



# All Aboard



AUGUST-SEPTEMBER

1992

*Future Home of*  
 THE  
  
 RAILROAD MUSEUM INC.  
 |||||  
 Presently located at  
 500 Walker St.  
 Ash Grove, Mo. 65604  
 417-672-3110  
 ✦ BURNS & ASSOCIATES  
 ARCHITECTS  
 417-866-4944





# All Aboard



VOLUME 7

August-September, 1992

NUMBER 2

## FEATURES

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In this installment of *Roster Tales* Frisco Folk Ken Wulfert returns to his discussion of Frisco's diesel yard switcher locomotives, Nos. 10, 11, & 12.

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## ABOUT THE COVER

Our cover this issue officially announces the Springfield, MO relocation project, and features a photo of the existing building, built by the Frisco in 1944, for their C.T.C. Command Center, and the *Future Site Of* sign to be placed on the property in October. The old C.T.C. building will be the new home of the museum's administrative offices. See related story and additional photos on pp. 6-11.

THE  
  
 RAILROAD MUSEUM INC.

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## HOURS OF OPERATION

### MUSEUM

Thursday thru Saturday

10:00 a.m. to 5:00 p.m.

### MUSEUM OFFICE

Tuesday thru Saturday

9:00 a.m. to 6:00 p.m.

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 100 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 **Frisco Folks** headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! **The Frisco Railroad Museum Inc.** is continuing that family tradition in our **FRISCO FOLKS** support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

**SWITCHMAN:** A one year membership for a donation of \$25.00

**BRAKEMAN:** A two year membership for a donation of \$50.00.

**FIREMAN:** A three year membership for a donation of \$75.00.

**CONDUCTOR:** An expanded three year membership for a donation of \$100.00.

**ENGINEER:** A life membership for a one time donation of \$500.00 or more.



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

Jim Spillars.....Conductor  
Arkansas  
Francis Luttrell.....Conductor  
Michigan  
William Crighton.....Brakeman  
Missouri  
John F. Jones.....Brakeman  
Missouri  
Steve & Patty Thiel.....Brakeman  
Missouri  
Curt Ayers.....Switchman  
California  
John F. Lucey.....Switchman  
California  
Paul Brand.....Switchman  
Kansas

Groege Shay.....Switchman  
Missouri  
Bill Heiss.....Switchman  
Missouri  
John P. Mann.....Switchman  
Ohio  
Jim Hartness.....Switchman  
Arkansas  
Jim Quarles.....Switchman  
Kansas  
Jan Edward Jester.....Switchman  
Kansas  
Neal DeChazo.....Switchman  
Oklahoma  
James B. Horn.....Switchman  
Michigan  
Andrew Hackmeyer.....Switchman  
Florida  
Mike Cook.....Switchman  
Texas  
Don Alderman.....Switchman  
Texas  
Bruce Millins.....Switchman  
Florida  
Lewis Mulkins.....Switchman  
Oklahoma  
Eugene Majerowicz.....Switchman  
California  
Ronald W. White.....Switchman  
Missouri  
Robert Chadderdon.....Switchman  
Oklahoma  
James A. Mottram.....Switchman  
Missouri  
Janes Kenney.....Switchman  
Canada  
Ron Garling.....Switchman  
Missouri  
Richard Allison.....Switchman  
Missouri  
A. Ornan Fisher.....Switchman  
Missouri  
Raymond Millemann.....Switchman  
Tennessee  
Arthur Lindeman.....Switchman  
Missouri  
James A. Kinkaid.....Switchman  
Kansas

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

Gene Autry.....Engineer  
California  
Louis Griesemer.....Engineer  
Missouri

George H. Brandt Jr.....Conductor  
North Carolina  
Steeville Mfg. Co.....Conductor  
Missouri  
Max R. Davis.....Brakeman  
Colorado  
Ed Burke.....Switchman  
California  
Brice J. Sunderlin.....Switchman  
Michigan  
Mike O'Brien.....Switchman  
Missouri  
Gale Lowery.....Switchman  
Kansas  
Bristow Hist. Society....Switchman  
Oklahoma  
Dale Willcockson.....Switchman  
Missouri  
Chuck Lapp.....Switchman  
Michigan  
Eric Dale Brown.....Switchman  
Missouri  
Jacob Brown.....Switchman  
Missouri  
Joe & Yvonne Bohrer.....Switchman  
Missouri  
David P. Luse.....Switchman  
Washington  
Russell W. Faulkner.....Switchman  
Texas  
Robert C. Del Grosso.....Switchman  
Idaho  
Donald G. Morgan.....Switchman  
California  
James Baker.....Switchman  
Missouri  
Jerry Sanders.....Switchman  
Missouri  
Jason Hall.....Switchman  
Arkansas  
Jim Lynch.....Switchman  
Arkansas

## NOTICE

Due to seasonal adjustments in visitor traffic and to allow additional time to devote to developing our new Springfield, MO property, beginning **September 1**, the museum's Ash Grove display facility will be open **Thursday thru Saturday, 10:00 a.m. to 5:00 p.m.** The museum office will continue to be open Tuesday thru Saturday and phone messages recorded at any time!

# Frisco's Most Famous Folk

He was born Orvon Gordon Autry on September 29, 1907, worked for seven years as a telegrapher on the Frisco's Southwestern Division, and went on to become a living legend in the entertainment industry. Better known as Gene Autry, he can easily lay claim to the title of **Frisco's Most Famous Folk**.

The Officers and Board of Directors are honored to announce that Mr. Gene Autry is one of the newest members of our Frisco Folks family! In A letter, dated August 24, Mr. Autry writes, *My days with the railroad taught me quite a lot which I was able to use in my life and in my career. It was a good start for a youngster to have. Your correspondence brought back some very special memories for me which I will always treasure.*

Mr. Autry's first exposure to the railroad occurred when he was still in high school at Tioga, TX. In his spare time, Gene would *smash baggage* and serve as *cow nurse* around the Frisco depot at Ravia, OK, Station E592 on the Sherman Sub-Division, Southwestern Division. In the process, he learned the code and on June 18, 1925, went to work for the Frisco as Assistant Telegraph Operator at Weleetka, OK, Station E495 on the Creek Sub-Division, Southwestern Division.

For the next seven years, he worked at a total of eight different stations along the Frisco's Oklahoma Southwestern Division, including Vinita, Sapulpa, Catoosa, Snyder, Bristow, Davenport, Schuler, and Henryetta.

According to our records, in April, 1932, he left work as full-time operator at Henryetta and never returned. On October 14, 1932, he sent the Frisco a letter, on letterhead reading:

Gene Autry  
Radio & Recording Artist  
Yodeling Blues & Oldtime Songs

## AN EX-BRASS POUNDER MAKES GOOD IN RADIO



**AN EX-BRASS POUNDER MAKES GOOD IN RADIO** was the title of the article about Gene Autry that, along with the above photo, appeared in the July, 1934, issue of *The Frisco Employees' Magazine*.

In the letter he expressed his regret for leaving the Frisco, thanked the company for their employment, and hoped that if he ever needed another job they would consider employing him.

According to Mr. Autry, the long hours of isolation as a telegraph

operator contributed to his career in music. *I got so blame lonesome that I decided to try to learn a little something about music. It had always been a hobby of mine ever since my granddad, a Baptist minister, had me sing in his choir when I was just a little shaver.*

He did indeed learn a little something about music, a little something that lead him to become the **Singing Cowboy**, recording hundreds of songs including two of the all time western classics, **Silver Haired Daddy of Mine** and **Cowboy's Heaven**. Few can forget his rendition of the Christmas institution, **Rudolf the Red Nose Reindeer**.

Autry also distinguished himself as an actor, starring in a number of movies in which he combined his famous cowboy songs with exciting western adventures.

In 1952, the Frisco indirectly bestowed an honor on Gene Autry. Following extensive repairs due to a crossing accident in Ft. Scott, KS, diesel passenger locomotive No. 2022 was renamed **Champion**, the name of Autry's famous horse.



R.J. Stone, Vice-President of the Frisco, presents Mr. Autry with a telegraph key, replica of the one he used when he worked for the company. 1952

Frisco photo



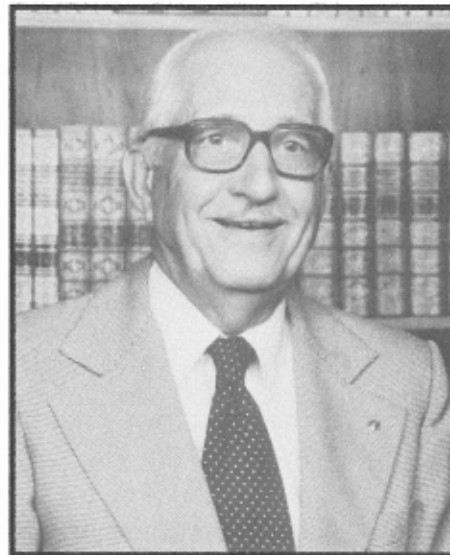
*Frisco Passenger Locomotive #2022, Champion, so-named in honor of Gene Autry's horse. Frisco photo*

### In Memoriam

On August 20, 1992, our Frisco Folks family lost a special member when Clarence B. Pearce, Vice-President and Member of the Board of Directors, passed away.

Mr. Pearce was born in Bolivar, MO and worked for the Frisco thirty-eight years. He started his railroad career at the freight house in Springfield, MO. During World War II, he supervised the movement of a number of troop trains across the country, and retired from the Springfield, MO Traffic & Sales Department.

Following his retirement, Mr. Pearce devoted his time to his garden, his wife of fifty-nine years, Louise, and his family, Alan, Sandra, Rachel, & Sarah Schmitt.



**Clarence B. Pearce**  
1910 - 1992



Mr. Pearce was a major force in the establishment of The Frisco Railroad Museum Inc., and his support, encouragement, and guidance were key factors in the success of the organization. Any time someone was needed to *watch the store*, Clarence was always there, without fail! He was deeply involved in the Springfield relocation project and was looking forward to turning the first shovel of dirt and sharing in its completion.

For those of us who had the opportunity to know, love, and work with Clarence, his kind & gentle nature, supportive spirit, and love for the Frisco will live on in our hearts as a lasting legacy of a true friend!



# The Dedication of a Dream



**Ladies & gentlemen, we are gathered here today to dedicate a dream... That dream is The Frisco Railroad Museum!**

So stated museum founder & current president Alan Schmitt, when on June 1, 1986, approximately 150 people gathered in Ash Grove, MO, to celebrate the opening of The Frisco Railroad Museum Inc., the first and only such museum in the country devoted exclusively to the Frisco Railway.

It was appropriate that the dedication of a railroad museum was called the dedication of a dream because dreaming and railroading have always had a unique partnership.

Think of all the young boys in early America who dreamed of being the next *Casey Jones* as they watched with intrigue those steam puffing monsters called locomotives, rumble down the track. Think of all the young girls watching a passenger train roll through a distant field and wondering who the people on board were, what exotic and far away destinations they were headed for, and dreaming of how exciting it would be to climb on board.

Think about the young men riding the train for the first time and dreaming about how exciting it would be to call out those familiar words... **All board...** and feel the tug of a string of passenger varnish begin yet another journey across the steel ribbon highways of America.

Think about those children who because of the social & economic conditions of the times found themselves sitting in a railroad station dreaming of the new life awaiting them at the end of their journey on one of the many orphan trains that traveled across the country.

Yes, dreaming and railroading have always had a unique kinship. In 1849, a group of railroad pioneers met in St. Louis

with a dream of a railroad that would span the western frontier of America... A railroad that would traverse the plains from the commerce center of St. Louis to the tide waters of the Pacific at San Francisco.

In the early 1850's, some of those same railroad dreamers envisioned a southwest branch of that line carrying pioneer families, themselves with a dream of starting a new life in the wild and sparsely settled region known as Southwest Missouri. In 1870, that dream became a reality when on April 21, the first train rolled into North Springfield, MO. By the turn of the century, North Springfield and its southern neighbor affectionately known as **Ole Town Springfield** were united as the hub of railroading operations in Southwest Missouri.

In 1876, the dream of another chapter in America's railroading history became a reality when the **St. Louis & San Francisco Railway Co.**, better known as the **Frisco**, was born. While it never reached its goal of the Pacific Coast, the name remained throughout its 104 year history as a mute testimony to the dreams of those early railroad pioneers.

During its tenure of operation the Frisco expanded its services and facilities into nine states with over 5,000 miles of main line track. It's interesting to note that the name Frisco was in fact a corporate nickname. The **FR** was taken from *Francisco*, the **IS** from *Louis*, and **CO** for *Company*. The familiar **FRISCO** was usually displayed inside an equally familiar corporate logo, that was patterned after a raccoon hide supposedly confiscated by a company vice-president off the end of the Neosho, MO depot in the late 1800's. Although the design was changed and modified over the years (see **All Aboard, June-July, 1992, p. 5**) the name and that familiar coonskin

logo served as the corporate finger print of the Frisco throughout its history.

In November, 1980, the Frisco fell victim to the necessity of corporate merger with the Burlington Northern Railroad and many folks believed that the memory and heritage of that coonskin railroad would be lost. Fortunately, they were mistaken. Those memories... that heritage... that coonskin railroad lives on... and why! Because of a dream! The dream that was dedicated on June 1, 1986, as The Frisco Railroad Museum.

In 1970, the museum founder and current president Alan Schmitt started what would become a life-long project of collecting the history and memorabilia of the Frisco. Over the years that followed, he began to realize the impact the Frisco had on the development of not only Southwest Missouri, but on every area that it operated in.

Having grown up on the north side of Springfield, MO, within site and sound of the Frisco shops, and coming from a Frisco family (*the grandfather whom he is named after, his father-in-law, both of his wife's grandfathers, and numerous other family members, all worked for the Frisco*), he began to develop a deep sense of appreciation for, and kinship to, an organization that made a major contribution to the heritage of which he was a modern day benefactor. The Frisco became more than just memorabilia and history... It was **family!**

As his interests and collection grew, the dream of sharing it with the public began to develop. When he saw what was happening to the Frisco following the 1980 merger, he started to feel a strong call to **Do something about it!** With the encouragement and support of his family, Alan spent the next few years visiting other museums, studying railroad historical organizations, and dreaming.

The end result of those visits, studies, and dreams was the remodeling of a two-car garage into the likeness of a railroad depot that on June 1, 1986, was dedicated as The Frisco Railroad Museum Inc., a state chartered not-for-profit, federal 501 (c)(3) tax exempt corporation dedicated to the purpose of *Preserving, Displaying and Educating citizens about, the history and memorabilia of the Frisco Railway.*

Since then the memorabilia collection, historical archives, and programs & services of the museum have grown to the point that it is now being recognized as a professional historical organization that is the premier repository and resource center of Frisco railway history. Of even more importance has been the growth of the **Frisco Folks**, a family of committed supporters who are the life line of the organization and are carrying on the family tradition that was so much a part of the Frisco.

What does the future hold for The Frisco Railroad Museum? A dream! A new dream! A dream of expansion and improvement! A dream whose reality started to unfold in June, 1992 when property was graciously provided by the Burlington Northern Railroad to allow the museum to relocate its facilities to Springfield, MO, the traditional hub of Frisco operations.

After a year of intense review & evaluation of the growth, programs, and services of the museum, the examination of nine potential sites, and the submitting of a proposal to acquire land from the BN, on June 12, 1992, the museum took possession of 29,850 sq. ft. of property located at the gateway of the Commercial Street Historic District, Springfield, MO.

The site is close to the location of the first railroad depot built in Southwest Missouri and is identified by an historic marker maintained by the City of Springfield. In 1983, the Commercial Street Historic District (*our site included*) was placed on the National Register of Historic Places.



*Early beginnings of The Frisco Railroad Museum Inc., in Alan Schmitt's basement display room, June, 1972.*



*June 1, 1986, Opening day of The Frisco Railroad Museum Inc. 500 Walker St, Ash Grove, MO*

Located adjacent to the old Eastern Division of the Frisco into Springfield, the new property also includes an 1,800 sq. ft. brick building that was originally constructed in 1944 to house the Frisco's centralized Traffic Control command center, and is the only remaining Frisco-built structure in Springfield that still displays the familiar Frisco coonskin logo cast in concrete.

Plans are now underway to renovate the existing building to provide space for the museum's administrative offices, archives, publishing department, and photo lab.

A new 8,000 sq. ft. display facility is to be constructed adjacent to the existing building that will house a number of full size dioramas profiling all areas of Frisco operations, facilities, and equipment.

The first floor design of the new facility is based on the Smithsonian concept of *environmentally controlled display dioramas* in which the display "case" is a full / scale size replica of a facility and / or piece of equipment that is historically oriented and visually enhances the items on display.

The main entrance / lobby area walls & appointments will recreate the interior of a standard

Frisco depot, circa. 1890's, complete with authentic ticket window & grill.

As visitors enter the display portion of the facility, they will first see a 29' full scale mock-up of a Frisco wooden passenger car that will house a media presentation center and general purpose meeting and seminar room.

Next, a labyrinth of sixteen display cases will trace the historical development of the Frisco from the 1849 St. Louis convention to the 1980 merger. Each case will include a visual record of development in ten year segments and will include historical profiles and development maps, photos, and related memorabilia for each time period.

Additional displays in this area will profile specific programs and departments of the Frisco including such things as Safety, Training, Sales, Piggyback service, Hospital Association, etc.

After leaving the historical development area, visitors will enter the main display corridor that begins with a display island featuring a collection of switchstands, lamps, and related hardware.

Next, Frisco Motor Car trailer #81, (see *All Aboard*, April-May, 1991, pp.4-6), restored and built into the facility, will house our Passenger Service displays including mock ups of a Dining Car and Pullman roomette.

As visitors move along the main display corridor, on their right will be a twenty-one ft. full size recreation of a Frisco standard design depot that will house a variety of displays including an agents office and Railway Express Agency exhibit. Next to the depot will be a twenty ft. replica of a maintenance-of-way section house that will feature a rail velocipede, Fairmont motor car, and a large assortment of railroad tools and related memorabilia.

Across the isle from the depot and section house will be a thirty ft. mock-up of a wooden box car that will house our freight equipment & service memorabilia, photos, diagrams, etc.

Next to the box car will be a brick engine house that will house our motive power displays featuring memorabilia, photos, and related items profiling both Frisco steam and diesel locomotives.

The last display on the main floor will be a mock-up of an **F.T.C.** (*Frisco Transportation Company*) trailer that will include a display area for memorabilia and historical items from the Frisco's truck & bus lines.

A 2,400 square ft. second level mezzanine (*overlooking the main display area*) will be devoted entirely to model railroading. Although detail plans for this area will be developed later, at least three operating layouts are now planned. One will be for general audience viewing and the other two will be club type layouts that will allow our modeling members the opportunity to work on the layouts and run their equipment. One is to be in HO Scale and the other in N Scale.

A walk-way will extend from the second floor mezzanine, across the main display floor, to an observational deck along the back of the building that will allow an unobstructed view of trains traveling along the old Frisco Eastern Division tracks behind the facility. This deck will also serve as a cover for future rolling stock acquisitions that will be displayed on the ground level below.

Both display levels will be fully handicap accessible, including the observation deck.

Visitors will exit the facility through a large gift shop that will feature quality souvenir items, authentic railroad memorabilia, and a full line of model railroading supplies including such services as special ordering, custom painting, and train repair. The full range of model railroad supplies & services offered by the gift shop will be determined primarily by our modeling members needs and wants. All members will receive a discount on all items purchased in the shop.

To the front of the new display facility, and to the west of the administrative office building, will be a court-yard type gathering area that will include our Frisco Caboose #1139, various outside displays, and nine flag poles with each flying the flag of one of the nine states in which the Frisco operated. In addition, a small fenced playground area will be included between the buildings to provide recreation for our young visitors.

Although the new location and facilities will provide much needed space and more convenient accessibility for the public, of even more significance will be the opportunity it represents for perpetuating a significant part of America's railroad history and the role it will play in the preservation, display, and education of citizens through the country, about the rich and colorful history of the Frisco!

Included in the June, 1986, dedication ceremony was the statement, ***Yes, we are here to dedicate a dream, but we are also here to dedicate a memorial... a living memorial to all those dedicated men and women who through the years have proudly been a part of that special family known as the Frisco!***

In his *The Collector's Book of Railroadiana*, Stanley Baker observed, *I have often thought to myself, 'What would America have been like if there had been no trains? Someone once said, 'I can no more conceive of a world without railroads and trains to run on them that I can imagine wishing to live in such a world.'* An appropriate modification of that statement could read, *I cannot conceive of a world without some evidence that there was once a Frisco Railway, and because of a dream... a dream of the past... a dream of the present... a dream of the future... thankfully, I won't have to!* ☐







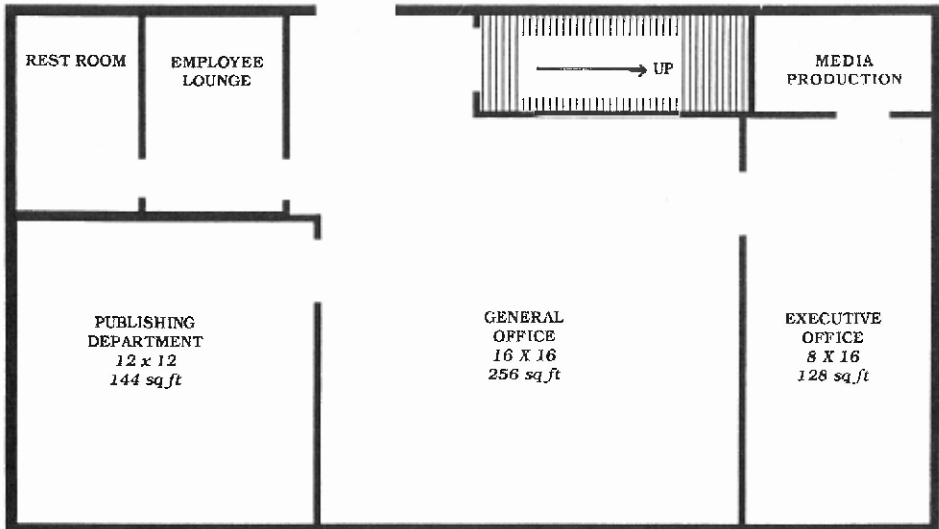
*New museum site looking east. Property runs from utility pole to left of picture, east 200 ft., to corner.*

*Site of new museum property looking west, showing corner location of existing building.*

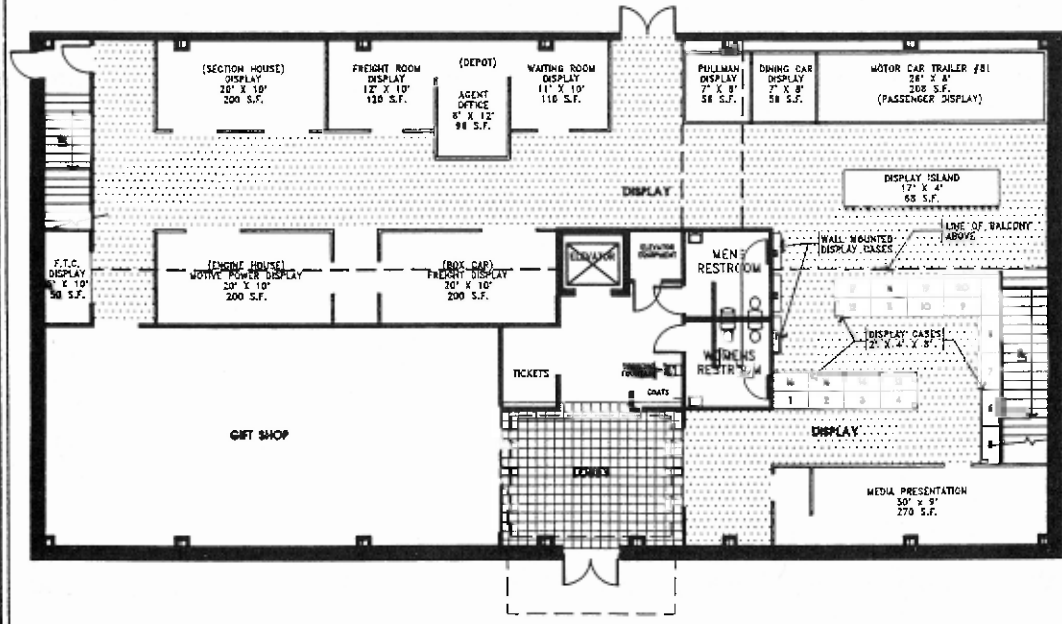
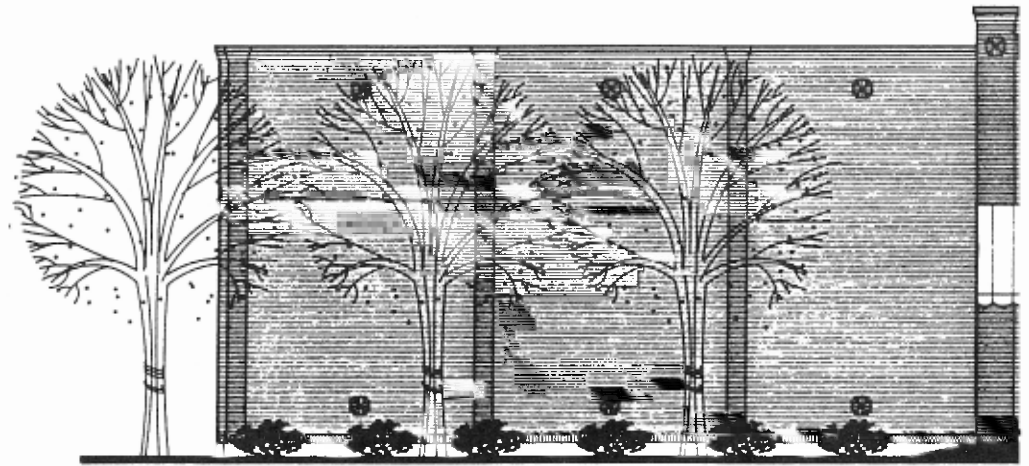
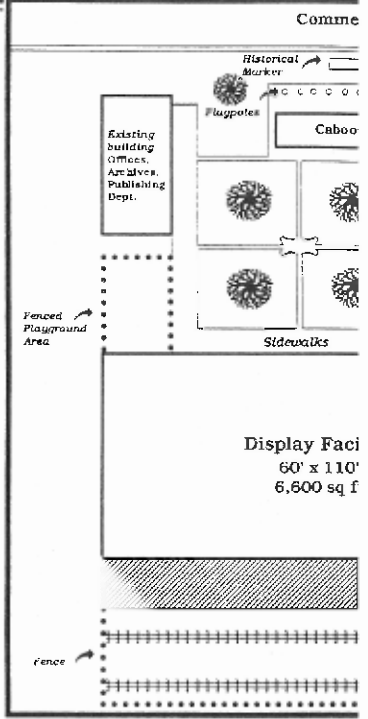


*Site of new museum administrative offices, research center, & publishing department.*

*Notice Frisco Lines logo on front of building.*



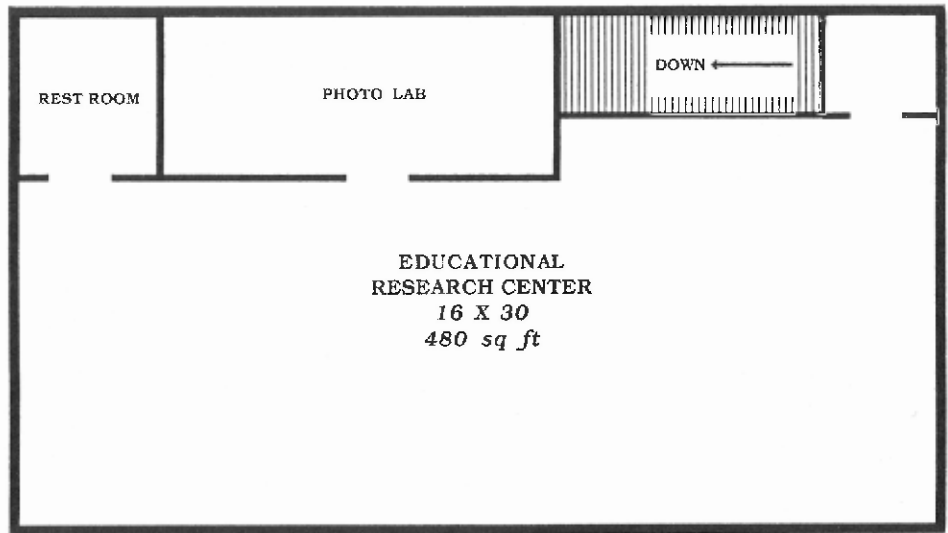
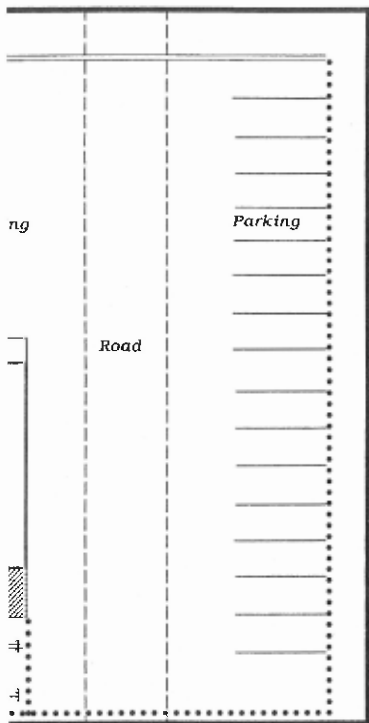
**FIRST FLOOR PLAN**



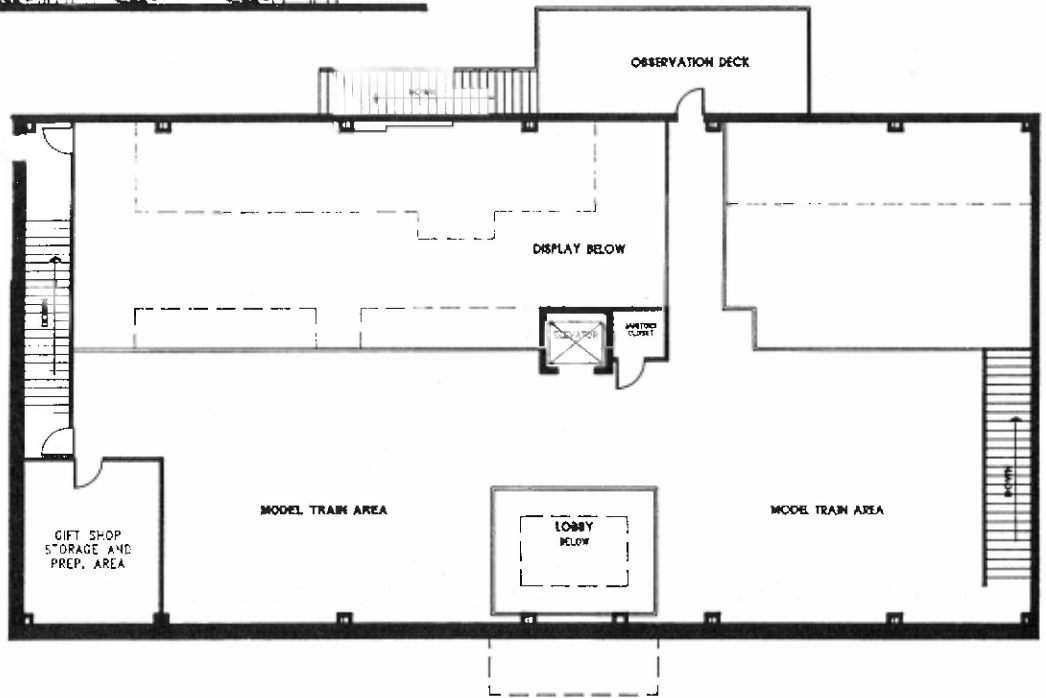
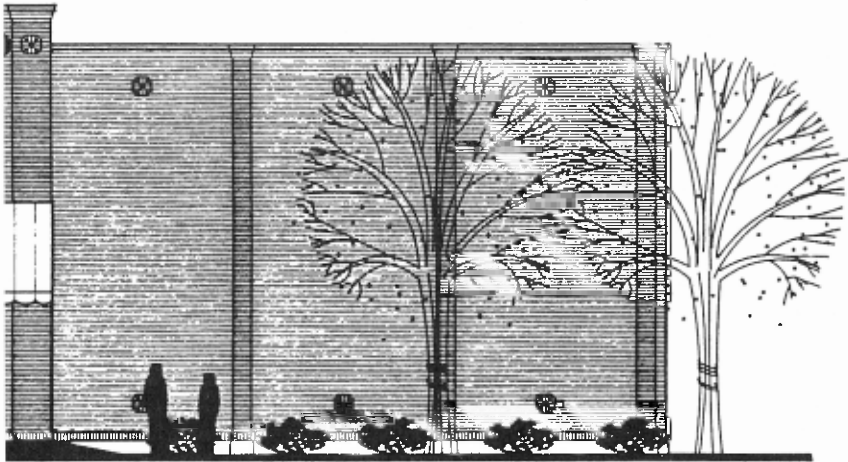
**FIRST FLOOR PLAN**



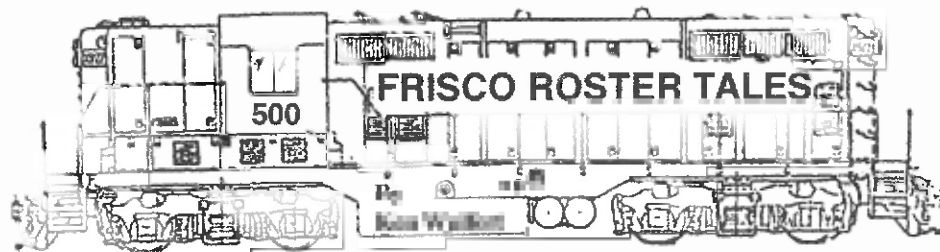
**MAIN LOBBY**



**SECOND FLOOR PLAN**



**SECOND FLOOR PLAN**



## YARD POWER PART THREE

Let's continue our promised discussion of the Frisco's diesel yard switcher locomotives. There were three individual units included in the roster of Frisco diesel switchers that were unusual for a number of reasons, a major one being that they were unique on the Frisco roster - there were no other units ever rostered by the Frisco that matched them. These three *singles* were, in order of their date of appearance on the roster, the GE 300HP 45-ton **SLSF 11**, the GE 500HP 70-ton **SLSF 12**, and the EMD 600HP SW1 **SLSF 10**.

Prior to our discussion of the three unique members of the Frisco diesel family, a brief qualification should be noted. The Frisco did have two other examples of *single* diesel locomotives which are not included in this issue of **Roster Tales**. There was **SLSF 3**, A 44-ton Whitcomb, which I excluded as it was very similar to the Frisco's other 44-ton units, **SLSF 1 & 2**, from Davenport, and **SLSF 4 thru 8**, which were from GE. We'll cover all of them in a future **Roster Tale**. There also was **AT&N 12 (Alabama, Tennessee, & Northern)**, a GE 500HP 80-ton unit. I excluded this *single* since it was never added to the Frisco roster after the AT&N was acquired.

**SLSF 11** came to the Frisco when the AT&N was added to the system in 1948, providing the Frisco with access to the port of Mobile, AL, and to Blakeley Island, across from the main port. This was truly an unusual unit - a GE 45-ton center cab light duty switcher, with 300HP, supplied by two Cummins diesel engines mounted fore & aft of the

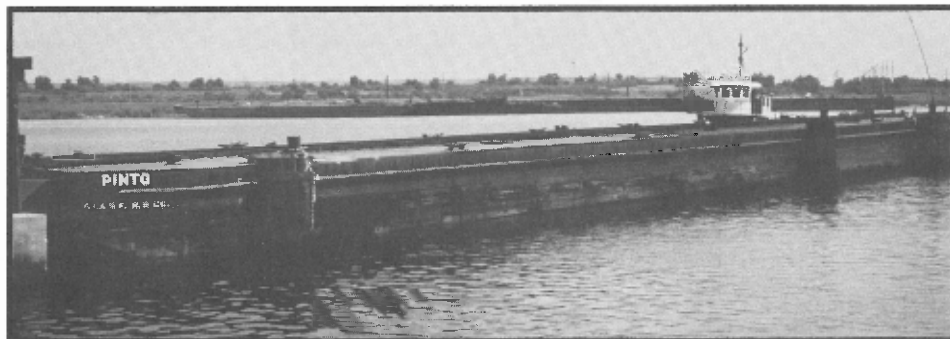


**SLSF 11**, in service at Mobile, AL, May 19, 1967. A. Johnson collection

cab. It had two four-wheel trucks, but only one traction motor per truck. Thus, the wheels and axles on each truck were linked together by connecting rods. This unusual arrangement was utilized since the traction motors were geared to a very low ratio. This gave the *11 Spot*, as this somewhat unattractive little locomotive was called, a healthy bit of starting tractive effort, in fact more than the GE 44-ton units, which had higher horsepower. The AT&N bought this unit (as **AT&N 11**) in 1941. It spent its entire time in service for the AT&N and SLSF at

one location - on Blakeley Island at Mobile, where it switched the car floats and terminals there serving the port. This unusual unit was needed because of the light track on the island.

It spent all of its career on the Frisco painted black with yellow trim & lettering. The only evidence of Frisco ownership was a small Frisco coonskin carried on the cab below the windows. The *11 Spot* gave good, reliable service for almost thirty-eight years, and was retired from service and sold in 1979. It was replaced by **SLSF 10**.



The **Pinto**, shown above, along with the **Blakeley**, were the two car ferries used by the AT&N and Frisco between Mobile and Blakeley Island. The **Blakeley** was placed in service January, 1950, and the **Pinto** went into operation in September, 1953. Wayne Porter photo

**SLSF 12** was also unusual in that it had a very short career on the Frisco, as opposed to **SLSF 11**. This unit was a single engine, 500HP GE 70-ton, end cab light switcher, which came to the Frisco as **ON 7** when the Frisco acquired the Okmulgee Northern Railroad in 1964.

**EDITOR'S NOTE:** *The Okmulgee Northern Railroad was a twelve-mile short line between Okmulgee, OK and ON Junction where it connected with the Kansas, Oklahoma, & Gulf Railroad. The Frisco connected with the KO&G at Henryetta and the ON at Okmulgee.*

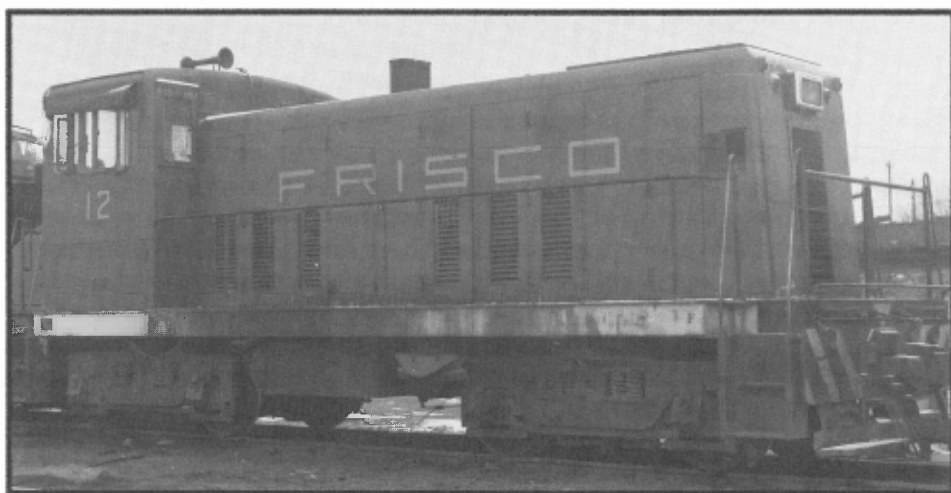
In the early diesel days, the Frisco used several light diesel switchers, as noted at the beginning of this article, with somewhat mixed results. But, in 1964 they simply no longer had any use for light switchers like **SLSF 12**. Thus, after only a year on the roster, most of that in storage, the GE 70-tonner was sold in 1965.

**SLSF 12** was unique in that it was painted light blue with a white frame and all lettering in yellow. I have seen an excellent model of it using the Bachmann GE 70-ton model in HO scale.

**SLSF 10**, as you might suspect by now, also had a number of unusual quirks besides being the single example of a 600HP EMD SW1 switcher on the Frisco roster. **SLSF 10** was purchased from the used locomotive market and rebuilt in 1979 as replacement power for use on Blakeley Island, being light enough yet more powerful than our old friend *11 Spot*. It started life in 1941 on the Great Northern as GN 5103, becoming GN 77 in 1943 and BN 77 in 1970. It was then moved off to a BN subsidiary, the Walla Walla Valley Railroad, in 1971, as WWV 77, and was discarded to the used market in 1978. In 1979, the Frisco rebuilt and modernized it, gave it the Frisco Mandarin Orange & White paint scheme, and, as noted, placed it in service on



*ON 7 in service on the Frisco at Okmulgee, September, 1964. Frisco photo*



*SLSF 12 in service at Springfield, MO, December 1964. A. Johnson photo*



*SLSF 10 fresh from paint shop, Springfield, MO, 1979. Wayne Porter photo*

Blakeley Island as **SLSF 10**. Proving that many things in life come full circle, **SLSF 10** returned to the BN roster as part of the SLSF/BN merger in 1980, when it became BN 70. It continues to work the car floats on Blakeley Island today.

I was able to see **SLSF 10** in Springfield during its rebuild in 1979, and was impressed with how modern and attractive this little 1941-vintage switcher appeared. In 1981, it was painted back into BN colors. ☺

## FRISCO ROSTER TALES UP-DATE

Frisco Folk Bob Plough of Springfield, MO has written with some additional information on the SLSF diesel roster as it exists today after the BN merger. (see *Roster Tales*, June-July 1992)

*In Ken's ten-year SLSF diesel roster, he lists the ex-SLSF GP35's as gone from the BN roster. This isn't entirely correct. While no longer rostered as GP35's, the following units were rebuilt as GP39E's and GP39M's by EMD and Morrison-Knudsen, respectively, and, thanks to their rebuilding, these Frisco veterans should be active on the BN for many years.*

Bob then provided a listing of the rebuilds, which occurred in 1990-91, as follows:

SLSF/BN GP35 ROAD NUMBER	REBUILT BN NUMBER & TYPE
701/2551	2935 - GP39E
704/2554	2923 - GP39E
705/2555	2908 - GP39E
706/2556	2883 - GP39M
709/2559	2912 - GP39E
710/2560	2911 - GP39E
720/2570	2905 - GP39E
721/2571	2921 - GP39E
722/2572	2900 - GP39E
726/2576	2915 - GP39E
729/2579	2918 - GP39E
730/2580	2924 - GP39E

Bob also pointed out that I identified the BN 3100 class GP50's incorrectly as GP50-2's. The locomotives should be simply noted as GP50's as Bob suggests.



*SLSF GP35 701, new at EMD, March, 1964.  
Frisco photo*



*SLSF GP35 701, in service at Springfield, MO,  
August, 1972. Walter Evans photo*

Thanks, Bob! Any **UP-DATES** and corrections to past and future **Roster Tales** from our readers are always welcome. Keep them coming! ☺

STREAMLINED

DIESEL-POWERED

**METEOR**  
ST. LOUIS - OKLAHOMA

**FRISCO**

**TEXAS SPECIAL**  
ST. LOUIS - TEXAS

## 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 requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

**QUESTION:** What can you tell me about a *Lincoln Pin* coupler system that was used in the 1800's?

**ANSWER:** The *Lincoln Pen* coupler system was in fact a **Link & Pin** coupler system that was used in rail service prior to 1893.

The Link was an iron hoop 13" long, resembling a link in a

large chain. To couple two cars together, the switchman would push one end of the link into a slot in the draw-bar of a car and secure it with an iron pin inserted through a hole in the top & bottom of the draw-bar. The opposite end of the link, with another pin, was similarly inserted into the draw-bar of the other car to be coupled.

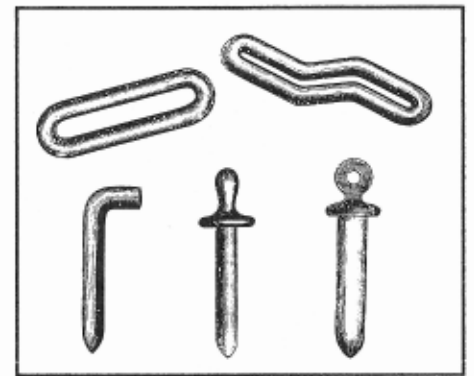
While the process appears to be simple, in reality it was difficult and extremely dangerous. When a link was disengaged from one car, it would drop from the end of the other car at an approximate thirty degree angle. The switchman would then have to step between the cars, lift the hanging link in his hand, and guide it into the draw-bar of the next car.

Although the *approved* method of coupling with the link & pin was to use a *Brakeman's Club*, a hickory staff about 3" long, to lift the link in place while still in view of the switcher engineer. However, old timers called the club the *staff of ignorance*, and rarely used it. Consequently, it was an accepted

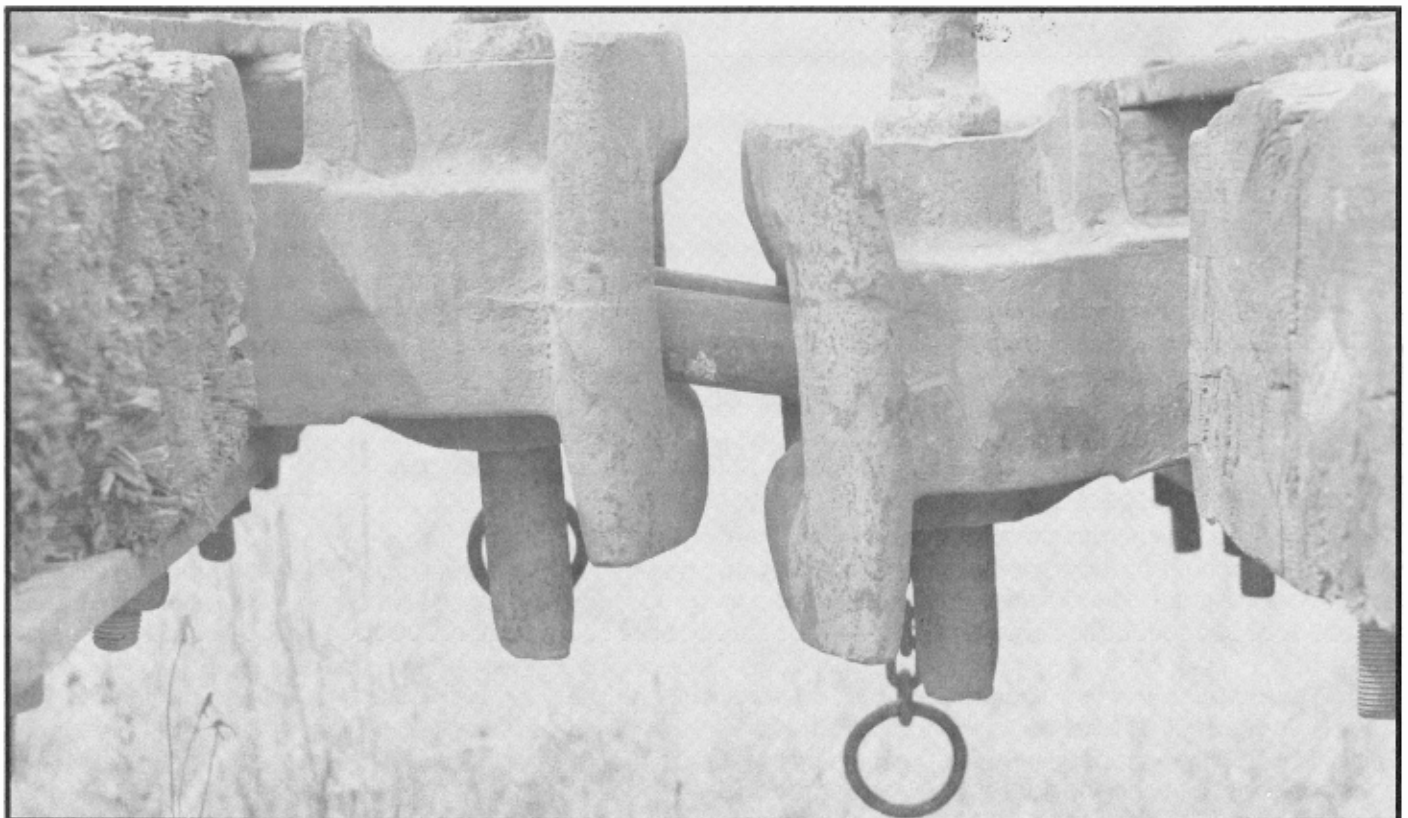
occupational hazard among switchmen that sooner or later, the coupling process would result in missing fingers.

When the occasion would arise where two draw-bars were of different heights, a bent link or *gooseneck link* was used. It too was a dangerous system because many switchmen were crushed to death when one draw-bar would ride up over the other while he was between the cars.

In 1893, the link & pin system was outlawed by federal law and was replaced with the automatic coupler arrangement that is still used today. ☐



Link & Pin types, circa. 1879



Rare photo of Link & Pin coupler system in use. Date & location unknown



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

## 25 YEARS - 1967

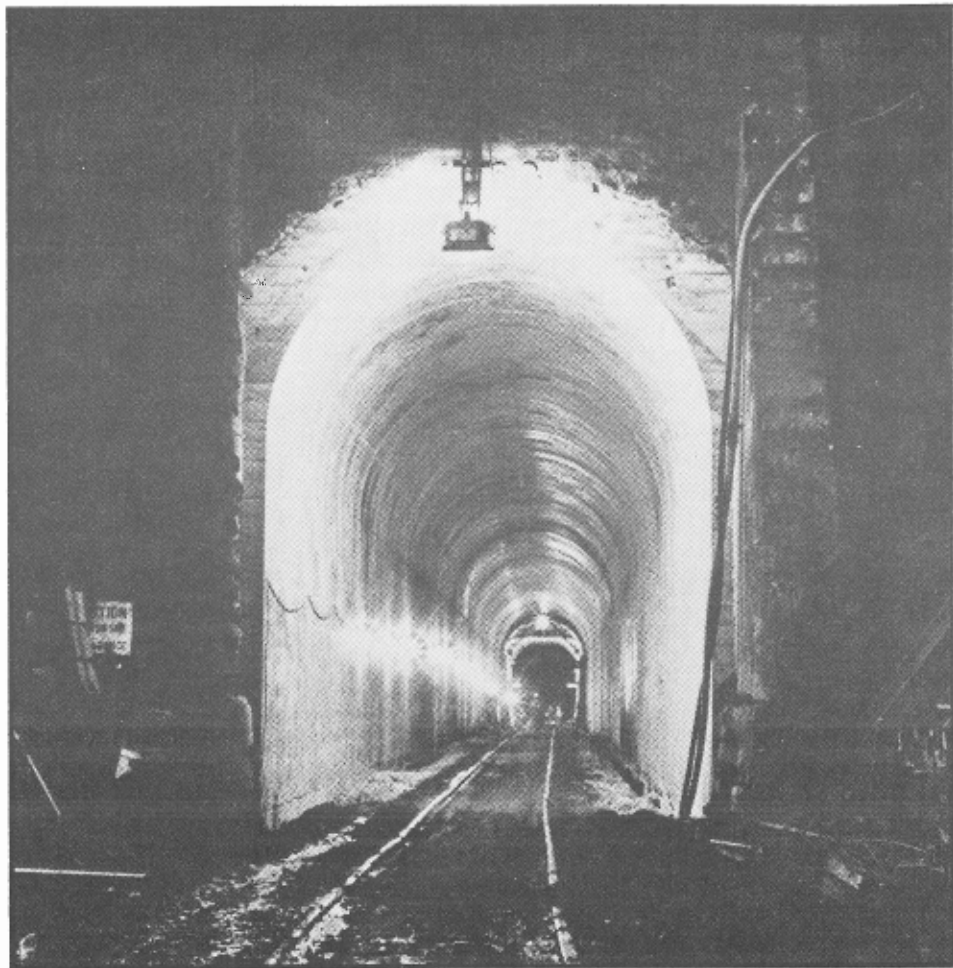
In August, 1967, **Operation Big Bore**, the enlarging of Winslow Tunnel in Arkansas, was started. When the project was completed in April, 1968, the tunnel's height had been increased from 19 ft. to 24 ft. and width from 14 ft. to 18 ft.

## 50 YEARS - 1942

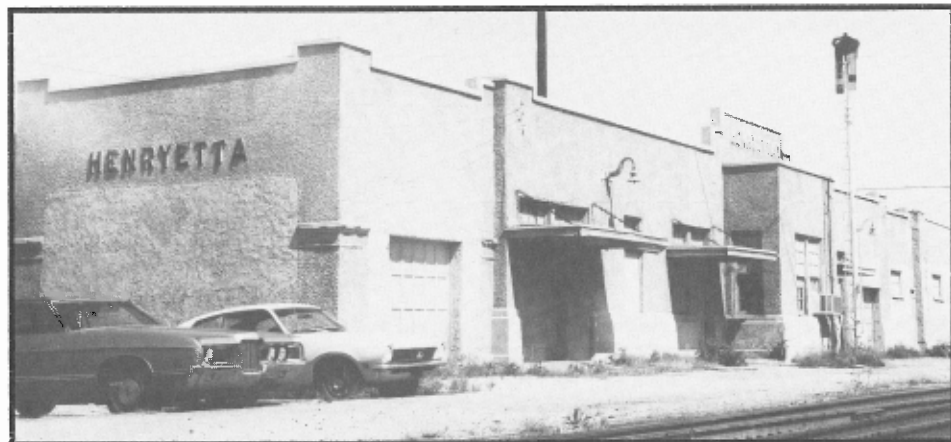
In 1942, fuel oil storage tanks were installed at Chester & Ft. Smith, AR; Muskogee, Henryetta, Madill, Ada, Okmulgee, Hugo, and Francis, OK; Yale, TN; Sherman, TX; and two at the North Springfield Shops.

## 75 YEARS - 1917

In 1917, a new tile & stucco passenger station was constructed at Henryetta, OK. 📷



*Looking north through Winslow Tunnel with Operation Big Bore completed*



*Passenger Station at Henryetta, OK, circa. 1971. H.D. Connor collection*

**SLSF 1246** was once the number assigned to a Frisco caboose, built in July, 1957, by the International Car Corp. In the 1980 Frisco/BN merger, it was renumbered 11574 and its current disposition is unknown.

However, thanks to the efforts of Frisco Folk Richard Napper, **1246** lives on in the form of Richard's 12' modular HO layout trailer. Built from authentic car siding, the trailer is complete with brake wheel, Frisco logo & reporting marks, and the car data is the actual data for the trailer. Of course, it's painted caboose red!







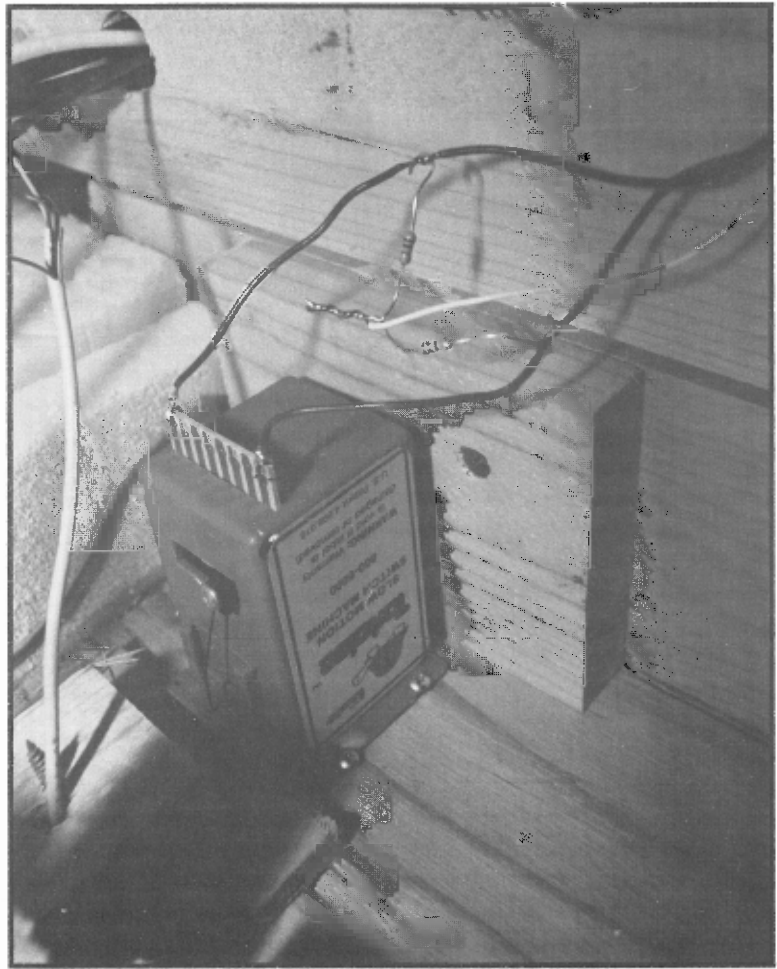
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

## Improving Slow Motion Switch Machines

If you are like me, you may like the slow motion switch machines available to today's modelers. They operate smoothly, prototypically, and without that annoying *buzz* or *click* that comes with the magnetic/momentary switch machines.

Technically speaking, these are geared *stall* motors. That is, they move from one side to the other and they stop moving when the encounter resistance. The stall motor continues to apply pressure even when that appear to be stopped. This is particularly helpful when using power routing switches like Shinohara or Walthers. Like most things in life, stall motors are subject to wear and tear, but with a little help that can last a lot longer.

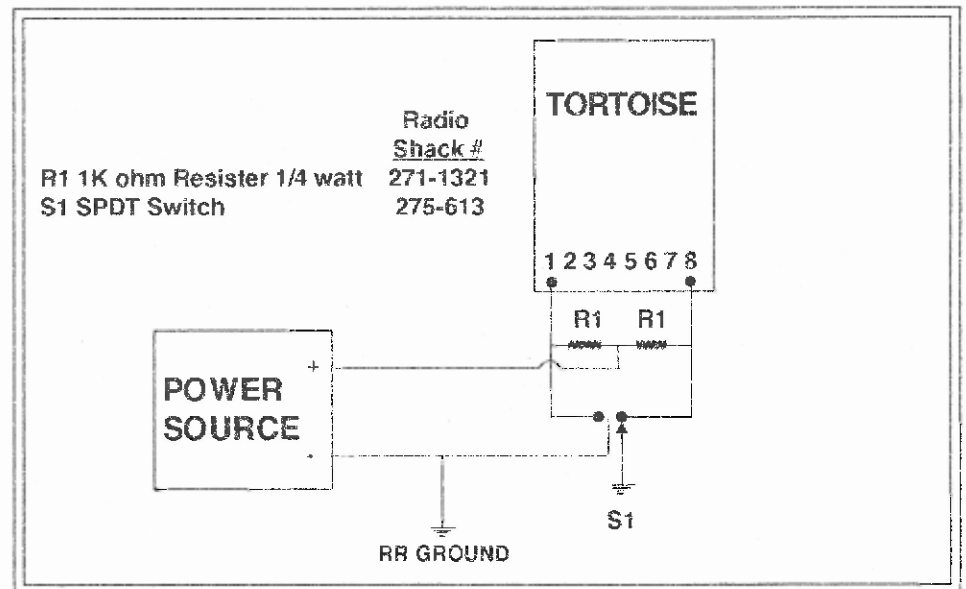
Larry Keeler, developer of the CTC-80 command control system, has found that by using 1000 ohm resistors, the life of a slow motion switch machine can be increased. He recommends using two resistors in the configuration shown in the photo and schematic on this page. The white wire in the photo goes to the positive electrical connection while the wires on the #1 & #8 spots on the machine go to the poles of the SPDT switch. I use Radio Shack 1000 ohm resistors #271-1321 that sell for 5/78¢.



Another neat aspect of this circuit is that a SPDT switch can be used instead of a more expensive DPDT. I prefer Radio Shack SPDT switch #275-613 that sell for \$2.95. The DPDT switches cost about \$1.00 more and that can add up quickly if you plan on having many switch machines.

Slow motion switch machines are a neat part of the hobby of model railroading and with ideas from electronics experts like Larry Keeler, even novices like myself can get maximum usage out of the equipment.

Good Luck and don't forget to *Skip 11 On The Frisco!*



# DOWN AT THE DEPOT

## Menard, TX

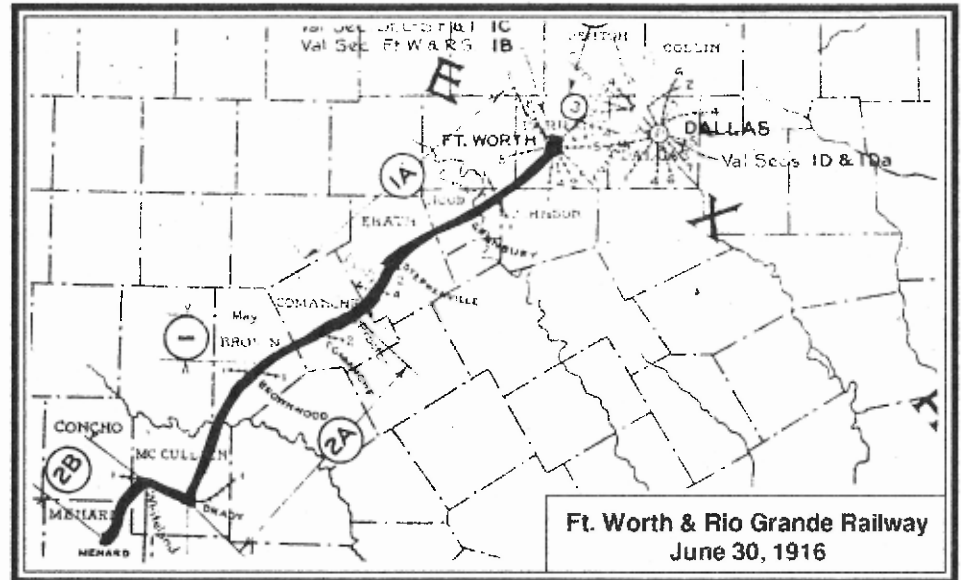
Station 963

Ft. Worth & Rio Grande Railway

On June 1, 1885, the Ft. Worth & Rio Grande Railway CO. was incorporated in Texas as a wholly owned subsidiary line of the Frisco. Between 1887 and 1891, the line was completed from Ft. Worth, southwest, to Brownwood. In 1903 it was extended to Brady which served as its southern terminus until 1911.

In the late summer of 1909, the citizens of Menardville, TX, a frontier town dating back to the 1840's, approached the railroad in regard to the possibility of extending the line to their town, some thirty-eight miles to the southwest of Brady. Apparently the ranchers in the area were having to drive their cattle overland to the railhead at Brady, and felt that extending the line would be mutually beneficial for them and the railroad.

Consequently, after some intense negotiations in which the local ranchers agreed to furnish the right-of-way, land for new stock pens, and build a new \$10,000.00 depot, construction on the line from Menardville (*changed to Menard*

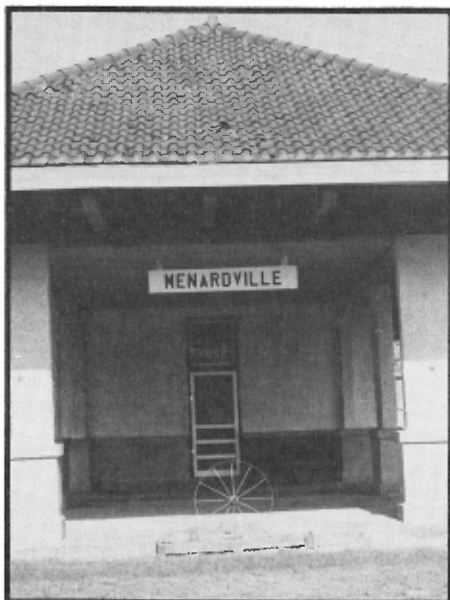


during the negotiations) to Whiteland, a distance of approximately twenty-five miles, was started on November 1, 1909. The eleven miles from Whiteland to Brady was to be operated over trackage rights on the Gulf, Colorado, & Santa Fe Railway.

On February 10, 1911, the construction train arrived at Menard, on February 22, 1911, J.W. Sartwelle was assigned as the first station agent, and on July 4, 1911, the line was officially opened with the dedication of the *Mission Revival Style* depot, shown below.

On March 1, 1937, the line from Ft. Worth to Menard was sold to the Santa Fe for \$1,519,325.00. The new owner continued to operate passenger service on the line until 1972, when on June 22, the last train departed from the depot.

The Santa Fe subsequently donated the station to the County of Menard who in turn leased it to the Menard County Historical Society. In 1978, the depot was placed on the Texas Register of Historic Landmarks and is currently the home of the Menard County Historical Museum. 🏠



ex- Ft. Worth & Rio Grande Railway depot, Menard County Historical Society, August 6, 1992. Nadine Johnson photos

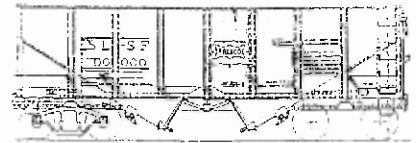
# New Car Shop

# HO Scale

## SL-SF HOPPERS

By Martin Lofton & Joe Pennington

### FRISCO HOPPER DECALS HO Scale



Produced from prototype photos & authentic lettering diagrams!

**Enough to decal eight cars!**

**INCLUDES**

Specific weight - dimensional lettering - Car numbers - Reporting marks - Frisco heralds

**\$15.50 per set**

**Order From:** The Frisco Railroad Museum Inc., P.O. Box 276, Ash Grove, MO 65604, 417-672-3110

**EDITOR'S NOTE:** Frustrated with the lack of adequate HO Scale decal sets for Frisco Hoppers, Joe Pennington and Frisco Folk Martin Lofton have produced their own. They were created from photos and paint diagrams of the hoppers during the decade of the 1940's before the advent of the large Frisco heralds.

The set will decal eight assorted black painted Frisco hopper cars, since hoppers tended to run in blocks. The set authentically letters several types of hoppers available on the commercial hobby market.

The set includes specific weight and dimensional lettering, plus the car numbers of each type of car and the correctly structured **SL-SF** reporting marks. There are enough Frisco coonskins, repack, reweigh data, etc., to allow variations in the lettering of cars or to letter other black Frisco cars.

In the process of creating the Hopper decal set, Mr. Pennington has compiled an extensive roster of Frisco car numbers, their individual characteristics, and how to model them in HO Scale. Joe and Martin have graciously agreed to share

this research with our Frisco Folk modelers and the following is the second in a two-part **NEW CAR SHOP** series featuring their work.

86274, 86384, 86828, 86921, 87312, 88356, 88708, 89003, 86631, 87182, 89188, 89280	Panel side hopper, 1977 cu. ft. capy., blt 1923, rebld 1937, HM	Overland panel side hopper #3128 (or Athearn #5447 w/ b.p. and Westerfield Wine door locks #1171* )
86059, 86160, 86290, 86415, 86566, 87043, 87087, 87225, 87306, 87348	Home built, panel side, covered hopper. 1974 cu. ft. capy., blt 1923, rebld 1942, HMR	Overland panel side hopper #3128 with scratchbuilt wood roof and 6 wood roof hatches (or Athearn #5447 and Westerfield Wine door locks #1171* w/ b.p.*)
86831, 86922, plus unknown others in 86000-87499 series***	Panel side hopper, 1926 cu. ft. capy., blt 1923, rebld 1943, HM	Overland panel side hopper #3128 with modified diagonal slope sheet support outboard at sidesills (or Athearn #5447 w/b.p. and Westerfield Wine door locks #1171* *)



SLSF 90899 Pullman, Chicago, IL, May 23, 1949. Pullman photo

88000-88499, 88500-88999, 89000-89499***	Ribbed side hopper, 1880 cu. ft. capy., blt 1928, HM	Tichy USRA hopper #4027 with Westerfield Enterprise drop door locks #2190
88016, 89150	Panel side hopper, 1974 cu. ft. capy., blt 1936, HM	Overland panel side hopper #3128 with Westerfield Enterprise drop door locks #2190 (or Athearn #5447 w/b.p. and door locks*)
88000-89499***	Panel side hopper, 1974 cu. ft. capy., blt 1928, rebt 1946, HM	Overland panel side hopper #3128 with Westerfield Enterprise drop door locks #2190 (or Athearn #5447 w/ b.p and door locks.*)
89900-89951 (blt from 82899-80408 series)	Home built, panel side coke hopper, 2549 cu. ft. capy., blt 1928, rebt 1937 and 1946, HMC	Overland panel side hopper #3128 with 24" high extensions added to top of hopper (or Athearn #5447 w/b.p. and Westerfield Wine door locks #1171*)
90000-90499	Offset side hopper, 2145 cu. ft. capy., blt 1948, HM	Athearn offset side hopper with peaked ends #5400 with Westerfield Enterprise drop door locks #2190
90500-90799	Offset side hopper, 2145 cu. ft., capy., blt 1948, HM	Athearn offset side hopper with flat ends, #5407 with Westerfield Enterprise drop door locks #2190
90806-91599	Offset side hopper, 2145 cu. ft. capy., blt 1949, HM	Athearn offset side hopper with flat ends, #5407 with Westerfield Enterprise drop door locks, #2190

Notes:

\* Reference use of Athearn #5447 ribbed side hopper: It is of a post WWII design and is 2 1/2' longer than USRA clones that Frisco had.

\*\* By 1948, 128 cars in this series were panel side and 40 cars were original design. Original design car were numbered: 80538, 81314, 81395, 81481, 81539, 81904, 81905, 81934, 81961, 81973, 81984, 82004, 82029, 82062, 82077, 82096, 82148, 82212, 82231, 82249, 82257, 82278, 82365, 82372, 82453, 82528, 82604, 82689, 82722, 82737, 82740, 82744, 82760, 82768, 82782, 82783, 82800, 82813, 82834, 82893

\*\*\* By 1948, all cars in the 86000-89499 series were panel side except for 10 cars rebt into covered hoppers and 283 cars that remained as originalally built. All cars in the 8800-89499 series were rebuilt with panel side.

Numbers of cars in original design were:

86000 series: 003, 006, 013, 033, 041, 050, 053, 061, 070, 076, 080, 103, 104, 111, 115, 128, 137, 146, 148, 150, 169, 174, 175, 193, 198, 200, 205, 207, 221, 222, 233, 249, 260, 269, 270, 275, 281, 295, 298, 302, 304, 308, 312, 314, 326, 327, 331, 337, 340, 344, 373, 382, 386, 396, 402, 405, 422, 423, 426, 435, 452, 467, 495, 497, 498, 518, 522, 549, 553, 576, 577, 587, 591, 596, 601, 609, 629, 629, 637, 646, 651, 658, 675, 682, 688, 690, 692, 693, 695, 698, 704, 711, 713, 726, 738, 743, 745, 768, 778, 791, 792, 797, 798, 799, 804, 809, 811, 818, 829, 861, 863, 867, 870, 874, 876, 884, 887, 888, 889, 894, 904, 908, 917, 927, 931, 951, 957, 960, 968, 975, 985, 993,

87000 series: 002, 004, 007, 010, 012, 013, 017, 019, 020, 029, 030, 031, 033, 042, 045, 047, 051, 052, 053, 057, 058, 061, 064, 077, 081, 084, 088, 090, 092, 095, 097, 103, 015, 111, 114, 126, 130, 132, 133, 136, 141, 145, 148, 156, 157, 160, 163, 168, 169, 170, 171, 172, 173, 174, 178, 180, 185, 189, 192, 193, 196, 197, 199, 200, 206, 209, 210, 212, 213, 219, 220, 221, 224, 229, 232, 235, 237, 238, 240, 246, 248, 250, 251, 256, 261, 262, 263, 265, 267, 270, 271, 272, 280, 284, 287, 290, 292, 305, 310, 313, 315, 316, 319, 323, 324, 325, 328, 335, 337, 340, 347, 351, 358, 359, 362, 363, 364, 368, 371, 376, 378, 380, 387, 388, 390, 391, 393, 398, 401, 403, 405, 408, 409, 415, 418, 428, 430, 431, 444, 447, 453, 454, 463, 464, 471, 478, 486, 488, 490, 495