

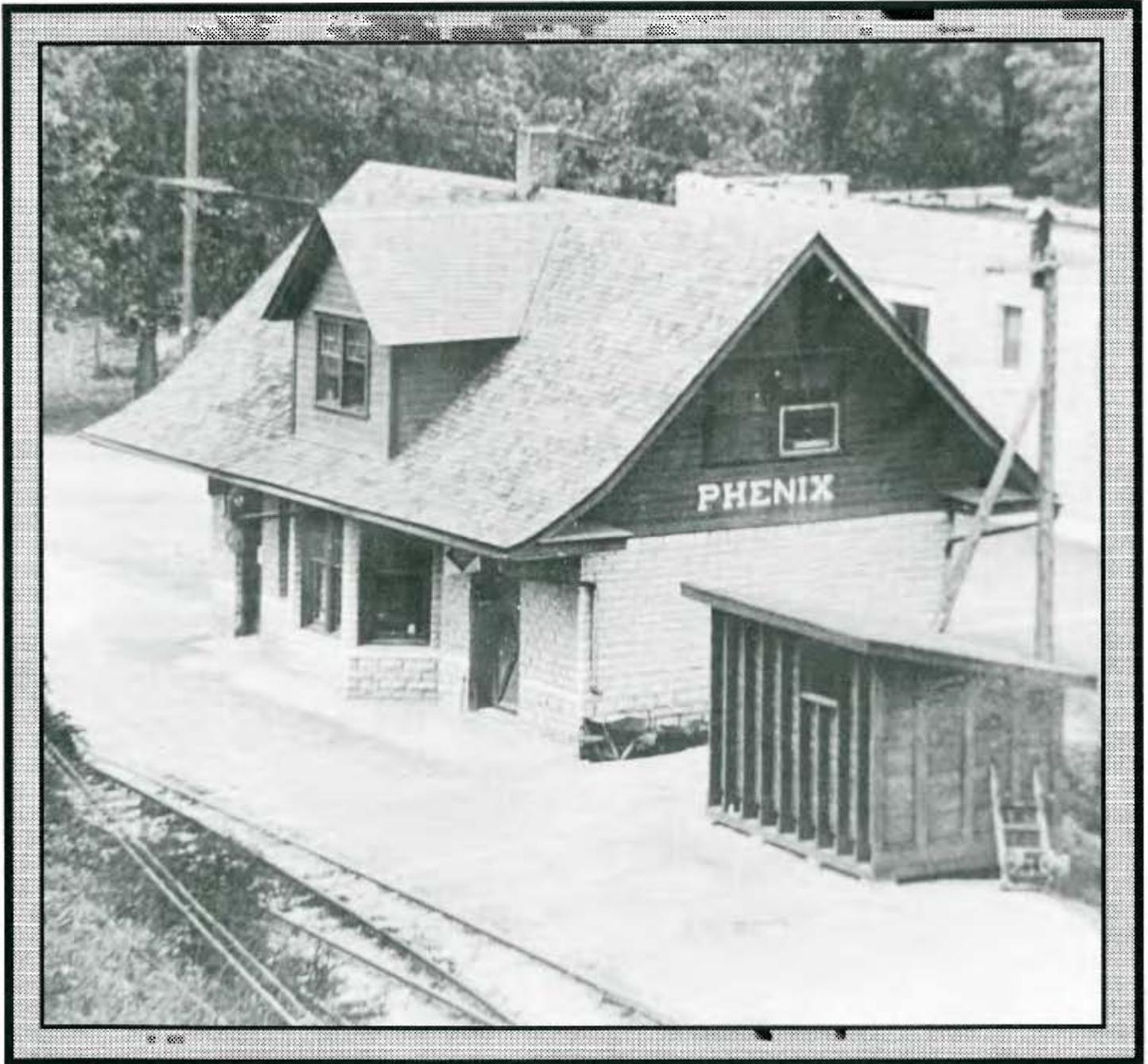
FRISCO

# All Aboard

FRISCO

JUNE-JULY

1992



# FRISCO All Aboard FRISCO

VOLUME 7

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NUMBER 1

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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. In this installment Frisco Folk Brad Slone shares some tips on installing coupler lift bars on HO Scale freight cars.

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It was located between Ash Grove & Walnut Grove, MO on the *Kansas City, Clinton, & Springfield Railway*, better known as the *Leaky Roof*, and produced Napoleon Gray Marble used in construction throughout the country. Today all that remains is the remnants of the quarry, a few buildings, portions of the railroad roadbed, and lots of silent memories. Included in this extensive profile is a right-of-way & track map of the Phenix operations.

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Frisco Folk Ray Millemann likes trains! He likes them so much, he has a Frisco Caboose in his front yard! Featured in this article is a historical profile of the 1400 series shop built cabooses, the saga of the final journey of #1431, and Ray's renovation of a classic Frisco survivor.

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It's *Phenix Marble Co #1*, a Hiesler steam locomotive in switching duties at Phenix, MO.

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## ABOUT THE COVER

Built from stone quarried at the near by Phenix Marble Co, the depot at Phenix, MO is our cover photo for this issue. See related story on pp. 8-13.

## THE FRISCO RAILROAD MUSEUM INC.

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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.

# Frisco Folks

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

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

- Frederick Clem.....Conductor Wisconsin
- Richard Hall.....Brakeman Illinois
- Stacey Jones Humble.....Switchman North Carolina
- Rodney Zona.....Switchman Michigan
- Melvin Nierdieck.....Switchman Missouri
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- Jim Martin.....Switchman Missouri
- L.A. Reed.....Switchman Virginia
- Hal Smith.....Switchman Louisiana
- Clifford Johnson.....Switchman Louisiana
- A. Dean Hale.....Switchman Texas

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

- Wayne Porter.....Engineer Nebraska

- Dennis G. Jones.....Conductor Missouri
- Martin E. Mueller.....Conductor Minnesota
- Don Darst.....Brakeman Missouri
- Joe & Melodie Raposa....Brakeman California
- Alex Chu.....Switchman Pennsylvania
- Mark A. Davidson.....Switchman Missouri
- Michael Newton.....Switchman Illinois
- Richard K. Boas.....Switchman California
- James Poschel.....Switchman Missouri
- Steve Goen.....Switchman Texas
- Robert H. Hanson.....Switchman Georgia
- Robin Thomas.....Switchman Arkansas
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- Donald Byrd.....Switchman Missouri
- David Friedman.....Switchman New York
- Charles Schafnitt.....Switchman Oklahoma
- Viola F. Cotter.....Switchman Oklahoma 

## FRISCO

The Officers & Board of Directors wish to acknowledge, with grateful appreciation, the donation of a large **FRISCO** letter sign, given in loving memory of Robert E. Tyndall, thirty-six year veteran of the Frisco, by his family Francis Tyndall, Robert Jr. & Karen Tyndall, Derry & Debbie Myers, and Raymond & Teresa Green. 



## 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.

**EDITOR'S NOTE:** This issue of *Rick's Tips* is submitted by Frisco Folk and HO modeler Brad Stone.

### Freight Car Lift Bars

Many of us go to great lengths in detailing our locomotives and cabooses, however few do anything more than weathering our rolling stock. To remedy such conditions on my freight roster, I have started adding coupler lift bars. This small detail is not difficult and you would be surprised how it can transform a car kit into a piece of rolling stock!

To add lift bars to your fleet, you of course need lift bars! However, you need the correct type of bar which is determined according to whether the car has a regular coupler pocket or an extended pocket.

The lift bar for the regular style coupler pocket is the easiest to make and can be bent from wire or purchased from **Details Associates, Part #6215**. I prefer to bend mine from scale 1" wire. (See Figure 1)

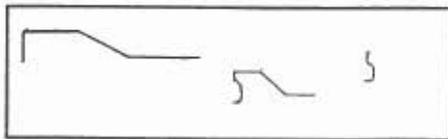
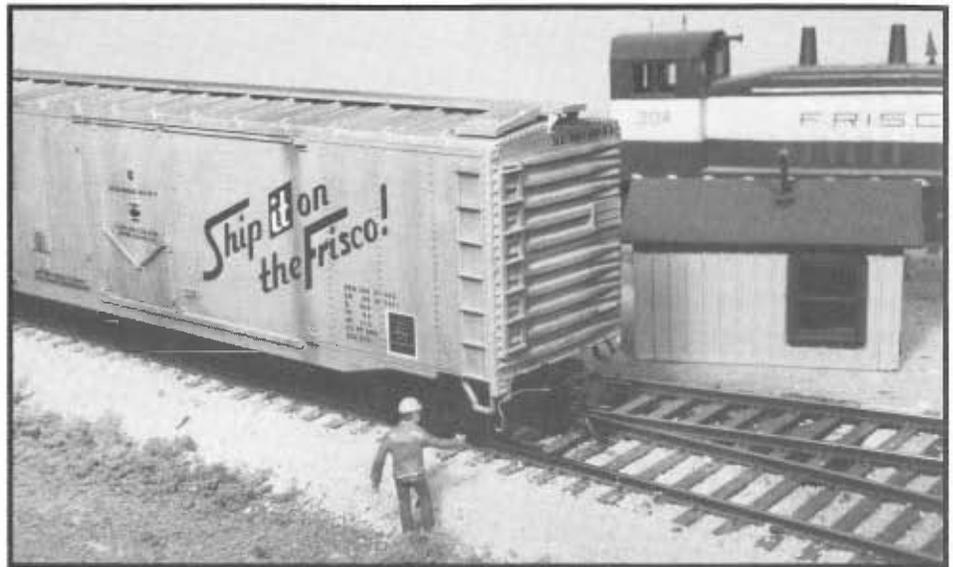


Figure 1

Once your lift bar is completed, look at your car and drill a #78 hole next to the step of the car on the left side, looking from the end.



Frisco #13054 with regular coupler lift bar installed. Photo by author

Insert a **Details Associates** eyebolt in the hole and glue it into place. Paint the bolt and lift bar the color of the car. (The color doesn't have to be a perfect match) When the paint dries, insert the bar and glue it to the bottom of the coupler lid, making sure it is straight and horizontal.

The second type of lift bar used on cars with cushioned coupler pockets is more difficult to make, but it really looks nice hanging between cars. To fashion mine I formed it from two pieces of wire and two pieces of .05 styrene cut into scale 2" x 6" blocks. (See Figure 2)

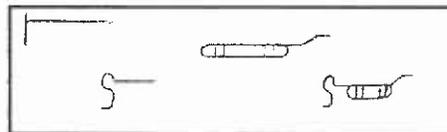


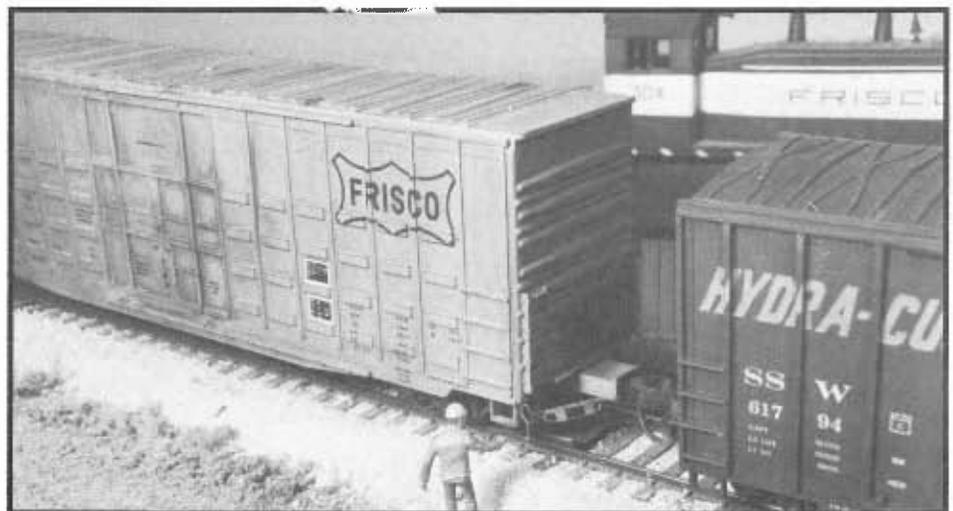
Figure 2

Glue the two pieces of wire together according to the distance between the corner of the car and the length of the coupler pocket. This distance will vary according to the type of pocket in use. Once the wire is completed, glue the small pieces of styrene to the loop formed by the wire. The centering is not critical as long as they are evenly spaced.

Next, drill a hole and insert the eyebolt in the same manner as before, paint it accordingly, and glue in place. This style of lift bar goes in at an angle so adjust the eyebolt accordingly and glue in place.

Its a simple and neat detail that will surely enhance efforts to...

*Ship it On The Frisco!*



SL-SF #9302 with extended coupler lift bar installed. Photo by 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:** I'm confused and curious! On the *Looking Backward* heading in the *All Aboard*, you show four different coonskin heralds. Were there any more and can you tell me the dates of each?

**ANSWER:** Welcome to the **ACCF!** (*Association of Confused & Curious Frisco Folks!*) Your questions are two of the most common ones asked by Frisco Folks and museum visitors. The uses and dates of Frisco corporate logos is of interests to rail fans, modelers, and historians for a variety of reasons, the most common of which is dating a particular document, memorabilia item, and/or piece of equipment.

The use, variations, and dating of Frisco logos has not been previously addressed in the *All Aboard* because we felt that sufficient documentation was not available. Although it appears that we now have the necessary materials and information to answer your questions, it should be understood that use of corporate logos was in no way exact and one can easily find what appears to be exceptions to the dates listed. For example, if one was changed and a carload of stationary or forms displaying the previous herald were in the storeroom, you can be assured that it was used first, regardless of how long it took.

Therefore, with these conditions and exceptions noted, we answer your questions, as follows:

According to our records, there were six corporate coonskin logos in use between 1896 and 1980 as listed below with approximate time periods for each.



1896-1901



1901-1904



1905-1910



1910-1937



1938-1947



1947-1980



**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 April, 1967, thirty new 68' Wood Chip cars were added to the Frisco roster, series 93000-93029.

## 50 YEARS - 1942

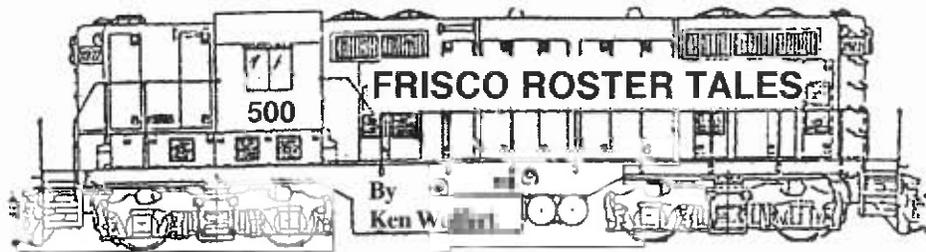
In 1942, ninety-two miles of track was abandoned between McNair, AR and Dills, OK, on the Muskogee Sub-Division of the old Red River Division (*Central Division*).

## 75 YEARS - 1917

On June 17, 1917, the total miles of track operated by the Frisco and its subsidiary lines was decreased by ninety-two miles due to the cancellation of a lease between the *St. Louis, San Francisco, & Texas Railway Co.* and the *Gulf, Colorado, & Sante Fe Railway Co.*



*Frisco Wood Chip Car #93029, Springfield, MO, April, 1967. Frisco photo*



## FRISCO DIESEL ROSTER *Ten Years Later*

It has been over ten years now since the Frisco was absorbed into the Burlington Northern in late 1980. At the time of the merger, my records show the SLSF diesel roster totaled 440 units, ranging from one small EMD SW1 switcher to a substantial fleet of huge EMD SD45 and SD40-2 six-axle road units. In between, the switcher fleet included EMD NW2's, SW7's, SW9's, SW1500's, MP15's, & SD38-2's. (Yes, the Frisco considered the big six-axle SD38-2's as switchers since they were used as hump engines at Tennessee Yard in Memphis and Cherokee Yard in Tulsa). Additional road power included EMD GP15-1's, GP35's, GP38's, GP38-2's, and GP40-2's plus GE U25B's, U30B's and B30-7's. Also included on the SLSF roster but not yet delivered at the time of the merger were ten EMD GP50-2's.

I have been curious for some time as to how many of the Frisco diesels are still at work for the BN. While reading the July/August/September issue of fine locomotive

news magazine *Extra 2200 South*, which I have been reading for years and recommend highly, I noticed a roster of the active BN units as of May, 1991. As of that date, the BN rostered a total of 2,301 units. Below and on p. 7 is a summary of the 440 Frisco units that existed at the time of the 1980 BN merger, and those that still work under the green and black flag of the Burlington Northern.

By my count, 287 units rostered on the SLSF list as of the 1980 merger were still employed by the BN as of May, 1991—roughly two-thirds of the Frisco units still surviving. That's not a surprise, since the Frisco roster was fairly new and in good shape at the merger. The units that have been disposed of are generally the older ones—the NW2's, SW7's & 9's, GP35's, SD45's and U25B's and U30B's. To my knowledge all the SLSF units were painted up in the BN Cascades Green & Black paint scheme just after the merger and prior to disposition. In any event, may they continue to enjoy a long life as a remembrance of their great Frisco heritage!

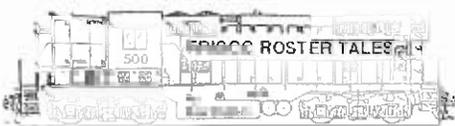
Several of the Frisco diesel

units in the individual classes that remained on the roster at the time of the merger were wrecked during their SLSF life and thus were gone from the roster before the merger occurred. This interrupted the numerical sequence of the old Frisco numbers. These units, of course, never received a BN number. In addition to SD45's 909 and 926, noted in the table, the following individual units were missing from the roster at merger time: GP38 651, GP38-2 674, GP35 723, and U30B 856. One other minor point was that BN GP50-2 3100 was the unit to be numbered SLSF 791, while BN 3101 was to be SLSF 790. This occurred because the second GP50-2 in the series ordered by the Frisco was delivered (in Frisco's paint scheme!) before the first. The remaining units were painted in BN colors when delivered.

As always, please notify me or the *All Aboard* editor if any reader has any additions or corrections to the tabulation. We'll have to wait for a more detailed BN roster to learn of the details of the dispositions of the SLSF units that have been retired by the BN. A great topic for a future Roster Tale! ☺

<u>TYPE &amp; MODEL</u>	<u>SLSF NUMBERS</u>	<u>BN NUMBERS</u>	<u>NOTES</u>
<b>SWITCHERS:</b>			
EMD SW1	10	70	Still used @ Mobile
EMD NW2	250-265	410-425	Gone
EMD SW7	300-304	75-79	Gone
EMD SW9	305-314	260-269	Gone
EMD SW1500	315-360	20-65	Still used
EMD MP15	361-365	4000-4004	Still used, but now numbered 1000-1004
EMD SD38-2	296-299	6260-6263	Still used
<b>ROAD UNITS:</b>			
EMD GP15-1	100-124	1375-1399	Still used
EMD GP35	700-732	2550-2581	Gone
EMD GP38	633-662	2110-2138	Still used, except 2126 & 2136 (649 & 660)

<u>TYPE &amp; MODEL</u>	<u>SLSF NUMBERS</u>	<u>BN NUMBERS</u>	<u>NOTES</u>
EMD GP38-2	663-699	2334-2369	Still used
EMD GP38-2	400-478	2255-2333	Still used, 2315 (460) is GP38-2B 2601
EMD GP40-2	750-774	3040-3064	Still used
EMD GP50-2	790-799	3100-3109	Still used, never used by SLSF
GE U25B	808-831	5210-5233	Gone
GE U30B	832-862	5770-5799	Gone, except 5782, 5783, 5785, 5787, 5788, 5790, 5794- 5797, 5799, (844, 845, 847, 849, 850, 852, 857-860, 862)
GE B30-7	863-870	5485-5492	Still used
EMD SD40-2	950-957	6840-6847	Still used
EMD SD45	900-908	6650-6658	All SD45' s gone,
	910-925	6659-6674	909 & 926 wrecked
	927-948	6675-6696	before merger



## GETTING IT CORRECT

The *Roster Tale* in the April/May issue of the *All Aboard*, pp. 12-13, which addressed the Frisco's F-M H-10-44 and H-12-44 diesel switchers, contained an error. The former D & RGW H-10-44 that the SLSF purchased in 1969 for parts but instead rebuilt and put in service was incorrectly referenced as road number 296. The correct identification for this locomotive was number **286**.

## Railroader's Farewell

*Wife Makes Last Run With Frisco Engineer*

When the *Kansas City-Florida Special* arrived at the Springfield, MO station Sunday morning at 2:40, on October 31, 1954, the engineer, George E. Slater, 1310 West Brower, said good-bye to 46 years of railroading on the Frisco.

With him to celebrate the last run was his wife, Blanche who thus became one of the first women ever to ride in a Frisco engine.



Engineer & Mrs. George E. Slater shown upon the arrival of his last run after 46 years with the Frisco. Springfield (MO) Leader-Press photo, taken at Springfield, MO, passenger station, October 31, 1954.

Mrs. Slater went with her husband Saturday morning when he traveled on train No. 101 to Thayer to bring the big red diesel to Springfield at the head of the crack passenger train. Few of his associates knew that it was to be the veteran engineer's retirement trip.

Mr. & Mrs. Slater had been married 37 years and the Frisco was responsible for their romance. They met while she was working in a cafe at Rogersville, MO, and he was fireman on a work train that stopped there long enough for the crew to eat.

It happened that Mrs. Slater's farm home was near the Frisco tracks, about a mile out of Rogersville. After the couple met, he would blow the whistle of the engine as he passed her home and if she was there she would wave at him.

Mr. Slater passed away in 1958 and Mrs. Slater in 1990. However, the family's involvement with the Frisco is still alive. Their son, Charles, who is now retired, is part of the team who is casting the museum's steam locomotive number boards. 🐾