

FRISCO

All Aboard

FRISCO

JANUARY-FEBRUARY

1993

Flagging On The



FRISCO **All Aboard** FRISCO

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NUMBER 1

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ABOUT THE COVER

QUESTION: What do two Frisco Folks do in the middle of a 12" Midwest snow storm?

ANSWER: They go railfanning, of course!

Our cover this issue features the award winning photography of Frisco Folk Aubrey McBride, as museum president Alan Schmitt recreates the once common practice of **Flagging On The Frisco!**

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The Great Frisco Bridge, standing on the Memphis side of the Mississippi River, May 27, 1992.
Wayne Porter photo

EDITOR'S NOTE:

Michael Finger is Senior Editor for Memphis Magazine, and first published the following article in the Elks Magazine, February, 1992, issue. It is reprinted with permission of the author who graciously provided the rare 1891 construction photos included in the article.

The eighteen heavy locomotives, coupled end to end, began to roll slowly across the high bridge. Far below, a crowd of more than 50,000 men and women, boys and girls silently watched the slow procession, and each of them wondered: Would the new structure carry the tremendous weight, or would it collapse, as some had predicted, into the deep, muddy waters of the Mississippi River below? After all, no one in America had ever built a bridge like this before.

When the massive engines reached the middle of the span, an alarmed inspector discovered that the roadway was sagging four inches. But that was within the expected limits, so the engines continued to creep forward. Finally, tense minutes later, the entire train crossed the river into Arkansas, and relieved spectators burst into wild cheers, shouts and applause.

The place and time? The Great Bridge Celebration at Memphis, Tennessee, on the afternoon of May 12, 1892, when workers finally spanned the Mississippi River with the longest bridge in all of North America, and the third longest in the world.

Before the days of the railroads, Old Man River was one of this country's most vital transportation arteries. But by the late 1800's, the steamboating days were over, and America now began to head west on gleaming rails of steel. The trouble was, many of those rails stopped short at the Mississippi River, since the southern-most bridge was at St. Louis.

There was a good reason for that. Below Missouri, the river was as much as a mile wide in some places, and though the eastern bluffs usually stood high and dry above the water, the western banks were often low, marshy and prone to flooding. A railroad bridge on that part of the Mississippi would not only have to span the broad river itself but also extend a great distance over the western shore. It would have to be greater and longer than any bridge ever built in this country.

THE GREAT FRISCO BRIDGE

by Michael Finger

The river stayed a formidable barrier for decades. Finally, in 1885, the fledging Kansas City, Fort Scott and Memphis Railroad met the challenge and found an engineer who could design and build such a structure. He was George S. Morrison of Chicago. Morrison had already designed six steel bridges along the Missouri River, as well as the great bridge across the Ohio at Cairo, Illinois. The new bridge, however, would be his greatest work.

Morrison and his crew came to Memphis in 1885 to find the best location. After examining and rejecting several sites, they eventually chose the high bluffs on the southern edge of the city as the most stable foundation for the eastern end of the bridge. Two years later, the U.S. Congress authorized its construction and officially chartered the Kansas City and Memphis Railroad Bridge Company.

Construction began November 7, 1888. The design of the bridge involved "a unique scheme of such intricacy as to baffle description," according to a Memphis newspaper. Since the river was far too wide to bridge with a single span, Morrison decided to employ a cantilever-type structure:

a row of five stone piers would extend high across the water, with the huge weight of the bridge partially supported by these piers and

partially carried by the upper steel framework.

The piers were a special problem. Because of the soft, muddy bottom of the Mississippi, they couldn't simply be dropped into the water at selected locations, but somehow had to be sunk down through the mud until they reached a firm foundation. To do this, Morrison designed hollow stone piers without bottoms. These were first assembled on land, then floated out into the river on barges, tilted upright, and carefully lowered to the bottom. Once in place, air was

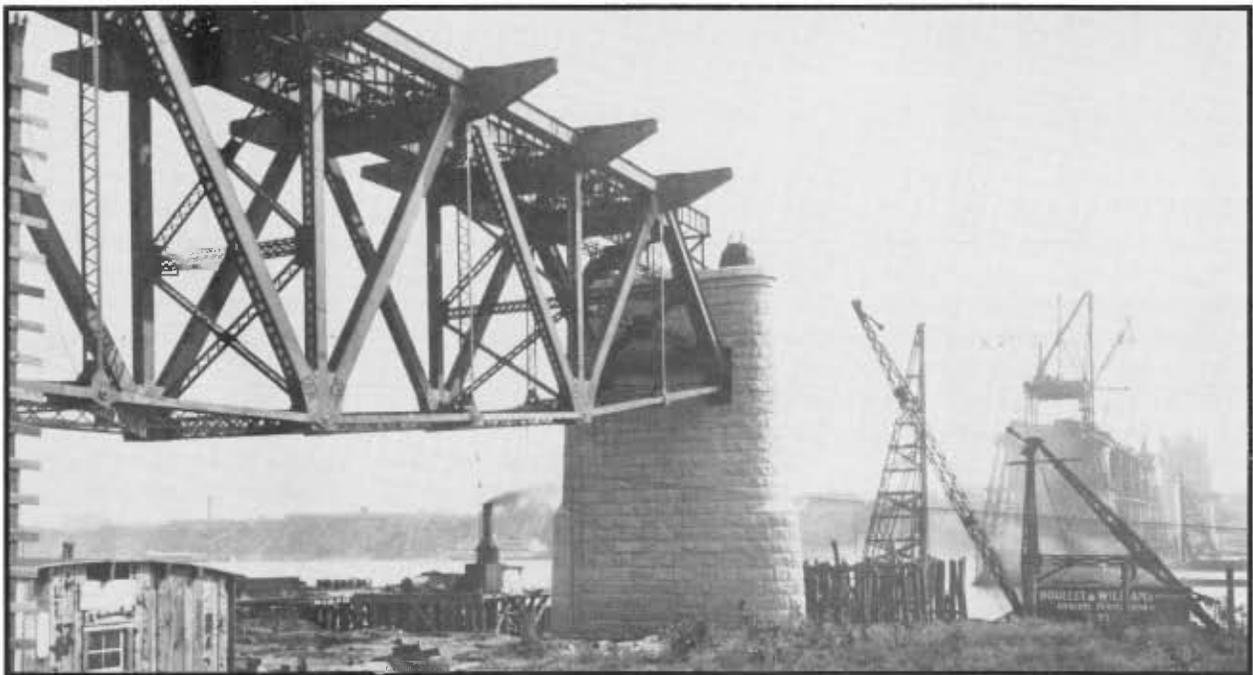
only toil for 45 minutes at a time if they wanted to avoid the dreaded "bends," which claimed four workers before the bridge was finished.

The last pier was set in place on June 6, 1891. After that, masonry teams attached sturdy facings of granite and limestone quarried from Georgia and Indiana.

Steel workers then scrambled high over the water to lace the huge bridge together, eventually using more than 9,500 tons of Pennsylvania steel and 100,000 rivets. One pin alone, linking two of the largest trusses, weighed 2,200

tending over the muddy lowlands of the Arkansas shore. In fact, in the whole world only the Firth of Forth Bridge in Scotland and the Lansdowne Bridge in India were longer.

The Great Bridge Celebration, described in newspaper headlines as a "**World's Wonder**," kicked off the morning of May 12, 1892, with a fancy parade through downtown Memphis that featured the police force, six marching bands, military companies from throughout the region, and a host of elaborate



Frisco Bridge construction, 1891, facing east with Memphis across the river.

Michael Finger collection

pumped into the piers to form an air bubble inside, enabling workers to climb down in them and actually stand on the river bottom, protected from the water rushing around them only by the air pressure within their bubble. They would then dig through the mud and sand on the bottom, and as they shoveled, the pier reached a solid foundation.

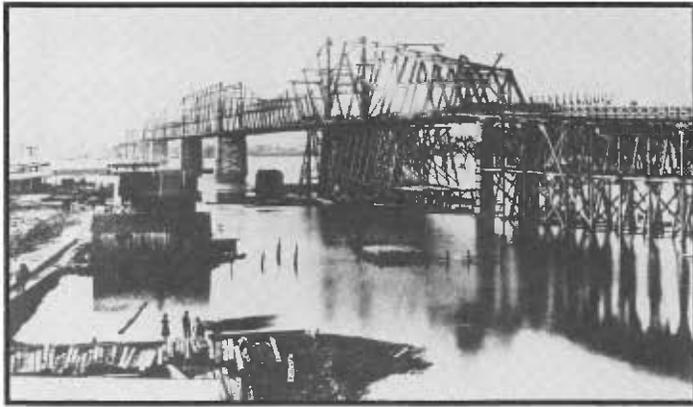
It was incredibly dangerous work. The diggers in the first piers were working as far as 130 feet below water level, and the slightest break in air pressure would send the water rushing into them. What's more, working at such depths demanded a pressure of 47 pounds per square inch, and workers could

pounds. Because of the great length of the spans, special allowances had to be made for expansion during temperature extremes. Instead of being bolted tightly together, some portions of the bridge were fitted into grooves to allow movement, and the bridge actually glided on rollers atop pier two.

All the sections were finally linked into a single span over the river on April 6, 1892. And what a tremendous bridge it was: the longest in American, five graceful spans 2,597 feet across the mighty Mississippi. That didn't even include the 2,500-foot viaduct ex-

floats. By noon, tens of thousands of people were jamming the river front to see the official testing of the new bridge. Each of the eighteen railroads which would use the bridge provided a gleaming locomotive adorned with colorful banners and streamers, and special train crews had been hand-picked for the event. One of the crewman recalled his special role years later:

"I was a machinist with the old Memphis and Charleston Railroad at the time," said Charlie Lawson. "One of the engineers who was to drive one of the first engines over the bridge got cold feet, so the master mechanic told me to take it across"



*Frisco Bridge construction, 1891, facing west.
Michael Finger collection*

The young engineer wasn't the only one who was nervous. Plenty of others in the crowd that day doubted such a long, spindly bridge could carry the weight of three million pounds of locomotives.

Just before noon, the procession of steam engines began to move toward the river. An eyewitness reported, "*From the sea of 50,000 faces lining the shore arose a great cheer as weeping women kissed their husbands and sweethearts good-bye, all positive the bridge would collapse with their loved ones who had volunteered for the test.*"

The powerful engines built up steam and slowly chugged across. Lawson remembered, "*Then we got our orders to come back at top speed. We opened the throttles and those eighteen engines all hooked together made a pretty sight. We were doing about 65 miles per hour when we crossed, with the flags on the fronts of the engines standing straight out. The Concord (a federal gunboat visiting Memphis) fired 21 cannons, and everyone in the boats and along the riverbanks either shot off a gun or a firecracker. It was the most deafening and the most glorious din I have ever heard.*"

The hero recalled it was certainly worth the risk: "Back on this side, the girls swarmed all over me. Twelve of them kissed me, because I was somewhat of a ladies' man in those days, and they were afraid I would be killed.

That was just the beginning of the celebration. After the eighteen

locomotives cleared the bridge, two engines from either side of the river each pulled a gaily-decorated flat-car to the middle. One carried Governor Buchanan of Tennessee. When they met in the center of the bridge, the two officials exchanged formal greetings and pledged their states' eternal friendship.

The ceremonies that afternoon also included a lengthy oration by Indiana Senator Daniel Voorhies (called "The Tall Sycamore of the Wabash"), advertised as "foremost among American orators of the present generation." The newspapers the next day carried portions of his hour-long speech, and reported that Voorhies "expressed in language of the choicest selection the feelings that found most hearty response in the minds of all who heard."

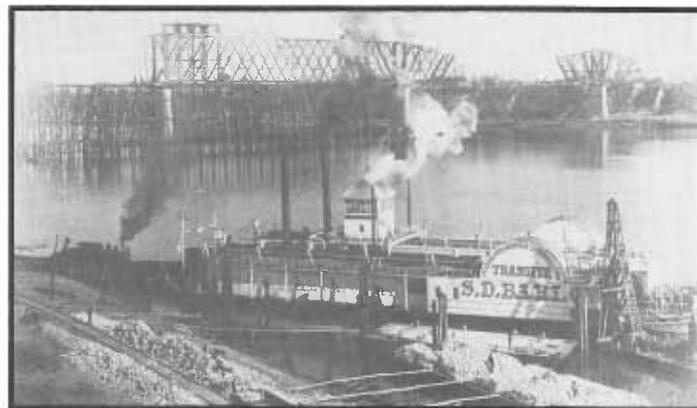
The Great Bridge Celebration ended that evening with a tremendous fireworks display over the

river put on by the Pain Company of New York, one of the nation's top pyrotechnic experts. The fireworks show began with "nests of hissing serpents" and something called "the aerial acre of variegated gems." Next came a wild assortment that included such oddities as "twin fiery dragons, which fly from place to place," the "Grove of Jeweled Palms," and "the Grand Cascade of Fire, or Falls of Niagara, 200 feet in length and falling from a great height." The show concluded with "an exact facsimile of the new bridge, accurately and artistically depicted in jets of covered fire, covering a space of 1,500 feet."

After that, the Great Bridge Celebration was over; no one had ever seen anything quite like it.

The new structure at first was simply called the Memphis Bridge. When the Frisco Railway bought it a few years later, it became known as the Frisco Bridge, the name it still carries today.

Over the years, the old bridge has had its shares of accidents, fires, suicides and other events. One of the strangest occurrences took place on the night of February 7, 1912. Bandits lurking on the bridge leapt aboard a Rock Island train heading west out of Memphis when it slowed to cross the river. As soon as the train reached the Arkansas side, they made their way to the engineer, stopped the train, and attempted to blow open the mail car safe.



Frisco Bridge construction, 1891, facing east with Memphis across the river. Note the railroad ferry, S.S. Barlow, in the foreground. It was operated by the St. Louis, Iron Mountain, & Southern Railway Co.

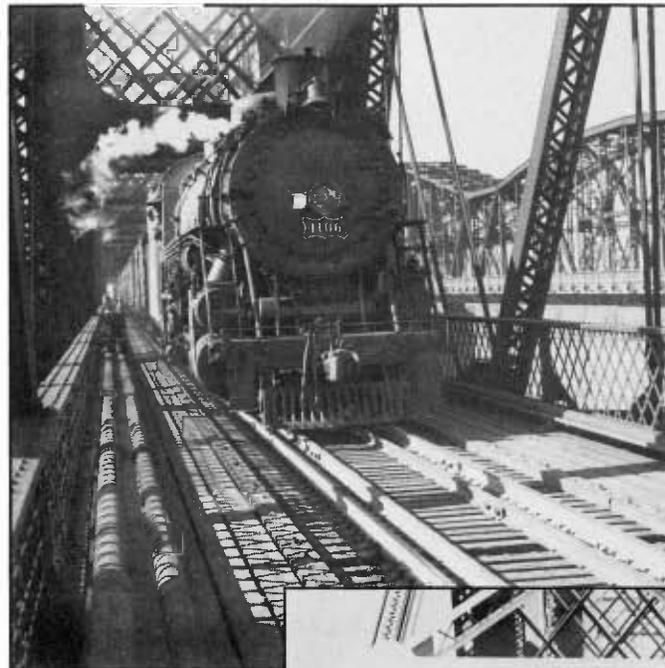
Michael Finger collection

Using a dozen pieces of dynamite only wrecked part of the mail car, so the robbers piled more than twenty sticks on top of the safe and set them off. The resulting **BOOM** shook windows all the way across the river. The blast not only blew the car into a thousand pieces and set it afire, it destroyed the safe and everything in it. Police at the scene the next day reported that scraps of dollar bills "had been blown into the treetops and hung on the limbs like snowflakes." The bandits, no doubt red-faced, got away empty-handed.

The Frisco Bridge was a landmark for twenty-four years. But almost as soon as it opened, people complained that it wasn't sufficient. The single-track railroad bridge still didn't enable folks in buggies or on horseback to cross the river. At one time, planks were laid down between the rails, and for a while cars and carriages could creep across the bridge, as long as no trains were headed their way. But that was rather nerve-wracking, and besides, the approach on the Arkansas side was so steep that many horses couldn't pull a wagon up the incline.

So, by the turn of the century everyone was clamoring for a second bridge across the river. As a result, the Harahan Bridge was constructed a few dozen yards north of the Frisco Bridge in 1916. This was a railroad span, though a wider one, and to meet the demand for the newfangled automobile traffic, rickety wooden roadways were suspended from the outside of the new bridge. Anyone afraid of heights simply didn't cross the river by car until the four-lane Memphis-Arkansas Bridge opened nearby in 1949. A fourth span across the river, the Hernando DeSoto Bridge carrying Interstate 40, opened farther north in 1973.

Though the Harahan Bridge closed some years ago, the Memphis-Arkansas and Hernando DeSoto bridges are still in use. And the granddaddy of them all, the Frisco Bridge, still carries railroad traffic across the river. ☞



THE GREAT FRISCO BRIDGE

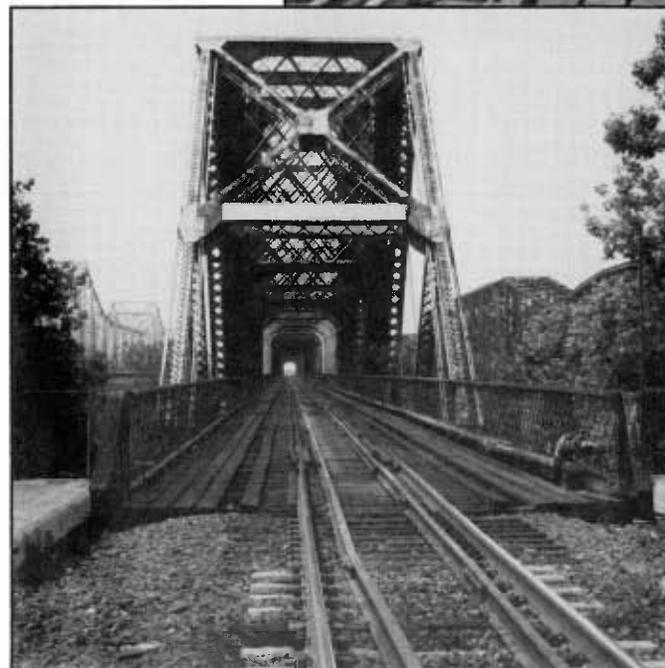
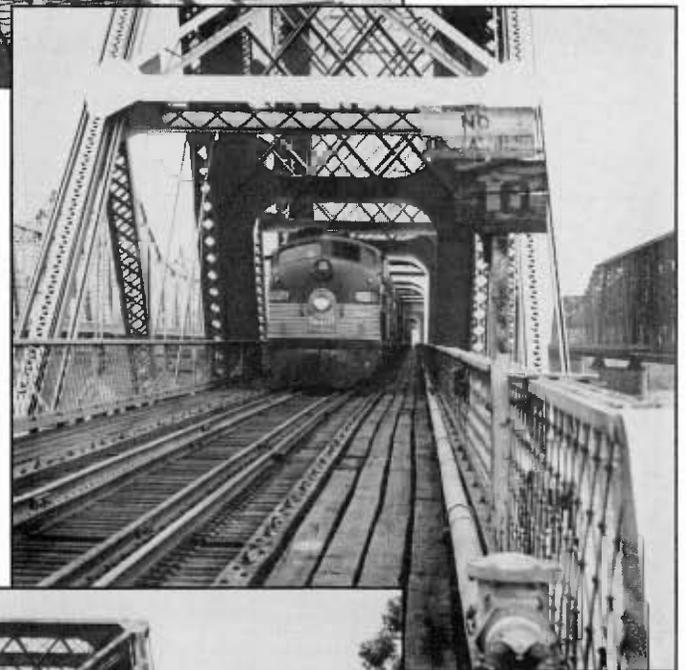
With Frisco 4106, providing motive power for the Memphis Freight," No. 232, circa. 1942.

Frisco photo

THE GREAT FRISCO BRIDGE

With Frisco 2021, providing motive power for the "Kansas City-Florida Special," No. 105, circa. 1952.

Frisco photo



THE GREAT FRISCO BRIDGE

In service, May 23, 1992.

Wayne Porter photo



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

25 YEARS - 1968

On January 17, 1968, bridge No. 92.2, a 450' 3-span I-Beam structure, located approximately five miles south of Cuba, MO, was raised and replaced with a 5-span deck plate girder bridge. The opening of the new Lead Belt Line and the resulting heavier loads crossing the Meramec River made it necessary to replace the aging structure. Built in 1889, the old bridge consisted of three pin-connected truss spans each approximately 150' in length.

50 YEARS - 1943

In 1943, Red Devil engine coalers were installed at Pittsburg and Wichita, KS, and at North Springfield, MO.



*Rare construction photo of Meramec River Bridge, circa. 1889.
John Bradbury collection*



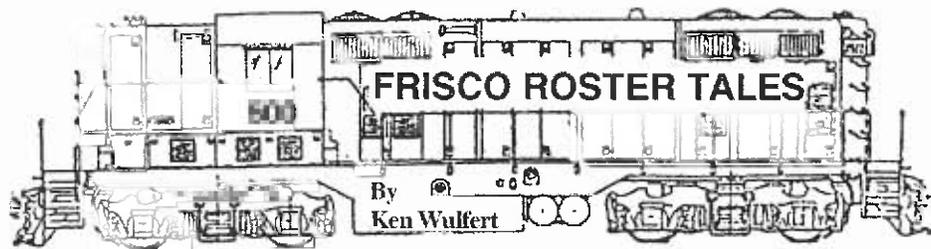
With new deck plate girder in place, the 1889 Meramec River Bridge slowly comes down, circa. 1968. Frisco photo

75 YEARS - 1918

In accordance with a proclamation issued by the President of the United States on December 26, 1917, and order issued by the Director General of Railroads dated December 29, 1917, 1918 was the first of two years that the Frisco operated under the supervision and control of the U.S. Government, the end result of American involvement and support of the Allied forces fighting in World War I. ☐



Red Devil engine coaler, in operation at North Springfield, MO yards, circa. 1945. Frisco photo



YARD POWER

PART FOUR

The 44-Toners

In the 1930's, 1940's, and 1950's, railroad management and labor were often very much in an adversarial position, constantly maneuvering to gain advantage of each other. Today, things hopefully are much better, with both groups aware that mutual success can only come through cooperation instead of confrontation. Back in the era of the beginnings of steam to diesel locomotive transition, an unusual provision in the agreements between the railroads and the locomotive engineers was the basis behind the wide use of some unusual locomotives - the 44-ton light diesel switchers. These little locomotives were fairly popular with the railroads in the 1940's and 1950's, and, as usual, the Frisco was involved as well. In fact, these units were among the first diesel switchers to serve on the Frisco. I've always liked them - they are another example of something that was so ugly they were cute!

The unusual provision in the labor agreements between the railroads and the engineer's union was a provision that a locomotive with less than 45 tons of weight on its drivers only required an engineer to operate - no fireman was needed. This created a market for the 44-toners and a number of railroads bought them. Understand that though 44 tons of weight sounds like a lot, this is a very light weight for a diesel switcher locomotive.

A number of locomotive suppliers entered the market - General Electric, Whitcomb, Davenport, and Plymouth being among them. They were remarkably similar in design - in fact, the



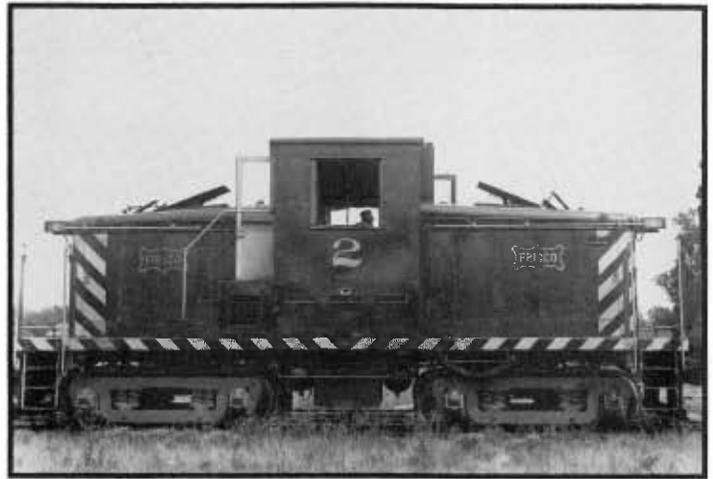
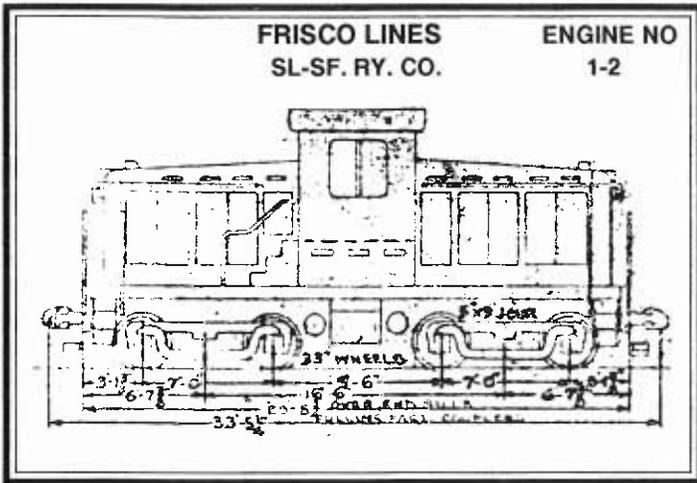
SLSF #1, Davenport, IA, February, 1942. Davenport builder's photo



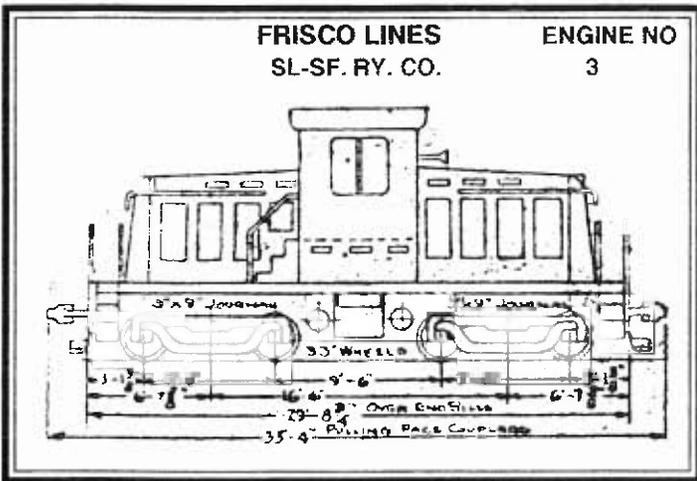
SLSF #1, Springfield, MO, January 17, 1948. A. Johnson collection



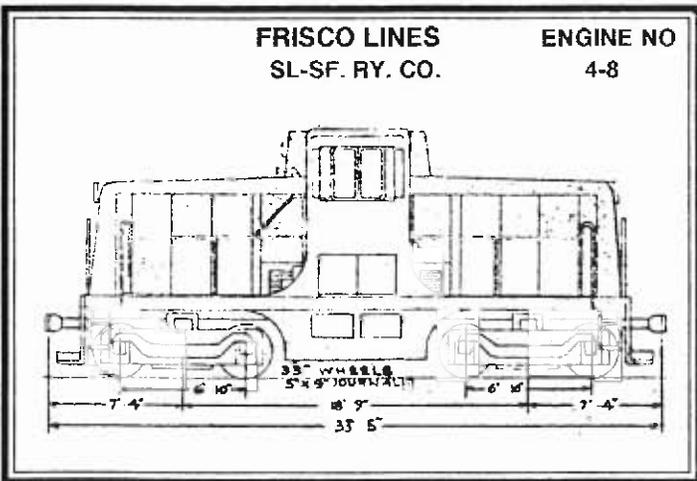
SLSF #1, Newburg, MO, August 7, 1949. A. Johnson collection



*Frisco 44-tonner #2, Paris, TX, September 8, 1952.
A. Johnson collection*



*Frisco 44-tonner #3, Joplin, MO, September 7, 1947
A. Johnson collection*



*Frisco 44-tonner #7, Tulsa, OK, November, 1971
E. Stoll collection*

Davenport and whitcomb examples the Frisco bought suggest to me the design might have been developed jointly. They all had a high center cab and rode on light, four wheel trucks. The GE's trucks were fabricated from sheet steel, the others used cast components. They had twin diesel engines housed in short hoods jutting out from each end of the center cab. A radiator was on the front of each hood. Total horsepower developed from the twin diesels was 360 HP to 380 HP. The units were symmetrical, but had controls for forward operation in one direction only. They had no capability for MU operation, at least not on the Frisco examples. Following are the basic descriptions of the Frisco roster of 44-toners:

No. 1 - Davenport, 360 HP
Placed in service at Newburg, MO, March, 1942.

No. 2 - Davenport, 360 HP
Placed in service at Joplin, MO, April, 1942.

No. 3 - Whitcomb, 360 HP
Placed in service at Fayetteville, AR, April, 1943.

No. 4 - GE, 380 HP
Placed in service at Arkansas City, KS in July, 1943.

No. 5 - GE, 380 HP
Placed in service at Cape Girardeau, MO in July, 1943.

No. 6 - GE, 380 HP
Placed in service at Hugo, OK in August, 1943.

No. 7 - GE, 380 HP
Placed in service at Fayetteville, AR in February, 1944.

No. 8 - GE, 380 HP
Placed in service at Neodesha, KS in March, 1944.

To be complete, we must mention that the Frisco briefly had another 360 HP Davenport 44-toner, the *Okmulgee Northers* No. 8, which came to the Frisco - along with the

ON 7 (SLSF 12) discussed in the last *Roster Tale*, as part of the Frisco acquisition of the ON in 1964. This unit, however, was never added to the Frisco roster, and was sold in 1965.

The paint schemes of the Frisco 44-toners was interesting. The original three units appeared in a royal blue color, with a white stripe about two feet wide running down each side. Ultimately all joined the newer GE's in being painted black with yellow safety stripes, a yellow number on the cab sides, and Frisco coonskin heralds on each end of the two short hoods.

Though this bunch of 44-toners was interesting, they were not considered a success on the Frisco, the same opinion most other railroads also developed. They were too light to do other than industrial switching or very light yard work. They also were slow and could not be MU'ed, greatly limiting their utility out on the main line. The Frisco employed them mainly at small yards, such a Newburg, MO. After many years of sitting around idle more than they were used, the Frisco began unloading them in the 1960's, mainly to those who wanted an industrial switcher, or by trading them in.

I recently observed a GE 44-toner built in 1950 (*not an ex-Frisco unit but similar*) still in use at the ACF shops in Milton, PA, that looked, sounded, and ran just fine. I saw their backup unit from a distance - it looked to be either a Davenport or a Whitcomb!

EDITOR'S NOTE:

According to records supplied by Frisco Folk Wayne Porter, the 44-toners dispositions were as follows:

No. 1 was traded to EMD on 3600 HP units (900-913) in 1967.

No. 2 was sold to the Tulsa-Sapulpa Union Railroad, Sapulpa, OK.

No. 3 was sold to the Mobile River Sawmill Co., Mobile, AL.

No. 4 was sold to Precision National Corporation in 1969, who in turn

sold it to the Alton Box Board Co. **No. 5** was sold to Armour Agricultural Chemical Co., Crystal City, MO, who in turn sold it, in 1968, to Fiber Industries, Inc, Salisbury, NC.

No. 6 was traded to EMD on 3600 HP units (900-913) in 1967.

No. 7 was traded to EMD, in 1972, on GP 38-2 units (663-699) after a long storage at Tulsa, OK.

No. 8 was also traded to EMD, in 1972, on GP 38-2 units (663-699) after a long storage at Tulsa, OK.

An excellent dual powered plastic model of the GE units is available from Bachmann. Keystone makes a metal one. ☐

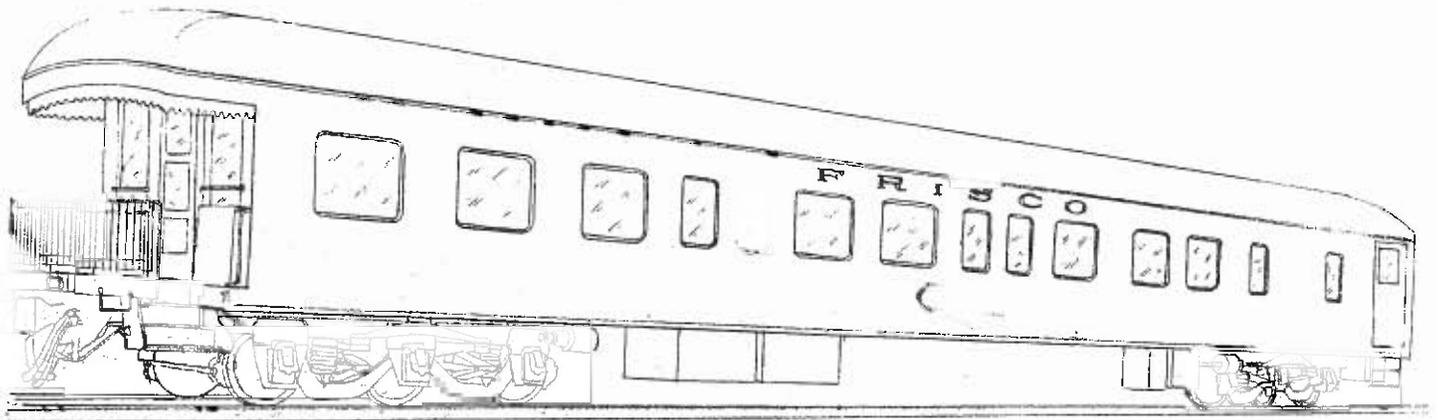
Passenger Train Consist

**Eastern Division
Memphis Sub-Division
August 31, 1963
Trains 105-106
Kansas City-Florida
Special**

105 <u>Southbound</u>	106 <u>Northbound</u>
2006	2011
2016	2002
PA 1907	SAL 788
SLSF 363	REX 7753
SLSF 211	REX 1074
SLSF 387	SLSF 412
SLSF 373	SLSF 211
SLSF 1102	SLSF 387
SLSF 769	SLSF 372
SOU 816	SLSF 376
SLSF 1251	SLSF 761
SLSF 1454	SLSF 1060
SLSF Birmingham	SOU 874
	SOU 811
	SLSF 1456
	SLSF Memphis

These train consists were taken from a recently acquired collection of Dispatcher Train Sheets.

FRISCO'S EXECUTIVE FLEET



EDITOR'S NOTE:

Between January, 1987, and February, 1988, the *All Aboard* featured a series of articles profiling the history of Frisco Business Cars. Since then, additional information and photos have been acquired and a number of members have requested that we up-date and reprint the series. Consequently, this is the first in our new series on the *Frisco's Executive Fleet*.

Question: What do Tennessee, Missouri, Alabama, Oklahoma, Kansas, Arkansas, Mississippi, Florida, and Texas all have in common? They are all states... Yes! They are all states in which the Frisco operated... Yes! They also have one additional distinction in that they represent the names that were once carried by a sleek, luxurious, and sometimes mystical fleet of Frisco Business Cars.

According to our records, the oldest car, by built date, to serve on the executive fleet was a 51'8" steel composite car originally built in 1870 by the Chicago, Burlington, & Quincy Railroad as Coach No. 13. It was first used as an Officers Car on the Kansas City, Ft. Scott, & Memphis Railroad and entered the Frisco roster in 1903 as car No. 300, the same designation it carried on the K.C. F.S. & M.

The first record of a car on the Frisco roster, designated for official use, appears on company records in 1879. Listed only as "Directors Car," no additional details are provided. In 1881, a second Directors Car appears on the roster, again with no details. Records for 1885 and 1886 indicate that the fleet was reduced to one unit, and the Directors Car designation was replaced with "Officers Car".

One year later, 1887, Officers Car classification was changed to "Official Car". It is interesting to note that our 1887 records list the two cars in executive service at that time as being named the *Catoosa* and *Wyandotte*. This is the only record of Frisco Business Cars carrying name designations prior to the 1954 naming program in which all the cars in the fleet were named for states and locations associated with the Frisco.

The Official Car roster remained at two units between 1888 and 1896. In 1897, there were still two cars in the fleet. However, they were now rostered as Nos. 99 and 100. No. 99 was a 39'11" wood car that records list as being rebuilt from car No. O-68.

It is interesting to note that in 1897, seven classes of Frisco passenger cars included both a letter

and a number designation: Postal Cars were A1-A7, Passenger/Mail were B22-B34, Passenger/Baggage/Mail units were C41-C47, Passenger/Baggage D63-D69, Special Express were E71-E73, and Chair Cars were F83-F104. This numbering scheme appears to be a remnant of an earlier system of classification because the 1897 roster also lists Coaches (22-70), Baggage/Express (151-179), and Official Cars (99-100) with numbers only. If this is the case and the "O" designation represented *Official Car*, then No. 99, ex O-68, may possibly have been the first or one of the first Business Cars on the Frisco roster. In the 1903 renumbering program, No. 99 was changed to No. 800.

Car No. 100 was a 53' wood car built by Pullman in December, 1881, and appears to be the first car on the Frisco to be built specifically as a Business Car. In 1903, it was renumbered No. 600.

The 1898 roster of Official Cars lists three in service: No. 100, a new car No. 101 a 55' wood unit built by Pullman in 1882, and car No. 98, an otherwise unknown 48'10" wood unit.

What happened to No. 99? For some unknown reason, it disappeared from the roster until 1901 when it rejoined Nos. 98, 100, & 101. In 1903, car No. 98 became

No. 1000, and No. 101 was changed to No. 900.

As part of its 1897 reorganization from control of the Santa Fe, the new Frisco System adopted a new, more uniform & manageable numbering system that incorporated the consolidation of its own equipment and that of its predecessor lines. Consequently, in 1903, the Frisco's fleet of *Official Cars* was both increased and renumbered, as follows:

100 ex-St. Louis, Memphis & Southeastern Railroad 70' composite car, built by Pullman in April, 1902.

200 ex-Kansas City, Ft. Scott, & Memphis Railroad 52'10" composite car built by St. Charles Car Co. in February, 1881.

300 ex-Kansas City, Ft. Scott, & Memphis No. 300, ex-Chicago, Burlington, & Quincy No. 13, a 51'8" wood car built by the C.B. & Q. in 1870.

400 ex-Kansas City, Ft. Scott, & Memphis No. 200, a 45'6" wood car built by the Missouri Car Co. in October, 1880.

600 ex-Frisco No. 100, a 53' wood car built by Pullman in 1881.

700 an otherwise unknown 70'4" steel car added to the roster in 1903.

800 ex-Frisco No. 99, ex-O68, a 39' wood car.

900 ex-Frisco No. 101, a 55' wood car built by Pullman in 1882.

1000 ex-Frisco No. 98, a 48'10" wood car.

1100 ex-Kansas City, Ft. Scott, & Memphis No. 100, a 60' composite car built by the Barney & Smith Co. in March, 1883.

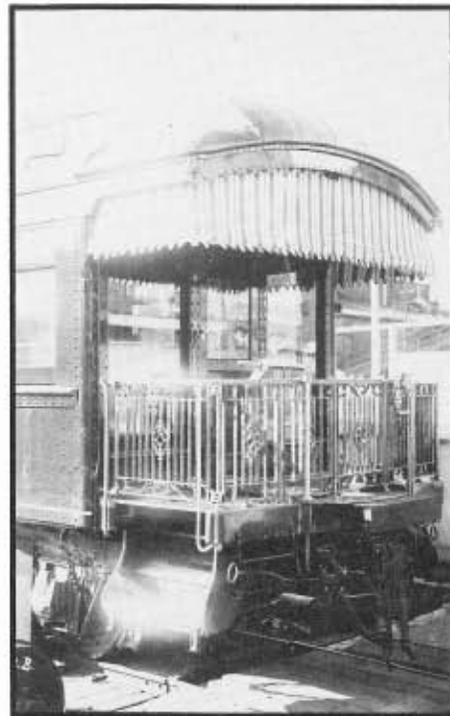
1200 ex-St. Louis, Memphis, & Southeastern No. 200, a 63' composite car built by Ohio Falls Car Co in June, 1896.

1300 ex-St. Louis & Gulf Railway No. 151, a 49' wood car.

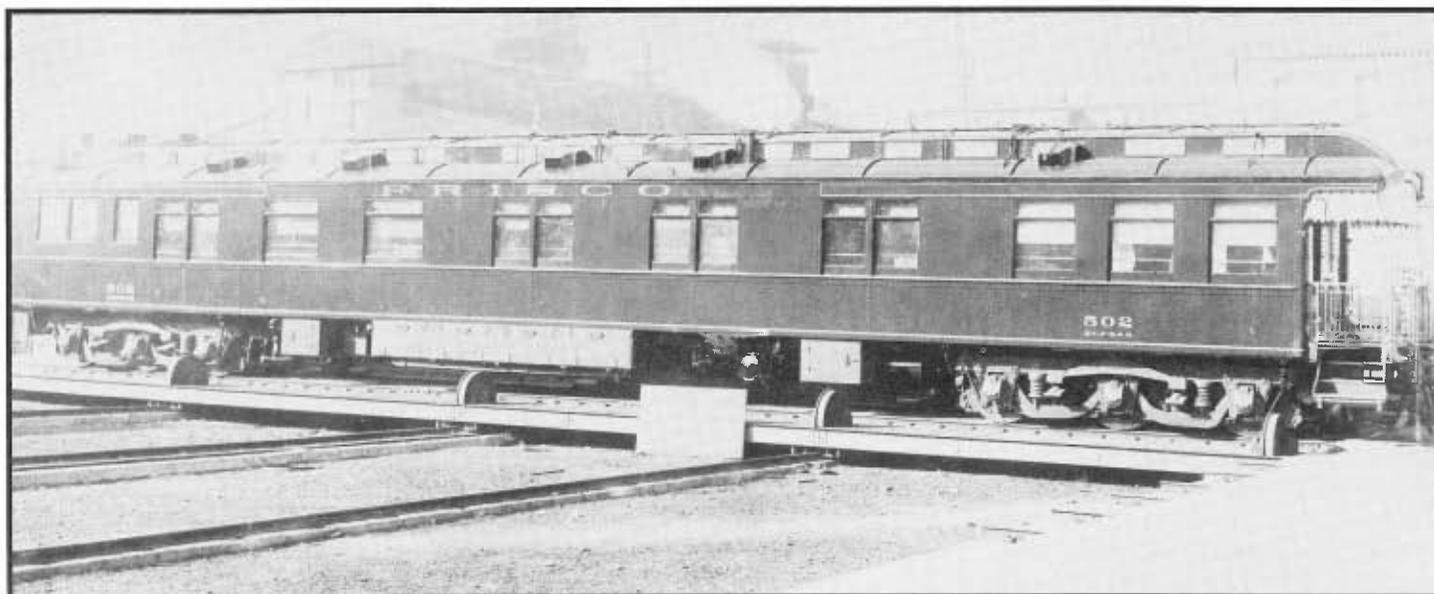
1400 ex-Frisco 51'2" wood car originally built in March, 1882, as Coach No. 50, by the Harlan & Hollingsworth Co.

It should be noted that car No. **1900** was also included in the 1903 roster as ex-Kansas City, Ft. Scott, & Memphis No. 175, a 50'10" composite car built by the St. Charles Car Co. in January, 1889. It was listed as "*Dynamometer and Business Car*".

Between 1904 and 1911, the Frisco's 1903 fleet of fourteen *Official Cars* remained in service. In 1912, Kansas City, Ft. Scott, & Memphis No. 502 was delivered from American Car & Foundry, built in November, 1911 as a 74' steel unit.



Observation platform, Kansas City, Ft. Scott, & Memphis "Official Car" No. 502, American Car & Foundry St. Charles, MO. plant, November, 1911. Kevin Johnson collection



Kansas City, Ft. Scott, & Memphis "Official Car" No. 502, American Car & Foundry St. Charles, MO. plant, November, 1911. Kevin Johnson collection

During the 1913-1916 reorganization of the Frisco, one car, No. 700, was dismissed from executive service and six new units were added, as follows:

1500 ex-Kansas City, Ft. Scott, & Memphis otherwise unknown 48' wood car built in 1910.

1600 ex-Kansas City, Ft. Scott, & Memphis otherwise unknown 48' wood car built in 1910.

2200 An otherwise unknown 51'8" composite car built by Ohio Falls Co. in 1884.

2300 An otherwise unknown 57'8" composite car built by Ohio Falls Co. in 1913.

2500 An otherwise unknown 70' composite car built by Ohio Falls Co. in 1913.

2600 An otherwise unknown 70' composite car built by Ohio Falls Co. in 1913.

In 1916, the fleet was reduced by two cars when Nos. 1900 and 2300 were removed from the roster. In 1917, the Official Car designation of the fleet was changed to "Business Cars," and in 1918, No. 502 was renumbered as #33 for use by the U.S. Railroad Administration. In 1920, No. 33 was changed to No. 405, stationed on the Missouri, Kansas, & Texas Railroad, and listed in Equipment Registers as an "MKT" car. In 1921, NO. 405 was released from government service and returned to the Business Car fleet as No. **1920**.

Car No. 600 was damaged in a derailment on November 3, 1920, at Racine, MO, and was rebuilt in August, 1924, as Baggage Car No. 393.

In 1925, the roster of Business Cars numbered sixteen, with the addition of No. 1924, a rebuilt Sun-Lounge Car originally built by Pullman in April, 1912, as No. 1702. In 1928, the roster was increased to seventeen when Quanah, Acme, & Pacific Business Car No. 6666 was

leased to the Frisco and renumbered No. **1925**.

In 1933, three of the wood cars were removed from executive service. No. 300, the oldest of the fleet was converted to Maintenance of Way Boarding Car #100579, along with No. 1300, renumbered as #100500. On May 31, 1933, No. 1600 was dismissed from service at Springfield, MO.

Between 1939 and the 1947 renumbering of the fleet, the roster was further reduced by five with the retirements of Nos. 200, 400, 800, 900, and 2300. Thus, prior to the 1947 renumbering, the Business Car fleet included the following: **100, 1100, 1200, 1920, 1924, 1925, 2200, & 2500**. No. **1400** was temporarily assigned to revenue passenger service in 1945.

In April & May, 1947, the

remaining Business Cars were renumbered, as follows:

1920 to No. 1	1200 to No. 6
100 to No. 2	2200 to No. 7
1924 to No. 3	1925 to No. 8
1100 to No. 4	1400 to No. 9
2500 to No. 5	

Between 1948 and 1951, the Frisco rebuilt six (Nos. 644-648) ex-World War II Soldier Diners into new Business Cars. As the new units were phased into the fleet, a rather confusing and complicated renumbering process occurred that will be detailed in future articles in this series.

In June, 1954, the remaining twelve cars in the fleet had their numbers replaced with the names *St. Louis, San Francisco, Springfield,* and those of the nine states the Frisco operated in.

St. Louis - June 8, 1954 - a

Mr. Gimson:

It has been decided to change the identifying numbers of the balance of our business cars to names of states and a city, as follows:

<u>CAR</u>	<u>CHANGE TO</u>
2	Tennessee
3	Missouri
4	Springfield
5	Alabama
6	Oklahoma
7	Kansas
8	Arkansas
9	Mississippi
10	Florida
11	Texas

This will necessitate changing the name of present diner "Springfield", and it is desired to rename this car "Memphis".

Please work out necessary arrangements for re-lettering of the various cars with those to whom assigned.

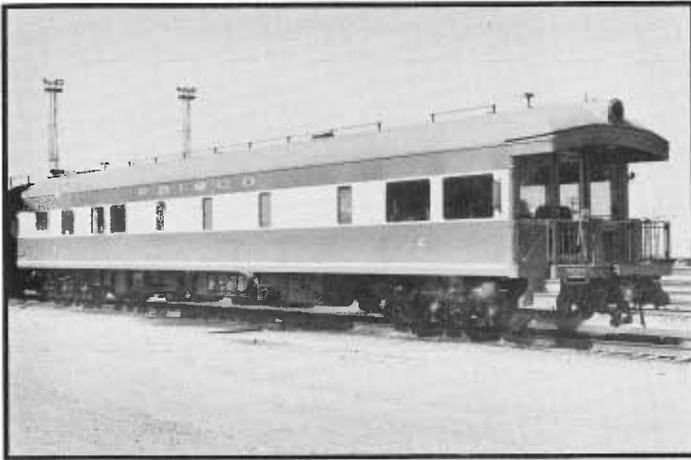
(s) R. J. Stone

Original June 8, 1954, memo authorizing the naming of Frisco Business Cars.

In 1963, the four cars still in executive service were once again numbered, Nos. 1-4. When the Frisco/BN merger took place in

1980, the remaining two cars in the fleet were renumbered and renamed as follows: Frisco No. 1 became BNA8, *Canadian River*, and Frisco

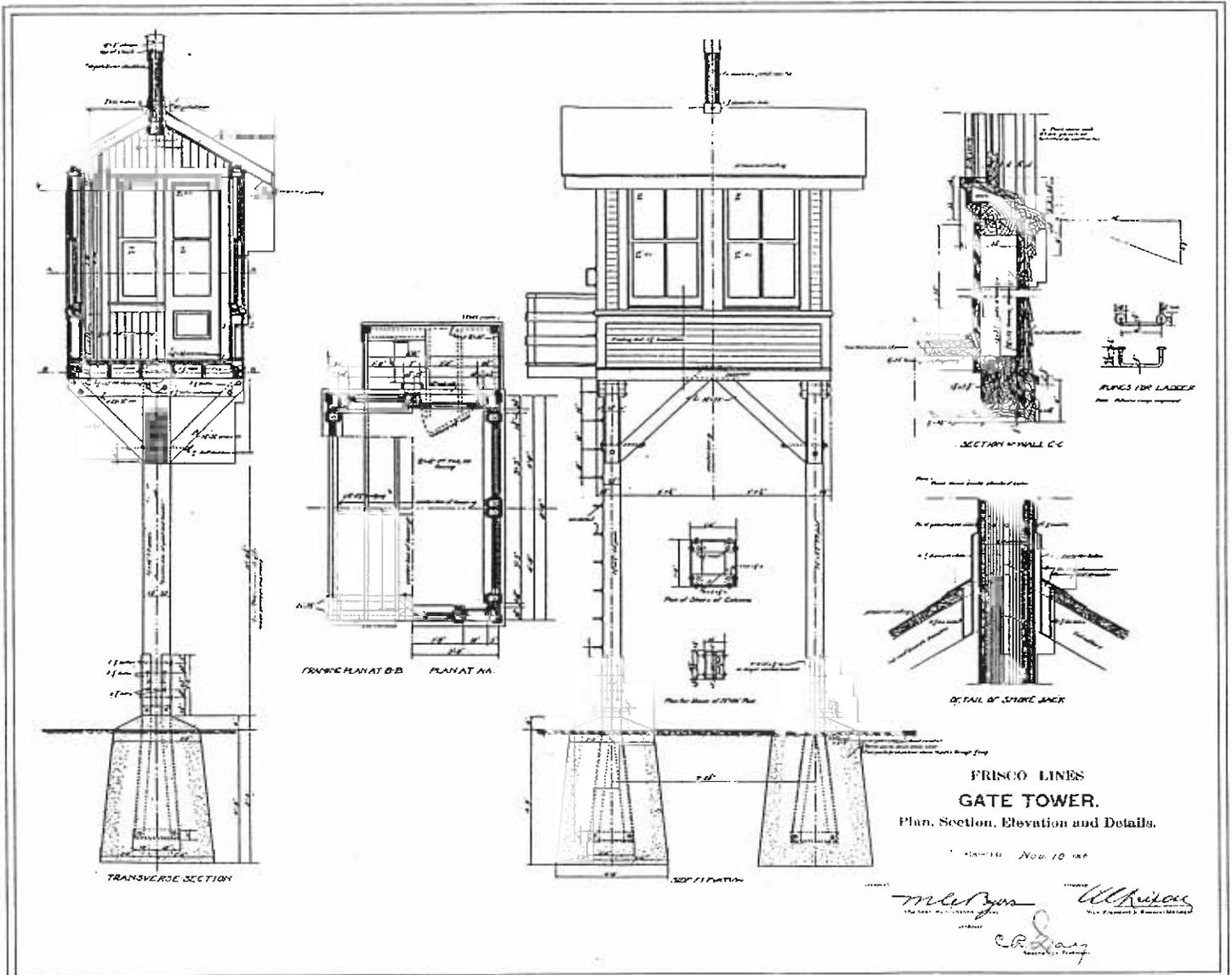
No. 2 became BNA9, *Meramec River*. According to our records, these two cars are still in operation on the BN's Business Train. ☐



*Frisco Business Car #2, Springfield, MO.
Wayne Porter photo*



*ex-Frisco #2, BN Business Car #BNA9, "Meramec River,
Springfield, MO. Wayne Porter photo.*



DOWN AT THE DEPOT

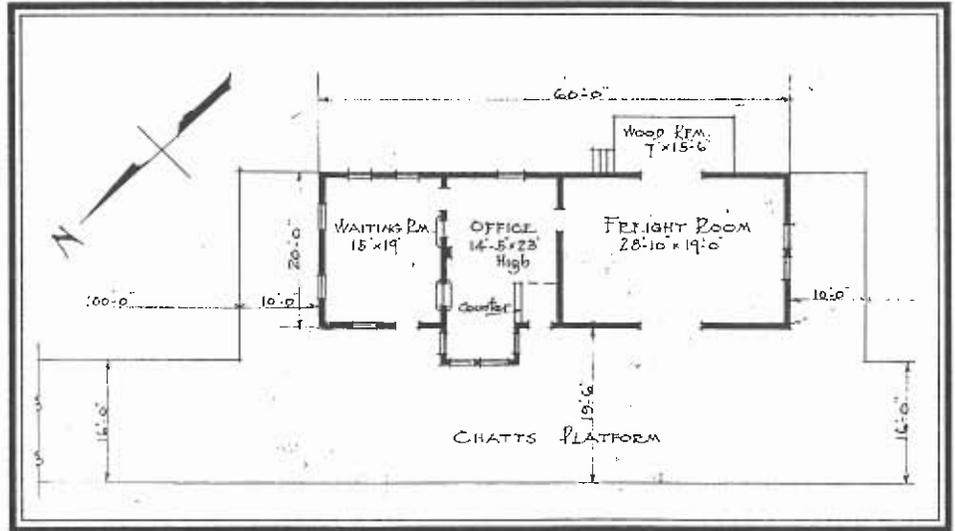
Billings, MO

Station 257
Springfield Sub-Division
Eastern Division

In the summer of 1870, the South Pacific Railroad Co. completed its line from Franklin to Pierce City, MO, a distance of approximately 253 miles. The South Pacific Co. was incorporated on May 12, 1868 under the provisions of an Act of the General Assembly of Missouri, approved March 17, 1868, entitled, "An Act to dispose of the Southwest Pacific Railroad and other property belonging thereto, and to secure the early completion of said road."

On October 26, 1870, the South Pacific conveyed its franchises and property to the Atlantic & Pacific Railroad Co. who, six years later, was sold (*Missouri Division*) to the St. Louis & San Francisco Railway Co.

Although probably not the first station in service, in 1898, forces of the Frisco completed a 60' x 20' wood frame depot at Billings, MO, Station 257 along that original South Pacific line, on the Springfield



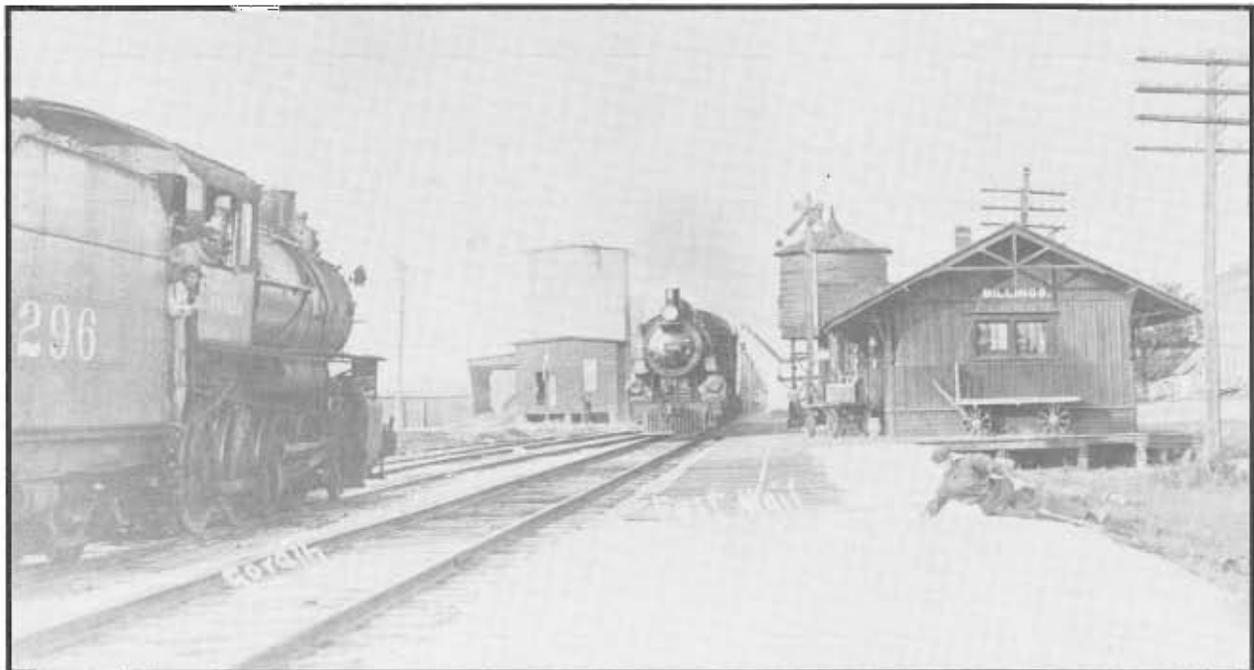
Sub-Division of the Frisco's Eastern Division.

The station was set on a pile head foundation with 2" x 6" walls and a 1/4 pitch gable roof covered with Frisco standard green shingles. The combination station was divided into a waiting room on the northwest end, center office, and large freight room on the opposite end. The ceiling height was 11'10" in the waiting room & office and 11'11" in the freight room. The interior finish was 7/8" x 5 1/4" M & B 5'8"

wainscot. The exterior was 1" x 12" box & battens, painted Frisco standard gray & white. The station had a chats platform that extended 19' 6" to the track.

In addition to the depot, the Billings facilities included a 16' x 24' 50,000 gals. water tank, 18' x 26' pump house & water treating plant, a 14' x 36' section house, 12' x 26' signal maintainer's supply house, and four stock pens.

In 1917, the approximate date of the photo shown below,



Billings, MO, looking northeast, circa, 1917. Kevin Johnson collection

Billings was served by seven daily passenger trains, as follows:

Nos. 1 & 2: *Texas Special*

Nos. 3 & 4: *The Texan*

Nos. 5 & 6: No. 5, *The Texas Limited* westbound and No. 6, *The St. Louis Limited* eastbound.

Nos. 7 & 8: *The Southwest Limited*

Nos. 9 & 10: *The Meteor*

Nos. 12 & 13: No. 12, *The St. Louis Express* eastbound and No. 13, *The*

Springfield-Joplin Accommodation westbound.

Nos. 27 & 28: No. 27, *The Local Passenger* westbound and No. 28, *The Springfield Accommodation* eastbound.

In 1947, service had been reduced to four daily trains: 1 & 2, *Texas Special*, 3 & 4, *Will Rogers*, 7 & 8, *Bluebonnet*, and 9 & 10, the *Meteor*. By 1960, service was limited to the *Meteor* and *Will Rogers*.

In September, 1965, the *Meteor* and *Will Rogers* were replaced with the *Oklahoman*, Nos. 1 & 2.

Although passenger trains continued to pass through Billings until May, 1967, our records indicate that the depot was retired and closed in 1963. The building was abandoned, windows boarded up, and remained in that condition until the mid 1980's when it was eventually raised. ☞



Billings, MO, March 2, 1948. A. Johnson collection



Billings, MO, 1985. H.D. Connor collection

Classic Frisco



It was Station #313 on the Ft. Smith Sub-Division, Central Division, at Seligman, MO, circa. 1900.
John Bradbury collection



Rick's Tips

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.

New Uses for Screen Wire

Screen wire has taken a back seat as a landscaping tool as today's modelers are using various types of foam to make their landforms. Two different uses for our old friend have surfaced as a result of necessity being the mother of invention. One use is to provide guard rails or walls for hidden or staging trackage. The other is to provide a fast, large expanse of terrain on which to plant a dense forest common to Frisco territory.

Only a few tools are needed to work with screen wire. Tin snips, to cut the wire, a stapler, both office & construction type, and construction glue. Screen wire comes with finished edges but once it is cut it is quite sharp and can cut and grab skin and clothes. I have found that by simply folding the rough edge under and stapling the fold with an office stapler works very well.

Guard rails or walls were needed on my staging trackage after a mishap sent several cars 4 1/2 feet down to my concrete basement floor. What was needed was something that one could see through (to make sure everything was on the track) but could be angled outward to allow clearance for longer cars with overhang. Photo #1 shows the result. The screen was cut into a 4" strip from one edge so that the



Photo #1, screen wire guard rails

factory finished edge could be used on top. Using a construction stapler with 3/8" staples, the screen was stretched and stapled on both sides of the staging track. In areas where the screen buckled (like the inside of the curve), just fold the wire together and secure with the office stapler. To allow clearances for overhanging cars, I bent the wire outward to about 60 degrees. No cars have derailed since installing these guards but now I'm ready!

Screen wire can also provide a quick and large expanse of land to place a dense forest. It can be fastened to wood/plywood with the construction stapler or with construction adhesive/nails to foam. Photo #1 shoes the bead of construction glue and the nails used to hold it in place until the glue dries. Poly fiber trees (make hundreds as most layouts need'em!) mounted on toothpicks can be "planted" into the screen mesh quite easily and hide the screen so that

plastering can be avoided in these areas all together. Photo #1 shows the toothpicks planted ;into the mesh while Photo #2 shows how the wire is used to make the basic shape of the hill. In areas where a curve is needed, just fold the wire and staple with the office stapler. Also, fold those sharp edges under and staple to avoid all those cuts!

Screen wire can and has found more uses on the layout than our founding fathers of model railroading might have envisioned. If you have any other ideas for screen wire or any other modeling tips, write to me:

Rick McClellan
15405 W. 144th Terrace
Olathe, KS 66062

Good luck on your modeling projects and, as usual, don't forget to...
Ship it On The Frisco!

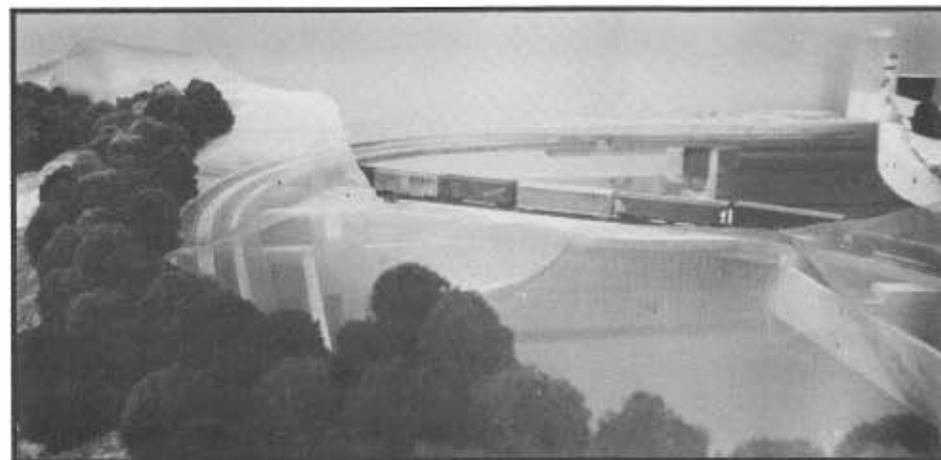


Photo #2, screen wire hill base

FRISCO IN THE 90'S

Frisco in the 90'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.

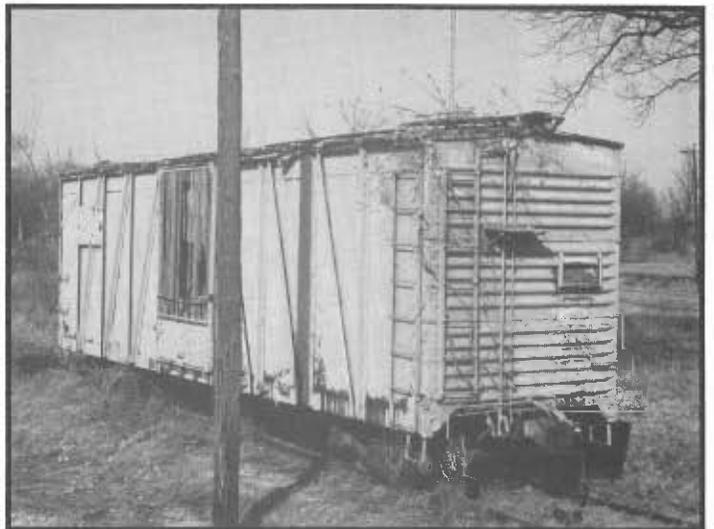
Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



*Frisco Box #9312, Merriam, KS, August, 1992,
Rick McClellan photo*



*Frisco Box #44219, Superior, WI, June, 1992
Christopher Bowles photo*



*Frisco Box #150019, Turrell, AR, February, 1993
Wayne Porter photo*



*Frisco Box #700245, Springfield, MO, April, 1991
Richard Napper photo*



*Frisco Box #177817, Enid, OK, June, 1992
Christopher Bowles photo*

FLORIDA

Through the Land of Scenic Beauty

VIA



THE luxurious train de Luxe of the Chicago and Eastern Illinois leaves La Salle Street Station at 9:10 P. M. every day in the year. Nothing but the newest equipment throughout—electric lighted Pullman drawing room sleepers and compartment observation cars. Dining car, meals served a la carte, between Evansville and Atlanta.

The route is over the green covered mountains of Kentucky, Tennessee and Georgia, around Lookout Mountain, the scene of one of the mightiest conflicts of the Civil War, through the cottonfield and the quaint old Southern towns of Georgia to the Florida coast, arriving at Jacksonville early the second morning.

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Advertisement (see MAIL CAR, p. 7) showing Frisco logo with "Evansville Route," as printed in the Fine Arts Journal, November, 1912, Chicago, IL.