

FRISCO

All Aboard

FRISCO



Winter
1995-1996

Vol. X
№ IV



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VOLUME 10

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Springfield Diesel Shop 4
 Completed in May, 1950, it was a state-of-the-art diesel locomotive repair and service facility. Rare photos and construction details are included in this feature.

Master Model Railroader Achievement Program ... 9
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Frisco's Executive Fleet 11
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 A first hand account from the only surviving crew member of the July 23, 1948, wreck of the *Memphian* - 806.

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Frisco Standard Plans 16
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DOWN AT THE DEPOT 18
 Station 313, Ft. Smith Sub-Division, Central Division, a Seligman, MO is profiled in this issue of our **Down At The Depot** feature.

Classic Frisco 20
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Company Service Roster 21
 This is the eighth installment in our regular series profiling selected pieces of Frisco company service equipment. This issue features part 1 of a two part article on Bunk cars.

Frisco Roster Tales **27**

In this installment of *Roster Tales* Frisco Folk Ken Wulfert continues his Yard Power series, installment number nine, Frisco's First Diesels.

New Car Shop **29**

Frisco Folk Curtis Baker provides information on modeling a Frisco ex-Covered Hopper - Company Service Sand Car in HO Scale.

MAIL CAR **31**

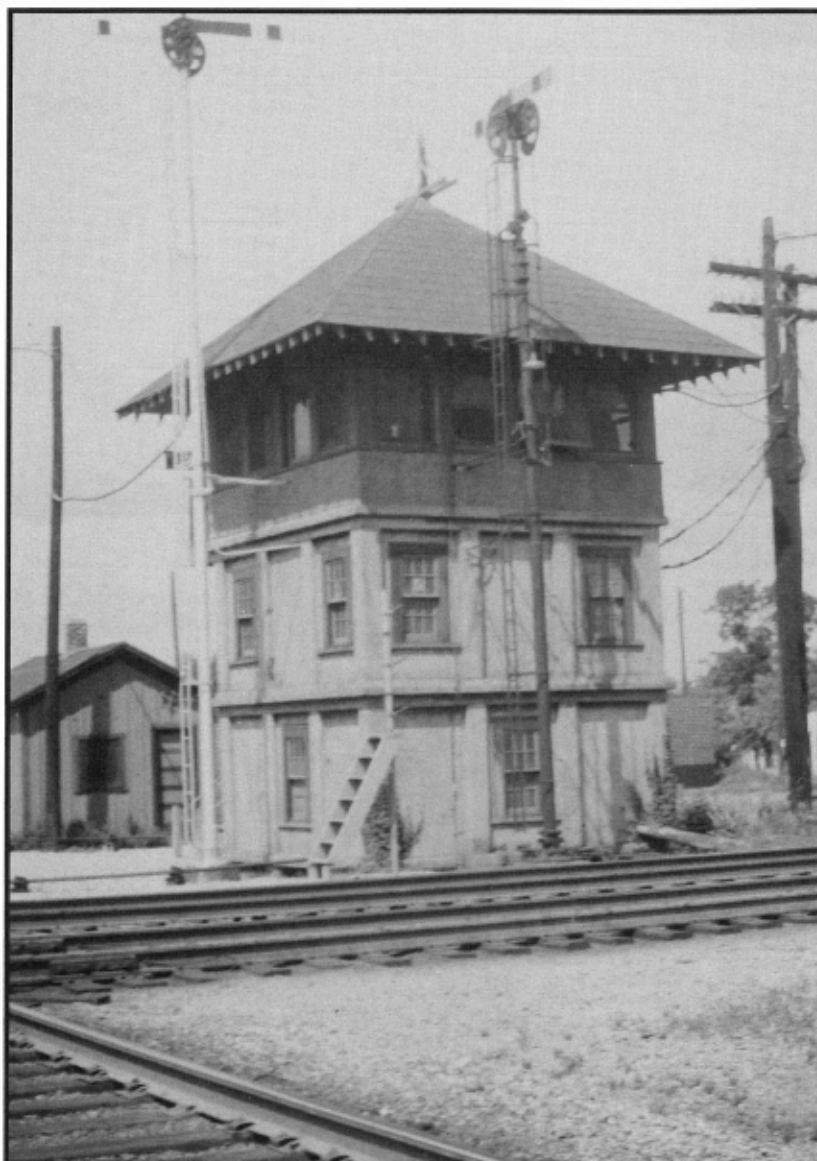
Frisco E-8 diesel B units that never were, are featured in this installment of the **Mail Car**.

ABOUT THE COVERS

Our covers for 1995 are taken from a series of colorful *Frisco Employes' Magazine* covers produced by the Wallace Bassford Studios in the 1920's.

Our front cover for this issue is taken from the March, 1927 edition, and depicts a warm winter scene around the fireplace enjoying the latest edition of the Frisco Employes' Magazine.

Our back cover was taken from the back cover of the October, 1930, Employes' Magazine.



WHERE IS IT?

From the photographer himself, Allen Johnson writes, "I took this photo at Vinita, OK, October 19, 1947, while I was still in high school." It was the joint operated Frisco/MKT interlocker at Vinita.

SPRINGFIELD DIESEL SHOP



This aerial view of the Frisco's new terminal facilities at Springfield was featured in the 1949 company annual report and included a view of the new diesel shops, yard office, and restaurant (to the east of the yard office). Only the diesel shop and yard office remain today. Frisco photo

"Frisco's new diesel shop, which was put into service May 3, is just one phase of a program to make our West Yard in Springfield one of the most modern railroad properties in the country."

So stated the May, 1950, issue of the Frisco's **All Aboard** company newspaper as it reported the massive Springfield West Yard modernization project.

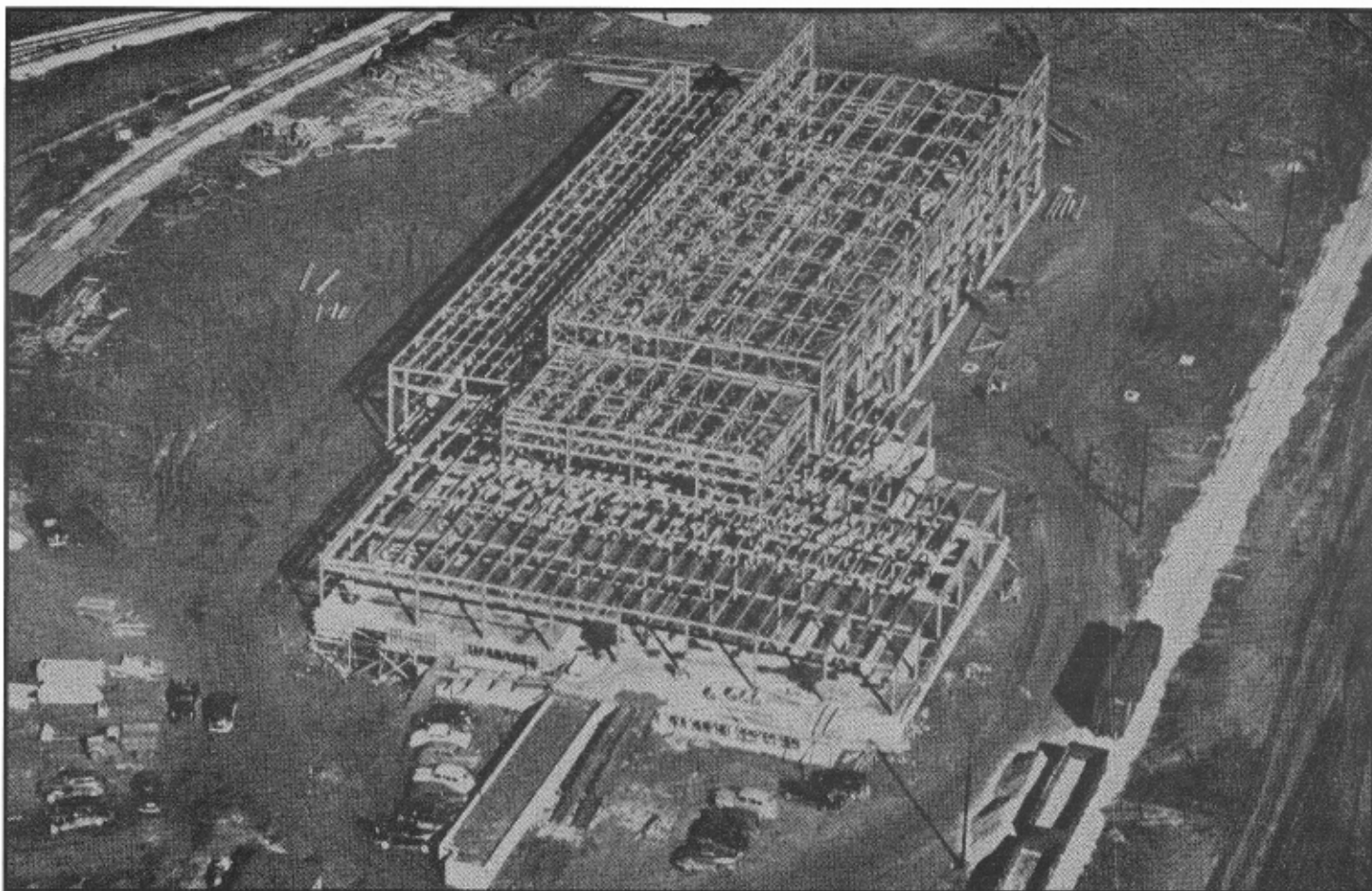
Started in July, 1947, by the time the project was completed three years later, 1,030,000 cubic yards of dirt and rock had been excavated,

thirty-six miles of new track had been laid. In addition, a new Eastern Division office building, crew restaurant, sixty ft. high yard tower, diesel sanding facility, and a state-of-the-art diesel shop were completed. One of the most amazing accomplishments about the project was the fact that the new receiving and classification yards were built on the former site of a large lake.

The hallmark of the project was the construction of the new diesel shop, started on January 15, 1948, and opened on May 3, 1950. The

facility was 353 ft. long and 127 ft., wide. The southwest corner had two offset additions, one 24 ft. by 105 ft. and the other 50 ft. by 105 ft. The two additions housed a stores department, offices, a wheel lathe and a lye vat.

Three of the five tracks in the building were elevated with pits 214 ft. long and 4 ft. deep. The north servicing track ran through the full length of the building. There were two other tracks on the shop floor with a 40 ft. pit in one and a 130 ft. pit in the other. These two tracks and a south servicing track were served by a 30-



This rare 1949 photo shows the diesel shop's steel skeleton in place. Frisco photo

ton over-head crane with a 5-ton auxiliary crane in a 75 ft. bay. The crane operated the full length of the shop area.

At the east end of the building was located a drop pit 24 ft. wide and 18 ft. deep and 98 ft. long, equipped with a 100-ton drop table for removing trucks. This table served the two tracks on the shop floor and the two south servicing tracks. Each of these was equipped with body supports for holding up the diesel when its trucks were removed.

The building's oil tanks, water treating facilities, and pumps were located on the lowest level of the structure's four levels. There were ten lube oil tanks with total capacity of approximately 69,000 gals.

An oil reclaim building was constructed approximately 100 ft. west of the diesel shop.

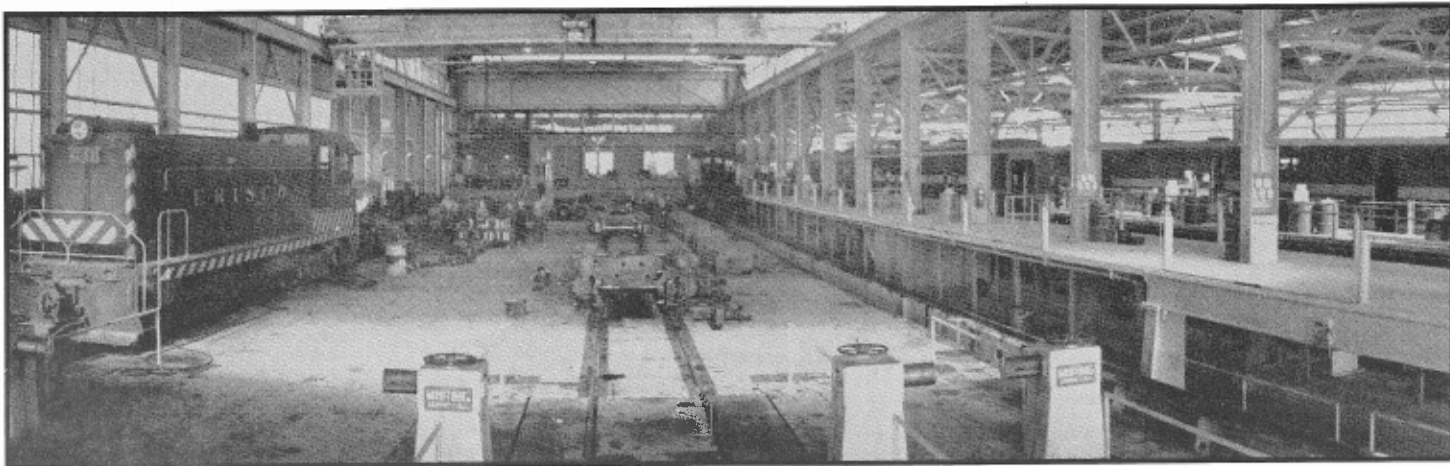
Measuring 27 ft. by 40 ft., the two-level structure was built

of brick with reinforced concrete foundation. Oil drums



The high bay or heavy working area of the diesel shop.

Frisco photo



This 1950 panoramic view of the interior of the new diesel facility, shows the high bay to the left and servicing tracks to the right.
Frisco photo

and cleaning devices were located on platforms on the south and west sides of the building. Inside were two oil retorts with filters and six tanks for holding reclaimed oil. In the basement were three settling and dirty oil storage tanks and refortifying reclaimed oil. Pipe lines extended from this plant to the lube oil tanks in the diesel shop's basement.

On March 5, 1951, work was started on expansion of the diesel shops. The north side of the building was enlarged to accommodate four additional elevated service tracks.

Two 55,000 barrel diesel fuel oil storage tanks were started on August 2, 1948, and were completed November 4, 1948. Unloading facilities consisted of two spur tracks 530 ft. and 372 ft., respectively, on which ten cars could be spotted and connected for gravity unloading into a 10,900 gals. underground sump tank. From this tank the oil was pumped into the large storage tanks set on the same level and cross connected. Fuel supplied to diesel locomotives came from two 20,000 gals. tanks located along the serving tracks. These tanks were filled from the large supply tanks.



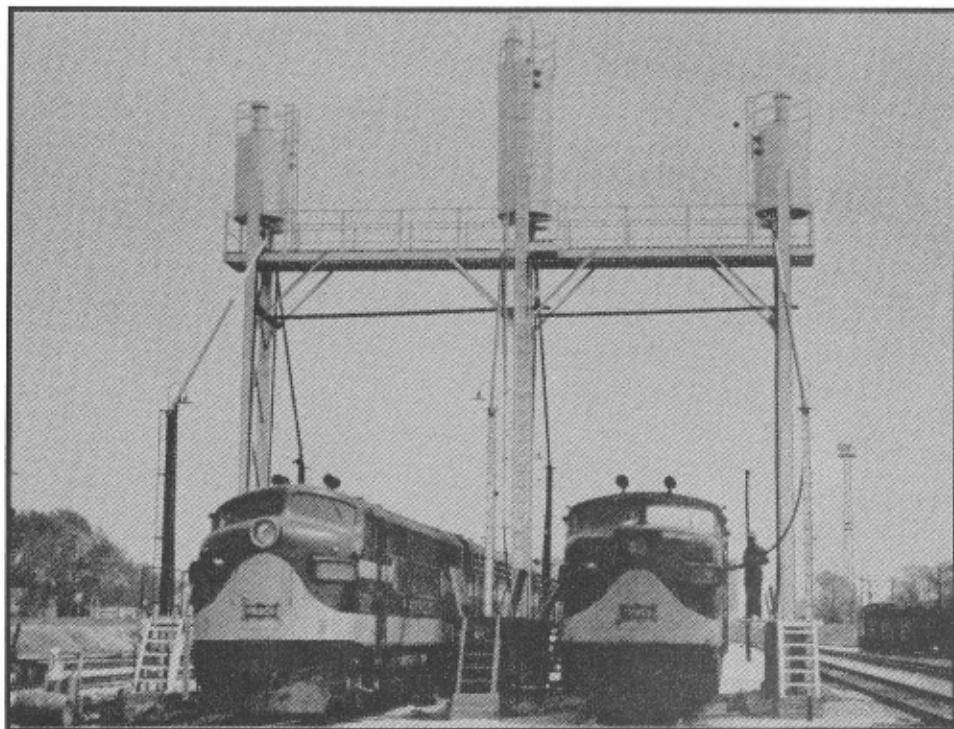
View from inside the pit area under one of the three elevated service tracks
Frisco photo



East end of diesel shops showing completed four stall extension on the north side. Frisco photo

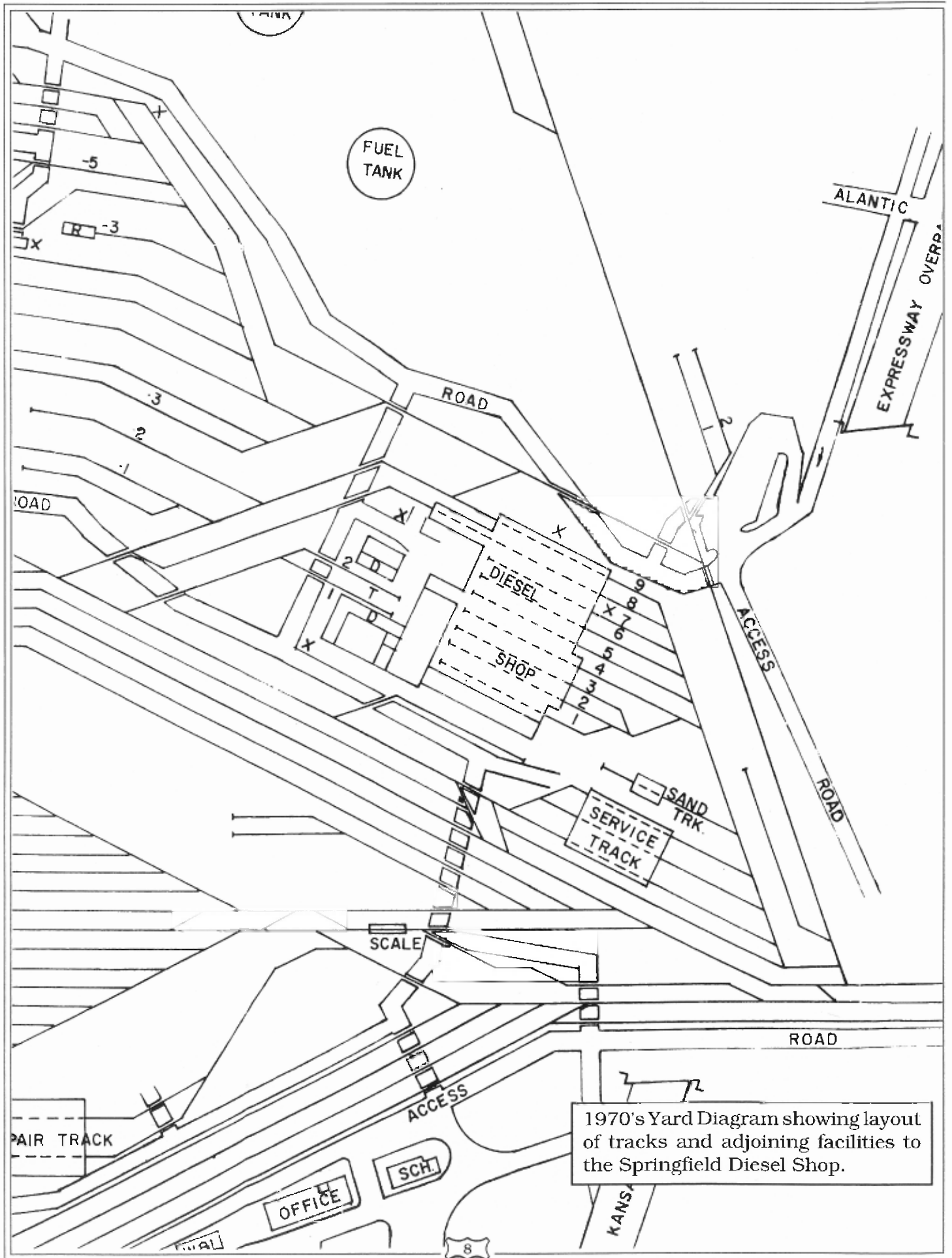
Other facilities adjacent to the diesel shop included a sanding tower, consisting of three sand tanks atop a steel frame. The tanks, two having five ton capacity, and one ten ton capacity, were used to sand diesels spotted on three tracks. Bulk sand was stored in an elevated hopper made from the 50-ton coal chute formerly located at the Frisco yards at Yale, TN.

The total length of the tracks serving the diesel facilities, including the tracks at the diesel shop, fuel oil unloading tracks, and those for servicing and handling diesels amounted to approximately 14,000 ft. or 2.7 miles. ☞

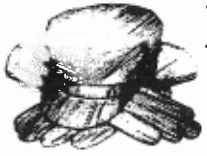


Located adjacent to the new diesel shop was the sanding tower from which locomotives enroute to the shops could take on sand. Frisco photo





1970's Yard Diagram showing layout of tracks and adjoining facilities to the Springfield Diesel Shop.



MASTER MODEL RAILROADER

The Achievement Program
Of
National Model Railroad Association



"Model railroaders? Their just a bunch of overgrown kids playing with their toy trains!"

Have you ever heard a comment like that? If you are a model railroader, you no doubt have because for many outside the hobby, that is a common and unfortunate perception.

Model railroaders are not just a bunch of overgrown kids playing with their toy trains! As a group, model railroaders have, without question, done more to preserve railroading in America than any other single group or organization! It is doubtful that many noted rail historians take any more time or put out more effort to ensure the accuracy of their written histories, than does that of a dedicated model railroader who is attempting to recreate in miniature an exact model of a prototype engine, car, facility, or section of rail line. And if anyone has any doubt of just how dedicated model railroaders are to their task, they need not look any further than the Master Model Railroader Achievement Program of the 26,000+ member National Model Railroad Association.

The purpose of the Achievement Program is to give recognition for those National Model Railroad Association members who have exhibited SUPERIOR craftsmanship and for those who have contributed SUPERIOR service to the hobby and the NMRA.

In order to acknowledge exceptional achievement in the

many phases of scale model railroading, five rigorous achievement categories have been established to encompass both the technical and service phases of the model railroad hobby.

A. RAILROAD EQUIPMENT

1. Master Builder - Motive Power
2. Master Builder - Cars

B. RAILROAD SETTING

3. Master Builder - Structures
4. Master Builder - Scenery
- 4A. Master Builder - Prototype Models

C. RAILROAD CONSTRUCTION & OPERATION

5. Model Railroad Engineer - Civil
6. Model Railroad Engineer - Electrical
7. Chief Dispatcher

D. SERVICE TO THE HOBBY AND NMRA MEMBER

8. Association Official
9. Association Volunteer
10. Model Railroad Author

E. MASTER ACHIEVEMENT MASTER MODEL RAILROADER (MMR)

Basic to each Achievement category are specific requirements pertinent to that category. Each requirement must receive specific points as judged via an NMRA sponsored contest or Achievement Program Merit Award Judging.

Master Builder Motive Power

In order to complete the requirements of this category, the modeler must have built three scale models of railroad motive power, one of which must be scratchbuilt.

Master Builder Cars

In order to complete the requirements of this category, the modeler must have built eight operable scale models of railroad cars. There must be at least four different types of cars represented in the total of eight. One of them must be a passenger car, and at least four must be scratch built.

Master Builder Scenery

In order to complete the requirements of this category, the modeler must have constructed a completed section of a model railroad of at least sixty square feet in O scale, or forty-five square feet in S scale, or thirty-two square feet in HO scale, or twenty-four square feet in N scale. The completed section must contain the necessary scenic elements of 1) terrain, 2) structures, 3) background, and 4) lighting as combined to achieve a realistic effect using applicable NMRA standards in that particular model railroad scene.

Master Builder Prototype Models

In order to complete the requirements of this category, the modeler must have constructed an animated or static model of a prototype scene containing at least six models of prototype equipment or structures. Plans or photographs must be provided to verify the final prototypical appearance of each model and of the total scene. At least four different types of models must

be represented. They are: rolling stock, railroad structure, a caboose or passenger car, and a model of motive power. Any two of the six models must be scratchbuilt.

Master Railroad Engineer Civil

In order to complete the requirements of this category, the modeler must:

A. Prepare one original scale drawing of a model railroad track plan identifying overall size, track elevations, curve radii and turnout sizes.

B. Construct and demonstrate for Merit Judging, the satisfactory operation of a completed section of the model railroad and trackwork described in A, containing at least fifty linear feet of track with appropriate ballast, drainage facilities and roadbed profile, and trackwork that has examples of over nineteen different features.

C. Construct scratchbuilt scale models of any three of a list of fifteen different types of track mechanisms such as crossovers, turnouts, springswitches, etc.

Model Railroad Engineer Electrical

In order to complete the requirements of this category, the modeler must

A. Construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction that contains six specific elements.

B. Wire and demonstrate the electrical operation of at least three types of track mechanisms such as crossovers, turnouts, springswitches, etc.

C. Wire and demonstrate the satisfactory operation of at least

three of a list of twenty-one wiring related operations.

Chief Dispatcher

In order to complete the requirements of this category the modeler must have participated in the operation of a model railroad either home or club, for no less than fifty hours. A minimum of ten hours each must be served in three of the five categories listed below, one of which must be 5. Dispatcher.

1. Engineer
2. Yardmaster
3. Hostler
4. Towerman
5. Dispatcher

This experience shall be accumulated on one or more model railroads having at least two mainline trains plus yard switching in simultaneous operation; some system of freight and passenger train and car movements, including road switching, shall be used for controlling train activity.

Association Official

In order to complete the requirements of this category, the modeler must have served actively on NMRA committees (National, Region, or Division) long enough to accumulate at least sixty certified time units.

Model Railroad Author

In order to complete the requirements of this category, the model railroader must accumulate at least forty-eight points in any combination of materials that are printed, published, and/or presented according to a detailed formula of point awards based on type of work, type of publication, length, etc.

An NMRA member qualifies as a Master Model Railroader when he has obtained at least seven of the

Achievement Certificates provided that they shall have earned at least one Certificate in each of the four areas of the Regulations.

Who said model railroaders are just a bunch of overgrown kids playing with their toy trains! What we have presented in this article is a condensed version of over six pages of specific requirements for the MMR. Specific requirements that less than 250 model railroaders have successfully completed out of over 26,000 NMRA members.

The Frisco Railroad Museum Inc. is proud to be a member of the Mid-Continent Region, Ozark Mountain Division, of the NMRA. We are equally proud to note that a large segment of our Frisco Folks membership are model railroaders, four of which have achieved the honored distinction of Master Model Railroader. They are:

- Ron Williams MMR #82
- Tim Kubat MMR #128
- Richard Napper MMR #196
- Jan Jester MMR #209

If we have overlooked any museum member that has achieved their MMR, please let us know.

Oh, by the way, if a model railroader obtains all eleven certificates they are awarded the distinction of being a Grand Master Model Railroader. According to our records, at present there are no GMMR's. ☐



FRISCO'S EXECUTIVE FLEET



Frisco Business Car "Florida," in storage, Springfield West Shops, circa. 1962.

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

Florida

The Florida Business car was built in June, 1896, by the Ohio Falls Car Company as a 63 ft. composite business car. While its original owner is unknown, the car was on the roster of the St. Louis, Memphis, and Southeastern Railroad as car 1200, when the Frisco acquired it in July, 1907. The St. L. M. & S. originally operated track and facilities from Nash to Lilbourn, in Southeast Missouri.

While existing records do not indicate what the interior arrangement and furnishings were, chances are it was similar to the 2200 car, (*see All Aboard, Mississippi Car, Summer, 1995*), both of which were built by the Ohio Falls company within twelve years of each other.

The car was 68 ft. overall, weighed 186,600 lbs., and carried the standard Pullman green, black roof, and gold lettering color scheme of the executive fleet.

In May, 1947, No. 1200 was renumbered car No. 6, and in February, 1948, it was again renumbered No. 11, so that the number 3 car (former 1924) could assume the number 6

position on the roster. In June, 1954, No. 11 was assigned the name Florida. In May, 1959, the car was placed in storage and in February, 1965, it was sold to a private corporation.

While in service, the Florida car was assigned to Assistant General Manager L.B. Clary and Assistant Chief Engineer E.L. Anderson. ☞



Rare photo of Frisco Business Car No. 11 taking on ice for its ice-activated air conditioning system, Springfield, MO, circa. 1952.



The Night Tragedy Struck 806

By B.B. Morgan

In the hey day of steam powered locomotives hauling passenger trains into St. Louis Union Station, none were more beautiful than those of the Frisco. Their conformation, color scheme, and cleanliness set them apart. And their efficiency and quietness was second to none. They were in oil and came from the round house gleaming in the bright yard lights at night or the daytime sunlight of arrival at Union Station. Most of the trains coming in from the east, north, and southeast were coal burners and passengers had to be careful about touching anything on the outside of the coaches. Not so on the Frisco!

By the time I graduated from high school at Chaffee, MO, the depression was beginning to ebb a bit, and my dad, a trainman on the River Division, was getting more work, even able to hold an occasional regular run on one of a myriad of branch lines the Frisco had in the delta area of Southeast Missouri and Northeast Arkansas. I was still living at home and one day, swearing me to secrecy, my dad told me the assistant superintendent, Mr. Olsen, had quietly revealed to him plans to hire some young trainmen. I did not know Mr. Olsen and asked my dad how I could identify him. His description was, "the first man you see around the Frisco office that can stand

flat footed and step in a box car is Mr. Olsen!"

Armed with this information I waylaid this man who I hoped would change my life. As he made his Sunday morning walk from his office to the

There were requirements, one being thirty days of "student trips," covering every branch line job, main line locals, and through freights. No pay. No passenger runs because they required lots of whiskers and a uniform.

So my seniority dates from September 21, 1937, but frequently there were layoffs. Then I would go to one of the Western, East and West roads which were seeing an increase in transcontinental traffic due to world wide concern over German and Japanese military build up. Also more perishable fruits and vegetable were coming east out of Mexico and off our west coast. I was registered for the military draft and drew number 52, a low one. Even though experienced railroaders were exempted by request as being essential to the war effort, I did not request deferment. I was working on the Rio Grande Division of the Southern Pacific between Tucson and El Paso. One day I came into Douglas Arizona on a Mallet engine, cab over pilot, tunnel type, and as soon as I turned the engine over to the engine herder, was summoned to the Trainmaster's office. I was told to report to my draft board back in Missouri. He asked if I would let him request a deferment for me and when I declined that, asked me to fire the 10th section of a troop movement back

805-105 Mem-phis Daily	807-107 The Mem-phis Daily	Miles	Read Down	Read Up	105-808 The Mem-phis Daily	106-806 Mem-phis Daily
PM	AM				PM	AM
11.00	8.48	0.0	St. Louis, Mo., A, B, C, 1, 4, 5, 10, 13, 16, 18, 21, 26		3.40	7.15
11.18	8.58	3.3	Tower Grove, A, B, 1, 4, 5		3.25	7.00
	9.53	26.6	Barnhart		2.30	
	9.57	40.0	Festus		2.20	
12.06	10.12	46.6	Crystal City		2.00	6.50
	10.20	53.2	Rush Tower		2.00	
12.47	10.29	65.1	Brickey's		1.45	5.24
1.02	10.54	74.8	St. Genevieve		1.31	5.10
	11.04	80.7	St. Marys		1.21	
	11.16	88.3	McBride		1.11	
	11.28	95.5	Memphr		1.00	
	11.39	103.0	Wittenberg		1.29	
	11.55	130.9	Nedra		12.33	
2.25	12.24	131.5	Capo Girardeau, 1, 15, 30		12.01	3.35
2.25	12.24	131.5	Capo Girardeau		12.01	3.36
2.55	12.50	143.8	Chaffee, 15, 30		11.41	3.17
3.07	12.59	143.8	Chaffee		11.31	3.05
	1.10	150.8	Oran		11.19	
	1.22	155.1	Brooks Junction, 15		11.07	
3.44	1.42	165.7	Bikeston		10.48	2.28
	1.44	173.8	Matthews		10.39	
	2.03	179.8	Kewanee		10.22	2.04
4.07	2.11	181.9	Lilbourn		10.12	
	2.23	191.2	Marion		10.01	
	2.27	194.2	Corran		9.49	
4.26	2.38	200.1	Portageville		9.31	1.46
	2.50	206.6	Netherlands		9.13	1.02
4.54	3.06	212.9	Hayti, 5 1/2, 15, 19, 27		8.46	1.15
4.54	3.06	212.9	Hayti		8.31	1.15
5.08	3.23	224.6	Steele		8.13	1.02
	3.26	227.5	Holland, Mo.		8.09	
5.35	3.50	237.2	Blytheville, Ark., 16		7.57	12.34
	4.04	244.6	Burdette		7.37	
	4.28	249.2	Luskota		7.30	
5.55	4.19	253.7	Osceola		7.24	12.14
	4.30	260.9	Driver		7.11	
6.08	4.42	264.6	Wilson, 14		7.01	11.57
	4.50	269.7	Basett		6.55	
	4.55	272.0	Joist		6.52	
	5.02	275.5	Walden's Bayou		6.47	
6.35	5.18	282.2	Clarkdale, 2		6.35	11.35
	5.28	287.5	Madsen, Ark., 3		6.00	
7.15	5.50	305.4	Memphr, Tenn., C, 2		5.40	11.00
9.25	10.40	305.4	Memphr, Tenn., C, 2		5.40	6.46

yard shanty, I introduced myself and stated my purpose. Could I believe my ears when he turned and said, "come up to my office." He had difficulty, even had to call the chief clerk at home to find an application blank, for it had been eight years since a trainman was hired on the River Division.

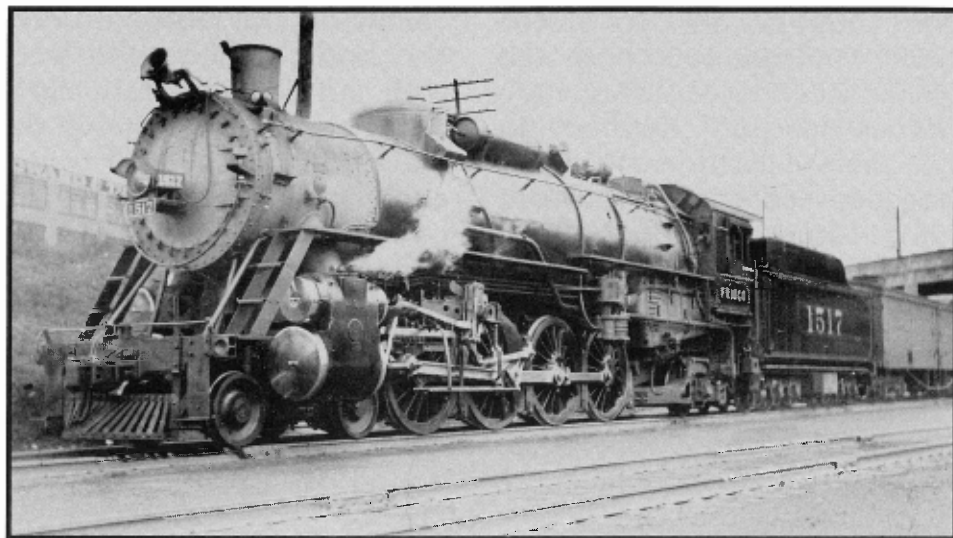
to Tucson, ready on a west bound track, except for a fireman. I agreed I would, and we were wearing the green for yet another section. That was the last civilian pay check I drew for more than five years.

The ensuing global conflict would become known as World War II, to which the United States would commit more than twelve million troops. Railroaders would be deployed to many places over the world.

I was assigned to the 730th Railway Operation Battalion sponsored by the Pennsylvania Railroad, to be part of an operation, along with the 711th sponsored by the Missouri Pacific, and the 762nd sponsored by Santa Fe, to help the Russians on their Southern Front. They were repelling the four German Armies, two of these Panzer, with which Hitler was driving for the Caucasus oil fields, the warm ports of the Persian Gulf, and a geophysical link up with the Japanese in India. Our rolling stock included several Alcos and American steamers, along with fifty thousand freight cars.

While getting our overseas railroad outfit together at Ft. Wayne, IN, not long after the start of the war, the Frisco was getting delivery on the 4500's from the manufacturer and they were deadheaded in freights through Ft. Wayne to St. Louis. A crowd always gathered around one of these engines that was destined to pull the Texas Special and Bluebonnet between St. Louis and San Antonio.

It was in the order of events, that even though a railroader, I went around the world during my military service of five plus years. Much of this time was on large steam powered ships, including the



Frisco 1517, with "Memphian" consist in tow, arriving St. Louis, MO, March 14, 1936. H.E. Leath photo

Ile De France - I always made friends with the engine crews and spent lots of time in the engine room. The realization came to me that the Scotch were excellent steam people. In later years it dawned on me that somebody in the Frisco hierarchy had preceded my observation and had hired many Scotchmen in supervisory and other work in the mechanical division of the Frisco. Hence the superior designs and reliability of the Frisco steam locomotive.

To illustrate that reliability, (and the need for operating capital), during the depression the Frisco ran "Baseball Specials" from S.E. Missouri and N.E. Arkansas, on Sundays, twenty-two cars each, of three trains. The fare, round trip, was one dollar to go see the Cardinals play at home in St. Louis. One of these trains ran as far south as Blytheville, AR. One Sunday, two of these three engines of the 4000 class freight were disabled in highway crossing accidents. The three trains, loaded with thousands of fans, were consolidated and a sixty-

six car passenger was brought into Chaffee with one 4000 engine. The track was level and the 4000's had boosters, but how many people have seen a sixty-six car passenger train with two or three heads sticking out of each window?

The 1517 was one of twenty-five of the 1500 class engines the Frisco bought to power medium heavy passenger trains of twelve to fifteen cars over the grades that every division seemed to have. In those days the coaches were of very heavy steel and there were no roller bearings - on the River Division the grades were from Crystal City to St. Louis, and the Mississippi River bridge approach at Memphis. Every morning about 7:50 a 1500 would blast the late sleepers around Lemay Hill in south St. Louis out of bed.

The "Memphian" trains 805 and 806 between St. Louis and Memphis left each city at 11:15 pm headed up with a 1500. It's consist after the war was at least one Pullman, a first class Club Buffet car where meals and drinks were served, a couple of chair cars, several mail and baggage and

very often private cars on the rear. On train 806 I once had coffee with President Kennedy's father, Joseph F. Kennedy, in his private car in early morning between Cape Girardeau and Festus. Train 805 had a mail car set out at Cape Girardeau and occasionally one for Blytheville, AR. Train crews, that is conductor, flagman, and porter, worked all the way through (305 miles), while engine crews changed at Chaffee. The portion of the line from Chaffee to Turrell, AR, where we joined the Southern Division, was not signaled but was double tracked from a few miles south of Turrell to the Memphis Bridge.

Tragedy struck 806 just after midnight, July 23, 1948, after a normal departure from Central Station in Memphis. The engineer Ike Woods and fireman Fred Surman, with their tin suit cases and clearance, came up the platform past where I was loading passengers. Ike was noted for staying on the schedule, and just making conversation, I said to him, "Ike, are we going to Chaffee on time?" His reply was prophetic. "BB, if she stays on the rail, we'll be there on time!" The engine crew both lived in Chaffee as did I. The conductor, Jeff Johnson, lived in St. Louis and the porter, Herbert Sims, lived in Cape Girardeau. I have long been the only living member of the five man crew. I did not personally know any of the baggage, express, or mail men, and I do not recall how many of them were killed that night.

The right leg of the wye leading from the Central Station of Memphis, out to the main line spring switch, was about three train lengths. We

completed the required brake test and I signaled Ike, both with lantern and train cord. As we straightened out on the main, right at the river bridge end, I saw train 836, a fast merchandise with it's 4000 engine, panting to take up our trail as soon as it's ten minutes was up. By the time we went on double track at the west end of the bridge ramp, Ike had the 1517 fluttering at a good 70. The order board at Turrell was clear where we branched onto the non automatic signaled River Division.

Our first scheduled stop was Blytheville, AR. It took us about twelve or fourteen minutes to handle the passengers, baggage, express, and mail at the station, and as we were pulling by I could see the headlight of 836 south of town shinning on our back door. So at the north yard limit board I cracked a ten minute fussee, for that train seldom did a pick up or set out at Blytheville. Our next scheduled stop was Hayti about twenty-seven miles, with a possible flag for St. Louis passengers at Steele just ten miles. Only seven miles ahead of us was Holland, a very small town that played a large part in our tragedy that night. More on that later.

There was a siding at Holland with the south switch on an inside curve bearing east for north bound trains. A check of my watch, and from the sounds transmitted to a train crewman's ears, told me we were cruising at 70. In an instant I was catapulted from the rear door of the Pullman to the front door. As I was getting up, checking for broken bones, people were tumbling from bed

in their night clothes, fast filling the aisle. Some were screaming and crying but I noticed a couple of calm men who had boarded with Frisco passes. I asked them to stand by to assist me, sending one man to see what condition the older conductor was in and to tell him I would protect against 836, the fast freight following us. My kingdom for a radio!

Running down the back steps with torpedoes and fussees, the Mars Oscillating light revealed that we were thirty or forty feet past the siding switch, but not clear of the main line and that the switch lock had been sawed. I sent the second man to give conductor Johnson this information, then started running back down the track to flag 836.

About a half mile back I came to a dirt road crossing and placed torpedoes on the rails. There was no obstruction between me and my Mars light and I could see it was still functioning, but no head light from 836. However a nervous middle aged man dressed as a farmer was on the crossing, and there was the dim outline of a small farm house about one hundred yards along the road. This man proved to be the father of the boy who sawed the switch lock and thrown the switch against us.

Meanwhile, the conductor had sent the porter across the cotton field, with fussees, to flag down a motorist on Highway 61 that paralleled the railroad about a quarter mile away, to take him to Blytheville station and telegraph office to notify officials and medical personnel.

By some miracle 836 had been delayed in Blytheville and somebody brought me a

protecting order after daylight. The man on the crossing had returned to his house several times adding to my suspicions. An older teenager came out of the house and after asking what had happened, took off toward the wreck. Back at the crime scene I reported to Tiny Evans, Frisco Special Agent, about the man on the crossing and pointed out the boy. Tiny, (so called because he was a huge man) and other law men watched the boy's actions among the literally thousands of spectators, fingered him, and took him to the bedside of fireman Surman in the Blytheville Hospital, who was barely holding onto life, severely scalded and burned, surrounded by his praying family. Before noon, the officers has a confession. Ike Woods was not even this lucky, for his body was flat-

tened beyond recognition beneath the 1517 and had to be dug out. He is buried at Cape Girardeau.

• Murder, yes! Hard time penalty, no!

Tiny and I drove back and forth to the trial at Caruthersville together. Supposedly the seventeen year old had been up at the Steele movie house and seen how the so called "Dalton Gang" had wrecked and robbed trains in the old west. He had decided to see if it would work on a Frisco train. Unfortunately, it worked in disastrous proportion, and the boy went free!

The 1517, as did her runner, died an indignant and indecent death in that muddy cotton field at Holland, MO. I never saw her again and I would guess that due to changing economics on the railroad she

was not rebuilt. The last sound she made was not an attack on Lemay Hill to get her consist into Union Station on time, but one mingled with the fireman's screams, escaping steam, and drivers still turning as she lay on her side in that cotton field, July 23, 1948.

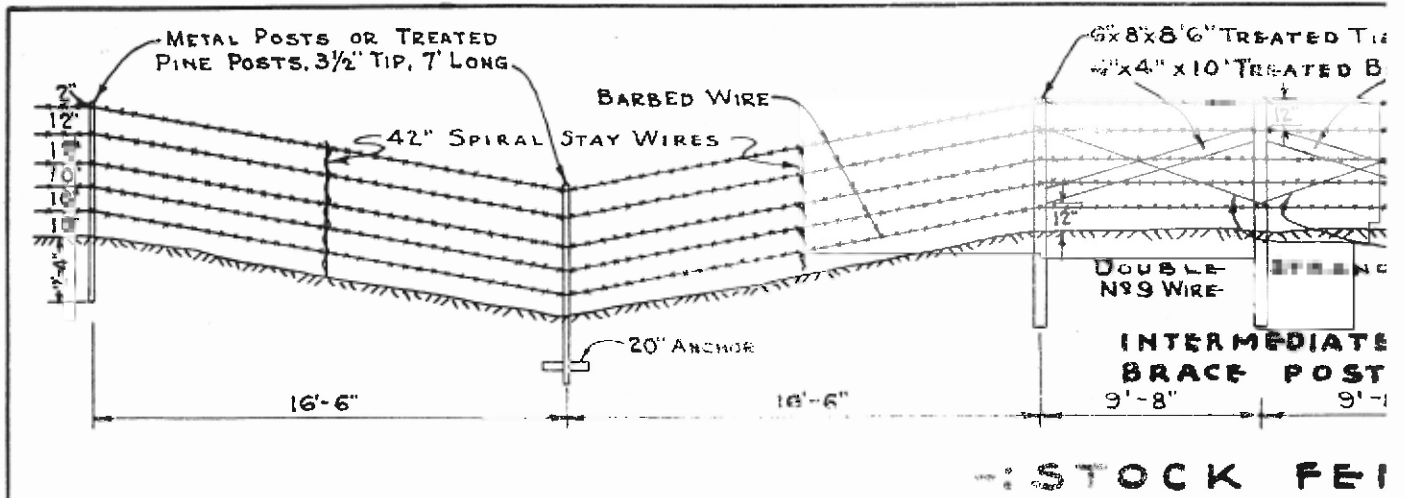
EDITOR'S NOTES:

• According to our records, 1517 was sold for scrap four years following the accident at Holland.

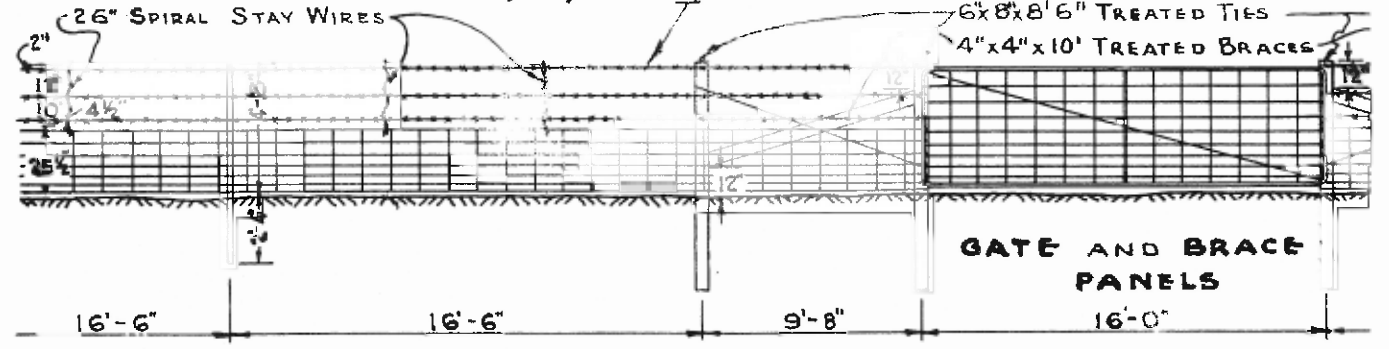
• Mr. Morgan served in World War II for five years, most of which was with the 730 Railway operating Battalion, as a general yard master and substitute train master. Just recently in 1995 the Russians, after fifty years, struck a new medal, in honor of the men who served there. Mr. Morgan is a recipient of that medal, authorized by Russian President Boris Yeltsin. Mr. Morgan also received the Legion of Merit medal from President Franklin D. Roosevelt for his service during the war.



Frisco Folk Walt Evans provides us with a rare photo of the museum's caboose 1139 (inset), in service at Pittsburg, KS, May 9, 1970.



THE SPACING OF THE BARB WIRES ABOVE THE WOVEN WIRE SHALL BE 4 1/2, 10, AND 12 INCHES.



HOG TIGHT FENCE SHALL CONSIST OF WOVEN WIRE FENCE 26" HIGH WITH 3 STRANDS OF BARB WIRE ABOVE AND 2" N° 9 SPIRAL STAYS PER PANEL.

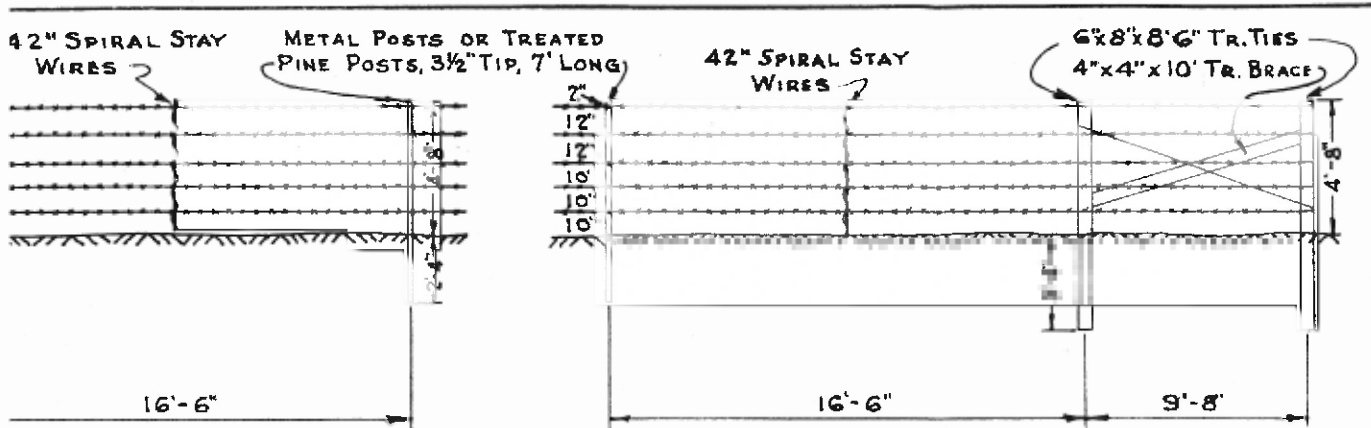
BILL OF MATERIAL PER MILE OF FENCE

	STOCK	HOG TIGHT
7' POST	320	320
6"x8"x8'6" TR. TIES	13	13
4"x4"x10' TR. BRACES	8	8
WIRE 26" HOG WIRE		16 ROLLS
" 80rd. REEL BARB	20 REELS	12 REELS
" 100# ROLL N° 9	0.1	0.1
STAYS 26"		0.64 M.
" 42"	0.32 M.	
STAPLES	20 lbs.	25 lbs.

FOR EACH GATE: ORDER 4 TR. SIDE TRACK TIES & 2-4"x4"x10' TR. TIMBERS.

STAPLES - shall be 1 1/8" Lg. galv
 POSTS - treated Pine min. T
 Standard Treated Fence Post C
 BARBWIRE - shall be zinc coat
 be two point barb galvanized
 WOVEN WIRE - shall be 26" v
 The top and bottom wire shall be #
 wires shall be #11 gage. - The v
 more than 12" apart and the ho
 commencing at the bottom 3'-3 1/2"

THIS DRAWING SUPERCEDES



This is the fourth in our **Standard Plans** series that features reprints of original Frisco standard plan designs. This installment is a May, 1948 (revised through 1961) Frisco design for Standard Right Of Way Fences.

:- CORNER AND END POST :-

- DIRECTIONS -

1. POSTS SHALL BE SPACED AS SHOWN, SET IN LINE AND THOROUGHLY TAMPED.
2. CORNER, GATE AND END POSTS SHALL BE SET FULL DEPTH AND SHALL BE BRACED AND ANCHORED. POSTS WHERE SET IN DEPRESSIONS OR SHARP BREAKS IN GRADE SHALL BE ANCHORED.
3. INTERMEDIATE BRACE PANELS SHALL BE PROVIDED AT LEAST EVERY 1500 FEET.
4. WIRES SHALL BE STRETCHED UNIFORMLY TIGHT AND SHALL BE PLACED ON OUTSIDE OF POSTS, EXCEPT ON INSIDE OF CURVES WIRE SHALL BE PLACED ON SIDE TOWARD TRACK.
5. STAPLES SHALL BE SET DIAGONALLY WITH THE GRAIN OF THE WOOD AND DRIVEN SO WIRE CAN SLIDE BETWEEN BARBS.
6. GATES SHALL BE OF APPROVED DESIGN, WELL BRACED, EQUIPPED WITH FASTENING DEVICE, HUNG SO AS TO OPEN AWAY FROM THE TRACK AND SWING SHUT BY GRAVITY.
7. USE TREATED PINE POSTS WHERE HOLE CAN BE DUG WITH TRACTOR, OTHERWISE USE STEEL POSTS.



ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY

STANDARD

RIGHT OF WAY FENCES

ADOPTED MAY 1948

CONDITIONS :-

made from No. 9 wire.
 - 7' lg. conforming to Commercial Steel Post Galvanized 7' lg.
 spaced #12 1/2 gage - BARBS shall be spaced 5" apart.
 and conform to the following:
 intermediate line and vertical wires shall not be spaced
 wires shall be spaced
 - 5" and 5 1/2".

APPROVED

[Signature]
 CHIEF ENGINEER

APPROVED

[Signature]
 GENERAL MANAGER

APPROVED

[Signature]
 VICE PRESIDENT

A16271-540 DATED APRIL 28, 1914

REV. 6-8-59

REV. 3-1-61

DOWN AT THE DEPOT

Seligman, MO
Station 313
Ft. Smith Subdivision
Central Division

The St. Louis, Arkansas, and Texas Railway Co. (of Missouri) was incorporated June 4, 1880, as a wholly owned subsidiary line of the Frisco.

On June 10, 1881, the company consolidated with the St. Louis, Arkansas, and Texas Railway Company (of Arkansas), and the Missouri, Arkansas, and Southern Railway Co. to form the St. Louis, Arkansas, and Texas Railway Co. On that date it owned about thirty-two miles of standard gauge, single track railroad, located entirely in Missouri, extending from Monett to a point on the Missouri-Arkansas state line. This property was constructed by the forces of the Frisco and by various other independent contractors,



This rare 1880's photo shows the frontier town of Seligman, MO, first depot water tank, and adjoining facilities. Photo from collection of Kevin Johnson

between July 1880, and October, 1880, and was placed in operation during the latter month by the Frisco.

On January 21, 1882, the company executed a deed conveying its property and franchises to the Frisco. At

that date, it owned about 132 miles of standard gauge, single track railroad, extending from Monett, MO to Ft. Smith, AR. Of that property, about sixty-nine miles from Monett to Fayetteville had been completed and placed in operation. The part of the line from Fayetteville to Ft. Smith, about sixty-three miles, was still under construction.

At a point approximately thirty-one miles south of Monett, at the junction with the Missouri and North Arkansas line into Eureka Springs, was Seligman, MO station 313 on the Ft. Smith Sub-Division, Central Division.

Although not the first depot built in Seligman, as shown by the above photo, the station that served the traveling needs of the community for over fifty years was built in 1910.

The 115' 6" x 24' 1" frame structure was built on a



This classic 1920's photo shows trainmen and local residents awaiting departure of the southbound daily to Ft. Smith. Photo from collection of Kevin Johnson

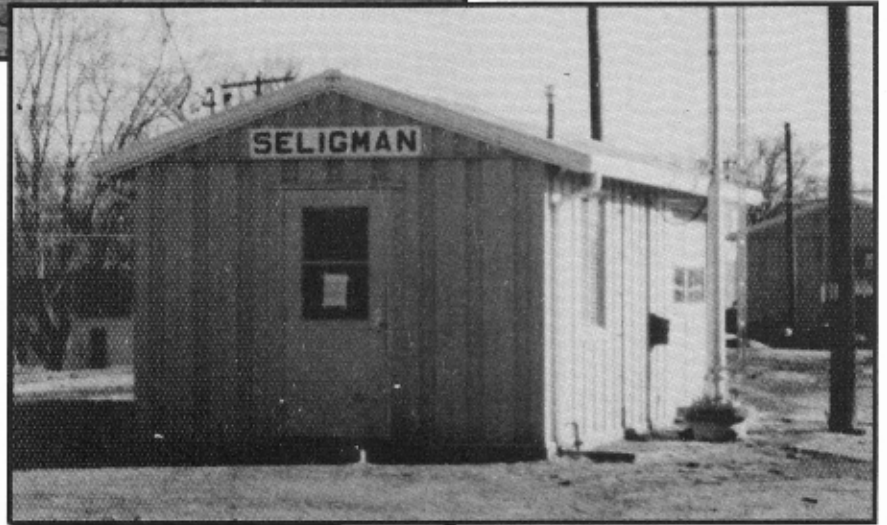


SELIGMAN

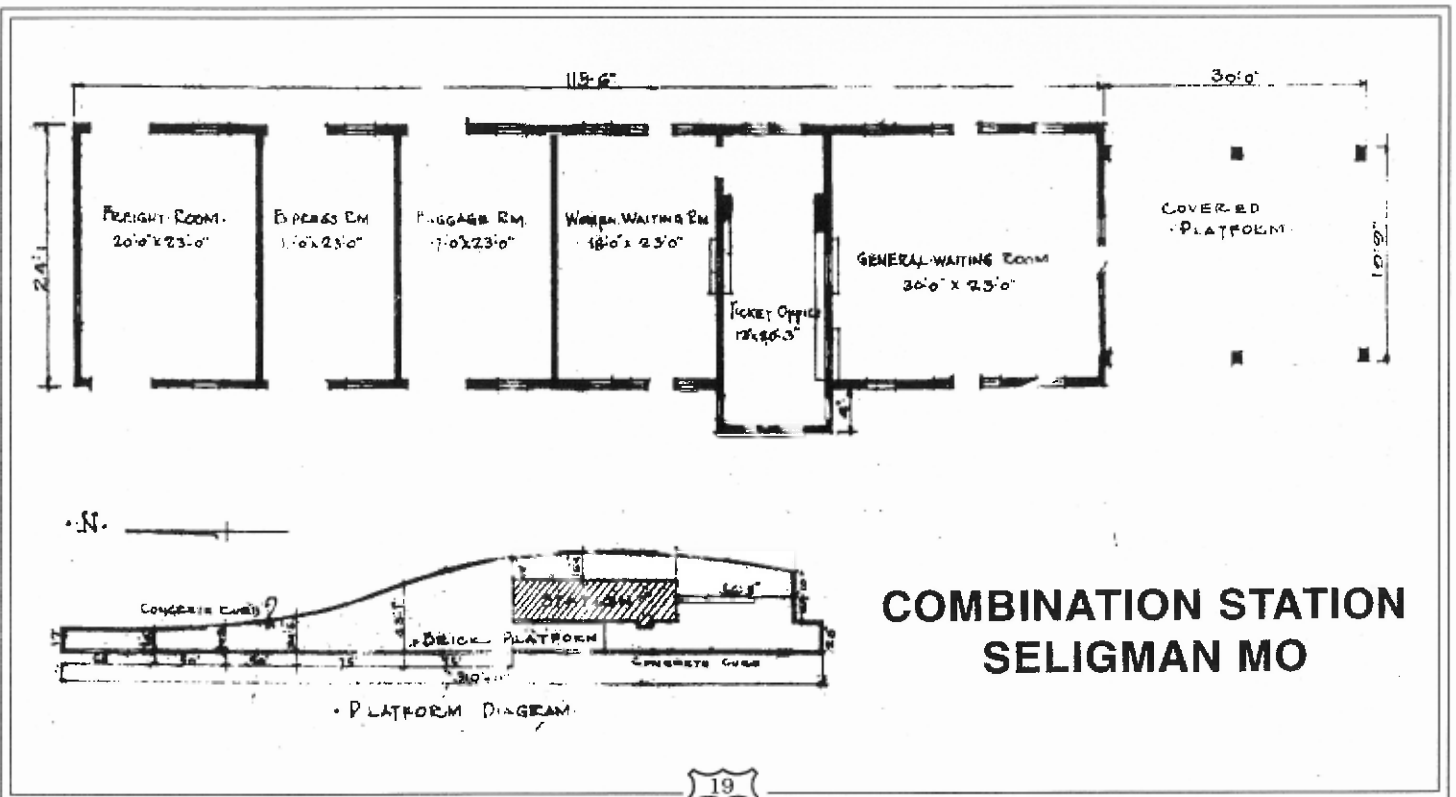
Frisco depot, Seligman, MO, looking northeast, October 24, 1948. Photo from the collection of A. Johnson.

concrete foundation and featured a 1/3 pitch gable roof covered with shingles. The exterior was finished with drop siding and the platform was brick with a concrete curb.

The interior ceilings were 12' 3", walls finished with plaster, and the floors were maple. Heating was provided by stoves, lighting was electric, and the original sanitary



Armco metal replacement depot, Seligman, MO, circa. 1977. Photo from the collection of H.D. Connor.



facilities were outside toilets.

The interior was divided into a freight room on the north end, express room, baggage room, separate waiting room for women, ticket office, and a general waiting room. A distinctive feature of the Seligman depot was a large covered platform on the south end.

Additional facilities at Seligman included a section house, 50,000 gals. water tank with pump house, three stock pens, and a 70' turntable.

The earliest record of passenger service through Seligman currently available in our files is from an 1884 public timetable that simply lists, "Bound South Mail - Bound North Mail," Daily Service departing south at 10:20 pm and north at 4:38 am..

By 1920, service included three daily trains:

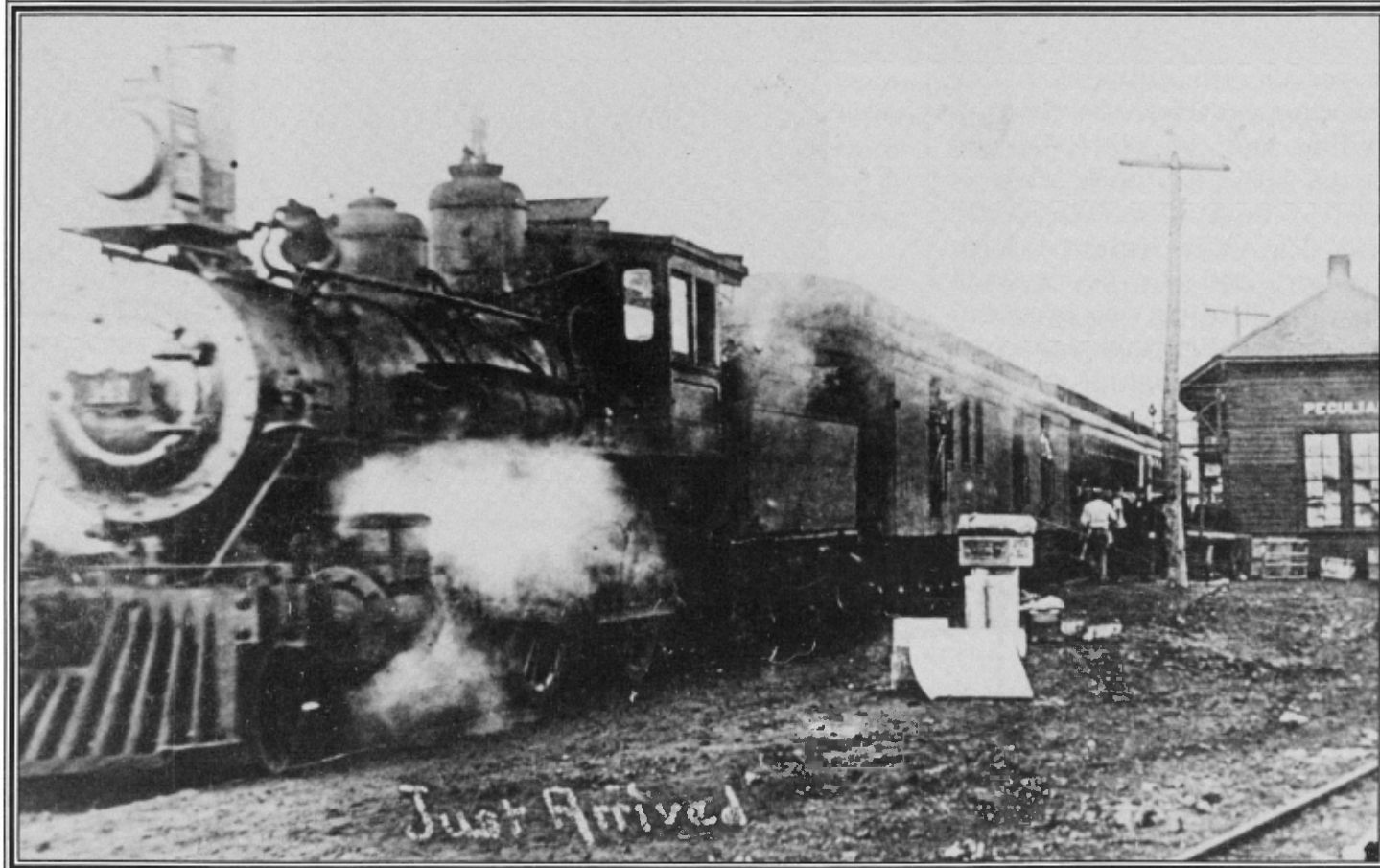
- 3-4 The "Texan" - St. Louis to Dallas.
- 5-6 The "Texas Limited" - St. Louis to Dallas

- 715-716 Local between Monett, MO to Paris, TX.

In the 1930's, motor car service was added between Monett and Fayetteville and by 1950, service had been reduced to one daily Meteor section 709-710.

On January 31, 1958, service between Ft. Smith and Paris was discontinued. On September 18, 1965, 709-710 between Monett and Ft. Smith ended. ☞

Classic Frisco



Frisco Folk Charles Wayne Kelly submits this rare, circa. 1915-17, photo of Frisco 147 with southbound No. 21 consist, taking on passengers and express on the Kansas City, Osceola, & Southern, at Peculiar, MO.



COMPANY SERVICE ROSTER



Kansas City, Ft. Scott, & Memphis No. 99716 was listed on the 1908 roster as a "Temporary Caboose", shown here with a 99??? series camp car. Date and location unknown.

This is the eighth 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.

Bunk Cars

They were called Boarding Cars, Camp Cars, and Bunk Cars. Their official AAR classification was MWX-Boarding Outfit Cars. To the track, signal, and B & B gangs who had to live on them for extended periods of time, they were no

doubt given other, more descriptive, and non-printable names. They were a curious assortment of recycled freight and passenger equipment that provided a home-away-from-home for their temporary railroad residents.

This is the first of a two part Company Service article that will profile the various types of equipment that served the housing needs of the traveling Frisco workers. This installment will feature recycled freight equipment - namely box and flat cars.

The first reference to boarding cars on the Frisco roster dates back to an 1880 *Summary of Equipment*, which lists eight otherwise unidentified units in service. The first record

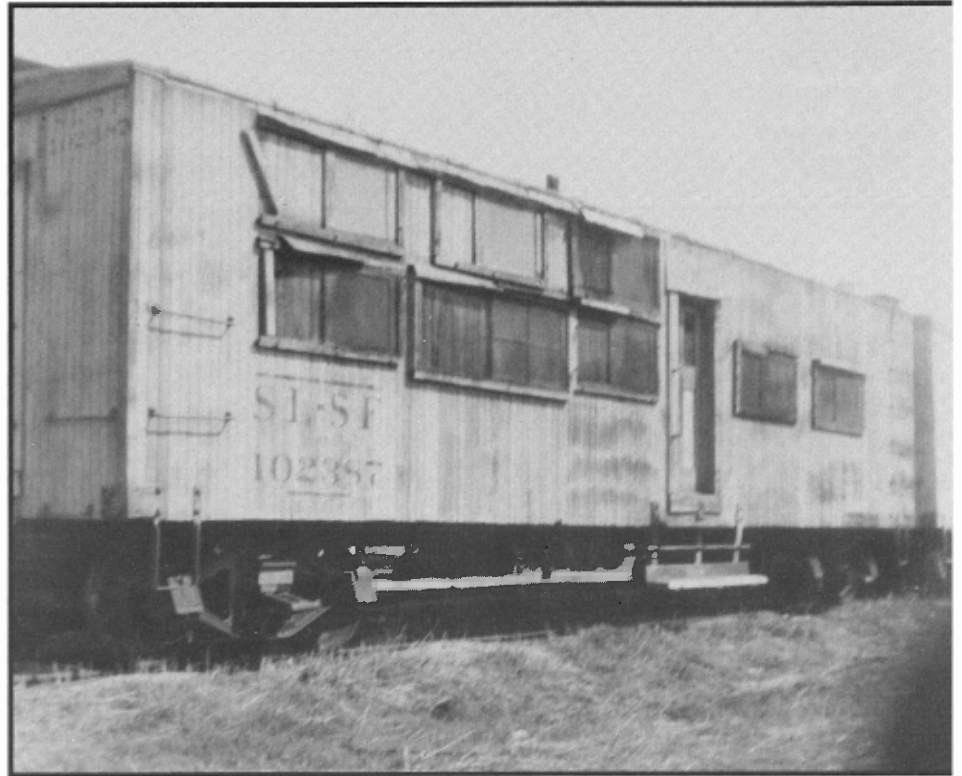
of Boarding Cars by car number appears on a 1908 roster. It shows eighty-three units in service all of which appear to be, by their dimensions, rebuilt from box cars. They were numbered (non-consecutive) 97200-98013, 98500-98999, and a few mixed in the 99300-99914 series. The oldest built date is 1878. These early units provided mobile housing for their traveling residents well into the 1920's.

Between 1923 and 1925, the Frisco's CS fleet underwent a major up-grade of equipment when 208 120000-125999 series A.C.F. built (1906-1911) box cars were rebuilt for company service. Forty-six of the new units were remodeled as bunk cars. With a few exceptions (18 in 99500-99525 non-consecutive series) the new Bunk Cars

were numbered as follows:

CS Number Ex- Box Car Number

102218	120474
102220	120208
102221	123974
102222	121458
102229	122696
102231	125810
102237	121558
102240	125274
102246	124576
102272	125720
102276	121973
102277	125180
102278	121680
102285	124348
102296	123964
102297	124805
102298	120010
102300	125858
102301	125989
102311	124559
102315	123109
102319	125085
102345	125704
102361	121663
102362	120871
102368	123758
102382	124836
102387	125601
102388	123301
102390	123374
102394	125670
102414	121678
102420	123484
102426	125671



Providing living quarters for Extra Gang #283, Bunk Car 102387 sets on siding at Boswell, OK, 1962. Frisco photo

CS Number Ex- Box Car Number

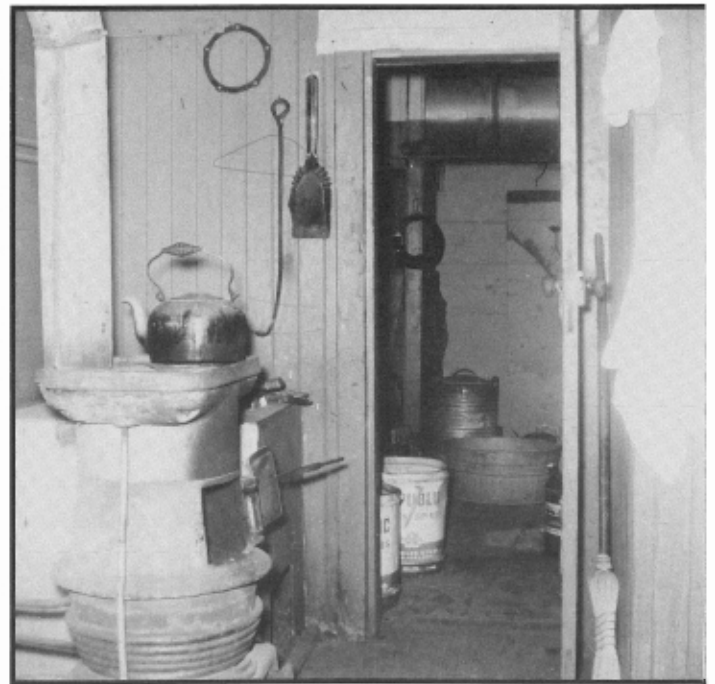
102428	123223
102431	125892
102434	122835
102436	125728
102439	124290
102448	125817

CS Number Ex- Box Car Number

102469	125954
102474	125562
102483	125762
102484	123338
102486	125513
102496	123494



While not affording all the luxuries of home, Bunk Car 102387 appears to have included all the appropriate necessities. Note the caboose-style end door. Frisco photo, 1962, Boswell, OK.



What appears to be a recycled caboose coal stove provided cooking accommodations in Bunk Car 102387. Frisco photo, 1962, Boswell, OK.



In what appears to be a fresh coat of paint, Bunk Car 102362 sets on a siding at Monett, MO, providing living quarters for Eastern Division Paint Gang. October 25, 1962. Frisco photo



Along with new paint job, Bunk Car 102362 is equipped with an oil heater and oil water heater. Monett, MO, October 25, 1962. Frisco photo



Bunk Car 102362, equipped with all the modern conveniences of home. Notice the portable television on the table in the lower right hand corner of photo. Monett, MO, October 25, 1962. Frisco photo

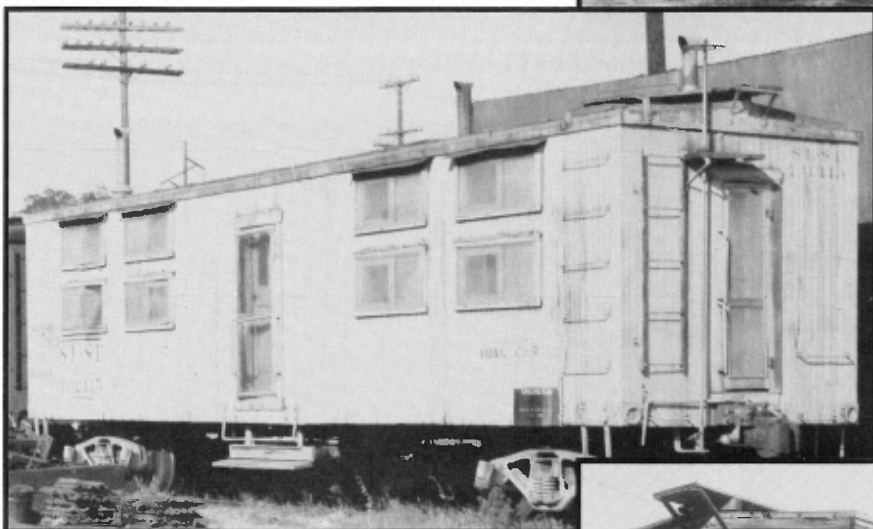
Other rebuilt box car units in the 1923-25 up-grade included tool & material cars, office-bunk combinations, diners, diner-bunk combinations, kitchen cars, kitchen-diners, and

commissary cars. The use of recycled box cars for living quarters continued for over forty years, some of which were still in service well into the 1960's.



Originally built in 1907 as box car 123600, Bunk Car 102051 was rebuilt for company service in 1950 and assigned to the sign painter at Ft. Smith, AR. This July 5, 1962, photo is from the collection of John C. La Rue, Jr.

Originally built in 1907 as box car 120442, Bunk Car 102198 was rebuilt for company service in 1953. John C. La Rue, Jr. captured it on film April 24, 1969, at Amory, MS.



Originally built in 1907 as box car 124271, Bunk Car 102115 was rebuilt for company service in 1951 and assigned to Frog Gang 270 - Central Division. Photo taken July 5, 1962, at Ft. Smith, AR. From the collection of John C. La Rue, Jr.

Originally built in 1913 as box car 126373, Bunk Car 102986 was rebuilt for company service in 1953. This photo shows the car on a siding awaiting its final fate at Irving, TX, December 17, 1967. From the collection of John C. La Rue, Jr.



In 1933, a new company service bunk car design was introduced when a 43' flat car, No. 94679, was converted to flat-bunk car No. 101755. The new cars provided both crew quarters and room to carry everything from "speeders" to tractors, all on one unit.

According to our records, between 1933 and 1951, fifty-five 93500-94999 series A.C.F. built (1901-1910) flat cars were converted to the flat-bunk combination, as follows:

CS Number Ex- Number Rblt Date

101755	94679	1933
101765	95046	1933
101771	94919	1933
101772	95087	1933
101780	94717	1933
101874	94834	1933
101905	95009	1933
101962	95154	1934
101963	95187	1934
102869	93790	1934
102868	93965	1941
101936	93796	1944
102935	93915	1944
102957	93800	1945
102956	93887	1945
105000	93949	1946
105001	93983	1946
105002	93776	1946
105003	93855	1946
105004	93986	1946
105006	93991	1946
105007	93989	1946
105025	93802	1946
105036	93862	1947
105037	93966	1947
105038	93948	1947
105039	93768	1947
105040	93773	1948
105180	93857	1948
105181	93879	1948
105182	93797	1948
105183	93897	1948
105188	94259	1948
105196	94369	1948
105197	94408	1949
105205	93952	1950
105217	94427	1950
105218	94338	1950
105219	94430	1950
105220	94268	1950
105221	94460	1950
105222	94351	1950
105228	94390	1950
105227	94391	1950
105230	94347	1950
105242	94327	1950



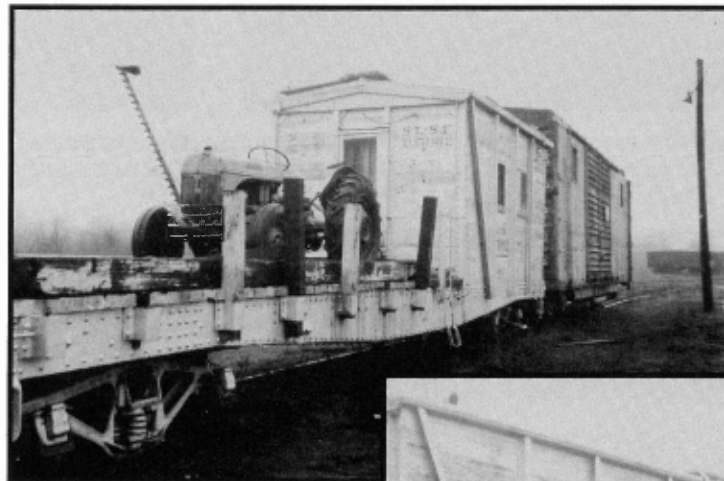
It was the pioneer design Flat-Bunk car 101755, photographed here at Girard, KS, November 29, 1962. Frisco photo

CS Number Ex- Number Rblt Date

105243	94491	1950
105244	94435	1950
105249	94445	1950
105250	94457	1950
105251	94299	1950
105262	94349	1951
105263	94484	1951
105264	94361	1951

The use of these recycled flat cars for living quarters continued well into the late 1960's. ☞

EDITOR'S NOTE: *Part 2 of our feature on bunk cars will profile ex-passenger equipment.*

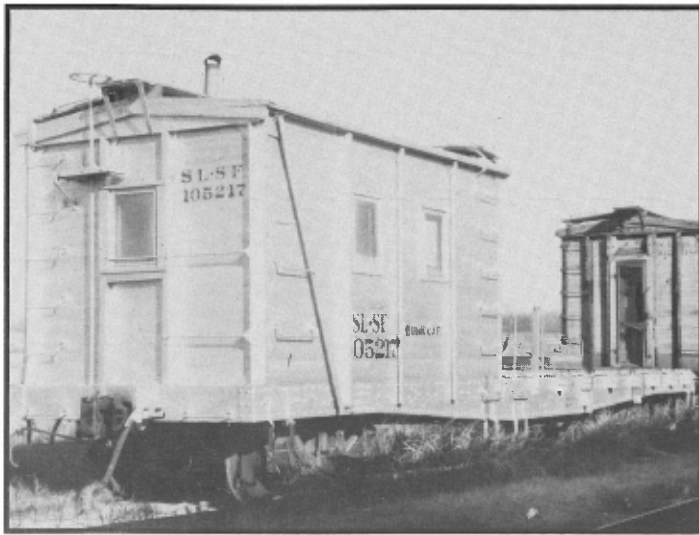


(Above) Flat-Bunk Car 105002, with tractor on board, ready for service at Birmingham, AL, January 30, 1963. Frisco photo

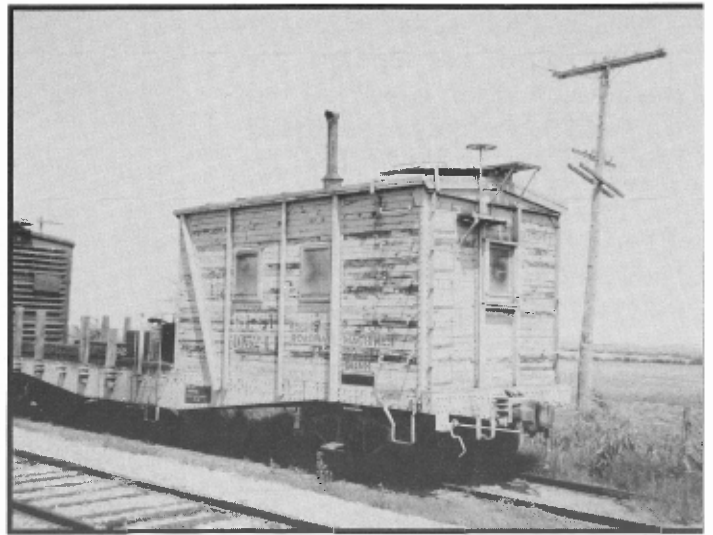


(Right) Flat-Bunk Car 105218, with speeder on board, ready for service at Weleetka, OK, 1962. Frisco photo

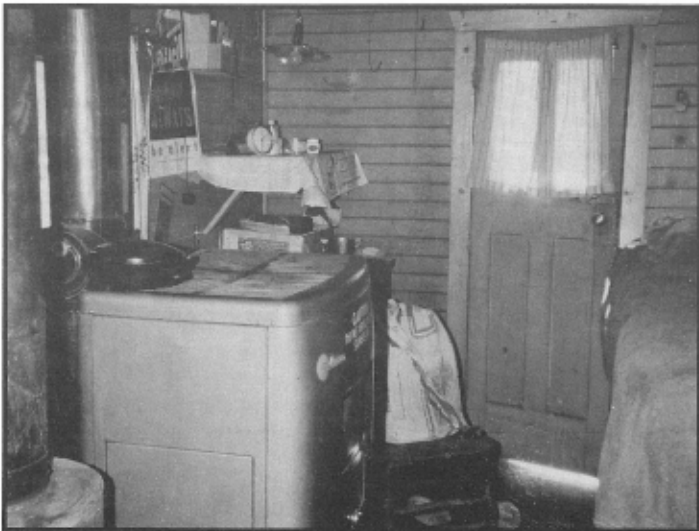




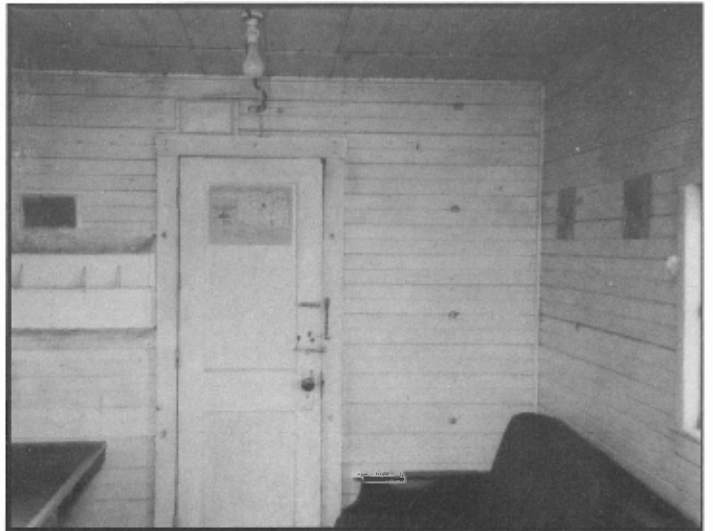
Flat-Bunk car 105217, in fresh coat of paint, was awaiting orders at Irving, TX, December 17, 1967. Photo from the collection of John C. La Rue, Jr.



Flat-Bunk car 105244, awaits service at Thomas, OK, June 26, 1962. Frisco photo



All the comforts of home, including a modern gas stove, were afforded the lucky resident of Flat-Bunk car 105217 at Ft. Smith, AR, 1962. Frisco photo



The comforts of home in Flat-Bunk car 105244 included a couch/bed combination. Thomas, OK, June 26, 1962. Frisco photo



Even the kitchen sink was included in the accommodations of Flat-Bunk car 105217 at Ft. Smith, AR, 1962. Frisco photo

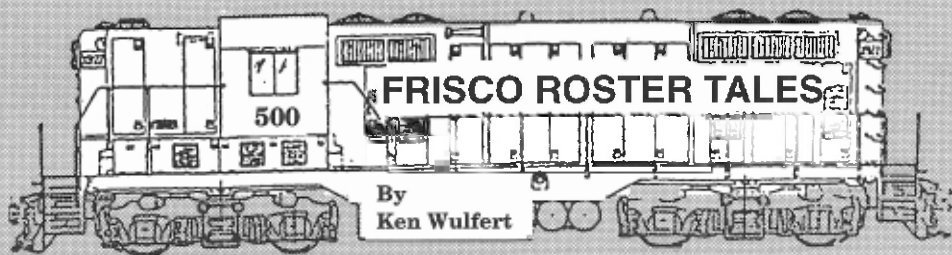


The kitchen/dining accommodations in Flat-Bunk car 105244. Note the caboose type coal stove. Thomas, OK, June 26, 1962. Frisco photo

YARD POWER

Part Nine

Frisco's First Diesels



In the last **Roster Tale** (*All Aboard*, Summer 1995), we discussed the group of 38 Baldwin VO-1000 switch locomotives, the first group of diesels received and put into service by the Frisco. This **Roster Tale** will follow up with some additional information on these locomotives and on the many modifications - including the repowering of some - that were done by the Frisco. We will also discuss a follow up order of four more diesel switchers that the Frisco obtained from Baldwin in 1948, the DS-4-4-1000's, which were, so to speak, "new improved" versions of the VO-1000's.

The four DS-4-4-1000's were the last four Baldwin products purchased by the Frisco, ending a long and distinguished series of successful locomotives supplied to the SLSF from that builder. The four were numbered SLSF 238-241, and were obtained at the end of 1948. They served long and well until 1969, when they were traded in to EMD, probably on replacement SW-1500's. Like the VO-1000's, they were 1000HP, end cab, front radiator switchers with a high mounted headlight and AAR Type A trucks. They were similar in appearance to the VO's, except were a bit more squared off, and had a flat front radiator grill instead of the bowed radiator grills on the VO's. The diesel engine was known as a



*DS-4-4-1000 239, awaiting service at Springfield, MO, October 8, 1949.
A. Johnson photo*

606SC and like the other Baldwins, these locomotives would pull almost anything coupled up to them. I never heard much about them - indicative of the fact that they served much of their time at Springfield. Like the VO's, they carried their road number in the middle of a Frisco "coonskin" plate mounted below the headlight. They served in the familiar black and yellow decor, with at least two different styles of lettering, and at least one, SLSF 241, was painted in the newer red/orange and white scheme in its final days. An interesting bit of trivia is that this same type DS-4-4-1000 from Baldwin was the very first diesel locomotive put into service by the Katy, Frisco's long

time rival over much of the system.

A good HO-scale model of the Frisco DS-4-4-1000's can be made from an Athearn Baldwin S-12. The S-12 was an even newer version of the DS-4-4-1000, and is quite similar in exterior appearance.

Several items of interest regarding the Frisco's Baldwin diesels were noted for me by Frisco folk Lee Buffington, who worked with the Frisco's locomotive fleet for many years during a long and distinguished career with the SLSF. (*see All Aboard, Farewell Mr. Frisco, Fall 1995*) Lee noted that Baldwin had quite a sales force in St. Louis and built a good product, hence finding favor with the Frisco's VP-Operations. After the first VO's were placed

in service, it became evident that the locomotives needed a wheel slip device to prevent excessive wheel wear, needed automatic shutter controls for the cooling system instead of the manual shutters provided by Baldwin, and needed more resistance in the first throttle notch to prevent a tendency to lurch forward as the engine was placed in run one. The Frisco's shop people designed devices to accomplish all of these functions, which were so successful that Baldwin subsequently adopted them as standard equipment for their future production from late 1942 on. The SLSF and Baldwin also worked together later to improve the wheel bearings.

Lee further noted that the Baldwins would move almost anything that was tied up to them and were quite reliable, going a long time between overhauls. All of the VO's had cast steel frames, and would withstand virtually any kind of collision or hard impact - as opposed to the Frisco's ALCo and EMD switchers, which had fabricated frames and were a bit more delicate if a crunch occurred. Baldwin also switched to a fabricated frame on the DS-4-4-1000's, but the Frisco never experienced a problem.

In the mid-1950's, the VO engines started to show their age given the heavy service they had provided. During those years, it was believed that it would be economical to repower older locomotives which were in good shape otherwise. The Frisco demonstrated this by first repowering several ALCo FA's, FB's, and RS-2's (a future *Roster Tale* topic) and followed up by repowering some of the VO-1000's. In 1957,



The first Frisco DS-4-4-1000 in service, #238, awaiting the scrappers torch at McCook, IL, August 2, 1970. Photo from the collection of Jim Woznicka.

three of the VO's, SLSF 205, 210, and 215 were sent to EMD where a new 567-series diesel power plant was installed, giving these now revised Baldwins the same type of diesel that the EMD NW-2's, SW-7's, and SW-9's carried. The new power plant was of a different dimension than the old VO, so the rebuilt locomotives also carried a typical EMD hood from the cab forward to the pilot, giving the rebuilds a distinctive "mixed family" look. In 1959, six more VO's were repowered, SLSF 200, 201, 202, 203, 204, and 206. These locomotives also had multiple unit equipment installed, becoming the only Frisco Baldwins that could run in M/U. Frisco's cost on the repowering project apparently was more than first thought, and no more Baldwins received a new EMD engine.

The 42 1000HP Baldwin switchers employed by the Frisco, be they VO, 606SC or EMD 567 powered, continued to serve well into the late 1960's or 1970's. The last of them, which were the repowered ones, were not removed from service and retired until 1979. Most were traded to GM with a few going to GE or sold to others. It is particularly noteworthy that SLSF 200, Frisco's first Baldwin VO-1000, entered service in late 1941 and served well, with the help of a new EMD engine in its later years, until 1979 - a 38 year career of routine service. The Frisco's likeness for Baldwin's products was thus well justified.

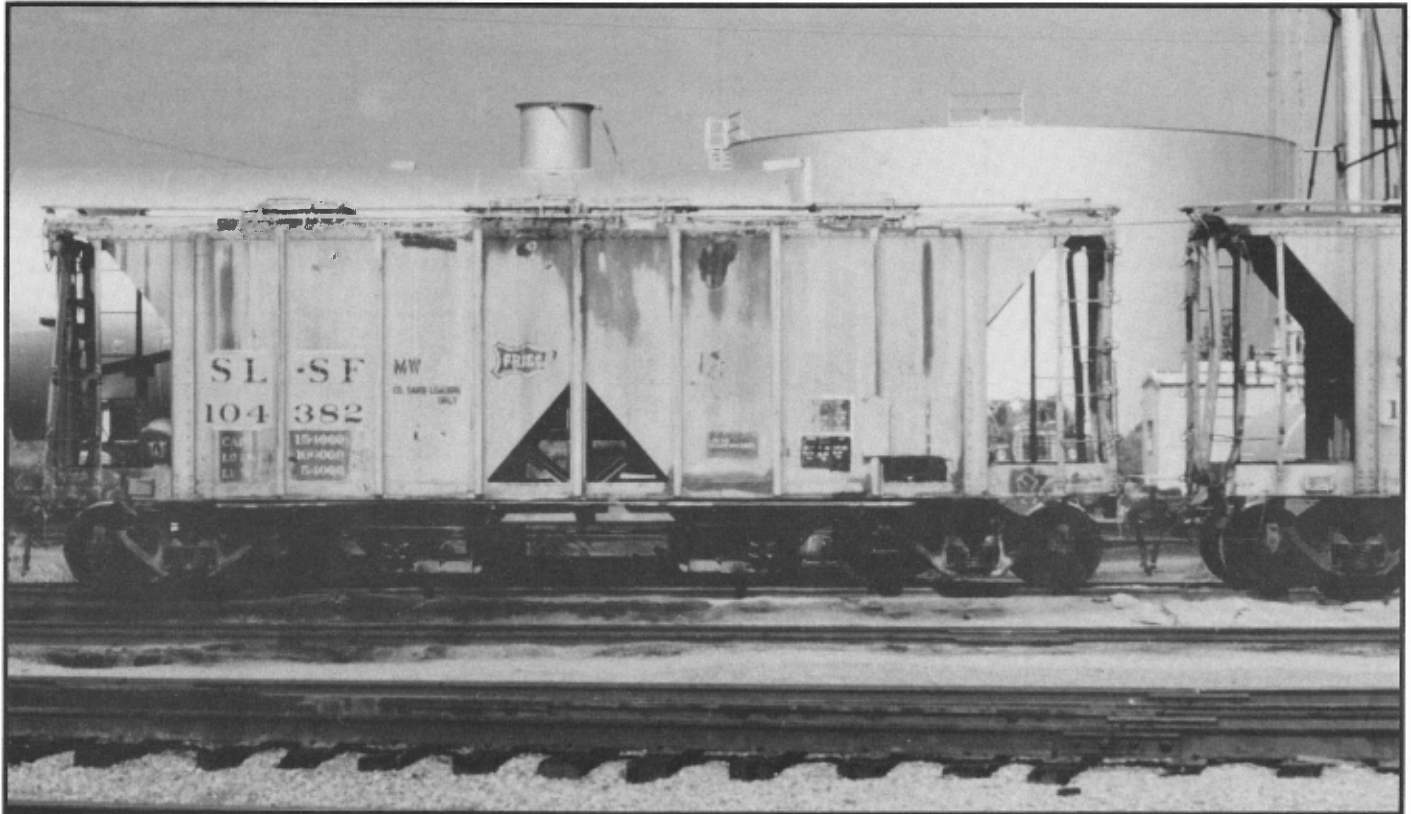
These were fine locomotives and, as I noted in the last *Roster Tale*, a good HC model of them is needed. ☐



Repowered Frisco VO-1000 206, Springfield, MO, August 5, 1972. Photo from collection of Walter Evans

Frisco Covered Hopper #104382

By Curtis Baker



SL-SF 104382, in company service at Tulsa, OK, July, 1980. Curtis Baker photo

In the summer of 1980, I was fortunate to have the opportunity to work for the Frisco as a "summer college help" track worker, in Tulsa, OK. That summer, working in 100+ degree heat, I discovered that for me railroading made a better avocation than vocation. The heat alone forced many of my co-workers to stay indoors on their day off. Much to the dismay of many, I spent my days off in and around the confines of the Tulsa Terminal taking photos.

One of my favorite photo locations was the diesel service facility. Diesel locomotives (and steamers as well) need fuel, water, and sand to operate and get the trains over

the road. Diesel fuel comes to the service facility in tank cars especially assigned to that service, and sand comes in covered hoppers assigned to that specific task. The sand cars are the subject of this article.

On the Frisco, sand hoppers are reclassified cement cars. Locomotive sand and cement have some common aspects for shipping purposes. Both are cheapest handled in bulk form, both must be kept dry, and both are heavy! Some of the earliest covered hoppers were designed and built for the cement industry, so it is only natural that after a useful revenue life, a cement car could

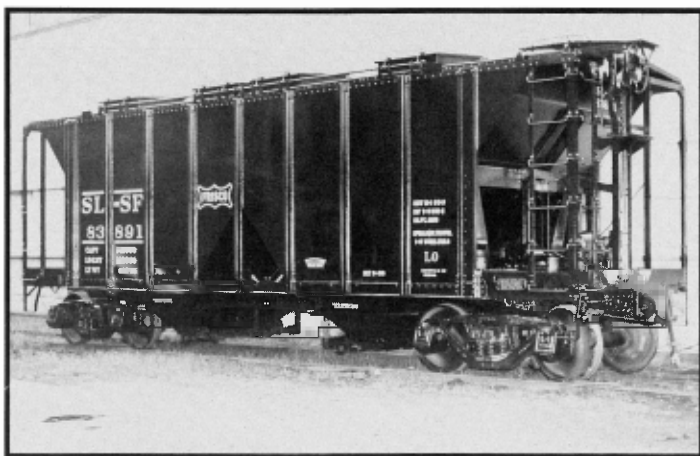
find new life in non-revenue service. Most Frisco sand cars came from series 83650-83984. These cars were 35' 2" long, 12' 9" tall, and had a capacity of 75 tons. Short, squat, and very strong!

83650-83849 were built by Mt. Vernon Car Co. in 1948, lot #10708.

83850-83889 were built by Pullman Standard in 1950, lot #5962.

83890-83984 were built by Pullman Standard in 1950, lot #5974.

EDITOR'S NOTE: *For those of you who are interested in modeling the revenue version of the 83890-83984 Pullman cars, according to our records*



SL-SF 83891, in white on black livery, September, 1950. Pullman Standard photo



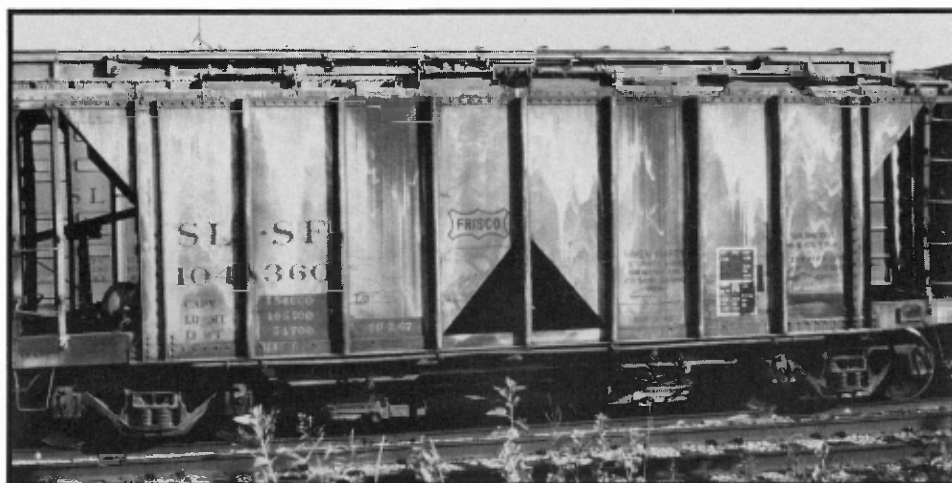
SL-SF 83941, in black on gray livery, September, 1950. Pullman Standard photo

they were delivered in two different paint schemes, as shown in the above photos.

Car #104382 sports an unusual lettering scheme, which prompted me to take the photo, and inspired me to build the model as well. I shot the photo of #104368 as an after thought, and am glad that I did, as it displays the more common, bold Frisco lettering scheme.

EDITOR'S NOTE: According to our records, the company service version of the sand cars carried as many as three different lettering designs, as shown by the photos on the previous page and to the right.

Modeling these cars is fairly easy, as a kit exists which is a very close match for the prototypes. Eastern Car Works Kit #2000 represents a car built by ACF, but is the same basic design as the cars which the Frisco owned. One of the best things about the kit is that it only requires the addition of Kadee #5 couplers and possibly a set of Detail Associates wire coupler cut levers to make a really beautiful model. One of the great things about this kit is that the casting quality



SL-SF 104360, Ft., Smith, AR, July, 1982. E. Stoll photo



SL-SF 104368, Tulsa, OK, July, 1980. C. Baker photo

is excellent and the parts fit together well. I found very little flash on the parts in my kit and was pleased with how well it assembled. Always follow the directions in the kit for easy assembly, and add the cut levers if you wish to use them. You may also want to

add about two ounces of weight for good tracking quality. After assembly, send your car to the paint shop. I recommend Accu Flex paints because they apply so well and give an excellent finish surface for decal application. A good color choice would be S.P. Lettering Grey, but as I have said before, use

the color that looks right to you. Paint the trucks with Polly-S Grimy Black and the couplers Polly-S Rust.

Choice of decals depends on which lettering scheme that you wish to duplicate. Car #104368 can be decaled using Herald King set #H-461, although the dimensional data is for a larger, 100 ton capacity car. Car #104382 was decaled using the reporting marks from the Herald King set, dimensional data from Micro Scale set #87-193, and the coonskin logo came from Micro Scale set #87-85.

The "paint outs" were done using a small detail brush and boxcar red paint. The black "paint outs" were done with a Sharpie fine point marker. Sharpie markers come

in numerous colors and work well for this kind of paint detail. After the decals have set, overspray the car with flat finish. Weathering car #104382 was accomplished using a wash of alcohol and India ink and dry brushing Polly-S concrete near the hatchways. A light overspray of Floquil in Grime

will tone down the effects if you feel that the weathering is too bold.

Whether you decide to build the car in revenue form, or as a non-revenue sand service car, you will have a unique model to help you Ship It On The Frisco! ☐



SL-SF 104382, ready for service on Curtis Baker's Frisco Line.

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 requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: I am confused! I recently saw an ad in a model magazine advertising a Frisco HO Scale E-8 Diesel B unit. I ask a modeling friend about it and he said he didn't think the Frisco ever had any such engines. Then I saw a Frisco timetable that showed a B unit in operation on a passenger train going around a rock bluff.

Now I am really confused. Can you help?

ANSWER: Yes! Let's first set the record straight. The Frisco Railway never had any E-8 diesel B units on its roster. They operated only E-8 A units, usually coupled end to end to avoid having to turn the engines at terminal points.

Unfortunately model manufacturers and advertising agencies are not always as concerned with prototypical accuracy as are railfans and model railroaders.

The HO scale E-8 diesel B unit in question was manufactured in quantity for sale under a number of different roads, some of which ran B units, and was simply painted in Frisco colors. Another model manufacturer we know of sells Frisco passenger train sets that include a dome car. The Frisco never had any dome cars on its roster. Same thing. Sets

run in quantity and simply painted in a variety of road names, irregardless of any prototypical accuracy.

It should be noted, in defense of the model railroad industry, that the majority of companies are interested in accuracy and many are currently producing some fine Frisco equipment. In particular, Life Like and Athearn have produced units that were first researched for them by the museum.

The timetable design you refer to was used on the Frisco from 1954 to 1967. It was designed by an advertising agency who took a 1910 era color postcard of the Frisco main line passing along the Meramec River at Mincke, MO, and inserted a modern passenger train, complete with an E-8 B unit. (see *All Aboard, Mail Car, July-August, 1993*)





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If you or your goods must move from, to or thru Frisco-land, the Frisco Lines offer a highly efficient transportation unit big in manpower, big in its thousands of miles of gleaming rails. An army of 25,000 employees and 5800 miles of road serve your needs. Here is one of America's greatest railroads—conspicuous in size but most favorably known because of its reputation for fast, courteous, dependable transportation service. Be sure that you specify "via Frisco Lines."

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