

FRISCO

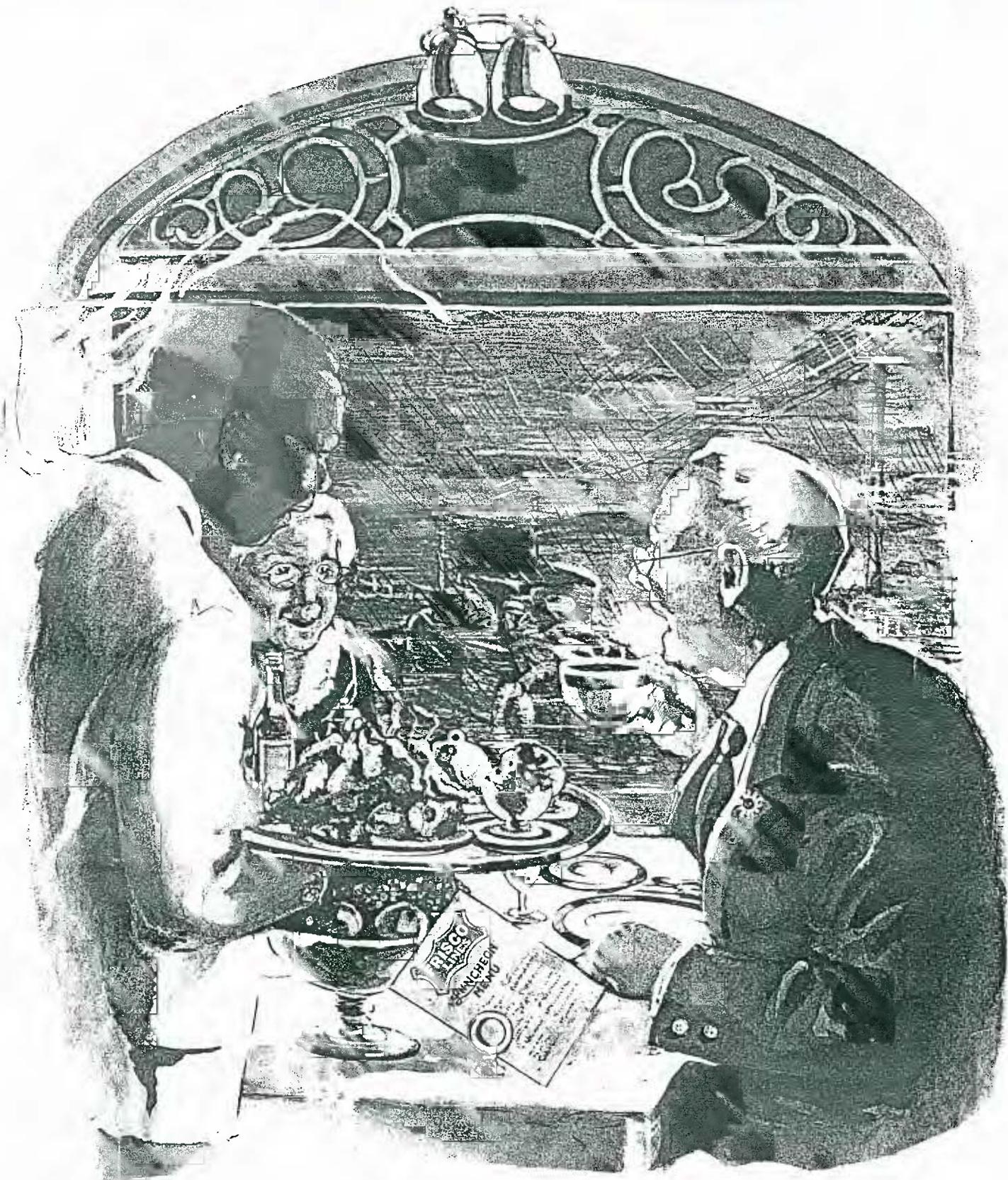
All Aboard

FRISCO

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RAILROAD MUSEUM INC.

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The ALL ABOARD 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 ALL ABOARD is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced or duplicated in any manner or form 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.



RAILROAD MUSEUM INC.

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ABOUT THE COVER

This month's front and back covers are taken from the cover of the April, 1928, "Frisco Employes' Magazine," which promoted services on the "Bluebonnet" and "Texas Special" train Nos. 7 & 8 and 1 & 2 respectively, both of which were jointly operated by the Frisco and the Katy. ☐



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

- Martin Lofton.....Switchman California
- Hal Smith.....Switchman Louisiana
- Robert Plough.....Switchman Missouri
- Lloyd Stagner.....Switchman Kansas

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

- David Holland.....Switchman Kansas



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

Due to declining passenger train traffic, the Frisco's fleet of streamlined sleepers was decreased by twelve with the 1965 retirement of the following units:

- *1450 Pierre Laclede
- *1451 Thomas Hart Benton
- *1454 Auguste Choteau

- 1457 Meramec River
- 1458 Osage River
- 1459 Gasconade River
- 1460 Niangua River
- 1461 James River
- 1462 Grand River
- 1464 Neosho River
- 1465 Spring River
- 1466 Cimarron River

* These cars were originally assigned to Texas Special service.

NOTE: All twelve units retired in 1965 were sold to the Canadian National Railroad, renumbered, renamed, and placed in service.

50 YEARS - 1940

In 1940 five Santa Fe type locomotives were rebuilt as Mountain Type engines, as follows:

- #4 rebuilt to #4407
- #18 rebuilt to #4406
- #20 rebuilt to #4408
- #23 rebuilt to #4409
- #26 rebuilt to #4405

75 YEARS - 1915

The top five commodities shipped by the Frisco in 1915, in tons carried, were as follows:

- Bituminous Coal.....5,323,104
- Lumber.....2,081,042
- Stones/Gravel/Chatt..1,368,239
- Petroleum Products...1,082,097
- Wheat.....1,023,752

MUSEUM DISPATCH

NEW MUSEUM HOURS

Beginning June 1, 1990, the museum will be open year-around, 10:00 a.m. to 5:00 p.m., Tuesday thru Saturday. Other times are available by appointment.

If you are going to be traveling through the Ash Grove area at a time other than our regular hours, please call ahead and make arrangements! ☐

PLEASE! PLEASE!

If you have questions pertaining to the museum, PLEASE call our 417-672-3110 number, not the Frisco Cafe! The Cafe is a separate business and the staff cannot answer your questions or inquiries. Thanks for your cooperation! ☐

EDITOR'S NOTE

Due to the recent publication of a history of the Quanah, Acme, & Pacific Railroad, part two of our series on the A.T. & N. and Q.A. & P. will be delayed. ☐

THE LITTLE YELLOW MOON



Association of American Railroads photo

"The little yellow moon far up the darkened track seemed to grow bigger. Then it was bigger, and a beam of light picked up every object along the depot platform. Slowly the beam of light enlarged to a flood. The water tank, looming high on its big posts, was black against it. With almost no sound at all, a freight engine rolled alongside the tower and came to a cracking stop.

"Butch, eight years old, under a straw hat and inside a pair of patchy bib overalls, was having his first close-up look at a steam engine. He had watched them as they puffed past his house, from two miles away. But this was a mouth-opener; he was seeing one right there on the track... and all lit up too!

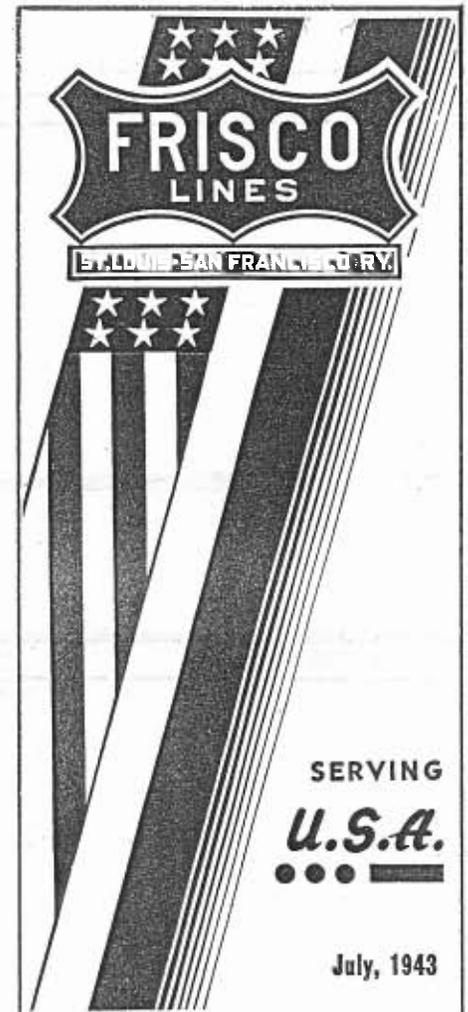
"Boy would he have something to tell his brothers! This engine... bigger than all outdoors... was sitting there in front of him. Not even hearing his anxious mother's call to come back, Butch let his bare feet have their way. When they stopped, he was standing close to the cab, looking up. Man, oh man, was she ever big!

"Butch was standing on one foot, scratching an itchy chigger bite with his toes, when WHOOM! Without any warning at all, a volcano jumped out of the 'chimney.' Smoke rolled up and all around, and a cinder shower fell around him like rain drops. The drivers rolled backwards, slipped and spun. Sparks flew from the rails, and Butch too startled to run, jumped backward and out from under his hat.

"Retrieving his hat in a cloud of steam, Butch looked just in time to see that 'ornery' fireman wave a greasy glove, and grin. He ran back towards the depot. His mother met him half-way. 'Butch, if you ever do that again, I'll box your ears, and good...'

"Away up the track Butch could see the 'moon' again. What if his mother was mad? A woman wouldn't understand. It was dark around the depot now, and Butch wanted to go home. Would he ever tell his brothers something. And he was standing right there when she 'WOOMED,' too!"* ❏

*From FRISCO FOLKS written by the late William E. Bain, 1961.



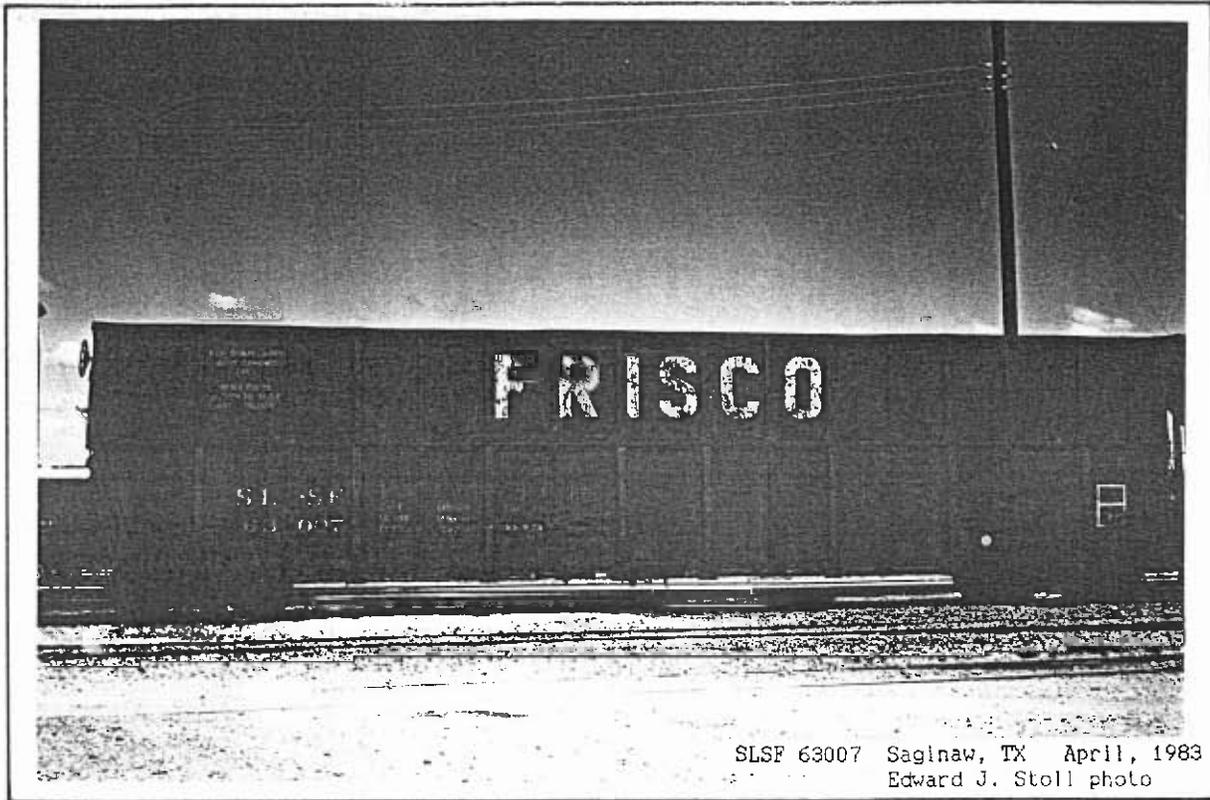
During World War II the Frisco waged a large-scale program of "Institutional Advertising" in which they promoted public support of the war effort through various forms of advertising. The reasoning behind the program was simple: A little "flag waving" never hurt business!

Shown above are two examples, both of which were taken from a July, 1943, public timetable. ❏



HIGH SIDE GONDOLA

63000-63014



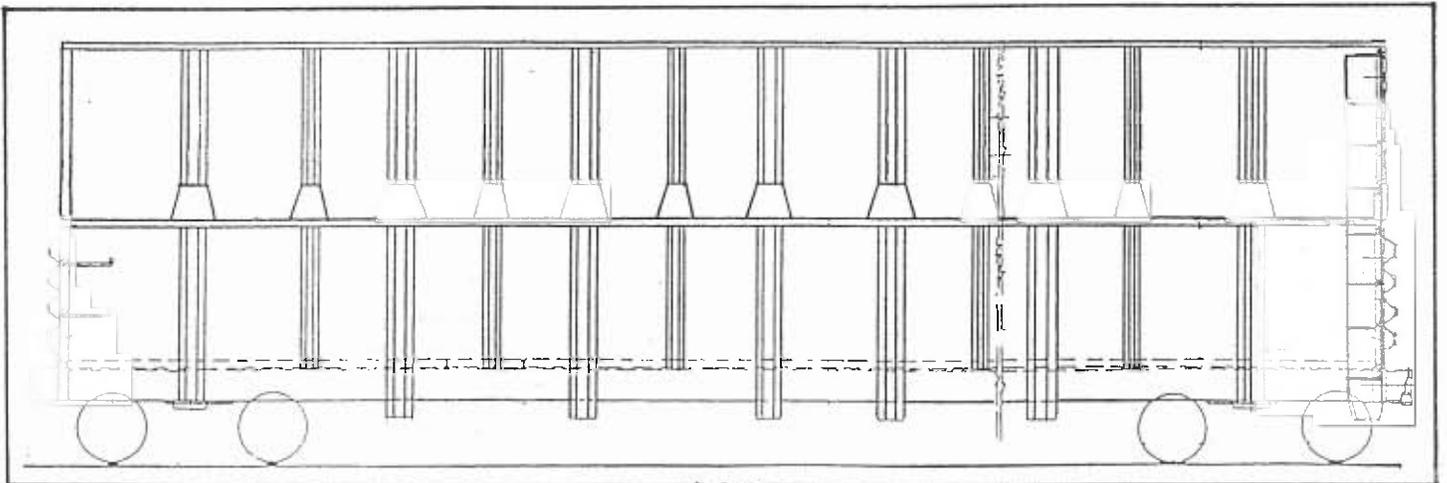
In 1957, the Frisco took delivery of 400 140M capacity 52'6" all steel gondolas from Pullman Standard Co., lot #8317, at a cost of \$9,632.00 each. In 1959, forty cars in the series (64000-64039) were equipped with roofs and in 1962, twenty units (64040-64059) were modified with roofs, cradles, and wood floors for shipment of coil steel.

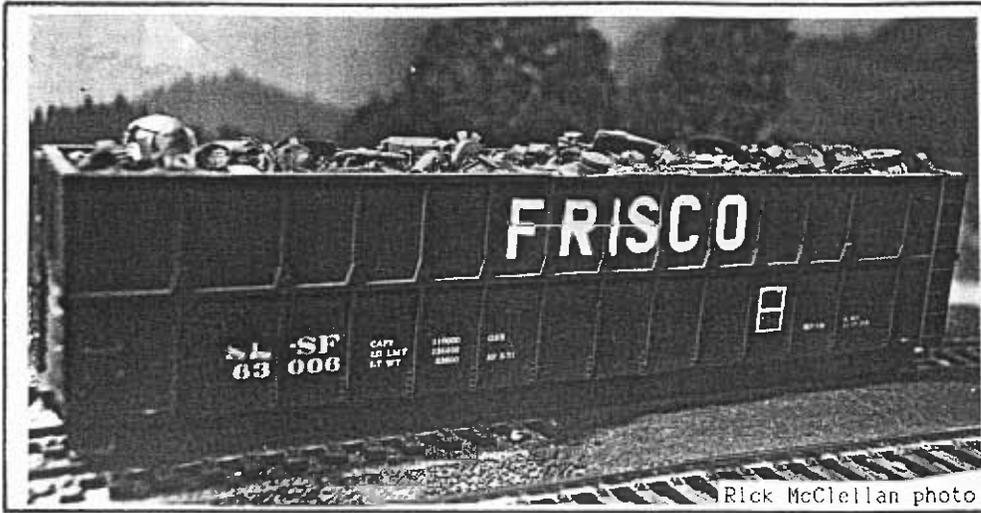
Between 1965 and 1968, fifteen cars in the series were rebuilt as High Side Gondolas and renumbered 63000-63014. The capacity of the cars was almost

doubled with the addition of side and end height extensions in such a way that made it look like one car was stacked on top of another. Used initially for shipment of automobile body scrap, fourteen of the units were still in service at the time of the Frisco/BN merger. They were eventually renumbered BN 580365-580378.

To model one of these distinctive gondolas, begin with two undecorated Model Die Casting 50' Mill Gondolas (#1680). Remove the bottom from one body

and graft it to the top of the other body by carefully using a solvent type glue (apply glue from the inside of the car body). Add grab irons from Details Associates (#2202) and ladders from Central Valley (#1601). I reworked the ends of my gondola to approximate the Dreadnought lower half and braced sheet metal upper half along with a styrene brakewheel mount. This is not an absolute necessity for a "close enough" model but the modeler would probably want to fill in the lower brakewheel hole and sand flush.





Rick McClellan photo

selected questions will appear in the MAIL CAR feature.

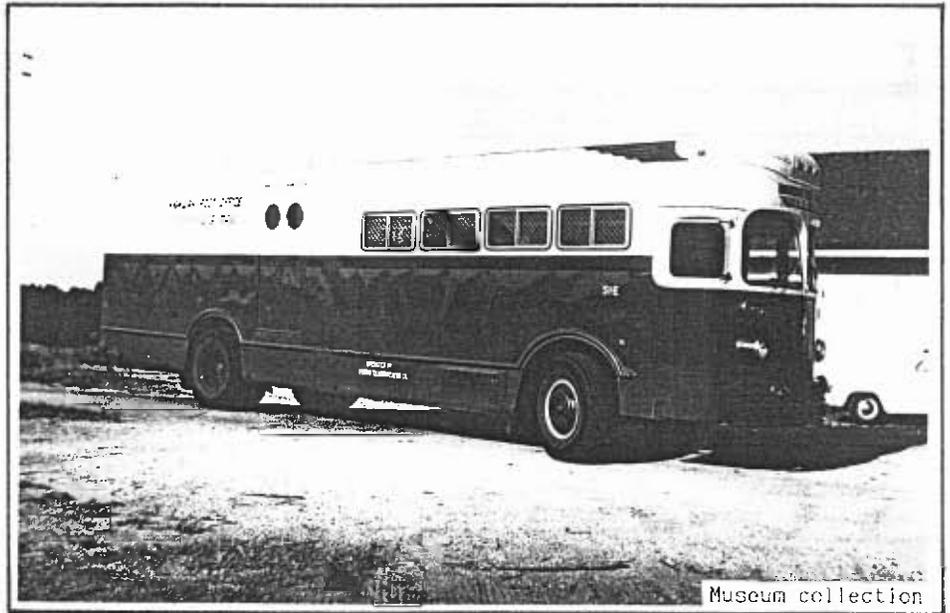
QUESTION: I have a non-railroad Frisco question. Did the Frisco ever operate any of the blue and white mail sorting trucks?

ANSWER: Yes! According to a February 23, 1961 Frisco Transportation Company (a subsidiary truck line of the Frisco) equipment list, the F.T.C. owned and operated seven Highway Post Office coaches. The unit pictured below, No. 51E, was one of two "Twin Coach" units purchased in 1959. ☐

The resulting car body is now ready for a coat of Floquil Boxcar Red (#110074) and a later coat of Crystal Cote (#110004) for the decals to adhere to. After thoroughly drying, letter the car using Herald King's set #G-460. While all of the lettering is not present in the set, it is the closest available. A final coat of Crystal Cote will seal the decals in place and a light coat of Floquil's Rust (#110073) will simulate a car that has been in service.

Assemble the balance of the car per the manufacturer's directions and you have another piece of equipment for shipper's to "Ship It On The Frisco!"

Good Luck!



Museum collection

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Rick McClellan for providing the modeling "how to" portion of this article. ☐

Quick, Clean Service on Short Passenger Runs Provided by Frisco Motor Cars

"Quick, Clean Service on Short Passenger Runs Provided by Frisco Motor Cars," was the headline of an article in the October, 1925, issue of the FRISCO EMPLOYEE'S MAGAZINE announcing the arrival of what would be the first of seven new motor cars built by Electro Motive Co. in St. Louis. The cars, Nos. 2120-2126, were built between 1925 (2120-2121) and 1928 (2122-2126)

The first two units in the series were both Baggage-Coach combinations, built at a cost of \$65,000.00 each. No. 2120 arrived on Frisco property in July, 1925, and No. 2121 was delivered in October of the same year.

The cars were 58'3" long with a rear enclosed vestibule entrance. The all steel body was manufactured by The St. Louis Car. Co. and the 200 H.P. Winton engine and running gear were provided by Electro Motive. The interior finish of the car was the standard mahogany paneling with yellow pine floor. Total seating capacity in car No. 2120 was thirty-three and No. 2121 seated forty-nine passengers due to a smaller baggage compartment.

A unique feature of the cars in this series was that the roofs were constructed using steel frames, wood decking, covered with canvas roofing. According to our records, No. 2120 was fitted

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

with a rear diaphragm for use with a trailer unit.

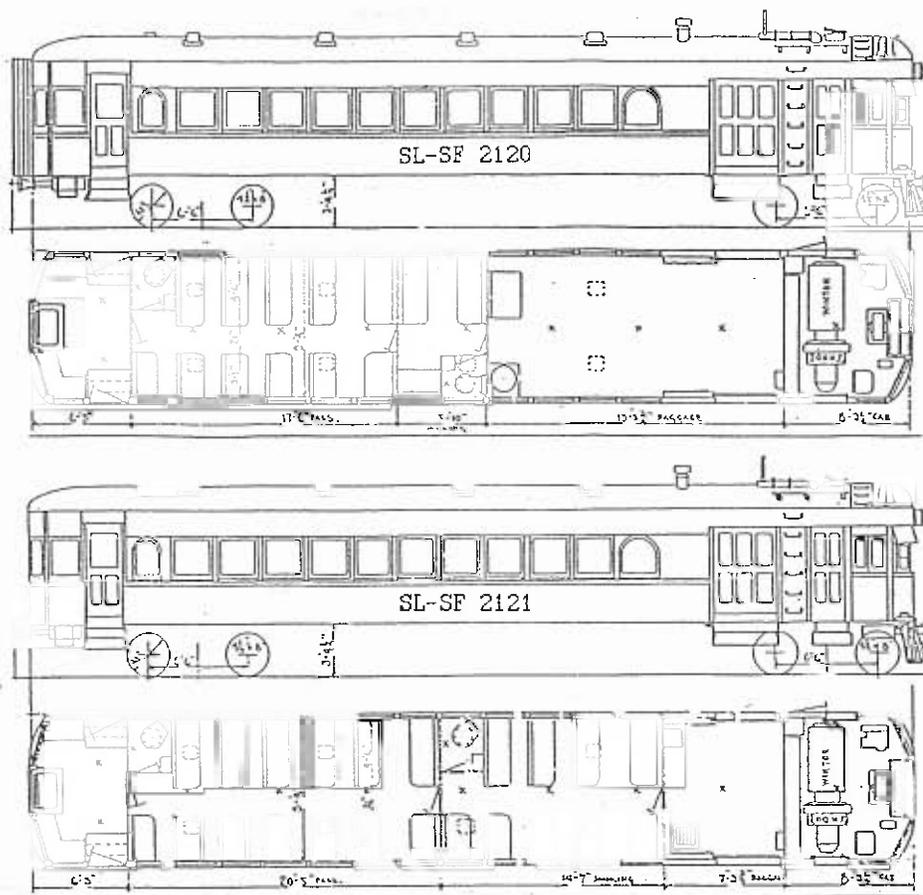
Photographic evidence indicates that the original arched windows located at either end of the car sides when new were later modified to conform with the other window units on No. 2121, and the front windows changed on 2120.

On July 11, 1925, car No. 2120 made its maiden run from St. Louis to Joplin, MO. The 339 mile trip, running on train schedules, took nine hours traveling at an average speed of thirty-seven miles an hour! Nos. 2120 and

various residents of Oklahoma Territory, but aside from completing the organization, nothing was done until the early part of 1900. Johnston Brothers and Faught, contractors of St. Elmo, IL, having obtained control of the company, on January 10, 1900, entered into an agreement with the St. Louis and San Francisco Railroad Co., for the construction of a railroad in the interests of the latter, from Sapulpa, Indian Territory, to Denison, TX. This agreement provided for the use of the franchise of the company for the

It should be noted that the portion of the line in Texas was constructed under the corporation of the St. Louis, San Francisco, and Texas Railway Co. and that the connection between the two was had by the use of a bridge across the Red River belonging to the Missouri, Kansas, and Texas Railway Co.

Eighty-one miles north of the Oklahoma-Texas State Line, at a junction point with the Santa Fe, Katy, and the Frisco, was located Station No. E548 at Ada, OK. In 1901, when the Frisco took control of the line, it was listed on the Red River District of the Southwestern Division. It is interesting to note that while the station number remained the same, the Ada station experienced a number of changes in its Division, Sub-Division, and District classification, as follows:



2121 were placed in service between Afton, OK, Joplin, MO, and Columbus, KS, protecting trains Nos. 186, 181, 175, 176, 315, and 356.

Both cars remained in service for over twenty-five years with No. 2120 being retired on July 27, 1954 and 2120 on January 30, 1952.

DOWN AT THE DEPOT

Ada, OK

The St. Louis, Oklahoma, and Southern Railway Co. was incorporated August 13, 1895, by

construction of that part of the proposed line in the Indian and Oklahoma Territories, and for the organization of a new company under the laws of Texas for that part of the line in Texas, and for control of both companies to become vested in the St. Louis and San Francisco Railroad Co.

Construction was commenced in January, 1900, and proceeded from Sapulpa, southward. The line was completed to Okmulgee, Indian Territory, in July 1900, and to Denison, TX, in June, 1901, and was placed in operation as a whole on June 22, 1901.

- 1905 Southwestern Division
Creek & Red River District
- 1907 Red River Division
Creek & Red River District
- 1909 Red River Division
Creek & Sherman District
- 1913 Red River Division
Creek Sub-Division
- 1916 Southwest Division
Sherman Sub-Division
- 1920 Red River Division
Sherman Sub-Division
- 1926 Southwestern Division
Sherman Sub-Division

NOTE: The 1926 listing remained until the 1980 merger with the BN, when Ada became Station 94548 on the Tulsa Division, 9th Sub-Division

While an earlier structure served the passenger traffic of Ada, in 1913, a new depot was built that represented a drastic departure from any standard depot plan and one of only two such structural designs on the entire Frisco system. The other was built the same year, at Valley Park, MO.

NOTE: The depot at Bolivar, MO and the Union Station at Joplin, MO were designed by the same Kansas City, MO architect that did the Ada and Valley Park stations. While different in overall appearance, close examination of the depots shows a number of detail similarities.

The Ada depot was a 108' long all concrete building with 12" Curtis No. 5 concrete walls. The ceilings were 13'6" high and the roof was flat covered with tar and gravel. The building had a central boiler plant that provided hot water heat and the station included inside restroom facilities and electric lights. It was divided into a large general waiting room on the northeast end, ticket office and boiler room in the middle, and negro waiting room, baggage, and express office to the southwest. The interior walls were finished with plaster and the exterior was covered with a sand-color stucco finish. The platform was 451'10" long and was brick with concrete curbs.

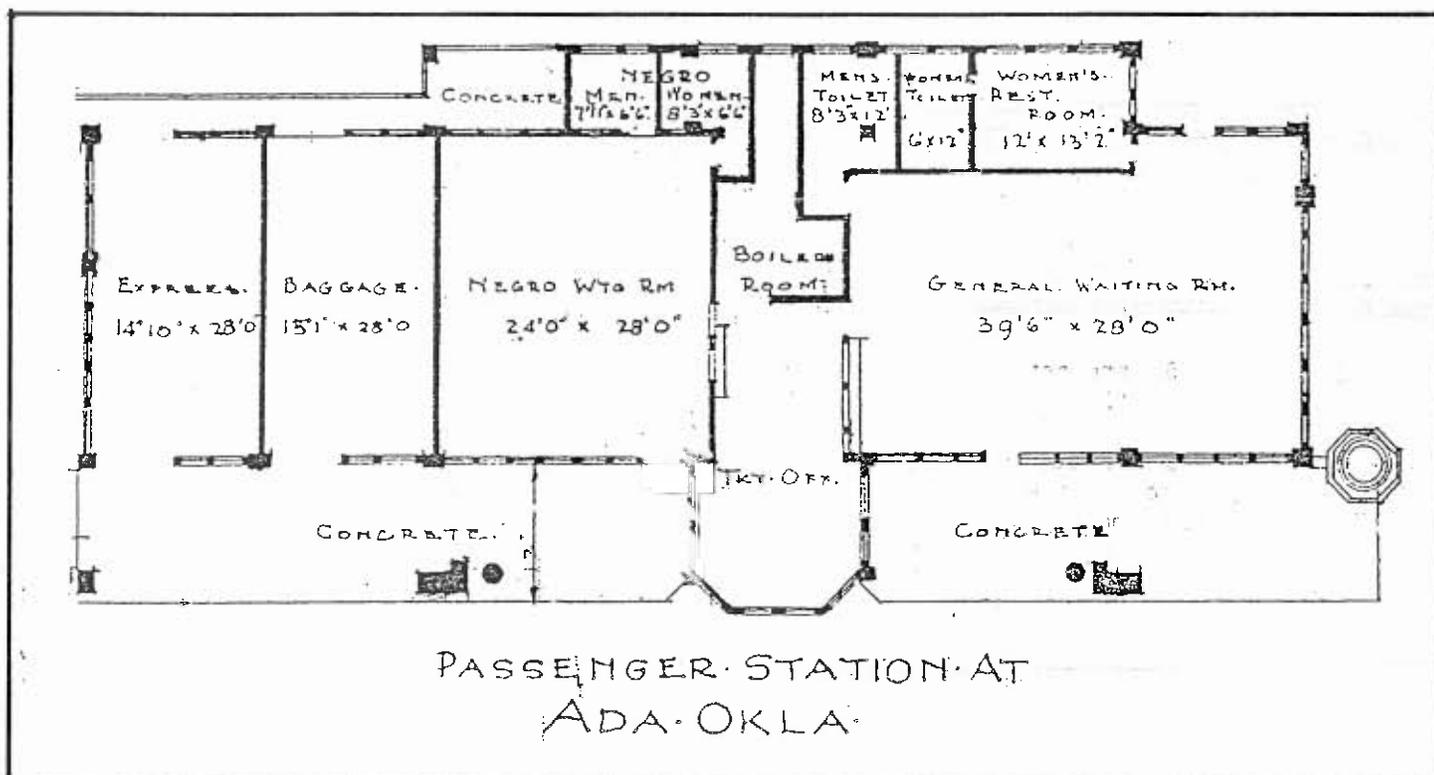
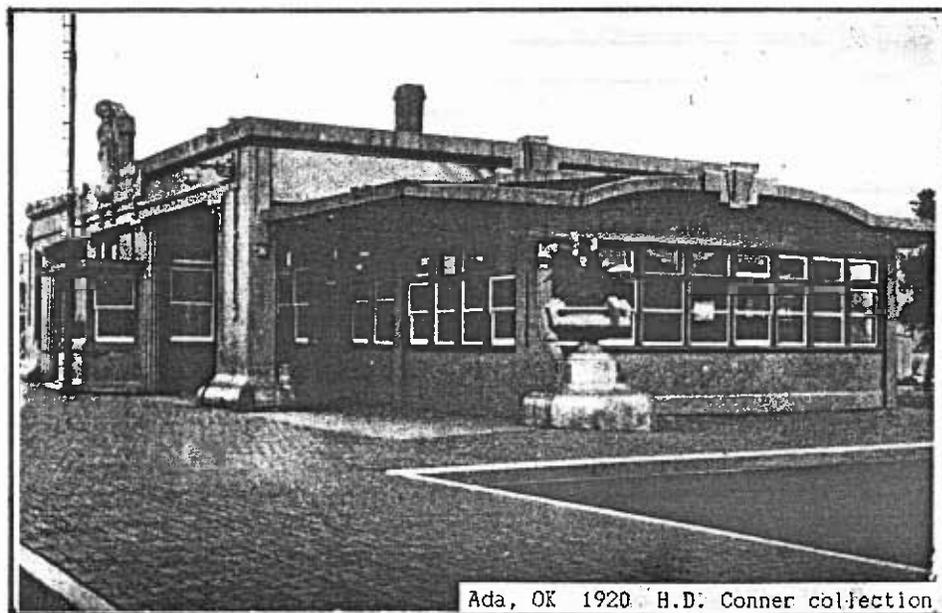
One unique and unusual feature of the Ada station was a large concrete planter located at the northeast track-side corner.

(NOTE: The Valley Park depot had similar planters at both track-side corners.)

During its forty-seven year tenure of service, the Ada depot was served by a number of passenger trains including the "Southwest Limited," Nos. 507-508, the "Oil Fields Special," Nos. 117-118, the "Texas Tulsan," and the "Black Gold," Nos. 504-507. The last passenger train to depart the Ada depot was the "Black Gold," which made its final run on January 18, 1960.

Between 1975 and 1977, the Ada depot, long since abandoned, was replaced with a metal ARMO building.

In addition to the depot, the Ada facilities included a large brick freight house located northeast of the depot, a 25,000 gal. water tank and treatment plant, a car department supply house, section tool house, oil storage tank, scales, and seven stock pens located to the east of the depot in conjunction with the Ada stock yards. ☐



to Texas
TEXAS

—two fine, fast trains daily

The Bluebonnet

—thru the Ozarks in daylight

Lv St. Louis.....	2:05 pm
Ar Dallas	8:30 am
Ar Ft. Worth	8:40 am
Ar San Antonio.....	5:55 pm

OBSERVATION CAR TO DALLAS

DRAWING ROOM SLEEPING CARS
to Dallas, Ft. Worth and San Antonio



In addition to the popular

Texas Special

—fast overnight train

Lv St. Louis.....	6:50 pm
Ar Dallas	1:15 pm
Ar Ft. Worth.....	1:30 pm
Ar San Antonio.....	9:35 pm

SUNPARLOR CAR
DRAWING ROOM SLEEPING CARS

DINING CAR SERVICE ALL THE WAY
FRED HARVEY MEALS ON THE FRISCO



— the route of
Oil-burning Locomotives