MO. The cars weighed 66,700 lbs., had a 100 ton capacity, and cost \$13,200.00 each. They were equipped with belt rails, steel floor, sides, and ends.

In December, 1967, ten of the series, Nos. 65100-65109, were re-numbered to Nos. 69010-69019 and rebuilt equipped with full length Shunk Rollover roof cradles and telescope roofs for shipment of coil steel up to 84" in diameter.

In 1975, the telescope roofs were replaced with fiberglass covers and in 1976, thirty additional units were added to the fleet of coil steel cars, Nos. 69050-69079. The new cars were equipped with fabricated steel covers and specific loading instructions, as follows:

"Load with first coil in each trough at outboard ends with progressive loading toward center of car and odd coils load near center partition when necessary to prevent overloading trucks."

The cars were painted "Frisco Red" Dutch Boy Won-Spray DTM Finish Paint #22545. Trucks and Brake Plates were Black. The exposed section of the sliding center sill (both ends) fixed and sill cover plates full length of trough were coated with anti-skid paint, Mortell #3009. The cars



#69073 Memphis, TN September, 1979 Edward Stoll photo

were stenciled "SL-SF" and numbers in white 7" lettering on the sides of the car and 4" letters and numbers on both ends of the hoods. According to a September, 1979, photo of car #69073, taken at Memphis, TN, the hoods also had "FRISCO" stenciled on at least one side.

At the time of the Frisco/BN merger, the cars were re-numbered as follows:

69010-69019 re-numbered to 576220-576228
 69050-69079 re-numbered to 576230-576259.

As of BN records dated July, 1986, the cars were still in service. Their current disposition is unknown. ☹



Wathers has recently come out with a 50' cushion coil steel car in HO scale that, according to our photographic information, is almost identical to the 69000 series Frisco cars. The undecorated version is #932-3850 and sells for \$9.98. Wathers also offers individual hoods, #933-1500 undecorated package of two for \$4.98. Wathers is also offering a package of twelve coils for their cars, #933-1499, for \$4.98. A close match to the "Frisco Red" color is Floquil Oxide Red #270-110186.

GOOD LUCK! ☹

THE MAIL CAR



The MAIL CAR is a regular feature of the ALL ABOARD in which we attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All requests are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: Did the Frisco ever use any cabooses in M.O.W. service and if they did, were they ever painted in the silver and gray standard M.O.W. colors?

ANSWER: Yes! When the Frisco started replacing its fleet of aging wooden 1100 series cabooses with the ex-Santa Fe CE-2 units, purchased between 1968 and 1971, some of the older models were assigned to a variety of duties, including company service. Those delegated to company service were usually designated such with a "10" being added to the beginning of their number. While a complete roster of cabooses in M.O.W. service is not currently available, we do have on file photographic



#1180 Ft. Smith, AR October, 1970 Edward Stoll photo

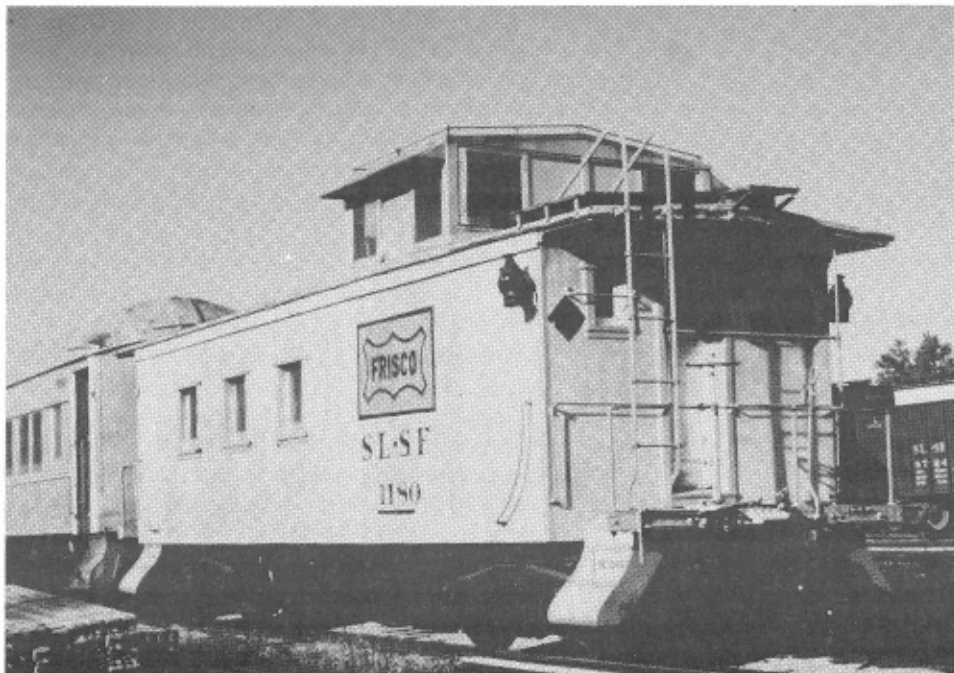
evidence of two such units that were painted in the standard company service silver and black livery.

An October, 1970, photo shows unit #1180 in work train service at Ft. Smith, AR. It was painted silver with black lettering and numbers. The grab irons, roof ladders, and step ends were yellow. The "FRISCO" logo was blacklined on a rectangle yellow background.

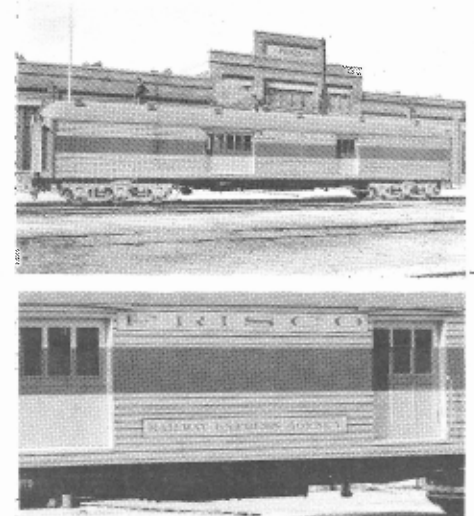
A November, 1971, photo shows #1166, re-numbered to M.O.W. 101166, in work train service at Tulsa, OK. The unit appears to be freshly painted in a similar livery to #1180, with one exception. The Frisco logo, while still blacklined on a yellow background, does not have the rectangle box around it.

RESEARCH SERVICE UP-DATE

Photographic evidence has been located that indicates the possibility that the repainted heavyweight Baggage-Express Cars (HELP! ALL ABOARD, December, 1989) that appear in some photos to have a name designation, in reality did not. A February 25, 1949, company photo shows unit #436, fresh from the Springfield, MO, Paint Shop, in the shadow-line camoufluge paint livery, with "RAILWAY EXPRESS AGENCY" on the name board rather than a specific name. □

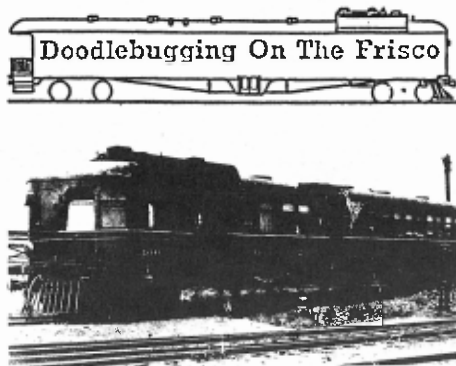


#101166 Tulsa, OK November, 1971 Edward Stoll photo



#436 Springfield, MO
February 25, 1949 Frisco photo


The Finest Trains
Carry your shipments when you specify Railway Express, for the facilities of America's railroads are part of this complete, nationwide express service.
RAILWAY EXPRESS
AGENCY INC.
NATION-WIDE SERVICE



No. 2100
Our New Motor Car
First of Six

Cover photo of July, 1911, "THE FRISCO MAN" Magazine announcing the arrival of #2100, the first of Frisco's Motor Car fleet.

In August, 1912, Frisco Motor Car #2116, serial #3734, was delivered, along with sister car #2115, to the Frisco controlled Gulf Coast Line's St. Louis, Brownsville, and Mexico Railway and placed in operation on the run between Victoria, Bloomington, and Port O'Conner, LA. It was also assigned to train Nos. 301-303-305-307-309 southbound and 302-304-306-308-310 northbound.

The car was a 70'8" Baggage-Coach combination with a center vestibule entrance. 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. Total seating capacity was fifty-two passengers.

During the 1913-16 reorganization of the Frisco System, ownership of #2116 was transferred to the New Orleans, Texas, and Mexico Railway. Following the completion of reorganization procedures, the car was sold to the Birmingham Rail and Locomotive Company, a railroad equipment brokerage firm, who in turn sold it to the Macon and Birmingham Railroad. The car's final disposition is currently unknown. □

MEMPHIS to		IF HALF TICKET
Station Stamped on Back		
Via St. Louis & San Francisco R. R.		
Mineral Wells, Tex., and Return		PUNCH HERE
Railroad from Dallas to Texarkana Indicated by Punch Mark Below		
o St. Louis Southw'n of Tx Texas & Pacific o		
Railroad from Texarkana to Memphis Indl. by Punch Mark Below		
o St. Louis, Iron Mt. & So. St. Louis Southwestern o		
On Conditions named in Contract.		FIRST CLASS
Form T 506 M		ROUND TRIP

Transfer at Memphis, Tenn.		FIRST CLASS
From Memphis Union Station To Grand Central Station		
Mineral Wells, Tex., and Return		ROUND TRIP
Railroad from Dallas to Texarkana Indicated by Punch Mark Above		
o St. Louis Southw'n of Tx Texas & Pacific o		
Railroad from Dallas to Texarkana Indicated by Punch Mark Above		
On Conditions named in Contract		IF HALF TICKET
Form T 506 M		PUNCH HERE

TEXARKANA to MEMPHIS		IF HALF TICKET
Via ROAD PUNCHED IN BLOCK		
Mineral Wells, Tex., and Return		PUNCH HERE
Railroad from Dallas to Texarkana Indicated by Punch Mark Below		
o St. Louis Southw'n of Tx Texas & Pacific o		
o St. L., Iron Mt. & So. St. Louis Southwestern o		
On Conditions named in Contract		FIRST CLASS
Form T 506 M		ROUND TRIP

DALLAS to TEXARKANA		FIRST CLASS
Via ROAD PUNCHED IN BLOCK 1		
Mineral Wells, Tex., and Return		ROUND TRIP
Railroad from Texarkana to Memphis Indicated by Punch Mark Above		
o St. Louis, Iron Mt. & So. St. Louis Southwestern o		
o St. Louis Southw'n of Tx TEXAS & PACIFIC o		
On Conditions named in Contract		IF HALF TICKET
Form T 506 M		PUNCH HERE

Portion of Frisco Lines ticket, July 14, 1916, from Memphis, TN to Mineral Wells, TX. Actual ticket measures 46" long.

THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 11 of that broadcast.

"In 1925 the mileage was increased by acquisition of the Jonesboro, Lake City & Eastern Railroad, from Barfield and Wilson to Jonesboro, and in 1927 by the acquisition of the St. Louis, Kennett & Southeastern Railroad, from Kennett to Piggott, MO, and the Butler County Railroad extending from Poplar Bluff, MO to Tipperary, AR.

"A glance at the map will show how completely the Frisco serves, with its net work of tracks, the territory in southeast Missouri and northeast Arkansas.

"In 1929 the Frisco acquired the Gulf, Texas & Western, extending from Salesville, TX, to Seymour, TX, with trackage rights over the Weatherford, Mineral Wells and Northwestern, from Salesville to Mineral Wells, TX.

"An extension of the new line from Seymour to Vernon, TX, is projected, which, with the proposed acquisition of trackage rights over the line of the Chicago, Rock Island & Gulf Railway Co, will form a direct connection from Vernon to Ft. Worth, TX.

"We think that that, ladies and gentlemen, is indeed a romance of one of America's foremost institutions, and while other railroads have had similar trials and tribulations in their construction days, we doubt if any one of them have a more glamorous background than Frisco Lines.

"It is a well known fact that where the railroads led, civilization followed, and that also holds true for Frisco Lines. Several of the great eastern trunk lines had been completed when the Frisco's construction program began back in the days of 1849, but the Frisco was building into new territory, and that territory had grown apace." □

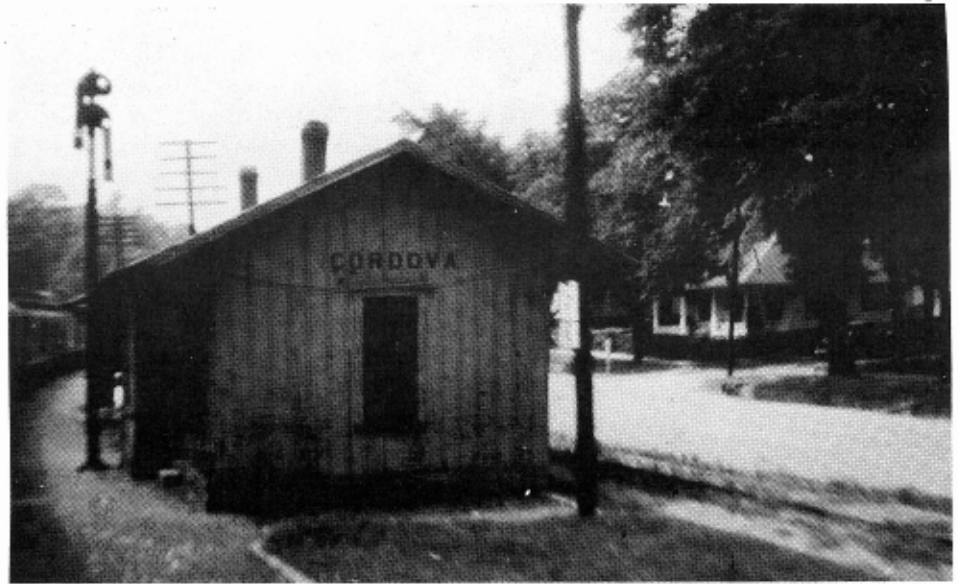
to be continued.....

DOWN AT THE DEPOT

Cordova, AL

"Looks are deceiving," could be an appropriate caption for the above photo of the depot at Cordova, AL. What appears to be a typical small town depot set in a quiet southern residential neighborhood was in fact a large combination station in the heart of north central Alabama coal country that served six coal mining companies and was a major connection point with the Southern Railway.

Built in the 1890's by the forces of the Kansas City, Memphis, and Birmingham Railroad, Station C701 on the Birmingham Sub-Division of the Southern Division was a 105'6" frame combination station built on a concrete foundation. Of its total square footage, approximately 60% or 1054 sq. ft. of the building was devoted to freight and baggage facilities. The remaining area was divided into a 11'6" x 12' negro waiting room, central ticket office, and a

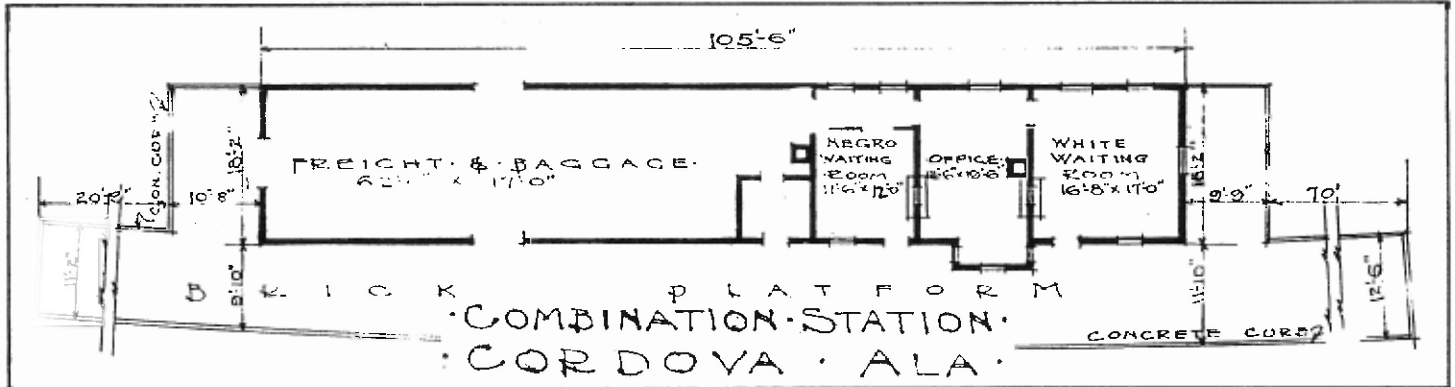


H.D. Conner collection

16'8" x 17' white waiting room. The depot had 2"x 6" walls, a 1/4 shingled gable roof, and heat was provided by wood/coal stoves in each room. The interior walls were covered with 3/4"x 3 1/4" M&B, ceiling height was 10'11" throughout, and the exterior walls were sided with boards and battens. The exterior was painted Frisco standard gray and

white. The station was served by trains on both sides with a brick platform on the southeast or main-line side.

During its tenure of operation, the Cordova station was served by as many as five daily trains. On December 10, 1967, the "Southland" No. 101 made its last departure thus ending passenger service to the community. □



OKLAHOMA — ARKANSAS

BANKERS SPECIAL

ENROUTE

85th Annual Convention

AMERICAN BANKERS ASSOCIATION

MIAMI, FLORIDA

October 25 to 28, 1959

Frisco Dining Car Service Menu
October, 1959

"MORNING AFTER" BREAKFAST SPECIAL

\$4.75

CHOICE

BROMO SELTZER, ASPIRIN, (1 OR 2) ANACIN, BUFFERIN
SERVED WITH HOT, LUKE WARM OR COLD WATER

TOMATO JUICE WITH WORCHESTERSHIRE SAUCE

BLACK COFFEE

DRY TOAST

SPECIAL SERVICES AVAILABLE

IN SEVERE CASES ICE CAPS MAY BE ARRANGED FOR
BY NOTIFYING DINING CAR STEWARD
24 HOURS IN ADVANCE

.... AND FRIEND, WE JUSH WANNA LET YA KNOW YOU
ABSOLUTELY HAVE OUR SHINSHERE SYMP'THY



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

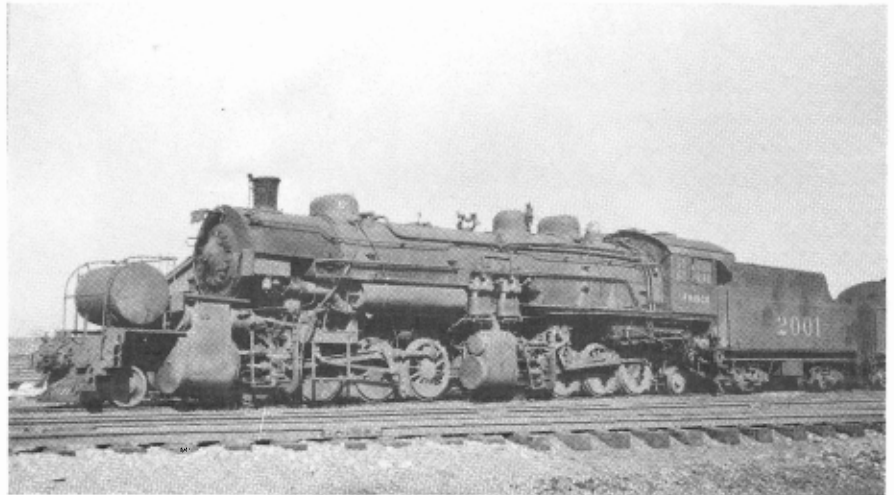
Of all the locomotive types of the Whyte system, the one class that could easily claim the distinction of being the most unique and unusual first appeared in the United States on the Baltimore & Ohio Railroad in 1904. Designed by James Muhlfeld of the B&O and Carl Mellin of the American Locomotive Co., their 0-6-6-0 "Mallet" locomotive was an American version of a French engine first designed in 1875 by Anatole Mallet (originally pronounced Ma-Lay). The articulated design of the engine was based on a simple engineering concept: Produce the tractive force of two locomotives under one boiler.

Mallet power arrived on Frisco property in 1910 when seven 2-8-8-2, series 2001-2007, locomotives were delivered from the American Locomotive Works. While originally intended for freight service on the steep grades between Springfield and Thayer, MO, the series soon proved to be deficient in a number of areas. In particular, a small firebox, in relation to the boiler size, and a tender capacity that required frequent fuel and water stops forced the engines into early retirement from mainline service. Although a number of changes and modifications were made such as the addition of a large 42" diameter air reservoir, movement of the power reverse to a more desirable location, and the

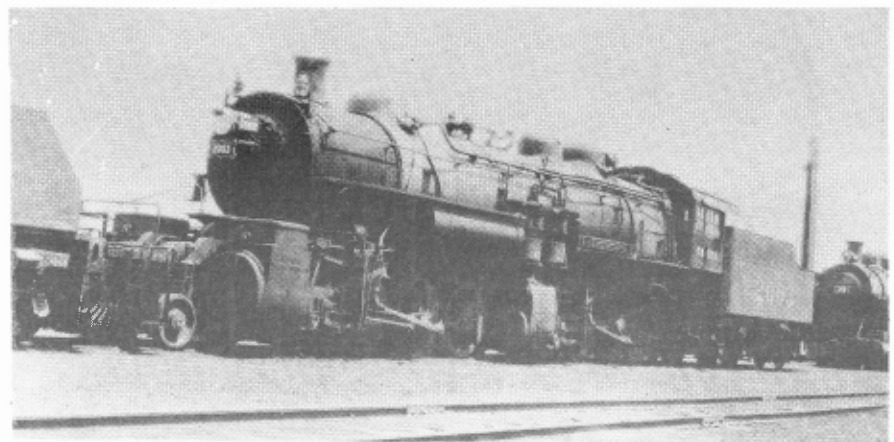
conversion of the slide valve cylinders to piston valve operation, the Frisco Mallets never really measured up to the motive power department's expectations. Consequently, in the mid-1920's, they were delegated to mining operations in the Alabama coal fields between

Sipsey and Birmingham.

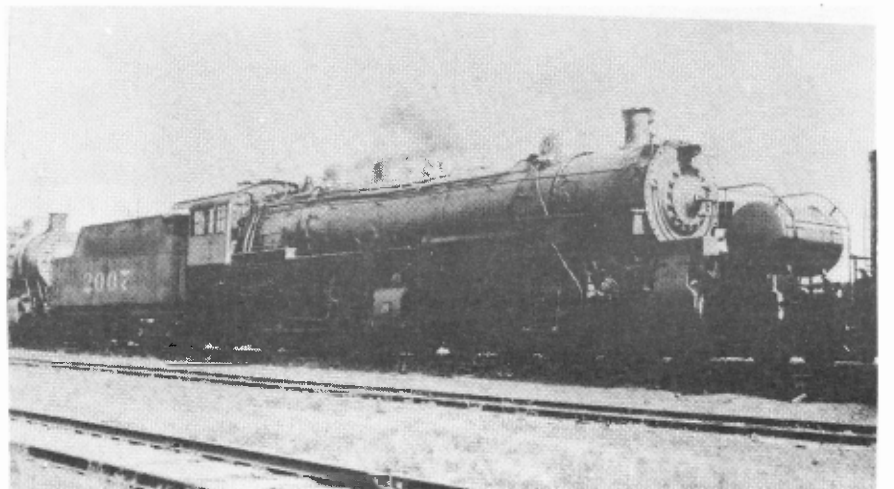
In December, 1929, #2005 was scrapped at Springfield, MO and between July, 1935 and April, 1939, the remainder of the fleet met a similar fate at the Birmingham shops. Nos. 2001 and 2004 were the last Frisco Mallets in service. ☐



#2001 Birmingham, AL December 30, 1937 Johnson collection



#2003 Birmingham, AL August 4, 1931 Johnson collection



#2007 Birmingham, AL November 2, 1935 Johnson collection