

## 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!**

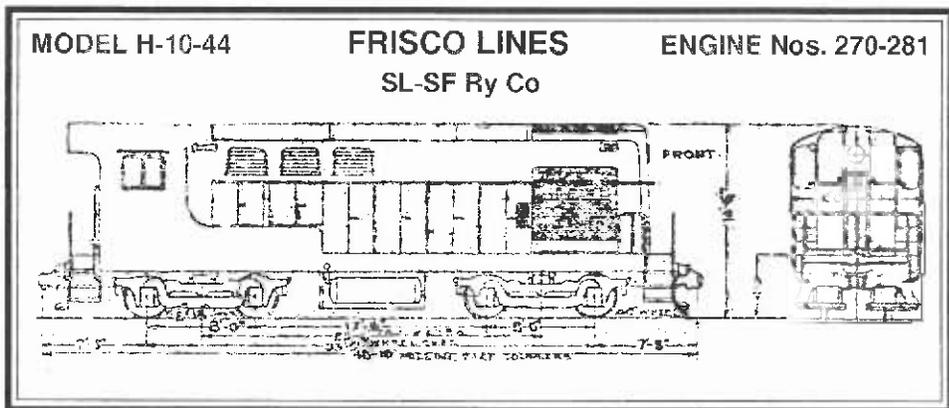
**EDITOR'S NOTE:** The Walthers HO model of the H-10-44 is available pre-painted in Frisco red & white livery and numbered 276 & 278. While list price is \$84.98, Frisco Folk Jeff Curry, owner of the **Hobbydashery** in Springfield, MO, is currently offering the Walthers model, in Frisco livery & numbers, 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.

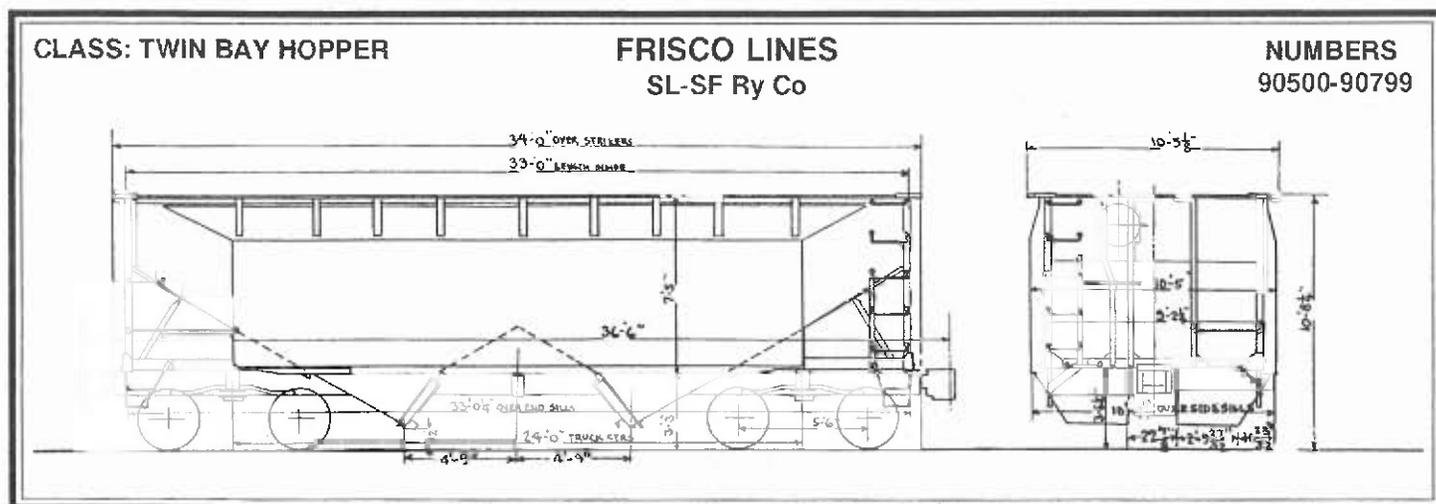
The Frisco Railroad Museum Inc. **Research Service** provided lettering diagrams, series numbers, and shop photos of the prototype. The research indicated that the hopper cars in the 1940's were black with white lettering and Frisco logo. Sometime in the early 1950's, a new batch of 33' hopper cars were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

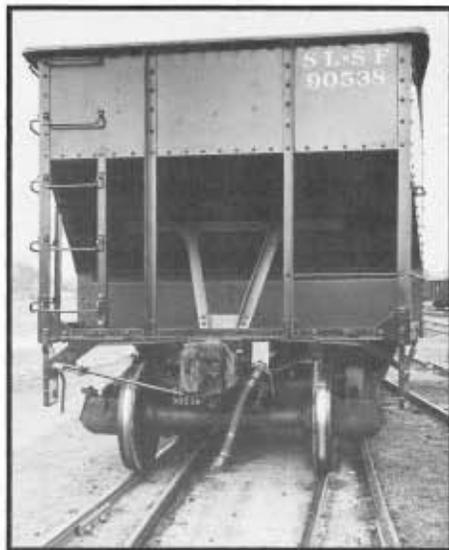


thinner coating than thinning with water. Be sure to avoid breathing the air brush mist when using denatured alcohol.

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**

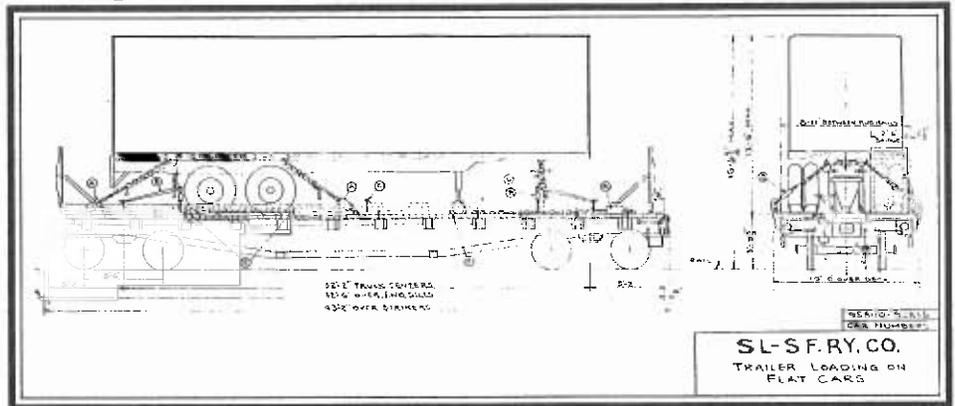
-Car service (**TOFC**), the term *Piggyback* apparently was coined in an editorial in *Railway Age* magazine in 1953.

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. 🚚

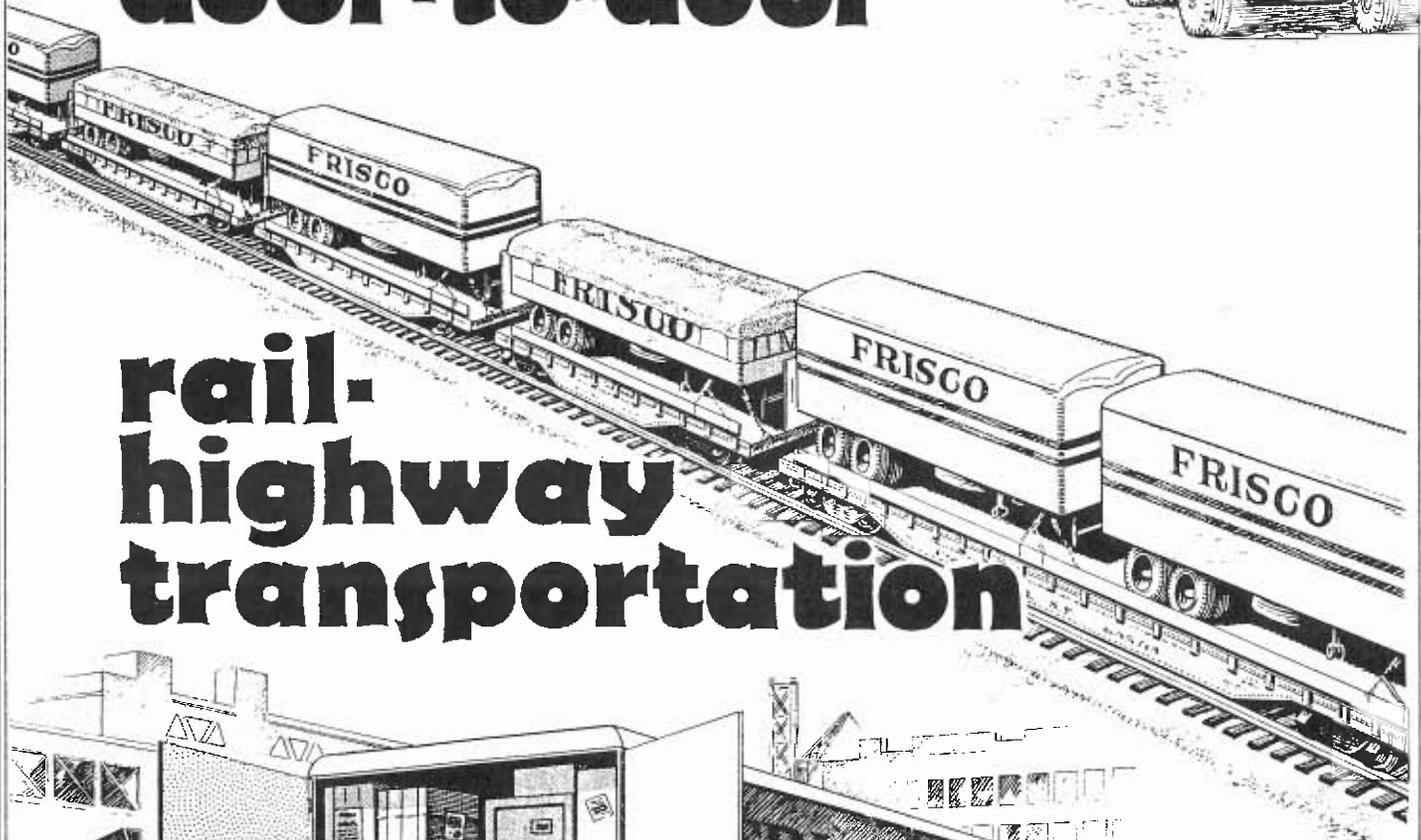
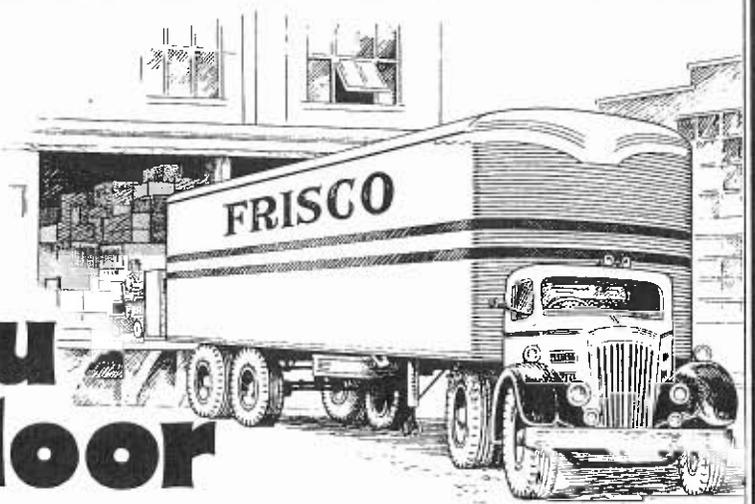
**EDITOR'S NOTE:** Thanks and a tip of the Frisco Hat to Frisco Folk Art Lindeman for providing information and photos for use in this issue of the **MAIL CAR**.



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**.

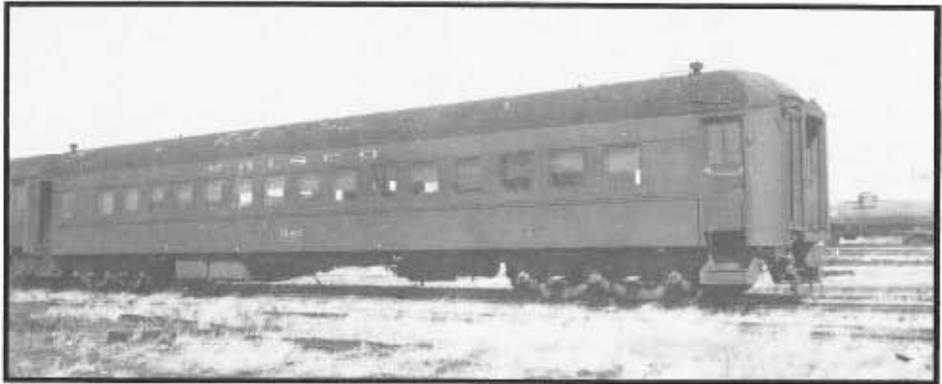
The new Diners were equipped with oversize kitchens, pantries, and storage space, and each had an enlarged seating capacity of forty. (*Standard seating capacity was 30 to 36*) Space was essential in order to accommodate three and sometimes four seatings per meal. Early steward reports indicate that 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. ☞