



# COMPANY SERVICE ROSTER

This is the fourth 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, road-bed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

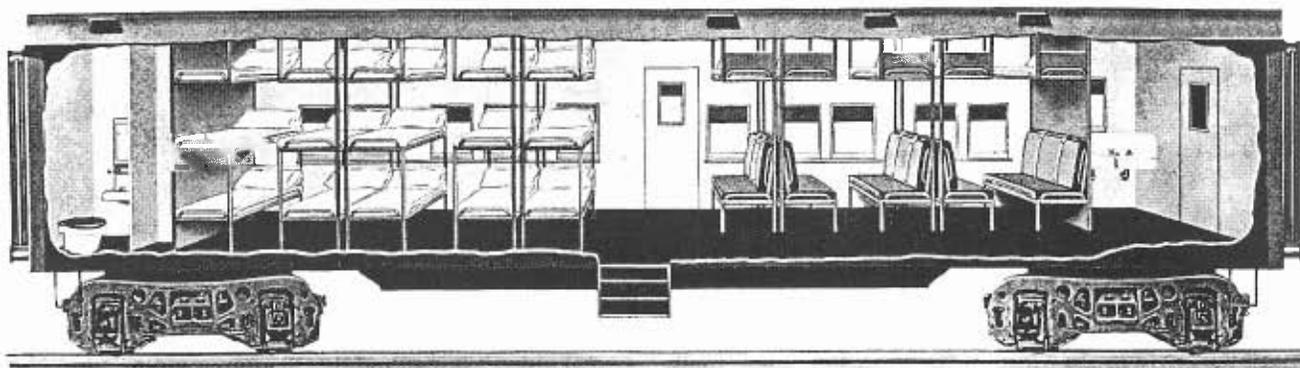
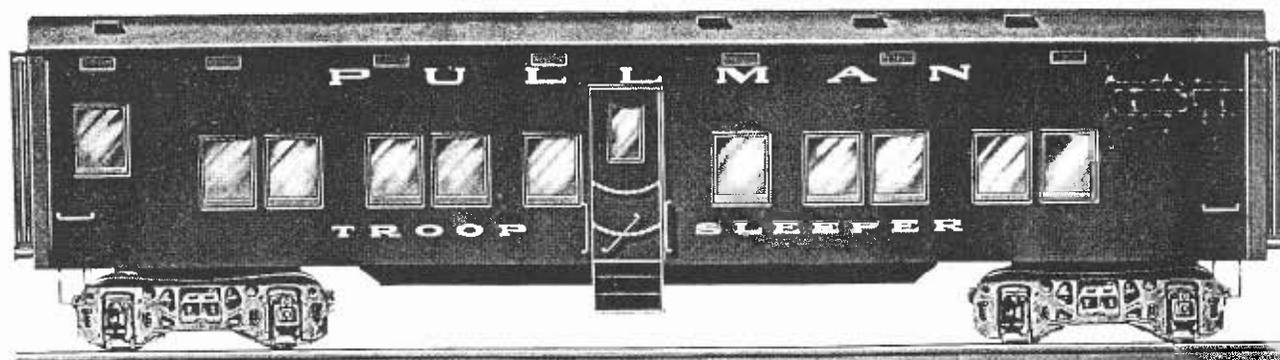
## SLSF Ex-World War II Troop Sleepers

When the United States became actively involved in World War II, the demand for passenger equipment to handle troop movements far exceeded the supply of suitable cars. Consequently, in 1943 the federal government agreed to purchase 1,200 Pullman built Troop Sleepers if Pullman would operate them. By 1945, the new fleet of boxcar like, utilitarian design units were in service. They were 51' long, had two center doors, two end doors (*with diaphragms*) and twelve small side windows.

The cars could accommodate

twenty-nine soldiers and one porter in three-tiered open berths set across the cars. It should be noted that the American Car & Foundry Co. built 400 kitchen cars of similar design to support the new fleet of Pullman Troop Sleepers.

After the war, the cars were sold to various railroads including the Frisco who, between 1948 and 1950, purchased and rebuilt fifteen of the cars into two *Working Baggage* and thirteen *Storage Baggage* cars. Aside from variations in inside equipment and arrangements, the most noticeable differences were the



*Pullman Troop Sleeper illustration from 1943 Car Builders' Cyclopedia*

side doors, placement of lettering, and underbody equipment. Both designs in service on the Frisco were painted in the standard heavy weight passenger era Pullman Green, with gold lettering.

With the exception of one car, the Frisco's fleet of ex-Troop Sleepers remained in revenue service until December, 1967. No. 456 received extensive damage on January 14, 1951, in a crossing accident with the Missouri, Kansas, & Texas Railroad at Scott Junction in Ft. Scott, KS.

Although a complete roster is not currently available, existing company records and photographic evidence indicates that in the early 1970's, at least seven of the cars were converted to company service, Nos. 109148, 109149, 109154, 109157, 109158, 109159, and 109164. Two July 27, 1979 photos show Nos. 109157 and 109159 still in Pullman Green livery with new numbers. Photos of 109149, 109154, 109158, and 109164 show the cars painted in the standard company service silver gray with black lettering. No. 109157 is pictured in service on a grouting gang, 109158 listed as a scale car, and 109164 shown as a tool car. ☞



*Frisco Company Service Car No. 109157, Springfield, MO, July 27, 1979, Dave Fields photo.*



*Frisco Working Baggage Car No. 450, ex-Troop Sleeper No. 9826, Springfield, MO, May 14, 1948. Frisco photo*



*Interior, Frisco Working Baggage Car No. 450, Springfield, MO, May 14, 1948. Frisco photo*



*Interior, Frisco Storage Baggage Car No. 455, Springfield, MO, September 28, 1948. Frisco photo*



*Frisco Storage Baggage Car No. 455, ex-Troop Sleeper No. 9785, Springfield, MO, September 28, 1948. Frisco photo*



*Frisco Company Service Car No. 109149, in work train consist with No. 109114, ex-Baggage Express car No. 439, Springfield, MO. A. Schmitt, photo*

*Frisco Company Service Car No. 109154, in work train consist with ex-Box Car No. 109204. Date & location unknown.*



*Frisco Company Service Car No. 109158, October, 1979, Springfield, MO. E. Stoll photo*

*Frisco Company Service Car No. 109159, Springfield, MO, July 27, 1979. Dave Fields photo.*





*Frisco Company Service Car No. 109164, June 13, 1988, Ft. Scott, KS. R.E. Napper photo*

## Ex- Pullman Troop Sleeper - Frisco Baggage Car Conversion Roster

<u>Pullman Number</u>	<u>Frisco Number</u>	<u>Date Converted</u>	<u>Car Type</u>
9826	450	6-48	Working Baggage
9784	451	6-48	Working Baggage
9734	452	9-50	Storage Baggage
9846	453	9-50	Storage Baggage
9863	454	10-50	Storage Baggage
9785	455	9-48	Storage Baggage
9719	456	9-48	Storage Baggage
9991	457	10-48	Storage Baggage
9930	458	10-48	Storage Baggage
9752	459	10-48	Storage Baggage
9764	460	10-48	Storage Baggage
9837	461	11-48	Storage Baggage
9914	462	11-48	Storage Baggage
9740	463	11-48	Storage Baggage
9874	464	11-48	Storage Baggage

# The Testimony of Boomer Bill

While all professions tend to develop a language unique to their needs, early railroaders were some of the most colorful, as witnessed by *The Testimony of Boomer Bill*, submitted by retired Frisco employee and Frisco Folk Art Lindeman.

For those of you that cannot speak *early railroad*, the following translation key is provided.

*quid*: tobacco  
*456*: engine number  
*2*: train number  
*149*: mile post  
*dynamitter*: bad air brake  
*drag*: cars  
*stab*: delay  
*broncho*: bad car  
*hogger*: engineer  
*cold*: opposite  
*closed*: switched  
*drifted*: eased  
*target*: switch  
*grounded*: stopped  
*kettle*: engine  
*hoghead*: engineer  
*ankles*: rods  
*tallowpot*: fireman  
*diamonds*: coal  
*Cap*: conductor  
*crummie*: caboose  
*tissues*: train orders  
*hind-shack*: brakeman  
*dog house*: caboose cupola  
*Yahoo*: immigrant  
*deadheadin'*: riding free  
*Zulu*: immigrant car  
*pilot*: cow catcher  
*twist*: throw  
*monkey's tail*: switch  
*feather*: cap valve  
*greasin'*: easy  
*ponies*: front wheels  
*bigholed*: emergency braking  
*rabbit*: rail  
*bird*: jump  
*Spread yer wings*: jump off  
*scratchin'*: running  
*palace*: depot  
*brass pounder*: telegrapher  
*tickle*: send a message  
*Supe.*: Superintendent

There had been a railroad accident in which several people were injured. Some lawsuits resulted and in the trail of the first case, the Attorney for the defense had as one of his principal witnesses an old "boomer" brakeman. After properly identifying him and establishing his status as a witness, the attorney said: "Now Bill, I want you to tell this jury all you know about this alleged accident. Where you were and why you were there; where the other members of your train crew were, and what they were doing; where the train was located and all other facts and circumstances in connection with the affair. Just turn right to the jury and tell them the whole story in your own words.

Bill was rather embarrassed and looked doubtfully at the Judge, who nodded to him and indicated he should proceed. Bill switched his quid over into the other jaw, turned to the jury, and told this story:

"We was headin' South with the 465- 32 loads and 10 empties and we had a meet order with 2 for 149 at 4:15. There was a dynamiter in the drag and it looked like we was goin' to stab 2 for about 15 but the broncho quit buckin' and the hogger wheeled them so we got to 149 at 4:10. We went in on the cold end of the passin' track and closed the gate, drifted down to about ten lengths from the South target and grounded the kettle.

"The hoghead got down and went to greasin' her ankles and the tallowpot was in the cab hustlin' diamonds. Cap was back in the crummie shufflin' tissues and the hind-shack was in the dog house bullin' a Yahoo that was deadheadin' on a Zulu outfit. Me, I was sitting on the pilot waitin' to twist the monkey's tail and head out on the main when 2 cleared.

"I seen her comin' through the cut and she was workin' steam and putting up a feather. Hogger cut her off at the limit board and she came greasin' at about 25. When she passed the target, the ponies split the switch and took sown the siding. The hogger bigholed her but she jumped the rabbit and took to the country.

"I seen a smash was comin' and joined the bird gang. I hit the cinders, yelling, 'Spread yer wings fellers' and when they came together, I was on the other side of the main scratchin' gravel. I dodged into the palace and told the brass pounder to tickle the Supe, and tell him we had two on one spot, and there was Hell to pay." ☐

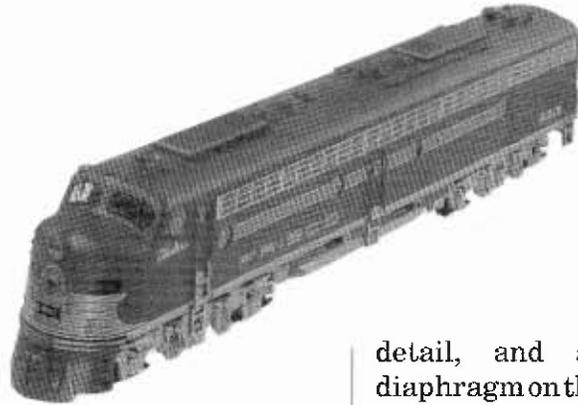
**New Product  
Review  
HO Scale**



**Life-Like Products Inc.  
PROTO 2000 E8/E9**

Life-Like has recently released, at long last, the Frisco version of their fine HO Proto 2000 Series E-8/E-9 passenger diesel locomotives. I had been impressed with the earlier releases of this model, and almost succumbed to buying a PRR unit this past spring and again, almost bought MoPac and Wabash units this summer. When the Frisco units were released in early November, I was glad I waited! Following is a brief review of the two different Frisco *Race Horse* E-8's that are now available to the Frisco faithful.

Two Frisco E-8's are available - road number 2016 *Citation* and road number 2020 *Big Red*. These were two of the all time favorite E-8's on the Frisco - bearing the names of two of the most renowned race horses of all time. The detail and finish on these locomotives is exceptional, and they are among the finest running locomotives available. The complex Frisco *Race Horse* paint scheme is very well done. The shade of red looks right to me, though I do not have a color photo of a new unit to compare against. The locomotives are painted in the early, white outlined, gold striped scheme, designated as the E8PS-2 scheme in the January-February, 1994, issue of the *All Aboard*. The gold stripes are well done, and the



white outline is delicate and centered, even around the lettering and numbers. One slight error is the front coonskin herald, which is black & white. I believe these units had a blue & white herald when new. A set of Herald King Frisco E-8 decals will solve that minor problem if it bothers you as they contain the correct coonskin herald color.

I have not had a chance to run the E-8's yet, as my layout is out of service due to a basement remodeling project. I am told they are among the best running locomotives available, comparable to Kato smoothness. All six wheels on each truck are powered, and electric power is picked up from all wheels. The locomotive is heavy, and should be an excellent puller.

In addition to the very well done decoration, the locomotives are loaded with details. Most of them are very well done - hand rails, lifting rings, cut levers, pilot coupler doors, air hoses, metal side grills, good truck and fan

detail, and a neat working diaphragm on the rear door. There are no steam line hoses or M/U hoses. Life-Like did a good job of capturing some specific Frisco E-8 features, such as no dynamic brake fan, a passenger pilot with doors, the dual steam generators, and the twin headlights with Mars light. The nose door and the four side doors are all spring loaded and open is desired. There is no back up light on the rear end panel (*left side looking at the rear*) which Frisco added later after a minor collision while backing up one night.

Some of the details are not so good, but these are minor. The windshield wipers are oversize and should be replaced. The engine exhausts are round, not oval in cross section, and I believe most modelers will want to replace the horn with one of the many fine detail diesel horns that are available. In any event, the horns on the model are not the same style (*blat horns*) that came on the original units. One other problem is with the pilot - which attaches to the frame instead of the body. Unfortunately, it leaves a small gap between the anti-

climber and the body. A simple solution is to ACC the pilot directly to the body after removing the tabs that mount it to the frame. There is a crew inside the cab, but they need to be painted.

Good as it is (*excellent!*), the locomotive still looks like a plastic model when taken from the box. Improvements in realism can be easily added by modifying and adding details as noted above, painting and weathering the trucks, adding black background to the plastic grills and vents on the roof, and by changing a few of the details to their prototype color rather than the uniform red on the model. The Frisco kept these locomotives clean, but some mild weathering to the body and some exhaust stains on the roof would be appropriate. The model comes with a dummy knuckle coupler in the pilot, and an X2F horn-hook on the rear. I have not yet added Kadee couplers, but it looks like it will be easy to do.

This model, I believe, lists for \$85.00, which is a fair price for a locomotive of this quality and detail. However, these units are already deeply discounted. They are available at most shops in St. Louis at \$69.95, and are at \$64.95 at the shop at Union Station. A real bargain! I bought both *Citation* and *Big Red* and am thinking of one or two more. Using the Herald King decals, the job of changing the road numbers and horse names to favorites, *Ponder* (2018) and *Pensive* (2017), which often ran together on the METEOR and the WILL ROGERS when I saw them come through Rolla in the early 1960's, are in my mind!

Life-Like has done a tremendous job on these E-8's. All Frisco modelers who want to pull a passenger train from the 1950's era should consider one of both of these fine models. ☞



*Frisco E-8 2016, Citation, ready for delivery at EMD, 5-1950. Frisco photo*



*Frisco E-8 2020, Big Red, Springfield, MO, August 23, 1952. A. Johnson photo*



*Big Red and Citation, in service on Frisco Folk Richard Dowlings layout.*



assigned to the office of Chief Mechanical Officer. In that capacity, it served W.B. Berry, W.H. Gimson, and E.F. Tuck.

In May, 1947, the number 2500 was changed to No. 5, and in June, 1948, it was again re-

numbered No. 7, to make room for rebuilt soldier diner No. 647 (*Alabama*) entering the executive fleet as No. 5. In June, 1954, No. 7 was assigned the name **Kansas**.

In 1958, the car was removed from the executive fleet

and stored in the Springfield Coach Shop. It was converted for limited use as an instruction car until September, 1966, when it was purchased by a private individual. ☞



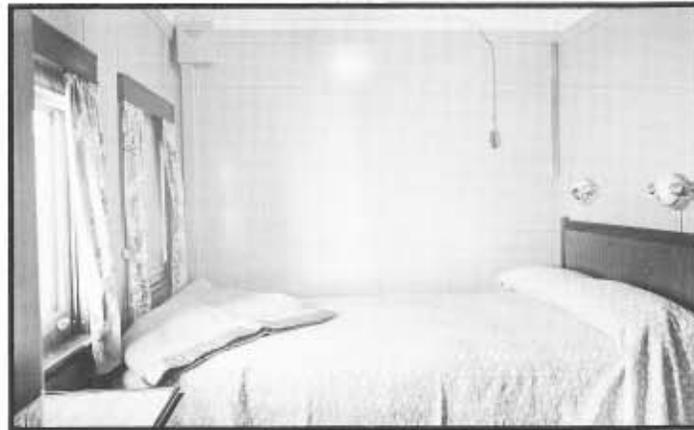
*Frisco Business Car No. 2500, observation platform end, Springfield, MO, September 24, 1946  
Frisco photo*



*Frisco Business Car No. 2500, observation room looking toward platform, Springfield, MO, September 24, 1946  
Frisco photo*



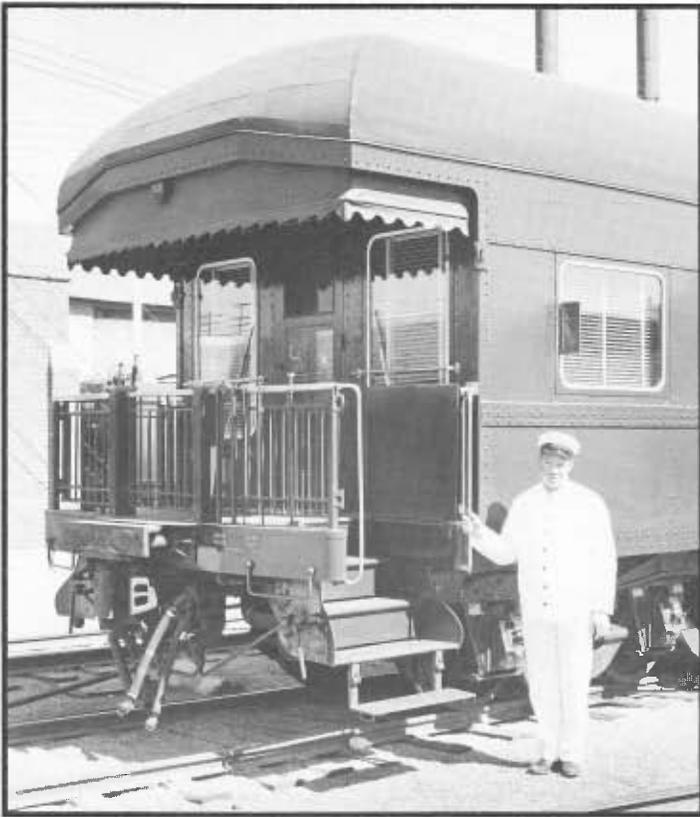
*Frisco Business Car No. 2500, dining room looking toward B end, Springfield, MO, September 24, 1946  
Frisco photo*



*Frisco Business Car No. 2500, state room A, looking toward B end, Springfield, MO, September 24, 1946  
Frisco photo*



*Frisco Business Car No. 7, Springfield, MO, September 29, 1949. Frisco photo*



*Frisco Business Car No. 7, observation platform end,  
Springfield, MO, September 29, 1949  
Frisco photo*



*Frisco Business Car No. 7, Observation room, looking  
toward B end, Springfield, MO, September 9, 1949  
Frisco photo*



*Frisco Business Car No. 7, observation room looking toward platform, Springfield, MO, September 9, 1949  
Frisco photo*