



All Aboard

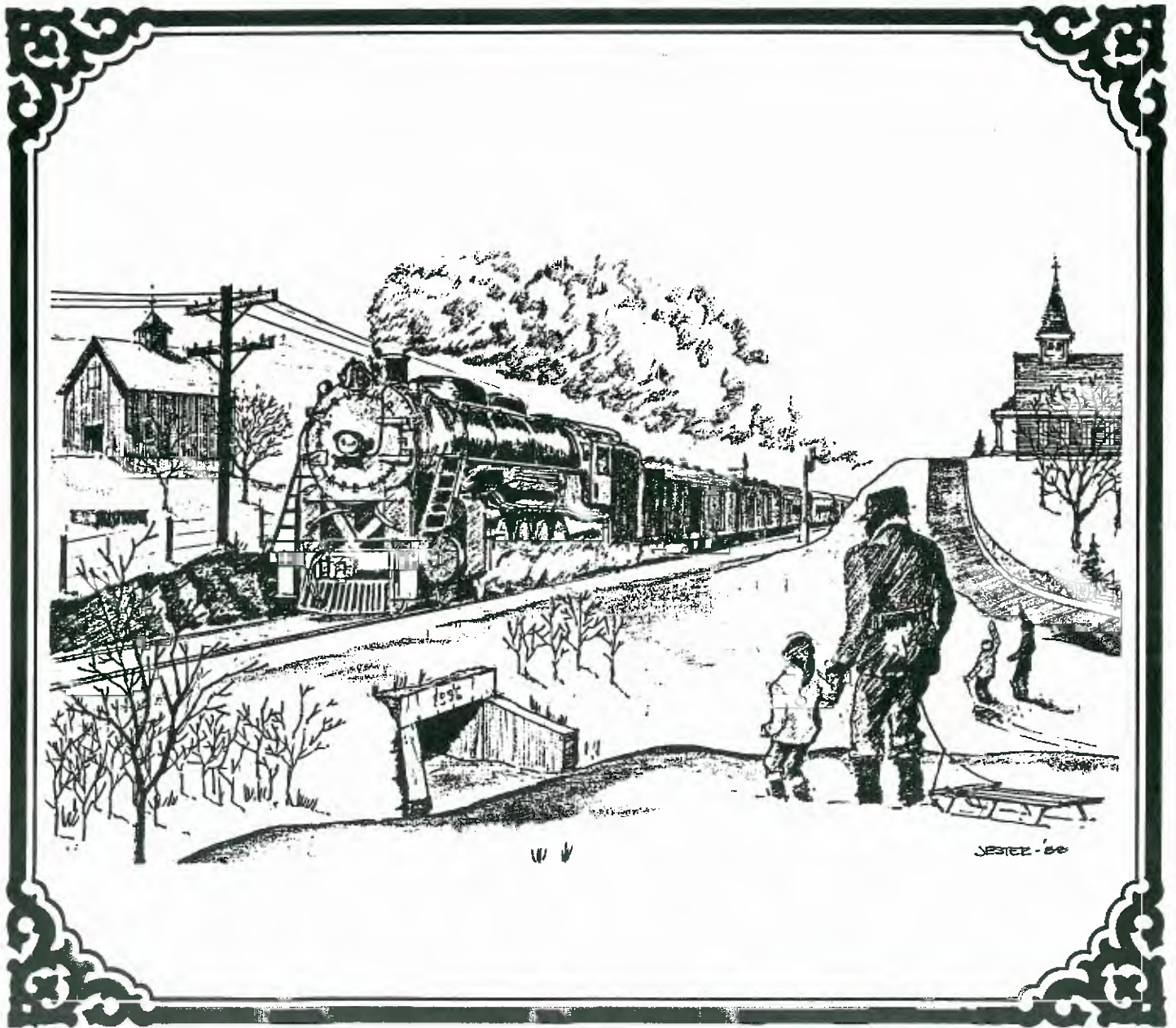


VOLUME 3

January, 1989

NUMBER 8

WINTER ON THE FRISCO





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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
 417-672-3110



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

Mr. & Mrs. William Botzow
 Brakeman Missouri
 Max Herzog Switchman Georgia
 Dr. Norman Wall Switchman Missouri
 Carl Dahlman Switchman Missouri
 Dr. James Freeman Switchman California

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

Jim Kimmel Brakeman Missouri
 Terry Green Switchman Missouri
 Wayne Porter Switchman Nebraska

About the Cover

From the pen of Frisco Folk Jan Edward Jester, a Frisco 4400 east of Springfield, MO, with train #3 "The Will Rogers." circa. late afternoon, January, 1945.

Museum Dispatch

NEW ACQUISITIONS

Over the past few months the museum has acquired a number of rare and unique items of Frisco history and memorabilia. Included in the long list of items are a large collection of dining car menus and related items, a 1923 set of sketches of junction points and joint tracks, a 1968 circa. record of historical and technical data on over 500 Frisco passenger cars, a collection of approximately 2,500 different passenger tickets dating back to 1904, a rare collection of over 400 company photo negatives, and the addition of well over 100 Frisco depot photos. In addition, the museum has acquired an extremely rare link and pin, pin marked "St. L. S.F. R.R.," the schedule boards from the depots at Clinton and Osceola, MO, railroad telegraph equipment, three old-style train order hoops, and a ticket case from the Ft. Scott, KS, depot. The museum archives has been expanded with the addition of over 200 historical documents and records including ICC valuation dockets, system budgets from the early 1920's, diesel maintenance manuals, and miscellaneous trust, mortgage, and sale agreements dating back to the early 1900's.

The Officers and Board of Directors wish to thank and publicly acknowledge the many individuals who have graciously contributed items to the museum and who, in doing so, have played a major role in preserving the Frisco!

1989 Calendar

The museum is marking another first with the distribution of its 1989 calendar. A replica of the calendar produced by the company in 1950, the 1989 issue is the first full-color

calendar to be produced by the museum.

!!!! RECORD ATTENDANCE !!!!

The museum recorded a record attendance during its 1988 Christmas Open House. Over 300 people visited the museum during the two weekends prior to Christmas!



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.

!!!! On Consignment !!!!

Lanterns. Have two mint-condition generic Hand-Lan style rounded top switchman lanterns complete with burner fount and red ribbed globe. Marked "FRISCO" on top rim.....\$60.00 each

!!!! NEW ARRIVALS !!!!

LANTERN. Hanlan flat-top switchmans lantern - EXCELLENT CONDITION - complete with clear globe & burner fount - marked on lid rim "T.R.R.A. of ST.L." (Terminal Railroad Association of St. Louis)\$95.00

Fred Harvey china - "Trend" pattern (see Luckin, pg.280 FH13)

- (6) coffee cup.....\$7.00
- (4) 8" salad plate.....\$10.00
- (2) 5 1/2" cereal bowl...\$8.00
- (2) 5" bread plate.....\$7.00
- (1) 4 1/2" veg. dish.....\$7.00

NOTE: Number in parenthesis indicates quantity. Price is per each piece.

Buy complete set (15)..\$105.00

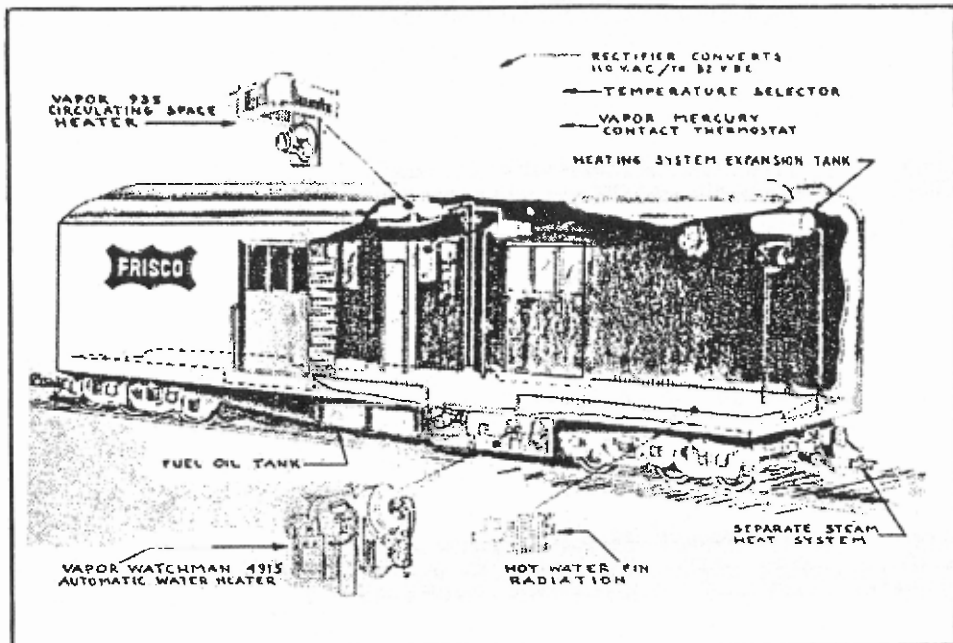
Brass switch key - "Adalake" old style - marked "FRISCO" \$12.00

Gold Frisco "Quarter Century" lapel pin - MINT CONDITION - \$50.00

THE CHICKEN EXPRESS

In 1913, an agent for the Kansas City, Clinton, and Springfield Railroad Co. gave Royal Booth, then a student in Clinton, MO, a setting of fifteen pedigreed White Rock eggs, which he hatched with a rented hen. Forty-three years later, the Booth Hatchery was the largest of fourteen hatcheries in Clinton, considered in 1956 to be the baby chick center of the nation. From January until late June or July, an average of 60,000 to 70,000 chicks a day were shipped throughout the United States. During the peak season of late April and May, production reached as high as 150,000 chicks a day, or close to one million a week. To meet the demand for baby chick traffic, the Frisco converted six baggage express cars for service on what became known as Frisco's "CHICKEN EXPRESS."

Between February, 1954, and January, 1956, cars No. 304, 312, 315, 322, 325, and 395 were equipped with electric fans, hot water heat, and enough racks to hold approximately 60,000 baby chicks in each car.



Car No. 304 was originally built by American Car and Foundry Co. in January, 1906, as a mail-baggage-express car #119. In August, 1942, it was rebuilt and renumbered express # 304. In April, 1955, it was equipped with four electric fans for transporting baby chicks and in January, 1956, hot water heat was added for mixed train operation. The car was sold for scrap in April, 1967.

Car No. 312 was also built by ACF in January, 1906, as mail-baggage-express #116. In November, 1953, it was rebuilt and renumbered baggage express #312. In May, 1955, it too was equipped with electric fans and in November, 1955, hot water heat was installed. The car was also sold for scrap in April, 1967.

Car No. 315 was an ACF product, built in May, 1901, as baggage-express #183. In 1903, it was renumbered #315 and was rebuilt by the Frisco in June, 1936. It was equipped with fans and hot water heat in April, 1956, and served on the "Chicken Express" until it was retired and sold for scrap in October, 1965.

Car No. 322, also an ACF built unit, was built in May, 1901, as baggage-express #190. It too was renumbered in 1903 and rebuilt in June, 1936. It was equipped with electric fans in May, 1955, hot water heat in March, 1956, and sold for scrap in October, 1965.

Car No. 325, a 1902 ACF product, was originally built for the St. Louis, Memphis, and Southeastern Railroad in August, 1902, as baggage-express #52. In the 1903 renumbering it was assigned #325. In May, 1955, electric fans were installed and in March, 1956, it was equipped with hot water heat. In April, 1967, No. 325 was retired and sold for scrap.

The last of the "Chicken Fleet" was #395, built in July, 1902, by the Pullman Co. as a cafe & dining car #604 for the Kansas City, Ft. Scott, and Memphis Railroad Co. In 1938, it was rebuilt and renumbered baggage-express #395. In April, 1955, electric fans were installed and in December, 1955, the car was equipped with a hot water heat system. The last of the "Chicken Express" cars was sold for scrap in April, 1967.

When first placed into service, the cars were operated in consist with the Springfield to Kansas City, via Clinton, passenger run on trains #58 and #59 daily. When passenger service between Springfield and Clinton was discontinued in 1954 and the Kansas City to Clinton run was changed to mixed service (freight and passenger cars on same train) the cars were all equipped with the hot water heat. With the decline of the baby chick business, aging equipment, and competition from other forms of transportation, the "Chicken Express" was discontinued in 1967.



Afton, OK Fred Springer photo



St. Louis, MO Frisco photo

CONCRETE COALING STATIONS

Over the years of steam locomotive operation on the Frisco, there were a wide variety of methods used to load coal into the tenders. According to a 1926 list of coal stations, 106 locations throughout the system were equipped with some type of coal serving facilities. Of that number, forty-nine simply shoveled the coal directly from a coal car to the locomotive tender. The coaling track was usually elevated above the track on which the locomotive was located so that the tender would be level or slightly below the coal car. Other methods of dispensing the coal included air hoist, gravity flow, mine tippie, or a steam operated Brown Hoist shovel facility.

Between 1917 and 1946, twenty concrete coaling towers were constructed, most of which were built by the Howlett Construction Co., Ogle Construction Co. and Fairbanks Morse Company. One fifty-ton unit was built at Lockwood, MO, in 1946. According to current records, it was one of the last two to be built for the Frisco.

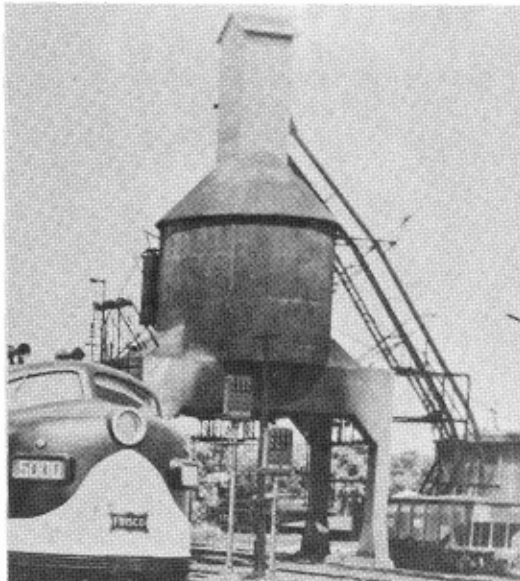
Three 100-ton towers were built at Carl Junction, MO (1937), Jonesboro, AR (1938), and Afton, OK (1940). Seven 200-ton facilities were built at Neodesha, KS (1929), Chaffee, MO (1930), Carbon Hill, AL (1930), Lebanon, MO (1934), Thayer, MO (1934), Amory, MS (1936), and Hayti, MO (1946).

While there was no one standard design used on the concrete towers, the standard tonnage model for most terminal

operations was the 300-ton capacity facility. Their locations included Newburg, MO (1922), Ft. Smith, AR (1923), Lindenwood Yards, St. Louis, MO (1924), Yale, TN (1928), Springfield, MO (1939), and ones at Tulsa, OK, Kansas City, MO, Stanton, MO, and Willow Springs, MO. Of all the design models, the most unique were those built in 1916 at Willow Springs and Stanton. Built by the Fairbanks Morse Co., both 300-ton towers resembled a round grain silo.

By 1950, eleven of the concrete coaling stations were still standing though not in use. All have since been dismantled.

There are currently no model kits available for Frisco coaling towers so you will have to scratch build your model. GOOD LUCK! ☑



Springfield, MO Frisco photo



Tulsa, OK Frisco photo

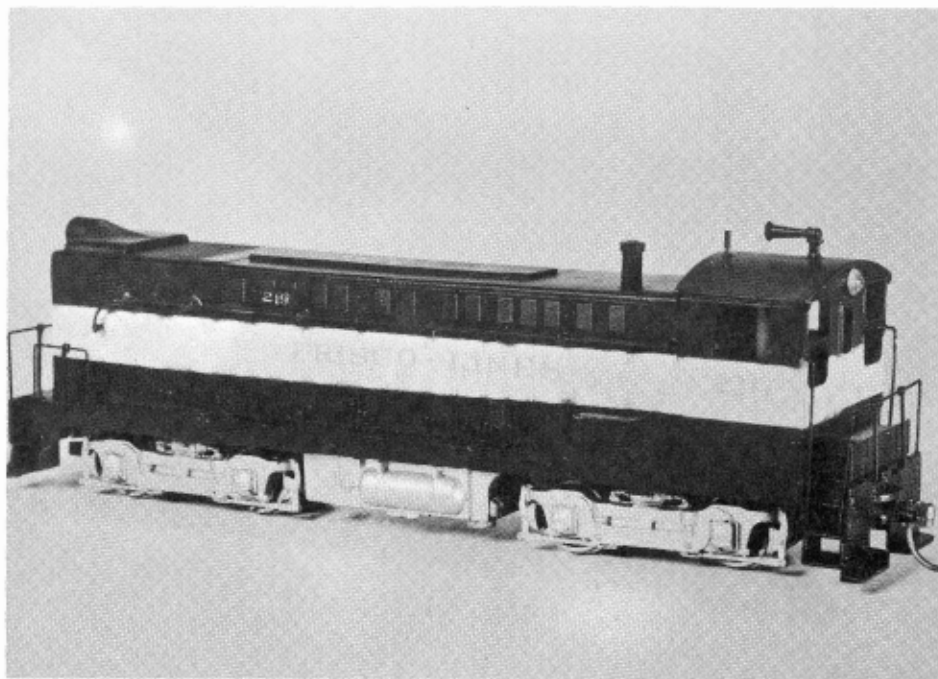
EDITOR'S NOTE: Anyone having additional information and/or photos of Frisco coaling stations is urged to contact the museum. The information will be used in future articles about other coaling stations. Also, if you have built, or are planning to build a model of a coaling tower, please send a brief article about how you did it, along with photos in possible.



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.

VO-1000 Switcher

The first diesel engines to arrive on Frisco property were Baldwin built VO-1000 switch engines, No. series 200-237. Delivered and placed in service between November, 1941, and June, 1946, twenty-two of the series



arrived in a blue and white livery with red lettering. Number 219 was placed in service at St. Louis on June 13, 1944 and provided switching services at Lindenwood Yards until April, 1972, when it was used as a trade-in to EMD for new equipment.

There are no VO-1000 models currently on the market. However, Hallmark produces a brass VO-600 that bears a striking resemblance to a VO-1000 and/or you can "stretch" an Athearn S-12, #140-3700 powered, into a VO-1000 with additional parts from a second Athearn S-12 shell, #140-37200. The April, 1984, issue of MODEL

Richard E. Napper photo

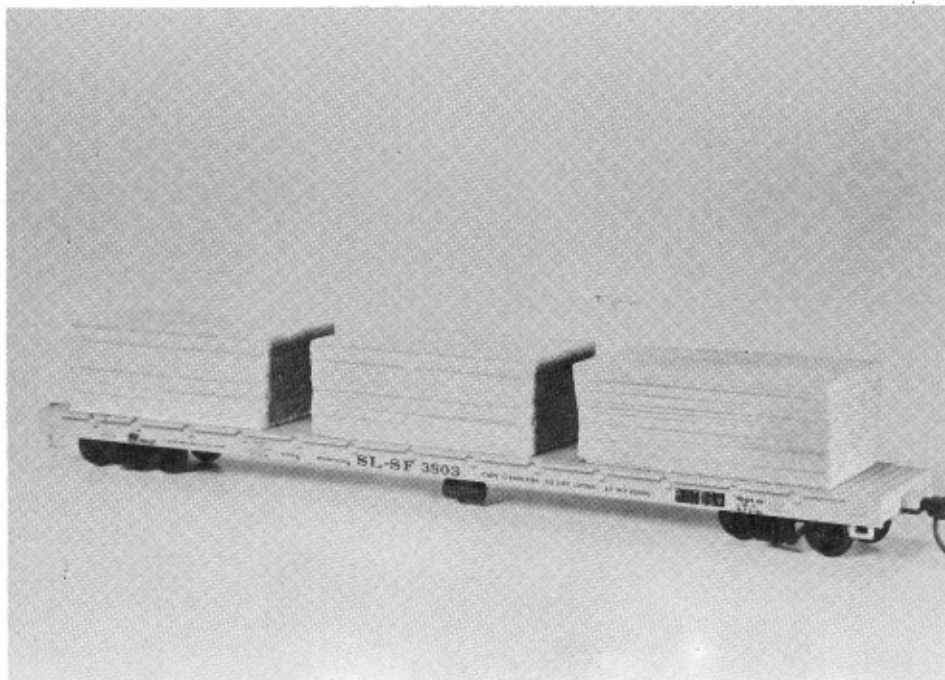
RAILROADER, p. 74, has an excellent article by William Hitchner that details how the Athearn units can be converted.

To paint the engine, use Floquil dark blue #270-110050 for the body and handrails, Floquil white #270-110011 for the white bands, and Floquil silver #110110 for the trucks. There are currently no commercially produced decal sets available. However, Woodland Scenics Red RR Roman dry transfer letters #785-DT504 will work nice.

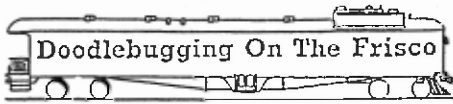
FRISCO FLAT #3803

In 1964, the Thrall Manufacturing Co. built six all steel 60 ft., end cushioned, flat cars for the Frisco at a cost of \$13,943.00 each. They were numbered 3800-3805 and came equipped with chain tie downs for handling automobile frames. In 1968, two additional units were built, Nos. 3806-3807. At the 1980 merger with the BN Nos. 3802-3807 were still in service and were renumbered 630860-630865.

MDC makes a nice model (#480-1288) of #3803, pre-painted and decaled. This is one of the few kits on the market that represents a modern Frisco flat car. Approximate cost of the kit is \$4.50. The wood loads pictured on the model are by Chooch Enterprises Inc., #214-7050, and are \$4.95 for a package of three. ☐



Richard E. Napper photo



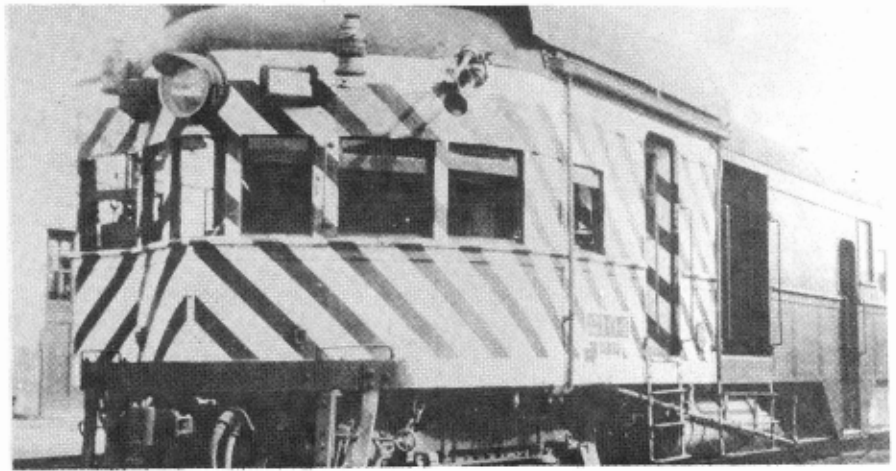
PART 10

This is the tenth in a series of articles profiling Frisco's motor car fleet and services.

Motor car No. 2104 was the fifth unit of Frisco's original fleet of ten. The car was ordered in August, 1910, and delivered to its first assignment in September, 1911. Car No. 2104, serial #3715, was originally built as a baggage-coach combination with a center vestibule entrance. It was the first of the baggage-coach fleet to be built without an open rear platform and/or rear vestibule entrance. This departure from its predecessors was apparently in anticipation of its use with a trailer coach.

The all steel body was manufactured by Wason, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-A1 engine and 205D traction motors were built by G.E. The interior finish of the car was the now standard mahogany paneling with yellow pine floor. The original interior arrangement of the car had featured a baggage compartment to the front of the center vestibule and the coach section to the rear. In 1922, again in apparent conjunction with the use of a trailer unit, possibly a mail-baggage car, the baggage area was replaced with seats making its total seating capacity seventy-four.

When first placed into service, No. 2104 was assigned to the Frisco controlled Gulf Coast Lines on the Orange and Northwestern Railroad Co. It operated as trains #68 northbound and #69 southbound on the daily sixty-two mile run between Orange and Newton, TX, a journey of three hours and forty minutes.



May, 1935 Isaac Lavergne photo

Because of floods, strikes, a national depression, and the failure of a railroad empire known as "Yoakum's Dream," the Frisco went into receivership on May 27, 1913. When reorganization was completed on August 24, 1916, the new company was divorced from the Gulf Coast Lines.

Consequently, all G.C.L. properties and equipment, including motor cars, was removed from Frisco service. In the transition, ownership of No. 2104 was transferred to the New Iberia and Northern Railroad, a forty-seven mile line from Port Barre to New Iberia, LA. On December 21, 1917, ownership of the car again changed hands to the New Orleans, Texas, and Mexico Railroad Co., a 522 mile line from New Orleans, LA, to Houston, TX. According to company records, on August 30, 1922, No. 2104 was "retired involuntarily" from the roster of the N.O. T. & M. and returned to the Frisco. After being rebuilt it assumed its original number and was placed in service on the River Division between Popular Bluff and Kennett, MO. It remained in service until May, 1936, when it 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 75 years ago.

25 years - 1964

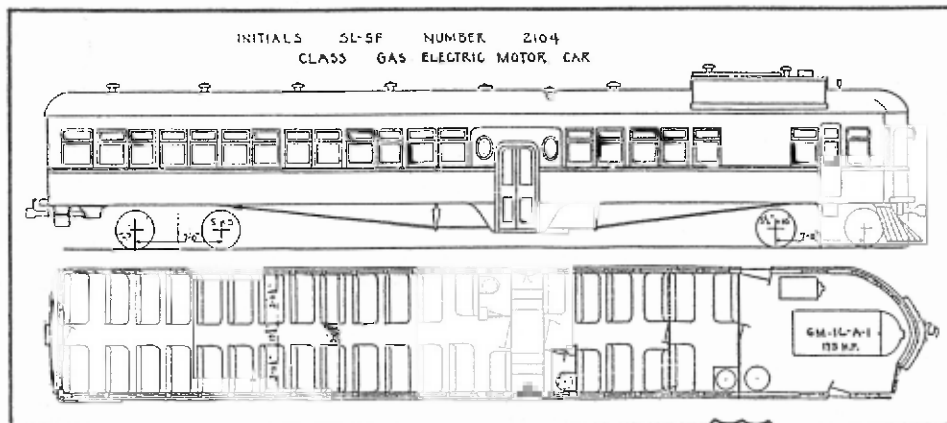
In 1964, the Frisco purchased its first seventeen EMD GP35 2,500 h.p. diesel road switchers, Nos. 700-716. The company also purchased ten 93 ft. long high cubic capacity 70 ton box cars from the Thrall Manufacturing Co. at a cost of \$29,400.00 each. They were number series 9100-9109.

50 years - 1939

In 1939, a new three hundred ton concrete coaling station was built at Springfield, MO, replacing an old wooden chute, a fifty-four thousand gallon steel water tank was installed at Gunter, TX, and a new one hundred-fifty ft. concrete smoke stack was built at Kansas City, MO, replacing three old steel stacks.

75 years - 1914

In 1914, five steel bridges were replaced with bridges of heavier design including two new bridges over the Arkansas River at Van Buren, AR and Tulsa, OK.

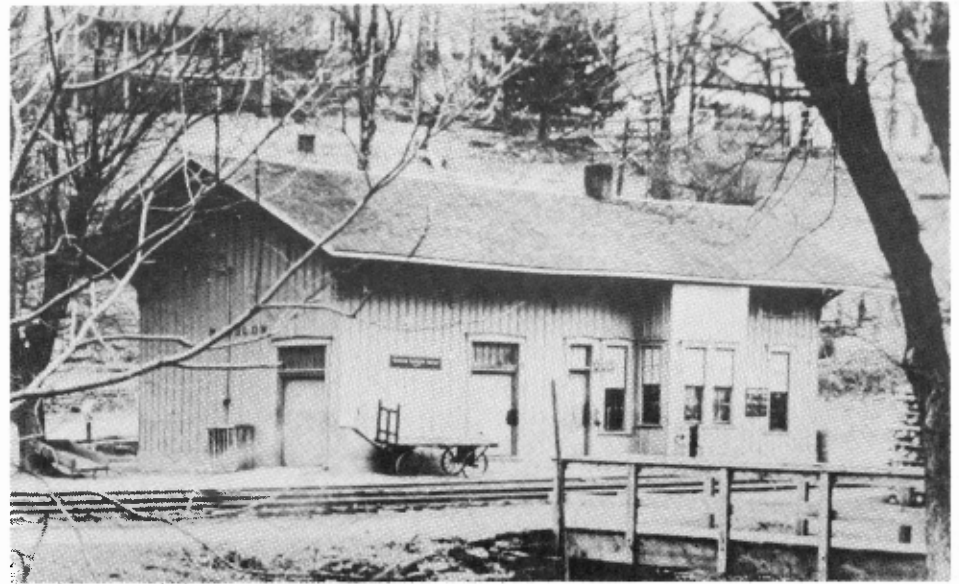


Down At The Depot

Winslow, Arkansas

The highest incorporated town and rail point between the Appalachians and the plateaus approaching the Rockies to the west, the highest point on the Frisco System, and the location of one of only three tunnels on the Frisco all are distinctions shared by the town of Winslow, AR, station No. 375 on the Ft. Smith Subdivision of the Central Division. Situated at 1,732.6 ft. above sea level, the town of Winslow is located in the Boston Mountains of Northwest Arkansas, ninety-three miles south of Monett, MO and forty-one miles north of Ft. Smith, AR.

The line from Monett to Ft. Smith was originally built by the St. Louis, Arkansas, and Texas Railway Co., a Frisco owned company formed on June 10, 1881, and June 28, 1881, by the consolidation of two companies operating under the same name in Missouri and Arkansas. On January 21, 1882, the St. L. A. & T. executed a deed conveying its properties and franchises to the Frisco. At that time, the company owned about 134 miles of standard gauge, single track railroad. The



H.D. Conner photo

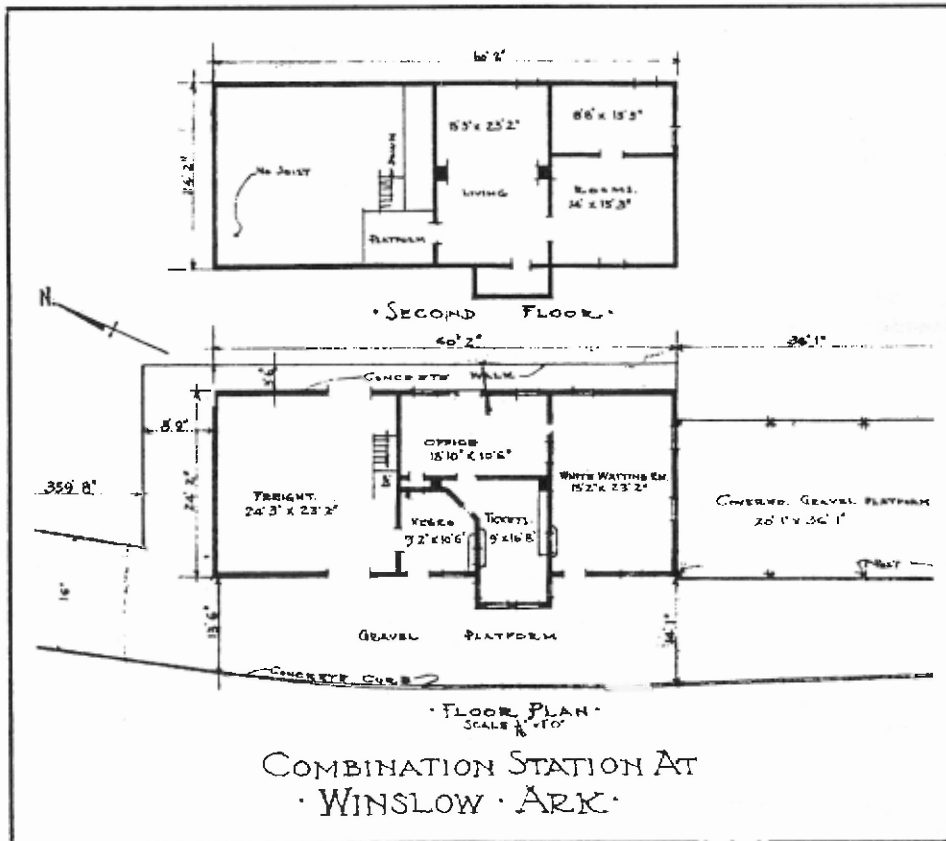
sixty-nine miles between Monett and Fayetteville were in operation and the sixty-three miles between Fayetteville and Ft. Smith were under construction.

Prior to the completion of the Winslow tunnel, the town of Winslow did not exist. When the trains would cross over the mountain through which the tunnel would later be built, they passed by a siding and small depot at a location called Summit. It is interesting to note that because of the steep grade and limited power of the locomotives, only one car at a time could be brought over the

top. The rest of the cars were uncoupled and left on the south side of the grade. The cars were put on the siding on the north until the entire train crossed the summit and was reassembled for the trip north.

When the tunnel was completed in 1882, the station at Summit was moved to the north end and renamed Winslow, in honor of Edward F. Winslow, then President of the Frisco. Sixteen years later, a new 60 ft. by 24 ft. combination station was constructed. The two-story frame structure included a freight room, agents office, ticket office, and the typical negro and white waiting rooms on the first floor. The second floor included a three-room living accommodations for the resident agent. The foundation was pile heads, walls were 2" x 6" and 2" x 4", and the 1/3 pitch gable roof was covered with wooden shingles. The interior floor was 3/4" x 3 1/4" yellow pine with similar materials used on the walls and ceiling. The freight room ceiling was 16'11" tall and the other rooms were 10'. The exterior of the building was board and batten siding and the facility included a gravel platform trackside, and a covered platform on the south end of the station.

In the 1920's, Winslow was served by three passenger trains daily: Nos. 3 & 4, 5 & 6, and 7 & 8. In the 1940's, daily service was provided by the "Will Rogers" No. 3 southbound and the "Meteor"



No. 10 northbound. In 1950, the "Meteor" No. 9 & 10 served Winslow with daily runs between St. Louis and Paris, TX. On September 13, 1965, official notice was given that trains 709 & 710 between Monett, MO and Ft. Smith, AR, would be discontinued. On September 18, 1965, train No. 709 pulled out of the Winslow depot at 5:03 p.m. thus ending sixty-seven years of passenger service to this small yet distinctive Arkansas community.

The depot was eventually dismantled and all that remains today is a large maple tree that was planted at the southeast corner of the old depot. ☐

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.

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.

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

To be continued...

THE WHYTE SYSTEM

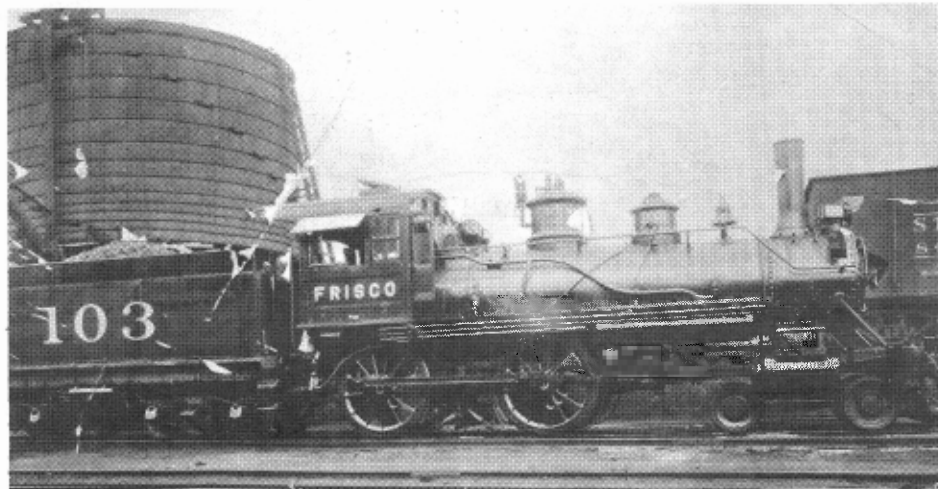
In the late 1800's, an engineer named Frederic M. Whyte developed a system for classifying the many types of steam locomotives that were being produced. His system was based on the total number of wheels. The first number indicated the number of wheels in the leading truck, the second number listed the driving wheels, and the third number was for the wheels on the trailing axle. Whyte's system soon became the standard for classifying all steam locomotives, world-wide.

Name classifications were later added with many being derived from the first orders for a particular type of engine. For example, the first 4-4-2 units became known as the "Atlantic" engines because they were first ordered by the Atlantic Coast Line Railroad and the first 2-8-2 engines were called the "Mikados" because they were first purchased by Japan.

This is the first in a series of articles that will profile the engine types of the Whyte system and will include roster number series of Frisco locomotives for each type.



The first American built locomotive series in wide spread use was the 4-4-0 "American" engine, so named because its wheel arrangement was considered for many years to be the standard in American locomotives. According to a July, 1903, roster, the Frisco had 159 4-4-0's in service, built by twenty-five different companies. Seventy-seven engines were built for the Frisco and eighty-two were inherited from predecessor lines. In the 1903 renumbering program, the 4-4-0's were assigned two number series: 1-299 (140 units) and 2200-2299 (19 units). The oldest Frisco 4-4-0 was No. 47, built by Hinkley Locomotive Works in 1869. The last 4-4-0's on the roster were Nos. 70 and 103, both of which were dismantled in July, 1935. ☐



Frisco photo