

FRISCO

All Aboard

FRISCO

MARCH-APRIL

1993

The Frisco "Y" Connection





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Our cover this issue features photos of the museum's newest rolling stock acquisition, Frisco shop built Caboose #156/1156. See story and additional photos on pp. 6-7.



THE



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Frisco YMCA, Monett, MO, circa. 1910. John Bradbury collection

The Frisco "Y" Connection

Chapter 1

In 1844 George Williams, a young clerk in London England, joined with a small group of other young men in forming an organization that was committed to the spread of Christianity through involvement in social work, educational programs, and physical training. They believed that a union of mind, body, & spirit would give young men a solid foundation upon which to build strong, successful, and productive lives. They called their organization the Young Men's Christian Association.

Seven years later a similar group of young men founded the first American chapter of the YMCA in Boston, MA, and by 1855 there were 379 such groups in seven different countries. In 1869, the New York City association built the first YMCA building in which all their various activities & programs were under the same roof.

Three years later, in 1872, Henry Stager, a train dispatcher in Cleveland, OH, formed the first railroad YMCA as a means of providing service for train crews away from home in "an atmosphere of good morals, no liquor, healthy recreation, Bible study, and libraries." The railroad YMCA's were a virtual

overnight success and soon began providing such services as First Aid classes, clean beds, good food, and hot or cold baths at any time of the day or night. The favorable reaction of railroad employees and the local communities, and the potential for public relations benefits prompted the railroads to support the



Railroad Young



Men's Christian Association
SAPULPA, OKLAHOMA

Mr. R. H. Francis,

is entitled to all privileges of membership

Until April 30th 1921

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D. W. Moore

General Secretary

work of the associations including the construction of hundreds of Railroad YMCA facilities across the country. In 1922, fifty years after Henry Stager formed the first railroad "Y", there were over 250 such railroad supported associations & facilities throughout the country.

One such facility was built by the Frisco in 1896 at Monett, MO, Station No. 282 on the Springfield Sub-Division, Eastern Division. Monett was a division point on the Frisco, was the site of a major yard facility, and was so named after Henry Monett, General Passenger Agent for the New York Central Railroad.

The imposing three-story brick Frisco YMCA facility served the railroad employees and citizens of the local community for forty-five years. In 1943, the building was raised by crews of the Frisco and its history as a Railroad YMCA came to a close.

However, its Frisco connection did not die! One member of the crew working on the demolition of the building was Eldon Pachl who at the time was working as a Relief Foreman in the Frisco's B&B (*Bridge & Building*) Department. According to Mr. Pachl, because of the shortages of building materials brought on by World War II, the bricks from

the Monett YMCA were hauled to Springfield, MO, and used in construction of the new Centralized Traffic Control dispatching center at the corner of Commercial St. & Washington Ave., which was completed in 1944.

In 1952, the CTC office was moved to the West Shops and the building served as home to a variety of railroad offices and departments.

In 1992, the building was rescued from imminent demise when on June 12, it became the future home of **The Frisco Railroad Museum Inc!** 🚂



Frisco CTC building, Springfield, MO., built with recycled bricks from the Monett, MO Frisco YMCA, and now the future site of The Frisco Railroad Museum Inc.

The Frisco "Y" Connection

Chapter 2



Frisco Caboose #156, Enid, OK., circa. 1953. Frisco photo

In February, 1951, the Frisco Board of Directors authorized the construction of fifteen new steel frame cabooses at an estimated cost of \$106,900.00. Two of the fifteen were built from recycled 127,000 series 44' Box Cars for service on local mixed trains. Nos. 156 and 157 were built in the Springfield Car Shop facilities in 1952 and placed in service on the Southwestern Division at Enid, OK.

They were an all steel, outside braced, combination Caboose/Baggage-Express car. One end was finished in the standard, shop-built, caboose design with a center mounted steel copula. The opposite end was an open bay, complete with two recycled passenger car baggage doors, and was used for baggage, express, & LCL (*Less-Than-Carload*) shipments on local branch lines.

Although the all steel construction was new, caboose/baggage-express design units were some what common on the Frisco.

Nos. 156 & 157 were painted standard caboose red with white lettering and a white-on-black Frisco logo. The grab irons, railings, ladders, and step sides & treads were bright yellow. The interior was finished in light green.



*Frisco Caboose #1156, Springfield Family Y Camp, February 19, 1993.
A. Schmitt photo*

In 1966, Nos. 156 & 157 were renumbered 1156 & 1157 and placed in pool service.

Although the final disposition of No. 157 is currently unknown, in the early 1970's, No. 1156 was donated to the Springfield, MO YMCA camp where it is currently located. However, it is not at its final home!

On February 24, 1993, the Board of Directors of the Springfield Family Y approved the donation of Frisco Caboose No. 1156 to **The Frisco Railroad Museum Inc.** It will be built into our new display facility and will house our collection of Frisco Caboose photos & memorabilia.

The Officers & Board of Directors of The Frisco Railroad Museum Inc. wish to thank, and publicly acknowledge, the Board of Directors of the Springfield Family Y for the donation of Frisco Caboose No. 1156 and the significant contribution to the preservation of the history of the Frisco it symbolizes.



*Frisco 1156, caboose end facing baggage/express section, circa. 1953.
Frisco photo*



*Frisco 1156, caboose end facing baggage/express section, circa. 1993.
A. Schmitt photo*



*Frisko 1156, caboose
end, facing platform
door.*

*February 19, 1993
A. Schmitt photo*



*Frisko 1156, cupola
facing baggage/ex-
press end.*

*February 19, 1993
A. Schmitt photo*



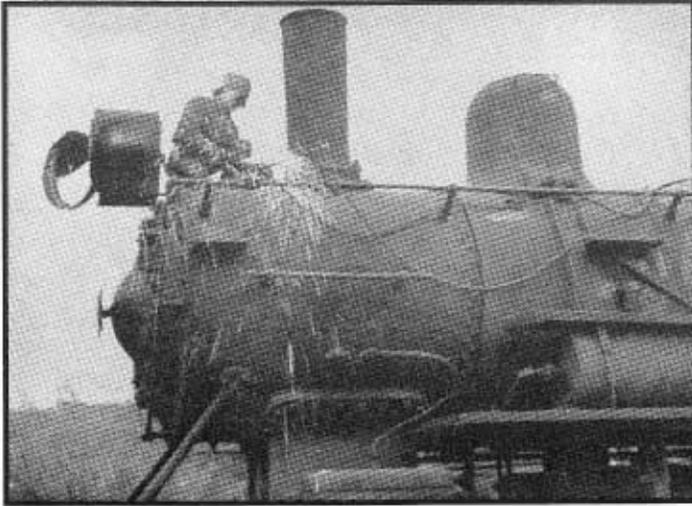
*Frisko 1156, bag-
gage/express end.*

*February 19, 1993
A. Schmitt photo*

TRAINS INTO GUNS

EDITOR'S NOTE: While looking through a December 6, 1937 issue of *Life Magazine*, Frisco Folk Lee Reed recently found an interesting story and photos on the Frisco's efforts to change **Trains Into Guns**.

"These photos show the wrecking of 350 railroad cars and locomotives in the Harvard Yards of the Frisco Railroad at Marion, Ark., near Memphis. The metal from these cars is being cut up for export to Italy, to be used for war supplies."

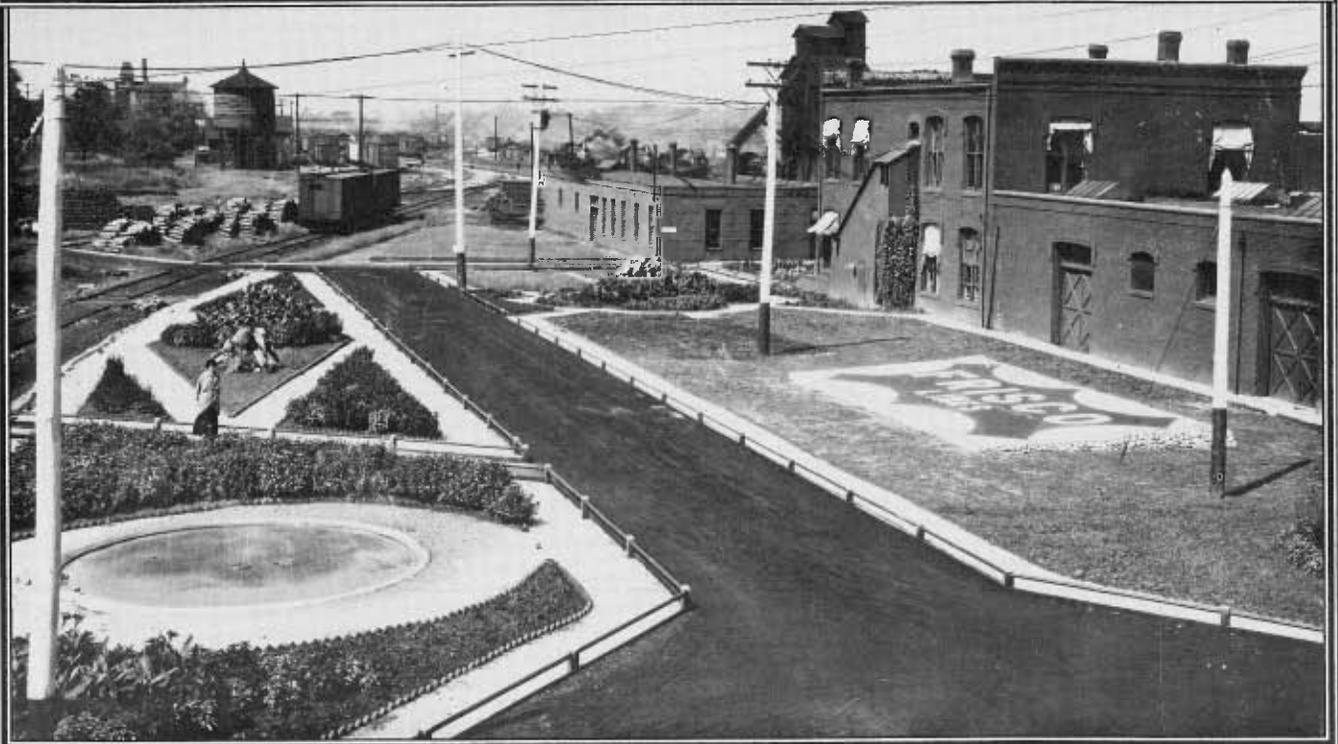


Workmen armed with acetylene torches start at the smokestacks and have a field day making little pieces out of big engines.

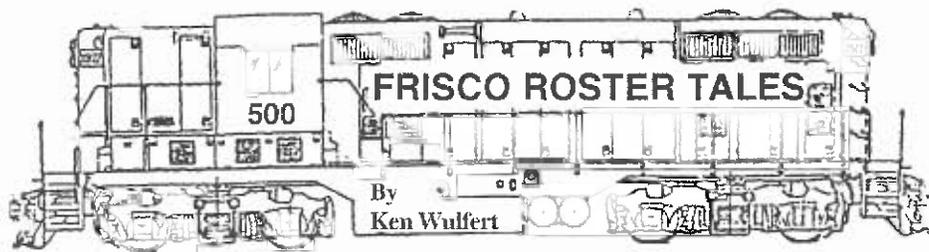


Frisco Box Cars are stacked and burned to remove the wood parts to facilitate cutting the metal into small pieces for handling.

Classic Frisco



It was the North Yards, Springfield, MO, circa. 1900, and its Classic Frisco! Bill Heiss collection



YARD POWER

PART FIVE

"Three Pairs"

And now... more on the Frisco's diesel yard switcher locomotives. This installment covers an unusual trio of two locomotives each - made up of the oldest and the newest diesel switchers to serve under the Frisco banner. The first pair to be discussed were the oldest diesels on the Frisco - the two Baldwin VO-660's, **SLSF 600 & 601**. They were the oldest via an unusual technicality. These weren't the first diesels to arrive on the Frisco, as the first Baldwin VO-1000's (*SLSF 200-204*) and the initial two 44-tonners (*SLSF 1-2*) arrived on the railroad earlier, but the two VO-660's, purchased from existing Baldwin inventory, were in fact built prior to the other locomotives, though they arrived on the Frisco after the others were placed in service.

The second and third pair to be discussed in this *Roster Tale* were the newest Frisco yard switchers. These were the two sets of EMD SD38-2 pairs, **SLSF 296-297 & 298-299**. Again, there is an unusual technicality. The SD38-2's were big locomotives, used by most railroads as road power. The Frisco, however, ever different as always, used their huge power instead as hump engines in Oklahoma and Tennessee. Each pair were identical except for one important feature - the first two had dynamic brakes, the second two did not. Big and powerful though they were, the Frisco classified, numbered, and used them as yard switchers!

The two Baldwin VO-660's arrived on the Frisco in May, 1942



Frisco VO-660 #600, circa. April, 1942. Baldwin builder photo



Frisco SD38-2 #296, Tulsa, OK, August, 1980. T. Botts photo

as **SLSF 600 & 601**. They were actually a year old, having been built on speculation by Baldwin a year earlier. These were 660 HP locomotives powered by an in-line, four cycle, six cylinder, low RPM Baldwin "VO" diesel engine. They were well built, tough, and possessed great pulling power for their size, though 660 HP would

soon prove to be relatively low for a full-sized switcher. They were placed in service at Pensacola by the Frisco, where they were assigned to switch petroleum trains. It was felt, during these WW-II times, that a diesel would be the better option switching oil trains than would a fire breathing steam engine! The pair served the Frisco well at

Pensacola, and in later years, found work at other locations in Arkansas and, ultimately, in Kansas City with a large group of other Baldwin VO-1000's, where they switched passenger trains and performed other light duties suited to their relatively low horsepower. (*The VO-1000's as the designation implies, developed 1000 HP from a eight cylinder, in-line "VO" diesel engine.*)

In the early 1950's, the Frisco (along with many other railroads) began to purchase and receive large numbers of EMD's very successful and versatile GP7 locomotives. The Frisco bought 128 GP7's, numbering them SLSF 500-549 & SLSF 555-632. Thus, the large group of GP7 numbers spilled over into the numbers assigned to the two VO-660 units. In order to clear out the conflict, the Frisco simply renumbered the two VO-660's as **SLSF 60 & 61** in June of 1951. The two served under these new numbers for the rest of their Frisco days. They were both retired and sold in 1965. As we will see when we talk about Frisco's far larger group of Baldwin VO-1000's in a future *Roster Tale*, the "VO's" were an excellent group of locomotives for the Frisco, characterized by great pulling power for their size and great durability. They served the Frisco well. Other than in brass, there is no good HO-scale model of the Baldwin VO's available - an opportunity that should not be overlooked by the model railroad locomotive manufactures.

Now, on to SLSF's SD38-2's, which were the last "switchers" placed in service by the Frisco, arriving in June, 1979, just a little more than a year before the 1980 merger with the Burlington Northern. The EMD SD38-2 was a big, six-axle, six-motor, 2000 HP, normally aspirated (*non-turbocharged*), 16 cylinder beast. This locomotive was a close cousin to EMD's very successful SD40-2, which had a 3000 HP turbocharged diesel. The Frisco had some SD40-2's, too, SLSF 950-957, a topic for a future *Roster Tale*.



Frisco VO-660 #60, ex-600, Joplin, MO, April 3, 1955. A. Johnson photo



Frisco SD38-2 #297, Tulsa, OK, July 1980. T. Botts photo



Frisco SD38-2 #298, date & location unknown.

The Frisco SD38-2's were unusual in that they were purchased and set up for service at the two Frisco hump yards - Cherokee Yard in Tulsa and

Tennessee Yard in Memphis. The two locomotives assigned to each hump yard were purchased with extra heavy ballast to raise their pulling power (*really pushing*) power,

and were equipped with special controls for long operation at the very low speeds (*less than 5 MPH*) required for hump service. The two pairs of locomotives were identical except for one feature - SLSF 296 & 297 assigned to Cherokee Yard had dynamic brakes, while SLSF 298 & 299, assigned to Tennessee Yard, did not. This was because of the unusual hump configuration at Cherokee Yard, actually a very long slight downgrade. Thus, SLSF 296 & 297 did not push cars up and over the hump, but instead were controlling the cars as the entire consist rolled down the hump grade, under the assist of dynamic braking. Tennessee Yard's hump was of the classic type, thus no dynamic braking was needed and SLSF 298 & 299 did not have them as they spent their time pushing.

The two pairs of SD38-2's replaced a diverse assortment of other switcher types at these two hump yards and provided excellent service. They certainly were impressive to watch, as they effortlessly moved the cars through the hump classification system. They were in service the last time I visited Cherokee Yard and Tennessee Yard as BN 6260-6261 & BN 6262-6263, respectively. I have recently heard that the BN might have reassigned them into a pool of other rebuilt SD35 & SD9 yard locomotives/slug sets. If any **All Aboard** reader can supply information as to the current status of the Frisco SD38-2's, please let the editor know.

As a final postscript to this column, I was recently informed that BN 70, formerly SLSF 10 (See the August-September, 1992, **All Aboard**), the SW1 assigned to Blakley Island off Mobile, AL, suffered some sort of severe damage and has been returned to Springfield, MO for probable retirement. Again, any reader who could provide confirmation or additional information would be appreciated.



Frisco SD38-2 # 299, date & location unknown.



Cherokee Yard, Tulsa, OK. Frisco photo



Tennessee Yard, Memphis, TN. Frisco photo