FRISCO All Aboard FRISCO

May-June / July-August 1994

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ABOUT THE COVER

Frisco Folk Ray Wells captures the Peach Blossom Special with Frisco steam locomotive 1522 as motive power, at Stanton, MO, June 18, 1994. See additional photos on pp. 19-21.

Classic Frisco

A rare photo of a little known Frisco passenger train. The ***Southeastern Limited***, predecessor to the Kansas City-Florida Special, was the Frisco's first through train service from Kansas City to the southeast. Inaugurated in the late 1880's, trains 105-106 were solid vestibule trains, carrying Pullman drawing room sleepers, through without change, from Kansas City to Jacksonville, FL. Reclining chair cars *(seats free)* and cafe observation cars *(as shown in the below photo)* were offered from Kansas City to Atlanta. Connections with the Southern Railway were made at Birmingham for service to Jacksonville, and with the Rock Island at Kansas City for service to Denver.

On November 26, 1911, the *Southeastern Limited* was replaced with the Kansas City-Florida Special which ran until September 18, 1965.

TRAINS OF THE OZARKS

The Frisco Museum: Holding a Family Together

By Gerald W. Dupy

It stands at attention at the eastern edge of Springfield, Mo.'s Commercial Street Historic District–a sturdy, four-square little brick building which symbolizes the heart and soul of the once-thriving Frisco Railway.

It is the home of the Frisco Railroad Museum, the brainchild of its founder, Alan Schmitt. Alan is a bewhiskered, bespeckled redhead who can put on a railway agent's cap and appear to be walking out of another century when station agents used flags and lanterns to request train stops.

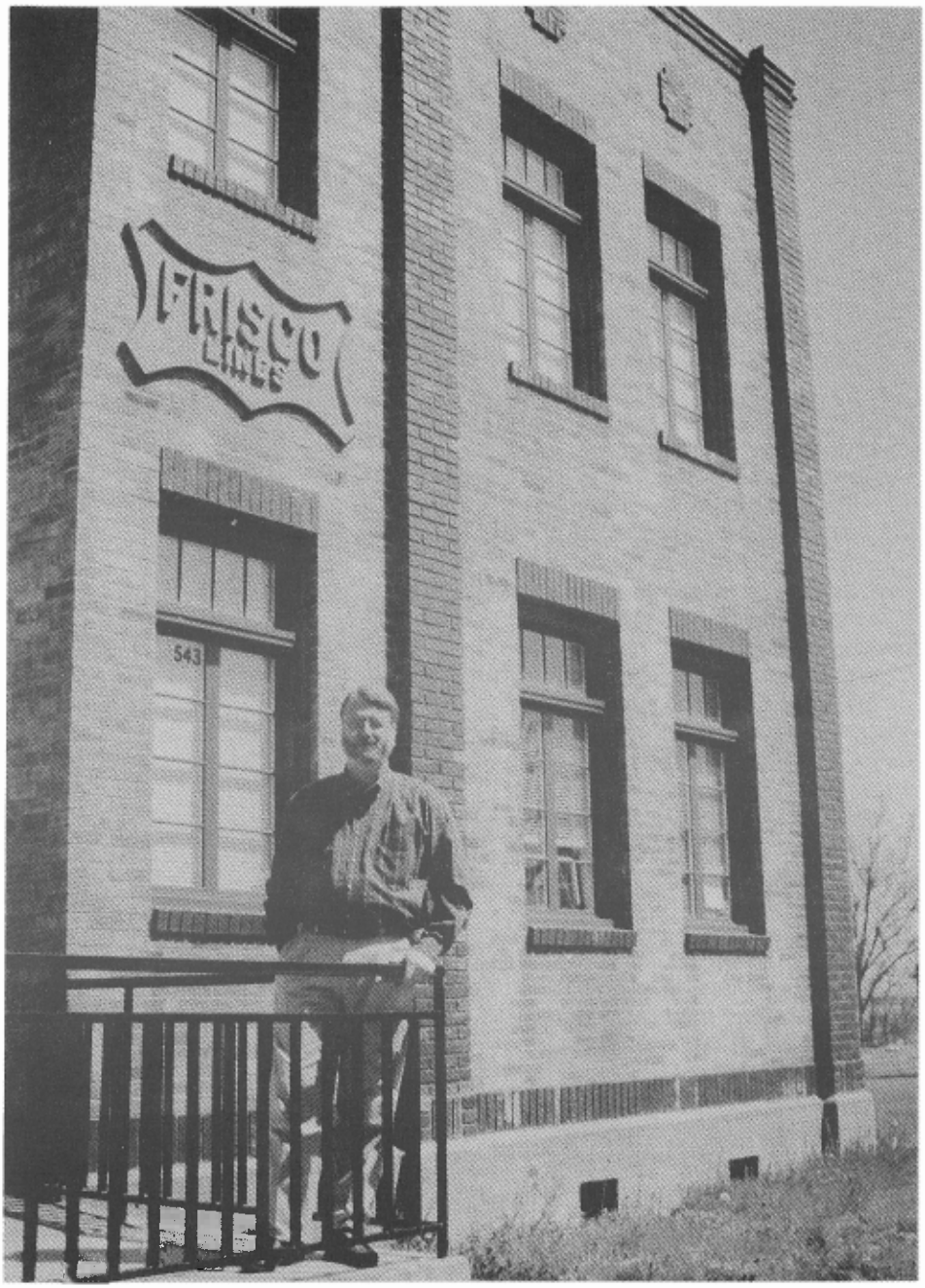
He speaks passionately of a rail system which has passed into the pages of history. He should–his grandfather, father-in-law, both of his wife's grandparents and numerous other family members all worked for the Frisco.

Alan grew up within sight of the Frisco yards in Springfield and within earshot of rumbling locomotives and the incessant clashing of couplers as hundreds of cars were joined for journeys to all points on the compass. Those vivid images never faded, even though a tour in the military and a career in teaching at Ash Grove, Mo. followed Alan's childhood.

By the 1970s, Alan had acquired enough Frisco memorabilia from family and friends to create a pretty close approximation of a train station–in his basement. His hobby was obviously a serious devotion. As he continued to search out new additions to his trove, a series of questions began to burn their way into his daily thoughts–could there be a full-fledged museum devoted to the Frisco? Once established, could it survive? If he built it, would they come?

He began visiting museums around the country, noting how they operated, how their displays were fashioned, their successes and failures. Meanwhile, he drew together a working committee from the community–former railroad employees, model railroaders, collectors and just plain train fans. He infected them with his own enthusiasm, and this group became the board of directors for a dream.

In 1986–five years after Burlington Northern and Frisco merged, essentially erasing Frisco from the railroad map–Schmitt brought the Frisco back to life. In the detached garage next to his home in Ash Grove, the first and only museum dedicated to the Frisco opened. Alan and his board had created a membership organization called Frisco Folks and a magazine fashioned after the old Frisco employee magazine, "All Aboard." In its first year, there were but 25 members and, as they say, Alan didn't quit his day job.



Now we all know promoters can talk a good line, but until there is some evidence of their sincerity, something tangible

Opposite: Alan in front of his Springfield, Mo., Frisco Museum. Below: just a glimpse of the Frisco memorabilia within. (Photos by Gerald W. Dupy)

beyond the hot air and blue sky, one's enthusiasm for loaning a cherished reminder of bygone days is less than total. Alan had found it so. But once there was a real museum, however small, doing a real service of keeping the Frisco alive and well for its many generations of employees and die-hard devotees, attitudes began to change–drastically.

"Once our doors were opened in Ash Grove, there was this sense of aiding in saving the Frisco family," Alan recalls. "Information about the Frisco poured in; photos poured in; memorabilia from the Frisco came in from all over the country. In six months, we'd out-grown the garage.

"The museum had started with 1,500 items. In six months, we'd received thousands more. Then the Frisco closed its last shops in Springfield and donated all their files to us–80 filing cabinets full of information and specifications on anything from locomotive design to depot architecture."

It had become time for Alan and his wife, Saundra, to decide if Alan could quit his day job and devote all his energies to making the museum and the association grow. Saundra, also a teacher at Ash Grove, gave full support to a two-year experiment to see if the dream would continue to grow. They've never looked back.

In 1991, with the garage museum bulging at the seams and a second downtown Ash Grove building filled to the ceiling with Frisco memorabilia, the search was begun for a new, permanent home for the Frisco Museum. The board was determined to find an historically significant, easily accessible, Frisco-built structure that they could afford to acquire. It seemed that their criteria would make the search a long one, but such was not the case.

"We discovered this building, abandoned since 1986, and were able to take possession of it and 30,000 square feet of land in June of '92 on a long-term lease from Burlington Northern, who has been very supportive of our efforts," Alan said.

After a very successful fund raiser and with major donations from the Community Development Block Grant Program, former Frisco presidents, Richard Grayson and Louis Menk, the Community Foundation of Springfield, the Kemper Foundation and scores of others, the Frisco's old centralized traffic control command center reopened on Sept. 25 of last year as the Frisco Museum.

It houses 2,600 items for display (that many more are stored for future display) altogether valued at $780,000, and 100,000 items are filed in its archives, including diagrams, photos and work rosters. While the number of visitors in Ash Grove averaged under 2,000 a year, Schmitt anticipates over 20,000 in 1994.

And if you believe this is the topping on a sweet story of success, hold onto your hat. By spring of next year the museum will have broken ground on a new, 9,000-square-foot building adjacent to the current museum. It's displays will be fashioned after those of the Smithsonian's Museum of American History, with 50 displays, including life-like dioramas profiling every area of operation on the Frisco, including a mock-up of an old brick engine house. On its mezzanine level, a 2,000-square-foot model railroad layout will be in operation, and an observation deck will overlook Burlington Northern's tracks just below. The museum's current building will be dedicated to general offices, the archives, research space and offices for the magazine.

Dare anyone suggest that this plan for a small museum's future is a bit grandiose, a review of it's first eight years is in order: the museum's supporting membership now numbers over 500, representing 41 states and five foreign countries; the little two-page newsletter, "All Aboard," is now a slick, 20-page magazine crammed full of entertaining and factual information about anything Frisco; the museum's research department is ginning out well-documented reports on queries from far and wide and the museum is being praised in all quarters for its professionalism and its depth of resources.

This "little museum that could" may be the spark in the historic downtown Springfield community which ignites the preservation fire up and down the aging and rumpled old thoroughfare which is lined with elegant 19th century architectural statements too long ignored. Commercial Street is a revitalized turn-of-the-century shopping and entertainment experience just waiting to happen.

Meanwhile, no one doubts Alan Schmitt's prediction for the museum and its membership. He's done what he's set out to do–"We're not in the business of preserving trains," he says. "We're in the business of preserving the Frisco."

Wait 'til the other 25,000 members of the Frisco family hear they have a museum they can call their own. Could be Mr. Schmitt's parking lot will be a tad too small. □

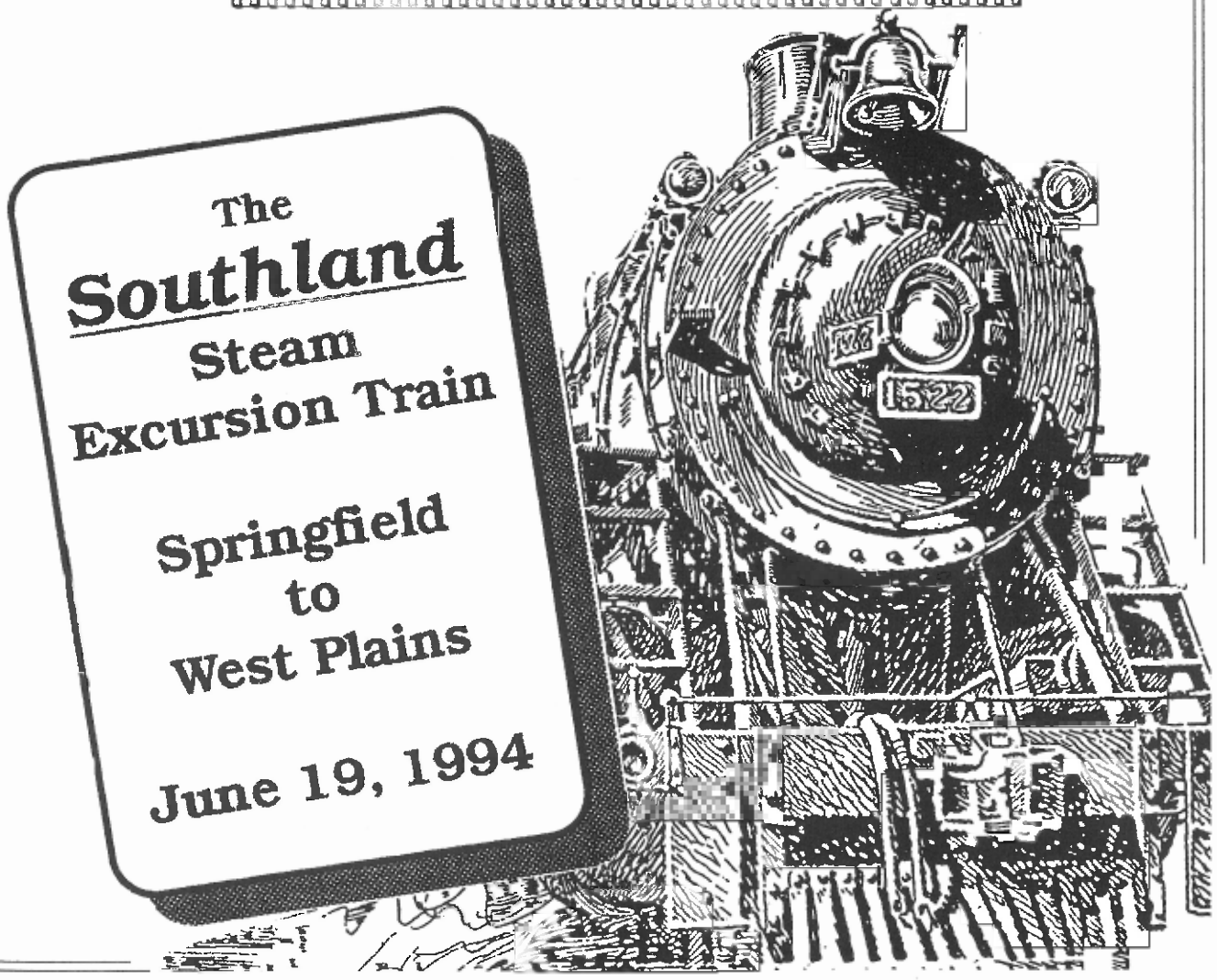
This article reprinted with permission from ***The Ozark Mountaineer*** magazine, Vol. 42, No. 3, June, 1994.

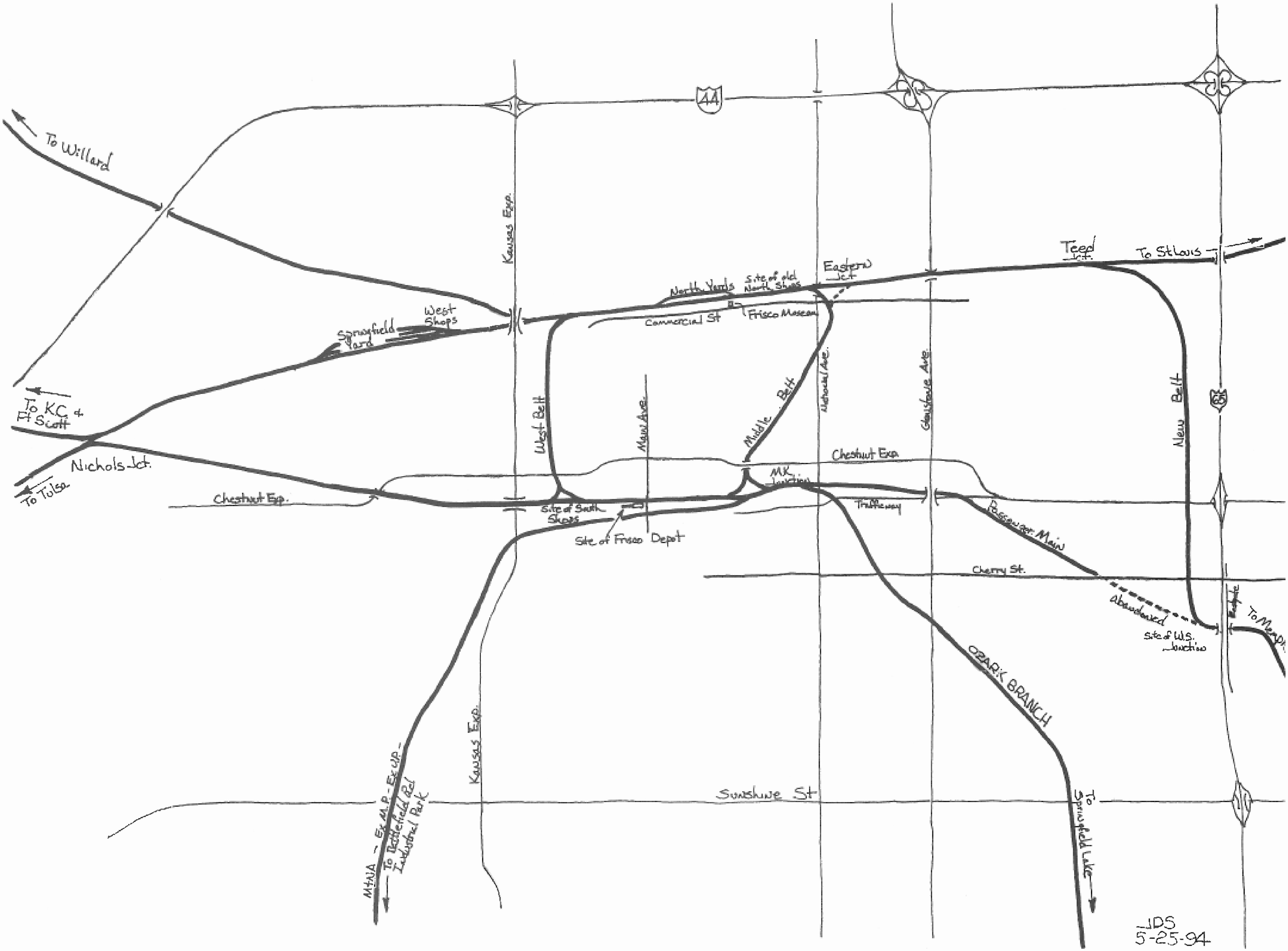
The weekend of June 18-19, 1994, was an exciting time in the history of The Frisco Railroad Museum Inc. In cooperation with the St. Louis Chapter National Railway Historical Society and the St. Louis Steam Train Association, we had our first steam excursion trip, the ***Southland***, between Springfield and West Plains, MO. As part of the Peach Blossom Special trip from St. Louis to Atlanta, GA, the train featured 1940's-50's era passenger coaches and was powered by Frisco 1522. It was the first train to operate out of Springfield on the Southern Division in over twenty-five years. The last Frisco passenger train, the *Southland 101*, departed the Springfield Depot on December 9, 1967.

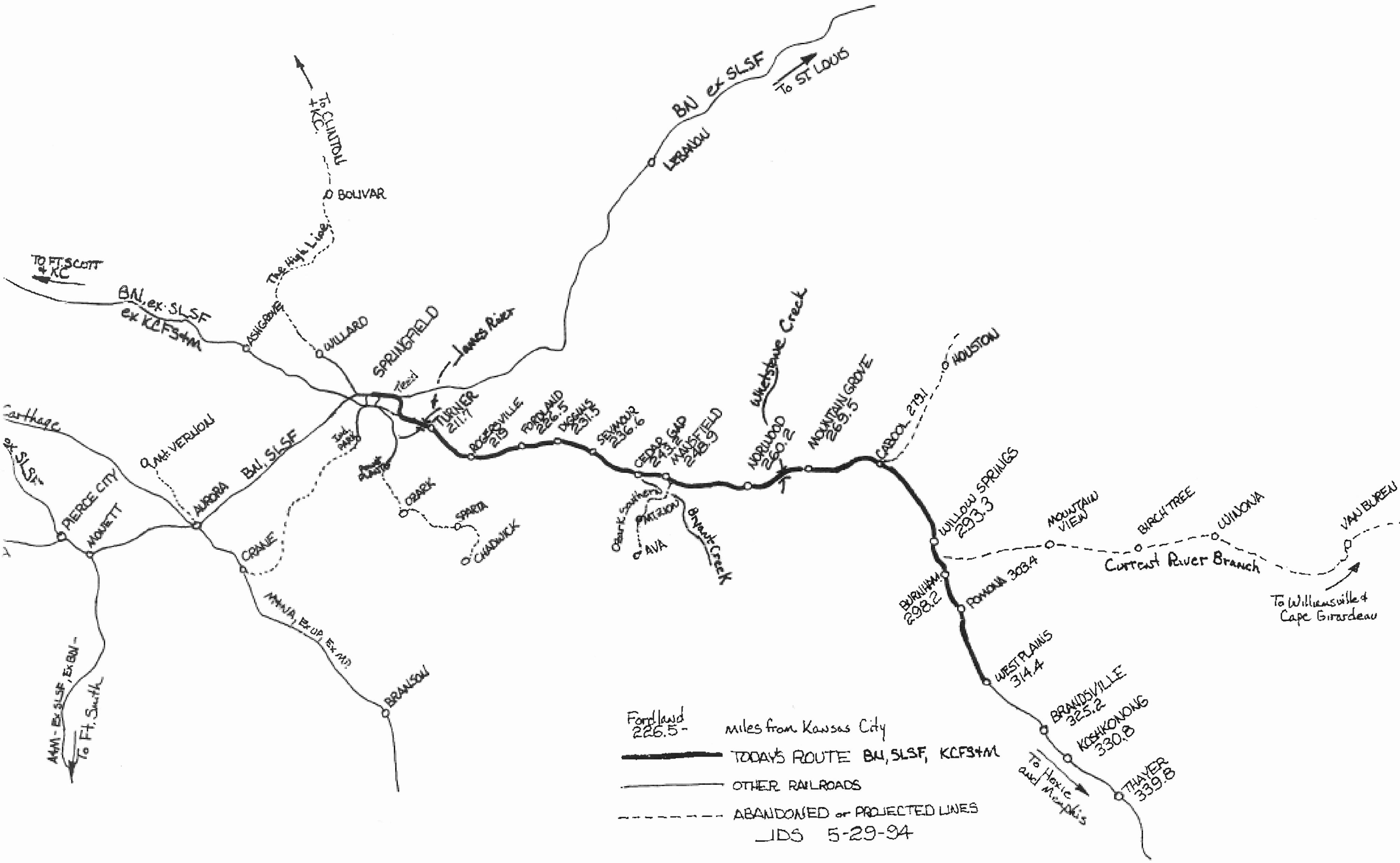
To commemorate the event, we are reprinting our trip book, excerpts from a letter from Frisco Folk Jim Quarles describing the event, and a photo essay by Frisco Folk Ray Wells!

All Aboard!

The FRISCO® Railroad Museum Inc.




44
To Willard
Kansas Exp.
Teed Jct.
To St Louis
Eastern Jct
Site of old North Shops
North Yards
West Shops
Springfield Yard
Commercial St
Frisco Museum
National Ave.
Glenstone Ave.
New Belt
65
To K.C. & Ft Scott
West Belt
Main Ave.
Middle Belt
Nichols Jct.
To Tulsa
Chestnut Exp.
M.K. Junction
Trafficway
Site of South Shops
Site of Frisco Depot
Passenger Main
Cherry St.
Abandoned
Site of W.S. Junction
To Memphis
OZARK BRANCH
Kansas Exp.
M&NA - Ex M.P. - Ex U.P. - To Battlefield Rd Industrial Park
Sunshine St
To Springfield Lake
JDS
5-25-94


To CLINTON + K.C.
BOLIVAR
The High Line
TO FT. SCOTT & KC
BN, ex SLSF
ex KCFS&M
ASHGROVE
WILLARD
SPRINGFIELD
James River
BN ex SLSF
To ST LOUIS
LEBANON
TURNER 211.7
ROGERSVILLE 219
FORDLAND 226.5
DIGGINS 231.5
SEYMOUR 236.6
CEDAR GAP 243.2
MANSFIELD 248.9
Whetstone Creek
NORWOOD 260.2
MOUNTAIN GROVE 269.5
CABOOL 279.1
HOUSTON
WILLOW SPRINGS 293.3
MOUNTAIN VIEW
BIRCH TREE
WINONA
VAN BUREN
Current River Branch
To Williamsville & Cape Girardeau
BURNHAM 298.2
POMONA 303.4
WEST PLAINS 314.4
BRANDSVILLE 325.2
KOSHKONONG 330.8
THAYER 339.8
To Hoxie and Memphis
Carthage
ex SLSF
PIERCE CITY
MONETT
Mt. VERNON
AURORA
BN, SLSF
CRANE
BRANSON
To Ft. Smith
OZARK
SPARTA
CHADWICK
Ozark Southern
AVA
Bryant Creek
Fordland 226.5 - Miles from Kansas City
TODAYS ROUTE BN, SLSF, KCFS&M
OTHER RAILROADS
ABANDONED or PROJECTED LINES
JDS 5-29-94

SOUTHWARD — **SOUTHERN DIVISION — WILLOW SPRINGS SUB-DIVISION**

Supplement A to
TIME TABLE No. 32
May 3, 1942

Third Class	SECOND CLASS			Distance from Kansas City	STATIONS	Telegraph Office	FIRST CLASS	
	237 Springfield Mdse.	135 Memphis-Birmingham Fast Freight	131 The Dixie Flash				107 Sunnyland	105 Kansas City-Florida Special
	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily
				202.0	**SPRINGFIELD**	DN	AM 8 00	PM 11 10
	PM 11 00	PM 7 00	AM 5 30		*NORTH SPRINGFIELD*	DN		
					0.5 *PACIFIC STREET JCT.*			
					1.2 *PINE STREET JCT.*			
					0.3			
	PM	PM	AM	202.9	*M. P. CROSSING*			
	11 20	7 20	5 50	203.0	0.1 **SOUTHERN JCT.**	DN	8 05	11 15
	11 25	7 25	5 55	205.7	2.7 HAYS		8 08	11 19
	11 40	7 35	6 05	211.7	3.0 TURNER	T	f 8 17	11 27
	11 59	7 55	6 22 136	219.0	7.3 ROGERSVILLE	2S	s 8 29	11 38
	AM 12 20	8 07 232	6 34	226.5	7.5 FORDLAND		f 8 41	11 48
	12 30	8 16	6 42	231.5	5.0 DIGGINS		f 8 47	11 54
	12 40	8 24	6 50	236.6	5.1 SEYMOUR	D	s 8 56	11 59
	12 50	8 34	6 59	243.2	6.6 CEDAR GAP		f 9 05	AM 12 07
	1 05	8 44	7 09	248.9	5.7 MANSFIELD	DN	s 9 17	s12 17
	1 36 106	8 55	7 19	255.2	6.3 MACOMB	T	f 9 26	12 26
	2 05	9 03	7 27	260.2	5.0 NORWOOD	D	s 9 35	12 32
	2 25	9 29	7 52	269.5	9.3 MOUNTAIN GROVE	DN	s 9 55	s12 48
	2 35	9 36	7 58	273.6	4.1 DUNN		10 02	12 58 106
	2 45	9 44	8 06	279.1	5.5 CABOOL	2S	s10 13	s 1 08
	2 58	9 54	8 15	285.6	6.5 SARGENT	T	10 22	1 20
	3 15	10 02	8 22	289.0	3.4 STERLING		10 27	1 25
	3 50 136	10 10	8 29	293.3	4.3 WILLOW SPRINGS	DN	s10 38	s 1 40
	4 10	10 18	8 37	298.2	4.9 BURNHAM		f10 46	1 48
				303.4	5.2 POMONA		f10 54	
	4 30	10 29	8 48	306.1	2.7 OLDEN		f10 59	1 58
	4 55	10 41	9 00	314.4	8.3 WEST PLAINS 5.2	2S	s11 14	s 2 13

TABLE OF SPEEDS

Miles per Hour	1 Mile In Min.	Sec.	Miles per Hour	1 Mile In Min.	Sec.	Miles per Hour	1 Mile In Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

Frisco Employee Timetable, May 3, 1942

The Southland Excursion

Springfield to West Plains
June 19, 1994

The train ride you are taking today has not been available to the general public since December 1967 when the Kansas City to Birmingham train, the *Southland* (trains 101 & 102), was discontinued. The steam motive power (1522) is a special treat as we believe this is the first steam powered train to run this line since 1951. Our portion of the trip will cover most of the Willow Springs subdivision which extended from Springfield to Thayer. Today's trip will end at West Plains because sufficient room in Thayer to load the return tour buses.

This train is representative of a Frisco passenger train of the late 1940's. The train is hauled by ex-Frisco locomotive 1522 which routinely ran on this line in the 1930's and 1940's. While the streamlined passenger cars are not former Frisco, they are similar to cars purchased by the Frisco after World War II to modernize it's passenger fleet.

The Springfield to Memphis line was built during 1882 and 1883 by a subsidiary of the Kansas City, Ft. Scott, & Gulf. The subsidiary, the Kansas City, Springfield, & Memphis Railroad, reached Fordland in May 1882, West Plains on January 22, 1883, and the west bank of the Mississippi River opposite Memphis in July, 1883. Upon completion the line was accepted by the parent company and operated as a division of the Kansas City, Ft. Scott, & Gulf Railroad. In 1888 the railroad was renamed the Kansas City, Ft. Scott, & Memphis Railroad. In 1901 the Frisco leased the line and merged the operations of the two roads together. Although operations were merged into the Frisco, the K.C.F.S. & M. remained a wholly held corporate entity until 1928.

Our route to the outskirts of Springfield is different than was used by the regular K.C to Birmingham trains. From the 1880's until 1967, southbound (trains to Memphis and Birmingham) passenger trains entered Springfield's terminal trackage at Nichols Junction west of town and proceeded to the downtown depot (Main Ave. and Mill St.). After a stop at the depot the train continued east on Mill St. ran along the Jordan Creek valley, crossed National Ave., slipped under the Glenstone viaduct, crossed Trafficway, Cherry St. and on to W.S. (Willow Springs) Junction where the line ducked under Eastgate Ave. and US 65.

This route is impossible to take today. The passenger main was severed in the mid-1970's because it was no longer needed as a passenger route, nor as a freight route. From the late 1940's to the late 1950's southbound freight trains departed the west yards, or the old north yards, eastbound, turned south on the middle belt at Eastern Junction and then turned east onto the passenger main near M.K. Junction. Due to unfavorable grades, curves, and street crossings on the middle belt Frisco built a new route in the late 1950's parallel to the present route of US 65. In addition to providing a much better route for freight, the new belt also opened up new industrial park areas to rail service. With the end of passenger

service and a better freight route available by way of Teed Junction, the passenger main was removed from Cherry St. to W.S. Junction. We are following the route that Memphis bound freights have taken since the late 1950's. As a bonus to the rare mileage collectors, this is possibly the first passenger train to run over the new belt.

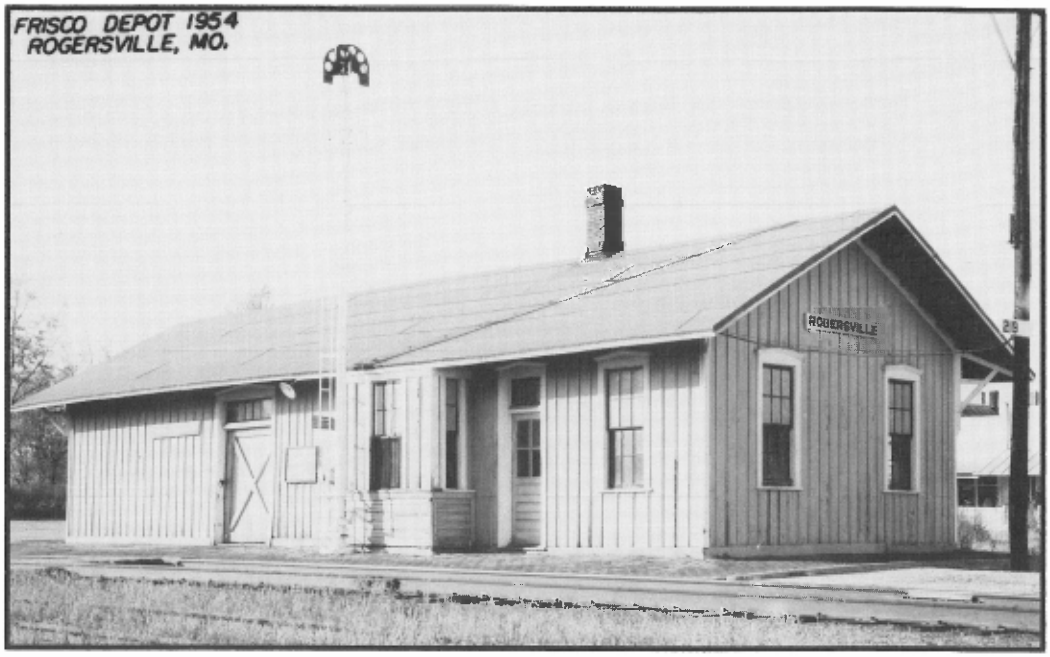
Along our route you will see numerals on posts, signal line poles, and signal boxes. These are mileage markers which identify locations from a fixed point. South of Teed Junction the markers are measured from Kansas City. Our starting point (North Yards) to Teed Junction was part of the St. Louis - Oklahoma mainline and so the posts show the distance from St. Louis. Our speed can be found by using the enclosed table *(p. 9)*. Measure the time elapsed between the one-mile intervals and look at the table to find the average speed traveled in that mile.

The following is a brief description of the towns and landmarks along our route, including photos of some of the depots that served the respective communities.

Teed Junction MP 203
Our train takes the route to the right which is the beginning of the new belt line built in the late 1950's. The track to the left is the route to St. Louis.

James River Bridge MP 210.5
The railroad crosses the largest river in the area on a combination through plate girder and I-beam span bridge. The James River valley crossing is also the lowest elevation, about 1183 ft., this side of Cabool.

Turners (Turner, Frisco spelling) MP 211.7
The location of Turners Station Mercantile, a general store & post office. Turners was at one time the location of a water tank (for steam locomotives), living quarters and tool house for section men, and until the late 1950's, a depot.



Rogersville MP 219.0
Near the top of the long grade out of the James River Valley. The train will climb approximately 250 ft. from the James River bridge to Rogersville. US 60 becomes visible on the right side of the train and parallels the track just east of town.

Fordland MP 226.5
US 60 crosses over the track east of town. Visible on the left side of the train are broadcasting towers of Springfield television stations.

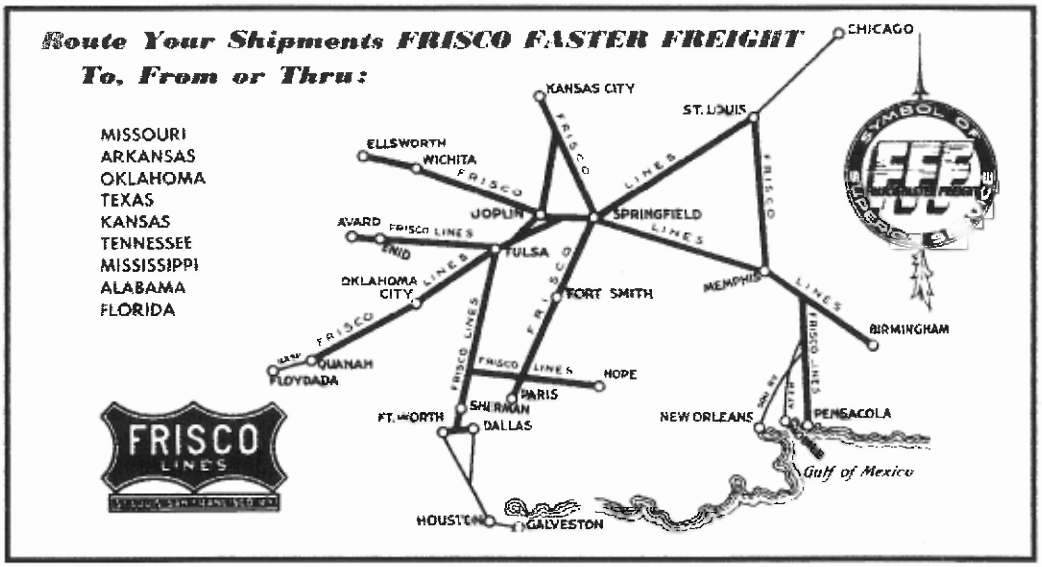
Diggins MP 231.5
A long passing siding is a frequent meeting point for current day freight trains. The four lane expansion of US 60 demolished a parallel row of houses that backed up to the tracks. Some of the houses had impressive back yard livestock collections visible from the train.

Seymour MP 236.6

The area between Diggins and Seymour has been settled by the Amish in recent years. Their farms are worked by manual labor and animal power. The farms are characterized by gray two story houses and operating windmills. Horse drawn buddies traveling along the shoulder of US 60 are a common sight.

Cedar Gap MP 243.2

This point is the highest elevation on our trip today with the track reaching an elevation of 1689 ft. Approximately one mile beyond Cedar Gap, on the left side of the train, is a peak known as Lead Hill. Lead Hill has an elevation of 1744 which is the second highest point in Missouri, second only to Taum Sauk Mountain in eastern Missouri (elevation 1772 ft.). Cedar Gap had a water tank for the locomotives which was fed by Cedar Gap Lake northwest of town. This lake was filled-in in the early 1980's. At the south end of Cedar Gap the train will enter the northern edge of the Bryant Creek valley. Visible some ten miles to the south are landmarks such as Pilot Knob and the water tower and some buildings near Ava.



Mansfield MP 248.9

Mansfield was the northern end of a short line railroad known as the Kansas City, Ozark, & Southern. First conceived as a electric interurban *(an inter-city trolley line)* to Ava 15 miles to the south, construction started in Mansfield in 1908 and reached Ava in February 1910. The intention was to electrify the road by building a power house on the Bryant Creek 18 miles southeast of Ava and an order for two electric passenger cars was placed with the St. Louis Car Co. Apparently financial trouble prevented electrification and the line limped along using a variety of steam locomotives and gasoline rail buses. Reorganized as the Ozark Southern in 1919 the railroad suffered from competition from cars and trucks and was abandoned in 1935.

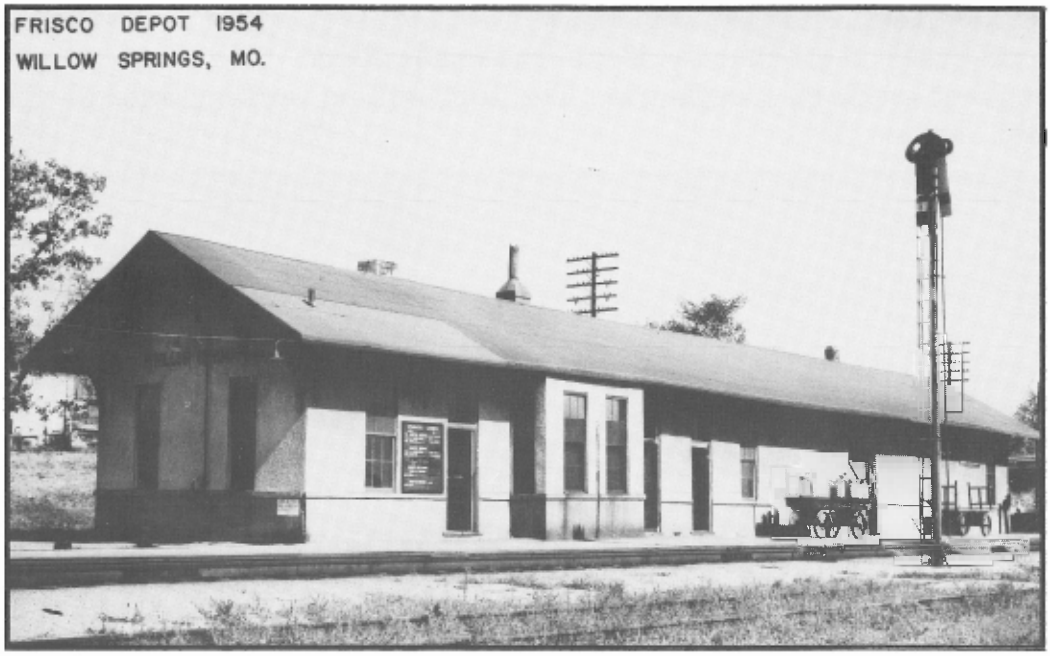
Norwood MP 260.2

The beginning of the most severe grade on our route. Before larger steam locomotives were bought in the 1920's, freight trains from Springfield were split into two parts at Norwood and run as two separate trains to Thayer. Heavy passenger trains required two locomotives *(1050 & 1060 class Pacifics)* the entire distance from Springfield to Thayer. Delivery of the second and third lot of 1500's *(1522 is a member of the third batch)* allowed them to be used on the line and a single 1500 could handle most trains of that era alone. A "Y" for turning locomotives was located here until at least 1928.

Whetstone Creek Bridge MP 264.7
Whetstone Creek is a tributary of the Gasconade River. The bridge is at the base of the hardest grade on today's trip. The 1522 will be working hard all the way to Mountain Grove.

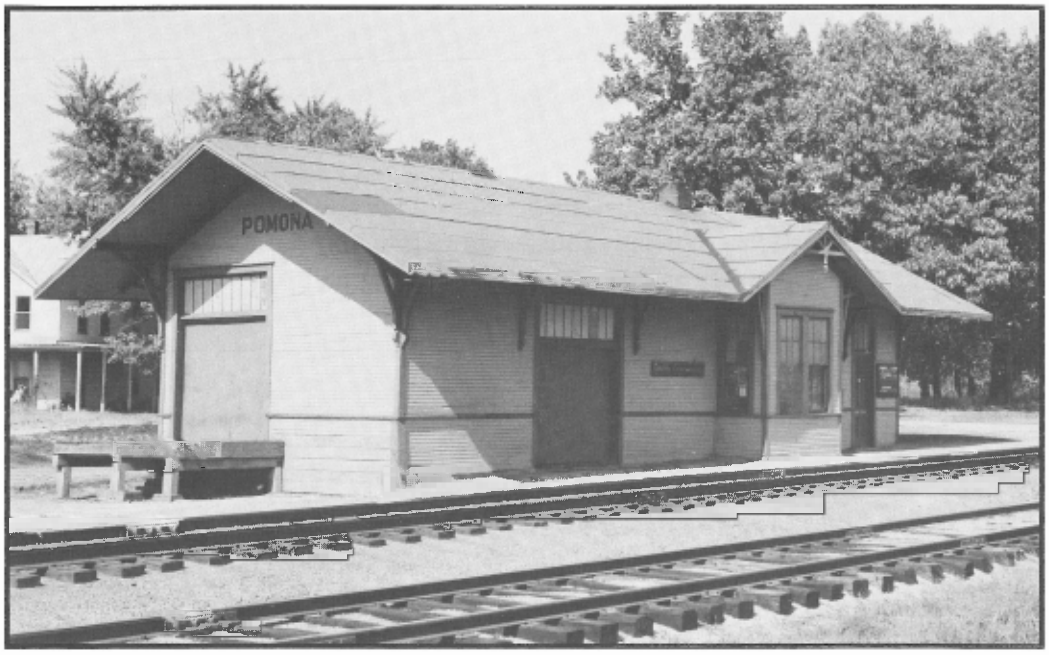
Mountain Grove MP 269.5
Located at the top of Whetstone Creek grade. A water tank was here in the days of steam locomotives. Mountain Grove's depot survived until the mid-1980's.

Cabool MP 279.1
The railroad passes under US 60 on the west end of town. A Mid-America Dairymen's plant will appear on the right side of the train as we pass through Cabool's business district. On the east end of town the railroad passes under US 63. Cabool was the southern end of a projected railroad that would have passed through Houston and connected with the Frisco at Salem. Some work was done on the roadbed and a depot was completed at Houston. Financial problems stopped the project before any rail was laid.



Willow Springs MP 293.3
At Willow Springs the Current River Branch joined the mainline. This branch connected with logging and mining railroads early in the century, but lack of business lead to abandonment in the late 1970's. Willow Springs had water and coaling facilities for steam locomotives and a turntable for the branch line locomotives. The railroad passes under US 63 at the south end of town and passes the site of the "Y" that connected with the Current River Branch.

Burnham MP 298.2
A logging railroad once extended west from Burnham into what is now the Mark Twain National Forest.



Pomona MP 303.4
The railroad crosses over US 63 at Pomona.

West Plains MP 314.4
The train will stop here and transfer the Frisco Museum's passengers to busses for the return trip to Springfield. The West Plains depot was dismantled a few years ago and moved to a city park in the north part of town. The depot now serves as a community building for the city.

Compiled by
John Sanders, Director of Resource Development
The Frisco Railroad Museum Inc.
Photos courtesy of H.D. Connor & Allen Johnson

"That Was Beautiful!"

Excerpts from a letter by Frisco Folk Jim Quarles

Monday, June 20, 1994

I think I just experienced one of the most enjoyable weekends I can remember! My wife's sister lives near Fordland in a beautiful rural area. We had made arrangements to spend the afternoon there. We learned that 1522 was a couple of hours late out of Rolla, so we cooked some hot dogs outside and watched the 6:00 news. I was amazed at the coverage of 1522 and the museum. Steve Grant and KY-3 did a really fine job. They even reported that there was quite a crowd at the museum, and that slowed me down about trying to come in to see what was going on. Then we got word that the train was running better than we expected. A call to the museum office confirmed our news! Forget the dogs... we had a train to see! We all jumped in a van and took off to Northview. We had intentions of getting down near the grade out of the river bottom but when we got to Northview we saw all the people lined up. We went west along the tracks about 200 yards and got on the outside of the curve and made ourselves comfortable.

In less than five minutes we first heard the whistle. Then we could hear the beautiful exhaust cadence of the engine working up the grade. It was so quiet you could hear nearly every bird singing in Northview, mixed with the panting of the engine approaching. We then heard the low moan of the whistle greeting some fans. It go nearer and suddenly the train appeared as it whistled for the only crossing in Northview. With a rush and blast it was by us, on its way towards the sun, Strafford, and Springfield. I got the shakes so bad I couldn't talk and then tears filled my eyes. Talk about something having an effect on you! During this time I was looking off in the opposite direction from the rest of the group and one of them said, "I'm all covered with goose bumps. ***That was beautiful!***" That pretty well summed up everyone's feeling. Some of the others admitted to it causing them to clear their throat, have goose bumps, etc. I can not for the life of me see why we were all affected so powerfully, but what ever it was it was quite an experience!

We immediately jumped in the van and took of towards Interstate 44 with good intentions of catching the 1522 and it's train. Surprise, Surprise, everyone in Southwest Missouri had the same idea. We did get to see a bit of smoke wafting down the tracks along with 10,000 cars on the outer road and I-44. My brother-in-law is a little prone to being interested in his own things to the exclusion of others. I really hesitated to impose on him to ask him to go see the train with us, but he became as excited as the rest of us. On the way back, we all were quite animated as we chattered abut the train, like a bunch of magpies. This was a good place for me to mention 1522 was going to come through the area on the way to Memphis the next morning. Immediately the group started making plans for sleeping arrangements, when to get up, etc.

"Crew call" the next morning was six a.m. We ate breakfast, loaded up to check out the viewing spots in Rogersville, found one, and settled in. A railroad security guy came by and hassled everyone about being on private property, etc., but he was only puffing up his own ego because if he tried to have everyone hauled in that was on "private property" in Rogersville, the Springfield jail wouldn't have held us all! Where do they dig up those thugs for that job? They sure could use a class in human relations! At any rate we learned the train was late leaving, as I had thought it might be, then we heard a CBer report that the train was crossing 125 highway. Someone else said that's about four or five miles away. We heard the whistle very faintly in the distance. Soon there was the faint puffing cadence off down the line, next a smudge on the horizon, and then the 'eye' came into view. We climbed up on a gravel pile (off the "private property") near the tracks and put the camera in gear to get it all. I had let my son have the 35mm with a short telephoto lens. Meanwhile, I was trying to coach him when to shoot while I was composing the picture, wishing that darned airplane flying low overhead would turn off his loud engine because it was going to ruin my sound track of locomotive, zooming, etc. It was quite a hectic pass. Everybody waved. Everybody grinned. Everybody just loved it.

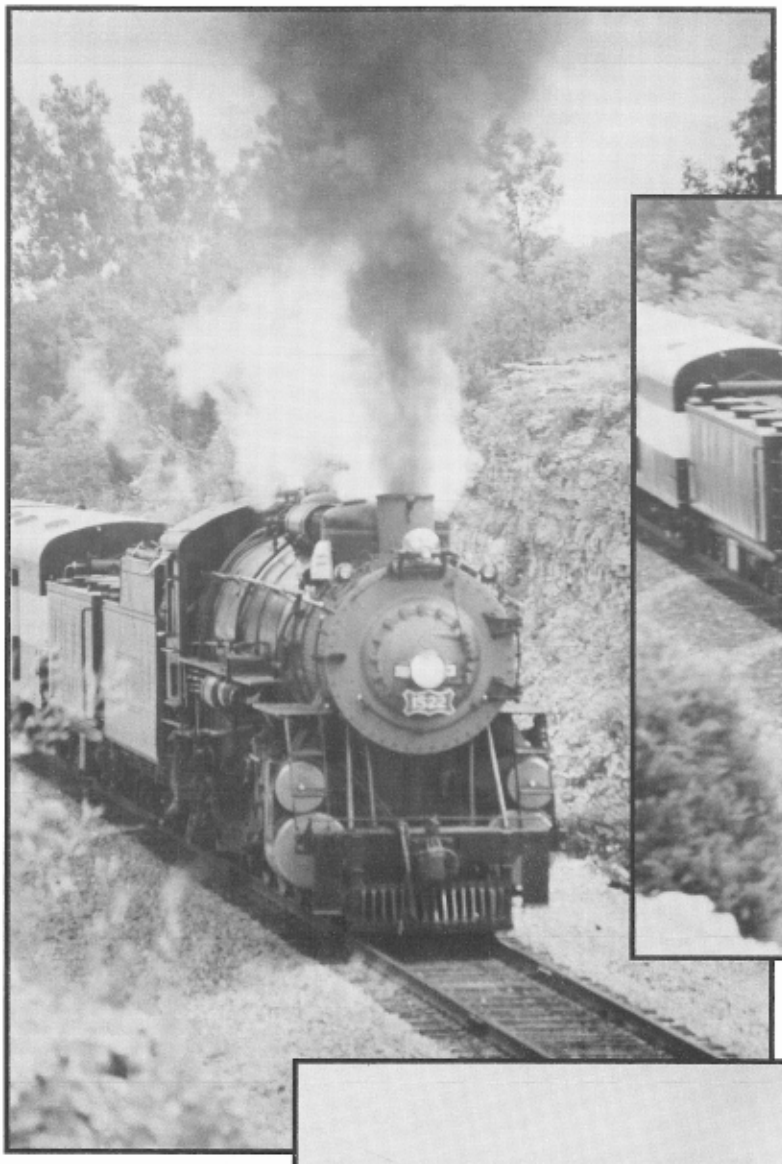
I have no idea what it is that causes people to love those old iron dinosaurs so, but I'm certain there aren't many things that will get that kind of crowd out. It was as if the whole of the hills of Webster County and most of Springfield were strung up and down the tracks Sunday morning. The best part was they were all grinning and happy even though the train was about an hour late. The darnedest thing is that it only lasts a few seconds before it is gone! Can you beat that! There had been some discussion as to how many cars were on the train. We hadn't counted them on the tape, so I asked my Brother-in-law if he counted them. His answer was, "NO, I was too busy absorbing it all to count!"

Peach Blossom Special

June 18, 1994

A Photo Essay by

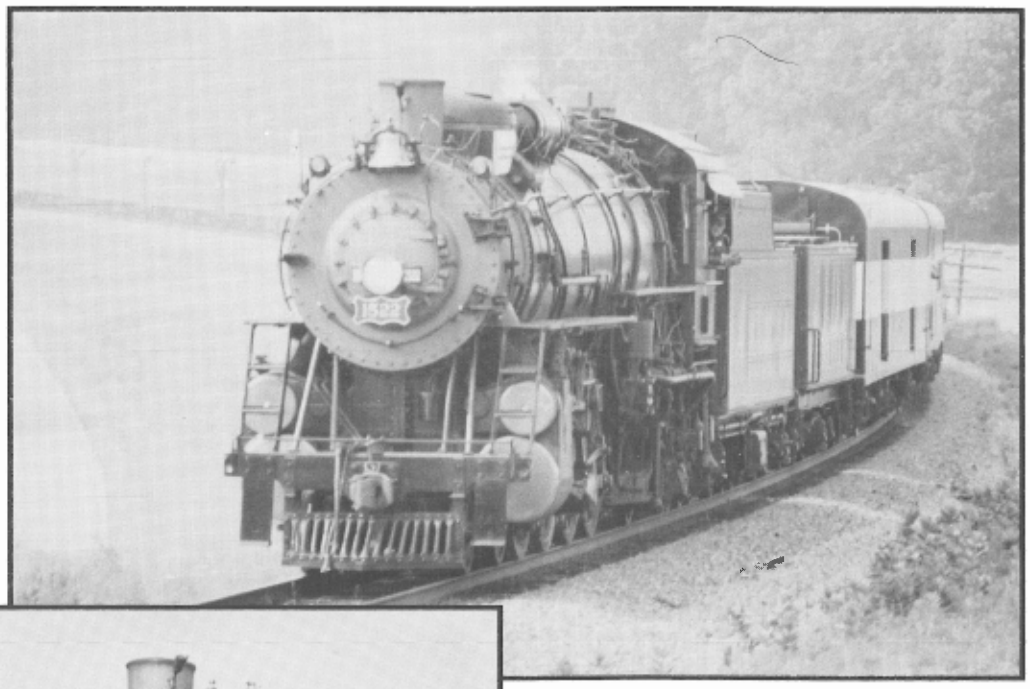
Ray Wells



East of St. Clair, MO

Stanton, MO

Rolla, MO

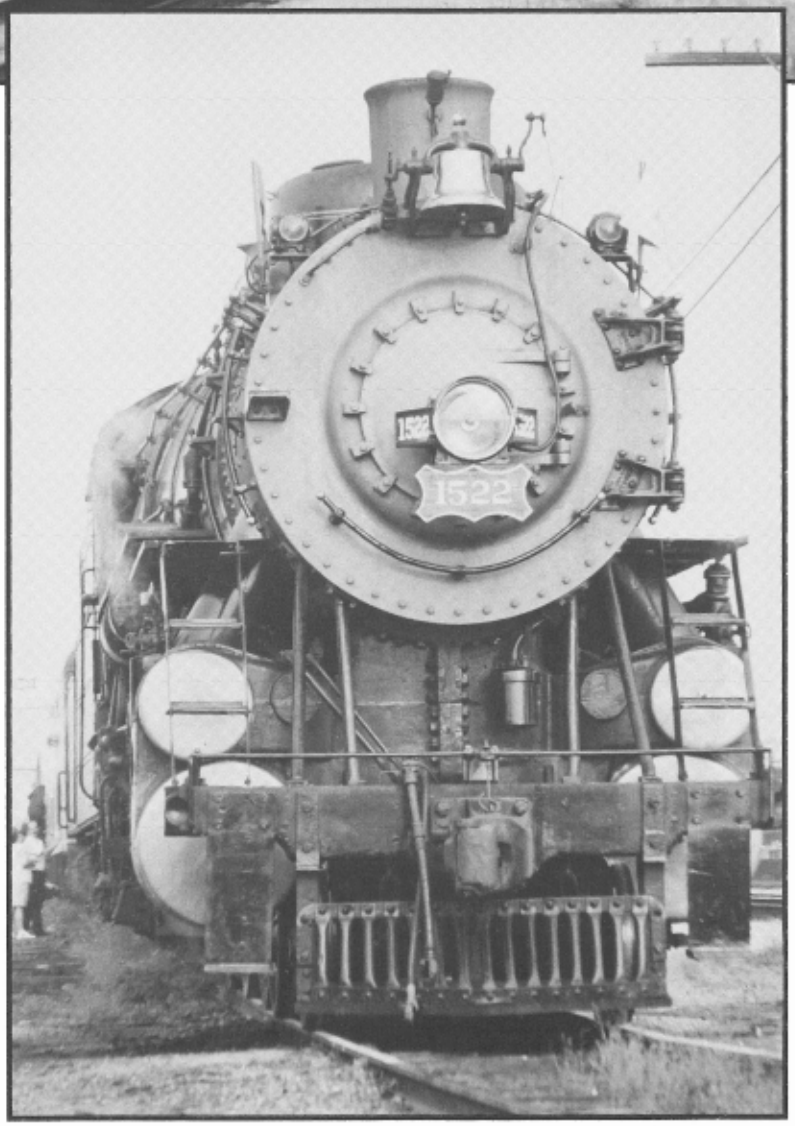


West of Crocker, MO

Near Swedeborg, MO

Crossing old Highway 66 at Phillipsburg, MO. The figure standing in the cab doorway is museum President Alan Schmitt, who experienced his first ride on the Frisco in the cab of 1522.

Northview, MO



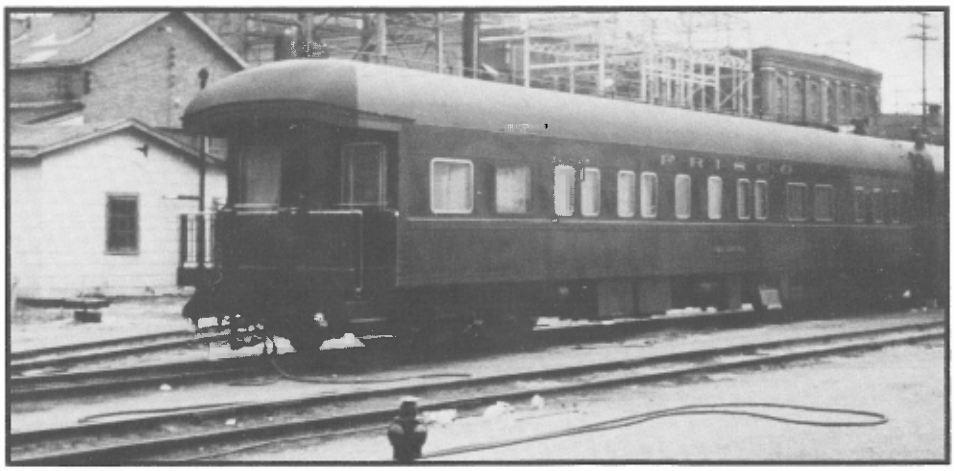
1522 & train, awaiting departure on June 19, 1994, at The Frisco Railroad Museum Inc., Springfield, MO.

FRISCO'S EXECUTIVE FLEET

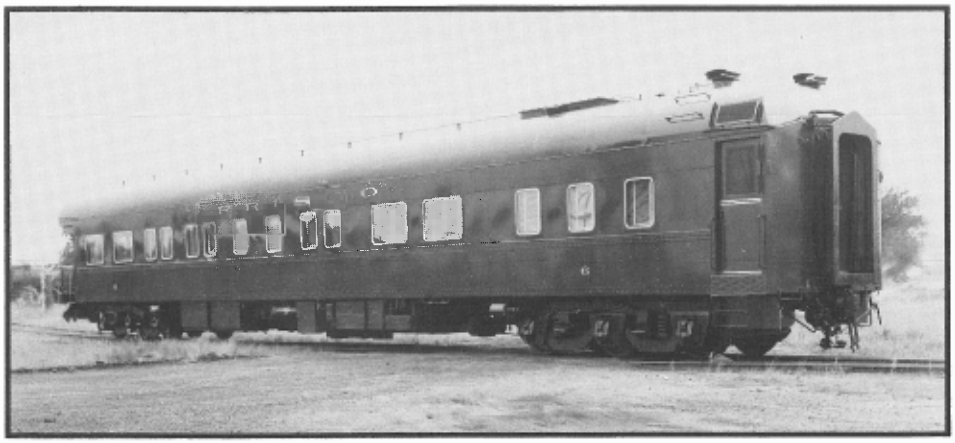
EDITOR'S NOTE: *This is the eighth in our series profiling the Frisco's fleet of Business Cars.*

Oklahoma

The *Oklahoma* Business Car was originally built by the Pullman Car Co. in April, 1912, as car #1702, a series of four *(1701-1704)* Buffet-Coach cars, Lot No. 3956. It was an 82' all steel unit with a seating capacity of 30 in the Coach section and 12 in the Buffet or Lounge compartment. These cars were sometimes referred to as *Sun-Lounge* cars.



Frisco Business Car Oklahoma, Springfield, MO, July 8, 1962. Mike Condren photo



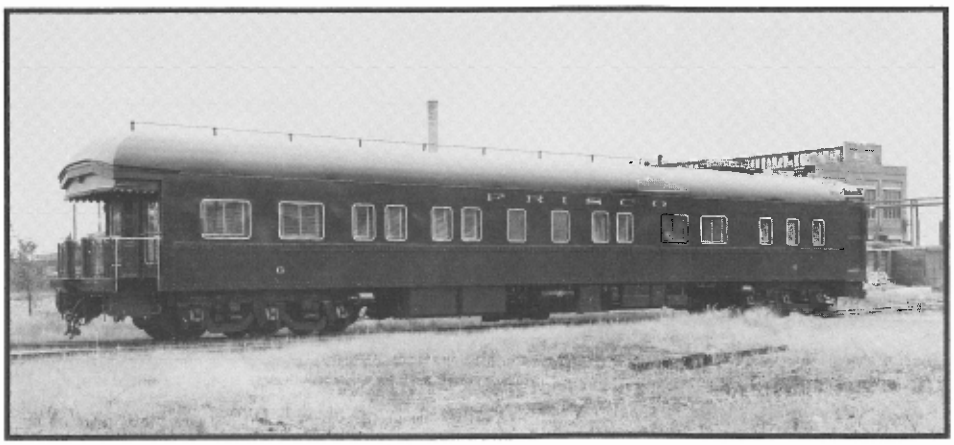
Frisco Business Car #6, Springfield, MO, August 31, 1950. Frisco photo

In 1924, No. 1702 entered the Springfield, MO West Coach Shops and emerged as Business Car No. 1924, following the example of Frisco President J.M. Kurn's private car No. 1920, rebuilt in 1920. The newly re-built car was patterned after its predecessors being equipped with a kitchen & crew quarters, dining room, two state rooms, secretary's quarters, and observation room. Its interior was painted a standard Ivory color. The exterior was Pullman Green, with black roof and gold leaf lettering.

In May, 1947, No. 1924 was re-numbered car No. 3, and in December, 1949, changed to No. 6. The new number allowed the number 3 to be assigned to the newly converted diner No. 644, which entered the executive fleet in January, 1950. In June, 1954, the number 6 was replaced with the name *Oklahoma*. In January, 1963, the car was once again assigned a number, this time No. 4. Thus, in 1963, the No. 1 car was the former *Missouri*, the No. 2 car the former *St. Louis*, the No. 3 car the former *Springfield*, and the *new* No. 4 was the former *Oklahoma*.

On November 22, 1963, the following memo was sent from Mr. J.P. Knox, Chief Mechanical Officer, to Mr. W.C. Reddick, Superintendent of the Car Department:

"After Business Car No. 2's repairs are completed, the No. 3 *(former Springfield)* will be removed from service and stored in the old Coach Shop. At that time, change the number on the No. 4 *(former Oklahoma)* to No. 3, and in lieu of No. 3's designation, show former name of car."

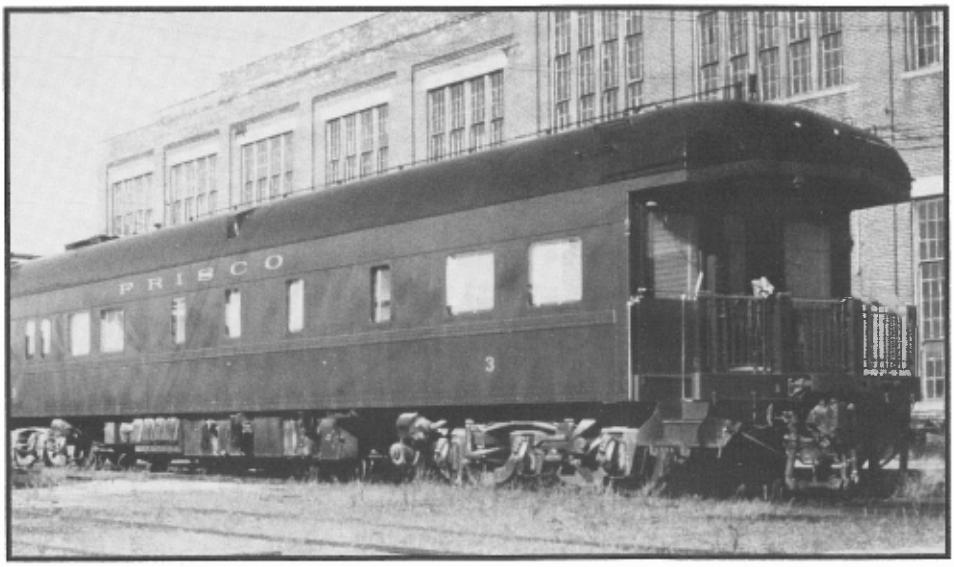


Frisco Business Car #6, Springfield, MO, August 31, 1950. Frisco photo

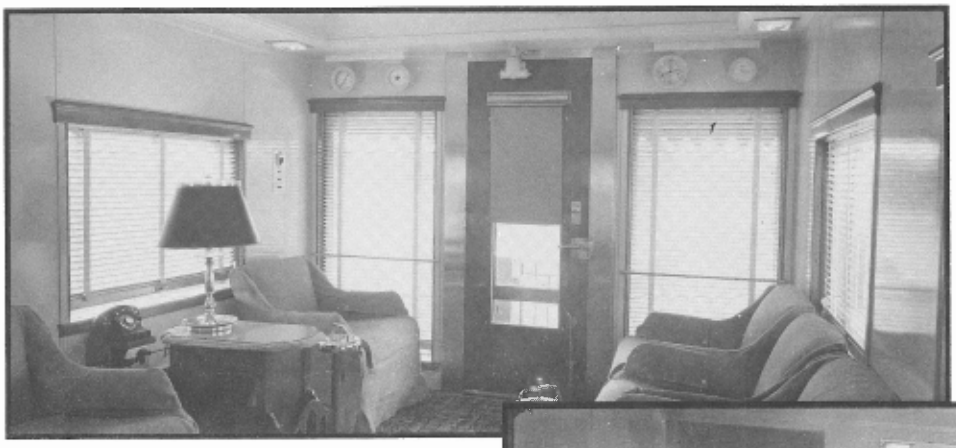
Thus, what started out in 1947 as Business Car No. 3 ultimately returned to that designation sixteen years later. The *new* No. 3 car retained that identity until March, 1974, when it was sold to a private individual.

According to existing records, executive assignments for the car were as follows: As the original No. 3, it was assigned to J.E. Payne, Vice-President of Traffic. As Car No. 6 and the *Oklahoma*, it served Assistant General Managers E.P. Olsen, L.W. Menk, H.H. DeBerry, and Chief Engineer B.H. Crossland.

Fortunately, the car survived a scrappers torch and is currently in the Smoky Hill Railway collection and is undergoing restoration at their Belton, MO facility.

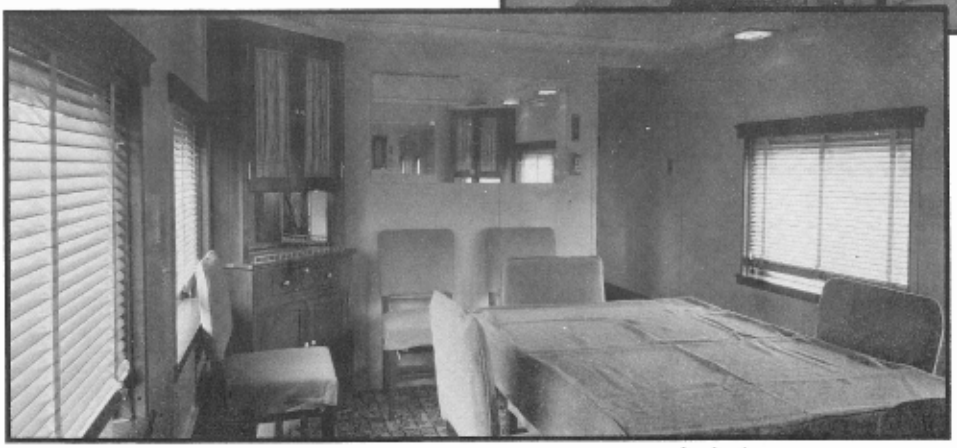


Frisco Business Car No. 3, Springfield, MO, September 23, 1967.
Mike Condren photo



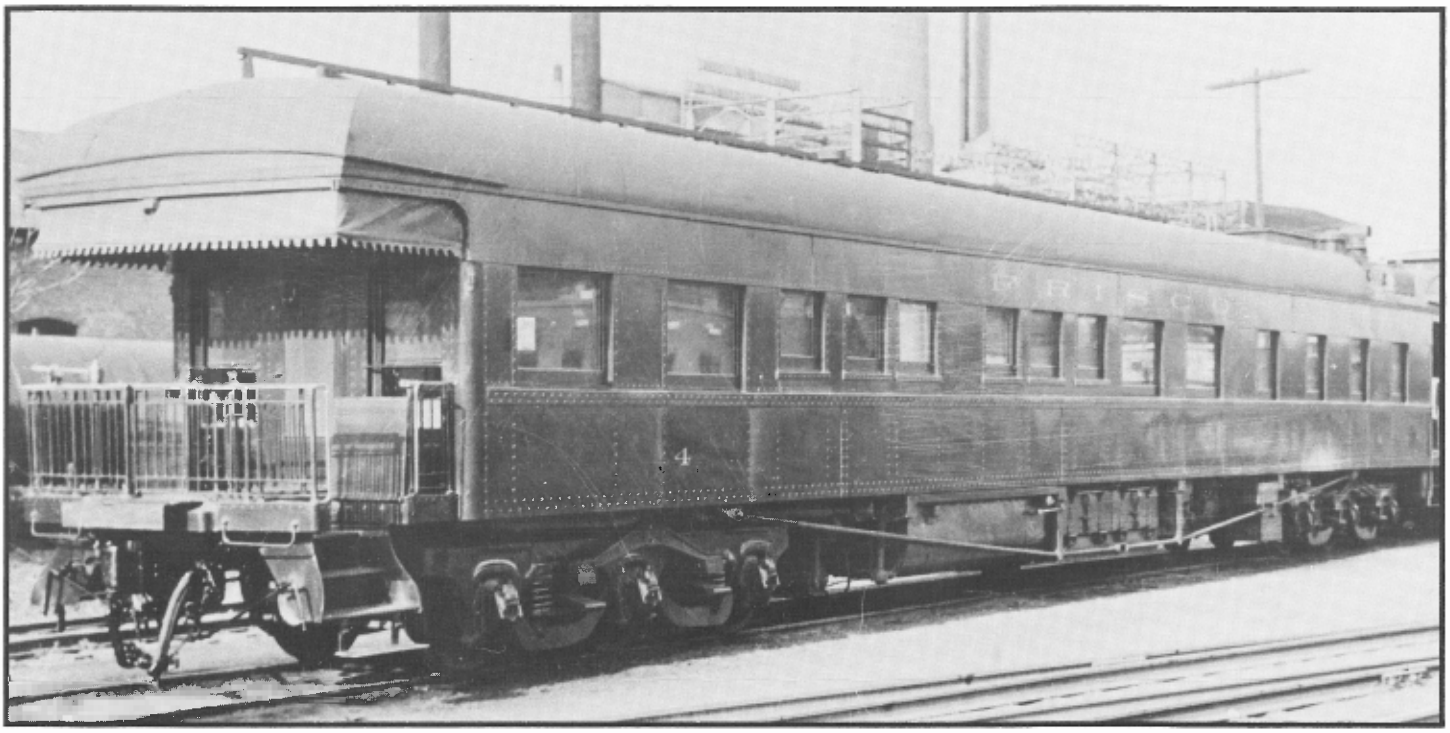
Observation Room of Car as No. 6, looking toward A-end, August 31, 1950, Springfield, MO. ***Frisco photo***

Observation Room of Car as No. 6, looking toward B-end, August 31, 1950, Springfield, MO. ***Frisco photo***



Dining Room of Car as No. 6, looking toward B-end, August 31, 1950, Springfield, MO.
Frisco photo

FRISCO'S EXECUTIVE FLEET
Up-Date
The No. 4 car that was... that wasn't... that was...???



Frisco Business Car No. 4 (ex-#100, ex-#2, future #14, future Texas, Springfield, MO, April 17, 1948. A. Johnson photo

Without doubt, one of the most difficult tasks in researching the history of the Frisco's fleet of Business Cars is keeping straight all the various re-numberings they went through. Although the museum's Research Service attempts to accurately accomplish such a monumental tasks, we sometimes overlook the obvious. Such was the case in our January-February, 1994, installment of **FRISCO'S EXECUTIVE FLEET**, pp. 3-4.

On page 3, the above photo was shown as being Frisco Business Car No. 4, rebuilt from soldier diner No. 648 in March, 1948. However, when compared with the floor plan and photo of the *Springfield* car, shown on page 4, it is obvious that there are some notable discrepancies, as follows:

1. There is a much different window arrangement between the two photos which is unlikely to have occurred when the car received sealed windows.

2. The car's windows do not match up to the floor plan.

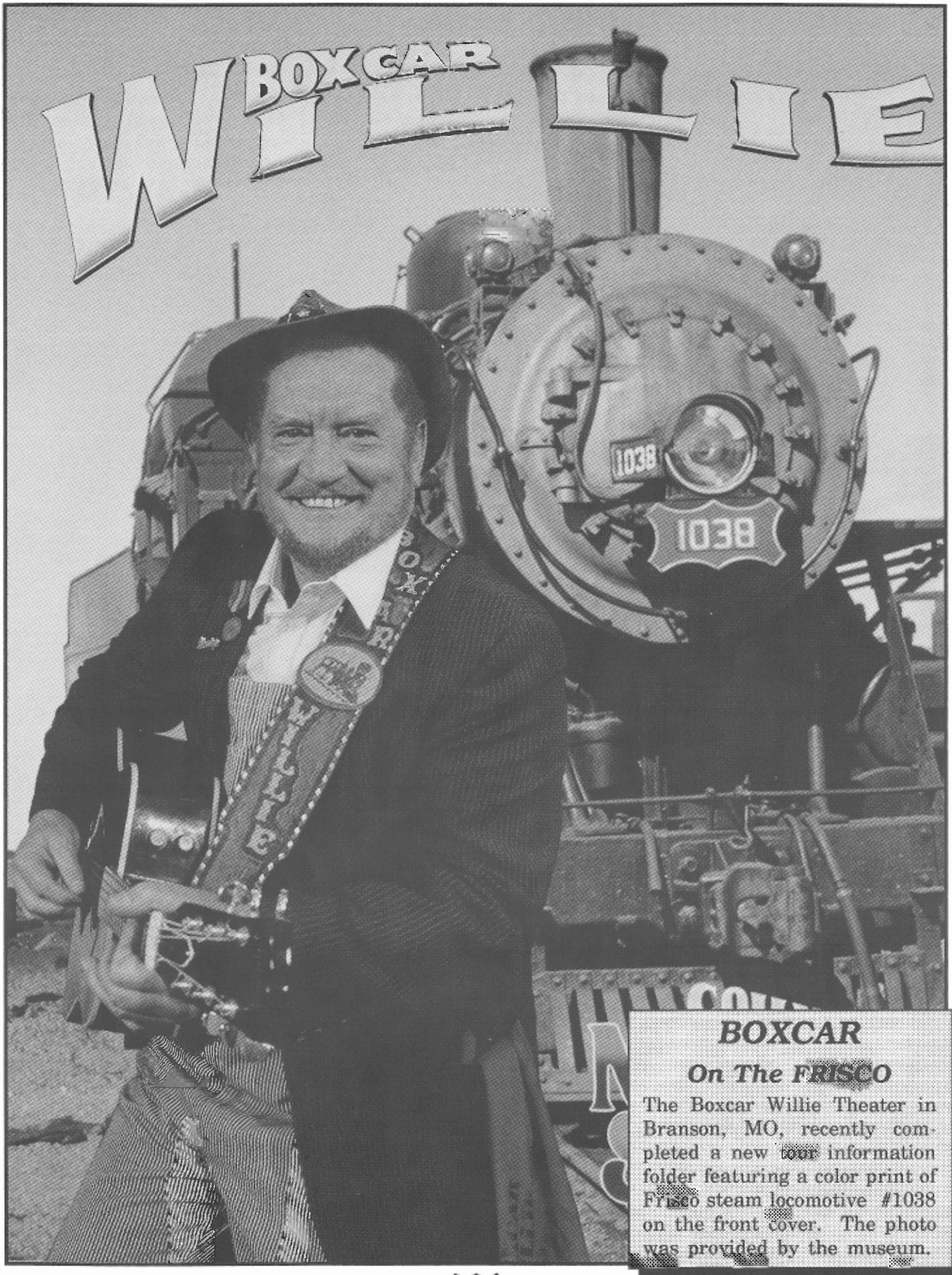
3. The observation platform railing design is different.

4. The car pictured on page 3 was originally a wood unit or a wood composite car, as noted by the truss-rods underneath the car. The car pictured on page 4 is an all steel car.

What's the answer? The car pictured on page 3 was **The No. 4 car that was... that wasn't... that was???** A review of our files has revealed that the car pictured on page 3 was originally built by Pullman in 1902 as Business Car No. 100, a wood composite car. On April 3, 1947, the number 100 was changed to No. 2, and on February 28, 1948, it was again re-numbered No. 4, to allow rebuilt diner No. 645 *(the Tennessee)* to enter the executive fleet as Business Car No. 2. One year later, February 8, 1949, it was once again re-numbered, this time to No. 14. This third and final number change made available the No. 4 slot for rebuilt diner No. 648 *(the Springfield)*, placed in service in February of the same year. On June 25, 1954, the car was assigned the name *Texas*, which it carried until 1958 when it was sold to a private individual!

Consequently, the car pictured in the January-February issue was car No. 4 when the picture was taken, but it was not the No. 4 car featured in the article.

Thanks! and a tip of the Frisco hat to Frisco Folks Kevin Johnson & Alan Wayne Hagler for bringing this discrepancy to our attention.



BOXCAR

On The FRISCO

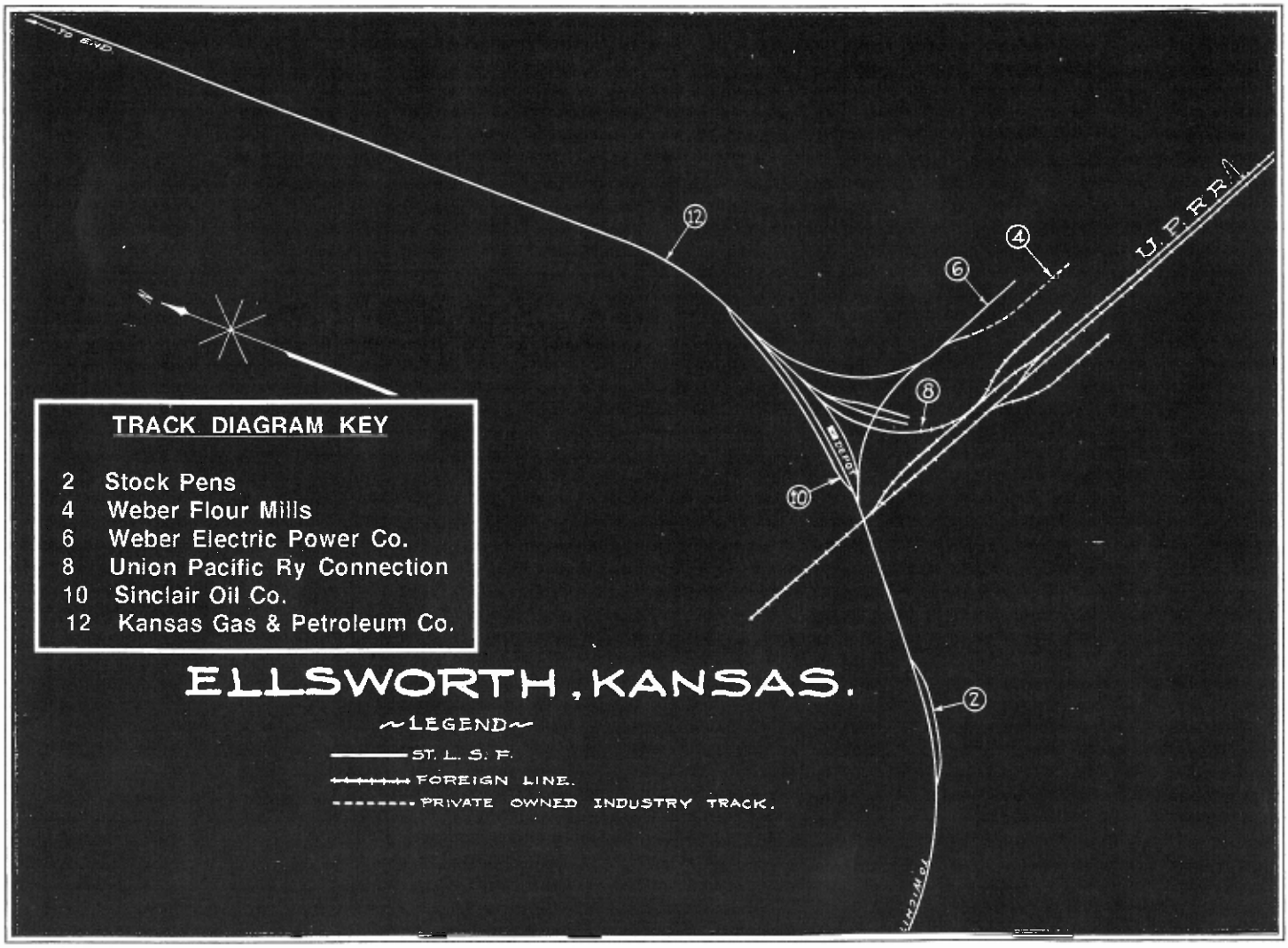
The Boxcar Willie Theater in Branson, MO, recently completed a new tour information folder featuring a color print of Frisco steam locomotive #1038 on the front cover. The photo was provided by the museum.

DOWN AT THE DEPOT

Ellsworth, KS
Station F608
Burrton Subdivision
Northern Division

under the company's first mortgage, A.L. Wolff was appointed receiver. On July 25, 1900, the company's franchises and property were sold at public auction to Alfred R. Pick

As a result, The Kansas Midland Railroad Company was organized by the purchasers. The foreclosed franchises and property were conveyed to that company on



On February 8, 1886, the Kansas Midland Railway Co. was incorporated. It was initially controlled by the Kansas Construction & Improvement Co., a New Jersey corporation, but on March 7, 1887, before construction of its property was commenced, control passed to the St. Louis and San Francisco Railway Co.

In 1893, the company defaulted payment of interest on its first mortgage bonds, and on July 1, 1896, as the result of foreclosure proceedings instituted by the Mercantile Trust Company, trustee, and Harry Bronner, who were the representatives of the holders of the company's first mortgage bonds. This sale was confirmed by a joint deed, executed August 9, 1900, by Jay F. Shearman, special master, the company, and the Mercantile Trust Co., Trustee.

On August 6, 1900, an agreement was made between the purchasers of the company's franchises and property, and the St. Louis and San Francisco Railroad Co., providing for the sale of such franchises & property to the latter. October 1, 1900, and by it to the St. Louis and San Francisco Railroad Co. on the same date.

On October 1, 1900, the property of the company consisted of about 106 miles of standard gauge, single track railroad, located entirely in Kansas, extending from Wichita to Ellsworth.

The property of the company was constructed for it during the period between April, 1887, and January, 1888. The line of railroad, as a whole, was placed in operation on January 24, 1888.

The farthest point on the Midland line and the farthest point West in Kansas on the Frisco, was Ellsworth, KS, Station F608 on the Burrton Sub-Division, Northern *(originally Kansas)* Division.

According to our records, in 1910, a 56'4" x 20'3" wood frame combination station was built at Ellsworth. The exterior was finished with 1/2" x 4" lap siding with a 1/3 pitch shingled hip roof. The 250 ft. platform was brick with a concrete curb.

The interior was divided into a waiting room on the northeast end, large freight & baggage room on the southeast, divided in the middle by the ticket office. The floor was 2 1/4" maple hardwood, the walls were covered with 3/4" x 3 1/4" M & B, and the ceiling height was 12'. Lighting was electric and sanitary facilities, when originally built, were outside toilets. As indicated by the photos on this page, the depot was destroyed by fire sometime in the early 1960's.

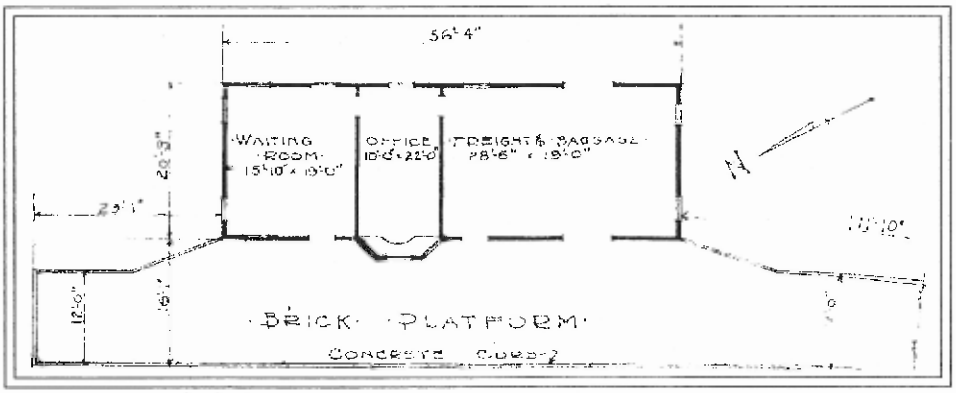
In addition to the depot, the Ellsworth facility included a two story section house, retired in 1934, an 8' x 12' x 7' shed type depot coal house, a 14' x 22' x 10' pump house and a 50,000 gals. 16' x 24' water tank, built in 1907. There was also a 39' x 78' two-stall wood engine house *(no turntable)* with a flat roof. An interesting feature of the Ellsworth facility was that three recycled box car bodies were used as the section car house, engine house foreman's office, and a kindling & shaving house. Southeast of the depot were four 28' x 32' stock pens with an eight car capacity.

From 1902 to the late 1950's, the Ellsworth community had some sort of daily passenger service. In 1902, trains 305-306 ran daily; In 1910, service from Columbus to Ellsworth was daily on trains 7 & 8, and by 1920, motor car service was being provided on trains 310-311. As passenger traffic began to decline, motor car service was replaced by mixed train accommodations in 1935, trains 349-350. All passenger service to Ellsworth was discontinued in 1958.

Ellsworth, KS, looking east, April 30, 1960. Lee Clerico photo

Ellsworth, KS, looking north, April 30, 1960. Lee Clerico photo

Ellsworth, KS, after fire, May, 1964. Lee Clerico photo



Frisco Presidents Honored

Louis W. Menk

Louis W. Menk began his railroading career in 1939 as a telegrapher for the Union Pacific Railroad. In February, 1940, he became a telegrapher for the Frisco at Tulsa, OK. Over the next twenty-four years his rise to the top position on the Frisco would take him through the ranks of Train Dispatcher, Assistant Trainmaster, Train master, Assistant Superintendent, Terminal Trainmaster, Superintendent, Assistant General Superintendent Transportation, Assistant General Manager, General Manager, Vice President & General Manager, and Vice President of Operations. On October 5, 1962, he was elected President of the Frisco. In 1964, he was elected to the additional position of Chairman of the Board. In 1965, Mr. Menk assumed the position of President of the Chicago, Burlington, & Quincy Railroad, and for the next five years directed the ultimate creation of the Burlington Northern Railroad in 1970.

Museum President Alan Schmitt (center) with Mr. Menk & Mr. Grayson at May 14, 1994 reception.

On May 14, 1994, the last two surviving presidents of the Frisco were honored at a special reception held on the museum grounds. Richard C. Grayson and Louis W. Menk were honored for their service on the Frisco and their support of the Museum's new Springfield facility. Both were presented with certificates designating the naming of our administrative and display buildings in their honor.

Our current facility, the old Eastern Division C.T.C. building is to be named the Louis W. Menk Building. When our new display facility is complete, the current structure will house our archives, Research Service, publishing department, photo lab, and administrative offices.

Our new memorabilia display facility will be named the Richard C. Grayson Building. Construction on it will hopefully begin in 1995.

Richard C. Grayson

Richard C. Grayson began his railroading career in 1941 as a Brakeman and Conductor on the Frisco. Over the next thirty-one years his rise to the top position on the Frisco would take him through the ranks of Train Dispatcher, Trainmaster, Assistant Superintendent, Superintendent, Assistant General Manager, Vice President & General Manager Frisco Transportation Company, General Sales Manager, and Vice-President of Operations. On January 1, 1969, he was elected President of the Frisco. In November, 1969, he was designated as Chief Executive Officer and on December 1, 1973, he was elected to the additional position of Chairman of the Board. When the Frisco and the Burlington Northern Railroad merged in 1980, Mr. Grayson assumed the position of President of the BN.

MAIL CAR
Up-Date

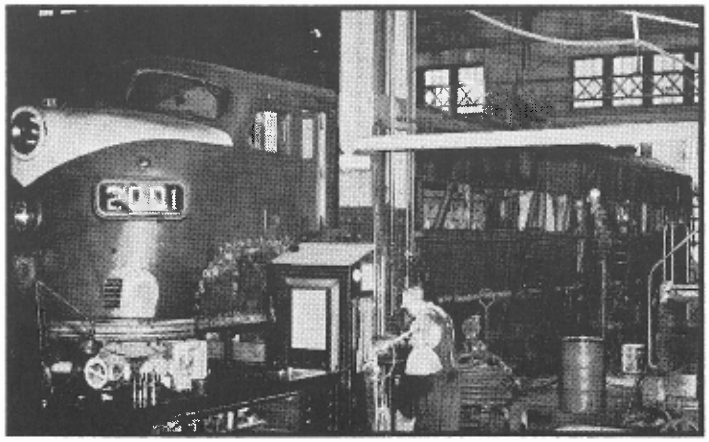
In our November-December, 1993 and January-February, 1994 editions of the *All Aboard*, our Mail Car feature profiled the various paint and lettering schemes of the Frisco's fleet of E7 and E8 passenger locomotives.

The Meteor Flash

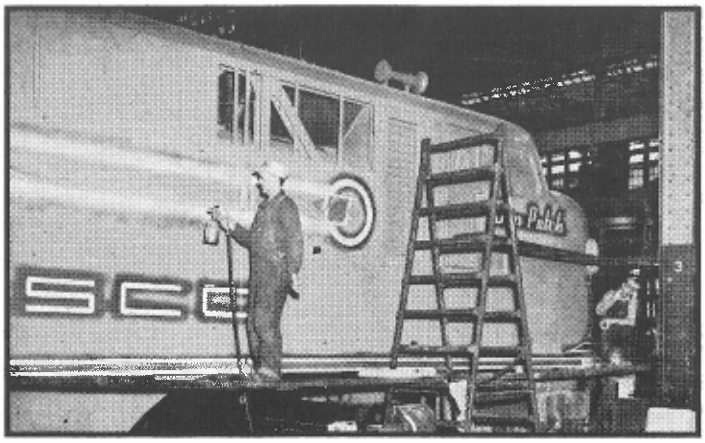
On page 18 of the November-December 1993 issue, reference is made to early EMD drawings for the four Meteor E7's showing the train name - *The Meteor Flash* - which was never applied to the locomotives. Since publication of the article the museum has acquired the above print of the EMD drawing.

1946 Time Magazine advertisement. Submitted by Frisco Folk L.A. Reed

E7/E8 Rebuilds



May, 1950 *Frisco Photo*



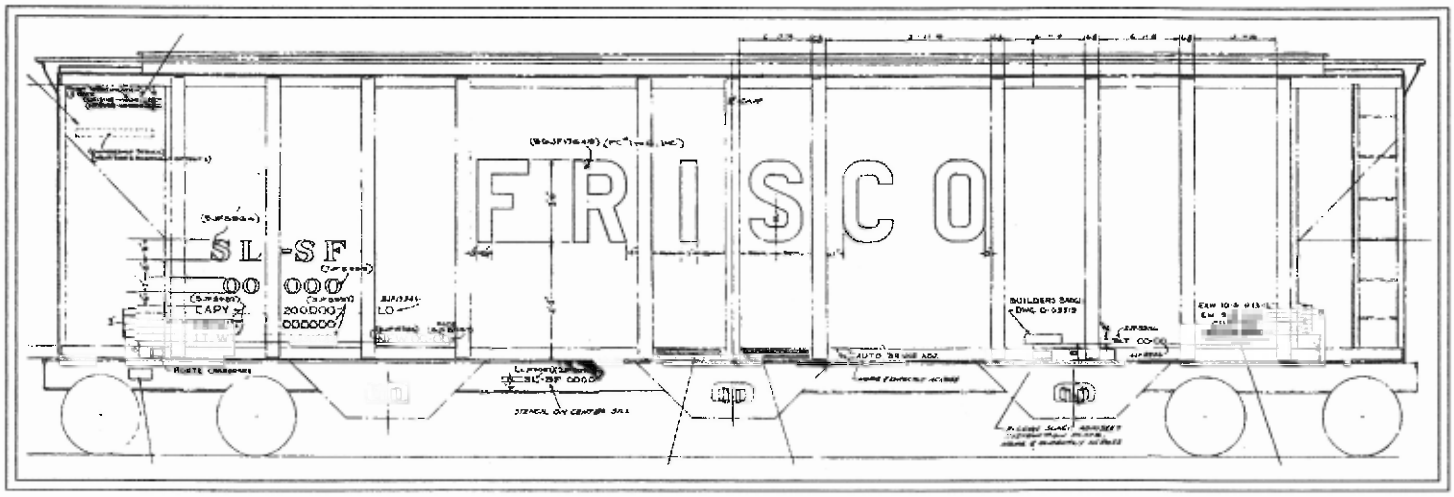
May, 1950 *Frisco Photo*

On page 6 of the January-February 1994 issue, reference is made to the original E7 units 2000-2005 being cosmetically rebuilt to match the new fleet of E8's, and on page 9, two photos show E7/E8 rebuild 2005 fresh from the paint shop. Since publication of the article the museum has acquired the above photos showing the rebuilding of 2001 and the repainting of 2004, *Dan Patch.*

HO Scale

Modeling A Frisco PS2-CD Covered Hopper

By Curt Baker



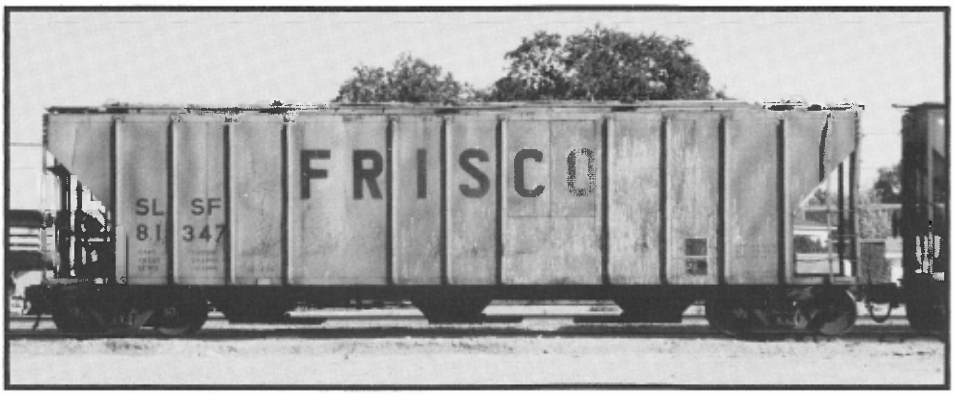
If you are a model railroader, and you model the Frisco, you are indeed a lucky soul. After many years of waiting for suitable models of Frisco freight equipment the drought has ended! Quite a number of currently produced models are accurate, although not factory painted and lettered for Frisco prototypes.

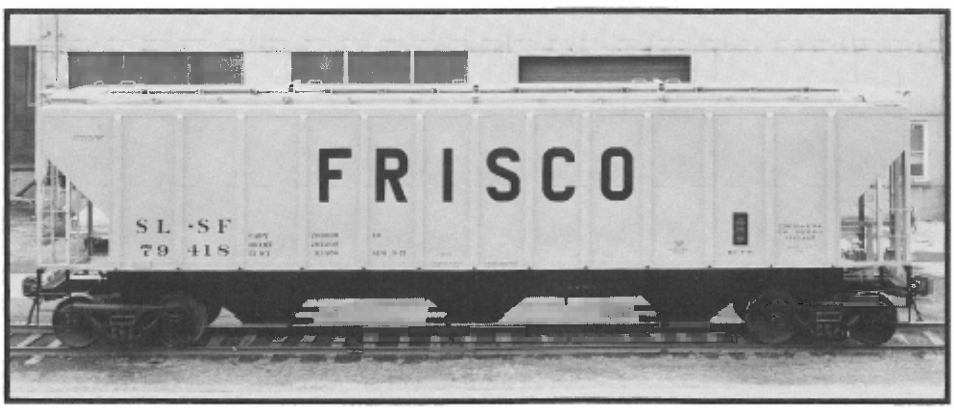
Always a service oriented railroad, the Frisco recognized the advantage of covered hoppers over box cars for transporting grain and feed. Several sizes and styles of covered hoppers can be found on the Frisco car roster, including five separate number series of 4427 cu. ft. cars. These include:

31051-31211-31211 *(149 leased cars built in 1967)*
7900-79499 *(500 cars built between 1967 & 1971)*
81201-81424 *(223 cars built between 1964 & 1965)*
131000-131050 *(50 leased cars with pneumatic unloading devices built in 1967)*
USLF 1212-1289 *(78 leased cars built in 1967)*

While many of these cars were built by Pullman Standard, they are not all identical. A photo is your best friend when building any model, as I discovered when researching this project.

During production, a car's design features can and do change. This is done to accommodate a customers needs or to standardize design. The 4427 cu. ft. hoppers are no exception to this rule, as the Frisco purchased these cars over a ten year period, several design changes did occur. For an illustration of the differences, compare the photo of #81347 *(an early production PS2-CD)* with #79418 *(a late production PS2-CD)*. The #79418 is constructed of standardized components akin to the more common 4750 cu. ft. design.





The model 4427 cu. ft. PS2-CD offered by Walthers is correct for the early production cars built by Pullman. This model is also a "dead ringer" for Frisco series 81201-81424 which were the first series of this type purchased by the Frisco. To begin this project you will need one of the Walthers kits, Herald King decal set #H-463, black paint, suitable grey paint, and your hobby tools. If you do not know what color of grey paint to use, do not panic. It really does not matter as long as it looks right to you. The only time that real freight cars are an "exact" color is the day they roll out of the paint shop door. After that mother nature will have her way and through fading, oxidizing, and weathering, the "exact" color of the freight car will disappear. For verification, look at the photo of our prototype, #81347, on page 30. Now that we are inspired, let's get started!

I could not find an undecorated kit at my local hobby dealer, so the first step was to remove the factory lettering. Rubbing alcohol and a rubber eraser will work or you can use a commercial hobby paint stripper. I chose the latter. After the lettering has been removed, wash the model thoroughly with warm water and dish soap. This will give the paint a clean surface to stick to and result in a better overall finish. According to the painting and lettering diagram provided by the Frisco Museum's Research Service, the underframe, trucks, and brake rigging below the center sill should be painted black. The rest of the car body, slope sheets, and brake rigging above the center sill should be painted grey. Any modifications to the kit should be done prior to painting. If you choose to add wire detail, stirrup steps, or body damage, now is the time to do it.

In the prototype photo, you will notice the ladder on the right end has had some of its rungs removed and appears to have been stressed inward, possibly by a car puller. If you choose to replace the handrails with wire remember one important rule: The more material that you remove, the more fragile the ends become. Work carefully and take your time! This is not as much work as it sounds like and can turn a nice model into a really good one.

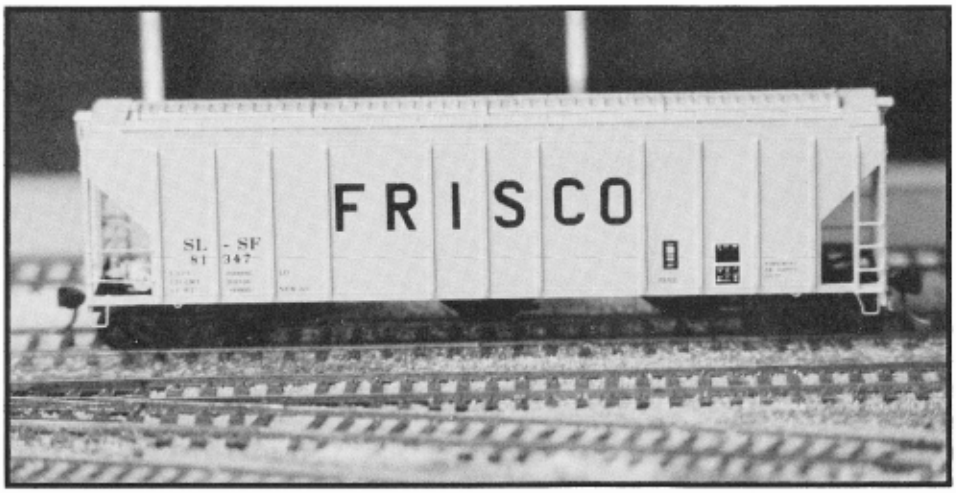
I chose to replace the molded plastic grabs with Detail Associates 1" wire and the plastic stirrup steps with A-Line brass models. I also opted to replace the brake wheel with one by Precision Scale and I added Detail Associates wire coupler cut levers. These small details are not difficult to install and add a great deal to the completed model.

Painting comes next and I chose Accu-Flex S.P. Lettering Grey for the carbody. Accu-Flex covers in one coat, is incredibly thin, and provides an excellent surface for decal application.

Herald King decal set H-463 is the best choice for the lettering and dimensional data. You will notice that car #81347 has the late 1970's "Block" style reporting marks. The lack of an ACI label on #81347 is another indication that the car was repainted sometime in the late 1970's. You could choose to use dry transfer lettering to duplicate the block style lettering or you could use the Roman style provided in the Herald King set. Either way you choose to go would be as accurate, as the Frisco paint and lettering diagram shows the Roman style. The lettering diagram included in the decal set is not accurate for the 4427 cu. ft. car, so consult a photo or order a full size copy of the original paint and lettering diagram from the museum's Research Service, as I did.

Once the decals have had a chance to dry, overspray the car with clear flat sealer and set it aside to dry. That's it! You now have an accurate model of a common Frisco covered hopper car.

If you decide to build a model of a Frisco freight car and you need a photo or just some advice, I recommend that you contact the museum's Research Service. Their resources are the best you can find anywhere and the museum staff is always there to help.



Frisco Covered Hopper #81347 in HO-Scale, fresh from the paint shop and ready for revenue service. ***Photo by author***

Frisco's Most Famous Folk
Up-Date

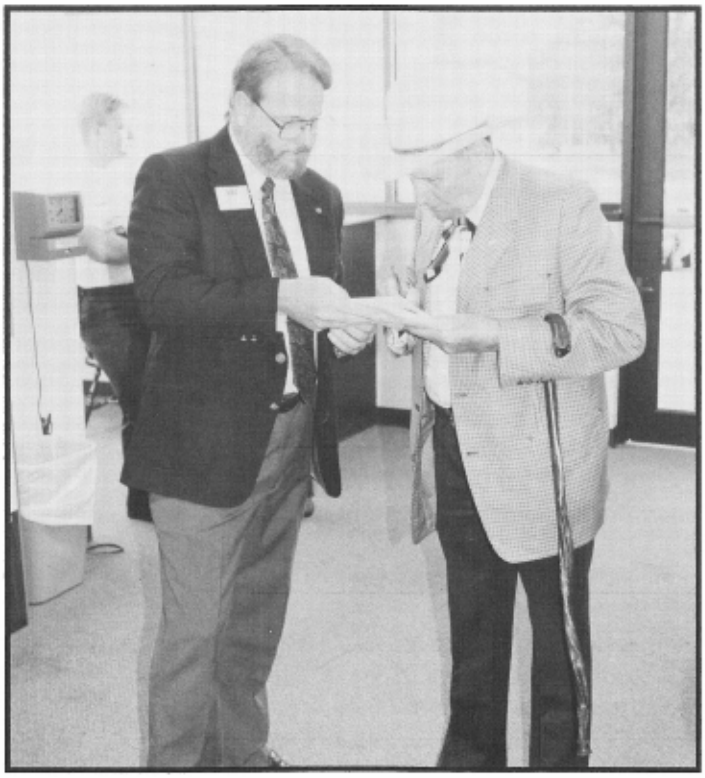
In the August-September, 1992 edition of the *All Aboard* it was proudly announced that cowboy singing and movie legend Gene Autry was the newest member of our museum's Frisco Folks family. Mr. Autry worked as a telegrapher on the Frisco in Oklahoma from 1925 to 1932, when he left to begin his singing career.

On June 28, 1994, at the grand opening of the Glenn Campbell Theater in Branson, MO, museum President Alan Schmitt was privileged to meet Mr. Autry in person, present his Frisco Folks membership plaque to him, and acquire an autograph for display in a new Gene Autry museum display.

Gene Autry, **Frisco's Most Famous Folk!**

Museum President Alan Schmitt greets Mr. Autry, backstage at the Glenn Campbell Theater, June 28, 1994.

Museum President Alan Schmitt presents Mr. Autry with his Frisco Folks membership plaque.



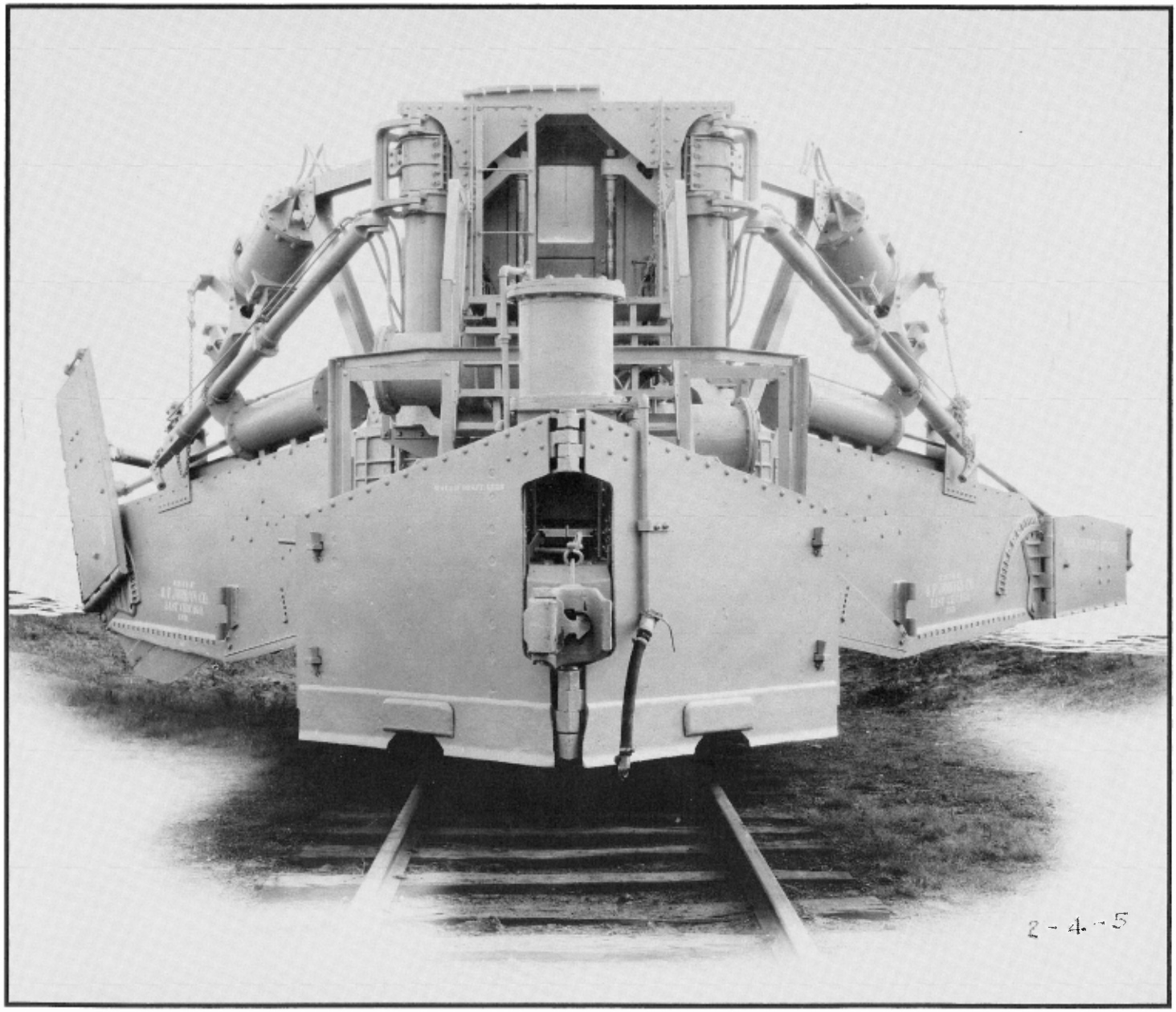
Mr. Autry signs autograph for museum display

COMPANY SERVICE ROSTER

This is the third in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

SLSF
Jordan Spreaders
99101-99102

They were the latest in 1930's technology, were in service for over fifty years, and were by far the most curious looking creatures in the Frisco's Company Service fleet. Officially known as a **Jordan Type "A" Composite Spreader-Ditcher with Fixed Ditching Section**, on the Frisco they were Company Service Nos. **99101 & 99102.**



Frisco Jordan Spreader-Ditcher #99101, builder's photo from O.F. Jordan Co., circa. August, 1930.

JORDAN Type "A"

VARIABLE WING SPREAD

Until the advent of the JORDAN Type "A" Spreader-Ditcher the scope of operations of the locomotive pushed type of Spreader-Ditcher was limited to such conditions as could be handled with a FIXED WING SPREAD.

Recognizing the limitations of such a machine and the demands of the railroads for a Spreader-Ditcher which would meet all operating requirements, the O. F. Jordan Company developed their *Type "A" Variable Wing Spread Machine.*

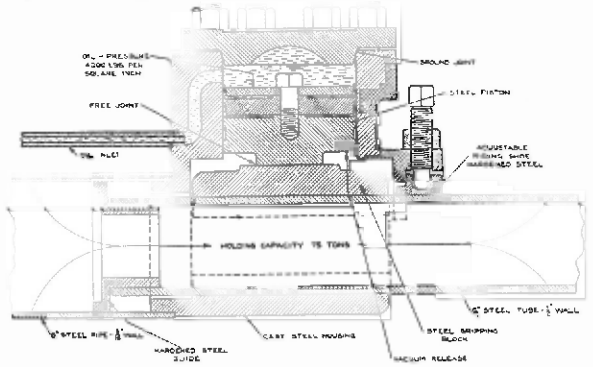
On this machine the wings can be operated at any desired angle within the limits of 25° and 45° from the center line of car and are opened or closed by means of air cylinders under the direct control of the operator.

The wings are held at the desired position by means of telescopic steel column braces. These braces are rigidly locked by the simple operation of throwing an air-cock handle—the whole procedure being a matter of a few seconds.

The secret of the success of the JORDAN Type "A" is in these rugged, telescopic column braces, which automatically adjust themselves for any wing angle. With their individual capacity of sustaining a load of 75 tons each, they are capable of withstanding the heaviest loads that can be put upon them.

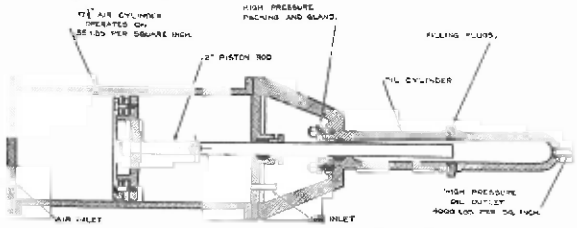
The two telescoping members of the wing braces are locked together by means of a specially constructed hydraulically operated cast steel locking device.

All braces on each wing are simultaneously locked from the operator's cab by throwing an air-cock handle and once locked they are one rigid column.



CROSS SECTION OF HYDRAULIC WING BRACE LOCK
JORDAN TYPE "A" SPREADER-DITCHERS

The control of the hydraulic pressure for operating the brace locks is entirely by means of air; thus securing a closed, leak-proof hydraulic system. The take-up for wear on moving parts of braces is secured by the simple addition of a small amount of oil to the hydraulic system.



CROSS SECTION OF HIGH PRESSURE OIL GENERATOR
FOR BRACE LOCKS
JORDAN TYPE "A" SPREADER-DITCHERS

To secure the high oil pressure (4000 lbs. per sq. in.), two rams are mounted on the car deck—one for operating right side braces—one for operating left side braces.

Excerpts from a rare 1930's brochure describing the operation of the Jordan Type "A" Spreader-Ditchers.

JORDAN Type "A"

AIR OPERATED SLIDING DITCH SECTION

In modern railway maintenance it is often very desirable to be able to change from Ditcher to Spreader so as to handle all classes of work as they are encountered.

Before the development of the JORDAN Sliding Ditch Wing this change required from 3 to 4 hours, thus prohibiting frequent changes in the field on account of the high cost of work train delay.

Old style ditching wings had a heavy ditch shoe securely bolted to the wing structure—as shown in Fig. 3—the spreader shoe replacing it when the change was made.

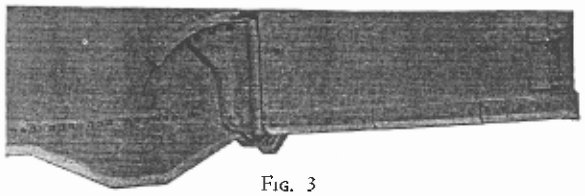


FIG. 3

The JORDAN Type "A" Sliding Ditch Wing has the ditch shoe or section concealed in the wing structure when in Spreader form. It also has the Spreader Cutting Shoe premanently secured to the wing frame. When the ditch section is up this wing operates as a straight spreader—as shown in Fig. 4.

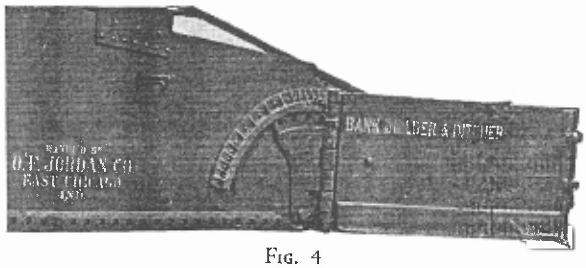


FIG. 4

When it is desired to change from a spreader to a ditcher the ditch section is run down below the spreader shoe as shown in Fig. 5. This is accomplished by the operator throwing an air-cock handle. The ditch shoe is operated by means of a 5 HP. air motor driving an alloy steel worm, which locks the ditch section automatically at any desired depth. The time necessary to change from spreader to ditcher or vice versa is 30-40 seconds. No manual labor.

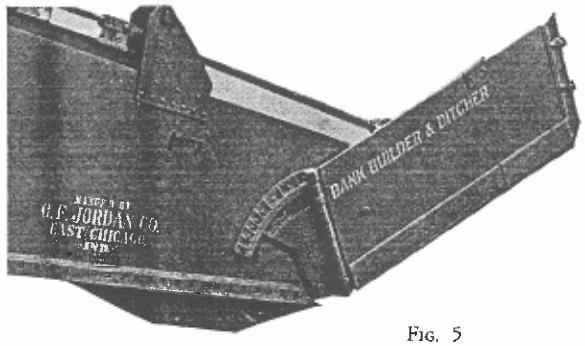


FIG. 5

The above features more than double the field of operations of a Spreader-Ditcher and greatly reduce the cost of maintenance work.

JORDAN Type "A"

AS A DITCHER FOR VARIOUS ROAD-BED SECTIONS

JORDAN Type "A" Composite Spreader-Ditchers with air operated Sliding Ditch Sections and cast steel wing frames are manufactured in two different wing lengths. Both have adjustable ballast sections and adjustable bank slopers. They are also both provided with ballast carry wings which prevent ballast fouling.

By the use of the Variable Wing Spread feature of all Type "A" machines and the desired shape of ditch shoes, practically any desired roadbed section can be obtained.

JORDAN Type "A" with cast steel frame wing No. 1, composite Spreader-Ditcher will cut any roadbed section within the maximum and minimum limits as shown in Fig. 6 by simply setting the wing at various angles. This is a very valuable feature and allows of very narrow cuts being properly ditched.

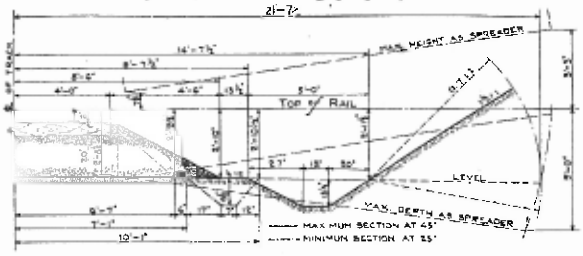


Fig. 6—Maximum and Minimum Roadbed Sections Cut by Jordan Type "A" Composite Spreader-Ditcher, Wing No. 1

For use on roadbed sections wider than can be handled with Wing No. 1 shown in Fig. 6, we offer our cast steel frame, Wing No. 2. This wing will cut any roadbed section between the limits shown in Fig. 7.

With either of these wings any ditch shape that comes within the limits shown in Figs. 6 and 7 can be successfully employed.

By means of the Sliding Post Construction with a 42″ vertical travel on all Type "A" machines, and an adjustable ballast cutting section, any depth of ballast under ties from 0″ to 20″ can be handled with the Wing No. 1, and from 0″ to 24″ with Wing No. 2, Type "A" Composite Spreader-Ditcher.

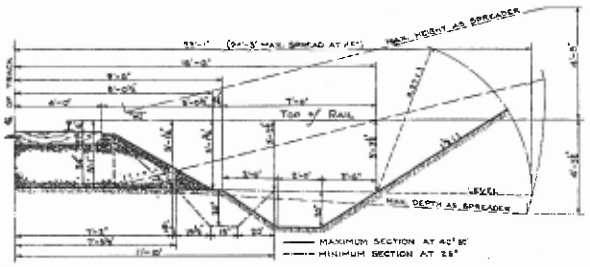


Fig. 7—Maximum and Minimum Roadbed Sections Cut by Jordan Type "A" Composite Spreader-Ditcher, Wing No. 2

BALLAST CARRY WINGS

All JORDAN Type "A" Composite Spreader-Ditchers are now regularly equipped with Ballast Carry Wings. This is a steel wing which is hinged at the ballast toe line and supported by a brace which opens and closes the Ballast Carry Wing automatically with the main wing. This wing is 4′0″ long and extends from the main wing forward and parallel to the track.

It is used for two purposes:

First—When ditching it acts as a retainer which keeps material from fouling the ballast and allows of much greater quantities of material being handled.

Second—When shaping ballast it forms a pocket holding 1½ cubic yards of ballast which is picked up on the high spots and deposited on the low, thus eliminating ballast waste and making this machine a very effective Ballast Shaper.

Excerpts from a rare 1930's brochure describing the operation of the Jordan Type "a" Spreader-Ditchers

JORDAN Type "A"

AS A DIRT CARRIER WHEN IN CARRY WING FORM

The wings of all JORDAN Type "A" Composite Spreader-Ditchers are arranged so that the bank sloper can be swung around in carry wing form. When in this form this machine is the most economical device so far developed for widening cuts, where the total length of the cut does not exceed 1500 feet and where there are no obstructions to prevent carrying the material on to fills.

In addition to widening cuts this operation deposits the dirt on the fill, where it is needed, and makes a very uniform, sightly and well packed bank.

When in this form JODAN Type "A" Composite Spreader-Ditchers will handle from 8 to 15 cubic yards of dirt with each wing and as much as 250 cubic yards per hour can be taken out of cuts when using both wings where the total average haul does not exceed 2000 feet.

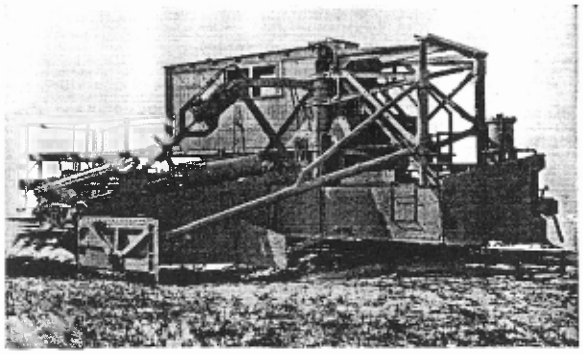
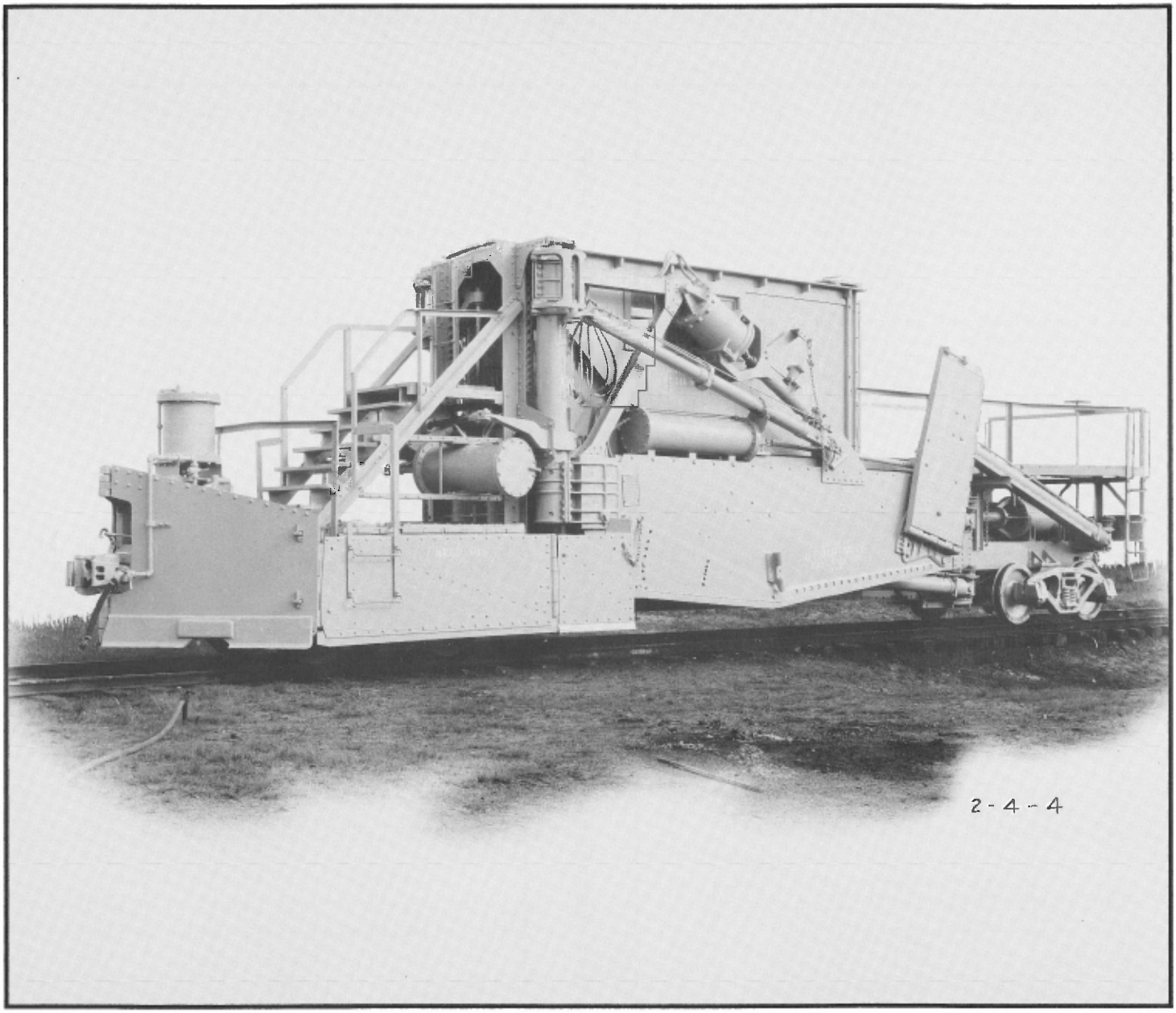


Fig. 8

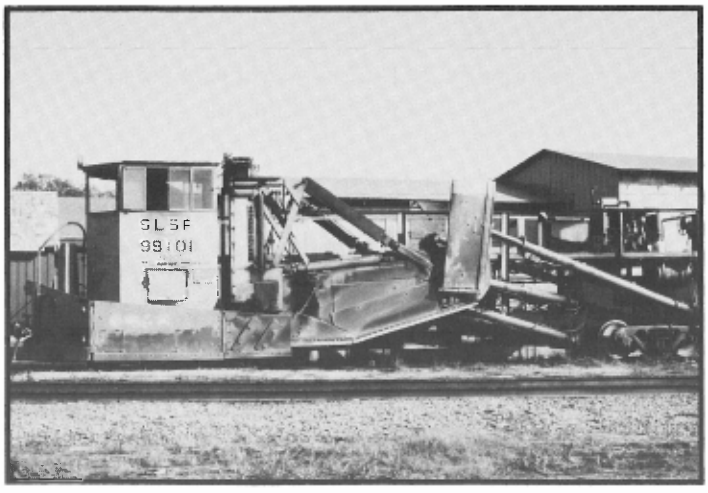
JORDAN TYPE "A"
COMPOSITE SPREADER-DITCHERS
Are
Universal Material Handling Machines
They Will
Handle All Materials Within 24 Feet
of Center of Track
And Are
Limited Only by the Capacity of
The Motive Power
They Can Be Used As
DITCHER—SPREADER—SNOW PLOW
BALLAST SHAPER—BALLAST PLOW
ROADBED SHAPER
"DOES THE WORK OF AN ARMY OF MEN"
For Any Special Roadbed Problem
or
For Further Information Address

O. F. Jordan Co.

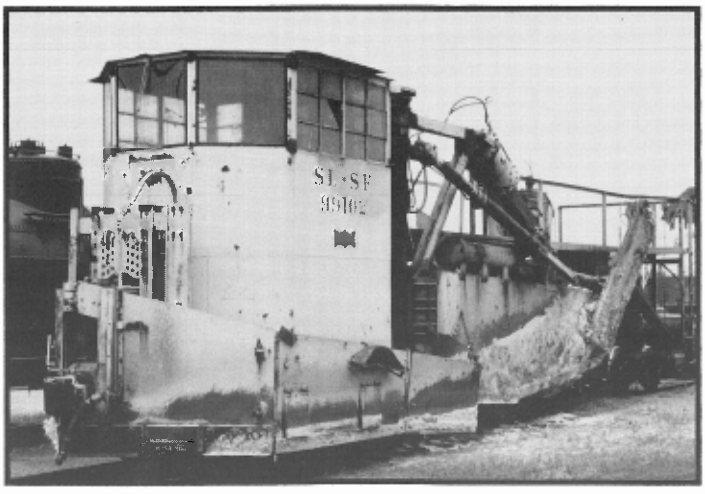
Walter J. Riley, *President*
EAST CHICAGO, INDIANA



Frisco Jordan Spreader-Ditcher #99101, builder's photo from O.F. Jordan Co., circa. August, 1930.



Frisco Jordan Spreader-Ditcher #99101, Denison, TX, October, 1982. *E. Stoll photo*



Frisco Jordan Spreader-Ditcher #99102, Sherman, TX, April, 1974. *E. Stoll photo*

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.

75 YEARS - 1919

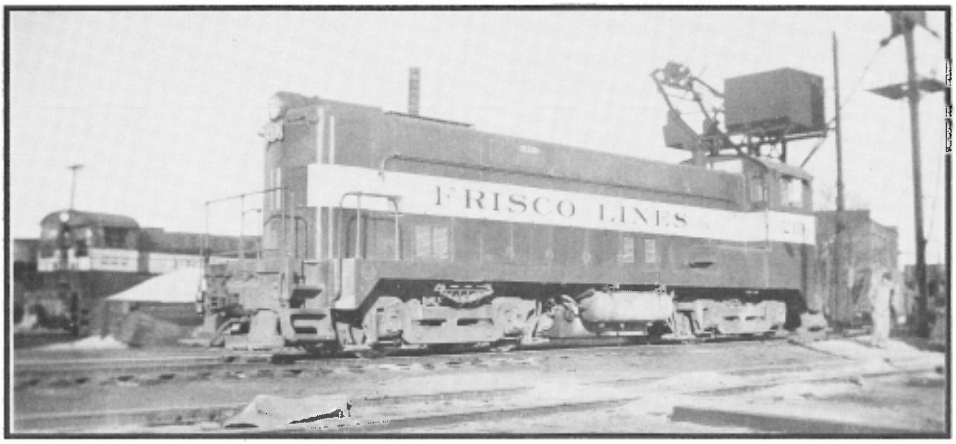
In 1919, the 64.3 ft. iron King turntable at Sapulpa, OK, was replaced with a 100 ft. King unit.

50 YEARS - 1944

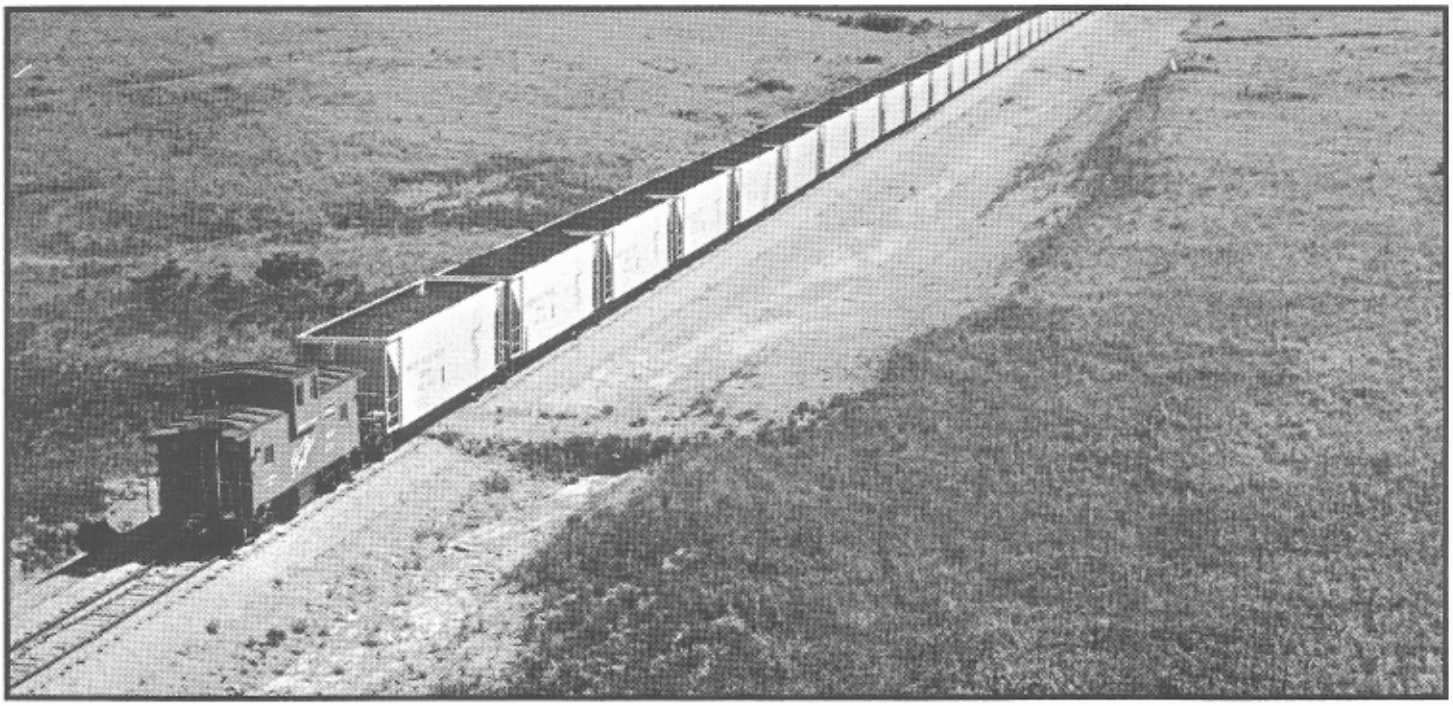
In 1944, the Frisco purchased eleven new diesel switching locomotives, eight of which were VO-1000 series 214-222.

25 YEARS - 1969

In 1969, the Frisco began unit coal train operations from Oklahoma to Sibley, MO. Five trains a week were in service, three from Catale and two from Chelsea, OK.



VO-1000 219 (222 in background), Springfield, MO, February 7, 1946. A. Johnson photo



Frisco unit coal trtain, en route from Catale, OK to Sibley, MO, 1969. *Frisco photo*

Getting it Right!

In the March-April *All Aboard*, Looking Backward feature, page 3, the photo caption for the 1969 *Train Handling Indicator* has a name misspelled. It should read Ray Tyler, rather that Ray Rtler.

Pullman Reclining Chair Car advertisement, Frisco public timetable, 1897.

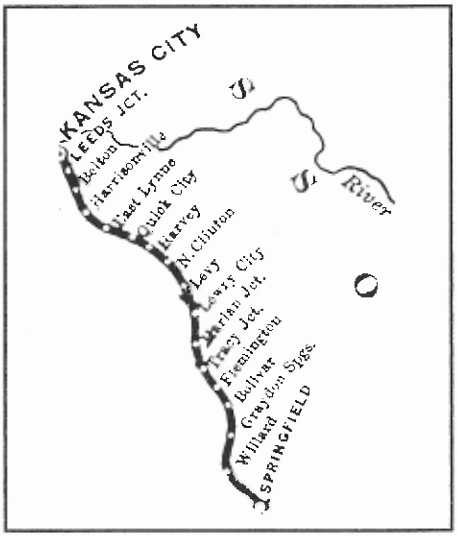
The Last Run of the High Line

by
Bob Plough

EDITOR'S NOTE: *On October 22, 1993, the last revenue run was made on the remaining southern portion of the original Frisco's High Line route, from Springfield to Bolivar, MO. The rails have since been abandoned, removed, and a new "Frisco High Line" Rails-to-Trails project is now underway.*
See the following related articles:
***Farewell To the Blair Line:** All Aboard, November 1989, pp. 2-3.*
Highline's Last Run: All Aboard, July-August, 1993, pp. 16-17.

I was born and raised north of Frisco's Springfield Yard and have enjoyed many hours of train watching along the High Line main. As a child, I was a regular hand-around at the old Benwood Yard, near the present Kerr-McGee tie treating plant in West Springfield. As a result, some of my most treasured railroad memories are associated with the High Line. The highlight of many an afternoon was the passing of the afternoon freight to Clinton, MO, behind a brace of Frisco's ALCO RS1's. Numbers 101, 104, 107, and 109 were used quite regularly on this job in the late fifties and early sixties. GP7's in the 500 and 600 series were also in service. Cab units were not generally used due to the amount of switching. However, I do recall seeing an ALCO FA in service on the line many years ago.

When my family moved from Springfield in 1964, I was still close to my beloved High Line for we had relocated a few miles north of Walnut Grove, MO. Our once a week trips to town netted me many views of Frisco wayfreights trundling along the pastoral countryside. Over the years I've also observed the downgrading of the line. Most noticeable was the abandonment of the line north of Bolivar, and of course, the arrival of the Cascade Green with the BN merger. During the past several years, trains have operated on an as-needed basis



with traffic being heaviest during the spring and fall of the year when the demand for fertilizer was at it's peak.

Fast forward to October 22, 1993. After months of speculation, anxiety, and the hope that something would somehow delay the inevitable, the long awaited last run was finally underway.

Feeling a bit melancholy as I followed the line toward Bolivar, I purposely travelled ahead of the train for a ways stopping as selected spots just to hear the lonesome whistle in the distance. As I paused, I entertained thoughts of yesteryear when I viewed 35-40 car trains led by black & yellow hood units, followed by the obligatory caboose on this same stretch of track. In reality though, I knew that this unremarked event was no more a light engine move by BN GP38X 2156 to retrieve one CSXT covered hopper #256030 and return to Springfield, period!

I took the first of many photos that day at the Highway 215 crossing near Wishart and followed the train closely on to Bolivar. Strangely enough, I encountered no other railfan but did meet an area farmer with a camera who explained that he had seen me at trackside earlier and, *"purty well figured somethin' special was a goin' on."*

Arrival in Bolivar was an upbeat affair thanks to Engineer Dan Wolf. Engineer Wolf, a Bolivar resident, had by virtue of his standing on the extra board, been called to work the trip and put out the word prior to reporting for duty. As a result, a small crowd of people, mostly friends and relatives, were on hand to witness the last run. It was an experience in itself to observe and listen to all these people mill about and talk of when the railroad still ran passenger trains and tell other railroad related stories. All good things must end however, and after a brief photo session, the crew coupled up to the hopper, got an air test, and amidst the smiles, waves, and even a few tears, slowly proceeded out of town.

I followed the train closely on it's return trip so I could obtain as many photos as possible. Unfortunately, the sun was slowly fading in the west. I managed to fire off one last shot at the site of the old Morrisville depot as the train rolled slowly toward the setting sun. The old depot has long since been razed, however, the platform constructed of Phenix Marble still remains.

I finally met another railfan on the return trip. Fellow Frisco Folk Joe Brice was waiting at the Highway 215 crossing. Although too dark for photography, Joe and I both decided to savor the last Highline moment for we knew there would be no more. Retracing my earlier steps, we bounced from one location to another listening to the lonesome whistle and watching the train roll slowly past in the night. The sights and sounds of that night will remain in my memory for always.

Although now abandoned from Willard to Bolivar, the line last remanent of the line will continue to serve the Conco Quarry at the east edge of Willard. Can anyone guess where I will be the next time the BN runs a rock train?

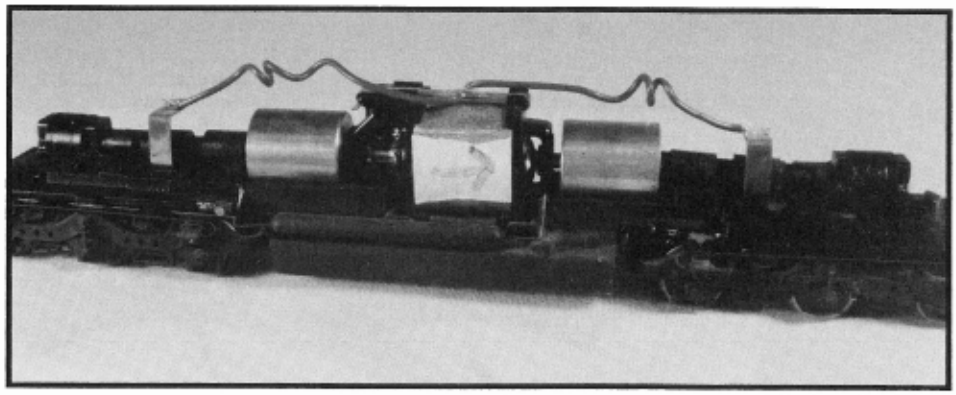
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

Making Athearn Locomotives Run Better

Nothing enhances our enjoyment of model railroading more than the smooth performance of a locomotive as it makes its run over the mainline or switches cars at local industries. One of the most popular and affordable locomotives on the market is made by Athearn. These rugged and reliable locomotives are the main reason many of us are in the hobby today and with just a little help we can make them perform even better, but first some facts about Athearn engines.

Athearn engines pick up electricity from the rails through metal wheels. The wheels transfer power to metal plates just inside the wheels and then on to the underframe and the metal bar above the truck gearbox. The underframe serves as a conductor of power to the bottom pole of the motor while the top pole is served by a connector clip *(part #34026)*. The connector clip clamps on to the top pole of the motor and meets the metal bar above both truck gearboxes.

• The first improvement that needs to be made is to discard the connector clip mounted on the motor's top pole. The electrical connection made by this bar is not reliable as it touches the metal bars above the truck gear boxes only with spring tension. When the clip loses contact with the power from the truck(s) the motor will not operate.



Top pole connector clip is replaced with stranded wire soldered to each truck's metal bar and the copper pole on the top of the motor.

I recommend that a piece of 18 or 20 gauge stranded wire be soldered to each truck's metal bar and the copper pole on the top of the motor. Solid wire can also be used but I suggest that a longer length of wire be used with the excess being coiled in between the motor and each truck to allow free movement of the truck. Another benefit of this improvement is the fact that copper wire is a better conductor than the pot metal connector clip.

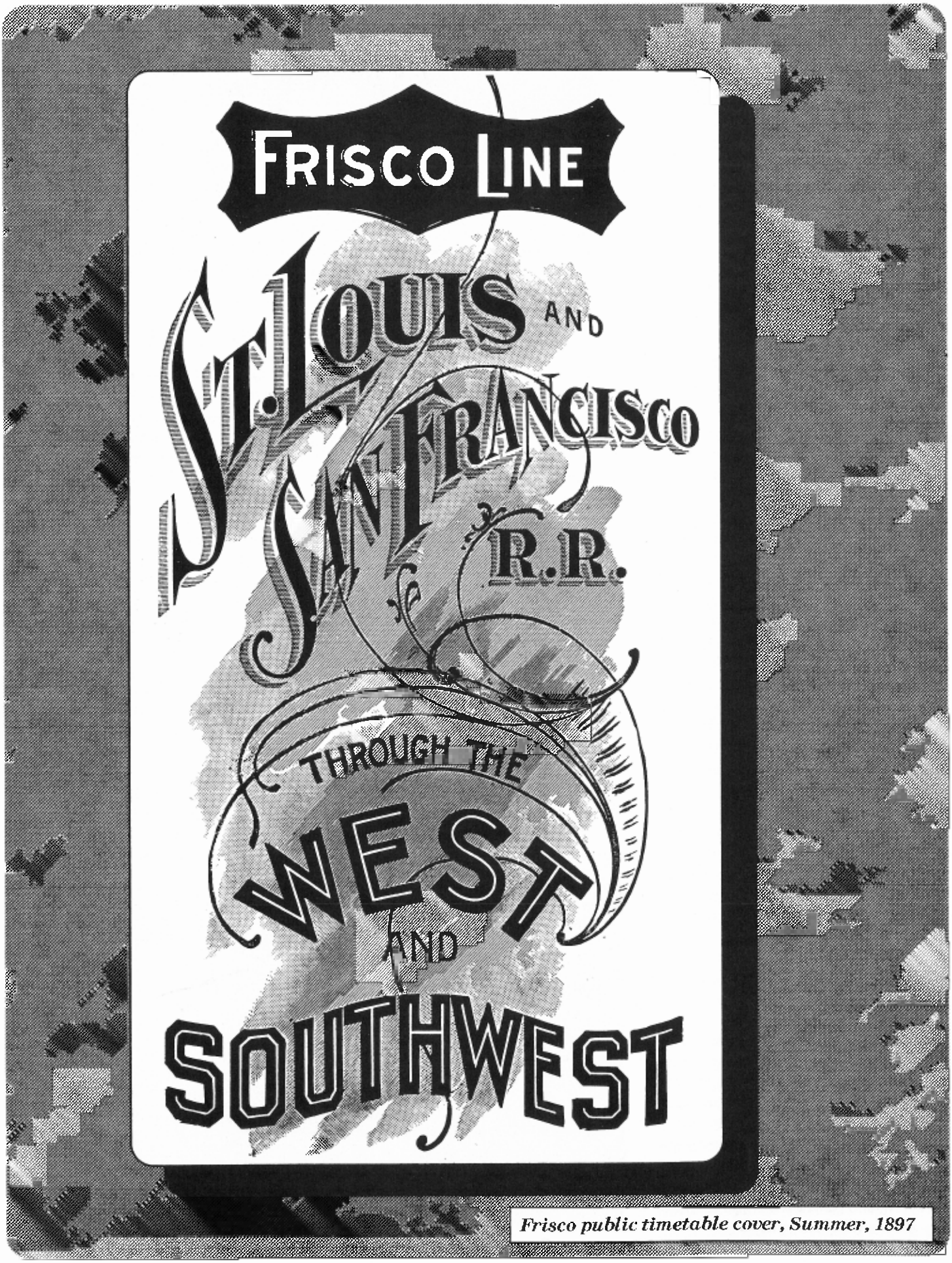
• Another improvement that will enhance the operation is continuously keeping the wheels clean. This will remove dirt and grit that insulates the wheels from the rail and greatly improve the electrical pickup ability of the wheels. The easiest method of cleaning locomotive wheels is to run an engine, one truck at a time, over a paper towel dampened with mineral spirits. This is not only easy, but very quick which can be especially helpful if a large number of engines need servicing. Don't forget to keep your track clean! Clean wheels will not be able to pick up much electricity from oxidized rail. As abrasive cleaner and elbow grease is usually the best answer.

• A final method for improving electrical pick up would be to apply a small amount of light oil to the wheels and rails. Many modelers use Labelle 108 which can be found at your local hobby store, while others use a light hair clipper oil. Either will work fine as long as they are used sparingly. Too much oil will attract dirt and dust and defeat the purpose.

As always, don't forget to...

SOUTHEAST... SOUTHWEST

Ship it on the Frisco!



Frisco public timetable cover, Summer, 1897