

Classic Frisco Up-Date

In what is becoming an on-going investigation of mystery Frisco locomotive #88 (*ALL ABOARD, Classic Frisco, August-September, 1991, p. 5 & Classic Frisco Up-Date, October-November, 1991, p. 15*) Frisco Folks George Ballard and Gale Hall have provided our Research Department with additional information on the engine's C&EI (*Chicago & Eastern Illinois*) ownership.

• Mr. Ballard has submitted a photo of 2-6-0 #70, a C&EI Mogul locomotive with identical FRISCO cab lettering and round front-mount number board as #88.

• Mr. Hall has submitted (below) a photo of 2-8-0 #178, a C&EI

Consolidation engine with identical FRISCO cab lettering and round front-mount number board as #88 and #70.

According to our records, these two engines, like #88, did not appear on any Frisco locomotive rosters.

Additional C&EI historical materials supplied by Mr. Hall indicate that #88 could very well have traveled the tracks of the Frisco's River Division. On January 3, 1905, the St. Louis-Southwestern gave the Frisco trackage rights between Illmo, MO (Station TE138, Leachville Sub-Division, River Division) and Rockview, MO (Station T142, St. Louis Sub-Division, River Division). On May 25, 1905, these rights were assigned to the C&EI.

On August 24, 1906, the St. Louis, Memphis, & Southeastern (A River Division line controlled by the Frisco) granted trackage rights to the C&EI from Rockview, MO to Chaffee, MO (Station T144, Chaffee Sub-Division, River Division).

EDITOR'S NOTE: While most Frisco Folks are aware of the operational, although short-lived, connection between the Frisco and the C&EI there is apparently little documentation currently available on the details of their joint operations. Consequently, thanks to Mr. Hall, Mr. Ballard, and Frisco Folk James Mottram who first brought the photo of #88 to our attention,



FRISCO/C&EI 2-8-0 #178, date & location unknown.

Photo reprinted from the front cover of *THE RAILROAD EVANGELIST*, Volume 12, No. 12, November, 1963.

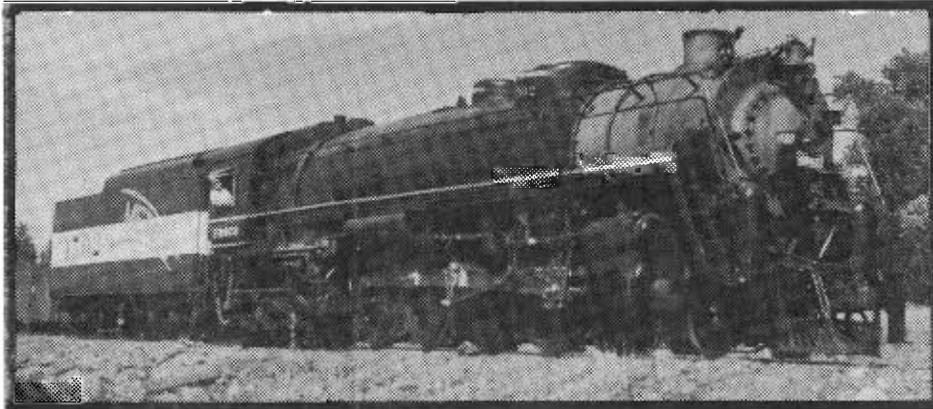
Submitted from the collection of Frisco Folk Gale Hall

MUSEUM ACQUISITIONS

an on-going Research Service file on the Frisco/C&EI operations has been established. As additional information becomes available it will be published in future issues of the *ALL ABOARD*.

Anyone with information on the Frisco/C&EI operations, equipment, motive power, etc., is encouraged to contact the museum office. ☐

The *Flagship of the Frisco Fleet* was the title Assigned to the **METEOR**, trains 9-10, that provided passenger service between St. Louis & Oklahoma City for over sixty-three years. Inaugurated on March 15, 1902, the **METEOR** was the oldest named passenger train in service on the Frisco.



Frisco METEOR motive power #4502, Springfield, MO, circa. 1943. Frisco photo

While its first consist was limited to wooden coaches and gas lamps, by the early 1940's it was offering its patrons an all air conditioned fleet of sleeping cars, lounge cars, chair cars, and a full compliment of dining car services. One could leave St. Louis at 6:00 p.m. one evening and arrive in Oklahoma City at 8:40 a.m. the next morning.

The arrival of steam locomotives Nos. 4500-4502 in November, 1942, marked the first and only time that any Frisco passenger service motive power permanently carried the name of an assigned train. The pilot, air pump shields, under carriage, and trailing trucks were standard black. The smoke box and fire box were graphite gray. The rest of the engine and tender, including cylinders and driving & pilot truck wheels, were painted *Zephyr Blue*.

In addition, the driving & pilot wheels were trimmed in white. The cab roof was painted a *Dove Gray* to match the blue & white passenger cars on the roster in the early 1940's. The tenders of these sporty *Northerns* displayed the **METEOR** in red curved perspective letters with two matching lines on either side, so designed to symbolize the speed of a meteor streaking across the sky.

In 1946, Frisco President Clark Hungerford ordered all the fleet of 4500's to be repainted in a more traditional and austere black livery. Due to declining passenger traffic, in January, 1959, **METEOR** service was consolidated with the Frisco/Katy *TEXAS SPECIAL*. On September 18, 1965, the **METEOR** made its final run, replaced by the *Oklahoman*.

METEOR

In addition to the short-lived appearance of its name on motive power tenders, the **METEOR** was also identified by way of a 26" lighted *drumhead* that was attached to the rear of the last car on the train's consist. With a style first used in 1938, the *drumhead* was white, with red border and diagonal lines, and black logo & lettering all reverse painted on a 1/2" piece of plate glass. According to our records, similar *drumheads* were also used on the *Will Rogers*, *Firefly*, *Kansas City-Florida Special*, *Memphian*, and *Sunnyland*.

Thanks to the generosity and cooperation of Frisco Folk Bill Heiss, the museum has added to its collection of passenger drumheads one used on the **METEOR**.





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.

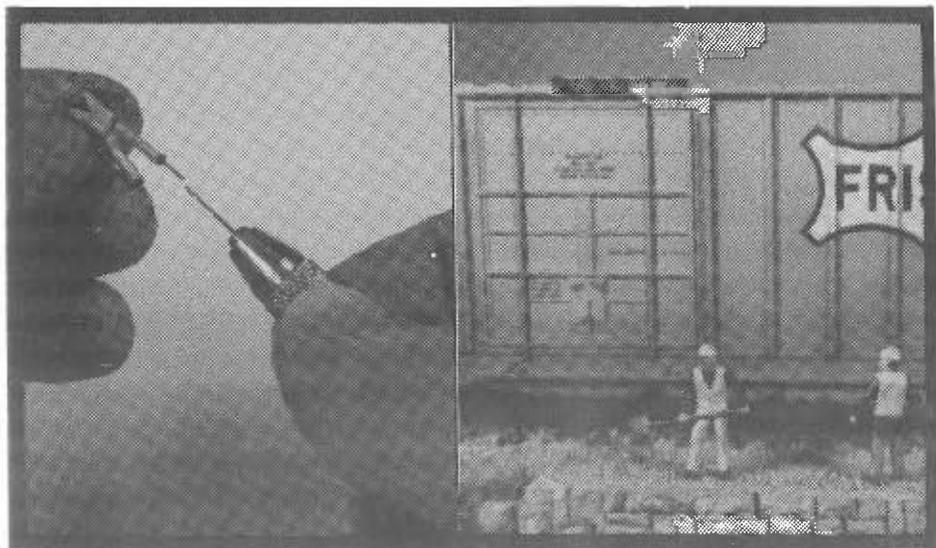
Mounting HO Scale Figures

Scale figures make our layouts come alive with purpose and meaning. Many of the commercially produced figures come pre-painted and ready to set on the pike. These figures are usually painted carefully and are in realistic colors. However, the plastic or metal base they are mounted on are highly unrealistic. To solve this problem, the bases can be removed with a hobby knife, although this leads to another problem. The figures cannot support themselves.

Never fear because HO and larger scale figures can be mounted on a short length of brass wire and slipped into a corresponding hole on the layout. For HO scale figures consider using .019" brass wire (*Detail Associates #WR2506*). Using a #76 or #75 drill, bore a hole in the figure's heel straight through the ankle and into the calf. Be careful and patient! A non-perpendicular hole can result in the drill emerging out of the leg and ruining the figure. Next, push a piece of .019" brass wire up into the leg until it stops and cut the wire leaving about a scale foot or two below the figure's foot. Finally, drill several holes in your layout for the exposed figure's wire to set in.

Before you know it, you will have dozens of realistic Frisco employees, their families, and others populating your layout. ☺

GOOD LUCK!



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.

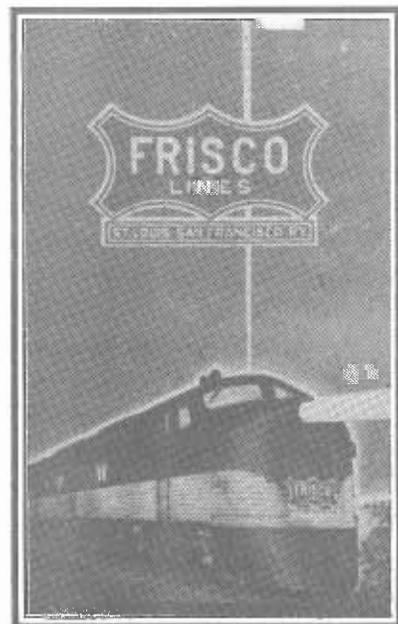
QUESTION: I recently acquired a deck of the passenger train playing cards shown on page 19 in the October-November *ALL ABOARD*. Can you tell me what the specific date of issue was and whether or not they ever came in a double deck Bridge set like some of the later styles?

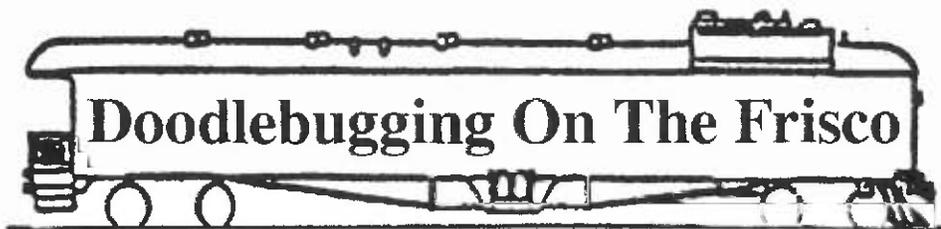
ANSWER: Yes! The playing cards shown in the October-November *ALL ABOARD* were issued in double Bridge decks. They came in a sliding tray box with the dark blue background cards on the right and the turquoise deck on the left. Included in the deck currently in the museum's collection is an *International Contract Bridge Score Table*

dated April 1, 1943.

In regard to a specific date of issue for the cards, single or double decks, our best guess is beginning sometime in 1946. The diesel passenger locomotive that appears on the front of the cards is an artist rendition of the type of locomotives that were scheduled to go into service in 1947. It first started to appear on company promotional materials and public timetables in June, 1946.

Some of the single decks that were given out as customer promotions, and provided on the trains, were complete with a brown leather carrying case that had imprinted in gold lettering, on the inside of the top flap, *Compliments of Frisco Lines.* ☺





On September 1, 1905, the *Butler Country Railroad Co.* was incorporated in Southeast Missouri. Between 1911 and 1915, the company completed a line from Poplar Bluff, MO, southeast, to the junction with the St. Louis-Southwestern at Piggott, AR. A fifteen mile branch line was also constructed between Ospery Junction southwest, to Tipperary, AR.

On August 29, 1927, the Butler County line & equipment was leased to the Frisco who operated it in that capacity until January 1, 1950, when ownership was officially transferred.

When the Frisco took control of the line, it took possession of a unique piece of passenger equipment. Motor Car #15, a 48' steam powered car, was built by the Laconia Car Co. and arrived on Butler County property January 31, 1920, at a cost of \$17,169.02. The all steel unit featured a 9' engine room, 12' baggage compartment, and a 24' passenger section seating thirty-four.

The interior was finished with wood trim, the floor was yellow pine, and the radial roof was covered with canvas.

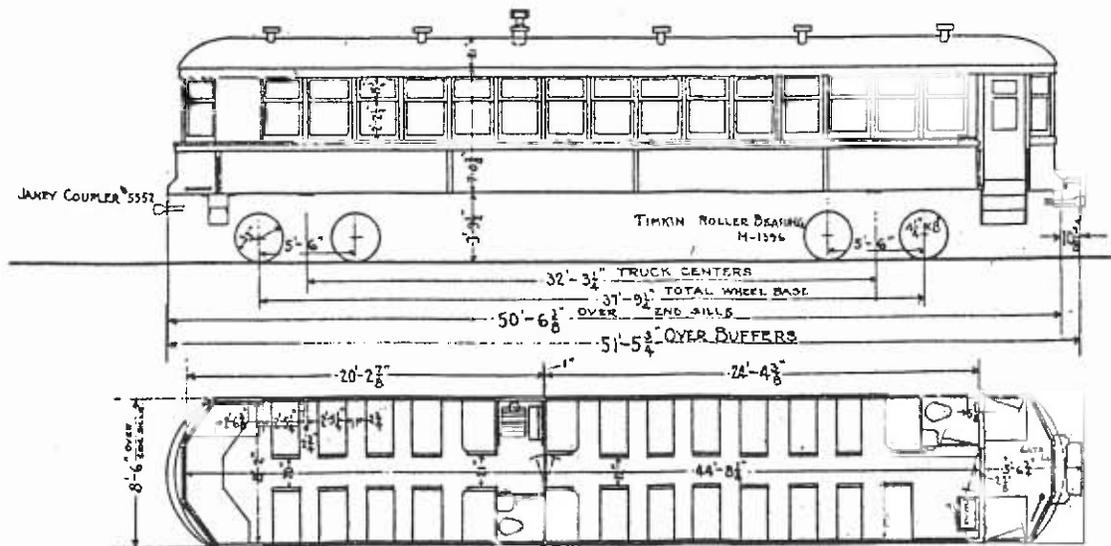
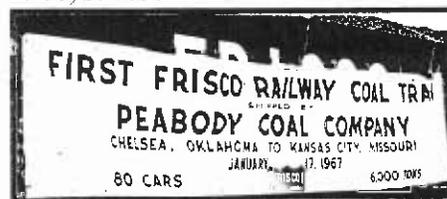
The car was powered by a 60 H.P. tublar steam boiler engine that rode on the front trucks. Both sets of trucks were equipped with four 33" wheels and rode on roller bearings. The engine was fueled by coal oil or distillate. The lights were electric powered by a dynamo-storage battery system, the brakes were activated by air & hand, and the car was heated by exhaust steam from the engine passing through pipes along the side of the car.

In 1929, the Frisco converted #15 to a gasoline-mechanical transmission car and renumbered it as #3002. This configuration apparently proved to be less that efficient because a year later, the car was again rebuilt, this time as a motor car trailer #502. Four years later, in 1934, the car was removed from revenue service and scrapped.

LOOKING BACKWARD is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1967

On January 17, 1967, the Frisco operated its first unit coal train for the Peabody Coal Co. from Chelsea, OK to Kansas City, MO. The 6,800 ton load was pulled by four U-25-B diesel locomotives with No. 829 as the lead unit, and consisted of fifty-seven 100 ton *jumbo* hopper cars, series 87000-87099 and twenty of the 55 ton hoppers rebuilt in the Springfield Car Shops in 1966, series 91600-92399.



SLSF 3002
CLASS: MOTOR CAR
As rebuilt to Trailer #502

50 YEARS - 1942

75 YEARS - 1917

In 1942, the Frisco took delivery of fifteen of its last steam locomotives, 4-8-4 *Northern* class, series 4500-4514, and six of its first diesel switch engines, 44 ton units 1 & 2, VO660 Nos. 600-601, and VO1000 engines 206-207.

In 1917, the Frisco took control of the *Sapulpa & Oil Field Railroad*. The nine-mile line was incorporated on September 29, 1915, by J.A. Frates of Springfield, MO. When the Frisco took

control in September, 1917, the line extended from Depew to Shamrock, OK. It is interesting to note that it was the original intention to electrify the line, but that idea was later abandoned and such equipment & supplies were sold without ever having been used.

Sapulpa Construction Co. Account	SAPULPA & OIL FIELD RAILROAD		PAY ROLL CHECK
			
	No 496	TULSA, OKLA., _____ 1916	
	CENTRAL NATIONAL BANK <small>SG-G</small> TULSA, OKLAHOMA		
	PAY TO _____	OR ORDER	
<small>If presented for payment within 40 days from date of issue.</small>			
<small>PAYABLE IF DESIRED AT FIRST STATE BANK, SHAMROCK, OKLA., OR AMERICAN NATIONAL BANK, SAPULPA, OKLA.</small>			
			<small>TREASURER</small>

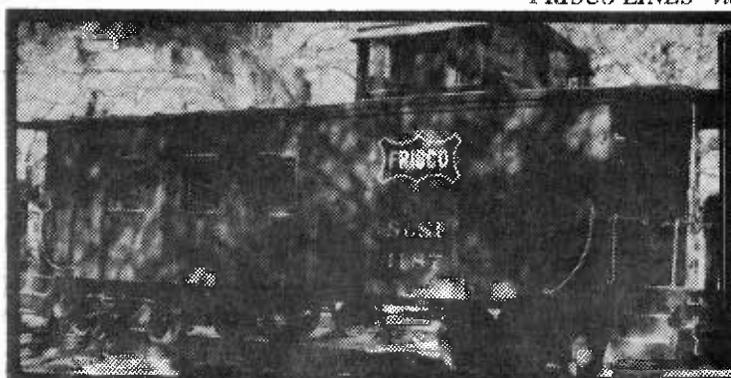
FRISCO IN THE 1990's

Frisco In The 1990'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.

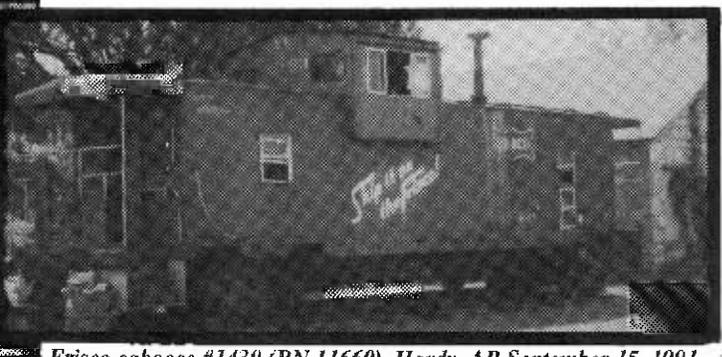
Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



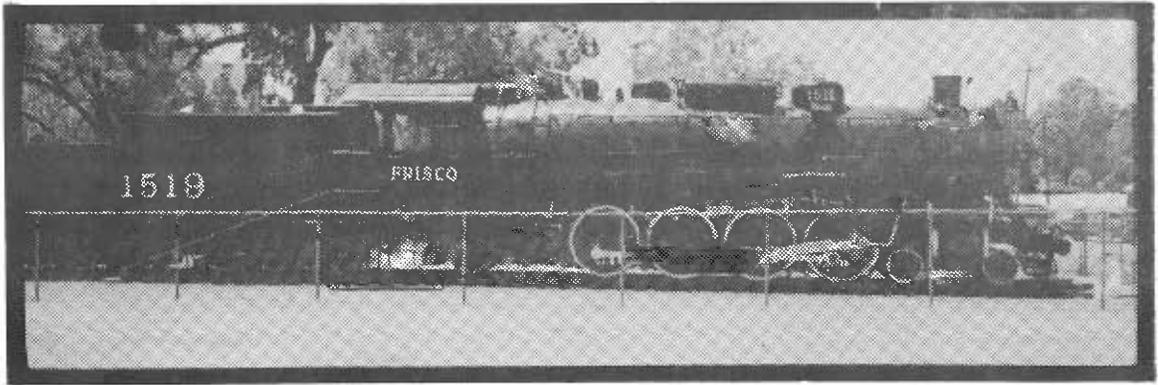
"FRISCO LINES" viaduct over Gravois Road, St. Louis, MO June 17, 1991 Joe Koch photo



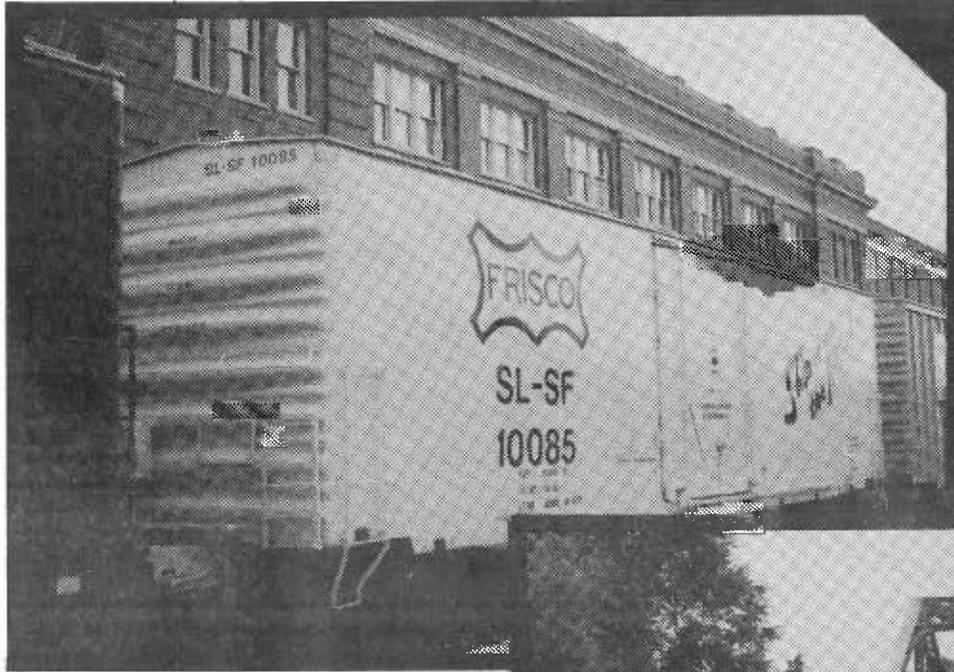
Frisco caboose #1187, Osceola (Rotan), AR December, 1990



Frisco caboose #1430 (BN 11660), Hardy, AR September 15, 1991 Both caboose photos by Wayne Porter



Frisco "Mountain" Class 4-8-2 #1519, on display at Enid, OK July 7, 1996 Chris Bowles photo



*Frisco 50' Box Car #10085
from series 10000-10299, built 1969
on display at C.B. & Q. depot museum
Lincoln, NE, January 4, 1992
Wayne Porter photo*

*Frisco bridge #18.2
over Meramec River at Valley Park, MO
492', 3 153' through-riveted-truss spans &
1 33' deck-plate-girder span
eighteen miles southwest of St. Louis, MO,
Eastern Division
June 17, 1991
Joe Koch photo*



SPECIAL NOTICE

ATTENTION ALL FRISCO SPECULATORS!

Plans are now being made to begin a new feature in future issues of the *ALL ABOARD* that will add an addition perspective to our **FRISCO IN THE 1990's**. Have you ever wondered, *What would the Frisco be like if it we still operating as the Frisco in the 1990's?* What would the operations department look like? What would particular Division, Sub-Division, or branch line operations be today? What types of motive power would be service? What kinds of freight, company service, *passenger?* equipment would be in use? If you have an idea (*creative but realistic*), send it to us and we will include it in our new feature. ☛