

FRISCO

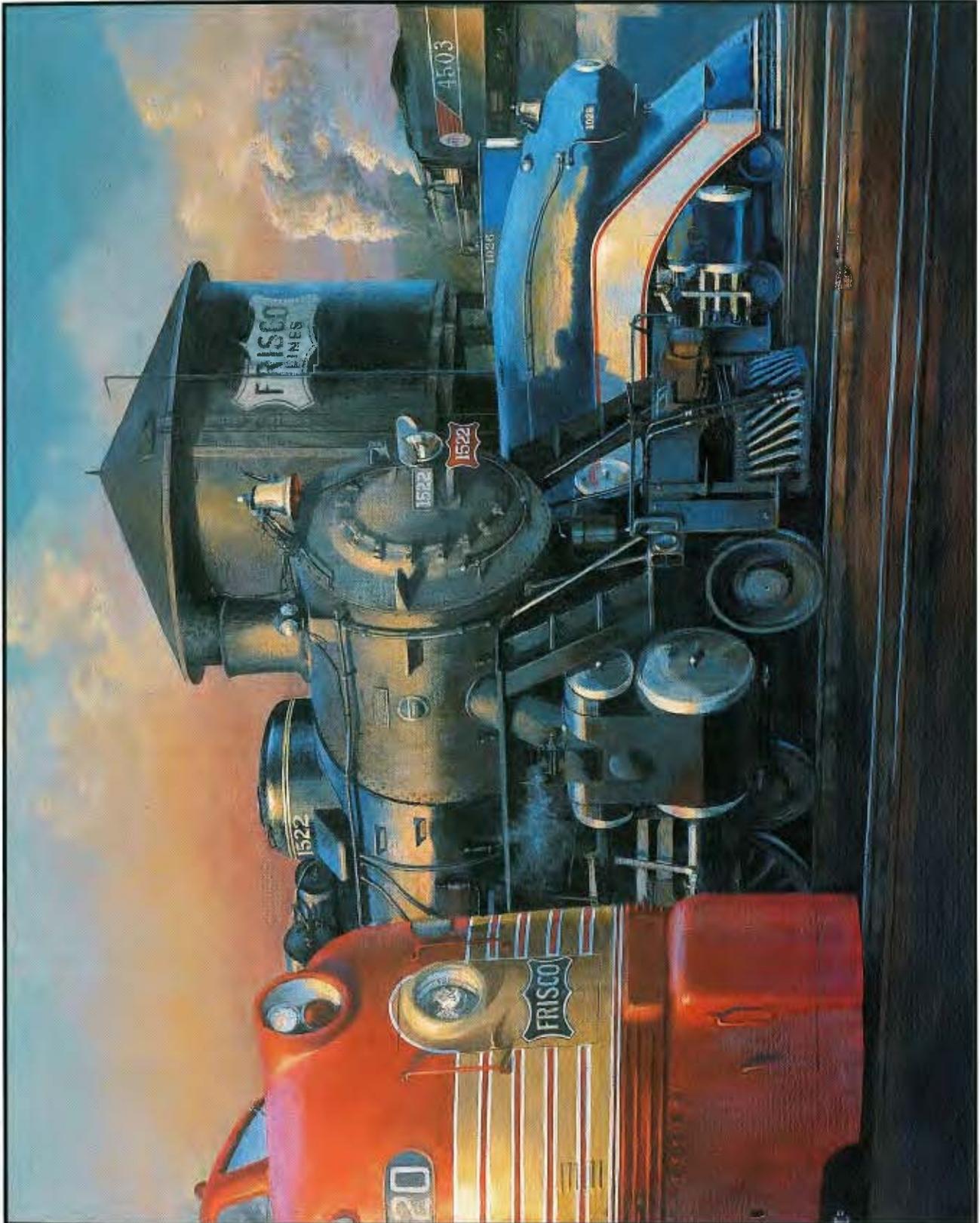
All Aboard

FRISCO

Volume 11

1998

Number 3



FRISCO All Aboard FRISCO

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Summer Days in the Ozarks.....3
 Bed and Breakfast - A new idea or a reworked, repackaged, and renamed old idea? This feature profiles 1917-1921 bed and breakfast, Frisco style.

Classic Frisco5
 Call them what you will - Inspection Car, Motorized Hand Car, Speeder, etc. They were an essential tool for section crews, signal maintainers, anyone who needed their service. This photo feature presents two examples of early **Classic Frisco** models!

Yale Roundhouse Remnants6
 A recently discovered archival file provides some rare photos of what appears to be the last remnants of the Frisco's Yale, TN, roundhouse and machine shop.

Frisco Roster Tales..... 9
 In this installment of *Roster Tales* Frisco Folk Ken Wulfert concludes his Yard Power series, installment number ten, Frisco's First Diesels.

Mail Car 10
 A rare look at Frisco train wrecks, head-on variety, is the subject of this installment of our **Mail Car** feature.

Frisco Standard Plans..... 12-13
 This is the fifth in our Standard Plans series that provides reprints of original Frisco Standard Plan designs. This issue features plans for Data For Typical Mile Of Track.

Caboose Chronicles..... 14
 Book 2 of our Caboose Chronicles series profiles - *Phase I Wood Cupola Era* -of Frisco caboose construction and history.

Down At The Depot..... 18
 Station G664 on the Chickasha Sub, Southwestern Division, and Station K744 on the Enid & Hobart Sub, Western Division, was one and the same at Snyder, OK, our **Down At The Depot** feature in this issue.

Rick's Tips..... 21
 This edition of Rick's Tips provides our model railroading members with some tricks and tips for making wooden decks more realistic.

"Frisco passenger car on fire..."..... 22

Frisco Baseball Flash..... 23
 Want to know how Frisco travelers kept up with the current baseball game scores? Check out the Frisco Baseball Flash!

About the Covers

FRONT: No, it's not a mistake! We intentionally turned our front cover on its side so you could appreciate the full majesty of John Winfield's "*That Frisco Flair*" color print of Frisco motive power!

BACK: A rare glimpse at the cover of the *Frisco System Magazine*, Christmas November 1902, is featured on our back cover.



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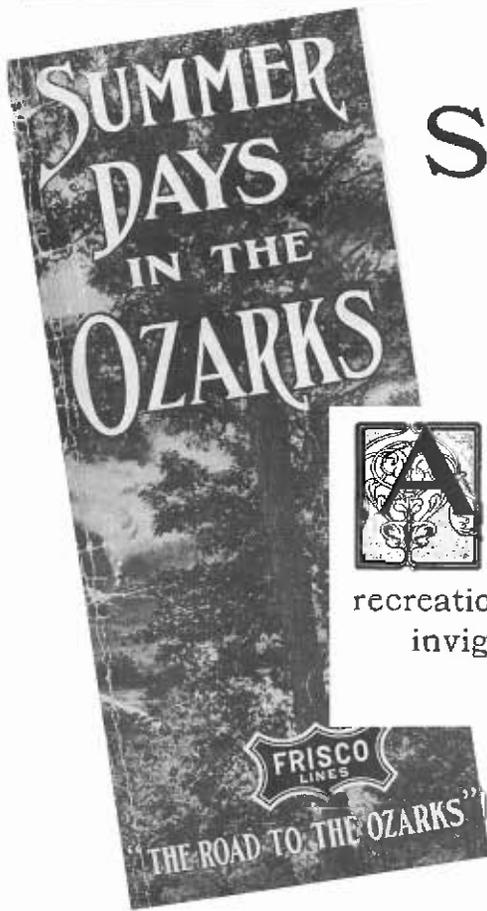
HOURS OF OPERATION

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Summer Days in the Ozarks



BOOKLET Giving a List of Private Homes, Hotels and Boarding Houses in the Ozark Mountains of Northwest Arkansas, where one will find rest and recreation, with a hospitable welcome; a cool, invigorating climate; magnificent views, and many interesting places.



It has been said that 90% of the new ideas people come up with now days are simply old ideas that have been reworked, repackaged, and renamed. While some might question such a statement, a recent museum acquisition seems to suggest that there is an element of truth in it.

One "new" idea that has grown in popularity over the past few years has been the Bed and Breakfast concept of lodging. Many folks across the country have opened their homes to the traveling public, offering "down home" hospitality as an alternative to the impersonal atmosphere of a chain operated motel. Many old abandon homes and store



WALNUT GROVE FARM. The home of J.N. Woods situated 4 1/2 miles northeast of Frisco station. Has nine rooms; modern. Farm of three hundred acres; plenty of good fruit, fresh butter, eggs, vegetables, etc. A pleasant drive to town through beautiful orchards. Bath and conveniences. Can accommodate ten persons. Livery charge, \$1.25 per trip to and from Frisco station. Rates, \$1.25 per day, \$7.00 per week. J.N. Woods, Walnut Grove Farm, R.F.D. No. 3, Rogers, Ark. (1917)

fronts have been given new life as remodeled Bed and Breakfast accommodations. It is estimated that there are currently over 4,000 such facilities in operation nation wide.

New idea, or simply an old one reworked, repackaged, and renamed? According to two brochures recently acquired by the museum, Bed and Breakfast accommodations, "Along The Frisco Lines," have been around for a long time!

A 1917 (*Summer Days In The Ozarks*) and 1921 (*Vacations In The Ozarks*), brochure produced by the Frisco Passenger Traffic Department list homes, hotels, and boarding houses in the Ozarks region of Southwest Missouri and

SUMMER DAYS IN THE OZARKS

Northwest Arkansas. According to our records, these travel guides were updated and issued on a yearly basis.

Here are some classic examples of **Summer Days In The Ozarks**, *Along the Frisco Line.* ☞



NEW ST. LOUIS FLATS. A 25-room house on summit of mountain, at end of car line. Light housekeeping. Has accommodations for 75 persons; proprietor keeps cows and raises vegetables and chickens. Rates on application. T.J. Reynolds, New St. Louis Flats, Eureka Springs, Ark. (1917)



HOME of Josie Smith, twelve miles northwest of Lebanon, Mo. A 12-room house, capable of accommodating twenty people. Niangua River is one-half mile distant and affords good fishing, boating, and bathing; Our own farm products are served on the table. Conveyance may be obtained at Lebanon. \$2.00 per day; \$12.00 per week. (1921)



THE home of E.B. Julien is located about a mile and one-half north of Frisco station at Seymour, Mo., on a two hundred and eighty acre farm. The house contains eight rooms and can accommodate eight guests. Good fishing, bathing and boating in the James River, which is about a half mile distant. Excellent meals. Will meet guests at train with conveyance when requested; no charge. Rates: \$1.50 per day; \$10.00 per week; \$35.00 per month. E.B. Julien, Seymour, Mo. (1921)

For health, enjoyment and economy, spend your vacation in the Ozarks. Call on the nearest Frisco Lines representative and let him assist you in planning a trip to the Ozarks. (1921)



HOME of W.K. Deffebach, two and one-half miles southwest of Frisco station at Sullivan, Mo. Six room house with beautiful shade trees; screened porches. Accommodations for eight or ten persons. Bathroom in house. Plenty of milk, cream, butter, eggs, and vegetables. Fruit and berries in season. Good cooking. Rates: \$2.00 per day; \$14.00 per week; will meet guests on request; charge, fifty cents. W.K. Deffebach, Sullivan, MO. (1921)



HOME OF MRS. A.F. WOLF. Formerly Arkansas building at St. Louis World's Fair, now located on Mt. Nord, in the suburbs of Fayetteville; altitude, 24000 feet. Can accommodate a few summer boarders. Rates, \$10.00 per week. Bus service from station, charge 25c. Mrs. A.F. Wolf, Fayetteville, Ar. (1917)



HOME OF W.R. WINN. A farm house with seven rooms. One mile north of Winslow, Ar., up in the mountains. Can accommodate ten persons. Has large orchard. Proprietor raises chickens and vegetables; keeps cows. Rates, \$1.50 per day, \$7.00 per week. W.R. Winn, Winslow, Ark. (1917)

This folder is exhaustively revised each season, and each resort shown herein is investigated as carefully as possible. Vacation parties who discover inaccuracies will confer a favor upon the Railroad by reporting same. (1917)

Along the

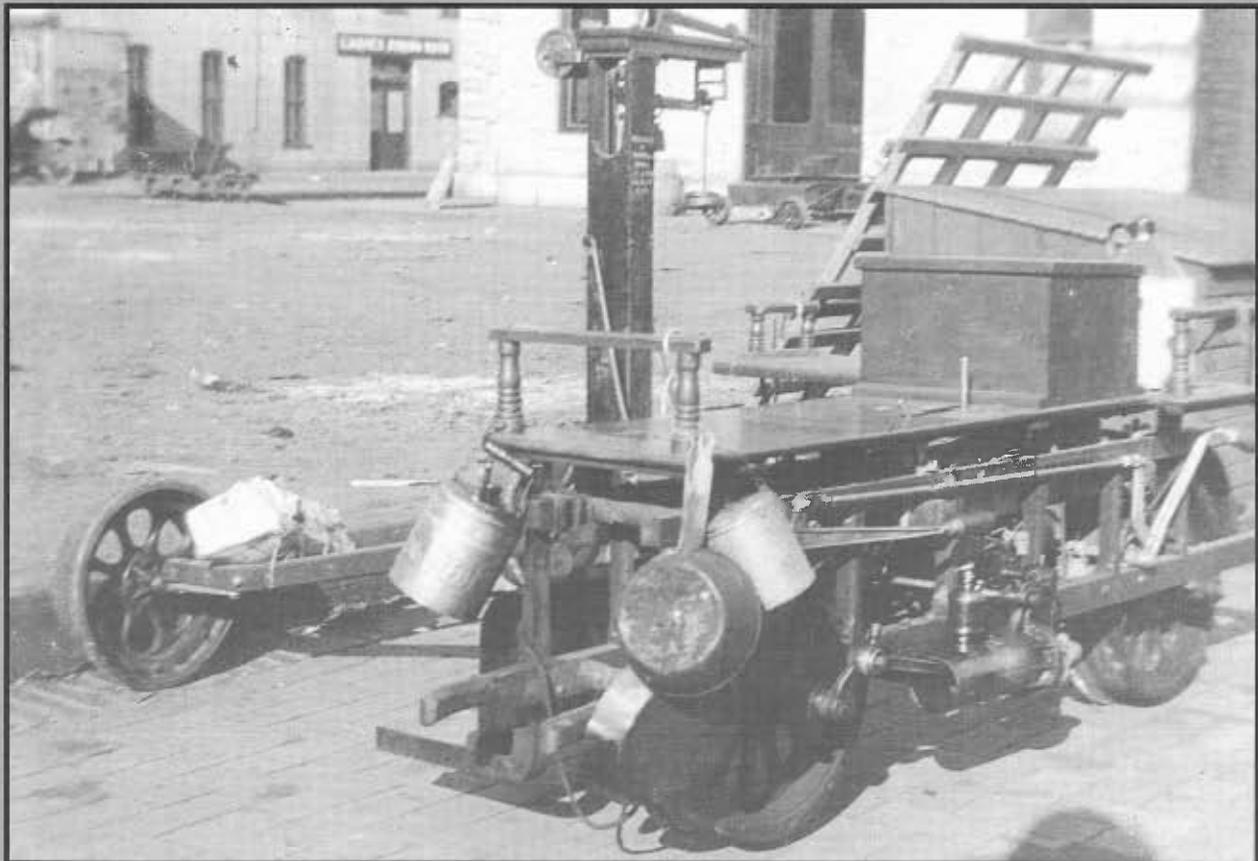
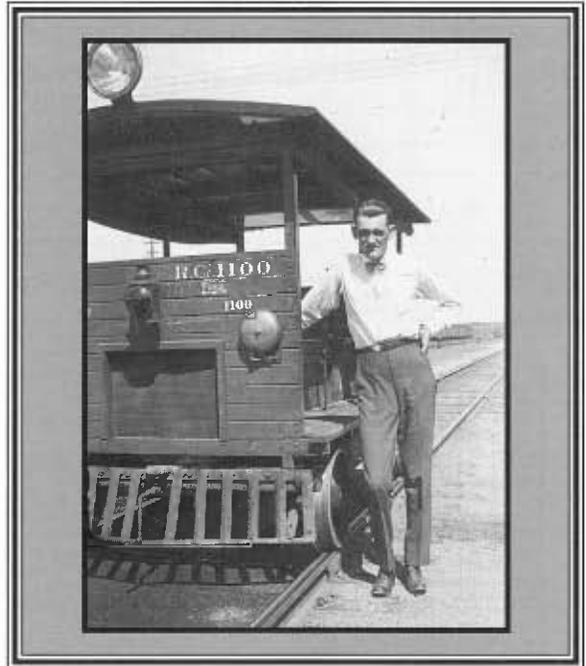


Classic Frisco

Call them what you will - Inspection Car, Motorized Hand Car, Gang Car, Section Car, Motor Car, Speeder, etc. Whatever they were called by those who used them, *(some of which are probably not suitable for print)* these unique pieces of rail equipment were a mainstay on American railroads, including the Frisco, for many years. They were an essential tool for signal maintainers, section crews, bridge gangs, and anyone else who needed their services.

Our **Classic Frisco** feature in this issue includes rare photos of two examples: One steam powered unit and one, complete with cow catcher.

RC 1100 is shown, complete with cow catcher, at the Frisco's Oklahoma City yards, August 12, 1926. Gentleman standing alongside is identified as J. Roy Sloan. Photo from the collection of Frisco Folk Jerry Broudy. 📷



Steam powered speeder. Date and location unknown. Photo from Museum collection.

Yale Roundhouse Remnants

A recently discovered archival file has provided some rare photos of what appear to be the last remnants of the Frisco's Yale, TN, roundhouse and machine shop.

In addition to the photos, the file contains correspondence from June 24, 1940, through October 22, 1952,

regarding additions and remodel of the old shop for the Patterson Transfer Company. The old roundhouse was apparently being used as their warehouse No. 2, with what appears to be storage for a local automobile dealer.

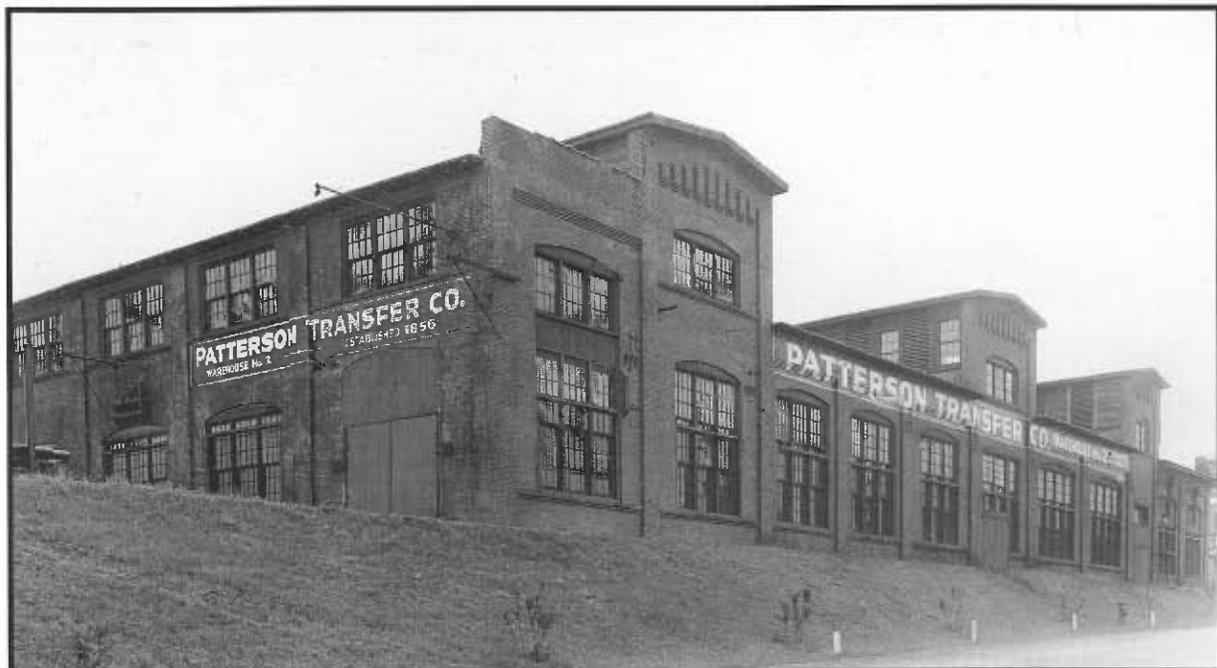
According to a June 25, 1951, diagram contained in

the file, their warehouse No. 1 was a two-story concrete building adjacent to the old roundhouse to the south.

If anyone has additional photos of the roundhouse and/or information about its history, please contact the museum office! 📧



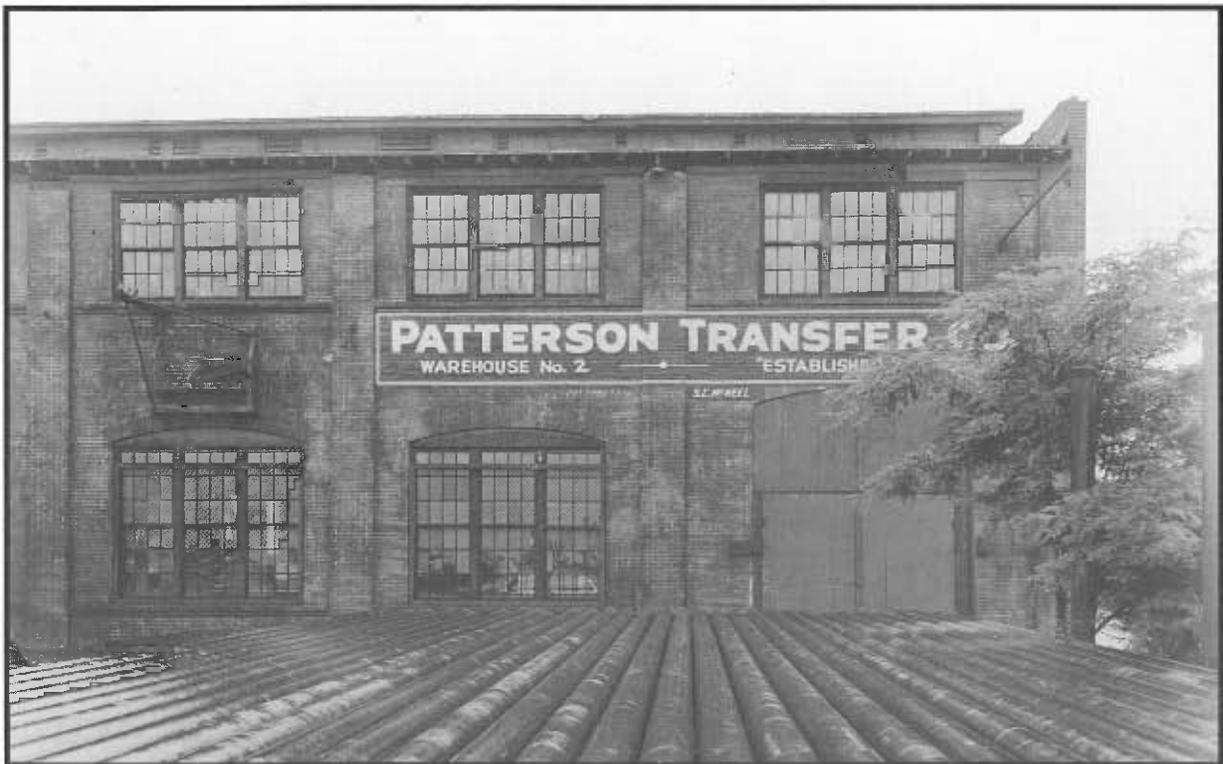
Old Yale (Memphis) Roundhouse, May 27, 1940. south elevation. Frisco photo



Old Yale (Memphis) Roundhouse, May 27, 1940. west elevation. Frisco photo



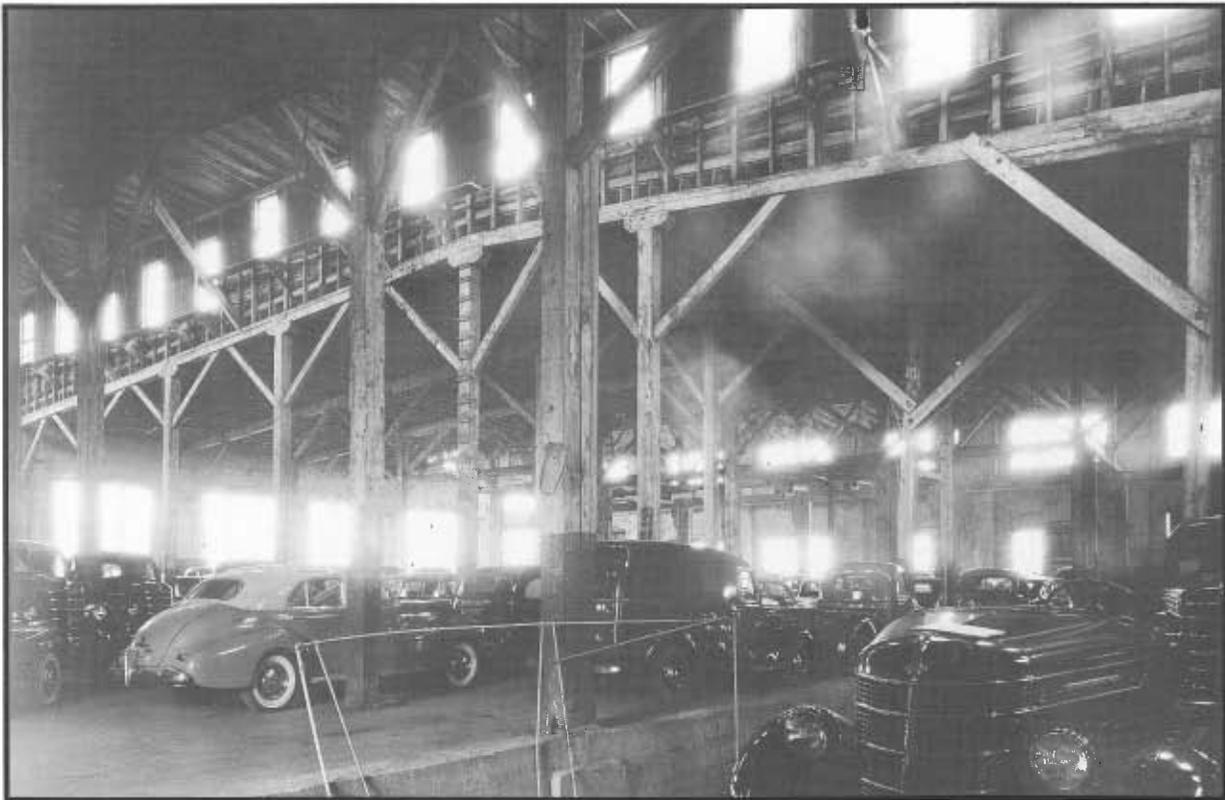
Old Yale (Memphis) Roundhouse, May 27, 1940, north elevation. Frisco photo



Old Yale (Memphis) Roundhouse, May 27, 1940, north elevation. Frisco photo



Old Yale (Memphis) Roundhouse, May 27, 1940, northeast corner. Frisco photo

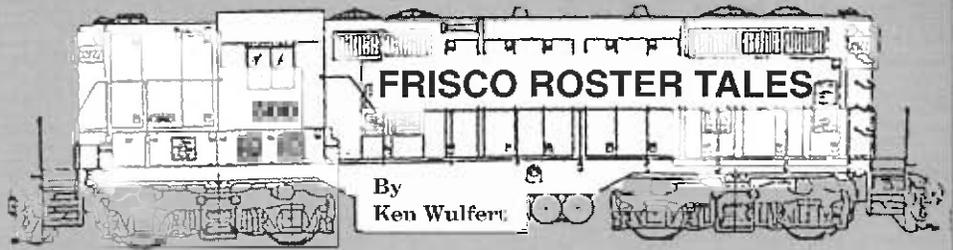


Old Yale (Memphis) Roundhouse, May 27, 1940, interior looking north. Frisco photo

YARD POWER

Part Ten

Frisco's First Diesels



The last two installments of *Roster Tales* (*All Aboard*, Summer 1995, and *Winter 1995-1996*), discussed the group of Frisco diesel switcher locomotives reviewed in this ten-part mini-series, in which we discussed these very important yard locomotives. This final group was, of course, the 38 Baldwin VO-1000 switchers, which were the first group of diesel locomotives received and put in service by the Frisco, plus the lighter Baldwin VO-660's and the later, improved Baldwin DS-4-4-1000's. This current *Roster Tale* will wrap up this discussion on Frisco's diesel switchers.

First, though, I must comment on the passing of Lee Buffington (*All Aboard*, Fall 1995, "Farewell Mr. Frisco") Lee was one of the grand people of the old Frisco, and was a close friend of mine and many others in the Frisco family. He and I often had detailed discussions about Frisco motive power, and I always marveled at how clear his mind was on this topic, even up to his last year. He had detailed notes and reference material, much of which is in the museum's archives now, and was always willing to share information about his beloved Frisco. Indeed, the idea and inspiration behind these *Roster Tale* articles came from Lee, as did most of the information contained in the articles. Lee will



*VO-1000 201, in service at North Yards, Springfield, MO, March 1, 1954.
A. Johnson photo*

be missed by many, including your author. I was honored to know him!

Lee's last letter to me contained more information on the Baldwin switchers we have been discussing in the last two *Roster Tales*. The information he provided follows:

"An item of interest may be the order pattern of the early Baldwins. The first order called for five 1000HP switchers (Baldwin VO-1000's); the second called for two 660HP (Baldwin VO-660's) and eight 1000HP switchers. The third order called for five 660HP and five 1000HP switchers, but this order was changed later to ten 1000HP switchers. This accounts for a total of 23-1000HP and 2-660HP switchers in the early group from Baldwin. The 660HP orders were canceled and replaced by more 1000HP units because we soon found out that the smaller switchers were not heavy

or powerful enough to provide the performance the Frisco wanted.

The entire Baldwin switcher order pattern was as follows:

- First order-1000HP-SLSF 200-204
- Second order-1000HP-SLSF 205-212; 660HP SLSF 600-601
- Third order-1000HP-SLSF 213-222
- Fourth order-1000HP-SLSF 223-229
- Fifth order-1000HP-SLSF 230-235
- Sixth order-1000HP-SLSF 236-237
- Seventh order-1000HP-SLSF 238-241 (DS-4-4-1000's)

All this information is from my personal notebook."

Thank you Lee. May you rest in peace.

The next *Roster Tale* series will discuss the newest, and last, diesel locomotives the Frisco ordered, the 3500HP EMD GP-50's, which were to be numbered SLSF 790-799. 🚂

MAIL CAR



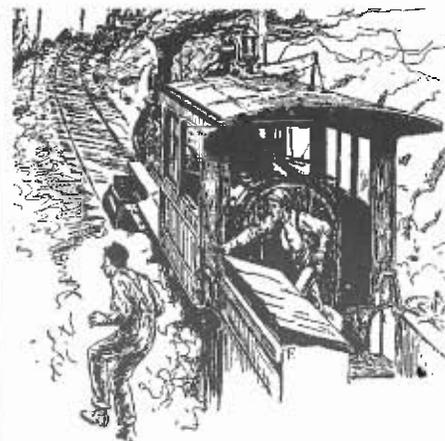
The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: At a garage sale recently, I purchased a book about train wrecks and was fascinated with the chapter on head-on collisions. I am sure the Frisco had their share of wrecks. Did they ever have any head-on ones and do you have any pictures of them?

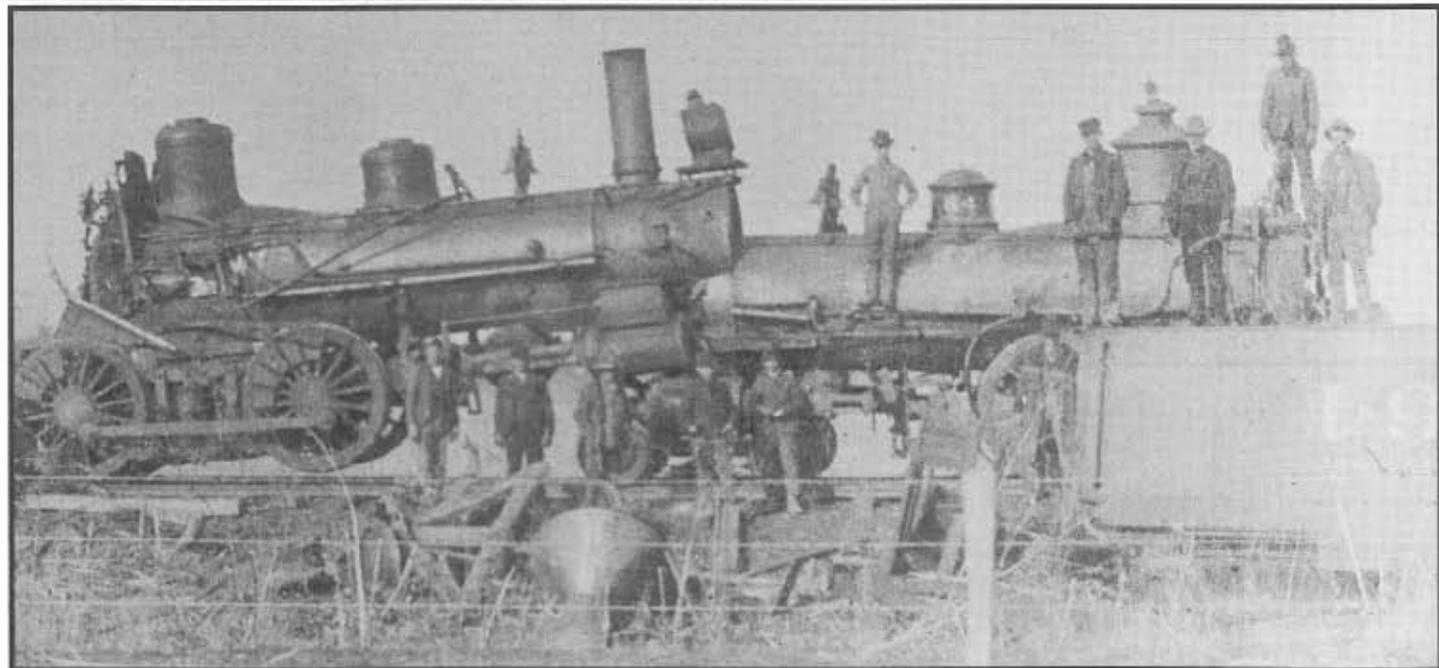
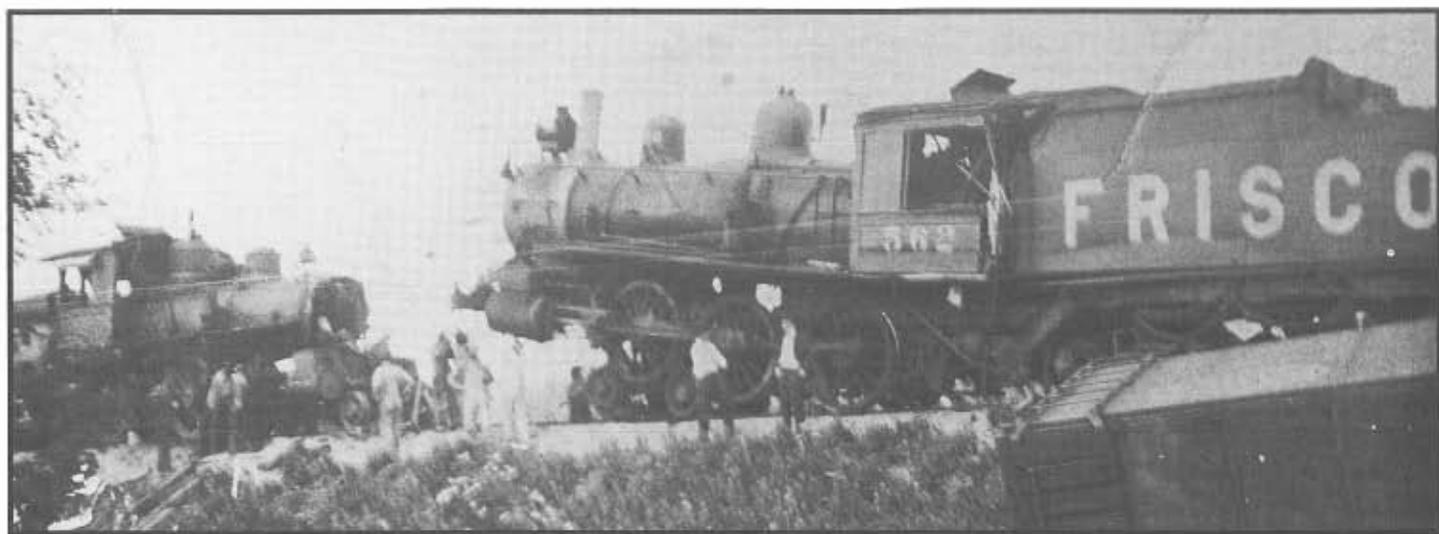
EDITOR'S NOTE: The book our reader is referring to is *Train Wrecks-A Pictorial History of Accidents on The Main Line*, by Robert C. Reed, 1968.

ANSWER: Yes, the Frisco had their share of train wrecks, including the four head-on variety pictured here.



Just Time To Jump

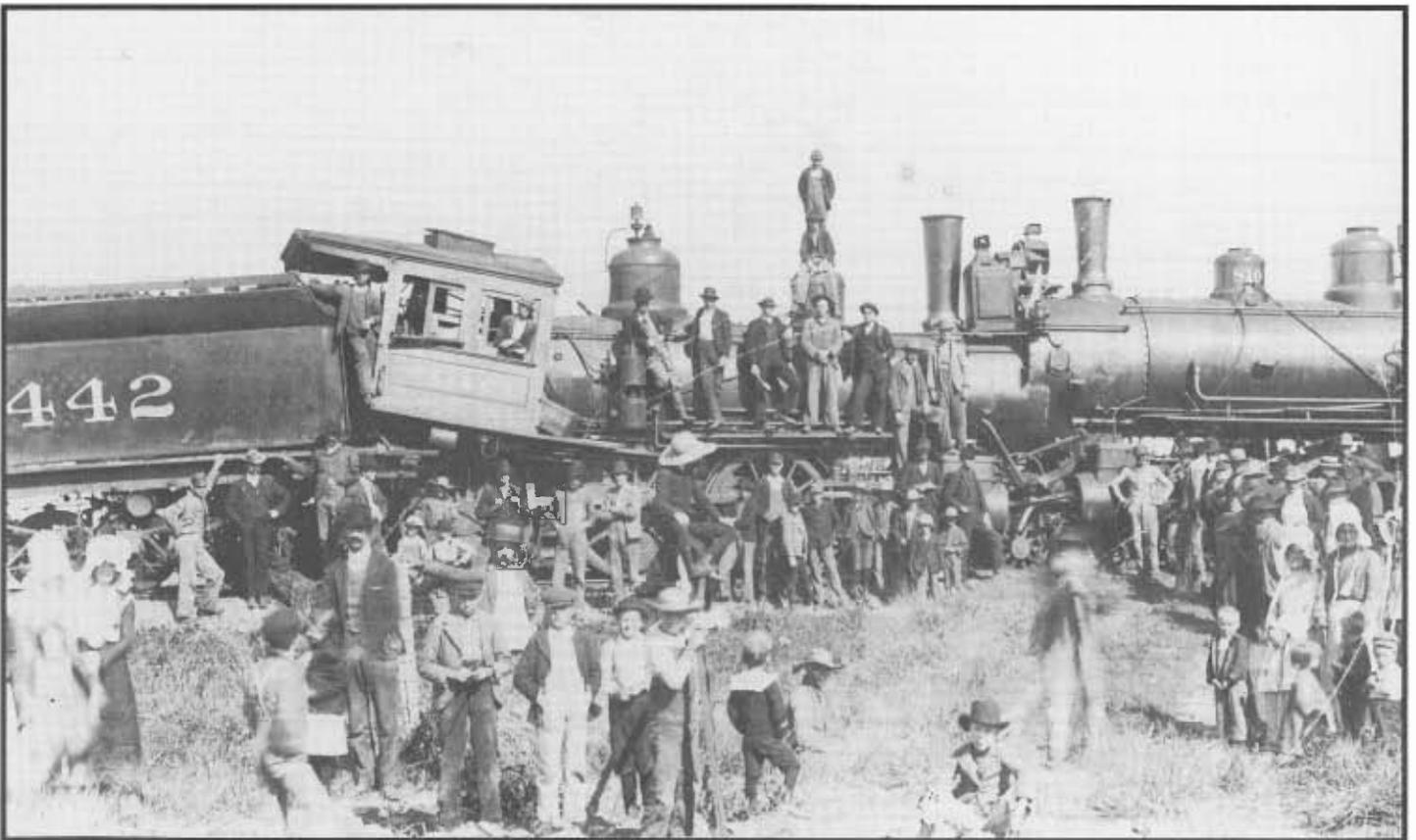
An early wood cut depicts every train crew's worst nightmare. With the inevitable about to happen, there is little time to act.



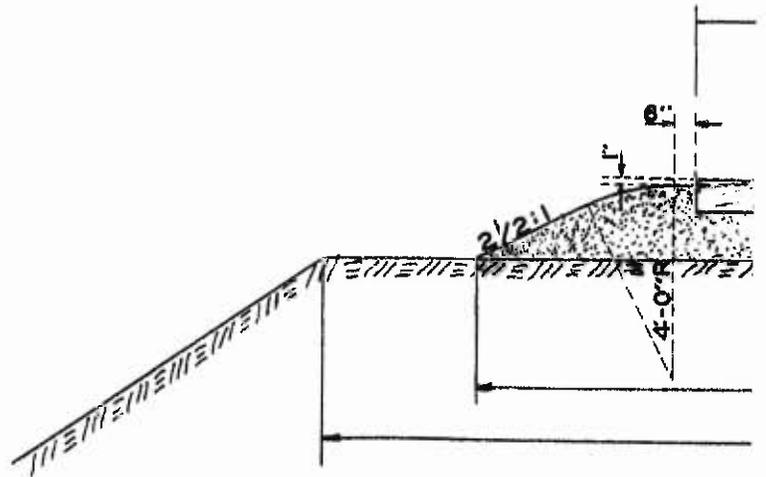
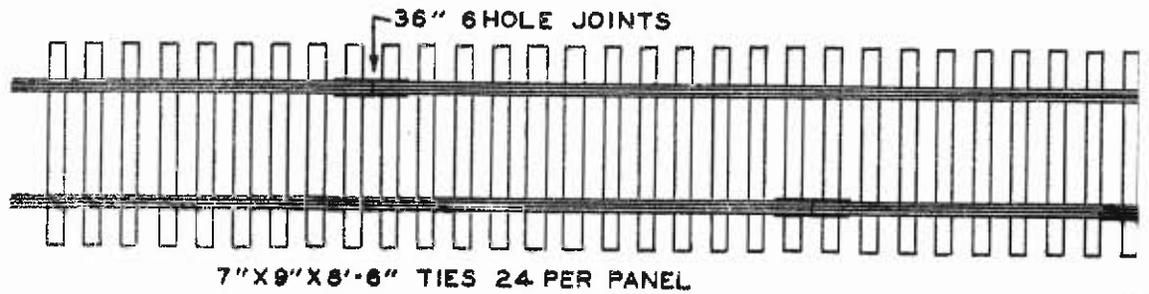
Both photos from the Ed Galbraith collection, date and location unknown.



Caption on this photo reads, "Wreck on the AV and W. Near Tulsa. Jan. 4 '09." The Arkansas Valley and Western was the Frisco predecessor between West Tulsa and Avard. Ed Galbraith collection.



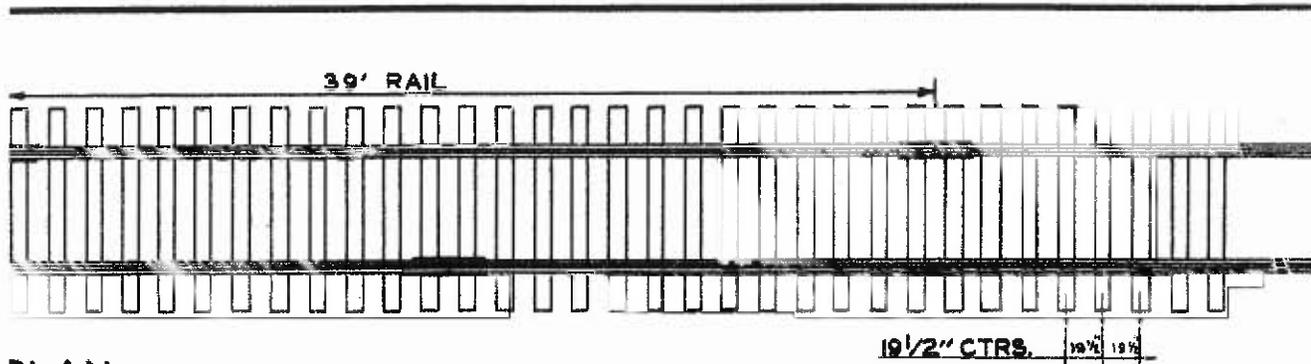
Frisco 442 and 810 got together in Republic, MO, in this rare 1902 photo. Ed Galbraith collection.



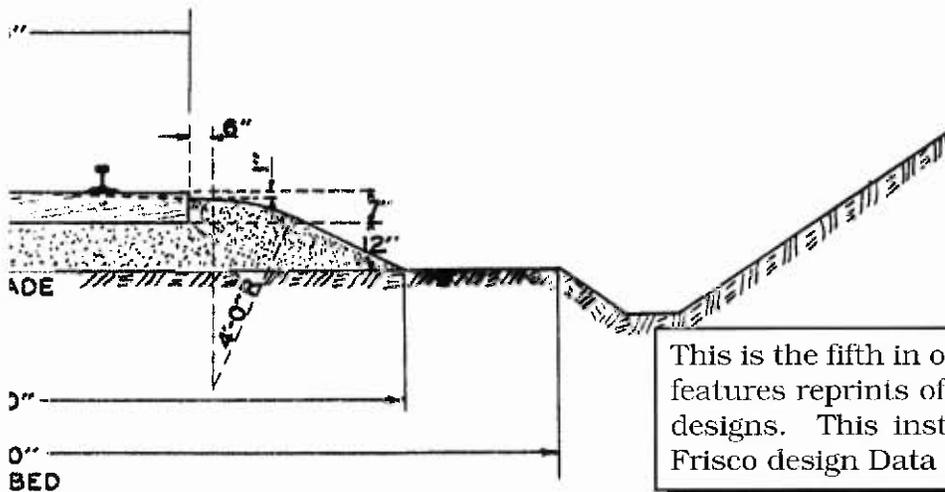
TR

BILL OF MATERIAL FOR ONE MILE OF NEW TRACK

| ITEM | UNIT | QUANTITY PER MILE | 132 LB. RE. RAIL | |
|---|-----------|-------------------|------------------|------------|
| | | | UNIT COST | TOTAL COST |
| TIES TREATED 7" X 9" X 8' 6" | EA. | 3250 | \$ 3.19 | \$10367.50 |
| RAIL 132 LB. RE. | GROSS TON | 207.585 | 100.50 | 20862.29 |
| TOELESS JOINTS 36" 6 HOLE | EA. | 267 | 7.02 | 1874.34 |
| JOINTS ARMORED INSULATED | EA. | 4 | 31.39 | 125.56 |
| TRACK BOLTS 1" X 5 3/4" | KEG | 18.27 | 23.54 | 430.08 |
| NUTLOCKS 1 1/16" | M. | 1.626 | 71.89 | 116.89 |
| TIE PLATES 7 3/4" X 14" X 5/8" | EA. | 6492 | 1.12 | 7271.04 |
| ABRASION PLATES AND PADS | EA. | 8 | 1.20 | 9.60 |
| TRACK SPIKES 5/8" X 6" | KEG | 52 | 16.03 | 833.56 |
| TRACK SPIKES 9/16" X 5 1/2" (HOLD DOWN) | KEG | 38 | 16.03 | 609.14 |
| RAIL ANCHORS | EA. | 3000 | 0.35 | 1050.00 |
| BONDS | EA. | 267 | 0.53 | 141.51 |
| BALLAST - CHAT | CU. YDS. | 4260 | 0.40 | 1704.00 |
| CREOSOTE | BBLs. | 2 | 12.65 | 25.30 |
| JOINT LUBRICANT | DRUM | 1 | 60.96 | 60.96 |
| JOINT SEALANT | LBS. | 200 | 0.08 | 16.00 |
| EXPANSION SHIMS | EA. | 271 | 0.01 | 2.71 |
| | | | | \$45500.48 |



PLAN
1/8"=1'



CROSS SECTION
1/4"=1'

This is the fifth in our **Standard Plans** series that features reprints of original Frisco standard plan designs. This installment is a March 1, 1954, Frisco design Data For Typical Mile Of Track.

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
DATA FOR TYPICAL
MILE OF TRACK

SCALE: - AS SHOWN
OFFICE OF CHIEF ENGR

MARCH 1, 1954
SPRINGFIELD, MO.