

## 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:** Since the *Roster Tales* article on the streamlined passenger cars came out (*All Aboard*, August-September, 1991, pp. 6-7), I have been researching their name origins. I have found all but two. Can you tell me where the names "Baden" and "Picardy Lane" came from?

**ANSWER:** According to Frisco Folk Betty Arrick, daughter of the late Clark Hungerford, President of the Frisco from 1947 to 1962, their personal residence was located on *Picardy Lane*, St. Louis.

We do not currently have any information on the name origin of the *Baden* coach. If any of our readers have this information, please let us know!

With the exception of the *Picardy Lane* and the *Baden*, all the streamlined coaches were named for suburb communities in and around the St. Louis area. The two *Meteor* Coach/Buffer/Lounge cars were also named after communities.

The streamlined sleeper fleet were named after famous individuals on the *Texas Special* and rivers on the *Meteor*.

The *Texas Special* Sleeper/Lounge-Observation car was named for Joseph Pulitzer and the *Meteor* Diner/Lounge/Observation cars were named the *Tulsa* and the *Oklahoma City*.



*Picardy Lane, Texas Special Coach #1259, Pullman Co., Chicago, IL, circa 1955. Betty Arrick collection.*

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# "I've Been Workin' Off The Railroad"

By  
Glenn Martin

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850 REI  
DF

Six months after my wife & I were married, I was offered a position in Frisco's Charlotte, NC Traffic (Sales) Office. My new bride, as well as others that were informed of the city to which we were moving, expressed surprise that the Frisco went into North Carolina. Most of the 19,000 plus or minus Frisco employees knew about "off-line sales offices," but few others did.

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During my thirty-six years in rail service, thirty-five with the Frisco and one with the Burlington Northern, over twenty-one were spent off-line in Charlotte, Atlanta, GA, and Lubbock, TX.

Being off the railroad property some hundreds and even thousands of miles selling our services, required an entirely different technique than being "on line" where the railroad was more visible. It was always a thrill for me to see a piece of Frisco equipment in Augusta, GA, or Wilmington, NC, or Albuquerque, NM, or El Paso, TX. A Frisco Sales Representative was always a cut above our competition and could capitalize on the other railroad's deficiencies with whom we were competing.

S. SALES  
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ST. L. - S.  
c/o DIST.  
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INDIAN

We all knew the Frisco was a first class, close-knit, gritty railroad. Our sales people were the toughest of competitors... we had the backing of our upper management and the officials at all levels were solidly behind us. Other rail salesmen were envious of the support our off-line representatives received from the on-line forces.

Contacts on Traffic Departments of many, many major shippers and receivers were made by Sales Department representatives from our off-line offices.

S MANAGER  
MARKET ST.  
CALIF. 9410

ST. L. - S.  
DIST. S.  
295 I  
BUFF

**EDITOR'S NOTE:** According to a January 1, 1962, Traffic Department brochure, the Frisco had sixty-four off-line sales offices located throughout the country. The museum's collection of off-line sales office rubber stamps were used to create the background for Glenn's article.

S. CO.  
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**About the Author:** Glenn Martin retired from the Frisco/BN, having served as Off-line/On-line Sales Representative, Off-line/On-line District Sales Manager, and Area Sales Manager. He is a member of our Frisco Folks museum family and serves on our Springfield Relocation Project Strategic Planning Committee.

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## 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.

### CTC PANEL

Operation of model railroads can open a whole new dimension of the hobby for those who have never had the opportunity. Finally, all those locomotives and cars have meaning and purpose as they serve all those structures and pass the rolling scenery. But what controls all of those trains and keeps them from crashing into each other? The answer lies in a system of dispatching. Quickly becoming the most common method is two-way radio dispatching using a magnetic CTC panel to track train movements.

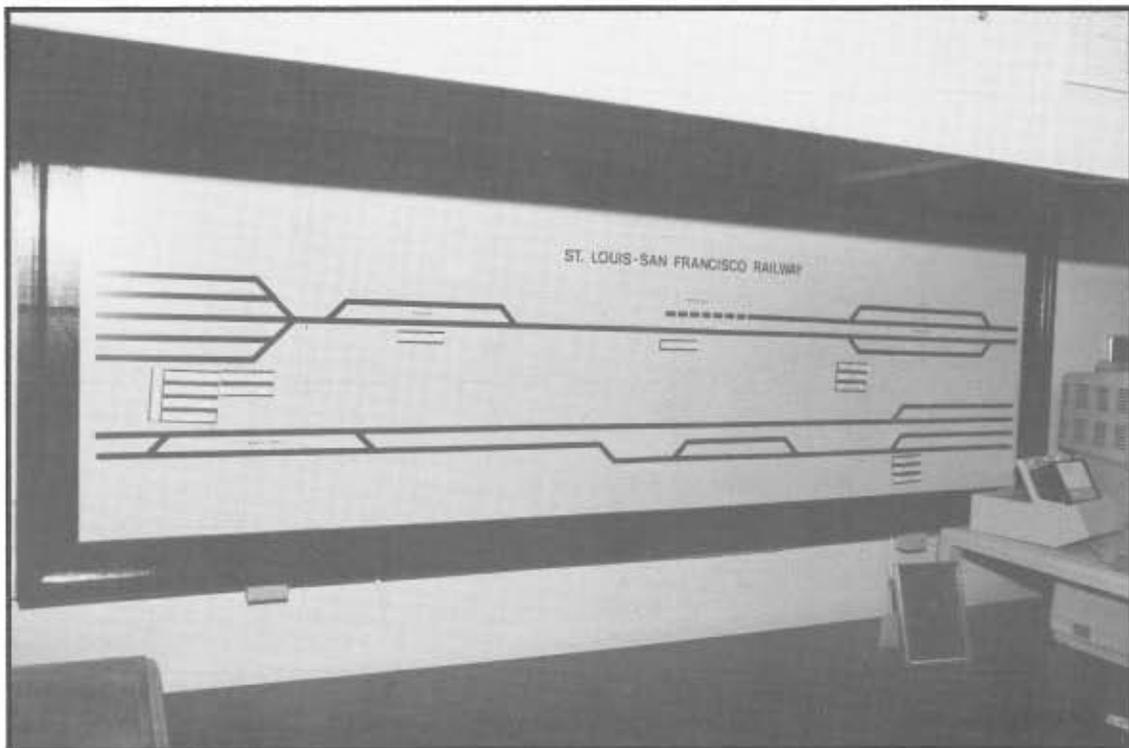
There are variations to this method. Some are more expensive and others are less expensive. The secret is to find what works for you and don't let the bolt counters get to you. On my Springfield Terminal Division, the radio dispatching/magnetic CTC panel was the answer.

Each operating session, a dispatcher controls the train movements over the division by maintaining radio communication with road crews. As trains move through the division, the crews radio in their position and the dispatcher moves a magnet representing the train along a magnetic CTC panel that has a schematic of the mainline. Sidings are also represented on the CTC schematic so the dispatcher can arrange for opposing movements to meet in a safe location and pass each other. This method of train control is quite effective and simple enough that rookie dispatchers can learn the system quickly. Mainline turnouts are thrown by the train crews, but only at the direction of the dispatcher, thus effectively giving him control of the mainline as per the prototype.

Well enough of all of this. How do you make CTC panels? Step one is to locate a source for the

sheet steel in your area. In the Kansas City area, I found that Hennessey Sheet Metal in Rosedale, KS (*across the street from the former SLSF Rosedale Yard*) not only had the sheet metal I was looking for but it came in about twenty different prepainted colors! I chose a buff color to match the last depot color used by the Frisco and the people at Hennessey cut it for me to my 14" x 48" specifications at a cost of \$10.00. The metal has very sharp corners and generally looks unfinished without a frame, so one was made from brick mould which is the exterior moulding used on many modern homes. The frame was assembled and painted black. A preliminary schematic was first drawn on the metal with a pencil to center everything properly. The final schematic was done using red 1/4" automotive striping tape which was less than \$2.00 at K-Mart. The red striping on the buff background makes a nice contrast for viewing.

The lettering was done by first using 1" vinyl letters to spell out **St. Louis-San Francisco Railway**. I wanted there to be no mistake by visitors about the railroad they were seeing. Other lettering was done using 3/8" dry





# DOWN AT THE DEPOT

## MOUNTAINBURG, AR

Station 390  
Ft. Smith Sub-Division  
Central Division

On June 4, 1880, the *St. Louis, Arkansas, & Texas Railroad Co.* was incorporated in the State of Missouri as a wholly owned subsidiary company of the Frisco. One month later, on July 17, a company with the same name was incorporated in Arkansas, also a subsidiary of the Frisco. One year later, on June 10, 1881, the two companies were consolidated as the *St. Louis, Arkansas, & Texas Railway Co.*

At the date of consolidation, thirty-two miles of track had been completed from Monett, MO to the Missouri-Arkansas State line and thirty-seven miles were in service from the state line to Fayetteville, AR.

On January 21, 1882, the company officially sold its property and franchises to the Frisco with the sixty-nine miles from Monett to Fayetteville in service and an additional sixty-three miles under construction southward to Ft. Smith. When the total 132 miles of track was completed, it became the Ft. Smith Sub-Division of the Central Division.



Mountainburg, AR, circa. 1954. H.D. Connor photo

In 1892, a two-story, wood frame, depot was built at Station No. 390 on the Fayetteville to Ft. Smith portion of the line at Mountainburg, AR. The 50' 3" x 20' combination station included a large freight & express room on the north end, a center office, and both white & Negro waiting rooms on the south. The station also featured a second level divided into three living rooms.

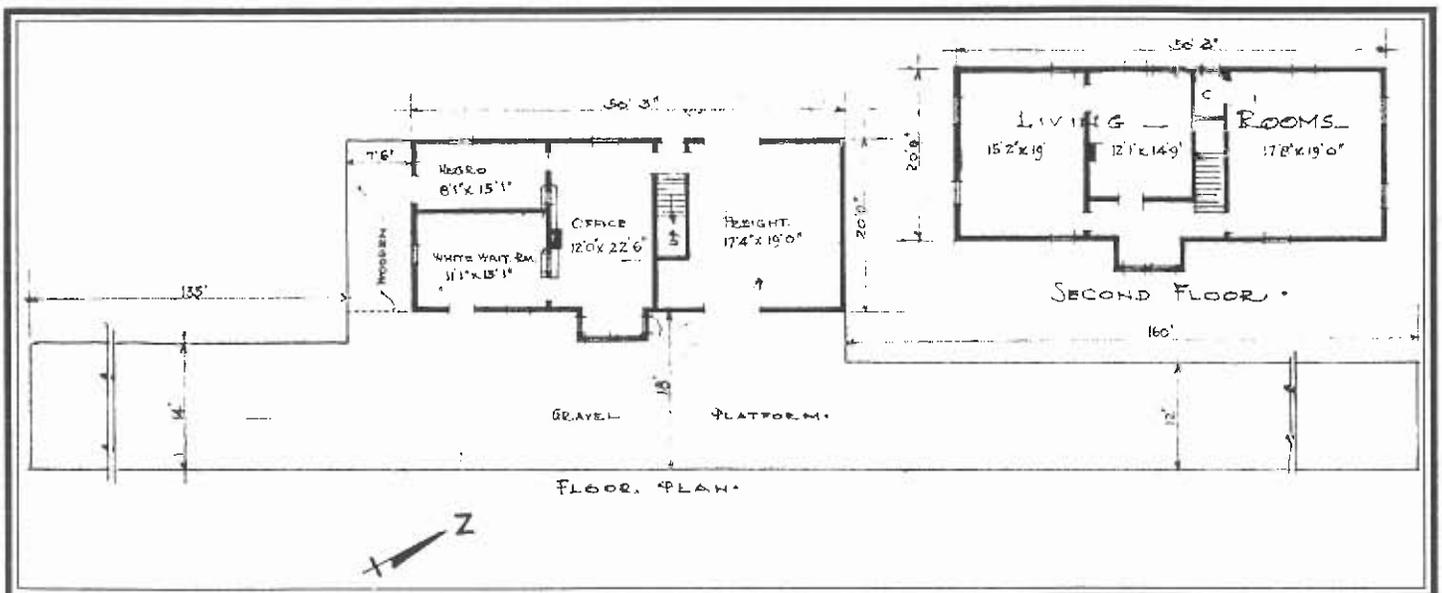
Set on a pile head foundation with 2" x 6" walls, the exterior was finished in boards & battens and a 1/3 pitch shingled gable roof. The gravel platform was 245' long and extended out 18' from the station.

The interior was finished

with 3/4" x 3 1/4" M. & B. and the ceiling heights were 10' on the first floor and 8' 8" on the second level. In addition to the depot, the Mountainburg facility included a section house and four stock pens with a twelve car capacity.

In the early 1900's, the station was served by three daily passenger trains. However, by the mid-1930's service had decreased to one signal stop train, Nos. 709/710. On September 18, 1965 Frisco passenger service to Mountainburg was discontinued.

Today the line is operated by the Arkansas & Missouri Railroad Co.



## The "Brownie Box"

"A summons to the 'Brownie Box' would scare a guy down to his socks!" So spoke a veteran railroader as he reminisced about receiving some of his first "Brownies" on the Frisco.

"Brownies" were disciplinary marks or demerits that were assessed to railroaders for various rules infractions. The term "Brownie" came from the Brown System of demerits used by the railroads for many years. The "Brownie Box" was railroad slang for the Superintendent's car where "Brownie" court was often held and demerits were handed out.

As illustrated below, the Frisco assessed its share of "Brownies" and even had an official form upon which to record the event. ☐



Form G-31 Standard

Springfield, Mo., Aug. 30, 1941

File .....

This is notice of discipline assessed or other special entry made to your service record as follows:

Discipline or Special Entry 10 demerits

Cause For your responsibility in misreading orders and getting by meeting point train 37 with helper engine returning from Dixon evening of August 28, investigation conducted with you today by the undersigned. While this was a serious oversight on your part which could have resulted in a disastrous accident, have taken into consideration your limited experience, and the fact that you seem to fully realize your responsibility, and promise to more carefully observe your orders in future.

This notice is sent you in duplicate. Sign duplicate copy in space provided in lower left hand corner and return to me promptly. You may retain the original.

cc FHS FGL MLC  
Receipt Acknowledged:

  
Superintendent (Title)

## Mail Bag Trivia

Congratulations to Frisco Folk Gary Dyhouse for submitting the correct answers to our January-February question: *What is a "Glad Hand," "Rip Track," and a "Shoo-Fly?"* Because he was the first to tell us what these terms mean, Gary has received a 10% discount on his next **Frisco Folks** membership renewal.

**Glad Hand:** The metal air hose coupling between cars makes a positive connection with a mating coupling through a slight twisting interlock action. The end result somewhat resembles a handshake and thus the nickname "Glad Hand."

**Rip Track:** The origin of this name is lost in railroad history but this explanation is quite popular with old timers. A ripping tool was a steel bar having one end formed into a ripping chisel and the other end shaped like a gooseneck with a claw for pulling nails. It was used quite often along a section of track, usually located in the railroad yards, that would handle minor repairs on wooded cars. Thus, it became known as the "Rip Track."

**Shoo-Fly:** When tracks were obstructed due to track repair, derailments, etc., a temporary track was laid around the blockade. This section of bypass was called a "Shoo-Fly" track.

Here's our next round of *Mail Bag Trivia* questions:

What is a **Kicker**," **Air Monkey**," and a **Possum Belly**?"

Be the first to tell us what these terms mean and receive a 10% discount on your next **Frisco Folks** membership renewal. ☞

## *That ain't just chicken soup!*

One of the main-stay items on the menu of most Fred Harvey restaurants was its famous *Harvey House Chicken Soup*. Day or night, a hot bowl of this railroad delectable was always available for the weary and hungry traveler.

With the compliments of a long-time Harvey House chef, we herein proudly present their receipt:

### *Harvey House Chicken Soup*

- 2 chicken breasts cooked, cooled, & cut in small pieces.  
(save broth to thicken soup)*
- 3 cans chicken broth (or 3 cubes bouillon + 3 cups water)*
- 1 cup ham (cured or fresh)*
- 2 onions chopped*
- 2 carrots (cut in small pieces)*
- 1 green pepper (cut in small pieces)*
- 1 tomato (cut in small pieces)*
- 2-3 Tbs. flour to thicken*
- 1/4 cup small macaroni*
- 1/4 cup rice*
- 1 cup milk*

*Saute ham, onions, carrots, & pepper in butter. Add to broth flour to thicken. Add macaroni and rice after cooked. Add tomatoes, chicken breasts and ham mixture. Heat 1 cup milk and add to mixture. Slowly bring to simmer and serve. ☞*



## FRISCO IN THE 90'S

Frisco in the 90's is a photo feature of the *All Aboard* in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.

*The 1964 era. Frisco replacement depot, shown below, has been restored and is now the home of the Smoky Hill Railway Ticket Office in Belton, MO. Photo taken by Frisco Folk & Smoky Hill Historical Society member David Holland.*



*In 1964, the Frisco purchased the Northeast Oklahoma Railroad Co. In the sale was a variety of rolling stock including a number of center mount - low profile cupola cabooses. One of these units, renumbered Frisco 1111, is currently on display at Newburg, MO, as photographed above by Frisco Folk Cordell Webb.*



*This photo of the old Frisco Freight Depot in Pittsburg, KS, was shot by Frisco Folk Rick McClellan in June, 1992.*