

FRISCO

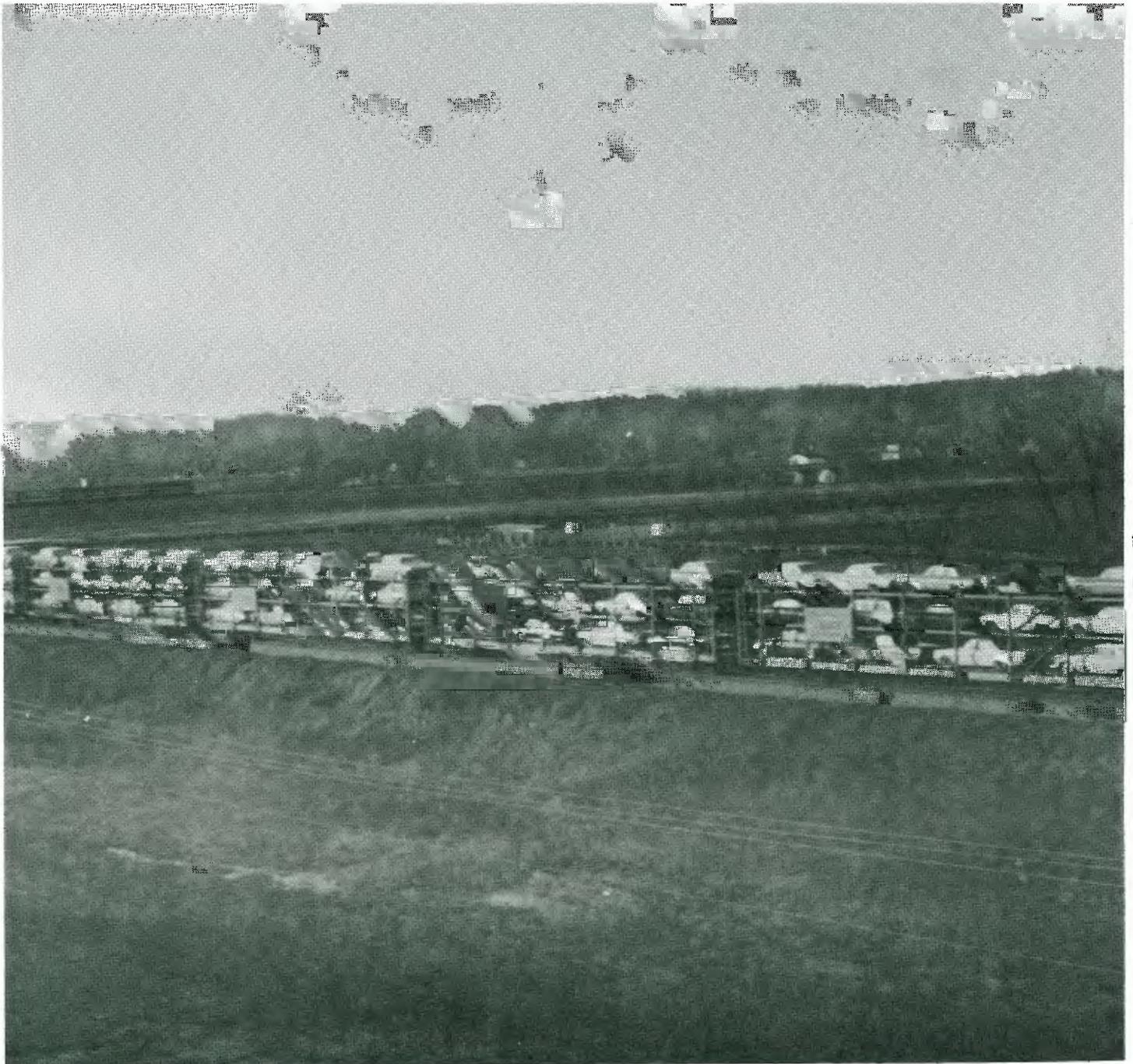
All Aboard

FRISCO

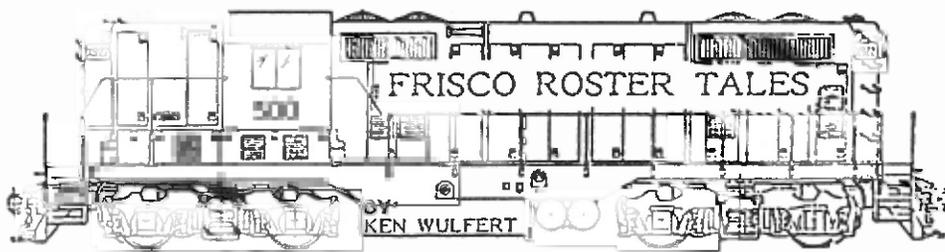
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Frisco photo



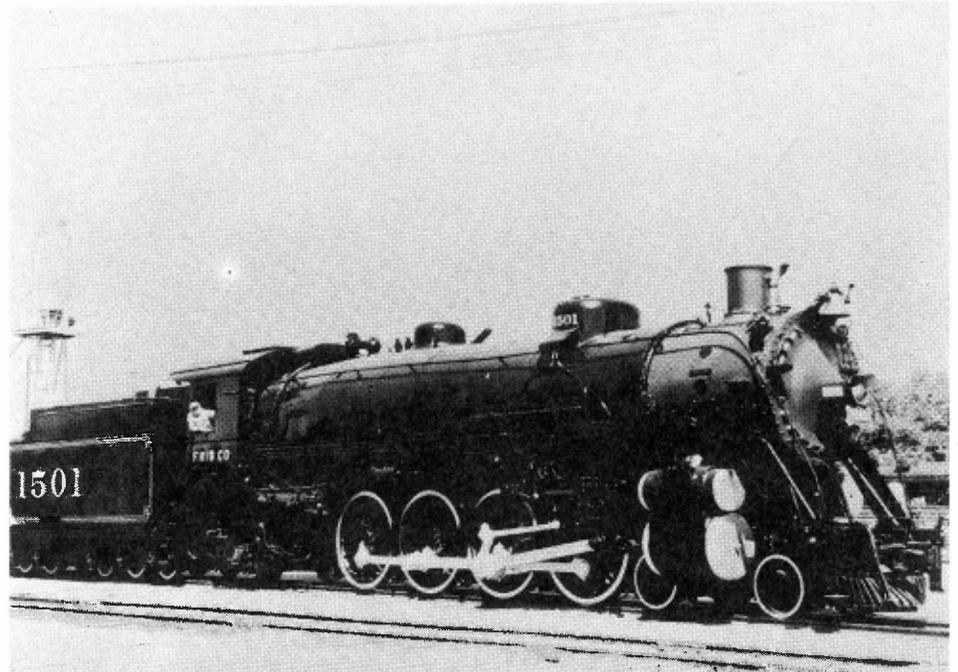
the recent restoration of 1522 by the St. Louis Steam Train Association, and that 1522 is now operating out of St. Louis on fan excursions, receiving high marks where ever she goes. This past October, I and several hundred others had the pleasure of riding behind

FRISCO'S FANTASTIC 1500'S!

She always sat there in silence, looking massive and powerful, sleek and graceful, beautiful as machines go. She is Frisco 4-8-2 Mountain 1501, and she has been a friend of many engineering students at the University of Missouri School of Mines and Metallurgy, now known as the University of Missouri-Rolla, since 1956, when she was placed on display in a park beside the SL-SF Eastern Division main line. A finer example of her type of locomotive is hard to find, and this particular locomotive, as a friend of mine during my days at MSM, is one of the main reasons why I am a Frisco admirer.

As a student, I lived just down the line from 1501. I studied under her shadow, played baseball beside her, took countless pictures of her, and even had a few conversations with her. I always regretted that I never saw 1501, or any of Frisco's 1500's, in action. 1501's striking wide smokebox, red Frisco number plate under the headlight, clean lines, plated cylinder head covers, and distinctive striped and fretted paint scheme made a beautiful looking locomotive. She is still there in the park in Rolla, but is showing the effects of time, weather, vandals, and an unfortunate - but well intended - repainting a year or so ago.

1501 was the second of a total of thirty Baldwin-built 4-8-2's ordered by the Frisco in the mid-1920's to meet the needs of heavier, longer, and faster passenger trains. As a class, they were an unqualified success and have been a favorite of those who admire steam ever since they first headed out into the Ozarks. Lucius Beebe gave them some early publicity in his books. The 1500's have been well covered in the literature, recently by Wirth, Collias, Stagner, and long



Frisco photo

ago, in Baldwin's magazine. They were delivered in three different groups: 1500-1514 starting in 1923, 1515-1519 in 1925, and 1520-1529 in 1928. As was generally the case with steam locomotives, there were some notable differences between the three groups. These involved the type of valve gear, smoke box door size, and placement of the air reservoirs and sand domes, among others. There was on constant, however - high performance and elegant appearance.

Included in the last group was 1522, a slightly younger, but no less appealing, sister to 1501. A few years after 1501 was "parked" in Rolla, 1522 was moved from Lindenwood Yard in St. Louis to be put on display nearby as part of the collection at the National Museum of Transport. An interesting point is that four other Frisco 1500's - 1519, 1526, 1527, and 1529 are on display at other locations along the Frisco. Thus, a total of six of these locomotives still exist.

The readers of the ALL ABOARD are no doubt aware of

1522 on a fan trip on the N&W to Decatur, IL. I finally received my chance to see, and hear, a Frisco 1500 in action, and it was a fantastic experience. During the trip, I learned a bit of trivia of the kind that railfans love. It seems that SLSTA noted parts from several other Frisco steam engines on board 1522 during the restoration, 17 different engines in fact! Included were items from the "spot" series 2-10-2's, 4100 series 2-8-2's, 4400 series 4-8-2's, and of course, other 1500's - including 1501.

Riding behind a steam locomotive always makes for a great day. Riding behind Frisco 1522 to Decatur was even greater! I'll try to capture some of the experiences and excitement of that trip in the March "ROSTER TALE."





AUTO RACKS

All photos from Frisco files

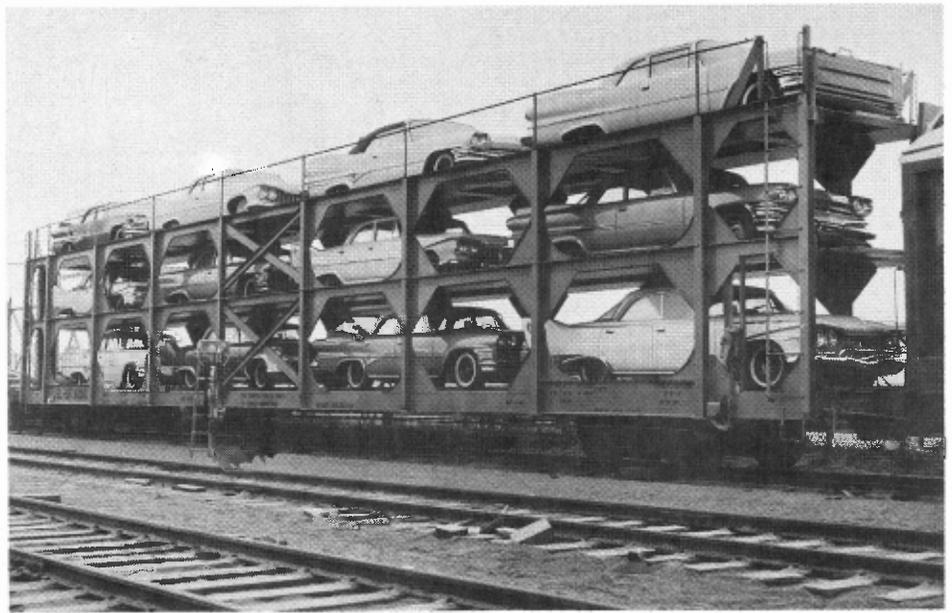
The Frisco entered into the auto transporting business in 1910 when the American Car & Foundry Company built its first 300 automobile box cars, Nos. 145000 to 145299.



By 1936, the year the above photo was taken, the company had over 2,300 such cars in service. In 1947, the Frisco moved 9,260 box car loads of autos. However, by 1958, the number of auto shipments had declined by almost 80% to 1,871. Improvements in truck transportation, along with terminal delays, damage, and the fact that trucks could deliver autos to the dealers door all worked to decrease the railroads share of auto transport service.

As early as 1956, when Chrysler announced plans to build a new assembly plant at Valley Park near St. Louis, the Frisco began to look into new methods for carrying automobiles. Their research revealed that if a greater number of autos could be carried on a car and the railroad could provide facilities for off-loading and delivery, their cost advantage would give them the edge in auto transporting.

Consequently, in 1959, the Frisco approached the Pullman-Standard Car Co. to build an experimental tri-level car that was capable of transporting fifteen compact models or twelve full-size cars. The end result was car #3000, an 83 ft. all steel cushioned underframed car that weighed

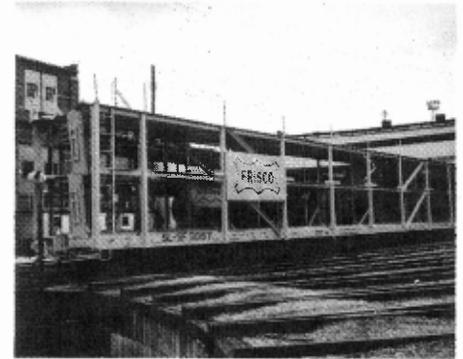


134,800 lbs. It was delivered to the Frisco in late January, 1960, at St. Louis, MO. Between February 2, and February 10, 1960, three test runs were conducted. On February 3, the car was loaded with five Plymouths and seven Dodge Darts and placed in the eighty-eight unit consist of freight #31 for a round trip to Cuba, MO. On the return trip, freight #30 included #3000 and a consist of fifty-five loads. Report: "Very good ride in all respects."

On February 4, #3000 was loaded with two Plymouths, one Chrysler, and one Desota on the first deck, one Chrysler and three Plymouths on the second deck and five Valiants on the third deck. At 7:55 p.m. the car left Rankin Spur on freight #37 with a consist of sixty-nine loads including #50 Instruction Car and #2054, a 50 ft. flat car equipped with shop-made loading and unloading ramp to handle the autos. After making stops at Newburg, Springfield, Monett, Tulsa, Francis, and Sherman, the autos were unloaded at Irving, TX and Nos. 3000 (empty), 2054, and 50 were moved to Kansas City.

The third test run originated at the Ford Claycomo plant, Kansas City. Fifteen Ford Falcons were loaded on the car and it left the 19th Street Yards at 7:35 p.m. on train #39 in a consist of forty-six loads, again including Nos. 2054 and 50. After making stops at Rosedale, Ft. Scott, Afton, Tulsa, Francis, and Sherman,

the cars were unloaded inside the Ford plant at Dallas. On February 11, 1960, Nos. 3000, 2054, and 50 were returned empty to Springfield.

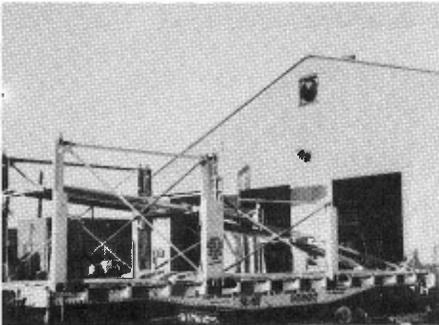


The results of the test runs confirmed that the auto rack experiment was successful and by October of 1960, the Frisco had purchased and put into service 130 additional cars. Built at a cost of \$24,000.00 each, cars No. 3001-3130 were two feet longer than #3000 and weighed 27,800 lbs. lighter due to construction modifications that eliminated the triangle shaped deck supports. The fleet of new auto racks were assigned to seven auto assembly plants, as follows:

- 3000-3060: Chrysler at Valley Park
- 3061-3086: American Motors at Kenosha
- 3095-3096: Ford at Hazelwood
- 3097-3111: Ford at Wixom - Wayne
- 3112-3125: Chrysler at Detroit
- 3126-3130: Studebaker at South Bend



In addition, the Frisco installed bi-level racks on sixteen of its 95800 series 40 ft. piggyback cars and together with the tri-level models, the company transported 2,514 car loads of automobiles by the end of 1960. By 1967, racks were installed on an additional 25 95800 units. The company also installed movable Buck ramps for loading and unloading at six points on the system and had in service three portable loading ramps: Nos. 2054, 95884, and 95937.



Other automobile carrying equipment was gradually added to the fleet. By June, 1962, seventy tri-level and forty-six bi-level racks were installed on flat cars leased from the Trailer Train Company. They included:

TRI-LEVELS: RITX

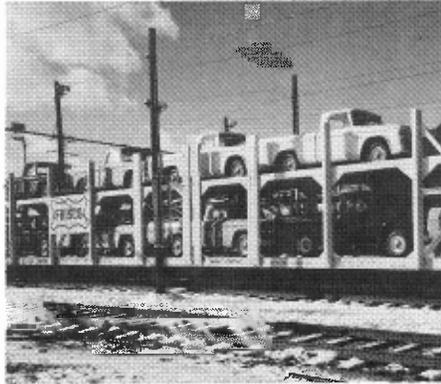
200093, 200249-200265, 200360-200369, 200407-200409, 200411-200414, 200418-200420, 200423-200424, 200427, 200449, 200430-200435, 200438-200439, 500828, 500831, 500838, 500840, 500844-500845, 500847, 500849-500850, 500852, 500855-500856, 500867, 500869, 500875, 500877, 500880, 500884, 500889, 500902.

BI-LEVELS: BTTX

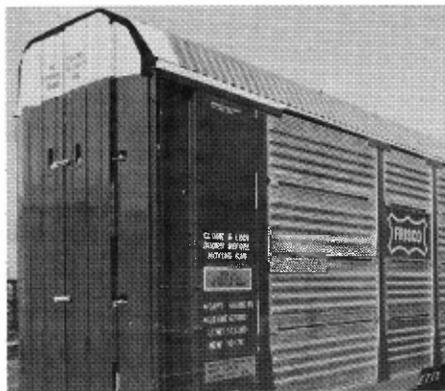
200239-200246, 200247, 200248, 200266-200268, 200279, 200313,

200321, 200326, 200334, 200347, 200371-200373, 200371-200373, 200393-200395, 200398, 200425-200426, 200428, 200440, 200441, 474577, 474736, 474750, 474753, 474754, 474757, 474760, 474761, 476742, 476790-476794, 476798.

NOTE: 200266, 200268, 200425, 200426, 200428 were converted from tri-level to bi-level in 1962.



In 1962 and 1963, sixty 89 ft. bi-level cars were built for the Frisco by the Thrall Car Manufacturing Co. at a cost of \$25,167.00. They were numbered 3300-3359. In order to standardize the fleet, in June, 1963, the original fleet of 83 ft. tri-level cars were extended by six feet. In 1964, additional Trailer Train cars were equipped with bi-level (series BTTX 910842-911002) and tri-level (series RITX 911864-911993) racks. By 1972, the Frisco had in various assigned pools; 709 tri-level rack cars and 316 bi-level racks. Total units handled from all assembly plants in multi-level equipment on the Frisco during 1972 was 530,000.



Due to theft and vandalism, in the late 1960's and early 1970's, most of the fleet of auto transport cars were equipped with roofs and protective side grills. The

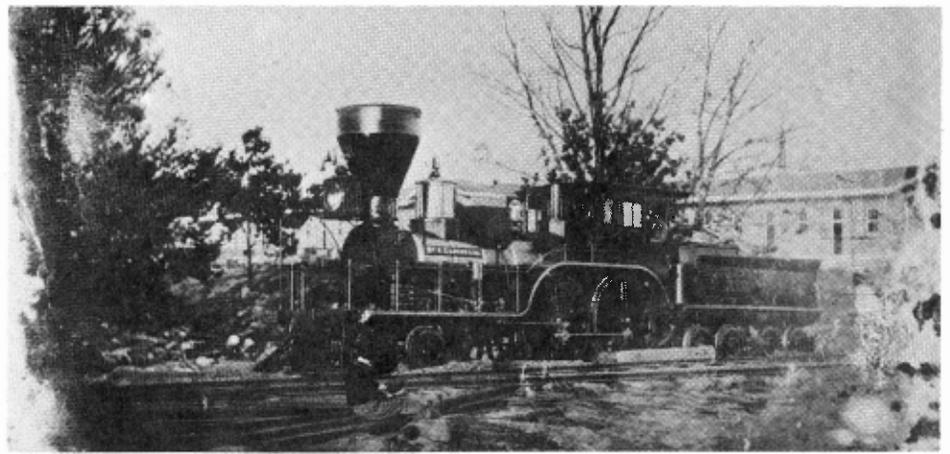
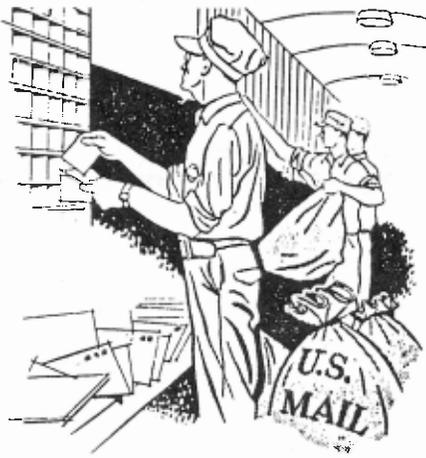
fully enclosed Trailer Train units number prefix was changed from RITX to ETTX.



Mention should be made of a novel and unique method of auto transporting that was also used on the Frisco. In 1972, General Motors developed a method of carrying autos in a completely enclosed rail car called the "Vert-A-Pac." The cars were designed to haul thirty Chevrolet Vegas in a nosedown position completely out of sight behind hinged rail car sides which served as a ramp for loading and unloading. The Vert-A-Pac units were installed on 89' Trailer Train cars series TTVX 801901-802209.

In October, 1978, thirty-six of the 3000-3130 cars were still in service and fifty-seven of the 3300-3359 series were in operation. By May, 1980, the 3000-3130 cars had been taken out of service and forty-seven of the 3300-3359 bi-level cars remained. At the Frisco/BN merger, the remaining 3300-3359 units were renumbered in the 636700 - 636759 series.

Gloor-Craft Models makes a nice tri-level auto rack kit in HO scale for about \$24.95. There is no undecorated version so you will have to purchase a pre-stenciled kit, such as UP #288-304. While some modifications will have to be made to "Friscoize" the car, it is a close match to the 3001 to 3130 cars. Once the paint has been striped, paint the car Floquil Reefer Yellow #270-110031. There are no decal sets currently available for these cars. However, you can make a nice set using the coonskin from Microscale #87-137 or Herald King #B-465. The lettering is standard railroad Roman style, so any decal set of letters should work fine. ☐



No. 8 "Gasconade" circa. 1870

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.

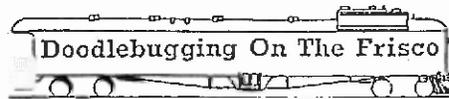
QUESTION: Did the Frisco ever assign names to their steam locomotives?

ANSWER: Yes. According to our records, following the practice of predecessor roads Southwest Pacific Railroad Co., South Pacific Railroad Co., and the Atlantic & Pacific Railroad Co., an 1876 equipment roster indicates that all twenty-eight engines in service were numbered and named. Engines Nos. 10-17 were named after Civil War generals and are currently unknown. The remainder of the fleet were numbered and named as follows:

- No. 2 4-4-0 George R. Taylor
- No. 3 4-4-0 W.M. McPherson
- No. 4 4-4-0 H.E. Bridge
- No. 5 4-4-0 Adolphus Meier
- No. 6 4-4-0 J.E. Yetman
- No. 7 4-4-0 St. James
- No. 8 4-4-0 Gasconade
- No. 9 4-4-0 Lebanon
- No. 21 4-6-0 Atlantic
- No. 22 4-6-0 Pacific
- No. 23 4-4-0 Niauga
- No. 24 4-4-0 Choctaw
- No. 25 4-4-0 Ames Tuck
- No. 26 4-4-0 W.F. Buckley
- No. 27 4-4-0 Wyandotte
- No. 28 4-4-0 Cherokee
- No. 29 4-4-0 Seminole
- No. 31 4-6-0 Uriel Crocker
- No. 32 4-6-0 Andrew U. Stout
- No. 33 4-6-0 Issaac Rich

An 1881 roster lists six additional named engines.

- No. 60 4-4-0 George Bulter
- No. 61 4-4-0 E.F. Winslow
- No. 62 4-4-0 Alden Spears
- No. 63 4-4-0 W.L. Frost
- No. 64 4-4-0 A.W. Nickerson
- No. 65 4-4-0 C.W. Rogers



PART 11

The sixth motor car in the Frisco's original order of ten was #2105, purchased from G.E. in August, 1910, and delivered in October, 1911. Car #2105, serial #3716, was identical in appearance and design to its sister car #2100. It was 70'2" long, 10' wide, and weighed 112,800 lbs. 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 standard mahogany paneling with yellow pine floor. It was equipped with twenty-four seats. The baggage-coach combination car had a center vestibule entrance and a rear observation-type platform.

When first placed into service, #2105 was assigned to the ninety-four mile run between Lawton, OK and Quanah, TX, operating as trains #426 northbound and #425 southbound. When the Frisco went into receivership in 1913, #2105 was sold to the Gulf Coast Lines' Iberia, St. Mary, and Eastern Railroad Co. On December 31, 1917, ownership of the car was transferred to the New

Orleans, Texas, and Mexico Railroad Co. When the Missouri Pacific Lines purchased the Gulf Coast Lines in 1926, the car was renumbered M.P. #500. Two years later, December 10, 1928, while undergoing repairs at the M.P.'s Kingsville, TX shops, #500 was destroyed by fire.

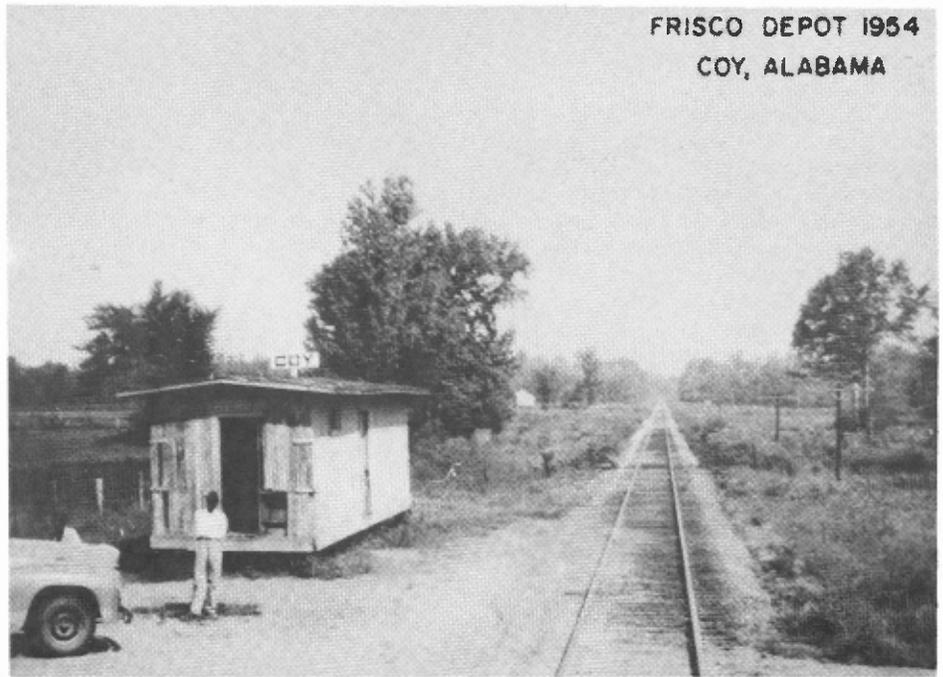
It is at this point that motor car #2105 becomes a mystery. Shortly after the 1913-1916 reorganization of the Frisco was completed, there appeared on the roster a "new" #2105. Where did it come from? There is sufficient evidence to suggest that the replacement #2105 was originally Frisco motor car #2114, serial #3732.

When first delivered to the Frisco in August, 1912, #2114 was assigned to the G.C.L. New Iberia and Northern Railroad Co. After the 1913-1916 reorganization and subsequent purchase of the G.C.L. properties by the Missouri Pacific, the car disappeared. M.P. motor car records do not list a unit with serial #3732. At approximately the same time, two motor cars were assigned to the Frisco controlled Quanah, Acme, and Pacific Railroad, short line between Quanah and Floydada, TX. One was #2113, serial #3731 and the other was a mystery car, possibly #2114, serial #3732. Car #2113 ultimately became a replacement car for Frisco #2107 and later #2110. Car #2114 may possibly have become the replacement for #2105. Whatever its origin, the second #2105 remained in service until it was retired and dismantled in November, 1936.

Down At The Depot

In the "Down At The Depot" feature, December, 1988, it was reported that coach-baggage combination car #184 was recycled for use as the depot at Carmen, OK. While current records do not indicate any other ex-passenger equipment to be called into station service, #184 was by no means the only example of former rolling stock being used for such purposes. At one time or another, over sixty depots along the Frisco line were recycled cars, most of which were retired box cars. They were typically used at locations where the volume of traffic did not warrant the expense of building and maintaining a full sized station. On other occasions, they were used as permanent and/or temporary replacement stations. Such was the case at Sherwin and Turck, KS. When the station at Sherwin was destroyed by fire, two old Missouri Pacific box cars were used as a replacement depot. A similar situation occurred at Turck, KS, with two Frisco cars being put into depot service.

While most locations with box car depots had only one car, as many as ten different locations used multiple units. Two box cars were used at Bucoda, Frisbee, and Diggins in Missouri; Cash and Algoa in Arkansas; Sequoyah, Oklahoma; Howe, Kansas; and Benoit,



FRISCO DEPOT 1954
COY, ALABAMA

H.D. Conner photo

Alabama. Three cars were used in combination at Jerico, Arkansas, and Harvard, Arkansas had a four-car station.

Other stations along the system that used recycled equipment were as follows:

MISSOURI:

Trask, Chapin, Teresita, Macomb, Dunn, Sargent, Sterling, Paulding, Tillipoosa, Micola, Valley Ridge, Redd, Aquilla, Sinsabaugh, Upalika, Green Brier, and Cliquot.

OKLAHOMA:

Waynoka, McWillie, Greene, and Garnett.

ARKANSAS:

Frys Mill, Amagan, Dryden, Pitts, Hubbards, Many Islands, Beasley, James Mill, Boynton, and Manson.

TEXAS:

Marilee.

ALABAMA:

Sipsey Junction, and Coy. 

FRISCO DEPOT CLIQUOT, MO. 1952



Howard Killam photo

The Frisco Family

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "History of The Frisco." This is Part 5 of that broadcast.

"For almost a year work on the road was at a stand still, but in May, 1868, another group of ambitious builders came along and reorganized the road, this time as the Southwest 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. These plans, however, were beset with

difficulties, and in October, 1870, just two and a half years later, the road was forced to convey its franchises and property to another new organization, this time the Atlantic & Pacific Railroad Company. This new company had been incorporated July 27, 1866, by an Act of Congress, and had been given authority to build a railroad from Springfield, MO, to the Pacific Ocean. When this change of ownership took place, the Southwest Pacific Railroad had completed 253 miles of single track line from Franklin (now Pacific, MO) to Peirce City, MO., and had completed grading from Peirce City to Seneca, a distance of 39 miles.

"Pioneer residents along the constructed and projected lines of the railroad were jubilant over the merging together of these two ambitious interests, and must have given many a cheer when the newly organized Atlantic & Pacific redoubled its efforts on the construction. They completed the line from Franklin to Seneca and built an extension from Seneca to Vinita, Indian Territory, 34 miles away.

"The Franklin to Seneca portion of the road was known as the Missouri Division, It fell on hard times and on October 30, 1875, receivers were appointed for it and it was sold at auction on November 2, 1876, to one W.F. Buckley. ☐

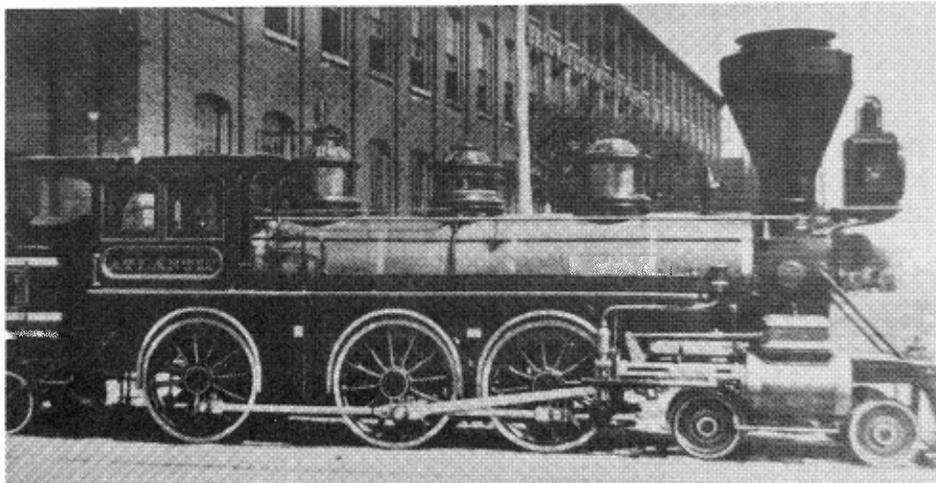
To be continued...

THE WHYTE SYSTEM

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.

This is the second 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.



Frisco photo

The second classification of locomotives in the Whyte System, first put into use around 1847, were the 4-6-0 "Ten Wheeler" class engines. According to an 1876 roster, the first 4-6-0's used on the Frisco were Nos. 21, 22, 31, 32, and 33. Engines 21 and 22 were originally purchased by the South Pacific Railroad Co. in June, 1870. However, they were not delivered until after the South Pacific and Atlantic & Pacific Railroad Co. consolidation in October, 1870. Consequently, they, along with sister engines 31, 32, and 33, were considered ex. A & P units. All five locomotives were built by Baldwin between June and December, 1870. In addition to their numbers, all five engines carried name designations. (see "MAIL CAR" feature, p. 5.)

Before the end of their tenure on the Frisco, these pioneer ten wheelers underwent four number changes, as follows:

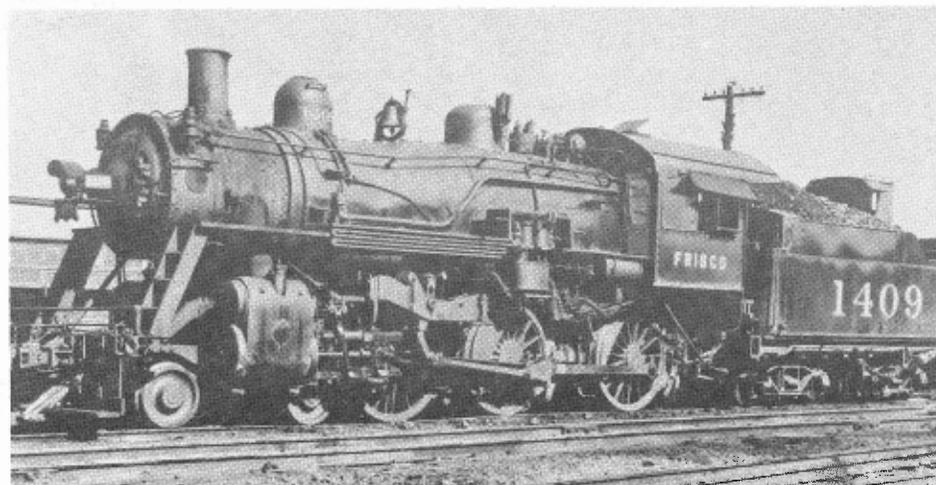
1879 21 & 22	became 35 & 36
31-32-33	became 37-38-39

1885 35-39	became 130-134
1890 130-134	became 655-658, 669

1900 655-658,669	became 2655-2658, 2669
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The last of the original 4-6-0's in service was #2657, ex. 657, ex. 132, ex. 37, ex. 31, scrapped in December, 1914.

During the 1903 renumbering, the Frisco assigned seven class series to its fleet of 430 4-6-0 engines. The series included 400-500-600-700-1100-1400-2600 numbers. Two exceptions were Nos. 74 and 75, both ten wheelers acquired from the Jonesboro, Lake City, and Eastern. According to our records, the last 4-6-0's on the Frisco roster were the 1400 series. The last engine to be retired from service was #1409, dismantled and sold for scrap at Springfield, MO, in November, 1951. ☐



Arthur Johnson photo