



All Aboard



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NUMBER 12

FFF

FRISCO FASTER FREIGHT

**SYMBOL of
SUPERIOR SERVICE**



June 14, 1941 Frisco photo

FRISCO All Aboard

A MONTHLY PUBLICATION OF
THE



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THE



RAILROAD MUSEUM...

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



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

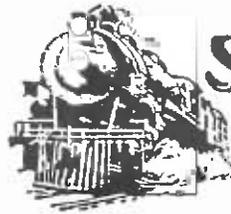
Ralph Pilkenton.....Brakeman
New Mexico
Don Alderman.....Switchman
Texas
Warren Herman.....Switchman
Minnesota
Karl Brand.....Switchman
Texas
Nicholas Smith.....Switchman
Kansas

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

Lloyd Stagner.....Switchman
Kansas

ABOUT THE COVER

A classic photo of a classic FRISCO FASTER FREIGHT SLSF rebuild 40' box car #128046, awaits assignment at the Springfield MO West Shops, June 14, 1941. See page 3 for story and additional photos.



SUNSHINE
MODELS

SPECIAL ANNOUNCEMENT

Frisco Folk Martin Lofton and Sunshine Models of Salinas, CA, are pleased to announce the production of a limited run of these vintage USRA design Frisco box cars in HO scale. Two versions are now available:

1. Frisco standard version
red with white decals.
Price: \$23.00
2. Frisco "billboard" version
tan & brown with red,
black, and brown decals.
Price: \$25.00
\$2.00 shipping charge will
cover one to five cars in
one shipment.

To order your model of this classic Frisco Freight, write Sunshine Models, P.O. Box 3054, Salinas, CA 93912. ☐

FRISCO FASTER FREIGHT



THE MAIL CAR



The MAIL CAR is a regular feature of the ALL ABOARD in which we attempt to answer some of the many questions that are mailed to our 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: Why and when did the Frisco change its engine paint scheme from the black and yellow to the red and white?

ANSWER: In March, 1964, four General Motors experimental units were used on Frisco freight trains between Kansas City and Birmingham, and St. Louis and Tulsa for a period of seven days. The four units, two GP35's and two DD35's, covered over 5,200 Frisco miles during their test runs. The engines were painted, at GM, in a mandarin red and white paint scheme. Because the engines were not involved in any grade crossing accidents, the Frisco, purely as a safety measure, adopted the red and white livery for its fleet of diesel engines.

On April 14, 1965, U25B #802 rolled out of the Springfield MO Paint shop, the first Frisco unit to carry the new, more visible, color scheme. ☐



THE FRISCO

"ANGEL OF MERCY"



"Sunday, April 5, 1936, dawned in much the same manner as any other Sunday in the North Mississippi city of Tupelo. Families arose somewhat later than on weekdays. After breakfast, children dawdled on their way to Sunday School. Parents attended church services, and when dinner was over, there was the usual drives in family automobiles.

"It was just another Sunday, too, at the railroad station. Frisco passenger and freight trains arrived and departed. The depot agent chatted with engineers, conductors, brakemen. Little boys gaped at huge, puffing locomotives. Everything was peaceful and normal in Tupelo, yet a few brief hours were to change all that!

"About eight o' clock in the evening, the sky was overcast, but the prospect of a shower disturbed no one. A half hour later, however, nature in her most violent mood wreaked havoc on Tupelo when a savage tornado ripped through the community leaving more than 2,000 people dead or wounded, hundreds of homes and business buildings in ruins and scores of families homeless! It was a frightful scene with suffering, death, and destruction in every direction. Martial Law was instituted immediately.

"Local rescue workers plunged into the grim task of digging the victims from the disaster's rubble. Doctors and nurses, all too few in number, feverishly treated the wounds on injured citizens. Churches and even the stage of a motion picture theatre served as emergency hospitals where operations were performed by candlelight. Still, the need was too great for the little city's relief facilities; assistance must be obtained, and quickly!

"At this point, a great railroad assumed the role of "Angel of Mercy." Tupelo's communications with the outside world had been knocked out by the

tornado, and it was a combination of skillful operation and good luck that a Frisco telegrapher finally got word through to the line's Southern Division headquarters at Memphis. This started a chain reaction which proved that a railroad's service frequently comprises much more than a day-to-day transportation of freight and passengers.

"Even before the full extent of the whirlwind's devastation was known, Memphis railroad personnel were busy marshalling doctors, nurses, and rescue forces and gathering medical supplies. Within an amazingly short time, a special Frisco train raced out of Memphis bearing the recruits on their errand of mercy. Returning to Memphis the next morning with 91 stretcher patients, the train continued to shuttle back and forth until every seriously injured person had been properly hospitalized.

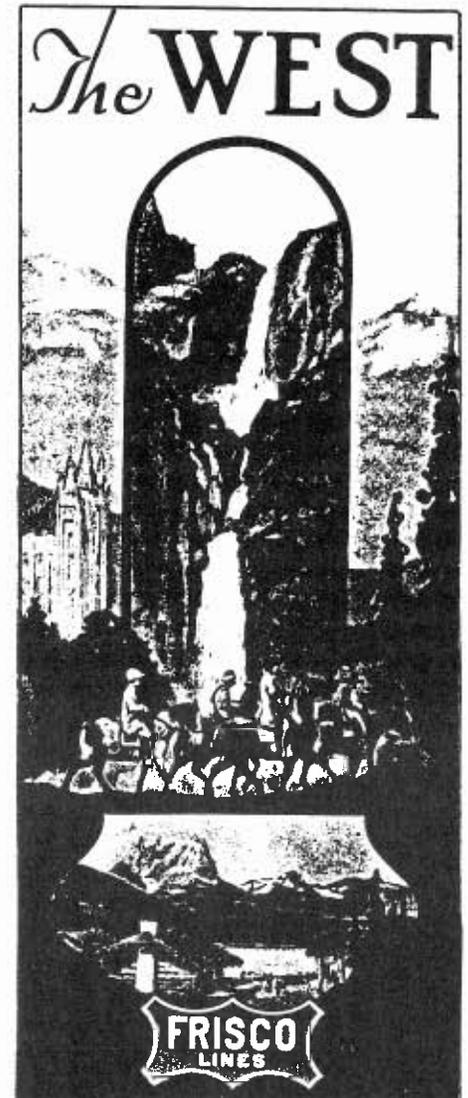
"Answering the urgent plea for housing homeless men, women, and children, the Frisco again leaped into action. The line's president ordered that all possible aid be given Tupelo, and more than a hundred boxcars rolled onto newly-laid tracks in City Park. Here, Tupelo's unfortunate residents made their temporary homes during the emergency. In addition, free coal and numerous other necessities were provided for many of the storm's victims.

"Frisco employees, keenly aware of their railroad's great heart, felt they, too, should lend a personal helping hand. Consequently, conductors, engineers, firemen, agents, and other rail men and women raised a large sum of money and presented it to the tornado-swept city's needy.

"Obviously, other relief agencies operated fully and efficiently in ministering to the countless requirements of the sufferers; the Frisco Lines and Frisco workers, nevertheless, supplied services and materials

that would have been virtually unprocurable from any other source. Mississippi's state officials and those of the Cities of Memphis and Tupelo, the Red Cross, and the grateful people of the storm area all were extremely lavish in their commendation of the Frisco family!" □

NOTE: "Angel of Mercy" reprinted from the "Tales of American Railroading" series produced by the Badger Paper Mills, Inc.



Frisco Travel Brochure
May 1, 1926

USRA - SLSF
BOX CARS
127000 - 130499

With the onset of World War I, the Imperial Russian State Railways attempted to modernize their antiquated rail system by placing orders with a number of American companies to build 1,000 locomotives and 30,000 assorted units of rolling stock. When, on November 7, 1917, the Russian government was overthrown by a group of Bolshevik revolutionaries, all orders for American-built equipment were cancelled.

When the U.S. became involved in the war in April, 1917, American war mobilization created a need for the large scale shipment of war supplies. To effectively meet the need, on January 1, 1918, the United States Railroad Administration nationalized American railroads and purchased the surplus Russian equipment for distribution to various lines.

Among the equipment received by the Frisco was a series of steam locomotives (see "Whyte System", p. 8) and a class of 40' box cars that would remain on the Frisco roster in one form or another for over fifty years.

In 1919, the U.S.R.A. delivered 3,500 steel frame, wood sided, box cars to the Frisco number series 127000- 130499. While all were similar in design, they were built by seven different companies:

- American Car & Foundry Co.
- Keith Car Manufacturing Co.
- Laconia Car Co.
- Lenoir Car Works
- Liberty Car Co.
- Pacific Car & Foundry Co.
- Standard Steel Car Co.

For the next twenty-three years, the cars in this series were rebuilt, redesigned, modified, and experimented on more than any other group of freight cars on the Frisco roster. It is interesting to note that while they underwent a wide variety of modifications, the cars in the series generally retained their original numbers.

Between December, 1928, and September, 1934, the Frisco rebuilt eighteen of the cars, Nos.



Springfield, MO June, 1934 Frisco photo

127020, 127159, 127288, 127373, 127417, 127861, 128066, 128185, 128214, 128360, 128381, 128463, 128491, 129010, 129026, 129288, 129634, & 130192, into an outside-braced, single sheathed cars similar in design to the 160000 series cars built by American Car & Foundry Co. and General American Tank Car Co. in 1928.

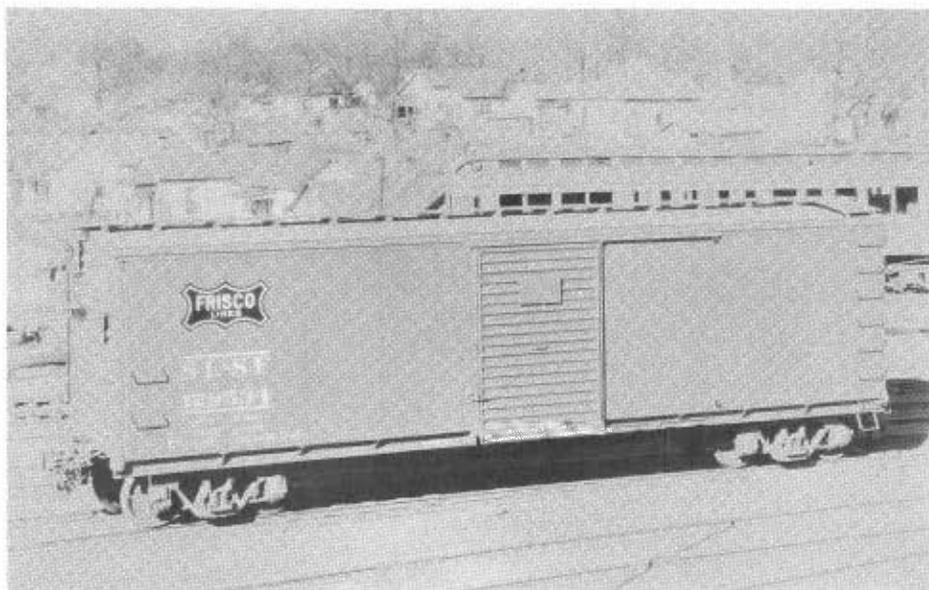
In 1935, the Frisco started an intensive program of rebuilding the cars with Youngstown Steel sides. By the end of 1937, over 1,900 units in the series looked like #129534. It should be noted that three of the cars, Nos. 127300, 127876, and 128147, were also rebuilt in 1937 with Duryea Cushioned Underframes, steel sides, and outside braced

superstructure similar to the 162500 series cars.

In November, 1940, some of the remaining original cars were rebuilt as replacement units for the 40400 furniture car series built in 1905.

In 1941, an additional 500 cars were fitted with Youngstown Steel sides, including #128046, this month's cover photo. In February, 1942, ten cars, Nos. 127478, 127695, 127696, 127817, 127863, 128018, 128482, 128577, 129145, and 130462, were rebuilt according to a 1941 Pullman Co. design. In July, 1942, one additional unit, #130295, was also given the Pullman modification.

By 1950, 2,825 of the 127000-130499 series cars were still in active service. By 1960,



Springfield, MO June, 1935 Frisco photo

1,592 of the cars had been retired from the freight roster and by the end of 1968, only ten of the series remained. They were officially dismissed from service in 1969.

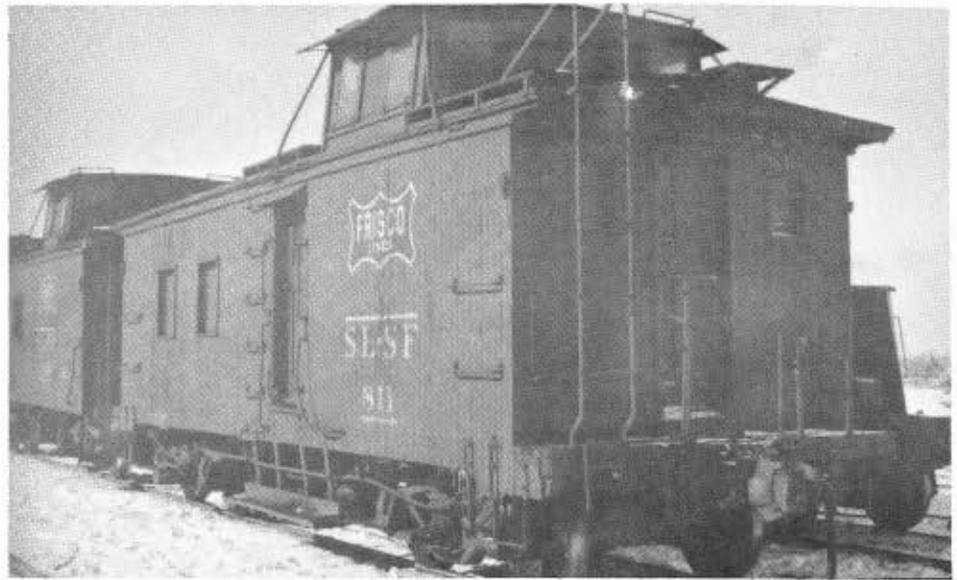
Train Miniatures of Illinois (TMI) at one time produced an HO model of car #127608 in its original 1919 wood sided version, decorated with the Frisco Faster Freight medallion. The TMI line is now produced by Walthers and their version of the car is #932-2000 undecorated. A 1941 steel sided rebuild version is now available from Sunshine Models of Salinas, CA. (see "ABOUT THE COVER" p.1). To decorate either kit in the "FFF" livery, Floquil Earth #110081 will work nice for the tan sides and Floquil Roof Brown #110070 is a close match for the ends, roof, and doors. Walthers makes a "FFF" decal set, #934-84200, that should work for both kits. Good luck! ☐



SIDEWINDER CABOOSES

In the early days of railroading the only "standard" pieces of equipment found on any given freight train were located at each end: The locomotive and the cabooses. While they were standard equipment, standardization of design was virtually non-existent. A brief examination of the Whyte system quickly dispels any thoughts of standardized locomotives and a quick look at a few photos of cabooses will result in a similar conclusion. According to our photographic records, during its tenure of service, the Frisco operated as many as fifteen different styles of cabooses. So much for standardization of cabooses on the Frisco Line!

In all fairness, however, it should be noted that the majority



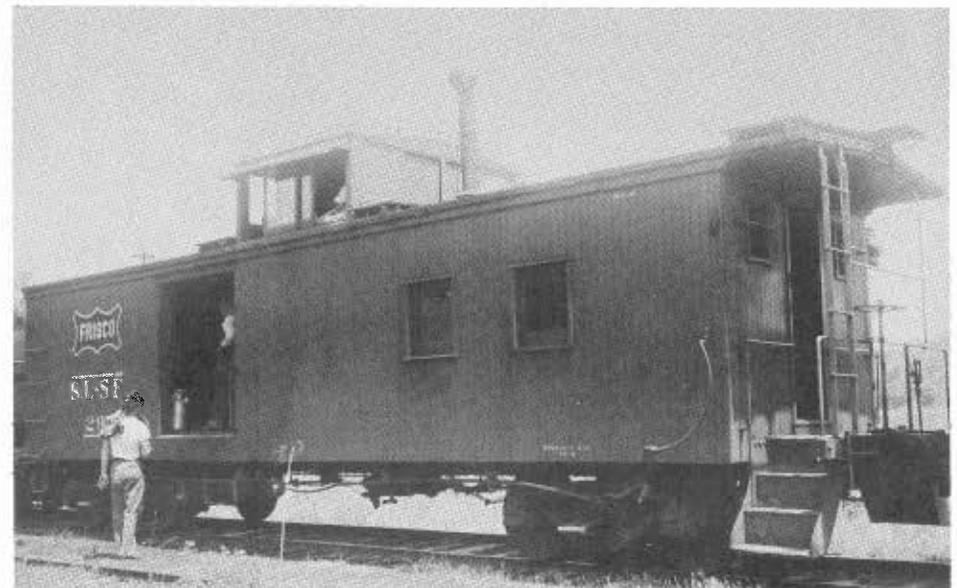
Springfield, MO January 2, 1948 Frisco photo

of the Frisco's cabooses fleet did fit into roughly four standard designs. The 1200, 1400, and 1700 series units in service during the last twenty-three years of operation were similar in appearance. The two 1920's - 1940's era models they replaced were also similar in design, with the only major exception being a difference in cupola construction. Probably the most interesting style of Frisco cabooses were the pre-1920 models.

In 1876, the year the Frisco was chartered, company records indicate that seventeen cabooses were on the roster, all of which were inherited from the Atlantic & Pacific Railroad. Three years later, the roster had increased to thirty-three units, with the

acquisition of the Missouri and Western Railway and the Joplin Railroad.

Between 1880 and 1888, the company started a program of up-dating its caboose fleet by purchasing and/or building sixty-one new units numbered in the series 209-314. They were 29' models with no end platforms and 2'1" x 6'0 1/2" end doors. Between 1880 and 1890, the company acquired seventy-three additional units with the consolidation of the Kansas City, Ft. Scott, & Memphis Railroad, number series 517-601. In 1899-1900, fourteen new cabooses were added, series 343-359, with additional units being acquired new or second-hand in the years that followed.



By 1908, the Frisco had 393 cabooses in service. Of that number, 304 of them were commonly referred to as "blind-end hacks" or "sidewinder" cabooses because they were built with side entrance doors. Numbered in series 343-505 and 507-674, these early way cars were built between 1899 and 1907. Most of the units were 30' long with 2'8" to 3'0" x 6'2" side doors.

While most had additional end doors few, if any, had end platforms. Consequently, a "rolling" entrance or exit of the car was by way of the side doors. Needless to say, if one failed to mount or dismount the caboose properly, the results could be fatal, as was the case many instances. This obvious safety hazard was the primary reason for most states outlawing the use of "sidewinders" in the early to mid 1920's. It is also the reason the Frisco initiated a new caboose building program in 1924.

Even though the original side-door, non-platform, design was outlawed, "sidewinder" cabooses did not disappear from the Frisco roster entirely. A number of new units were equipped with baggage-car type side doors to carry L-C-L (Less-than-carload lots) freight and baggage on local and branch line operations. The Frisco also converted a number of box cars into cabooses. In 1938, three wooden 40' cars were rebuilt as box car cabooses Nos. 27, 28, & 29. The all steel cupola was

positioned in the middle with one end of the car reserved for caboose duties and the other end, complete with side door, for baggage and freight service. Nos. 27 & 28 had a 13' freight-baggage compartment and No. 29's was slightly larger at 15'8".

In 1947, the Frisco had nineteen such side-door box car cabooses on its roster and as late as 1954, the company was still remodeling box cars into caboose service. In March, 1954, the West Springfield Shops rebuilt three outside-braced steel-sided box cars into cabooses Nos. 155, 156, & 157.

To model a "sidewinder" caboose one is only limited by the extent of their imagination and creativity. A possible starting point could be MDC caboose #480-3420 or the re-issue Silverstreak bunk car #792-323. Floquil Tuscan Red #11025 or Box Car Red #110074 are two choices for paint livery. Three excellent photos of the early style "sidewinder" models are on page 293 of "Frisco Power" by Joe E. Collias. Good Luck! ☐



NEXT MONTH IN THE ALL ABOARD

Frisco Tunnels - Part 1, The Whyte System 2-10-0 "Decapod Part 2," 1501 - The Pride of the Firefly, Doodlebugging on the Frisco, plus much, more!



Enid, OK April, 1954 Frisco photo



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

25 YEARS - 1964

On May 8, 1964, the last van load of office equipment left St. Louis, completing a move to Springfield that started on April 24. The departments that moved were quartered in temporary office space, awaiting the completion of the new Frisco building at Mill St. and Ingram Mill Rd. Also in 1964, there were 219 cabooses on the Frisco roster.

50 YEARS - 1939

In 1939, the Frisco had on its equipment roster three passenger cabooses, 325 standard cabooses 200 of which were steel underframe and 125 were wood construction, and nine box car cabooses.

75 YEARS - 1914

In 1914, forty locomotives, ten baggage cars, 1,499 box cars, 298 automobile cars, 1,795 gondolas, 499 stock dump cars, 247 tank cars, 200 ballast cars, and two derrick cars were purchased by the Frisco Construction Company, under lease and purchase agreements. In 1914, there were 452 cabooses on the company roster.



**Satisfying
Table d'Hote Meals
IN THE DINING CAR**

Dinner	\$1.25
Breakfast85
Club Breakfast60
(fruit or cereal; toast; coffee)	

A LA CARTE SERVICE IF PREFERRED

—on the Meteor and Kansas City-Florida Special; also on the Texas Special and The Bluebonnet on the Frisco Lines.
Table d'Hote dinner served on train No. 5 into Oklahoma City, train No. 118 into Kansas City and train No. 4 en route St. Louis.

DOWN AT THE DEPOT

Guin, Alabama

On April 12, 1886, the Memphis & Birmingham Railroad Co. was incorporated in the State of Alabama, organized and controlled by the Kansas City, Springfield, & Memphis Railroad Co. Between July, 1886, and January, 1887, the company graded approximately 107 miles of roadbed between Birmingham and the Alabama-Mississippi State Line. On January 26, 1887, the company consolidated with the Kansas City, Memphis, & Birmingham Railroad Co. After a rather complicated series of further consolidations, the line was acquired by the Frisco in 1901.

Between Birmingham and the State Line there were no less than forty-eight stations, many of which were in conjunction with the coal and limestone producing facilities scattered throughout the region. One such small town was Guin, Alabama, station C649 on the Birmingham Subdivision of the Southern Division.

Shortly after the Frisco took control of the line in 1901, a 104'5" x 18'2" frame depot was built at Guin. Built on a wood block foundation, the station had 2"x6" walls, 10'9" ceilings, and a 1/2 hip type roof. The building was covered with gray and white boards and battens siding and it had a chatts platform.

Two distinctive features of the depot were its large freight and baggage room, unusual for a typical small town station yet common among depots along this



1951 From the collection of H.D. Conner

line, and its negro waiting room. While segregated facilities were common in southern depots, it is unusual to find one as isolated from the rest of the depot as the one at Guin.

During its tenure of operation, the station was served by as many as five daily passenger trains including the "Memphis-Atlanta Express," "Kansas City-Florida Special," and the "Sunnyland." The last train to serve the Guin depot was the "Southland" which made its final run on December 10, 1967. □

THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 8 of that broadcast.

"In 1902 this line was extended south to Carrollton, TX, where a

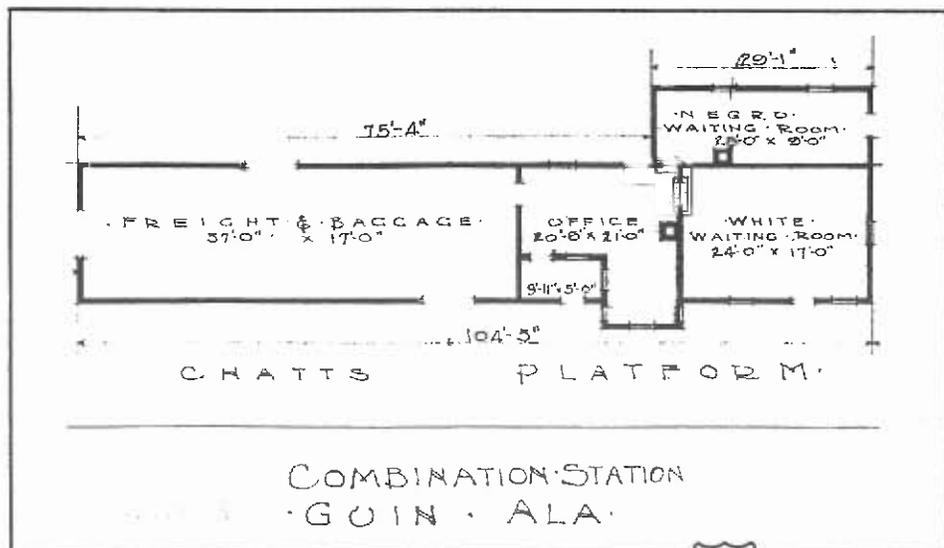
connection was made with the St. Louis Southwestern Railway of Texas, and in 1908 with the Chicago, Rock Island & Gulf Railway, thus giving the Frisco trains an entrance into Dallas and Ft. Worth.

"In 1901 the Frisco acquired the lines comprising the Kansas City, Ft. Scott and Memphis Railway Company and the Kansas City, Memphis and Birmingham Railroad Company, with branches, which gave them a line from Kansas City, through Springfield, to Memphis and Birmingham, and from Kansas City through Ft. Scott and Baxter Springs, KS, to Jpolin, MO and Miami, OK.

"In the same year an extension was completed from Miami to Afton, OK where connection was made with the Southwestern division of the Frisco, and enabled the operating of train service from Kansas City to Dallas, Ft. Worth and Oklahoma City, via Baxter, KS.

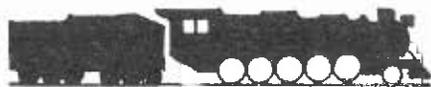
"Meantime building was also underway in another section of what was to become Frisco territory on the southwest. Mr. Ed L. Peckham of Blackwell, OK, had projected what was then known as the Blackwell, Enid, & Southwestern Railway, extending from Blackwell, OK, to Vernon, TX, a distance of 251 miles. Colonel F.G. Jonah, now chief engineer for the Frisco Lines, joined the project in May, 1901.

"At that time the line had been constructed from Blackwell to Enid, OK, 48 miles, and the line had already been given its



nickname of the "Bes" Line, derived from the initials of the company's full and proper name." ☐

to be continued.....



THE WHYTE SYSTEM

In the late 1800's, an engineer named Frederic M. Whyte developed a system for classifying the many types of steam locomotives that were being produced. His system was based on the total number of wheels. The first number indicated the number of wheels in the leading truck, the second number listed the driving wheels, and the third number was for the wheels on the trailing axle.

This is Part 1 of the fifth in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

On July 28, 1914, American newspapers announced the grim news that events in Europe were occurring that would ultimately lead to the beginning of World War I. Little did anyone know that those same events would ultimately lead to the creation of a distinctive class of Frisco steam locomotives, the 1600 2-10-0 "Decapods."

In an attempt to modernize their antiquated rail system and in preparation for the impending war mobilization, the Imperial Russian State Railways placed orders with a number of American companies for 1,000 locomotives and 30,000 assorted pieces of rolling stock. By 1915, approximately half of the locomotives had been built and shipped, with another 200 units either in final stages of construction or in preparation for shipment.

During 1916 and the first part of 1917 Russian armies suffered a series of devastating defeats on all fronts, many of which were aimed at their main railroad supply lines. Consequently, shipment of any further equipment was halted and a moratorium was placed on construction of any additional units. In the fall of 1917, the Russian position further deteriorated with the out break of a civil war that culminated in the overthrow of the government, on November 7, 1917, by a group of Bolshevik revolutionaries. All orders for American locomotives were cancelled including the shipment of the 200 units already completed.

On April 6, 1917, the U.S. entered the war. In the months that followed, American war mobilization created a need for the coordinated shipment of a multitude of war supplies and personnel. To effectively meet

the need, on January 1, 1918, the United States Railroad Administration took control of America's railroads, including the Frisco. To bolster the increased demands for rail traffic, the U.S.R.A. purchased the orphaned Russian locomotives and distributed them, under a lease agreement, to various American companies.

The Frisco acquired twenty of the Russian "Decapods," so named because of their ten driving wheels. Seventeen of the units were assigned directly to the Frisco and three were acquired from other companies. Designated as the 1600 class, Frisco's roster numbered 1613 to 1632.

The first eleven engines (1613-1623) were built by the Richmond Locomotive Works in the fall of 1917 and spring of 1918. Number 1624 was built by the Brooks Locomotive Co, 1625 the product of the Schenectady Locomotive Works, and the remaining seven engines (1626-1632) were constructed by Baldwin, all in 1918. Eight of the engines (1614, 1615, 1618, 1621, 1625, 1627, 1630, 1632) burned coal and the balance were oil burners. ☐

To be continued.....

