

FRISCO

All Aboard

FRISCO

VOLUME 3

September, 1988

NUMBER 4



Bob Reed



A MONTHLY PUBLICATION OF

THE



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

P.O. Box 276
Ash Grove, MO 65604
417-672-3110

About the Cover

In March, 1963, train #10 the Frisco's "Streamlined Meteor," pulled into Union Station at St. Louis, MO. One of the passengers on that train was a young Bob Reed. As a memento of his trip from Oklahoma, he took a photo of the lead engine #2013, "Sea Biscuit."

In 1982, two years after the Frisco-BN merger and nineteen years after that 1963 train ride, Bob recreated his experience in a beautiful oil painting of #2013. As Bob states, "The Meteor was my personal favorite and the painting was my tribute to the Frisco!"

The museum is pleased and excited to announce that special arrangements have been made with Mr. Reed to offer, for purchase, a 16"x20" four-color print of his painting, "THE METEOR." They are printed on quality

heavy-weight paper and each print will be signed and numbered by Mr. Reed. The cost is \$32.50 including postage and handling. Each print will be shipped in a cardboard mailing tube. Quantities are limited so order this unique piece of Frisco history today. Simply mail your check or money order to THE FRISCO RAILROAD MUSEUM INC. P.O. Box 276, Ash Grove, MO 65604.

NEW BUILDING UP-DATE

Due to the generous contribution of time and labor of Frisco Folks and friends, many improvements have been made to our new building. All but two of the second floor rooms have been re-wired, approximately 85% of our archive files have been moved to our new Frisco Resource Center, the EXCESS BAGGAGE Department has been moved to better and more expanded quarters, and 75% of the remodeling of the front of the building is complete. In addition, grading and ballast preparation is complete for placement of caboose #1139.

The Officers and Board of Directors would like to publicly acknowledge with grateful appreciation the volunteer work of the following individuals:

Matt Collins Chuck Mahaffey
Richard E. Napper Bob Davis
Warren Hall Greg Porterfield



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

Mrs. Verma Lea Welsh Switchman
Missouri
Arthur R. Lindeman Switchman
Missouri
Robert M. Still Switchman
Missouri
William L. White, II Switchman
Iowa
Raymond Wells, Jr. Brakeman
Missouri

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

Loren C. Aldrich Switchman
Kansas



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 two of M.F. Kotowski's color print of Frisco's "Firefly," are still available. Each 8 3/4" x 11" print is mounted on a 14" x 16" gray mat 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 still offering the prints for \$17.95, postage paid.

WHILE QUANTITIES LAST! (We only have fifteen left):
4 3/4" tall water glass with blue Frisco logo. \$6.00 each -
3 for \$15.00 - 6 for \$28.00.

ENGINEMEN'S OPERATING MANUAL for a Model E8 Passenger Locomotive. Electro-Motive Division - G.M. First edition, November, 1949.....\$8.00

ADLAKE SWITCH KEYS:

One marked "U.P.".....\$8.00
One marked "A.T. & S.F. R.Y".... \$8.00

SEPTEMBER SPECIALS FROM NEW LIST #6

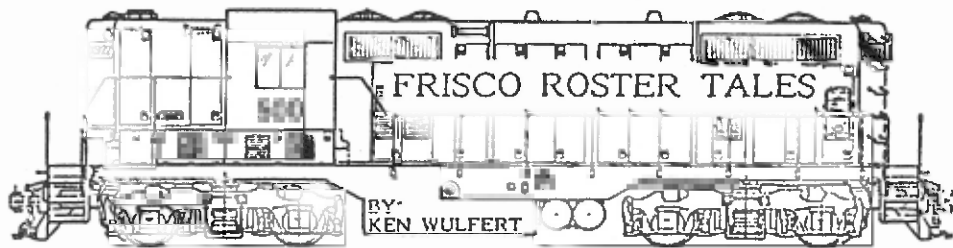
8 1/2" X 11" pen & ink prints:

Monett, MO depot.....\$1.00
Ash Grove, MO depot.....\$1.00

Wood ruler Frisco "Rule In Safety - Rule Out Playing Near Trains and Tracks".....\$1.00

8 1/2" x 11" System Map - 1980
.25

No. 4 Terminal Division Timetables - 4/22/79
Kansas City - St. Louis - Tulsa - Memphis - Springfield Birmingham.....\$2.00 each
set of six.....\$9.00



Frisco and Katy Trains Damaged In Local Crash

Ft. Scott Tribune

January 15, 1951

As we have seen in past issues of the ALL ABOARD (April-May-June, 1987), the Frisco diesel roster included twenty-three passenger E-units, purchased from the Electro-Motive Division of General Motors over the period 1947-1950. These locomotives, EMD models E-7 and E-8, were grand and graceful locomotives which were favorites of Frisco fans almost immediately. Their popularity was due to their impressive size, the fact that each contained two diesel powerplants that made wonderful noise, and, no doubt most importantly, because of their attractive red, gold, and white color scheme, used during the majority of their life on the Frisco. In addition to an attractive design, this paint-scheme included a unique feature, an individual name for each locomotive, located just below the cab windows on each side of the unit. The names used were those of famous horses, generally famous from racing or military careers.

One particular unit, E-8 number 2022, had a unique life on the Frisco in that it carried not one, but two different horse names during its life pulling SLSF passenger trains. E-8 No. 2022 arrived on Frisco

property on June 30, 1950, fresh from EMD, and carrying the name Middleground, the 1950 Kentucky Derby and Belmont champion. Roughly six months later, on January 14, 1951, Middleground was assigned to Frisco train No. 106, northbound from Birmingham to Kansas City. It was in the trailing position behind another E-8, facing to the rear of the train with the other E-8 in the lead. As the train was leaving Ft. Scott, Kansas at 5:50 a.m., Middleground was rammed by a westbound Katy freight moving from St. Louis to Parsons, KS at the SLSF-MKT crossing just north of the Frisco Ft. Scott depot. Both trains were supposed to stop for that crossing. If they both obeyed the rules or not is unknown, but ultimately the Frisco train was found to be at fault. Damage to the lead Katy unit, an F-7, was relatively minor, but, alas, the damage to Middleground was not. Middleground was struck in the left side, damaging the frame and other minor equipment, and destroying the fuel and water tanks completely. Fortunately, there was no fire.

Bent and battered, Middleground was hauled off to the place of her building,

EMD's plant in La Grange, IL. The locomotive was returned to the factory rather than the railroad shops because the locomotive was still new and in warranty and, while the frame and tank damage was being repaired, the two diesel engines were pulled to check the engine blocks and bearing seats. The repairs took a few months and the locomotive, good as new, returned to Frisco service on April 19, 1951, assigned to train No. 111.

Now to the point of this story. While being repaired at EMD, SLSF No. 2022 was renamed, receiving the name Champion in place of Middleground! Thus, this locomotive became the only Frisco passenger diesel to carry more than one name. It is said that the name Champion was selected to honor Gene Autry's horse, as the then very popular cowboy was a former Frisco employee. A mystery remains, however - why did the Frisco feel compelled to rename the locomotive since the name Middleground, a double winner during the 1950 horse racing year, was only in use six months or so? Any reader who can shed some light on the mystery is asked to notify the All Aboard so the information can be shared. Following the repairs, E-8 2022, under the name Champion, served with distinction for the next fifteen years, with no other moments of trauma to rival that of the Katy crossing at Ft. Scott, KS in early 1951. ☞

EDITOR'S NOTE: Thanks and a tip of the Frisco hat goes to Mr. Lee Buffington and Mr. Don Banwart for their assistance in the research and publication of this unique ROSTER TAIL!



Dennis E. Conniff, Jr. photo

TENNESSEE YARD

As an inbound train would pull into the receiving yard, a tape-recorder record was made of the train's consist, for use in preparing the classification hump list. After the road engines were removed the entire train was pushed to the hump by a hump engine. Before classification, the cars were inspected from a pit beneath the track, passed over a device to detect any dragging equipment, and the journal boxes were lubricated.

Guided by the hump list, the hump conductor located in the General Yard Tower at the



Frisco photo

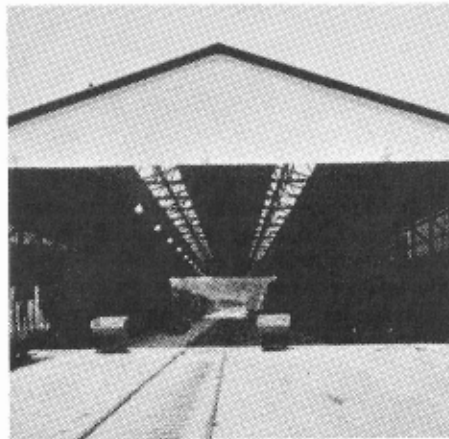
crest of the hump would route the cars to assigned classification tracks by simply pressing one of 50 track destination buttons, one for each classification track. As each car rolled down the 4.89% hump grade, the speed was controlled by electric car retarders which squeezed the car wheels between alloy steel shoes. The master retarder was 198 feet long and each group retarder was 99 feet long.

The retarders were operated by an electronic "brain" (analog computer). To this brain, radar speedometers reported car speeds. Other devices reported weight, track destination, weather conditions, and other factors. From this information the brain computed the "rollability" of each car and then automatically adjusted retarders so that each car would roll into its track at a speed safe for coupling.

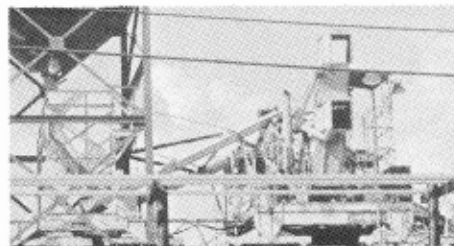


Frisco photo

At the bottom of the hump was located the Retarder Tower. The retarder operator, located on the top floor, monitored the system and checked to see that the cars went to the correct track. Normally, he did not have to touch a lever on his console. However, he could manually modify any retarding maneuver or control any electric switch if the need should arise.



A large car repair shop was constructed at the north end of the yard with three service tracks under cover. Two additional tracks were just outside the building.



Icing facilities were built on the west side of the classification yard, capable of icing a car in three minutes.



Frisco photo

A diesel repair and servicing facility was constructed along the west side of the yard and included four service tracks along with an engine washer, turntable, engine storage tracks, fuel, water, and sand outlets along its entire length. The sanding facilities provided automatic sanding operation from the time the car of sand was dumped into the pit to the filing of the engine and bunkers.



Frisco photo

A modern two-story restaurant and hotel was built at the south end of the yard to provide facilities and services for train crews and yard workers.

When the Tennessee Yard was completed, Vice-President of Operations, R.J. Stone reported, "It represents our best judgment and efforts toward making our railroad a greater servant to the business and economic life of the nine-state area which we serve." As another observer noted, the Tennessee Yard was a true "triumph of teamwork and technology!"



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.

In October, 1949, the Frisco received shipment of five ALCo RS-2, 1500 H.P. road switchers, Nos. 550-554. Between October and November, 1959-1960, the engines were re-powered by GE and remained in service until 1972 when they were used as trade-ins to EMD for larger units.

Stewart Hobbies, Inc., makes an RS-3 phase 1B powered undecorated kit #691-1000 that can be converted into a nice looking Frisco RS-2. An article in the November, 1985, Railroad Model Craftsman Magazine by Barry Moore describes, in general, how to convert the RS-3 to an RS-2.

The finishing Frisco touches begin with Detail Associates #229-2603 number boards. Pieces of square brass tubing soldered together can be used for the exhaust stack or Precision Scale's #585-39022 stack will work nicely.

I used Frisco Folk Max Herzog's photo of #553 in Louis Marre's "Frisco Diesel Power," page 36, as my modeling guide. The model was painted with Floquil #1200101 Engine Black. All chevrons and stripes are yellow MKT decals, cut to size, made by Microscale #87-181.

You could use the MDC or Atlas RS-3 as a starting point, but in my opinion there would be much more work involved than using the Stewart model. Cost is around \$40.00. ☐

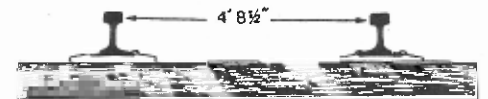


The MAIL CAR is a regular feature of the Modelers Information Pages in which we attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE. If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All request are answered individually and selected questions will appear in the MAIL CAR feature.

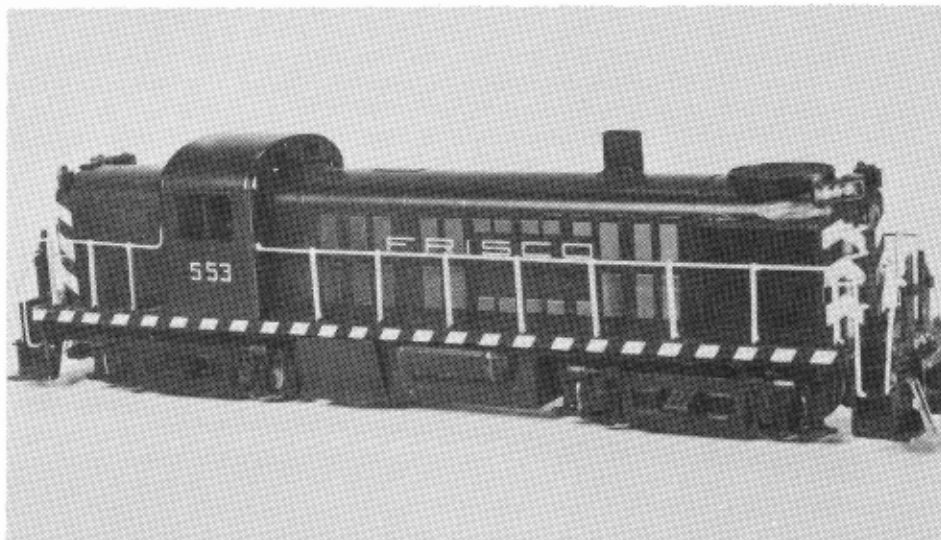
QUESTION: What does the term "Standard Gauge" mean and where did it come from?

ANSWER: "Standard Gauge" means the uniform or "standard" width between rails. It is 4' 8 1/2" between the inside of the rails. Although there have been a number of explanations for the selection of 4' 8 1/2", no one is really certain how the measurement originated. One of the most interesting theories holds that the width originated with the ancient Romans. The chariots of the period wore deep ruts in the highways, including those of the British Isles, and later horse-drawn carriages were forced to adopt the same width in order to fit the ruts.

The first railroad, England's Stockton and Darlington Railway, utilized horse-drawn carriages of similar specifications as the road carriages and their track was spaced to adequately accommodate them. George Stephenson's steam locomotive "Rocket" was constructed to fit the Stockton and Darlington's rails.



The first locomotives used in this country were imported from England and, thus, tracks were laid at the 4' 8 1/2" width to accommodate the wheels. As locomotives and cars began to be manufactured in this country, a number of other widths came into use. However, Abraham Lincoln finalized gauge conformity in 1863 when he designated 4' 8 1/2" as the width of the first transcontinental railroad. Eventually, most U.S. roads switched to this now "Standard Gauge." ☐



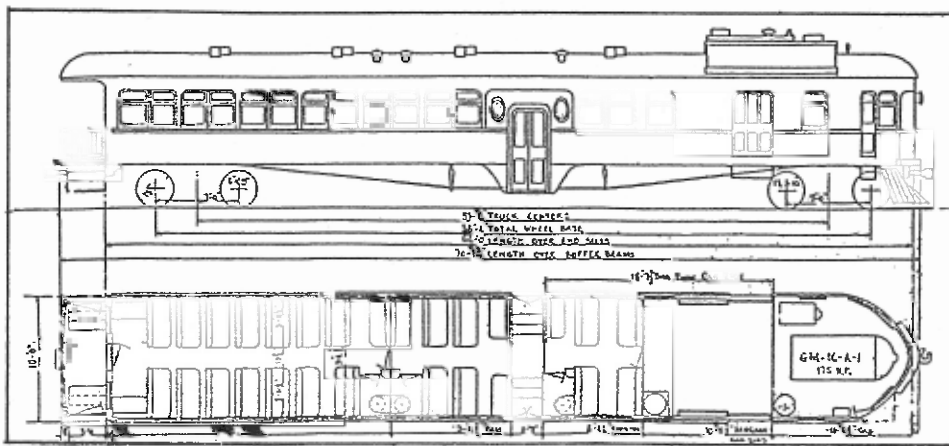
R.E. Napper photo



NEXT MONTH IN THE



Ft. Scott, KS Roundhouse, Modeling an ex-NEO S4 switcher, "Flashback - No. 10", The 4500 FRISCO SURVIVORS.



PART 6

The second of Frisco's original fleet of ten motor cars was No. 2101. Similar in design to No. 2100, the 2101 car, serial #3712, was 70'2" long, 10' wide, and weighed 128,680 lbs. It was an all steel baggage-coach combination with a center vestibule entrance and open rear platform. The body was manufactured by Wason, Model #10400, trucks by American Locomotive Co., and the 175 H.P. GM-16-A1 engine and 205D traction motors were built by GE.

The interior finish of the car was mahogany with a yellow pine floor. The interior arrangement of No. 2101 differed from its 2100 sister car in that the baggage section was shortened to accommodate five additional seats in a compartment to the front of the center vestibule. This increased its total number of seats to twenty-nine and overall "official" seating capacity at 86. In 1921, an extension was built on the right side of the motor man cab to increase visibility.

When first placed into service, No. 2101 was assigned extra duties, filling in where mechanical problems and/or increased passenger demands would require additional equipment. In May, 1936, No. 2101 was dismantled and sold for scrap.

The Frisco Family

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA broadcast the "History of the Frisco." This is Part 3 of that broadcast.

"The only thing that stopped it was the Civil War in the spring of '61, and when that

For almost a year work on the road was at a stand still, but in May, 1866, another group of ambitious builders came along and reorganized the road, this time as the South great struggle came, the Frisco's section men dropped their picks and shovels and shouldered muskets.

"The road suffered great hardships during the next four trying years, and the close of the war, in 1865, found it bankrupt and in a badly damaged condition. Considerable of the fighting in the southwest had taken place along the Frisco's right-of-way, and it suffered great damage at the hands of the warring forces. At one time, during the struggle, General Sterling Price made a raid along the line of the Frisco and burned all the bridges, which were at that time wooden structures. Two of the bridges were important as they were both crossings of the Meramec River, west of Pacific.

"The State of Missouri took possession of the road in February, 1866, when the company defaulted in its interest payment, and in June, 1866, the state, at private sale, sold the road to General John C. Fremont, that doughty old warrior, who had made so splendid a record in the Civil War. General Fremont turned out to be a much better fighter than a railroad builder, because after re-organizing the company as the Southwest Pacific Railroad in August, 1866, the general was unable to pay the Second installment on his purchase price, and in June, 1867, he was dispossessed by the state. He made some progress however, for during the time he held the road, some 13 miles of additional track were built.

Pacific Railroad Company. The fact that they were ambitious builders is readily proven when it becomes known from the records that their intention was to build a line connecting the middle and southwest sections of the country with tide water at the Pacific Coast. ☐

To be continued...



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

As of September 1, 1963, the Frisco's Northern Division was changed to include the following Subdivisions:

Kansas City, Ash Grove, Willow Springs (including Current River Branch), Memphis (including the Lepanto and Marion-Hulbert Branches), Afton (including the Girard and Picher Branches), and Parsons (including the Coal Branch.)

50 years - 1938

The Passenger Department received a request for refund on a ticket from a young man who explained that he had not used the ticket because he was eloping, and hardly had boarded the train when the prospective bride's irate parents and the law caught up with the pair.

100 years - 1888

In 1888, 478,081 cross ties, 2,807 kegs of spikes, 690 kegs of bolts, 10,914 angle bars, 110 frogs, 105 split switches, 106 improved switch stands, and 111 sets of switch ties were purchased new and used in repairs of track. In addition, 50 miles of track were thoroughly ditched, 157 new cattle guards put in, and 84 miles of old fencing was renewed and repaired.

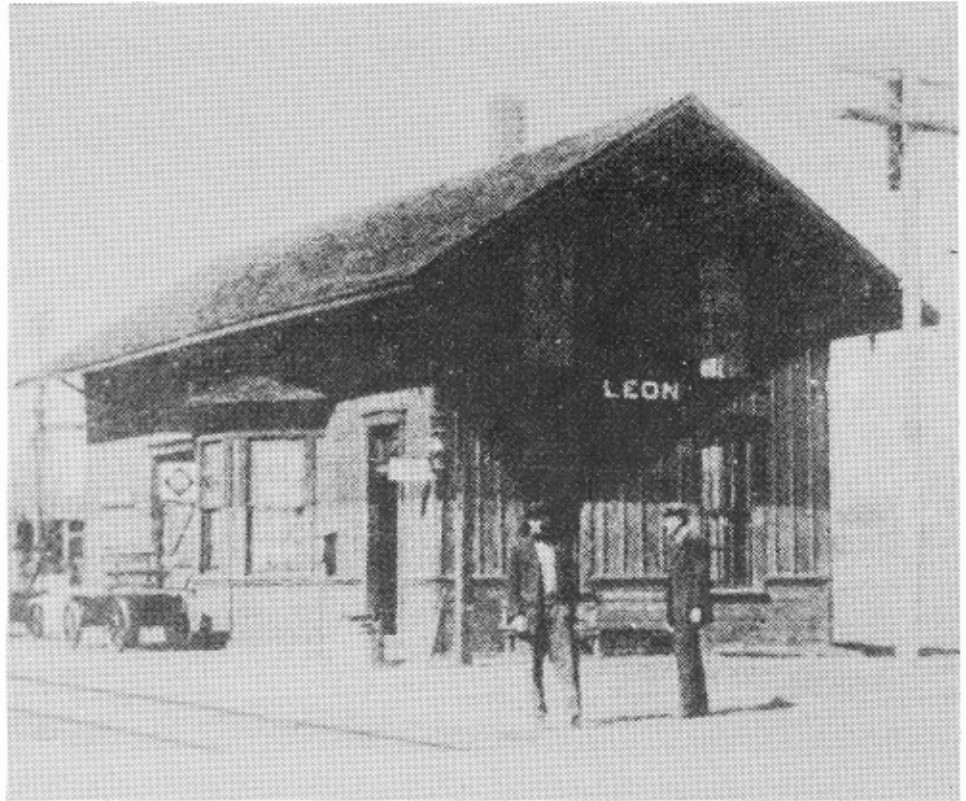
Down At The Depot

LEON, KANSAS

Between 1879 and 1880, the St. Louis, Wichita, and Western Railway Co. constructed 142 miles of standard gauge, single track railroad, from Oswego to Wichita, KS. Incorporated on March 21, 1879, the company was controlled by the Frisco which officially took deed to its property and franchises on March 28, 1882.

With the prospects of the railroad coming through the vicinity, a townsite was platted approximately thirty-two miles east of Wichita, in January 1880, by Mr. C.R. Noe. The first train arrived in April, 1880, the first telegraph office in Butler County was located at the station in May, and by November, 1880, the town had more than 500 residents. The town derived its name from the initial of Mrs. Noe's first name (Lana) and the reversed spelling of her surname. Thus, in 1880, the town of Leon, KS was established and station No. 473 on the Wichita Subdivision of the Northern Division was established.

The depot was a small frame structure measuring 46'3" long and 20'2" wide. The combination station had a raised-floor freight and baggage room on the west end, waiting room on the east end, divided by the agents office



Loren C. Aldrich collection

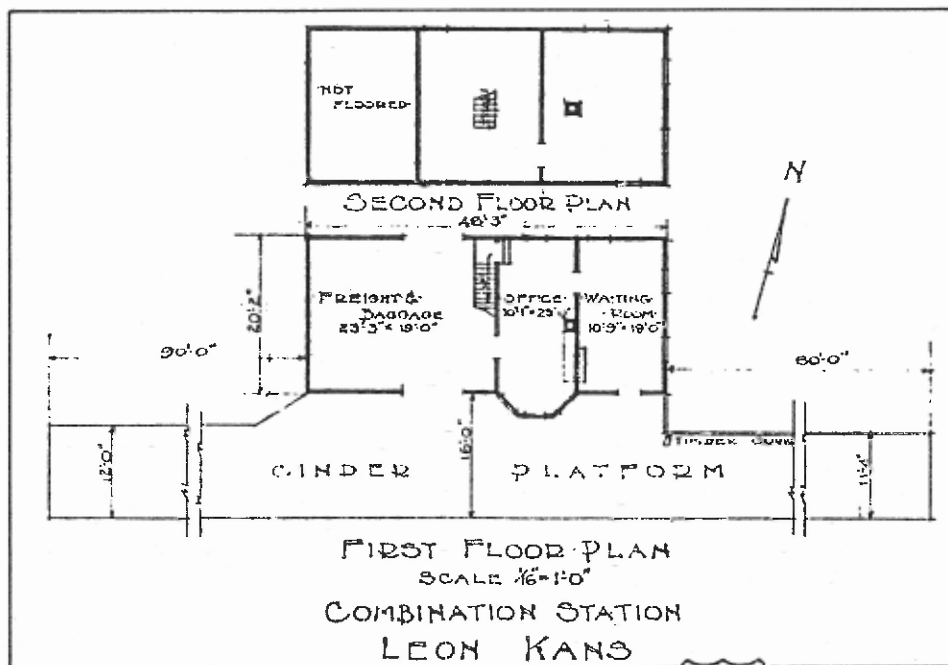
in the middle. The 2"x6" walls set on a pile head foundation and the gable roof had a steep 1/3 pitch to accommodate two second floor rooms. The roof was originally covered with wood shingles and the exterior finish was the standard boards & battens. The interior walls were 3/4"x 3 1/4" M&B wood,

the floor yellow pine, and the ceilings were 10'6" tall. When first built, restroom facilities were outside. An indoor toilet was added later, in the northeast corner of the waiting room. The depot had a cinder platform.

The station served the passenger and freight needs of the community for over eighty-five years. The last passenger trains to serve the Leon depot were Nos. 309 and 310 between Monett, MO and Wichita, KS which made its final run on October 15, 1960. For the next six years the station was maintained as a freight agency. On March 15, 1966, Agent H.M. Ferguson put the lock on the door, officially closing the station.

The building is still standing today, minus the telegraphers bay, and is being used for storage by the Fleming Feed & Grain Milling Co.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Loren C. Aldrich, Frisco Folk and long-time agent at Leon, for providing photo and historical information about the Leon Depot.



FRISCO

RESEARCH SERVICE

UP-DATE

Additional information has been received concerning orange and white road diesels with a red Frisco logo on the nose. (ALL ABOARD "Mail Car" August, 1988) According to Frisco Folk Robert Plough, GP38AC #651 and SD45's #911, #912, and #915 all had a red Frisco logo on the nose. Further evidence has been received in the form of two color photos from Frisco Folk Clifford Johnson showing a three engine freight taken at Turrell, AR, about twenty miles north of Memphis, TN. The lead engine, SD45 #912, has the red logo on the nose.

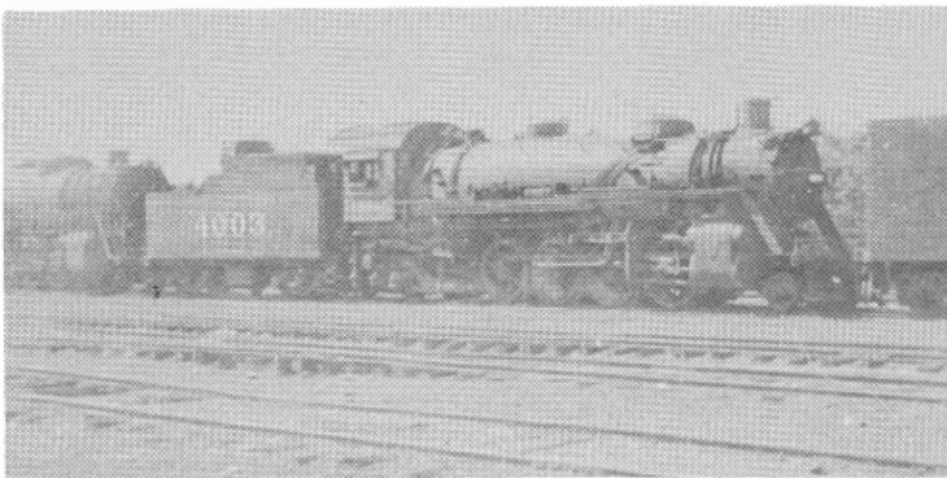
According to Mr. Plough, "A paint shop employee told me years ago that at the time, an old head in the paint shop thought the logo was a nice addition to the units and applied it as they were re-painted. When a certain official noticed it, an order was issued to discontinue the practice since it was not the official S.L.S.F. paint scheme per blueprints." Bob has roster shots of #912 and #915 fresh from the paint shop that seem to verify the story. ☐

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Bob and Clifford for providing the museum with this RESEARCH SERVICE UP-DATE.

Frisco Survivors

Between August and and October, 1919, the Lima Locomotive Works and American Locomotive's Schenectady Works produced thirty-three United States Railroad Administration design, Mikado type 2-8-2 locomotives that ultimately rode on Frisco rails. They were referred to as Mikado type engines because they were first built for use in Japan in 1897.

Designated as the 4000 class, the Frisco acquired its fleet of 2-8-2's secondhand from the Pennsylvania Railroad (30) and the Indiana Harbor Belt Railroad (Nos. 4008-4016-4032). Originally built as coal burning engines,



Howard D. Killam photo

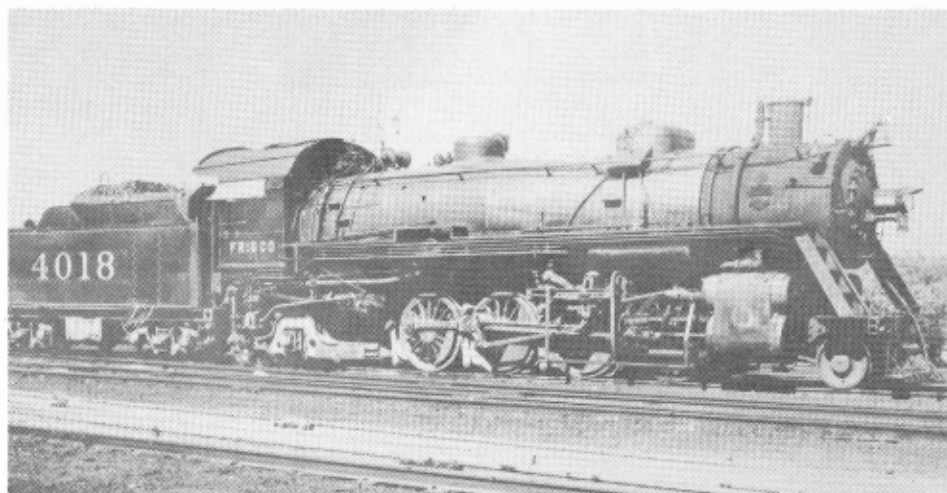
4135, 4140, 4144, 4147 and 4149 were later converted to oil and the entire fleet was ultimately equipped with trailing truck boosters.

When placed into service on the Frisco, the 4000 class engines were assigned to freight service on four divisions: River, Northern, Western, and Southwestern. They gave the company consistent service until the early 1950's. Fifteen of the engines were dismantled at the Frisco's Springfield Shops in the Fall of 1950. In September, 1951, eighteen were still on the roster with only four listed in active service. By November, 1952, all of the 4000 class had been sold for scrap, with the exception of two FRISCO SURVIVORS.

Engine No. 4003 was spared its inevitable fate in May, 1952, when it was donated to Ft. Smith, AR where it is currently on display at Katy Rogers Park. According to a

May 5, 1988 newspaper article provided by Frisco Folk Micheal Bigler, the "Rodeo-Fair Board Trustees have agreed to support efforts to renovate the old engine for a proposed excursion train between here (Ft. Smith) and Fayetteville..." Anyone wanting to help with the project should contact Dave Mille at Midsouth Steam Boiler Co., "Attention Train Project," Rt. 4, Box 601A, Van Buren, AR 72956.

The second 4000 class Frisco Survivor, No. 4018, has the distinction of being the last Frisco steam locomotive in regular service. On February 29, 1952, with Engineer Rufus Smith at the throttle, No. 4018 made the five mile run from Bessemer to Birmingham, AL. Officially retired in May, 1952, the engine was donated to the City of Birmingham where it is currently on display at Fair Park. ☐



Arthur Johnson photo