

FRISCO

All Aboard

FRISCO

VOLUME 4

September, 1989

NUMBER 4

FLYING ON THE



Frisco photo

FRISCO

bulkhead of lounge rooms:

Chair Cars:

758-760-762-763-Enid-Joplin-
Ft. Smith-Okmulgee-Wichita.

Coaches:

1053-1060-1063-1069-1071-1073-
1074-1107-1108-1214.

Coach-Snack-Lounge Cars:

1601-1603-1606. ☐



FLYING ON THE FRISCO

Question: Did the Frisco ever operate any airplanes? Answer: Of course not! The Frisco was a railroad!! It operated trains!!! It never had any airplanes... until 1963!!!!

Concerned with the rising cost of employee time, wages, and traveling expenses, in 1963, the Frisco entered into the era of air travel when a small 560 Commander business plane was leased. Initially viewed as a cost/time management experiment, the plane soon proved to be such an advantage that later that year, the company purchased a larger, five-passenger, twin-engine Beechcraft.

Early in 1964 it became obvious that a five-passenger model was not sufficient to accommodate the growing demands for corporate air travel. Consequently, in July, 1964, a twelve-passenger DC-3 was added to the fleet. It quickly proved its worth to time-scarce employees and, according to company records, from the first of August, 1964, to December, 1969, the plane logged over 4,000 hours covering well over 3 million miles.



Frisco Gruman Gulfstream-I, Lambert Airfield, St. Louis, MO, January, 1970. Frisco photo

In January, 1970, the aging DC-3 was replaced with a new twelve-passenger Gruman Gulfstream-I. While the seating capacity remained the same, the new craft afforded its passengers a more comfortable flight in a pressurized cabin, and the amount of travel time between points was further decreased. The time saving efficiency of the plane was most apparent when compared to train travel time between similar points, as follows:

St. Louis to Springfield, a distance of 198 miles:

Train Time: 6 hours
Plane Time: 43 minutes

St. Louis to Oklahoma City, a distance of 466 miles:

Train Time: 13 hours
Plane Time: 1 hour, 35 minutes

St. Louis to Dallas, a distance of 556 miles:

Train Time: 15 hours
Plane Time: 1 hour, 55 minutes

The plane had a full time flight crew and two employees, one in St. Louis and one in Springfield, who were responsible for coordinating requests for the use of the plane and its scheduling. Such schedules might call for transporting a survey team to a distant point, or a group to some city for meetings, or members of the Industrial Development Department with clients to look at a new plant location, or for any number of other groups that needed to cover a long distance in minimum time.

At the time of the Frisco/BN merger, the plane and its crew

were transferred to St. Paul and its final disposition is currently unknown. ☐

THE OKLAHOMA CITY

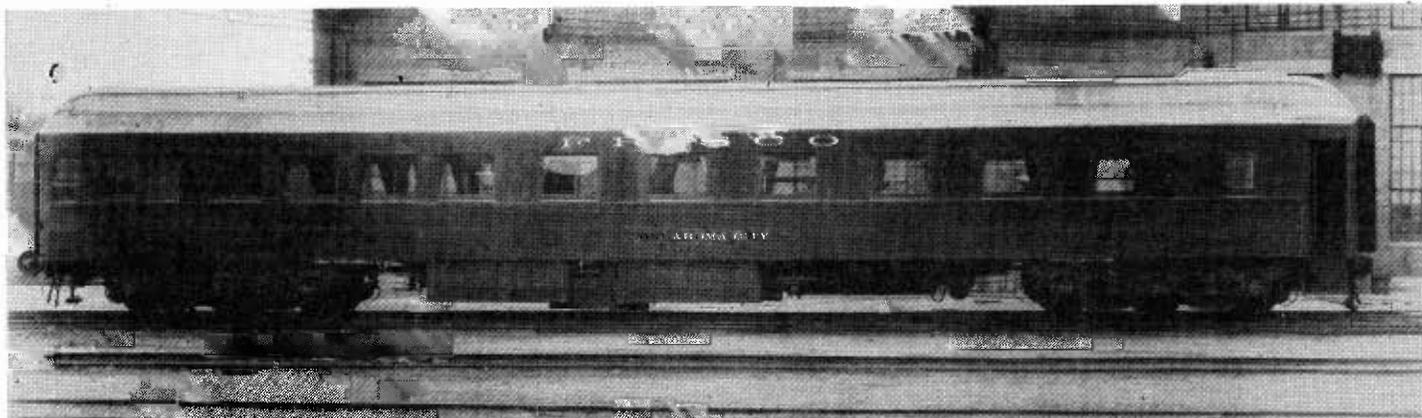
Part 1

Between 1912 and 1967, there were three Oklahoma City's on the Frisco. One was station G542 on the Oklahoma Subdivision of the Southwestern Division and the other two were Frisco passenger cars. This is the first of two articles profiling "The Oklahoma City" cars.

The first "Oklahoma City" passenger car on the Frisco roster started out as Diner #637, built by American Car & Foundry Co. at their St. Charles, MO, plant in May, 1912. It was one of eleven diners purchased from ACF, in two orders. The first order of six were built in September, 1910, Lot #5523, and were numbered 630-635. The second order of five was completed in May, 1912, Lot #6366, and included units 636-640. According to our records, these were the first full diners in service on the Frisco.

Number 637 was an all steel car, 81 ft. long, weighed 187,000 lbs., and cost \$18,765.00. It was equipped with full kitchen facilities and had a seating capacity of thirty, arranged in six tables for four and six for two.

In June, 1934, the Springfield West Coach Shops rebuilt #637 as Lounge Car "Oklahoma City." It provided plush seating accommodations for thirty-six plus eight at two card tables and one at a writing desk. The "Oklahoma



"Oklahoma City" West Coach Shops June 30, 1934 Frisco photo

City" and sister rebuilt Lounge "Tulsa" were placed in service on the "Meteor", trains 9-10.

In April, 1943, due to increased passenger demands brought on by World War II, the "Oklahoma City" was converted to a Chair Car, equipped with streamlined skirting, and painted in the Zephyr Blue and White war livery. Its rebuilt seating capacity was fifty-eight. The car operated as a Chair Car until December, 1945, when it was re-configured as a lounge car and repainted Pullman Green.

In May, 1948, the Frisco purchased a new streamlined Diner-Lounge-Observation Car from Pullman, #1551, and named it the "Oklahoma City." EDITOR'S NOTE: This third Oklahoma City car will be profiled in Part 2 of

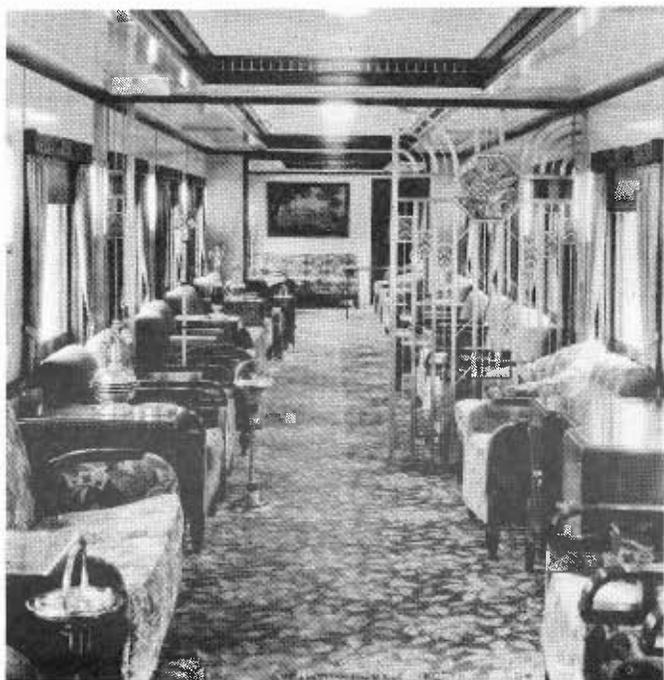
the "OKLAHOMA CITY" feature next month. The old "Oklahoma City" car was changed on the roster to Lounge Car #1401. According to our records, the #1401, along with sister car #1402, were the only Lounge Cars numbered in the 1400 series. Other cars in the series included Business Car #1400 and streamlined Sleeper Cars Nos. 1450-1466.

In October, 1951, a buffet was added to #1401 and in June, 1965, it was repainted red and gray "camouflage" for use with the new streamlined equipment. In December, 1957, the car was repainted Pullman Green and shortly thereafter it was removed from regular service and used for extra duties. In October, 1965, #637/"Oklahoma City"/#1401 was

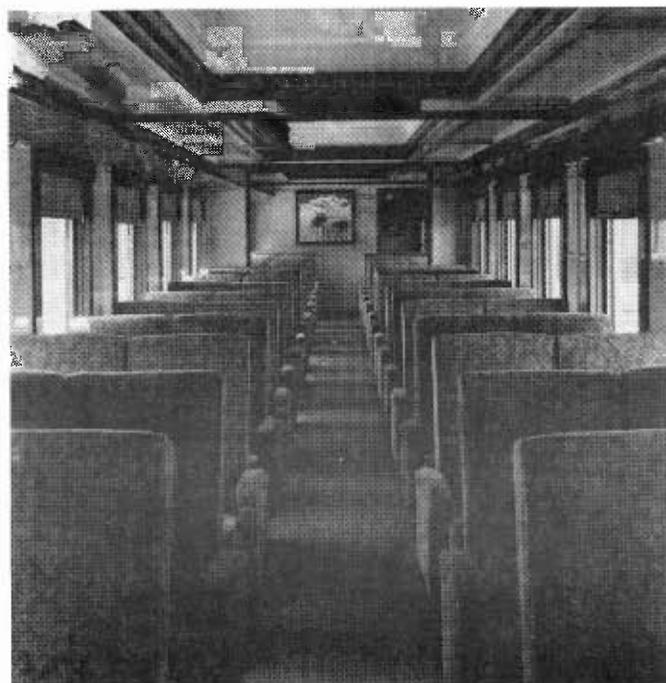
sold for scrap to Midwest Steel Co.

EDITOR'S NOTE: There were also three Tulsa's on the Frisco. Tulsa, OK, Station G424 on the Cherokee Subdivision of the Southwestern Division and two "Tulsa" passenger cars. The first "Tulsa Car" was originally Diner #639. Its history closely parallels that of the "Oklahoma City" car, as follows:

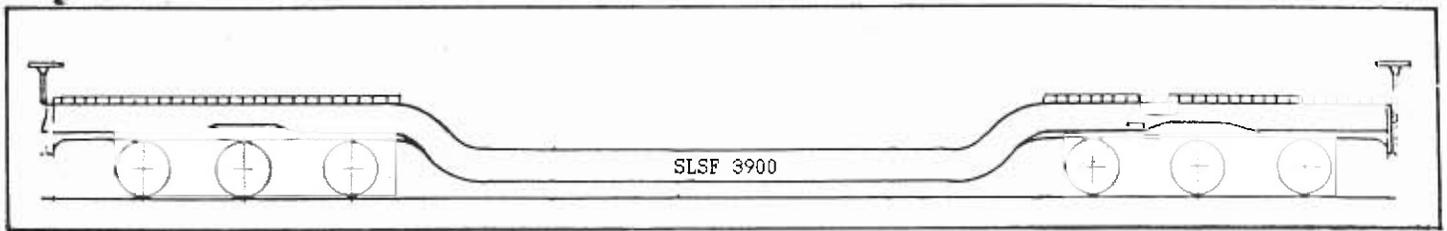
Rebuilt as Lounge Car	6-1934
Rebuilt as Chair Car	4-1943
Rebuilt as Lounge Car	12-1945
Renumbered #1402	5-1948
Repainted red & gray	4-1956
Repainted green	11-1957
Sold for scrap	10-1967



"Oklahoma City" Lounge Car West Coach Shops June 30, 1934 Frisco photo



"Oklahoma City" Chair Car West Coach Shops April 12, 1943 Frisco photo

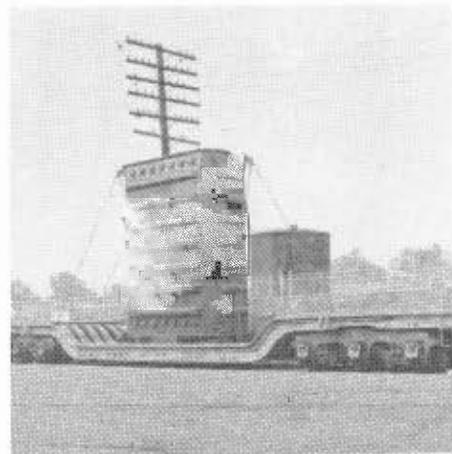


**DEPRESSED CENTER FLAT
CAR #3900**

In June, 1953, there appeared on Frisco property what would be a one-of-a-kind piece of freight equipment. Car #3900 was a 250M capacity depressed center flat car designed to transport high, wide, and/or heavy loads such as the power transformer pictured below. The 57'9" drop center casting was manufactured by the General Steel Casting Co. and the three axle trucks were supplied by Buckeye Steel Casting Co. of Ohio. The car was assembled in May, 1963, at the Frisco Yale, TN, shops at a total cost of \$25,915.00.

The depressed center section was 21' long, with a 2' 2 1/4" drop from the top line of the car. The bottom of the drop center was only 7 3/8" from the top of the rails. The end sections over the trucks were planked with 2"x 8" timbers. The center section ends were slotted to reduce weight and the floor was equipped with holes to facilitate tie down attachment. The car was also equipped with drop hand brakes on each end.

In 1980, following the Frisco/BN merger, #3900 was renumbered BN #631014 and remained in service until it was retired in 1984.

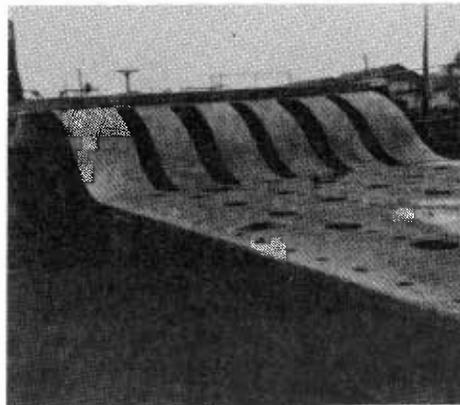


SLSF #3900 with load Frisco photo

NEW CAR SHOP



There are at least two possibilities for modeling #3900. You can start with either the Cannonball Car Shops 50' depressed center flat car kit #197-44327 (\$9.00) or a similar model made by Roco, #625-48995 (\$7.49). Both kits appear to have the correct trucks and both will have to be lengthened for use as #3900. The car was painted freight car yellow, a close match to Floquil Reefer Yellow #110031. The trucks and lettering were black. The "SL-SF 3900" was in 7" letters, 2" from the bottom of the car. Good Luck on modeling this unique piece of Frisco equipment!



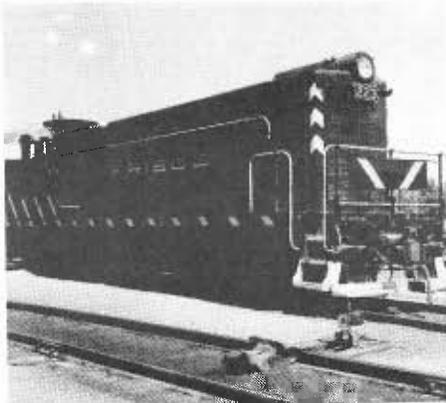
SLSF #3900 Frisco photo

**BALDWIN VO-1000
SWITCHER**

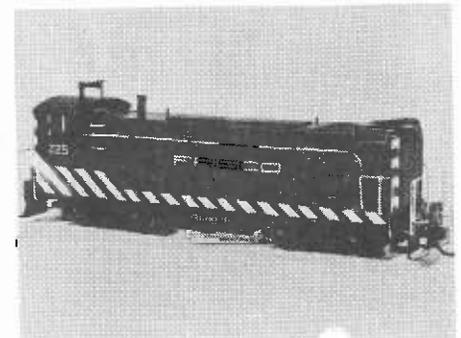
The first diesel locomotives in service on the Frisco were Baldwin-built VO-1000 Switcher engines, No. series 200-237. Delivered between November 1941 and June, 1946, twenty-two of the series arrived in a blue and white livery with red lettering. (See ALL ABOARD, "New Car Shop," January, 1989, p.4, for blue and white painting information)

Eventually all the units were repainted in the black and yellow color scheme with many still in service when the livery was once again changed to the mandarin orange and white. The April, 1984, issue of MODEL RAILROADER has an excellent article by William Hitchner describing how a VO-1000 can be kitbashed from an Athearn S-12 powered Switcher #140-3700 with additional parts from a second Athearn S-12 shell #140-37200.

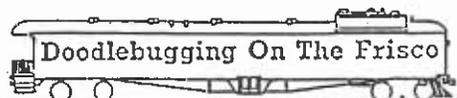
To model your unit in the black and yellow livery, paint the body and trucks with Floquil Engine Black #110010, and the handrails and grab irons Reefer Yellow #110031. The stripes are from a Microscale Katy diesel decal set #87-0181 and the numbers and "FRISCO" are also Microscale #87-0085. If you choose to add Kadee couplers, you will need the long shank #16 style. Good Luck!



VO-1000 #223 Frisco photo



VO-1000 #225 R.E. Napper photo

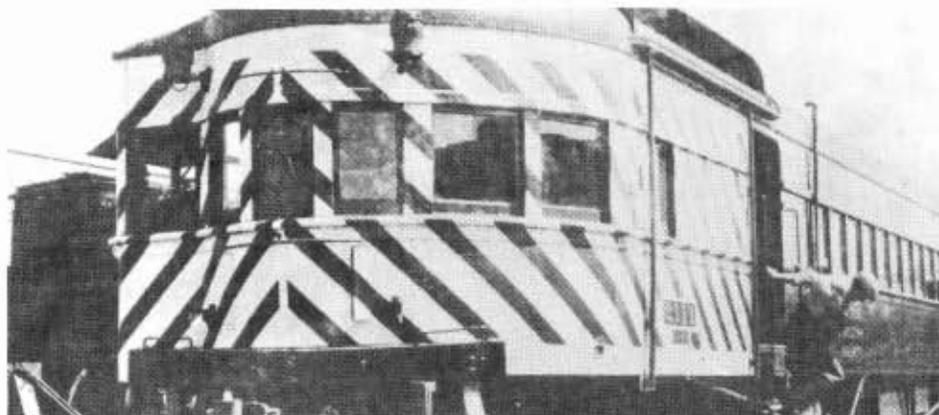


PART 17

Like its sister car #2110, Frisco motor car #2111 has a unique and interesting history. There were two doodlebugs that carried the #2111 designation. The first #2111, serial #3729, was delivered to Frisco property in September, 1912 and used for extra and excursion service.

The car was a 70' 8" Baggage-Coach combination with a rear vestibule entrance. The all steel body was manufactured by Wasson, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-C1 engine and 205D traction motors were built by G.E. The interior finish of the car was the standard mahogany paneling with yellow pine floor. It was equipped with twenty-two seats that would accomodate forty-four passengers. During the 1913-16 reorganization, #2111 was sold to the Macon & Birmingham Railroad and was renumbered #10.

The second #2111, identical in model and accomodations to the first #2111, was originally built in May, 1913, and purchased by the Chicago, Peoria, & St. Louis Railroad Co. as car #104, serial #3744. In November, 1924, the car was sold at a foreclosure sale to the Okmulgee & Northern Railroad (eventually controlled by the Frisco in 1964) and renumbered #111. In the spring of 1925, the car again changed ownership this



Motor Car #2111 Poplar Bluff, MO, 1936 Issac Lavergne photo

time to the Jonesboro, Lake City, & Eastern Railroad, an eighty-six mile short line in Northwest Arkansas. The car retained its number 111. On November 1, 1925, the Frisco acquired all the outstanding bonds, stock, and properties of the J.L.C. & E., including motor car #111. In December, 1926, #111 was reconditioned by the Frisco and assigned the number #2111, the designation it carried until being retired from revenue service and dismantled in February, 1945. ☐

lines were ballasted, heavier rails were laid, bridges rebuilt or sometimes replaced by entirely new structures, and heavier motive power and improved rolling stock purchased. This program of improvement, involving an expenditure of many millions of dollars, has placed the Frisco in the front ranks among the railroads of the middle and southwest.

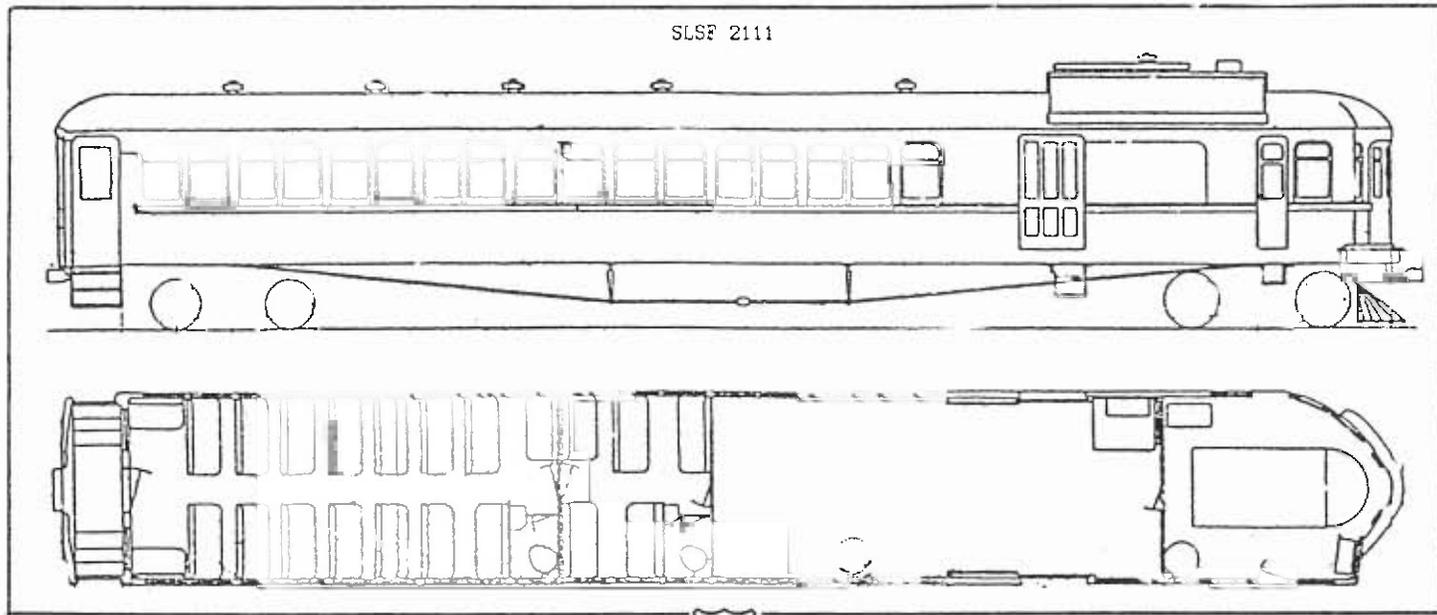
"You will recall that back in the early days of 1868 which we have just mentioned, the old Southwest Pacific Railway Company announced its intention of building a line, connecting the middle southwestern section of the country with tide water. That idea persisted through all the years and the present name of the company the St. Louis-San Francisco Railway Company shows that its owners still had faith in the company's ability to eventually reach tide water." ☐

THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 10 of that broadcast.

"Undaunted by this series of receiverships, the new program of improvements, and the system was thoroughly rehabilitated from one end to the other. Principal

To be continued.....



DOWN AT THE DEPOT

Neosho, Missouri

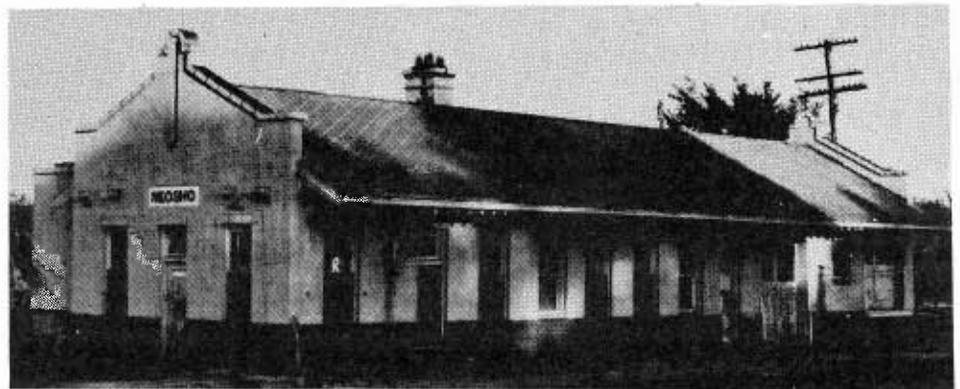
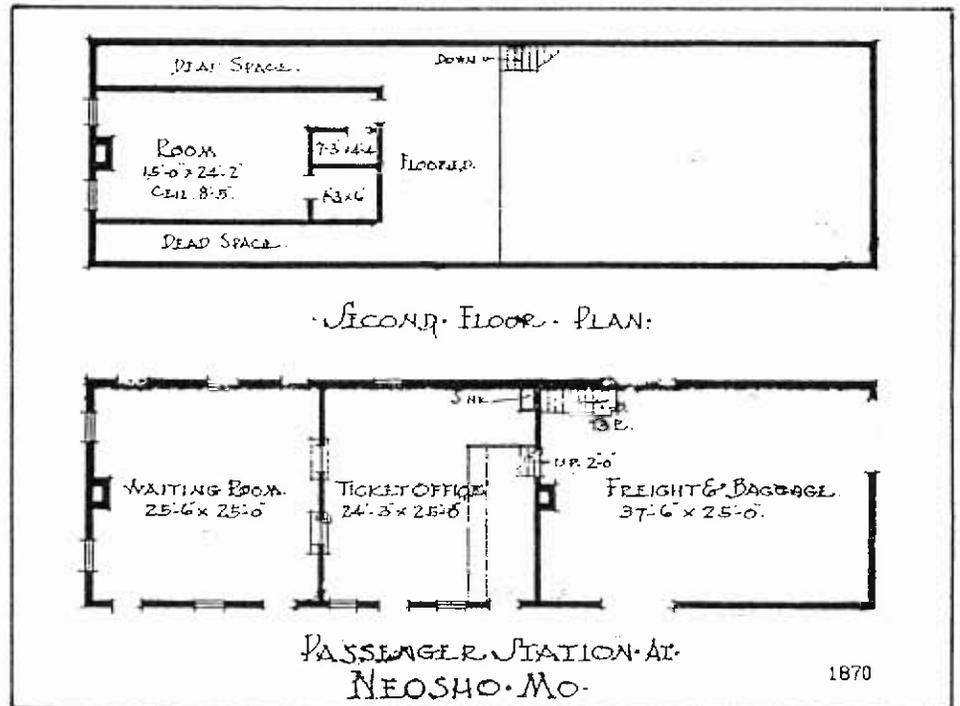
Between 1870 and 1886, the Atlantic & Pacific Railroad completed 145 miles of single track railroad southwest from Pierce City, MO, to Sapulpa, I.T. (Indian Territory/ Oklahoma). Along this newly completed line, approximately sixteen miles from the Missouri-Oklahoma State line, was located Neosho, MO, Station G310 on the Cherokee Subdivision of the Southwestern Division. The Oklahoma section of the Atlantic & Pacific was eventually purchased by the Frisco on December 18, 1887.

In 1870, a 90'4" x 26'2" brick depot was built at Neosho. It was set on a stone foundation, had 13" thick walls, and a 1/3 pitch gable roof covered with wood shingles. The first floor was divided into a waiting room on the north end, large ticket office in the middle, and freight and baggage facilities on the south end. A 15' x 24' room on the second level was used for storage and, occasionally, as living quarters for the resident agent. The waiting room and ticket office had 11'4" ceilings, the freight room 13'7", and the second story room was a shorter 8'5". The trackside platform was brick with a concrete curb and the front of the depot featured a large covered wooden platform. This station served the traveling needs of Neosho residents for over fifty years and is, according to legend, the depot upon which was tacked the original coon skin that later became the pattern for the Frisco logo. (See "The Legend of the Coon Skin," ALL ABOARD, Vol.1, No.3, August, 1986)

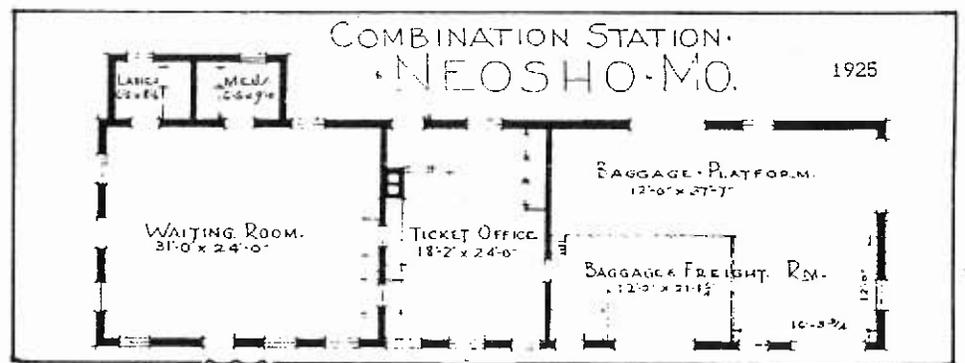
In 1926, the old depot was enlarged and extensively remodeled into a Spanish style combination station. The waiting room was enlarged by six feet, ticket office reduced proportionately, and inside restrooms were added to the northwest corner. The baggage and freight room remained the same size, with a raised platform added for more efficient loading and unloading of freight. The second floor room was removed and the roof pitch was changed to



From the collection of Kevin Johnson

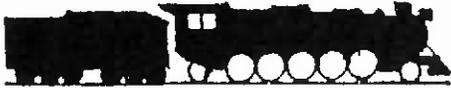


From the collection of H.D. Conner



1/4, covered with red tile. The interior and exterior walls were remodeled with stucco, plaster, and a brick wainscot.

During its tenure of operation, the Neosho depot was served by a number of trains including the "Meteor," the "Texas Special," the "Bluebonnet," the "Will Rogers," the "Sunnyland," and the "Oklahoman." The last Frisco passenger train left the Neosho depot on May, 13, 1967. ☐



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 the eighth in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

In 1903, the Atchison, Topeka, and Santa Fe took delivery of a new type of steam locomotive designed to provide high tractive force at slow speeds for use on steep grades. Thus, a new class of locomotive was created known as the 2-10-2 "Santa Fe" type engines.

Between 1916 and 1918, the Frisco added sixty 2-10-2 locomotives to its roster. All Baldwin built, Nos. 1-3 were built in 1916, Nos. 4-41 in 1917, and Nos. 42-60 were delivered in 1918. All sixty units were coal fired and were equipped with mechanical stokers for use on heavy trains on steep grades. When first placed in service, the engines were assigned to the heavy-grade territory between St. Louis and Springfield, Springfield and Thayer, and Memphis and Birmingham. Between 1920 and 1930, most of the 2-10-2's were equipped with trailing truck boosters. Those not equipped

were assigned as helper engines on the grade from Newburg to Dixon, MO. The last 2-10-2's in service as Santa Fe type engines were Nos. 19 and 40, assigned to the Ft. Leonard Wood Branch, a twenty-mile line that left the main line at Bundy Junction 2.5 miles west of Newburg. Both engines were removed from service in 1945.

It is interesting to note that only twenty-six of the 2-10-2 engines on the roster were scrapped!

(Nos. 2-3-5-7-10-11-13-14-16-19-22-24-25-27-29-30-31-32-33-34-35-36-37-39-40-54)

Between July, 1936 and November, 1941, the remaining thirty-four units were rebuilt, by the Springfield, MO, Shops, as 4-8-2 "Mountain" type engines series 4300-4310 and 4400-4422, as follows:

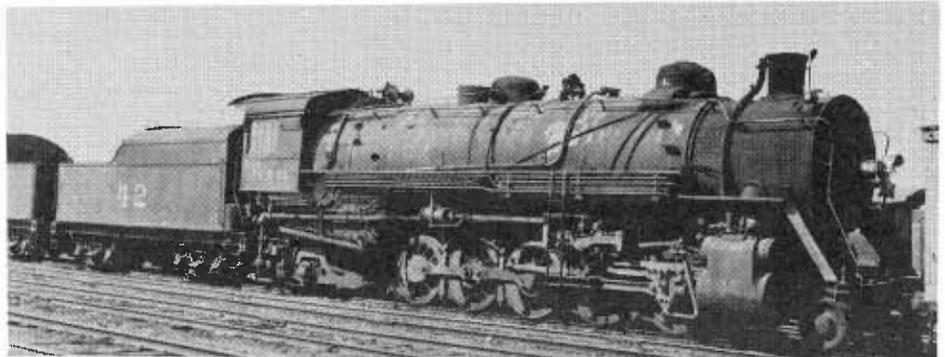
#1 to #4415	9/1941
#4 to #4407	6/1940
#6 to #4413	6/1941
#8 to #4423	3/1942
#9 to #4421	2/1942
#12 to #4417	10/1941
#15 to #4414	6/1941
#17 to #4418	11/1941
#18 to #4406	2/1940
#20 to #4408	7/1940
#21 to #4416	9/1941

#23 to #4409	9/1940
#26 to #4405	3/1940
#28 to #4411	4/1941
#38 to #4420	11/1941
#41 to #4410	2/1941
#42 to #4400	7/1939
#43 to #4309	8/1937
#44 to #4310	8/1937
#45 to #4419	11/1947
#46 to #4401	9/1939
#47 to #4308	7/1937
#48 to #4304	5/1937
#49 to #4303	5/1937
#50 to #4412	5/1941
#51 to #4302	4/1937
#52 to #4402	10/1939
#53 to #4403	11/1939
#55 to #4301	4/1937
#56 to #4404	12/1939
#57 to #4300	7/1936
#58 to #4305	6/1937
#59 to #4306	7/1937
#60 to #4307	7/1937

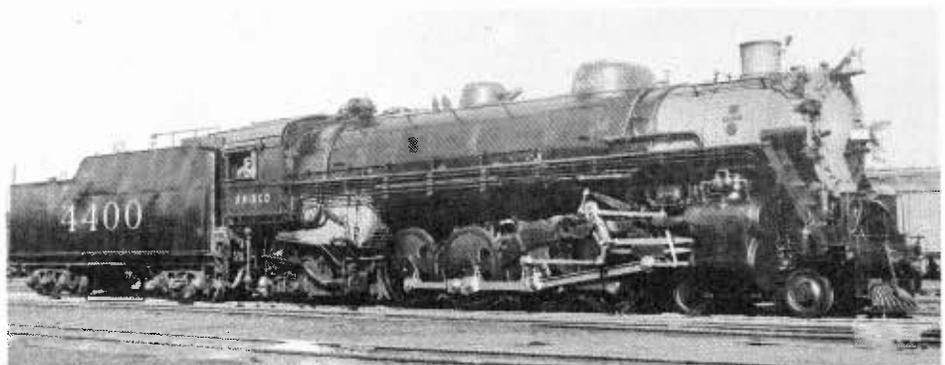
The last 4300's in service on the Frisco were Nos. 4300, 4306-4309, all of which were sold for scrap on October 20, 1952. The last 4400's on the roster were 4405 and 4407, scrapped on December 19, 1952. ☐

NEXT MONTH IN THE ALL ABOARD

The "Oklahoma City" Part 2, Dana Ramps, Whyte System 4-8-2 "Mountain" engine, Modeling SD40-2 #951, plus much more!



Frisco 2-10-2 #42 Jim Marsh photo



Frisco 4-8-2 #4400 August 1, 1939 St. Louis, MO R.J. Foster photo C.T. Felstead collection