

FRISCO

Air Aboard

FRISCO



*Spring
1995*

*Vol. X
No. I*



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Frisco Folk George Green captures a group of Frisco covered hoppers with some interesting paint shop creativity.

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 mid-1920's.

Our front cover for this issue is a replica of the April, 1927, edition. Our back cover was the back cover on the March, 1927 issue, celebrating the 25th anniversary of the inauguration of the *Meteor* passenger train in 1902.



This is the first in a new photo series that will feature various Frisco rail yard facilities along the Frisco system. The above photo, circa. 1920, is of the Frisco Yards at Sapulpa, OK.

RAILROAD WEEK JUNE 10th - 15th INC. 1935

In 1935 western railroads, for the first time in history, engaged in a cooperative national advertising and publicity campaign. While some local, cooperative advertising had been done in the past by various lines, this was the first national effort of any kind. June 10-15, 1935, was officially designated as **RAILROAD WEEK**.

Newspapers throughout the west were the basis of the campaign. Every newspaper in every city of 20,000 or more, west of a line drawn north and south through Chicago and New Orleans, was targeted. Special copy was also provided for newspapers in principal eastern cities who printed travel and resort sections.

Four national weekly magazines were also being used, including *Colliers*, *The Saturday Evening Post*, *Literary Digest*, and *Time*. A number of popular farm magazines were included, along with spot radio announcements in approximately thirty western cities with superpower stations. According to an article in the May, 1935, **Frisco Employees' Magazines**, "*Electrical transcriptions are utilized in order to obtain train effects, some music and a very exciting and dramatic presentation of the commercial copy or announcement.*"

The campaign was designed primarily to increase passenger traffic revenues. In middle and central western territory the primary appeal was to interest the traveling public in regular day to day travel. In eastern newspapers



Frisco Office Building, Springfield, MO, June 13, 1935. Frisco photo

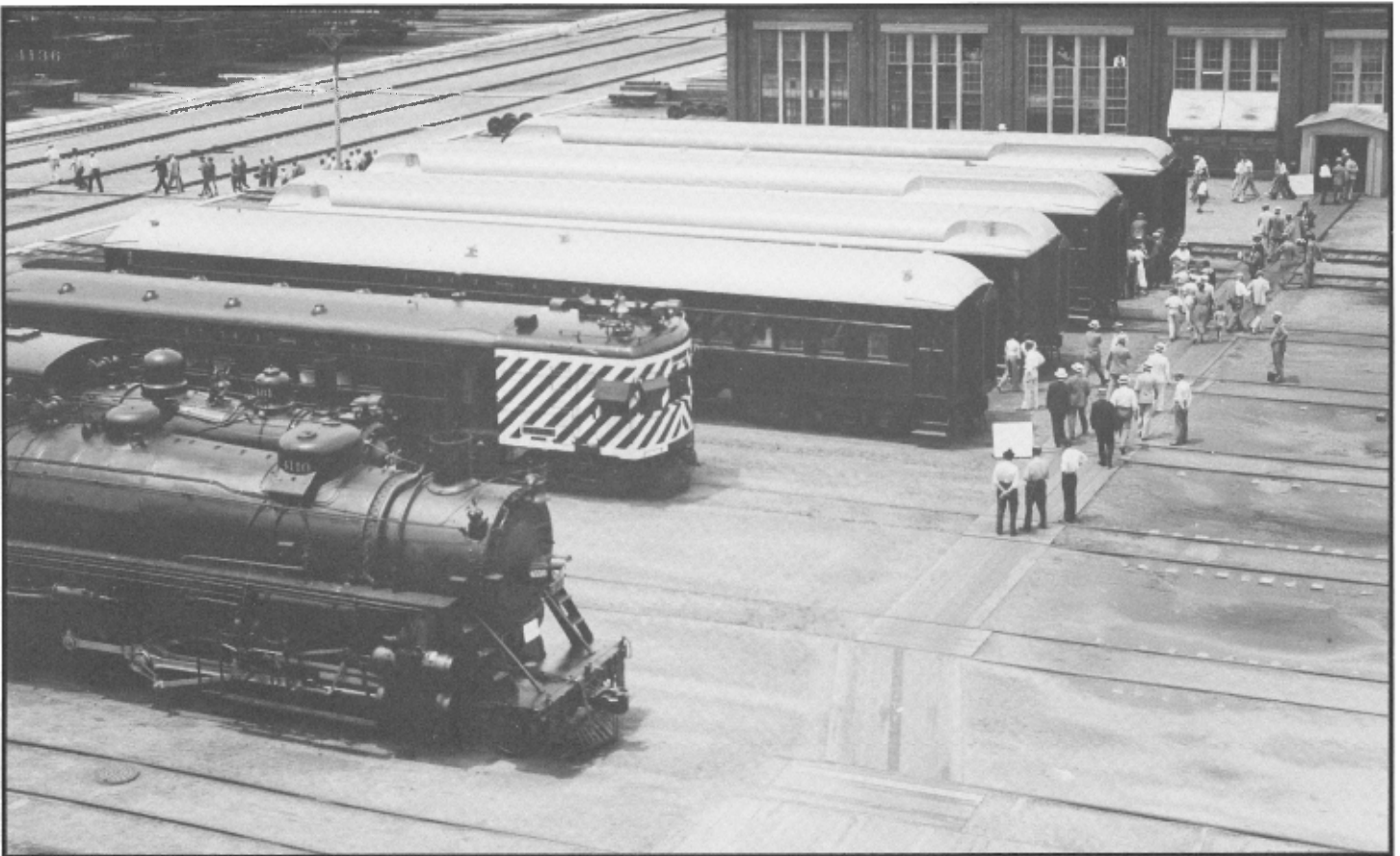
and those on the Pacific Coast, more of the appeal was devoted to attracting tourist traffic.

Air conditioning was the dominant theme throughout the entire campaign, together with all that it means to the traveling public in added comfort and convenience. According to one description, "*The healthful benefits and restful comfort of air-conditioning is forcibly brought out time and again throughout the campaign.*"

The fact that such benefits, together with the millions of dollars the railroads invested in order to air condition their trains, were being offered to the public at no increase in rates was also emphasized in the campaign. Not to miss an opportunity, the campaign also noted that train travel offered clean, quiet, safe, and dependable service for traveling patrons.

It is interesting to note that the air-conditioning campaign itself, because of the money that was expended for completely air-conditioning passenger train cars, resulted in additional employment of thousands of railway workers. Expedited schedules throughout the west also resulted in additional employment for other workers in improving track, strengthening bridges, etc. The increased potential for employment was emphasized in local campaigns urging railroad employees to support the campaign.

The Frisco's participation in Railroad Week, in Springfield, MO, included their sponsoring a vast assortment of local displays, events, programs, speeches, and various activities, some of which are chronicled in the following photos. ☞



Railroad Week display at West Shops, Springfield, MO, June 12, 1935. Frisco photo



Railroad Week display at West Shops, Springfield, MO, June 12, 1935. Frisco photo

**Travel
by train**



Train travel gives you supreme comfort.

Train travel is the most economical.

Train travel is dependable.

Train travel is safest.

Train travel—especially on Western Railroads' fleet of air-conditioned trains—is luxurious.

RAILROAD WEEK



**June 10-15
1935**



Issued by
WESTERN RAILROADS

Brochure produced for Railroad Week June 10-15, 1935

This is RAILROAD WEEK



We are doubly glad to welcome you on this train at this time—for this is Railroad Week, so proclaimed by Governors and Mayors of States and Cities throughout the West.

The week of June 10-15 has been designated as Railroad Week to celebrate the recent outstanding accomplishments of Western Railroads—particularly in the improvement of their passenger train service—and to strengthen the bonds of friendship and understanding which already exist between the railroads and the traveling public.

This week will be characterized, in many communities, by a wide variety of special ceremonies and activities of general interest. It is a good time for everyone to become more familiar with the many ways the railroads are now serving the traveling and shipping public in a far better way than ever before.



Western Railroads, have been—and are still—engaged in the most tremendous program of progress in the history of transportation. They have just spent millions of dollars, and afforded employment to thousands, in air-conditioning their principal trains. They have improved and increased their equipment. They have speeded up their schedules.

Yet all these pioneering improvements have cost the traveling public not one penny extra. In fact, rates have been cut to the point where Western Railroads actually provide "the world's finest travel service at the lowest cost in the world."

You are Invited

to participate in the Railroad Week activities in your locality. Railroad shops, round houses and terminals throughout the West will, at many points, be opened for inspection to you, your friends, your lodge, club or other group during this gala Week. Many interesting things await you at these places.

Your railroad is a vital part of your community life. Know it—and its improved services—better. There is no better time to become acquainted with it than during Railroad Week.



Visitors at Railroad Week display at West Shops, Springfield, MO, June 12, 1935. Frisco photo



Special train taking visitors to Railroad Week display at West Shops, Springfield, MO, June 12, 1935. Frisco photo



Railroad Week display at Shrine Mosque Auditorium, Springfield, MO, June 11, 1935. Frisco photo



Frisco lounge and dining car mock-up at Railroad Week display at Shrine Mosque Auditorium, Springfield, MO, June 12, 1935. Frisco photo



COMPANY SERVICE ROSTER

This is the fifth 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

Tanks & Tenders

The Frisco was into recycling long before recycling was cool! They called it reclamation and their fleet of Company Service equipment was by far one of the prime examples of recycling - railroad style. One case in point was their re-use of various types of tanks and tenders.

What do you do when a steam locomotive is scrapped and its tender, which could carry coal or oil and anywhere from 5,000 gals. to 18,000 gals. of water, is no longer needed? You recycle them into Company Service! According to our records, a number of former locomotive tenders were attached to ex-95000 series flat cars for new lives as water/fuel cars, such as 101706 (*ex-tender 629*), 101741, and 105275 (*ex-tender 3540*).

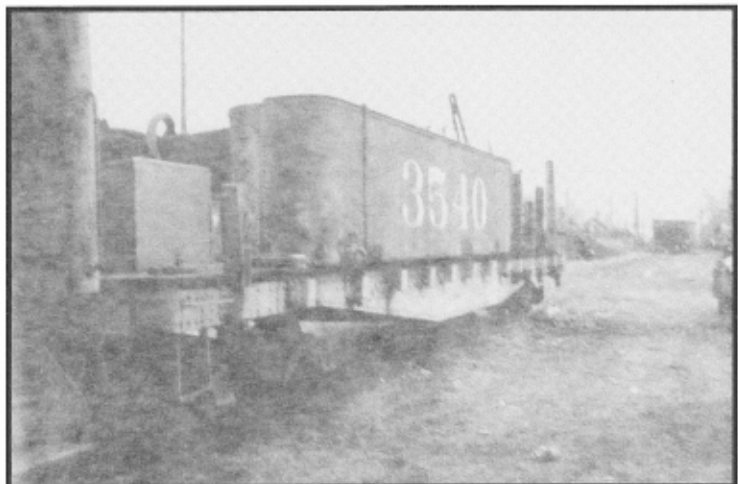
It is interesting to note that another type of steam locomotive tender also found its way into the ranks of recycled Company Service equipment.



Water Car 101706 (ex-tender 629) January 3, 1963, Cape Girardeau, MO. Frisco photo



Water Car 101741, October 5, 1962, Springfield, MO. Frisco photo



Water Car 105275 (ex-tender 3540) January 4, 1963, Barnhart, MO. Frisco photo

In 1940-41, the Frisco shops built a series of auxiliary tenders, series 100-125, from what company documents described as "miscellaneous tanks, trucks, and frames." According to our records, at least thirteen of these units were recycled into Company Service, in two number series. The 100 series were designated simply as Water Cars and series 105900 were assigned to wrecking cranes as water tank and coal bin cars.

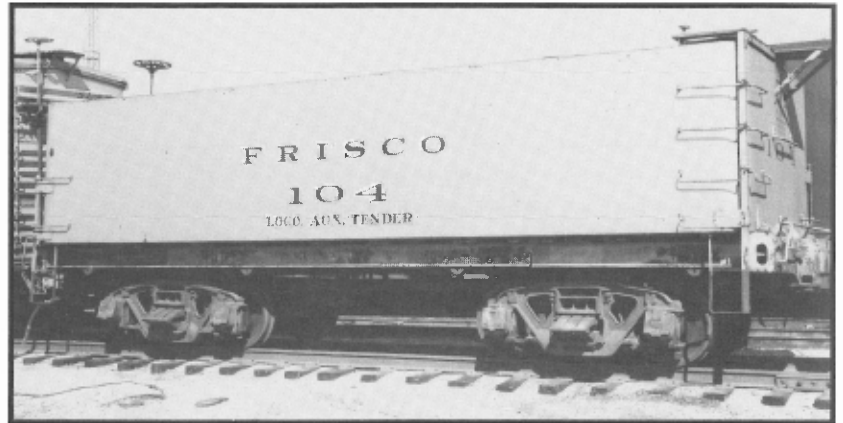
Frisco recycling creativity was also apparent in the re-use of revenue service tank cars. All that we have photographic record of were mounted on ex-94000-95000 series flat cars.



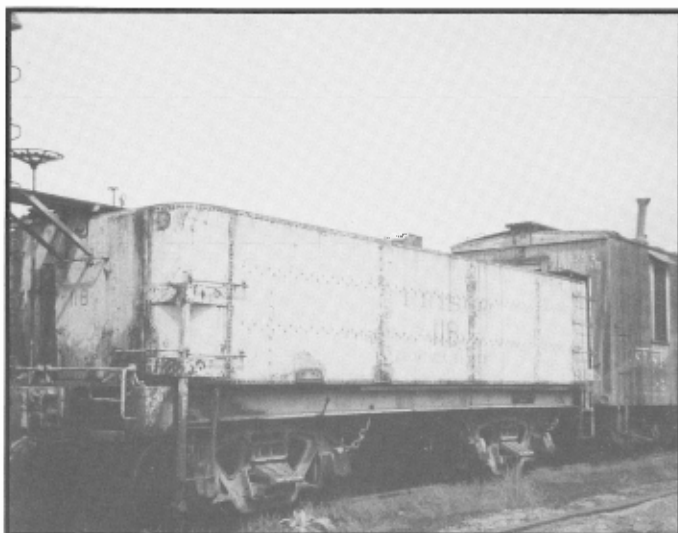
ex-Auxiliary Tender SL-SF Water Tank & Coal Bin Car 105901, assigned to AT&N X-260 Wrecking Crane, York, AL. Photo taken September, 1964, Mobile, AL. Collection of John C. La Rue, Jr.



ex-Auxiliary Tender SL-SF Water Car 102, January 17, 1963, Marked Tree, AR. Frisco photo



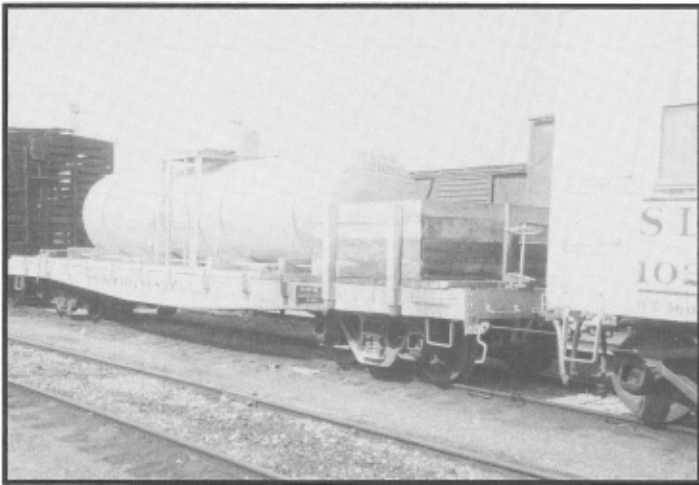
ex-Auxiliary Tender FRISCO Water Car 104, October 29, 1970, Memphis, TN, J.R. Guinn photo, Collection of John C. La Rue, Jr.



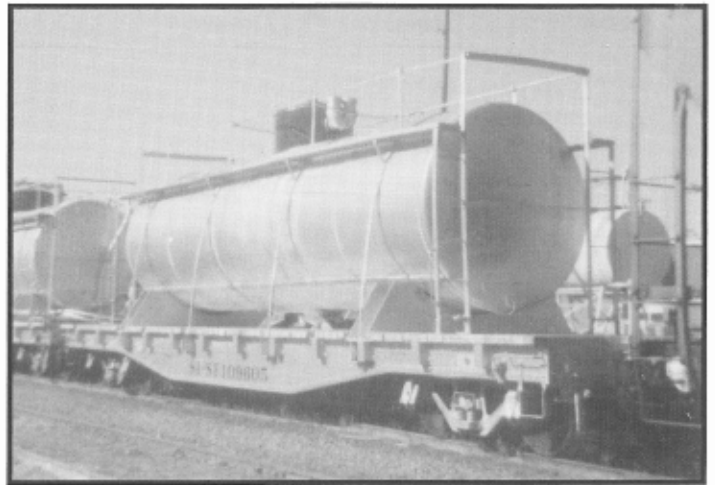
ex-Auxiliary Tender FRISCO Water Car 118, September 7, 1962, Springfield, MO. Frisco photo



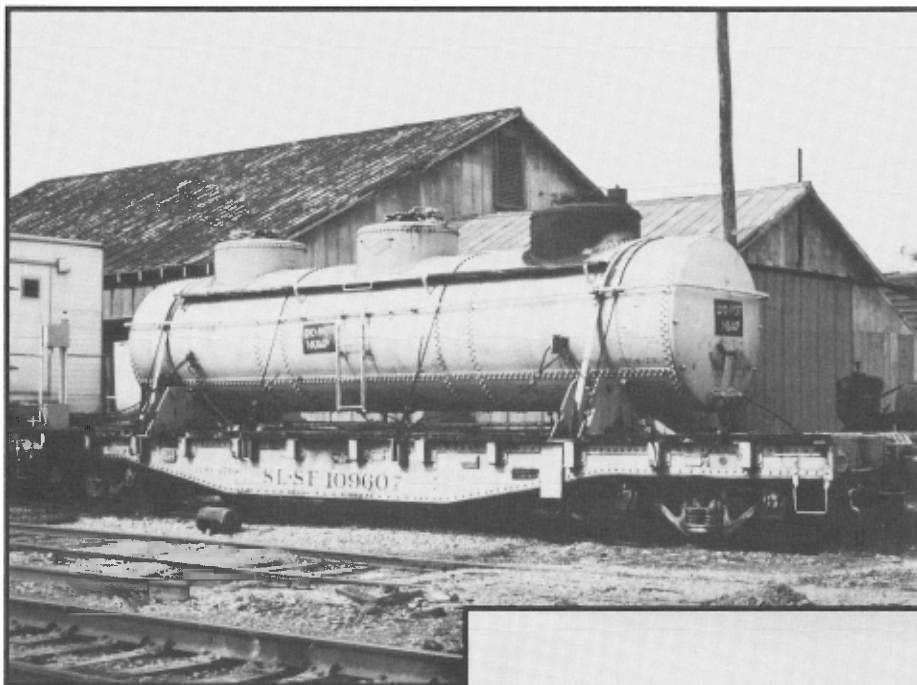
ex-Auxiliary Tender SL-SF Water Car 126, October 25, 1962, Monett, MO. Frisco photo



*Tank-on-Flat Car 101683, May 11, 1962, Tulsa, OK.
Frisco photo*



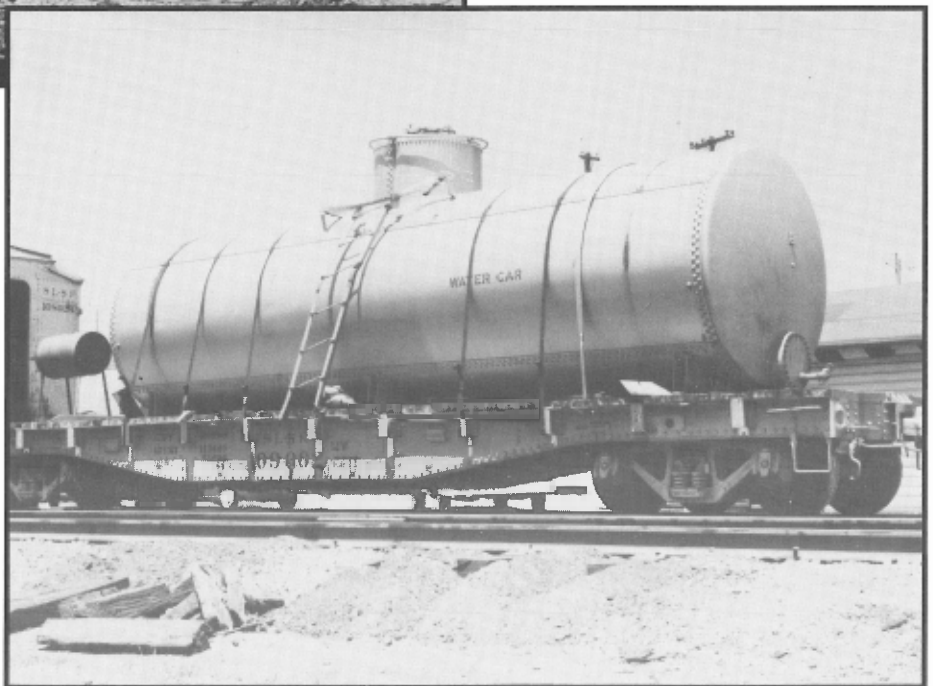
*Tank-on-Flat Car 109605, in use on spray train
service, Hope, AR. D. Fields photo*

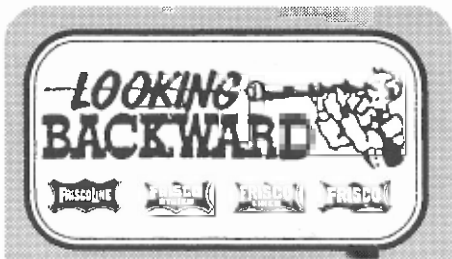


*Tank-on-Flat Car 109607,
February, 1983, Durant, OK.
E. Stoll photo*



*Tank-on-Flat Car 109602, June,
1975, Pacific, MO, W. Raia photo,
Collection of John C. La Rue, Jr.*





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 - 1920

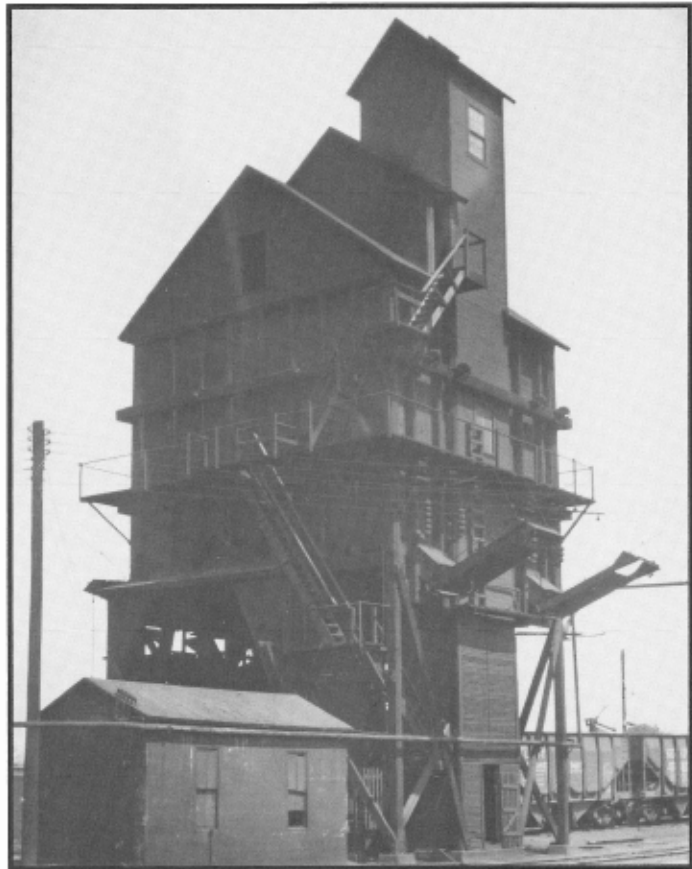
In 1920, a 200-ton frame coal-
ing plant was installed at
Monett, MO.

50 YEARS - 1945

In 1945, a new ten-stall brick
roundhouse was built at Ft.
Smith, AR., replacing an older
brick structure.

25 YEARS - 1970

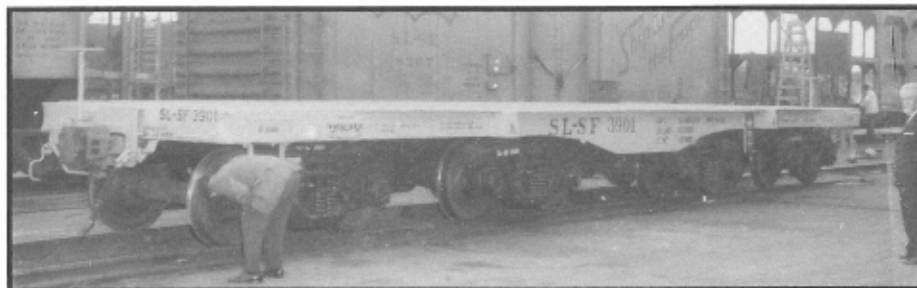
In January, 1970, the
Frisco placed in operation a
special service flat car No. 3901.
The 250 ton heavy-duty car was
built by the Thrall Manufac-
turing Co. for \$69,915.00 and
featured a single-cast
underframe set on four sets of
four-wheel trucks with Timkin
roller bearings. The car was
capable of carrying loads
weighing as much as 520,000
lbs. 



*1920 Coaling Plant, Monett, MO. April 4, 1948.
A. Johnson photo*



Ft. Smith Roundhouse under construction, July 26, 1945. Frisco photo



*Frisco Special Service Flat Car 3901, November 11, 1969,
Springfield, MO. Frisco photo*

MAIL CAR



The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the **main** 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: Did the Frisco ever transport automobiles in auto transport trailers on piggyback?

ANSWER: Yes! As a matter of fact, on April 13, 1955, the Frisco's first automobile shipment via piggyback was with the automobiles loaded on transport trailers. The train was loaded at the Chrysler plant, Fenton, MO. Each 85' Trailer Train TTX car carried two trailers, each with four Chrysler and Plymouth sedans and station wagons on board.

The use of auto transport trailer piggyback shipments was eventually phased out with the introduction in 1960 of the Frisco's fleet of 3000 series tri-level auto rack cars. One 83' auto rack could carry the equivalent of three auto transport trailers, which represented increased revenue mileage and less man hours for loading.



Loading autos onto transport trailers for shipment via Frisco Piggyback, Fenton, MO, April, 1955. Frisco photo



FTC employee secures autos onto transport trailers for shipment via Frisco Piggyback, Fenton, MO, April, 1955. Frisco photo



FTC employees make final tie-down checks of autos on transport trailers for shipment via Frisco Piggyback, Fenton, MO, April, 1955. Frisco photo

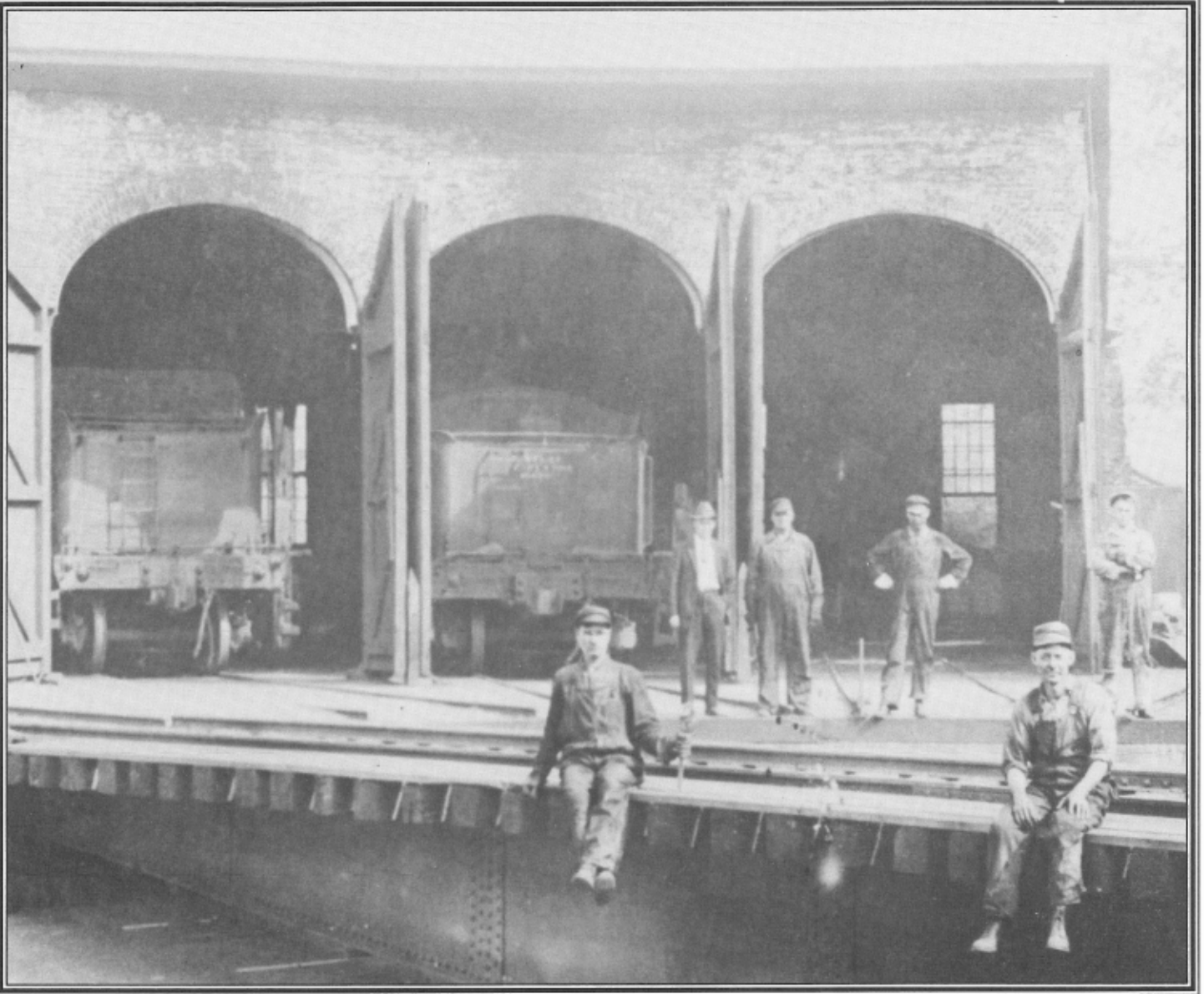


Auto transport trailers being loaded for shipment via Frisco Piggyback, Fenton, MO, April, 1955. Frisco photo

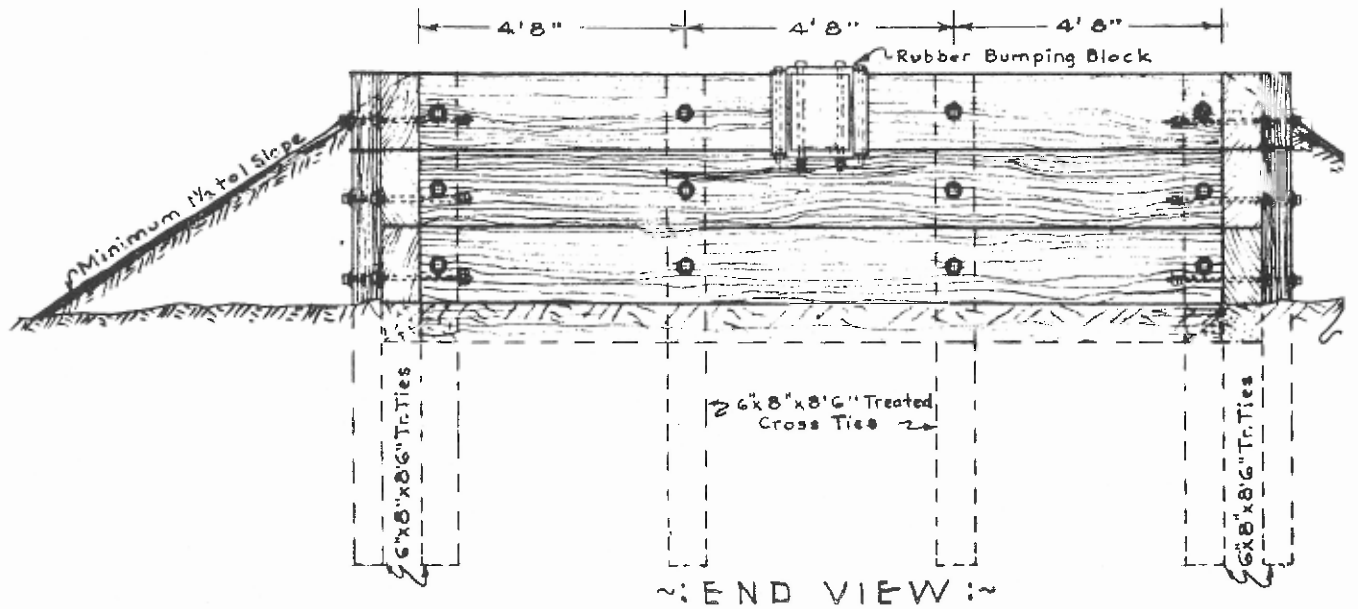
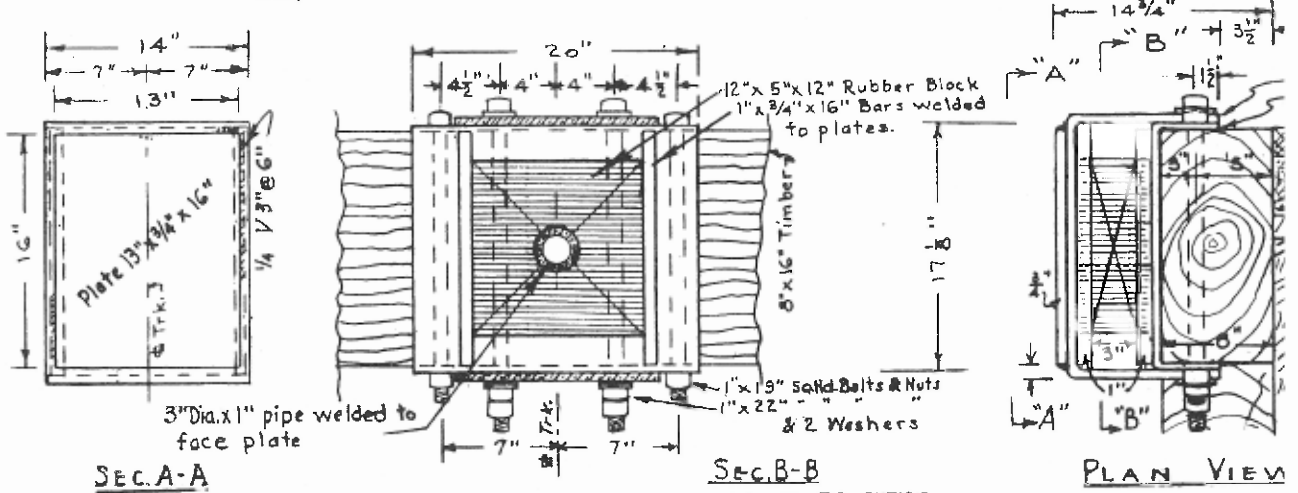
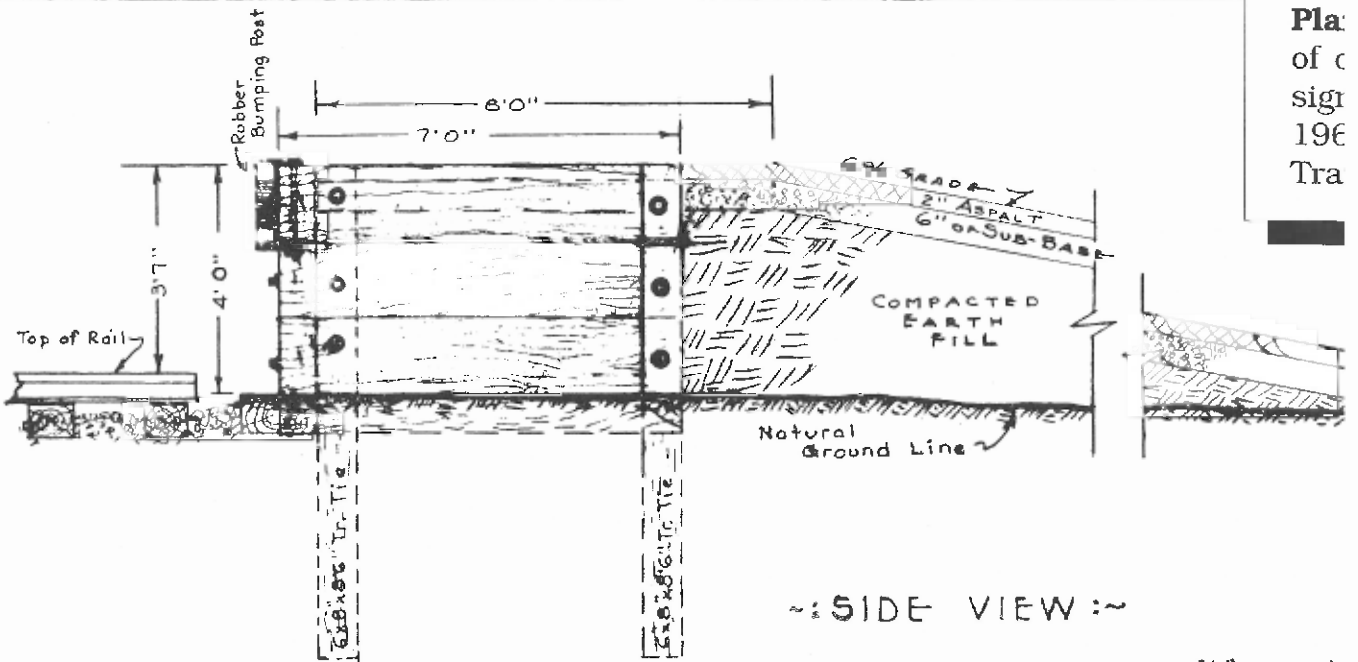


All Aboard for first shipment of auto transport trailers via Frisco Piggyback, Fenton, MO, April, 1955. Frisco photo

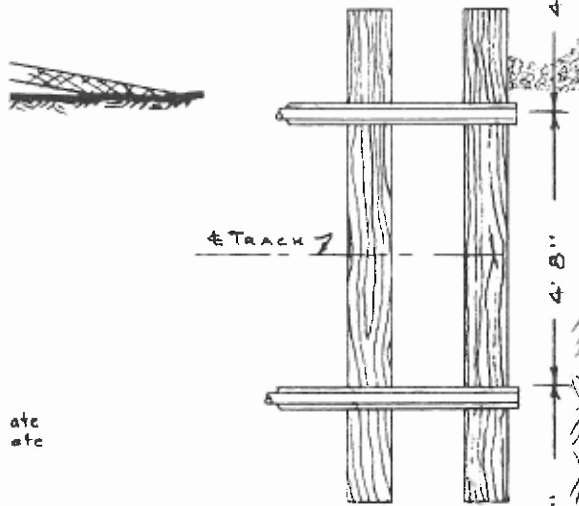
Classic Frisco



The Roundhouse at Salem, MO, Station A127 on the Salem Branch, Rolla Sub-Division, Eastern Division, circa. 1925. The Salem station also included a 60' Union Bridge Co. Iron turntable with a King Bridge Center, five 21' x 42' stock pens, section house, passenger station, freight station (two car bodies), car repairer's storeroom (two car bodies), 15' x 26' water tank, oil house at the roundhouse (car body), sand house (car body), and an office & store room. Photo from the collection of Kevin Johnson.

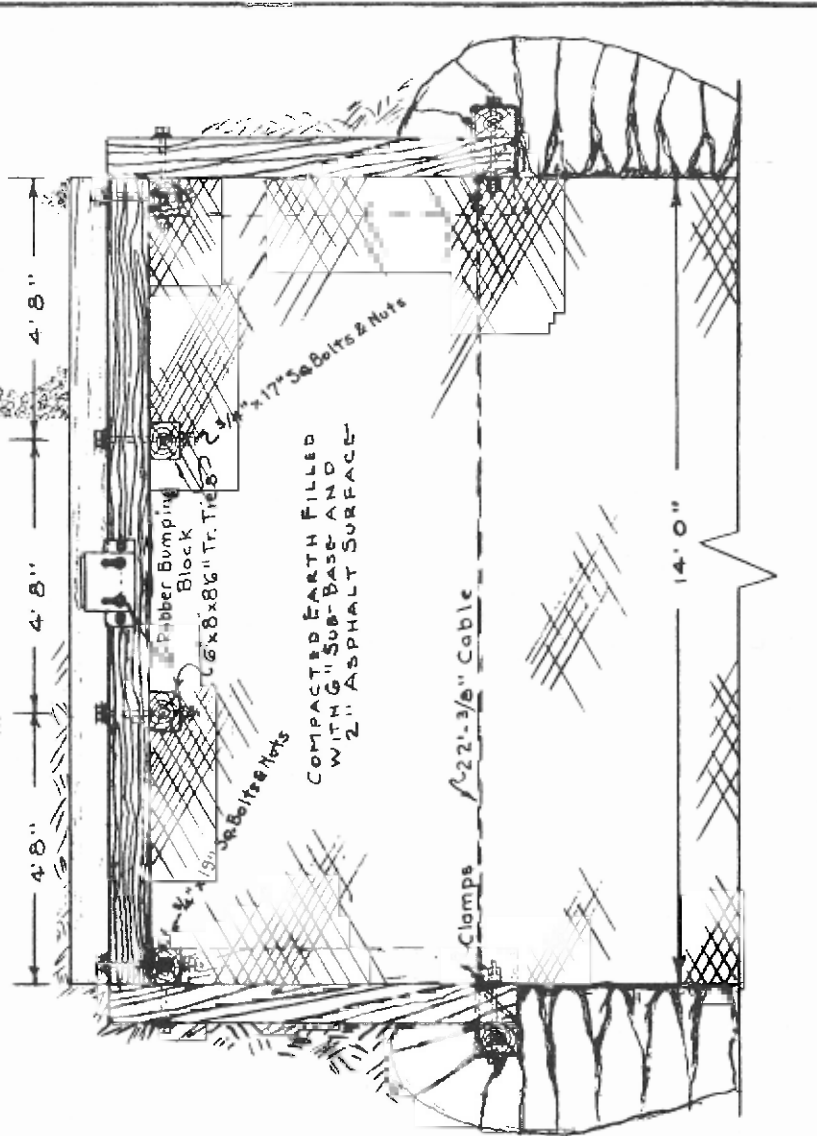


it in our new **Standard**
 at will feature reprints
 sco standard plan de-
 stallment is an October,
 design for a Dirt Filled
 ear-Ramp.



BILL OF MATERIAL :-

- 8"x16"x14' S.H. BR. Stringers 1195ft. BM.
- 1 SIDE-TRACK TIES
- 3/4"x17" Sq. BOLTS WITH NUTS
- 3/4"x19" " " " "
- 3/4" FLAT WASHERS
- O.G. " "
- LOCK NUTS
- FT. 3/8" CABLE
- 3/8" CABLE CLAMPS
- TONS ASPHALT
- CUBIC YARDS FINE CHAT
- ± " " COMPACTED FILL
- 12"x5" RUBBER BUMPER MADE AT RDWY. SHOP
- APRON PLATE AND APRON HINGE PLATE MADE AT ROADWAY SHOP.



~: PLAN VIEW ~:

NOTES :-

The surface of Treated Timber wherever broken or cut in field shall be given two coats of hot Creosote oil, Bolt holes shall be filled with Creosote oil and bolts dipped in Creosote oil before placing.

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
 STANDARD
 DIRT FILLED T.O.F.C. RAMP

OCTOBER 1961
 OFFICE OF CHIEF ENGINEER SPRINGFIELD, MO.

APPROVED :-

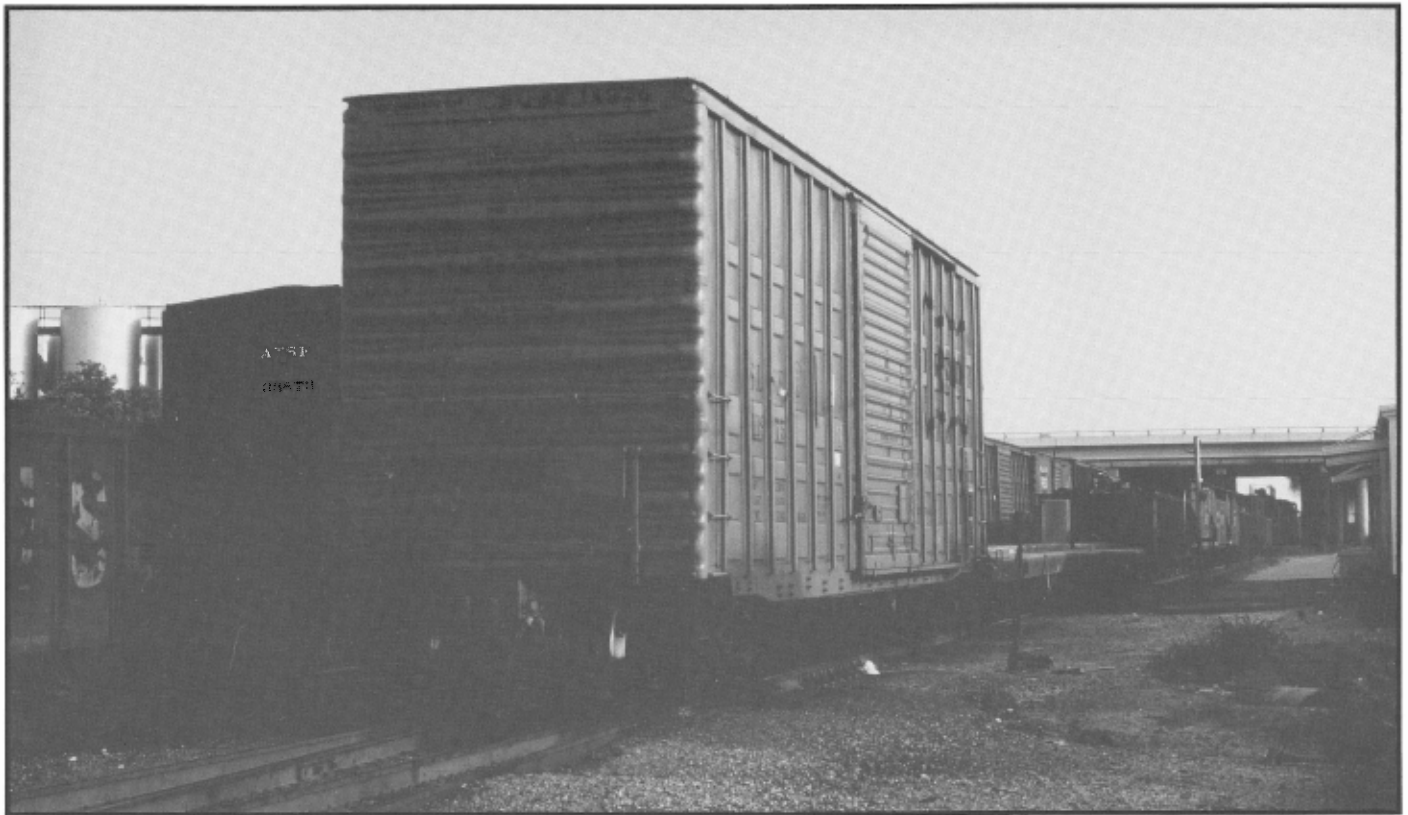
 CHIEF ENGINEER

20056-340



Frisco Appliance Boxcars

By Curtis Baker



SL-SF 11975, in service at Irving, TX, June, 1975. C. Baker photo

It was June 1975. The place was Irving, TX. School was out and I was back to my favorite pastime, train watching. As I stood at the Frisco Yard Office, watching the switcher work, I noticed a large yellow box car. This car was not like any that I had seen before. It was taller than the others and it had some peculiar dimples (*I later found out that the correct term was waffles*) on its sides. It was a Frisco car for sure, the coon-skin logo was much too large to miss. "What's that car for?", I asked one of the train crewmen. "That's one of those new appliance cars, for loading dishwashers and washing machines. Because it's taller, the

customer can load it all the way to the ceiling and get more appliances on the rail for the same rate." What I was looking at was one of a series, 11900-11984, a group of boxcars specifically designed for the loading of appliances.

In an effort to serve the needs of it's customers (*specifically the Whirlpool Corporation*) the Frisco had ordered eighty-five of the special boxcars in 1974. If I could have seen inside the car, I would have discovered that the *waffles* were for the interior load locking devices. As the evening light began to fade, I remembered my camera. I took a photo of car #11975, just as the switcher was shoving it by.

I never got another chance to take a photo of that type of boxcar. I probably never would have given it another thought, until one day I discovered a set of Frisco decals at the hobby shop: Microscale set #87-137, Frisco Modern Box Cars - Yellow. To my delight, I discovered that the set provided the modeler enough decals for five Frisco boxcars, including two Appliance cars! Inside the set was a sheet with several photos of Frisco yellow boxcars, including a photo of a car from the 11900-11984 series. It was then that I knew I was ready to paint a couple of these big cars, but I needed more than just some decals and yellow paint. As has been



SL-SF 11927, in service at Ft. Smith, AR, April, 1980. Mike Condren photo, N.J. Molo collection.

the case for so many Frisco prototype cars, no model exists that is an exact match for series 11900-11984. This car must be scratch built or kitbashed. I am not a scratchbuilder, so that option was out. However, if a model could be found that was "close enough," with the addition of a few parts, then it would be worth a try. This model, after all, is a combination of compromises. It is not an exact duplicate of the prototype, but rather a fairly accurate representation designed to approximate the look of the prototype.

I began the project with a Model Die Casting 50' Waffle Box Car Kit #1800. This kit was the closest thing to the prototype that was available. The big difference in the MDC kit and the Frisco car is the doors. The MDC kit has plug doors and the Frisco car has outside sliding doors. A remedy for the door situation was found by using the doors from an Athearn 40' Hi-Cube boxcar. Locating a set of these doors may not be easy, as Athearn has not made these kits

for a number of years. I was fortunate that my local hobby dealer had a set in his parts stock.

You will need to remove all of the existing door detail on the MDC kit, including the lower door guides and track. Fashion a new lower door track from strip styrene. The only modification to the Athearn door is the removal of the door guide "claws" on the bottom edge of the door and the addition of a small strip of styrene at the top edge of the door. The doors are then glued in place over the old door location. I recommend using a liquid plastic cement for this job, such as Testors.

Now install the new lower door track. It should be the same approximate dimensions as the upper door track on the MDC kit. This one detail changes the look of the car dramatically, but we are not through yet.

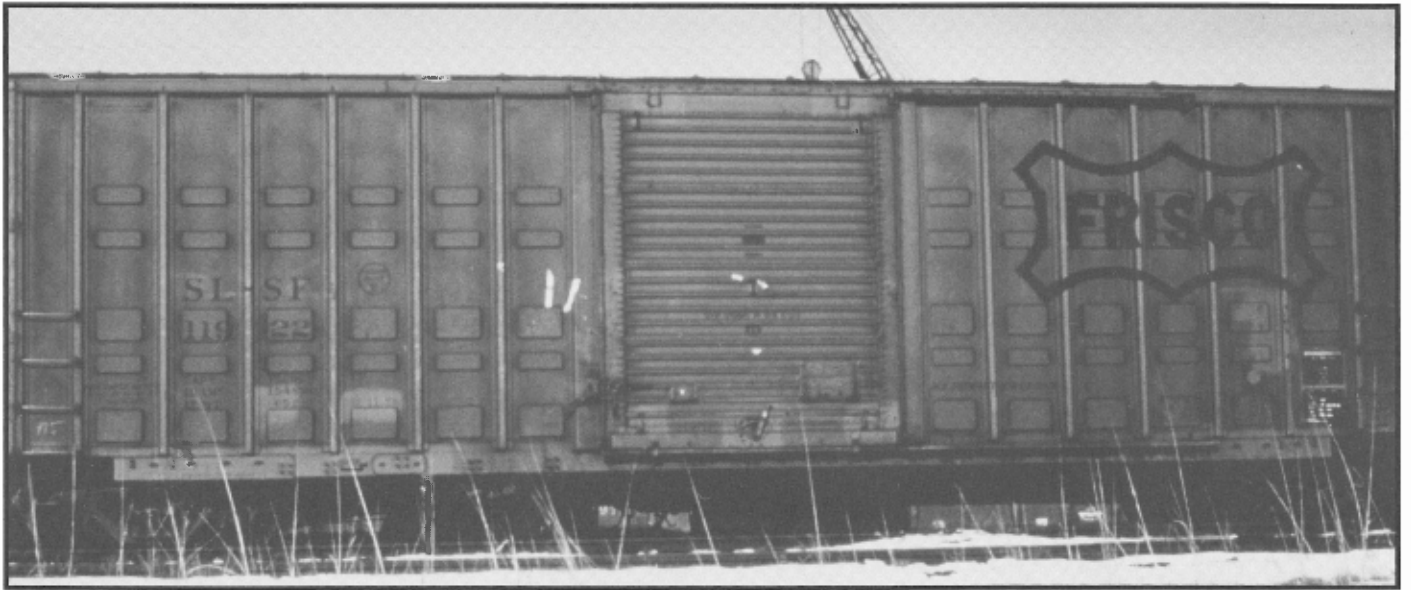
Appliances are relatively fragile and must be handled with care, so our car needs a cushioned underframe. A good choice for this job would be Detail Associates 50' "Frame

and Floor." You will need to shave the sides of the floor to get a snug fit in the MDC shell. For weight, you should retain the MDC weight and possibly add about an ounce. Glue the weights to the floor with contact cement, like Walthers Goo.

I replaced the cast on side grab irons and stirrup steps with Detail Associates wire and A-Line stirrups. It takes some patience and just a little time to remove these cast on details, but the effort is worth the end results.

Now let's look at the end of the car. I removed the "lip" at the roof edge for two reasons. It was way out of scale and removing it makes the car appear much taller. Another easy detail is to replace the crossover grab iron with wire. You may also want to replace the MDC brakewheel with a Precision Scale brakewheel.

Now the car is ready for the paint shop. I used Accu-Paint AP-19 CN Yellow. (*Another good choice is Accu-Flex UP Armour Yellow*) If you are not sure these are real Frisco yellow, STOP! Remember, the only time that a color was exact



SL-SF 11922, in service at Springfield, MO. C. Dischinger photo, N.J. Molo collection.

was the day the car came out of the paint shop door. After that, the paint begins to fade and the car becomes dirty. The best rule to follow is, *Does it look right to you?*

Next, the roof of the car received a coat of Accu-Flex Santa Fe Silver, to simulate the galvanized metal roof. The truck frames, axles, and wheels were brush painted with Floquil Grimy Black.

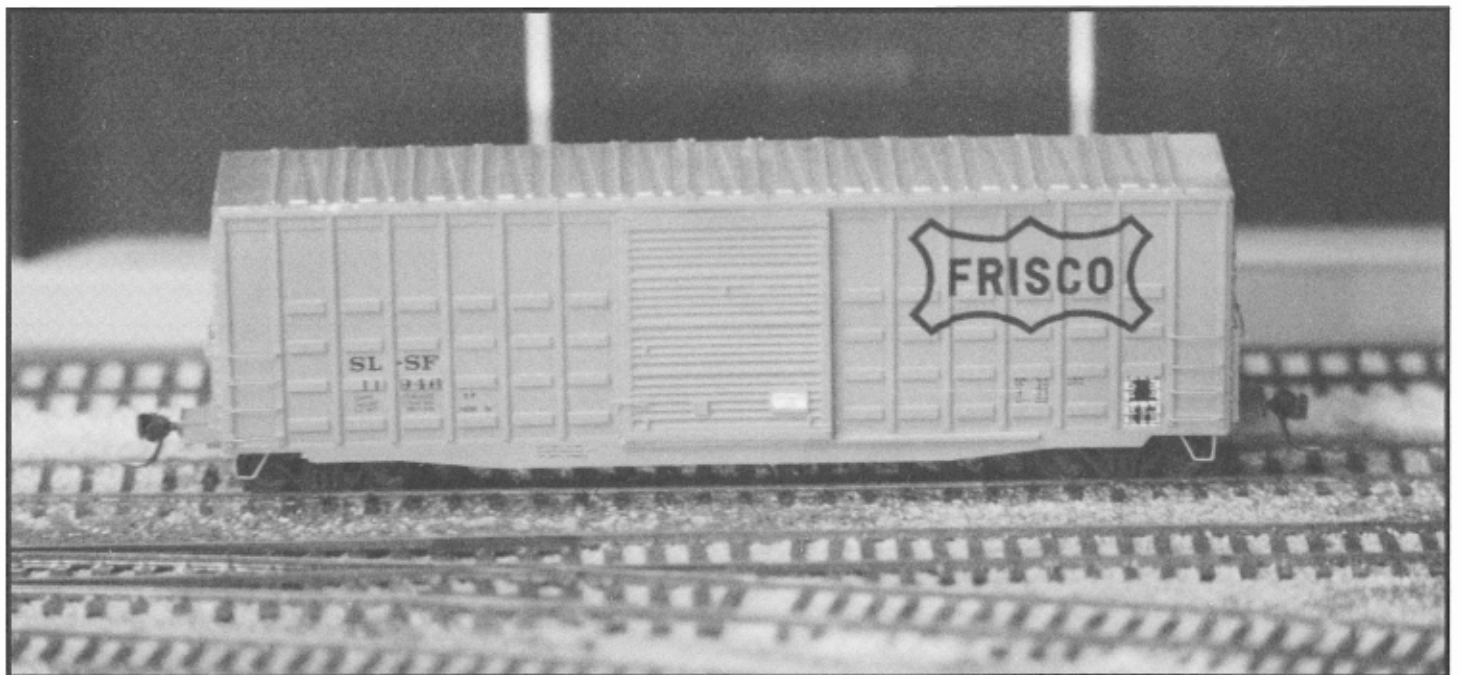
After the paint has had time to cure, it will be time for

the decals. The Micro Scale set has most of the decals you will need except the dimensional data and lube plates. Micro Scale set #87-193 provided the data and I used a Herald King lube plate. The best guide for decaling any project is a photo, as decal lettering diagrams are not always complete.

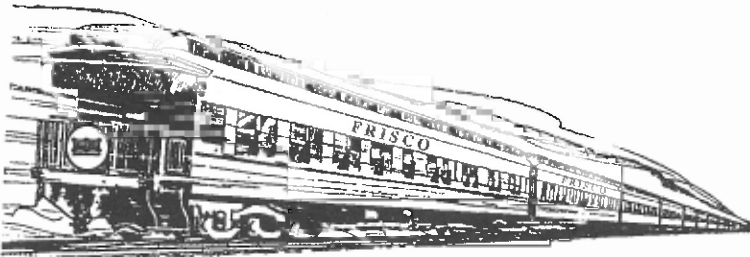
Kadee #5 couplers were installed and painted Floquil Rust. As a last detail, I added Jaeger Products, *Appliances-Handle Carefully* placard to the

door tackboards. Overspray the car with a flat finish and that's it! Let the nitpickers pick, but you now have a unique Frisco boxcar to add to your model fleet. ☺

EDITOR'S NOTE: *In our next installment of the New Car Shop, Curt will show us how to build an HO Scale Frisco Gondola, series 61000.*



SL-SF 11946, in service on the authors layout.



Passenger Train Consists

EDITOR'S NOTE: *This is the first in a new series in which we will list selected passenger train consists with descriptions of each unit and photos when available.*

February 18, 1948
Train 107
Sunnyland
Southbound
Springfield, MO
to
Memphis, TN

Motive Power

Pacific Class 4-6-2 #1050

Consists

SLSF Mail #135

70' Mail/Baggage/Express built by ACF in 1910

SLSF Baggage #339

60'9" Baggage/Express built by ACF in 1908

SLSF Baggage #188

Coach/Baggage built by ACF in 1910

SLSF Coach #1066

70' Coach built by ACF in 1910

February 19, 1948
Train 108
Sunnyland
Northbound
Memphis, TN
to
Springfield, MO

Motive Power

Hudson Class 4-6-4 #1063

Consists

SLSF Coach/Mail #68

77' Coach/Mail built by ACF in 1910

SLSF Mail #135

SLSF Baggage #339

SLSF Baggage #188

SLSF Coach #1066

SLSF Business Car #1



*Frisco Pacific Class #1050, in service on the Sunnyland, 1948.
 Frisco photo*

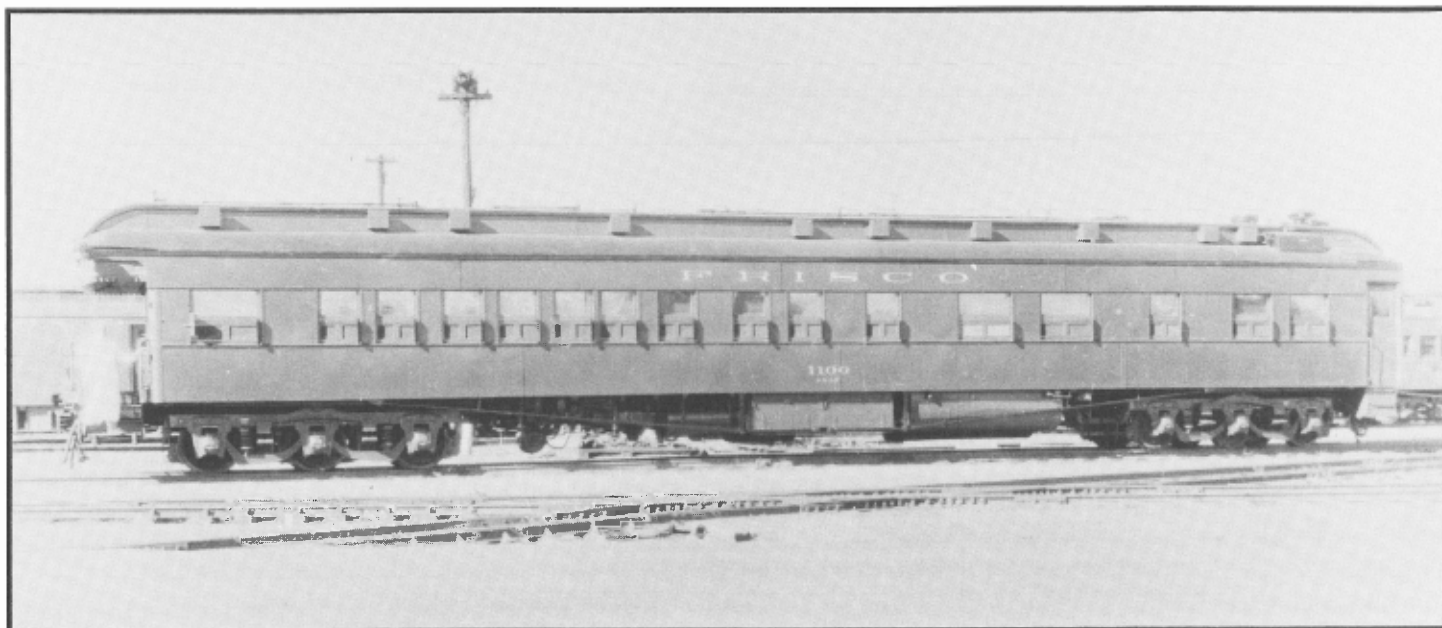


*Frisco Baggage/Express #339, Springfield, MO, October 14, 1966.
 Howard Killam photo*



*Frisco Coach series 1052-1088 (1081), Springfield, MO,
 August 30, 1961 A. Johnson photo*

FRISCO'S EXECUTIVE FLEET



Frisko Business Car 1100, Date and Location unknown. Frisko photo

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

Arkansas

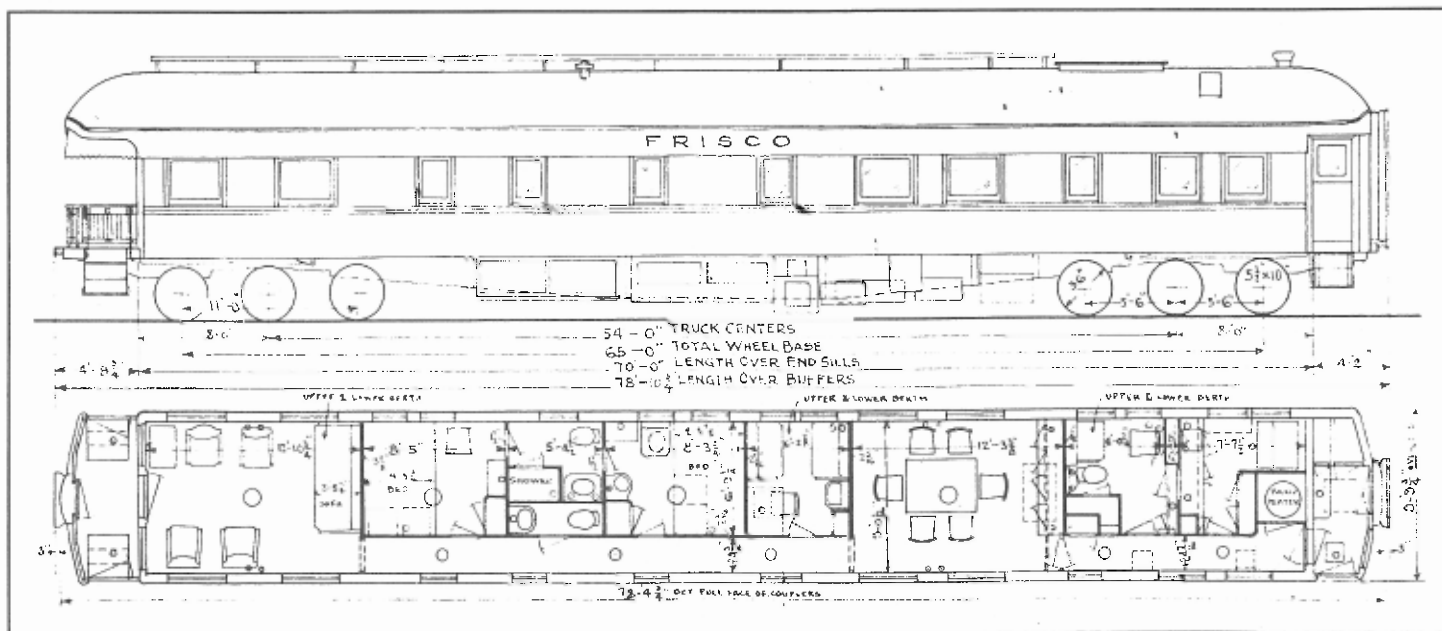
The Arkansas Business Car was built in March, 1883, by the Barney and Smith Car Co., as business car No. 1100. Its original owner is unknown. According to our records, a

July 1, 1903 roster, it came to the Frisko family from the Kansas City, Ft. Scott, and Memphis Railway Co., incorporated in June, 1901.

The car was originally a 60' composite coach. In 1947, it was rebuilt in the Springfield West Coach Shops to a 78' unit and was re-numbered No. 4. In February, 1948, it

was again re-numbered to No. 8, to make room for the newly remodeled diner No. 648, (*Springfield Car*) which entered the roster in March, 1948, as car No. 4.

While equipped with the standard kitchen and crew quarters, dining room, state rooms, and observation room, its arrangement was somewhat



of a departure from the majority of the executive fleet.

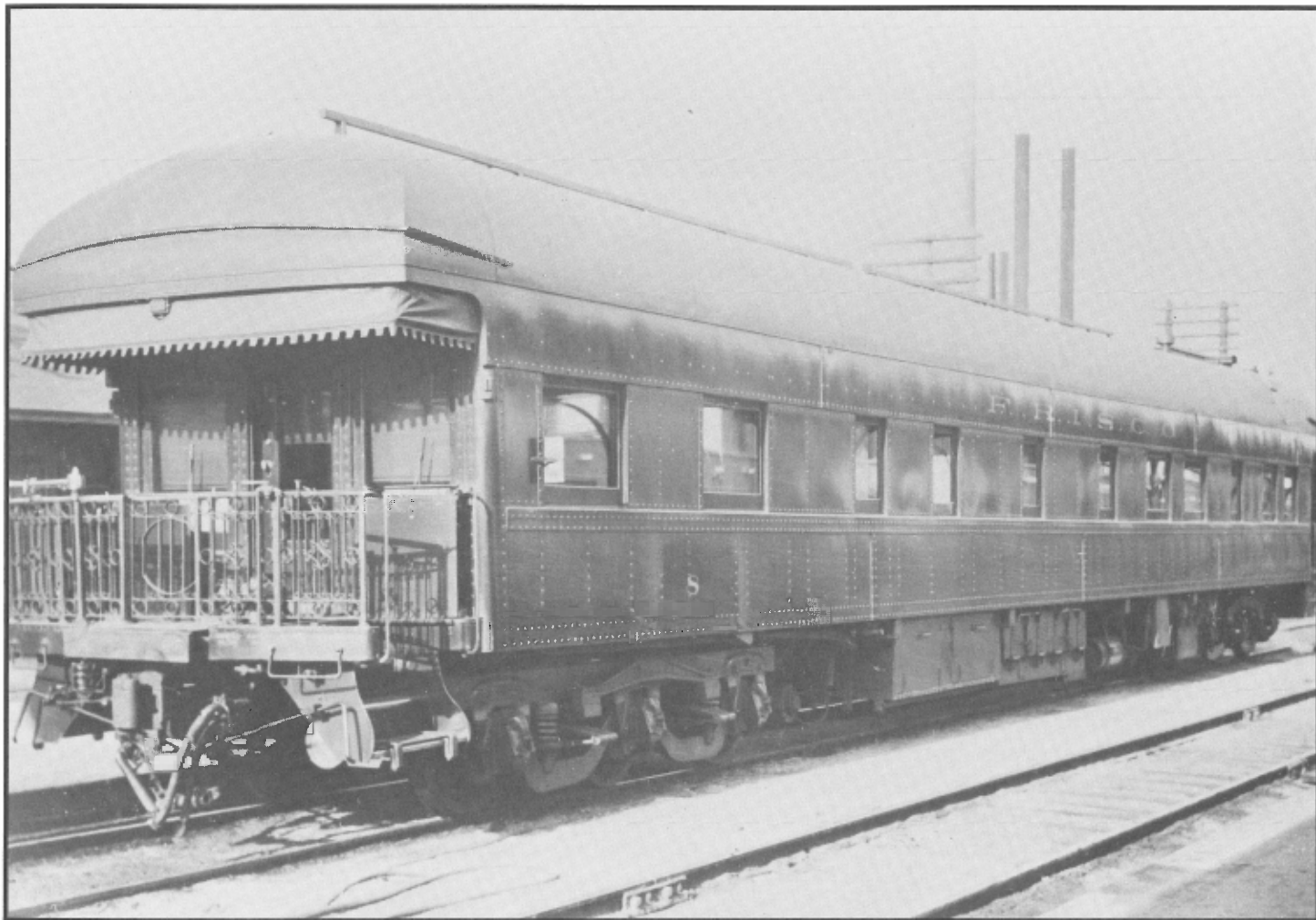
Along with it having a through hallway, two additional noticeable differences were the kitchen arrangement and secretary's quarters. The kitchen was set perpendicular to the length of the car (*most Business Car kitchens were arranged parallel with the car length*) The secretary's quar-

ters was located in the center of the car, rather than the traditional observation end location.

The interior of the car was painted steel and the exterior was Pullman green with a black roof and gold lettering and details. When placed in service as car No. 8, it was assigned to the office of Assistant General Manager, serving

R.J. Stone and L.B. Clary. In 1951, it was re-assigned to the Chief Engineer, serving E.L. Anderson and B.H. Crossland.

In June, 1954, the number 8 was replaced with the name *Arkansas*, the designation it retained until being retired from service in May, 1959. On April 15, 1960, it was sold to a private individual.



Frisco Business Car No. 8, Springfield, MO, April 17, 1948. A. Johnson photo

Watch for these features in the Summer issue of the



Down At The Depot
Potts Camp, MS

Executive Fleet
The Mississippi Car

Mail Car
The moving of a Frisco Northern

Company Service Roster
*Ex-Chair Cars in Company
Service*

Standard Plans
Ballast Deck Trestle

New Car Shop
*Modeling Frisco Gondolas
61000 series*

DOWN AT THE DEPOT

Tulsa, OK
Station C424
Cherokee Subdivision
Southwestern Division

On July 27, 1866, a special act of Congress created the Atlantic and Pacific Railroad Co. It was given the authority to build a railroad from Springfield, MO to the Pacific Ocean. Originally organized and controlled by John C. Fremont, the company and its existing divisions were acquired by the Frisco between 1876 and 1880. when, on January 31, 1880, control of the company was vested in the St. Louis and San Francisco Railway Co. and the Atchison, Topeka, and Santa Fe Railroad Co., through an indenture known as the *Tripartite Agreement*.

Between 1871 and 1896, what would originally become known as the Central Division between Pierce City, MO and Sauplpa Indian Territory (OK) was completed and placed in service. In 1882, sixty-four miles of the line were completed from Vinita down to the Arkansas River to a frontier community known as *Tulsey*



*Rare photo of original Frisco depot, Tulsa, IT (OK) circa. 1905.
 H.D. Connor Collection*

Town, which later became known simply as Tulsa, Station C424 on the Frisco's Cherokee Sub-Division, Southwestern Division.

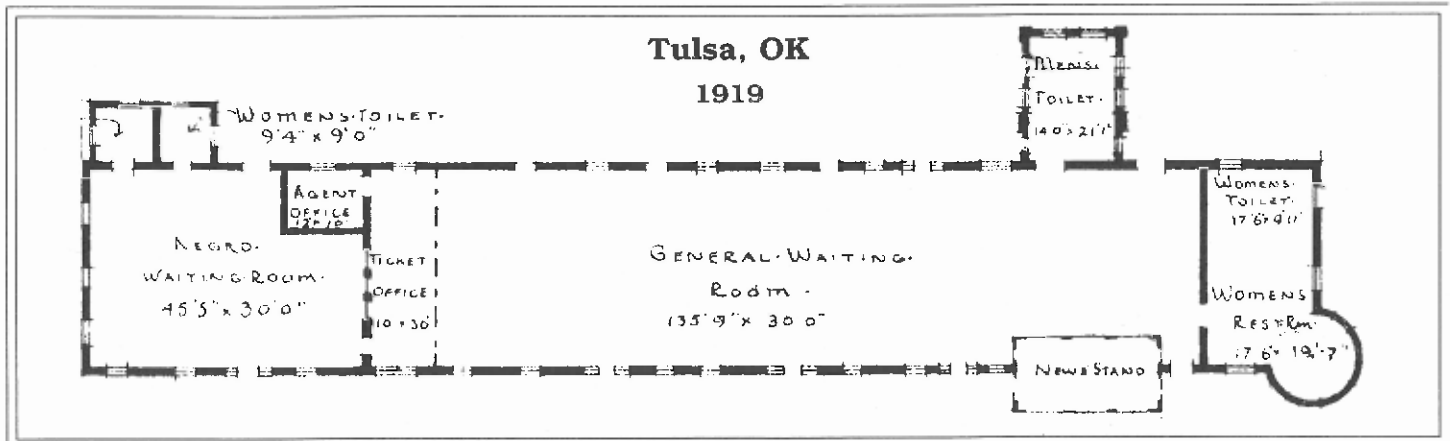
Shortly after completion of the line into Tulsey Town, the first permanent Frisco depot was built. It was a standard plan No. 1 wood frame station that served the traveling needs of this rapidly growing oil and commerce center until 1906 when a new depot was completed.

Following a number of additions and alterations in 1919, the all brick structure measured 207'5" long, 32'2" wide, and included a large womens restroom with stylish circular bay window

on the west, a 135'9" general waiting room, ticket office, and a Negro waiting room on the east end.

The walls were 13" thick set on a concrete foundation, and the station had a 1/3 pitch hip roof covered with red tile shingles. The 13" interior walls were finished with plaster, the floors were covered with tile, sanitary facilities were inside, and the depot featured electric lighting and steam heat.

In 1919, a baggage building was completed to the east of the depot. It was a 121'6' x 31'5" brick building set on a concrete foundation, with a flat





Frisco depot, Tulsa, IT (OK) circa. 1910. H.D. Connor Collection

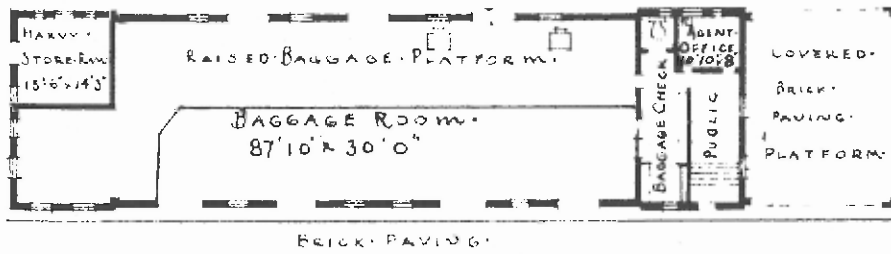
roof. It included offices, a large baggage room with a raised platform, and a Harvey News Service storeroom.

When first opened for business, the depot was served by four daily passenger trains: 407, 409, 411, 413 Southbound and 404, 410, 412, and 414

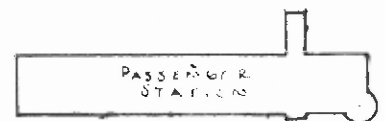
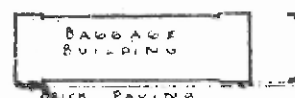
Northbound. It would later be served by some of the most famous Frisco named trains including the *Meteor*, *Southwest Limited*, *Oklahoma Special*, *Will Rogers*, *Firefly*, and the *Oklahoman*. The last Frisco passenger trains, Nos. 1 & 2, the *Oklahoman*, departed from

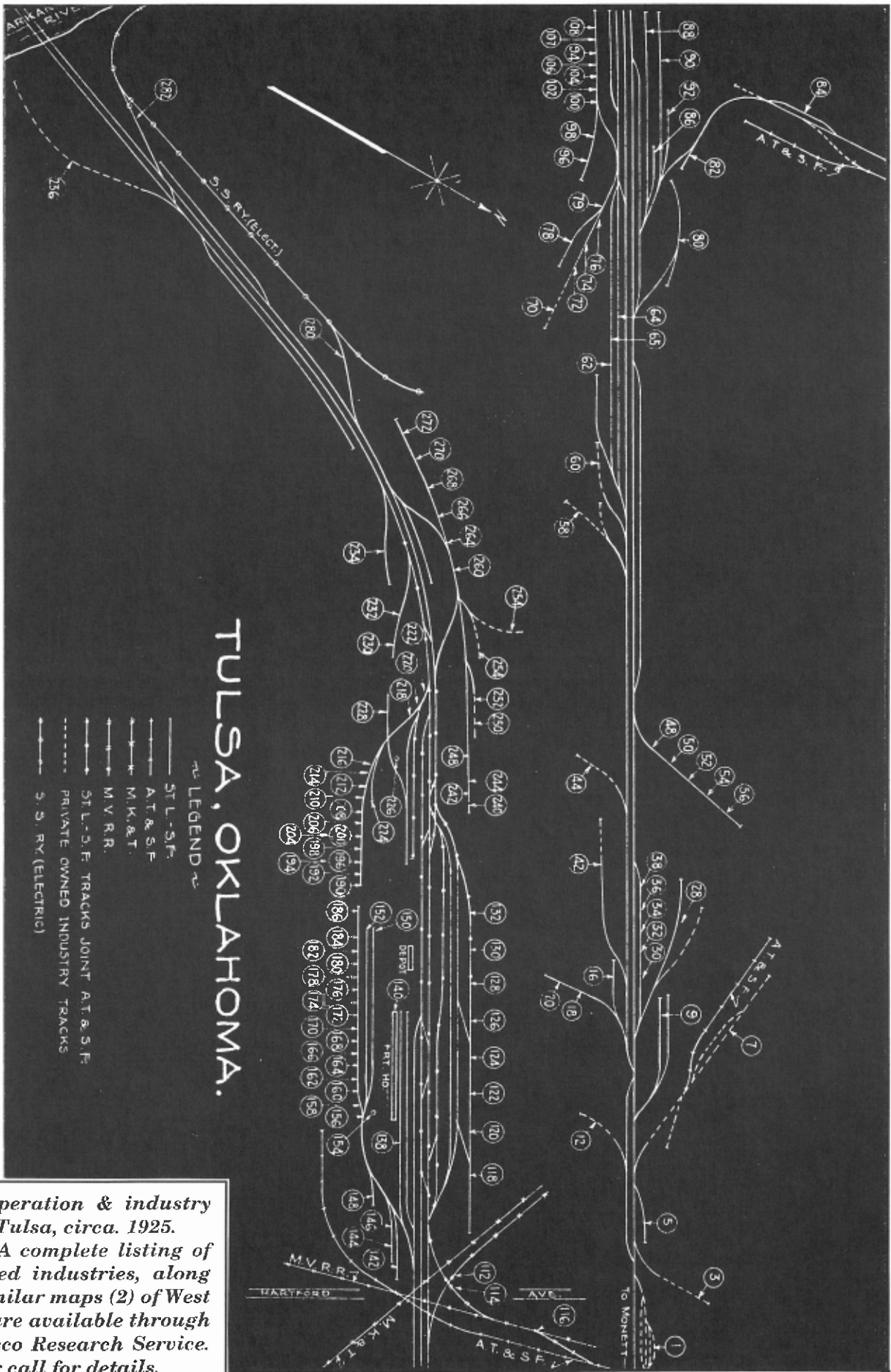
Tulsa on May 13, 1967.

It should be noted that although rail service in and out of Tulsa was eventually handled from a Union Station, according to our records the old Frisco depot survived well into the 1950's. ☞



**Tulsa, OK
Baggage Building
1919**





TULSA, OKLAHOMA.

- LEGEND
- ST.L.-S.F.
 - A.T.&S.F.
 - M.K.&T.
 - M.V.R.R.
 - ST.L.-S.F. TRACKS JOINT A.T.&S.F.
 - PRIVATE OWNED INDUSTRY TRACKS
 - S.S. RY. (ELECTRIC)

Joint operation & industry map of Tulsa, circa. 1925.
NOTE: A complete listing of the keyed industries, along with similar maps (2) of West Tulsa, are available through the Frisco Research Service. Write or call for details.



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.

Track Feeders

Smooth train operation is dependent on the quantity of electricity that goes from the power source through the rails and into the locomotive. Most beginning model railroaders connect the power lead wires from the power pack to a section of snap track with a screw type terminal that attach to the rails. The closer the locomotive is to the terminal section, the better it runs and vice versa. This occurs because the rails used in our hobby are not the best conductors of electricity and the amount of electricity conducted decreases as the distance from the power source increases. In addition, rail joiners are meant to align track and cannot be relied upon for a permanent electrical connection between track sections. Rail joiners will become oxidized and loose over time both eroding the electrical connection. Finally, terminal track sections simply do not look realistic.

The only real solution to the power decrease that occurs through the rails is to power each section of track on the layout. The wires that provide power to each track section are

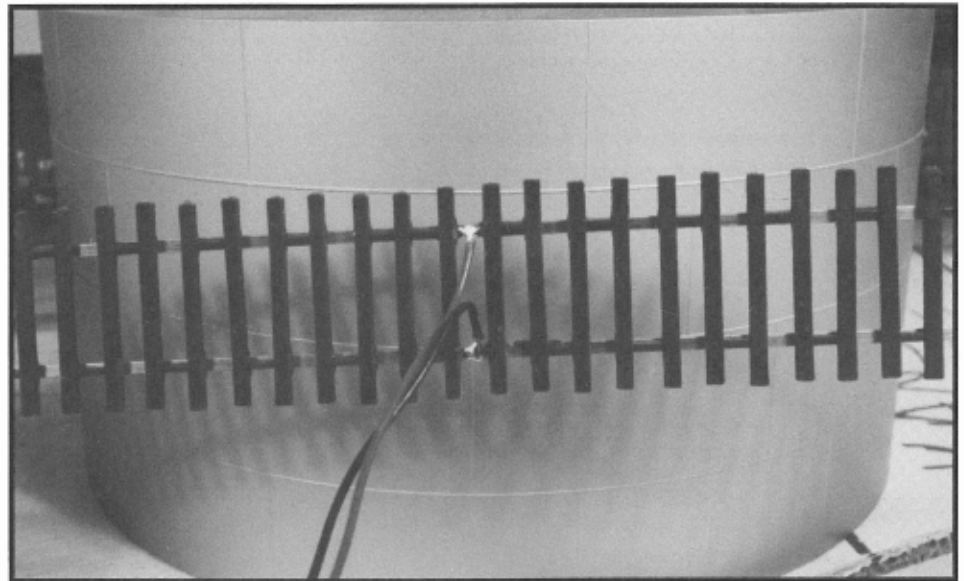


Figure 1

known as *feeder wires* because they feed off of a main or *bus* power line. A bus line from the power source should run underneath the mainline and branch lines of the layout. A pair of 14 gauge copper wires (*this is the same gauge used in home building*) should be adequate for most bus lines. Feeder wires, soldered to each track section, are *dropped* to the bus line. Any gauge from 18 to 24 should be sufficient for feeder wires but keep in mind that the larger wire will conduct more power. Try to keep the feeder wires as short as

possible as well. I recommend soldering the feeder wires to the underneath side of the rails. (*See Figure 1*) This hides the wires effectively and can be done in the track laying phase. For better solder joints, apply solder to the rail and wire individually then hold them together and heat with the iron. This should minimize the amount of time needed to heat the combination of rail and wire which should result in fewer melted plastic cross ties. If track is already in place, solder feeder wires to the outer side of each rail and paint the

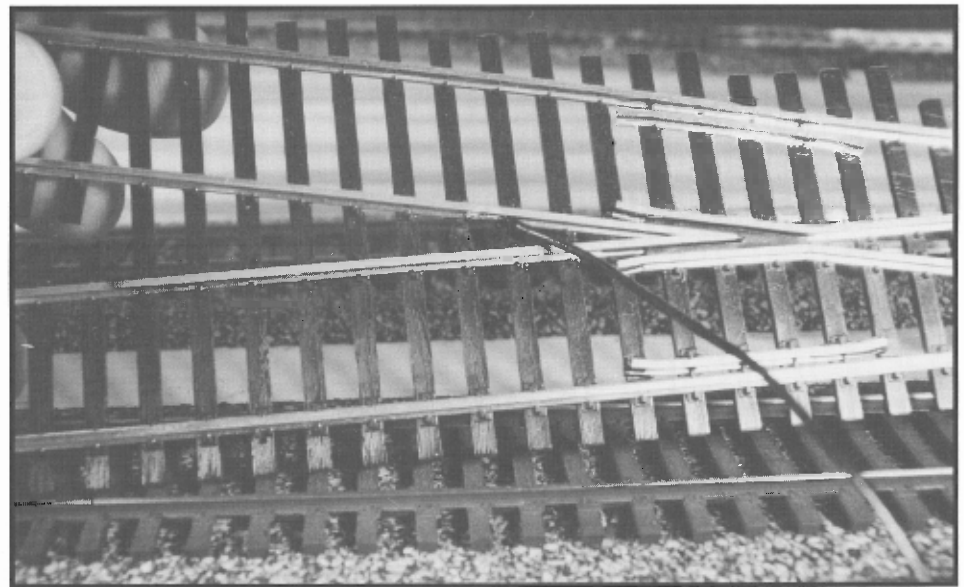


Figure 2

solder connection black to help disguise it. Connections on the outside of the rails will avoid any excessive solder on the inside of the rails that could cause derailments.

Power routing type turnouts (*Peco, Shinohara, Walthers, and others*) should also have a feeder wire attached to the frog section of the turnout. Power routing turnouts send power to the frog rail with pressure from the points or the moving sections of rail from either of the outside rails. When the switch is thrown, the polarity of the frog rail is reversed. Pressure between two pieces of rail is not a reliable method to send power to the frog. This is easily seen when a locomotive stalls when passing through a turnout. Turnout frogs can be powered by soldering a feeder wire to either outside rail on the frog (See Figure 2) and connect it to an internal switch on Tortoise brand turnout machines. The nice thing about the internal switches on the Tortoise is that they are activated when the throw bar moves from one side to the other. This means that power to the frog can be switched from positive to negative automatically when the turnout is thrown. There are two internal switches in a Tortoise. They are positions 2 through 4 and 5 through 7 (See Figure 3). Either positions 4 or 5 can be connected to a turnout frog and positions 3 or 6 can be connected to the positive side of the power bus line. Positions 2 or 7 are for the negative side of the power. Just be sure to use the position groupings 2 through 4 or 5 through 7. With the frog receiving direct power from the bus line, all locomotives will

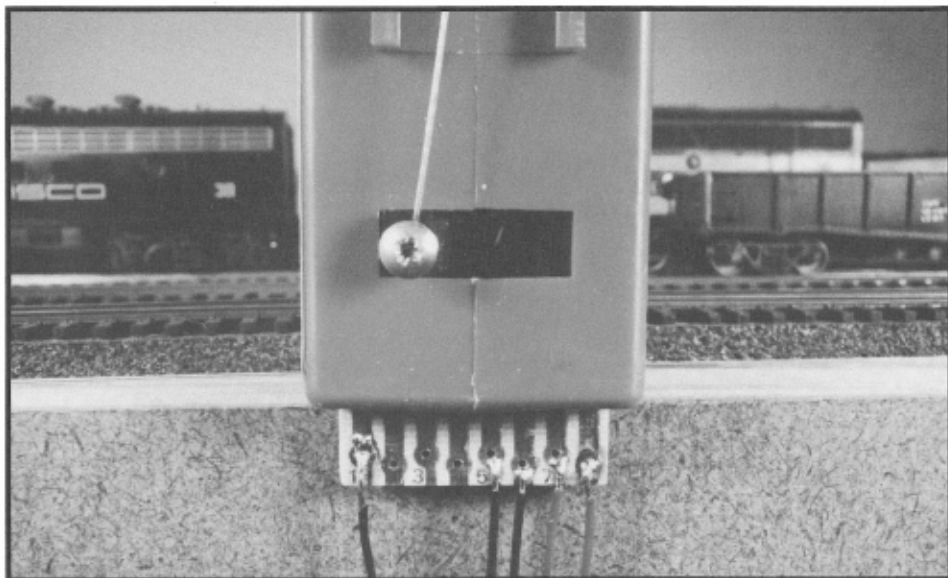


Figure 3

pass smoothly through the turnout.

There is one other tip that can help your locomotives receive the maximum amount of electricity. Keep your railhead clean with a model railroad abrasive cleaner (See Figure 4). These eraser like cleaners are an effective method to clean the rail without damaging it. Sandpaper or emery paper will permanently damage the rail.

After your track maintenance gang finishes attaching feeder wires to each track section and the frogs of power

routing turnouts, your subdivision of the Frisco will run smoothly and efficiently.

With this increased reliability, customers will definitely want to...

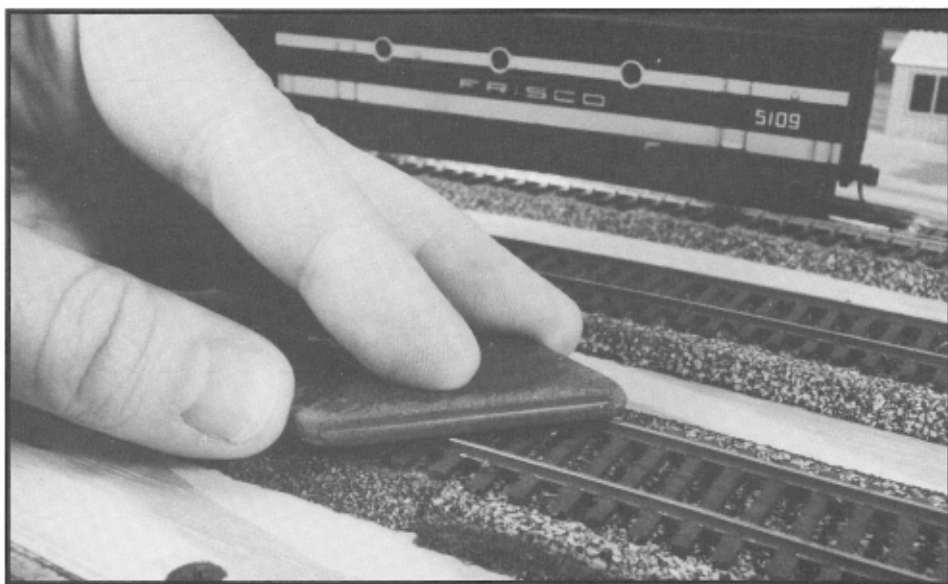
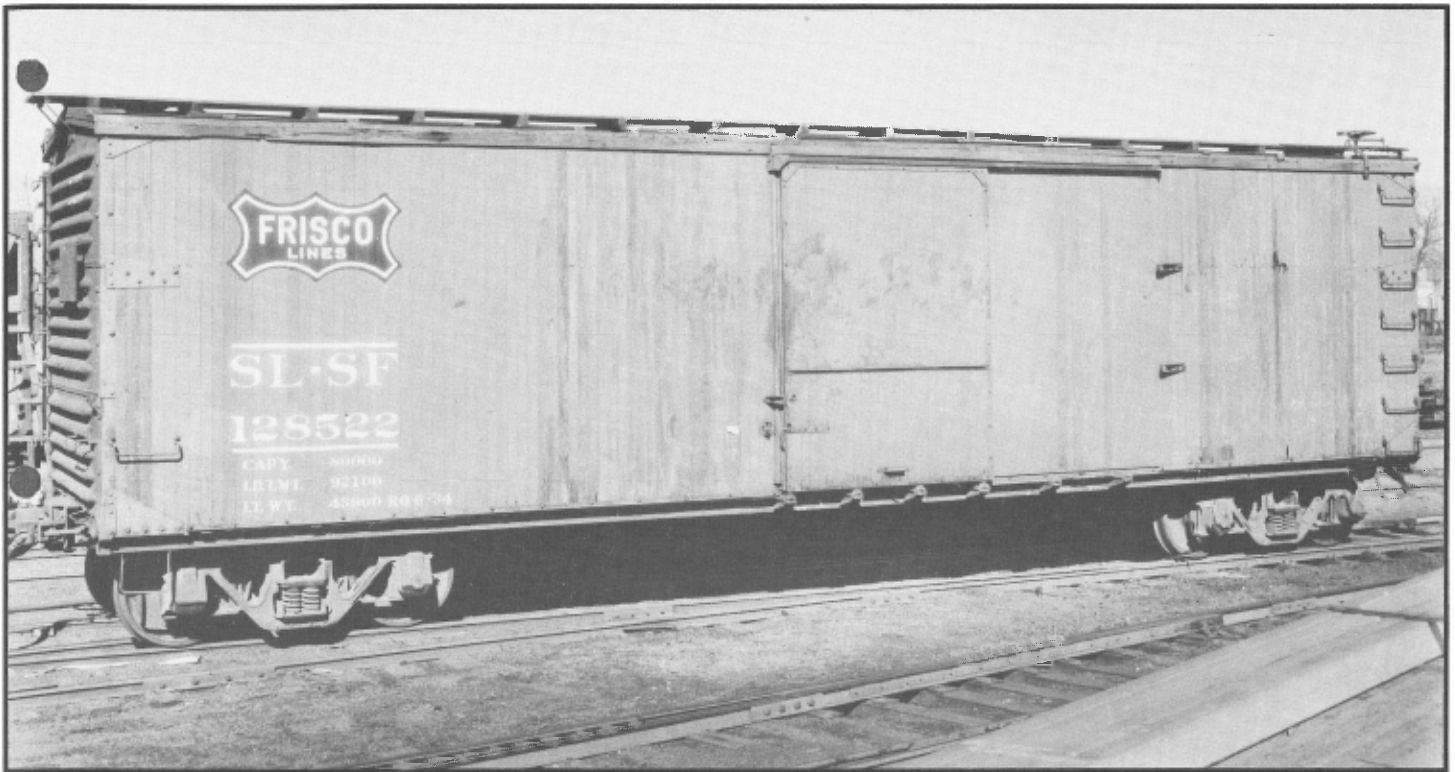


Figure 4

Getting It Correct



Frisco USRA Box Car #128522, Springfield, MO, March 7, 1935.

Frisco photo

EDITOR'S NOTE: In the January-February, 1994, edition of the *All Aboard*, the above photo of Frisco USRA Box Car #128522 was inadvertently printed backwards. In response to a number of member inquiries to reprint it, and provide additional information about the series, we are offering an expanded **Getting It Correct** profile of the cars in question.

In the early 1920's, the Frisco took delivery of 3,520 40-Ton capacity steel under-frame double sheathed box cars, series 127000-130519. They were built by American Car & Foundry Co. and purchased from the United States Railroad Administration at an average cost of \$2,828.70 each. The car bodies were built according to USRA specification 1003B and the trucks were USRA 1274B design. The cars were purchased by the Frisco under Trust Agreement Series

71. According to a December 9, 1919 paint & lettering diagram, the outside of the car body including tops and ends was painted with two coats of Pittsburg P & G Co. Carhide Red, all lettering was white,

and the Frisco Lines logo was white on black. This series of box cars proved to be the mainstay of Frisco freight operations for many years. In the late 1930's, over 3,400 were still in service.




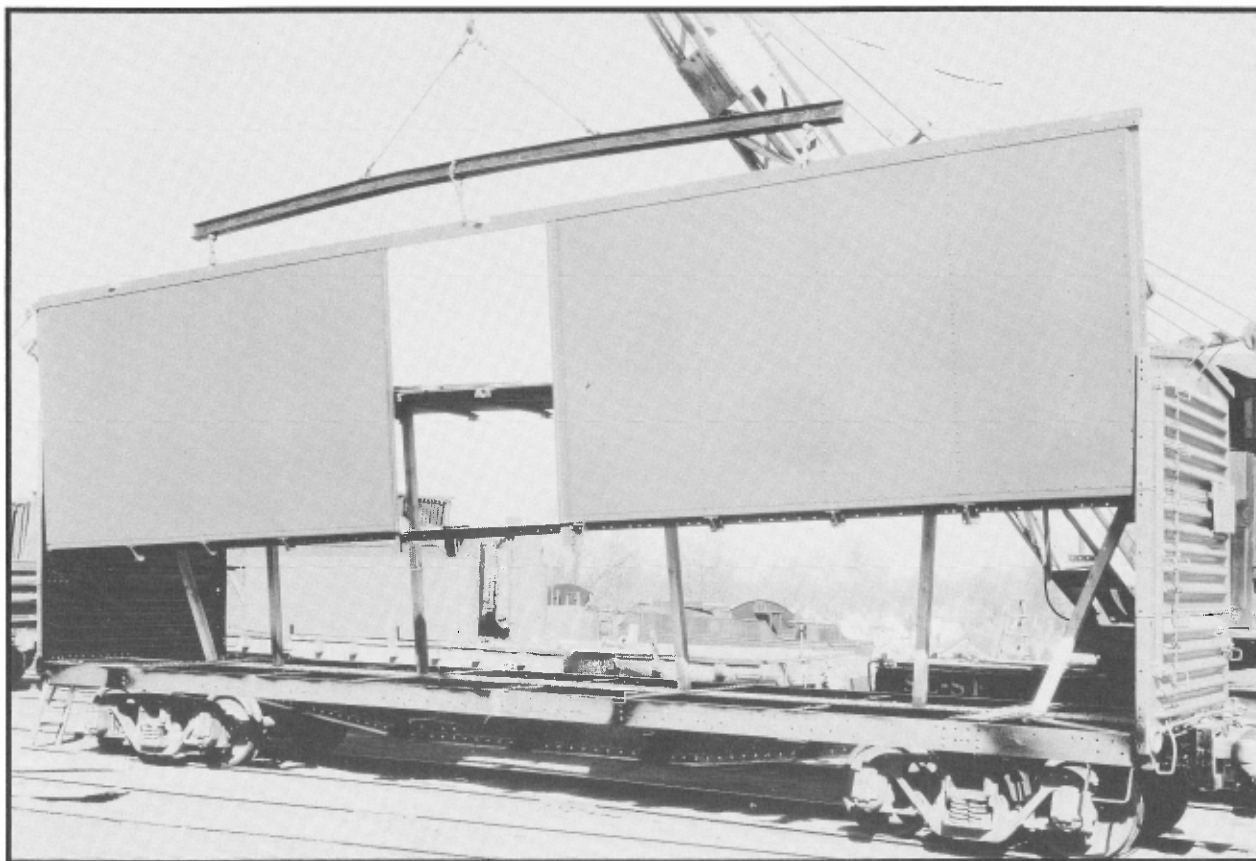
Frisco 127000-130519 series box car stripped to steel ends, frame, and trucks, Springfield, MO, February 23, 1935.

Frisco photo

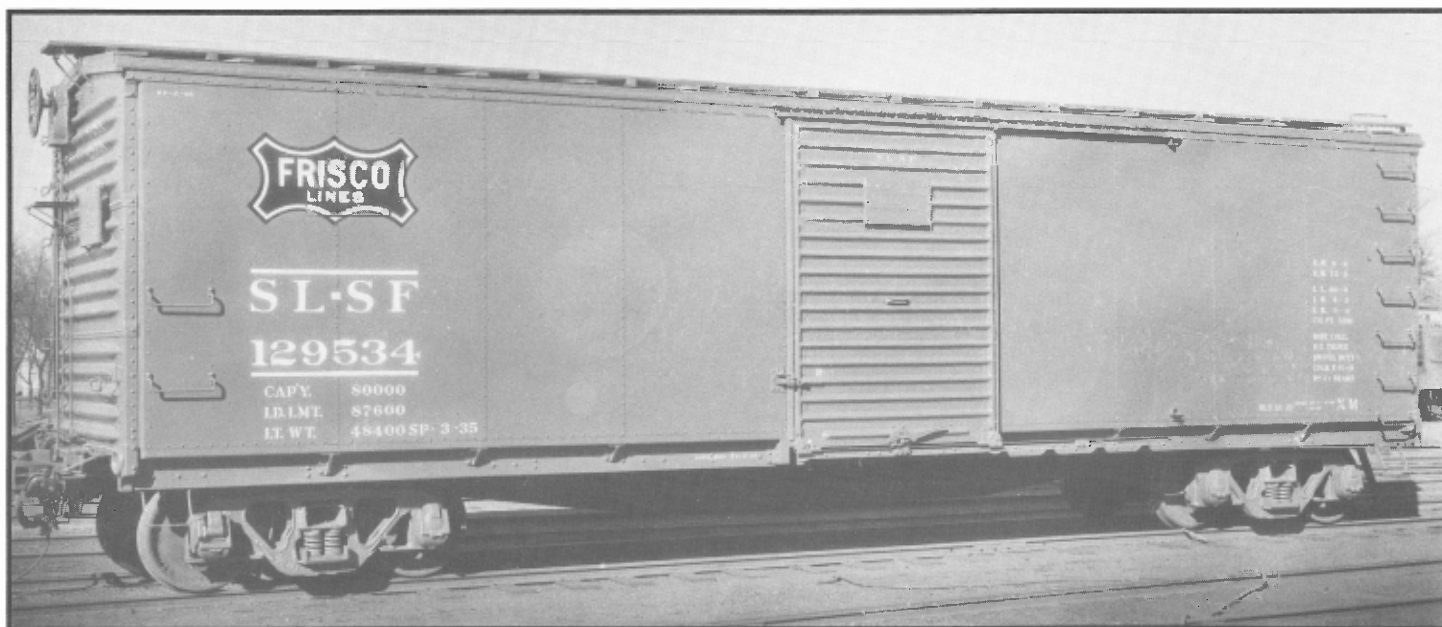
Between 1935 and 1941, a number of the cars in the series were rebuilt in the Springfield North Side Car Shops. The wood sides were replaced with single piece riv-

eted side panels and new doors. The paint & lettering design of the earlier units was retained on the new cars. These rebuilt units continued to provide service for another thirty years,

with the last ten in the series being retired from revenue service in 1968. According to our records, close to 100 of the cars were converted to company service. 



Application of fabricated steel side panels to Frisco 127000-130519 series box car, Springfield, MO, February 23, 1935. Frisco photo



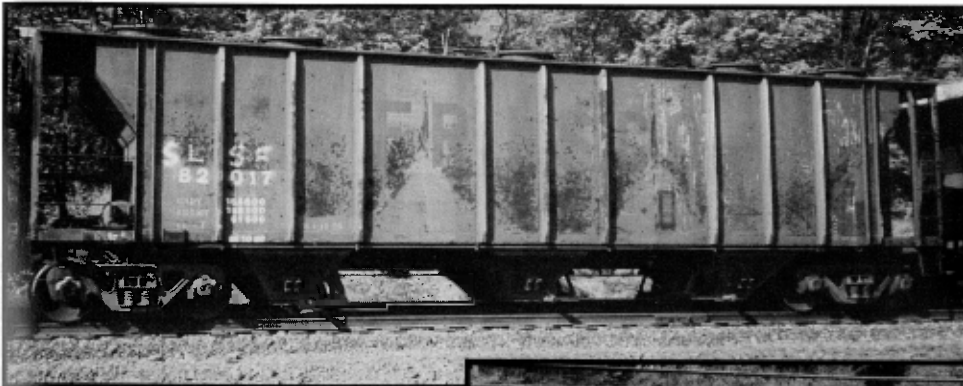
Frisco USRA rebuilt box car #129534, fresh from the paint shop, Springfield, MO, March 7, 1935. Frisco photo

FRISCO IN THE 90'S

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

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

In this installment of Frisco in the 90's, Frisco Folk George Green submits three photos of Frisco covered hoppers shot on April 25, 1994, on BN sidings in Linnton, OR. Although they are all from the same faded gray series, their re-stenciling represents some interesting paint shop creativity.



82017 has faded red paint behind number and data, black behind capacities & limits, and the SLSF appears to have been free-lanced with a can of white spray paint!

82234 has faded red paint behind reporting marks, number, and data.



82313 has bright white paint on three panels behind reporting marks, number, and data.



— 25 years of progress and popularity

A quarter of a century ago—March 15, 1902—the Frisco Lines established a new train, *The Meteor*, between St. Louis and the fast-growing state of Oklahoma.

Since this first trip, 25 years ago, the prairies have become fertile farms; hamlets have grown to thriving cities; immensely productive oil and gas fields have come into being; industries have flourished, and comfortable homes—even mansions—have taken the place of makeshift habitations.

In the past 25 years we have seen *The Meteor* transformed from a train of gas-lighted wooden cars to an electric-lighted, all-steel, modernly equipped train, drawn by powerful oil-burning locomotives over a road-bed laid with heavy steel rails, scientifically maintained and protected with automatic block signals.

As the Frisco Lines have served in the past so will they serve in the future—acting as a vanguard of progress, keeping always in advance of the development of the territory through which they pass.

Schedule of the
METEOR

Read Down		Read Up	
6:58 pm	Lv..... St. Louis	Ar	7:59 am
5:23 am	Ar..... Vinita	Lv	9:13 pm
7:00 am	Ar..... Tulsa	Lv	7:25 pm
7:40 am	Ar..... Sapulpa	Lv	6:45 pm
10:45 am	Ar..... Oklahoma City	Lv	4:00 pm
7:40 am	Lv..... Tulsa	Ar	6:30 pm
12:20 pm	Ar..... Enid	Lv	2:05 pm
8:10 am	Lv..... Sapulpa	Ar	6:15 pm
9:20 am	Ar..... Okmulgee	Lv	5:10 pm