

FRISCO **All Aboard** **FRISCO**

JUNE-JULY

1991

*The
New*

FRISCO LABORATORY BUILDING

SPRINGFIELD, MISSOURI



FORMAL OPENING • JUNE 28-29-30, 1955

FRISCO All Aboard FRISCO

VOLUME 6

JUNE-JULY, 1991

NUMBER 1

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This is the seventh and final article in our year-long series profiling the history and operations of the *River Division*. With this installment we take an in-depth look at the Jonesboro Sub-Division.

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We are pleased to welcome back Frisco Folk Ken Wulfert to our ALL ABOARD staff. Beginning with this issue Ken's *ROSTER TALES* will return as a regular feature of the ALL ABOARD. Frisco's *Race Horse E-7's* and *E-8's* are the topic of this *TALE*.

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ABOUT THE COVER

Our cover for this issue features the cover of the 1955 brochure marking the opening of the Frisco's new Testing & Research Laboratory in Springfield, MO. (see pp. 4-7)

FRISCO FOLKS

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

Dan Hall.....Brakeman
Arkansas
Tony LaLumia.....Switchman
Kansas
Frederick Clem.....Switchman
Wisconsin
Jim Spillars.....Switchman
Arkansas
Kevin Johnson.....Switchman
Missouri
David Holland.....Switchman
Kansas
Nicholas Smith.....Switchman
Kansas
Karl Brand.....Switchman
Texas
Hal Smith.....Switchman
Louisiana
Larry Parrish.....Switchman
Kansas
Don Alderman.....Switchman
Texas
William Pennington.....Switchman
Missouri

Robert Plough.....Switchman
Missouri
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California
Marshall Napper.....Switchman
Kansas
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Missouri
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Iowa
Jim Quarles.....Switchman
Kansas
Emil Eskengren.....Switchman
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Charles Brand.....Switchman
Missouri
James Kenney.....Switchman
Canada
Ed Heiss.....Switchman
Missouri
L.A. Reed.....Switchman
Illinois
The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Tony Raunikar.....Conductor
Kansas
Richard Dowling.....Fireman
Illinois
George Ballard.....Fireman
Arkansas

Neal Aslin.....Brakeman
Oklahoma
Charles Kelly.....Brakeman
Missouri
David F. Callen.....Switchman
Kansas
Harold Ohlendorf.....Switchman
Arkansas
Melvin Nierdieck.....Switchman
Missouri
Chris Katzer.....Switchman
Kansas
Bill Wadley.....Switchman
Missouri
Tom Galbraith.....Switchman
Missouri
Glenn Spillman.....Switchman
Pennsylvania
A. Dean Hale.....Switchman
Texas
Todd Lodge.....Switchman
Arkansas
William J. Lauer.....Switchman
Tennessee
James A. Kinkaid.....Switchman
Kansas
William Pollard.....Switchman
Arkansas
Conrad L. Davis.....Switchman
Kansas

THE

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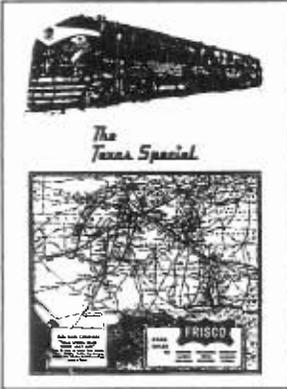

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New Lab Spurs Testing and Research

Frisco's \$250,000 ten unit laboratory has a wide range of instruments for railroad fact-finding

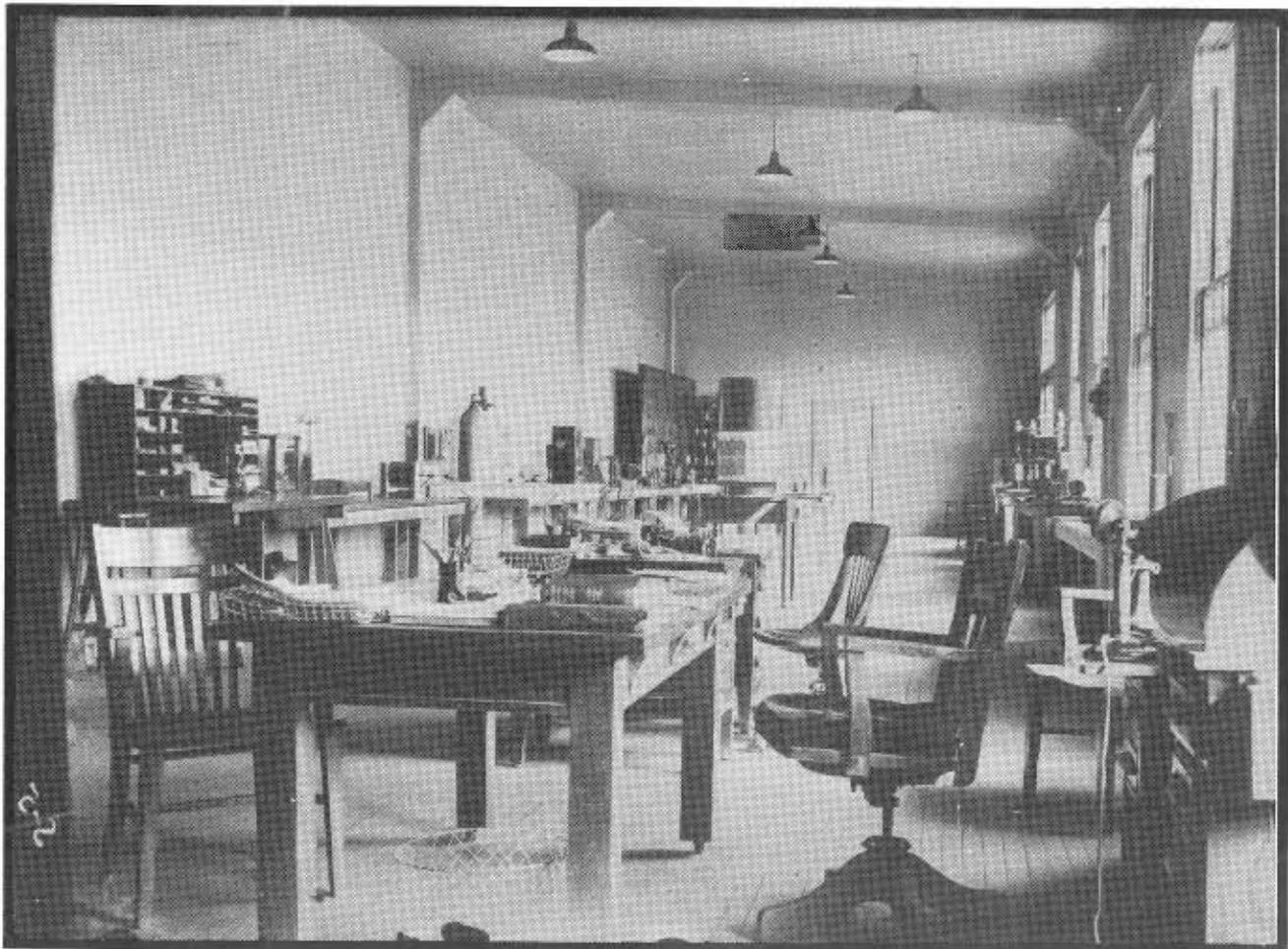
"THE FRISCO RAILWAY has again demonstrated its progressive spirit and strong faith in the future of the railroad industry. The \$250,000 Testing and Research Laboratory which it recently placed in operation at Springfield, Mo., stands as emphatic proof of this fact. The new building represents the latest in functional architectural design and is completely outfitted with up-to-date equipment and instruments. It is said to be the most modern and complete laboratory owned by any railroad in the nation."

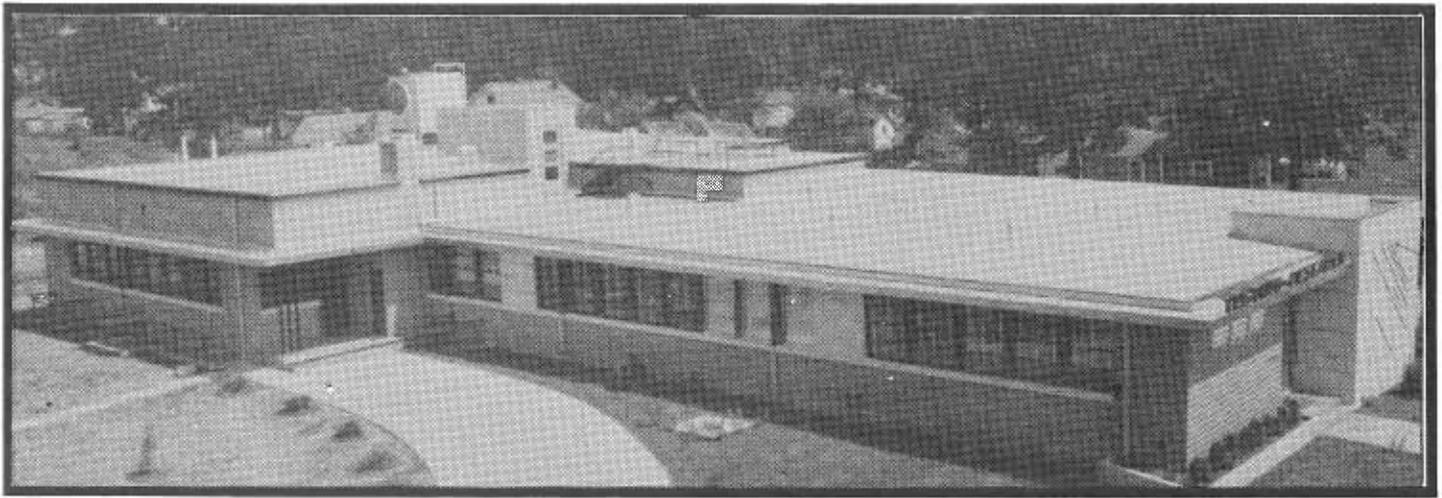
Thus was the observations of *MODERN RAILROADS* magazine when they featured the Frisco's new Testing and Research Laboratory as their September, 1955, cover story. They went on to say, *Construction of a laboratory is probably more complex than any other type of building. In planning the building, the Frisco's Architectural Department worked closely with the Test Department,*

under Max Herzog, Engineer of Tests. The entire structure was carefully designed, room by room, to provide the maximum conditions of efficiency, safety, accuracy, and comfort possible for the work to be done.

Although the new laboratory was the first structure built by the company exclusively for such purposes, evidence exists that an on-going program of testing and research on the Frisco was

in operation as far back as the early 1920's. The picture at the bottom of this page, printed from a rare glass negative, is identified as "View of laboratory south room," 1923. It should be noted that Max Herzog, who was appointed Engineer of Tests and assisted in the design of the new testing laboratory, was appointed Chief Chemist in April, 1923, and no doubt spent many hours in the lab pictured below.





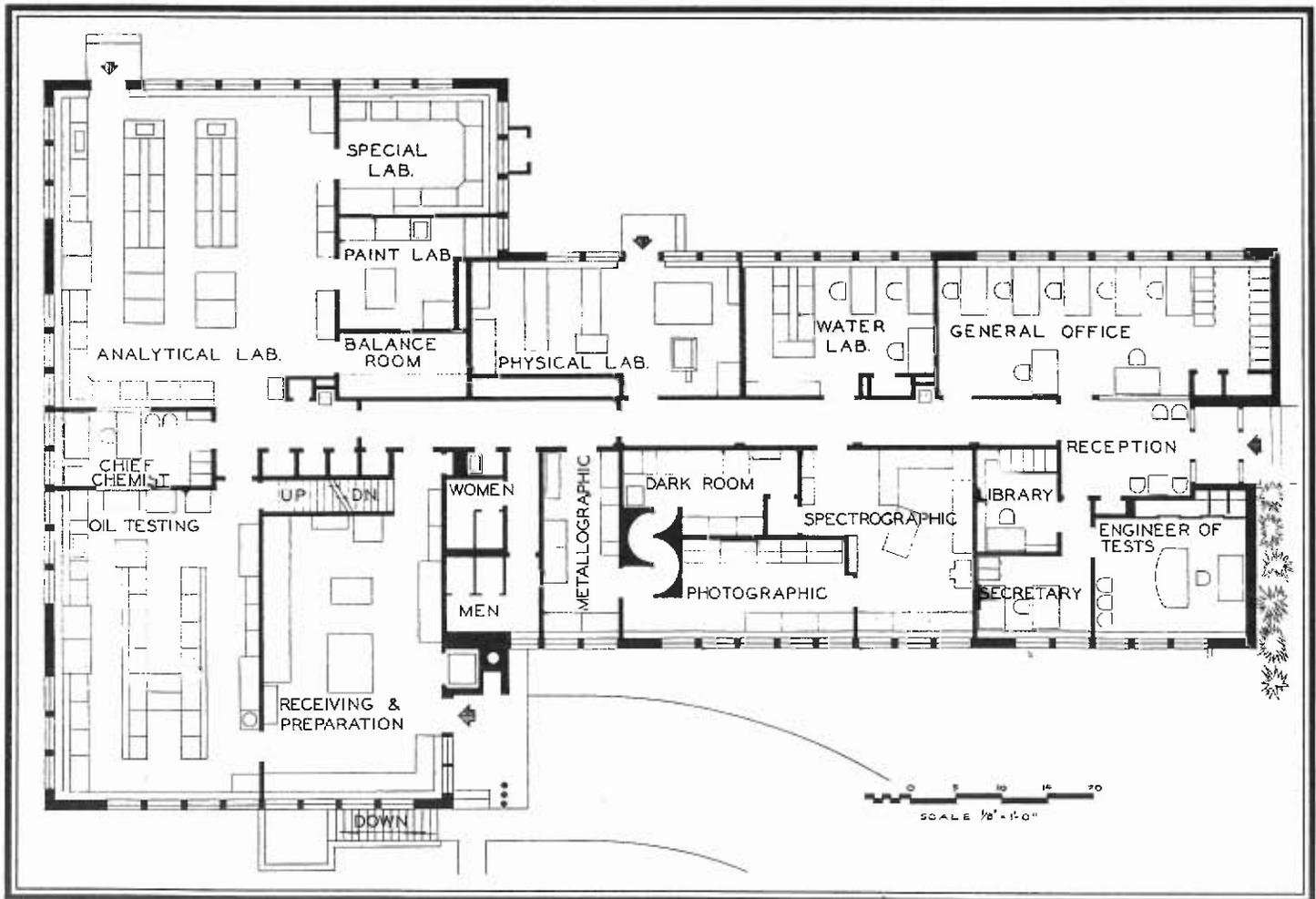
Frisco Testing and Research Laboratory September, 1955 MODERN RAILROADS photo

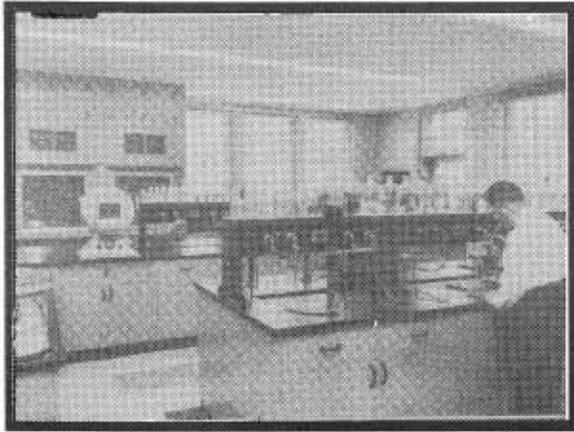
As the Frisco grew both in the size and complexity of its operations, so did the need for improved and expanded testing and research facilities. Consequently, on August 1, 1952, a new Department of Tests was established by the Frisco to handle the testing of all oils, materials, the inspection of water, and similar activities for the entire system. Under

the leadership of Mr. Herzog, the new department was staffed by a Chief Chemist, Chief Material Inspector, Water Engineer, Material Inspector, Wheel Inspector, two Traveling Inspectors, three Chemists, Laboratory Assistant, and necessary clerical help. Soon after the new department was in place, work was started on the design and construction of a new facility which

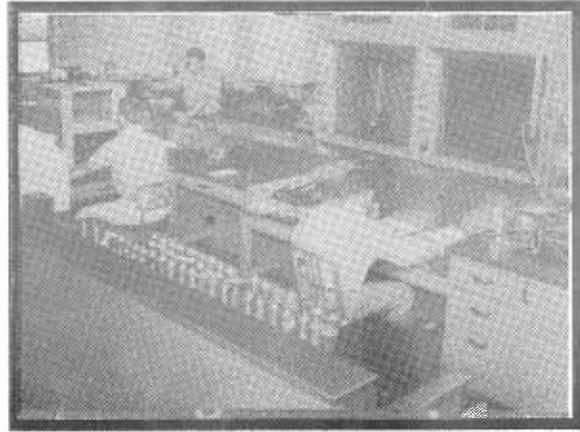
would be devoted exclusively to testing and research. The formal opening of the new building was marked by a three-day open house June 28-29-30, 1955.

Along with offices, library, storage, and sample preparation rooms, the one-story brick structure contained ten laboratories, each designed for a distinct type of work. **General Analytical Laboratory**, for all types

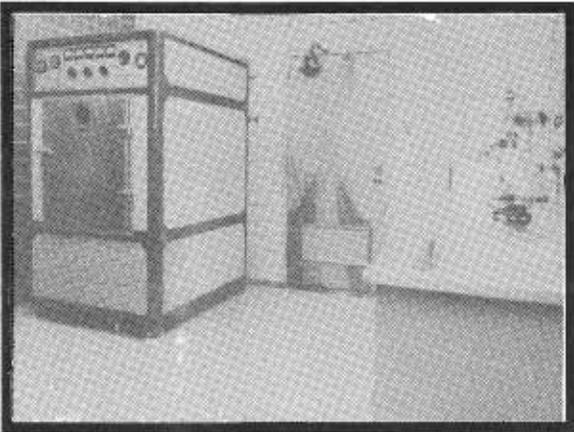




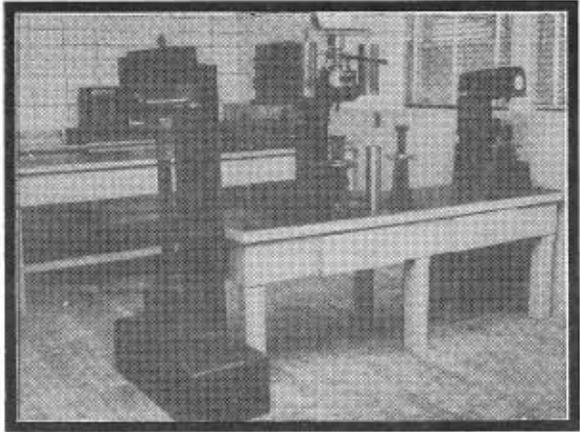
The General Analytical Laboratory was designed for all chemical analysis excepting oil tests. Fume hoods (left, background) permitted work with poisonous vapors.



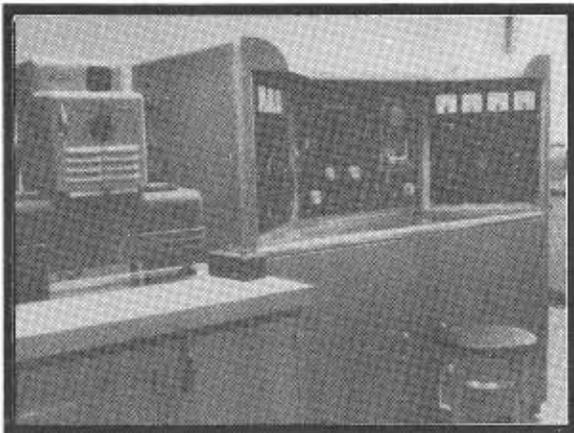
Fuels and Lubricants Laboratory where samples of lubricating and fuel oils (note cans on table in foreground) were tested, both before and during use. This was one of the most important functions of the department.



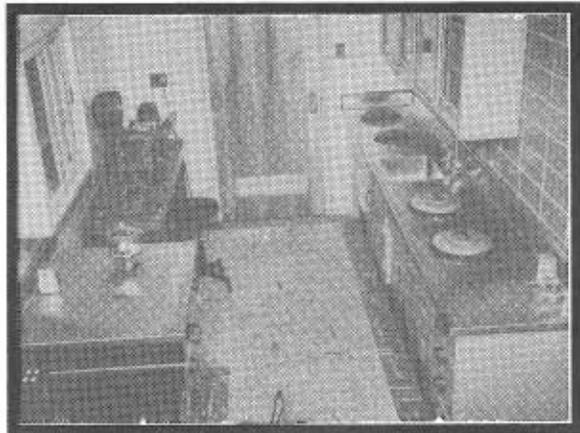
The Protective Coatings Laboratory where paint, roofing compounds, etc. were tested. Weatherometer (left) simulated actual weather conditions. It should be noted that the Protective Coatings Lab also maintained weather testing facilities on the roof of the facility.



Impactor tester (left) and hardness testers (on table) provided further checks on metals in the Physical Testing Laboratory.



Power source unit in the Spectrographic Laboratory. This was used for burning materials to be tested through spectrographic analysis.



The Metallographic Laboratory in which metal specimens were prepared for microscopic study. Camera for photomicrography is at left, near door.

of chemical analysis except oil tests; **Fuels & Lubricants Laboratory**, for testing samples of fuel and lubricating oils, both new and used; **Physical Chemistry Laboratory**, for corrosion tests, analytical distillations, and similar work; **Protective Coatings Laboratory**, for testing of paints, roofing compounds, etc.; **Physical Testing Laboratory**, for testing the tensile and compressive strength of metals and concrete; **Spectrographic Laboratory**, for spectrographic analysis of materials; **Photographic Darkroom**, for processing both photographic and spectrographic negatives and plates; **Photographic Laboratory**, for photographing objects and for drying, trimming, and mounting photographs; **Metallographic Laboratory**, for microscopic study of metals and for microphotography; and a **Water Laboratory**, for analysis of water used for various purposes over the Frisco System.

The new structure also included facilities to provide the various labs with cold, hot, chilled, and distilled water along with high and low pressure oxygen, gas, vacuum, compressed air, and sanitary, oil, and acid waste disposal. In addition, alternating and direct current in any voltage from zero to 200 was available.

One can easily see why *MODERN RAILROADS* noted that the new laboratory was, "...the most modern and complete laboratory owned by any railroad in the nation."

On December 21, 1963, after more than forty-two years of service with the Frisco, Mr. Herzog retired and was succeeded by John P. Fite who served as Engineer of Tests until his retirement in June, 1981. Between June and December of that year, BN Chief Chemist John Gombold served as acting Engineer of Tests. In January, 1982, Willis Milgren, who started with the Frisco Lab in June of 1956, assumed administrative control of the laboratory until his retirement in June of 1991.

Following the 1980 Frisco/BN merger, the BN continued to operate the Springfield lab, along with oil testing facilities at Haure, MT and Alliance, NE. In August, 1986, operation of the three laboratories was assumed by the Transportation Services Division Inc. of Day & Zimmermann. While TSD's primary responsibility was BN test needs, excess lab capacity and time was made available to other non-railroad industries. As of the printing of this issue of the **ALL ABOARD**, the laboratory is now operated by Technical Services Labs Inc., a locally owned and operated company. ☐

EDITOR'S NOTE: The museum is pleased to recognize three current members of our **FRISCO FOLKS** who worked in the Frisco Testing Lab: Max Herzog, retired and living in Georgia; Willis Milgren, retired and living in Springfield, MO; and Mary Gregg, retired and living in Ash Grove, MO.

MUSEUM ACQUISITIONS

One of the most active departments of the Frisco Testing and Research Laboratory was the Photographic Division. For over fifty-eight years, they took thousands of photographs of Frisco equipment and facilities and maintained meticulous records of each photo taken. (*ie. photo subject, location, date of photo, time of day photo was taken, camera settings, etc*) Frisco Folk Max Herzog personally took many of the photos and Frisco Folk Mary Gregg processed a large number of them.

It is with a great deal of pride and appreciation that the Officers and Board of Directors announces the acquisition of the complete Frisco Testing and Research Laboratory photo collection. Thanks to the efforts of Frisco Folk Willis Milgren and the generosity of the Burlington Northern Railroad and TSD Testing Labs, the museum's photo archives now contains over 5,400 original negatives, along with 8" x 10" prints of each and a 185 page comprehensive index. Although a number of the negatives are of a highly technical nature, the vast majority contain significant historical information and visual documentation. To our knowledge, this collection represents the last remaining, in tact, collection of original Frisco company negatives, and now establishes The Frisco Railroad Museum Inc. as the premier repository of Frisco photographic resources. While complete indexing of our photo archives is far from complete, it is now estimated that they contain in excess of 15,000 photos, negatives, and slides.



RIVER DIVISION



This is the seventh and final article in our year-long series profiling the history and operations of the Frisco River Division. This installment is number five of our in-depth look at each of the five sub-divisions that comprised the River Division. Our base year for listing stations and facilities is 1927, the first year the five sub-divisions were all in full operation and the point in time that the majority of facilities were built and in service. To profile freight and passenger service on the respective sub-divisions, six years have been selected to give a representative sample of operations, as follows: 1927 - 1943 - 1954 - 1961 - 1975 - 1979.

JONESBORO SUB-DIVISION

Wilson Branch

General Information

Total Mileage.....	68 miles
Jonesboro Sub.....	46.1 miles
Wilson Branch.....	21.9 miles
Number of Stations.....	50
Jonesboro Sub.....	29
Wilson Branch.....	21

STATION NUMBERS/NAMES

Jonesboro Sub

TR247	Barfield
TR244	Armored
TR241	Burton
T237	Blytheville
TJ238	Chickasawba
TJ239	Glencoe
TJ243	Roads
TJ244	Dearman
TJ246	Dell
TJ247	Wilson Junction
TJ248	Shonyo
TJ250	Roseland
TJ251	Pettyville
TJ252	Big Lake
TJ255	Manila
TJ258	Brown
TE252	Leachville
TJ264	Delfore
TJ269	Monette
TJ271	Black Oak
TJ273	Poplar Ridge

TJ276	Lake City
TJ279	Bowman
TJ280	Pekin
TJ281	Needham
TJ283	Webbs Mill
TJ284	Phillips
C424	North Nettleton
TJ290	Aggie School
C420	Jonesboro

Wilson Branch

TJ247	Wilson Junction
TW248	Turners
TW250	Lowden
TW252	McFerrin
TW253	Bills Crossing
TW254	Pride
TW255	Gaty
TW256	Brandon
TW257	Pace
TW257A	Handle Spur
TW258	Red Line
TW259	Little River Crossing
TW260	Shippen
TW261	Keiser
TW262	Ellisons Crossing
TW263	Hilton
TW264	Hillside
TW265	Spur Four
TW266	Marie
TW268	Tile Spur
T264	Wilson

EDITOR'S NOTE: All stations on the Jonesboro Sub and Wilson Branch were located in Arkansas.

Junction Points

Jonesboro Sub

Chaffee Sub Crossing.....	at M.P. 237.3
St. Louis Southwestern.....	at M.P. 238.7
Blytheville, Leachville & Arkansas	
Southern R.R.....	at M.P. 261.7
Missouri Pacific.....	at M.P. 288.1
St. Louis Southwestern.....	at M.P. 289.8

Facilities

Coal Stations:	
Blytheville.....	Cars
Jonesboro.....	shovel (20 pockets)

EDITOR'S NOTE: Cars indicates that coal was shoveled direct from coal cars to locomotive tenders.

Water Tanks:

Wilson Junction - Monette - Lake City - Jonesboro - Wilson

Stock Pens:

Location	No./Size	Car Cap.
Blytheville	2 27x31	4
	2 28x31	
Jonesboro	4 24x49	12
	2 24x40	
Wilson	1 32x32	2

Wyes:

Armored - Wilson Junction - Leachville - Jonesboro - Wilson

Sidings & Spurs Between Stations:

Pride	M.P. 254	2 cars
Gaty	M.P. 255	10 cars
Pace	M.P. 257	5 cars
Handle Spur	M.P. 257A	6 cars
Shippen	M.P. 260	10 cars
Ellison	M.P. 262	0 cars
Tile Spur	M.P. 268	4 cars

FREIGHT SERVICE

EDITOR'S NOTE: Generally speaking, northbound trains were always superior to southbound trains in terms of right of way priority.

1927

Jonesboro Sub:

855S/856N Local. Daily except Sunday
862N/863S Local. Daily except Sunday
864N/865S Local. Daily except Sunday

Wilson Branch:

864N/865S Local. Daily except Sunday

1943

Jonesboro Sub:

848N/849S Local. Daily except Sunday
862N/863S Local. Daily except Sunday

Wilson Branch:

849S Local. Daily except Sunday

1954

Jonesboro Sub:

862N Tuesday-Thursday-Saturday

863S Monday-Wednesday-Friday

Wilson Branch:

Service rendered by extras

1961

Leachville Sub:

Wilson Branch:

Service rendered by extras

1975 & 1979

Line Abandoned

PASSENGER SERVICE

1927

Jonesboro Sub:

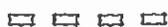
898N/899S Motor Car Service daily

1943

Jonesboro Sub:

898N/899S Motor Car Service daily

EDITOR'S NOTE: The Jonesboro Sub and Wilson Branch were originally the Jonesboro, Lake City & Eastern Railroad Co., incorporated on April 27, 1897. By the spring of 1905, the company had completed a line between Jonesboro and Blytheville, AR, via Leachville. On June 24, 1905, the Chickasawba Railroad Co., an eight mile short line, incorporated October 13, 1902, between Barfield and Blytheville, AR was consolidated with the J.L.C. & E. completing the line from Jonesboro to Barfield, a distance of forty-six miles. On February 5, 1915, the J.L.C. & E. acquired the Wilson Northern Railroad Co. (incorporated December 28, 1904) and added twenty-two miles to its system between Wilson Junction and Wilson, AR. On November 5, 1925, the company's trackage and equipment was leased by the Frisco and in January, 1926, it became the Jonesboro Sub. On January 1, 1950, the company was "officially" sold to the Frisco.



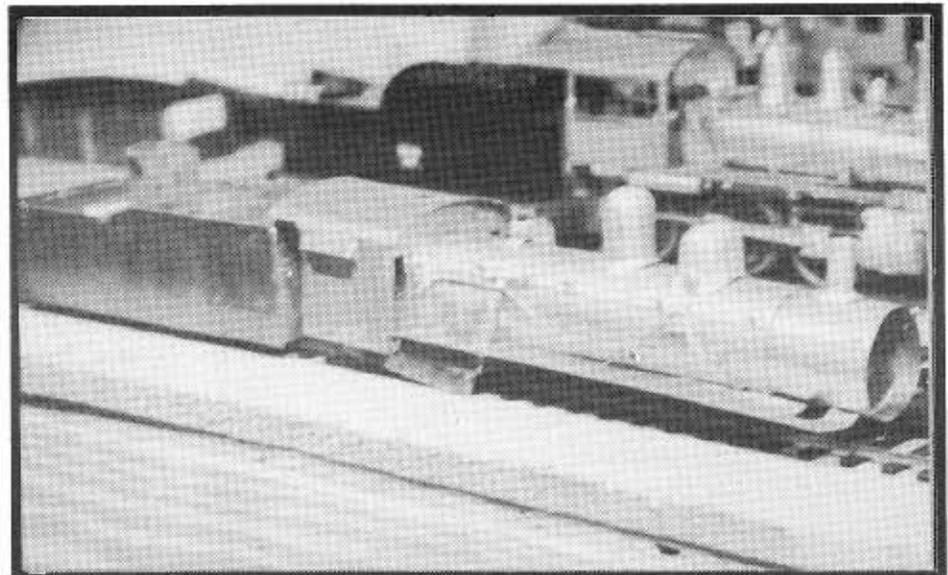
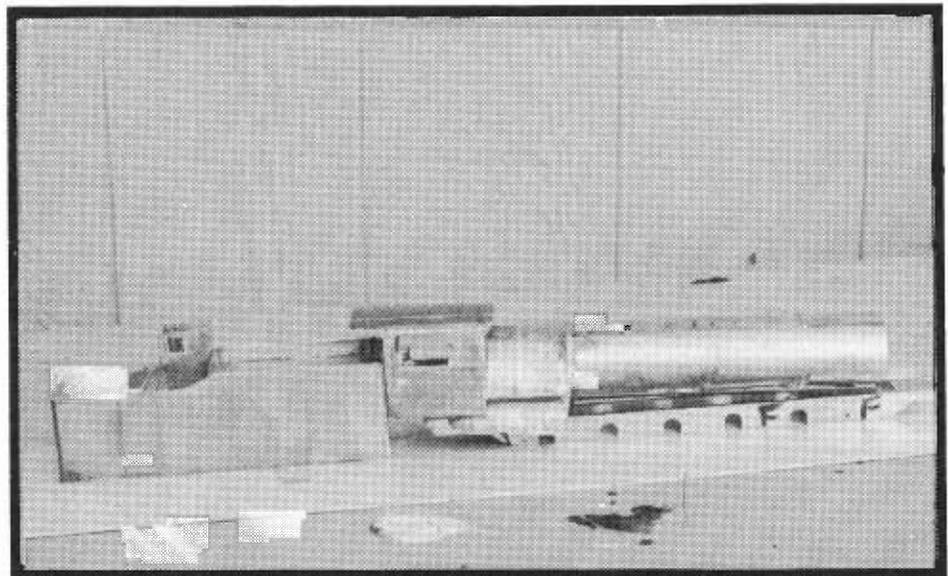
ATTENTION O SCALE FRISCO MODELERS

The Museum is pleased to announce that Chuck Burns and **THE MINIATURE LOCOMOTIVE & CAR SHOP**, one of our newest *Frisco Folks*, is currently building a limited run edition of Frisco's 2-10-0 *Decapod* steam engines in O scale! Each engine in the series will be all brass, (with a few metal castings) 100% American hand made, and will include a can motor and Northwest Short Line gear box. Chuck only plans to make five or six units in the series. For more information, send request and S.A.S.E. to:

MINIATURE LOCOMOTIVE & CAR SHOP

Rt. 1 Box 284

Copperas Cove, TX 76522



Frisco 2-10-0 "Decapod" under construction in O Scale
MINIATURE LOCOMOTIVE & CAR SHOP



We are pleased to welcome Frisco Folk Rick McClellan to our **ALL ABOARD** staff! Beginning with this issue, Rick will share with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. All Aboard! for Rick's Tips!!

DAMAGED CAR LOADS

Model Die Casting has produced several freight cars in Frisco paint schemes. None have been more welcome than the 60' flat car (#1288) that represents the Frisco flat cars numbered 3800-3807. Alone, they look good but a little lonely. They can look even better with an interesting load.

My loads are modeled after the damaged cars I've seen over the years heading to the car shops in Springfield. Even on our beloved Frisco mishaps occurred and equipment was damaged. It was removed by crane from the accident site to a waiting flat car and then sent for repair or scrapping.

Damaged box car #18473 was one of my early modeling efforts on an Athern undecorated 40' Box Car (#1200). It was painted in Floquil Box Car Red (#R74) and lettered with Herald King decal set #B-460. It was weathered heavily with Floquil's Rust (R73) and Grimy Black (R13). It sits on 2' risers made from Kappler ties (KP054) that are glued to the car and left in their natural color to represent fresh lumber. The trucks have wooden chocks glued to them and the chocks are attached to the deck by a spot of white glue. Black thread is used to represent the strapping holding the car body in place. It was ran



All photos by the author

through the stake pockets and tied.

Wrecked Gondola #66152 is an MDC car (#1694) right out of the box with a little body damage done by heating the model carefully with a soldering iron. Heavy weathering gave the look of long, hard service. This car is also set on risers made from ties but it is secured with chain made by Campbell (#256). The chain is attached to the stake pockets with black thread.

One final note. The couplers used on each of the wrecked models were from Range (#1044) and do not have the air hoses that hang down. These couplers look more realistic and allow the damaged car body to ride closer to the flat car deck.

Gather your courage and

damage a car that might otherwise collect dust or live its entire life in the box. If you are upgrading your car fleet like I am, the old cars make great loads and damaging them doesn't cause heart failure. With just a little effort you can have a damaged car load for your Frisco flat cars. **GOOD LUCK!** ☘

ATTENTION FRISCO MODELERS *All Scales!*

Got a modeling trick, tip, or neat thing to do that you would be willing to share with our readers? If so, write or call Rick:

Rick McClellan
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Olathe, KS 66062
913-829-4509