

FRISCO

# All Aboard

FRISCO



*Winter*  
*1995-1996*

*Vol. X*  
*№ IV*



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**HOURS OF OPERATION**

Tuesday thru Saturday  
 10:00 a.m. to 5:00 p.m.

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**Springfield Diesel Shop** ..... 4  
 Completed in May, 1950, it was a state-of-the-art diesel locomotive repair and service facility. Rare photos and construction details are included in this feature.

**Master Model Railroader Achievement Program** ... 9  
 Less than 250 out of over 26,000 NMRA members have achieved the status of Master Model Railroader. The program and category requirements are featured in this article.

**Frisco's Executive Fleet** ..... 11  
 This is the thirteenth in our series of articles profiling the history of Frisco Business Cars. This installment features the *Florida* car.

**The Night Tragedy Struck 806** ..... 12  
 A first hand account from the only surviving crew member of the July 23, 1948, wreck of the *Memphian* - 806.

**Caboose 1139** ..... 15  
 Frisco Folk Walt Evans provides us with a rare photo of the museum's Caboose 1139, in revenue service.

**Frisco Standard Plans** ..... 16  
 This is the fourth in our Standard Plans series that provide reprints of original Frisco Standard Plan designs. This issue features plans for Standard Right Of Way Fences.

**DOWN AT THE DEPOT** ..... 18  
 Station 313, Ft. Smith Sub-Division, Central Division, a Seligman, MO is profiled in this issue of our **Down At The Depot** feature.

**Classic Frisco** ..... 20  
 A classic photo of the first depot at Peculiar, MO, is featured in this issue.

**Company Service Roster** ..... 21  
 This is the eighth installment in our regular series profiling selected pieces of Frisco company service equipment. This issue features part 1 of a two part article on Bunk cars.

**Frisco Roster Tales** ..... **27**

In this installment of *Roster Tales* Frisco Folk Ken Wulfert continues his Yard Power series, installment number nine, Frisco's First Diesels.

**New Car Shop** ..... **29**

Frisco Folk Curtis Baker provides information on modeling a Frisco ex-Covered Hopper - Company Service Sand Car in HO Scale.

**MAIL CAR** ..... **31**

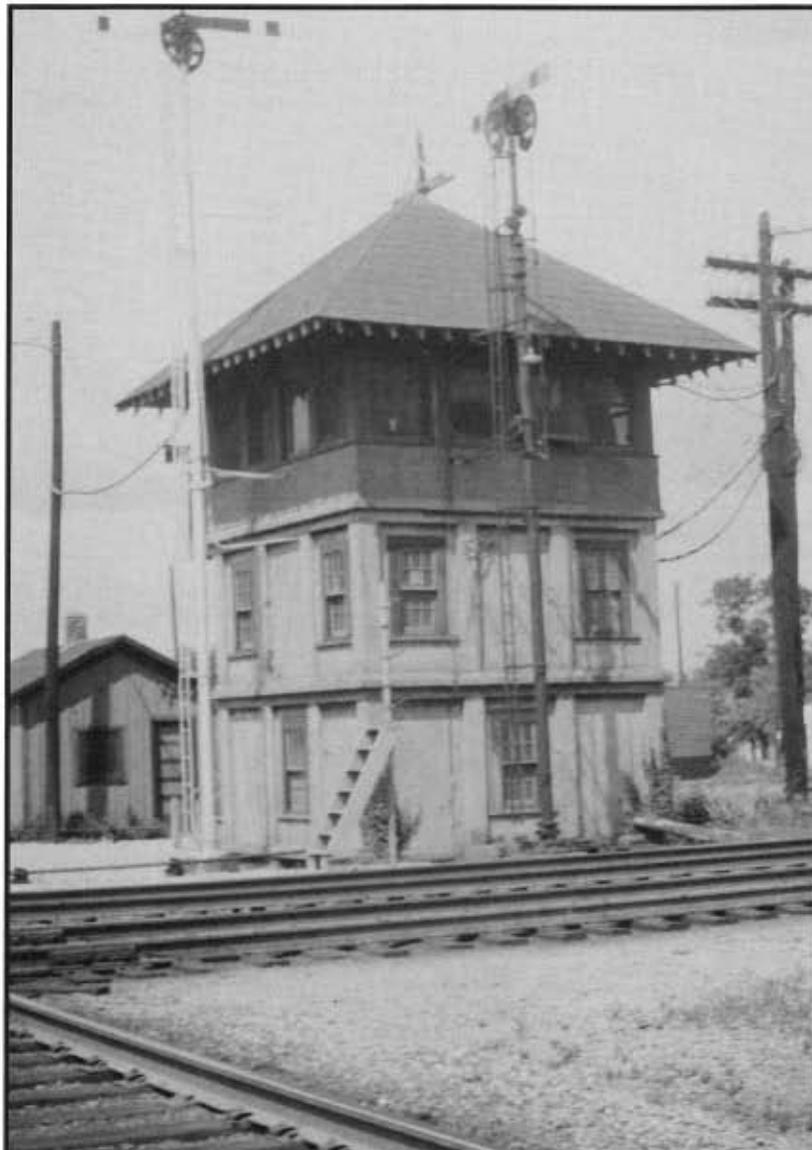
Frisco E-8 diesel B units that never were, are featured in this installment of the **Mail Car**.

**ABOUT THE COVERS**

Our covers for 1995 are taken from a series of colorful *Frisco Employes' Magazine* covers produced by the Wallace Bassford Studios in the 1920's.

Our front cover for this issue is taken from the March, 1927 edition, and depicts a warm winter scene around the fireplace enjoying the latest edition of the *Frisco Employes' Magazine*.

Our back cover was taken from the back cover of the October, 1930, *Employes' Magazine*.



**WHERE IS IT?**

From the photographer himself, Allen Johnson writes, "I took this photo at Vinita, OK, October 19, 1947, while I was still in high school." It was the joint operated Frisco/MKT interlocker at Vinita.

# SPRINGFIELD DIESEL SHOP



*This aerial view of the Frisco's new terminal facilities at Springfield was featured in the 1949 company annual report and included a view of the new diesel shops, yard office, and restaurant (to the east of the yard office). Only the diesel shop and yard office remain today.* Frisco photo

*"Frisco's new diesel shop, which was put into service May 3, is just one phase of a program to make our West Yard in Springfield one of the most modern railroad properties in the country."*

So stated the May, 1950, issue of the Frisco's **All Aboard** company newspaper as it reported the massive Springfield West Yard modernization project.

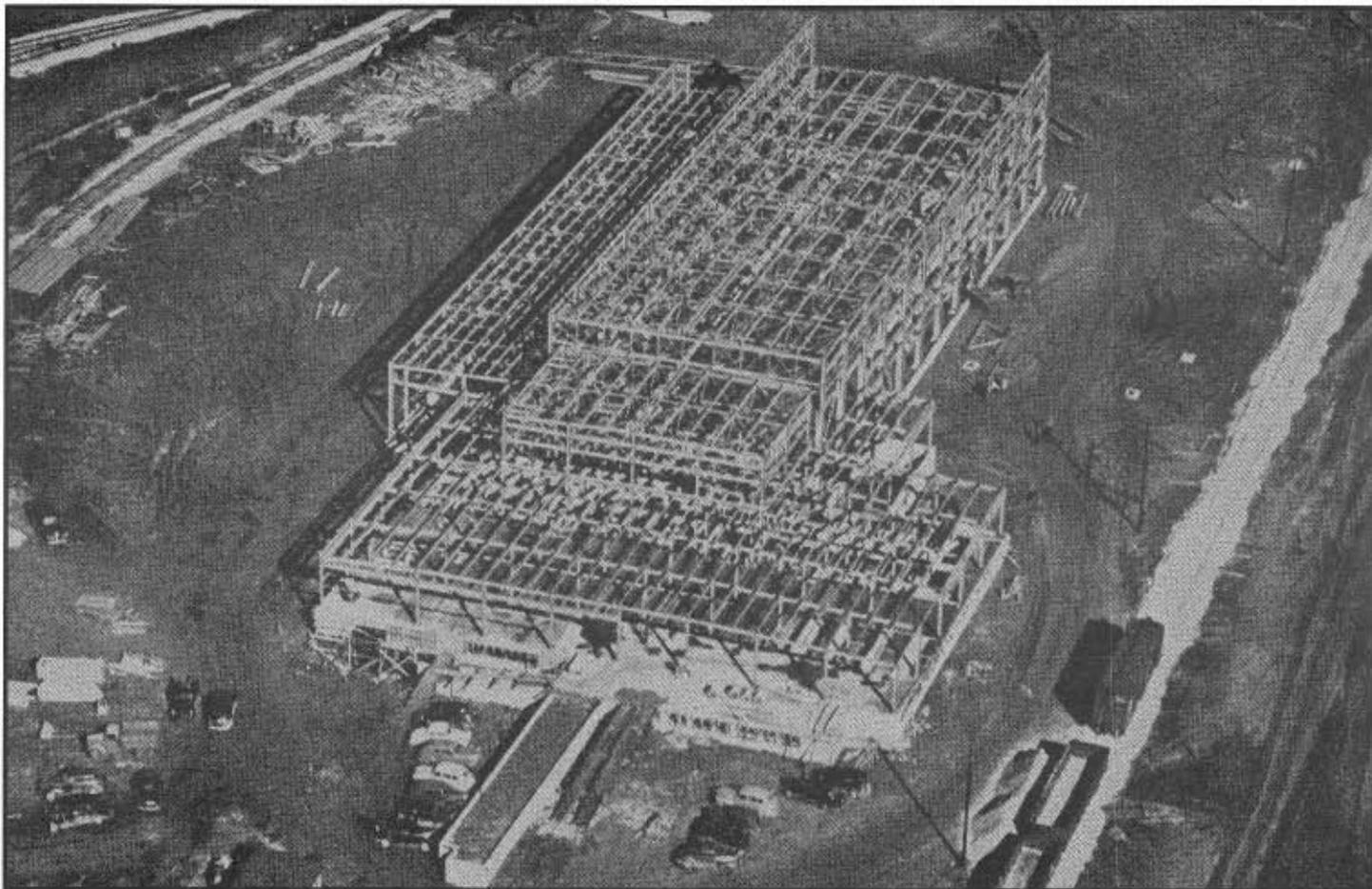
Started in July, 1947, by the time the project was completed three years later, 1,030,000 cubic yards of dirt and rock had been excavated,

thirty-six miles of new track had been laid. In addition, a new Eastern Division office building, crew restaurant, sixty ft. high yard tower, diesel sanding facility, and a state-of-the-art diesel shop were completed. One of the most amazing accomplishments about the project was the fact that the new receiving and classification yards were built on the former site of a large lake.

The hallmark of the project was the construction of the new diesel shop, started on January 15, 1948, and opened on May 3, 1950. The

facility was 353 ft. long and 127 ft., wide. The southwest corner had two offset additions, one 24 ft. by 105 ft. and the other 50 ft. by 105 ft. The two additions housed a stores department, offices, a wheel lathe and a lye vat.

Three of the five tracks in the building were elevated with pits 214 ft. long and 4 ft. deep. The north servicing track ran through the full length of the building. There were two other tracks on the shop floor with a 40 ft. pit in one and a 130 ft. pit in the other. These two tracks and a south servicing track were served by a 30-



*This rare 1949 photo shows the diesel shop's steel skeleton in place. Frisco photo*

ton over-head crane with a 5-ton auxiliary crane in a 75 ft. bay. The crane operated the full length of the shop area.

At the east end of the building was located a drop pit 24 ft. wide and 18 ft. deep and 98 ft. long, equipped with a 100-ton drop table for removing trucks. This table served the two tracks on the shop floor and the two south servicing tracks. Each of these was equipped with body supports for holding up the diesel when its trucks were removed.

The building's oil tanks, water treating facilities, and pumps were located on the lowest level of the structure's four levels. There were ten lube oil tanks with total capacity of approximately 69,000 gals.

An oil reclaim building was constructed approximately 100 ft. west of the diesel shop.

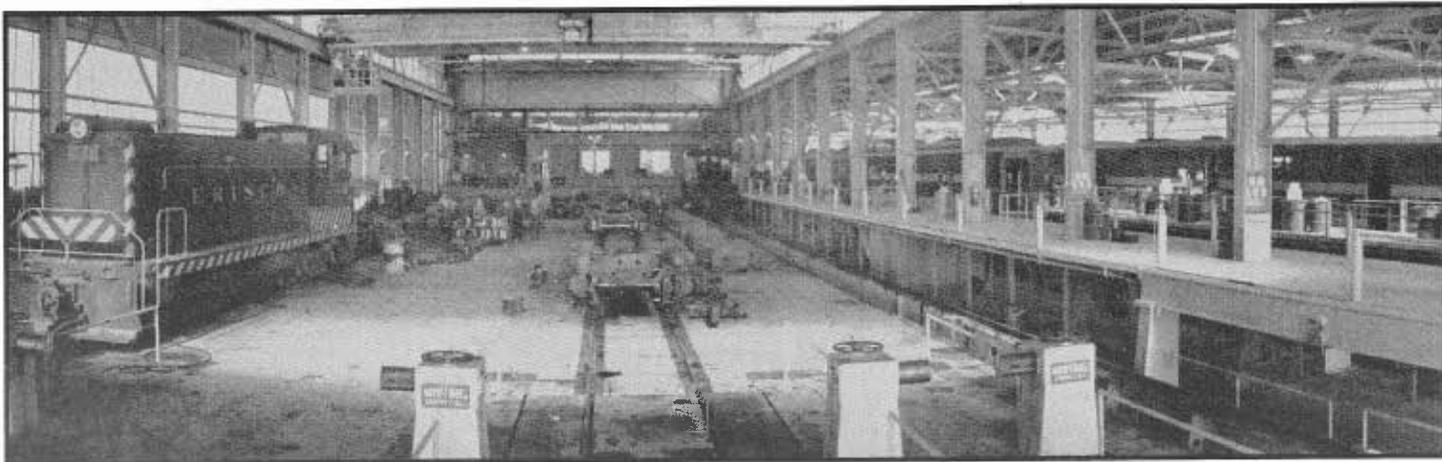
Measuring 27 ft. by 40 ft., the two-level structure was built

of brick with reinforced concrete foundation. Oil drums



*The high bay or heavy working area of the diesel shop.*

*Frisco photo*



*This 1950 panoramic view of the interior of the new diesel facility, shows the high bay to the left and servicing tracks to the right.*  
*Frisco photo*

and cleaning devices were located on platforms on the south and west sides of the building. Inside were two oil retorts with filters and six tanks for holding reclaimed oil. In the basement were three settling and dirty oil storage tanks and refortifying reclaimed oil. Pipe lines extended from this plant to the lube oil tanks in the diesel shop's basement.

On March 5, 1951, work was started on expansion of the diesel shops. The north side of the building was enlarged to accommodate four additional elevated service tracks.

Two 55,000 barrel diesel fuel oil storage tanks were started on August 2, 1948, and were completed November 4, 1948. Unloading facilities consisted of two spur tracks 530 ft. and 372 ft., respectively, on which ten cars could be spotted and connected for gravity unloading into a 10,900 gals. underground sump tank. From this tank the oil was pumped into the large storage tanks set on the same level and cross connected. Fuel supplied to diesel locomotives came from two 20,000 gals. tanks located along the servicing tracks. These tanks were filled from the large supply tanks.



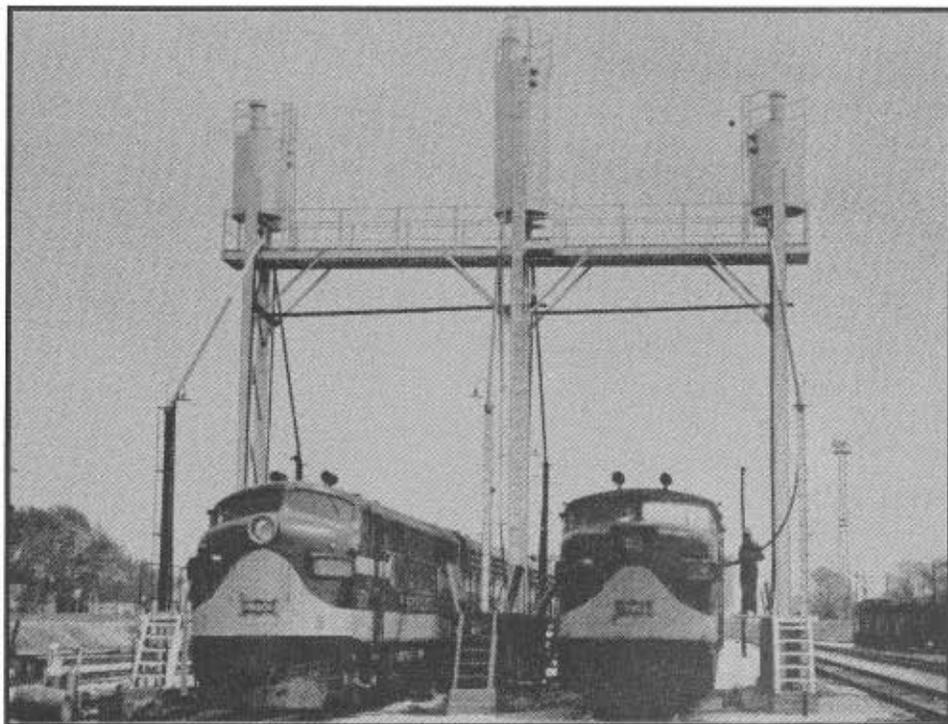
*View from inside the pit area under one of the three elevated service tracks*  
*Frisco photo*



*East end of diesel shops showing completed four stall extension on the north side. Frisco photo*

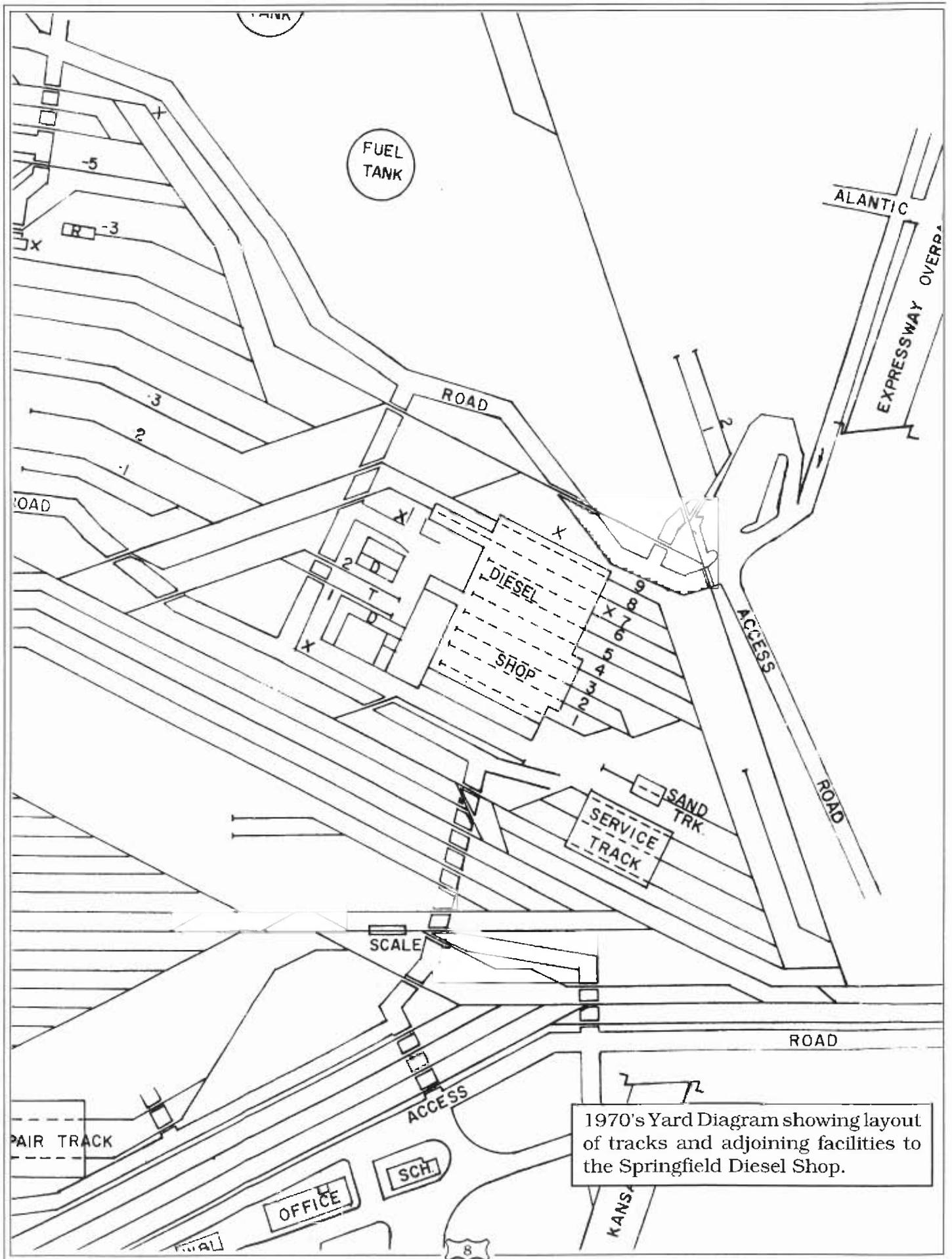
Other facilities adjacent to the diesel shop included a sanding tower, consisting of three sand tanks atop a steel frame. The tanks, two having five ton capacity, and one ten ton capacity, were used to sand diesels spotted on three tracks. Bulk sand was stored in an elevated hopper made from the 50-ton coal chute formerly located at the Frisco yards at Yale, TN.

The total length of the tracks serving the diesel facilities, including the tracks at the diesel shop, fuel oil unloading tracks, and those for servicing and handling diesels amounted to approximately 14,000 ft. or 2.7 miles.☞



*Located adjacent to the new diesel shop was the sanding tower from which locomotives enroute to the shops could take on sand. Frisco photo*





1970's Yard Diagram showing layout of tracks and adjoining facilities to the Springfield Diesel Shop.