

FRISCO

All Aboard

FRISCO

AUGUST-SEPTEMBER

1991

FRISCO'S FLEET OF



TEXAS SPECIAL Coach #1603 "Glendale" in Camouflage Shadowline livery, West Springfield Coach Shops, November 2, 1948. Frisco Photo

CAMOUFLAGE



PASSENGER EQUIPMENT

FRISCO **All Aboard** FRISCO

VOLUME 6 AUGUST-SEPTEMBER, 1991 NUMBER 2

FEATURES

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Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. This installment features a *FLASHING LIGHT CIRCUIT*.

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It was the first and only venture into Motor Car construction by the Frisco Coach Shops. It was #3001 and it is on track in this issue.

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Its a Classic 1891, 2-6-0 "Mogul," Frisco #88, THAT NEVER WAS! See page 5 for information on this mystery locomotive!

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An assortment of Frisco equipment and facilities in the 1990's is captured for us in this photo feature by the cameras of Frisco Folks Richard Napper, David Holland, Joe Koch, Bruce Mullins, and Chris Bowles.

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ABOUT THE COVER

Our cover for this issue features Frisco Coach #1603, "Glendale," the first car to sport the Camouflage Shadowline paint livery. (See *MAIL CAR* feature, pp. 4-5)



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FRISCO FOLKS

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

- Louis Griesemer.....Fireman Missouri
- Michael Stahlman.....Brakeman Oregon
- Michael Holt.....Brakeman Illinois
- Curtis E. Wills.....Brakeman Missouri
- Lewis Mulkins.....Switchman Oklahoma
- Robert Barling.....Switchman Arizona
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- Christopher Bowles.....Switchman North Carolina
- James Elliott.....Switchman Missouri

- Lloyd Stagner.....Switchman Kansas
- Jim Martin.....Switchman Missouri
- Clifford Johnson.....Switchman California

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

- James Edward Jones.....Conductor Kentucky
- Eugene Majerowicz.....Switchman California
- Jim Hartness.....Switchman Arkansas
- Richard Allison.....Switchman Missouri
- Marion Ed. Smith.....Switchman Missouri
- James F. Nixon.....Switchman Missouri
- William Crighton.....Switchman Missouri
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- Andrew J. Hackmeyer.....Switchman Florida
- James A. Mottram.....Switchman Missouri

- Helen Willard Spath.....Switchman California
- Neal DeShazo.....Switchman Oklahoma

MUSEUM DISPATCH

In order to meet the space demands for our growing archives of historical & technical resources and to provide needed administrative space, the museum Offices, Research Service, and Publication Department have moved to 100 E. Main St., Ash Grove, in the building formerly occupied by the Frisco Cafe.

The building has been completely remodeled and will provide increased work space, more efficient climate control, better accessibility for our members and visitors, and will be a more secure repository for our archival materials.

While the new location is now operational, the process of moving will take some time and may cause some delays in programs and services. However, the new location will eventually serve to better enhance and improve the day-to-day operation of the museum. Your patience and cooperation are appreciated.

Please note that the mailing address and phone numbers are still the same. ☐

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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 FRISCO 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: In the 1990, *October-November ALL ABOARD*, p. 12, you briefly mentioned the camouflage shadowline livery that was painted on 14 prewar heavyweight cars so they would look like the streamlined cars. What I need to know is how did they do it? and which cars were painted in this way?

ANSWER: 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*, (cover photo) 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 Shadowline* livery that, from a distance, closely resembled the stainless steel sheathing of the new cars.

Here's how they did it:

1. The cars were first painted red & gray (*Aluminum*), from bottom up, as follows:

From the bottom edge of the siding, up 40 1/2", they were painted *Aluminum*, Dupont Smudge Resistant Enamel No. 166-23898. From the bottom edge of this aluminum band (*below windows*), up 36 1/2", they were painted *Red*, Dupont Dulux Enamel No. 83-2460-R. From the top of this red (*window*) band, up 16 3/4", they were painted *Aluminum*. From the top of this (*above windows*) aluminum band, up (*top of car*) they were painted *Red*.

2. The *Camouflage Shadowline* was applied to the two aluminum bands as follows:

Lower Band (*below windows*)

Ten 1" shaded lines (*heavy at the top of line, light at the bottom of the line*) were

painted with Locomotive Enamel *Black*, Dupont No. 83-8450, applied with an air brush over the aluminum background. It was then sprayed with Dupont Dulux Exterior, Spar, *Clear Enamel*. The lines were 4 1/4" apart with the first line located 2 1/4" from the bottom of the siding.

Upper Band (*above windows*)

Four 1" shaded lines were applied as described for the lower band, with the first line located 1" from the bottom of the aluminum band and the top line 3" below the top of the band.

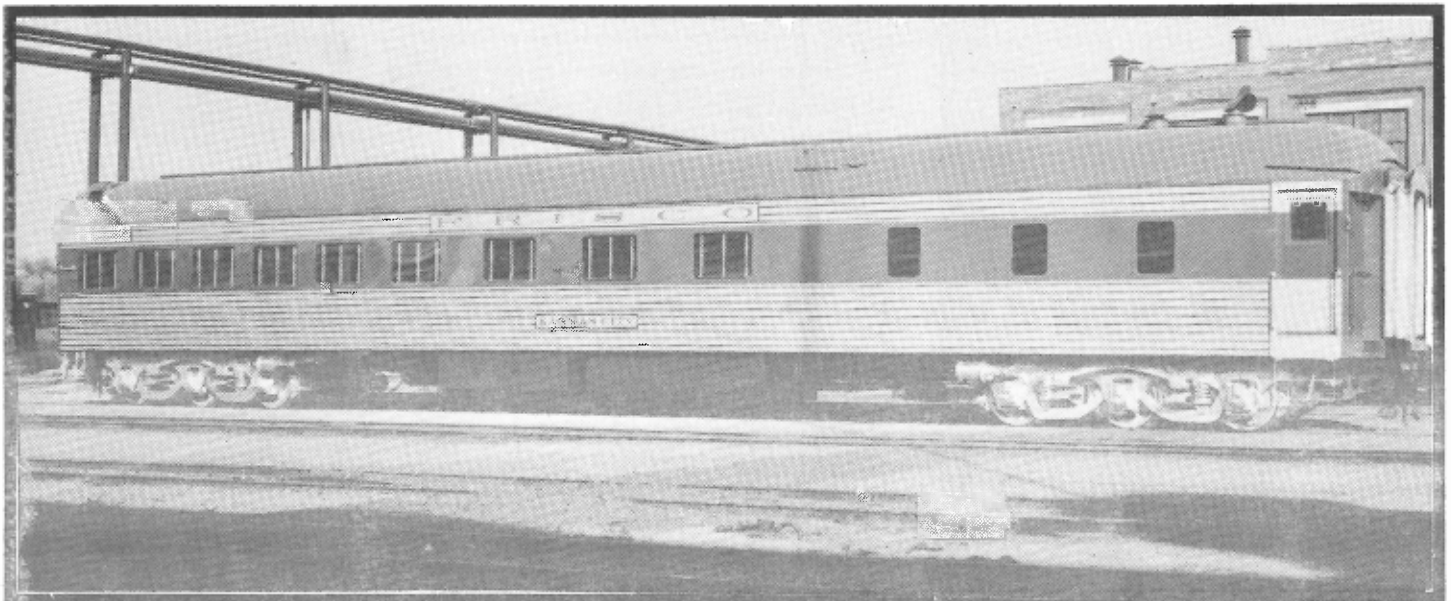
According to company records, the diaphragm face plate & bellows, and trucks were painted with the *Aluminum* enamel, "*mixed brighter*."

The car ends were painted with the *Red* and the battery & equipment boxes were painted with the *Red* enamel, "*darkened with a little black*." The handholds and sill steps were painted *Aluminum*, except the handholds above the end sills, which were *Red*. All other underneath equipment and bottom of the cars was painted *Black*.

Camouflage Paint

Reference

Aluminum: Dupont 166-23898
Red: Dupont Dulux 83-2460-R
Black: Dupont 83-8450



"Kansas City" Diner-Lounge, in Camouflage Shadow-line livery, West Springfield Coach Shops, October 24, 1950. Frisco photo



Frisco Ruggage/Express #436, in Camouflage Shadowline livery, West Springfield Coach Shops, February 25, 1949. Frisco photo

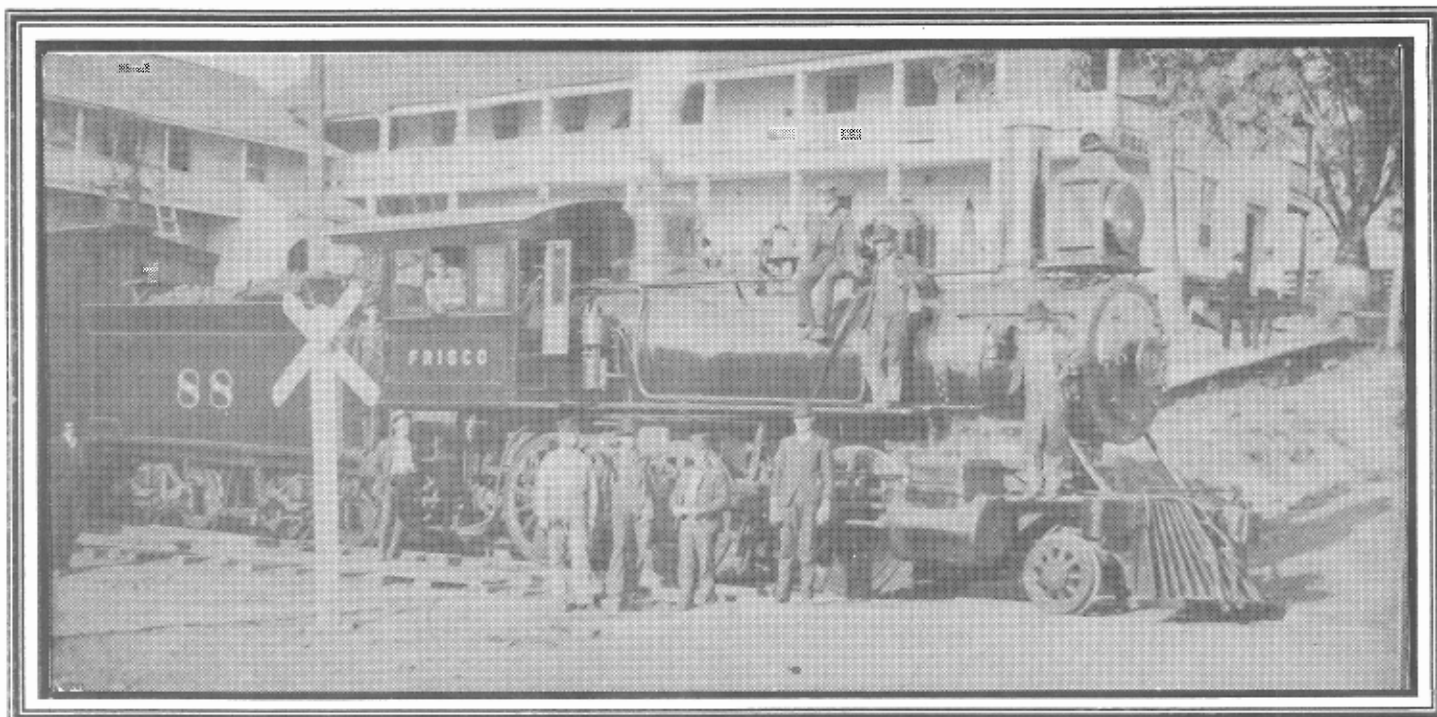
The name board at the center above the windows, was 20' long, 10" wide, located 3" below the top of the upper aluminum band, and was painted Aluminum. It had a 1/2" red border and red lettering 6" tall, centered, starting

and ending 4" from either end of the name board. The left edge of the "S" in Frisco was at the center line of the car.

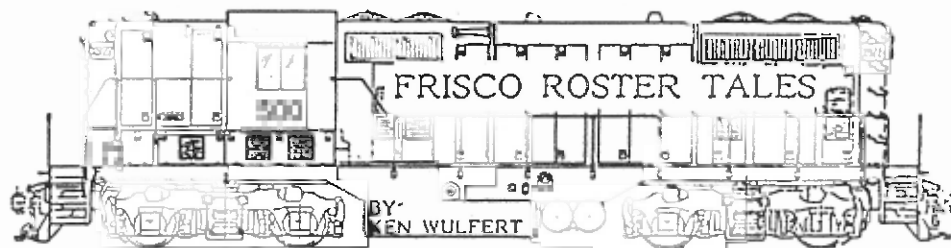
A complete roster of Frisco Red & Gray equipment is available from the Frisco Research Service for \$3.00, and

includes equipment names/numbers, paint dates, cross reference of former Blue & Gray repaints, cross reference by paint dates, and a listing of 1956 train assignments. ☐

Classic Frisco



It's a Schenectady built, 1891, 2-6-0 "Mogul," Frisco #88, shown at Poplar Bluff, MO, circa. 1910. It's Classic Frisco that NEVER WAS! According to our records (including company rosters dating back to 1878) the Frisco never operated a 2-6-0 as No. 88! All we have been able to locate are three Nos. 88 in service at one time or another, all 4-4-0 "Americans." One was built in 1881 by Rhode Island Co., later renumbered #239, one was built by Manchester in 1882, and the third was Baldwin built in March, 1888, for the K.C.F.S. & M. If you have any information on this mystery Frisco Mogul, PLEASE! contact the museum office!



started to appear on several other Frisco runs. Both the car numbers and car names are listed.

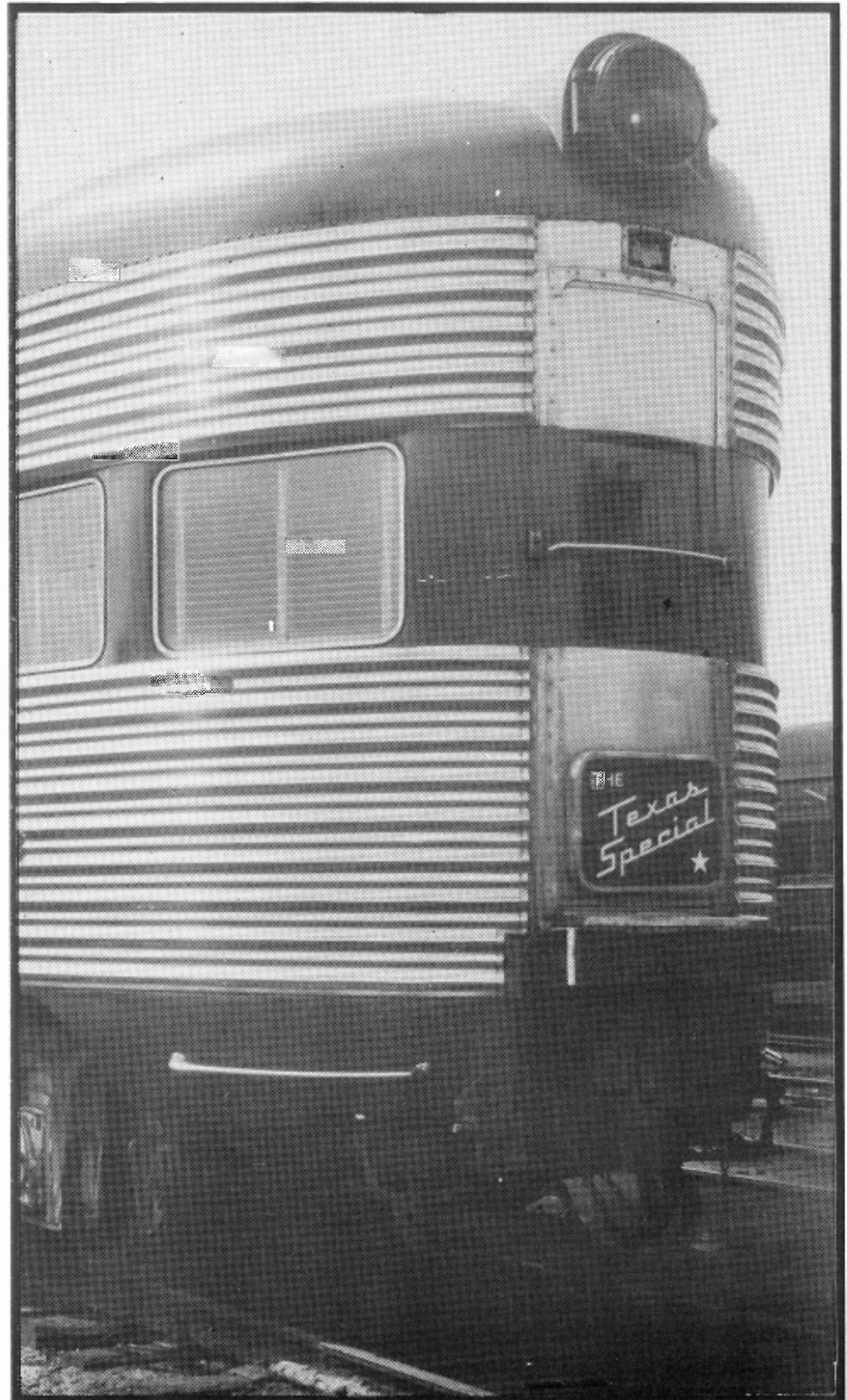
RPO/BAGGAGE:

250	Rock Hill	(T)
251	Normandy	(M)
252	Valley Park	(M)

The other day a friend asked me (at a model railroad swap meet) if I had a list of the car names and numbers of the lightweight Pullman-Standard streamlined passenger cars the Frisco used on their two superb name trains - the *Texas Special* (Trains 1 & 2) and the *Meteor* (Trains 9 & 10), which were introduced to the traveling public in 1948. As I assembled the list from several references, including the museum's own **FRISCO RESEARCH SERVICE** publications, I recalled that this was the third time I have been asked to answer this question. Naturally, the first two times I neglected to save the listing, so each time I had to start over from the beginning. Never again! This will be a bit of a "lightweight" Roster Tale, but I'll know where the list is next time!

Following is the listing of the Frisco lightweight cars used on these two fine trains. Please be advised that the Katy (M-K-T) also had a set of cars for their portion of the *Texas Special*, which was for years a joint operation of the two railroads, running on the Frisco from St. Louis to Oklahoma, and then on the Katy to Texas. The *Meteor*, of course, was all Frisco, and was the premier St. Louis to Oklahoma train. In later years, these same cars also saw regular service on Frisco's *Kansas City/Florida Special*, and on my favorite "hack," the *Will Rogers*.

In the following listing each car's initial assignment as they were placed in service on the *Texas Special* is noted by a (T) and on the *Meteor* is noted by a (M). Though at times cars probably got mixed up, the specific train assignments held generally true until the end of the 1950's, when the *Texas Special* returned to all-Katy rails, and the Frisco cars used on that train



M-K-T #1400, "Stephen F. Austin," in service on the *Texas Special*, St. Louis, MO, August 5, 1948. Frisco photo

DORM/COACH:

1095 Manchester (M)
1096 Maplewood (M)

COACH:

1250 Olivette (T)
1251 Pasadena Hills (T)
1252 Baden (T)

1253 Clayton (M)
1254 Ferguson (M)
1255 Kirkwood (M)
1256 Richmond Heights (M)
1257 University City (M)
1258 Webster Groves (M)
1259 Picardy Lane (T)

COACH/BUFFET/LOUNGE:

1650 Sterling Price (T)
1651 Ladue (M)
1652 Huntleigh (M)

DINER:

650 Alexander Doniphan (T)

SLEEPER:

1450 Pierre Laclède (T)
1451 Thomas Hart Benton (T)
1452 Henry Shaw (T)
1453 Francis P. Blair (T)
1454 Auguste Chouteau (T)
1455 George G. Vest (T)
1456 Eugene Field (T)
1457 Meramec River (M)
1458 Osage River (M)
1459 Gasconade River (M)
1460 Niangua River (M)
1461 James River (M)
1462 Grand River (M)
1463 Canadian River (M)
1464 Neosho River (M)
1465 Spring River (M)
1456 Cimarron River (M)

SLEEPER/LOUNGE/

OBSERVATION:

1350 Joseph Pulitzer (T)

DINER/LOUNGE/

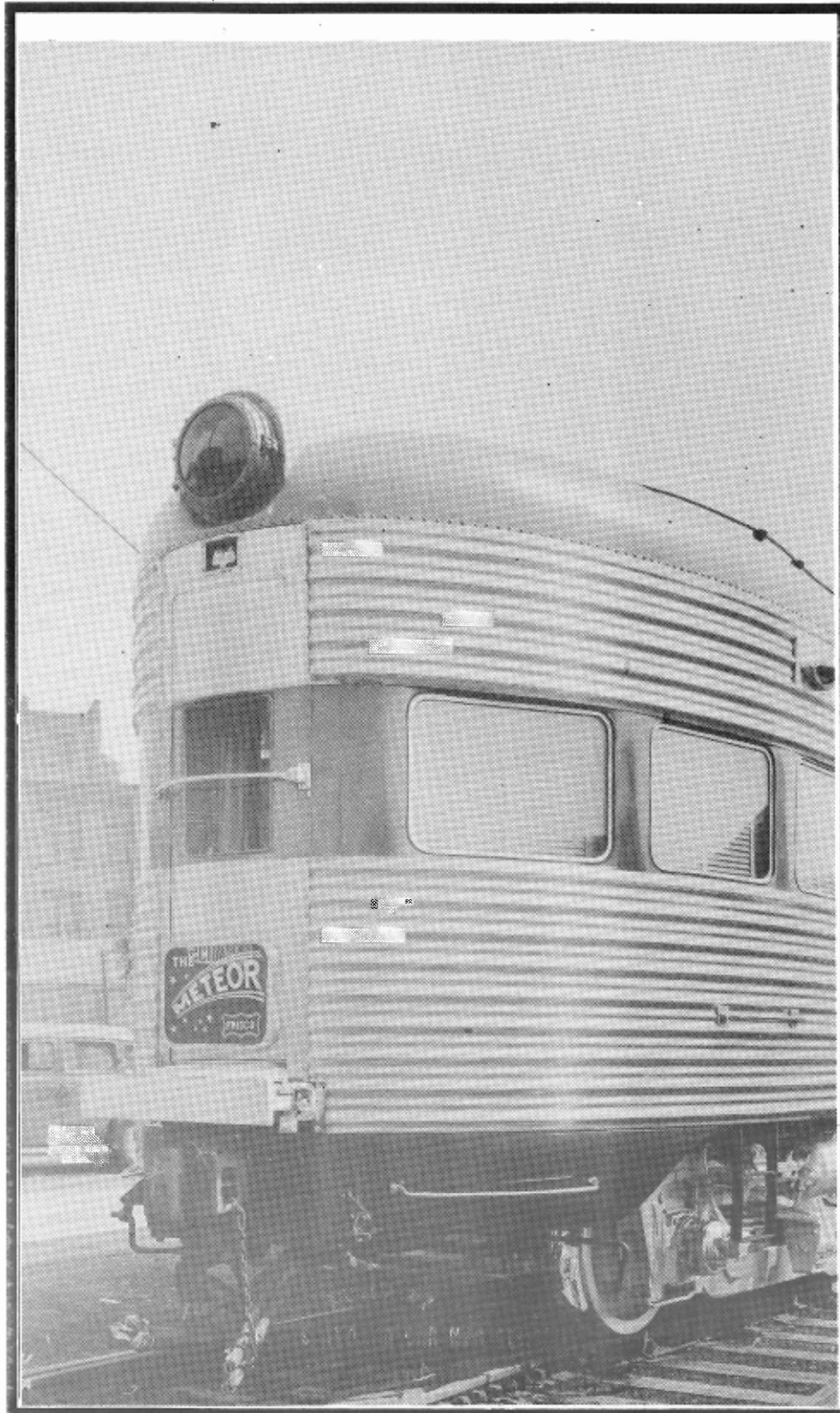
OBSERVATION:

1550 Tulsa (M)
1551 Oklahoma City (M)

EDITOR'S NOTE: The car shown on p. 6 is the Katy's #1400, Observation/Lounge/Sleeper, "Stephen F. Austin," and the car shown on this page is Frisco's 1551, "Oklahoma City."

Several of these cars still exists, including 1466, restored and operating out of St. Louis, and 251, currently rusting badly at the National Museum of Transport. The boat-tails were ultimately removed (*squared off*) from 1550 and 1551. Coaches 1250, 1251, and 1252 had a partition that the other coaches did not have.

As noted at the beginning of this article, the museum's FRISCO RESEARCH SERVICE offers a booklet (\$6.00) of the entire set of Frisco streamlined lightweight passenger car diagrams for those who want specific details on each class of car. □



Frisco #1551, "Oklahoma City," ready for delivery from Pullman-Standard, May 26, 1948.
Pullman-Standard photo

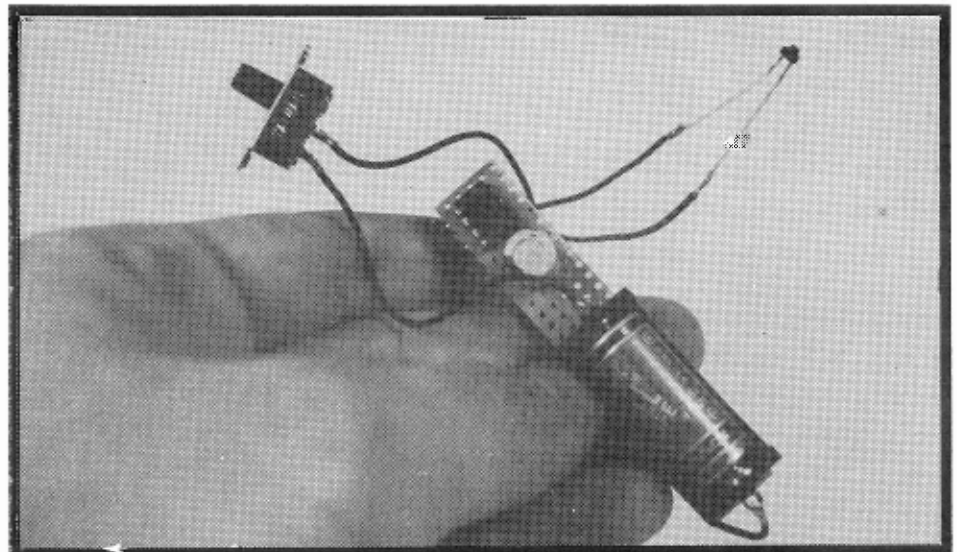


Rick's Tips

Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

FLASHING LIGHT CIRCUIT

Electronics can add a lot of life and interest to your models and layout. Unfortunately, many modelers do not possess a great deal of electronics knowledge, myself included. Never fear! Projects such as the Flashing Light Circuit can be assembled with minimal skill and tools. The Flashing

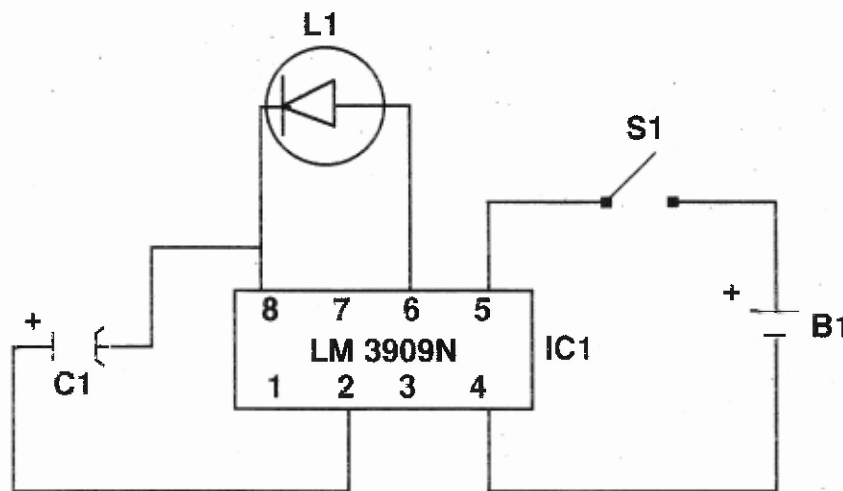


Light Circuit has only a few parts and can be used for cabooses flashers, tower markers, or even end of train devices for the modern day modeler.

The only tools needed are a soldering iron and a hemostat or other type of clamping device. The list of parts can all be obtained at any local

Radio Shack and their stock numbers are listed below, along with latest available prices. You will notice that the Flashing Light Circuit you build will cost quite a bit less than the hobby store kits. Once all of the parts have been purchased and the tools are gathered, it's time to go to work!

FLASHING LIGHT CIRCUIT



PARTS LIST

Integrated Circuit (IC1)	Radio Shack	276-1705	(\$1.69)
Capacitor (C1)	Radio Shack	272-956	(.79)
Switch (S1)	Radio Shack	275-406	(2/.79)
Battery (B1) 1.5V "N"	Radio Shack	23-585	(.35)
LED (L1)	Radio Shack	276-1622	(Asst.)
Battery Holder "N"	Radio Shack	270-405	(.89)

DOWN AT THE DEPOT

By Dale Rush

The circuit goes together just as the wiring diagram indicates. I suggest using the hemostat to hold parts together that will be soldered. This allows both hands to be free to hold solder and iron, and it serves as a heatsink so that delicate parts are not damaged by heat from the iron. When soldering the LED (L1) to the Integrated Circuit (IC1), make sure that the long lead on the LED is soldered to pin #6. The circuit should be assembled on a small section of drilled circuit board as shown in the photo. This keeps everything neat and organized. I used a slide Switch (S1) on my circuit and glued it over a hole in the floor of a caboose. This allows me to turn the unit on or off with relative ease. One final note. Use solder sparingly, especially around the Integrated Circuit. The pins are very close to each other and could be soldered together accidentally.

Well, that's about all there is to it. It's so easy you will want to protect the crews of all your cabooses and trains. **GOOD LUCK!** 🚂

ATTENTION FRISCO MODELERS *All Scales!*

Got a modeling trick, tip, or neat thing to do that you would be willing to share with our readers? If so, write or call Rick:

Rick McClellan
15405 W. 144th. Terrace
Olathe, KS 66062
913-829-4509



Blairstown, MO

Station D70
Clinton Sub-Division
Eastern Division

Built in 1884 by the *Kansas City, Osceola, & Southern Railway*, the Blairstown, MO depot was somewhat unique in that it had an upstairs living quarters for the station agent. This type of arrangement was apparently common during the late 1800's in that other stations along the Clinton Sub-Division, built during the same time period, were similar in design. With some minor modifications, the depots at East Lynne, Latour, Maurine, and Quick City were all similar to the station at Blairstown.

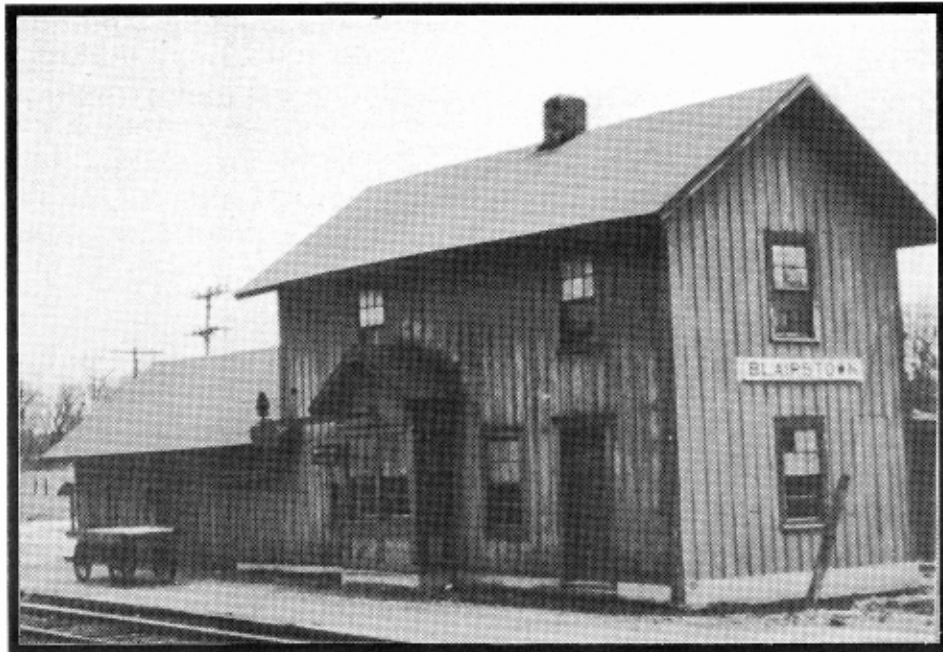
Although it is unknown how long the living quarters were used at Blairstown, it is known that the second floor was used for Boy Scout meetings in the late 1930's. By this time the stairway had been removed and a ladder was used to access the second story.

Passenger service was provided by the Frisco first by regular schedule trains, and then later by a mixed local. Service was discontinued in the early

1960's and the depot was removed. Freight service continued with a tri-weekly local operating from Clinton, MO, thru Blairstown, to Kansas City on Monday, Wednesday, and Friday, and returning to Clinton on Tuesday, Thursday, and Saturday.

In October, 1976, a trestle south of Blairstown was destroyed by fire. At this time operation between East Lynne and Clinton was discontinued. A second trestle, also south of Blairstown, was burned a year later, in March, 1977. Faced with rebuilding the bridges, losing part of the line to the floodwaters of Truman Lake, and a general decline in freight revenues, the Frisco elected to abandon the line.

On August 28, 1978, the U.S. District Court, on petition of the Corps of Engineers, entered a condemnation order against the Frisco and directed the railroad to turn over the right-of-way to the Corps as part of the Truman Lake project. The Frisco carried out the order by removing 101 miles of track, between Bolivar and East Lynne, in September and October, 1978. ICC approval for abandonment was granted long after the track had been removed.



Blairstown, MO April 6, 1957 Howard Killam photo

Since my grandparent's house sat on a hill overlooking the Frisco in Blirstown and my grandfather worked nearly forty years on the Clinton Sub-Division, I wanted to model the Blirstown station and surroundings. But a big problem existed since I didn't have plans or photos of the depot, and I am too young to remember what it looked like. Thanks to an inquiry to the *Frisco Research Service*, I was provided with two photos and a floor plan of the prototype. I redrew the floor plan to "N" Scale and drew the elevations by using available dimensions from the plan view and estimating the height by working off the assumption that the doors were 6'8" high.

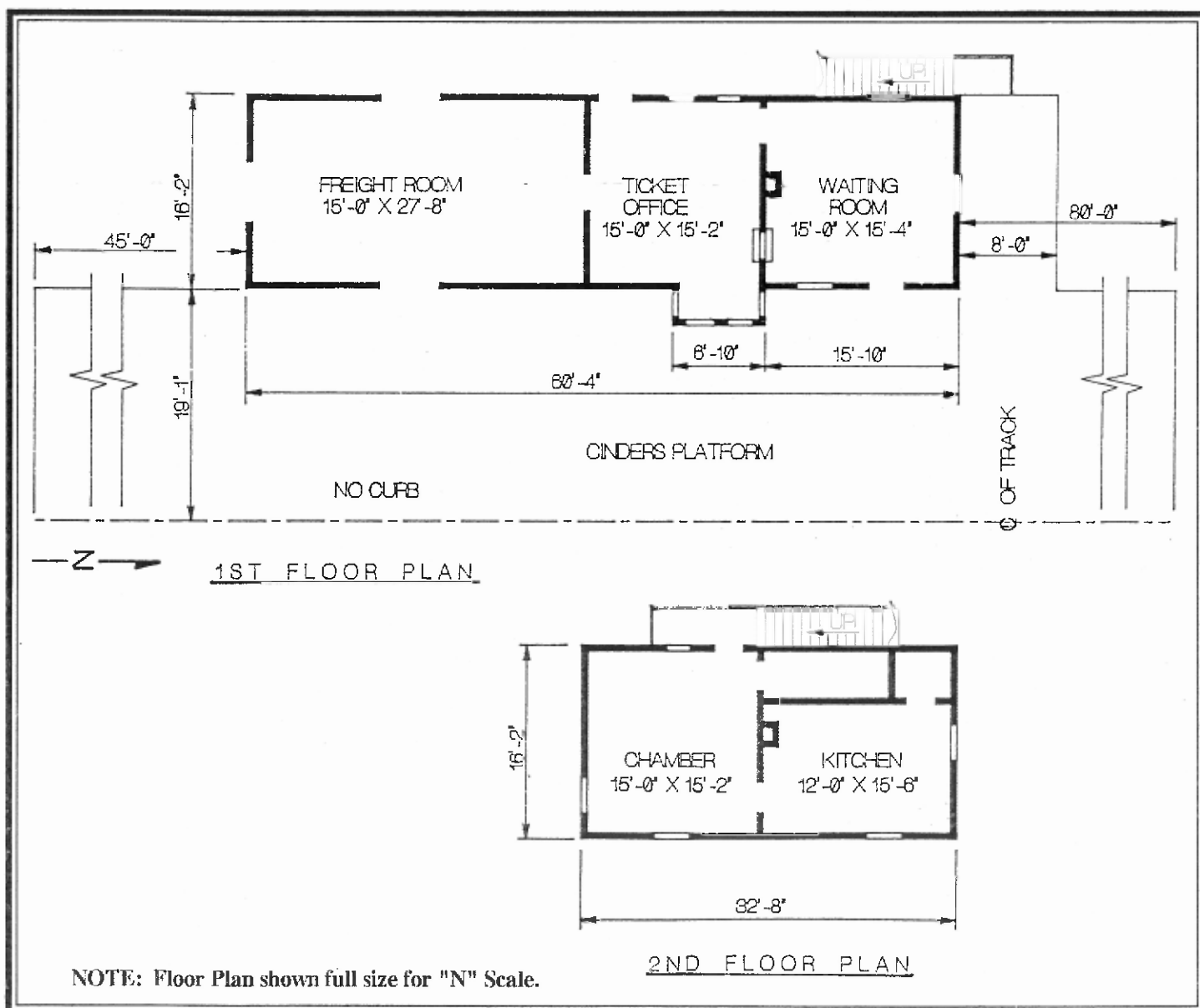
I began building by cutting out

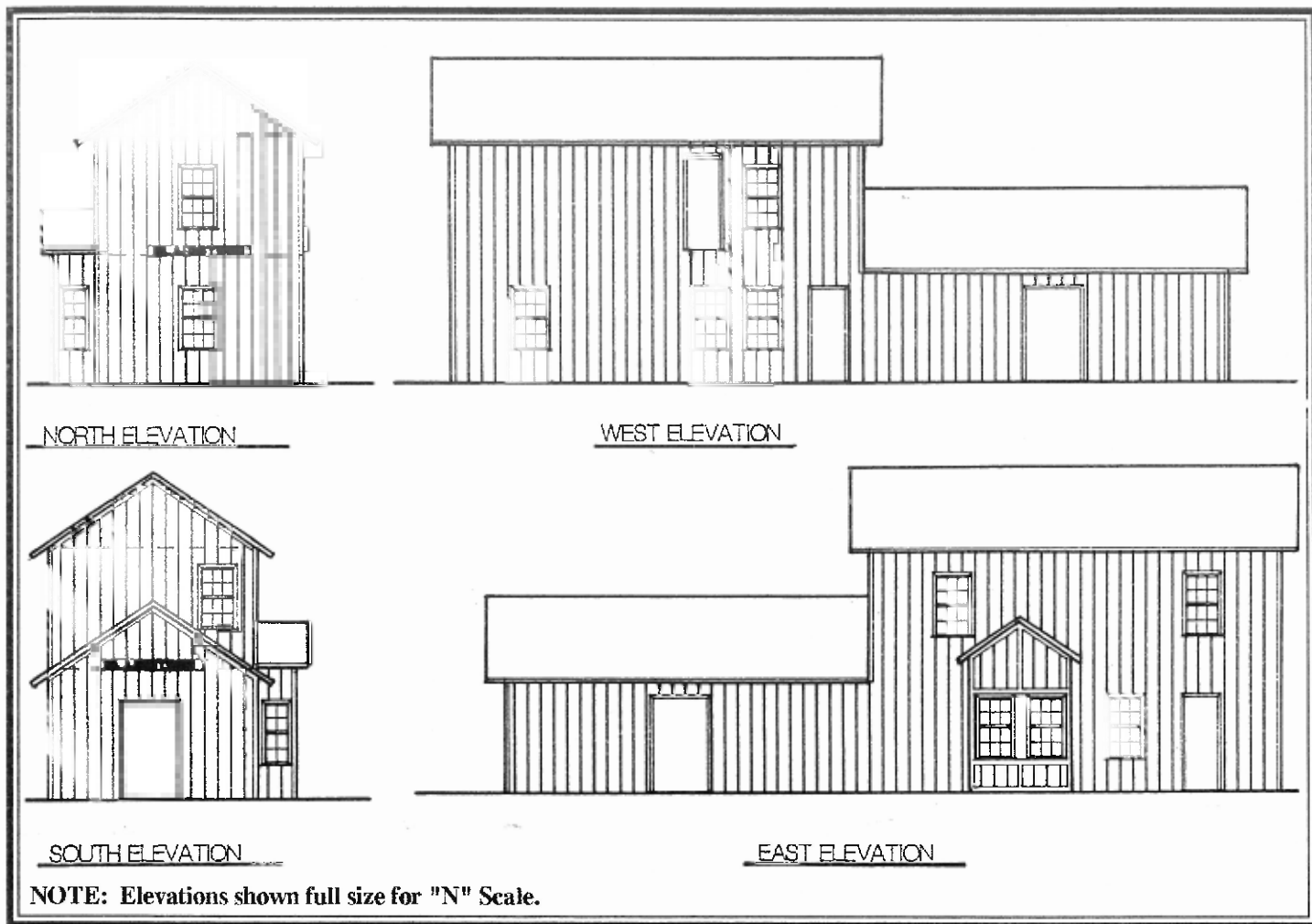
out the walls, from styrene board & batten siding. I used copies of the elevation drawings as cutting templates. Next I cut rough openings for the doors and windows with a sharp No. 11 blade in an X-ACTO knife, using a series of light strokes so as not to distort or damage the siding. Then I cleaned up the rough openings with a flat jeweler's file, while test fitting the door and window castings to ensure a proper fit. I also test fit the walls to one another and adjusted them as necessary before I painted them.

Before I assembled anything, I painted the walls with Floquil SP Lettering Gray. Next I painted the doors and windows with Testor's Battle Gray. After the paint had dried I glued

the doors and windows to the walls. I cut clear plastic for the window glazing. Since I did not model the interior, I simply cut the clear plastic oversized and cemented it to the inside of the exterior walls.

I did the wall assembly in two sections. First I assembled the main building walls, then I assembled the bay section and attached it to the east wall of the main building. For bracing I added the upstairs floor made of .060 styrene. I also added interior walls of .060 styrene. These walls serve mainly as view blocks and add very little structural strength. Some interior bracing was also required in the freight room area. Once the walls were assembled I painted the corners of the





structure Battle Gray to represent trim.

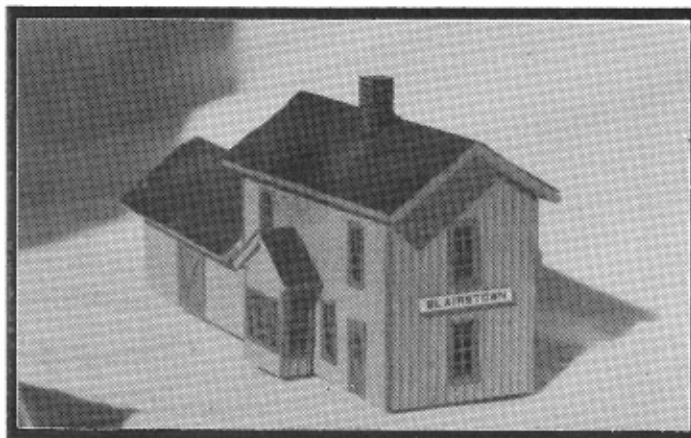
The stairs were the most difficult part of the model to construct, but the effect was worth the effort. I cut the stairs and balcony to fit, painted them SP Lettering Gray, and cemented them to the west wall. Next, I cut the handrails and stair rails to fit, attached them to the stairs and balcony, and painted them SP Lettering Gray also.

I fabricated the roof from .060

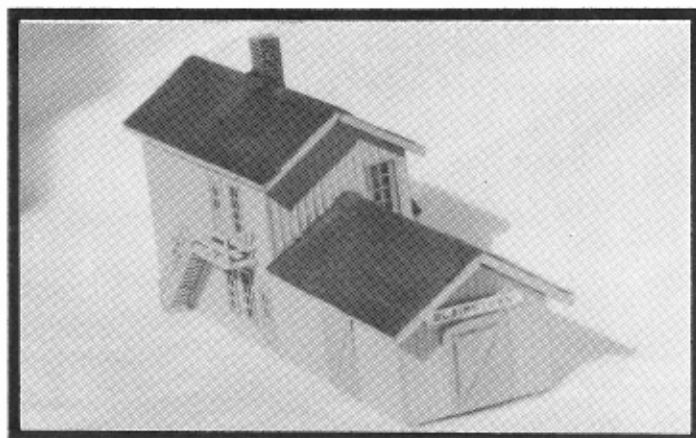
styrene, sanding the edge to be used at the ridge to a 45° angle. I painted the rood flat black and attached it to the depot. I painted the edge of the roof SP Lettering Gray after the black paint had dried. I cut the roofing material in strips from 150 grit sandpaper which I had previously painted flat black. I attached the strips to the roof with Walther's Goo, beginning at the eave and working toward the ridge, overlapping each

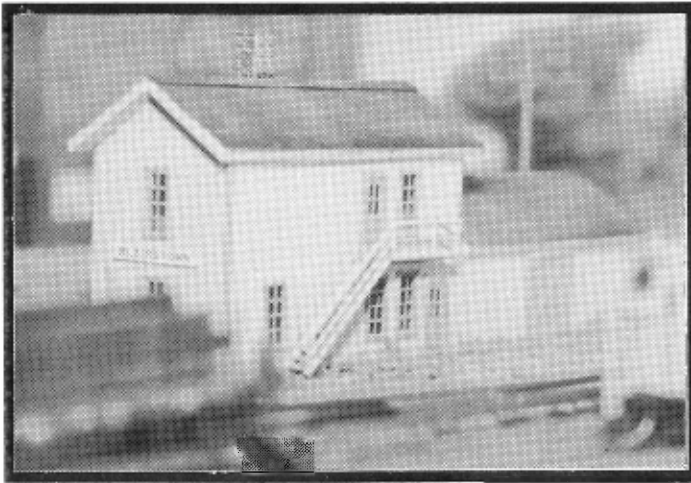
successive row of roofing. At the ridge I folded a narrower strip of roofing and lapped it over the ridge.

The chimney was cut to size and painted SP Lettering Gray to represent the mortar. After the gray had dried I drybrushed Floquil's Tuscan Red on the chimney to represent the brick. The chimney was attached with Goo, and I let the excess Goo squish out. Once the cement had dried, I "painted"

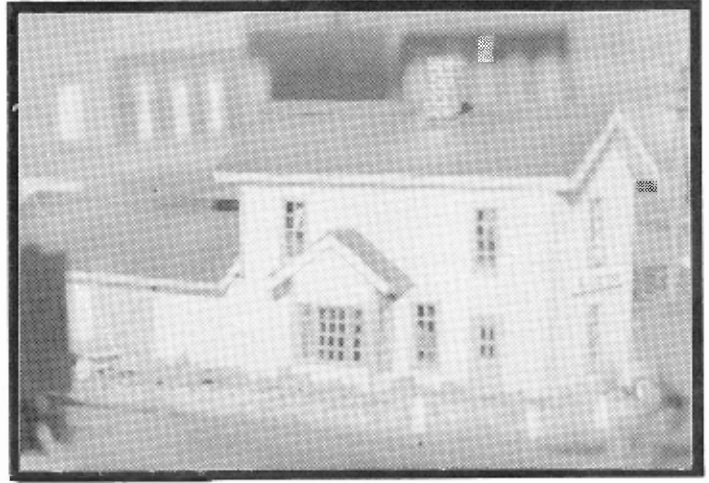


All model photos by the author





All model photos by the author



Blairstown Depot, in service on the Blair Line

the excess Goo with a black permanent marker. I also applied Goo and painted it where the freight room roof meets the south wall. This makes a convincing tar patch.

After everything was finished I weathered the depot lightly with powdered chalk. Finally the station name boards were added. With the addition of the ever present baggage

cart and some assorted clutter from my junk box, I was in business with a distinctive addition to my railroad, the *Kansas City, Osceola, & Southern - The Blair Line!* ☺

HARRISONVILLE
DODSON
BELTON
BLAIRSTOWN
OSCEOLA

CLINTON
CLINTON NORTH
HARVEY
GRANDVIEW

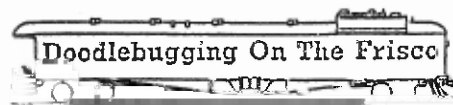
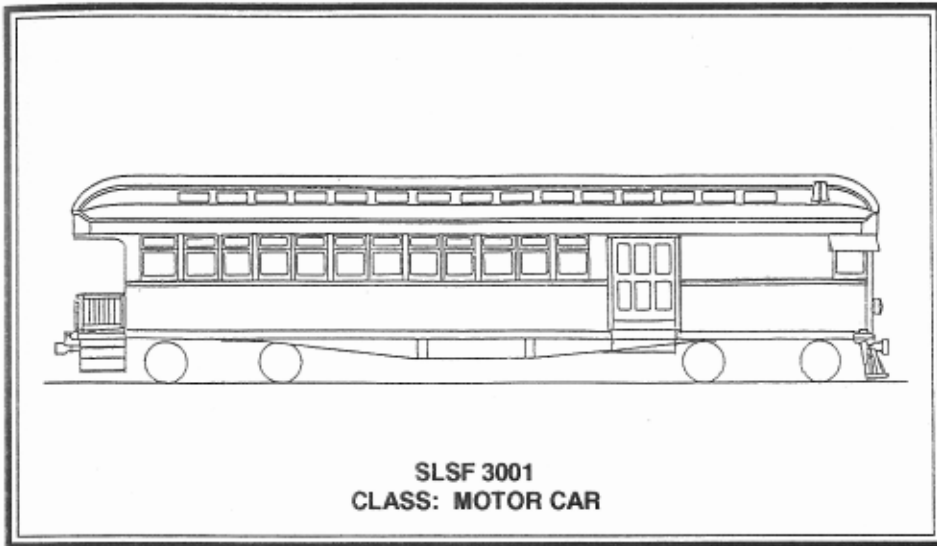
LEEDS JCT
SPRINGFIELD
GRAND AVE
OAK ST.
W W W - W

X X X X
S S S S
CHILHOWEE
DENTON
BC JCT

"N" Scale Station Name Board Signs, etc.

BLAIRSTOWN, MO DEPOT "N" SCALE PARTS & MATERIALS

<u>MANUFACTURE</u>	<u>PART #</u>	<u>NAME</u>	<u>COLOR</u>	<u>PURPOSE</u>
Evergreen	269-4031	Styrene Clapboard	N/A	Balcony Floor
Evergreen	269-4542	Styrene BD. & Batten	N/A	Exterior Walls
Evergreen	269-9007	.015 Clear Styrene	N/A	Window Glazing
Evergreen	269-9060	.060 Styrene Sheet	N/A	Roof Decking
Plastruct	570-1500	N-Stair	N/A	Stairs
Plastruct	570-1800	Stair Rail	N/A	Handrail @ Stairs
Plastruct	570-1900	Handrail	N/A	Handrail @ Balcony
Period Miniatures	555-2005	Braced Door	N/A	Freight Room Doors
Period Miniatures	555-2019	Single Door	N/A	Exterior Doors
Period Miniatures	555-2010	Brick Chimney	N/A	Chimney
Grandt Line	300-8001	Window & Door Set	N/A	Window @ Front Bay
Grandt Line	300-8002	40-Pane Window	N/A	Exterior Windows
3M	N/A	150 Grit Sandpaper	N/A	Roll Roofing Mat'l.
Floquil	110130	Paint	SP Lettering Gray	
Floquil	110025	Paint	Tuscan Red	
Testors	704-1249	Paint	Flat Black	
Testors	704-1163	Paint	Battle Gray	
Alloy Forms	119-134	Baggage Cart	N/A	



On November 29, 1899, the *North Arkansas & Western Railway Co.* was incorporated under the laws of Arkansas. Two years later, on April 19, 1901, its name was changed to the *Ozark & Cherokee Central Railway Co.* Originally organized by W.A. Bright, of Little Rock, AR, in February, 1901, before construction of the line was started, control passed to H.W. Seaman of Clinton, IA, and the Kenefick Construction Co. of Kansas City, MO. In January, 1902, the Frisco was granted an option to purchase all the outstanding stock of the O. & C.C. which it elected to do in November of that same year. On July 15, 1907, the O. & C.C. executed a formal deed conveying its property, rights, and franchises to the Frisco. At that time, it owned a standard gauge, single track railroad, extending from Fayetteville, AR to Okmulgee, OK. This line became the Muskogee Sub-Division of the Red River Division.

When the Frisco took control of the O. & C.C. it inherited three 4-4-0 locomotives, one Coach, one Coach/Baggage Combination, and a variety of freight equipment. Coach/Baggage #20, a 1902 Barney & Smith-built wood unit with steel underframe, was renumbered SLSF #181 and served in that configuration until the spring of 1926 when it was selected to be rebuilt

as Motor Car #3001.

According to our records, this venture into motor car construction was the first and only car in the Frisco's fleet of doodlebugs to be built in the South Coach Shops, Springfield, MO. Rebuilt under AFE (*Authorization For Expenditure*) #8078, at a cost of \$5,239.19, #3001 was equipped with two 104 HP Onieda power units which gave it a top speed of 45 M.P.H. either forward or in reverse. Total seating capacity of the unit was forty-two.

One interesting feature of the car was that the entire mechanism was underneath the car sills. The only machinery inside the car was the operator's station (*ie. gear shift, clutch, brake, speedometer, etc.*)

After its maiden run from Springfield to Chadwick, and test runs between Greenfield and South Greenfield (4% grade), the car was assigned to service on the Salem Branch, Eastern Division.

According to our records, the car's performance was apparently less than expected. On May 21, 1931, #3001 was removed from Motor Car service and scrapped in December, 1932. ⇐



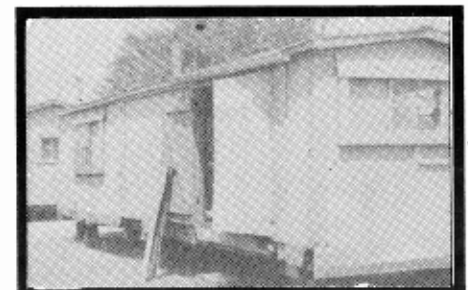
LOOKING BACKWARD is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people, equipment, facilities, and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1966

In July, 1966, a new 14' x 50' all-metal tool house was constructed at Hayti, MO, on the River Division. The building had separate facilities for motor cars and tools, and included an office and automatic gas heating. It is interesting to note that the old wooden "box car" tool shed that the new building replaced was originally built in 1884 for service on the *Chicago, Kansas, & Nebraska Railroad*. Following its retirement from revenue service, it served as the depot at Netherlands, MO, four and one half miles north, before being moved to Hayti. Now that's what you call **recycling, railroad style!**



New (1966) all-metal tool house, Hayti, MO, August, 1966 Frisco photo



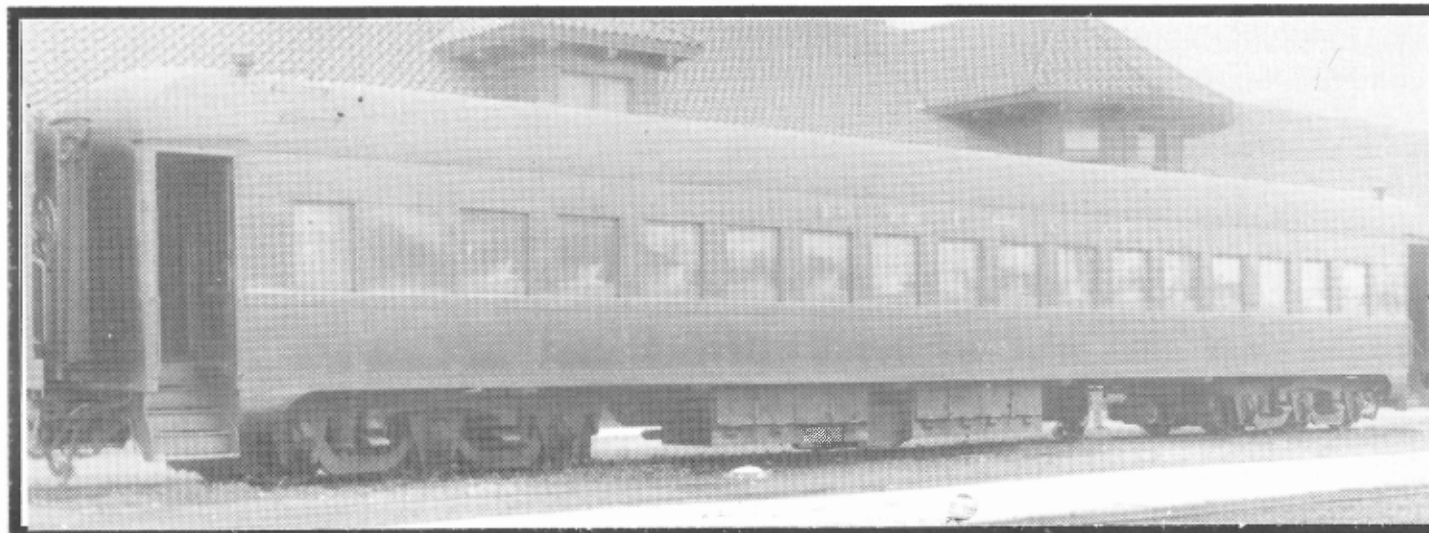
Ex- *Chicago, Kansas, & Nebraska* 1884's box car, Ex-Netherlands, MO depot, Ex-Hayti, MO tool house. August, 1966, Frisco photo

50 YEARS - 1941

The year was 1941, American patriotism was at an all time high, and the symbol of democracy was flying high over the West Springfield Shops. Taken by Frisco Folk Max Herzog on March 7, 1941, for publication in the October-November issue of the *Frisco First* magazine, the photo at right was accompanied by the following caption: *Long may she wave, o'er the land of the free and the home of the brave... and so Old Glory waves in the breeze above the West Shops of Frisco Lines at Springfield, MO. The flag was purchased by the Frisco Shopmen at the West Shops and is fifteen by twenty-five feet in size. Engine 19, shown in the photo graph is one of the engines overhauled for use on the new line to Fort Leonard Wood."*

75 YEARS - 1916

In 1916, three new 70' Chair Cars were purchased from American Car & Foundry, Nos. 767-768-769, all identical in design to the photo below of unit #765. According to our records, 767 was rebuilt in 1938 and sold in 1967 and 768 & 769 were rebuilt in 1944 and sold in 1964. □



Frisco Coach #765, Paris, TX photo from the collection of Jay Williams

COLLECTING THE FRISCO

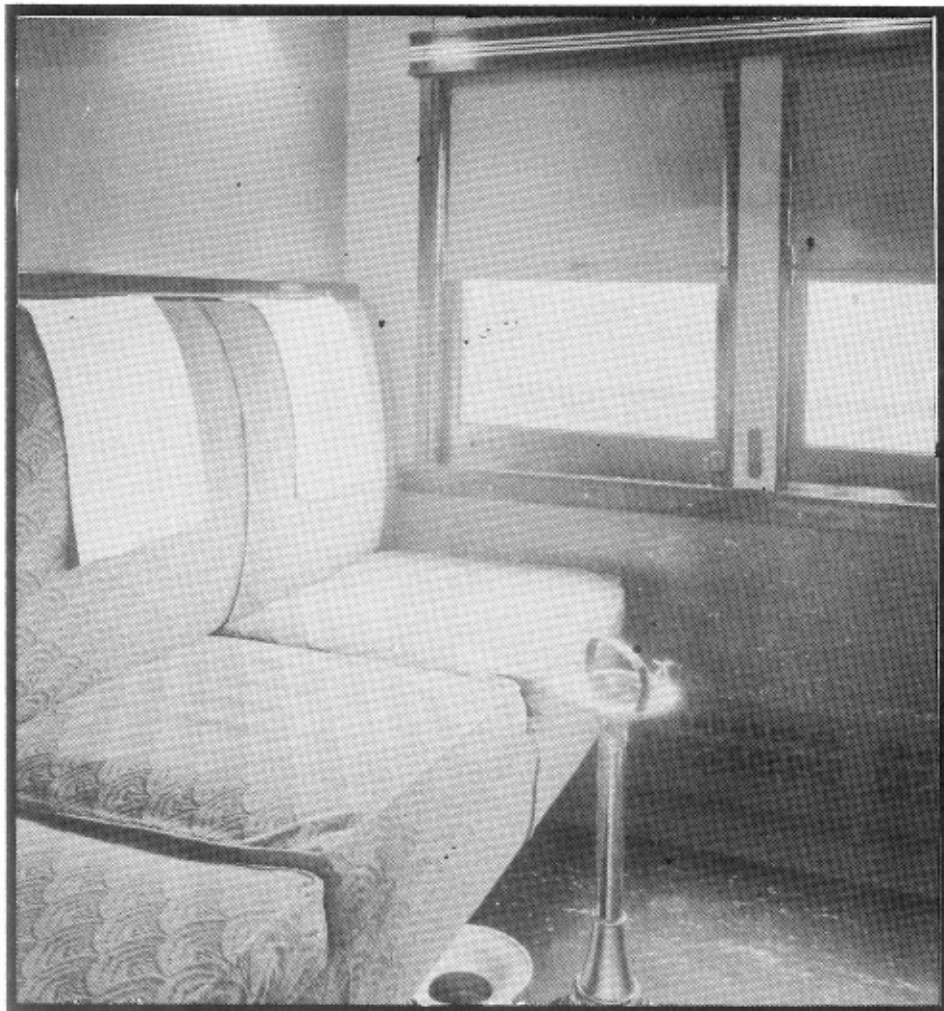
This is the fifth in our series of *ALL ABOARD* articles that is devoted to **COLLECTING THE FRISCO**, and is designed to be an information resource for Frisco Collectors. In this issue, we continue our examination of Advertising and Promotional items.

Another popular form of customer relations advertising and promotion, and colorful items to have in a Frisco collection, are smoking accessories.

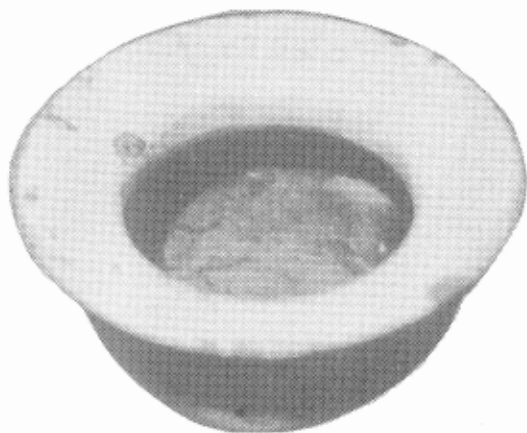
When rail travel first became popular and practical, the most common use of tobacco was the plug or twist of chewing tobacco. The railroads were quick to accommodate their chewing patrons by providing them with spittoons and cuspidors in all the depot waiting rooms and on board all the passenger trains.

EDITOR'S NOTE: The old timers tell me that the only difference between a spittoon and a cuspidor was that the latter was taller.

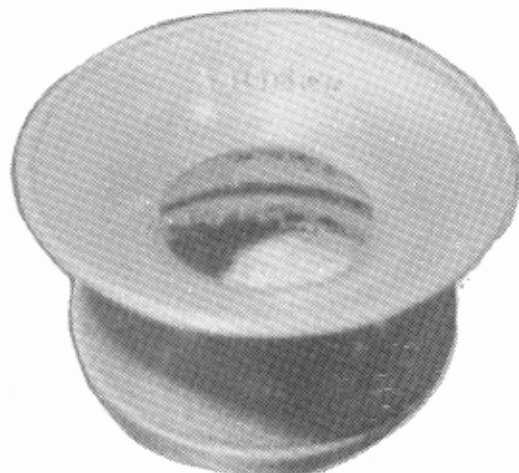
Always interested in advertising, most railroads printed or embossed the company name on the top rim or side of these unique and historical accessories.



*Interior of men's lounge in Coach #1073, taken at Oklahoma City, January 23, 1939.
Note the spittoon under the seat, similar to the one pictured below.
Frisco photo*



*tin spittoon with porcelain rim, 5" high & 8 1/2" in diameter
top-stamped in blue lettering
"Frisco"*

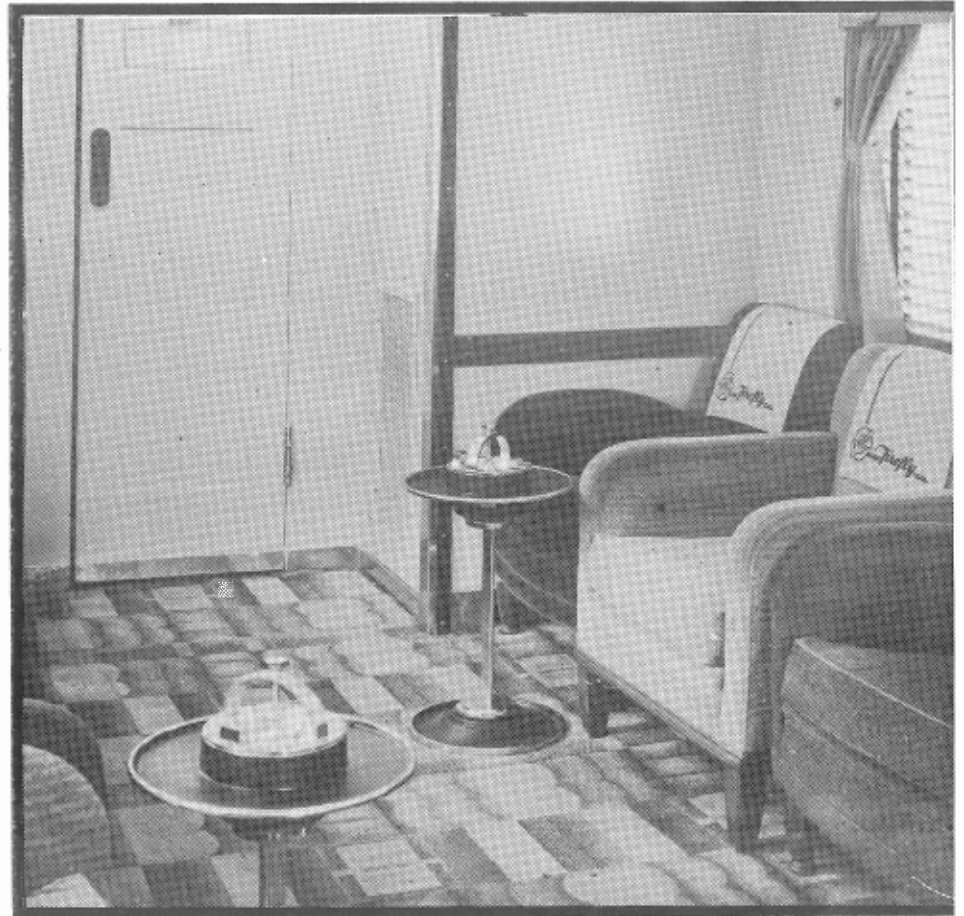


*aluminum spittoon, 6" high & 8" in diameter
top-embossed
FRISCO*

Most chewers were seasoned veterans when it came to their aim. However, if by chance they strayed from their target, the consequences could be rather harsh as indicated by the sign shown to the right, taken from the Crocker, MO depot, that warned, **\$10.00 FINE FOR SPITTING ON THE FLOOR.**

A Frisco marked spittoon or cuspidor is a rare find and a valuable addition to any railroad collection.

In the early 1900's, American tobacco use expanded to include cigars and cigarettes. Their popularity soon caught on and by 1924, over 6,000,000 cigars and over 71,000,000 cigarettes were being produced annually in the United States. The railroads were again quick to accommodate their smoking patrons by providing smoking cars or sections on many passenger trains, along with an abundance of ash trays and an unending supply of matches. Smoking accessories became a must for the traveling public and they became an excellent medium of railroad advertising. Match books were given to customers and potential clients, lighters were printed or embossed with the company logo, and ash trays *disappeared* by the hundreds!



*Interior of Lounge Section, complete with ash trays, in Cafe-Lounge #1501, fresh from rebuilding for service on the Firefly.
Photo taken at West Springfield Coach Shops, March 23, 1940.*



It is very important that you QUOTE 6885 THIS ORDER NUMBER when billing; otherwise remittance may be delayed.

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY

ADVERTISING OFFICE
1019 FRISCO BUILDING



Universal Match Div., UNC Industries Inc.

St. Louis, Mo. 63101 February 10 1976

400 Paul Ave.

St. Louis, MO 63135

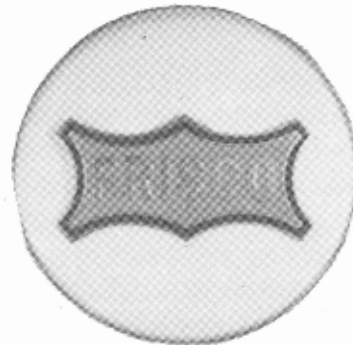
Please furnish the following and ship as directed:

2,000,000 Books of Frisco matches, Class 5-Reg., sticks white, heads red, including inside printing and 2-color 25-Reg. special printed distribution carton, @ \$10.80 M. Shipments to be made per letter release in lots of 10 cases or more, freight prepaid by Universal Match Division, UNC Industries Inc., 400 Paul Ave., St. Louis, Mo. 63135.

Invoice for 2,000,000 match books, February 10, 1976



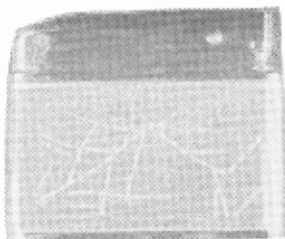
front cover ----- FRISCO book matches ----- back cover



snuff can lid
brass with red, black, & gold logo



lighter
red with gold lettering



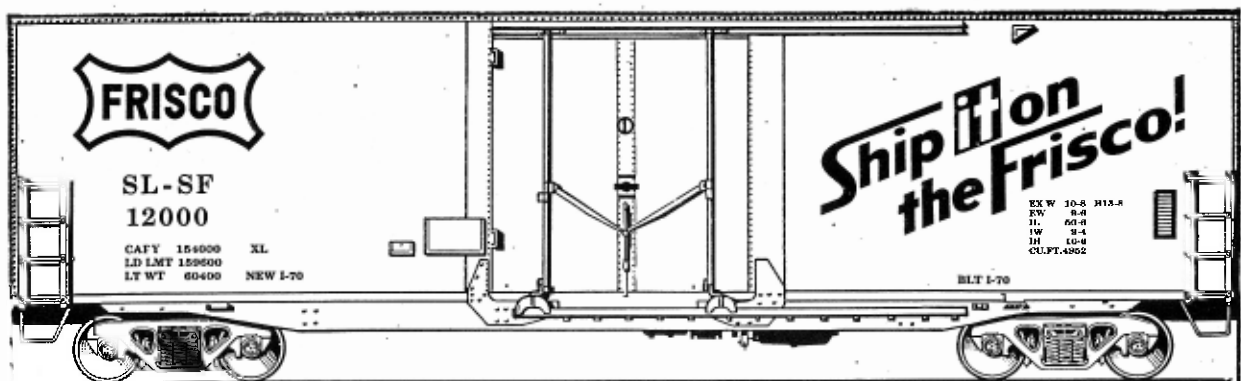
The Frisco distributed many smoking accessories over the years including ash trays, lighters, and book matches. In 1951 and again in 1970, the company distributed their book matches in *Box Car* containers. The 1951 box was red and numbered 17774, and the 1970 style was yellow and numbered 12000.

If you hold the match book box cars at eye level, they create an unusual visual effect. When you look directly at the end of the box and begin to turn it horizontally to one side or the other, it gives the illusion that the wheel trucks are turning in the opposite direction.

NOTE: Each match book box car contained twenty-five individual book matches



1951 match book box car



1970 match book box car

It has been said that there is no end to the variety of collectible items that have been used and/or produced by the railroads, including the Frisco. Smoking accessories are another example of just how true that statement really is! ☞

FRISCO

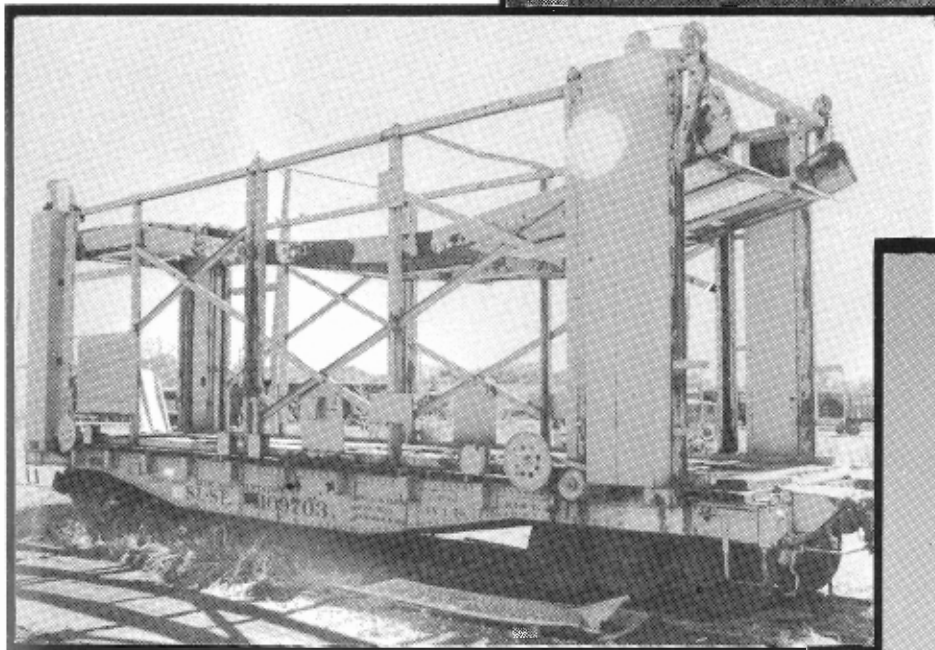
In The

1990's

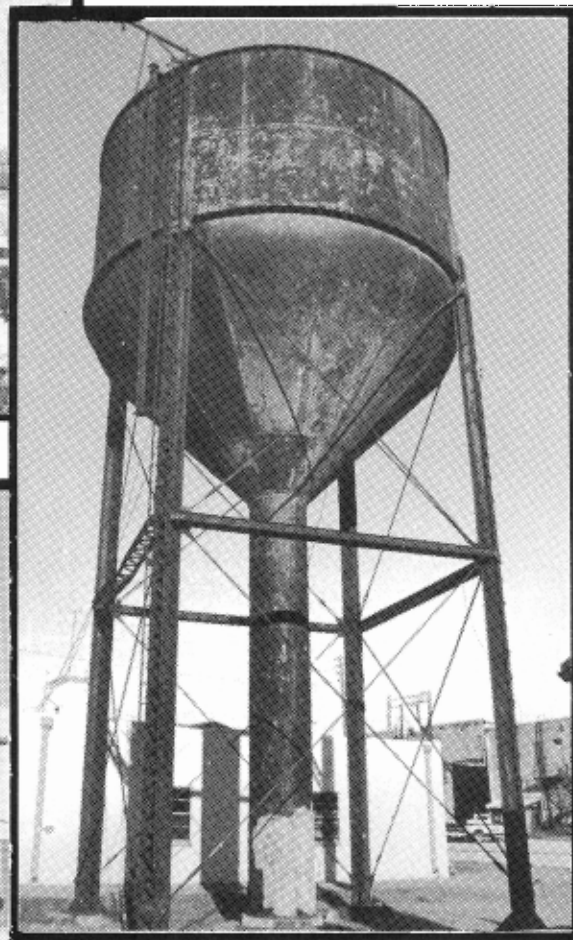
Response to our request for photos (*ALL ABOARD*, April-May, 1991, p.9,) of "real" Frisco in the 1990's has been GREAT! To date, close to 100 photos of equipment and facilities have been submitted for publication! THANKS! As space permits, we will include as many as possible as a regular feature of future *ALL ABOARDs*. ☐



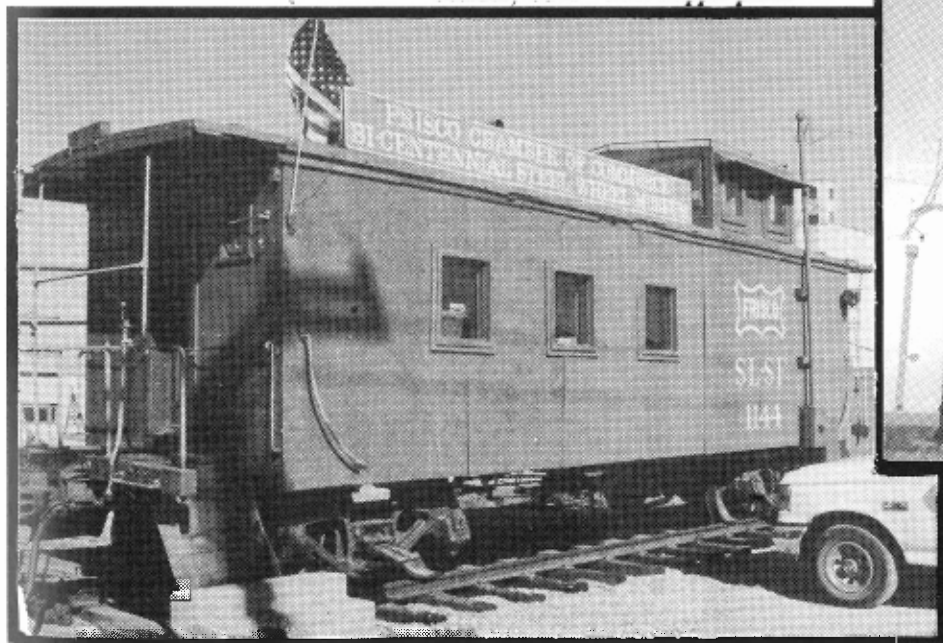
Quanah, Acme, & Pacific Ry. 180', 3 span deck-plate-girder, bridge #728.4, 728 miles southwest of St. Louis, MO, two miles east of Acme, TX, Quanah Sub-Division, Southwest Division. R.E. Napper photo October, 1990



Portable Auto Loading Ramp #109703 (Ex-Flat #95884), Sherman, TX October, 1990. R.E. Napper photo



Water tank, Bristow, OK Station G459 Oklahoma Sub-Division Southwestern Division R.E. Napper photo October, 1990



Shop-Built Caboose #1144, Frisco TX, October, 1990. R.E. Napper photo

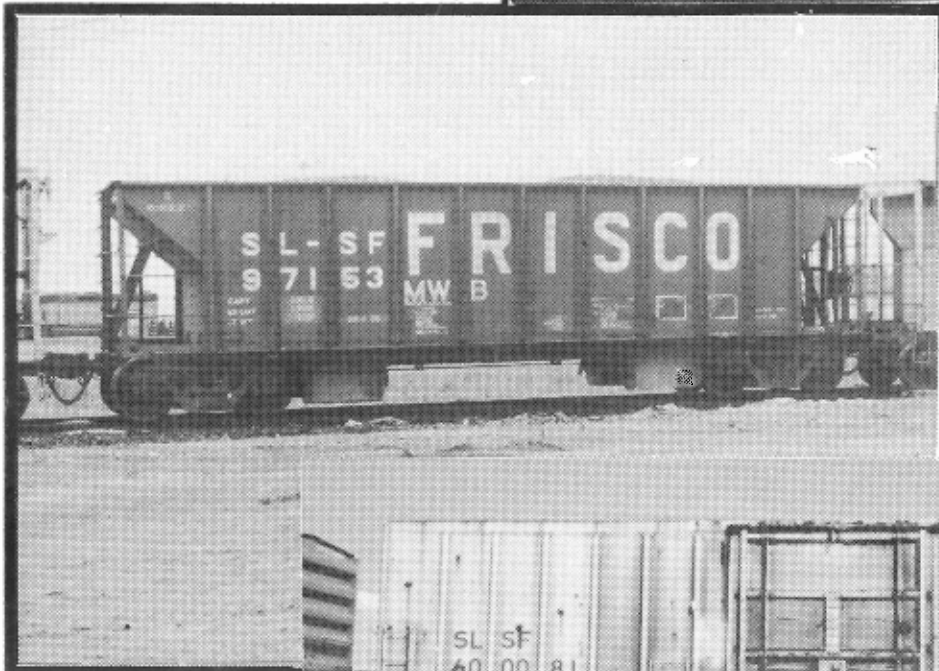


#65751 Gondola
Series 65750-65949
Built 1971

David Holland photo
July, 1991
Olathe, KS

#78722 Covered Hopper
Series 78500-78749
Built 1975

Joe Koch photo
August, 1991
Pacific, MO



#97153 Hopper
Maintenance-Of-Way Ballast Car

Bruce Mullins photo
Ft. Worth/Saginaw, TX
April, 1990

#600081 Insulated Box
Series 600000-600164
Built 1971

Chris Bowles photo
July, 1990
Enid, OK

