

FRISCO

All Aboard

FRISCO

VOLUME 3

August, 1988

NUMBER 3



Frisco Photo

TENNESSEE YARD



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.

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About the Cover

On July 16, 1953, Frisco's Chief Engineer E.L. Anderson received a phone call from President Clark Hungerford. He requested the Chief Engineer to initiate a study with reference to constructing and locating a retarder yard outside the city of Memphis to replace the Yale Yard. Four years later, June 24, 1957, Frisco's new electronic Tennessee Yard went into operation. See the Tennessee Yard feature on pp. 3 & 4 for more details.



Frisco Folks

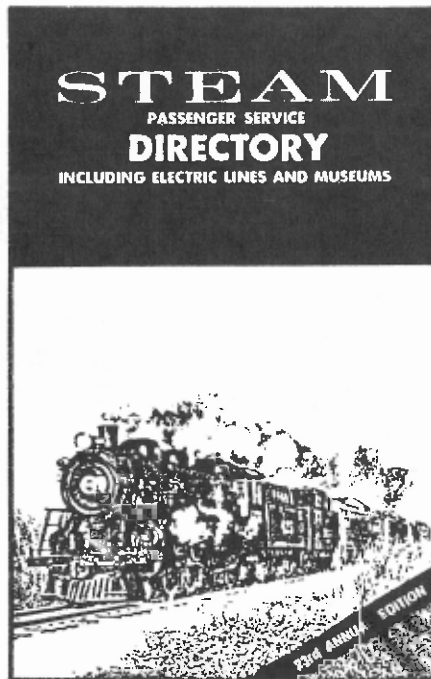
The Museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

Mr. & Mrs. David Singleton Switchman - Missouri
 Michael Hunter Switchman Pennsylvania
 James Elliott Switchman Missouri
 Ed & Lillian Heiss Switchman Missouri

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

Karl Underwood Switchman Missouri

The 1988 Steam Passenger Directory is now available for purchase. The directory lists 200 tourist railroad, trolley, and museum operations through-out the U.S. and Canada. A helpful companion for the vacationing railfan, the Directory's suggested retail price is \$7.00. While quantities last, the museum is offering them for \$6.00 postage paid.



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.

1. Dietz No. 39 unmarked switchman's lantern - mint condition.....\$25.00
2. 3 1/2" x 3 1/2" glass ash tray - black & white logo and "SYMBOL OF SUPERIOR SERVICE." Circ. passenger train service. Minor chip on underside of one edge..... \$15.00
3. 1914 circ. color Frisco post card. Shows rear view of steam passenger train going around curve. Captioned, "The Texan along the little Piney River near Arlington, MO - ON THE FRISCO."..... \$4.00

AUGUST SPECIALS FROM LIST #6

- 1979 FRISCO FACTS 2 3/4" x 4 1/4" 7 page fold-out brochure listing information about finances, equipment, facilities, operations, etc. during Frisco's last full year of operation as the Frisco. Also includes system map and head-on photo of diesel SD-45 #912.....\$.50

BURLINGTON NORTHERN -
 SPRINGFIELD REGION ALL ABOARD.
 The last company publications to carry the name ALL ABOARD. Only four issues printed:

- Volume 1, No. 1 February-March
 Volume 1, No. 2 April-May
 Volume 1, No. 3 June-July
 Volume 1, No. 4 August-Sept.

Set of Four.....\$ 6.00

13" x 20" Color print of Frisco tri-level Auto Carrier Train (circ. 1961) leaving Fenton, MO..... \$8.00



RAILROAD MUSEUM INC.

ON THE MOVE!

In a somewhat unexpected development, the Museum has been given permanent use of an old furniture store building in the down town district of Ash Grove. The Board of Directors, meeting July 10, 1988, approved the use of the building and authorized the moving of the museum to the new location when renovation is complete. In addition to providing the building, the owners have agreed to remodel it, at their cost, for use by the museum. They will, of course, not refuse any donations to help defray the cost of renovation! While all the details are currently being worked out, a target date of June 1, 1990, has tentatively been set for the grand opening of the new facility.

The building has 9,000 sq. ft. of useable display and storage space and will allow the museum to triple its current display area. The new

building will also provide space for offices, dark room, print layout room, archives resource center, a 60' x 30' model railroad layout room, a media center, gift shop, snack bar, and storage space. There is also room at the rear of the building for location of caboose #1139, schedule to be moved to the location in August or September. Work has already started on the building and VOLUNTEERS ARE ALWAYS WELCOME AND NEEDED! If you are interested in helping, please call the Museum office. Periodic up-dates on the progress of the building will appear in future issues of the ALL ABOARD.

The Officers and Board of Directors would like to publicly acknowledge and express their sincere appreciation to all members and friends of the museum for your continued support. Without our Frisco family, the Frisco Museum would not be possible! ☺



R. E. Napper Photo

FRISCO RESEARCH SERVICE UPDATE

The maiden run of the Frisco "Streamlined Meteor" (ALL ABOARD "Passenger Train Consist" June, 1988) was apparently short one car. According to an article in THE DAILY OKLAHOMAN, May 16, 1948, "The train (the Meteor) is now complete with the exception of the Dining-Observation Car. (#1551 "Oklahoma City") Delivery on this car was promised two weeks ago, but had not reached St. Louis in time for the inaugural run. A Diner (#1100 "Sam Houston") from the Texas Special, a similar Streamliner, was used on Saturday's schedules."

Thanks and a tip of the Frisco hat to Frisco Folk Ron Wagoner for providing the museum with this Research Service Up-Date.



The line between Arkansas City and Anthony, KS (ALL ABOARD "Mail Car" July, 1988). Although the Frisco took over this line when separated from Santa Fe control June 27, 1896, the line was sold to the A.T. & S.F. October 25, 1901. The portions between Arkansas City and Gueda Springs, six miles, was abandoned June 22, 1936 as a result of a flood in 1935 washing out the Arkansas River bridge. The remainder of the branch continued in service until the early 1970's. Due to the light rail and bridge loading, Santa Fe operated a motor car on it for many years. During the wheat harvest, a 1000 or 1050 class 2-6-2 would be substituted in the steam era and a 1,000 h.p. Baldwin yard switcher during the diesel era. No heavier power was permitted.

Thanks and a tip of the Frisco hat to Frisco Friend Lloyd E. Stagner for providing the museum with this Research Service Up-Date.

On July 16, 1953, Frisco's Chief Engineer E.L. Anderson received a phone call from President Clark Hungerford. He requested the Chief Engineer to initiate a study with reference to constructing and locating a retarder yard outside the city of Memphis to replace the Yale Yard. Four years later, June 24, 1957, Frisco's new electronic Tennessee Yard went into operation.

The first task of the project was to find a suitable location. Three possible sites were considered. One was the existing Yale Yard location outside Memphis, one was the old Harvard Yard site across the Arkansas River, and the third possibility was a 333 acre site south of Memphis at Capleville, TN. The Yale site was not large enough and the Harvard location was judged unacceptable for operational reasons. Thus, the Capelville location was chosen.

In January, 1954, the first cost estimate was submitted for approximately \$9.5 million. The final construction figure was closer to \$10 million. In July, 1954, Frisco officials reached an agreement on development of the site with the planning boards of Memphis and Shelby County. In return for zoning rights to the site, the Company agreed to construct Hungerford Road as a link for motorists from Highway 78 at the yard's north end to Capleville-White Haven Road at the south end. The four-lane underpass at the latter road was also built by Frisco to provide for a proposed outer

belt highway around Memphis in the future. Also, the Company agreed to provide sewage facilities for two churches and a public school at Capleville from the yard's sewage disposal plant.

On June 3, 1955, the Board of Directors met and officially appropriated the funds for construction of the Tennessee Yard and the Cherokee Yard, a similar but smaller facility to be located at Tulsa, OK. The Cherokee Yard went into operation in March, 1960.

In January 1955, a scale model of the entire Tennessee Yard layout and operation was started on by Frisco engineers in Springfield. Completed in March, it was the first time any railroad had used such a completely detailed yard model.

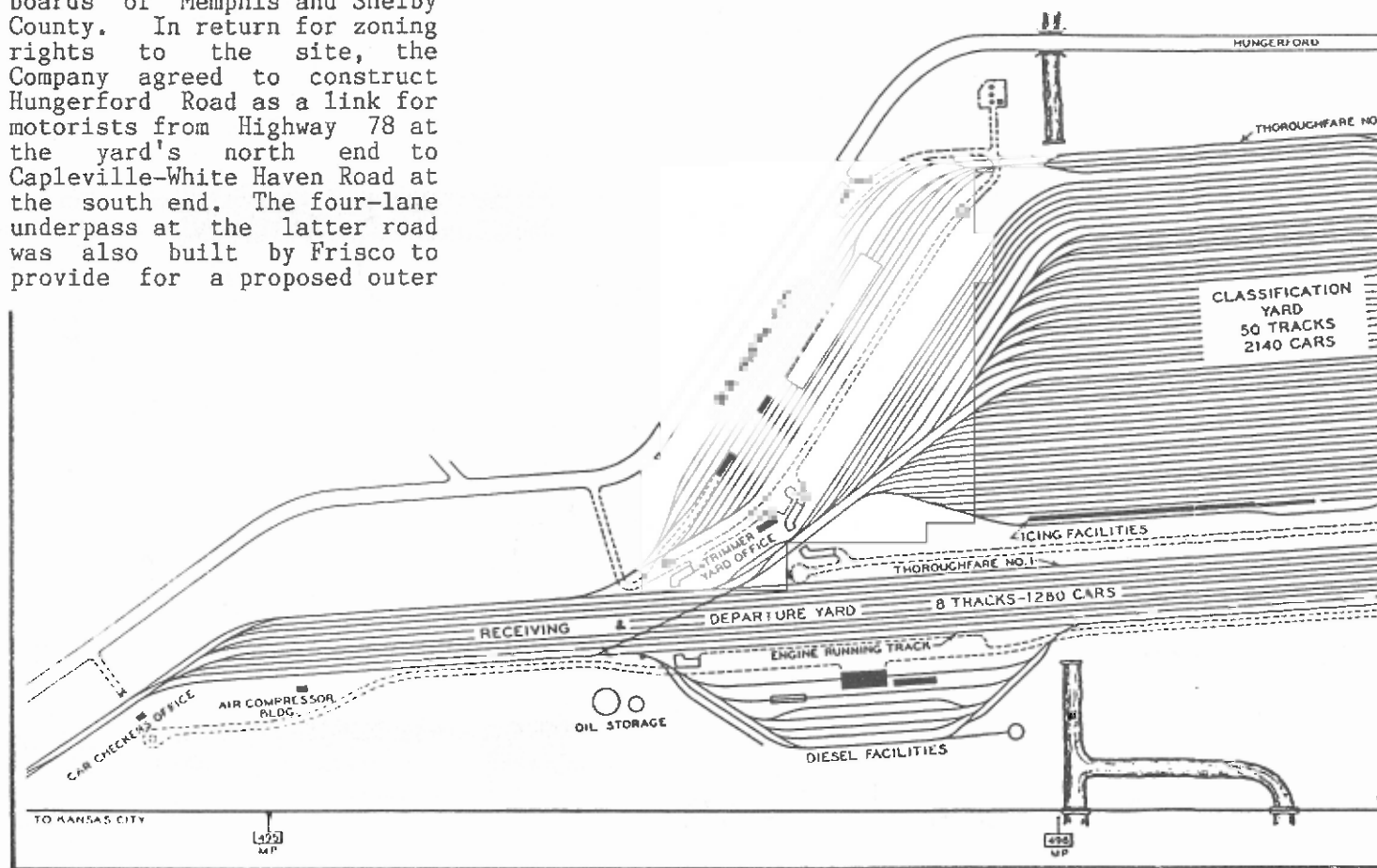
The Tennessee Yard was designed to be a "pullback" type of yard; that is, the receiving and departure tracks are parallel to the classification tracks instead of end to end. When the receiving and departure tracks

are in the same yard area as the classification tracks, the cars must be pulled back around the hump. The hump engine then reverses direction and pushes the cars one by one to the hump where they roll free when the pin is pulled.

The yard was composed of two main components. One was the fifty-track classification yard, arranged in five groups of ten tracks each, capable of handling a total of 2,140 cars, big enough to classify a freight train eighteen miles long! The second component of the yard was the receiving and departure (R&D) yard, consisting of eight tracks with a total capacity of 1,280 cars. Here inbound trains were received and outbound trains made up without delay or interference in the classification process. ☐

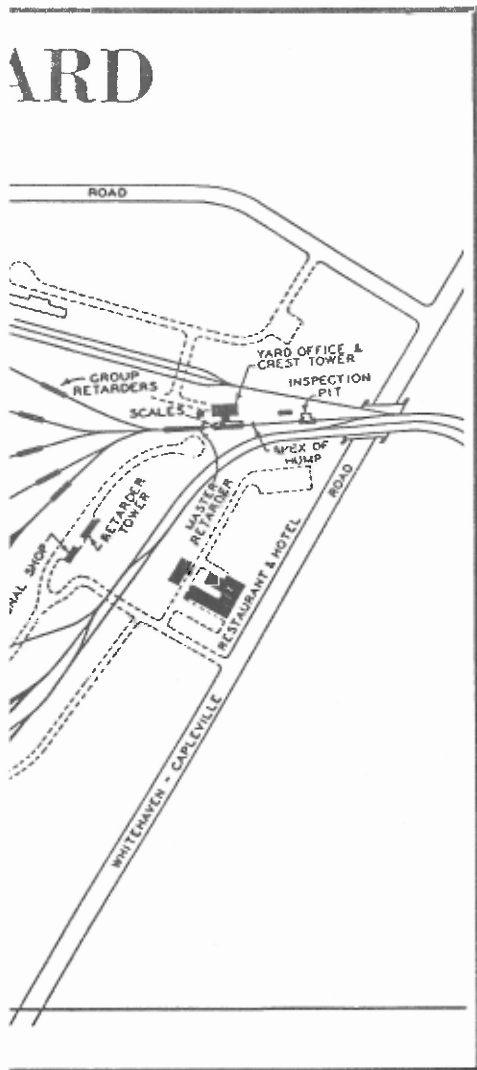
EDITOR'S NOTE: Next month, Part 2 of our feature on the Tennessee Yard will include information on how the "hump" classification operated and photos of various facilities within the yard complex.

TENNESSE





The MAIL CAR is a regular feature of the Modelers Information Pages in which we 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 orange and white diesel road engines with a red Frisco logo on the nose?

ANSWER: A qualified no. After looking at hundreds of photos, we can find only four orange and white engines with the logo anywhere. One is a color photo of GP38-2 #460 crossing the Trace Creek alongside Cold Springs south of Thayer, MO, that was featured on the 1980 Frisco wall calendar. A red logo is located on the nose of the engine. However, the same photo appears in black & white on the cover of the June-July, 1977, ALL ABOARD Magazine, without logo. In addition, a company photo of the same engine farther along on the same bridge, at the same time, also shows #460 without logo. A similar logo placement is found on a photo of SD45 #912 used on a series of informational "FRISCO FACTS" brochures printed between 1976 and 1979. Our engine service sources tell us that the logos appeared on these engines for promotional purposes only.

A similar promotional use of the Frisco logo is found on a merger photo of BN SD 40-2 #7260 coupled nose to nose with Frisco SD 40-2 #956. In this photo a red outline logo is located under the cab window in place of the engine number.

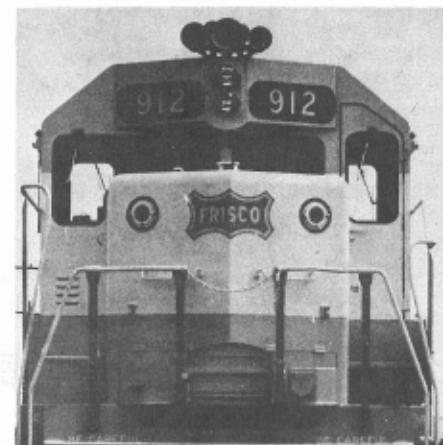
The only orange and white engines that carried the "coonskin" as a part of their standard livery were the few F-3A, F-7A, and FP-7A engines that survived after the 1965 repainting and subsequent renumbering. The logo with "FRISCO" inside was located on the nose of the engines either along the top edge of the bottom orange band or just below the bottom edge of the top orange band. ☺



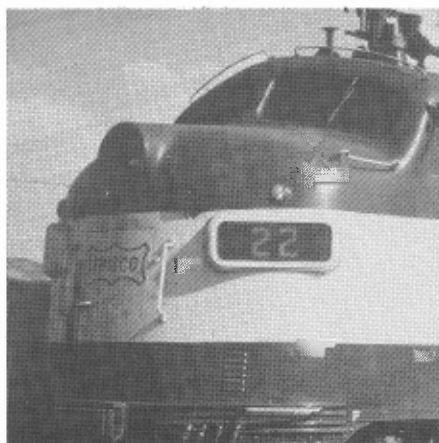
Frisco Photo



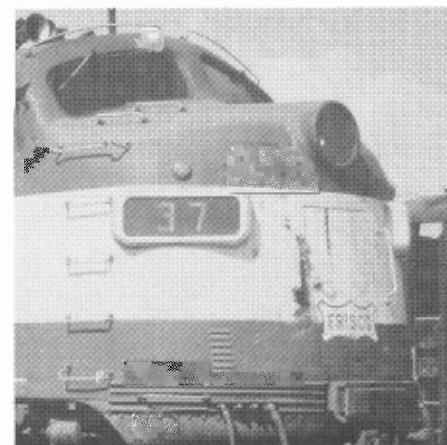
Frisco Photo



Frisco Photo



Dennis E. Conniff, Jr. Photo



Dennis E. Conniff, Jr. Photo



Otto Perry Photo, Denver Public Library Collection

The Frisco's original order of ten motor cars started with #2100. The all steel Baggage Coach Combination was assembled in 1910 and first placed in service on the 83-mile Frisco controlled Gulf Coast Line's St. Louis, Brownsville, and Mexico Railway Co. between Brownsville, Harlingen, and Sam Fordyce, TX. According to railroad historian, John Baskin Harper, #2100 arrived at Brownsville under its own power at 5:30 p.m., July 11, 1911, painted deep brown with gold trim. It was on display until July 26, 1911, when it made its first revenue run.

The car, model #CRE 70B8 & serial #3711, was 70'2" long, 10' wide, and weighed 112,800 lbs. The all steel body and

frame were built by the Wason Manufacturing Co., trucks by ALCO, and the 175 h.p. GM-16-A1 engine and 205 D traction motors were built by GE. The interior finish of the car was mahogany with a yellow pine floor and it had twenty-four seats. It is interesting to note that company reports usually listed seating capacities based on three to a seat.

The front baggage section was separated from the rear coach compartment by a center vestibule which was used as the primary entrance. The car was originally built with an open rear observation-type platform that was later enclosed during a 1929 remodeling. The coach compartment was divided into

two sections to accommodate southern "Jim Crow" laws.

In 1921, an extension was built on the right side of the motor man cab to increase visibility and in 1926 the coach section was remodeled and the partition moved forward. In April, 1929, the original upper gothic window sash and oval windows on either side of the vestibule doors were removed. In 1934, #2100 was one of two gas electrics removed from the roster and in March, 1934, this pioneer Frisco doodlebug was dismantled and sold for scrap. ☐



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

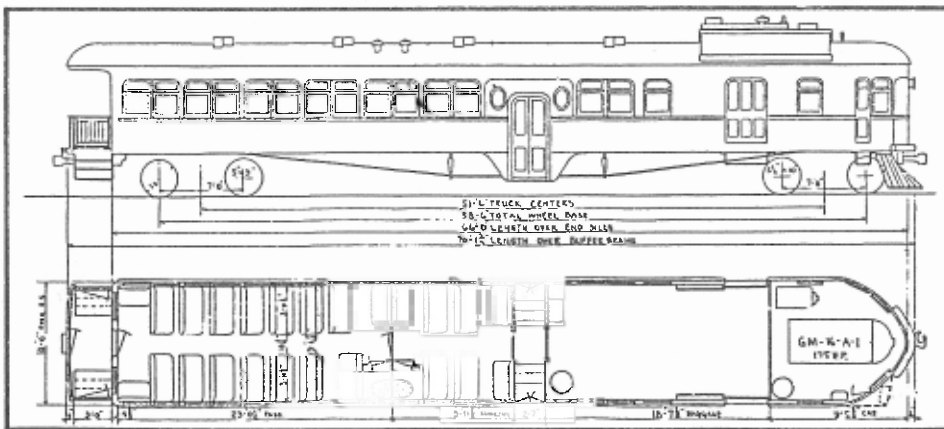
In an effort to provide better meal service for passengers on trains 3 and 4, "The Will Rogers," traveling between St. Louis and Springfield, a Buffet-Coach was added to the consist effective August 1, 1963. The car, #1602, was equipped with a 10-stool snack bar and seating capacity for thirty-six in the coach section.

50 years - 1938

A one hundred ton concrete coaling station was built at Jonesboro, AR, replacing an old wooden incline chute. The brick island platforms were replaced with concrete and extended at the passenger station at Springfield, MO. The company purchased and installed sixteen coal hoisting buckets at Pier No. 2, Pensacola, FL.

100 years - 1888

In 1888, the company purchased the following new equipment: 20 locomotives, 2 passenger & mail cars, 2 passenger main & baggage cars, 4 chair cars, 3 Pullman sleepers, 15 cabooses, and 30 ballast cars.



Down At The Depot

TUPELO, MISSISSIPPI

The Kansas City, Memphis, and Birmingham Railroad Co. was formed under the laws of Mississippi and Tennessee by the consolidation of the Memphis and Southeastern Railroad Co., a Tennessee corporation, and the Kansas City, Memphis, and Birmingham Railroad Co., a Mississippi corporation on July 7, 1886 in Mississippi and July 26, 1886 in Tennessee. The consolidated company was controlled by the Kansas City, Springfield, and Memphis Railroad Co., all of which became a part of the Frisco on September 1, 1928. On the date of consolidation, the Kansas City, Memphis, and Birmingham line owned about 103 miles of completed standard gauge railroad from Memphis, TN to Tupelo, MS.

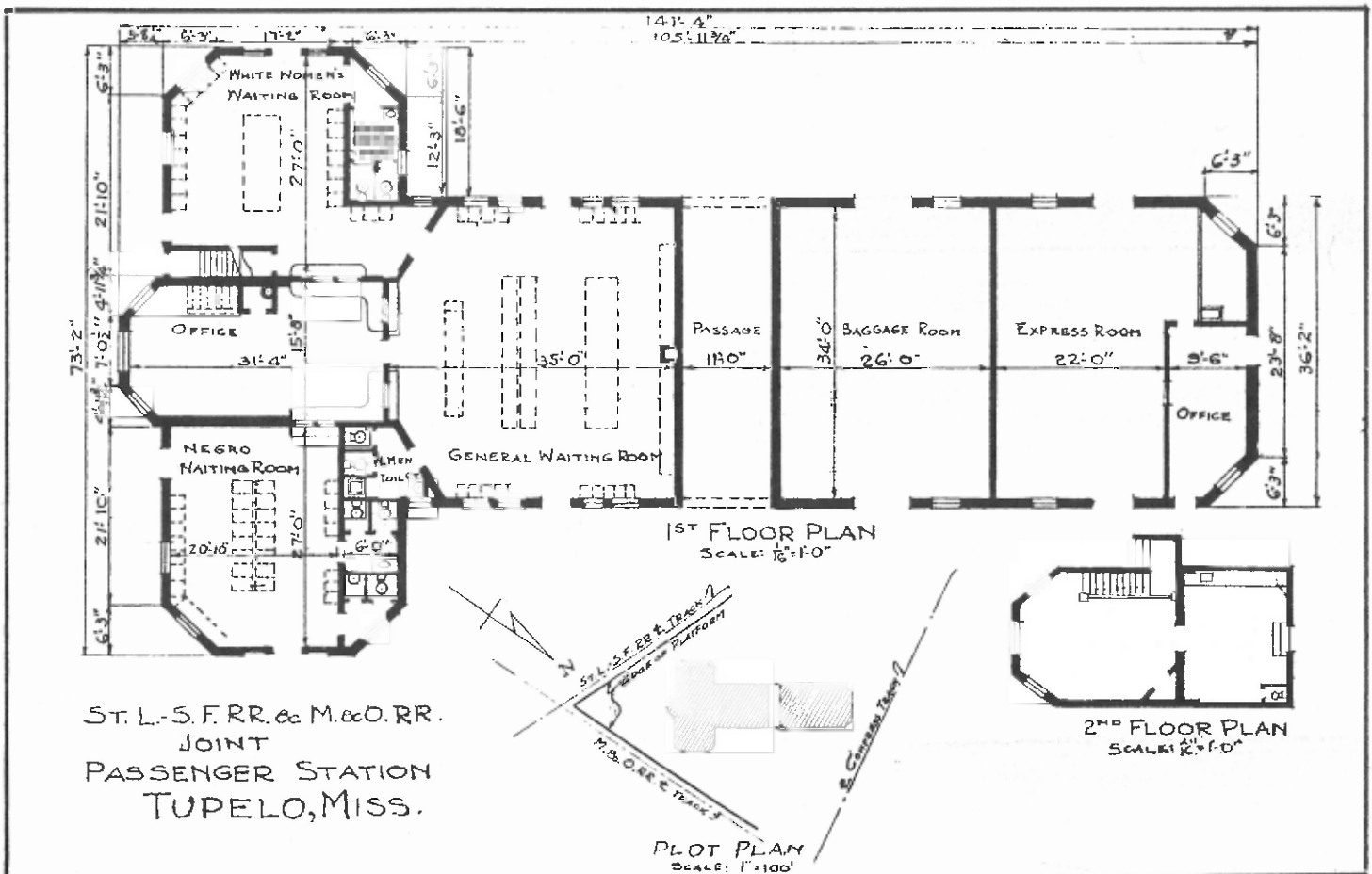
In 1850, a Congressional Land Grant created the Mobile and Ohio Railroad Co. In the 1890's, the M. & O. built a line from Mobile, AL north to Corinth, MS. The Mobile & Ohio Co. became a part of the Gulf, Mobile, and Ohio



W. Thurman Collection

Railroad on August 1, 1940. The tracks of the M. & O. crossed the tracks of the K.C.M. & B. at Tupelo, MS, and it was at that junction point that station 588 on the Tupelo Subdivision, Southern Division, of the Frisco was

situated. While existing records do not clearly indicate who built what first and where, it is known that the Tupelo depot, built in the early 1900's, was jointly owned and operated by both the Frisco and M. & O. (later G.M. & O.).



An Early Mobile Photographic Studio

The station, built in the shape of a "T," was 141'4" long, 73'2" wide on the north east end and 36'2" on the opposite end. It included a "Negro Waiting Room," office, and "White Women's Waiting Room," on the T-end. The lengthwise portion of the building was divided into a general waiting room, baggage room, and express room. A second floor, over the office, was what appears to be an open-air observation tower. The walls were 13" double brick, interior finish was brick and plaster, and the building had a red tile roof.

During its sixty-plus years of operation, the Tupelo depot was served by a number of local passenger trains, motor car service, and four Frisco named trains. The Southeastern Limited, 105 and 106 daily, provided service to the community until 1912 when it was renamed the Kansas City-Florida Special. Beginning in July, 1915, additional service was provided by the Sunnyland, 107 and 108 daily. On December 9, 1967, 1:30 p.m., passenger service to Tupelo ended when Southland 101 pulled out of the depot for the last time.

In May, 1968, the date of the above photo, the depot had already taken on the appearance of abandonment and deterioration. Unfortunately, it ultimately met the same fate of many depots along the Frisco line and is no longer in existence. ☹

"The invention of photography provided thousands of individuals with the opportunity to operate their own business. After this industry had developed beyond the daguerreotypes and tintypes photographers fanned out across the land photographing anything that would make them a dollar. Photographing people was a very lucrative business. Before the turn of the century photographic studios were competing for business everywhere. Few studios were as ingenious in literally going out after business as was Messr. Parsons and Duncan. Their studio was mobile in the form of a converted railroad parlor car.

"After an extensive advertising campaign through local newspapers, posters, and word of mouth, Parson's Palace Car Studio would be dropped off at a convenient rail siding where its doors would soon open for business. When business slackened in one place, Parson's Parlor Car Studio would be coupled to a train going to its next location.

"Once, in the mid-1890's, Parson's Parlor Car Studio was uncoupled and dropped off at the McCracken siding of the Chadwick spur of the St. Louis and San Francisco (Frisco) rail line. At that time McCracken, in central

Christian County, was a thriving community with daily rail service, a general mercantile store, a blacksmith shop and several other business establishments...

A sign painted on the outside of Parson's Parlor Car Studio advertises cabinets at \$3.00 per dozen. Cabinets are very small portraits usually mounted on a much larger cardboard or mat."*

*Reprinted with permission from the "Christian County Historian," Volume 1, Number 1, Spring, 1988.

EDITOR'S NOTE: The Springfield to Chadwick line was originally built as the White River Branch by the Springfield and Southern Railway Co. It was a Frisco owned company incorporated June 10, 1882. During the fall of 1882, the company built 19 miles of track from Springfield to Ozark, MO. In the Spring of 1883, the line was extended an additional 15.5 miles to Chadwick, MO. On December 29, 1885, the Springfield and Southern Co. executed a deed officially conveying its property and franchises to the St. Louis and San Francisco Railway Co.

The Chadwick branch was served by daily passenger trains and motor car service. The last passenger service to Chadwick, trains 1258 and 1259 daily, were discontinued between October, 1931, and December, 1933. In 1934 the line from Ozark to Chadwick was abandoned. The line from Springfield to Ozark was abandoned after the Frisco-BN merger in 1980.

Stops along the line included Langston, Sequiota, Galloway, Kissick, Cassidy, Ozark, McCracken, Sparta, Oldfield, and Chadwick. ☹

NEXT MONTH IN THE

All Aboard

Tennessee Yard Part 2; Frisco's Passenger Diesel With Two Names; Modeling a Frisco ALCO RS-2 Road Switcher; Frisco Survivors 4003 & 40018.

