

FRISCO

All Aboard

FRISCO

Volume 11

1997

Number 1

SPRINGTIME
IN FRISCOLAND





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The Flyer on the Finley 23

This rare 1909 photo shows the Frisco's *Chadwick Flyer*, crossing the flooded Finley River at Ozark, MO.

About the Covers

This issue marks a milestone in the publication of the **ALL ABOARD** as we present our first full-color covers.

FRONT: Our front cover is a company photo of Northbound Train 808, the *Sunnyland*, as it rounds a bend on the River Division south of Crystal City at Selma, MO, circa. April, 1957.

BACK: From the collection of Frisco Folk Kevin Johnson, our back cover features a selection of rare reproductions of a colorful series of post card size calenders that were distributed by the Frisco in 1902.



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OLD MONUMENT FINDS NEW HOME

★ ★
1882
★ ★

On September 10, 1880, the Missouri, Arkansas, and Southern Railway, a wholly owned and controlled construction subsidiary of the Frisco, was incorporated for the purpose of constructing approximately sixty-three miles of standard gauge, single track railroad between Fayetteville and Ft. Smith, AR. The new line would complete the link between the Ft. Smith area and the Frisco's main line at Monett, MO.

Early in the construction of the line, the decision was made to cut through the top of an Arkansas mountain at a location approximately twenty-three miles south of Fayetteville. When completed in 1882, the **Boston Mountain Tunnel** measured 1,726 ft. long, 14 ft. wide, and 19 ft. high. The tunnel and the town that formed around it were later named in honor of Edward F. Winslow, president of the Frisco between 1880 and 1889.

M. A. & S. R. W.
PLANS, SECTIONS
AND ISOMETRICAL VIEW OF
BOSTON MOUNTAIN TUNNEL
PORTAL
SCALE 5 FT. = 1 INCH

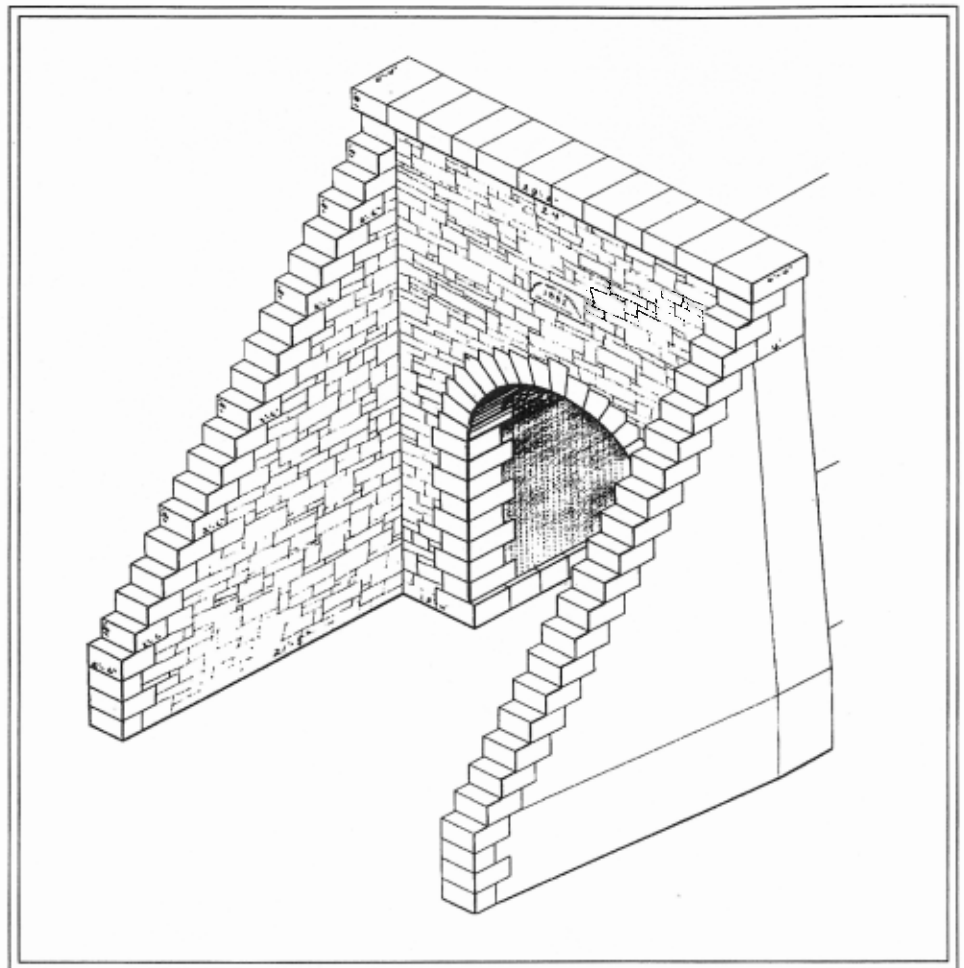
EDITORS NOTE: The portal graphic on this page and the isometric drawing on page 4 were taken from the original linen drawings for the Boston Mountain Tunnel, 1882.

Two distinctive characteristics of the tunnel were:

1) It was completely lined with brick that, according to company records, took two shifts of workmen 2 1/2 years to complete. 2) Each portal featured a 4'9" x 2'9" x 18" **1882** date stone hand carved from a single piece of sandstone, weighing approximately 1,500 lbs. In place for eighty-five years, the date stones stood as a monument to the ingenuity and hard work of those who designed and built the tunnel.

In August, 1967, the Frisco initiated "Operation Big Bore." The nine-month project was designed to enlarge the tunnel to 24 ft. high - 18 ft. wide, in order to accommodate the higher and wider loads of modern railroading. In the process, each portal was rebuilt and the date stones were removed.

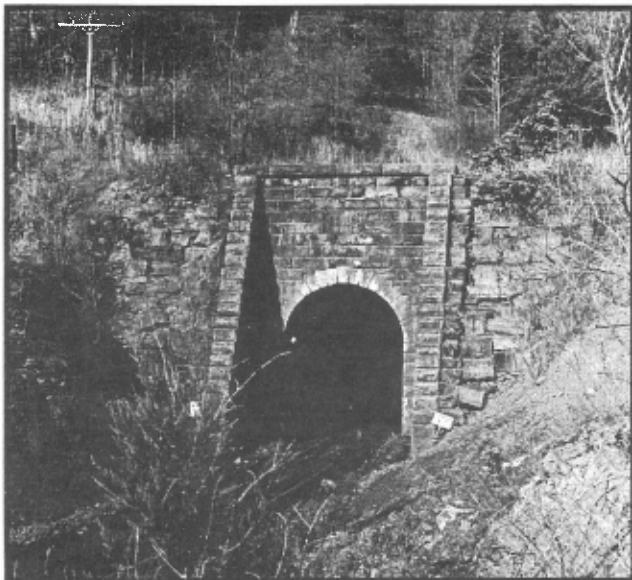
According to our records, the north stone was destroyed during the rebuilding. Fortunately, the south stone survived and eventually "landed" in the front yard of Jim Elliott who was Manager of Automotive Equipment at the time.



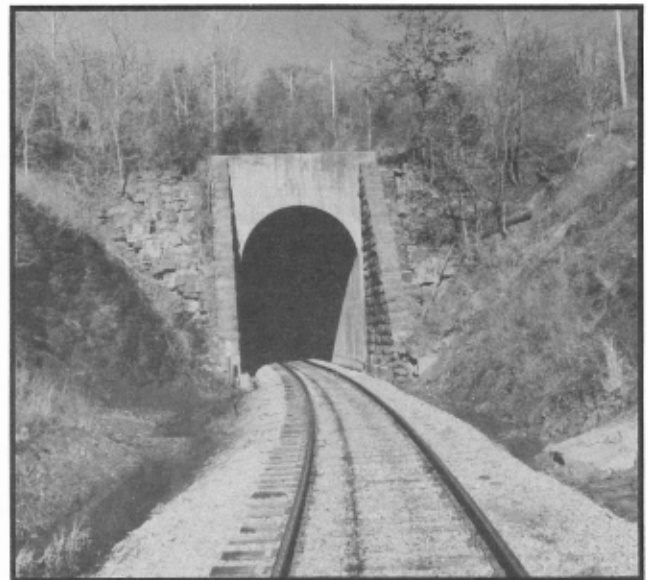
According to Mr. Elliott, *"Where it landed when we unloaded it is where it has been for the past twenty-eight years!"*

Thanks to the generosity of Mr. Elliott, we are pleased to announce that the 1882

Winslow Tunnel date stone has a new home at The Frisco Railroad Museum Inc. It is now the centerpiece of the museum's main entrance courtyard.



Winslow Tunnel, south portal, 1967, prior to rebuild.
Frisco photo



Winslow Tunnel, south portal, December 25, 1988.
R.E. Napper photo



"Easy does it," is the direction from museum project director Stan Weddle as president Alan Schmitt gently lifts the Winslow date stone from its home of twenty-eight years on the farm of retired Frisco employee Jim Elliott.

Photo by Donna Wagner

"Easy does it," is again the order of the day as president Alan Schmitt gently positions the Winslow date stone at its new home in the entrance courtyard of the museum.

Photo by Donna Wagner



The Winslow Tunnel date stone in place and secure at its new home in the entrance courtyard of the museum.

Photo by Donna Wagner

FACTS AND FABLES OF DIESEL FREIGHT UNITS

EDITORS NOTE: *The following essay on Facts and Fables of Diesel Freight Units, was included in the instruction manual for a class on the operation and maintenance of diesel locomotives, presented by EMD in March, 1947. The author is unknown.*

"A diesel engine is an amazing assortment of bolts, nuts, valves, heaters, coolers, expanders, contractors, and other gadgets too numerous to mention here. All of these are screwed and welded together to form a single unit. The resulting unit is expected to start out with below the average grade of fuel oil and change it into BTU - then the BTU into MEP - the MEP into RPM - the RPM into BHP - the BHP into KWH. Then the electrical gear takes over and makes a BHP out of KWH and RPM out of BHP, and then, if everything is in working order, you finally get MPH. All of this takes place in a fraction of a second in the confines of an all too small engine room. This gives you a rough idea of the confusion characteristic to all Diesel Freight Units.

"The Diesel engine was invented by a man named Mr. Diesel. The writer has checked back into his life and character, and is satisfied that this was not done with any malicious intent as he was a very fine man and loved the human race. Had the idea been left as he left it, nothing would have happened to it. The responsibilities rest upon the shoulders of certain individuals and corporations and Diesel engine manufacturers, so do not hold it against Mr. Diesel. The

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

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INSTRUCTION SCHEDULE

ELECTRO-MOTIVE DIESEL LOCOMOTIVE SCHOOL

"There are three main classes of Diesel engines. Namely, High-speed Diesels, Slow-speed Diesels, and No-speed Diesels. The principal difference in these engines is that the High-speed Diesel runs faster than the Slow-speed Diesel, and they both run faster than the No-speed Diesel. The High-speed Diesel makes noise faster than the Slow-speed Diesel. A Slow-speed Diesel can become a High-speed Diesel by the simple procedure of speeding it up. Either the High-speed Diesel or the Slow-speed Diesel can become a No-speed Diesel by merely shutting the engine down. This can be accomplished in several different ways. The correct way is by shutting the fuel oil off. This can be accomplished very easily. None of the Diesel engines invented up to now will run without fuel oil. This seems to be a characteristic of a Diesel engine. The engine can also be shut down by placing a monkey wrench in an appropriate place so as to jam the gear train, but as this method is not recommended by the manufactures association, we will omit it in the presentation.

"A Diesel engine has several important parts that

should be mentioned, among them is the cylinder. This is a long round hole filled with air that is covered on one end with a cover full of round holes containing valves that admit fuel, air, and sometimes water and carelessly placed tools. These valves open and closer according to a predetermined sequence of events. The other end is plugged with a movable plug called a piston. This is free to move up and down within certain limits and would come out altogether if it were not for the connecting rod. This connecting rod is important too, as it is what changes the MEP in RPM, and without it we would be stuck with the MEP, which no one knows how to use up to now. This whole assembly is held in place by crab studs and nuts to prevent it from joining the bird gang. Each cylinder has four crabs, so we might be more considerate of the noise that the engine makes, considering the noise that you would make if you had the same number of crabs.

"To start the Diesel engine, it takes a certain amount of knowledge, steady nerves, and a certain amount of bravery. First you set all of the switches in the correct position, with the fuel pump shut off. Then open the relief valves

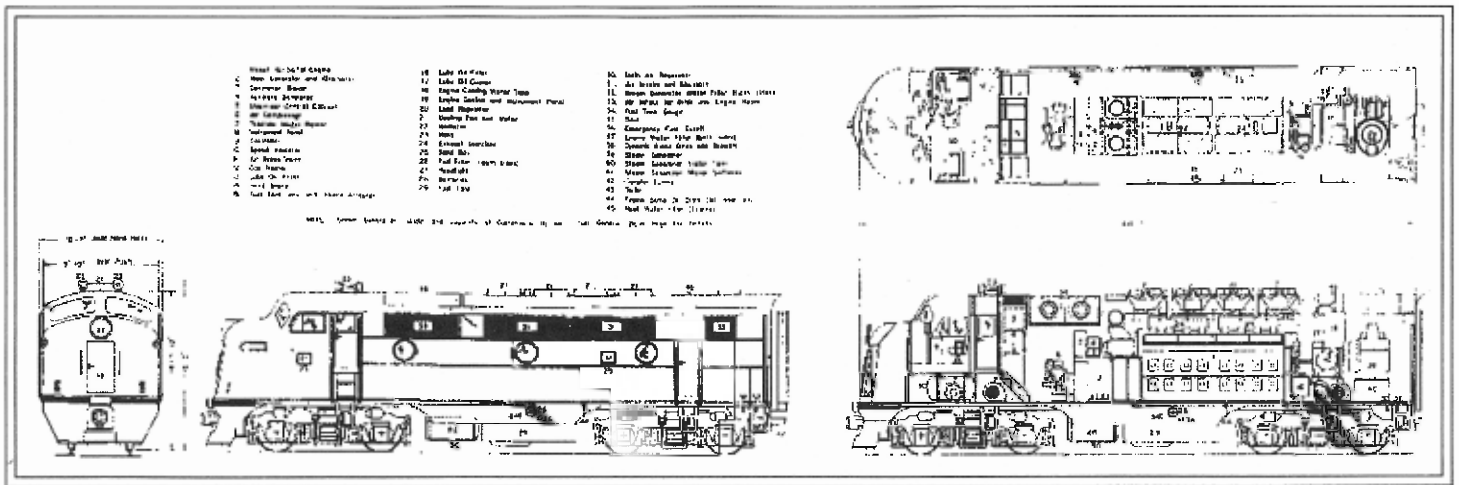


Chart from 4-47 Model F3 Diesel Locomotive Operating Manual. A "Preliminary Description" of the F3 units was included in the March, 1947, training course.

and push the starter button all of the way in. If nothing happens, call a Road Foreman, and he will call a Diesel man to put the starter fuse in for you. Then try again. Let the engine turn several revolutions in this way. The primary purpose of this act is to clear the cylinders of any water that might have leaked in through the above mentioned holes, or any other holes that were not mentioned. But it also serves another purpose, and that is helping the engineer gain a little confidence before giving it the works. It also adds prestige on the part of the onlookers that might be standing around - namely, the fireman, brakeman, and any laborers and EMD men (it isn't too early in the morning). After closing the relief valves and turning on the fuel pump, you shut your eyes and push the starter button again. If everything is as it should be everything about you will begin to tremble and then shake and the damndest noise that you have ever heard will begin, and then you release the starter button, for this noise and commotion are a sure sign that the engine has started. When the smoke has cleared away and onlookers have

returned, look wisely at the engine instrument panel and observe the oil pressure - then drop the isolation switch a few times to hear it spit. This never fails to impress the fireman and brakeman. Of course, this will not impress the EMD men, because by this time they will have already gone back to their hotel so that they will not be around when the floating pistons let go. Then, before you forget it, go up into the cab and open the throttle to see if the traction wheels will turn over. It is most embarrassing to be out on the main lines, running 60 miles an hour, and find out then that the traction wheels are not revolving.

"There are many confusing things about a Diesel engine that you will learn as you gain experience. Among them is the indicator. It is considered good practice to take indicator readings at regular intervals. An indicator is a gadget consisting of strings, levers, and pulleys. The idea is to get a diagram drawing on a piece of paper. This diagram has to do with MEP mostly. To obtain this diagram, the instrument is screwed into a hole in the cylinder cover, mentioned

before. It is connected by strings and other suitable gear to a rapid oscillating part of the engine. Here, again, steady nerves and patience is necessary. The idea is to engage a loop on the end of the oscillating string to a hook attached to the indicator. The best way to describe this operation is to compare it with attempting to thread a sewing machine that is underway. If you are lucky and manage to engage a loop in the hook, the string is usually broken. The hook has never been known to break. After breaking a number of strings, one's patience is sure to wear out. Then the proper thing to do is to take a clean card and draw in a diagram like the one in the instruction book. This card is called an inphase card. With much less effort, you can make a hand drawn card known as an out-phased card. But the out-phased cards are practically useless. So are the in-phase cards.

"Another confusing thing about a Diesel freight unit is the interlocks. It is fairly infested with interlocks. There is one that keeps the unit from backing up while you are going forward.

This incidentally, is the only useful one up to now. But there should be another lock on the unit, and that is on the door between the engine room and cab, so that when the Road Foreman goes back into the engine room to see if there is any water in the toilet water tank, the fireman can lock this door and keep him back there where he belongs, but will never stay. After all, the engineer was put on the unit to run the train, so why not let him?

"Another confusing so-called interlock keeps you from starting the engine with the overspeed trip kicked out. Here, a word of advice - when you fail to start an engine on account of someone having stopped it by tripping this device, phone the yard office at once and report water in the fuel oil. While you are draining the water out of the lines, filters, pumps, tanks, and so forth, reset it. Then you are ready to try again. However, don't forget to notify the Road Foreman that you are now ready to go, otherwise he might get tired of waiting, get disgusted and go up town and get drunk.

"There is another interlock on the starting contactors that keeps the engine from loading up when the starting contactors are stuck. For some unknown reason this contactor seems to be unusually hard to locate, but there is a movement afoot to have a seeing eye dog assigned to each unit to lead the engineer to the contacts, so that he can tell the fireman to tell the brakeman to get him a flagstaff so that the fireman can break the stick contacts loose.

"Meanwhile, the conductor will be walking many miles up and down, up

and down, the tracks and wearing out his shoes, so it is important to hurry. If he is afflicted with high blood pressure, it is very important that you hurry, and if he has already used up his shoe coupon, it is most very important that you hurry.

"The power of a Diesel engine is measured in horsepower. Why, no one seems to know. Therefore, if you want to measure the power of an engine, the natural thing to do is to find a horse, hitch him to the engine and see which could pull the most. Here a word of caution is necessary. First, horses are scarce, and even if you could find one, it would be



another problem to hitch him up to the locomotive - for with so many Road Foreman around who resemble the south end of a horse headed north, it would be very easy to hitch a Road Foreman up to a locomotive and put the horse in the cab with the engineer. Not that the engineer would mind, because he would be much better off with a whole horse in the cab with him than with just the worst part of one. But if there was no Road Foreman in the cab, who would ever think to look back in the log book and report everything that

the man in front of him reported. And, after all, that is the only way that the Company can tell is the Road Foreman has ever been on the locomotive, so it is very important that he do this so that the Company will remember to pay him each month. Anyway, getting back to the horse, it would be very hard to find one that wouldn't be scared by the faces of the EMD men around, and he would probably end up by kicking the nose of the unit in and going home.

"So it would be much better to rely upon the instruments that the electrical men have invented. They will indicate this power in terms of Amps, Volts, or Kilowatts, depending upon the individual whims of the electrical designer. With a little arithmetic these values can be converted to HP as nearly accurate as by using a horse. Of all the power generated, some goes to work, some goes to friction, some goes to heat, and the rest goes to hell, which is all that you could expect under the circumstances.

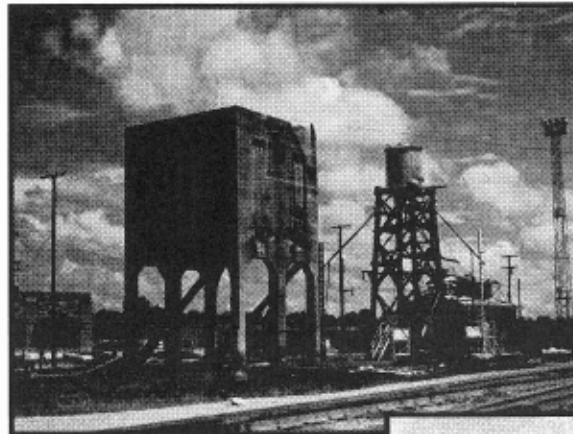
"The writer recommends that the prospective Diesel engineer does not take these engines too seriously, or study about them too much in trying to learn all about them. By the time that he becomes familiar with one particular type of engine, it is obsolete, because the designer has the thought of some more interlocks to incorporate into the engine. It has also been noted that once an engineer gets to spending too much time thinking about this Diesel, he may acquire a type of mental derangement that only a dimly lighted bar can provide treatment for." ☐

The Day Goliath Fell

With the end of steam locomotives on the Frisco in February, 1952, came the inevitable demise of the giants that fueled them - the goliath concrete coaling stations that dotted the system at over twenty-five locations. In the fall of 1953, the Frisco initiated a program of demolition of these symbols of a by-gone era with the demolition of the 300 ton station at Lindenwood Yard at St. Louis, MO.

According to the September 1953 **All Aboard** company newspaper, the St. Louis goliath proved to be a die-hard giant to bring down. Following the removal its upper superstructure, a total of thirty-six sticks of dynamite could only tip the structure down on one end. Three attempts were made to pull the tipple over, but the cable snapped each time. Finally, a huge crane that was borrowed from the Terminal Railroad Association held the structure upright so steel reinforcement rods could be cut thus allowing the giant to slowly tumble over.

Following the demise of the Lindenwood goliath, one by one the remaining giants of the steam era met their fate, as witnessed by the following rare newspaper photos of Lebanon, Springfield, and Thayer, MO., and Pensacola, FL.



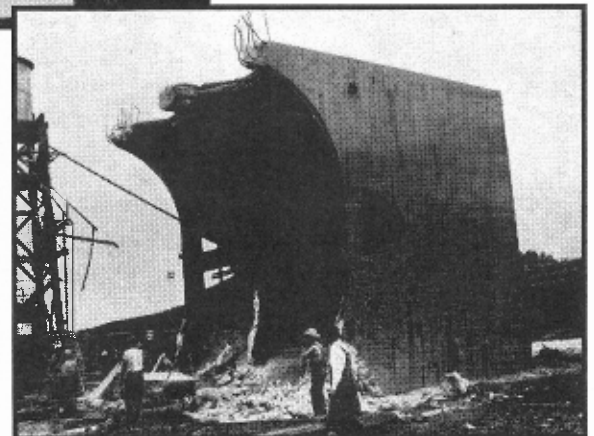
A remnant of the steam era, the Lindenwood coal station is shown with upper superstructure removed, awaiting the blast. Frisco photo

Dust and chunks of cement flew after the initial blast, but the tipple merely tipped. Steel reinforcing cables on the rear supports held the structure from falling over and breaking under its own weight. Frisco photo

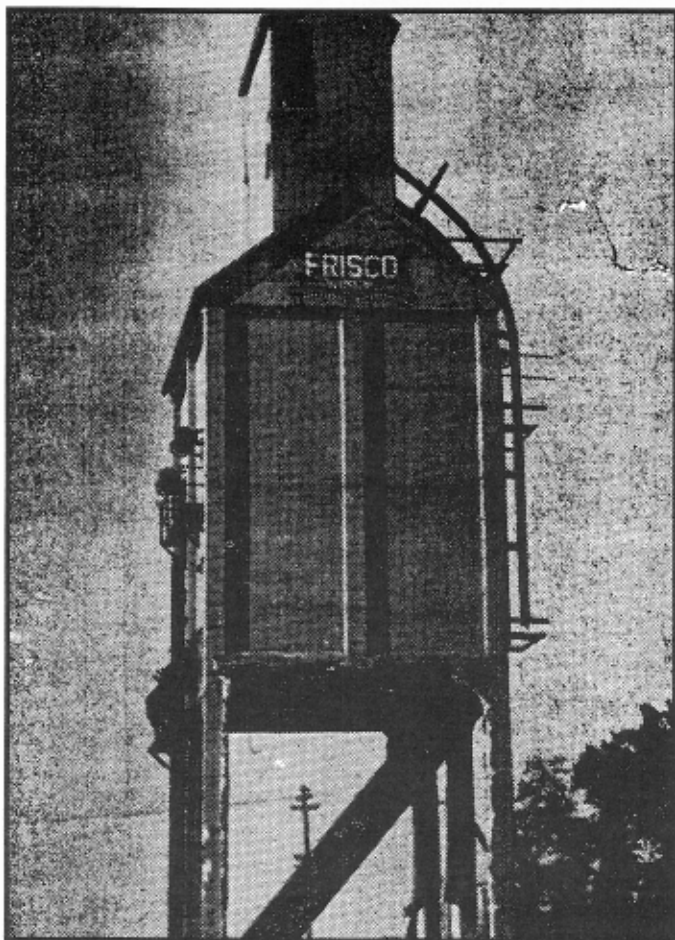


After the first dynamite blast failed, a Terminal Railroad crane held the structure up while the reinforcement rods were cut. Frisco photo

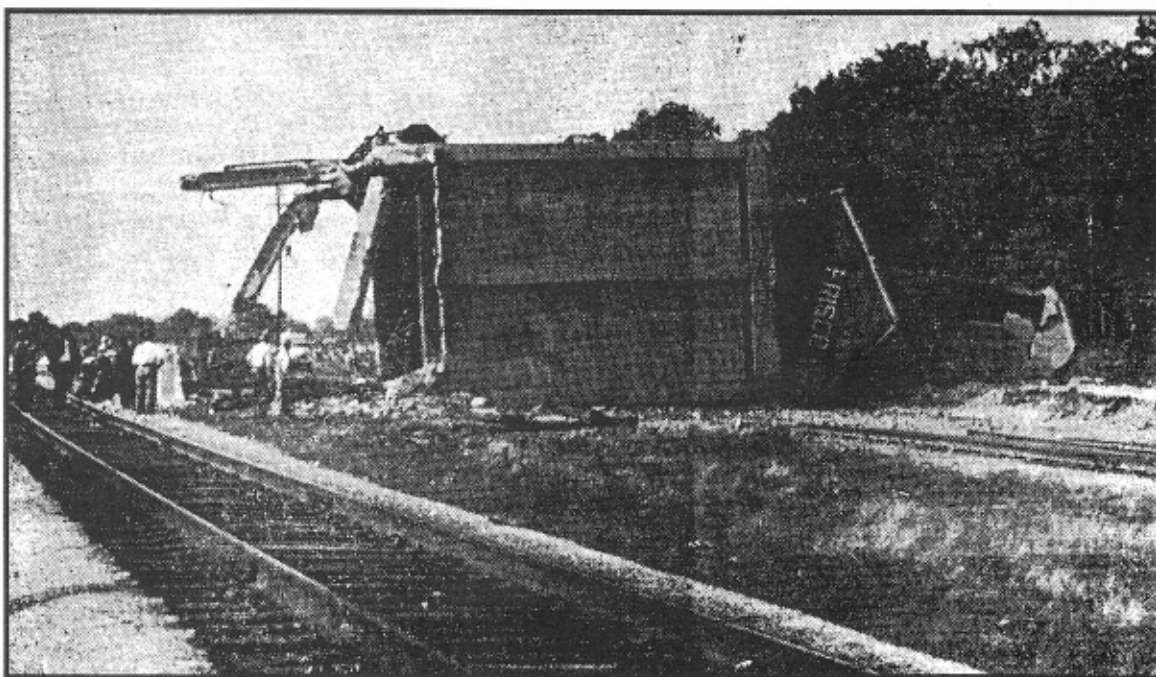
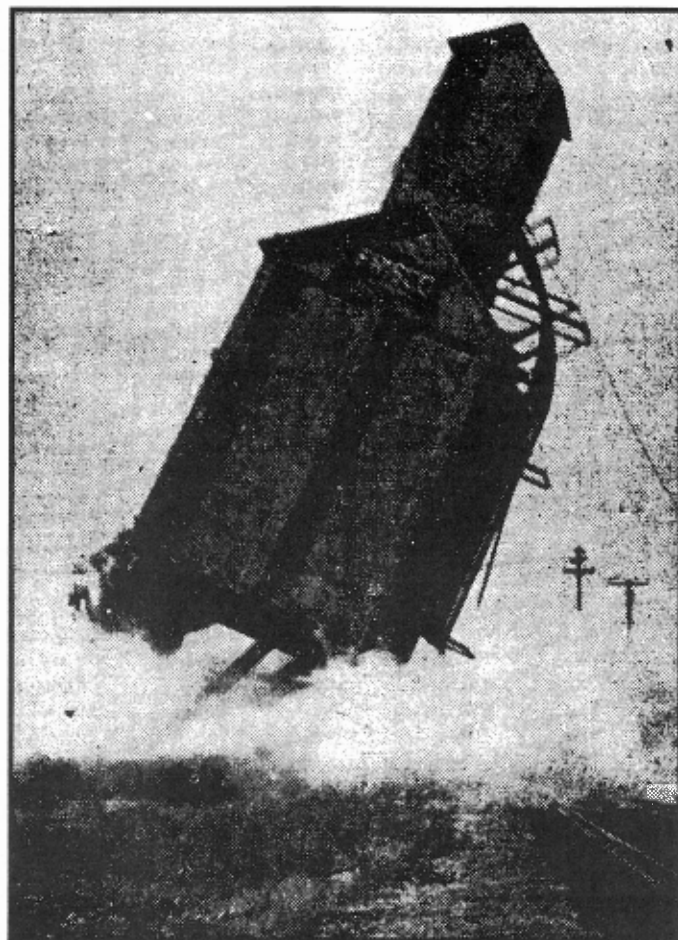
Finally defeated, the tipple lay on its side after being pushed over by the crane. Workmen finished the demolition job with more dynamite and a heavy iron ball. Frisco photo



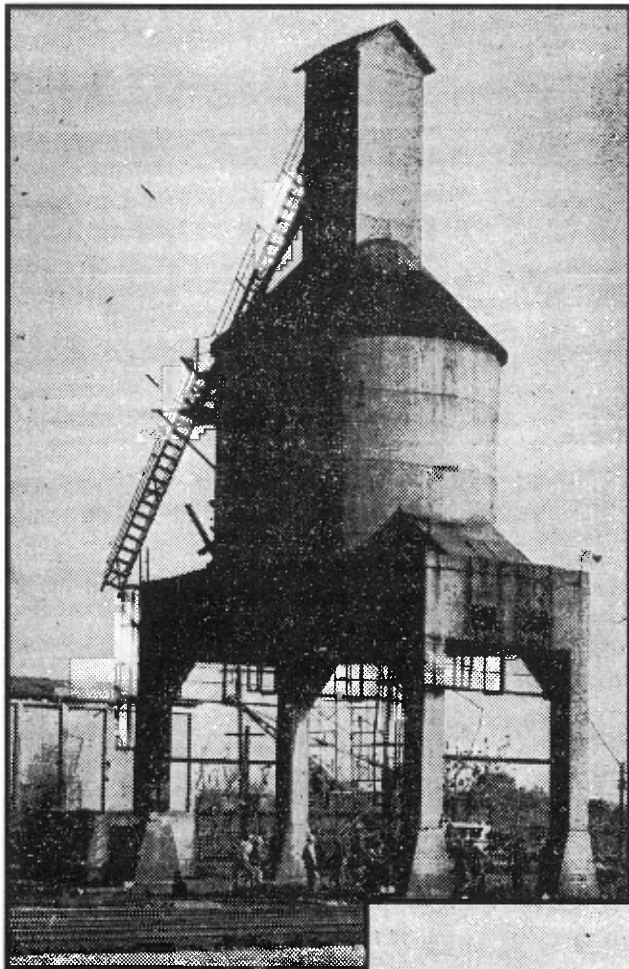
Lebanon, MO - October 19, 1953 Built 1934



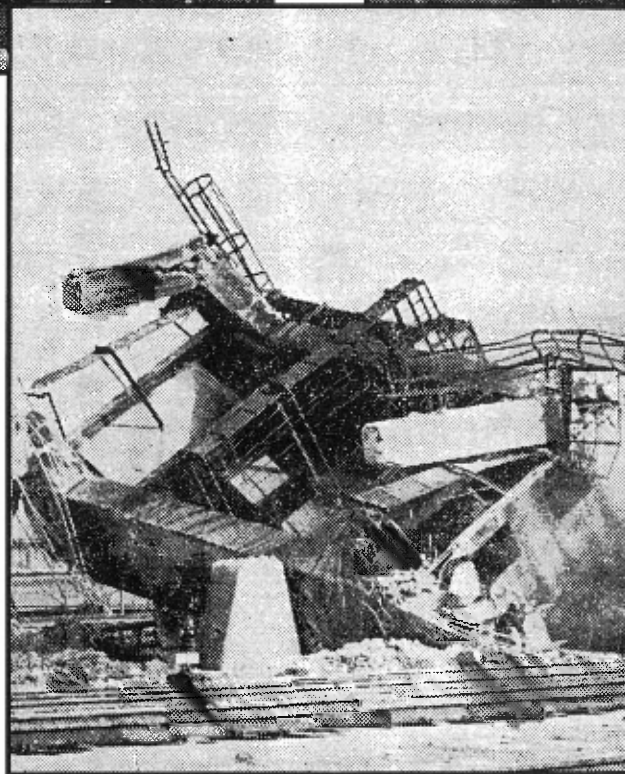
Photos from the Lebanon Daily Record, Monday, October 19, 1953



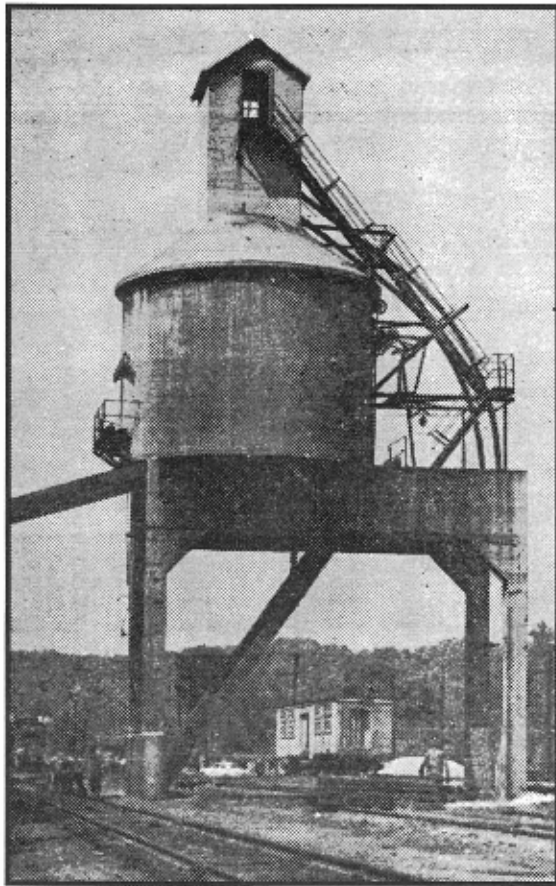
Springfield, MO - November 11, 1953 Built 1943



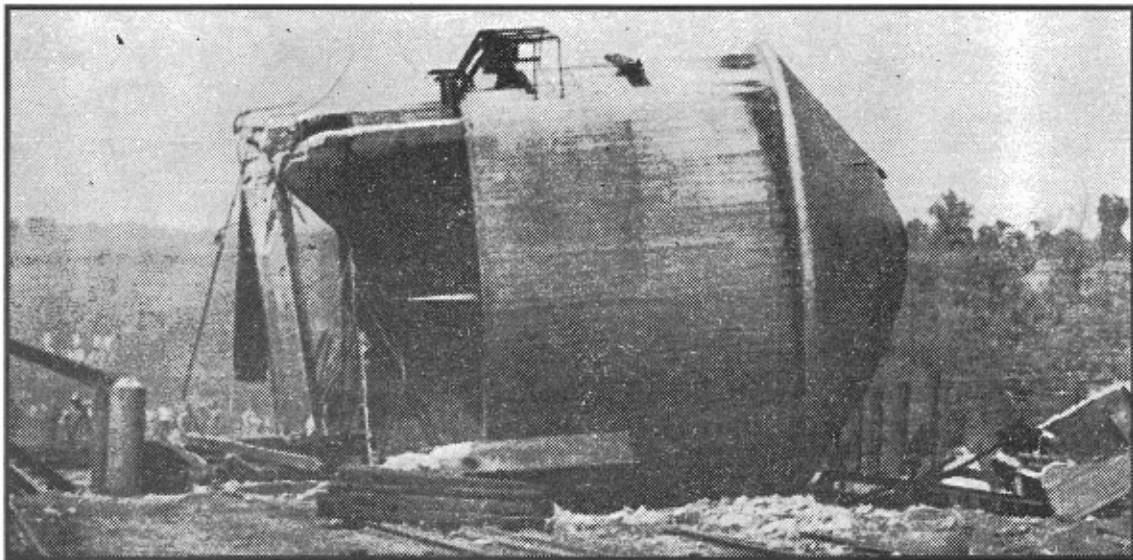
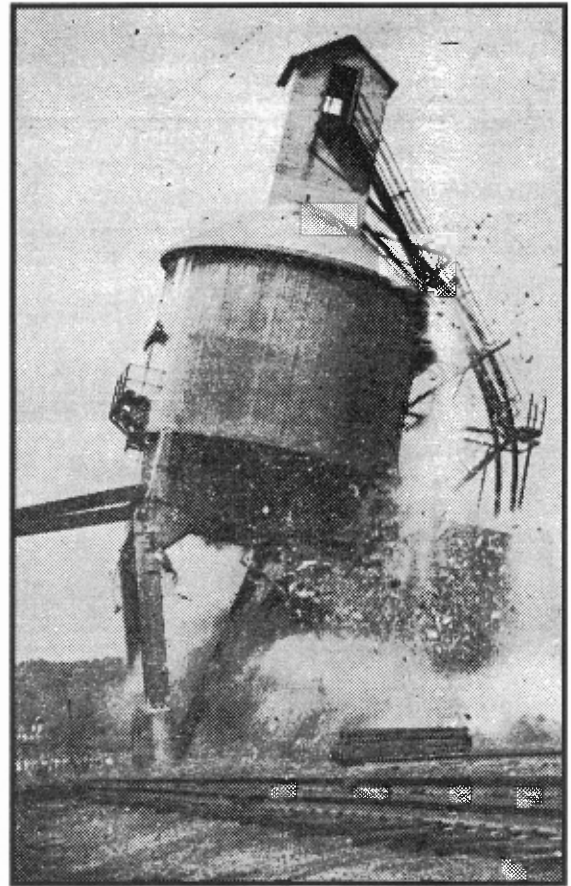
Photos from the *Springfield Leader-Press*, Wednesday,
November 11, 1953



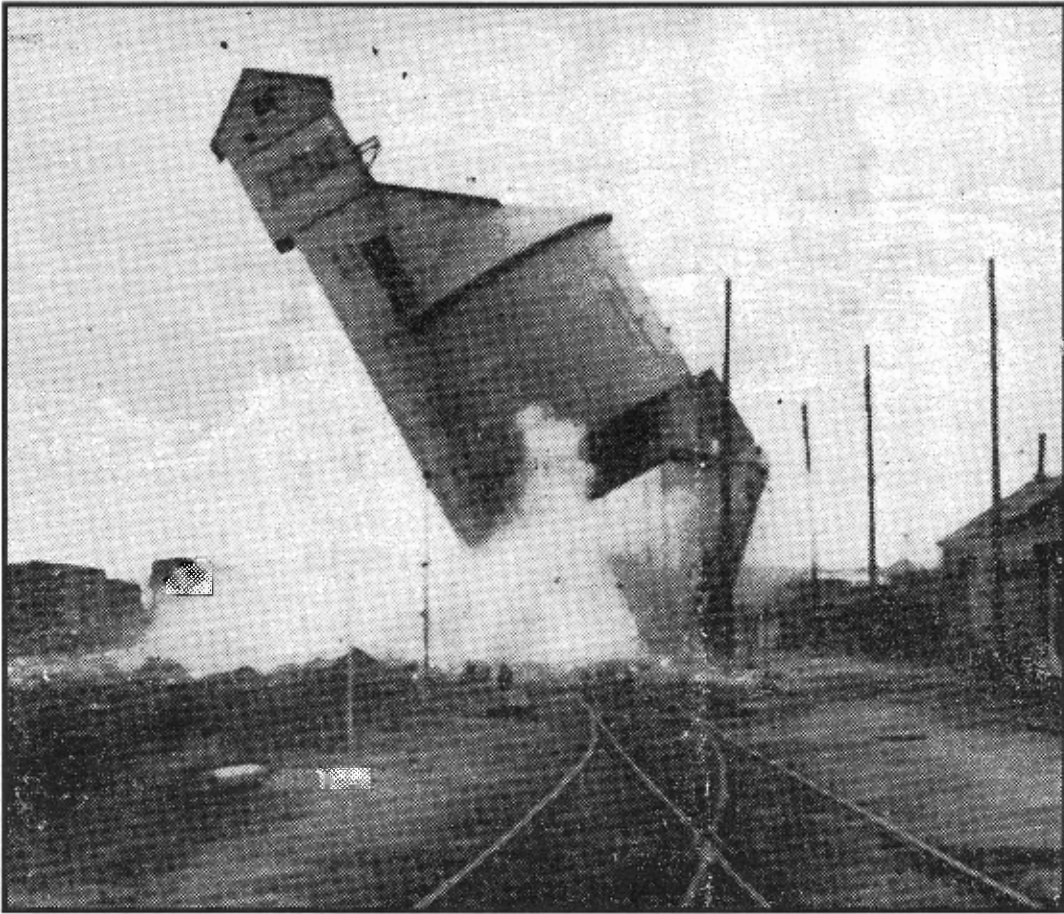
Thayer, MO - May 6, 1954
Built 1934



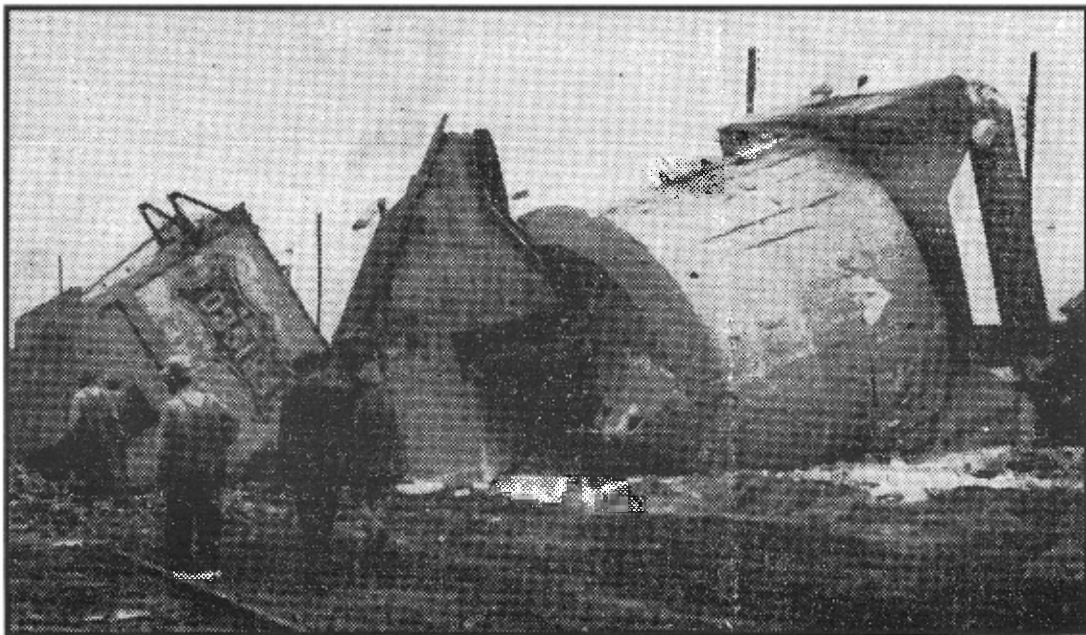
Photos from The Thayer News, Friday, May 7, 1954



Pensacola, FL - February 11, 1954
Built 1927



Photos from The Pensacola News, Thursday, February 11, 1954



DOWN AT THE DEPOT

Afton, OK
Station G348
Cherokee Subdivision
Southwestern Division

The Atlantic and Pacific Railroad Co. was incorporated July 27, 1866, by a special act of Congress, with authority to build a railroad from Springfield, MO, to the Pacific Ocean. It was organized and originally controlled by John C. Fremont, of New York, and certain of his associates, but on June 11, 1868, control passed to Andrew Pierce, Jr., and Francis B. Hayes, of Boston, MA., Clinton B. Fisk, of St. Louis, and their associates. In 1876 the same interests organized the St. Louis and San Francisco Railway Co., to take over a part of the property of the company at a foreclosure sale, and in that year the St. Louis and San Francisco Railway Co. commenced the acquisition of the company's outstanding capital stock. On January 31, 1880, control of the company was vested jointly in the St. Louis and San Francisco Railway Co. and the Atchison, Topeka, and Santa Fe Railroad Co., through an indenture known as the "tripartite agreement." The property of the company, as finally acquired and constructed, consisted of three well defined divisions of standard gauge, single track railroad.

Between 1871 and 1882, the Central Division of the Atlantic & Pacific was constructed between Seneca, MO and Sapulpa, Indian Territory (OK), a distance of about 112 miles.



This rare "Hand-Colored Post Card Published by Fred Harvey" showing the "Frisco Passenger Station. Afton, Okla.," was mailed on a Frisco train (R.P.O.) in October, 1922.

Approximately twenty-three miles southwest of Seneca and 348 miles from St. Louis was Afton, Station G348 on the Cherokee Sub-Division, Southwestern Division.

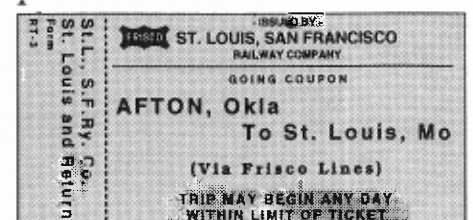
Although probably not the first depot in Afton, the station that served the traveling needs of the community for over fifty years was built in 1912. The 124'6" x 30' 4" brick structure was built on a concrete foundation with 13" walls. The 1/3 pitch hip roof was covered with tile shingles. There were two 16' x 636' brick platforms, separated by the passenger main track.

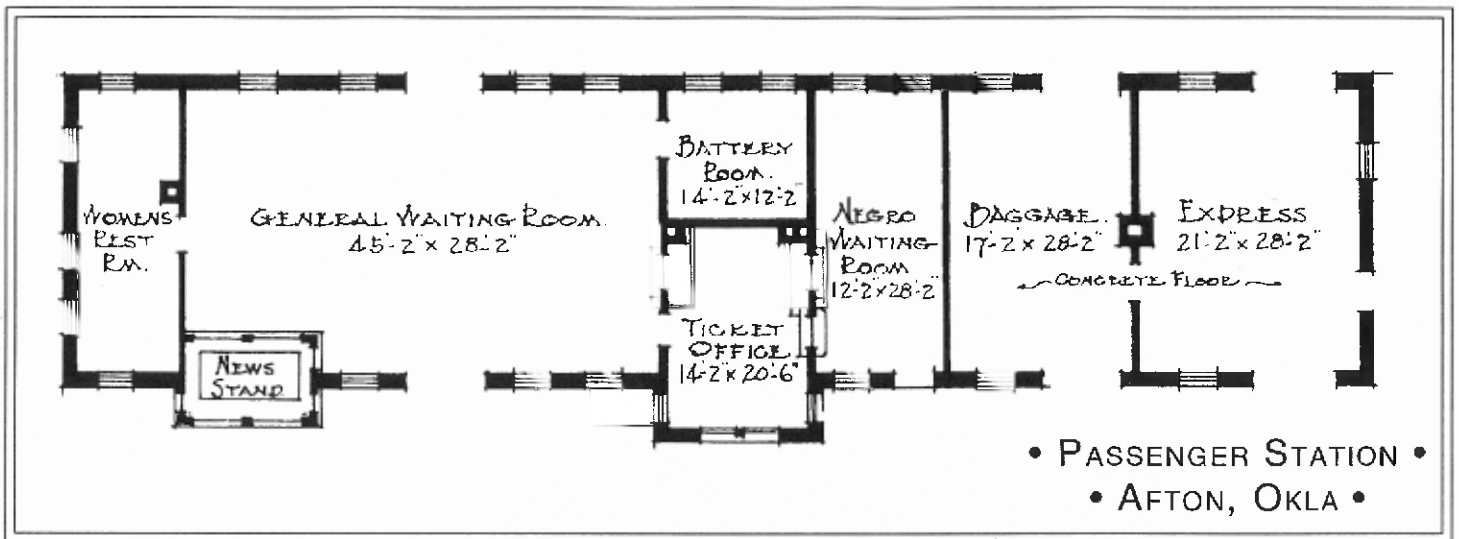
The interior ceilings were 12'6" in the waiting rooms and offices and 12'10" in the baggage and express end. The inside walls were finished with plaster and the building featured 7/8" x 3 1/4" maple floors in all but the baggage and express rooms which had concrete floors. Lighting was

electric and the original sanitary facilities for men were outside while female travelers were accorded the convenience of an indoor rest room. As was the custom in many early railroad depots, the Afton station included a "Negro Waiting Room.."

Two interesting construction notes about the depot, neither of which according to our records have any specific explanations, were 1) A 12' x 14' "Battery Room" located adjacent to the ticket office and 2) A construction notation that says the interior ceilings were "steel."

The depot also included a newsstand, probably operated by the Fred Harvey organization, that no doubt sold postcards like the one shown





It should be noted that Afton was listed as a station on both the Southwestern Division and the Northern Division - Afton Sub-Division, because it was the junction of the two divisions. Because of its strategic location, the Afton station was the site of a number of additional facilities, including:

- 150 ton, 50', Strait built track scales and scale house.
- Two 50,000 gals water tanks with water treating plant, pump house, and water crane.
- 250 ton mechanical coaling station, with three bins.
- Two elevated fuel oil tanks (20,000 and 200,000 gals) and fuel oil pumping station.
- 75' Philadelphia T.T. Co. steel turntable.
- Round house, machine shop, and boiler room.
- Freight house.
- Sand house and bin.
- Car material storeroom, car inspector's house, and Mechanical Department office and storeroom.
- Eight stock pins that included four chutes, three alleys, a 24' quarantine pin, all of which could accommodate up to nineteen cars.



With the exception of the newsstand being absent, the Afton depot still retained its original appearance when this photo was taken in 1959. Photo from the collection of H.D Connor.

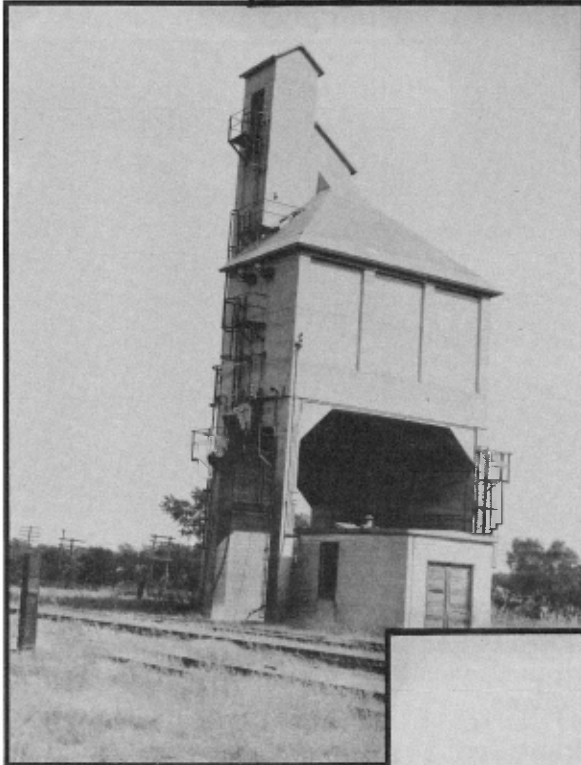
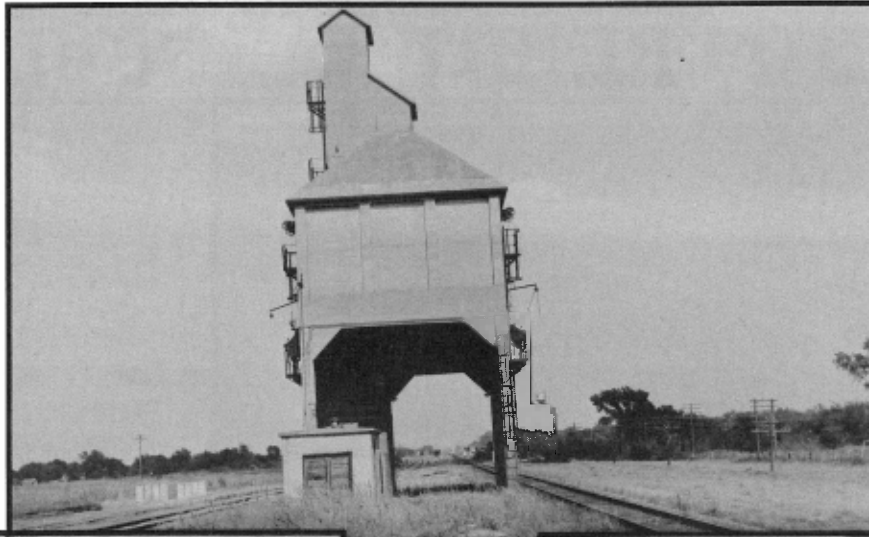
- Eight stock pins that included four chutes, three alleys, a 24' quarantine pin, all of which could accommodate up to nineteen cars.

The Afton station was also designated as both a regular and emergency icing station, as noted:

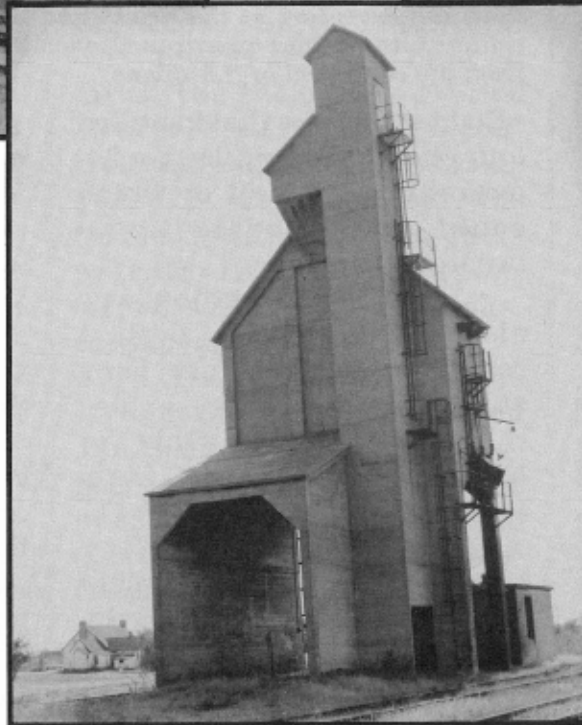
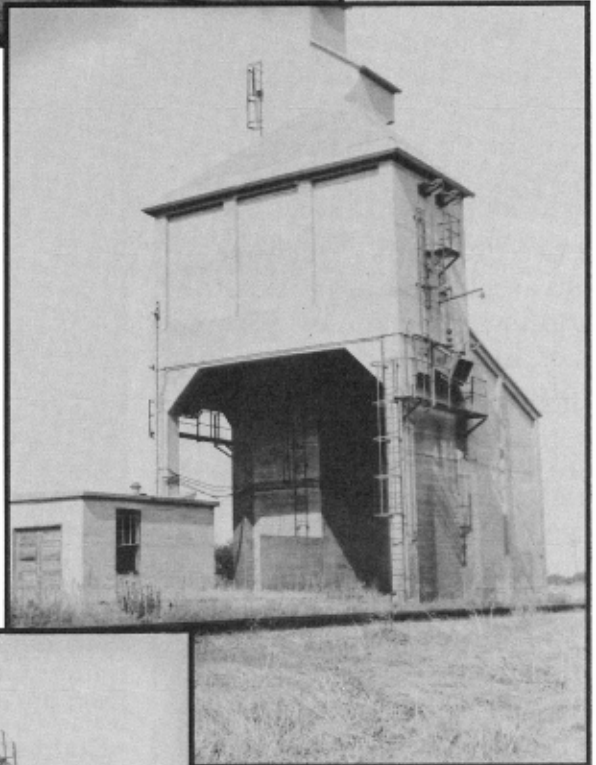
- Regular Station, "Only for Northbound traffic from Southwestern to Northern Divisions."
- Emergency Station, "Except Northbound traffic from Southwestern to Northern Divisions."

This is an interesting notation considering that the Regular Icing Station designation denoted that the station was, "...equipped and located so as to insure proper icing service of refrigerator cars..." while the Emergency Icing Station designation denoted that the station was, "...not equipped or located to take care of the regular icing of refrigerator cars..."

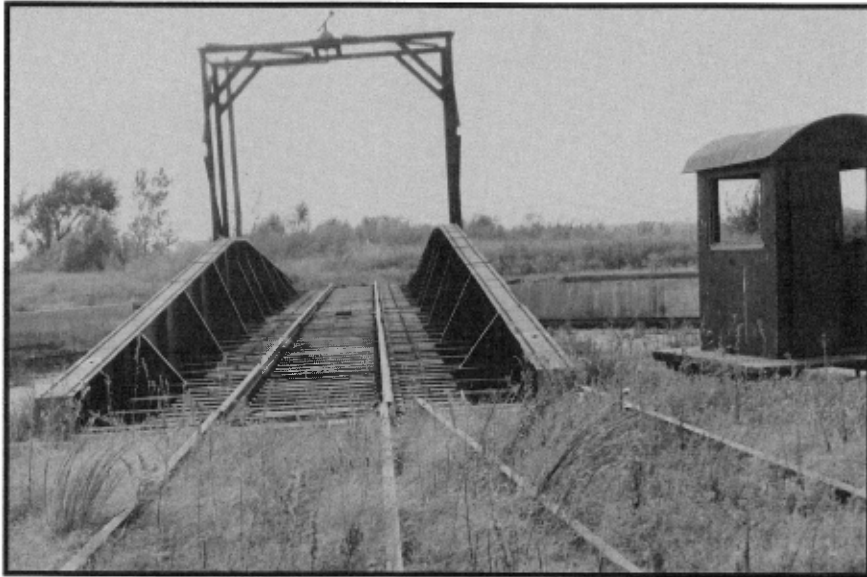
According to our records, passenger service through Afton ended with the final run of the *Oklahoman* on May 13, 1967.



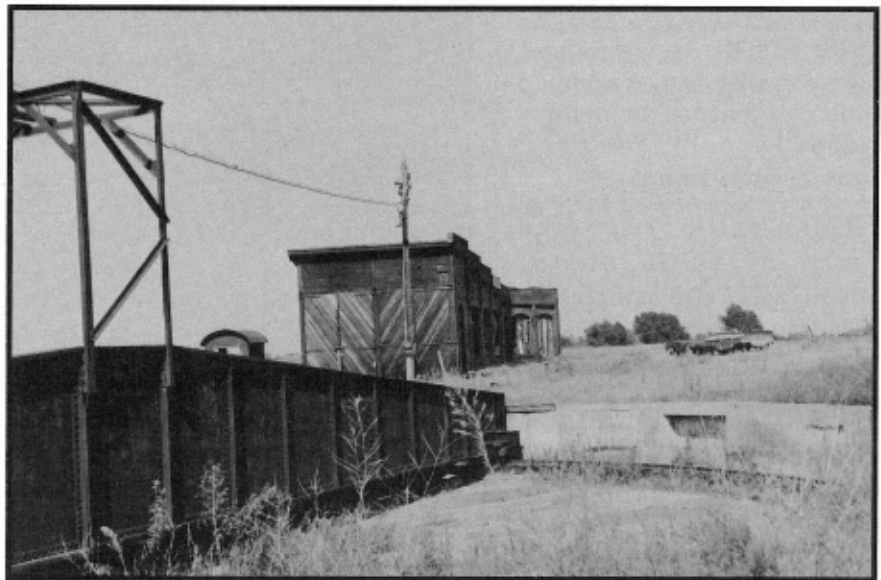
This impressive 250 ton mechanical coaling station had three bins and was built by the T. W. Snow Construction Co.



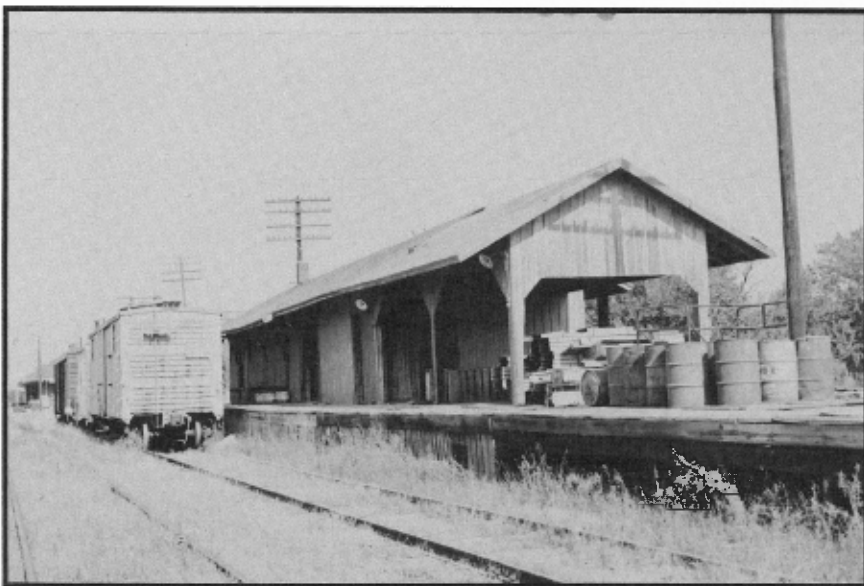
EDITOR'S NOTE: All photos of the Afton facilities were taken in September, 1959, and are from the collection of Tom Norvell.



Turntable, Afton, OK.



Turntable, Afton, OK, with engine house in background.



Freight House, Afton, OK.



Water Crane, Afton, OK.

MAIL CAR



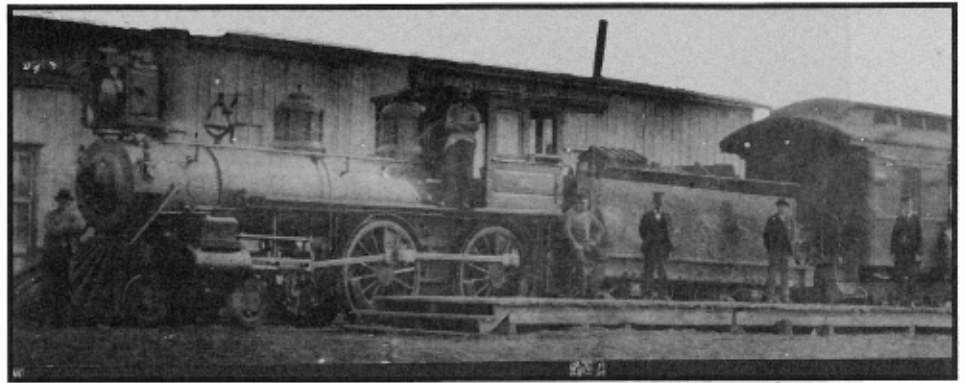
The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

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.

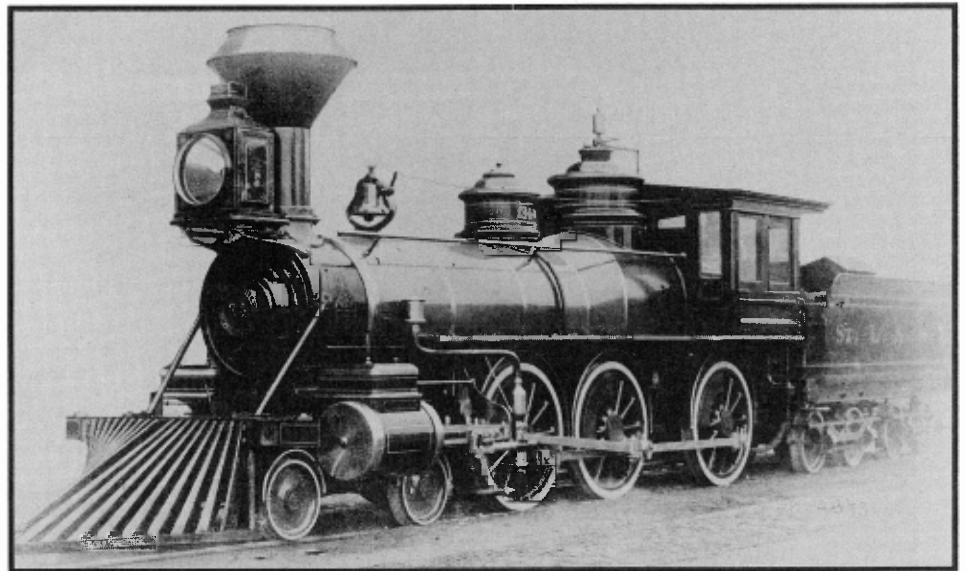
EDITOR'S NOTE: In response to suggestions by our readers, our mail car feature is being expanded to include two questions in each issue.

QUESTION: Did the Frisco ever mark any of their steam locomotives with the railroad's initials instead of just the word Frisco under the cab window?

ANSWER: YES! According to our photographic records, the Frisco mark some of their early steam locomotives with the railroad's initials, in at least four difference variations.

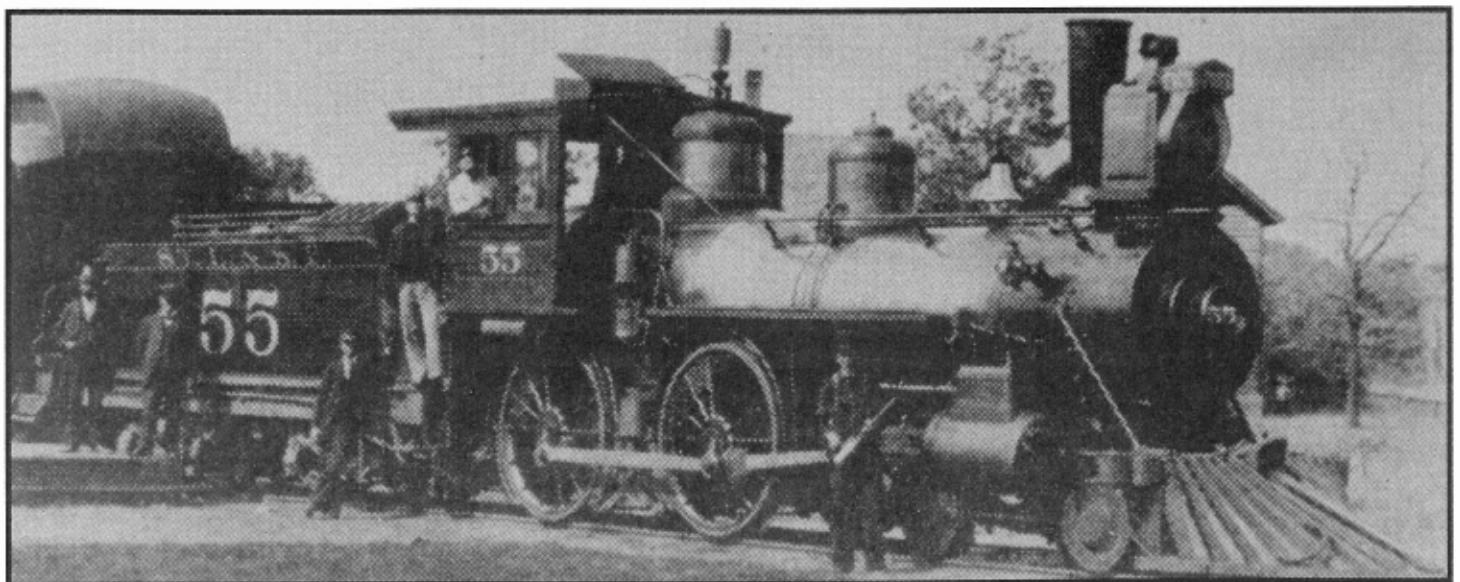


Frisco locomotive #32 was built by Baldwin in 1877, and featured a large format S. T. L. & S. F. on the tender side with the number under the cab window.



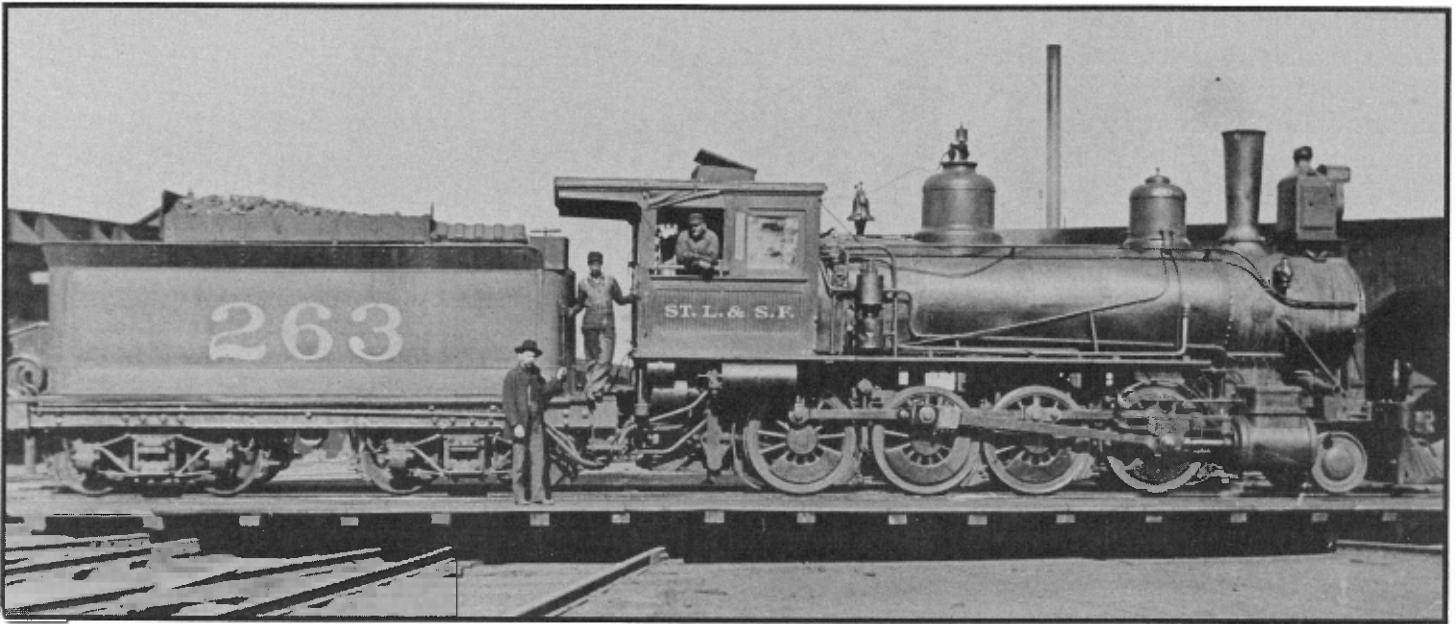
Frisco locomotive #34 was built by Baldwin in 1879, and featured a small format St. L. & S. F. on the tender side with the number on the sand dome and front number board.

Photo from the collection of Dr. S.R. Wood



Frisco locomotive #55 was built by Hinkley in 1871, and featured a small format ST. L. & S. F. along the top of the tender sides with the number lower on the tender side, under the cab window, and on the front number board.

Photo from the collection of Ed Galbraith



Frisco locomotive #263 was built by Baldwin in 1886, and featured a small format ST. L. & S. F. under the cab window with the number on the tender side. Photo from the collection of Ed Galbraith

QUESTION: I recently saw a new HO scale 4-6-2 streamlined Pacific engine that is painted silver on the streamline panels with red stripes and red diamonds, one with Frisco Lines on the engine sides and one with 1062 on the tender. It is anywhere close to being prototype?

ANSWER: YES... and NO! Yes, two of the Frisco's experimental semi-streamlined designs did incorporate **Frisco Lines** and the engine number in red elongated diamonds. No, they were never in the silver and red combination

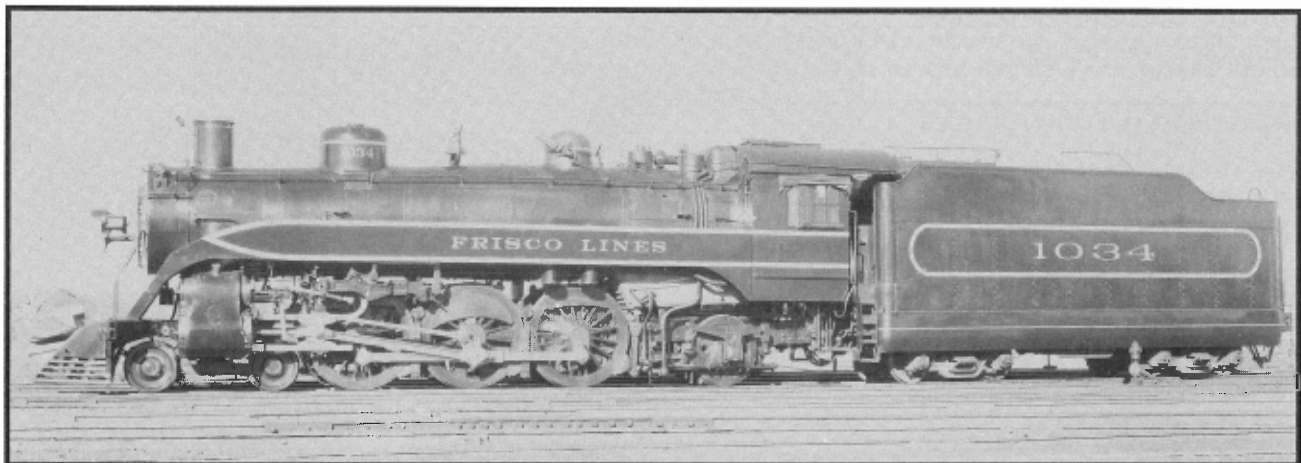
and No, never on a 4-6-2 Pacific.

In addition to the classic full shroud streamlining of the *Firefly* 4-6-2 Pacific's 1018, 1026, and 1031, the Frisco experimented with semi-streamlining on thirteen engines, in three classes, using as many as ten different paint and lettering variations. For the purpose of this article each **Semi-Streamlined Paint (SSP)** scheme will be assigned a number, followed by a listing of the class and numbers of the locomotives carrying it, along with a brief description and accompanying

photographic evidence.

SSP-1 Pacific 4-6-2 1034

According to our records, the first semi-streamlining of a Frisco Pacific was applied in 1939 to No. 1034. It featured an 18" wide skirt along the engine running boards outlined with a 2" wide gold stripe that came together to a point at the front end. A similar 2" gold stripe box surrounded the numbers on the tender sides. The Frisco Lines on the locomotive and the numbers on the tender were painted in matching gold.



It was 4:05 pm on a bright cloudy day, December 16, 1939, when this photo of Pacific class 1034 was taken at the Springfield West Shops, showing off its new semi-streamlined skirt and paint scheme.

SSP-2 Pacific 4-6-2 1036

According to our records, the only other Pacific class locomotive to carry semi-streamlining was No. 1036. It too had an 18" wide skirt along the engine running boards. It, along with corresponding stripe on the tender sides was painted white with red edging and chrome plated raised letters and numbers.

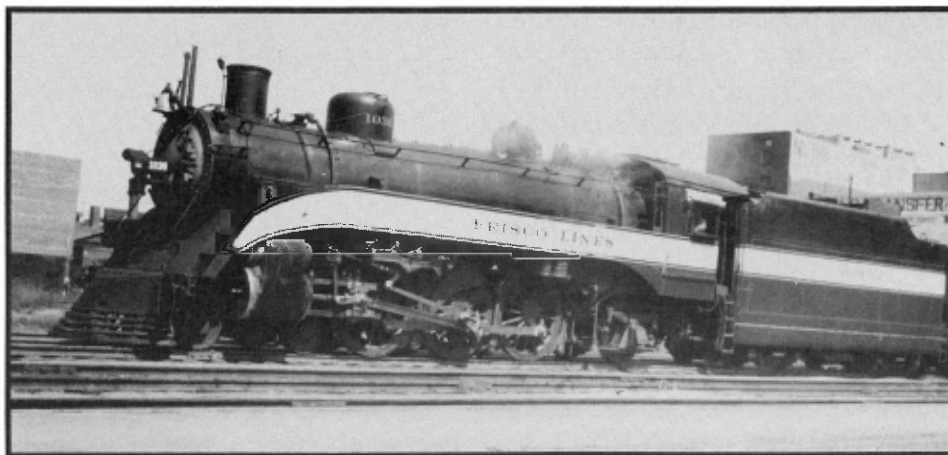
EDITOR'S NOTE: Of the two streamline designs applied to the Pacific's, the white skirt was apparently the most popular and was later applied to No. 1034, as witnessed by an undated photo of the locomotive, so painted, leaving the depot at Springfield, MO.

**SSP-3 Hudson (Pacific rebuild)
4-6-4 1063**

A November 29, 1940, company photo shows what appears to be the first semi-streamlined scheme applied to No. 1063. Although no specific color information is currently available, the photo shows what appears to be a stainless steel skirt and tender band that is edged with a light color and outlined with a black pen stripe. Both the sand and steam domes feature a painted band around the top edge and the number 1063 on the sand dome is painted in a shadow type design.

**SSP-4 Hudson (Pacific rebuild)
4-6-4 1068**

A September 5, 1940, company photo shows what appears to be the first semi-streamlined scheme applied to No. 1068. Although no specific color information is currently available, the photo shows what appears to be a stainless steel skirt and tender band that is edged with a darker color and outlined with a black pen stripe.



Frisco 1036, adorned in SSP-2 streamlining, is ready for departure from Tulsa, OK, July 27, 1947. Photo from collection of A. Johnson



Frisco Pacific 1034 is headed westbound out of Springfield, MO, sporting the SSP-2 paint scheme. Date and photographer unknown



It was 11:00 am on a bright sunny day, November 29, 1940, when this photo of Hudson class 1063 was taken at the North Springfield Yards, showing off its new semi-streamlined skirt and paint scheme.

Frisco photo

Both the sand and steam domes feature a painted band around the top edge and the number 1068 on the sand dome is painted in a shadow type design.

SSP-5 Hudson (Pacific rebuild)
4-6-4 1060-1061-1063-1067-1068

Photographic evidence currently in the museum archives shows Nos. 1060-1061-1063-1067-1068 carrying a stainless steel band with red edging and black letters and numbers. Based on the dates of the photos, this scheme appears to be a simplified repaint of the SSP-3 and SSP-4 schemes initially applied to 1063 and 1068.

SSP-6 Hudson (Pacific rebuild)
4-6-4 1062-1064-1066

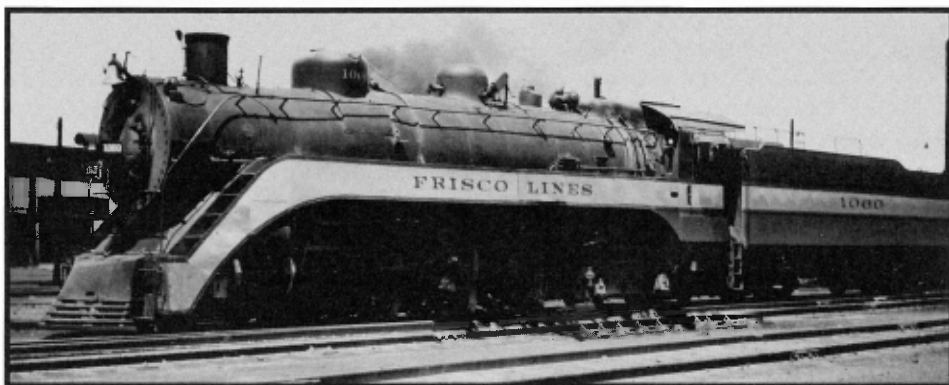
Without question, these locomotives carried the most elaborate and colorful semi-streamlined design of all Frisco steam motive power. A 24" wide skirt was attached along the engine running boards. It, along with corresponding stripe on the tender sides, was painted white and featured a 2" wide silver edging with a black pen stripe border. An elongated red diamond was applied to the engine skirt and tender sides in what appears to be a feathered airbrush design with the inside of the diamond lighter than the edges. The **FRISCO LINES** and tender numbers were yellow with a black shadow background.

SSP-7 Hudson (Pacific rebuild)
4-6-4 1065

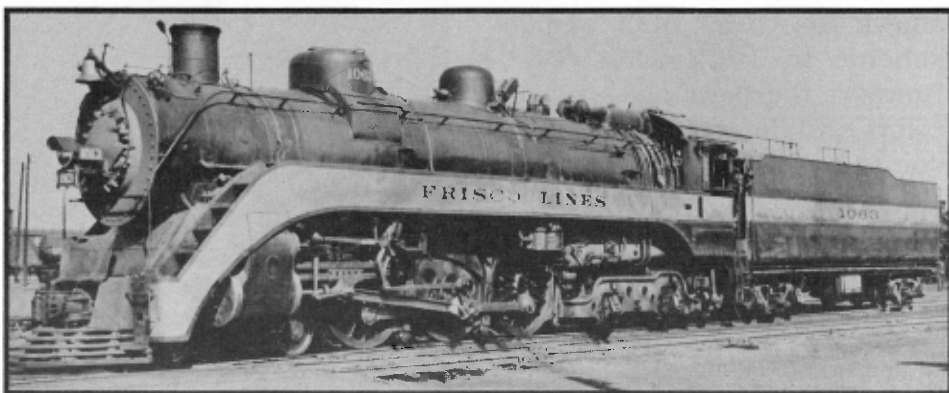
A September 25, 1940, photo shows No. 1065 with a 24" wide white skirt, similar to Nos. 1062-1064-1066. However, it features a wide dark color border with dark numbers and letters. It also shows a double band around both the steam and sand domes



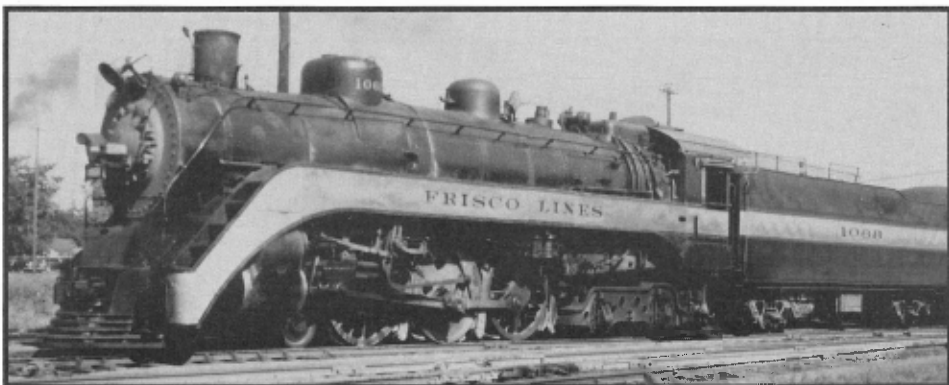
It was 3:00 pm on a bright sunny day, September 5, 1940, when this photo of Hudson class 1068 was taken at the West Springfield Shops, showing off its new semi-streamlined skirt and paint scheme.



Frisco 1060, in SSP-5 streamlining, is shown here at the North Springfield Yards, June 14, 1947. Photo from collection of A. Johnson



Although its date is unknown, this photo of Frisco 1063, in SSP-5 streamlining, appears to be taken at the North Springfield Yards.



Frisco 1068, in SSP-5 streamlining, is ready for departure from Tulsa, OK, June 21, 1947. Photo from collection of A. Johnson



Frisko 1066 was fresh from the paint shop, proudly showing off its new SSP-6 semi-streamlined skirt and paint scheme when this photo was taken at the Springfield North Yards, September 15, 1937.

Frisko photo

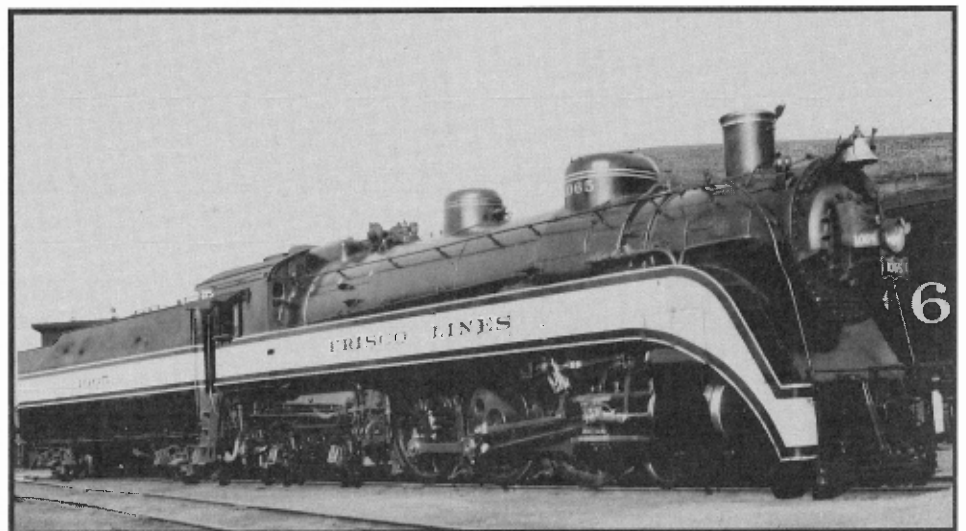
dark numbers and letters. It also shows a double band around both the steam and sand domes absent on 1062-1064-1066.

SSP-8 Hudson (Pacific rebuild)
4-6-4 1069

An October 24, 1937, photo shows No. 1069 in a similar scheme to 1062-1064-1066. However, the diamonds are solid colors and the steam and sand domes have a double band.

SSP-9 Hudson (Pacific rebuild)
4-6-4 1069

An October 15, 1939, photo shows No. 1069 still sporting the 24" wide white skirt, only the edging is of a different design and the red diamonds are missing.



Frisko 1065, in SSP-7 streamlining, is shown here at Kansas City, MO, September 25, 1940.

Photo from collection of A. Johnson



Frisko 1069, in SSP-8 streamlining, is shown here at Kansas City, MO, October 24, 1937.

Photo from collection of A. Johnson



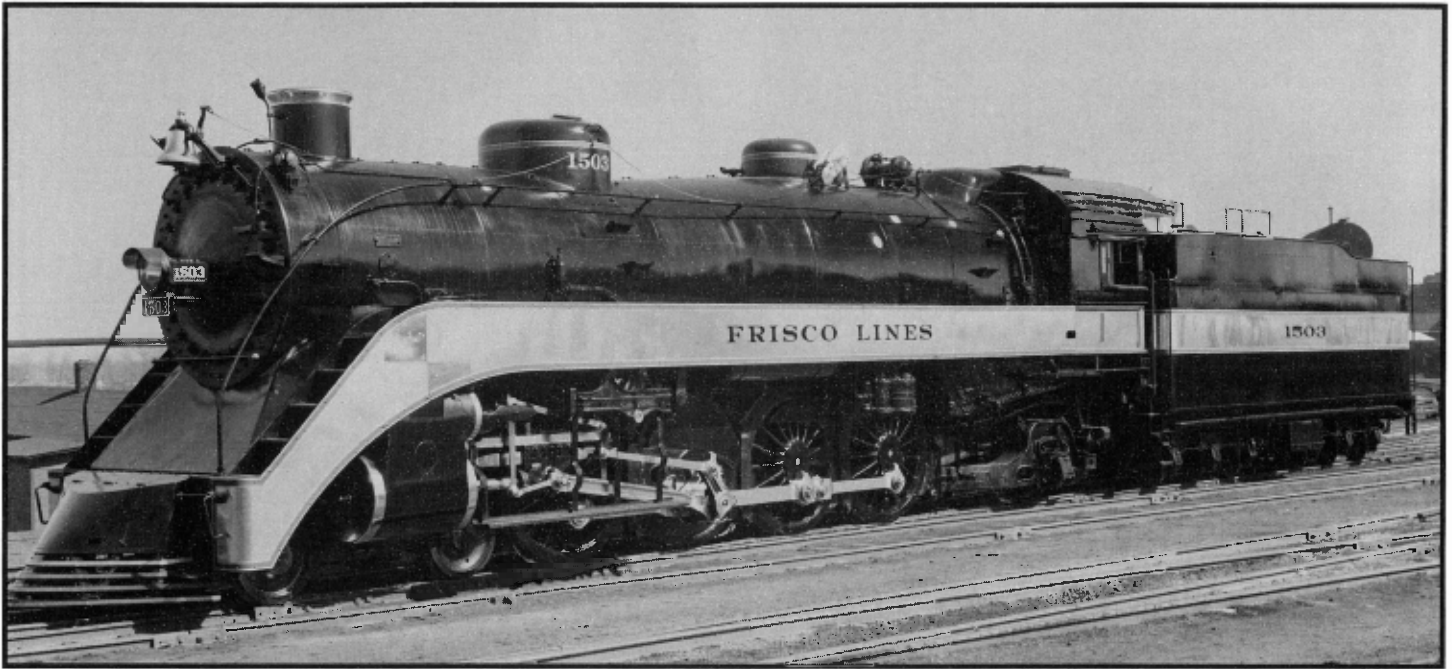
Frisko 1069, in SSP-9 streamlining, is shown here at Kansas City, MO, October 15, 1939.

Photo from collection of A. Johnson

SSP-10 Mountain 4-8-2 1503

The only Mountain class Frisco locomotive to receive semi-streamlining was No. 1503. It features a stainless steel skirt, red edging, and black letters and numbers.

As was the case with many of the creative innovations of the Frisco motive power department, our records indicate that the semi-streamlining program was short lived and eventually removed from all locomotives on the roster. ☞



Frisco 1503, in new SSP-10 streamline skirting, was sitting at the North Springfield Yards when this photo was taken March, 7, 1938. Frisco photo

THE FLYER ON THE FINLEY

This rare photo was taken at approximately 7:00 am, July 9, 1909, as the Frisco's *Chadwick Flyer*, 1222 northbound daily, was gently crossing the flooded Finley River at Ozark, MO, Station A257, Chadwick Branch, Lebanon District, Eastern Division. The two car coach - combine consist was pulled by ex-Kansas City, Ft. Scott & Memphis 4-6-0 locomotive No. 2660.

Thanks and a tip of the Frisco hat to Robert Vestal for sharing with us this rare glimpse of Frisco and Ozarks history. ☞

