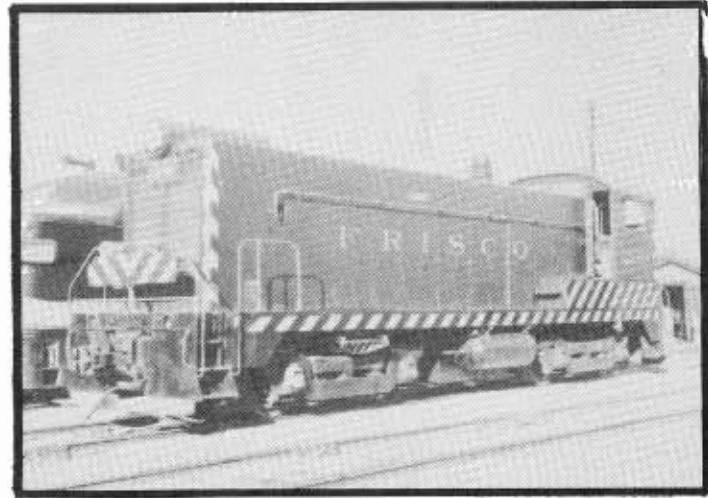


MODELING FRISCO DIESEL POWER



Fresh from the factory, Frisco E-8 #2021 Gallahadion awaits its first assignment at Frisco's Lindenwood Diesel Shop, February, 1950.
Frisco photo.



Frisco DS4-4-1000 #239 awaits its next switching assignment at the Springfield Yards, October 8, 1949. A. Johnson collection

Frisco Folk David Gaines provides us with Parts & Materials lists to model two classic pieces of Frisco diesel power in HO scale

Frisco E-8 #2021 *Gallahadion*

MFG	CAT#	PURPOSE
Model Power	920	Base Model
Cal-Scale	316	Air Horns
Details	6210 & 6603	Grab Irons
Precision	3968	Window Wipers
Kadee	#5 & #8	Couplers
Pactra	106	Body Paint
	"Insignia Red"	
Herald King	L-463 & L-463A	Decals
Testors	1260	Dullcote

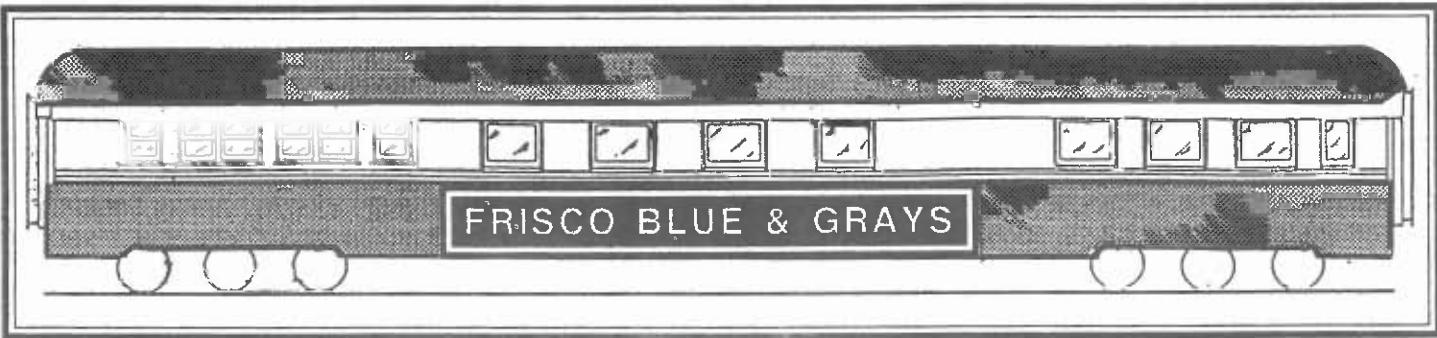
Frisco DS4-4-1000 #239

MFG	CAT#	PURPOSE
Athearn	3700	Base Model
Cal-Scale	280	Marker Lamps
Details	2204	Coupler Lift Bar
Details	7103	Rerailer Frog
Details	6210	Grab Irons
Kadee	#5	Couplers
MV Products	22	Headlight Lens
Microscale	87-0085	Decals
Microscale	PS 1/8-6	Decals
Testors	1247	Body Paint
Testors	1114	Trim Paint

WANTED

Frisco Modeling Information & Articles

If you have built (scratch or kit-bash) a *classic* piece of Frisco motive power, rolling stock, structure, or facility, or are in the process of creating a new *masterpiece*, we would like to share it with our members in future issues of the *ALL ABOARD*. PLEASE contact the Museum office for additional information and publication requirements.



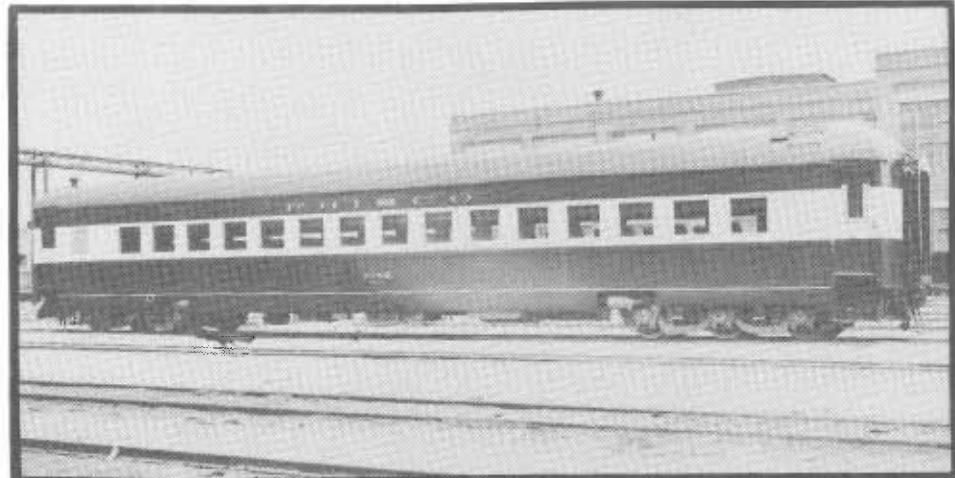
The history of Frisco passenger service can be chronicled in a variety of ways including by motive power, types and assignment of equipment, train names and numbers, schedules, services offered, routes operated, etc., all of which can yield an abundance of historical and technical information. One interesting, relatively simple, and highly visible way to divide Frisco passenger service into somewhat distinctive eras is by exterior paint livery. Generally speaking there were three paint scheme eras: *Prewar* (World War II), *War Years*, and *Post-War* eras. Although the standard Pullman Green livery was predominate throughout the history of Frisco passenger service, the *War Years* and *Post-War* eras were marked by two basic color departures.

Aside from the standard Pullman Green, the Frisco passenger livery most recognizable to the traveling public was the red and silver scheme that made its debut with the delivery of the new fleet of Pullman-built streamline equipment between October, 1947 and June, 1948.

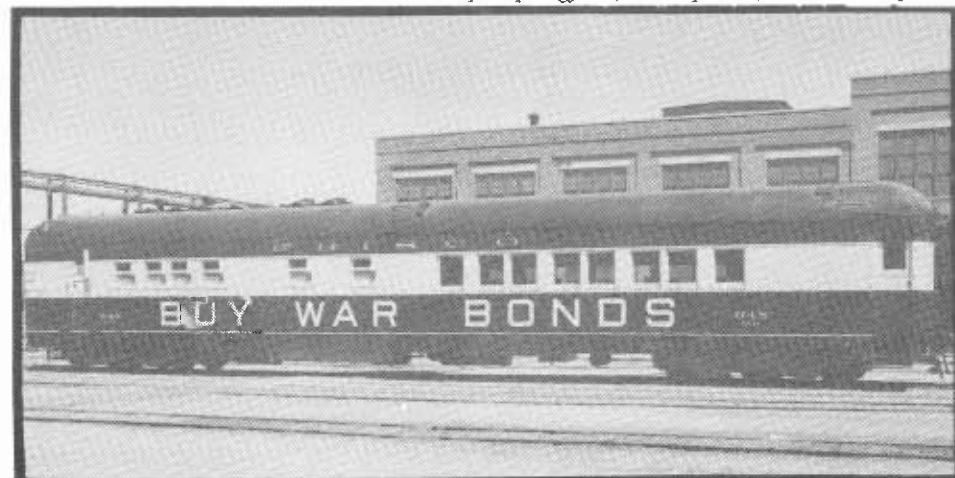
Beginning in December, 1948, with Chair-Lounge Car #1603, the *Glendale*, the red and silver design of the streamline cars was augmented with the painting of fourteen *Prewar* heavyweight cars in a red and gray Camouflage Shadow-Line livery that, from a distance, closely resembled the stainless steel sheathing of the new cars.

EDITOR'S NOTE: Between 1954 and 1955, twelve heavyweight named sleepers were painted red and solid gray, similar to the other cars in the series only without the Shadow Line design.

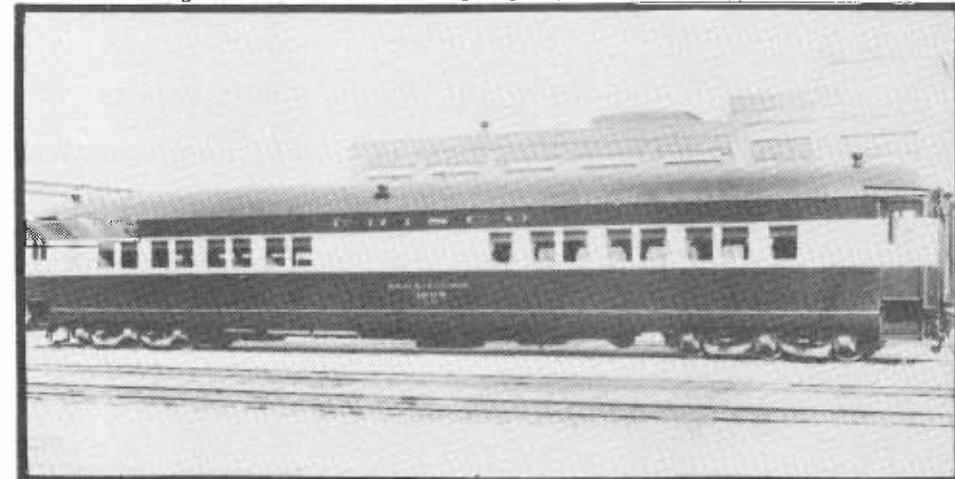
Possibly the most distinctive, and by far the most short-lived, paint era of Frisco passenger service was the *War Years* (1940-1946). During this short period of time, the West Springfield Coach Shops



Chair Car #1062 West Coach Shops Springfield, MO April 30, 1942 Frisco photo



Dining Car #648 West Coach Shops Springfield, MO August 2, 1943 Frisco photo



Snack Car #1605 West Coach Shops Springfield, MO April 10, 1941 Frisco photo

rebuilt and repainted 100 prewar cars *Zephyr Blue* with a *Pearl Gray* center stripe and *Dove Gray* roof and trucks. According to our records, the first of the fleet of Frisco Blue & Grays rolled out of the Coach Shop were Cafe-Lounge Car #1501, Mail-Baggage-Express Car #82, and Chair Car #754, all completed in March 1940. These cars were first placed in service on the inaugural run of the new *Firefly*, with similar painted streamlined 2-6-0 #1026. (See *Frisco's Firefly Locomotives, ALL ABOARD*, June-July, 1990, pp. 10-13)

The last of the Frisco Blue & Grays to be so painted was Coach #1102, completed in April, 1946. It is interesting to note that in April, 1945, Coach-Snack Car #1607 was the first Blue & Gray to be repainted back to the standard Pullman Green. By the end of January, 1955, all the fleet were retired, converted to company service, repainted Pullman Green, or were one of four cars (Baggage-Express #371, Lounge Cars #1401 and #1402, and Diner-Lounge *Kansas City*) that were ultimately repainted in the Post-War red and gray Camouflage Shadowline livery. According to our records, the War Years paint era ended with the repainting of Coach Lounge Car #1505, completed January, 1955. □

FRISCO RESEARCH SERVICE

The Frisco Research Service currently has available the following related resources:

1. A complete roster of Frisco Blue & Gray equipment including car numbers/names, types, paint/repaint dates, and a cross reference roster by paint dates.

\$5.00.

2. A complete roster of red & gray equipment including paint dates, cross reference of former Blue & Gray repaints, cross reference roster by paint dates, and a listing of 1956 train assignments.

\$2.00



DOWN AT THE DEPOT

Barnhart, MO

Station T29
St. Louis Sub-Division
River Division

The *St. Louis, Memphis & Southeastern Railroad Co.* was incorporated on January 8, 1902. Corporate control of the company was assumed by the Frisco on November 1, 1902, and by 1904, the company had constructed 124 miles of main line track between Southeastern Junction and Cape Girardeau, MO.

In 1903, Station T29 was established twenty-two miles south of Southeastern Jct. at Barnhart, MO. While our records indicate that the Barnhart depot was built in 1903, it does not appear on the company's *OFFICIAL LIST OF OFFICERS, STATIONS, AGENTS, ETC.* until the September 1905 edition, with E.C. Steenburg listed as the agent assigned in February, 1905.

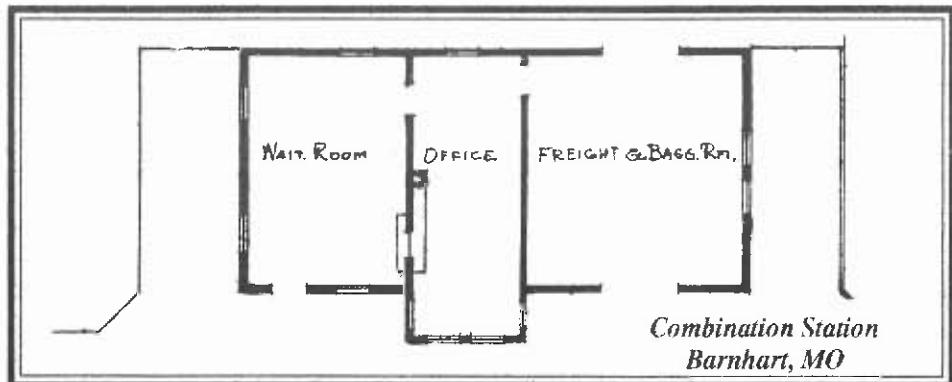
The Barnhart station was a 42' 2" x 20' 1" frame depot built according to

Frisco Standard Station Plan No. 1. Its 2"x 6" walls were set on a pile-head foundation and it had a 1/3 pitch gable roof design. The interior featured a 3/4" x 3 1/4" yellow pine floor, 3/4" x 3 1/4" beaded walls and ceiling (11'10" high) and the exterior was covered with boards and batens with a 1"x 6" drop siding wainscot.

The interior of the depot was divided into a 19'x 13' Waiting Room on the northeast end, a 19'x 17' Freight & Baggage Room on the opposite end, with a 23'x 9' Ticket Office in the middle.

During its tenure of service, the Barnhart station was served by a wide variety of named trains and daily locals. The last passenger train to depart from Barnhart was the *Sunnyland*, Trains 807-808, which made their final runs on September 17, 1965.

In the summer of 1968, a metal Armco building was constructed adjacent to the old depot and later that year, the original station was raised. □



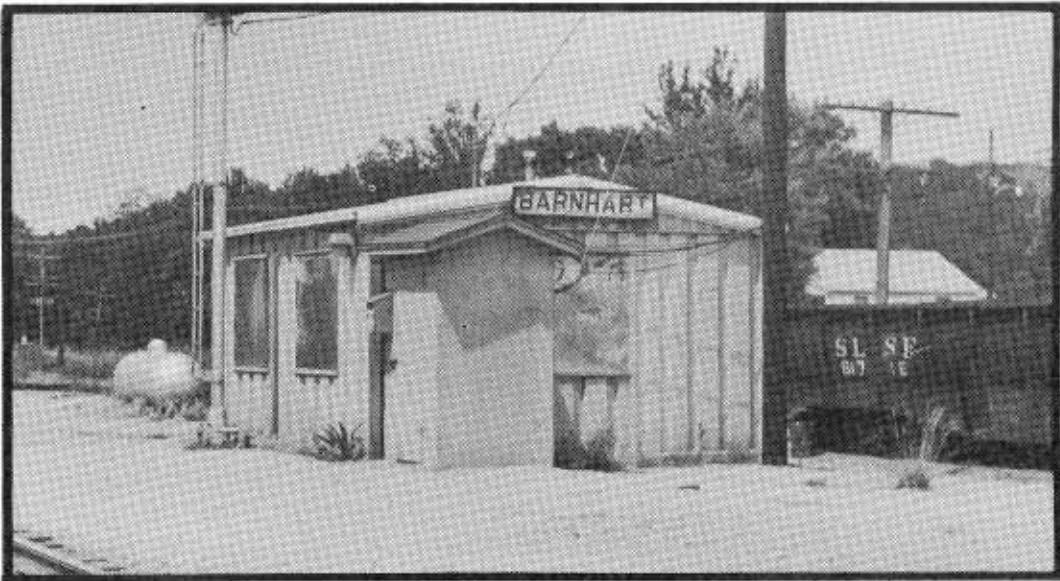
Barnhart, MO, circa. 1917, with north bound "St. Louis Express." Kevin Johnson collection



Barnhart, MO abandoned and empty, Spring, 1968. Howard Killam collection.



Barnhart, MO, a contrast in old and new, Summer, 1968. H.D. Conner collection



Barnhart, MO, 1969. H.D. Conner collection

FRISCO RESEARCH SERVICE

This is the first listing of what will become an on-going series of historical and technical resources currently available from the Frisco Research Service.

STEAM LOCOMOTIVE DIAGRAMS

Our 192 page book of Steam Diagrams covers 1880-1943 and includes diagrams, builders, builders dates, numbers, specifications, tonnage and bridge class, modifications, etc., for all classes of steam locomotives operated on the Frisco, complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$50.00. Individual diagram reprints available for \$1.00 each.

DIESEL LOCOMOTIVE DIAGRAMS

Our 60 page book of Diesel Diagrams covers 1940-1978 and includes diagrams for all classes of Frisco diesel power along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$17.00. Individual diagram reprints available for \$1.00 each.

FREIGHT CAR DIAGRAMS

Our 160 page book of Freight Car Diagrams covers 1909-1969 and includes diagrams for all classes of Frisco freight equipment built and/or operated during the above mentioned years along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$42.00. Individual diagram reprints available for \$1.00 each.

HEAVYWEIGHT PASSENGER CAR DIAGRAMS

Our 141 page book includes diagrams for

Frisco heavyweight passenger equipment covering 1880-1945 and includes floor plans, some elevation drawings, builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$37.00. Individual diagram reprints available for \$1.00 each.

STREAMLINE PASSENGER DIAGRAMS

Our 11 page book of Streamline Passenger Car Diagrams covers 1947-1955 and includes floor plans for all classes of Frisco streamline equipment along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$4.00. Individual diagram reprints available for \$1.00 each.

MOTOR CAR DIAGRAMS

Our 24 page book of Motor Car Diagrams covers 1910-1928 and includes floor plans and elevation drawings for all classes of Frisco Motor Cars and some trailers along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$8.00. Individual diagram reprints available for \$1.00 each.

EARLY WORK SERVICE EQUIPMENT DIAGRAMS

Our 36 page book of Early Work Service Diagrams covers 1881-1901 and includes elevation drawings for fifteen classes of work service equipment along with builders, builders dates, numbers, specifications, etc., complete with index. The book is available with plastic spiral binding or pre-punched for 3-ring binder.

\$12.00. Individual diagram reprints available for \$1.00 each.



The Museum has been granted permission by the publishers of *The Official Railway Equipment Register* to make available to our members reprints of Frisco equipment lists. Sixty-Three issues are currently available from 1897 to 1980. The registers list all freight equipment on the Frisco roster including type, number series, dimensions, capacities, number of units in service, etc. They also include limited listings of company service equipment and the early years include passenger rosters. \$1.00 for list of available years. Individual pricing information per year accompanies list.

PASSENGER SERVICE EQUIPMENT ROSTER

Our forty-seven page Passenger Service Equipment Roster contains 1,034 listings of all passenger equipment built for and/or operated by the Frisco between 1876 and 1967. The roster includes car numbers/names, former numbers, date built, class, length, builder, rebuilt information, and former lines the cars operated on. The roster also features an extensive cross reference by car class. The roster is available with plastic spiral binding or pre-punched for 3-ring binder.

\$15.00. Individual class rosters available for \$1.00 each.

FRISCO BLUE & GRAY PASSENGER EQUIPMENT ROSTER

A complete roster of Frisco Blue & Gray equipment including car numbers/names, types, paint/repaint dates, and a cross reference roster by paint dates.

\$5.00.

FRISCO RED & GRAY PASSENGER EQUIPMENT ROSTER

A complete roster of Frisco Red & Gray equipment including paint dates, cross reference of former Blue & Gray repaints, cross reference by paint dates, and a listing of 1956 train assignments.
\$2.00.

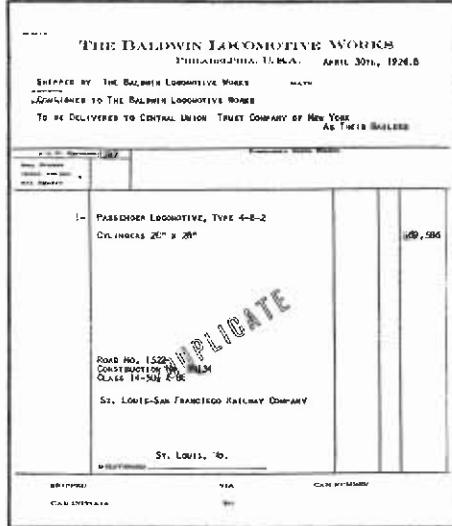
FREIGHT EQUIPMENT PAINT/LETTERING DIAGRAMS

Our four-page list catalogues 139 freight car paint/lettering diagrams from 1919 to 1971, conveniently arranged according to nine car types. Pricing information accompanies list.
\$5.00.

STEAM LOCOMOTIVE INVOICES

The Museum has acquired and is now offering reprints of forty-eight different locomotive purchase invoices. They are all Baldwin-built units, series 1500, 4100, and 4200. They include date, locomotive type, tender type, and purchase price. Printed on card stock, these invoice reprints make a unique addition to a train room, den, study, or office. Accompanying photos for each invoice are also available.

List is \$1.00. Reprints are \$2.00 each.



PLEASE NOTE: When ordering Research Service materials, please add 10% of the total amount for Postage & Packaging.

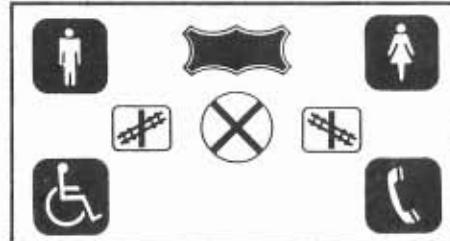
COLLECTING THE FRISCO

This is the third in a regular series of ALL ABOARD articles that is devoted to *COLLECTING THE FRISCO*, and is designed to be an information resource for Frisco Collectors. In this issue, we begin a two-part segment on collecting Advertising and Promotional items.

Hear Ye, Hear Ye!

To advertise is to turn the attention of the public to something, and the railroads have been in the business of turning the attention of the public to their services for as long as they have had services to advertise and promote. The nation's rail-carriers, including the Frisco, have used the persuasion of advertising to promote land development, sales, freight and passenger services, safety programs, customer relations, national events, seasonal celebrations, etc., and they have used every conceivable medium to convey their message.

The word *advertise* comes from the French *avertir*, which means "to notify," and its use can be traced back to many early civilizations. Long before the invention of the printing press, the public was being notified by way of such advertising mediums as pictorial sign boards and *town cryours*. While the sign boards were originally used to dispense information to illiterate peasants, their descriptive pictures were a quick and convenient way to promote products and services to the general public. It is interesting to note that pictorial advertising is still being used today, both for the promotion of goods and services, and to provide information to a universal public.



One of the most primitive mediums of advertising was the medieval *cryour*, and the most common use of this early form of notification was the traditional *town cryour*. While the primary duty of these early broadcasters was to shout out



JOIN IN THE WELCOME TO COL. LINDBERGH St. Louis, June 18th \$5.00 Round Trip

GOOD ONLY IN COACHES



A 2-DAY CELEBRATION

IN HONOR OF THE WORLD'S PREMIER BIRDMAN
BALL GAME

New York "GIANTS"
Vs. "CARDINALS"

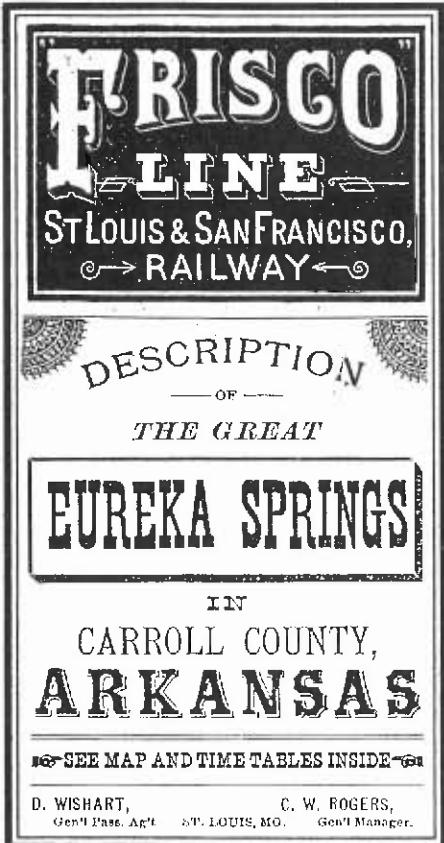
"Slim" will raise the Championship Pennant at Saturday's Game
For information as to train service call or phone me:
P. E. CLARK,
Passenger & Ticket Agent, Frisco Lines
Springfield Mo. Phone 3864

Newspaper advertisement, circa. 1927

announcements of news, court orders, and royal edicts, there were also many private business *cryours* who would walk through the streets of a city or village promoting their particular selection of wares for sale. Regardless of the nature of the announcement, whether it be public proclamations or private promotions, the attention of the public was always turned to the familiar broadcast of, "*Hear Ye, Hear Ye!*" It is interesting to observe that this early medium of advertising and promotion is still in use today. While modern technology has expanded the coverage of his audience, the *cryour* is still in business by way of radio and television.

With the invention of the printing press in the 16th century, advertising took on new meaning as the literature of persuasion. When the first known newspaper rolled off the press in Germany in 1591, it included advertising. Three years after England's first newspaper appeared in 1622, it contained a full compliment of printed promotions for such English staples as tea, coffee, and chocolate.

The use of printed persuasion first appeared in America with the arrival of the English colonists. Even before America officially became a nation, the use of printed



Frisco Line advertising dodger, July 1881

dodgers or hand-bills was being used to promote all types of colonial commerce. When the United States Postal Service expanded its services and facilities in the early 1840's, the broadened circulation of periodicals expanded the range of contact with potential customers. Consequently, the use of advertising and promotion became a chief expenditure for many producers and providers of goods and services, including the railroads. Today, the volume of advertising in the United States, figured in dollars, is so great that it can easily be placed among the most important of the nation's commercial activities.



USRA promotion stamps, circa. 1940's

For many years the railroads have been at the forefront of advertising and promotion. Very few items produced by or for the nations rail-carriers have not had the company name, logo, or appropriate slogan

painted, printed, or stamped some place where it could be seen. Each particular railroad put their mark on their products and services not simply as a means of identification, but also as a means of inexpensive yet effective advertising. While many rail travelers prided themselves on being able to unlawfully confiscate such practical items as playing cards, ash trays, and other mementos, in reality many of these items were placed on the trains with the idea in mind that they might end up in someone's living room. Every time company would come over for the evening to play cards or smoke, the railroad was advertising.



Frisco Passenger Service playing cards with leather case, circa. early 1950's



Frisco Passenger Service ash tray, circa. late 1940's

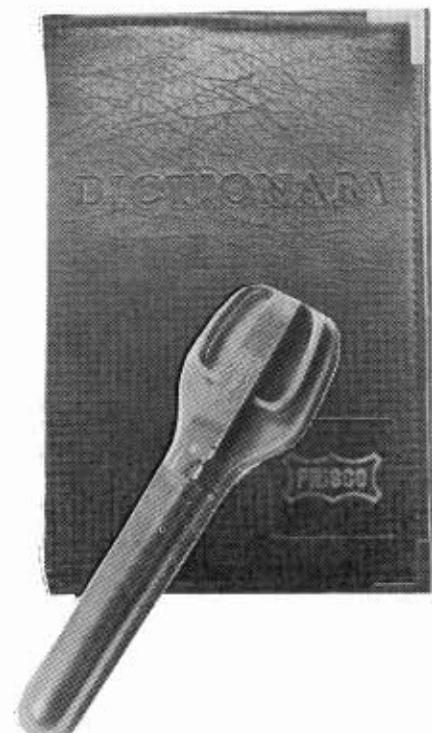
I once had a retired Special Agent confide to me that while such procurement of railroad property was "officially illegal," his superiors would frown on any serious attempts to apprehend anyone taking home a memento of their trip on the "friendly Frisco!"

Because advertising and promotion were so much a part of the Frisco's operation, each segment of COLLECTING THE FRISCO contains examples of how the railroad promoted its broad range of specific services. Consequently, the feature

on Advertising and Promotion will review the areas of customer relations, smoking accessories, playing cards, and national defense.



When the Frisco sales representative would call on a customer or potential client, he would usually take with him an assortment of such practical items as memo pads, matches, pens and pencils, and calendars. Although their primary purpose was to promote positive customer relations, such complementary tokens were also an excellent means of advertising. On special occasions, such as seasonal celebrations or the inauguration of a new Frisco service, the railroad salesman would also present many of his customers with an appropriate memento for the event. Because they were designed to make a favorable impression, most customer relations collectibles were quality items and when you can find them, they are a fine addition to any collection.



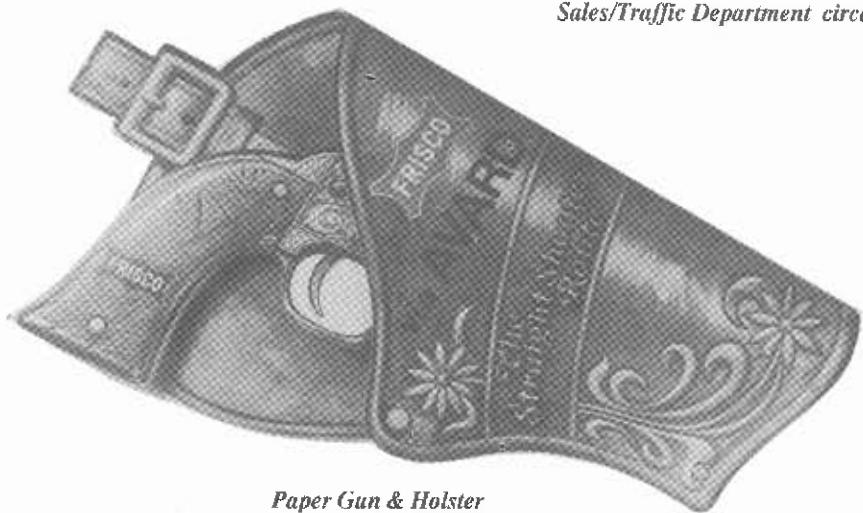
*Leatherette-covered dictionary - Letter opener & scissors in leather holder
Frisco customer promotional items*



*Cocktail Glass
Customer Promotion
Sales/Traffic Department circa. 1970's*



*Red & White Plastic Drink Coasters
"Straight Shooter Route" Sales Promotion
Joint Frisco-Santa Fe through train service
Sales/Traffic Department circa. 1970's*



*Paper Gun & Holster
"Straight Shooter Route" Sales Promotion
Joint Frisco-Santa Fe through train service
Sales/Traffic Department circa. 1970's*

<p>It is very important that you QUOTE THIS ORDER NUMBER when billing; otherwise remittance may be delayed.</p> <p style="text-align: center;">6812</p>		<p>ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY ADVERTISING OFFICE 1019 FRISCO BUILDING</p>	
<p>Hall Lithographing Co. P. O. Box 330</p> <p>Topeka, Kansas 66601</p> <p>Please furnish the following and ship as directed:</p>		<p>St. Louis, Mo. 63101 Oct. 22 1974</p>	
100,000	<p>"Ship IT on the Frisco...the dependable one" memo pads 5x8", as per illustration attached, lithographed one side, 3 colors - red, yellow and black - on 16# white sulphite paper, blocked at top in 40's with strawboard back, bundled in 10's and tied with string, packed in corrugated board containers and shipped in accordance with future shipping instructions, @ \$6.09 each.</p>		

Invoice for 100,000 Frisco memo pads, October 22, 1974



OTHER TRAINS ADDRESSED

ORDER No.

4
Joplin Aug 10¹⁹²³
All East
TO C & E
AT Neodesha

FORM

31

X AT

M.

OPR.

As remembrance of respect and
 Commemoration of death of
 President Harding all service
 and all manner of work
 shall be suspended at
 2⁰⁰ P.M. Friday August 10th for
 five minutes including the
 stopping of trains and suspension
 of work by yard passenger
 and freight crews

THIS MARGIN MUST NOT BE WRITTEN UPON

REPEATED BY	TIME	SIGNED BY	TRAIN	MADE	TIME	OPERATOR
						<i>LB</i>
						<i>Hoisington</i>

Train Order issued August 10, 1923
 Directing that all Frisco operations be suspended for five minutes to honor the death of President Warren Harding