

FRISCO **All Aboard** FRISCO

JUNE-JULY

1991

*The
New*

FRISCO LABORATORY BUILDING

SPRINGFIELD, MISSOURI



FORMAL OPENING • JUNE 28-29-30, 1955

FRISCO **All Aboard** FRISCO

VOLUME 6

JUNE-JULY, 1991

NUMBER 1

FEATURES

- River Division.....8**
This is the seventh and final article in our year-long series profiling the history and operations of the *River Division*. With this installment we take an in-depth look at the Jonesboro Sub-Division.

- Rick's Tips.....10**
We are pleased to welcome Frisco Folk Rick McClellan to our **ALL ABOARD** staff. Beginning with this issue, Rick will share with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. This first installment features **DAMAGED CAR LOADS**.

- Frisco Roster Tales.....14**
We are pleased to welcome back Frisco Folk Ken Wulfert to our **ALL ABOARD** staff. Beginning with this issue Ken's **ROSTER TALES** will return as a regular feature of the **ALL ABOARD**. Frisco's *Race Horse E-7's* and *E-8's* are the topic of this **TALE**.

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The *All Aboard* is published bimonthly for members of the **FRISCO FOLKS** 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 100 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are 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.

ABOUT THE COVER

Our cover for this issue features the cover of the 1955 brochure marking the opening of the Frisco's new Testing & Research Laboratory in Springfield, MO. (see pp. 4-7)

FRISCO FOLKS

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

Dan Hall.....Brakeman
Arkansas
Tony LaLumia.....Switchman
Kansas
Frederick Clem.....Switchman
Wisconsin
Jim Spillars.....Switchman
Arkansas
Kevin Johnson.....Switchman
Missouri
David Holland.....Switchman
Kansas
Nicholas Smith.....Switchman
Kansas
Karl Brand.....Switchman
Texas
Hal Smith.....Switchman
Louisiana
Larry Parrish.....Switchman
Kansas
Don Alderman.....Switchman
Texas
William Pennington.....Switchman
Missouri

Robert Plough.....Switchman
Missouri
John F. Lucey.....Switchman
California
Marshall Napper.....Switchman
Kansas
Mary Gregg.....Switchman
Missouri
Kenneth McElreath.....Switchman
Iowa
Jim Quarles.....Switchman
Kansas
Emil Eskengren.....Switchman
Missouri
Charles Brand.....Switchman
Missouri
James Kenney.....Switchman
Canada
Ed Heiss.....Switchman
Missouri
L.A. Reed.....Switchman
Illinois
The museum is pleased to welcome the following new members to the FRISCO FOLKS:
Tony Raunikar.....Conductor
Kansas
Richard Dowling.....Fireman
Illinois
George Ballard.....Fireman
Arkansas

Neal Aslin.....Brakeman
Oklahoma
Charles Kelly.....Brakeman
Missouri
David F. Callen.....Switchman
Kansas
Harold Ohlendorf.....Switchman
Arkansas
Melvin Nierdieck.....Switchman
Missouri
Chris Katzer.....Switchman
Kansas
Bill Wadley.....Switchman
Missouri
Tom Galbraith.....Switchman
Missouri
Glenn Spillman.....Switchman
Pennsylvania
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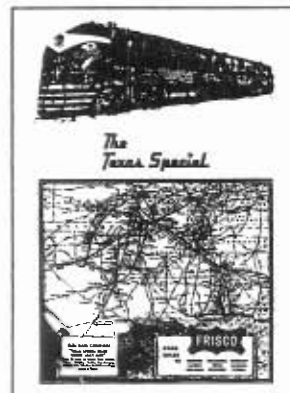
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New Lab Spurs Testing and Research

Frisco's \$250,000 ten unit laboratory has a wide range of instruments for railroad fact-finding

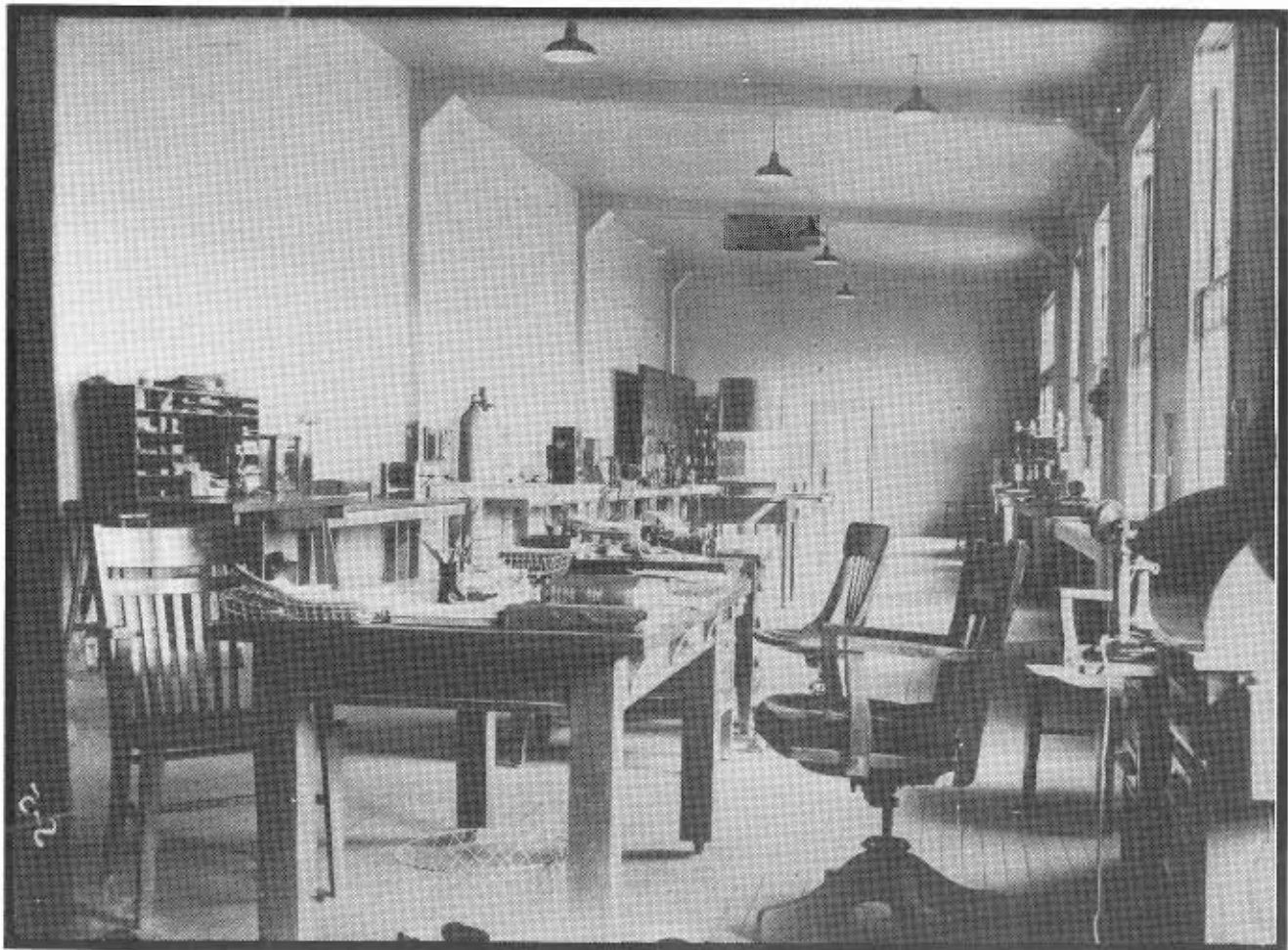
"THE FRISCO RAILWAY has again demonstrated its progressive spirit and strong faith in the future of the railroad industry. The \$250,000 Testing and Research Laboratory which it recently placed in operation at Springfield, Mo., stands as emphatic proof of this fact. The new building represents the latest in functional architectural design and is completely outfitted with up-to-date equipment and instruments. It is said to be the most modern and complete laboratory owned by any railroad in the nation."

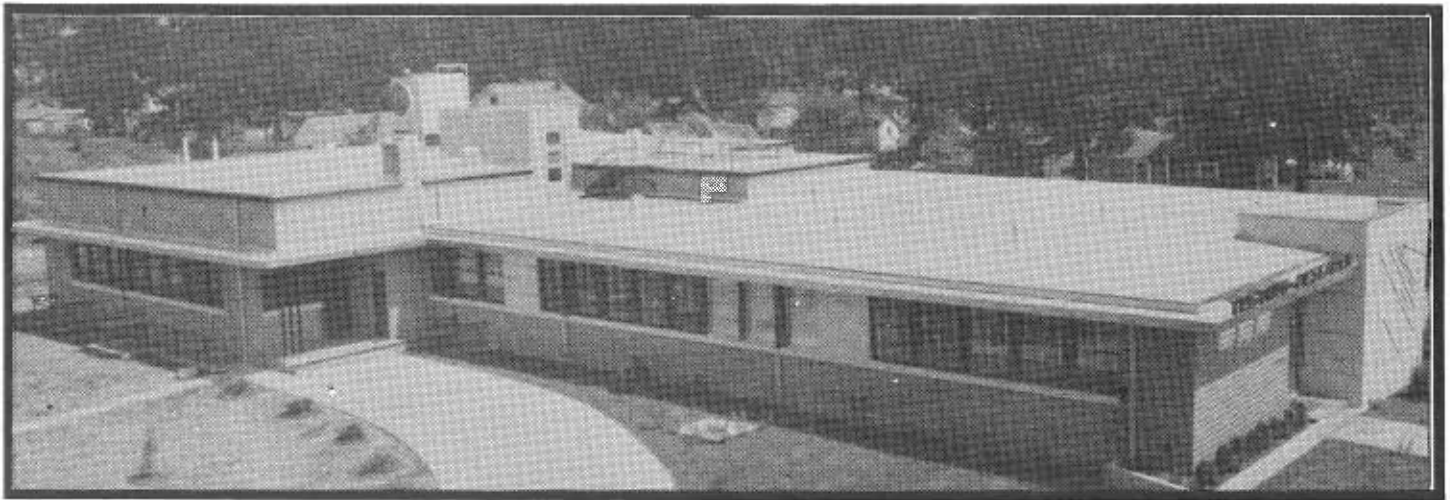
Thus was the observations of *MODERN RAILROADS* magazine when they featured the Frisco's new Testing and Research Laboratory as their September, 1955, cover story. They went on to say, *Construction of a laboratory is probably more complex than any other type of building. In planning the building, the Frisco's Architectural Department worked closely with the Test Department,*

under Max Herzog, Engineer of Tests. The entire structure was carefully designed, room by room, to provide the maximum conditions of efficiency, safety, accuracy, and comfort possible for the work to be done.

Although the new laboratory was the first structure built by the company exclusively for such purposes, evidence exists that an on-going program of testing and research on the Frisco was

in operation as far back as the early 1920's. The picture at the bottom of this page, printed from a rare glass negative, is identified as "View of laboratory south room," 1923. It should be noted that Max Herzog, who was appointed Engineer of Tests and assisted in the design of the new testing laboratory, was appointed Chief Chemist in April, 1923, and no doubt spent many hours in the lab pictured below.





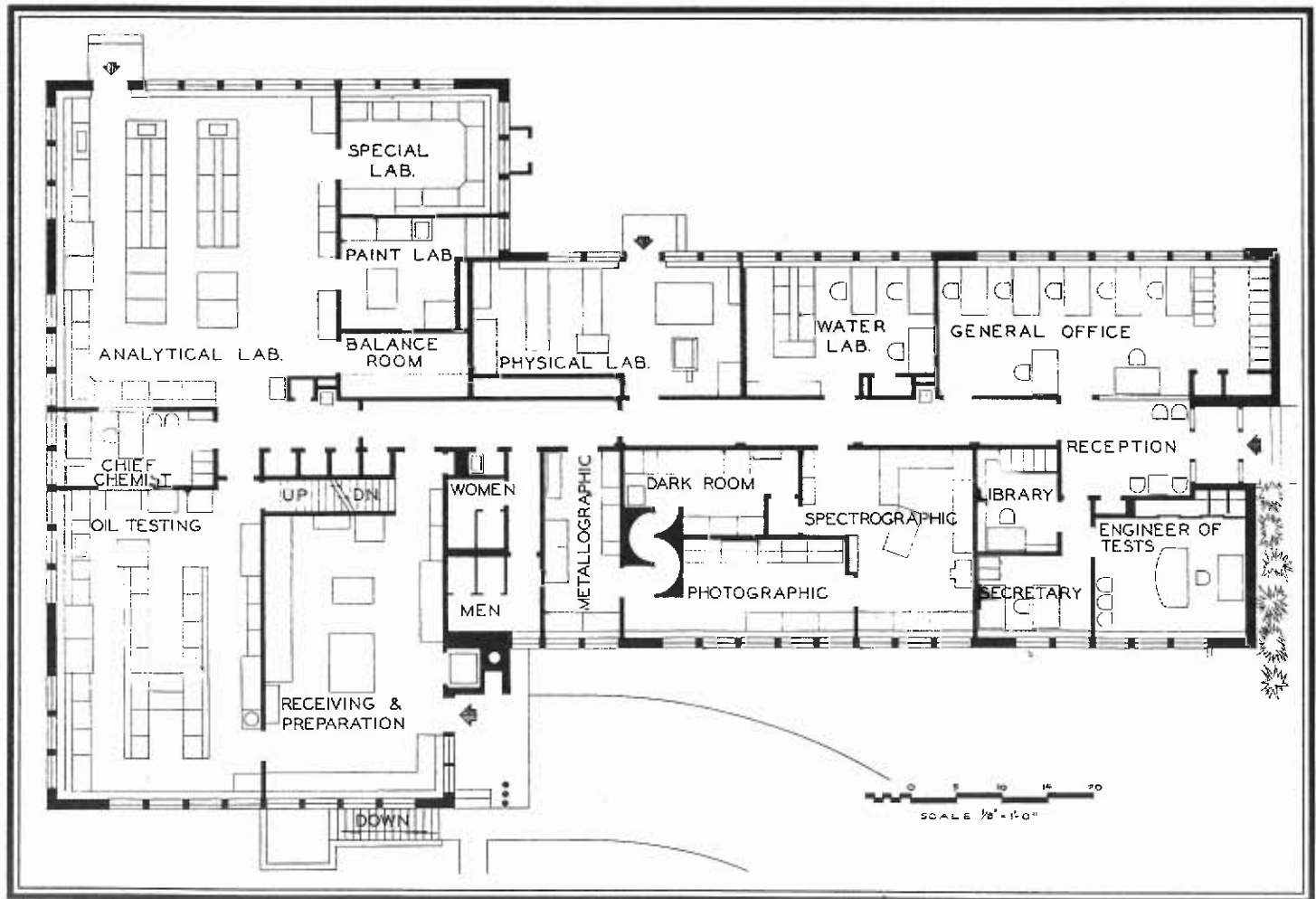
Frisko Testing and Research Laboratory September, 1955 MODERN RAILROADS photo

As the Frisco grew both in the size and complexity of its operations, so did the need for improved and expanded testing and research facilities. Consequently, on August 1, 1952, a new Department of Tests was established by the Frisco to handle the testing of all oils, materials, the inspection of water, and similar activities for the entire system. Under

the leadership of Mr. Herzog, the new department was staffed by a Chief Chemist, Chief Material Inspector, Water Engineer, Material Inspector, Wheel Inspector, two Traveling Inspectors, three Chemists, Laboratory Assistant, and necessary clerical help. Soon after the new department was in place, work was started on the design and construction of a new facility which

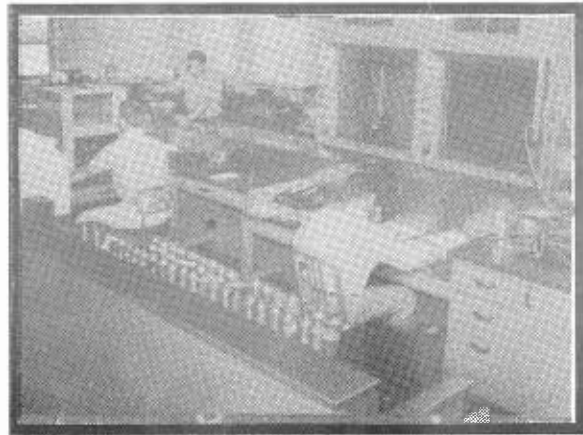
would be devoted exclusively to testing and research. The formal opening of the new building was marked by a three-day open house June 28-29-30, 1955.

Along with offices, library, storage, and sample preparation rooms, the one-story brick structure contained ten laboratories, each designed for a distinct type of work. **General Analytical Laboratory**, for all types

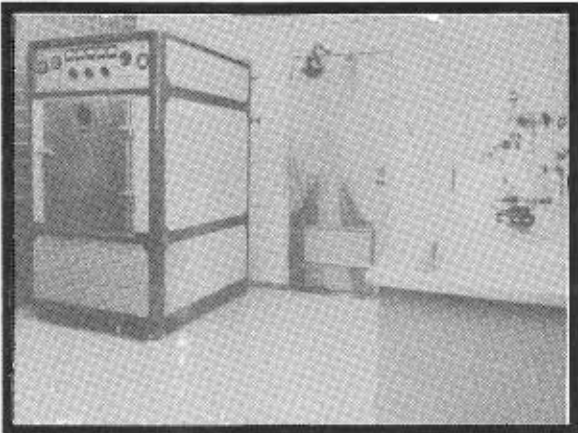




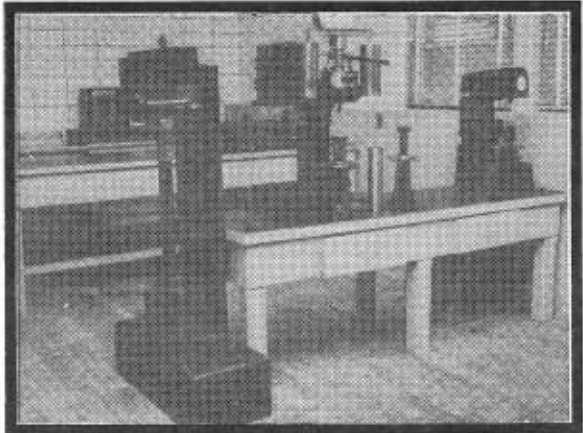
The General Analytical Laboratory was designed for all chemical analysis excepting oil tests. Fume hoods (left, background) permitted work with poisonous vapors.



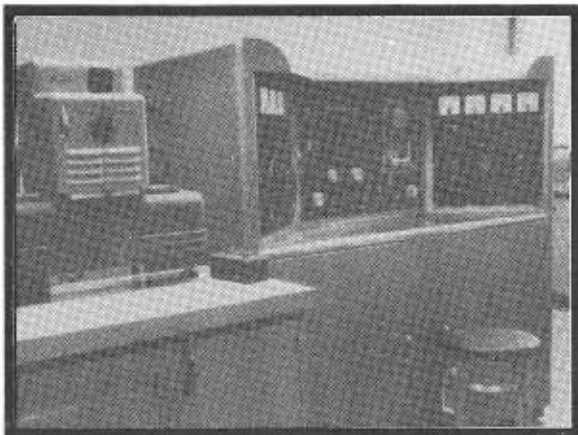
Fuels and Lubricants Laboratory where samples of lubricating and fuel oils (note cans on table in foreground) were tested, both before and during use. This was one of the most important functions of the department.



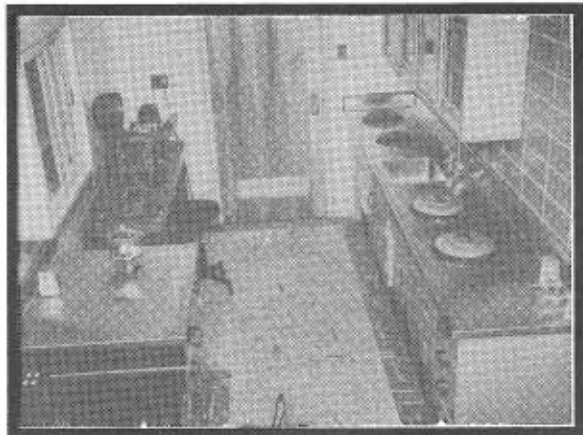
The Protective Coatings Laboratory where paint, roofing compounds, etc. were tested. Weatherometer (left) simulated actual weather conditions. It should be noted that the Protective Coatings Lab also maintained weather testing facilities on the roof of the facility.



Impactor tester (left) and hardness testers (on table) provided further checks on metals in the Physical Testing Laboratory.



Power source unit in the Spectrographic Laboratory. This was used for burning materials to be tested through spectrographic analysis.



The Metallographic Laboratory in which metal specimens were prepared for microscopic study. Camera for photomicrography is at left, near door.

of chemical analysis except oil tests; **Fuels & Lubricants Laboratory**, for testing samples of fuel and lubricating oils, both new and used; **Physical Chemistry Laboratory**, for corrosion tests, analytical distillations, and similar work; **Protective Coatings Laboratory**, for testing of paints, roofing compounds, etc.; **Physical Testing Laboratory**, for testing the tensile and compressive strength of metals and concrete; **Spectrographic Laboratory**, for spectrographic analysis of materials; **Photographic Darkroom**, for processing both photographic and spectrographic negatives and plates; **Photographic Laboratory**, for photographing objects and for drying, trimming, and mounting photographs; **Metallographic Laboratory**, for microscopic study of metals and for microphotography; and a **Water Laboratory**, for analysis of water used for various purposes over the Frisco System.

The new structure also included facilities to provide the various labs with cold, hot, chilled, and distilled water along with high and low pressure oxygen, gas, vacuum, compressed air, and sanitary, oil, and acid waste disposal. In addition, alternating and direct current in any voltage from zero to 200 was available.

One can easily see why *MODERN RAILROADS* noted that the new laboratory was, "...the most modern and complete laboratory owned by any railroad in the nation."

On December 21, 1963, after more than forty-two years of service with the Frisco, Mr. Herzog retired and was succeeded by John P. Fite who served as Engineer of Tests until his retirement in June, 1981. Between June and December of that year, BN Chief Chemist John Gombold served as acting Engineer of Tests. In January, 1982, Willis Milgren, who started with the Frisco Lab in June of 1956, assumed administrative control of the laboratory until his retirement in June of 1991.

Following the 1980 Frisco/BN merger, the BN continued to operate the Springfield lab, along with oil testing facilities at Haure, MT and Alliance, NE. In August, 1986, operation of the three laboratories was assumed by the Transportation Services Division Inc. of Day & Zimmermann. While TSD's primary responsibility was BN test needs, excess lab capacity and time was made available to other non-railroad industries. As of the printing of this issue of the *ALL ABOARD*, the laboratory is now operated by Technical Services Labs Inc., a locally owned and operated company. ☐

EDITOR'S NOTE: The museum is pleased to recognize three current members of our **FRISCO FOLKS** who worked in the Frisco Testing Lab: Max Herzog, retired and living in Georgia; Willis Milgren, retired and living in Springfield, MO; and Mary Gregg, retired and living in Ash Grove, MO.

MUSEUM ACQUISITIONS

One of the most active departments of the Frisco Testing and Research Laboratory was the Photographic Division. For over fifty-eight years, they took thousands of photographs of Frisco equipment and facilities and maintained meticulous records of each photo taken. (*ie. photo subject, location, date of photo, time of day photo was taken, camera settings, etc*) Frisco Folk Max Herzog personally took many of the photos and Frisco Folk Mary Gregg processed a large number of them.

It is with a great deal of pride and appreciation that the Officers and Board of Directors announces the acquisition of the complete Frisco Testing and Research Laboratory photo collection. Thanks to the efforts of Frisco Folk Willis Milgren and the generosity of the Burlington Northern Railroad and TSD Testing Labs, the museum's photo archives now contains over 5,400 original negatives, along with 8" x 10" prints of each and a 185 page comprehensive index. Although a number of the negatives are of a highly technical nature, the vast majority contain significant historical information and visual documentation. To our knowledge, this collection represents the last remaining, in tact, collection of original Frisco company negatives, and now establishes The Frisco Railroad Museum Inc. as the premier repository of Frisco photographic resources. While complete indexing of our photo archives is far from complete, it is now estimated that they contain in excess of 15,000 photos, negatives, and slides.



RIVER DIVISION



This is the seventh and final article in our year-long series profiling the history and operations of the Frisco River Division. This installment is number five of our in-depth look at each of the five sub-divisions that comprised the River Division. Our base year for listing stations and facilities is 1927, the first year the five sub-divisions were all in full operation and the point in time that the majority of facilities were built and in service. To profile freight and passenger service on the respective sub-divisions, six years have been selected to give a representative sample of operations, as follows: 1927 - 1943 - 1954 - 1961 - 1975 - 1979.

JONESBORO SUB-DIVISION

Wilson Branch

General Information

Total Mileage.....	68 miles
Jonesboro Sub.....	46.1 miles
Wilson Branch.....	21.9 miles
Number of Stations.....	50
Jonesboro Sub.....	29
Wilson Branch.....	21

STATION NUMBERS/NAMES

Jonesboro Sub

TR247	Barfield
TR244	Armored
TR241	Burton
T237	Blytheville
TJ238	Chickasawba
TJ239	Glencoe
TJ243	Roads
TJ244	Dearman
TJ246	Dell
TJ247	Wilson Junction
TJ248	Shonyo
TJ250	Roseland
TJ251	Pettyville
TJ252	Big Lake
TJ255	Manila
TJ258	Brown
TE252	Leachville
TJ264	Delfore
TJ269	Monette
TJ271	Black Oak
TJ273	Poplar Ridge

TJ276	Lake City
TJ279	Bowman
TJ280	Pekin
TJ281	Needham
TJ283	Webbs Mill
TJ284	Phillips
C424	North Nettleton
TJ290	Aggie School
C420	Jonesboro

Wilson Branch

TJ247	Wilson Junction
TW248	Turners
TW250	Lowden
TW252	McFerrin
TW253	Bills Crossing
TW254	Pride
TW255	Gaty
TW256	Brandon
TW257	Pace
TW257A	Handle Spur
TW258	Red Line
TW259	Little River Crossing
TW260	Shippen
TW261	Keiser
TW262	Ellisons Crossing
TW263	Hilton
TW264	Hillside
TW265	Spur Four
TW266	Marie
TW268	Tile Spur
T264	Wilson

EDITOR'S NOTE: All stations on the Jonesboro Sub and Wilson Branch were located in Arkansas.

Junction Points

Jonesboro Sub

Chaffee Sub Crossing.....	at M.P. 237.3
St. Louis Southwestern.....	at M.P. 238.7
Blytheville, Leachville & Arkansas	
Southern R.R.....	at M.P. 261.7
Missouri Pacific.....	at M.P. 288.1
St. Louis Southwestern.....	at M.P. 289.8

Facilities

Coal Stations:	
Blytheville.....	Cars
Jonesboro.....	shovel (20 pockets)

EDITOR'S NOTE: Cars indicates that coal was shoveled direct from coal cars to locomotive tenders.

Water Tanks:

Wilson Junction - Monette - Lake City - Jonesboro - Wilson

Stock Pens:

Location	No./Size	Car Cap.
Blytheville	2 27x31	4
	2 28x31	
Jonesboro	4 24x49	12
	2 24x40	
Wilson	1 32x32	2

Wyes:

Armored - Wilson Junction - Leachville - Jonesboro - Wilson

Sidings & Spurs Between Stations:

Pride	M.P. 254	2 cars
Gaty	M.P. 255	10 cars
Pace	M.P. 257	5 cars
Handle Spur	M.P. 257A	6 cars
Shippen	M.P. 260	10 cars
Ellison	M.P. 262	0 cars
Tile Spur	M.P. 268	4 cars

FREIGHT SERVICE

EDITOR'S NOTE: Generally speaking, northbound trains were always superior to southbound trains in terms of right of way priority.

1927

Jonesboro Sub:

855S/856N Local. Daily except Sunday
862N/863S Local. Daily except Sunday
864N/865S Local. Daily except Sunday

Wilson Branch:

864N/865S Local. Daily except Sunday

1943

Jonesboro Sub:

848N/849S Local. Daily except Sunday
862N/863S Local. Daily except Sunday

Wilson Branch:

849S Local. Daily except Sunday

1954

Jonesboro Sub:

862N Tuesday-Thursday-Saturday

863S Monday-Wednesday-Friday

Wilson Branch:

Service rendered by extras

1961

Leachville Sub:

Wilson Branch:

Service rendered by extras

1975 & 1979

Line Abandoned

PASSENGER SERVICE

1927

Jonesboro Sub:

898N/899S Motor Car Service daily

1943

Jonesboro Sub:

898N/899S Motor Car Service daily

EDITOR'S NOTE: The Jonesboro Sub and Wilson Branch were originally the Jonesboro, Lake City & Eastern Railroad Co., 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, 1915, 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. On January 1, 1950, the company was "officially" sold to the Frisco.



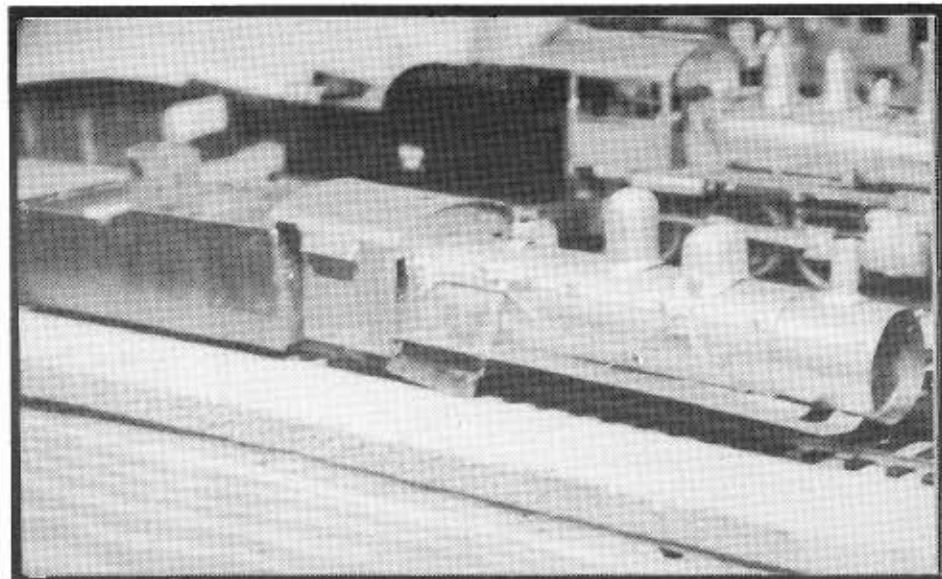
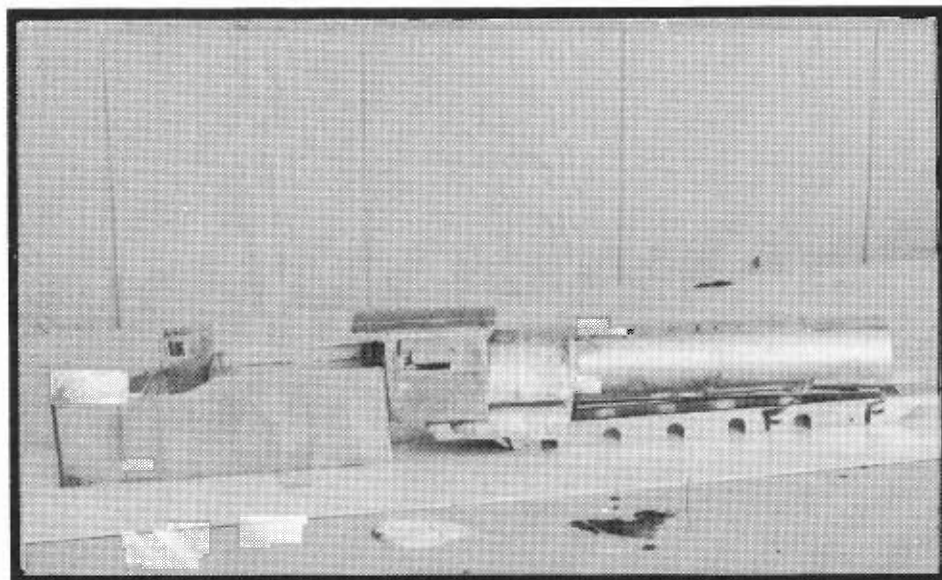
ATTENTION O SCALE FRISCO MODELERS

The Museum is pleased to announce that Chuck Burns and **THE MINIATURE LOCOMOTIVE & CAR SHOP**, one of our newest *Frisco Folks*, is currently building a limited run edition of Frisco's 2-10-0 *Decapod* steam engines in O scale! Each engine in the series will be all brass, (with a few metal castings) 100% American hand made, and will include a can motor and Northwest Short Line gear box. Chuck only plans to make five or six units in the series. For more information, send request and S.A.S.E. to:

MINIATURE LOCOMOTIVE & CAR SHOP

Rt. 1 Box 284

Copperas Cove, TX 76522



Frisco 2-10-0 "Decapod" under construction in O Scale
MINIATURE LOCOMOTIVE & CAR SHOP



We are pleased to welcome Frisco Folk Rick McClellan to our **ALL ABOARD** staff! Beginning with this issue, Rick will share with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. All Aboard! for Rick's Tips!!

DAMAGED CAR LOADS

Model Die Casting has produced several freight cars in Frisco paint schemes. None have been more welcome than the 60' flat car (#1288) that represents the Frisco flat cars numbered 3800-3807. Alone, they look good but a little lonely. They can look even better with an interesting load.

My loads are modeled after the damaged cars I've seen over the years heading to the car shops in Springfield. Even on our beloved Frisco mishaps occurred and equipment was damaged. It was removed by crane from the accident site to a waiting flat car and then sent for repair or scrapping.

Damaged box car #18473 was one of my early modeling efforts on an Athern undecorated 40' Box Car (#1200). It was painted in Floquil Box Car Red (#R74) and lettered with Herald King decal set #B-460. It was weathered heavily with Floquil's Rust (R73) and Grimy Black (R13). It sits on 2' risers made from Kappler ties (KP054) that are glued to the car and left in their natural color to represent fresh lumber. The trucks have wooden chocks glued to them and the chocks are attached to the deck by a spot of white glue. Black thread is used to represent the strapping holding the car body in place. It was ran



All photos by the author

through the stake pockets and tied.

Wrecked Gondola #66152 is an MDC car (#1694) right out of the box with a little body damage done by heating the model carefully with a soldering iron. Heavy weathering gave the look of long, hard service. This car is also set on risers made from ties but it is secured with chain made by Campbell (#256). The chain is attached to the stake pockets with black thread.

One final note. The couplers used on each of the wrecked models were from Range (#1044) and do not have the air hoses that hang down. These couplers look more realistic and allow the damaged car body to ride closer to the flat car deck.

Gather your courage and

damage a car that might otherwise collect dust or live its entire life in the box. If you are upgrading your car fleet like I am, the old cars make great loads and damaging them doesn't cause heart failure. With just a little effort you can have a damaged car load for your Frisco flat cars. **GOOD LUCK!** 🍀

ATTENTION FRISCO MODELERS *All Scales!*

Got a modeling trick, tip, or neat thing to do that you would be willing to share with our readers? If so, write or call Rick:

Rick McClellan
15405 W. 144th. Terrace
Olathe, KS 66062
913-829-4509

MODELING THE FRISCO IN 'N' SCALE

By Larry Shankles

This is the first of a two-part series, written by Frisco Folk & 'N' Scale modeler Larry Shankles, that will describe all factory lettered Frisco locomotives and rolling stock available in 'N' Scale. This first installment will feature locomotives.

The Frisco was well represented from the beginning of 'N' scale. In 1969 Arnold Rapido, a pioneer in 'N' scale, included as one of its first American offerings a GP-7 locomotive. This engine was incorrectly numbered 720 and the red of the red & white paint scheme was too red, but it was a start. This locomotive can still be found at swap meets on occasion.

In 1978, Atlas imported from Roco an Alco FA1. The locomotive shell has eastern style number boards instead of the large lighted number boards used by the Frisco. Except for that, the Frisco version was beautifully done in the full black & yellow paint scheme and accurately numbered 5230. This was produced in large numbers and is frequently still found at swap meets.

In 1986 Concor produced as part of their series of limited run collectors sets, a model of the Texas Special. This set contains two EMD E8 locomotives in the Texas Special paint scheme. The shell is by Rivarossi mounted on a Kato mechanism. Unfortunately the engines should have been E7's. Also since the train was a joint Frisco-Katy operation the engines are meant to represent both railroads. To do this, the railroad logos near the nose have the Frisco in front on one side and the Katy in front on the other side, thus when viewed from the left side it looks like a Frisco loco and viewed from the right side it looks like a Katy. If you are not a purist, these locomotives give the flavor of the Texas Special if not the reality. There may be a set out there somewhere that has not been sold,

but are otherwise impossible to get today.

In the late 1980's, a variety of engines became available in brass. Hallmark imported from Samhongs, a GP-38, a GP-40, and a U30B in the Frisco red & white schemes. These locomotives are very well detailed, however the red is too red, the entire engine is too glossy, and they do not have any reporting numbers. These may become available at collectors auctions, but are otherwise impossible to get today.

This was followed by another Hallmark offering by Samhongs, a GP7. This version is of course much more detailed and accurate than the old Rapido GP7. Hallmark apparently did their homework after the first three offerings, for this locomotive is painted in a more accurate red & white scheme. The red has just a touch of orange. Other Frisco Fans may still think it is too red, but it is exactly as I remember them. The paint is also flat, which greatly improves the looks. As in the other brass offerings, the owner must supply his own reporting numbers. The locomotive also sports red chevron stripes on the ends. This is still listed by at least one mail order dealer.

In 1989 Atlas contracted with Kato to produce a U25B. This engine is state-of-the-art mechanically and is very well detailed. The Frisco version is red & white and comes lettered with two different and correct reporting numbers, 812 and 814. Unfortunately the red is again too red. This is the only Frisco locomotive readily available.

About the same time Hallmark came out with their best offering yet. They imported from Samhongs, an EMD F3 Phase III A & B set. The Frisco version is a beautiful full black & yellow paint scheme. Again there are no reporting numbers, but these are superb looking engines. This is also

still listed by at least one mail order dealer.

You may have noticed there was no steam locomotives mentioned. There are no factory lettered steam engines but future articles will address some ways to solve this. ☐

EDITOR'S NOTE: In his next edition of **MODELING THE FRISCO IN 'N' SCALE**, Larry will provide a comprehensive listing of all factory lettered rolling stock.

FRISCO MODELERS BULLETIN

The Museum **RESEARCH SERVICE** has recently discovered that Dupont is still manufacturing the original Frisco mandarin orange as an automotive paint. The current number is **7910 D H**, and is sold through automotive stores handling Dupont Dulux paints. At this time, we are not sure if it is suitable for model work (*ie. effect on plastic and/or brass*). Samples are currently being tested and we will have an up-date in our next issue of the **ALL ABOARD**.

CAUTION: We understand that the paint contains lead and should be used with caution! ☐





LOOKING BACKWARD is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people, equipment, facilities, and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1966

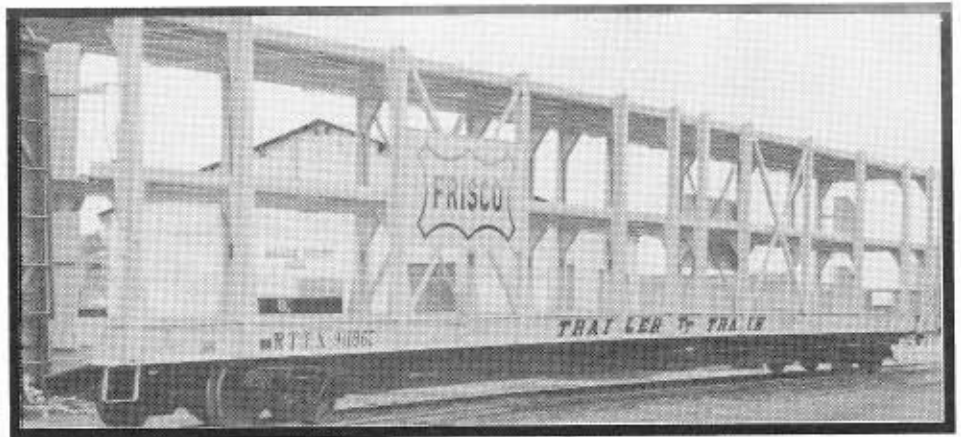
In July, 1966, Frisco's Springfield Shops began construction of thirty-five multi-level automobile racks, that were applied to 89' flat cars on lease from Trailer Train Corporation. When completed, the additional units brought the number of racks fabricated in the Frisco shops to 309 and increased the fleet of auto-rack cars to 687 including 539 tri-levels and 148 bi-levels.

50 YEARS - 1941

On a ship, wending its way toward Africa, is an ambulance. Its wheels were built especially to run through the sands of Africa, and its mission is to save the lives of those who are giving their all for the defence of freedom and democracy, in Europe. So wrote the 1941 May-June issue of the *FRISCO FIRST* magazine, announcing the purchase by Frisco Employee Clubs of an ambulance for use in World War II. A check for \$1,745.00 was presented to R.M.C. Onnrod, Chairman of the British-American Ambulance Corps, on March 21, 1941.

75 YEARS - 1916

In 1916, two new concrete coaling stations were built at Potts Camp, MS and Willow Springs, MO. The Potts Camp facility was a mechanical unit manufactured by the Ogle Construction Co. and contained two bins with a 150 ton capacity in each. The Willow Springs structure was built by Fairbanks Morse and was equipped with two bins with a 100 ton capacity in each. According to our records, the Willow Springs facility was the only "silo" type unit in service on the Frisco. □



RTTX 911867 equipped with newly built Frisco tri-level auto racks July, 1966 Frisco photo



Frisco donated British-American Ambulance March, 1941 Frisco photo



Coaling Station - Willow Springs, MO

Photo reprinted with permission from the State Historical Society of Missouri

MAIL CAR

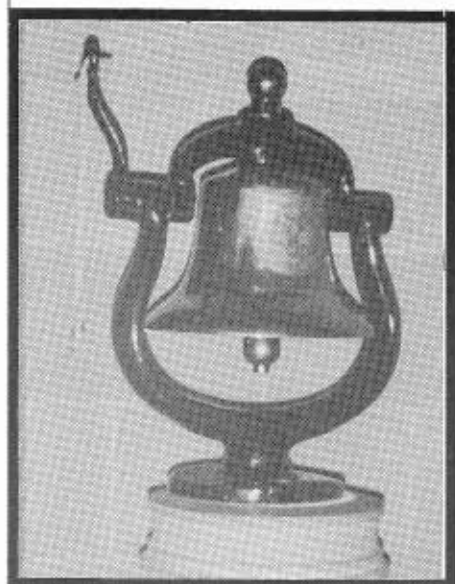


The MAIL CAR is a feature of the ALL ABOARD in which we attempt to answer some of the many questions that are submitted to our RESEARCH SERVICE.

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: I need you to settle an argument for me. A friend of mine recently told me that he once saw a Frisco caboose painted Pullman Green. I said NO! He says YES! What do you say?

ANSWER: While we sincerely trust that this matter will not have an adverse effect on your friendship, according to our records, your friend is correct! Based on photographic evidence and interviews with former Frisco car and paint shop employees, Caboose No. 202 was briefly painted a Pullman Green for service in a Director's Special train consist of Frisco Business Cars. Dates of repainting are currently unknown. ☐



*Frisco locomotive bell
Interstate Commerce Commission
July 24, 1991 Sarah Schmitt photo*



*Frisco Caboose #202 in Pullman Green livery
NOTE: While not possible to detect in black & white,
original color photo/slide does show Pullman Green scheme
Jim Rucker photo*

Retired Frisco Locomotive Bell Graces Interstate Commerce Commission Lobby

On May 27, 1955, Frisco President Clark Hungerford presented a retired locomotive bell to Richard F. Mitchell, Chairman of the Interstate Commerce Commission, in ceremonies at Washington, D.C.. The bell was to be permanently mounted on a stone pedestal for display in the main lobby of

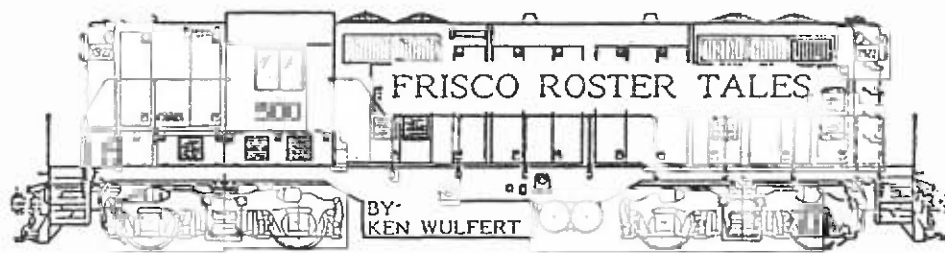
the building, to serve as a tribute to the steam locomotive's contribution to the transportation industry.

A recent working vacation by the ALL ABOARD editor and family to Washington, D.C. found the Frisco bell still in place in the I.C.C. lobby.

☐



*Frisco President Clark Hungerford presenting bell to Mr. Mitchell,
May 27, 1955 Frisco photo*



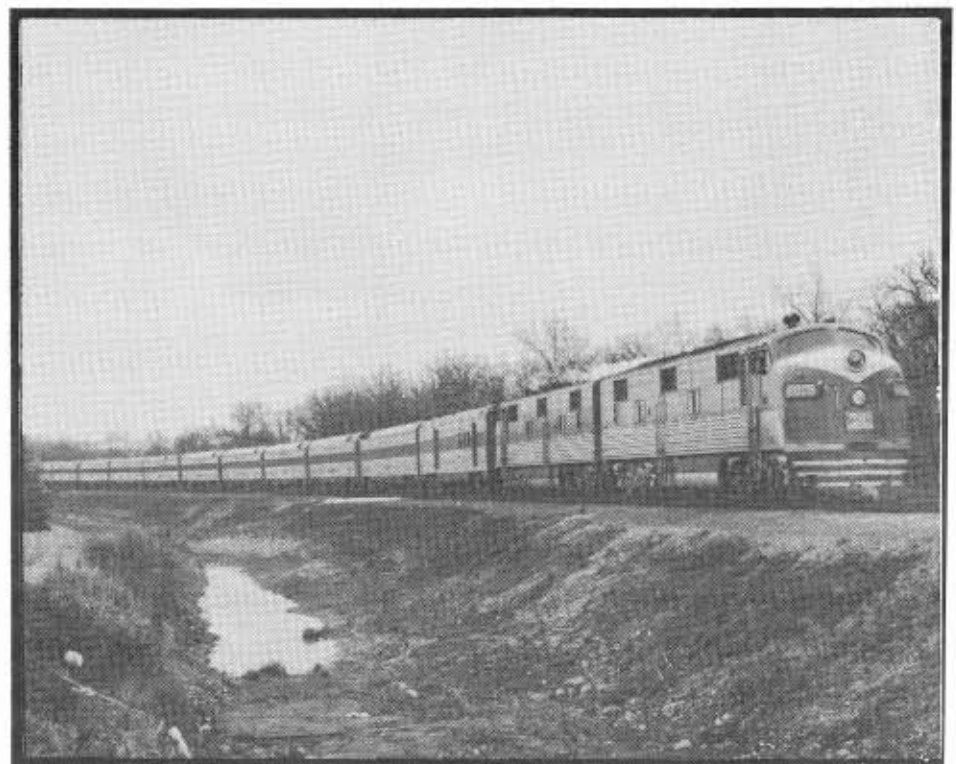
Much has been written about Frisco's *Race Horse* E-7 & E-8 passenger diesels, including several brief pieces by this author in the **ALL ABOARD** (April-May-June '87 & September '88). The fact that these locomotives have been mentioned frequently in various publications is a testimony to their graceful appearance, their high level of performance, and their general popularity. Even the die-hard fans of Frisco's steam power admit that Frisco's *Race Horses* were a class act, in tune with the strong heritage of Frisco's steam power.

Shortly after WW-II, the Frisco made the decision to upgrade their two crack St. Louis trains, No's 1-2, the *Texas Special*, to Texas and No's 9-10, the *Meteor*, to Oklahoma. The idea was to upgrade them with new light weight, streamlined equipment, and power them with the latest in passenger diesels. This was a major decision, since at the time, the only diesels on the roster were some Baldwin 660 and 1000 HP switchers, plus a few center cab, 44-ton light switchers. Around the end of 1946, E-7's 2000-2005 were ordered from EMD, and were ready for service in late 1947. As readers of the **ALL ABOARD** know, the *Texas Special* was run in conjunction with the Katy and, accordingly, MKT also ordered a set of E-7's (101A & 101C) plus a streamlined train set. The Frisco E-7's assigned to this train (2000 & 2003) were decorated in the *Texas Special* decor to match the Katy units. Each locomotive displayed the heralds of both railroads. (EDITOR'S NOTE: *The heralds were displayed on each side at the front of the units: Katy heralds first on their engines and the Frisco logo first on Nos. 2000 & 2003*). The remaining Frisco units (2001, 2002, 2004, 2005)

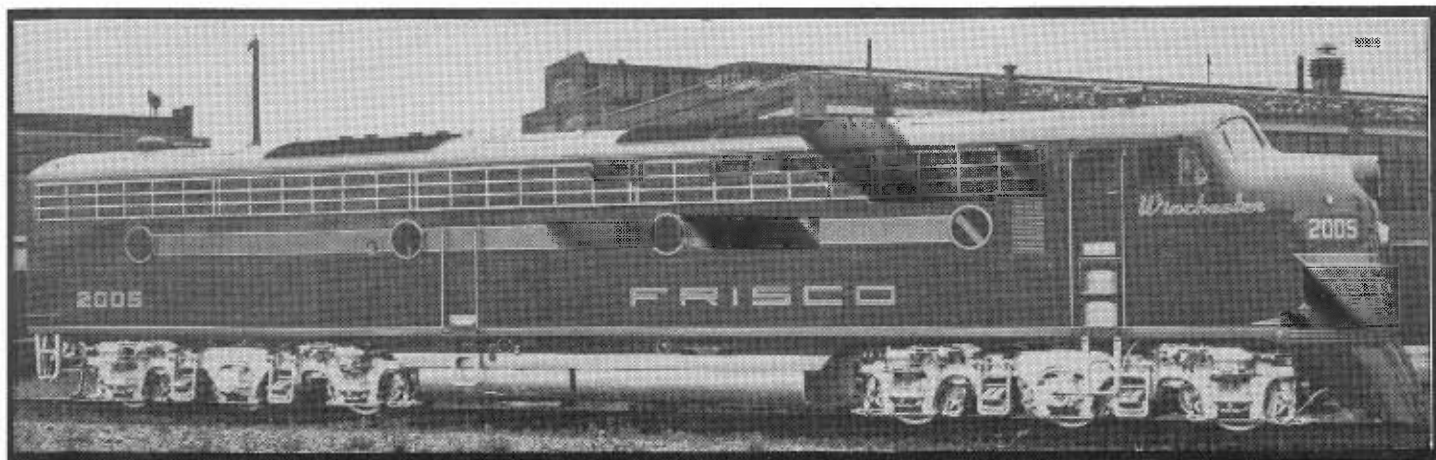
received a very similar paint scheme, but only carried the Frisco herald. These locomotives were assigned to the *Meteor*. The Frisco also ordered two streamlined train sets for the *Meteor*, plus one for the *Texas Special* to match that ordered by the Katy. All of the new locomotives and light weight cars were notable in that they had stainless steel fluting attached to their red sides, making an impressive looking train.

These 2000 HP E-7's, running in sets of two, were real speed demons, geared 55:22, good for speeds close to 100 MPH, which proved to be too high for a *hogback* line like Frisco's Eastern Division. Typical of most E-7's, the locomotives were very popular and turned in excellent service, so impressing the Frisco management that the decision to dieselize all passenger service was made in 1949.

Throughout 1950, the batch of seventeen E-8's needed to effect full mainline passenger dieselization began arriving. Under some influence from top management (*Mr. Hungerford*), Frisco changed their operating philosophy for passenger trains at this time, and ordered the E-8's with slower but more *gutsy* gearing, 57:20, good for 85 MPH tops. At the same time they felt differentiation from the Katy would be wise, and hence finished off the E-8's with a new decor, the elegant, unique red and gold *Race Horse* livery. At the same time, the six E-7's were modified, mechanically to mate with the new E-8's, and cosmetically to look like them. The fluted side panels and square E-7 side windows were replaced with new locomotive side panels with round port holes, and the units were painted per the new *Race Horse* scheme, with, of course, individual horse names for each unit just like on the E-8's. Other more significant E-7 physical features, like the topside radiators and exhausts, the front number boards and pilot, and the side vent behind the cab door remained and differentiated the modified E-7's in *hiding* from their new E-8 cousins.



E-7 No. 2005 as motive power on the *Meteor*, circa. 1948 Frisco photo



Newly modified E-7/E-8 No. 2005 awaiting assignment at Springfield West Shops, May 18, 1950. Frisco photo

This stable of Frisco E-units gave great service on mainline SLSF passenger trains through the end of passenger service on the Frisco in 1967. In the process, they caught the imagination of many a railfan, and were one of the better known features of the Frisco. In a future *Roster Tale*, we will address the various different paint schemes these locomotives wore during their life behind the Frisco coonskin.

For those of you who, like me, are interested in Frisco trivia, the following is what my records show as the fate of each Frisco E-unit:

E-7's 2000, 2002, 2004: Sold to L&N in 1964, traded in to EMD in 1972.

E-7's 2001, 2003, 2005: Traded in to EMD in 1965 for GP-35's.

E-8's 2006, 2008, 2010, 2011, 2012, 2013, 2016, 2017, 2018, 2019, 2020,

2021, 2022 traded in to EMD in 1967-1968 for SD-45's.

E-8's 2009, 2015: Sold to L&N in 1965, traded in to EMD in 1972.

E-8's 2007, 2014: Sold to L&N in 1965, sold to AMTRAK in 1971, sold to PNC in 1981.

How many ALL ABOARD readers know that two of Frisco's Race Horses ran on AMTRAK (though not for long) and still existed in the 1980's? 📧



Classic Frisco E-7 motive power! From the collection of Lee Buffington



SAFETY FIRST



"The real objective of the words **SAFETY FIRST**, selected as motto for the safety movement on the Frisco Railroad, is to have every officer and employe, before issuing or executing orders, or performing work of any character, to have ever in mind the two words, **SAFETY FIRST**; they must be so indelibly engraved upon each officer's and employe's mind that unconsciously, without any effort on his part, they will occur to him."

So wrote E.D. Levy, then Assistant General Manager, Springfield, in the January 1912, edition of the **FRISCO MAN** magazine.



Shop Safety Committee, Sherman, TX, January 1912 Frisco photo



The 1912 issue was devoted in its entirety to the Frisco's first organized system-wide safety program, inaugurated in August 1911, with the establishment of Division, Terminal, and Shop Safety Committees. Its motto was simply **SAFETY FIRST**, a slogan that endured in one form or another throughout the entire history of the Frisco.

With the establishment of a system-wide Accident Prevention Department in the early 1920's, a variety

of programs, slogans, and promotions were used over the years to encourage **SAFETY FIRST**.

In addition to the efforts of local safety committees, the Frisco would hold Family Group Safety Meetings, dinners, Accident Prevention meetings, and on-the-job training. To facilitate on-the-job instruction, in September 1954, the West Springfield Coach Shops rebuilt ex-Pullman Tourist Sleeper #5052 into a **SAFETY INSTRUCTION CAR #54**. The Safety Department also provided educational programs, presented annual safety awards throughout the system, and sponsored various contest including the **RACE HORSE** and **WHITE ELEPHANT** competition instituted by long-time Superintendent of Safety R.P. Hamilton, in 1948.

Over the years, the Safety Department also created a variety of

slogans and mottos, including the following examples:

°Just Between You & Me, Let's make it Safe in '53

°Safety is a Personal Thing in 1955

°We Are Strong On Safety in Seventy



°Speak Up For Safety in the '70's

°SAFETY - Its Up To You in '72

°Let's All Be Injury Free in '73

°Practice Safety More & More - Keep It First in '74

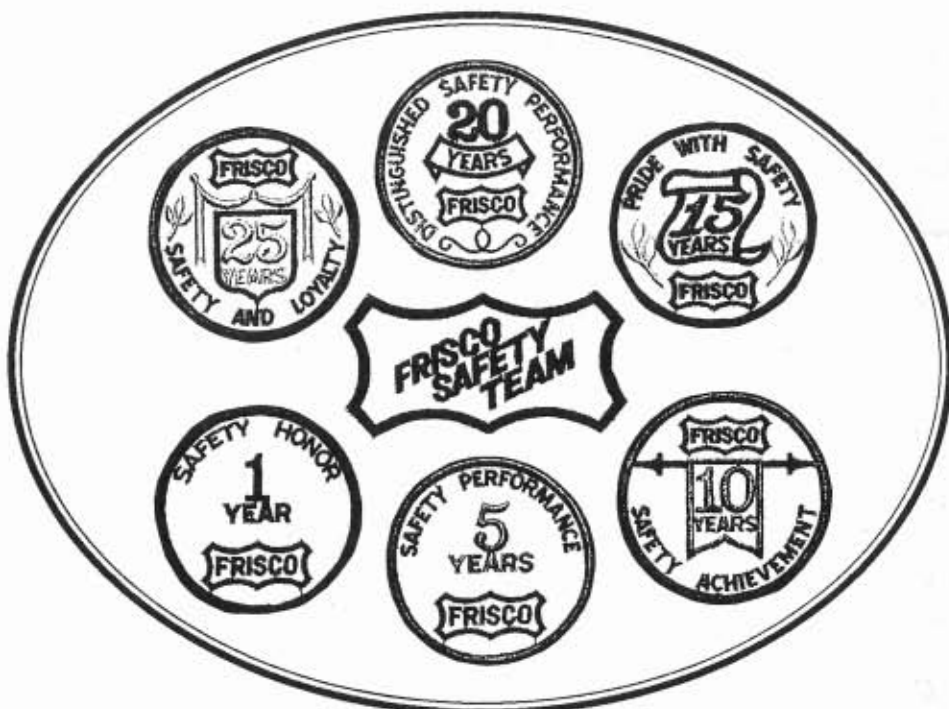
°Safety with Pride in '75

°Don't Let Safety Wait in '78

Race Horse — White Elephant Winners



Probably the most visible evidence of the Frisco's commitment to safety was the vast assortment of promotional items that were distributed to employees and customers. For instance, the museum currently has on display cutlery sets, pocket pencil holder, note pads, fingernail clipper sets, playing cards, tape measurers, lapel pins, pin-backs, pocket knives, rulers, ice scrappers, pens & pencils, flashlights, night-lights, posters, sunglasses, desk placards, telephone accessories, car litter bags, hats, stickers, and patches, all of which were generated by the safety department! In 1973, an employee safety program was initiated that provided a colorful assortment of patches and hard-hat stickers to employees with various yearly increments of accident free service.



1973 Safety Department promotional patches



FREEDOM FROM ACCIDENTS patch - original art work



FREEDOM FROM ACCIDENTS patch - finished product (shown actual size)

One of the most unique safety department programs that provided an equally unique assortment of promotional items was created in 1975 by Frisco Folk Guy S. Pollard, who retired from the Frisco/BN as Director of Safety & Rules. According to Mr. Pollard, "Just prior to 1976 our country was gearing up for our Bicentennial Celebration. A lot of material and art work related to the patriotic motif was beginning to emerge. I remember seeing in a magazine a print of Uncle Sam's hat hanging on the back of a ladderback chair. I drew the hat on the corner of the Frisco coonskin, took it to the Embroidery Patch Co. in Kansas City where their staff drafted the art work for the patch, the end result being the **FREEDOM FROM ACCIDENTS** logo and theme for that year."

In addition to the patch, stickers, pin-backs, pen & pencil sets, nail clipper sets, key holders, a kitchen cutlery set, and posters all carried the **FREEDOM FROM ACCIDENTS** logo and theme.

The museum is pleased to announce the limited availability of **FREEDOM FROM ACCIDENTS** patches pictured on this page, along with matching hard-hat stickers and pin-backs.

The patches are \$3.00 each, stickers \$5.00 each, and pin-backs are \$4.00 each, all postage paid. We also have limited quantities of the 1973 Safety Department patches shown on p. 17 available for \$10.00 each. ☐



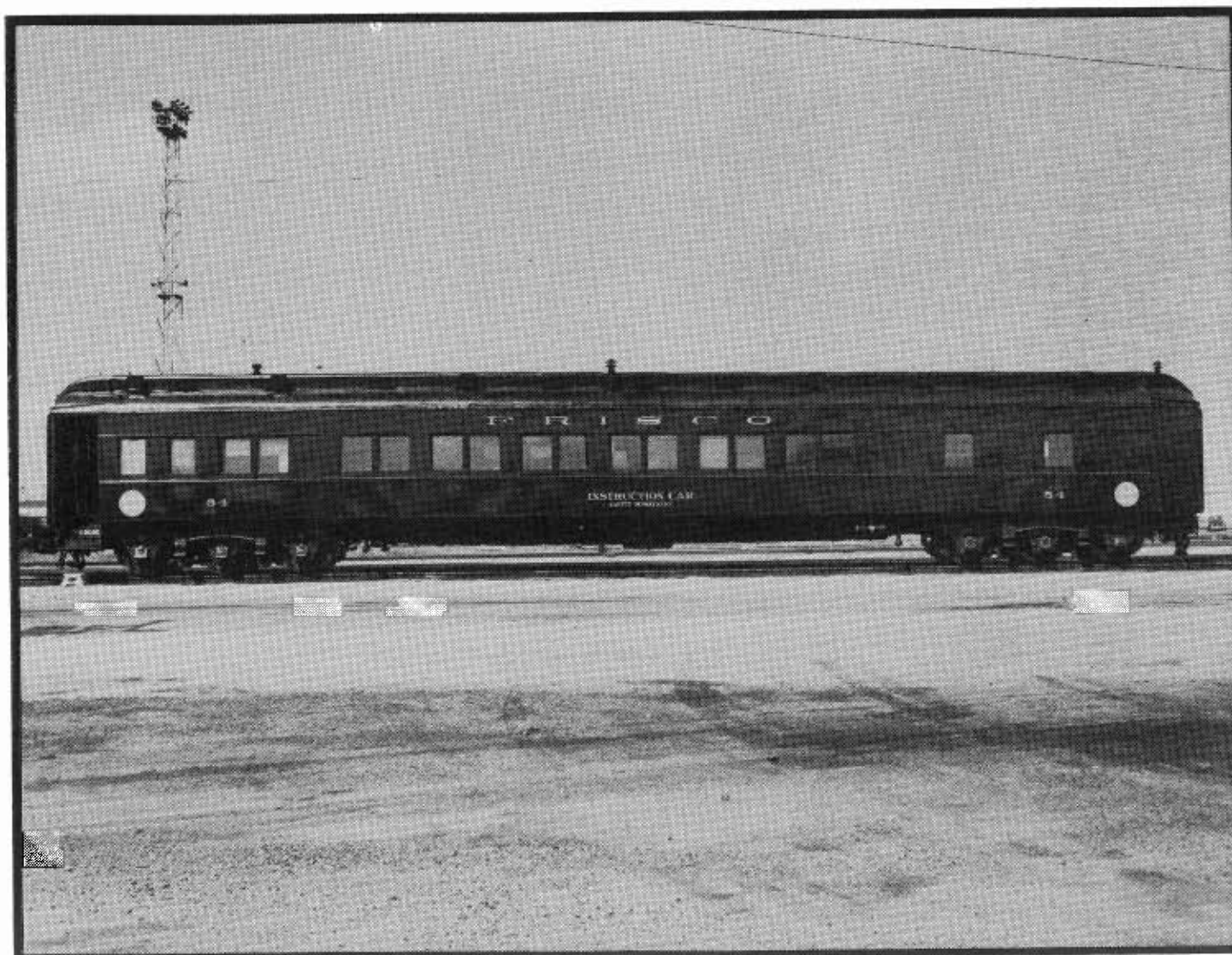
In keeping with the Safety Department's practice of "employee" competition, the museum is pleased to announce its own version of a Frisco Folks Safety Contest. Send us a direct quote or detailed description of *RULE 632*, and we will send you a **FREEDOM FROM ACCIDENTS** patch, **FREE!** ☐



FREEDOM FROM ACCIDENTS pin-back (shown actual size)



FREEDOM FROM ACCIDENTS hard-hat sticker
(shown actual size)



Frisco Safety Department Instruction Car West Springfield Shops September, 1954 Frisco photo

Doodlebugging On The Frisco

PHOTO UP-DATE

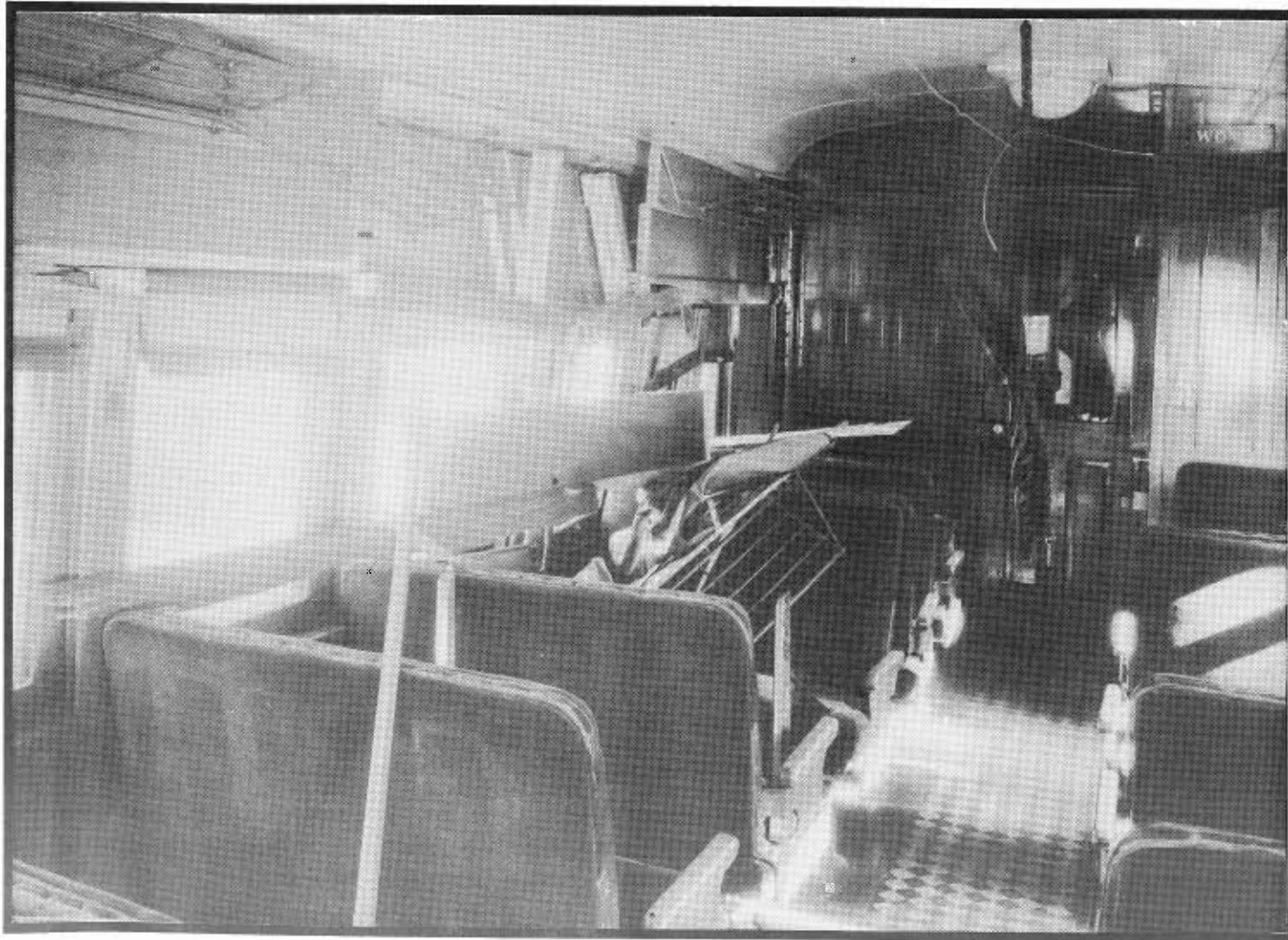
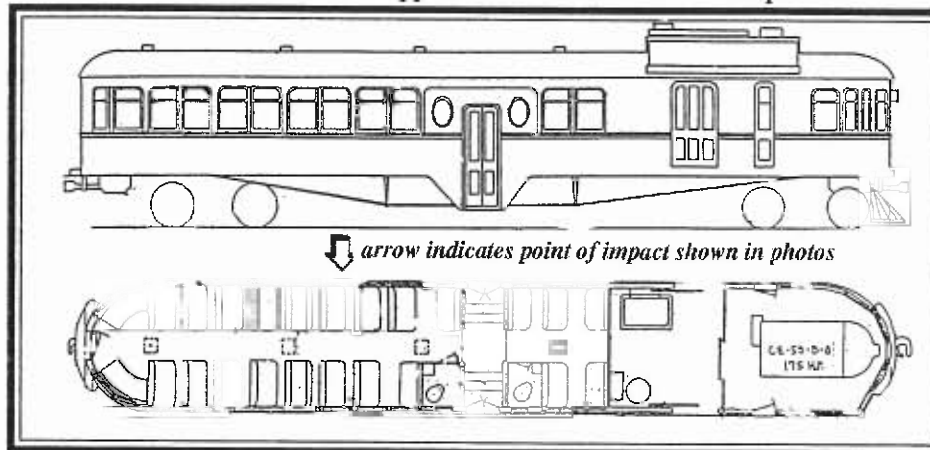
The Frisco Testing & Research Laboratory photo collection has yielded three rare photos of Motor Car #2117 showing side and interior details. In twenty-one years of collecting Frisco memorabilia and research materials, these are the first such photos we have ever seen!

The occasion for photographing the car was to show damage incurred as the result of a "collision with a truck." All three photos shown on this and page 20 are dated January 4, 1935.

According to our records (see *ALL ABOARD*, April 1990, p. 5),

#2117 was Ex-Jonesboro, Lake City, & Eastern Railroad #110 and was scrapped

in March, 1935, due possibly to the accident shown in the photos. ☞



Interior Motor Car #2117 January 4, 1935

