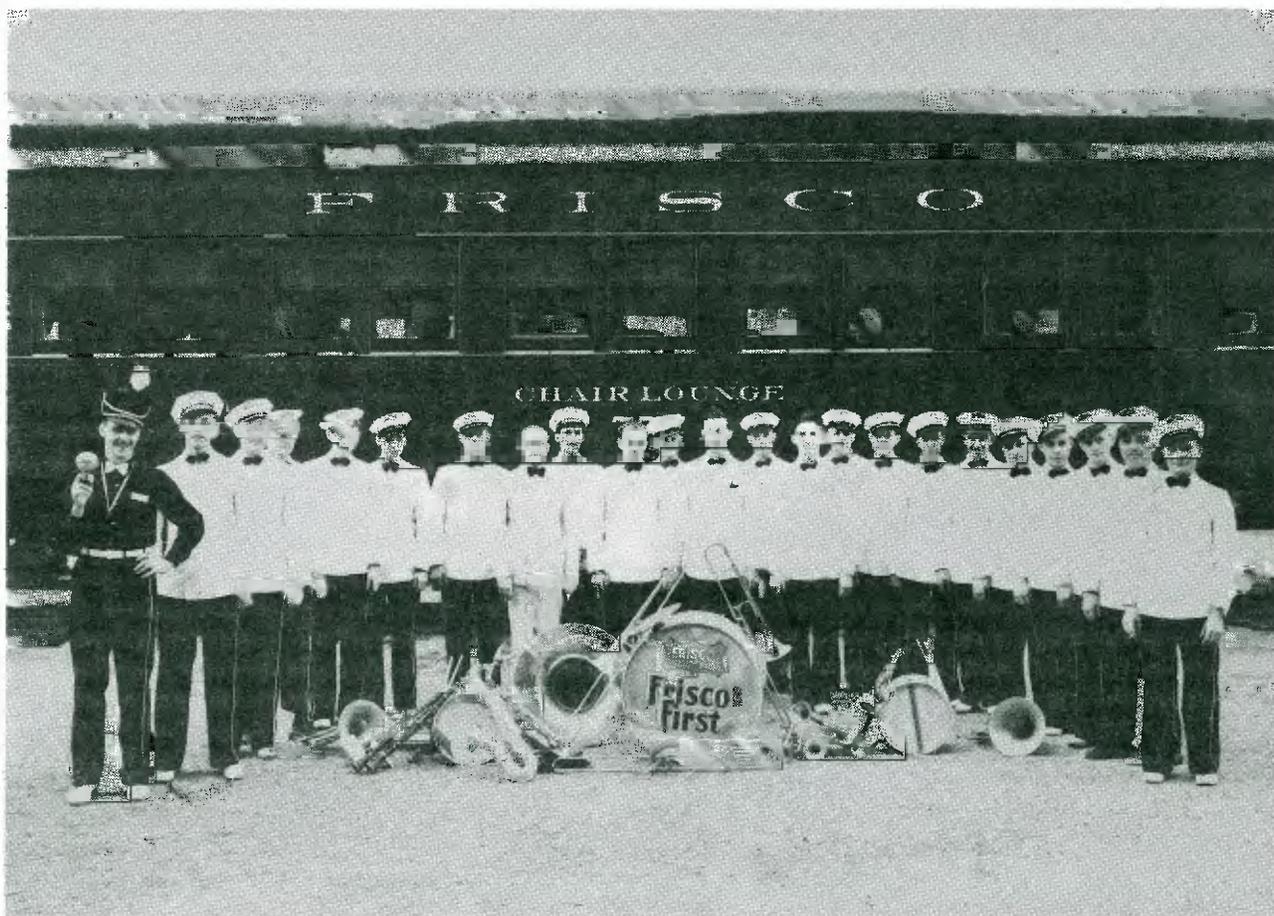


## THE FRISCO



June 5, 1936 Frisco photo

## MECHANICAL DEPARTMENT BAND



# SPECIAL ANNOUNCEMENT

# JOHNSON PHOTO COLLECTION

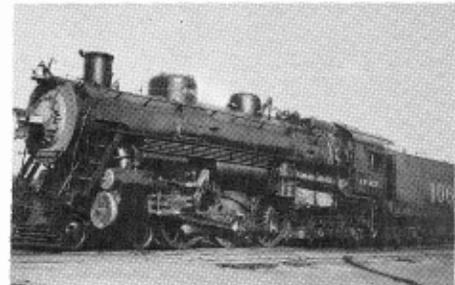
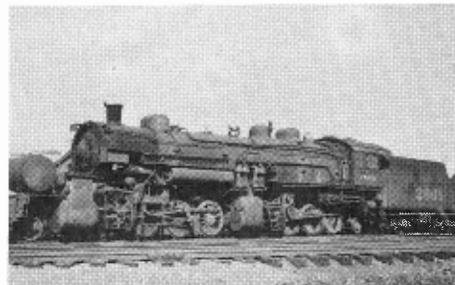
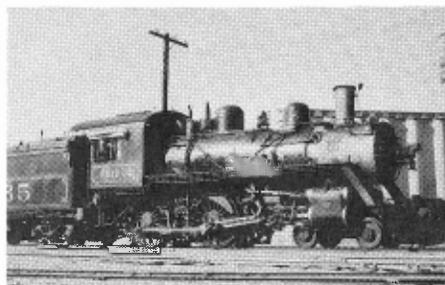
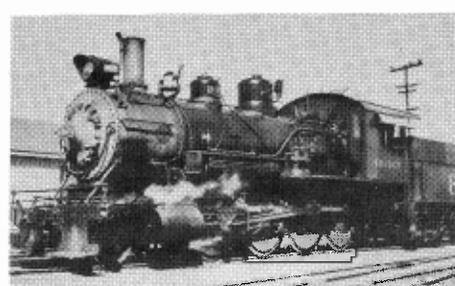
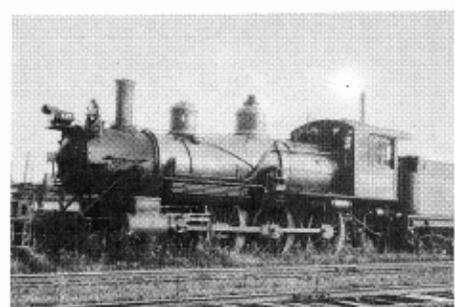
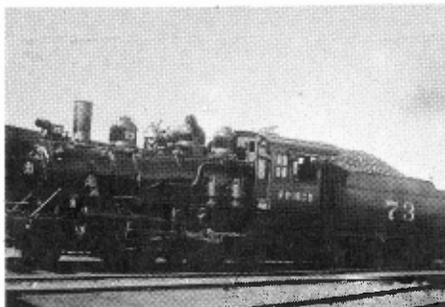
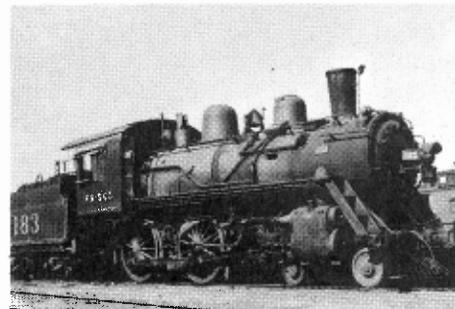
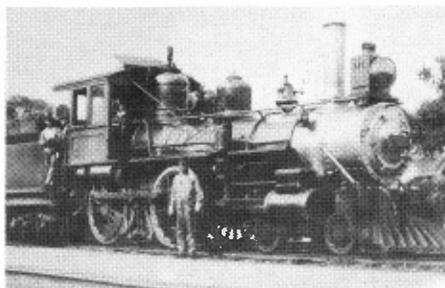
## NOW AVAILABLE

The Officers and Board of Directors are pleased to announce that the museum has been given exclusive marketing rights to the extensive Allen Johnson/Arthur Johnson collection of Frisco photographs.

The collection represents over fifty years of taking and collecting photos of virtually every Frisco steam locomotive, diesel engine, passenger car, and caboose. The collection, numbering in excess of 4,000 photos, also includes many pictures of related equipment and facilities.

After three years of cataloging, indexing, and grading, the steam locomotive list is now available listing over 1,100 photos of Frisco engines in all classes. Each entry on the list includes engine number, class, location and date of photo, builder, date built, and type of shot: roster - action, right - left side.

The 23 page list is now available for \$5.00 and may be purchased from the museum office, P.O. Box 276, Ash Grove, MO 65604. ☐



## IMPACT DEMONSTRATION CAR

Between 1928 and 1930, the Frisco purchased 4,000 steel framed, wood sided, 40' box cars from three companies. Nos. 160000-160999 were built by American Car & Foundry Co. in 1928 and General American Car Co. added Nos. 161000-161499 that same year. The fleet was completed in 1930 with the addition of Nos. 161500-162499 from Pullman Co. and Nos. 162500-163999 from American Car & Foundry. In 1953 and 1954, 780 of the cars were rebuilt with steel sides at the Springfield MO, car shops. One of the series however, was rebuilt into what would become a one-of-a-kind piece of Frisco equipment.

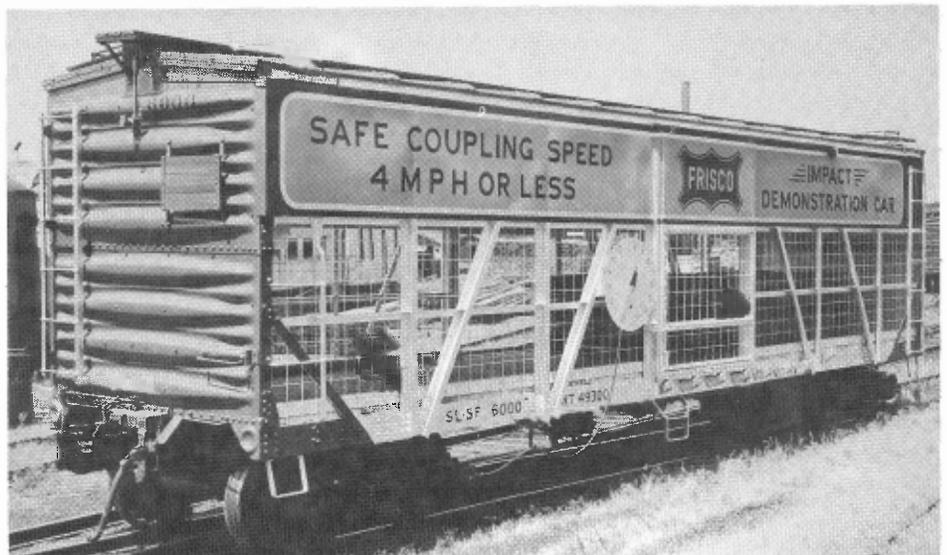
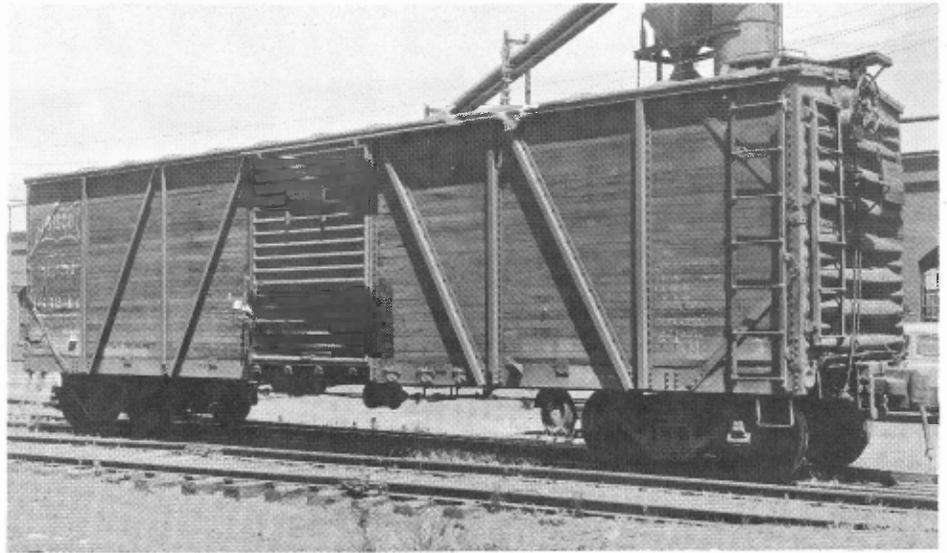
In June, 1954, #163946 was rebuilt as a "speedometer car" or "Impact Demonstration Car," No. 6000. The construction of the car was in conjunction with Frisco's "Perfect Arrival" freight claim reduction program inaugurated in 1953. Between 1954 and the early 1960's, the car was carried throughout the system demonstrating for Frisco employees and shippers the effect various switching speeds would have on twenty-four loaded steel drums, strapped together to form a solid load weight of 12,000 lbs. A locomotive speedometer was attached to the inside axle of the truck on the "A" end of the car with a cable running to a large gauge attached to the side of the car.

There are two kits currently on the market that can work as a starting point for modeling the Impact Demonstration car. One is Walthers 40' outside braced wooden box car kit #932-2100 (\$5.49) and Westerfield makes a nice kit #783-4600 (\$20.95).

The car ends and roof are caboose red (Floquil #270-110020). The frame and grill work on the sides is silver (Floquil #270-110101), and the underframe and trucks are black (Floquil #270-110010). The side panel letter band is orange (Floquil #270-110030) cut lined in white (Floquil 270-110011) with black lettering. The Frisco logo is in red and the speedometer is white with red

numbers and needle. All ladders are silver. The lettering style is close to Railroad Gothic, which is available from Walthers #934-806210. ☐

Special "Speedometer Car"  
Teaches FRISCO Shippers and Employees  
How to Reduce Freight Damage  
Resulting from Switching Impact.



All photos from Frisco files

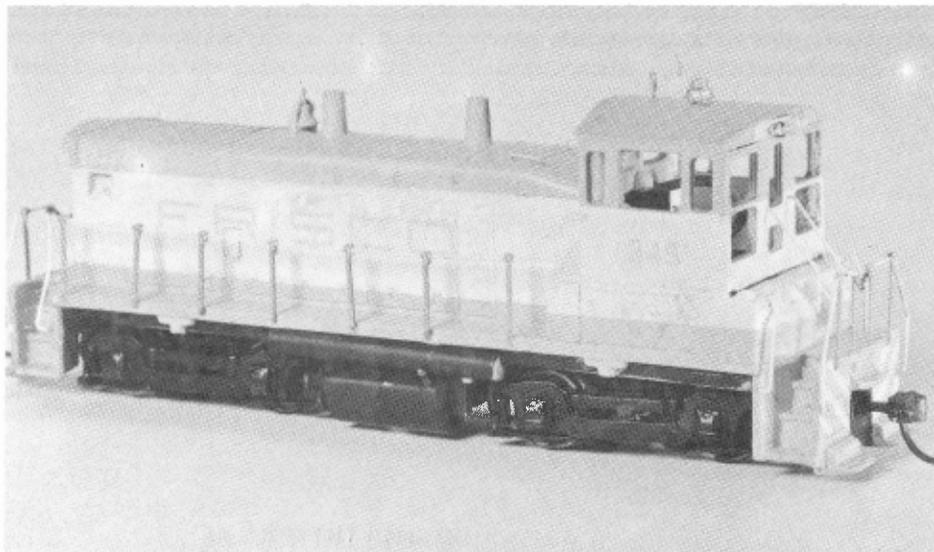


## FRISCO SW1500 SWITCH ENGINE

The Frisco's fleet of SW1500 switch engines began arriving on Frisco property in November, 1968. By January, 1973, forty-six units were in service, Nos. 315-360. All of the engines were in operation at the time of the Frisco-BN merger and were renumbered BN 20-65.

The Frisco SW1500 can be accurately modeled by combining an Athearn powered SW1500 #140-4001 (\$21.50) and one Cary Locomotive Works metal shell #CL-50 (\$15.95). The Athearn body is actually an SW7 rather than the correct SW1500.

To paint the engine use reefer white (Floquil #270-11011) for the white band and handrails. SP Daylight red (Floquil #270-110135) is a close match for the mandarin Orange. NOTE: While the handrails are white, the stanchions are orange. The trucks and underframes are engine black #270-110010. The ends have "V" stripes of orange and white.



R.E. Napper photo



June 22, 1980 Mel Lawrence photo

Accessories include rotary beacon #235-106, antenna #235-157, and bell #235-128 all produced by Detail West Co. Herald King decal set #L-462 will work for all lettering and Walthers #934-702090 decals for the number boards. Good Luck! ☐

## NEW CAR SHOP UP-DATE

In the "NEW CAR SHOP" feature, (ALL ABOARD, July, 1988, p. 4) Frisco 44-ton Switcher, it was stated that the proper yellow coonskin and letters are not available to do the model. Further research has revealed that you can! Use the white letters and coonskin mentioned in the article and purchase a Sanford Sharpie Permanent Marker. Use the marker to go over the white lettering and coonskin. It will

give the correct color of yellow to them and since the body is painted black, it will not show on the surrounding edges. ☐



The MAIL CAR is a regular feature of the ALL ABOARD 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 requests are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: Did the Frisco ever have any heavyweight open-platform observation cars?

ANSWER: Yes. According to our records, the Frisco had thirteen heavyweight, open-platform, cafe-observation cars on its

roster, Nos. 601-606, 608-612, and 619-620. Cars 601-603 were 70' units built by the Pullman Co., Lot #2615, in February, 1901, for use on the Kansas City, Ft. Scott, & Memphis Railroad Co. In July, 1902, Nos. 604-606 were completed by Pullman, Lot #2845, and were also assigned to the KCFS&M. In November, 1903, No. 608 was added to the fleet, built by the American Car & Foundry Co., Lot #2924. It was also a 70' model.

In January, 1908, four additional units were added to the roster of cafe-observation cars. Nos. 609-612 were 72' 6" models built by Pullman, Lot #3544, for the Frisco. These cars featured eleven individual chairs in the lounge section and the dining room had a capacity of twenty-four.

The American Car & Foundry Co. built the last of the cafe-observation cars, Nos. 619-620, in June, 1911, Lot #5980.

According to 1909 records, the cars then in service were assigned to the following trains:

Nos. 5 & 6, "Texas Limited" between Monett, MO and Paris, TX.

Nos. 3 & 4, "The Texan" between St. Louis and Ft. Smith, AR.

Nos. 9 & 10, "Meteor" between St. Louis and Monett, MO.

No. 10, "Meteor" between Oklahoma City and Sapulpa, OK.

No. 413, "Meteor" between Sapulpa and Oklahoma City, OK.

Nos. 7 & 8, "Kansas Express" between Kansas City and Ft. Scott, KS.

Nos. 105 & 106, "Southeastern Limited" between Jonesboro, Ar and Birmingham, AL.

No. 107, "Memphis Limited" and No. 108, "Colorado Limited" between Kansas City and Memphis, TN.

After the 1916 reorganization, the fleet of cafe-observation cars was gradually reduced. The last two units on the roster were Nos. 619 and 620, both dismissed from passenger service in 1937. ☐



DINING CAR SERVICE  
BY FRED HARVEY



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

On April 30, 1964, it was announced that due to declining patronage and increasing deficit operation, sleeping car service on the Kansas City - Florida Special trains 105 and 106 was to be discontinued effective May 14. The all streamlined fleet of sleeper cars assigned to Nos. 105 and 106 included #1451 - "Thomas Hart Benton," #1459 - "Gasconade River," #1460 - "Niangua River," and #1464 - "Neosho River."

## 50 YEARS - 1939

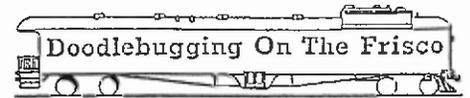
In 1939, nine grade separations were completed, seven state highway crossings were eliminated due to relocation of highways, and thirty grade crossing flash signals were installed as W.P.A. projects, the cost being bore in whole or part by Federal and State governments.

## 75 YEARS - 1914

In 1914, seventeen new depots were constructed including ones at Eureka, MO, Bolivar, MO, Sleeper, MO, Franks, MO, Gibson, MO, Kennett, MO, Caruthersville, MO, Webb City, MO, and Joplin, MO. Additional stations were also built at Hugo, OK, Tulot, AR, Winfield, AL, and Pratt City, AL.

## NEXT MONTH IN THE ALL ABOARD

The Whyte System 2-10-0 "Decapod," Frisco "Sidewinder" Caboose, Guinn, AL, New Frisco model, plus much, more!



## PART 13

In March, 1912, Frisco motor car #2107 arrived in Dallas, TX, for service as trains #7 & #8 on the seventy-six mile run between Dallas and Sherman, TX. Serial #3724, it was number eight in the Frisco's original order of ten G.E. units.

The car was a 70' 8" Baggage-Coach combination with a center vestibule entrance and a non-vestibule closed end. The all steel body was manufactured by Wasson, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-A3 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-six seats, five of which were located to the front of the center entrance. Total seating capacity of the car was fifty-two.

During the 1913-16 Frisco reorganization, #2107 was sold to the Gulf Coast Line's New Orleans, Texas, and Mexico Railroad Co. When the Missouri Pacific purchased the G.C.L. in April, 1926, #2107 was renumbered #501 and remained in operation on the MP until it was dismissed from service on February 12, 1936.

In 1923, a "new" #2107 appeared on the Frisco roster! In August, 1912, motor car #2113, serial #3731, was assigned to service between Quanah and Paducah, TX. One year later, its ownership was transferred to the Quanah, Acme, & Pacific Railroad and it was renumbered #A3. In 1923, the car's ownership was returned to the Frisco and it was renumbered as the second #2107. Four years later, the "new" #2107 car was once again renumbered, this time as replacement for the original #2110, serial #3728, which was sold during the 1913-16 reorganization. Thus, #2113, ex Q.A.&P. #A3, became the replacement car for the original #2107, which in turn became the replacement car for the original #2110!

Car #2113-#A3-#2107-#2110 was removed from service and dismantled at Springfield, MO, in July, 1939. ☐

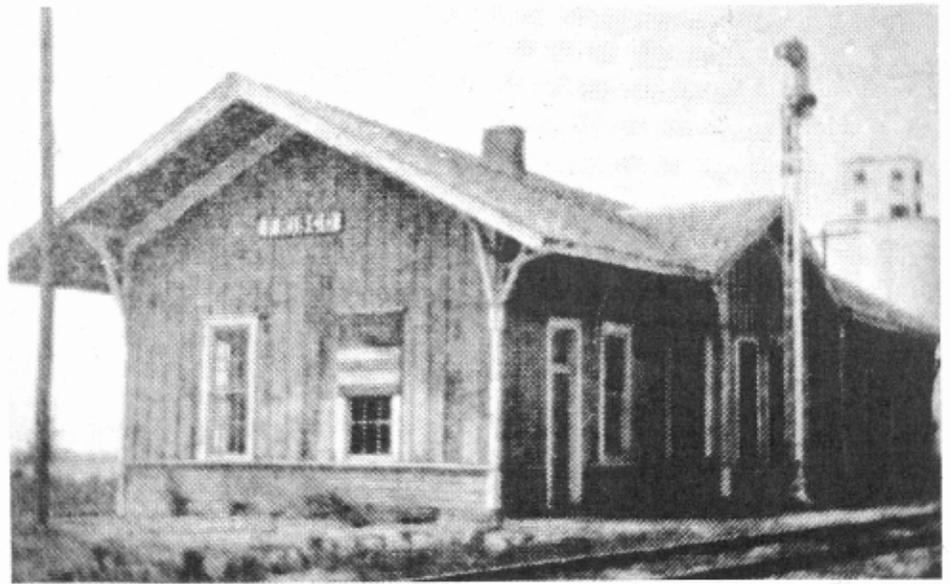
## DOWN AT THE DEPOT

### Frisco, Texas

On February 4, 1901, the Red River, Texas, and Southern Railway Co. was incorporated under the general laws of the State of Texas. The company was organized and controlled by the St. Louis-San Francisco Railway Co. Construction of the fifty-three miles of track from Sherman to Carrollton, TX was supervised, and a part of the work done, by the St.L.-S.F.Ry.Co. The line was placed in service on March 23, 1902. The Red River, Texas, and Southern Co. was one of three "paper railroads" that were consolidated, in 1904, into the St. Louis, San Francisco, and Texas Railway Co. This line operated as a subsidiary company of the Frisco until January, 1964.

During construction of the Red River, Texas, and Southern Co. a water tank was built approximately forty miles south of Sherman. Within less than a year, a town was created that ultimately became Station #686 on the Ft. Worth Subdivision of the Southwestern Division of the Frisco. While many towns across America can trace their early history to that of being a railroad "tank town," Station #686 has a rather unique distinction among other towns along the Frisco Line. It is named Frisco, Texas!

Shortly after the Red River line was placed into service, a wood frame depot was built at Frisco.



1960 From the collection of H.D. Conner

The building was 84'2" long, 24'2" wide and was divided into a large freight-baggage room on the north end, separated from the office and waiting rooms (one white and one negro) on the south end by living quarters for the resident agent. The station was set on a pile head foundation, had a 1/3 pitch gable roof, and box and batten drop siding. The walls were 2x6 and the ceiling heights were 14'2" in the waiting rooms, office, and living space, and 13' open ceiling in the freight-baggage room. Heat was provided by wood stoves and sanitary facilities were outside. The depot had a cinder and gravel platform with no track-side curb.

In 1910, the Frisco depot was served by three daily passenger trains: Nos. 413-414, 109-110,

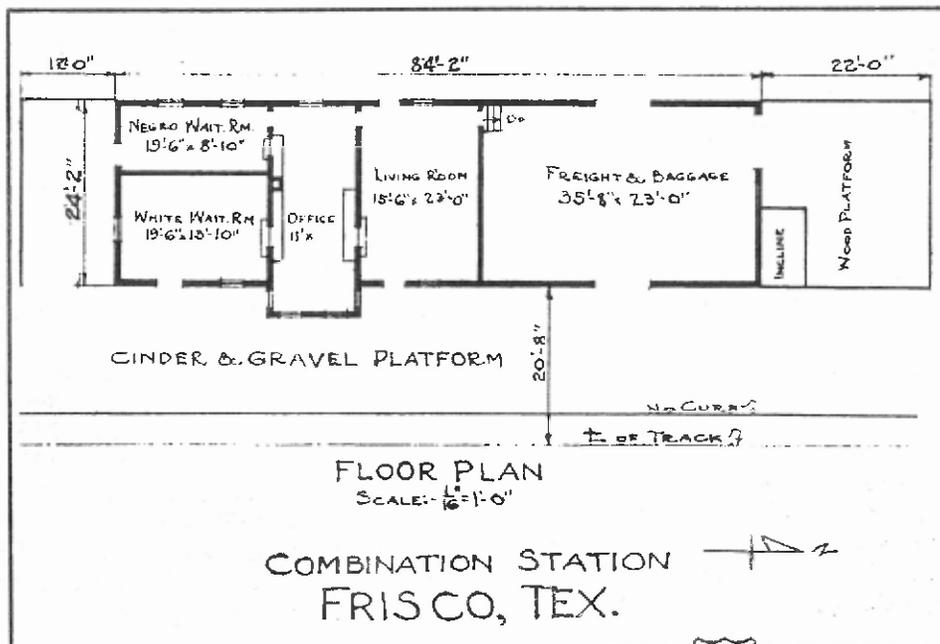
and 17-18. In 1920, service was provided by trains 11-12 and 117-118. When the Frisco went into receivership in 1932, passenger service to Frisco was discontinued and it remained as a "freight only" station for the next five years. In 1937, the "Tulsa-Texan, a joint Frisco-Katy operation, was inaugurated between Tulsa, OK, and Houston, TX, once again providing passenger service to Frisco. On January 23, 1938, the Frisco-Katy "Black Gold" went into operation providing additional service between Tulsa and Houston, and adding a second daily train through Frisco. Between March and July, 1940, the "Tulsa-Texan" was phased out. The "Black-Gold" continued to serve the Frisco station until it made its last run on January 18, 1960.

Although the depot has since been replaced with a smaller metal building, the town of Frisco is still a thriving community of approximately 3,400 citizens. In May, 1975, Frisco caboose #1144 was donated to the community and located in the city hall parking lot for use as a railroad and community museum. □

### THE FRISCO FAMILY

On Friday evening, November 6, 1931, radio station KWKH at Shreveport, LA, broadcast the "HISTORY OF THE FRISCO." This is Part 7 of that broadcast.

"By this time the "Frisco" had reached a point where it was being viewed by other railroads,



with envious eyes, as a lusty infant, and in 1890 the Atchison, Topeka, & Santa Fe Railway Company secured control of it. But the Santa Fe had troubles of its own and a little later, in 1893, they defaulted on their bond interests and the Frisco again entered receivership. Three years later, in June, 1896, the property was bought at public auction by a purchasing committee and turned over to the then newly organized St. Louis & San Francisco Railroad Company. At that time the line consisted of 990 miles of fairly well conditioned track, and with the acquisition, in December, 1897, of the Central Division of the Atlantic & Pacific, the owned mileage increased to the grand total of 1,218 miles. Construction had not ceased, and in 1889 the road completed its line between Kansas City and Springfield, MO, via Clinton. This construction was the occasion of great jubilation in western Missouri, for it marked the final linking up of several sections of this line which had been under construction since 1884. The year of 1889 was another important one in the history of the Frisco's line, when the road from Tulsa to Oklahoma City was opened.

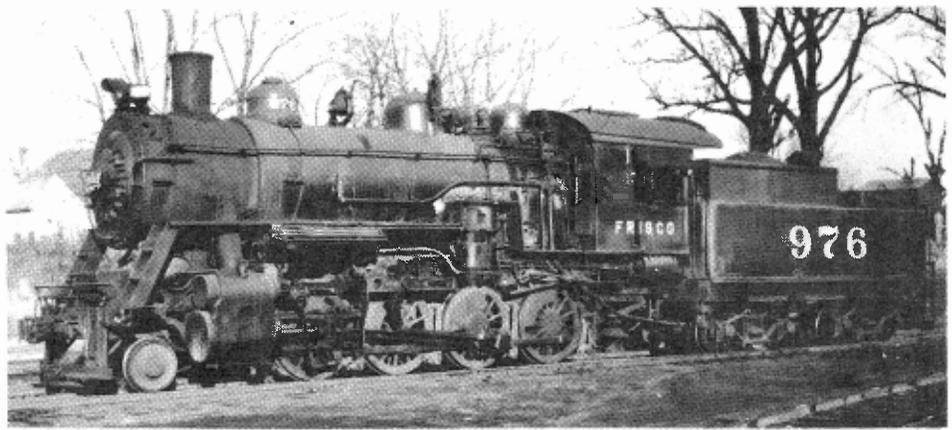
"Two years later, in March, 1900, construction of the line from Sapulpa, OK to Denison, TX, 198 miles away, was begun and rushed through to completion in March, 1901. This was a fortunate move, for oil fields, adjacent to the line, began to be developed shortly after it was built, and petroleum and its products furnished a large part of the tonnage then. They still do for that matter, as will be told you a little later." ☐

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.

This is the fourth in a series of articles profiling the engine types of the Whyte system that were in service on the Frisco.

The fourth classification of locomotives in the Whyte system was the 2-8-0, first designed and ordered in 1866 by the Lehigh Valley System Railroad. Because the company was the end result of the consolidation of many smaller railroads, the new 2-8-0 engines were named the "Consolidation" type.

According to our records, the first 2-8-0's on the Frisco roster were Nos. 66-71, built by the Baldwin Locomotive Works between January and November, 1881. Engines 66-68 cost \$10,820.00 each and Nos. 60-71 were built for \$10,120.00. The latter units were priced less because some of the driving wheels were built without flanges.

By 1884, eighteen additional engines had been added to the roster, Nos. 72-89, with ten built by Baldwin, four by Rogers, and the remaining four from Cooke in June and July, 1884. In 1885, Nos. 66-89 were renumbered 266-289.

By the end of 1900, the Frisco fleet of 2-8-0's included sixty engines. The original series of 200 class engines were renumbered to the 700 class, Nos. 700-737. Eighteen 800 class locomotives, Nos. 801-818, were on the roster, built by Dickson, and six 900 class engines, Nos. 950-955 were in service, built by Pittsburg.

November 29, 1947  
Allen/Arthur Johnson collection

When the 1903 renumbering scheme was completed there were eighty-nine 2-8-0's on the roster. The 700 class were once again renumbered, this time to the 2700 class, Nos. 2700-2737. Seventeen additional 800 class engines were in service, Nos. 819-835, and ten new 900 class units were on the roster, Nos. 956-965.

Additional Consolidations were gradually added to the fleet including Nos. 970-989 in 1906 and 1907, Nos. 1200-1299 from 1907 to 1910, and Nos. 1300-1345 between 1910 and 1912. Two additional 2-8-0's, Nos. 76 and 77, were acquired in 1925 with the purchase of the Jonesboro, Lake City, & Eastern Railroad. Of the total 210 Consolidations on the Frisco roster, 166 were built for the Frisco and forty-four were acquired second-hand.

The original six 2-8-0's, Nos. 2700-2705, ex 700-705, ex 266-271, ex 66-71, were scrapped between 1914 and 1916. One exception was No. 2702-702-268-68, which survived until June 17, 1922. The last 800 class was No. 850, dismissed from service in November, 1946, at Joplin, MO. The final 900 series on the roster was No. 984, dismantled at Springfield, MO, in September, 1951. The final survivor honors in the 1200 class 2-8-0's is shared by fifteen engines, all sold for scrap in March, 1952. They included Nos. 1244, 1248, 1255, 1258, 1273, 1275, 1276, 1282, 1289, 1290, 1291, 1292, 1296, 1298, and 1299.

The last 1300 locomotive in service operating as a 2-8-0 was No. 1355, dismissed from the roster on April 23, 1952. ☐