

FRISCO

All Aboard

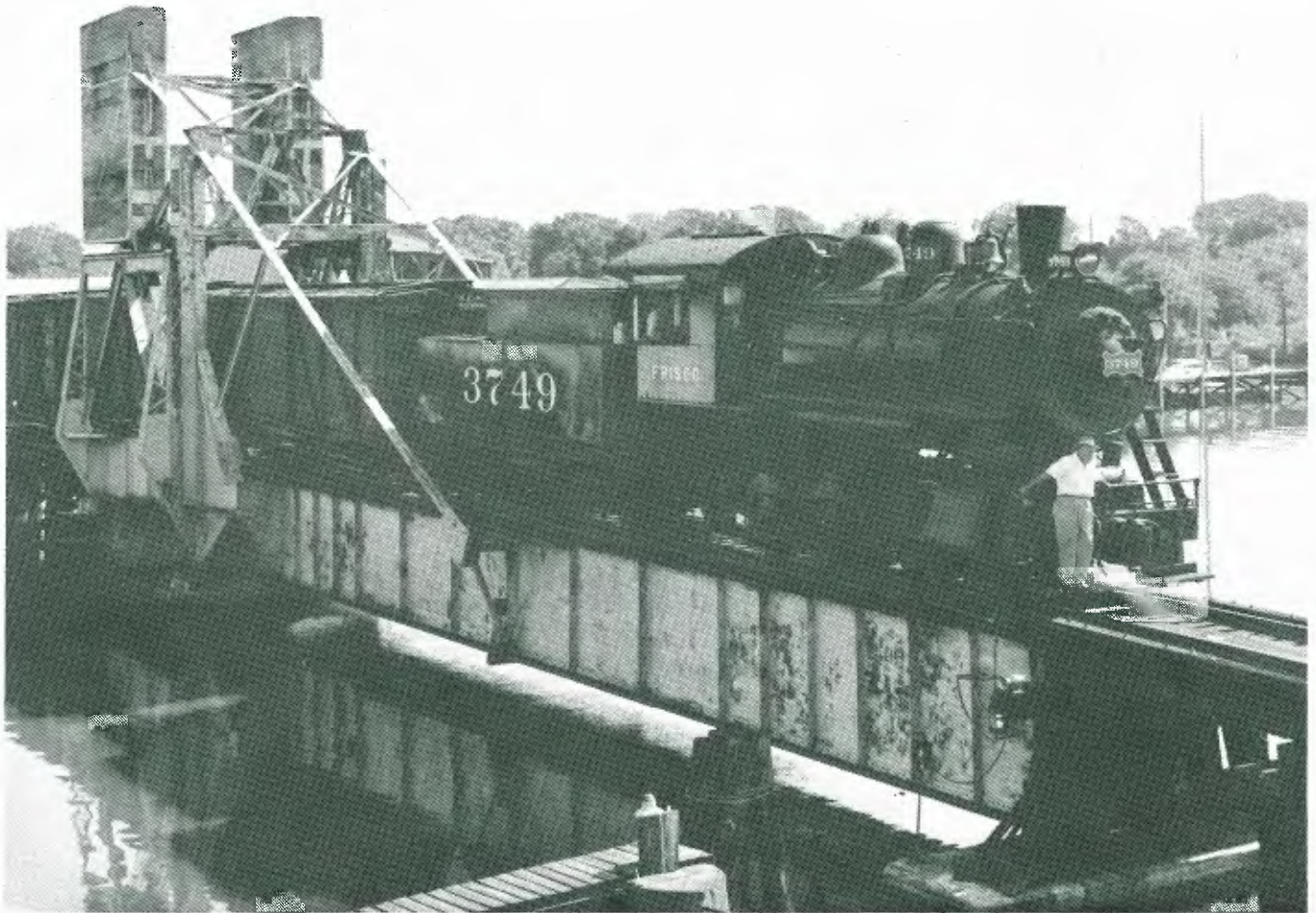
FRISCO

VOLUME 3

July, 1988

NUMBER 2

HOLLY WOOD



Frisco photo

William E. Bain collection

Comes To The FRISCO



RAILROAD MUSEUM INC.

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The ALL ABOARD Newsletter is published monthly for members of the FRISCO FOLKS, a support organization of The Frisco Railroad Museum Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO 65604. All material in the newsletter is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced in any manner without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

THE



RAILROAD MUSEUM INC.

P.O. Box 276
 Ash Grove, MO 65604
 417-872-3110

About the Cover

In the fall of 1956, Frisco engine #3749, a string of outside braced wooden box cars, and caboose #414 were used in the production of the M-G-M movie, "The Wings of Eagles." See the FRISCO SURVIVORS feature on p.7 for more details.

Frisco Folks

The Museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

James Martin	Switchman
Missouri	
Mary Gregg	Switchman
Missouri	
Robert C. Barling	Switchman
Arizona	
John E. Northcutt	Switchman
Ohio	

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Karl Brand	Switchman
Texas	
Kenneth McElreath	Switchman
Iowa	
J.W. Jordan	Switchman
Arkansas	
Marshall R. Napper	Switchman
Missouri	
Clifford R. Johnson	Switchman
Louisiana	



The EXCESS BAGGAGE is a monthly feature of the ALL ABOARD that lists newly acquired items not on the current EXCESS BAGGAGE list and/or items from the list offered during the month at a discounted price. Unless otherwise noted, discounted prices are only good through the month listed.

Only five of M.F. Kotowski's beautiful color print of Frisco's "Firefly," are still available for purchase. Each 8 3/4 x 11 inch print is mounted on a 14"x16" gray matt ready for framing. Each print is signed and numbered by the artist and includes a brief history along with a certificate of authenticity. While quantities last, the museum is offering the prints for \$17.95, postage paid. That's a \$2.00 savings off the suggested retail price as listed in Trains Magazine, April, 1988.

!!! LANTERNS !!!

1. Dietz No. 39 unmarked switchman's lantern - mint condition.....\$25.00
2. Handlan flat-top switchman's lantern - marked "FRISCO" on top rim - has broken but repairable red globe with "FRISCO" embossed in the glass.....\$35.00

JULY SPECIALS FROM LIST #6

Frisco diesel engine number boards... while remaining quantities last ...\$10.00 each

--Frisco stock certificates--
 Common & Preferred

Less than 100 shares
 100 shares
 More than 100 shares

\$2.00 each - set of 3 for \$5.00 - set of six (one of each) \$10.00. Buy any combination of three and receive a 1951 stock dividend check FREE.



"There is no record of the celebration at Rolla, MO, which must have taken place way back in 1860 when the Frisco's first diamond-stacked locomotive snorted into town, but it must have been a satisfactory entrance, because grading went on at a vigorous rate between Rolla and the Gasconade River on the southwest.

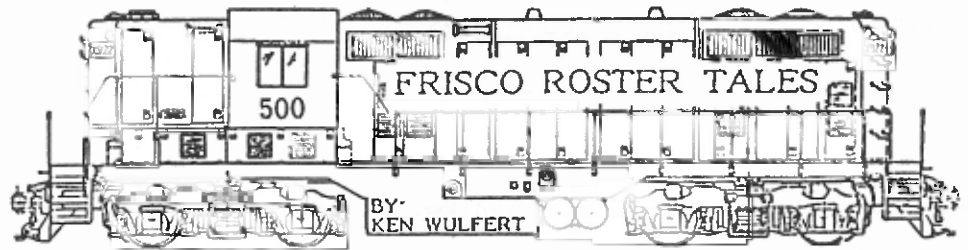
To be continued

KIRKWOOD HILL

It is often interesting to study history and make note of how different organizations went about solving the same problem. Kirkwood Hill, just to the southwest of St. Louis, presents just such an opportunity as both the Missouri Pacific and, later, the Frisco had to climb over this bit of geography as their respective main lines headed west out of St. Louis.

When the Pacific Railroad, the grandfather of what eventually became the MoPac, laid out the route of their rails west from St. Louis, they made a mistake when they decided to climb over the ridge that lies to the west and south. Their chief engineer, James P. Kirkwood, favored a route out of St. Louis to the north of the area that finally bore his name - Kirkwood, Missouri, and then along the south bank of the Missouri River out into mid-Missouri. However, for apparently political and financial reasons, the railroad management selected a shorter but much more severe route up and over Kirkwood hill, which required two tunnels.

Sometime later, the "Southwest Branch" of the Pacific Railroad was built, which eventually became the Frisco Line between Pacific, MO. (then known as Franklin) and Springfield, MO. For many years, the Frisco rode out of St. Louis on the MoPac until they reached Franklin, where they set off to the southwest on their own rails. Ultimately, the Frisco completed their own line into St. Louis, which closely parallels the MoPac over most of its length. For Kirkwood Hill, the Frisco engineers

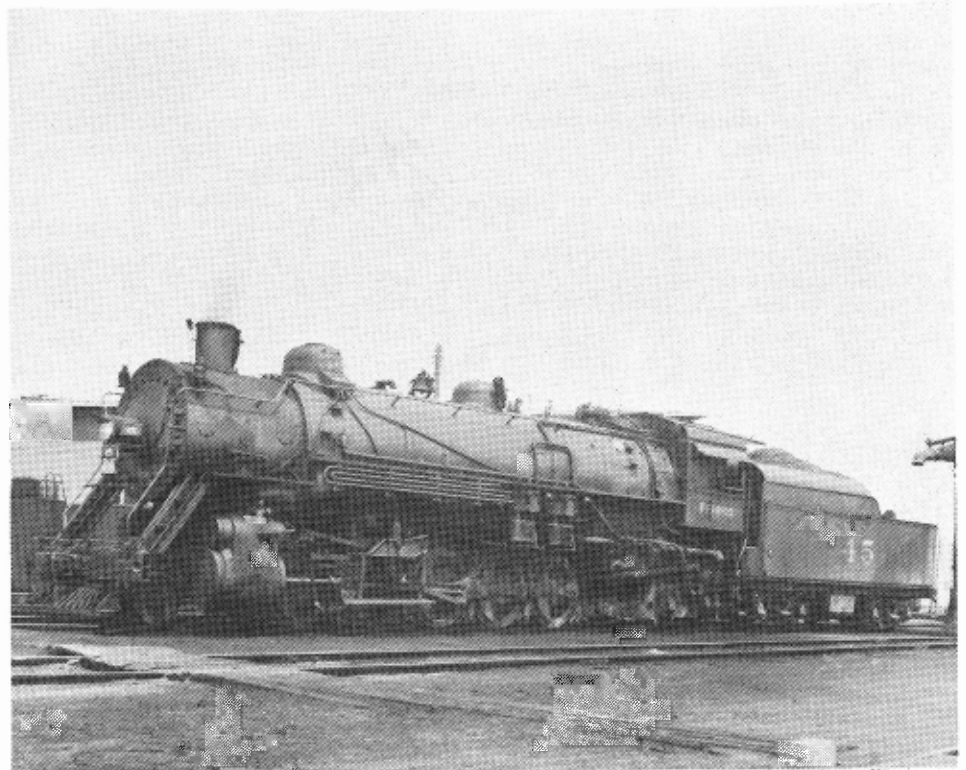


selected a route a mile or so to the south of the MoPac, with less severe grades and only one tunnel. That tunnel was taken out of service in the 1920's, at the time the Frisco put their famed 1500 class Mountain and 4100 class Mikado locomotives into service.

For years railroad literature has been full of stories of the MoPac's fight to climb Kirkwood Hill. During the steam days, helpers such as giant 2-10-2's were the rule, and even today the powerful diesels, though not requiring helpers, slow to a crawl as they struggle up Kirkwood Hill from either direction. Indeed, this hill sets the limit on the tonnage in each train the MoPac (now the Union Pacific) can haul west from St. Louis.

But what about the Frisco? How did Kirkwood Hill affect their trains? It was a different situation and, as you would suspect, the methods of train operation differed. The Frisco was an up-and-down, or "hogback," railroad, with

many hills beyond Kirkwood. On the other hand, once the MoPac got over the hill, they enjoyed a water-level route for most of the way across Missouri. Kirkwood Hill was not the limiting grade on the Frisco as it was on the MoPac; depending on the circumstances, Frisco tonnage was limited instead by the hills at St. Clair or Dixon, MO. So, while the MoPac used helpers almost all the time, the Frisco most often did not as they set out west from Lindenwood Yard in St. Louis to fight Kirkwood Hill and the many grades beyond. Their trains and tonnage were often slowed to a crawl by the tough Kirkwood grade, but the Frisco never did feel the need to assign larger helper engines to Lindenwood Yard as the MoPac had to do at their St. Louis terminal. However, for many years, the Frisco did indeed have helper engines, including 2-10-2's like the one pictured below, assigned to the yard at Newburg, MO to help do battle with Dixon Hill ... but that's another story!



Newburg, MO July 7, 1937 Don Wirth collection



West Plains, MO Frisco photo

One of the most distinctive structures in any railroad town was the local depot. They served as the community center, providing the citizens of many small towns with their only outside contact with the world. The arrival of the train was both a practical occurrence and an entertaining event few residents wanted to miss.

Of equal distinction to most railroad communities was an imposing structure located near the depot, the water tank. As a matter of fact, many small towns can trace their origin to the construction of a railroad water tank and their early evolution as a "tank town." Along any Frisco main line there are small towns ten to fifteen miles apart all of which can trace their beginnings to the location of a water tank.

Of course, the primary purpose of the water tank was to provide water, the necessary life blood for the operation of steam locomotives. However, they also served as a supplemental water source for many communities and those without a roof occasionally provided younger residents with a refreshing, yet unauthorized, "plunge" to help combat the summer's heat. Many of the springs, wells, and lakes created by the railroad to



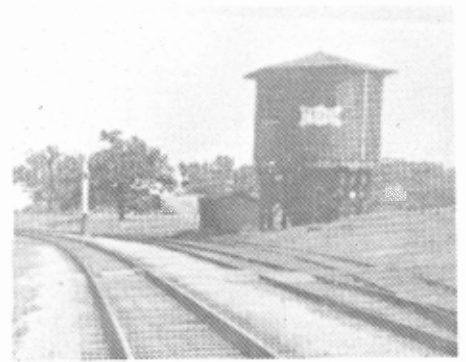
Blocourt, KS Howard D. Killam photo

supply the tank with its water have remained in use by communities along the line.

In 1917, the Frisco had 327 water tanks scattered throughout the system. While that number varied through the years, the water tank, with its distinctive white "FRISCO LINES" conon skin, remained a distinctive feature of many towns along the line and served as an intricate part of the day to day operation of the railroad. In 1950, when the era of steam locomotives was in its final hour, 181 water tanks were still located along the Frisco line.

Today, there is only one! Located in Beaumont, KS, the old water tower has the dual distinction of being the last Frisco water tank in existence and the "Last remaining operating wooden water tower in the United States." Beaumont was originally established as a junction point between the St. Louis, Wichita, and Western Railway Co. and the Kansas City and Southwestern Railroad Co. Both lines were acquired by the Frisco in 1882 and 1897 respectively. The land the water tank was located on was leased from a local resident. A stipulation in the lease agreement required the railroad to maintain the tank and pump station for as long as the city needed it to supplement their water supply. The water tank is currently used in conjunction with the Historic Beaumont Hotel and Restaurant and apparently is still maintained by the BN.

While there was no doubt a standard plan or plans for Frisco water tanks, their placement, capacity, and appearance were somewhat varied. Most were made of wood, twenty-four ft. tall, and standard capacities were either 25,000 gals. or 50,000 gals., with the latter being the capacity of the majority of tanks. Some exceptions to the standard capacities were Hoxie, AR (75,000 gals.), Hobart, OK (40,000 gal. "water tub"), Ft. Gibson, OK (24,000 gals.), Clinton, OK (20,000 gals.), Dora, AL (16,000 gals.), Van Buren, MO (15,000 gals.), and Portageville, MO which replaced a 50,000 gal. wood tank with a 10,000 gal. steel tank. Cedar Gap, MO, Willow Springs, MO, and Amory, MS all had 100,000 gal. tanks.



Cedar Gap, MO
Howard D. Killam photo

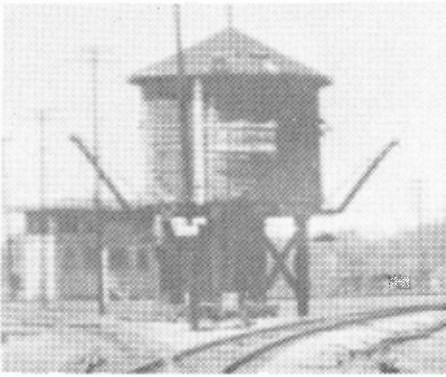
Some of the tanks had a cone shaped roof such as the one illustrated at Piedmont, KS, while others had hexagon style roofs usually with wooden shingles, and many had no roof at all. Most of the ones with roofs had an inspection door of some type.

The majority of the water tanks had a single spout which could be lowered down to tender height. However, some had a double spout, such as the one located inside the wye at Parsons, KS, and some were connected to a separate water column or standpipe like the one pictured at Cedar Gap, MO. Because of the need for multiple operation, many tanks at terminal and division points used the standpipe arrangement. They were also the ones most likely replaced with steel tanks.

The standard paint scheme for most Frisco water tanks, wood or metal, was black with a white conon skin "FRISCO LINES" logo. In terms of modeling Frisco tanks, the Campbell Scale Model water tank #200-356 is a good starting point for wooden tanks and Plastruct's Welded water tank #570-1009 for the steel ones. ☐



Piedmont, KS
Greenwood County Historical Society



Parsons, KS Howard D. Kilham photo



Beaumont, KS R.E. napper photo



The MAIL CAR is a regular feature of the Modelers Information Pages in which we will attempt to answer some of the many questions that are mailed to our 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: Did the Frisco ever have any heavyweight open platform observation cars on its roster?

ANSWER: According to our records, the only Frisco heavyweight Observation Cars were a series of twelve (601-612) Cafe-Observation Cars built between 1901 and 1907. They were gradually retired or rebuilt to closed vestibule configuration. By 1938, all of the series were gone from Frisco rosters.

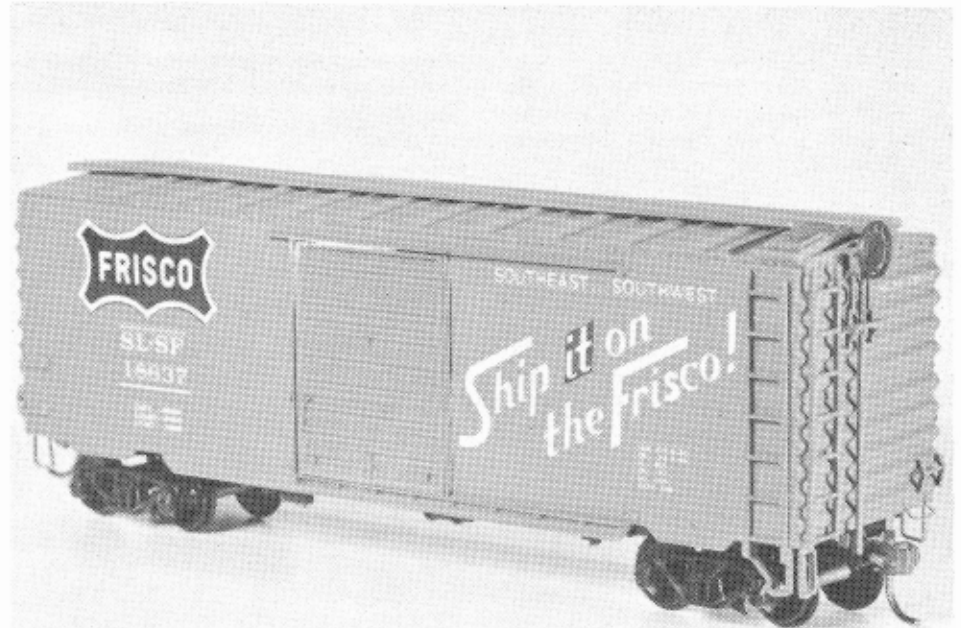
QUESTION: Who built or owned the line between Arkansas City and Anthony, Kansas?

ANSWER: The line was originally constructed by the St. Louis, Kansas, & South Western Railroad Co., a Kansas corporation organized on August 27, 1885, under the name of the Geuda Springs, Caldwell, & Western Railroad Co. The corporate name of the company was changed on July 31, 1886. After completing the line from Arkansas City to Geuda Springs in September, 1886, the company leased its property and track rights to the St. Louis and San Francisco Railway Co., who completed the line to Anthony and a branch to Hunnewell, KS in 1889. The line was abandoned in 1934. ☞



The NEW CAR SHOP is a regular feature of the Modelers Information Pages profiling commercially produced Frisco models and/or kits that can be modified for Frisco use.

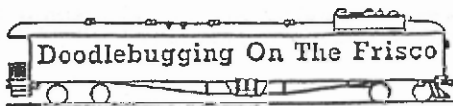
A once difficult-to-model Frisco diesel locomotive, the G.E. 44 ton switch engine Nos. 4-8, has been made easy with the introduction of Bachmann's new Spectrum G.E. 44 ton locomotive, #41-080-D2 undecorated. Supplies seem to be somewhat limited. Cost is around \$40.00. The museum has a diagram and a number of black & white and color photos of the 44 ton series, available for purchase through our Frisco Research Service.



R.E. Napper photo

McKean Models is now offering an HO scale 40' PS-1 Pullman Standard box car, kit #18550-19899. The car has excellent floor and underbody

detail with separate roof walk and ladders. The car is #18637, painted box car red, and is available for about \$5.00. ☞



PART 5

Between 1931 and 1934, Frisco Motor Car service remained at peak operating levels running an average of 2,133,132 revenue passenger miles, over 1,800 miles of service routes in six states. The fleet of equipment was maintained at the 1930 level with the exception of one gasoline-mechanical coach which was rebuilt to a trailer coach in 1930, the retirement of one wood mail-baggage trailer in 1931, and the retirement of two gas electrics in 1933.

In 1935, Frisco Motor Car service started a gradual decline both in service and equipment. By the end of 1935, 1,623,106 revenue passenger miles were logged. In Missouri: Cape Girardeau to Nash, Hayti to Caruthersville, Brooks Junction to Caruthersville, Popular Bluff to Kennett, Kansas City to Springfield (on the Highline), and Cape Girardeau to Hoxie, AR. In Kansas: Arcadia to Cherryvale. In Oklahoma: Oklahoma City to Quanah, TX, Tulsa to Vernon, TX, Hugo to Ardmore, Hugo to Hope, AR, and Okmulgee to Fayetteville, AR. In Arkansas: Blytheville to Jonesboro. In Texas: Seymour to Mineral Wells. The 1935 motor car fleet included nineteen gas electrics, two gasoline-mechanical, three trailer coaches, and five mail-baggage trailers.

By 1940, the fleet of equipment had been reduced to fourteen gas electrics and five mail-baggage trailers. Service routes were now limited to Brooks Junction to Hayti, Kansas City to Springfield, Popular Bluff to Hayti, Ft. Scott to Joplin, Blytheville to Jonesboro, Tulsa to Ada, Tulsa to Vernon, Hugo to Hope, and Hugo to Ardmore. It should be noted that a major contributing factor to the decline of motor car service, apart from age and condition of equipment, was the beginning, in 1939, of Frisco Transportation Bus service between many of the towns formerly served by doodlebugs.

During the war years (1941-1945) Frisco motor car

service routes remained relatively constant although the equipment roster continued to decline. However, by 1948, both had been reduced. Seven motor cars operated 391,252 revenue passenger miles, over 570 miles on five service routes. Brooks Junction to Hayti, Blytheville to Jonesboro, Enid to Vernon, Hugo to Ardmore, and Hugo to Hope.

In 1951, service and equipment levels were down to five gas electrics and two services routes. Tulsa to Enid and Hugo to Ardmore. On November 8, 1953, Motor Car #2128, operating Motor Service #774, left Ardmore, OK at 8:30 a.m. for the four hour trip to Hugo, thus marking the last scheduled run of a Frisco Motor Car and the end of a forty-two year era of "DODDLEBUGGING ON THE FRISCO."

EDITOR'S NOTE: Beginning with the August issue of the ALL ABOARD, the DODDLEBUGGING ON THE FRISCO feature will begin profiling individual motor cars and related equipment.



LOOKING BACKWARD is a monthly 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 100 years ago.

25 years - 1963

The Frisco City Ticket Office in St. Louis moved its operation to the sixth floor of the Frisco Building, 9th & Olive Streets, on July 10, 1963. This ticket office was the last ground floor city ticket office in St. Louis. It was opened on January 10, 1952, having formerly been located at 322 N. Broadway.

50 years - 1938

Portions of the Hunter and Current River Divisions were abandoned, along with part of the Empire Branch in Alabama. Forty-one miles of track were abandoned from Williamsville to Chicopee, MO, including the

Grandin branch from Hunter to Grandin. Approximately 1.6 miles were abandoned from Debardeleben to Sipsey, AL.

100 years - 1888

The Division Yards at Monett, MO were completed and a new twenty-four ft. water tank was installed at Ft. Smith, AR. Construction of the Kansas Midland Railway was completed between Wichita & Ellsworth and the St. Louis, Kansas, & Southwestern Railway was purchased between Bluff City and Anthony, KS.

The Frisco Family

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA broadcast the "History of the Frisco." This is Part 2 of that broadcast.

"Now, let us look back through the years and briefly trace its history beginning on March 2, 1849, when the old Pacific Railroad's charter was granted by the Missouri Legislature. Those were the pioneer days in railroad history and this company empowered to build a line from Franklin, now Pacific, MO, a distance of 34 miles, southwest of St. Louis to Rolla, MO, 77 miles away. None of the old timers in service on the Frisco will remember John M. Weimer, who was the first president of this great system, because he was the directing head of this system 82 years ago and that is a little longer that we can expect those hardy veterans of the Frisco Lines to remember.

"However, under Mr. Weimer's direction, work on the line was begun in the summer of 1856, after seven grueling years of financing, and the first traffic train entered Rolla, MO late in December, 1860. The track had a gauge of five feet and was laid with 45-pound iron rails, which is quite a contrast to the present gauge of the Frisco with its 110-pound steel rails. It is interesting to note also that in those good old days there were only 2,200 ties to the Frisco's mile, while today, maintenance of way men who keep up the Frisco's splendid roadbed use 3,200 ties to each mile.

Down At The Depot

ROGERS, ARKANSAS

Station #333 on the Ft. Smith Sub-Division of the Central Division was the official designation of Rogers, AR. The first railroad built into this northwest Arkansas city was the St. Louis, Arkansas, and Texas Railway Company of Arkansas, incorporated on July 17, 1880. It was the sister company to the St. Louis, Arkansas, and Texas Railway Company of Missouri, incorporated on June 4, 1880. The Arkansas company was formed to build a line from the Missouri-Arkansas state line south to Fayetteville. Its Missouri counterpart built a line from Monett, MO, south, to make connections with the Arkansas line. On June 10, 1888, in Missouri and June 28, 1888, in Arkansas, the two companies joined with the Missouri, Arkansas, and Southern Railway Company to form a consolidated company with track extending a total of 132 miles from Monett, MO south to Ft. Smith, AR. On January 21, 1882, the consolidated company became part of the Frisco. Rogers became a junction point on February 11, 1882, when the Bentonville Railroad Company was incorporated to build a six mile branch from Rogers to Bentonville. On June 21, 1901, the Bentonville Branch



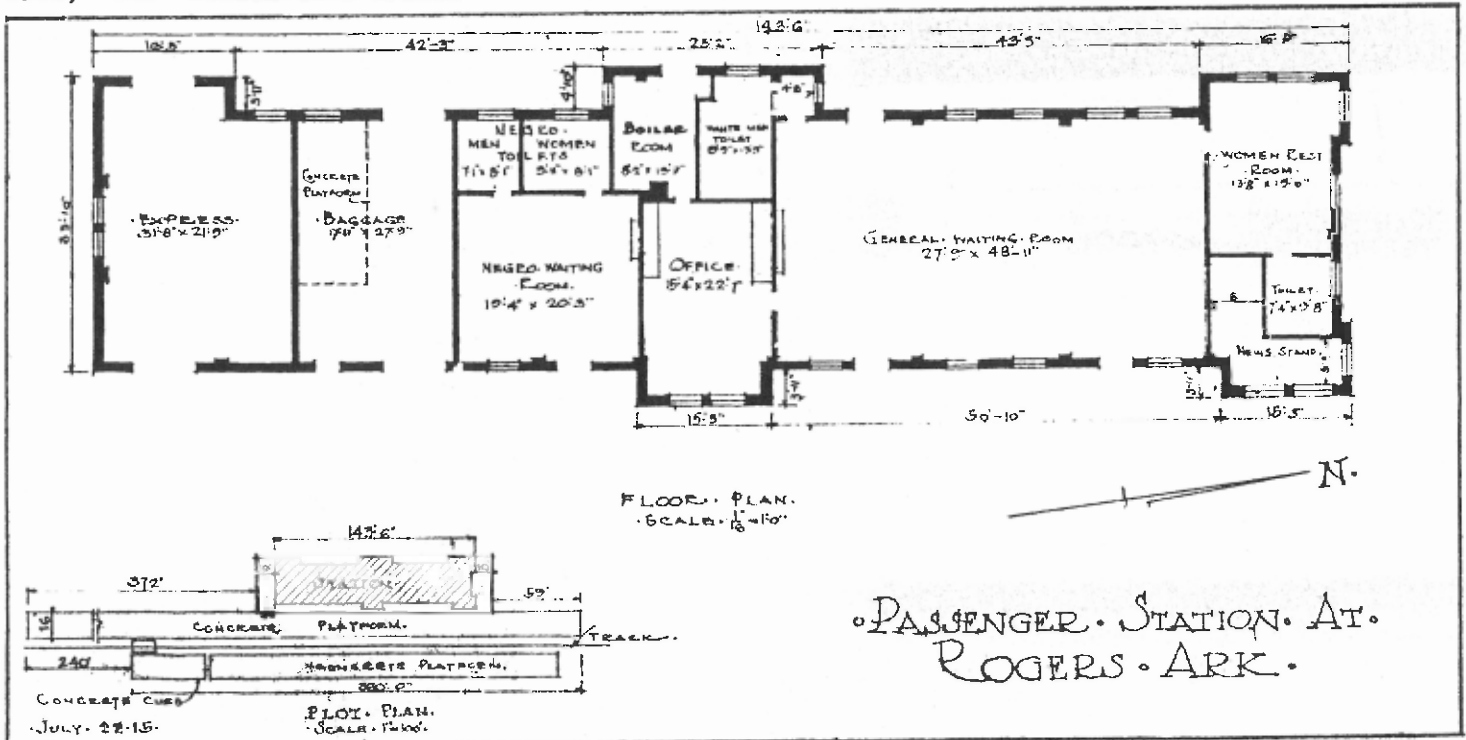
Rogers, AR circa. 1915 Kevin Johnson collection

and later extensions became part of the Frisco. Soon after the line was completed to Rogers in 1881, a standard frame combination depot was built with a Fred Harvey dining house being added to the south end of the station a few years later. This facility served the citizens of Rogers thirty-one years.

In 1912, the original depot was replaced with a new brick station. The 143'6" x

33'10" structure included an express room, baggage department, office, news stand, and separate waiting room and restroom facilities for whites and blacks, a practice typical for many southern stations. The depot had a flat composition roof, hot water heat, concrete floor, plaster interior walls and ceilings, and electric lights. The interior ceilings were 10'3".

After serving the Rogers community for fifty-three

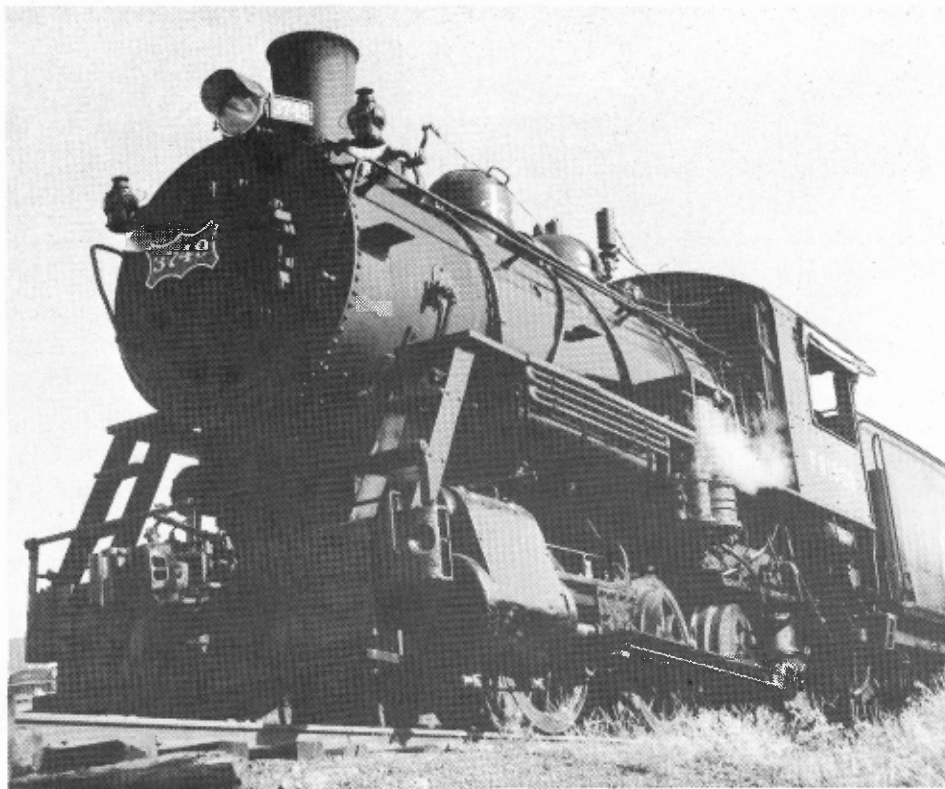


PASSENGER STATION AT
ROGERS ARK.

years, the depot was closed. On September 18, 1965, train #709 pulled out of the depot at 3:29 a.m., thus marking the end of passenger service from Monett to Ft. Smith via Rogers. The depot was retired in 1977 and replaced by a standard 24' x 62' metal Armco building. ☞

EDITOR'S NOTE: On September 1, 1986, the Monett to Ft. Smith line was purchased from the BN and is now operated by the Arkansas and Missouri Railroad Co.

Frisco Survivors



Used in general switching and yard service throughout the Frisco system, the majority of the 3700's were in active service through the 1940's. Four were ultimately sold to private companies: In 1948 and 1949 Nos. 3731 and 3734 went to the Republic Steel Corporation in Birmingham, AL and became #287 and #303; one, #3722, joined its #3690 sister engine at the Woodstock Slag Co. in Woodward, AL; one, #3739, joined its #3685 counterpart in service on the Delta Valley and Southern Railroad, a short line operation in Elkins, AR; #3747 was sold to the Southern Rock Co. in 1949. The balance

In the fall of 1956, the engine, a string of out-side braced wooden box cars, and caboose #414 were used in the production of the M-G-M movie, "The Wings of Eagles." The train was used to stage a dramatic scene on the Bayou Grande bridge, toward the Pensacola Naval Air Station, in which two frightened train crewmen (stunt men) were brushed off the top of a box car by a low flying plane. The movie depicted the life story of Commander Frank "Spig" Wead and his heroic recuperation from a disabling accident. The starring role was played by John Wayne and co-starred Maureen O'Hara and Dan Daily.

When #3749 steamed up to the Frisco's Bayou Chico Drawbridge, (cover photo) it was discovered that the bridge's drive shaft was a few inches too low to allow the engine to pass. Consequently, a quick torch job was completed, lowering the engine's cast iron smoke stack to the necessary height.

Following the completion of the movie, #3749 was moved to the Pen Yards at Pensacola where it sat idle for nine years. In the fall of 1966 it was sold for scrap and on November 11, 1966, the engine was moved to what appeared to be its final destination at the Pensacola Scrap Processors, Inc. Fortunately, the engine was spared the inevitable demise and at last report had been moved to the Church Street Station at Orlando, Florida. ☞

The Frisco's fleet of 0-6-0 switch engines included ninety-five units numbered in the 3600 class and forty-six 3700 class locomotives. Built between 1906 and 1910, the 3700 engines were the products of the Dickson, Baldwin, and American Locomotive companies. All but four of the engines were purchased direct by the Frisco.

Numbers 3710-3711-3712-3730 were second-hand units from the roster of the Colorado Southern, New Orleans, and Pacific Railroad, a Frisco controlled line in Southern Louisiana that in 1910 became the New Orleans, Texas, and Mexico Railroad Co., a part of the Gulf Coast Lines.

Frisco photo William E. Bain collection

of the fleet were either dismantled or sold for scrap, with the exception of FRISCO SURVIVOR #3749.

In September, 1952, #3749 was officially retired from active service and leased to the Atmore Prison Farm, Atmore AL. It was used to pull car loads of fresh vegetables from the farm to a connection with the Frisco at Huxford, AL. The return trip would bring needed supplies back to the farm. According to an article in the November, 1966, All Aboard Newspaper, "Her engineer, during her stay at the Atmore Prison Farm, was a convict who had been sentenced to a 99 year term for murder."

*We're proudly a supporter of
the Frisco Museum in Ash
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Stop by and see the Frisco
collection today.*

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(417) 831-4434