

FRISCO

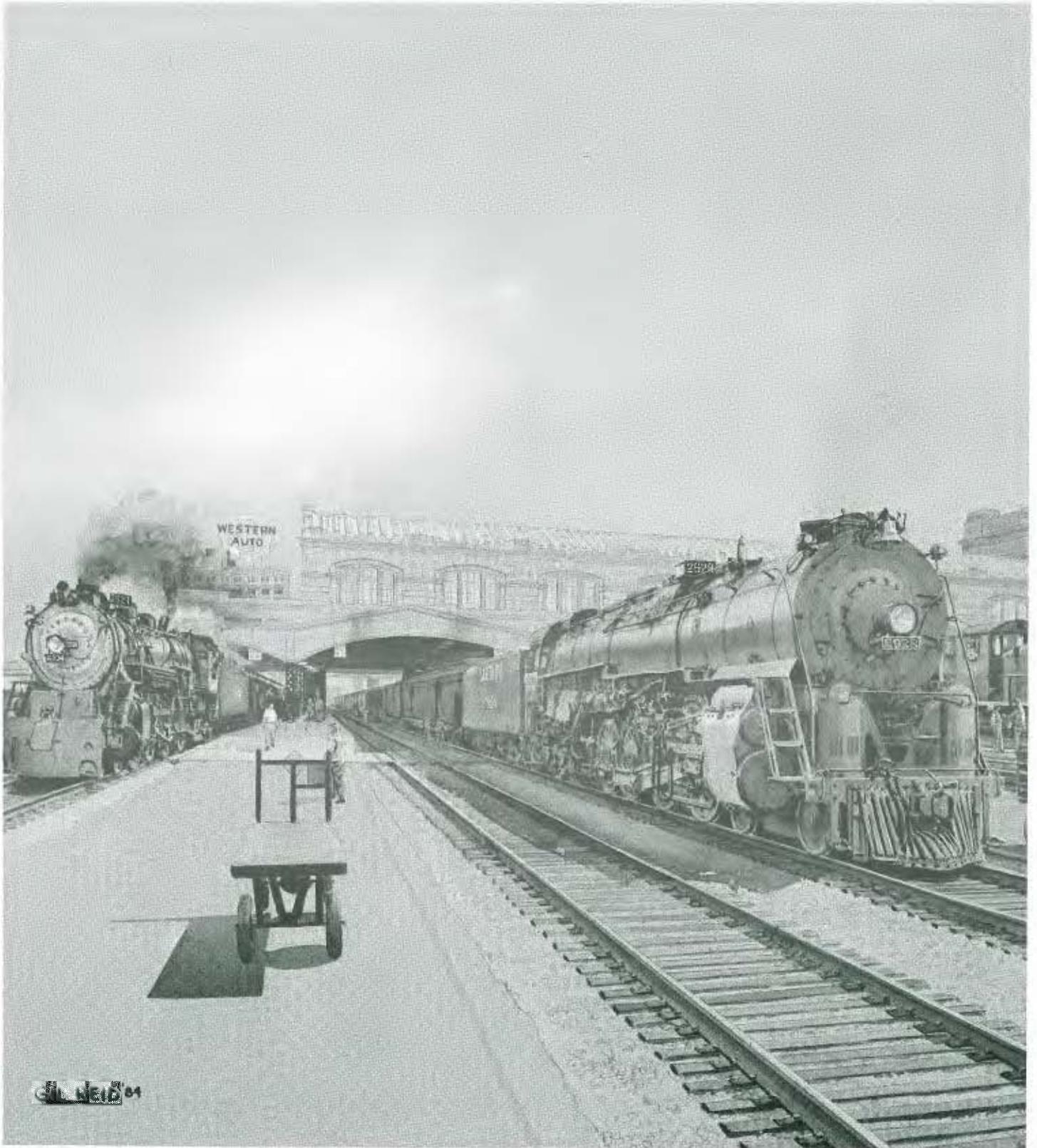
All Aboard

FRISCO

VOLUME 3

November, 1988

NUMBER 6



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RAILROAD MUSEUM INC.

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The ALL ABOARD Newsletter is published monthly for members of the FRISCO FOLKS, a support organization of The Frisco Railroad Museum Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO 65604. All material in the newsletter is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced in any manner without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

THE



RAILROAD MUSEUM INC.

P.O. Box 276
 Ash Grove, MO 65604
 417-672-3110

About the Cover

During the spring of 1983, Gil Ried was commissioned by the Mid-Continent Region of the National Model Railroaders Association to do a painting honoring the 1984 N.M.R.A. convention in Kansas City. Selected to work with the artist was Frisco Folk Jan Jester. Mr. Jester researched the subject with retired terminal employees, rail fans, etc., until an accurate picture could be presented to the artist for his interpretation. After 300 hours of sketching and painting, Mr. Ried brought his work to Kansas City where the original was auctioned off for \$2,850.00.

Five-hundred prints were autographed by Ried and sold out immediately. Mr. Jester kept another 150 prints which were given to those wanting to remember "Kansas City Union Station - The Glory Days."

The Museum is pleased to announce that Mr. Jester is graciously making available to us, the last thirty copies of the painting which will be sold on a first come first served basis. All proceeds will go to the Museum.

The painting is 12" x 24" and shows a summer morning at the west end of the terminal with Missouri Pacific 5324, Sante Fe 2928, Katy 405, and Frisco 1063 on display, all in the year of 1950.

The cost is \$21.50 including postage and handling. Each print will be shipped in a cardboard mailing tube. To get your copy simply mail your check or money order to The Frisco Railroad Museum Inc, P.O. Box 276, Ash Grove, MO 65604.



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

Norm & Karen Florup Switchman Texas
 John F. Jones Brakeman Missouri

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

John Sanders Switchman Missouri
 Robert King Switchman Missouri
 A. W. McBride Engineer Missouri



The EXCESS BAGGAGE is a monthly feature of the ALL ABOARD that lists newly acquired items not on the current EXCESS BAGGAGE list and/or items from the list offered during the month at a discounted price. Unless otherwise noted, discounted prices are only good through the month listed.

!!!! NEW ARRIVALS !!!!

Brass "Adlake" mail car candle lamp with 6" globe.....\$45.00

Silver syrup pitcher 5 1/2" tall with backstamp "Fred Harvey".....\$65.00

Oil can 9" tall marked around bottom edge "S.L.S.W. Ry"\$20.00

Red & white felt pennant Frisco logo & #222 steam engine 1970's Employees Club promotion.....\$10.00

NOVEMBER SPECIALS FROM LIST #7

BOOK SETS

1. Maintenance of Way:...\$4.00
 - Rules March 1, 1946
 - Rules July 1, 1973
 - Agreement September 1, 1944
 - Agreement August 1, 1975
2. Telegraphers' Schedule:\$2.00
 - May 16, 1928 - May 16, 1953
3. Train Crew Schedules..\$3.00
 - Engineers' March 1, 1980
 - Firemen's April 1, 1976
 - Conductors' & Brakemen's December 15, 1978

!!!!!! NOTICE !!!!!

An expanded "CHRISTMAS SPECIAL" Excess Baggage listing will appear in the December ALL ABOARD!



1139

In 1924 the Frisco initiated a new caboos building program to gradually replace its aging fleet of "crummies" many of which were over forty years old. In addition to their age, many of the cabooses were being replaced because they were the old side door or "blind end hacks" that had been outlawed in many states in the early 1920's.



Frisco photo

The new units were 30ft long and had a steel underframe, wood superstructure, wood siding, and a slant-sided wood cupola. By 1930, eighty-one of these new cabooses had been added to the fleet, all of which were built at the Springfield, MO West Shops. By 1937, the number of new units on the roster was 180 representing 60% of the entire caboos fleet. According to existing records when a new unit was added to the roster it assumed the number of the old one it was replacing. Consequently, the number series of the first 180 cabooses ranged, non-consecutively, from 315 to 926.



Frisco photo

In 1938, the caboos replacement program continued with two noticeable modifications. One, the number series of the 1938 models started with No. 10 and ran consecutively through No. 153. Two, the slant-sided wood cupola was replaced with an all steel design that provided greater visibility and safer operation. By 1946, the last year the wood cabooses were built by the Frisco, there were 287 shop built units on the roster; 144 of the early wood-top versions and 143 of the steel-top models. The museum's caboos was one of the last group of the series (120-153) to be built in the fall of 1946. Its original number was #139.



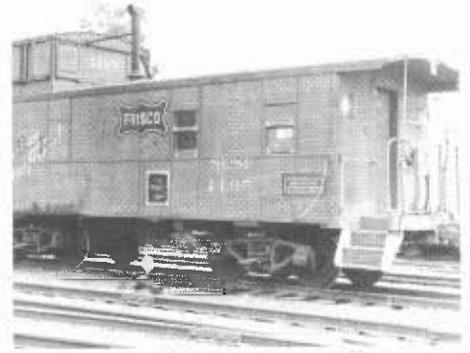
Frisco photo

In 1957, the appearance of Frisco cabooses started to change when the company took delivery of seventy-five wide vision cabooses built by the International Railway Car Co. Because the latest wooden additions to the fleet had reached into the 100 series, the new units were numbered 200-274. As the new, all-steel cabooses, were phased into main-line service many of the wooden units were delegated to local service and terminal switching.

In 1968, ten more wide-vision units were delivered and in 1969, the last eight of the series arrived. Prior to the delivery of the latter cabooses, Nos. 200-274 were renumbered to 1200-1274 to match the new arrivals, Nos. 1275-1292. Consequently, the remaining wooden cars on the roster were renumbered to the 1100 series. Thus, caboos #139 became #1139.

While the new units were providing excellent service, the old cabooses continued to

age and require increased maintenance. Consequently, the Frisco embarked on a three-phased program to up date the fleet. First, between 1968 and 1971, they purchased twenty-eight used

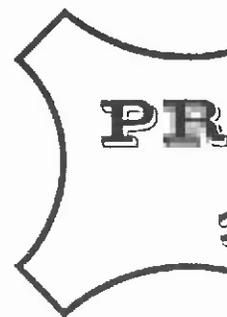


Arthur Johnson photo
steel Co-2 Class units from the Sante Fe and renumbered them as replacement 1100 series cabooses. Many of the replacement units assumed the same number of the old one it was replacing. Wooden caboos #1139 was replaced with one of the second-hand steel units. Second, the wooden cabooses that still had some service left in them were reconditioned. New paneling was installed inside and many were resided with 4x8 plywood sheets. These reconditioned units were renumbered to the 101100 series. Caboos #1139 was reconditioned in March, 1969, at Kansas City, MO, and became #101139. Third, the Frisco embarked on a program of building their own wide-vision steel cabooses. Between February, 1973, and October, 1976, forty-three units were built in the 1400 series (1400-1442) to replace the remaining 101100 units in local service. Between February, 1973, and December, 1979, thirty-seven cabooses were built in the 1700 series (1700-1735) along with Frisco's contribution to the Bi-Centennial, #1776.

When the Frisco/BN merger took effect in November, 1980, the Frisco cabooses still on the roster were renumbered to the 11000 series. There are a number of Frisco cabooses that have been preserved including two in Ash Grove, MO. Number 1288 was donated to the city and is currently on display in the Municipal Park, and No. 139-1139-101139 which is now at its new home at The Frisco Railroad Museum Inc!☐



On November 1, 1987, "PROJECT 1139" was inaugurated, its goal three-fold. One, to raise \$2,700.00 for the acquisition of Frisco caboose #1139; second, to secure a permanent location to set the caboose; third, to have it moved.



On December 1, 1987, based on the initial response to "PROJECT 1139," we signed the papers transferring ownership of the caboose to the Museum contingent upon our being able to pay for it by December 1, 1988. Also, on December 1, 1987, a formal request was sent to the Office of the Adjutant General of the Missouri National Guard seeking assistance in moving the caboose.



On June 1, 1988, the Museum took possession of a new building with space for expanded displays, storage, and caboose #1139!

On October 1, 1988, 4:00 P.M., #1139 took its last thirteen mile journey to its new home at the future location of The Frisco Railroad Museum Inc!

On October 9, 1988, the final installment was made on payment for the caboose, two months ahead of schedule and eleven months after "PROJECT 1139" was inaugurated!

Needless to say, the last eleven months have been busy, trying, sometimes a little frightening, but always exciting! Thanks to the commitment, hard work, and dedication of a lot of people the goals of "PROJECT 1139" have been realized and the preservation of a unique piece of Frisco history is "three" steps closer to reality!

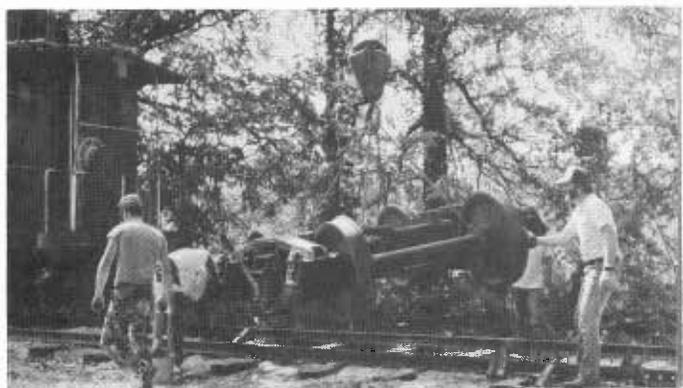


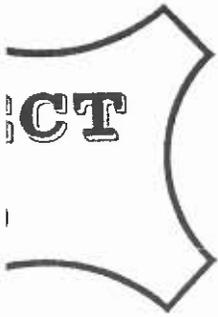
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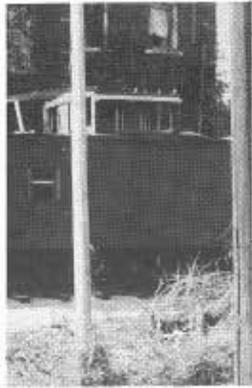
The Officers and Board of Directors would like to publicly acknowledge the following "PROJECT 1139" Honor Roll:

All photos

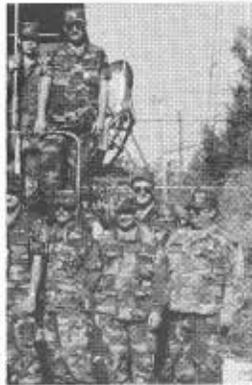




Dr. Phil Henson
 Ralph H. Pilkenton
 Frank Birkhead, Jr.
 Michael J. Stahlman
 Jim Shane
 Mr. & Mrs. David Singleton
 Mr. & Mrs. William Botzow
 Mr. & Mrs. Alan Schmitt
 Rachel Schmitt
 Sarah Schmitt
 Richard E. Napper
 Richard Brockelmeyer
 Francis Luttrell
 Robert L. Henson



Dr. James Freeman
 Ken Wulfert
 Don Niewald
 Scott Barber
 Robert Thompson
 Art Lindeman
 Paul Johns
 Lloyd E. Stanger
 Warren Hall
 Michael Humble
 Michael Bigler
 Howard Killam
 Raymond Wells
 Jim Marsh
 John Randick
 Francis Luttrell



In memory of:

Homer J. Luttrell
 Karl W. Underwood
 Fred D. Thayer

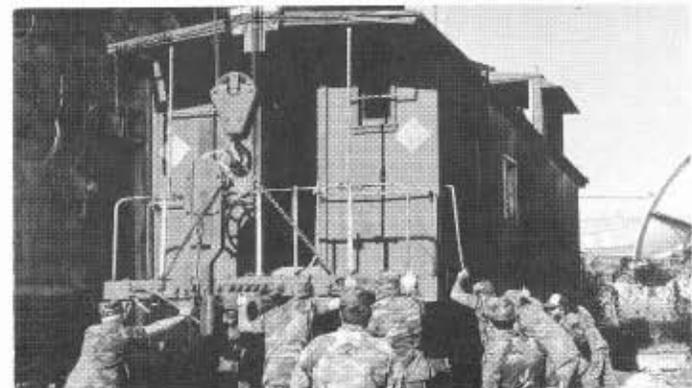
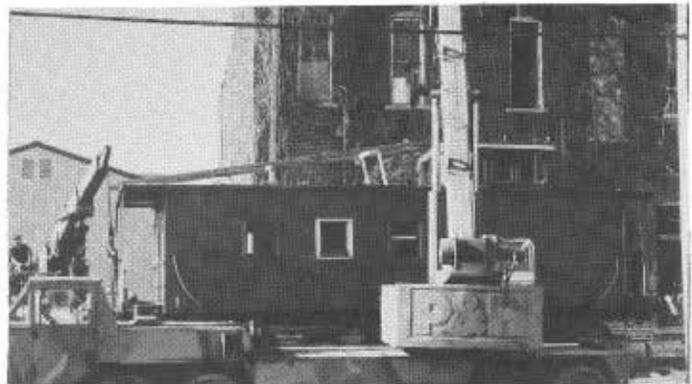
Donald Alderman
 Jan Jester
 Bruce R. Danielson
 Mary Gregg
 Donald Keeney

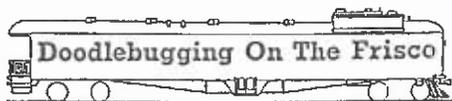
THOSE WHO ASSISTED IN THE
 PREPARATION AND MOVING OF
 #1139:

Charles E. Mahaffey
 Matthew Collins
 Wade Lauderdale
 Joe Lauderdale
 Greg Porterfield
 Bob Wright
 Jim Elliott
 Scott Maslar
 Bob Davis

lds, Jr.
 alion
 Guard

Porterfield





PART 8

The third of Frisco's original fleet of ten motor cars was No. 2102. It was the first of what would eventually be nine units with mail handling facilities. Four additional doodlebugs and four motor car trailers were assigned baggage and mail only duties. No. 2102 was the only unit in the fleet that was a baggage-mail-coach combination.

The 2102 car, serial #3713, was 70'2" long, 10' wide, and weighed 129,200 lbs. It was an all steel unit with a rear open platform entrance to the coach section and sliding side door openings to the baggage and mail compartments. The body was manufactured by Wason, Model #10400, trucks by ALCo, and the 175 H.P., GM-16-A1 engine and 205D traction motors were built by G.E.

The interior finish of the car was mahogany with a yellow pine floor. Aside from it being a baggage-mail-coach combination, No. 2102 differed from its two predecessor cars in that it came from the factory with an extended motor man cab. The coach section had sixteen seats with an official seating capacity of thirty-two.

The car was delivered to Frisco property in August, 1911, at Cape Girardeau, MO. Its first assignment was on the sixty-four mile run between the Cape and Poplar Bluff, MO. on trains 873 and 874. In 1924, the car underwent a major overhaul and rebuilding in the Springfield, MO West Shops and in 1930, the rear open platform was

converted to a closed vestibule entrance. No. 2102 continued in service until November, 1943, when it was dismantled and sold for scrap.

FRISCO

RESEARCH SERVICE

UP-DATE

In the on-going saga of orange and white road diesels with a red Frisco logo on the nose (ALL ABOARD "Mail Car," August, 1988, and ALL ABOARD "Research Service Up-Date," September, 1988) we offer the following RESEARCH UP-DATE. A photo on the inside back cover of the 1968 Frisco Annual Report shows a U-30B, #835, orange and white diesel in the Springfield, MO diesel shop with Frisco logo on the nose.

Thanks and a tip of the Frisco hat to Frisco Folk Raymond Wells for providing the museum with this RESEARCH SERVICE UP-DATE. 🚂



Frisco photo

NEXT MONTH IN THE



"Rail-O-Matic" vending machines, HO diesel models available for Frisco conversion, Carmen, OK, The Frisco Family.



LOOKING BACKWARD is a monthly feature of the ALL ABOARD that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 100 years ago.

25 years - 1963

In November, 1963, the Frisco handled a fifteen-car silver train that carried the famed Ringling Brothers, Barnum and Baily Circus when it visited Springfield, St. Louis, Oklahoma City, and Tulsa.



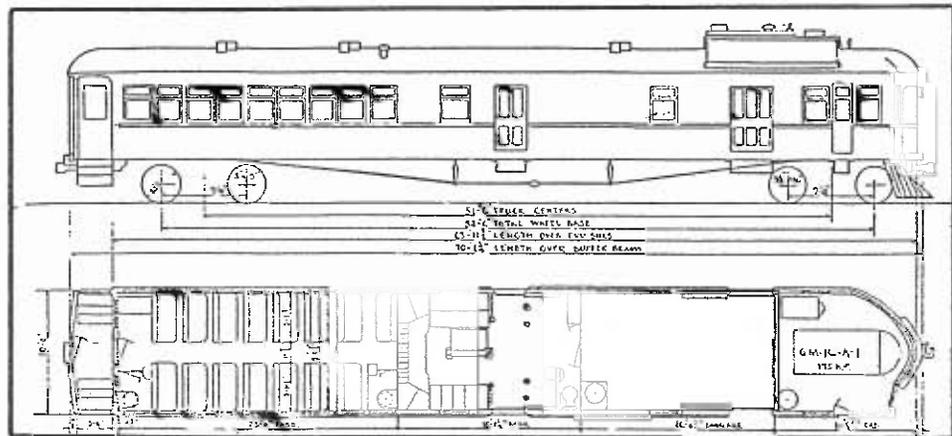
Frisco photo

50 years - 1938

The "Will Rogers," Frisco passenger train appropriately decorated for the occasion, helped pay homage to the philosopher-humorist at ceremonies held in Claremore, OK, on November 4, 1938. The train was named after the noted American on October 18, 1936. The arrival of the train at the Frisco depot began an all-day memorial service at which a museum and statue were dedicated to the beloved Oklahoman.

100 years - 1888

From the 1888 Annual Report: "The country tributary to 140 miles of the Fort Smith and Paris line is yet without white population. There were in May and June great floods south of the Boston Mountains, which considerably damaged the roadway and property.

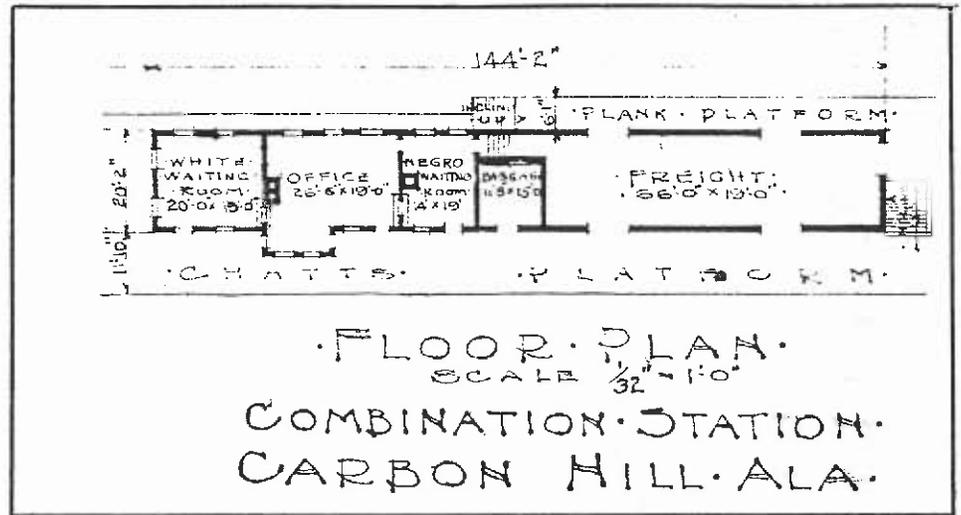


Down At The Depot

Carbon Hill, Alabama

The history of the Carbon Hill, AL depot begins on April 12, 1886, when the Memphis & Birmingham Railroad Co. was incorporated. The company was organized and controlled by the Kansas City, Springfield, and Memphis Railroad Co. In July, 1886, it commenced construction of its proposed railroad through the coal rich country between Birmingham and the Alabama-Mississippi State line. On January 26, 1887, before such property was completed, the company executed an agreement of consolidation with the Kansas City, Memphis, & Birmingham Railroad Co. The agreement provided for the forming of a new company, by the same name, and the articles of consolidation became effective on February 1, 1887. On the date of consolidation, the company had graded a roadbed from Birmingham to the state line. Some of the bridges had been constructed, but very little steel had been laid. However, by October 17, 1887, track construction was complete and on that date the line officially went into service. It was during that same year that the first depot was built in Carbon Hill.

While little information is known about the first depot, it was no doubt a busy place. Two passenger trains ran each way daily between Memphis and Birmingham. The night trains, Nos. 3 & 4, had Pullman sleeping cars which made a through line between Memphis and Atlanta over the Georgia Pacific to and from Birmingham. The day trains, Nos. 5 & 6, the "Southern Express" and the "Kansas City Express," carried chair cars which made a line between Kansas City and Birmingham. In 1901, an additional daily ran through Carbon Hill, Nos. 7 & 8, between Winfield and Birmingham. As passenger travel increased on the line (39,153 increase between 1889 & 1890) the need for expanded facilities to handle the traffic became necessary. In 1890, an addition was made to the existing depot and by the early 1900's it became inadequate to handle the ever increasing volume of traffic.



Consequently, in 1903, a new frame combination station was built. The building was twenty ft. wide, 144 ft. long, had 2"x6" walls covered with drop siding, and sat on a foundation of concrete. The gable roof had a 1/4 pitch and was covered with wood shingles. The interior ceilings were 11'5", heat was provided by wood/coal stoves, the depot had electric lights, and outside sanitary facilities. The south end of the station was devoted to freight business while the north half was divided into segregated waiting rooms, a large office, and a small baggage room. The depot had a chats platform.

The Carbon Hill station served the needs of the community for over sixty-three years. During its tenure of

operation, the depot was served by as many as five daily trains including the "Kansas City-Florida Special" and the "Sunnyland." On December 10, 1967, the "Southland" No. 101 pulled out of the station at 3:33 a.m. thus ending passenger service to the community. ☐

Change in SCHEDULES AND OPERATION OF FRISCO PASSENGER TRAINS

Effective Sept. 18, 1965, the Frisco Railway will discontinue passenger trains Nos. 105-106, "The Kansas City-Florida Special", also Nos. 107-108, "The Sunnyland", between Kansas City and Birmingham, and inaugurate Nos. 101-102, "The Southland", between Kansas City and Birmingham, as follows:

| No. 101 Southbound | THE SOUTHLAND - Daily (Central Standard Time) | No. 102 Northbound |
|--------------------|---|--------------------|
| 9:40 AM | Lv. Kansas City, Mo. | Ar. 7:40 PM |
| 10:32 AM | Lv. Paola, Kan. | Lv. 6:30 PM |
| 11:45 AM | Lv. Ft. Scott, Kan. | Lv. 5:30 PM |
| 12:34 PM | Lv. Lamar, Mo. | Lv. 4:35 PM |
| 2:45 PM | Lv. Springfield | Lv. 3:20 PM |
| 3:42 PM | Lv. Mansfield | Lv. 12:57 PM |
| 4:04 PM | Lv. Mountain Grove | Lv. 12:55 PM |



Frisco Survivors

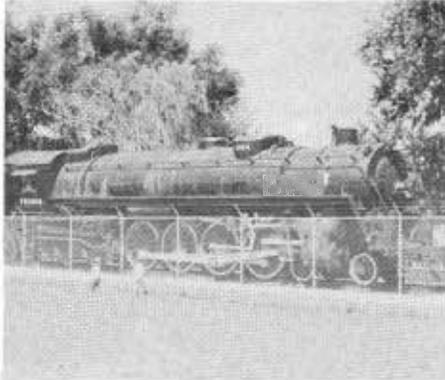
In August, 1943, the Frisco took delivery of its last steam locomotive, #4524. Built at a cost of \$198,000.00, #4524 was the last in a series of twenty-five such engines built, under the direction of the War Production Board, by the Baldwin Locomotive Works. According to Lloyd E. Stagner, the Frisco 4500's were the first 4-8-4's built by Baldwin and the most powerful Northern's ever made per unit of locomotive weight. The first three engines in the series (4500-4502) were built as oil burners and were initially assigned to passenger service. The remaining units (4503-4524) were powered by coal and first used as motive power for "Frisco Faster Freight" service.



Frisco photo

The 4500's served the Frisco with distinction for fourteen years providing power for St. Louis to Oklahoma City passenger service and St. Louis to Monett freight runs. With the onset of dieselization in the late 1940's, the 4500's, along with the bulk of Frisco steam power, was rapidly phased out. In September, 1951, only eight-eight steam locomotives were in active service including two 4500's (4501 & 4502). Two of the series were undergoing repairs, ten were listed as "unserviceable," and the remaining eleven were "serviceable engines in white lead," including #4524. In September, 1956, four years after all steam operation had ceased on the Frisco, seven of the 4500's were sold for scrap to the Purdy Co. of Chicago, IL; value, \$16,179.43. One

month later, another seven of the once mighty Northern's met the same fate. By the end of 1956, the remainder of the fleet, with the exception of four FRISCO SURVIVORS, fell victim to the scrapper's torch.



Howard D. Killam photo

In the spring of 1957, #4524 was donated to the Frisco's hub city Springfield, MO. Using compressed air, moving approximately 1,600 ft. down the middle of west Lynn St. on specially laid panel tracks, #4524 was moved to its final home in Grant Beach Park. Prior to moving, the engine had all asbestos removed from the boiler and a new jacket of heavy gauge galvanized steel was installed over wooden furring strips. With the addition of a new coat of paint and some serious "spit and polish," #4524 was displayed in all her might and glory.

As is the case so often, time and the elements soon started to take their toll on the engine. While periodic attempts to keep it "presentable" were made, serious deterioration and vandalizing caused the locomotive to fall into a sad state of repair. However, in



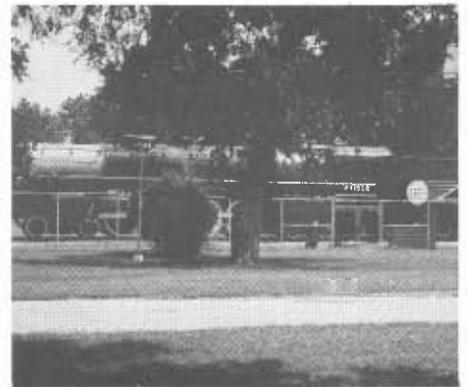
Alan Schmitt photo

1986 a die-hard group of former Frisco employees and a number of Frisco fans organized their efforts and embarked on a program to save the 4524 from total decay. After almost three years of hard work, well over \$7,000.00 in donations, various repairs, and in excess of fifty gallons of paint, #4524, adorned in the colorful red and white



Alan Schmitt photo

"FRISCO FASTER FREIGHT" medallion, stands as a proud reminder of the glory days of Frisco steam power. The Springfield group is now in the process of constructing a cover over the engine to help preserve its restoration. Donations may be sent to The Railroad Historical Museum Inc., 4001 S. Eaton, Springfield, MO 65807.



Alan Schmitt photo

While not directly involved in the project, the Officers and Board of Directors of The Frisco Railroad Museum Inc., would like to publicly commend the efforts of the Springfield group and, on behalf of all Frisco fans, give a hearty thanks and a tip of the Frisco hat to their work in preserving yet another FRISCO SURVIVOR! 🚂