

FRISCO

# All Aboard

FRISCO

VOLUME 4

March, 1990

NUMBER 10

## FRISCO FLOODS



## OF FIFTY-ONE



A MONTHLY PUBLICATION OF

THE



RAILROAD MUSEUM INC.

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The ALL ABOARD is published monthly for members of the FRISCO FOLKS, a support organization of The Frisco Railroad Museum Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO 65604. All material in the ALL ABOARD is 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.

THE



RAILROAD MUSEUM INC.

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ABOUT THE COVER

This months cover photo provides photographic evidence of the devastation caused by the July 13, 1951, flood of the Frisco's 19th Street Yards at Kansas City, MO. See story and more pictures beginning on page 2.



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

John Bradbury, Jr....Switchman Missouri
Ron Pottenger.....Switchman Missouri
James Freeman.....Switchman California
Bruce Danielson.....Switchman Minnesota

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

Vince Griesemer.....Fireman Colorado
B.E. Buterbaugh.....Brakeman Missouri
Steve Counts.....Brakeman Missouri
Ed Paschal.....Switchman Missouri
Dennis D. Kuhn.....Switchman California
Michael McDermott....Switchman Missouri

MUSEUM DISPATCH
CALLING ALL "O" GAUGE FRISCO MODELERS!

Frisco Folk Mike Stahlman is interested in making contact with any "O" gauge Frisco modelers. Mike's address is:

Michael Stahlman
3325 NE 46th
Portland, OR 97213

ALL ABOARD FOR THE ALL ABOARD!

A number of interesting and informative articles and series are now being scheduled for future issues of the ALL ABOARD, including:

Modeling Frisco's Firefly Locomotives.

"All Aboard for the River Division," a year long profile of the history, facilities, and operations of the River Division.

N-SCALE Modeling Information.

"Frisco Passenger Service," a comprehensive history of Frisco Passenger Service equipment.

Plus, much, much more!



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 - 1965

Due to declining passenger train traffic, eight of the last remaining ten Frisco heavyweight sleepers on the roster were dismantled, as follows:

- Clover Farm.....1-20-65
Clover Springs.....1-20-65
Drury College.....1-20-65
Robert F. Hoke.....1-20-65
Lake Albert.....4-19-65
McVille.....4-19-65
P.G.T. Beauregard.....4-19-65
Villa Peerless.....4-19-65

50 YEARS - 1940

The Frisco purchased the fourteen mile line from Frisco Junction to Ardmore, OK, including terminal facilities at Ardmore, from the Chicago, Rock Island, and Pacific Railway Co.

75 YEARS - 1915

In 1915, box car #121008 was rebuilt as derrick car #99019 and two passenger cars were converted to supply cars Nos. 1 and 3.





# FRISCO FLOODS OF FIFTY-ONE

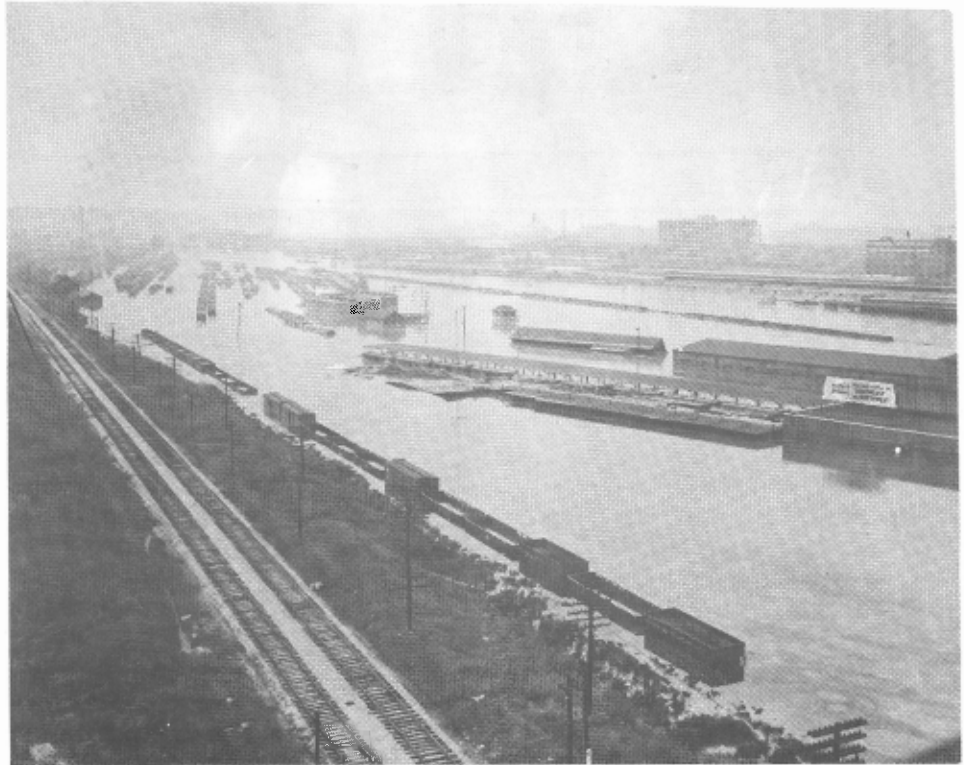
A famous salt company has as its advertising slogan, "When It Rains, It Pours." When one reviews the rainfall statistics for the midwest part of the country during June and July, 1951, that slogan takes on a new perspective. When it rained, it poured, and poured, and poured... creating devastating floods throughout the midwest with a severity that had not been experienced in the previous 100 years. Individuals, families, businesses, and industry all fell victim to the damage and destruction caused by the floods, including the Frisco.

The first to experience the "FRISCO FLOODS OF FIFTY-ONE" were the yards at Newburg, MO. On June 29, a flash flood on the Little Piney River covered the yards with about four ft. of water. Fortunately, the waters receded almost as quickly as they rose and only a slight delay in traffic and services was incurred.

On July 10, passenger and freight service was disrupted between Cape Girardeau and Ste. Genevieve when the thirty-five miles of track between those two points were covered with water. Passengers, mail, baggage, and express were handled by bus and truck between there and Memphis. No serious damage was done to the tracks between Cape Girardeau and Ste. Genevieve, but it wasn't until August 1 that regular freight service through Cape was resumed, and August 2 before the first through passenger train between St. Louis and Memphis was operated.



Cape Girardeau, MO July 10, 1951  
Frisco Depot in foreground  
Frisco photo



19th Street Yards, Kansas City, MO, July 13, 1951 Frisco photo

While the Newburg and River Division floods caused a considerable amount of delays and disruptions, they were only the calm before the "real" storm. On Friday, July 13, the Kaw or Kansas River overflowed its banks inundating Frisco property from Kansas City south to La Cygne, KS. Hardest hit was the Frisco's 19th Street yards at Kansas City. Within about forty minutes, the entire yards, freight house, coach shop, machine shop, and other facilities were submerged in twelve to nineteen feet of water. In addition,

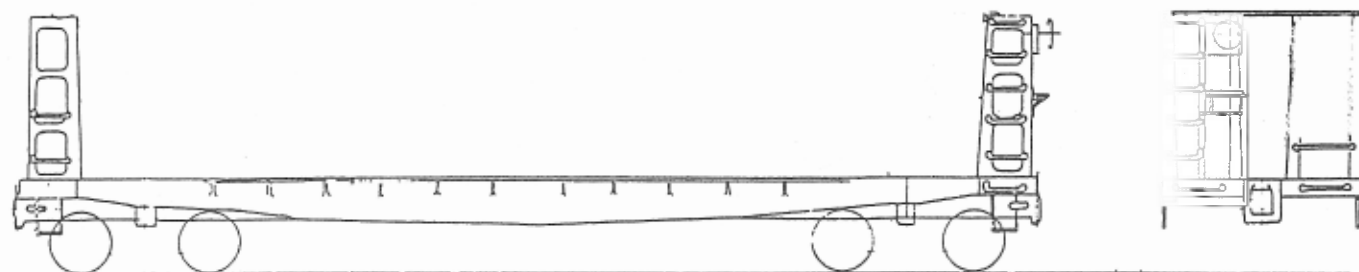
portions of the main line track between Columbus and Oswego, KS were also washed out. It was well over a week before the waters subsided enough to begin the massive mopping up operation. While it took over a year to fully clean up, repair, and re-build what the floods had damaged and destroyed, limited passenger and freight service into and out of Kansas City was resumed at 9:00 p.m., July 20.

More pictures and story on page 5.



La Cygne, KS July 13, 1951 Frisco photo

INITIALS SL-SF  
CLASS WOODRACK



## FRISCO WOODRACK CARS

When one begins to research the history of Frisco Woodrack Cars, it soon becomes apparent that they were an extremely versatile piece of equipment considering the number of times many of them were re-built, re-classified, and re-numbered. The only common denominator among the fleet was that they were all used to ship cord wood, sometimes referred to as pulp wood. Records also indicate that they were a profitable piece of equipment. For instance, in 1958, 623,560 tons of pulpwood were carried on Frisco woodracks, yielding gross freight revenues in excess of \$874,000.00.

This is the first of a two-part series that will profile Frisco Wood Rack Cars, using an October 20, 1980 Official Railway Equipment Register roster as our point of reference and working either direction from that date.

In October, 1980, there were 376 woodrack cars on the Frisco roster classified in nine series, as follows:

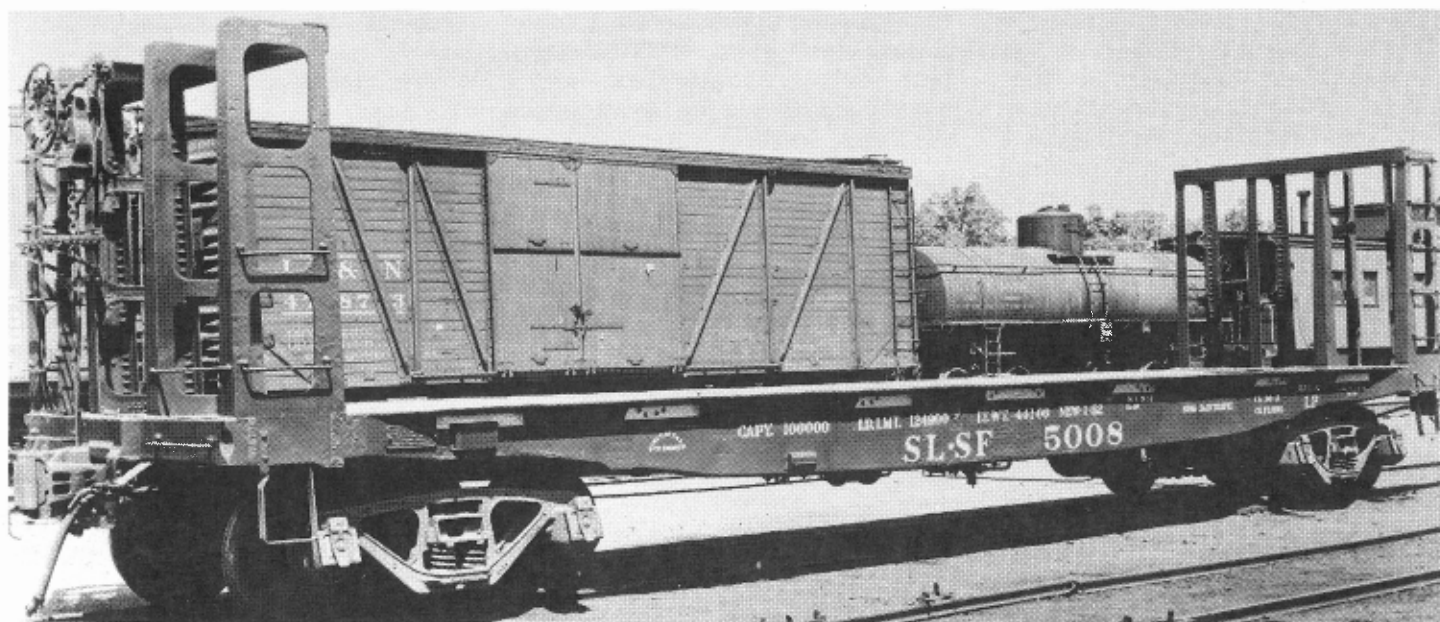
4300-4499, 4500-4749, 4900-4924, 4950-4999, 5000-5199, 5250-5299, 5300-5549, 35000-35199, 555000-555699, 555700-555749, and 555750-555799.

4300-4499: The 1980 roster lists seventy-two of these units in service. According to our records, in 1978 and 1979, they were re-built with a 7' bulkhead and re-numbered from the 5000-5199 series cars built in 1952 and 1953.

4500-4749: The 1980 roster lists eighteen of these units in service. According to our records, in 1978 and 1979, they were re-numbered from the 5300-5449 series cars built in 1956.

4900-4924: The 1980 roster lists five of these units in service. According to our records, between June and November, 1970, the twenty-five cars in the series were re-built and re-numbered from the 95800-95999 series flat cars built by American Car & Foundry in 1951 and 1954. The cars were 34' long, 10' wide, and were equipped with 8'10" bulkheads. (inside dimensions) In 1977, three of the series were removed from revenue service, in 1978 eight were dismissed, and in 1979, the number was further decreased to eight.

4950-4999: The 1980 roster lists two of these units in service. According to our records, in 1979 they were re-built and re-numbered from the 5250-5299 series cars built in 1953 and 1954. Both series of 4900 cars were painted yellow with black lettering.

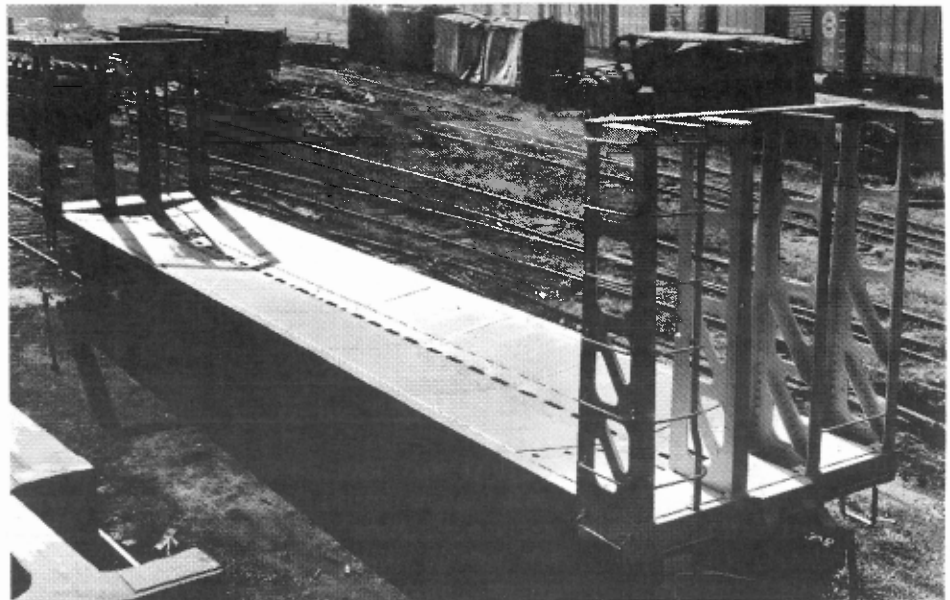


5000-5199: The 1980 roster lists twenty-nine of these units in service. They were built by the Frisco shops at Yale, TN, in two lots. Nos. 5000-5099 were built in 1952 and Nos. 5100-5199 were completed in 1953. The cars were 38'3" long, 8'8" wide, equipped with 7' bulkheads, (inside deminsions) and were constructed using cast steel underframes manufactured by General Steel Casting Corporation. Originally built as 100,000 lbs., 22 cord, capacity units, the bulkheads were extended in 1969 to 9' thus increasing the load limit to 110,000 lbs. and 27.3 cords. Series 5000-5099 were originally equipped with cast iron wheels and Nos. 5100-5199 had one-wear steel wheels. The cars cost \$7,430.00 each and, according to our records, were the onl Wood Rack Cars to be painted Box Car Red with white lettering.

5250-5299: The 1980 roster lists forty-eight of these units in service. The series (5200-5299) were also built by the Frisco at the Yale Car Shops in 1953 and 1954. The 100,000 lbs. capacity units were 48'6" long, 10'4" wide, had 8'6" bulkheads, (inside deminsions) and were also built from General Steel cast underframes. In 1962, the series was re-built in the Springfield Car Shops with wood decking and re-classified as Bulkhead Flat Cars. In 1968, Nos. 5250-5299 had the wood decking removed and were re-classified back to Wood Rack Cars. The 5299 series were painted yellow with black lettering.

NOTE: The primary difference between a Bulkhead Flat Car and Woodrack Car, excluding variations in bulkhead design, had to do with the car deck. A Bulkhead Flat typically had a floor of wood or steel similar in design to a standard flat car. The Wood Rack cars usually had a steel floor with a ten per cent slope from both sides to the middle. The slope of the deck allowed the wood to be loaded and shipped without the use of strapping or tie downs.

5300-5549: The 1980 roster lists fifty-four of these units in



#5370 Showing slanted decking for cord wood loading

Frisco photo

service. The series was built by the Frisco at Yale in 1956. The cars were 45'3" long, 8'8" wide, and had bulkheads of 8'7" high. (inside deminsions) They had a capacity of 140,000 lbs. (30 cords of wood), were also constructed from General Steel castings, and rode on Barber Stabilizer trucks with one-wear steel wheels. The cars cost \$10,661.00 each to build. The 5300 series was also painted yellow with black lettering.

35000-35199: The 1980 roster lists seventy-three of these units in service. According to our records, in 1980, they were re-built and re-numbered from the 5000-5199 series cars. While the 5000 series cars were originally box car red, the 35000 series re-builds were re-painted in the more visable yellow with black lettering.

To be continued.....

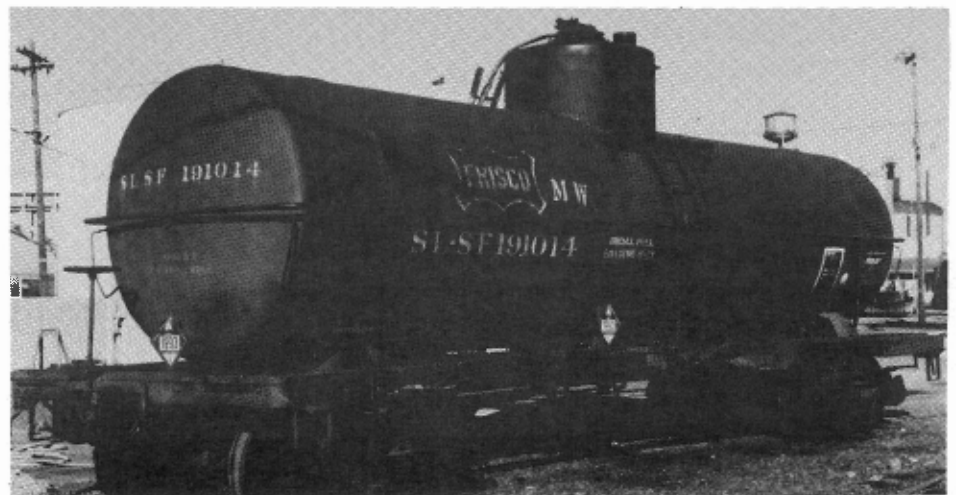
### RESEARCH SERVICE UP-DATE

Frisco Folks Richard Napper and Mike Stahlman have provided photos of Frisco Company Service Tank Cars (ALL ABOARD, January, 1990, pp. 3-4) still in service and still in Frisco livery as of December, 1988 and January, 1990.

Richard shot #191106 at Kansas City's 19th Street Yards on December 28, 1988 and Mike found #191014 at the BN Yards at Portland, OR on January 18, 1990. Both cars are still in original black, although somewhat rusty, with white logo and numbers. An "MW" has been stenciled next to the logo and the original Frisco yellow dome has been re-painted black on both units. ☐



#191014 Portland, OR  
1-18-90 Mike Stahlman photo





Miami, OK July 14, 1951 Frisco photo

The final chapter in the saga of "FRISCO FLOODS OF FIFTY-ONE," occurred one day after the Kansas City flood. On July 14, the Grand River overran its banks and washed out a three-quarter mile section of main line track on the line between Afton, OK and Ft. Scott, KS, at Miami, OK. On July 20, around midnight, slow order service was restored on the line and Frisco trains were once again in operation.

An editorial, printed in the August 9, 1951 edition of the Kansas City Star, noted: "By magnificent effort the trains are all running again. When this flood passes into history we are guessing that the come-back of the railroads will be handed down as one of its great stories.

When one looks at the pictures accompanying this article and realizes that within seven days trains were once again in operation, the "come-back of the railroads..." can well be considered one of the "great stories..." of this bit of Frisco history! ☐

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Art Lindeman for providing photos and historical information used in the compilation of this article.

## DOWN AT THE DEPOT Hoxie, AR

On December 3, 1880, the Springfield and Memphis Railroad Company was incorporated in Arkansas for the purpose of building a line from the Missouri-Arkansas State line, southeast, to the Mississippi River at Memphis, TN.

On September 10, 1881, the Kansas City, Springfield, and Memphis Railroad Co. was incorporated in Missouri for the purpose of building a line from Springfield, MO southeast, to the Missouri-Arkansas State line at Thayer, MO.

On March 26, 1883, the two companies were consolidated under the name of the latter as part of a plan to build a railroad from Springfield, MO to Memphis, TN. By March 24, 1883, the line from Springfield to Thayer was completed and on October 20, 1883, the entire 279 mile line from Springfield to Bridge Junction, AR. was placed in operation.

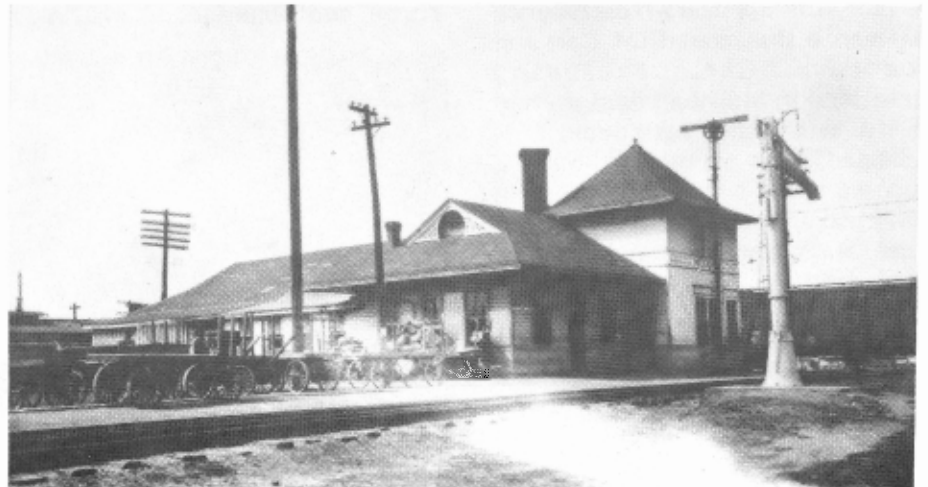
Fifty-six miles southeast of the Missouri-Arkansas State line, at the junction of the Kansas City, Springfield, and Memphis line and the St. Louis, Iron Mountain, and Southern Railroad, was located the town of Hoxie, AR.

In an attempt to compete with the Iron Mountain Line from Texarkana, AR, northeast to St. Louis, and the St. Louis Southwestern Railroad (Cotton Belt), which closely paralleled the Iron Mountain Line, crossing the Frisco at Jonesboro, AR, a series of companies built a line from Hoxie to a connection with the St. Louis, Cape Girardeau and Ft. Smith Railroad at Mingo Junction, MO., as follows:

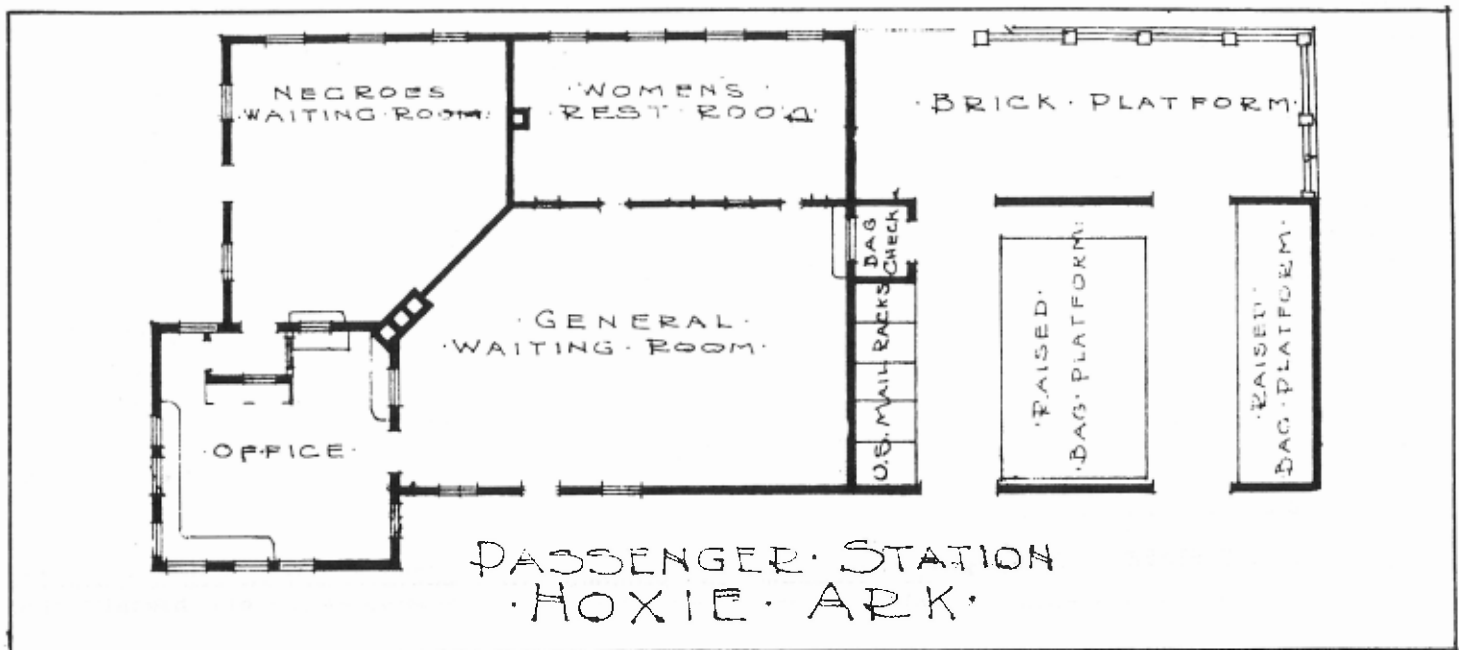
1897 The Hoxie, Pocahontas & Northern built fifteen miles from Hoxie, northeast, to Pocahontas, AR.

1901 The Arkansas Railroad Co. built five miles from Mingo Junction, southwest, to Hodges Ferry, MO.

1903 The Southern Missouri & Arkansas Railroad Co. built sixty-two miles completing the line from Pocahontas to Hodges Ferry.







It is interesting to note that while carried on the Southern Division, Station C398 on the Memphis Subdivision, the Hoxie station was also listed as a River/Cape Division point, Station TA260 on the Hoxie Subdivision.

According to our records, the first railroad built depot at Hoxie was a 75'x 44' frame station built in 1906. Because of its location at the crossing of two main lines, the building design was a departure from standard Frisco plans. The ticket office was located on the northwest corner, extending out 6' from the north and west sides of the main building, in order to provide a clear view of trains coming or going in any direction. The main portion of the building was divided into a negro waiting room on the northeast corner, large general waiting room on the west side, and a womens rest room (waiting room) on the east side. The south end housed a baggage and express room complete with two raised platforms, U.S. Mail racks, and a covered brick platform on the southeast corner. Photographic evidence suggest that a cafe was located to the south of the building.

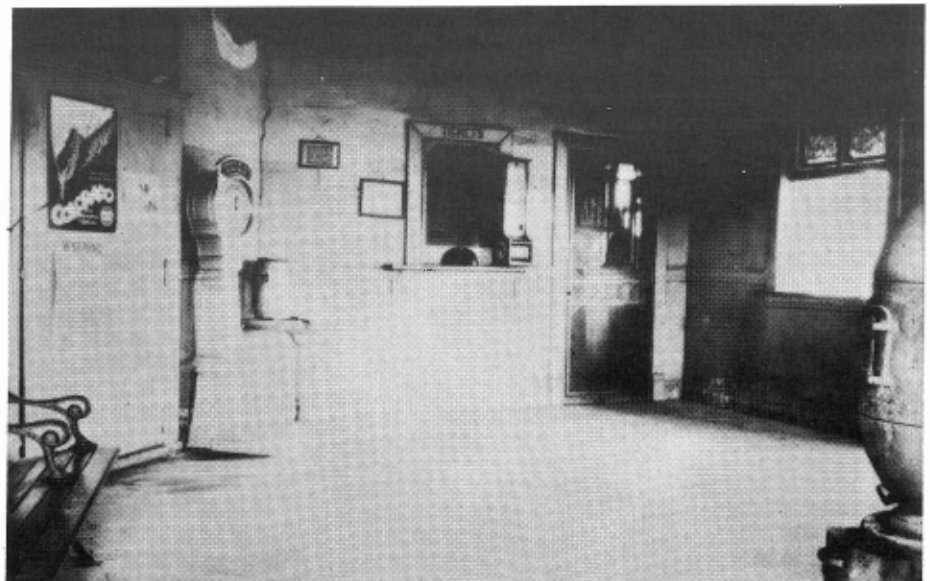
The depot was set on a concrete foundation, had 2"x 6" walls, and a hip/gable combination roof with 1/3 pitch and tin shingles. The floors were yellow pine, interior walls were plaster, ceiling height was 10'10", and the exterior was covered with drop siding.



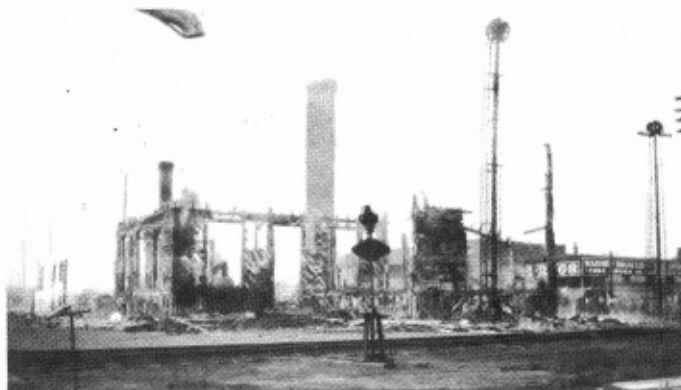
North and West sides of Hoxie, AR Depot Frisco photo

A brick platform, with concrete curb, surrounded the building on three sides. A distinctive feature of the Hoxie station was its "cross-roads" design sign. On the north side was listed 336.9 MILES TO BIRMINGHAM. HOXIE 398.0 MILES TO KANSAS CITY.

On the west side it displayed, 226.3 MLS TO ST. LOUIS. HOXIE 119.3 MLS TO LITTLE ROCK. The Hoxie depot was a joint service station, operated by the Frisco and the Iron Mountain Line which later became a part of the Missouri Pacific Lines.



Rare photo showing the northwest corner of the Negro Waiting Room, Hoxie, AR Frisco photo



Hoxie, AR Depot following 1919 fire Frisco photo



Hoxie, AR Depot 1967 H.D. Conner collection

In 1919, the depot was destroyed by fire. In its place was built a modern brick structure that served the traveling needs of the community until the 1970's. Today, all that remains is a junction point for the BN and UP and lots of memories!



### 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 thirteenth and final article in a series that has profiled the engine types of the Whyte system that were in service on the Frisco.

An intricate and necessary part of railroad operation was the ability to provide suitable motive power for use in yard duty. The engines had to be small, yet powerful, and be so configured that they could negotiate the tricky layout and numerous switches of a typical classification yard. The Frisco found such an engine in the 0-6-0 switchers that dominated yard operations for well over seventy-five years, beginning

In March, 1881, when Nos. 1 and 2 arrived on Frisco property. Before the era of the 0-6-0 switcher ended, 157 units served on the roster, produced by eight different manufactures.

In 1901, there were fifty-three 0-6-0 engines on the roster, some of which were built for the Frisco and some of which were acquired from other roads. To standardize the fleet, they were all re-numbered as 1600 class units. One year later, a massive re-numbering program of all equipment on the Frisco was initiated and the 0-6-0's were again re-numbered, this time to the 3600 series. By 1910, 125 units were listed on the roster, series 3600-3698 and 3700-3740. In 1919, the USRA assigned seven Schenectady built switchers to the Frisco, Nos. 3800-3806, and between 1922 and 1923 the last 0-6-0 units in service were added, Nos. 3540-3548, re-built by the Frisco Shops from 4-6-0 engines Nos. 539-548.

Because of their primary use as yard switchers, the 0-6-0 fleet was scattered throughout the system. The last Frisco 0-6-0 in service was #3749. In September, 1952, it was leased to the Alabama State Prison at Atmore, AL. It served in that capacity until the Fall of 1956 when it was used in the filming of the M-G-M movie, "The Wings of Eagles." (ALL ABOARD, July, 1988) The engine was then moved to the Pen Yards at Pensacola, FL where it sat idle for nine years. In the Fall of 1966, it was sold for scrap. Fortunately, #3749 was spared the fate of the scrappers torch and is currently preserved and on display at the Church Street Station at Orlando, FL. (ALL ABOARD, January, 1990) No. 3749 and No. 3695, on display at the Museum of Transport at St. Louis, are the only two surviving examples of Frisco 0-6-0 power. ☐

