



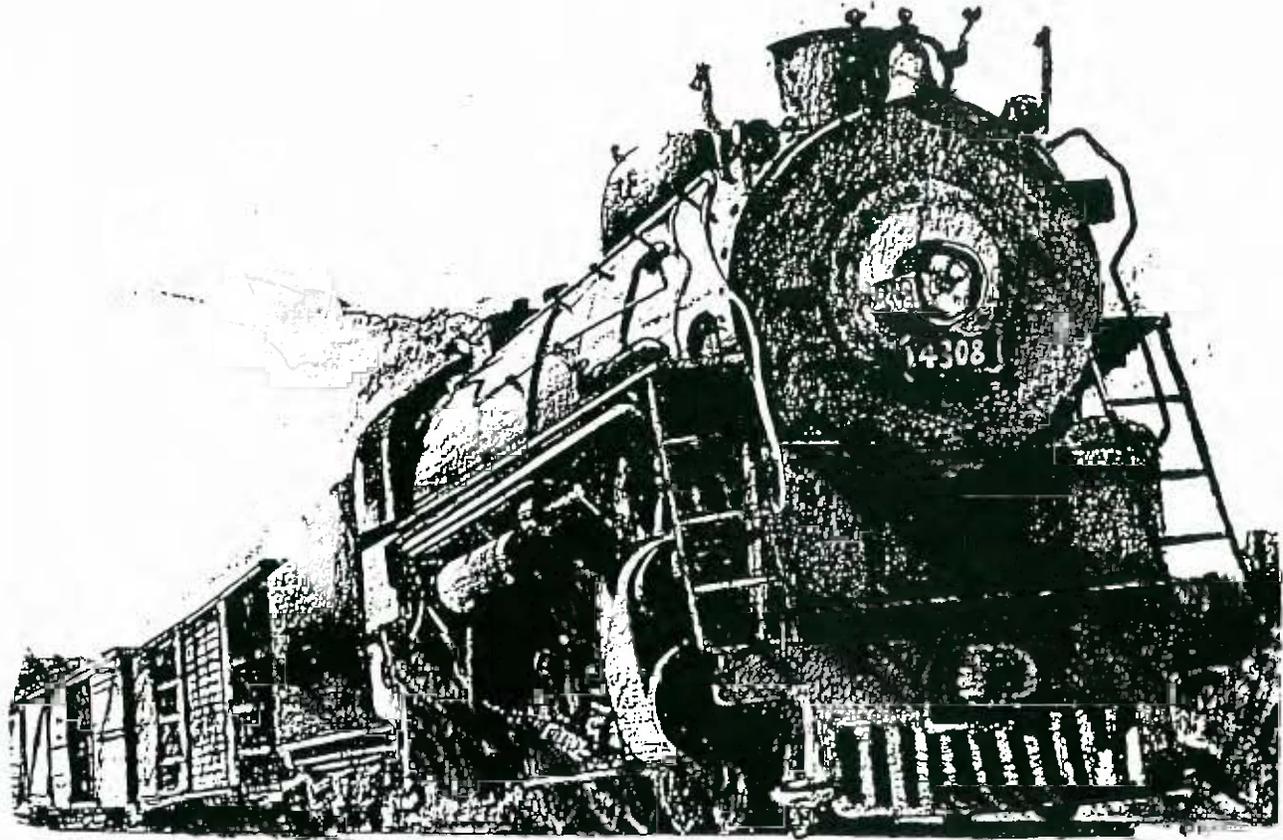
# All Aboard



APRIL-MAY

1992

## Ballad Of The



# FRISCO **All Aboard** FRISCO

VOLUME 6

April-May, 1992

NUMBER 6

## FEATURES

### Rick's Tips.....8

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THE



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Tuesday thru Saturday

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The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of **THE FRISCO RAILROAD MUSEUM INC.** The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 100 E. Main St., Ash Grove, MO. All correspondence should be addressed to **P.O. Box 276, Ash Grove, MO, 65604.** The *ALL ABOARD* and its contents are 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.

## ABOUT THE COVER

It's the new official theme song of **The Frisco Railroad Museum Inc.** See related stories on pp. 5 & 6.



The **Frisco Folks** headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! **The Frisco Railroad Museum Inc.** is continuing that family tradition in our **FRISCO FOLKS** support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

**SWITCHMAN:** A one year membership for a donation of \$25.00

**BRAKEMAN:** A two year membership for a donation of \$50.00.

**FIREMAN:** A three year membership for a donation of \$75.00.

**CONDUCTOR:** An expanded three year membership for a donation of \$100.00.

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

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- Howard Biby.....Switchman  
Oklahoma
- Joseph W. Koch.....Switchman  
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- Scott Muskopf.....Switchman  
Missouri
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- Mark Evans.....Switchman  
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- Gale Hall.....Switchman  
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- Mike Sypult.....Switchman  
Arkansas
- Steve Manhard.....Switchman  
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- Kevin Johnson.....Switchman  
Missouri
- Roger Cottrell.....Switchman  
Kansas

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

- Donald D. Banwart.....Conductor  
Kansas
- R.J. Fassler.....Conductor  
Michigan
- A.B. Dean.....Conductor  
Michigan
- Jim Blair.....Brakeman  
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- Doyle Jones.....Switchman  
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- Larry Burt.....Switchman  
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*A note from the  
Membership Secretary*

**Don't Forget!  
MEMBER INCENTIVE  
PROGRAMS**

**NEW MEMBER REFERRAL**

For every new member that a current member refers, they will receive a **10%** credit towards their next renewal. **EXAMPLE:** When a Switchman member refers a new member, they will receive a **\$2.50** credit on their next renewal. Refer ten new members in one year, and your next renewal is **FREE!** It's the best of two worlds: Refer new Frisco Folks and help the museum grow, while saving yourself some **bucks!** The New Member Referral program applies to Switchman through Conductor levels of membership.

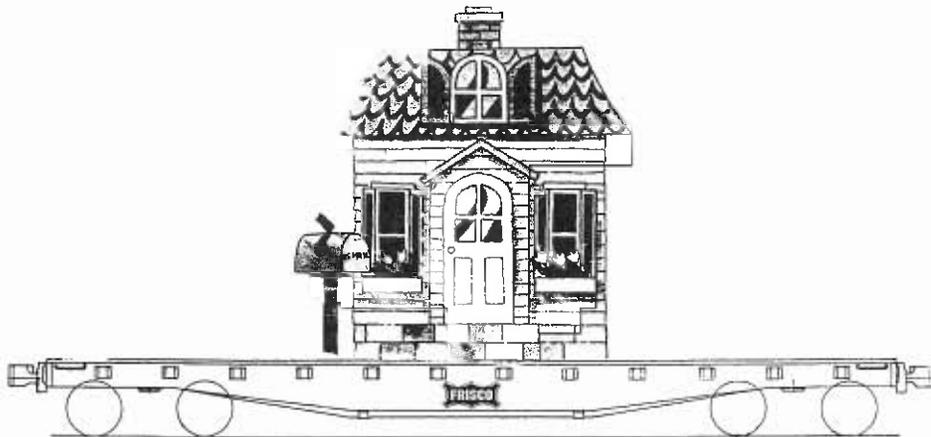
**MEMBER RENEWAL  
DISCOUNT**

All renewals that are received prior to the mailing of a second renewal notice will receive a **10%** credit towards their next renewal. **EXAMPLE:** When a Switchman member sends in their renewal prior to a second notice being mailed, their next year's renewal will be **\$22.50** rather than **\$25.00**. It's not much, but every little bit counts! The 10% discount credit is always based on the normal membership amount and is open to Switchman through Conductor levels of membership. ☺



# MUSEUM DISPATCH

## MOVING?



In order for us to maintain current records, avoid expensive forwarding postage, and so you will receive your **ALL ABOARD** in a timely fashion, **PLEASE** notify the museum office of any change in your address and/or phone number.



### ***DON'T MISS OUT ON ANY FRISCO HISTORY!***

Back issues of the **ALL ABOARD** are currently available from Volume 1 Number 1 to the present issue!

Volumes 1-2 (June 1986 - May 1988 monthly) are available for \$1.00 each.

Volumes 3-4 (June 1988 - May 1990 monthly) are available for \$2.00 each.

Volume 5 (June-July 1990 - April-May 1991 bi-monthly) are available for \$3.00 each.

Current Volume 6 (June-July 1991 to present issue) are available for \$3.00 each.

\*Please note that when an original copy of an issue is no longer available, a full-size quality reprint copy is substituted in its place.

### EXCESS BAGGAGE

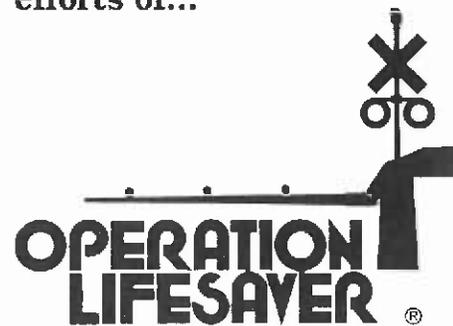
The **EXCESS BAGGAGE** program is a member benefit of our **Frisco Folks** membership program that allows members to purchase duplicate and/or non-Frisco items of memorabilia that are donated to the museum. When available, selected items are purchased for resale. Members receive a periodic list of items available and pricing is usually well below "market" value.

An **Excess Baggage** Mailing list is established to ensure that those who wish to receive the list will get it, while at the same time minimizing the cost of printing & mailing lists to those who do not wish to receive one. **If you want to be included on the current list and have not yet mailed your Excess Baggage reply card, please do so as soon as possible.**

We are always looking for new items to include on the list and welcome inquiries concerning items our members have for sale, trade, or donation.

Please note that our **Excess Baggage** inventory includes more items than we have room for on the lists. If you are looking for a specific item, please let us know. We might have it or know where you can get it. ☐

The Frisco Railroad Museum Inc. proudly supports the efforts of...



**LOOK! LISTEN! LIVE!**

# Ballad Of The



## Museum's New Theme Song

One of the most interesting facets of the day to day operation of the museum is the many inquiries we receive from folks desiring information about the Frisco and the programs & services the museum has to offer. We answer well over fifty a month from virtually all over the world and many of our Frisco Folks are members of our Frisco family because of such inquiries. They are all interesting and unique... but few have been as exciting as the letter we received from Frisco Folk Lee Monroe in March, 1991.

On March 25, 1991, we received a letter from Mr. Monroe in which he shared an experience he had some forty-three years ago along the Frisco line at Lebanon, MO. It was a joy to read of his encounter with Frisco steam locomotive No. 4308 as he described the awe-inspiring impression it had on him and how he remembered the experience as though it had happened yesterday. That joy turned to elation when he informed us that he had recorded his experience in the words & music of a song, appropriately titled **The Ballad Of The Frisco**. The elation turned to excitement when Mr. Monroe offered the song to the museum to use as yet another means of preserving Frisco history.

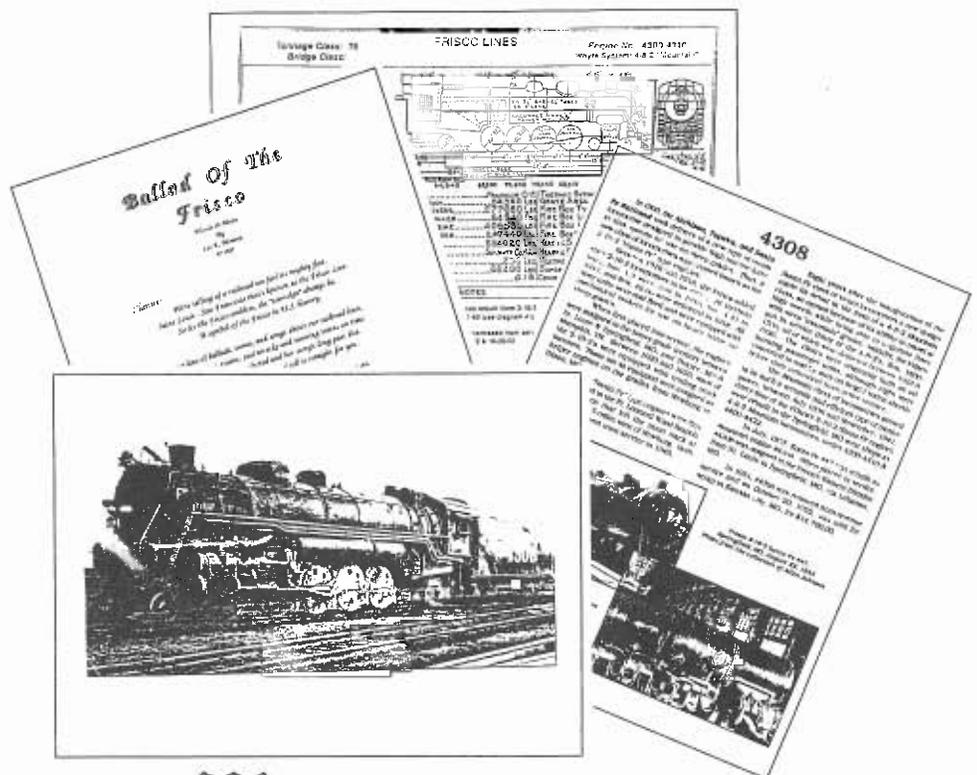
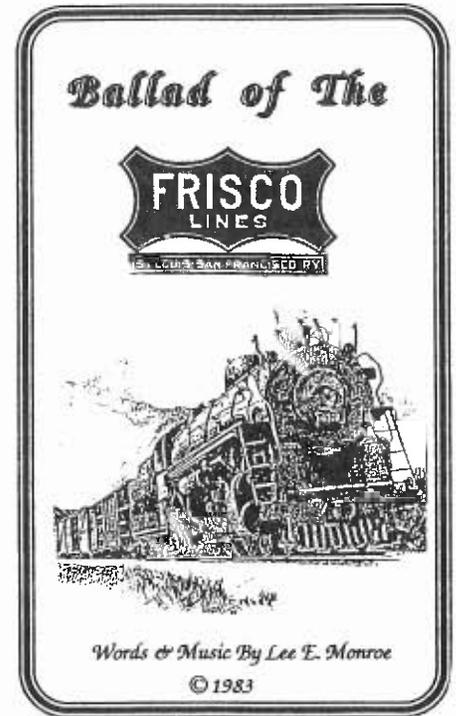
Upon receiving a tape of the song and listening to it over & over & over... the thought occurred, *This should be the official theme song of The Frisco Railroad Museum Inc.!* After additional correspondence, phone calls, and a delightful visit last summer with Mr. Monroe and his wife Sylvia, we went to work!

The end result was the recording of **Ballad Of The Frisco** by the Cornerstones Gospel Quartet at Crystal Recording Studios in Branson, MO on October 6, 1991.

It is with a great deal of pride that, on behalf of the Officers & Board of Directors, we declare the **The Ballad Of The Frisco** to be the official theme song of The Frisco Railroad Museum Inc., and to announce that copies of the song are now ready for immediate purchase and shipment!

Our **Ballad Of The Frisco** package includes a professionally duplicated audio cassette of the song, along with a copy of the words, **The Lebanon Experience** (the story behind the song, see page 6), an historical profile of Frisco steam locomotive 4308, specification diagram of the engine, and an 8 1/2" x 11" photo of the locomotive. The tape alone is currently available for \$4.95, and the complete package is \$5.95, plus \$3.00 postage & packaging.

Production costs have made initial quantities limited so order yours today and get on board for **The Ballad Of The Frisco!** 🚂



# THE LEBANON EXPERIENCE

By Lee E. Monroe

In the spring of 1949 my Dad and I drove from Illinois to Lebanon, MO, where he was interested in buying a medical practice and settling down in his home state of Missouri. Dad was a general practitioner and country type physician and surgeon. Our hotel was located scarcely a block from the Frisco main line between St. Louis & Springfield, MO, and steam power was still quite active in hauling trains. Early in the morning the day after our arrival, I was awakened by sounds of a beautiful, distanced, steam locomotive's steamboat chime whistle - ah, yes, real genuine activity about to take place on the Frisco!

Nobody dressed more quickly or quietly than I did on that special morning. Dad was snoring lightly, "dead to the world", and soon I, with Voightlander camera in hand, was hot footing it to the Frisco "main". No sooner had I arrived when in rolled a magnificent 4-8-2 *Mountain* class steam locomotive, #4308. As she slowly rolled to a stop under the water tank I thought, this scene has it all! A very traditional, yet very Frisco drama of steam era activity. The fireman directing the flow of water into the tender, the engineer inspecting and oiling his iron steed, the head brakie performing his duties, all accompanied by the distinct sounds that only a steam locomotive could make at rest. Servicing completed, the crew climbed back into the cab and that magnificent start of engine & train, a long freight, began.

I had a love affair with the Frisco going back to the 1929-30 Great Depression era when I was a boy. My Grandmother Monroe lived at Eureka, MO, her home scarcely a block from the Frisco main line to St. Louis. Needless to say, I witnessed Frisco trains first hand every opportunity I had, both at Grandma's house and when my parents and I would vacation in Missouri. As we would travel alongside U.S. Route 66, especially where it paralleled the Frisco, trains of every type were my car window companions.

With 4308 and company out of sight, I returned to the hotel and found Dad still sound asleep. When he finally awoke, I told him about my encounter with 4308. I don't recall if I got in trouble for sneaking out. I probably did however, since he despised fully any slight chance that his only offspring would be the least bit desirous of working in locomotive service, on any railroad.

In the early 1980's, while teaching at Three Rivers Junior College in Poplar Bluff (on the Frisco River Division), I was re-reading some books on the Frisco Line and the memories of my Lebanon Experience hit me like a Joe Louis punch! You've always wanted to write a railroad ballad - why not write one about the Lebanon Experience - it tells it all! The end result was the **Ballad of The Frisco** which I wrote in 1982, first performed, with the help of some brave colleagues, at a faculty talent show in November of that year, and had the song copyrighted in February, 1983.

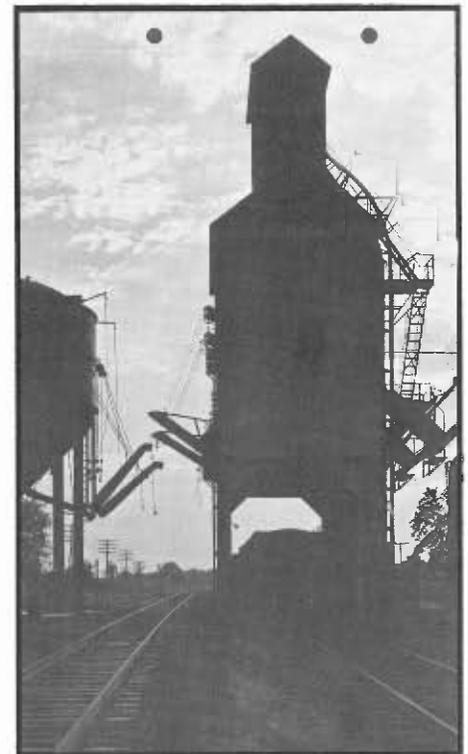
The **Ballad of The Frisco** is dedicated to the idea that one of the symbols of beauty in the world in which we have lived was the sight of a Frisco steam locomotive performing in only the distinctive manner that one could hauling tonnage freight and passenger trains with red mouthed bell and melodious chime whistle, telling humanity no task was too difficult for the grand alliance of Frisco power, people, and pride of achievement to get the train in right on time.

Sincerely,

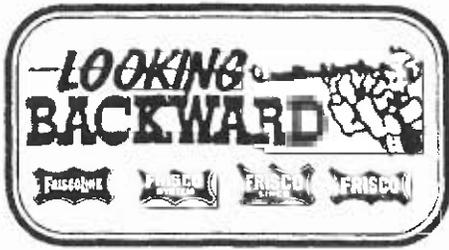


Lee E. Monroe

**EDITOR'S NOTE:** *The train #4308 was pulling in 1949 was No. 31, a daily freight that arrived in Lebanon at approximately 5:30 a.m.*



*This eerie silhouette of the Frisco cooling station & water tank at Lebanon, MO, was what Mr. Monroe first saw as he approached the Frisco main in 1949.*  
Frisco photo, October 16, 1942,



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

## 25 YEARS - 1967

In 1967, the Frisco became the first railroad to haul horse trailers by piggyback. Shipped on Bi-Level cars, series **3300-3359**, originally designed to accommodate automobiles and trucks, they were used by the Hale Manufacturing Co. of Sherman, TX to ship various sizes of trailers from their Sherman & Denison, TX plants. Depending on the size of the trailer, the cars could carry between twelve and eighteen units.

## 50 YEARS - 1942

In 1942, two Coaches were rebuilt as Diners for use in military movements, as follows:

Coach **1082** to Soldier Diner **644**  
 Coach **1084** to Soldier Diner **645**

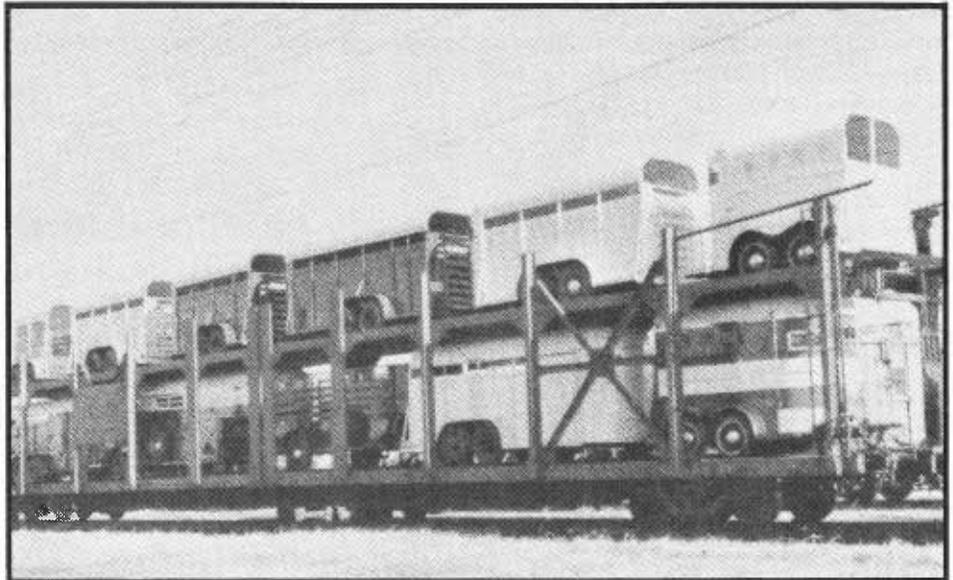
Two Coaches were rebuilt as Snack-Buffer cars as follows:

Coach **1201** to Snack-Buffer **1610**  
 Coach **1202** to Snack-Buffer **1611**

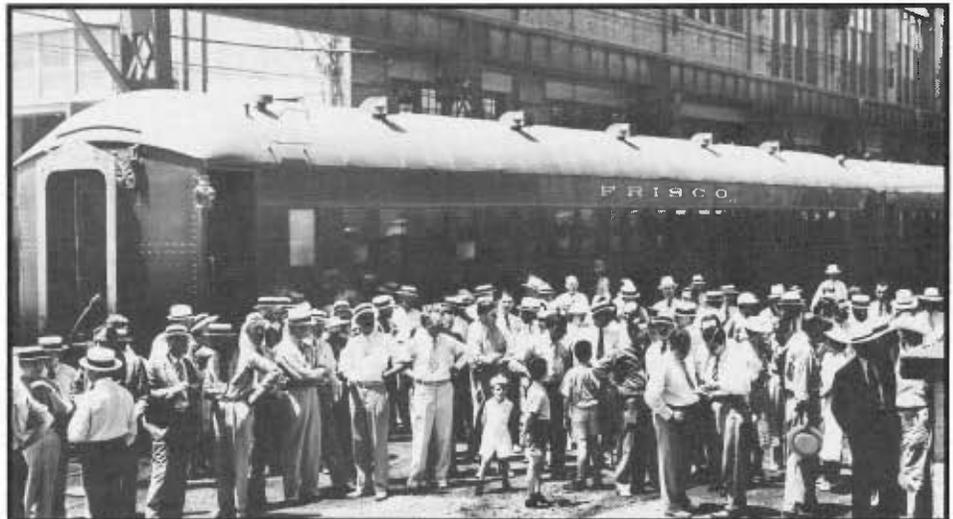
One Mail-Baggage car, No. **142**, was rebuilt to a Baggage-Express car, No. **309**.

## 75 YEARS - 1917

In 1917, six reinforced water tanks were built at Cuba, Marshfield, Springfield, Monett, and two at Newburg, MO. ☞



*Frisco Bi-Level cars with horse trailers on board, Sherman, TX, June, 1967 Frisco photo*



*Frisco Coach #1211, June 22, 1937, Springfield, MO Frisco photo*



*Snack Counter, Frisco Snack-Buffer #1611, December 21, 1942, Springfield, MO Frisco photo*



## Rick's Tips

Frisco Folk Rick McClellan shares 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.

### General Gluing Tips

Glue is something we modeler's don't think about until something goes wrong when we use it wrong. Here's Frisco Folk Doug Hughes describing a common problem using Goo adhesive on styrene plastic:

*"It will only hold for about 12-18 months. There is a chemical reaction between the two materials that causes the bond to disappear. Logan Holtgrewe's modeling article in the March & April 1986 issues of MODEL RAILROADER discusses it in more detail. Logan uses a lacquer-based contact cement put out by Weldwood and John Nehrich recommends Elmer's Latex-based contact cement. The Elmer's stuff is easier to use, however, the Weldwood can be thinned 50-50 with lacquer thinner to make it easier to use. The modeler is recommended to try both to see which he prefers. It will be a matter of personal preference and a decision as to which odor is least offensive!"*

Applying glue is a common problem for most of us. While working on the Museum's modular HO layout, I couldn't help but noticing Alan Schmitt applying diluted white glue to the layout hard-shell scenery with a paint brush! He could spread a great deal

of glue in a short amount of time then he would sprinkle scenic materials on the glue. Needless to say, my days of using an eye dropper for applying glue are over!

Another common problem is applying super glue such as Zap-a-Gap or Hot Stuff. It seems that it only comes out in drops and that is usually more than needed to hold most things we want to glue together. I have found that a small piece of scrap brass wire works great for applying glue. I squeeze a drop of glue onto a scrap piece of plastic or cardboard and dip the brass wire into the glue. The brass wire can only hold a small amount from the drop which is usually just the right amount that I need and I avoid those ugly blobs of extra glue.

I hope these tips will help with your next project, so **GOOD LUCK** and don't forget to...

*Ship **it** On The Frisco!*



## RESEARCH SERVICE *Up-Date*

**EDITOR'S NOTE:** Frisco Folk Larry Thomas has submitted additional information on the Frisco-GM&O through sleeper service, mentioned in the **FRISCO On The PENNESY**, feature, **ALL ABOARD**, December 1991-January 1992, p. 8.

The GM&O owned lightweight sleeping cars but they had been previously committed to St. Louis - Chicago and Chicago-Mobile service. The Frisco, as a result, operated the Oklahoma City-Chicago service using Frisco cars. A check of Frisco passenger timetables reveals that 14-4 cars were offered on that route.

**EDITOR'S NOTE:** The Frisco's fleet of 14-4 (14 roomettes, 4 double bedrooms) lightweight cars included the 1457-1466 "River" series units, as follows:

- 1457 Meramec River
- 1458 Osage River
- 1459 Gasconade River
- 1460 Niangua River
- 1461 James River
- 1462 Grand River
- 1463 Canadian River
- 1464 Neosho River
- 1465 Spring River
- 1466 Cimarron River

Cars 1450-1456 were also 14-4 units originally built for Texas Special service.

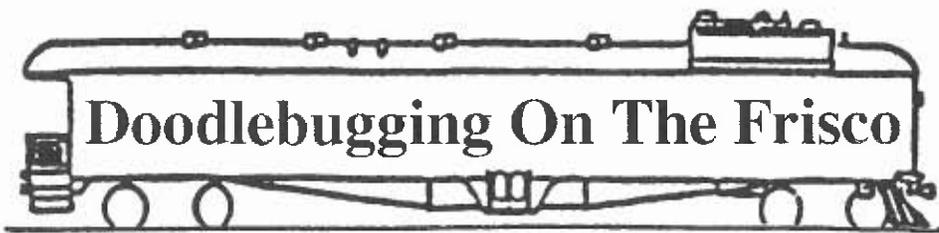
GM&O's sleeping cars were an unusual 4 sections - 8 roomettes- 3 double bedrooms and one compartment. Before the Frisco received their lightweight Pullmans the Oklahoma City-Chicago service had been provided with an 8 section- 1 compartment - 2 double bedroom car.

**EDITOR'S NOTE:** The Frisco's fleet of heavyweight Pullman 8-2-1 cars included:

- 1833 Rock Park
- 1834 Rock Run

In 1943, the Frisco had altered their schedules such that the sleepers went south on No. 3 the Abraham Lincoln and returned on the Midnight Special. When the Frisco re-equipped the Meteor in 1948, SLSF schedules were changed such that the Oklahoma-Chicago sleeper operated to and from Chicago in the consist of the Abraham Lincoln.

**EDITOR'S NOTE:** Larry Thomas is Editor for the Terminal Railroad Association of St. Louis Historical & Technical Society Inc. and has written a number of articles on Midwest passenger service including two on the Frisco in **Passenger Train Journal**, November & December, 1984, issues. ☞



In March, 1988, **Doodlebugging On The Frisco** made its inaugural run as an extended series profiling the history and equipment of the Frisco's fleet of motor cars. Four years and thirty-two articles later, we are concluding the series with this instalment on the fleet of motor car trailers.

According to our records, there were at least eleven cars of various sizes and configurations that were assigned as motor car trailers. Five were Mail-Baggage combinations, two were straight Baggage, and four were Coaches.

Numbers 1-5 were wood composite Mail-Baggage cars. Units 1 & 2 were 60' units and No. 3 was a 43' car. All three started their careers on the **Kansas City, Clinton, & Springfield Railway** that ran from Olathe, KS, southeast, to Ash Grove, MO. They were originally numbered 1-3. In 1900, when the K.C.C.&S. became part of the **Kansas City, Ft. Scott, & Memphis** rail system, the cars were renumbered 501-502-503. In 1904, when the K.C.F.S.&M. became part of the Frisco System and a new numbering system was established for all equipment, the cars were assigned Nos. 157-158-159. In 1926 & 1927 they were rebuilt by the Frisco with steel siding and were once again renumbered 1-2-3.

Car No. 4 was a 55' composite car built in 1889. In 1936, it was rebuilt by the Frisco with steel siding.

Car number 5 was a 50' composite car built in 1880. In 1936, it too was rebuilt by the Frisco with steel siding. There is some indication that cars 4 & 5 may have been renumbered 140 & 141, although we cannot currently verify it. By the early 1940's, all five Mail-Baggage trailers had been scrapped. Number 1, with trucks removed, was used for many years as the

Yardmaster Office for switching duties at *Benwood Yard*, located in the northwest area of the West Springfield Shops, along the *Highline* tracks. The *Benwood Yard*, named after B.T Wood, long time Vice-President & Chief Purchasing Officer, was used primarily for sorting duties of equipment in company service.

Two Baggage cars were assigned to the Frisco's fleet of motor cars. Number 80 was originally built in 1924 as a 25' all steel trailer coach for service on the **St. Louis, Kennett & Southeastern Railroad** that operated between Piggot & Kennett, MO. In May, 1928, following the lease of the line by the Frisco, No. 80 was converted to a Baggage trailer and operated in that configuration until being removed from revenue service in 1931.

Car number 299 was a 60' all wood unit added to the roster in 1927. Other than a blue print of the car currently in our files, little else is known about it.

Four coaches were assigned to Frisco motor car service. Number 81 was originally built in 1924 as a 25' all steel coach trailer for service (*with sister car #80*) on the **St. Louis, Kennett & Southeastern**. The car was removed from revenue service in 1931 and is currently the property of the museum, awaiting restoration. (See **ALL ABOARD, Doodlebugging On The Frisco, April-May, 1991, pp. 4-5**)

Coach trailers Nos. 500 & 501 were first placed on service on the **Kanss City, Ft. Scott & Memphis Railroad** as (500) an 1880 built 45'10" Second Class Coach #14, and (501) an 1883 built 50' Second Class coach #53. During the 1904 Frisco System renumbering, they were renumbered respectively Nos. 550

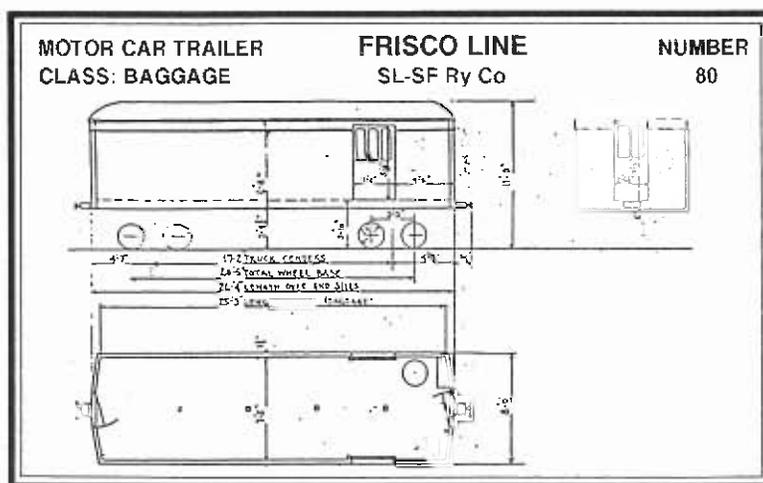
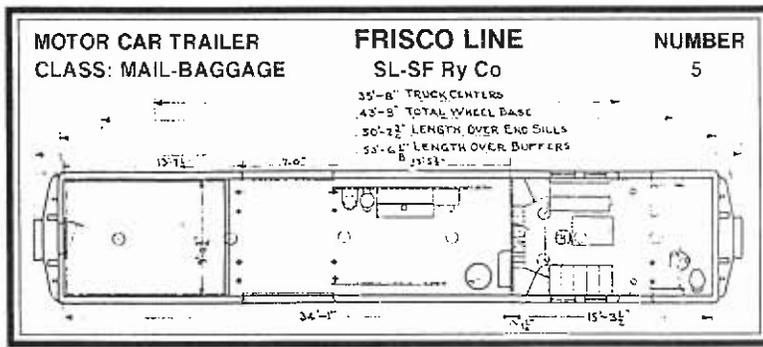
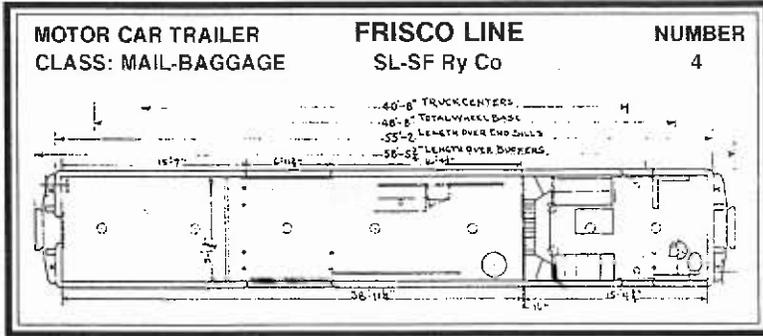
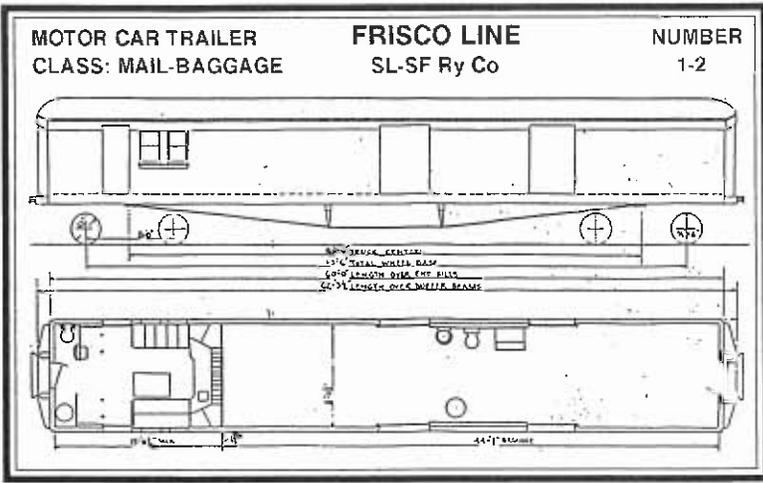
and 565. In 1926, they were rebuilt by the Frisco as motor car trailers Nos. 500 and 501. They were removed from revenue service in the mid to late 1930's.

Car number 502 began its career on the **Butler County Railroad** in southeast Missouri as a 48' steam powered motor car. In 1929, the Frisco converted it to gas electric motor car #3002 and one year later, it was again rebuilt as coach trailer #502. (See **ALL ABOARD, Doodlebugging On The Frisco, December 1991-January 1992, p. 18**).

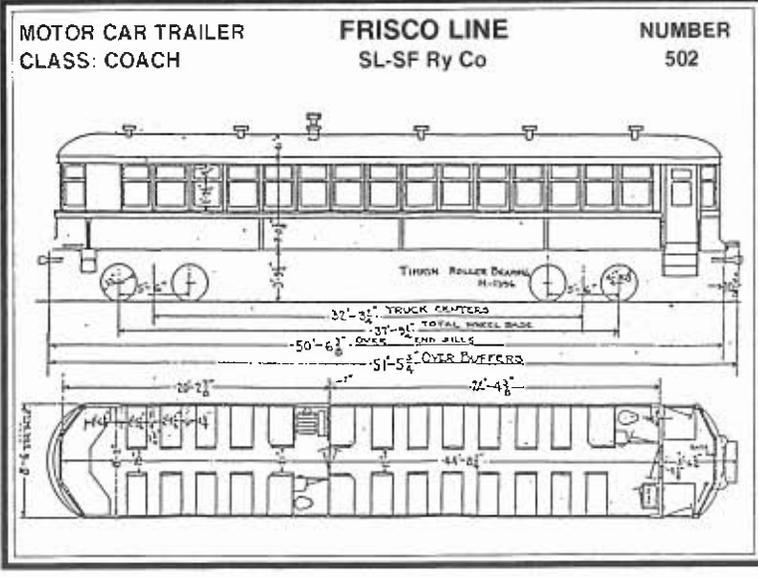
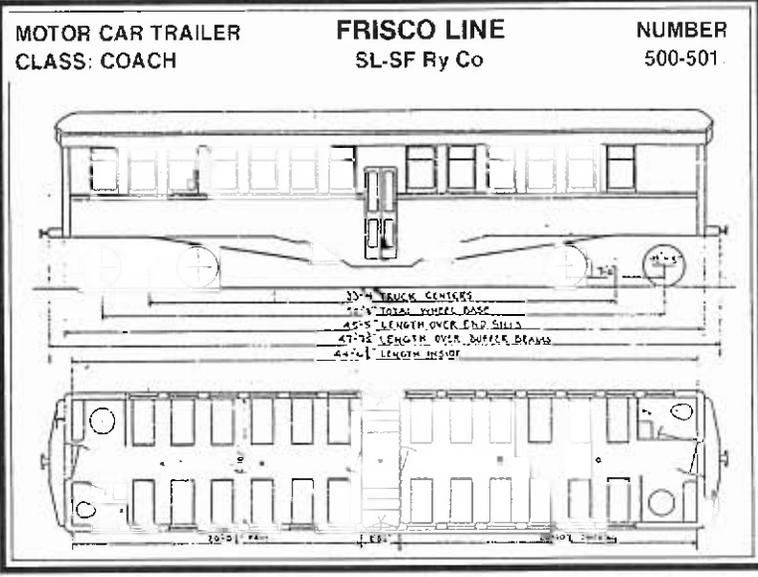
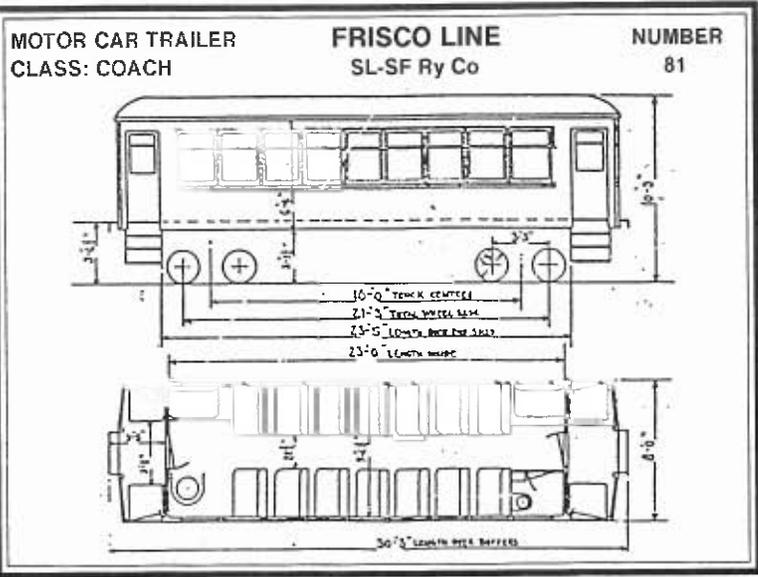
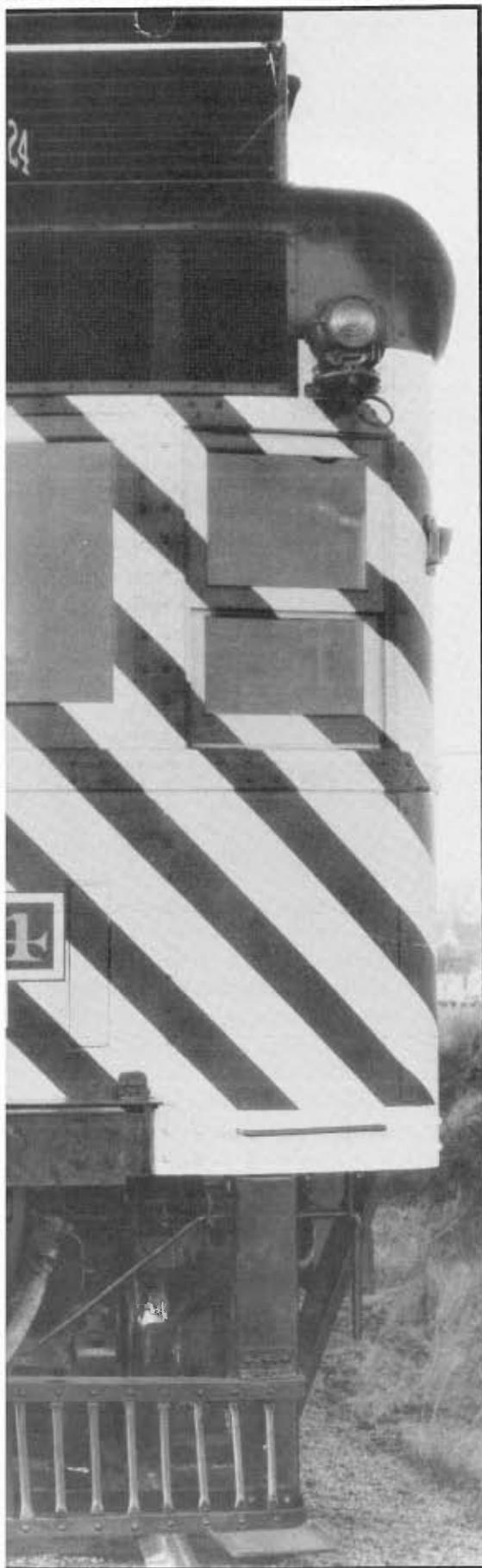
For over forty years there traveled on Frisco rails a unique series of railroad conveyance scornfully yet affectionately called the *Doodlebugs*. Officially known as gas electric or gas mechanical motor cars, the name *Doodlebug* was used by many to denote the insect like appearance of the rail car. Other more mechanically minded observers viewed them as an unorthodox contraption, in comparison to the stalwart steam locomotive, that at top speed could do no better than to *dillydally* or *doodle* down the track! What many of its early critics did not realize was that the gas electric motor car, and its concept of an internal combustion engine powering an electric traction motor, was the early predecessor of the diesel electric engines that ultimately replaced the steam locomotive. The early skeptics also failed to realize the major contribution the motor car would make in providing passenger, freight, and mail service to many branch line communities.

Hopefully, our series on Frisco Doodlebugs has provided an accurate, concise, and complete picture of the equipment, operations, and major contribution the motor car indeed made to providing passenger, freight, and mail service to many communities along the Frisco line. ☞

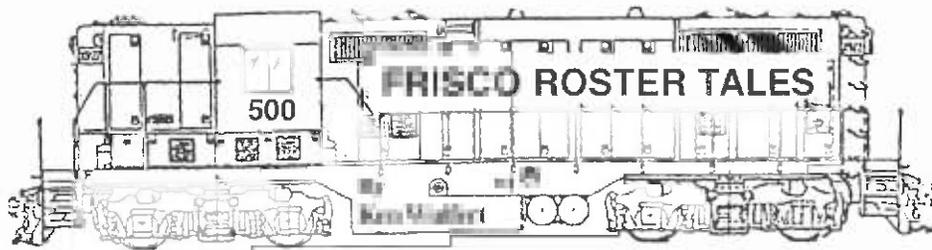




Frisco Motor Car #2124 Spring



ember 25, 1933 Frisco photo



## YARD POWER PART TWO

Let's continue our series on Frisco's diesel switcher locomotive fleet with a look at what were the most unorthodox, and probably the homeliest looking, switch engines on the roster - the Fairbanks Morse **H-10-44's** and **H-12-44's**. These units were rostered as SLSF **270-281** and **282-285**, respectively. Later on, another H-10-44, number **296**, was added under some unusual circumstances. By the way, don't let my comment on the F-M's lack of beauty fool you. Though they were not pretty (*like a VW Beetle - so ugly they were cute*), the F-M's were fine performing locomotives that gave a full life of solid service.



First we need a little background on Fairbanks-Morse, an old-line heavy equipment, industrial scale and tool manufacturing company founded in 1830 by Erastus & Thaddeus Fairbanks. During the 1930's, F-M won a government contract for supply of a compact, but powerful, diesel engine for powering submarines. The engine design was unusual - using vertical cylinders arranged with two pistons opposing one another in each. Each piston was connected to a separate crankshaft, one at the top of the engine, the other at the bottom.

The two crankshafts were connected together via gearing to a common drive shaft. They were two-cycle engines, and delivered substantial power from a rather compact package. The Navy found the engine to be a solid performer during WW-II, and following the war, F-M entered the diesel locomotive field with the opposed piston engine design as the basis for all their models. During this period of time, almost all of the railroads were rapidly changing from steam to diesel power, and F-M found a receptive audience for its unorthodox, yet proven, design. Included in F-M's offering was a yard switcher design, the H-10-44, with a Raymond Lowey designed body that was intended to give the locomotive a spiffy look despite its tall hood, required to cover the very tall engine assembly. The "H" stood for a hooded body, the "10" was shorthand for 1000 HP, and the "44" designated two power trucks of four wheels each. Later on, F-M raised the output of its engine to 1200 HP, and specified those units as H-12-44's.

In 1947, the Frisco was evaluating further dieselization of yard switchers for Tulsa and Oklahoma City. They decided not only to add to their fleet, but to concentrate switcher types at individual locations. Thus, it was decided to utilize the EMD NW-2 switchers at St. Louis and at Oklahoma City (*they had many common engine parts with the E-7 passenger diesels*) plus at several smaller locations over the system. They decided to base the Baldwin VO's at Springfield, Kansas City, and Memphis, and to buy new F-M's for Tulsa. Between April of 1948 and July of 1949, H-10-44's **270-281** were received and put to work at Tulsa. Later on in 1951,

H-12-44's **282-285** were obtained to work the new hump at Cherokee Yard in West Tulsa. These 1200 HP units were equipped with MU controls for cab-to-cab pairing, and usually worked the hump in that configuration.

The F-M's proved to be very good switch engines and gave good results in performance, availability, and maintenance. Their only serious problem, which proved to be F-M's downfall everywhere, was that when maintenance was required, it was a much more involved effort than with other types. The opposed piston engine provided quite a challenge to maintenance crews when the bottom pistons, rods, and/or crankshaft needed maintenance. The earlier decision to base all the F-M's at Tulsa proved to be wise, since only one shop needed to be proficient with the F-M's service idiosyncrasies. In 1973, the final bell rang on Tulsa's F-M's, and they were replaced by new EMD SW1500's. Most were used for trade-in credit to GE for new U-30B's, though a few were sold to used locomotive vendors.

My good friend, & Frisco Folk, Lee Buffington, who kindly provided some of the information for this *Roster Tale*, tells me that H-10-44 **281** was heavily damaged in a collision with a truck at Morris, OK in 1955, and was subsequently rebuilt at F-M to 1200 HP and equipped with MU controls to serve as a spare for the H-12-44 sets.

At the beginning of this article, I mentioned that there was another H-10-44 on the roster that was somewhat unusual, No. **296**. Sometime in 1969, this unit, which was a former *Denver & Rio Grande* locomotive #122, was obtained as a source of hard-to-find spare parts for the Tulsa shop to use on the remaining F-M fleet. **Not so!** Upon inspection the **296** proved to be in fairly good shape, so, typical of Frisco ingenuity, the Tulsa shop restored **296** and put it in service! Like most others, **296** went to GE in 1973.

Though I earlier disparaged their looks, the Frisco F-M's have

always been a favorite of mine. Their unusual engine gave them a sound quite unlike any other diesel - to me they always brought to mind a rather overgrown sewing machine!

I was very pleased to see that Walthers has just introduced a very fine HO model of the H-10-44, complete with the distinctive Lowey body and overhanging cab roof. Upon close inspection, the body of the Walthers model is correct for a Frisco H-12-44, not for a H-10-44. The only differences are in the small vents on the side of the body hood. This is a minor point and from a distance the model will look great as either a Frisco H-10-44 or a H-12-44. But, for the "rivet-counters" among you, it would be best as a H-12-44. This will give you an excuse to buy two of them, since the H-12-44's often ran MU'ed, paired cab to cab. I already have one in my personal Frisco fleet.

More to come on the other Frisco switchers in future **Roster Tales!**

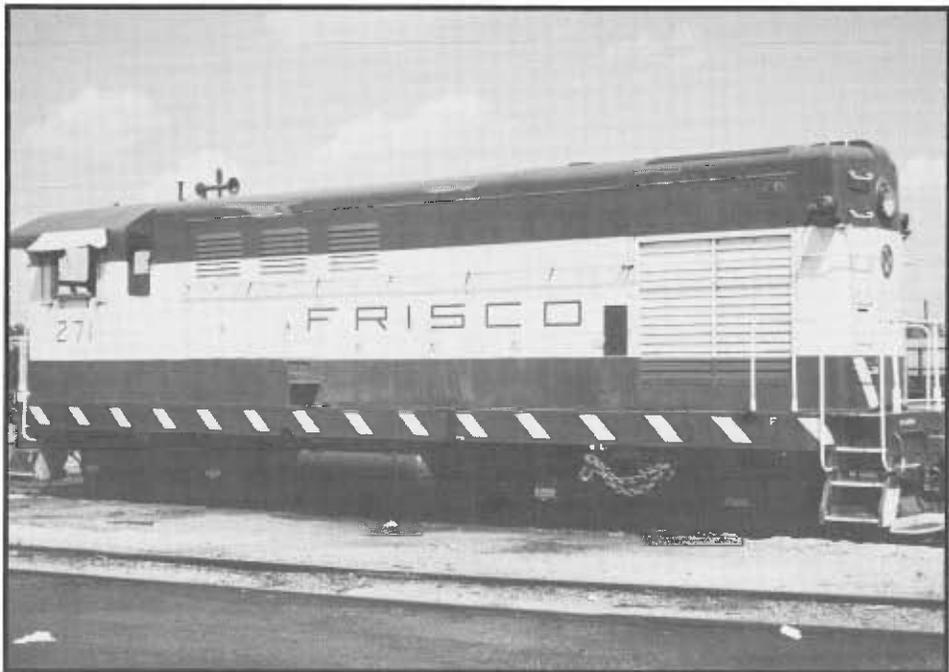
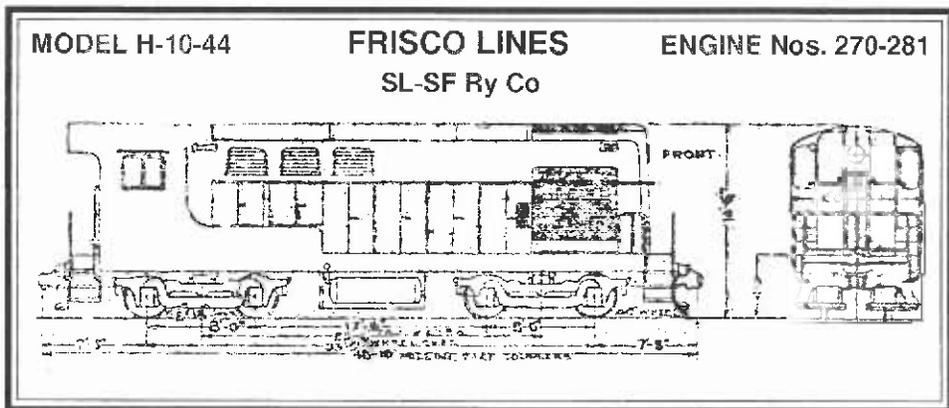
**EDITOR'S NOTE:** The Walthers HO model of the H-10-44 is available pre-painted in Frisco red & white livery and numbered 276 & 278. While list price is \$84.98, Frisco Folk Jeff Curry, owner of the **Hobbydashery** in Springfield, MO, is currently offering the Walthers model, in Frisco livery & numbers, at the reduced price of only **\$64.99**, plus \$2.00 shipping. For an extra \$2.75, Jeff will even ship it C.O.D.!

**Hobbydashery, Inc.**

HOBBYDASHERY, INC.  
1312 E. BATTLEFIELD  
SPRINGFIELD, MO 65804  
(417) 883-4609



Frisco H-10-44 #271 Tulsa, OK June 6, 1948 Frisco photo



Frisco H-10-44 #271 Tulsa, OK June 6, 1970 Dennis Conniff photo

# FRISCO TWIN BAY HOPPER #90538

By Louis A. Griesemer

The advantage of "N" Scale modeling is the ability to run long trains in a small space. The problem of "N" Scale modeling is finding enough factory rolling stock lettered for your road in the era that you are modeling. One solution is to take factory models and letter them yourself.

My Frisco "N" Scale layout is set in the era of the late 1940's through 1950. This lets me run a few steam locomotives along with my first generation diesels.

I decided to try to add some 33' twin bay hopper cars as Frisco ran several hundred of these at that time.



*Frisco Twin Bay Hopper #90538, Springfield, MO, April 19, 1948. Frisco photo*

**EDITOR'S NOTE:** In 1948 and 1949, the Frisco purchased 1,600 33' twin bay open-top hoppers. Series 90000-90499 were built by Pullman in 1948 for \$3,741.00 each. Series 90500-90799 were built by the Mt. Vernon Car Manufacturing Division of Pressed Steel Car Co. in 1948 for \$3,666.00. Series 90800-91599 were built by Pullman in 1949 for \$4,256.00 each.

Micro Trains (Kadee) has an undecorated kit. #55000 series, that is an excellent car and is available at hobby shops or from the manufacturer.

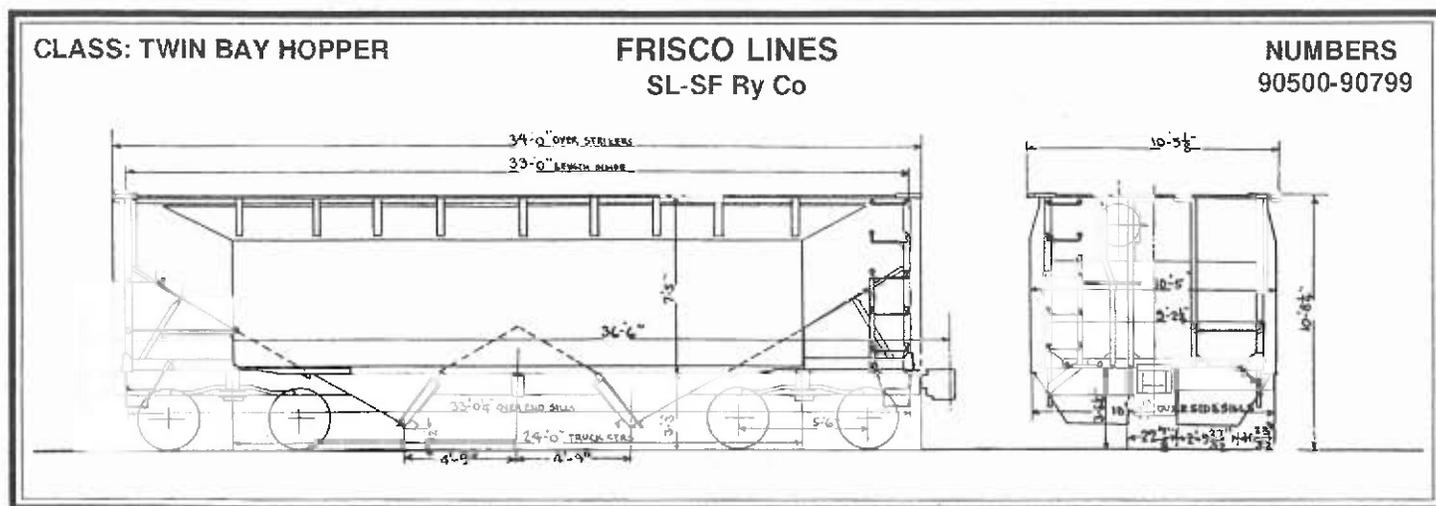
The Frisco Railroad Museum Inc. **Research Service** provided lettering diagrams, series numbers, and shop photos of the prototype. The research indicated that the hopper cars in the 1940's were black with white lettering and Frisco logo. Sometime in the early 1950's, a new batch of 33' hopper cars were purchased, painted boxcar red with a larger Frisco *coonskin* on the sides. Lettering was white and the logo was white on black.

**EDITOR'S NOTE:** In 1953 & 1954, 800 new units were purchased from

Pullman, series 91600-92399.

The plastic that Micro Trains uses to make their freight cars has color pigments in the plastic. I was able to get car kits that were black, but I saw others that were boxcar red that would be suitable for the 91600-92399 series cars.

Since they were already the color I wanted, I air brushed the black body of the hopper with a thin coat of clear Micro Gloss to give a good surface for applying decals. I found that thinning the Micro Gloss with denatured alcohol allowed a



thinner coating than thinning with water. Be sure to avoid breathing the air brush mist when using denatured alcohol.

Next I applied Micro Scale decals according to their directions using Micro Set and Micro Sol. I used decals from four different Micro Scale sets for car number 90538. The *coonskins* are taken from set number 60-85, *Frisco Cabs & Caboosees*. The letters **SL-SF** and numbers **90538** for both the sides and the ends of the hopper cars were taken from set number 60-149, *Frisco Modern Box Cars*. The rest of the car data was taken from set number 60-01, *Roman Style RR Data*, and the horizontal stripes were cut from set number TF-1, *White Trim Film*.

It helps to have a Northwest Short Line Chopper to cut the small decals. Cutting the decal film square helps align the small numbers and letters. An Opti-visor or magnifying glass will ease some of the eye strain.

After the decals were on, I air brushed a coat of Micro Flat over them in the same manner as the Micro Gloss. This hides the edges of the decal film and seals them onto the car body. After assembling the rest of the car kit I took the paint shop photo. With a little weathering it will be ready for my layout. Now I just need a few dozen more!



*Frisco Twin Bay Hopper #90538, A-end  
Springfield, MO, April 19, 1948.  
Frisco photo*



*Frisco Twin Bay Hopper #90538, B-end  
Springfield, MO, April 19, 1948.  
Frisco photo*



*Frisco Twin Bay hopper #91735, series 91600-92399. Pullman Car Co. Chicago, IL  
July 10, 1953 Pullman photo*



*Frisco Twin Bay hopper #90538, fresh from the paint shop, ready for service on the layout of Frisco Folk Louis Griesemer  
photo by the author*

# MAIL CAR



The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

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

**QUESTION:** When did the Frisco first start piggyback service?

**ANSWER:** Efforts to haul trailers on flat cars go back as far as 1885 when the *Long Island Railroad* operated "*Farmers Trains*" on Long Island and over the East River, carrying four loaded wagons on a flatcar with the teams riding in specially built box cars. Although officially known as **Trailer-On-Flat**

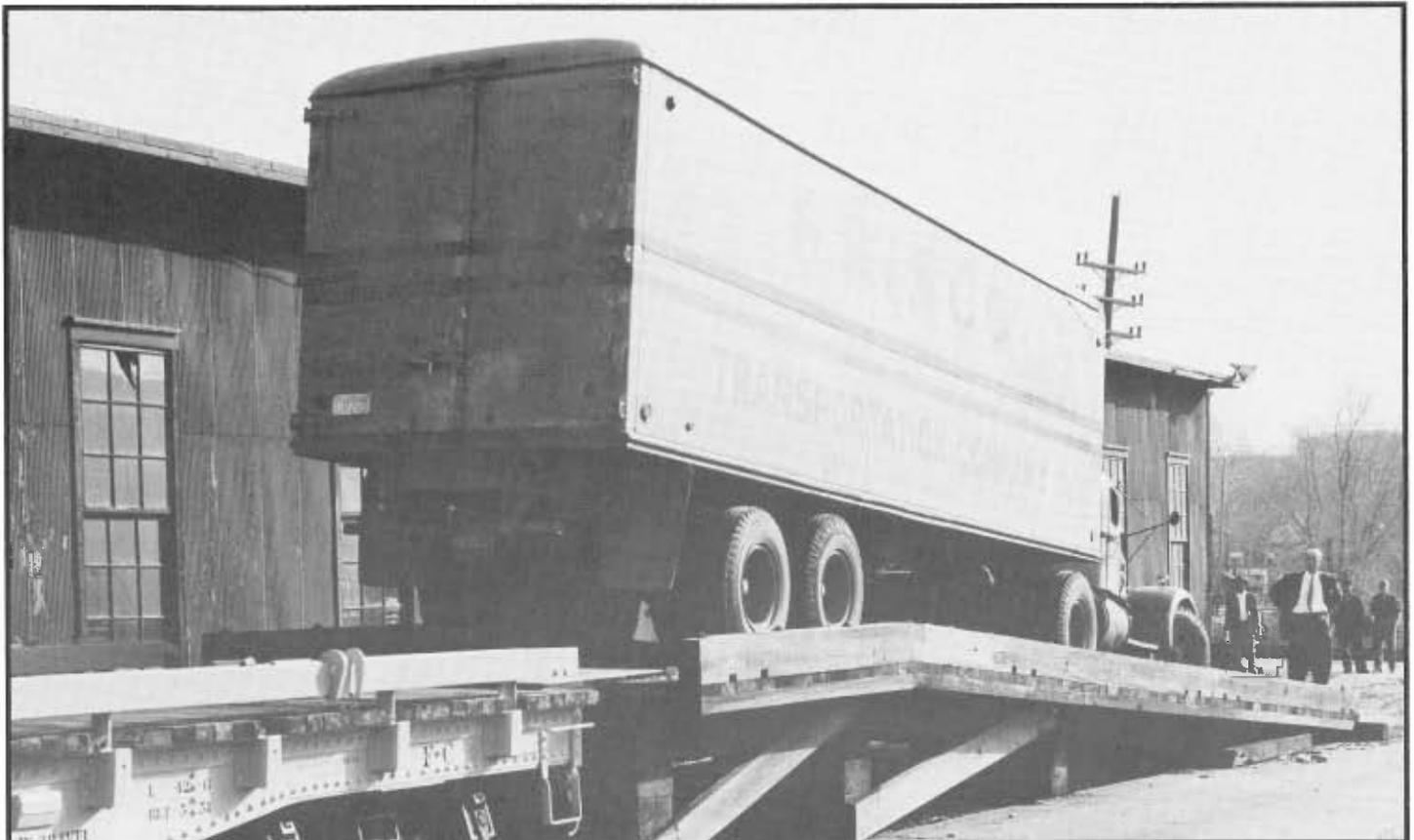
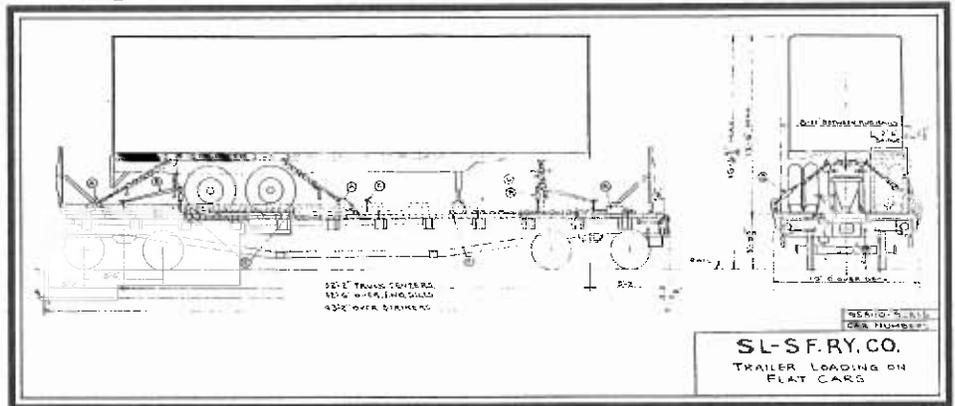
-Car service (**TOFC**), the term *Piggyback* apparently was coined in an editorial in *Railway Age* magazine in 1953.

Frisko **TOFC** officially started on April 13, 1955, when the first two units were moved between St. Louis & Dallas, one starting at Dallas and the other at St. Louis. According to our records, the first trailer loaded on a Frisco flat car was a 1939 vintage, 33' **Frisko Transportation Co.** unit, #931. It was loaded on a 43' flat car, No. 95802, by Frisco Folk Art Lindeman, who has the distinction of being the first Supervisor of Frisco **TOFC**

Service. Sixteen cars in the 95800-95899 series of 1951 built ACF flat cars, Nos. 95800-95816, were the first to be used for **TOFC** service.

Between April & December, 1955, the Frisco handled a total of 100 trailers, with a gross revenue of \$18,735.90. Ten years later (1965), 26,004 trailers had moved **TOFC**, with gross revenues well over \$4,500,000.00. 🚚

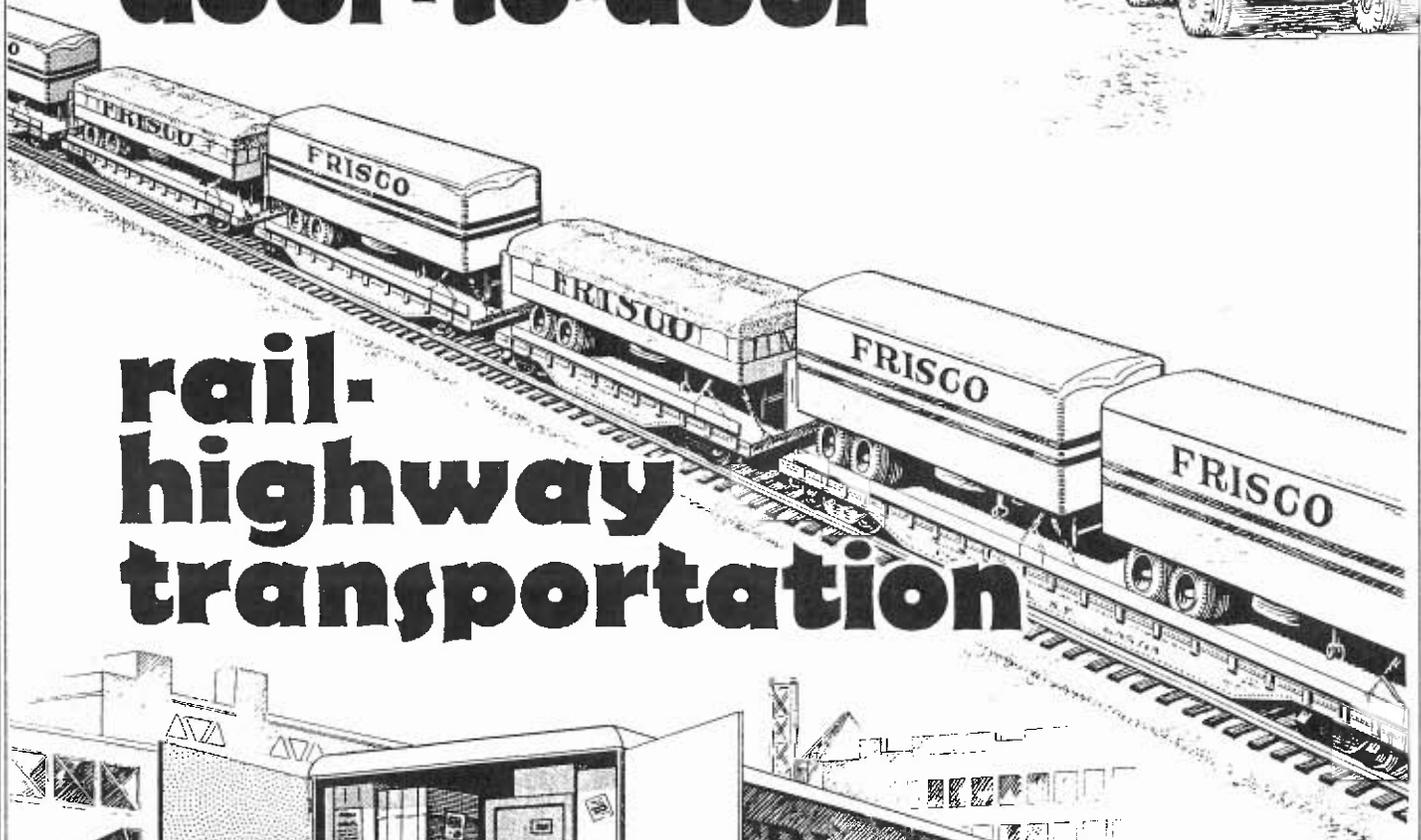
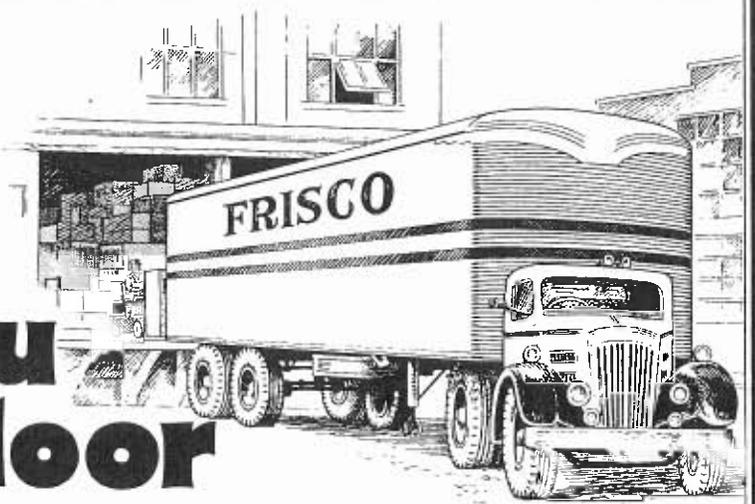
**EDITOR'S NOTE:** Thanks and a tip of the Frisco Hat to Frisco Folk Art Lindeman for providing information and photos for use in this issue of the **MAIL CAR**.



FTC Trailer #931 being loaded on car No. 95806 & 95802 at St. Louis, MO, April 13, 1955. Frisco photo

# TRAILER-on-FLATCAR SERVICE

**FRISCO  
brings you  
door-to-door**



**rail-  
highway  
transportation**



# BUY WAR BONDS

## Frisco's Fleet of Soldier Diners

During World War II, 97% of all troops and more than 90% of all Army and Navy equipment & supplies were transported by rail. Between December 1, 1941, and August 1, 1945, a total of 113,891 special troop trains transported approximately 43,700,000 members of the U.S. Army, Navy, Marines, and Coast Guard. The special train movements involved 303,003 coach trips, 511,385 sleeping car rides, 142,706 baggage & kitchen car trips, and 193,784 refrigerator, box, flat, and gondola car trips.

Needless to say, an essential element in such a massive transportation effort was the ability to provide meals for the troops while en-route from one assignment to another. Many Army movements, when handled in special trains, had their meals served from *Kitchen-Baggage* cars, manned and supervised by Army cooks and Mess Officers. Other troop movements, especially those small enough to be handled on regular trains, were fed



Rare photo of Frisco Soldier Diner #644, in service, 1943. Frisco photo

in standard dining cars.

In the early 1940's, the Frisco fleet of dining cars numbered fourteen, with six (630-635) 1910 vintage units, five built in 1912 (636-640), and three 1930 models

(641-643). Given its strategic mid-western hub of operations, the company soon realized that its existing fleet of diners could not keep pace with the increasing demands of troop movements.



Number 644, the first of Frisco's fleet of Soldier Diners, Springfield, MO, December 7, 1942. Frisco photo

Consequently, in 1942 & 1943, the Springfield West Coach Shops re-built five 1080 series Coaches, Nos. **1082, 1084, 1086, 1088, & 1089**, into new **Soldier Diners**, Nos. **644-648**.

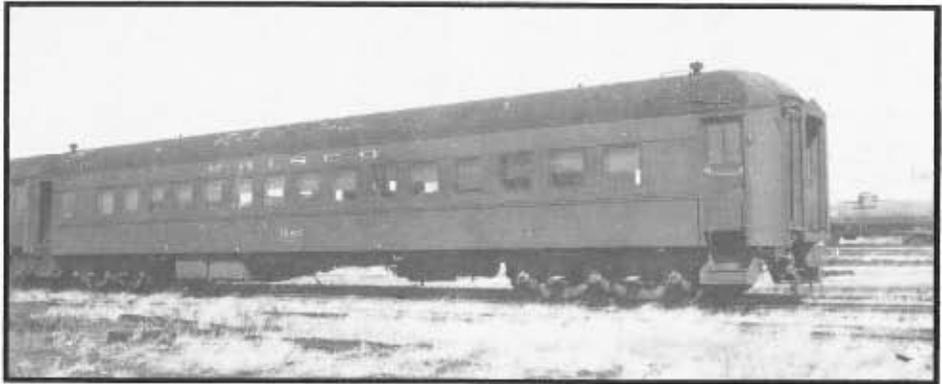
The new Diners were equipped with oversize kitchens, pantries, and storage space, and each had an enlarged seating capacity of forty. (*Standard seating capacity was 30 to 36*) Space was essential in order to accommodate three and sometimes four seatings per meal. Early steward reports indicate that the new cars, "*with an experienced and smoothly working crew,*" could serve as many as 120 persons per hour. When first placed into service, the Soldier Diners meal fare was somewhat limited as indicated by the menus shown below.

The exterior of the cars were painted in the *Zephyr Blue & Pearl Gray* livery and were the only cars to carry the patriotic admonition...

**BUY WAR BONDS**

It is interesting to note that following the war, all five Soldier Diners once again entered the Springfield West Coach Shops and emerged, this time, as Frisco Business Cars, as follows:

**644** rebuilt as Business car **#3**, 1950.



1080 Series (1083) Coach, Springfield, MO, March 22, 1964. A. Johnson photo

**645** rebuilt as Business Car **#2**, 1949.

**646** rebuilt as Business Car **St. Louis**, 1951.

**647** rebuilt as Business Car **#5**, 1948.

**648** rebuilt as Business Car **#4**, 1948.

*historical profile on each car in the Soldier Diner series.*

Coach **#1082**, built by ACF in 1912, Lot #6335, rebuilt as Soldier Diner **#644** in 1942, rebuilt as Business Car **#3** in 1950, car number replaced with **Missouri** name in 1954, renumbered **#1** in 1963, re-named BN **Canadian River** in 1981.

**EDITOR'S NOTE:** According to our records, the following is a complete



Ex- Soldier Diner #643, Business Car #3, Springfield, MO, February 9, 1950. Frisco photo

**BREAKFAST**

- Whole Orange
- Oatmeal
- Ham
- Scrambled Eggs
- Rolls
- Coffee or Milk



**LUNCHEON**

- Veal Cutlets
- Head Lettuce
- 1000 Island Dressing
- Browned Potatoes
- Mashed Rutabaga
- Bread & Butter
- Orange Sherbet
- Coffee or Milk



**DINNER**

- Home Made Vegetable Soup
- Roast Turkey & Dressing
- Mashed Potatoes
- Carrots & Peas
- Bread & Butter
- Coffee or Milk



Coach #1084, built by ACF in 1912, Lot #6335, rebuilt as Soldier Diner #645 in 1943, rebuilt as Business Car #2 in 1950, car number replaced with *Tennessee* name in 1954, sold to W.E. Bugbee in August, 1965.

Coach #1086, built by ACF in 1912, Lot #6335, rebuilt as Soldier Diner #646 in 1943, rebuilt as Business Car *St. Louis* in 1951, renumbered #2 in 1963, re-named BN *Meremac River* in 1980.

Coach #1088, built by ACF in 1912, Lot #6335, rebuilt as Soldier Diner #647 in 1943, rebuilt as Business Car #5 in 1948, car number replaced with *Alabama* name in 1954, sold to R.T. Canon in August, 1966.

Coach #1089, built by ACF in 1913, Lot #6693A rebuilt as Soldier Diner #648 in 1943, rebuilt as Business Car #4 in 1948, car number replaced with *Springfield* name in 1954, sold to T.F. Baker in August, 1966. ☞



Interior, Soldier Diner #647, Springfield, MO, June 16, 1943. Frisco photo



Number 648, last Soldier Diner to be built, Springfield, MO, August 2, 1943. Frisco photo



Ex-Frisco SW-9 #313, BN #268, in service at Consolidated Grain & Barge Co., December, 1991, Dan Spellman photo

### FRISCO IN THE 1990'S

Frisco Folk Dan Spellman reports that Ex-Frisco SW-9 #313, repainted & renumbered BN 268, is now in switcher service at the Consolidated Grain & Barge Co., in Cincinnati, OH. The engine was acquired by the C.G. & B. on December 23, 1987. The switcher is eventually to be painted in company livery. ☞