

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.

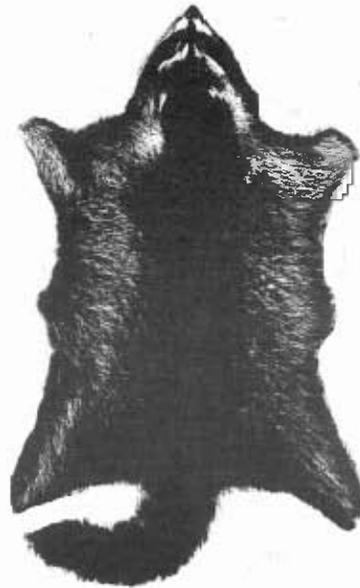
QUESTION: At a recent family reunion, my grandfather was telling me about the Frisco corporate logo having something to do with a raccoon hide. Can you explain?

ANSWER: Yes! Please allow us to present...



In the late 1890's, Mr. George H. Nettleton, then Vice-President of the newly re-organized St. Louis and San Francisco Railroad Company was making an inspection tour of the system. His train pulled into the station at Neosho, MO, with his private car stopping in view of the west end of the depot on which was tacked a raccoon hide to dry.

When Mr. Nettleton saw the coon hide, he immediately summoned the local station

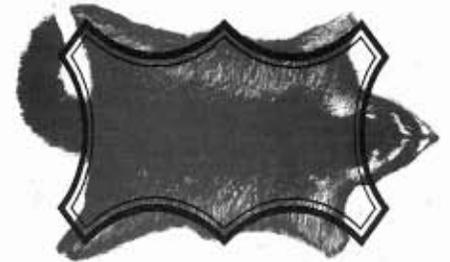


agent Sam Albright to the business car. "Albright, what's that nasty thing doing tacked on the depot?" roared the Vice-President, "and just why are we using company property for tanning hides?"

With no hesitation and determination in his voice, Mr. Albright replied, "You know its kinda hard supporting a family on the \$1.25 per ten hour day you folks pay me for railroading. So I have to catch and tan and sell coon hides to help feed my family!" Mr. Nettleton replied, "Don't you know railroading comes first?" Before Mr. Albright could respond, the Vice-President said, "Well, having a hobby is O.K." To Albright's surprise Mr. Nettleton then asked, "How much will you take for that coon hide?"

Albright was so startled by the Vice-Presidents request, he blurted out "Two bucks." Nettleton agreed, the deal was closed, the inspection of the station was complete, and Albright was left in wonderment as to what on earth a railroad official wanted with an old coon hide.

It was not long afterward that ink outlines of the tightly stretched coon hide began to appear on Frisco drawing boards in the General Office Drafting Room in St. Louis, but instead of hanging up and down, the hide was turned horizontally.



The words **FRISCOLINE** were inserted inside the coon skin outline and the Frisco's corporate trade mark was born.

It is interesting to note that the word **FRISCO** itself has an interesting origin. The **FR** is taken from San **FR**ancisco, the **IS** from St. Lou**IS**, and the **CO** for **CO**mpany. Thus the St. Louis and San Francisco Railroad Company was symbolized.

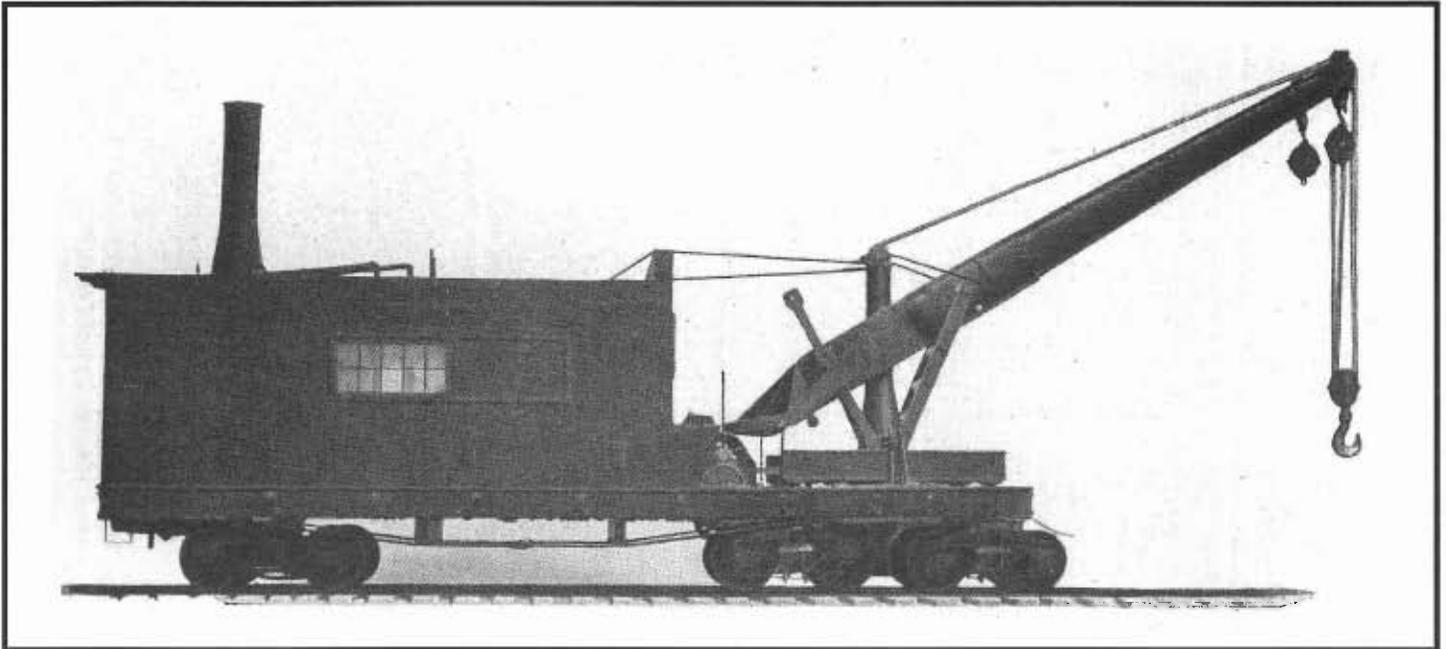
Although the words inside its outline would change throughout the years, the coon skin logo remained as the corporate fingerprint of the company for over eighty years.



Editor's Note: The images used on this page were taken from a photo of the original coon skin. Prior to the 1980 BN merger, it hung in the General Office Building in St. Louis.



COMPANY SERVICE ROSTER



The world's first steam powered railway wrecking crane, built by Industrial Works in 1883. This type was similar to Frisco 99025, built in 1898, for the Kansas City, Ft. Scott, & Memphis Railroad as number 7. Photo courtesy of Industrial Brownhoist Corporation.

This is the tenth in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

Wreckers Work Trains Hoists

Part One

One hundred-sixteen years ago adequate railway wrecking equipment was virtually nonexistent, other than what the individual railroads built to accommodate their specific needs. As the nation's rail

systems became larger and more trains were in operation the need for practical wrecking equipment became more apparent and urgent. Consequently, in 1883 the Industrial Works Co. of Bay City, MI, designed and built the world's first steam powered railway wrecking crane for service on the Chicago & Western Indiana Railroad. Their new steam wrecker was 40 ft. long, rode on three sets of four-wheel trucks, weighed 134,450 lbs., and had a lifting capacity of 30 tons.

According to our records, the first reference to wreckers on the Frisco appear in an 1885 roster. At that time two were in service, nos. 498 & 499. Three years later, the 1888 roster lists three units in service 497-498-499.

In 1904 when the Frisco reclassified and renumbered all its equipment, both owned

and acquired through consolidation of other lines, four steam wreckers were on the roster, as follows:

99025 Built by Industrial Works in November, 1889, for the Kansas City, Ft. Scott, & Memphis Railroad as unit number 7. It was one of Industrial's early 30 ton models.

99026 Built by Industrial Works in March, 1901, for the Frisco. Originally numbered 021, it had a lifting capacity of 40 tons.

99027 Built by Industrial Works in December, 1902. This 50 ton unit was first numbered SLSF 022.

99028 Built by Industrial Works in August, 1903, for the Frisco as 023, this unit had a lifting capacity of 60 tons.

Between 1907 and 1909, the company added four additional steam wreckers. Number 99029 was a 160 ton steam unit

acquired from the Colorado Southern, New Orleans, & Pacific Railroad, and three 100 ton wreckers, 99030-99031-99032, were purchased from Industrial Works. In 1913, 99033 and 99034 were added to the roster, both also 100 ton wreckers. In 1926, a 60 ton steam wrecker was purchased second hand from an unknown source for \$10,342.48 and assigned roster number 99023.

In December, 1949, the original 99025 wrecker was replaced with a new 250 ton diesel unit built by Industrial Brownhoist Co. In 1954, a 160 ton Bucyrus steam wrecker was acquired, assigned number 99024. In 1955 it was converted to diesel power.

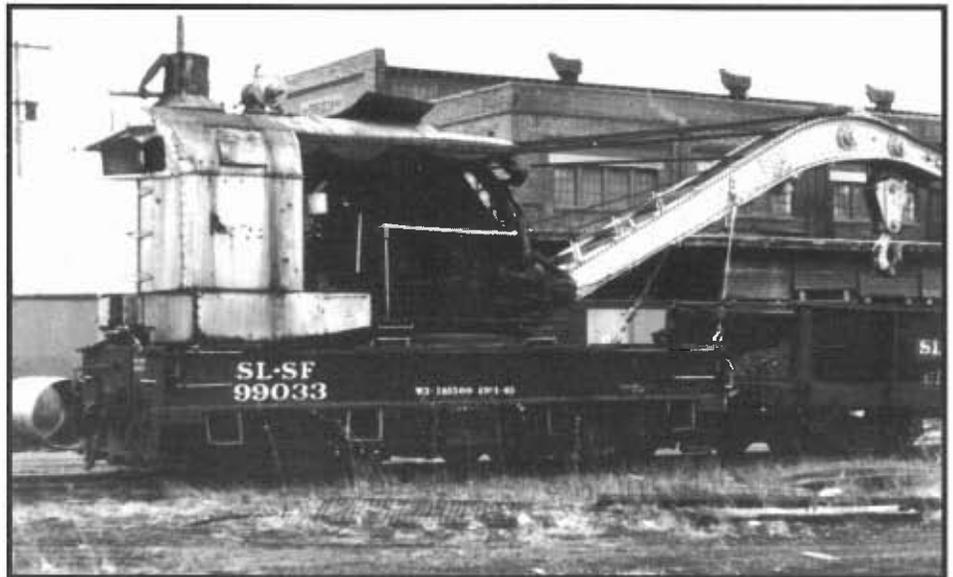
That same year, 1955, two additional 250 ton diesel units were added to the fleet, nos. 99021 and 99022. According to a March 22, 1955 roster, the Frisco's fleet of wrecking cranes included fourteen units, as follows:

No.	Capacity (tons)	Power	Assigned
99021	250	Diesel	Tulsa
99022	250	Diesel	Springfield
99023	60	Steam	Pensacola
99024	100	Diesel	Ft. Scott
99025	250	Diesel	Yale, TN
99026	40	Steam	Kansas City
99027	50	Steam	Enid, OK
99028	60	Steam	Ok. City
99029	160	Steam	Newburg
99030	100	Steam	Sherman, TX
99031	100	Steam	Shop for rep.
99032	100	Steam	Ft. Smith, AR
99033	100	Steam	Chaffee, MO
99034	100	Steam	Amory, MS

According to a June 15, 1955, roster, the 99026 *Kansas City* wrecker was removed from service. Number 99028 was re-assigned from Oklahoma City to Kansas City, and number 99031 was assigned to service as the *Oklahoma City* wrecker.



This view of SLSF 99030 was taken at Springfield, MO, on July, 1971. E. Stoll photo



Dr. Mike Condren took this photo of SLSF 99033 at Springfield, MO, on February 15, 1970.



SLSF 99023 was in service at Pensacola, FL, on April 14, 1951, when this photo was taken.



Its July, 1954, and newly built SL-SF 99022 is awaiting shipment at Industrial Brownhoist yards, Bay City, MI.



SL-SF 99022, the Springfield wrecker, is working a derailment at Billings, MO. Date of photo unknown

Three years later, 1958, missing from the roster are 99023, 99027, and 99031. In addition there was a notation that 99028 was assigned to Springfield for use on the High Line. The April 7, 1958 roster listed the following units in service:

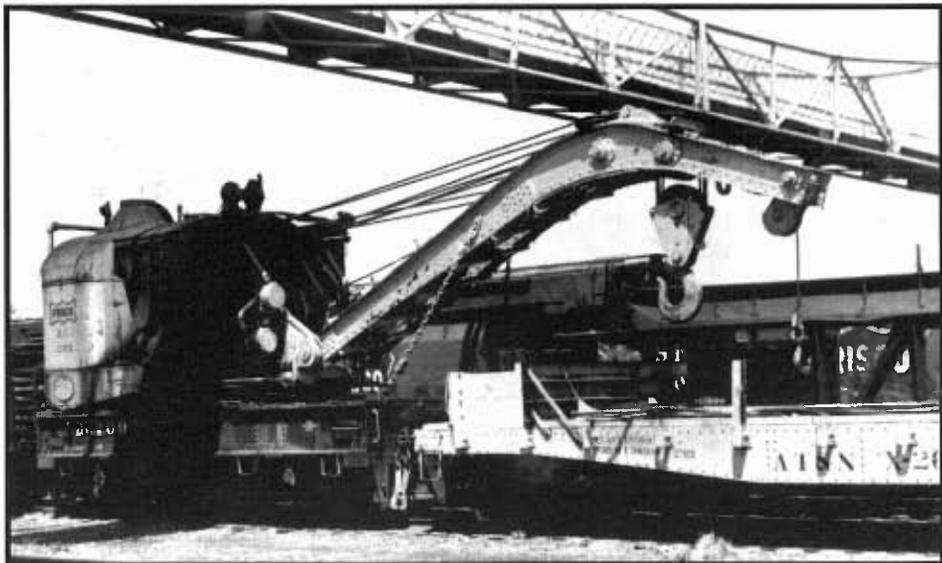
99021	Tulsa
99022	Springfield
99024	Kansas City
99025	Tennessee Yard
99029	St. Louis
99030	Mobile, AL
99032	Ft. Smith
99033	Enid
99034	Amory, MS

NOTE: The 1958 roster also lists an otherwise unknown BC-209 wrecker, converted from a steam derrick.

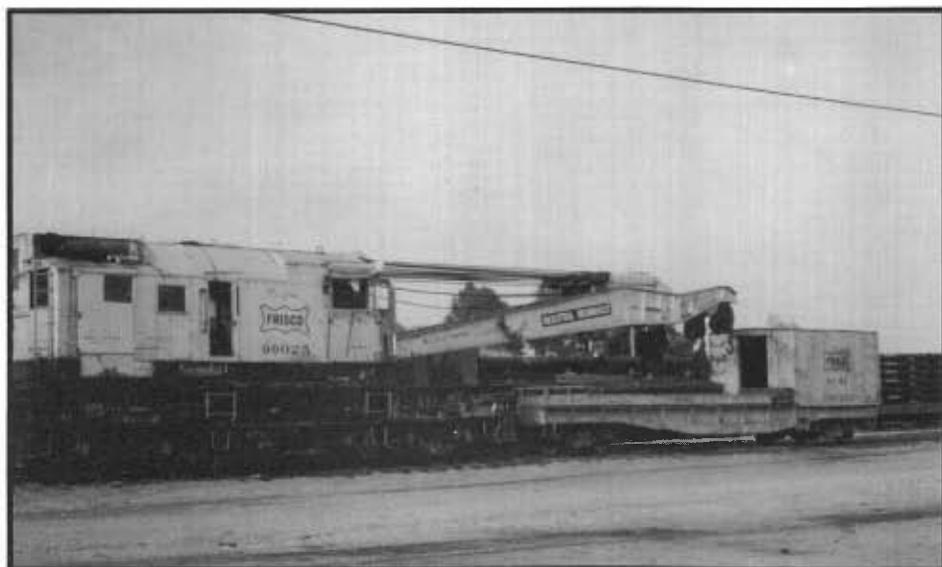
From 1958 to 1963, the above ten units provided wrecking service for the Frisco. It was also during this time period that most of the units were repainted in the standard company service silver gray paint scheme. In 1964, 99029 was converted to diesel operation and in 1965, 99034 was removed from service. In 1969, BC-209 was converted to diesel. In 1971, 99030 was removed from service and BC-209 was renumbered 99020. It is interesting to note that following diesclization and renumbering, 99020 was reassigned for duty as a bridge crane.

In 1973, 99033 was retired, in 1975, 99029 and 99032 were removed from service, and by merger with the Burlington Northern in 1980, only 99021 and 99025 were still on the roster. 📄

Editor's Note: In the next installment of our Company Service Roster feature, we will take a look at the work trains that were assigned to each wrecker.



BC-209, in service at Springfield, MO, on May 9, 1969. A. Johnson photo



SLSF 99021 and 99025 were the remaining two wreckers on the Frisco roster at merger with the Burlington Northern in 1980.

This rare set of, circa. early 1950's, photos shows 99024 and 99025 working a wreck outside Marshfield, MO. The gentleman in the hat and tie is Sanford P. Enslin, who retired from the Frisco in 1958 as General Car Foreman. The bottom two photos give us a "cab view" of the operation.

