

FRISCO All Aboard FRISCO

MAY-JUNE

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FRISCO All Aboard FRISCO

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Frisco President Clark Hingerford & Freight Conductor G.W. Handhausen, peer out the cupola of caboose 916, coupled to Business Car No. 1, July 6, 1947, at Springfield, MO.

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A Man With Frisco Pride

By
Viola Fox Cotter

"HE SERVED THE FRISCO 37 YEARS AS STATION AGENT AND TELEGRAPHER."

This pride in his profession is prominently displayed as an inscription on his tomb stone. William Ellsworth Watts was a man, small in stature, only about 5'2" tall and his place in the history of Kansas was not large, but he served his community well. He did his job faithfully in the small town of Narcissa, Indian Territory, where he spent his first years with the Frisco, and at Turck, KS, near Columbus.

Cherokee County High School in 1917. She became a teacher in small area schools... and time passed... The 1920's went by, and grandchildren came to visit and learn about trains and travel.

Mother Watts was involved with her clubs, home demonstration work, and church activities. The years of the Great Depression were hard for small towns. There was little work, but Turck had the Hercules Powder Mill as its main stay.

In 1938, on a dry late October day, as a mighty Frisco locomotive pulled thru the tiny

community, sparks flashed as steel wheels bit the steel tracks. Tinder dry grass was a ready kindling, and soon the flames were moving thru the open field toward the mill. Fear must have been heavy in the hearts of all those who fought so hard to extinguish the dangerous flames. Soon they realized that the task was to great. Nothing more could be done. Grandmother Dora took down her pretty things from the walls and cabinets and all made a fast escape from the area. The blasts, which rocked the community for many miles, were heard in Joplin, MO and in Oklahoma.

No lives were lost, but so came the end of another small town. No longer was there a need for the station at Turck. Grandmother & Granddaddy moved back to the small prairie town of Narcissa and spent the remainder of their years, again living near the Frisco line where they started their railroad career so many years before.

Grandmother died in 1946, and granddaddy walked each day, along the tracks, remembering with pride his years of service with the Frisco. ☐

EDITOR'S NOTE: Turck, Station L144, and Narcissa, Station L179, were both on the Afton Sub-Division, Northern Division. Viola Fox Cotter is a member of our Frisco Folks family and proudly shares this feature as a tribute to her grandparents.



Narcissa, OK, circa. 1903. Viola Cotter collection

Bill, his wife Dora, and their two children arrived in Turck in March of 1908. The children, Charles and Jessie, grew up living in the section house beside the tracks.

The years before World War I passed quickly. Daddy Watts, as he was called by the young folks in the community, sold tickets to places far away, as he handled the freight and shipping day by day.

Young Charles made his first venture into business by running the movie theater in the small town. Jessie, my mother, graduated from



Turck, KS, circa. 1917. Viola Cotter collection



Automobile Handling Facilities

In 1962, the Frisco's Intermodal Department was serving the following thirty-nine cities with TOFC *Trailer-On-Flat-Car* loading/unloading ramps.

ADA, OKLA.
ABERDEEN, MISS.
ALTUS, OKLA.
BIRMINGHAM, ALA.
BLYTHEVILLE, ARK.
CHICKASHA, OKLA.
CLINTON, MO.
CLINTON, OKLA.
CRYSTAL CITY, MO.
DALLAS (IRVING), TEX.
ENID, OKLA.
FAYETTEVILLE, ARK.
FLOYDADA, TEX.

FT. SILL, OKLA.
FT. SMITH, ARK.
FT. WORTH, TEX.
HENRYETTA, OKLA.
JONESBORO, ARK.
JOPLIN, MO.
KANSAS CITY, MO.
LAMAR, MO.
LAWTON, OKLA.
MEMPHIS, TENN.
MOBILE, ALA.
MONETT, MO.
MUSKOGEE, OKLA.

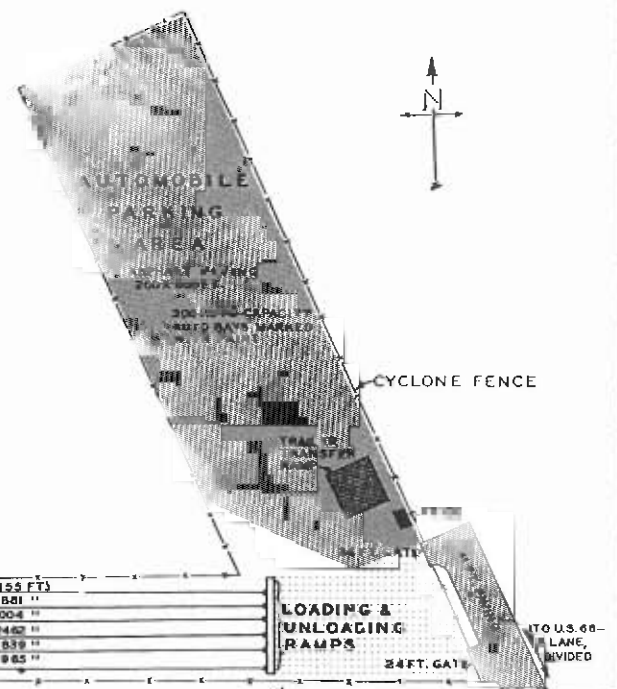
OKLAHOMA CITY, OKLA.
OKMULGEE, OKLA.
PARIS, TEX.
PENSACOLA, FLA.
ROGERS, ARK.
ST. LOUIS, MO.
SHERMAN, TEX.
SPRINGFIELD, MO.
TULSA, OKLA.
TUPELO, MISS.
VINITA, OKLA.
WEST PLAINS, MO.
WICHITA, KAN.

In addition to the piggyback ramps, the Frisco had in service five automobile handling facilities. This is the first in a series of features that will profile the automobile facilities with layout diagrams and photos.



RAMP-AREA DETAILS:

FENCED AUTO PARKING CAPACITY: 300-ON PAVING
TRAILER TRANSFER RAMPS (48'X54') IN PAVED AREA
TWO BUCK LOADERS FOR BI-LEVEL AND TRI-LEVEL OPERATION
MULTI-LEVEL CAR CAPACITY: 48 UNITS PER SETUP
FACILITY ALSO HANDLES STANDARD PIGGY-BACK LOADS
FACILITY COMPLETELY ENCLOSED BY CYCLONE FENCE
FACILITY FULLY LIGHTED-24-HOUR OPERATION



TRACK	NO.	6-6-85 FT. CARS	0155 FT)
11	11	5: A - 11	881
12	12	4: B - 11	1004
13	13	3: C - 11	2462
14	14	2: D - 11	839
15	15	1: E - 11	965

FRISCO
FRISCO AUTOMOBILE RAMP
ST. LOUIS, MISSOURI
TRAFFIC DEPARTMENT
ST. LOUIS-SAN FRANCISCO RAILWAY CO.
ST. LOUIS - I - MISSOURI



Frisco's automobile facility at Valley Park (St. Louis) showing loading tracks with capacity of 50 tri-level or bi-level cars and adjoining storage area. *Frisco photo*



View of Frisco's multi-level loading racks at Valley Park (St. Louis).

Frisco photo



Unloading ramps for automobiles arriving by highway transport for transfer to multi-level cars.

Frisco photo

FRISCO COVERED AUTO RACKS

By Rick McClellan

Today's HO modeler has an incredible selection of great running locomotives and rolling stock to select from. One of the latest additions to the fleet of freight equipment is the 89' enclosed auto carriers from Walthers. These little beauties appear to be identical to the covered auto racks in service on the Frisco and with a little attention they can proudly wear the coonskin.

First, a little history. The transporting of automobiles by rail on the Frisco dates back to 1910, when the first 300 automobile

cars arrived on company property, series 145000-145299. In the early 1960's, the Frisco pioneered the auto rack concept with its 3000-3130 series of Pullman built 85' tri-level units. By 1970, the fleet of auto racks numbered 665 with 129 Frisco-owned units and 536 racks on leased equipment from the Trailer Train Co., series reporting marks **RTTX** (flat cars, equipped with fixed tri-level auto racks furnished by participant railroads) and **BTTX** (flat cars, equipped with bi-level auto racks furnished by participant

railroads). **EDITOR'S NOTE:** A more detailed history of Frisco auto carrier equipment appears in the February, 1989, *All Aboard*, pp. 3-4.

In the early 1970's, increased theft and vandalism forced the railroads to develop an enclosed car that would effectively protect the load of automobiles. The end result of their efforts was the covered auto rack, applied to Trailer Train 89' flat cars, and designated **ETTX** (flat cars, equipped with fully enclosed tri-level auto racks



Frisco Covered Auto Rack ETXX 908635, Portec Inc., Grand River, MI, October, 1976. Lens-Art photo

furnished by participant railroads). One of the first Frisco units in this series was No. 908635, built in October, 1976.

The coonskin was displayed on a 36" x 67" steel panel located second panel down from the top and second panel in from the car end. Although some photos suggest that the cars may have been painted box car red, Frisco Research Service records, photos, and physical evidence (*the museum has the logo panels from car No. 852266*) indicates that they carried the Frisco mandarin orange livery.

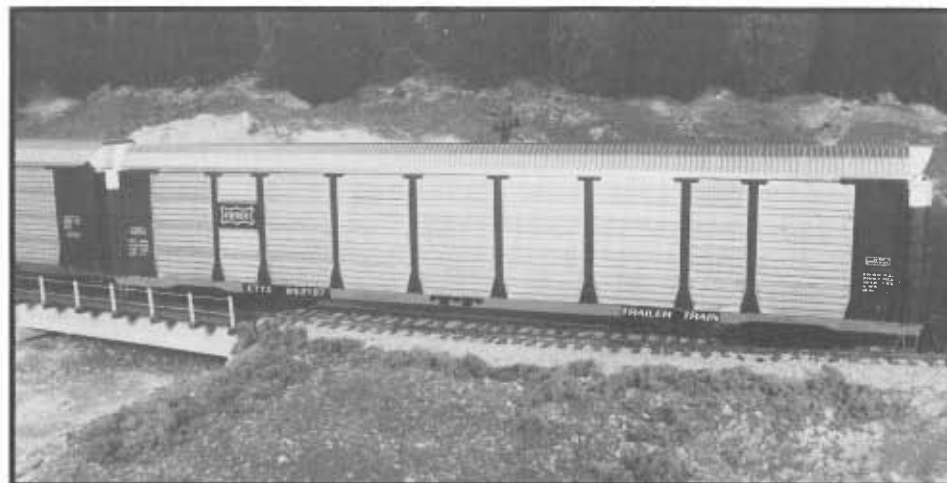
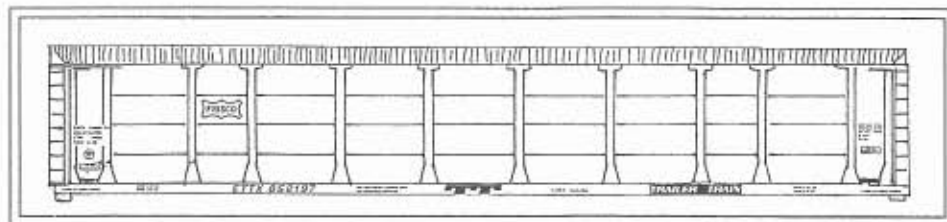
I decided to begin my fleet of covered auto racks with car ETTX 852317 and I began with a Walthers Conrail car #932-4803. While I had to piece-meal the decals for my car, I understand that Oddballs Custom Decals has come out with a set, #48, that includes all Frisco and Trailer Train logos & reporting marks, with number variations for ETTX 852197, 852322, or 852147.

The flat car is painted yellow, the frame & end doors orange, and the top & side panels silver. Note in the photo on page 6 that the top of the end doors and the end of the roof are white.

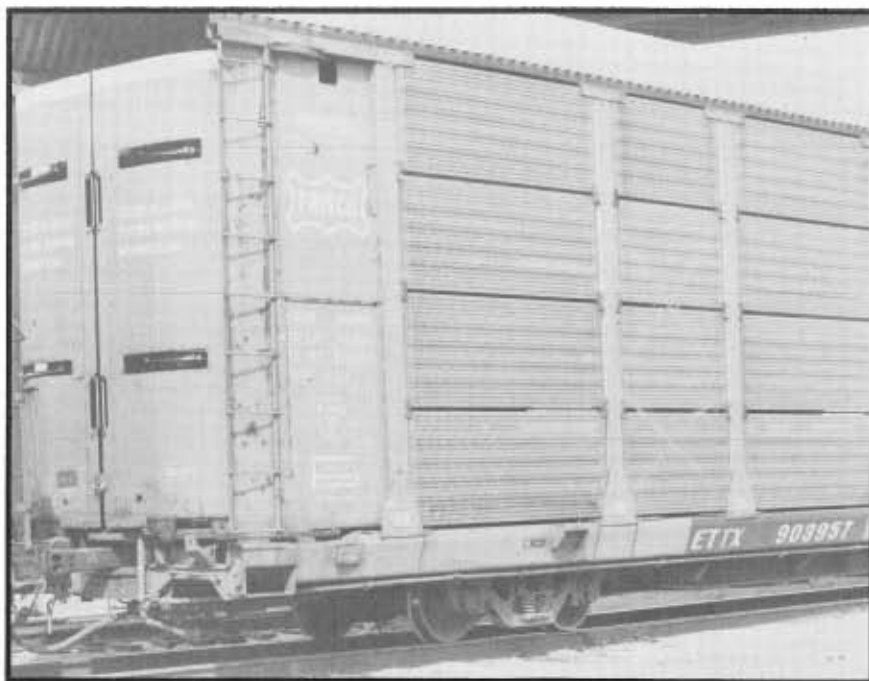
Two informational notes bear mention. First, the Frisco actually operated two variations of the covered auto racks. One, with the coonskin on a side panel and one with a smaller logo located on the upper side of the end frame. Oddballs also has a decal set available for the latter variation, set #40.

Second, these cars are very long and need wide curves. I tried to body mount Kadee #5 couplers and found that the cars would derail on my 34" radius curves. They have since been fitted with the special swinging coupler boxes supplied in the kits and I have not had any derail problems.

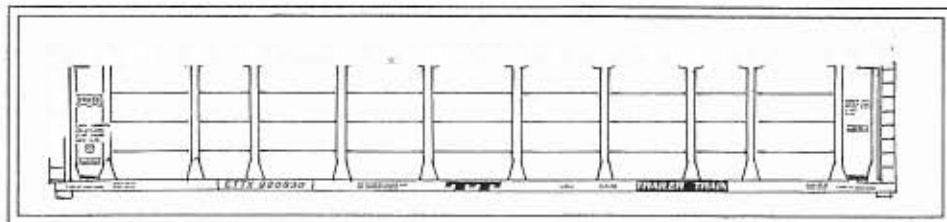
Several of the cars are now in service on my Springfield Terminal Division including some from other roads. If you model the Frisco in the 1970's, consider adding the Walthers 89' enclosed auto carrier to your roster of SLSF



*Frisco Covered Auto Rack ETTX 852197, in service on Rick's Springfield Terminal Division HO layout.
Rick McClellan photo*



*Frisco Covered Auto Rack ETTX 903957, Kansas City, MO, circa. 1978.
R.E. Napper photo*



Both Frisco Covered Auto Rack diagrams, from Oddballs Decal Catalog

equipment so your automobile manufacturers can **Ship It On The Frisco!** 





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

25 YEARS - 1968

Pursuant to authorization of the Interstate Commerce Commission in Finance Docket No. 25070, service date July 19, 1968, the St. Louis - San Francisco Railway Company acquired the physical properties, assets and franchises and assumed all liabilities of the



Frisco "Trapshooter Special," Neodesha, KS, circa. 1917 Frisco photo

Birmingham Belt Railroad Company, effective with the close of business on September 30, 1968. The Birmingham Belt Railroad was a switching line in Birmingham, AL, incorporated on September 9, 1899.

50 YEARS - 1943

In 1943, Centralized Traffic Control was completed and placed in service between Dillon and Swedeberg, MO, a distance of 46.5 miles. In connection with the new CTC, a new brick building at Newburg was constructed and

passing tracks were extended at Rolla, Sills, Franks, Dixon, and Jury, MO.

75 YEARS - 1918

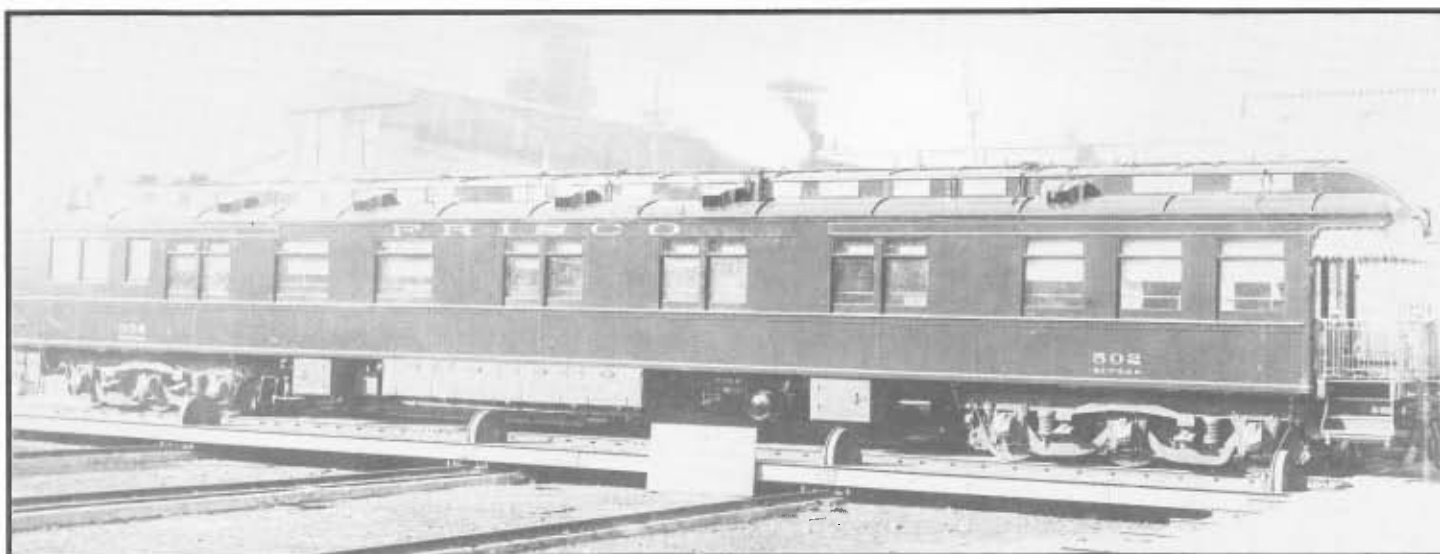
In 1918, the Frisco operated a *Trapshooter Special* oil train that departed Neodesha, KS, daily, for "somewhere in the east." 📄



It was a St. Louis area bill board announcing the "New Frisco Meteor" diesel powered, streamlined service, May 17, 1948, and its Classic Frisco!

Frisco photo

FRISCO'S EXECUTIVE FLEET



Kansas City, Ft. Scott, & Memphis "Official Car" No. 502, American Car & Foundry, St. Charles, MO plant, November, 24, 1911. Kevin Johnson collection

EDITOR'S NOTE: This is the third in our series on the **Frisco's Executive Fleet of Business Cars**.

San Francisco

The *San Francisco* began its tenure of service as "Official Car" No. 502, a 74' steel unit, completed in November, 1911, for service on the Frisco controlled Kansas City, Ft. Scott, & Memphis Railroad. Chances are, it was first assigned to B.L. Winchell, then president of the company.

When the United State government assumed control of the nation's railroads in January, 1918, No. 502 was placed in government service as No. 33, for use by the U.S.

Railroad Administration. In 1920, No. 33 was changed to No. 405, stationed on the Missouri, Kansas, & Texas Railroad, and listed in Equipment Registers as an "MKT" car. In 1921, No. 405 was released from government service, returned to the Frisco, remodeled, and re-numbered No. 1920 at the request of newly elected president J.M. Kurn. Mr. Kurn wanted his business car to symbolize 1920 as being both a new beginning for the Frisco and the beginning of his presidency.

In 1947, when the executive fleet experienced its first major re-numbering program, the No. 1920 car became the No. 1 business car. (see cover photo) In January, 1952, car No. 1 entered the Springfield Coach Shops and emerged in April

of that year as a newly remodeled business car, the *San Francisco*.

The car was 83' long, weighed 228,900 lbs., and was equipped with a full service kitchen & crew quarters, dining room, three state rooms with individual baths, and an observation room on the platform end.

The interior was finished in mahogany paneling and trim, and the exterior was olive green with black roof and gold lettering & trim. The *San Francisco* was, without doubt, the most ornate and luxurious of the entire executive fleet.

In 1956, the car again entered the Springfield coach shops and was released back into service in December, 1956, with a new



Left side view, Frisco Business Car #1920, West Springfield Coach Shops, September 1, 1944.

Frisco photo

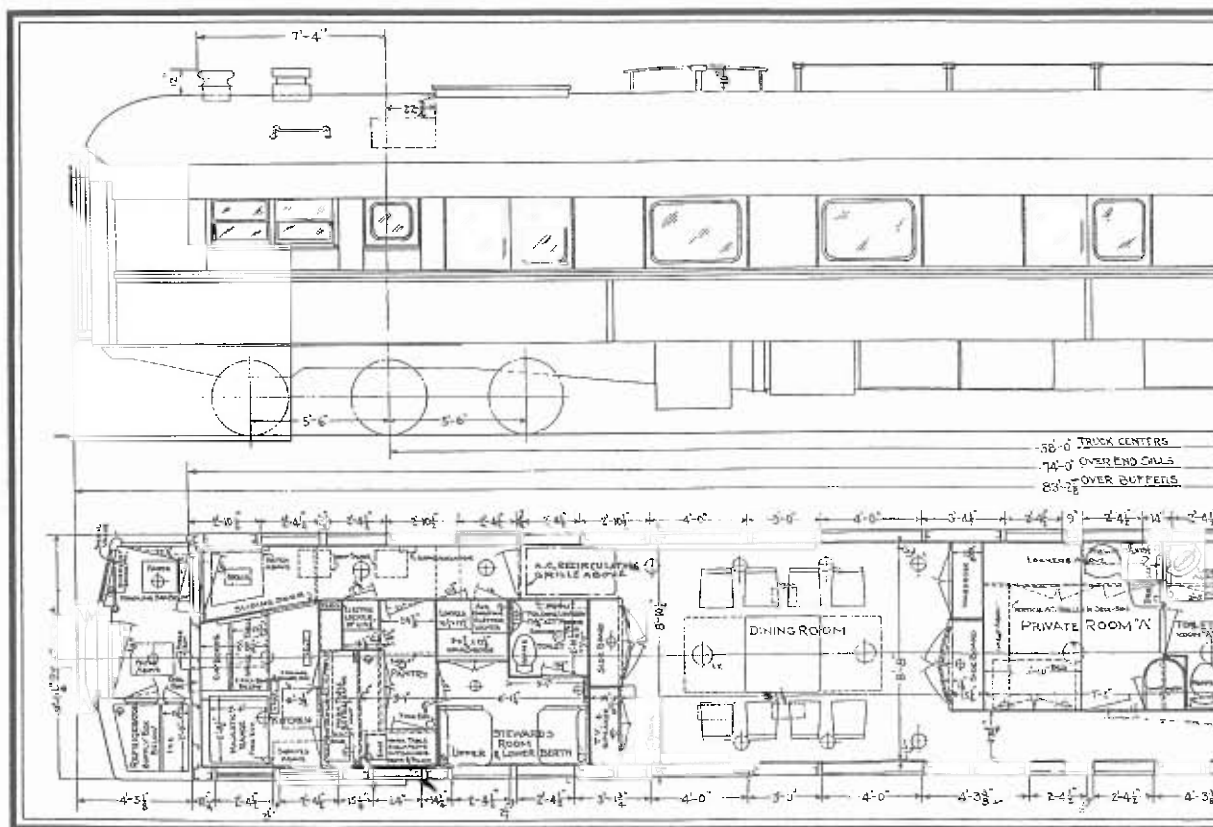


Right side view, Frisco Business Car #1920, West Springfield Coach Shops, September 1, 1944.

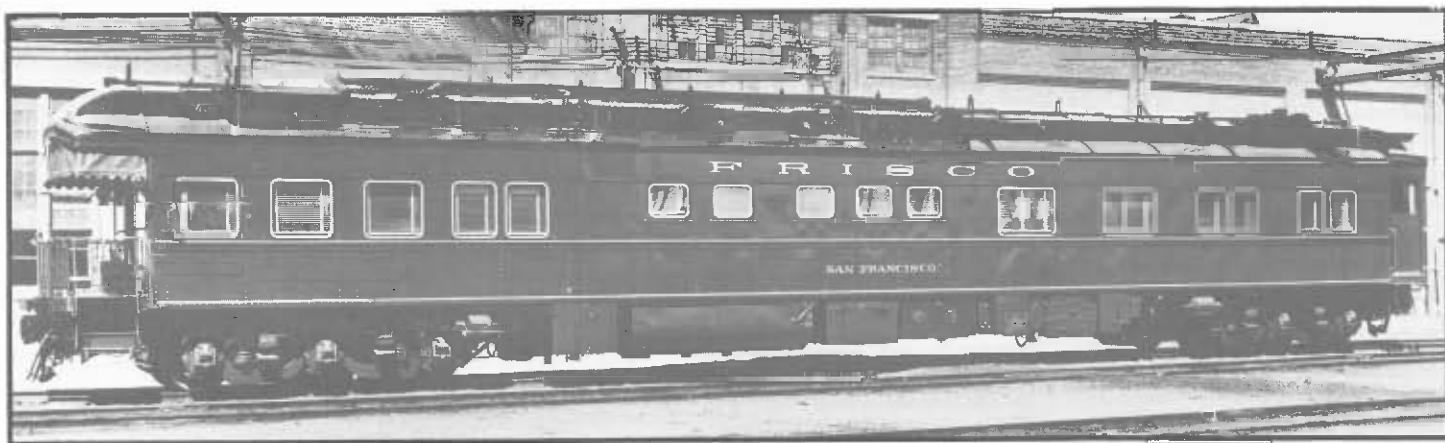
Frisco photo



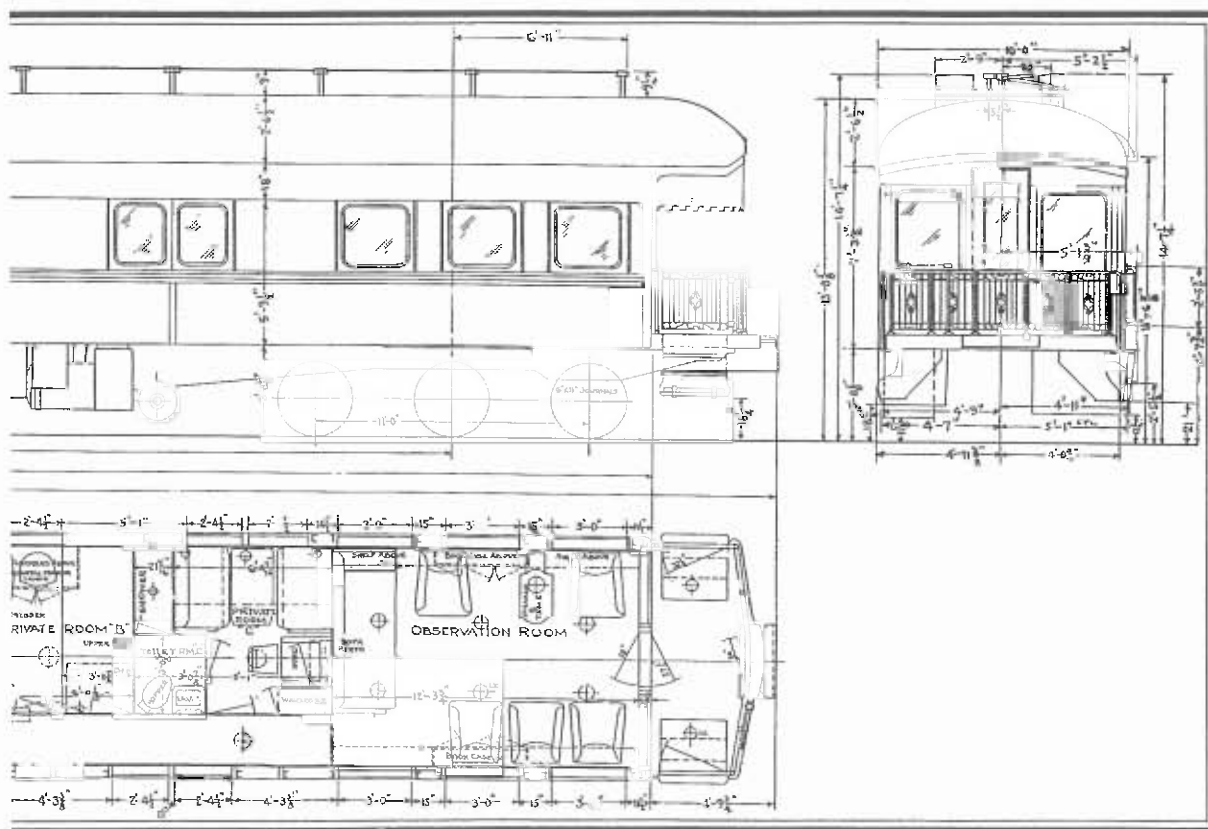
Left side view, Frisco Business Car San Francisco, with monitor roof design, West Springfield Coach Shops, April 17, 1952 Frisco photo



Left side view, Frisco Business Car San Francisco, with turtleback roof design, Ft. Smith, AR, February 1, 1962. Mike Condren photo



Right side view, Frisco Business Car San Francisco, with monitor roof design, West Springfield Coach Shops, April 17, 1952 Frisco photo



Right side view, Frisco Business Car San Francisco, with turtleback roof design West Springfield Coach Shops, December 21, 1956 Frisco photo

air conditioning system and an arched or turtleback roof design, replacing the original equipment monitor style.

Six years later, while once again in the Springfield Coach Shop for interior remodeling, the *San*

Francisco caught fire and was destroyed beyond repair on December 24, 1962.

While existing records are incomplete, it appears that the *San Francisco* may have been used by, or assigned to, the following

company officials: 1911-1913, B.L. Winchell; 1914-1917, W.C. Nixon; 1918-1920, U.S. Railroad Administration, 1921-1945, J.M. Kurn; 1946-1947, F.A. Thompson; 1948-1955, Clark Hungerford; 1956-1961, R.J. Stone. ☐



San Francisco Business Car, Dining Room, looking toward front of car, Springfield, MO, April 16, 1952.

Frisco photo

San Francisco Business Car, Observation Room, looking toward front of car, Springfield, MO, April 16, 1952.

Frisco photo



San Francisco Business Car, Observation Room, looking toward rear of car, Springfield, MO, April 16, 1952.

Frisco photo



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 **FRISCO 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: Since the *Roster Tales* article on the streamlined passenger cars came out (*All Aboard*, August-September, 1991, pp. 6-7), I have been researching their name origins. I have found all but two. Can you tell me where the names "Baden" and "Picardy Lane" came from?

ANSWER: According to Frisco Folk Betty Arrick, daughter of the late Clark Hungerford, President of the Frisco from 1947 to 1962, their personal residence was located on *Picardy Lane*, St. Louis.

We do not currently have any information on the name origin of the *Baden* coach. If any of our readers have this information, please let us know!

With the exception of the *Picardy Lane* and the *Baden*, all the streamlined coaches were named for suburb communities in and around the St. Louis area. The two *Meteor* Coach/Buffer/Lounge cars were also named after communities.

The streamlined sleeper fleet were named after famous individuals on the *Texas Special* and rivers on the *Meteor*.

The *Texas Special* Sleeper/Lounge-Observation car was named for Joseph Pulitzer and the *Meteor* Diner/Lounge/Observation cars were named the *Tulsa* and the *Oklahoma City*.



Picardy Lane, Texas Special Coach #1259, Pullman Co., Chicago, IL, circa 1955. Betty Arrick collection.

ST. L. - S. F. RY.
DISTRICT SALES MANAGER
SUITE 1700, 1270 AV
NEW YORK

S. F. RY. CO.
MANAGER SALES
ATTERY BLDG.
EVEPORT, LA.

"I've Been Workin' Off The Railroad"

By
Glenn Martin

ST. L. - S. F.
c/o DISTRICT
850 RE
DF

ST. L. - S. F. R
Room 305, FA
UNIVERSITY
LITTLE RC

ST. L. - S.
c/o DIST.
Room 809
INDIAN

ST. L. - S.
DIST. S.
295 I
BUFF,

ST. L. - S. F. RY.
DIST. SALES MGR.
1503 Avenue J
LUBBOCK, TEXAS 79401

Six months after my wife & I were married, I was offered a position in Frisco's Charlotte, NC Traffic (Sales) Office. My new bride, as well as others that were informed of the city to which we were moving, expressed surprise that the Frisco went into North Carolina. Most of the 19,000 plus or minus Frisco employees knew about "off-line sales offices," but few others did.

During my thirty-six years in rail service, thirty-five with the Frisco and one with the Burlington Northern, over twenty-one were spent off-line in Charlotte, Atlanta, GA, and Lubbock, TX.

Being off the railroad property some hundreds and even thousands of miles selling our services, required an entirely different technique than being "on line" where the railroad was more visible. It was always a thrill for me to see a piece of Frisco equipment in Augusta, GA, or Wilmington, NC, or Albuquerque, NM, or El Paso, TX. A Frisco Sales Representative was always a cut above our competition and could capitalize on the other railroad's deficiencies with whom we were competing.

We all knew the Frisco was a first class, close-knit, gritty railroad. Our sales people were the toughest of competitors... we had the backing of our upper management and the officials at all levels were solidly behind us. Other rail salesmen were envious of the support our off-line representatives received from the on-line forces.

Contacts on Traffic Departments of many, many major shippers and receivers were made by Sales Department representatives from our off-line offices.

EDITOR'S NOTE: According to a January 1, 1962, Traffic Department brochure, the Frisco had sixty-four off-line sales offices located throughout the country. The museum's collection of off-line sales office rubber stamps were used to create the background for Glenn's article.

About the Author: Glenn Martin retired from the Frisco/BN, having served as Off-line/On-line Sales Representative, Off-line/On-line District Sales Manager, and Area Sales Manager. He is a member of our Frisco Folks museum family and serves on our Springfield Relocation Project Strategic Planning Committee.

RY.
SALES MANAGER
67TH STREET
RIDA 33100

SALES
INN. 55402

S MANAGER
ARKET ST.
CALIF. 9410.

Y. CO.
LES MANAGER
509 114th AVE. S.
IE WASH 9801

S. F. RY. CO.
DISTRICT SALES MANAGER
801B WEST 8th ST. - SUITE 130
CINCINNATI, OHIO 45203



Rick's Tips

Frisco Folk Rick McClellan shares 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.

CTC PANEL

Operation of model railroads can open a whole new dimension of the hobby for those who have never had the opportunity. Finally, all those locomotives and cars have meaning and purpose as they serve all those structures and pass the rolling scenery. But what controls all of those trains and keeps them from crashing into each other? The answer lies in a system of dispatching. Quickly becoming the most common method is two-way radio dispatching using a magnetic CTC panel to track train movements.

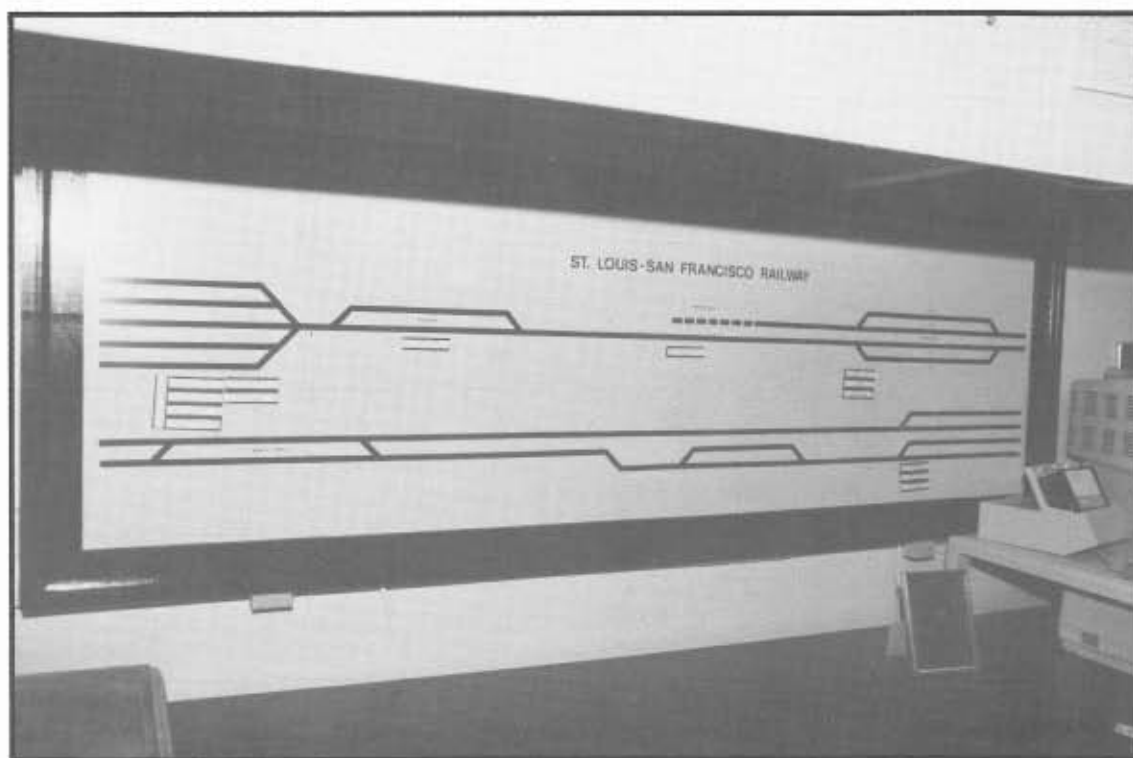
There are variations to this method. Some are more expensive and others are less expensive. The secret is to find what works for you and don't let the bolt counters get to you. On my Springfield Terminal Division, the radio dispatching/magnetic CTC panel was the answer.

Each operating session, a dispatcher controls the train movements over the division by maintaining radio communication with road crews. As trains move through the division, the crews radio in their position and the dispatcher moves a magnet representing the train along a magnetic CTC panel that has a schematic of the mainline. Sidings are also represented on the CTC schematic so the dispatcher can arrange for opposing movements to meet in a safe location and pass each other. This method of train control is quite effective and simple enough that rookie dispatchers can learn the system quickly. Mainline turnouts are thrown by the train crews, but only at the direction of the dispatcher, thus effectively giving him control of the mainline as per the prototype.

Well enough of all of this. How do you make CTC panels? Step one is to locate a source for the

sheet steel in your area. In the Kansas City area, I found that Hennessey Sheet Metal in Rosedale, KS (*across the street from the former SLSF Rosedale Yard*) not only had the sheet metal I was looking for but it came in about twenty different prepainted colors! I chose a buff color to match the last depot color used by the Frisco and the people at Hennessey cut it for me to my 14" x 48" specifications at a cost of \$10.00. The metal has very sharp corners and generally looks unfinished without a frame, so one was made from brick mould which is the exterior moulding used on many modern homes. The frame was assembled and painted black. A preliminary schematic was first drawn on the metal with a pencil to center everything properly. The final schematic was done using red 1/4" automotive striping tape which was less than \$2.00 at K-Mart. The red striping on the buff background makes a nice contrast for viewing.

The lettering was done by first using 1" vinyl letters to spell out **St. Louis-San Francisco Railway**. I wanted there to be no mistake by visitors about the railroad they were seeing. Other lettering was done using 3/8" dry

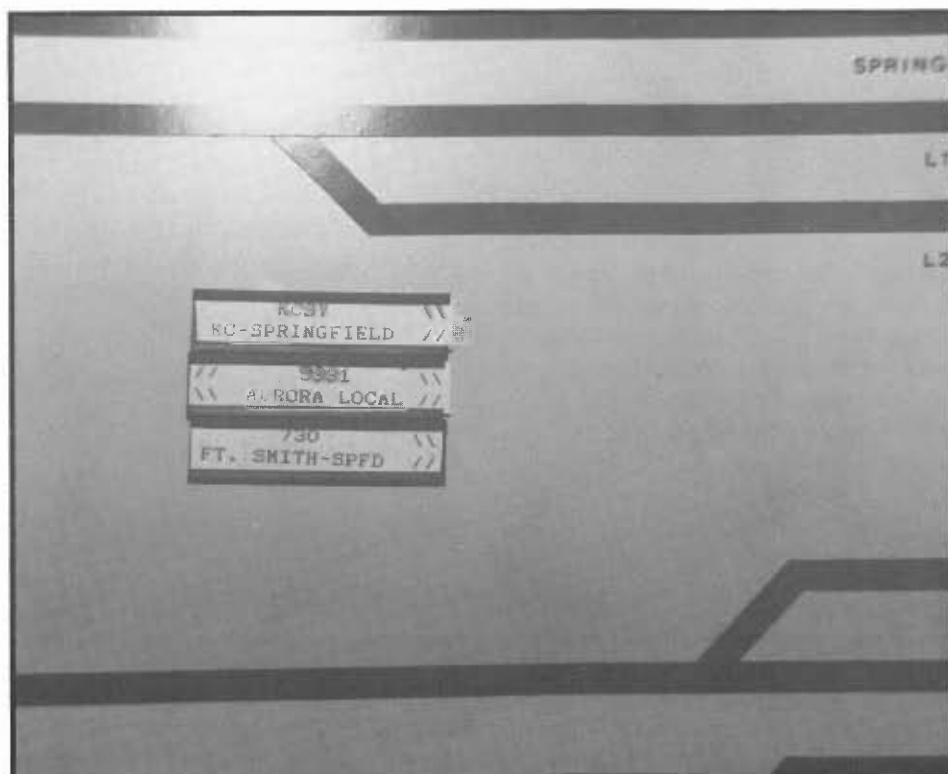


transfer letters to mark sidings, cities, track numbers, etc. Once finalized it was coated with several coats of spray lacquer to protect the dry transfer lettering.

A word about the magnets. I tried to use the inexpensive strip magnets found in most dime stores and found that I could not make a neat enough tag to represent a train. As a result, I have used magnetic card holders by Magna Chart which are strip magnets that small cards or paper can be slipped into. These magnets are easier to grip and I can change the train name cards as my graphic arts skills increase. Unfortunately, these little devils are not cheap. They are available at office supply store for \$11.50 for a package of twenty-five.

With all of this done you only need to determine a train line-up and call your friends for an operating session. I must admit, this is the most enjoyable part of the hobby for me because I can return to another time and...

Ship  On The Frisco! 



EASTERN DIVISION

SPRINGFIELD SUB-DIVISION

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

Time Table No. 43

Date: Saturday, August 31, 1963

FREIGHT Westward

PASSENGER

X	31	X	435	437	X	3 West	4 East	9 West	10 East
5002	810	581	813	815	573	2004	2018	2013	2007
5138	811	569	802	5140	532			2010	2012
5309	814	610	808	801	562	REX 6562	442		
5143	*204	579	*264	800	546	440	443	431	439
5063		*234	*267	*268	*273	369	364	444	430
5043					*236	432	375	337	389
*246						353	101	251	252
						220	1081	1652	308
						1254	H. SHAW	1650	218
								1252	774
								1550	1651
								F.P. BLAIR	751
								H. SHAW	1256
								385	1551
								134	GASCONADE R.
								767	

*indicates caboose number(s)

DOWN AT THE DEPOT

MOUNTAINBURG, AR

Station 390
Ft. Smith Sub-Division
Central Division

On June 4, 1880, the *St. Louis, Arkansas, & Texas Railroad Co.* was incorporated in the State of Missouri as a wholly owned subsidiary company of the Frisco. One month later, on July 17, a company with the same name was incorporated in Arkansas, also a subsidiary of the Frisco. One year later, on June 10, 1881, the two companies were consolidated as the *St. Louis, Arkansas, & Texas Railway Co.*

At the date of consolidation, thirty-two miles of track had been completed from Monett, MO to the Missouri-Arkansas State line and thirty-seven miles were in service from the state line to Fayetteville, AR.

On January 21, 1882, the company officially sold its property and franchises to the Frisco with the sixty-nine miles from Monett to Fayetteville in service and an additional sixty-three miles under construction southward to Ft. Smith. When the total 132 miles of track was completed, it became the Ft. Smith Sub-Division of the Central Division.



Mountainburg, AR, circa. 1954. H.D. Connor photo

In 1892, a two-story, wood frame, depot was built at Station No. 390 on the Fayetteville to Ft. Smith portion of the line at Mountainburg, AR. The 50' 3" x 20' combination station included a large freight & express room on the north end, a center office, and both white & Negro waiting rooms on the south. The station also featured a second level divided into three living rooms.

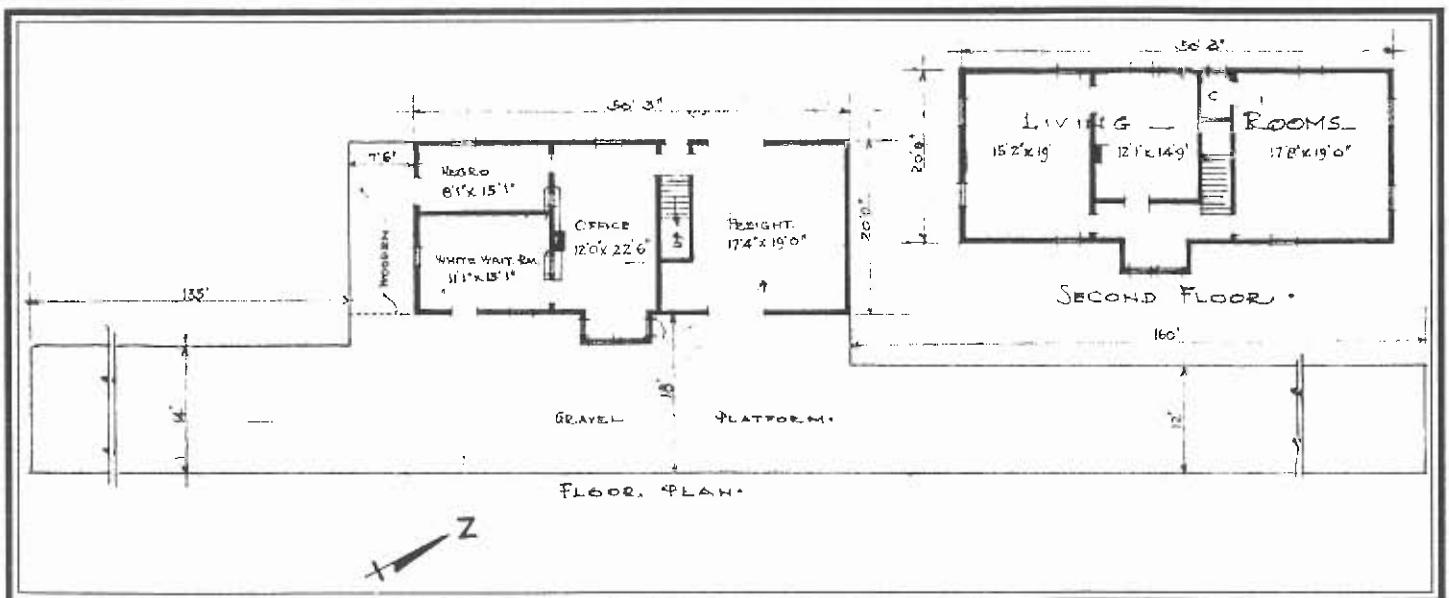
Set on a pile head foundation with 2" x 6" walls, the exterior was finished in boards & battens and a 1/3 pitch shingled gable roof. The gravel platform was 245' long and extended out 18' from the station.

The interior was finished

with 3/4" x 3 1/4" M. & B. and the ceiling heights were 10' on the first floor and 8' 8" on the second level. In addition to the depot, the Mountainburg facility included a section house and four stock pens with a twelve car capacity.

In the early 1900's, the station was served by three daily passenger trains. However, by the mid-1930's service had decreased to one signal stop train, Nos. 709/710. On September 18, 1965 Frisco passenger service to Mountainburg was discontinued.

Today the line is operated by the Arkansas & Missouri Railroad Co.



The "Brownie Box"

"A summons to the 'Brownie Box' would scare a guy down to his socks!" So spoke a veteran railroader as he reminisced about receiving some of his first "Brownies" on the Frisco.

"Brownies" were disciplinary marks or demerits that were assessed to railroaders for various rules infractions. The term "Brownie" came from the Brown System of demerits used by the railroads for many years. The "Brownie Box" was railroad slang for the Superintendent's car where "Brownie" court was often held and demerits were handed out.

As illustrated below, the Frisco assessed its share of "Brownies" and even had an official form upon which to record the event.



Form G-31 Standard

Springfield, Mo., Aug. 30, 1941

File

This is notice of discipline assessed or other special entry made to your service record as follows:

Discipline or Special Entry 10 demerits

Cause For your responsibility in misreading orders and getting by meeting point train 37 with helper engine returning from Dixon evening of August 28, investigation conducted with you today by the undersigned. While this was a serious oversight on your part which could have resulted in a disastrous accident, have taken into consideration your limited experience, and the fact that you seem to fully realize your responsibility, and promise to more carefully observe your orders in future.

This notice is sent you in duplicate. Sign duplicate copy in space provided in lower left hand corner and return to me promptly. You may retain the original.

cc FHS FGL MLC

Receipt Acknowledged:

RM Lison
Superintendent (Title)

Mail Bag Trivia

Congratulations to Frisco Folk Gary Dyhouse for submitting the correct answers to our January-February question: *What is a "Glad Hand," "Rip Track," and a "Shoo-Fly?"* Because he was the first to tell us what these terms mean, Gary has received a 10% discount on his next **Frisco Folks** membership renewal.

Glad Hand: The metal air hose coupling between cars makes a positive connection with a mating coupling through a slight twisting interlock action. The end result somewhat resembles a handshake and thus the nickname "Glad Hand."

Rip Track: The origin of this name is lost in railroad history but this explanation is quite popular with old timers. A ripping tool was a steel bar having one end formed into a ripping chisel and the other end shaped like a gooseneck with a claw for pulling nails. It was used quite often along a section of track, usually located in the railroad yards, that would handle minor repairs on wooded cars. Thus, it became known as the "Rip Track."

Shoo-Fly: When tracks were obstructed due to track repair, derailments, etc., a temporary track was laid around the blockade. This section of bypass was called a "Shoo-Fly" track.

Here's our next round of *Mail Bag Trivia* questions:

What is a **Kicker**," **Air Monkey**," and a **"Possum Belly?"**

Be the first to tell us what these terms mean and receive a 10% discount on your next **Frisco Folks** membership renewal. ☞

That ain't just chicken soup!

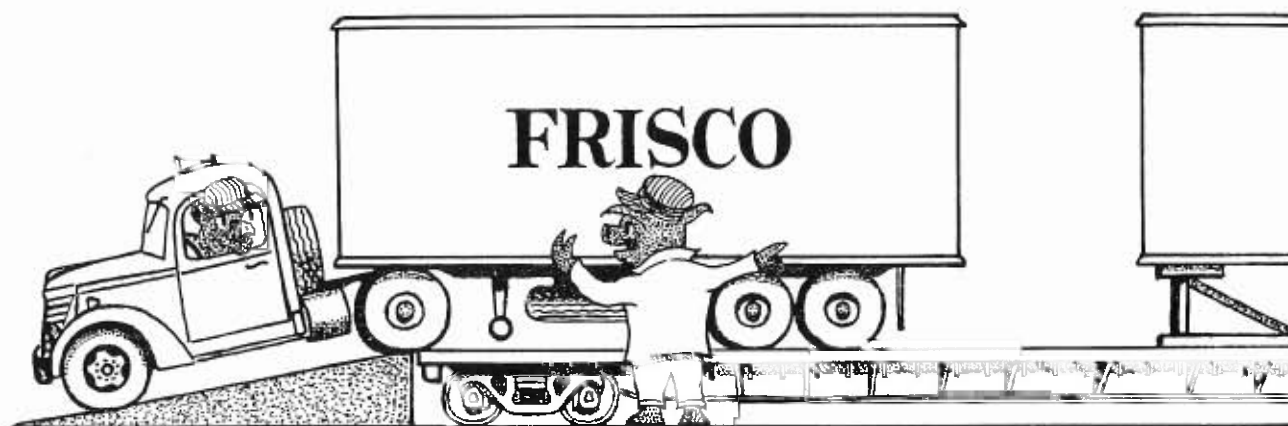
One of the main-stay items on the menu of most Fred Harvey restaurants was its famous *Harvey House Chicken Soup*. Day or night, a hot bowl of this railroad delectable was always available for the weary and hungry traveler.

With the compliments of a long-time Harvey House chef, we herein proudly present their receipt:

Harvey House Chicken Soup

- 2 chicken breasts cooked, cooled, & cut in small pieces.
(save broth to thicken soup)
- 3 cans chicken broth (or 3 cubes bouillon + 3 cups water)
- 1 cup ham (cured or fresh)
- 2 onions chopped
- 2 carrots (cut in small pieces)
- 1 green pepper (cut in small pieces)
- 1 tomato (cut in small pieces)
- 2-3 Tbs. flour to thicken
- 1/4 cup small macaroni
- 1/4 cup rice
- 1 cup milk

Saute ham, onions, carrots, & pepper in butter. Add to broth flour to thicken. Add macaroni and rice after cooked. Add tomatoes, chicken breasts and ham mixture. Heat 1 cup milk and add to mixture. Slowly bring to simmer and serve. ☞



FRISCO IN THE 90'S

Frisco in the 90's is a photo feature of the **All Aboard** in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.

The 1964 era. Frisco replacement depot, shown below, has been restored and is now the home of the Smoky Hill Railway Ticket Office in Belton, MO. Photo taken by Frisco Folk & Smoky Hill Historical Society member David Holland.



In 1964, the Frisco purchased the Northeast Oklahoma Railroad Co. In the sale was a variety of rolling stock including a number of center mount - low profile cupola cabooses. One of these units, renumbered Frisco 1111, is currently on display at Newburg, MO, as photographed above by Frisco Folk Cordell Webb.



This photo of the old Frisco Freight Depot in Pittsburg, KS, was shot by Frisco Folk Rick McClellan in June, 1992.