



# All Aboard



JUNE-JULY

1990

## RIVER



### ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

RIVER AND CAPE DIVISION.

# 33

## TIME TABLE No. 33.

TO TAKE EFFECT SUNDAY, AUGUST 5, 1917,

AT 12.01 O'CLOCK A. M.

SUPERSEDING SUPPLEMENT B TO TIME TABLE NO. 32, DATED JULY 1, 1917.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

THE RAILROAD RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

"Central" Standard Time is used.



# 33

E. D. LEVY,

First Vice-President and General Manager,  
ST. LOUIS, MO.

R. F. CARR,

Assistant General Manager,  
SPRINGFIELD, MO.

J. H. DOGGRELL,

Superintendent Transportation,  
SPRINGFIELD, MO.

J. E. HUTCHISON,

General Superintendent,  
SPRINGFIELD, MO.

C. H. CLAIBORNE,

Superintendent,  
CHAPPEE, MO.

# DIVISION

# FRISCO All Aboard FRISCO

VOLUME 5

June-July, 1990

NUMBER 1

## FEATURES

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This is the first in a year-long series that will profile the history and operations of the Frisco River Division.
- Modeling Firefly Locomotives..... 10**  
Frisco Folk Karl Brand provides us with our first full-length modeling article as he guides us through modeling Frisco's Firefly Locomotives.
- Down At The Depot..... 15**  
Mingo, MO, on the River Division, is the featured station in this issue.
- Doodlebugging on the Frisco..... 18**  
This is number twenty-four in our series of articles profiling the history of Frisco's fleet of Motor Cars. Nos. 2122-2126 are on track in this issue.

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## ABOUT THE COVER

Our reproduction of a 1917 Employees Timetable cover heralds the beginning of our year-long series profiling the history and operations of the Frisco River Division.

THE  
**FRISCO**  
RAILROAD MUSEUM, INC.

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Tuesday thru Saturday  
10:00 a.m. to 5:00 p.m.

#### MUSEUM OFFICE

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The ALL ABOARD is published bi-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. The Museum offices are located at 118 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO 65604. All material in the ALL ABOARD is copyrighted by The Frisco Railroad Museum Inc. and may not be reproduced or duplicated in any manner or form 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

**FRISCO**

RAILROAD MUSEUM, INC.

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



# HOUSTON HOUSE

NEWBURG, MISSOURI

OFFICIAL RAILROAD CENTER  
for FORT LEONARD WOOD, MISSOURI



Placemat from Houston House  
Newburg, MO circa. 1944

YOU ARE WELCOME TO TAKE THIS PLACE MAT WITH YOU AS A SOUVENIR



# RIVER DIVISION



## INTRODUCTION

The Frisco's mainline and secondary lines, which paralleled the Mississippi River south of St. Louis and criss-crossed the agricultural region of Southeast Missouri and Northeast Arkansas, provide a challenging topic for the railroad historian, rail fan, and model railroader. Spawned by the hardwood logging of the region, the system of light rails relied on cotton production for its revenues. The system prospered before and after the turn of the century but deteriorated with the agricultural depression of the 20's and the Great Depression of the 30's. Revived briefly in World War II, the system is largely abandoned or completely eradicated today.

The area is generally flat, occasionally swampy, and the industry was agricultural with an abundance of cotton gins and compresses, feed and grain elevators, saw mills, and a wide variety of facilities for unloading general merchandise and agricultural equipment.

With the exception of the 124 miles from Southeast Junction, seven miles south of St., Louis, to Cape Girardeau, the geographic region of the River Division was made up in large part of Southeast Missouri. This region of Missouri is called the "Bootheel" because of the appearance of a boot heel given by the southern boundary with Arkansas. When Missouri was to be admitted into the union residents in an area near the Mississippi River which, at the time comprised an approximate forty by forty mile section of the northeast corner of Arkansas territory, petitioned the Federal Government to be included in the new state. The balance of the River Division was located in northeast Arkansas south and southwest of the "Bootheel."

The topography of the area is generally flat, though the Hoxie Sub-Division parallels the eastern edge of the Ozarks in large part. Much of the trackage of the River Division, particularly in the southern portion, traverse a region marked by the cataclysmic New Madrid earthquake of December, 1811. These series of shocks, the most dramatic known in the United States, literally caused the land to rise and fall, forming waves in the surface of the land, leveling hills, daming rivers and streams, and creating lakes. The region was forever scared by this upheaval. What previously was land gradually sloping toward the Mississippi River became a series of swamps and dry rises or islands to be called the "Sunk Lands." It was to be a hundred years before engineering skills and powered equipment could begin the drainage of the rich alluvial land left under water or unuseable. Fortunately for the immigrants to the region and for the railroad builders the New Madrid earthquake left inperceptable ridges of higher land, generally running north and south. Railroad builders had to cope with the "Sunk Lands," but could frequently employ the better drained ridges.\*

\*Excerpts used with permission from "The Bootheel Lines" written by Frisco Folk Martin Lofton.

J. M. Kurn and Frank A. Thompson, Trustees,  
**St. Louis-San Francisco Railway  
Company**

**RIVER DIVISION**

Supplement B to

**TIME TABLE**

**No. 33**

To Take Effect Sunday,  
**November 28, 1943**

## LOCATION

Following the lease of the Butler County Railroad in August, 1927, the tracks comprising the River Division were basically arranged according to three main lines and a somewhat complex assortment of branch and connecting lines. The primary main line ran north and south from Southeastern Junction, MO, to Turrell, AR, where it joined with the Southern Division. This line was divided into two Sub-Divisions: St. Louis Sub from Southeastern Jct. to Chaffee, MO, and the Chaffee Sub from Chaffee to Turrell, AR.

A secondary north/south main line started at Cape Girardeau, MO and terminated at Leachville, AR. This line was designated as the Leachville Sub-Division and, including its branch lines, was the largest sub-division on the River Division.

A third main line ran southwest from Nash, MO, to Hoxie, AR, where it made connections with the Southern Division. This was the Hoxie Sub-Division.

There were nine branch and connecting lines, as follows:

### Hunter Branch - Hoxie Sub:

This line ran east and west from Puxico, MO to Hunter, MO, connecting with the Current River Branch, Willow Springs Sub, Southern Division, at Grandin, MO.

**Caruthersville Branch - Leachville Sub:** This line ran east and west from Kennett, MO to Grassy Bayou.

**Deering Branch - Leachville Sub:** This line ran north and south from Tallpoosa, MO to Deering Junction, MO.

**Malden Branch - Leachville Sub:** This line ran north and south from Malden, MO to Clarkton, MO.

**Campbell Branch - Leachville Sub:**  
This line ran east and west from Vanduser, MO to Aquilla, MO, then south to Gibson, MO.

**Bloomfield Branch - Leachville Sub:**  
This line ran northwest to southeast from Zalma, MO to Bloomfield, MO.

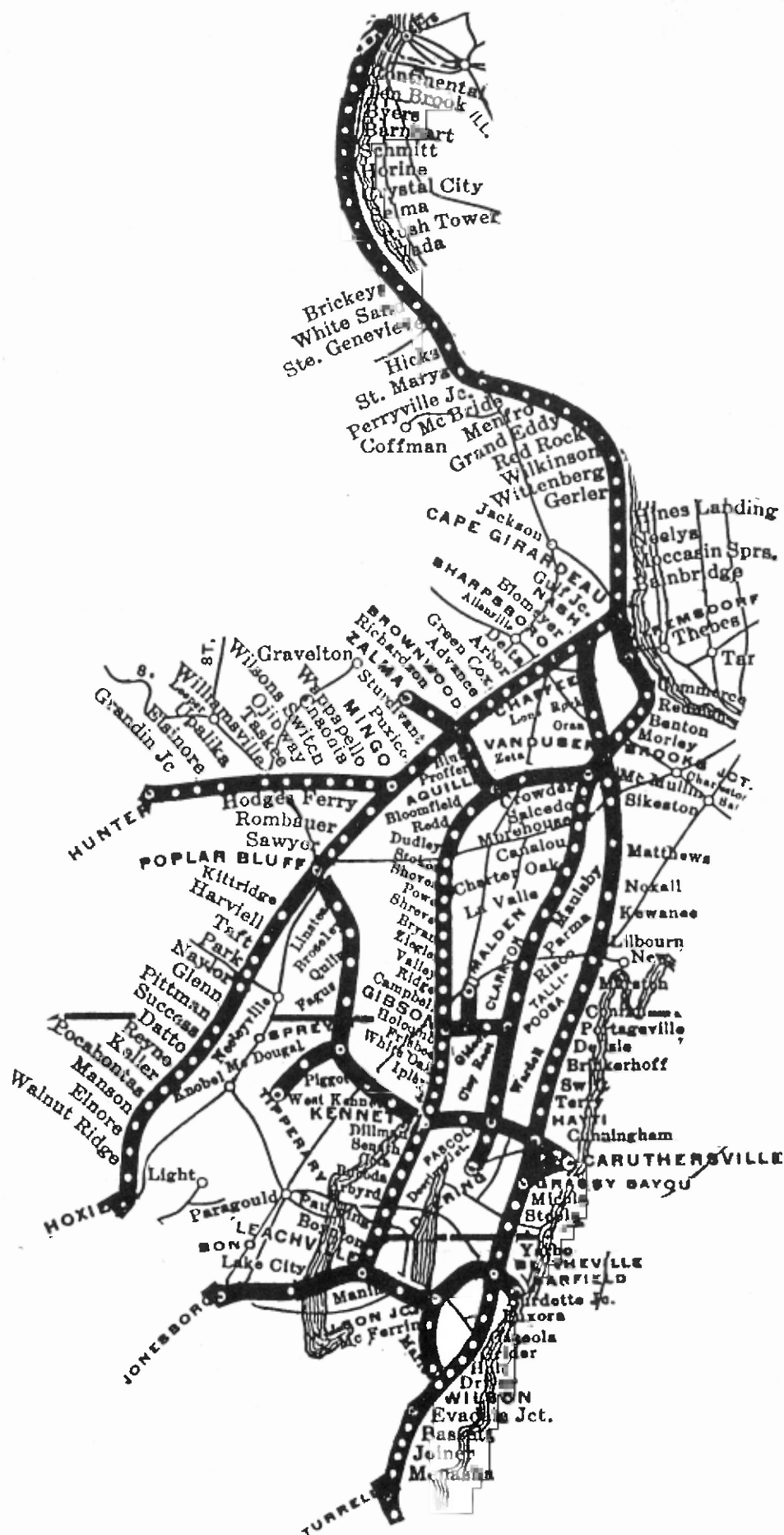
**Piggot Branch - Leachville Sub:**  
This line was the former Butler County Railroad and it ran from Poplar Bluff, MO to Kennett, MO with a branch from Ospery Junction, to Tipperary, AR.

With the lease acquisition of the Jonesboro, Lake City, & Eastern Railroad in November, 1925, the Jonesboro Sub-Division was created running east and west from Barfield, MO to Jonesboro, AR, thus making a third connection with the Southern Division main line. The Jonesboro Sub included the Wilson Branch from Wilson Junction, southeast to Wilson, AR.

## HISTORY

When it comes to identifying a specific beginning point-in-time for the River Division, there are a number of choices available, depending on one's perspective. If the date of incorporation of the first predecessor railroad company is your choice, then the River Division began in 1859 when the Pilot Knob, Cape Girardeau, & Belmont Railroad Co. was incorporated. If you consider the genesis of the division to be the date the first roadbed was graded, then it is 1878 when the Cape Girardeau and State Line Railroad Co. graded approximately forty miles of roadbed from Cape Girardeau southwest to Idlewild, MO, on the top end of the Hoxie Sub. If the laying of the first track in the region constitutes its official beginning, then the date is 1879 when the Crystal City Railroad Co. built three miles of narrow gauge railroad from Crystal Station, MO to Crystal City, MO.

Other possibilities might include: 1904, when the first listing of any River Division lines were included in the OFFICIAL LIST OF OFFICERS, STATIONS, AGENTS, ETC. of the ST. LOUIS -



**SAN FRANCISCO RAILWAY CO.;** 1905, when the lines were first officially designated the "River (and Cape) Divisions;" 1907, when the bulk of the River Division lines (666 miles) were acquired by the Frisco with the purchase of the St. Louis, Memphis, & Southeastern Railroad Co.; 1926, when the lines were first officially called the "River Division;" 1927, when the last major lease/purchase acquisitions of lines in the area were made.

Typical of early railroad development, the River Division was created by the construction, purchase, and/or lease of a number of predecessor lines, as follows:

#### **St. Louis, Memphis & Southeastern Railroad Co.**

The St. Louis, Memphis, & Southeastern Railroad Co. was incorporated on January 8, 1902. Corporate control of the company was assumed by the Frisco on November 1, 1902, and by 1904, the company had constructed 124 miles of main line track between Southeastern Junction to Cape Girardeau, MO, forty-six miles from Nash to Lilburn, MO, and sixteen miles between Hayti and Grassy Bayou, MO. When the company's properties and franchises were officially sold to the Frisco on July 19, 1907, it had acquired through construction, consolidation, and/or purchase 666 miles of track making it the largest of the River Division predecessor lines.

The St. Louis, Memphis, & Southeastern Railroad was created with the consolidation of eleven individual lines, as follows:

#### **Cape Girardeau & Northern Railroad Co.**

The Cape Girardeau & Northern Railroad Co. was incorporated on November 12, 1901 for the purpose of building a line south from Crystal City, MO to Cape Girardeau, MO. Before any construction could take place, the company was sold, on January 9, 1902, to the St. Louis, Memphis, & Southeastern Railroad Co. who eventually completed the

originally proposed line.

#### **Crystal City Railway Co.**

The Crystal City Railway Co. was incorporated on November 4, 1878 and was organized and controlled by the Crystal Plate Glass Co. which later became a part of the Pittsburg Plate Glass Co. In 1879, the company built a three mile narrow gauge railroad from Crystal Station to Crystal City, MO. In 1880, the line was converted to standard gauge.

#### **Crystal Railway Co.**

Because the charter of the Crystal City Railway Co. did not authorize it to operate a standard gauge railroad, the Crystal Railway Co. was incorporated November 27, 1880, by the Crystal Plate Glass Co. On January 5, 1881, the required transfer of ownership was completed. On May 1, 1902, the line was sold to the St. Louis, Memphis, & Southeastern Railroad Co.

#### **St. Louis & Memphis Railway Company**

The St. Louis & Memphis Railway Co. was the end result of the September 17, 1901, consolidation of the St. Louis & Memphis Railroad Co., the St. Louis, Caruthersville, & Memphis Railroad Co. of Arkansas, the St. Louis, Caruthersville, & Memphis Railroad Co. of Missouri, and the Memphis & St. Louis Railway Co. On March 1, 1902, it was sold to the St. Louis, Memphis, & Southeastern Railroad Co. At that time it operated seventy-four miles of track

comprised of the consolidated lines and twelve miles of constructed track between Blytheville and Luxora, AR.

#### **St. Louis & Memphis Railroad Co.**

The St. Louis & Memphis Railroad Co. was incorporated on February 7, 1889. During that year it constructed thirteen miles of track between Lilburn, south to Portageville, MO.

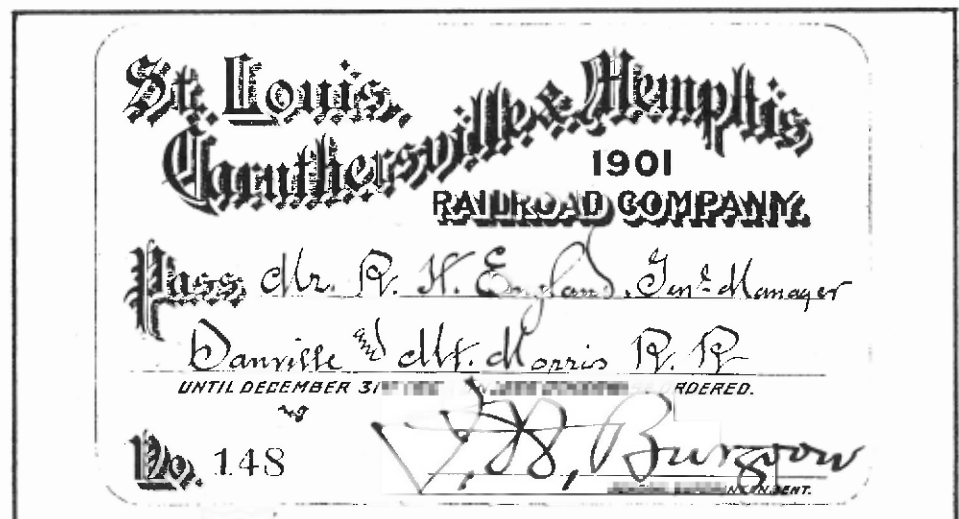
#### **St. Louis, Caruthersville, & Memphis Railroad Co.**

The St. Louis, Caruthersville, & Memphis Railroad Co. was incorporated in Missouri on July 23, 1897 and in Arkansas on April 19, 1899. By 1901, the two related companies had completed twenty-seven miles of track from Caruthersville, MO, south to Blytheville, AR.

#### **The Memphis & St. Louis Railroad Co.**

The Memphis & St. Louis Railroad Co. was incorporated on May 19, 1899. Between June of that year and June, 1900, the company constructed about 22 miles of track south from Portageville, MO to Caruthersville, MO.

Between 1881 and 1901, a series of railroads were organized, purchased, constructed, and/or otherwise controlled by Louis B. Houck, a lawyer and entrepreneur from Cape Girardeau, MO. His first venture into the railroad business



was the St. Louis, Cape Girardeau, & Ft. Smith Railroad Co.

**St. Louis, Cape  
Girardeau, & Ft. Smith  
Railway Co.**

The St. Louis, Cape Girardeau, & Ft. Smith Railway Co. was incorporated August 10, 1880, under the name of the Cape Girardeau Railway Co. On November 28, 1881, the name of the company was changed to the Cape Girardeau Southwestern Railway Co., and ten years later, on June 3, 1891, it was again changed, this time to the St. Louis, Cape Girardeau, & Ft. Smith Railway Co. Between 1880 and 1890, the company constructed ten miles of track between Cape Girardeau and Nash, MO thirty-nine miles from Nash to Mingo, and completed forty-five miles of line between Mingo and Hunter, MO, where it made connections with the Current River Railroad. This line was built along the original roadbed that had been graded by the Cape Girardeau and State Line Railroad in 1878. On May 3, 1899, the company was sold to the Southern Missouri and Arkansas Railroad Co. who, on February 1, 1902, sold the line to the St. Louis, Memphis, & Southeastern Railroad Co.

**Southern Missouri &  
Arkansas Railroad Co.**

The Southern Missouri & Arkansas Railroad Co. was incorporated in Missouri on May 3, 1899 and in Arkansas on July 2, 1901. Between 1901 and 1903, the company constructed sixty-one miles of track from Hodges Ferry, MO, southwest to Pocahontas. On February 1, 1902, the company was sold to the St. Louis, Memphis, & Southeastern Railroad Co.

**Arkansas Railroad Co.**

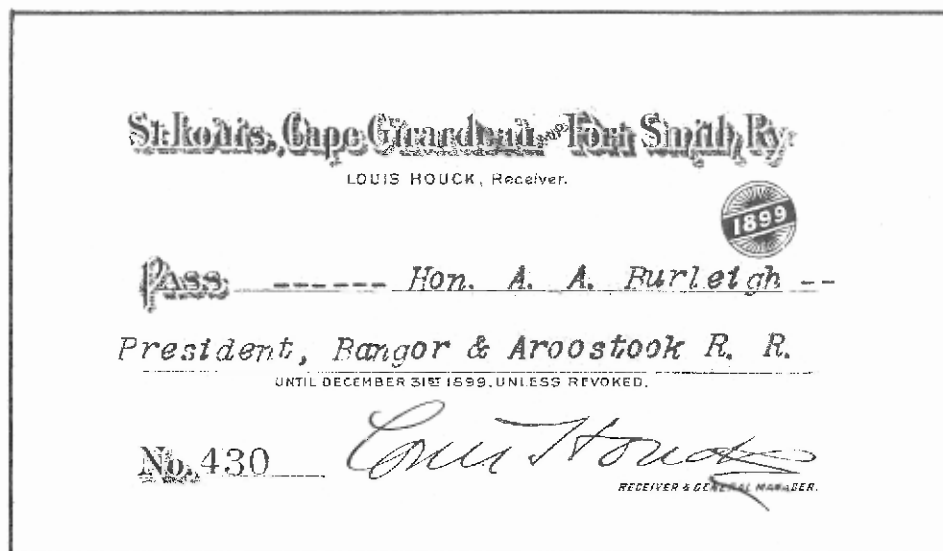
The Arkansas Railroad Co. was incorporated on April 18, 1901 for the purpose of building a six mile line between Mingo and Hodges Ferry, MO. Once the line was completed, the company was sold to the Southern Missouri &

Arkansas Railroad Co. on July 29, 1901.

**Hoxie, Pocahontas, &  
Northern Railroad Co.**

The Hoxie, Pocahontas, & Northern Railroad Co. was incorporated on May 21, 1896. By the end of 1897, the company had constructed fifteen miles of track between Pocahontas and Hoxie. On December 23, 1901, the line was sold to the Southern Missouri & Arkansas Railroad Co.

of Cape Girardeau, MO and the syndicate managers. The primary purpose of the company was the purchase and consolidation of eleven small railroads in southeast Missouri and an unincorporated railroad in Arkansas, all controlled by Houck. These lines were added to and additional fifty-three miles of track constructed by various forces of the Gulf company, as follows:



Between 1886 and 1901, Houck organized, purchased, and/or otherwise controlled a series of twelve small railroads that, in 1902, were consolidated into the St. Louis & Gulf Railway Co. which, in 1904, was acquired by the Frisco thus adding approximately 257 additional miles of track to the River Division. According to John F. Jones, a River Division historian and museum Frisco Folk, "Houck formed the Gulf company and arranged for its sale to the Frisco in an attempt to prevent the Jay Gould controlled Iron Mountain and St. Louis Southwestern lines from gaining a monopoly in the region."

**St. Louis & Gulf  
Railway Co.**

The St. Louis & Gulf Railroad Co. was incorporated on April 18, 1902. It was organized and initially controlled by a body known as the St. Louis and Gulf Syndicate and was formed as the result of an agreement dated April 1, 1902 between Louis Houck

Vanduser, MO to Zeta, MO, eleven miles. Bloomfield, MO to Caligoa Junction, MO., thirty-five miles. Clarkton, MO to Malden, MO, seven miles.

On March 1903, corporate control of the St. Louis & Gulf Railroad passed from the syndicate to the St. Louis and San Francisco Railroad Co. and on June 1, 1904, the Frisco conveyed the property, rights and franchises to the St. Louis, Memphis, & Southeastern Railroad Co., who in turn sold their property, rights, and franchises back to the Frisco on July 19, 1907. The individual lines comprising the St. Louis & Gulf Railroad are listed as follows, according to date of incorporation.

**Brownwood & Northwestern  
Railway Co.**

The Brownwood & Northwestern Railway Co. was incorporated on August 27, 1886. It built and operated eight miles of track from Brownwood to

Zalma, MO until 1898 when it was sold to the Cape Girardeau, Bloomfield, & Southern Railway Co.

**Cape Girardeau,  
Bloomfield, & Southern  
Railway Co.**

The Cape Girardeau, Bloomfield, & Southern Railway Co. was incorporated on January 13, 1887 by Louis B. Houck. The company constructed twenty-five miles of track from Zalma southeast to Aquilla, MO. On March 26, 1903, the company was sold to the St. Louis & Gulf Railway Co.

**St. Louis, Kennett, &  
Southern Railroad Co.**

The St. Louis, Kennett, & Southern Railroad Co. was incorporated on March 17, 1890 by Louis B. Houck. The company constructed and operated eighteen miles of track between Campbell and Kennett, MO, and a four mile branch between Kennett and West Kennett, where connections were made with the Butler County Railroad. On April 22, 1895, the company consolidated with the Pemiscot Railroad Co. to form a new St. Louis, Kennett, & Southern Railroad Co. which in turn, on April 29, 1902, was sold to the St. Louis & Gulf Railroad Co.

**Missouri Southeastern  
Railway Co.**

The Missouri Southeastern Railway Co. was incorporated on December 1, 1891. The company built six miles of line from Bloomfield, east through Aquilla, to Zeta, MO. On October 28, 1898, it was sold to the Cape Girardeau, Bloomfield, & Southern Railway Co.

**Pemiscot Railroad Co.**

The Pemiscot Railroad Co. was incorporated on February 15, 1892 by Louis B. Houck and by 1895, had completed about twenty-five miles of track between Kennett and Hayti, MO. On April 22, 1895, the company consolidated with the St. Louis, Kennett, & Southern Railroad Co. to form a new

---

**Pemiscot Railroad Company**

TO

**Union Trust Company**  
Of St. Louis

---

**MORTGAGE**

*Dated, October 1st, 1894*

---

company by the same name, which in turn was sold to the St. Louis & Gulf Railroad Co. on April 29, 1902.

**Houck's Missouri &  
Arkansas Railroad Co.**

The Houck's Missouri & Arkansas Railroad Co. was incorporated April 19, 1893 by Louis B. Houck. By 1901, the company had in operation about twenty-four miles of track from Gulf Junction south to Morley, MO. On April 29, 1902 the line was sold to the St. Louis & Gulf Railroad Co.

**Kennett & Osceola  
Railroad Co.**

The Kennett & Osceola Railroad Co. was incorporated on December 28, 1896 by Louis B. Houck and built twenty-one miles of track between Kennett, MO and the Missouri Arkansas State line. On April 29, 1902, the line was sold to the St. Louis & Gulf Railroad Co.

**Morley & Morehouse  
Railroad Co.**

The Morley & Morehouse Railroad Co. was incorporated on May 28, 1897, by Louis B. Houck and by the end of 1898 the company had in operation sixteen miles of track between Morley and Morehouse, MO. On April 29, 1902, the company was sold to the St. Louis & Memphis Railroad Co.

**The St. Francois Valley  
Railroad Co.**

The St. Francois Valley Railroad Co. was incorporated on May 31, 1898 by Louis B. Houck to construct nine miles of track from Caligoa, south to Campbell, MO. On April 29, 1902, the company was sold to the St. Louis & Gulf Railroad Co.

**St. Louis, Morehouse, &  
Southern Railroad Co.**

The St. Louis, Morehouse, & Southern Railroad Co. was incorporated on June 17, 1899 and was organized and initially controlled by the Himmelberger-Luce Land & Lumber Co. On August 31, 1900, it was sold to Houck who completed construction of forty-three miles of track between Morehouse and Pascola, MO. On March 4, 1904, the company was sold to the St. Louis & Gulf Railway Co.

**Pemiscot Southern  
Railroad Co.**

The Pemiscot Southern Railroad Co. was incorporated by Houck on September 29, 1900 for the purpose of building six miles of track from Pascola south to Deering, Junction, MO. On April 29, 1902, the line was sold to the St. Louis & Gulf Railroad Co.

**Clarkton Branch St.  
Louis, Kennett, &  
Southern Railroad Co.**

The Clarkton Branch St. Louis, Kennett, & Southern Railroad Co. was incorporated by Houck on August 6, 1901, and by April 29, 1902 when it was sold to the St. Louis & Gulf Line, the company had completed thirteen miles of track between Gibson and Tallipoosa, MO.

The history of River Division predecessor lines will be completed with mention of five additional lines, as follows:

**Deckerville, Osceola, &  
Northern Railroad Co.**

The Deckerville, Osceola, & Northern Railroad Co. was

incorporated September 29, 1897. By 1900, the company had completed a line from Luxora, to a connection with the Southern Division at Deckerville, AR., through Evadale Junction. The portion of the line from Evadale Jct. to Deckerville was abandoned in 1934. On October 5, 1901, the company was sold to the Kansas City, Ft. Scott, & Memphis Railway Co. which, on September 1, 1928, became an operational part of the Frisco System.

#### Kansas City, Ft. Scott, & Memphis Railway Co.

While they were the primary predecessor line of the Southern Division, the Kansas City, Ft. Scott, & Memphis Railway Co., incorporated on June 14, 1901, did contribute seventeen miles of track to the River Division. In 1904, the company completed a connection with the Southern Division between Turrell and Evadale Junction.

The last chapter of River Division acquisitions occurred in 1925 and 1927 with the lease and subsequent purchase of the Jonesboro, Lake City, & Eastern Railroad Co. and the Butler County Railroad.

#### Jonesboro, Lake City & Eastern Railroad Co.

The Jonesboro, Lake City, & Eastern Railroad Co. was incorporated on April 27, 1897. By the spring of 1905, the company had completed a line between Jonesboro and Blytheville, AR, via Leachville. On June 24, 1905, the Chickasawba Railroad Co., an eight mile short line, incorporated October 13, 1902, between Barfield and Blytheville, AR was consolidated with the J.L.C. & E. completing the line from Jonesboro to Barfield, a distance of forty-six miles. On February 5, 1912, the J.L.C. & E. acquired the Wilson Northern Railroad Co. (incorporated December 28, 1904) and added twenty-two miles to its system between Wilson Junction and Wilson, AR. On November 5, 1925, the company's trackage and equipment was leased by the

Frisco and in January, 1926, it became the Jonesboro Sub-Division of the River Division. On January 1, 1950, the company was "officially" sold to the Frisco.

#### Butler County Railroad Co.

The Butler County Railroad Co. was incorporated on September 1, 1905. Between 1911 and 1915 the company built track from Poplar Bluff, southeast to a connection at West Kennett, MO, a distance of approximately twenty-one miles. A fifteen mile branch line was also completed between Ospery Junction southwest to Tipperary, AR. This line was abandoned in 1935. On August 26, 1927, the Butler County Railroad trackage, equipment, and facilities were leased to the Frisco and by December of that year the line was being operated as the Piggott Branch of the Leachville Sub-Division. On January 1, 1950, the line was "officially" sold to the Frisco. ☐

To be continued.....

## ALL ABOARD

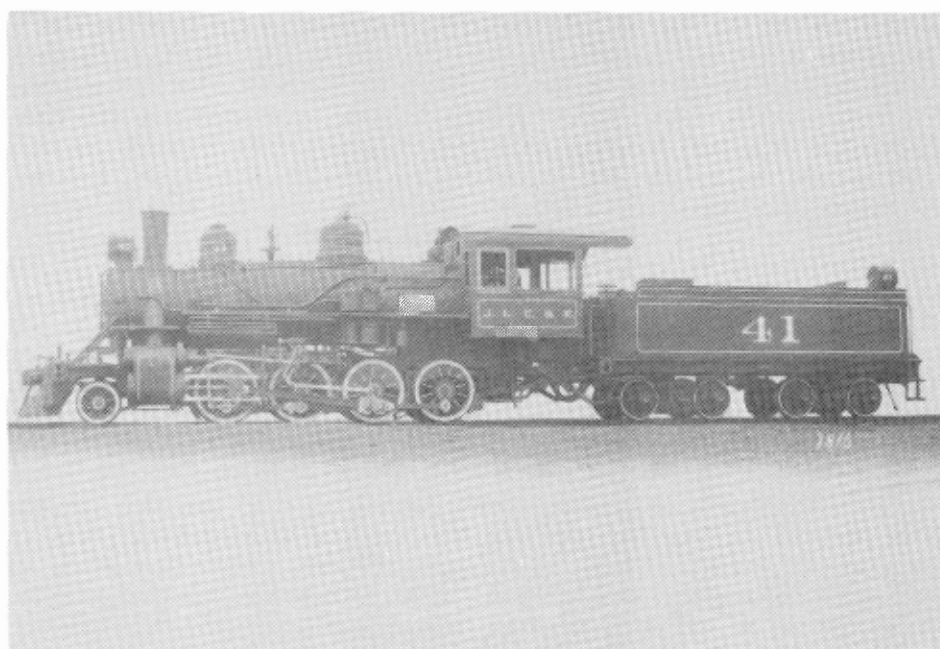
The publication of this issue of the ALL ABOARD represents a number of goals being achieved and a number of "firsts" in its history:

1. The first bi-monthly issue.
2. The first twenty-page issue.
3. The first issue to feature a full-length modeling article.
4. The first issue to be prepared in our new "print shop."
5. The first issue to be mailed using a bulk mailing rate, thus signifying reaching the goal of 200-plus members.

"All Aboard" for Volume five of the ALL ABOARD, on track for a long and successful future!



## JONESBORO, LAKE CITY & EASTERN RAILROAD COMPANY



Jonesboro, Lake City & Eastern #41 Broadbelt Collection

# MUSEUM ACQUISITIONS

## SPRINGFIELD, MO POWER HOUSE WHISTLE

This is the first in a new feature of the ALL ABOARD that will profile the history and acquisition of selected items of memorabilia currently in the museum collection.

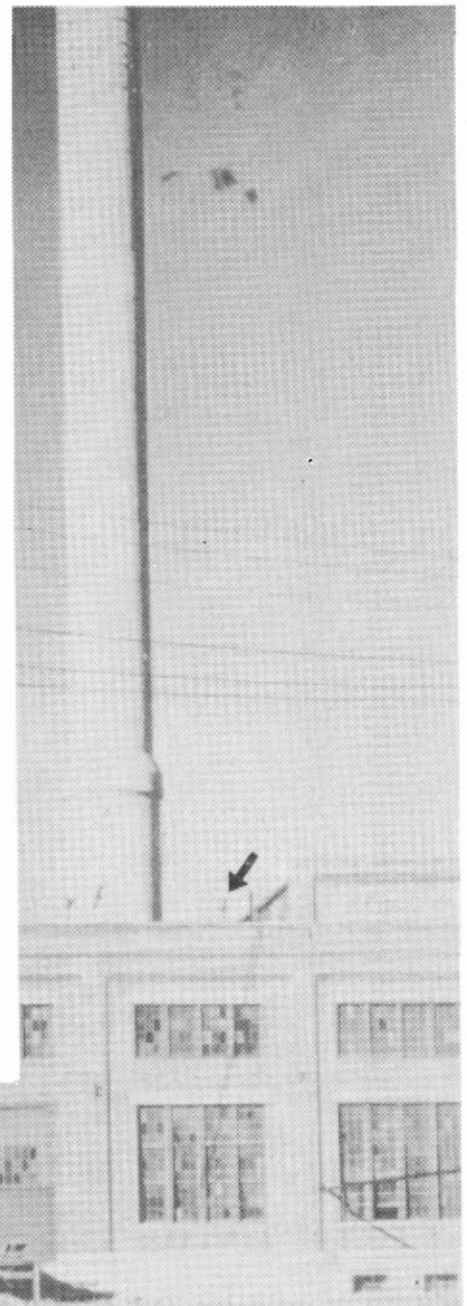
In 1907, the Arnold Engineering and Construction Company of Chicago was given the contract to construct what would become known as the West Frisco Shops in Springfield, MO. By July 5, 1909, the date of the official opening ceremony, the company had completed seven buildings and a 1,338 ft. transfer table. (see diagram)

One of the first and most important buildings to be completed was the Power House, located at the southeast corner of the complex. The facility was by far the most recognizable structure on the 300 acre grounds, given its 217 ft. concrete smoke stack and 150 ft. water storage tower. When in operation, the plant provided both A.C. and D.C. electricity for the entire yard complex, along with steam for heating all the buildings and pneumatic pressure to operate as many as fifty air tools at one time. Much of the wiring and piping was distributed to the various buildings through a series of underground tunnels. It is said

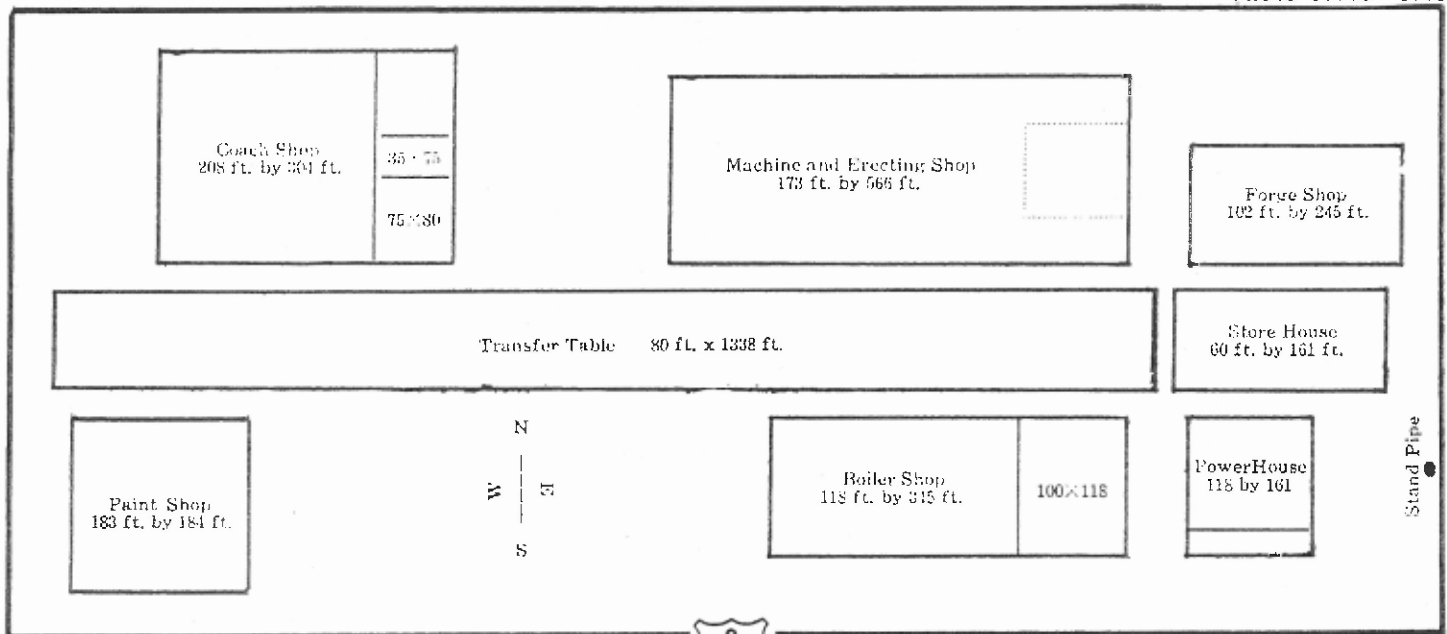
that the West Shops had electricity before the city of Springfield did!

One of the most unique features of the power house was an all-brass whistle mounted on the roof. Standing 42" high, 9" in diameter, and weighing approximately 180 lbs., the whistle was primarily used to start and end the workday at the shops and signal the noon hour. Of special memory to the ALL ABOARD editor, who grew up in northwest Springfield, was the blowing of the whistle every new year's eve "officially" signaling the start of the new year.

Two years ago, a contract was issued by the BN to raise the old Frisco power house. Two months ago, after some intense negotiating, the museum was able to acquire the power house whistle and currently has it on display. Anyone interested in volunteering the time and "elbow grease" to remove eighty-one years of tarnish off the whistle is encouraged to call the museum office at 417-672-3110.



Power House - West Springfield Shops NOTE: Arrow pointing to whistle photo circa. 1935



BY KARL BRAND



FIREFLYCHRONOLOGY  
FIREFLY PHOTOGRAPHS SORTED BY ENGINE VS DATE

| DATE | #1018<br>COLE/FS/COMM     | #1026***      | #1031                        | REV.DATES |
|------|---------------------------|---------------|------------------------------|-----------|
| 1939 |                           |               | COLE/NS/COMM<br>DELTA/FS/?** |           |
|      |                           | COLE/NS/COMM* |                              |           |
| 1940 | COLE/FS/?<br>COLE/FS/AND? |               | COLE/FS/COMM<br>COLE/FS/AND? | 7/17/40   |
| 1941 |                           |               |                              |           |
| 1942 |                           |               |                              |           |
| 1943 |                           |               |                              |           |
| 1944 |                           |               |                              | 11/7/43   |
| 1945 |                           |               |                              |           |
| 1946 |                           |               | COLE/FS/?                    |           |
|      |                           | COLE/FS/AND?  |                              |           |
| 1947 |                           |               |                              | 3/1/47    |
| 1948 |                           |               | DELTA/FS/AND                 |           |
| 1949 |                           |               |                              | 12/16/48  |
|      |                           | SCR 5/31/49   |                              |           |
|      |                           |               | SCR 10/21/49                 | 8/4/49    |
| 1950 | SCR 5/22/50               |               |                              |           |

FS= FULL SKIRT; NS= NO SKIRT; COLE= COLE TRAILING TRUCK; ?= UNKNOWN  
DELTA= DELTA TRAILING TRUCK; AND= ANDREW TRK; COMM= COMMONWEALTH TRK.  
REVISION DATES AS SHOWN ON LOCOMOTIVE DIAGRAMS  
\*LOCOMOTIVE HAS PLATFORM TO PROVIDE ACCESS TO RUNNING GEAR  
\*\* PHOTO IN STAGNER'S BOOK GIVES DATE OF 1939, BUT BELIEVE THIS TO BE IN ERROR  
\*\*\* UNDATED PHOTO OF 1026 SHOWS THIS ENGINE WITH DELTA TRAILER

The tenders used on the Firefly engines came from the 1060 Class after their conversion to 4-6-4's, and received skirts late 1939 and 1940. The skirts on the model are straight, and can be curved inward if desired. Some of the literature indicates that the Commonwealth tender trucks replaced the Andrews trucks, but photographic evidence shows this to be incorrect, and the reverse to be true, i.e. the Commonwealth trucks were replaced by Andrews trucks by mid-1940. Those wishing to model as rebuilt engine can remove the skirts with a razor saw, and Commonwealth trucks, available from Precision Scale Models, can be used in lieu of the Andrews trucks found on the model. The two single-phase air compressors were probably replaced with a single 8-1/2",

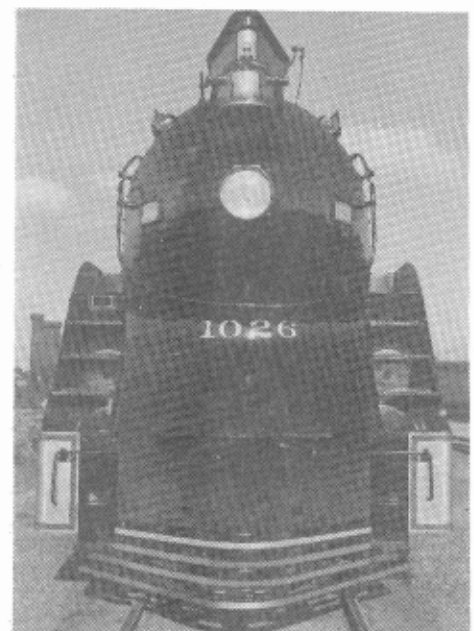
cross-compound air compressor during the mid-40's, 1943-1945. Cross-compound compressors are available from several firms that deal in brass castings. At least two of the engines, 1026 and 1031, received Delta trailers; this change probably occurred circa. 1947. Delta trailing trucks are also available from at least three manufacturers, although some cutting and filing would most likely be required to effect this change on the model.

I chose to model the 1026, since the model comes equipped with Baker valve gear. However, the power reverse is incorrectly mounted above the running board. The 1018 and 1031 had their power reverse mounted above the running board because Walschaert valve gear required more space than did the Baker-equipped 1026,

which had its power reverse gear mounted below the running board. Precision makes a Walschaert valve gear kit for the MDC 0-6-0, which might be adapted, but I concluded that it would be easier to move the power reverse than to change the valve gear. Some cutting, filing, and drilling would probably be required to apply the commercially made Walschaert parts to the model.

After all the changes have been made to the model, preparation can be made to paint the model. Three methods can be used to simulate the stainless steel bands. Nickel-plating the locomotive and tender superstructure is probably the best and most expensive method. I chose to use a product called Metalizer, a buffable paint which is available in several metallic shades, including stainless steel; the result is most convincing. Silver paint could also be used, but I believe it to be a poor choice when compared with the other methods.

Before painting, disassemble the model into its major components, and prep the surface by immersing the parts in a solvent such as Floquil Dio-Sol (110001) which will provide an oil-free surface. After the parts have dried, mask the cylinder head covers (they were nickel plated by the factory) and the stainless bands if you had them nickeled. Seal the edges of the masking



1026 Springfield, MO May 20, 1938  
Frisco company photo

tape with a light coat of Floquil Glaze (110005), and spray on a coat of Floquil Zinc Chromate Primer (110601, and allow to dry, i.e. the paint smell should be absent. I like to speed the drying process along by placing the model in an oven at a temperature of no more than 150 degrees. Keeping the oven door open a crack will help moderate the oven temperature.

Spray the Metalizer (or silver paint) as directed, and buff the Metalizer to the desired finish when dry. Mask the stainless steel bands and again seal the edges of the masking tape with a light coat of Glaze. I believe that Floquil C&O Enchantment Blue (110057) is probably as good a match for Zephyr Blue that can be found. I base this solely on a color video of several 4500's and the 1026, and a color photograph of a 4500.

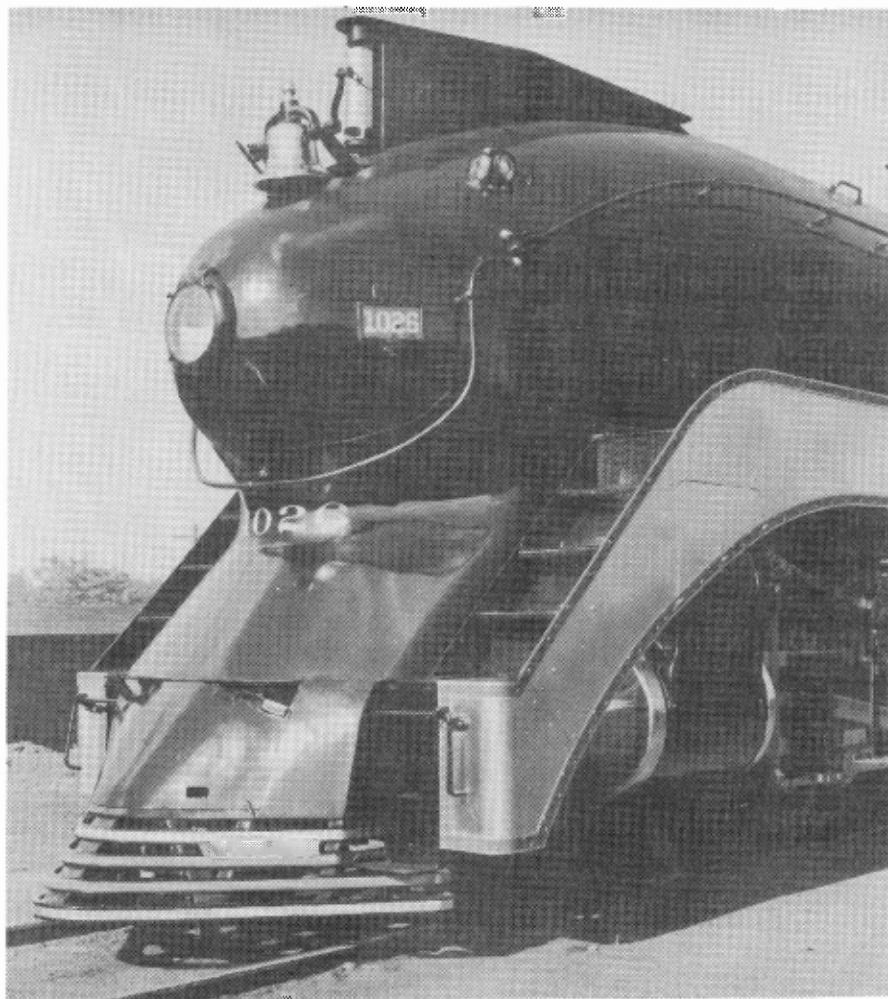
EDITOR'S NOTE: The C&O Enchantment Blue has recently been verified by a former Frisco paint shop employee, who worked on the Firefly locomotives, as being as close a match as he could remember.

Add about 10% - 15% glaze to the blue and spray the steam chest and the locomotive and tender superstructures. A slightly faded blue may be obtained by adding just a touch of white or gray. Remove the masking tape, and let the paint dry. While the blue paint is drying, paint the locomotive frame, drivers, trucks, and tender underframe Floquil Grimy Black (110013). Check for areas where the paint may have bled under the mask, and touch-up as necessary. Paint the firebox, graphite (Floquil 110119), the bell and whistle gold (Floquil 110103), and the bell hanger black (Floquil 110010). The cab has interior detailing so I painted mine with Floquil Weyerhaeuser Green (110036); paint the valve handles red and the gauge faces white. Spray the tender and locomotive superstructures with a coat of Floquil Gloss to provide a glossy surface for decaling.

Some variation exists in the descriptions of the striping and lettering detail presented by the different authors in their Frisco

books. This detail also varied over time, and I believe the description presented here to be correct. The stainless steel band is bordered, top and bottom, by a 4" bronze gold stripe with a 2" red stripe centered within the gold. This is difficult to spot in most photographs. However, if you will look closely at the front end photo on this page, you will note that it clearly shows both colors. The 2" stripe along the top of the tender skirt is gold. This scheme of detailing seemed to be constant through out the engine's history, however there were other details that were variable. These include headlight trim, pilot, and engine lettering.

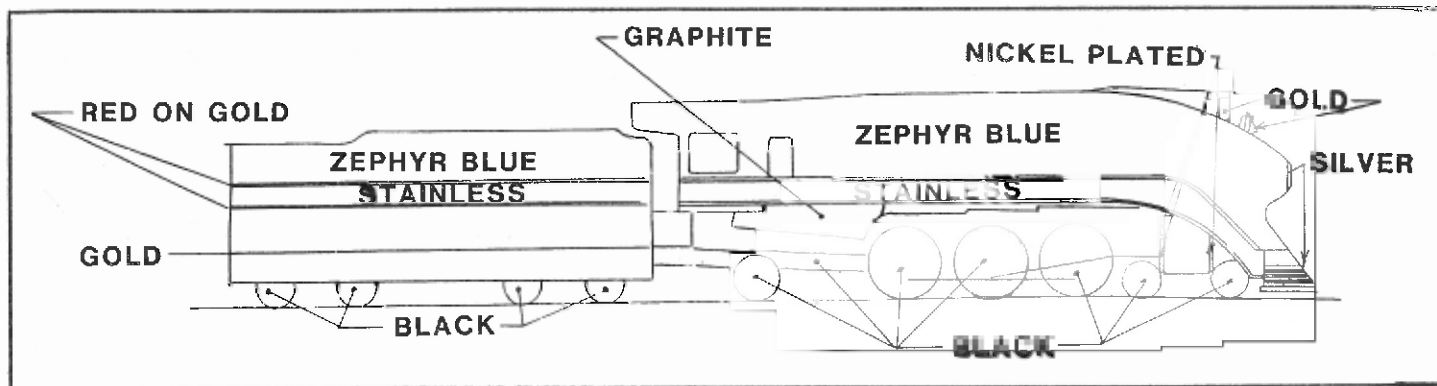
As rebuilt the horizontal bars on the pilot were nickel plated (silver), but later pictures show the bars to be painted Zephyr Blue. The trim around the headlight also underwent similar changes, although it seems that the trim would go from blue to silver and then back to blue again. As rebuilt, the lettering along the sides was raised, but this style



1026 Springfield, MO May 20, 1938  
Frisco company photo

was eliminated in favor of painted lettering.

Joe Collias has produced decals for engine and tender sides, however the rest of the lettering and striping must be obtained from various sets. (See materials list) Start with 4" gold stripes and decal border along the stainless band. I used a sharp X-acto knife to trim as close to the stripe as possible. Feather the decal where the stripe curves; this helps the straight decal follow the curve on the locomotive skirt. Work carefully and use lots of setting solution, and there should be little problem with the striping. Place a 2" gold stripe along the top of the tender skirt. Once the gold striping is in place and dry, center the 2" red stripe over the 4" gold stripe. Apply the 2" gold stripes on the tender skirts. Use a photograph to get the correct position of the stripe, since the stripe is not located at the top of the skirt.



The rest of the decaling is rather straight forward. Using Collias's decals, letter the sides of the locomotive and tender. A.T. & S.F. or S.P. decals may be used for the tender capacity data, which is located on the back of the tender below the back-up light. I had difficulty finding the correct-sized pilot numerals; Model Graphics make numerals which are the correct size, but they are dry transfers, and are nearly impossible to apply to the curved surface below the nose. This can be overcome by applying the dry transfer lettering to a sheet of blank decal film; I used some scrap film from other sets. I then applied the numerals as I would any wet decal.

Once decaling is complete, spray the entire model with Testor's Dul-Cote or Floquil Flat Finish. Remove paint from the frame where it contacts the wheel bearings, lightly lubricate the mechanism, test and adjust mechanism to your satisfaction, reassemble the model, and touch up any areas damaged by the assembly process. Add MV lenses to the headlight and back-up light, place clear jewels in the classification lamps, glaze windows with glass microscope slide covers, place a crew in the cab, and put a touch of silver or gray on the glad hands. Lightly weather the engine, but don't go overboard; after all it is a model of a Frisco passenger locomotive.

Your engine is now ready for revenue service, and it need not be limited to pulling trains #117 & #118, since these engines saw duty elsewhere on the Frisco. "Frisco Southwest" shows one at Enid, OK, Beebe has a photograph of the 1026 doubling with a 1500 on the Bluebonnet at Osage Hills, MO, and David P. Morgan, the late

former editor of TRAINS, reported that his troop train was pulled by the 1026 between Monett, MO and Sherman, TX.

EDITOR'S NOTE: According to our records, the Firefly locomotives

were retired from revenue service, as follows:

|      |                       |
|------|-----------------------|
| 1018 | .....May 22, 1950     |
| 1026 | .....May 31, 1949     |
| 1031 | .....October 14, 1949 |

## PARTS & MATERIALS

| MFG           | CAT. #    | NAME                 | COLOR          | PURPOSE           |
|---------------|-----------|----------------------|----------------|-------------------|
| CALSCALE      | 190-240   | CCAIRPUMP            | SILVER         | TENDERCAPYDATA    |
| CHAMP         | EH-12     | SPSTEAM              | BLACK          |                   |
| CHAMP         |           |                      | BLACK          |                   |
| COLLIAS       |           |                      | STAINLESSSTEEL |                   |
| METALIZER     | 704-1402  | STAINLESSSTEEL       |                |                   |
| MICROSCALE    | RH-124-3  | "1" & 2" STRIPES"    | GOLD           | TENDERSKIRT       |
| MICROSCALE    | 87-214-3  | "4" & 6" STRIPES"    | GOLD           | TRIMSTAINLESSBAND |
| MICROSCALE    | 87-124-5  | "1" & 2" STRIPES"    | RED            | TRIMSTAINLESSBAND |
| MODELGRAPHICS | NONE      | ASSORTEDLETTERING    | SILVER         | PILOTNUMERALS     |
| MV            | L29       | BACK-UPLIGHTLENS     |                |                   |
| MV            | L166      | HEADLIGHTLENS        |                |                   |
| ORIENTAL      | 541J131   | DELTATRailer         |                |                   |
| PIA           | 063-45    | DELTATRailer         |                |                   |
| PIA           | 063-22    | "8-1/2" CC AIR PUMP" |                |                   |
| PRECISION     | 585-30922 | "8-1/2" CC AIR PUMP" |                |                   |
| PRECISION     | 585-31528 | WALSCHAERTVG         |                |                   |
| PRECISION     | 585-31556 | DELTATRailer         |                |                   |
| PRECISION     | 585-31541 | COMMONWEALTHTRK      |                |                   |

# *THE Firefly*

## NEW FRISCO SPEEDTRAIN



# THE MAIL CAR



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 Frisco passenger cars ever have a company name other than "FRISCO" on the name board above the windows?

**ANSWER:** Yes! According to our records, an 1898 photo showing Spanish-American War soldiers preparing to load a Frisco train at the old Grand Central Station at 2nd and Grand in Kansas City, MO, shows a combination Coach-Baggage #D65 (later changed to #165) and a Second-Class Coach (number not visible) both with "ST. LOUIS & SAN FRANCISCO" on the name board above the windows.

Car #D65 was one of a series of twelve Coach Baggage Combination units (D60-D71) built between 1887 and 1897. In 1903, the series was renumbered 160-171. Our files do not indicate when the "FRISCO" name became standard, although 1903 might be a good guess considering that all passenger equipment on the roster at that time underwent a major standardization program.

**EDITOR'S NOTE:** While not a true Frisco car, a photo of C. & E.I. Diner #476 appears on page 249 of Arthur Dubin's "MORE CLASSIC TRAINS," with "FRISCO SYSTEM" on the name board above the windows. ☐



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 - 1965

In 1965, Tige Berst, Traveling Storekeeper for the Frisco, retired after thirty-six years service. As a fifteen-year-old water boy working for the Arnold Construction Co. in 1908, Mr. Berst was the first person to blow the newly-installed whistle on the new Power House at the West Frisco Shops in Springfield, MO. (see MUSEUM ACQUISITIONS feature)

## 50 YEARS - 1940

In 1940, the following lines were abandoned by the Frisco:

Bentonville, AR to Grove, OK,  
Caruthersville to Grassy Bayou,  
MO, East Wilson to Stoffles  
Landing, AR, and Armored to  
Barfield, AR.

## 75 YEARS - 1915

In 1915, Buffet-Lounge Cars Nos. 1701 to 1704 were assigned to Fred Harvey Food Service on trains 805 "The Memphis Express" and 806, "The St. Louis Express," operating between St. Louis, MO and Memphis, TN on the River-Cape Division. ☐



# SUNSHINE MODELS

The Frisco's unique series of steel panel-side rebuilds of 40' USRA gondolas is Sunshine Model's latest release. Kit #12.1 comes with side discharge doors. Kit #12.2 comes without side doors. Both kits come with zinc ore from Missouri and Bituminous coal loads.

The Frisco rebuilt these cars into their 85000 series in the Yale Yards, Memphis, TN from the mid to late 1930's. Since the road's allotment of USRA gondolas had solid floors, side dump doors were added to about half of the cars during rebuilding. The Frisco assigned the cars to coal, as well as zinc and lead ore service in the Midwest through the 1940's. They lasted in general use until the 1960's when they went to company service.

The kits consist of unpainted urethane body castings, detailing parts and specialized decals. The cars are available direct from Sunshine Models, P.O. Box 3054, Salinas, CA, 93912 for \$24.00. Andrews trucks are available with the kits. Cast metal trucks for \$5.00 and sprung plastic trucks for \$3.50. Add \$2.00 shipping for each five kits and California residents 6 3/4% sales tax.

**EDITOR'S NOTE:** Congratulations to Frisco Folk Martin Lofton, Sunshine Models, for publishing a concise and informative article on the Frisco's rebuilt USRA gondolas in the October, 1990, issue of RAILROAD MODEL CRAFTSMAN. ☐



# DOWN AT THE DEPOT

## Mingo, MO

Between 1880 and 1889, the St. Louis, Cape Girardeau, & Ft. Smith Railway Co. completed a line from Cape Girardeau to Hunter, MO, a distance of ninety-four miles. In 1899, the line was sold to the Southern Missouri and Arkansas Railroad Co. On July 19, 1907, the line officially became the property of the Frisco.

In 1901, the Southern Missouri and Arkansas Co. built a depot at Mingo, MO, that has the distinction, according to our records, of being the only one of its kind on the Frisco system. Station No. TA 178, junction point of the Hunter Branch on the Hoxie Sub-Division of the River Division, was a 52'4" x 16'8" log cabin depot.

The cypress log frame was set on stone piers and had a shingle covered 1/3 pitch gable roof. The interior of the station was originally divided into a waiting room on the northeast end, living quarters in the southwest portion, divided by a bed room-office combination in the middle. Our records indicate that the living quarters may have later been converted to a freight and baggage room, and the original center bed room made into a smaller apartment. The interior was finished with 7/8" x 3 1/4" M & B, the ceilings were 9'11", and heat was provided by wood/coal stoves and a large cut stone fireplace on the waiting room side.

Aside from its unique construction, another interesting note about the Mingo Station is that the first three resident agents of record were women, as follows:

1908.....Mrs. J.A. Babb  
1910.....Mrs. L.M. Withington  
1913.....Mrs. R. Munford

In October, 1913, Mr. H.C. Wiley was appointed agent and while it is not known for sure, one might wonder if the folks in the photo could be Mr. Wiley and his family.



Mingo, MO circa. 1913 Kevin Johnson collection

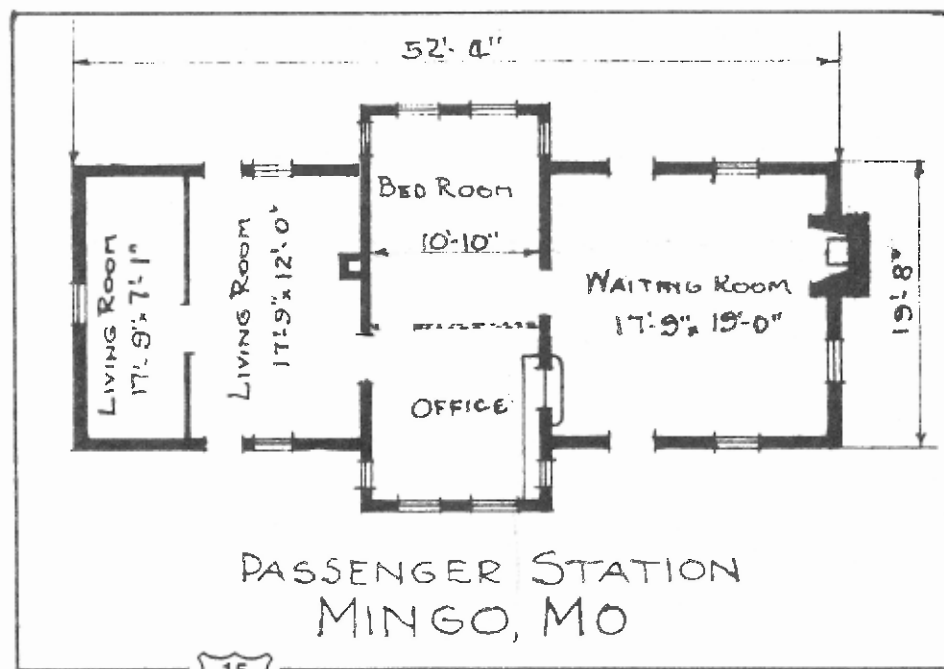
In 1910, passenger service to Mingo was provided by a daily through train, Nos. 805-806 & 815-816 between St. Louis, MO and Hoxie, AR, daily service between St. Louis and Poplar Bluff, MO on trains 801-802 and 813-814, and mixed service daily except Sunday between Puxico, MO and Pocahtontas, AR, trains 895 and 890. Mixed daily service was provided between Puxico and Hunter, MO for connections with the Willow Springs Branch of the Southern Division into Springfield, MO. In 1917, Motor Car service was provided between Cape Girardeau and Poplar Bluff, MO.

In 1920, service was limited to one daily through train from Cape Girardeau to Hoxie, Nos. 875-876. In 1930, the Cape Girardeau to Hoxie line was serviced exclusively by Motor Car service,

as train Nos. 875-876 daily. By 1940, Motor Car service on 875-876 had been replaced by a mixed train daily except Sunday and service between Cape Girardeau and Poplar Bluff was provided by Frisco Trailways Bus Service. Mixed service continued until the fall of 1957 when the Cape Girardeau to Hoxie, via Mingo, passenger trains were discontinued.

Outliving its usefulness, the Mingo depot was replaced with a small shelter type station in the late 1940's.

EDITOR'S NOTE: It is interesting to note that at one time, there were two Mingos on the Frisco System: Mingo, MO and Mingo (L.T.) OK, station G416 on the (1904) Oklahoma District, Southern Division. In 1905, the latter Mingo listing was removed from company Station Lists. ☐



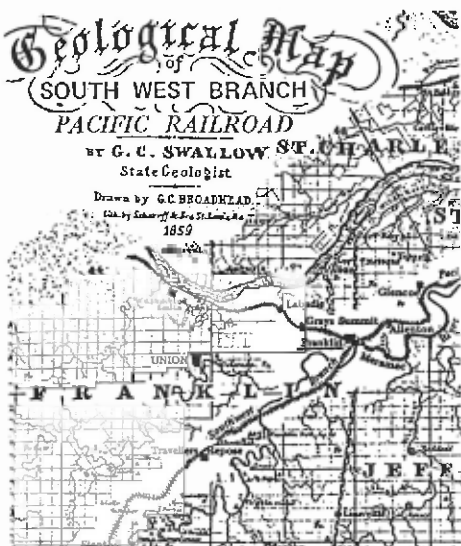
# COLLECTING THE FRISCO

If one accepts the idea that as long as there have been railroads, there have been railroad collectors, then collecting Frisco memorabilia can be traced back to 1876 for sure, and possibly as far back as 1852. On July 23, 1852, the first division of the Pacific Railroad Co. was completed from St. Louis, west, to Franklin, now



Pacific MO. The Pacific line was the early predecessor of both the Missouri Pacific Railroad and the St. Louis & San Francisco Railway Co., better known as the FRISCO. The Pacific Railroad was the line on which the first locomotive operated west of the Mississippi River. The Pacific No. 3 made her maiden voyage into the Missouri interior on December 1, 1852.

On July 19, 1853, construction on the South West Branch of the



Pacific Line was started, leaving the main route at Franklin and extending southwest to Springfield. In 1866, the South West Branch was sold and renamed the Southwest Pacific Railroad Co. Two years later, the company again changed hands and became the South Pacific Railroad



Co. In October of 1870, the South Pacific Co. merged with the Atlantic & Pacific Railroad Co. and assumed the name of the latter. On September 7, 1876, the



St. Louis & San Francisco Railway Co. was incorporated under the laws of Missouri and took control of the Atlantic & Pacific line.



Through its years of growth and development, the Frisco played a major role in the growth and development of the nine states it operated in and has become a major source of interests for railroad collectors throughout the country.



On November 21, 1980, the Frisco was merged into the Burlington Northern Railroad Co. and has since become an intricate part of its 29,000 mile system. While the merger was viewed by

management as a positive economic development, it has over the past ten years slowly faded out the existence of the Frisco. In the process, there has developed an increased interest in collecting Frisco memorabilia and a marked increase in the value of Frisco collectibles. One factor that determines the value of a railroad relic is whether or not the line is still in existence.

The Frisco had become yet another chapter in the annals of railroading history. However, through the diligence, determination, and dedication of Frisco collectors there will always remain alive the 1980 slogan:



**FRISCO...**

**Gone, But Not Forgotten**



This is the first in a regular series of ALL ABOARD articles that will be devoted to COLLECTING THE FRISCO, and is being presented with two basic purposes in mind: One is entertainment and the other is information. The railroads have influenced all our lives and very few families have not had someone employed by the railroads. Because many of our members are former Frisco employees, members of Frisco families, and/or just Frisco fans, it seems appropriate that a regular feature of the ALL ABOARD should be offered to serve as a nostalgic look back in time and to provide a source of entertainment both for the sake of curiosity and for the joy of reminiscing.

Because there is such a growing interest in collecting railroad memorabilia and because many of our members are Frisco collectors, COLLECTING THE FRISCO will also serve as an information resource.

Generally speaking, there are three types of railroad collectors. First, there is the occasionalist, the collector who really doesn't consider himself to be a collector.

He or she will, on occasion, purchase a railroad relic simply because it looks neat, fits the decor of a room, or has some practical use. For instance, many of these individuals have fine collections of railroad china, not because of its historical or nostalgic value, but because of its practical use as every-day dishes. Even though the serious collector will sometimes go into temporary cardiac arrest when he discovers railroad china being used as every-day tableware, for the occasionalist, such use is acceptable.

Those who fall into the category of serious collectors can be divided into two groups: The generalist and the specialist. The generalist is the collector whose collecting interests are of a general nature. He or she is interested in collecting any type of item from any railroad line. He likes books, breast badges, and brotherhood items; lamps, lanterns, and locks; telephones, tickets, and timetables; all from the B&O, the B&M, and the BN; from the M&O, the M.P., and the MK&T; from the SCL, the S.P., and the St.L.& S.F., etc. Most serious collectors start out as generalists. They can usually find items easier to locate because they are not limited in their collecting interest. There are over forty five different categories of railroad collectibles available from an estimated 245 different railroad lines.

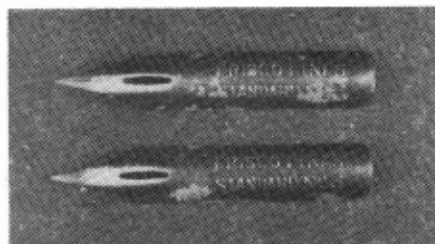
The specialist is the serious collector who concentrates on a few specific items or one, or a few, specific railroad lines. Many specialists collect only one type of item such as date nails, keys, lanterns, passes, timetables, etc., and many collect from only one railroad.

Our new feature on COLLECTING THE FRISCO should serve as a source of information for all categories of collectors because it is aimed at a combination of interests. It will describe many different items, of interest to the generalist, that all come from one particular railroad, of interest to the specialist, many of which look neat, can fit into the decor of a room, or serve a practical use, of interest to the occasionalist!

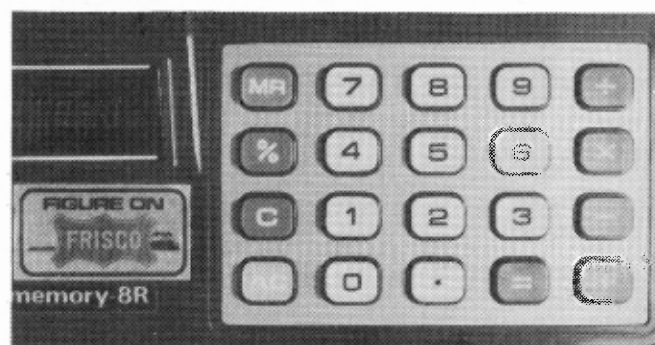
When it comes to the actual collecting of railroad relics, regardless of one's collecting interests, there are four basic questions, the answers to which can serve as an excellent guide in your quest for railroad Americana.

### What types of items are available?

The most accurate answer to this question is, "You name it!" As mentioned earlier, there are over forty-five different categories of railroad collectibles available from an estimated 245 different railroad lines. There is no end to the variety of collectible items that have been used by the railroads, including the Frisco. Over 2,000 different items, from thirty-five categories, are being used in the research for this feature. Everything from fountain pen tips



There is no one source for any type of railroad relic. Many items can be purchased at garage sales, flea markets, and antique shops. The retired railroad employee is a good source for many items he or she may have accumulated during their working years. If such mementos were not disposed of during the employee's lifetime, an estate sale can often offer a bonanza of collectibles. Many railroad items are being sold by mail-order dealers. Their ads can usually be found in the various railroad magazines such as TRAINS and RAILFAN. These magazines also contain classified sections that list items for sale or trade from many private collectors. Most serious collectors always have some trading stock. Many antique shows will offer the rail collector the opportunity to search for an item of interest, and at selected locations across the country there are annual railroad collector shows, surely the next best thing to heaven for the railroad collector. The railroads themselves will often have public sales to eliminate out-dated or surplus stocks of items and many railroad museums offer a variety of collectibles for sale. It



to calculators carries the Frisco name or company logo.

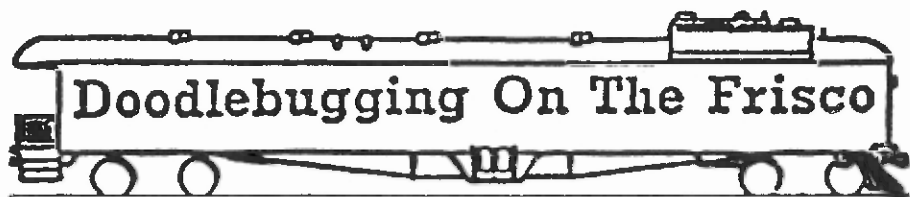
### Where do you find railroad collectibles?

The answer to this one is, "Anywhere and Everywhere!" There are not always a lot of items available from a particular railroad, but there is always an abundance of places to look for them. Many collectors find the looking for items as enjoyable and fascinating as collecting and displaying the ones they find.

usually doesn't take the serious collector long to identify those sources that will afford him or her the abundance and quality of items they are looking for.

EDITOR'S NOTE: In our next issue of COLLECTING THE FRISCO, we will discuss, "How can you be sure what you are getting is authentic?" and "What is a fair price to pay?"





Fayetteville, AR to Muskogee, OK

According to our records, the final disposition of the cars in this series were as follows:

2122: Retired May, 1952 and dismantled at the Springfield, MO West Shops on November 28, 1952.

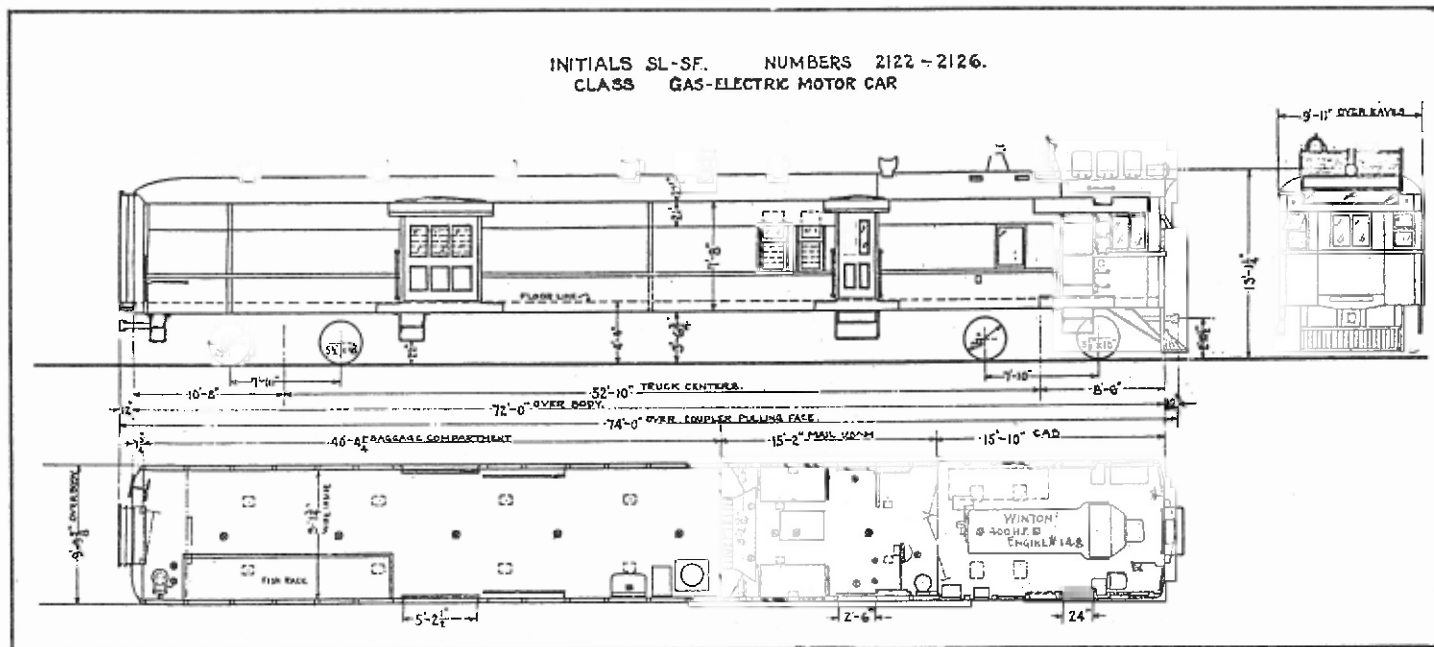
2123: Retired and dismantled at the Springfield Shops on August 20, 1945.

2124: Early in 1933, No. 2124 was destroyed in a fire at the

On May 15, 1928, \$6,000,000.00 in equipment trust certificates, Series CC, were issued for the Frisco by the Guaranty Trust Co. of New York to fund, in part, the purchase of five new 400 h.p. Gas-Electric Motor Cars. In November of that same year, Nos. 2122-2126 arrived on Frisco property.

following lines:

Wichita to Ellsworth, KS  
Tulsa to Sapulpa, OK  
Tulsa to Holdenville, OK  
Kennett to Caruthersville, MO  
Enid to Avar, OK  
Enid, OK to Vernon, TX  
Cuba to Salem, MO  
Cape Girardeau to Nash, MO



The cars were all 72' Mail-Baggage combinations. Their all steel body was manufactured by The St. Louis Car. Co. and the 400 H.P. Winton engine, #148, and running gear were provided by Electro Motive Co. The interior finish of the cars was corrugated steel with yellow pine floors. The baggage compartment was 40'4 1/4" long and the mail room was 15'2". Like their 1925 EMC-built sister cars (Nos. 2120-2121), the 2122-2126 cars all featured roofs that were constructed using steel frames, wood decking, covered with canvas roofing. All the units in the series were fitted with a rear diaphragm for use with a trailer unit. NOTE: Photo of 2125 with trailer #81.

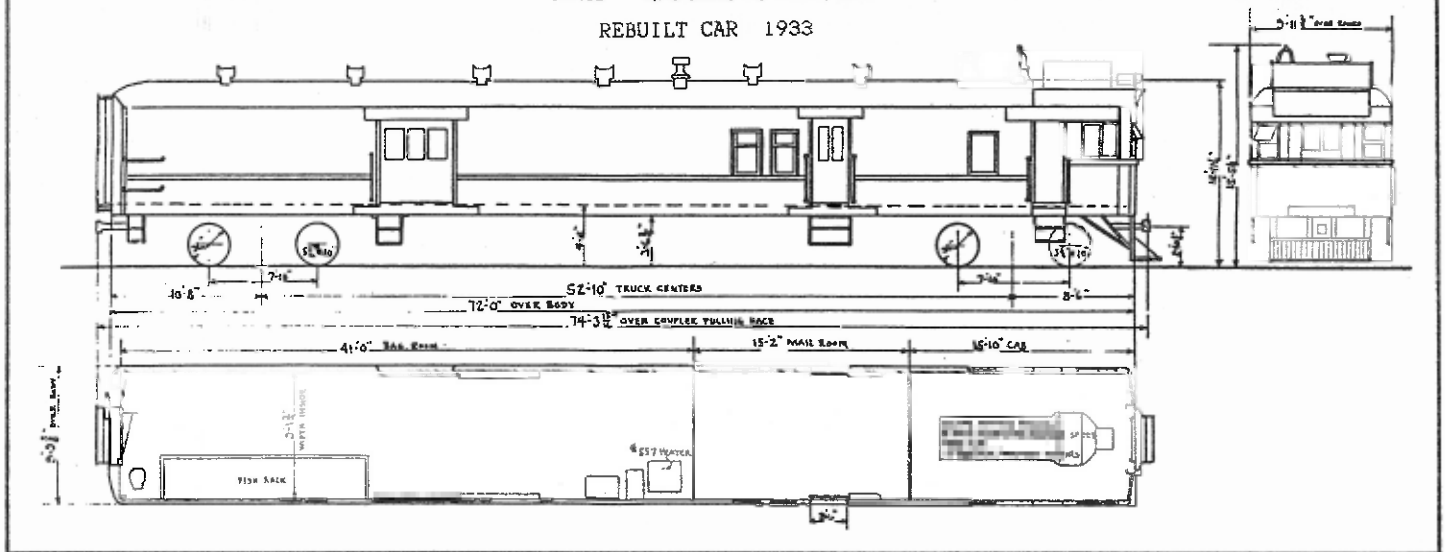
While their specific assignments are currently unknown, Motor Car service in 1928 was in operation on the



Frisco Motor Car #2125 St. Louis, MO January, 1929  
Frisco company photo

INITIALS SL-SF NUMBER 2124  
CLASS QAS-ELECTRIC MOTOR CAR

REBUILT CAR 1933



Oklahoma City, OK, roundhouse. Because the car was part of the lein on the debt retirement of equipment trust certificates, it could not simply be scrapped and removed from the roster. Consequently, a replacement car was built by the West Springfield Shops and placed in service as the

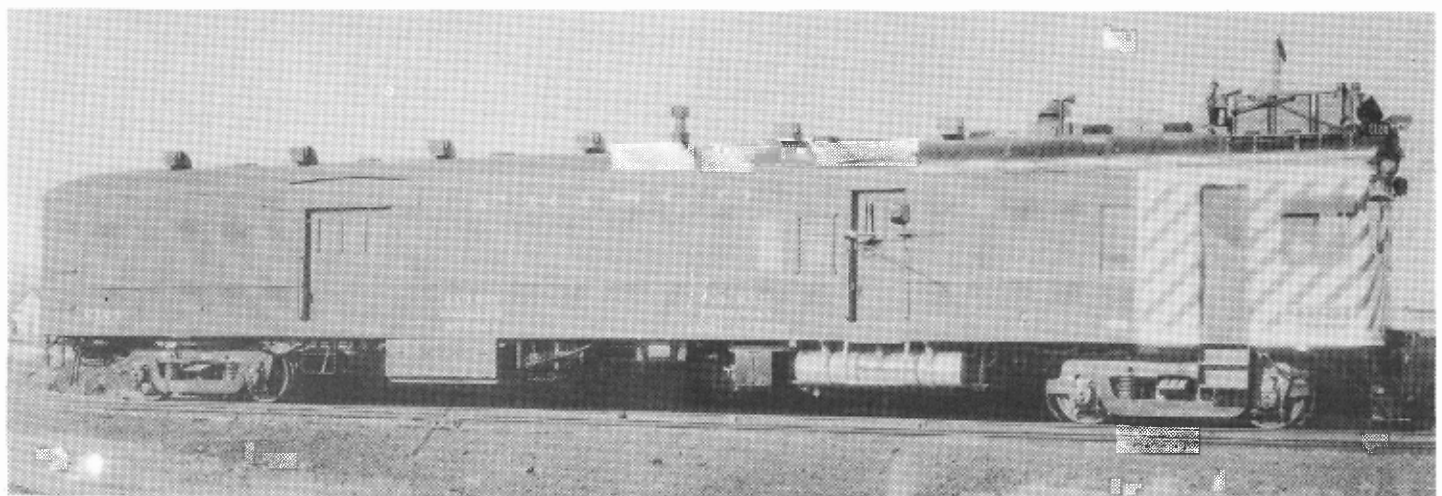
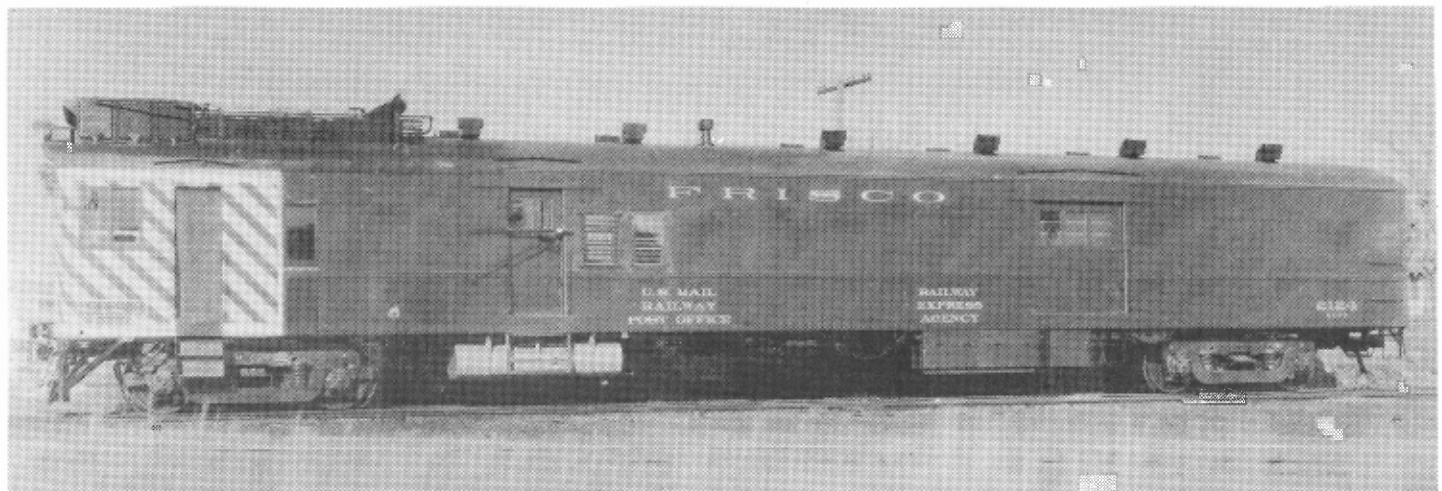
new #2124 on November 27, 1933. On May 10, 1952, this car was sold to the Cassville & Exeter Railroad, a southwest Missouri short-line.

2125: Retired in May, 1952, and dismantled at the Springfield Shops November 28, 1952.

2126: Retired in December, 1952, and dismantled at the Springfield Shops April 30, 1952. ☐



Rebuilt Frisco Motor Car #2124  
Springfield, MO November 25, 1933  
Frisco company photos



# FRISCO FOLKS

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

Raymond Wells Jr.....Brakeman  
Missouri  
John F. Jones.....Brakeman  
Missouri  
Emil Eskengren.....Switchman  
Missouri  
John Sanders.....Switchman  
Missouri  
James Sanders.....Switchman  
Alabama  
Rodney Zona.....Switchman  
Michigan  
Karl Brand.....Switchman  
Texas  
James Elliott.....Switchman  
Missouri  
Mary Gregg.....Switchman  
Missouri  
Ed Heiss.....Switchman  
Missouri  
Clifford Johnson.....Switchman  
Louisiana  
Jim Quarles.....Switchman  
Kansas  
James Horn.....Switchman  
Michigan  
Robert Barling.....Switchman  
Arizona  
John Mann.....Switchman  
Ohio  
A. Orman Fisher.....Switchman  
Missouri  
David Gaines.....Switchman  
Alabama  
Raymond Millemann....Switchman  
Tennessee  
Arthur Lindeman.....Switchman  
Missouri  
Jan Edward Jester....Switchman  
Kansas  
Jim Martin.....Switchman  
Missouri  
Doug Moellering.....Switchman  
Texas  
John Lucey.....Switchman  
California  
Frederick Clem.....Switchman  
Wisconsin  
Mike Cook.....Switchman  
Texas  
Curt Ayers.....Switchman  
California  
Nicholas Smith.....Switchman  
Kansas

Jim Spillars.....Switchman  
Arkansas  
Bonnie Trail.....Switchman  
Missouri  
John Northcutt.....Switchman  
Ohio  
Michael Hunter.....Switchman  
Pennsylvania

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

Richard Holt.....Fireman  
Kansas  
Paul Cole.....Fireman  
Missouri  
J. Laird Woldridge....Brakeman  
Illinois  
Steve & Patty Thiel...Brakeman  
Missouri  
Louis Mulkins.....Switchman  
Oklahoma  
Eric Wayne Arrant....Switchman  
Mississippi  
William Pennington...Switchman  
Missouri  
Louis Griesemer.....Switchman  
Missouri  
Robert Petrus.....Switchman  
Kansas  
James Coonrod.....Switchman  
Missouri  
Pat Pipkin Farmer....Switchman  
Connecticut  
Christopher Bowles...Switchman  
North Carolina  
Jim Sanders Jr.....Switchman  
Alabama

## MUSEUM DISPATCH

Approximately 630 sq. ft. of space in our new building has been remodeled into a new office, research center, photo lab, dark room, and "print shop." We are excited about the new facilities because they will serve to provide more efficient and timely processing and distribution of museum resources and membership services.



With the completion of our new office facilities, space is now available to accommodate a wide-range of volunteer work, including indexing, filing, research, typing, cleaning, painting, etc., etc.! If you can share your time and talents please contact the museum office at 417-672-3110 or 417-672-3032. WE NEED YOUR HELP!

## FRISCO FLASH INVADES TEXAS

LIGHTNING MERCHANDISE SCHEDULE SMASHES PRECEDENT

**ST. LOUIS, MO. FLASH**—New addition to the Frisco Fleet of Flashes provides fastest overnight freight service from St. Louis and Kansas City to Texas bringing South Texas 24 hours nearer to St. Louis and Kansas City.

**DALLAS, TEX. FLASH**—New Frisco Flash arrives in late afternoon from St. Louis and Kansas City.

**FT. WORTH, TEX. FLASH**—Merchandise from St. Louis and Kansas City on the new Frisco Flash arrives in the early evening.

**SAN ANTONIO, TEX. FLASH**—Second morning delivery of freight from St. Louis and Kansas City on the new Frisco Flash. 24-hours slashed from schedules.

**HOUSTON, TEX. FLASH**—New Frisco Flash with second morning delivery of merchandise from St. Louis and Kansas City hailed by local merchants, shippers, business men.



PHONE FRISCO  
FOR UP-TO-THE-MINUTE SERVICE

