

FRISCO

FRISCO

All Aboard

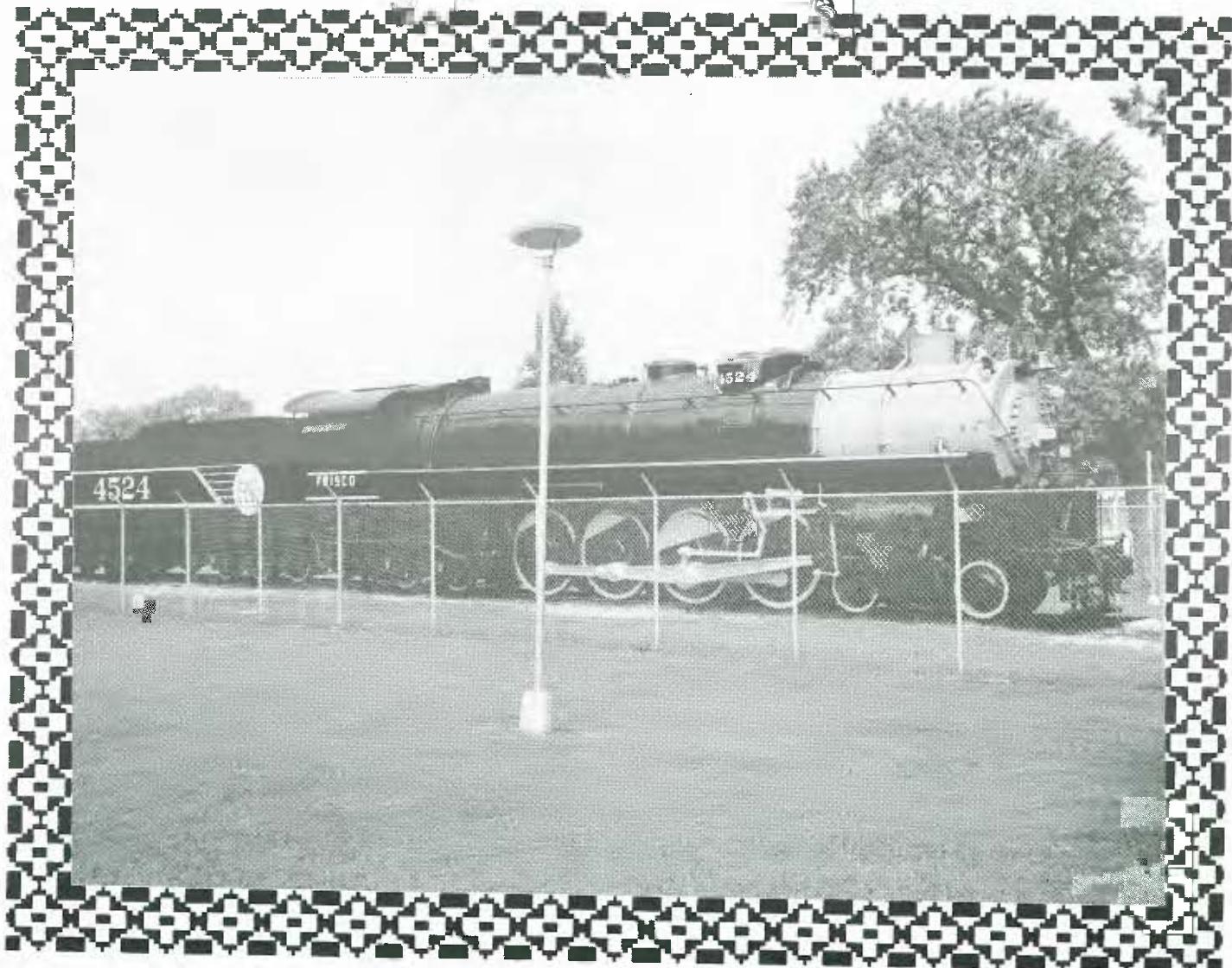
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Links
Transcontinental
Routes



All Aboard

A MONTHLY PUBLICATION OF

THE



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THE



RAILROAD MUSEUM INC.

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ABOUT THE COVER

Frisco "Northern" #4524, the last steam locomotive built for the Frisco, on display at Grant Beach Park, Springfield, MO. The engine was donated to the city in 1954 and moved to the park location in November of that year. Due to the efforts, hard work, and leadership of a group of local retired Frisco employees, in 1986 the engine was cosmetically

restored and painted in its original "FRISCO FASTER FREIGHT" livery. Photo courtesy of Frisco Folk Emil Eskengren. □

Frisco Folks

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

Terry Green.....Fireman
 Missouri
 Doug Harris.....Switchman
 Missouri
 Carl Dahlman.....Switchman
 Missouri
 Robert Zucco.....Switchman
 Missouri

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

Trenton Thurman.....Switchman
 California



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 - 1965

In 1965, the Frisco added sixteen 2,500 HP diesel-electric locomotives to the roster, type U25B, series Nos. 816-831.



U25B #821 Tulsa, OK, June, 1970
 Dennis Coniff photo

50 YEARS - 1940

On September 26, 1933, the effects of the Great Depression forced the Frisco into bankruptcy. On January 1, 1940, the I.C.C. approved a plan of reorganization for the company. The reorganization was completed six years later and the Frisco emerged in 1947 and as one of the leading Class I railroads in the nation.

75 YEARS - 1915

In 1915, the Frisco operated four auxiliary companies, as follows:

Ft. Worth and Rio Grande Railway
 St. Louis, San Francisco, and Texas Railway
 Paris and Great Northern Railroad
 Birmingham Belt Railroad □

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.

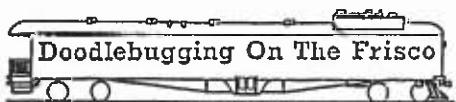
If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All requests are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: What color was the Frisco logo on the front of the red passenger diesels?



Frisco photo

ANSWER: According to a company "Lettering & Painting" diagram dated April 10, 1950 (revised May 31, 1962), significant photographic evidence, and verification from a former paint shop employee, the nose medallion on the E-8 diesel passenger locomotives was blue with white lettering and logo outline trim. The blue was Dupont Duco #254-34969 and the white was Dupont Duco #254-1. While there is some evidence to suggest that the later, more austere, E-8 liveries may have included a black medallion, the blue logo was apparently the standard at least through 1962. □



In August, 1912, Frisco Motor Car #2115, serial #3733, was delivered to the Frisco controlled Gulf Coast Line's St. Louis, Brownsville, and Mexico Railway and placed in operation on the run between Victoria, Bloomington, and Port O'Conner, LA. It was assigned to train Nos. 301-303-305-307-309 southbound and 302-304-306-308-310 northbound.

The car was a 70'8" Baggage-Coach combination with a center vestibule entrance. The all steel body was manufactured by Wasson, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-Ci 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. Total seating capacity was fifty-two passengers.

During the 1913-16 reorganization of the Frisco System, ownership of #2115 was transferred to the New Orleans, Texas, and Mexico Railway. In 1923, when the Missouri Pacific Railroad purchased the G.C.L. properties, #2115 was renumbered MP #504. The car remained in service until June, 1946, when it was dismantled at the MP's Kingsville, TX shops. □

PROJECT 1139

On November 1, 1987, PROJECT 1139 was inaugurated, its initial goal being three-fold. Phase I was to raise \$2,000.00 for the acquisition of Frisco Caboose #1139. Phase II was to secure a permanent location to set it, and Phase III was to have the caboose moved.

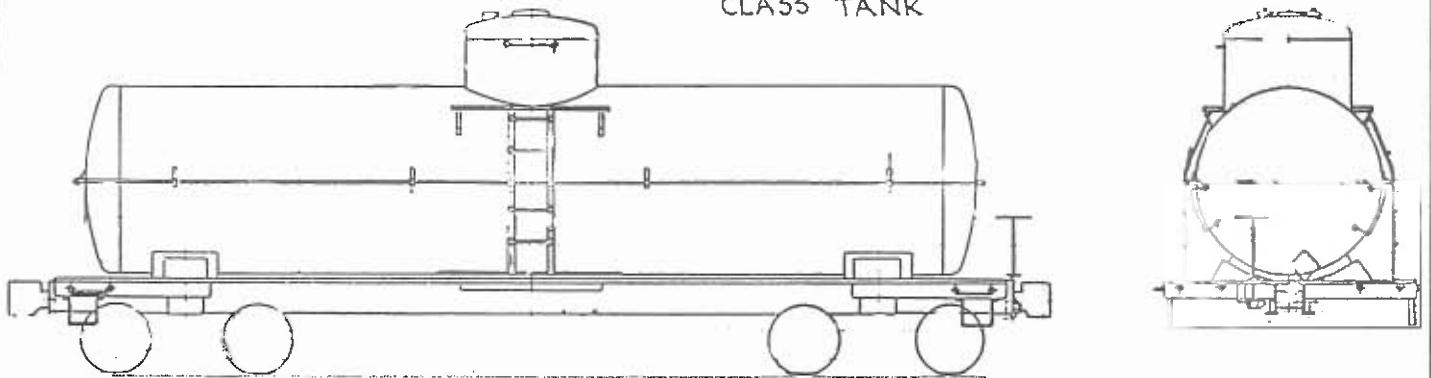
On June 1, 1988, the museum took possession of a new building in downtown Ash Grove with space for #1139. On October 1, 1988, 4:00 p.m., #1139 made its final thirteen mile journey to its new home. On October 9, 1988, the final installment was made on payment of the caboose.

In June, 1989, PHASE IV - RESTORATION, of PROJECT 1139 was instituted with the appointment of Frisco Folk Jeff Cooney as Restoration Coordinator. On September 28, 1989, restoration work was started. Under the leadership of Mr. Cooney, and with the help of Bob King, Gregg Porterfield, and Alan Schmitt, the interior has been cleaned out, a new roof installed on the front section, and the caboose has been "winterized."

Plans are now being made to renew restoration efforts in the spring. □



INITIALS SL-SF NUMBERS 191000-191129
CLASS TANK



FRISCO COMPANY SERVICE TANK CARS

On November 23, 1941, diesel power made its debut on the Frisco with the arrival of VO-1000 #200. For the next ten years, the fleet continued to grow to the point that by February, 1952, Frisco motive power, freight and passenger, was exclusively diesel powered. Along with the growth of diesel power came the need for a variety of diesel oriented servicing facilities and support equipment.

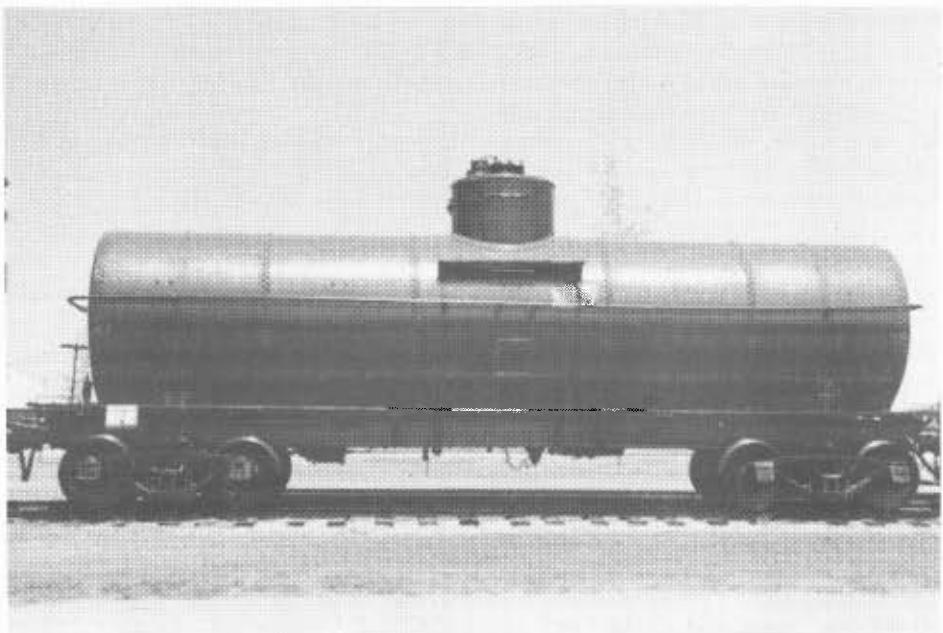
Consequently, in 1949, the American Car & Foundry Co. built 130 37' tank cars, series #191000-191129, for use in company service transporting diesel fuel to servicing facilities throughout the system. The cars had a light weight of 44,400 lbs. and a capacity of 10,000 gals. or 100,000 lbs. of fuel.

The cars were painted black, with white lettering, and a distinctive yellow dome. The last thirty cars in the series, Nos. 191100-191129, were equipped with heater pipes. The cars remained in service for over thirty years and eighty two were still in service at the time of the Frisco/BN merger. BN renumbering information for the series is not currently available.

It should be noted that while its number is unknown, one of the tank cars is among the ranks of Frisco Survivors and is currently in the display consist behind surviving Frisco steam locomotive #73 at Victoria, AR. (See "NEW FRISCO SURVIVOR" feature, this issue, p. 5) ☐

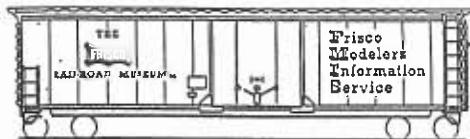


SL-SF Tank Car #191035 Frisco photo



D.V.& S. Ex-Frisco Tank Car August, 1989 Victoria, AR Alan Schmitt photo

FRISCO SURVIVORS UP-DATE



To model the company service tank cars in HO scale, a good place to begin is with Athearn's undecorated single dome tank car kit, #140-1570 (\$3.50). The most distinctive feature of the Frisco cars was the tall (2') yellow filler dome. Because the dome on the prototype was taller than the one on the Athearn kit, you might want to purchase an additional car body, #140-15700 (\$1.25) and use its dome to achieve the correct height.

After the dome extension is glued in place, Squadron Body Putty can be used to fill the seam. After the grab irons are attached, the model is ready for painting.

Floquil Engine Black, #270-110010, can be used for the body and Reefer Yellow, #270-110031, is a close match for the dome. After applying a coat of Floquil Crystal-Cote, #270-110004, to give the decals a smooth surface to stick to, Hearld King's decal set #T-460 will provide the proper lettering. Seal the decals with a second coat of Crystal-Cote, install the trucks and couplers (Kadee #5 are pictured in photo) and your diesel servicing facility will have a nice fuel tank car to support your diesel servicing activities. Good Luck! □

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Rick McClellan for providing modeling information and photo for this feature.

Rick McClellan photo

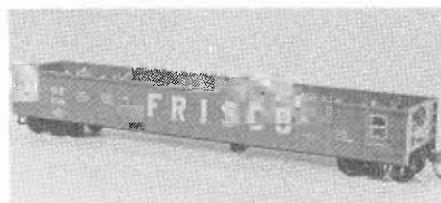
NEW CAR SHOP



FRISCO FIXED-END GONDOLAS

In 1975, the Frisco purchased 200 57' steel fixed-end gondolas from Pullman Standard Car Co., series 66000-66199. Inside length was 52'6", width 9'6", height 4'6", and capacity was 100M/2244 sq. ft.

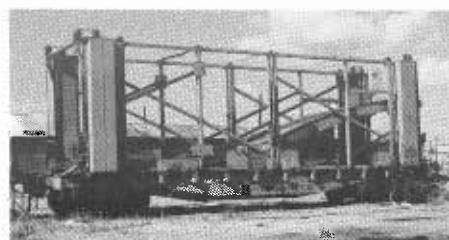
Model Die Cast makes a nice model of the Frisco gondolas, kit #480-1694 (\$4.98), that is close enough to the prototype that any "discriminating" Frisco modeler should feel comfortable to run it "as is." □



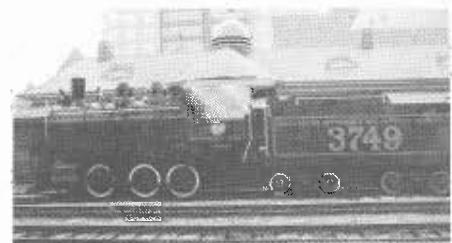
R.E. Napper photo

NEW CAR SHOP UP-DATE

According to Frisco Folk Bob Thompson, Portable Loading Ramp #109703, Ex-SLSF 95884 (ALL ABOARD, October, 1989, pp. 3-4) was still in service, as of September, 1989, at Sherman TX.



Bob Thompson photo

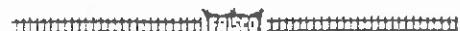


Alan Schmitt photo

3749

In the ALL ABOARD "Frisco Survivors" series of articles on preserved steam locomotives, it was reported in the July, 1988, issue that engine #3749..."at last report had been moved to the Church Street Station at Orlando, FL." Since then, further investigation and photographic evidence has been acquired confirming that the 0-6-0 switcher is "alive and well" at the restored historic district station in Orlando.

The engine has been cosmetically restored and appears to be well taken care of. Although a Seaboard Coast Line Railroad medallion has replaced the "FRISCO" on the cab sides and "Church Street Station R.R.Co." painted across the top of the tender sides, the engine has retained its original Frisco number. □



77

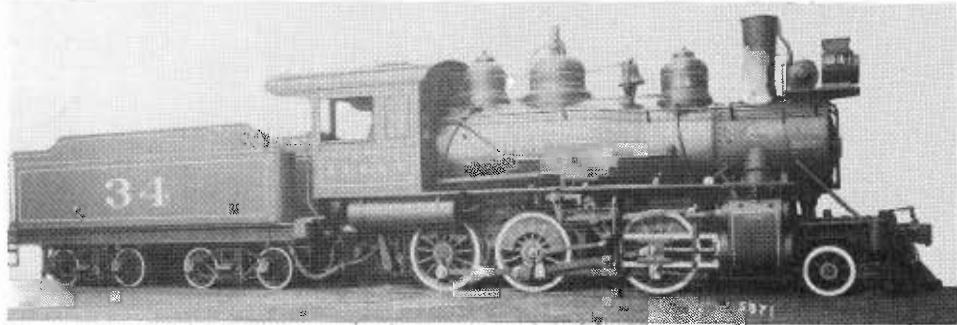
According to an article in the November, 1989, issue of RAILFAN & RAILROAD Magazine, Ex-Jonesboro, Lake City, & Eastern #77 (ALL ABOARD "Frisco Survivors," November, 1987) has been sold to the Central Western Railway, "...a Canadian short line operating since 1986 on the 106-mile former CN (Canadian National) Settler Subdivision southeast of Edmonton, Alberta." The engine was delivered to the CWR on August 23, 1989 and is scheduled to provide motive power for excursion service sponsored by the Central Western Rail Service steam tours. □

NEW FRISCO SURVIVOR

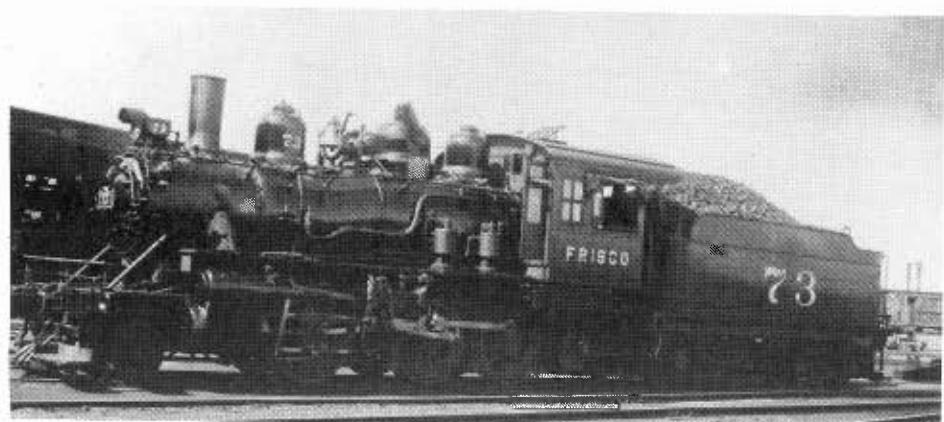
While many have known of its existence, and passing mention has been made of it in various publications, Frisco steam locomotive #73 has never officially been recognized as a FRISCO SURVIVOR. Therefore, the Frisco Railroad Museum Inc. is pleased to acknowledge and officially place on the roster of surviving steam locomotives, Frisco 2-6-0 #73!

When the Frisco purchased the Jonesboro, Lake City, and Eastern Railroad Co. in 1925, included in the purchase were two 2-6-0 locomotives, Nos. 32 and 34. Number 32, builder's No. 39038, was built by Baldwin Locomotive Works in 1912, and number 34, builder's No. 43278, was also a Baldwin built engine, completed in 1916. When acquired, the two locomotives were "Friscoized" including installation of a standard Pyle National headlight, coon skin number board, and new numbers. JLC&E #32 was changed to SLSF #72 and JLC&E #34 became SLSF #73. When placed in service, No. 72 was assigned to the River Division at Chaffee, MO and No. 73 to the Southern Division at Memphis, TN. In October, 1937, No. 72 was dismissed from service and sold for scrap. On September 19, 1945, No. 73 was sold to the Delta Valley and Southern Railway Co., a short line in northeast Arkansas.

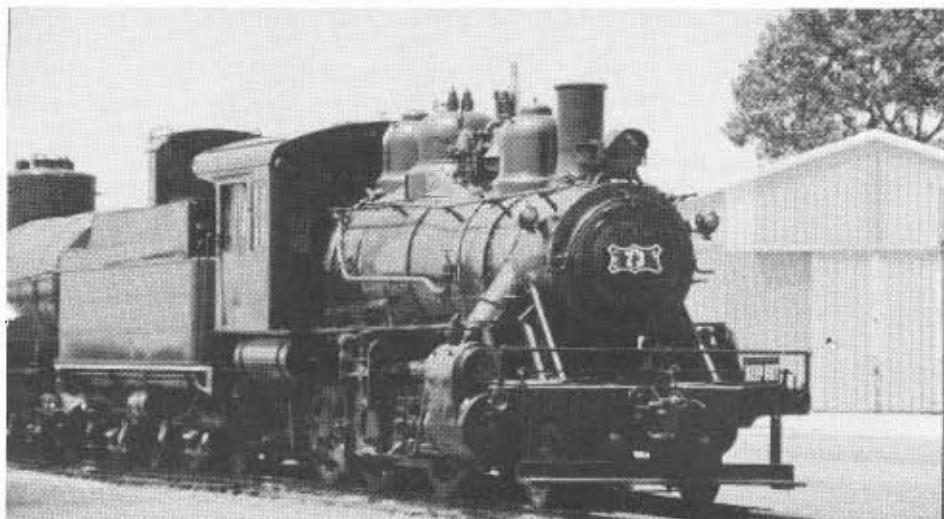
Today, #73 is preserved and on display at Victoria, AR. While it has been repainted and no longer carries the FRISCO on the cab sides and 73 on the tender, it still displays its original coon skin number board, one of the few surviving examples of the Frisco's 1903 locomotive classification program.



J.L.C.& E. #34 Broadbelt collection



S.L.S.F. #73 Memphis, TN September 7, 1939 Johnson collection



D.V.& S. #73 Victoria, AR August, 1989 Alan Schmitt photo

George Hancock, then General Superintendent of Motive Power, instituted a number board design that would display mechanical information about each locomotive on the Frisco roster. The numbers and letter to the left of the engine number indicated cylinder dimension, wheel configuration type, and driving wheel size. The number to the right indicated tonage class.

Engine #73 had 19" cylinders, was a "Mogul" type 2-6-0, had 49 1/2" driving wheels, and tonage class of 9. While a novel idea, Mr. Hancock's scheme apparently met with some objection in that very few Frisco engines carried such a detailed number board.

"ALL ABOARD" for #73, officially recognized this January, 1990, as a FRISCO SURVIVOR! ☐

DOWN AT THE DEPOT

New Albany, MS

On February 18, 1886, a special act of the Mississippi Legislature provided for the organization of the Kansas City, Memphis, and Birmingham Railroad Co. The company was organized and controlled by the Kansas City, Springfield, and Memphis Railroad Co.

On May 7, 1886, the Memphis and Southeastern Railroad Company was incorporated in Tennessee, also organized and controlled by the Kansas City, Springfield, and Memphis Co.

On January 26, 1887, the two companies were consolidated into a new corporation bearing the name of the former organization. On the date of consolidation, the company owned about 103 miles of completed standard gauge railroad, extending from Memphis, TN to Tupelo, MS, and about forty-one miles of partially completed line, extending from Tupelo to the state line between Mississippi and Alabama.

At a point on the line approximately seventy-eight miles southeast of Memphis, TN, at a junction point with the Gulf, Mobile, and Northern Railroad, was located New Albany, MS, Station C562 on the Tupelo Sub-Division of the Southern Division.



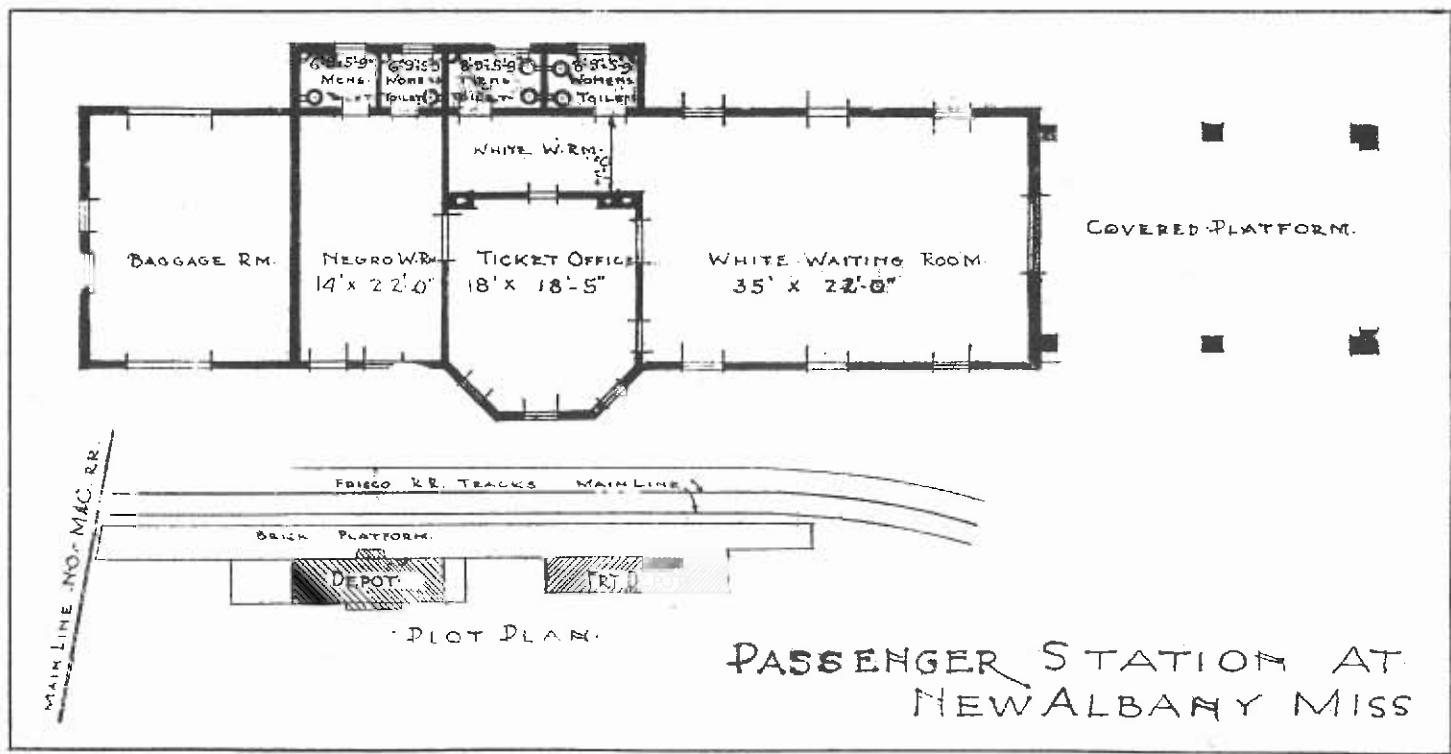
H.D. Conner collection

While it is not known if an earlier depot existed, in 1907, forces of the Kansas City, Memphis, and Birmingham Railroad built a 90'8" x 24'2" station at New Albany. The all brick structure was built on a concrete foundation with 13" walls and a 1/3 pitch tile gable roof. The depot was divided into a baggage room on the northwest end, "negro" waiting room, center ticket office, and a large "white" waiting room. The southeastern end had a 31' covered platform. In 1918, indoor sanitary facilities were added for both waiting rooms. The interior had a maple floor, plaster walls, and ceiling heights were 12'6" throughout. The trackside platform was all brick. An interesting characteristic of the station was a half-hexagon shaped cupola roof

design over the ticket office. It is interesting to note that there were four other depots on the Frisco System with similar construction design, including the cupola roof: Aurora, MO, Chaffee, MO, Vinita, OK, and Parsons, KS. It is also interesting to observe that all five stations were built within three years of each other, between 1905 and 1907.

In addition to the depot, other facilities at New Albany included a frame freight house, nine-car capacity stock pen, four-track yard facility, 50,000 gal. water tank, and one of two cotton compresses operated by the Gulf Compress Co. (The other compress was located in Tupelo)

Because of its location on the main line of the Southern Division, the New Albany station



was served by a number of passenger trains, most notable of which were the "Kansas City-Florida Special" and the "Sunnyland." Passenger service was discontinued in December, 1967, with the final run of the "Southland," trains 101 and 102.

In 1974, when the photo on page 6 was taken, the depot was still standing, although in a decaying state of repair. According to New Albany residents, the station was dismantled shortly thereafter. □



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.

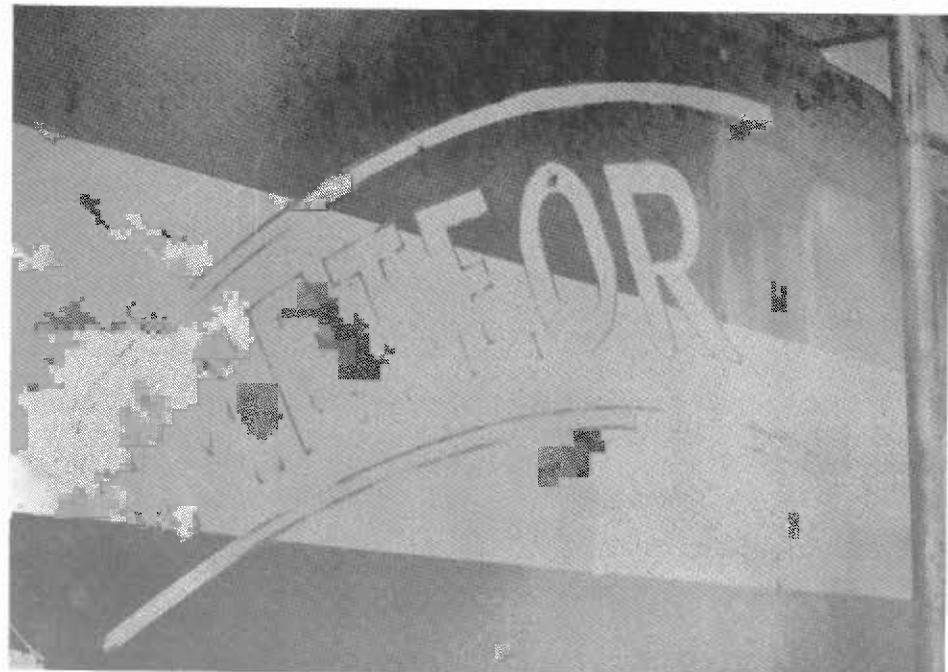
This is part 2 of the eleventh in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

If the size of the Frisco Northerns was impressive, it was rivaled only by their appearance. When Nos. 4503-4524 were delivered, the tender sides displayed the engine number in white and a distinctive two-foot red & white "FRISCO FASTER FREIGHT" medallion, complete with trailing wing to symbolize the speed of Frisco's "Red Ball" Freight Service. The locomotive sported a full length white pen stripe and red cab roof.

When Nos. 4500-4502 arrived on company property, their appearance represented a drastic departure from traditional locomotive livery. The pilot, air pump shields, under carriage, and trailing truck were standard black. The smoke box and fire box were graphite gray. The rest of the engine and tender, including cylinders and driving and pilot truck wheels, were painted a "Zephyr Blue" in the tradition of the streamlined 1000 class (1018, 1026, & 1031) "Firefly" engines.



SLSF "Northern" #4524 Alan Schmitt photo



SLSF "Northern" #4500 Alan Schmitt photo

In addition, the driving and pilot wheels were trimed in white. The cab roof was painted a "Dove" gray to match the Zephyr Blue and White passenger cars on the roster in the early 1940's. The tenders of these sporty Northerns displayed the "Meteor" in red curved perspective letters with two matching lines on either side, so designed to symbolize the speed of a meteor streaking across the sky.

According to our records, Nos. 4500-4502 were the only Frisco passenger engines to permanently carry the name of their assigned train. The only other locomotive

to display such a designation was No. 4519 which, in 1949, carried "The Will Rogers" in arched letters on its tender while serving as motive power for a special train carrying passengers to the 70th birthday celebration of Will Rogers, held in Claremore, OK. The name was painted with washable paint that was removed at Tulsa following the Claremore festivities.

Apparently unimpressed with their colorful adornments, in 1946 Frisco President Clark Hungerford ordered all the fleet of 4500's repainted in a more traditional and austere black livery. □