

MAIL CAR



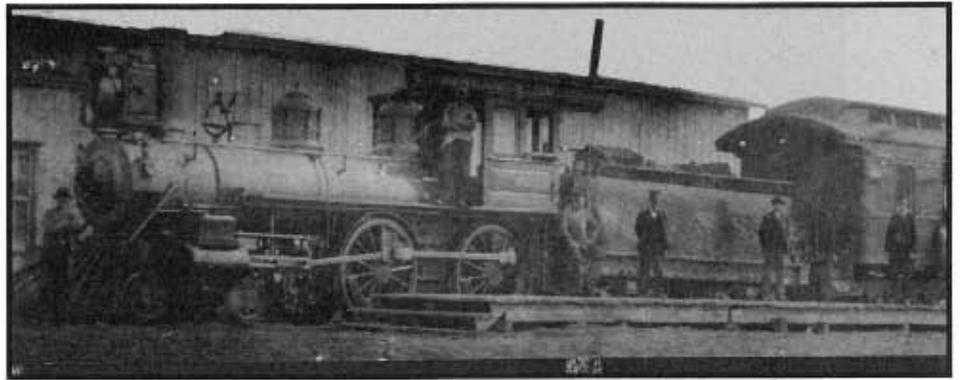
The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

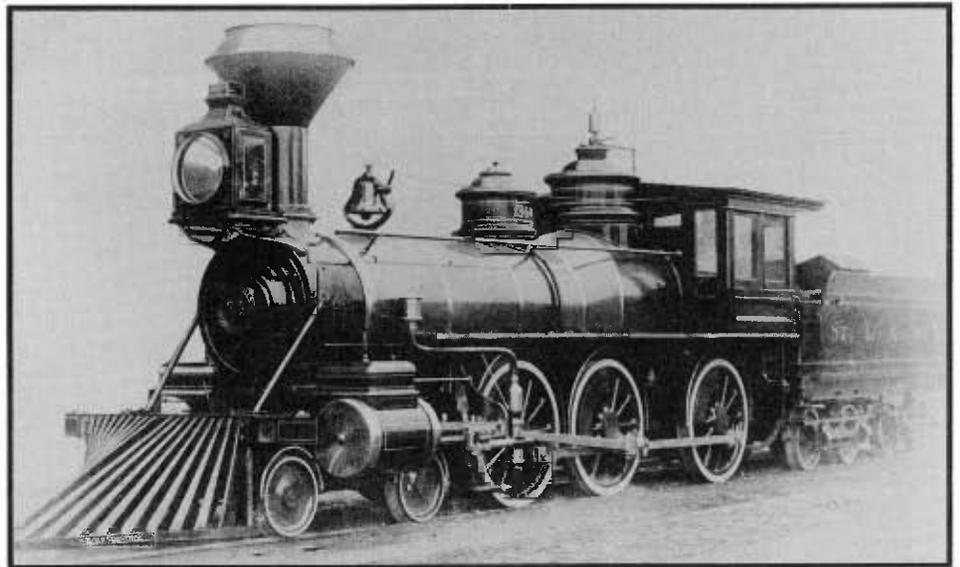
EDITOR'S NOTE: In response to suggestions by our readers, our mail car feature is being expanded to include two questions in each issue.

QUESTION: Did the Frisco ever mark any of their steam locomotives with the railroad's initials instead of just the word Frisco under the cab window?

ANSWER: YES! According to our photographic records, the Frisco marked some of their early steam locomotives with the railroad's initials, in at least four difference variations.

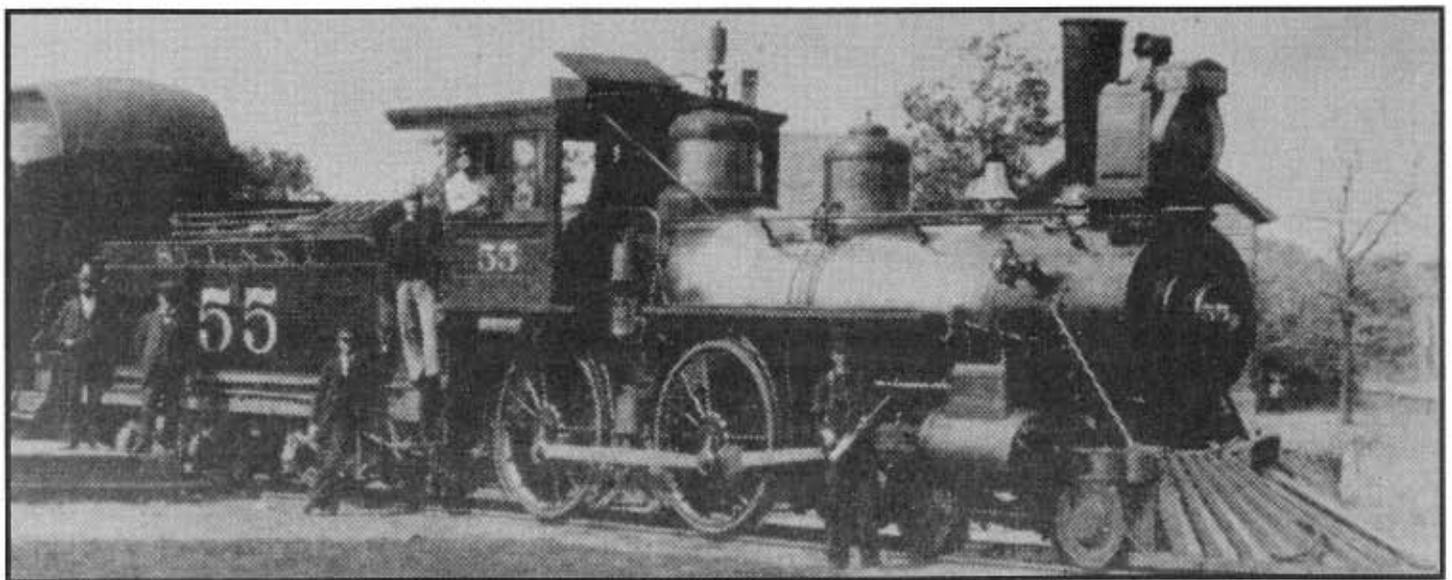


Frisco locomotive #32 was built by Baldwin in 1877, and featured a large format S. T. L. & S. F. on the tender side with the number under the cab window.



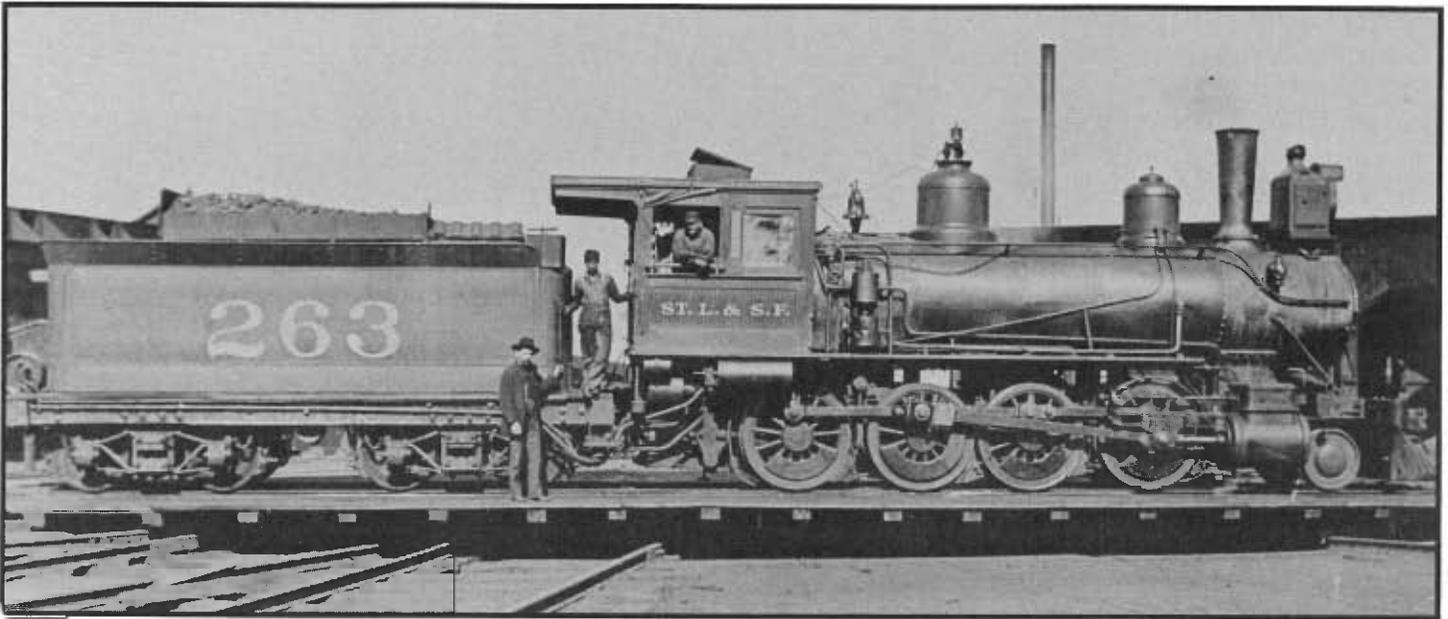
Frisco locomotive #34 was built by Baldwin in 1879, and featured a small format S. T. L. & S. F. on the tender side with the number on the sand dome and front number board.

Photo from the collection of Dr. S.R. Wood



Frisco locomotive #55 was built by Hinkley in 1871, and featured a small format S. T. L. & S. F. along the top of the tender sides with the number lower on the tender side, under the cab window, and on the front number board.

Photo from the collection of Ed Galbraith



Frisco locomotive #263 was built by Baldwin in 1886, and featured a small format ST. L. & S. F. under the cab window with the number on the tender side. Photo from the collection of Ed Galbraith

QUESTION: I recently saw a new HO scale 4-6-2 streamlined Pacific engine that is painted silver on the streamline panels with red stripes and red diamonds, one with Frisco Lines on the engine sides and one with 1062 on the tender. It is anywhere close to being prototype?

ANSWER: YES... and NO! Yes, two of the Frisco's experimental semi-streamlined designs did incorporate **Frisco Lines** and the engine number in red elongated diamonds. No, they were never in the silver and red combination

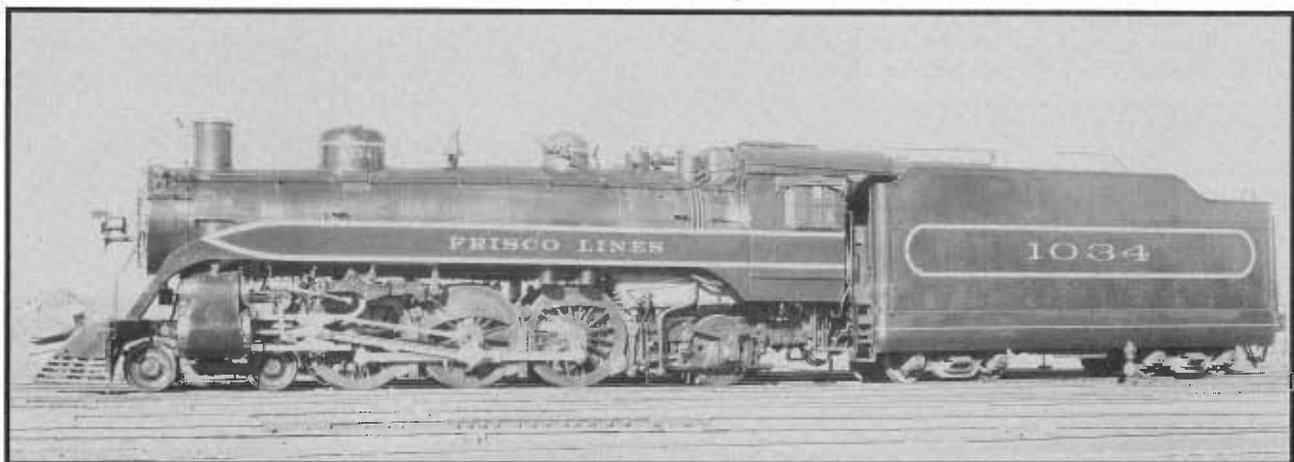
and No, never on a 4-6-2 Pacific.

In addition to the classic full shroud streamlining of the *Firefly* 4-6-2 Pacific's 1018, 1026, and 1031, the Frisco experimented with semi-streamlining on thirteen engines, in three classes, using as many as ten different paint and lettering variations. For the purpose of this article each **Semi-Streamlined Paint (SSP)** scheme will be assigned a number, followed by a listing of the class and numbers of the locomotives carrying it, along with a brief description and accompanying

photographic evidence.

SSP-1 Pacific 4-6-2 1034

According to our records, the first semi-streamlining of a Frisco Pacific was applied in 1939 to No. 1034. It featured an 18" wide skirt along the engine running boards outlined with a 2" wide gold stripe that came together to a point at the front end. A similar 2" gold stripe box surrounded the numbers on the tender sides. The Frisco Lines on the locomotive and the numbers on the tender were painted in matching gold.



It was 4:05 pm on a bright cloudy day, December 16, 1939, when this photo of Pacific class 1034 was taken at the Springfield West Shops, showing off its new semi-streamlined skirt and paint scheme.

SSP-2 Pacific 4-6-2 1036

According to our records, the only other Pacific class locomotive to carry semi-streamlining was No. 1036. It too had an 18" wide skirt along the engine running boards. It, along with corresponding stripe on the tender sides was painted white with red edging and chrome plated raised letters and numbers.

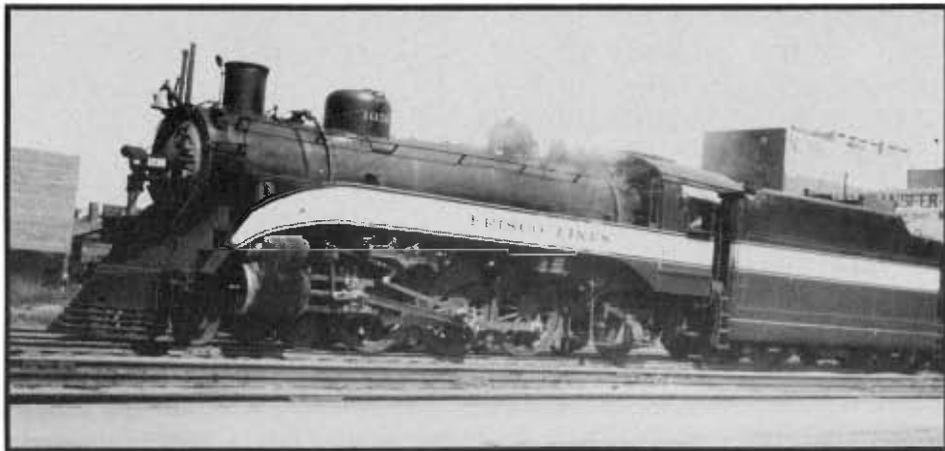
EDITOR'S NOTE: Of the two streamline designs applied to the Pacific's, the white skirt was apparently the most popular and was later applied to No. 1034, as witnessed by an undated photo of the locomotive, so painted, leaving the depot at Springfield, MO.

**SSP-3 Hudson (Pacific rebuild)
4-6-4 1063**

A November 29, 1940, company photo shows what appears to be the first semi-streamlined scheme applied to No. 1063. Although no specific color information is currently available, the photo shows what appears to be a stainless steel skirt and tender band that is edged with a light color and outlined with a black pen stripe. Both the sand and steam domes feature a painted band around the top edge and the number 1063 on the sand dome is painted in a shadow type design.

**SSP-4 Hudson (Pacific rebuild)
4-6-4 1068**

A September 5, 1940, company photo shows what appears to be the first semi-streamlined scheme applied to No. 1068. Although no specific color information is currently available, the photo shows what appears to be a stainless steel skirt and tender band that is edged with a darker color and outlined with a black pen stripe.



Frisco 1036, adorned in SSP-2 streamlining, is ready for departure from Tulsa, OK, July 27, 1947. Photo from collection of A. Johnson



Frisco Pacific 1034 is headed westbound out of Springfield, MO, sporting the SSP-2 paint scheme. Date and photographer unknown



It was 11:00 am on a bright sunny day, November 29, 1940, when this photo of Hudson class 1063 was taken at the North Springfield Yards, showing off its new semi-streamlined skirt and paint scheme.

Frisco photo

Both the sand and steam domes feature a painted band around the top edge and the number 1068 on the sand dome is painted in a shadow type design.

SSP-5 Hudson (Pacific rebuild)
4-6-4 1060-1061-1063-1067-1068

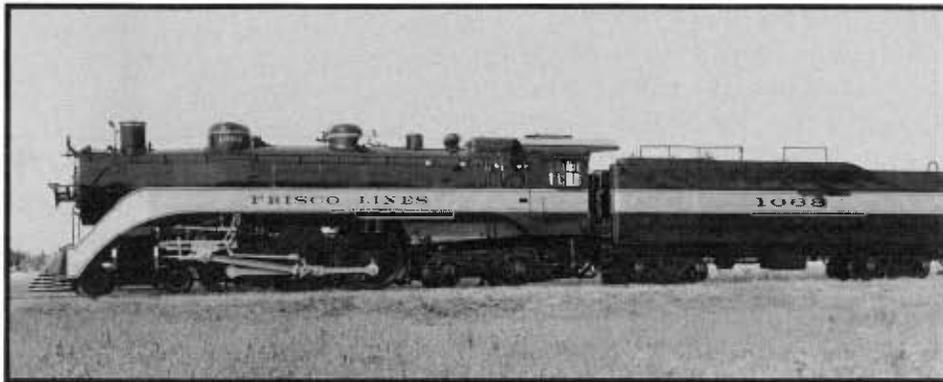
Photographic evidence currently in the museum archives shows Nos. 1060-1061-1063-1067-1068 carrying a stainless steel band with red edging and black letters and numbers. Based on the dates of the photos, this scheme appears to be a simplified repaint of the SSP-3 and SSP-4 schemes initially applied to 1063 and 1068.

SSP-6 Hudson (Pacific rebuild)
4-6-4 1062-1064-1066

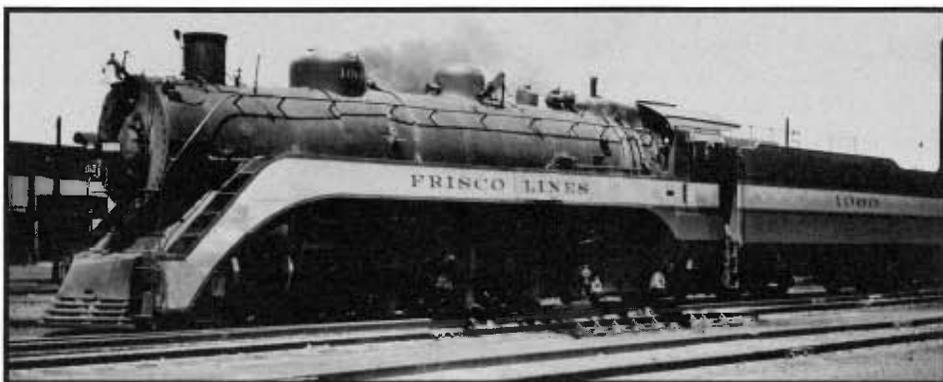
Without question, these locomotives carried the most elaborate and colorful semi-streamlined design of all Frisco steam motive power. A 24" wide skirt was attached along the engine running boards. It, along with corresponding stripe on the tender sides, was painted white and featured a 2" wide silver edging with a black pen stripe border. An elongated red diamond was applied to the engine skirt and tender sides in what appears to be a feathered airbrush design with the inside of the diamond lighter than the edges. The **FRISCO LINES** and tender numbers were yellow with a black shadow background.

SSP-7 Hudson (Pacific rebuild)
4-6-4 1065

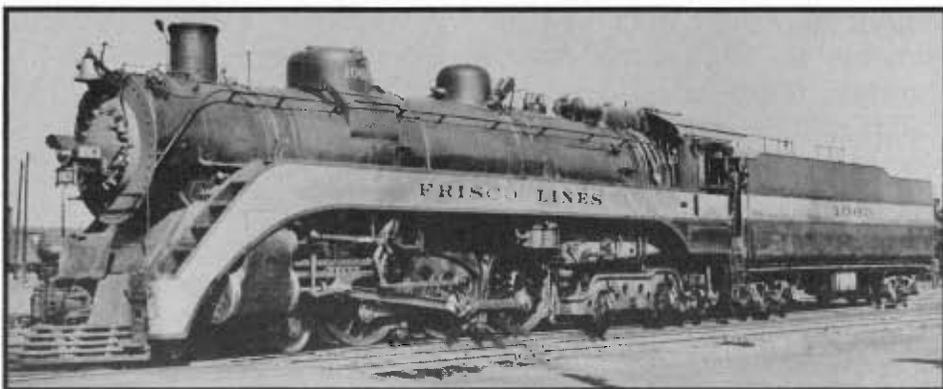
A September 25, 1940, photo shows No. 1065 with a 24" wide white skirt, similar to Nos. 1062-1064-1066. However, it features a wide dark color border with dark numbers and letters. It also shows a double band around both the steam and sand domes



It was 3:00 pm on a bright sunny day, September 5, 1940, when this photo of Hudson class 1068 was taken at the West Springfield Shops, showing off its new semi-streamlined skirt and paint scheme.



Frisco 1060, in SSP-5 streamlining, is shown here at the North Springfield Yards, June 14, 1947. Photo from collection of A. Johnson



Although its date is unknown, this photo of Frisco 1063, in SSP-5 streamlining, appears to be taken at the North Springfield Yards.



Frisco 1068, in SSP-5 streamlining, is ready for departure from Tulsa, OK, June 21, 1947. Photo from collection of A. Johnson



Frisko 1066 was fresh from the paint shop, proudly showing off its new SSP-6 semi-streamlined skirt and paint scheme when this photo was taken at the Springfield North Yards, September 15, 1937.

Frisko photo

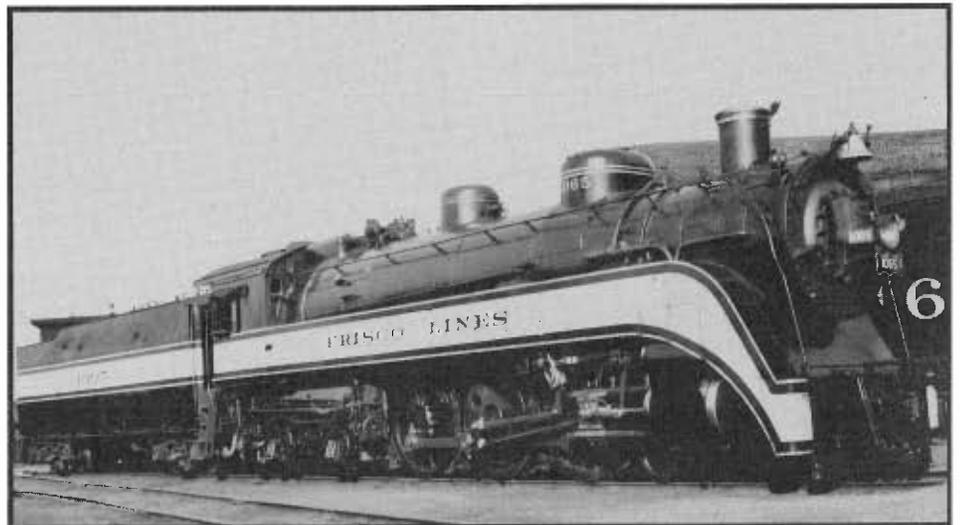
dark numbers and letters. It also shows a double band around both the steam and sand domes absent on 1062-1064-1066.

SSP-8 Hudson (Pacific rebuild)
4-6-4 1069

An October 24, 1937, photo shows No. 1069 in a similar scheme to 1062-1064-1066. However, the diamonds are solid colors and the steam and sand domes have a double band.

SSP-9 Hudson (Pacific rebuild)
4-6-4 1069

An October 15, 1939, photo shows No. 1069 still sporting the 24" wide white skirt, only the edging is of a different design and the red diamonds are missing.



Frisko 1065, in SSP-7 streamlining, is shown here at Kansas City, MO, September 25, 1940.

Photo from collection of A. Johnson



Frisko 1069, in SSP-8 streamlining, is shown here at Kansas City, MO, October 24, 1937.

Photo from collection of A. Johnson



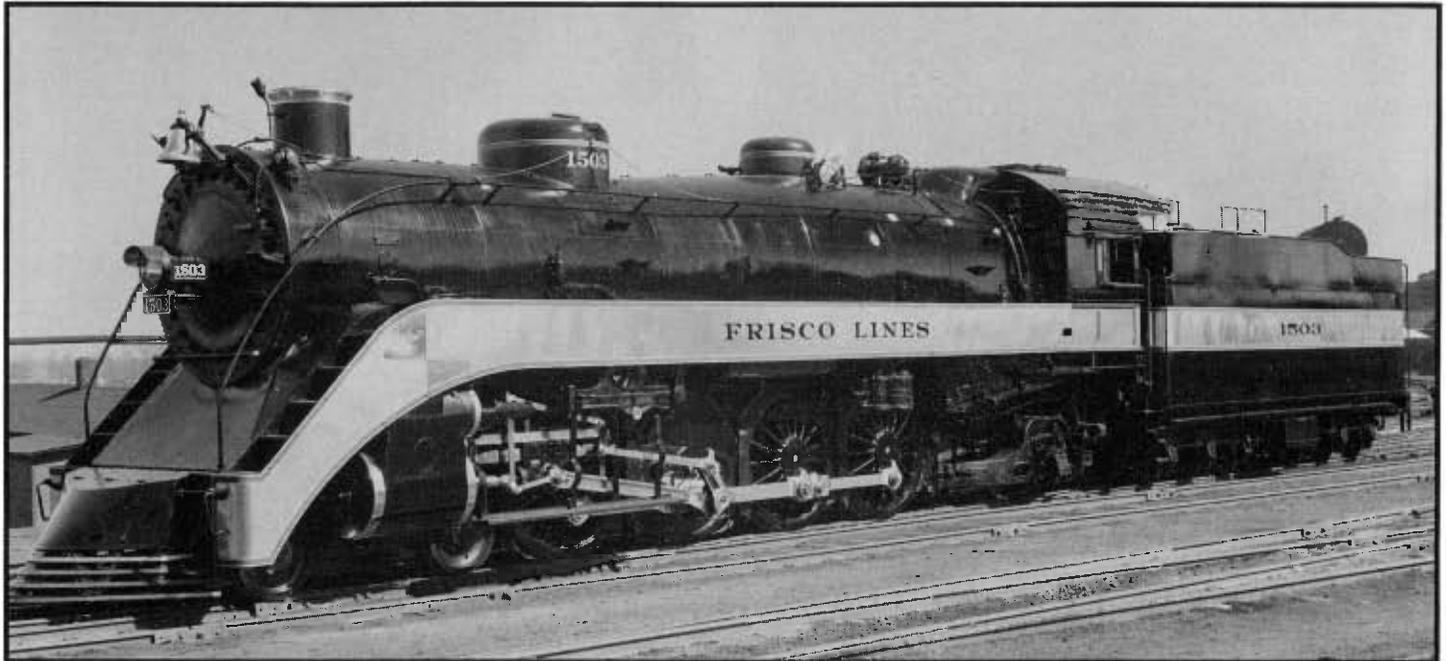
Frisko 1069, in SSP-9 streamlining, is shown here at Kansas City, MO, October 15, 1939.

Photo from collection of A. Johnson

SSP-10 Mountain 4-8-2 1503

The only Mountain class Frisco locomotive to receive semi-streamlining was No. 1503. It features a stainless steel skirt, red edging, and black letters and numbers.

As was the case with many of the creative innovations of the Frisco motive power department, our records indicate that the semi-streamlining program was short lived and eventually removed from all locomotives on the roster. ☞



Frisco 1503, in new SSP-10 streamline skirting, was sitting at the North Springfield Yards when this photo was taken March, 7, 1938. Frisco photo

THE FLYER ON THE FINLEY

This rare photo was taken at approximately 7:00 am, July 9, 1909, as the Frisco's *Chadwick Flyer*, 1222 northbound daily, was gently crossing the flooded Finley River at Ozark, MO, Station A257, Chadwick Branch, Lebanon District, Eastern Division. The two car coach - combine consist was pulled by ex-Kansas City, Ft. Scott & Memphis 4-6-0 locomotive No. 2660.

Thanks and a tip of the Frisco hat to Robert Vestal for sharing with us this rare glimpse of Frisco and Ozarks history. ☞

