FRISCO

All Aboard

FRISCO

Summer
1995

Vol. X
№ II

MUSEUM LOCATION
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HOURS OF OPERATION
Tuesday thru Saturday
10:00 a.m. to 5:00 p.m.

FRISCO **All Aboard** FRISCO

VOLUME 10 | Summer, 1995 | NUMBER 2

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 May, 1927, edition, and depicts a common summer tradition among young boys in early America: The daily trip to the local fishing hole.

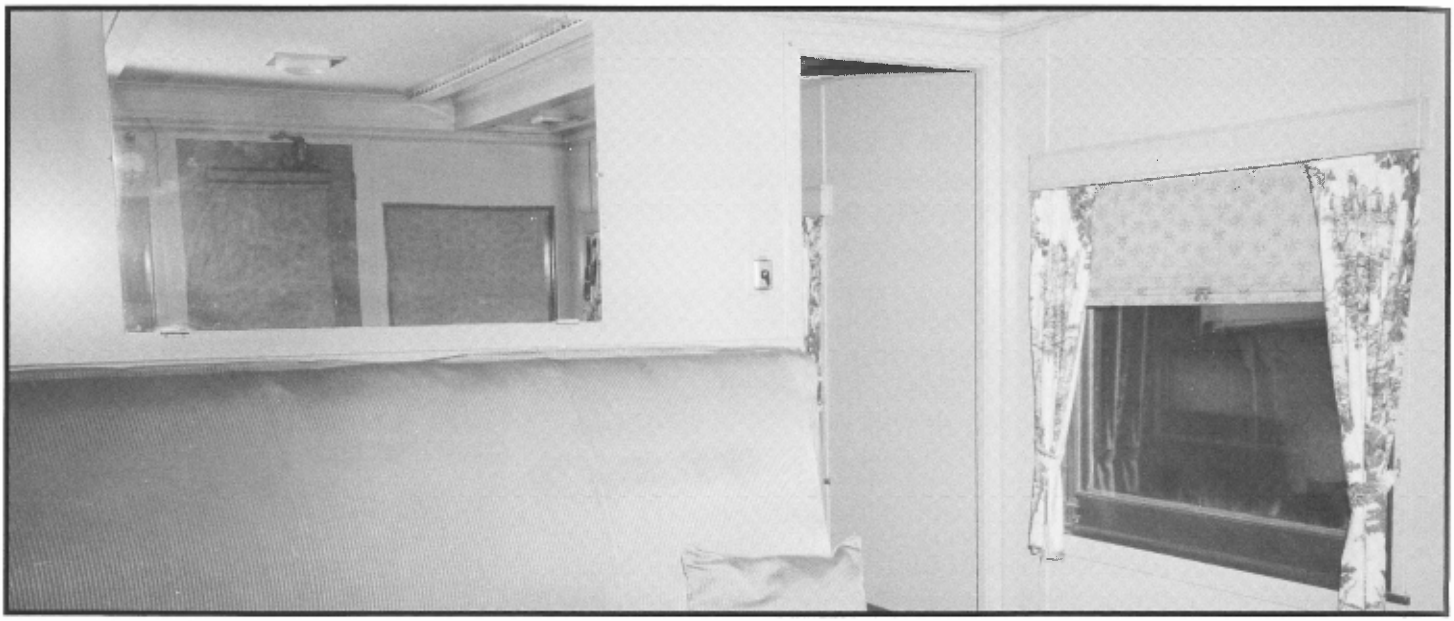
"Vacationtown" on the Frisco Lines is the theme of our back cover, from the August, 1929, Employes' Magazine.

GONE BUT NOT FORGOTTEN

FRISCO

The above photo, taken by Frisco Folk Richard Napper, December 24, 1988, shows the remnants of the Frisco/Katy interlocker tower, located southeast of the Frisco yards, at Durant, OK.

FRISCO'S EXECUTIVE FLEET



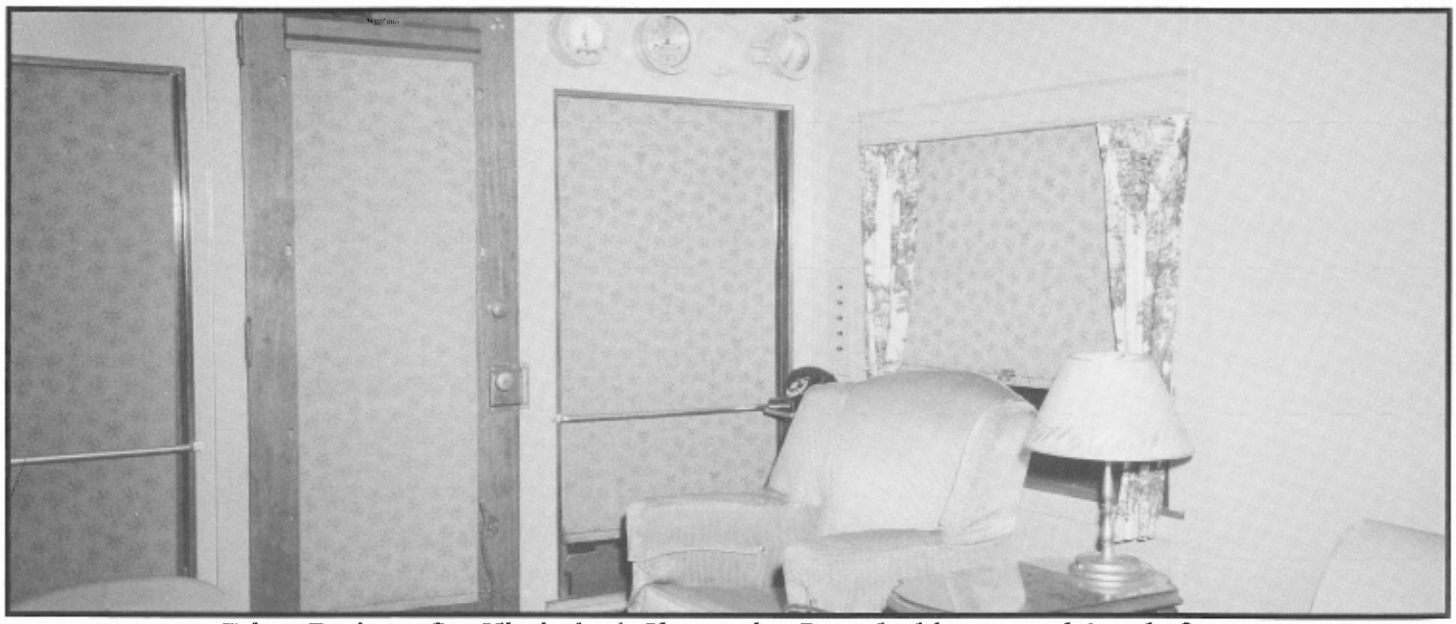
Frisco Business Car Mississippi, Observation Room looking toward B end of car
Springfield, MO, September 13, 1958 Frisco photo

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

Mississippi

The *Mississippi* Business Car was built in November, 1884, by the Ohio Falls Car Co. as a 52 ft. composite Business Car No. 2200. According to our records, it was one of four *(2200, 2300, 2500, 2600))* executive coaches in the 2000 series that were on the Frisco roster. No. 2300 disappeared in 1915, disposition unknown; No. 2500 ultimately became the *Kansas* Car; No. 2600 was dismissed from service in 1943

Car No. 2200 was similar in design to its sister car No. 2500 *(see **All Aboard**, Sep-Oct/Nov-Dec, 1994)* in that it was equipped with the standard kitchen and crew quarters, dining room, state rooms, and observation room. The interior arrangement and decor was also similar to the 2500 car including a through hallway and fybrwood paneling. The one noticeable exception was its shorter 52 ft. length

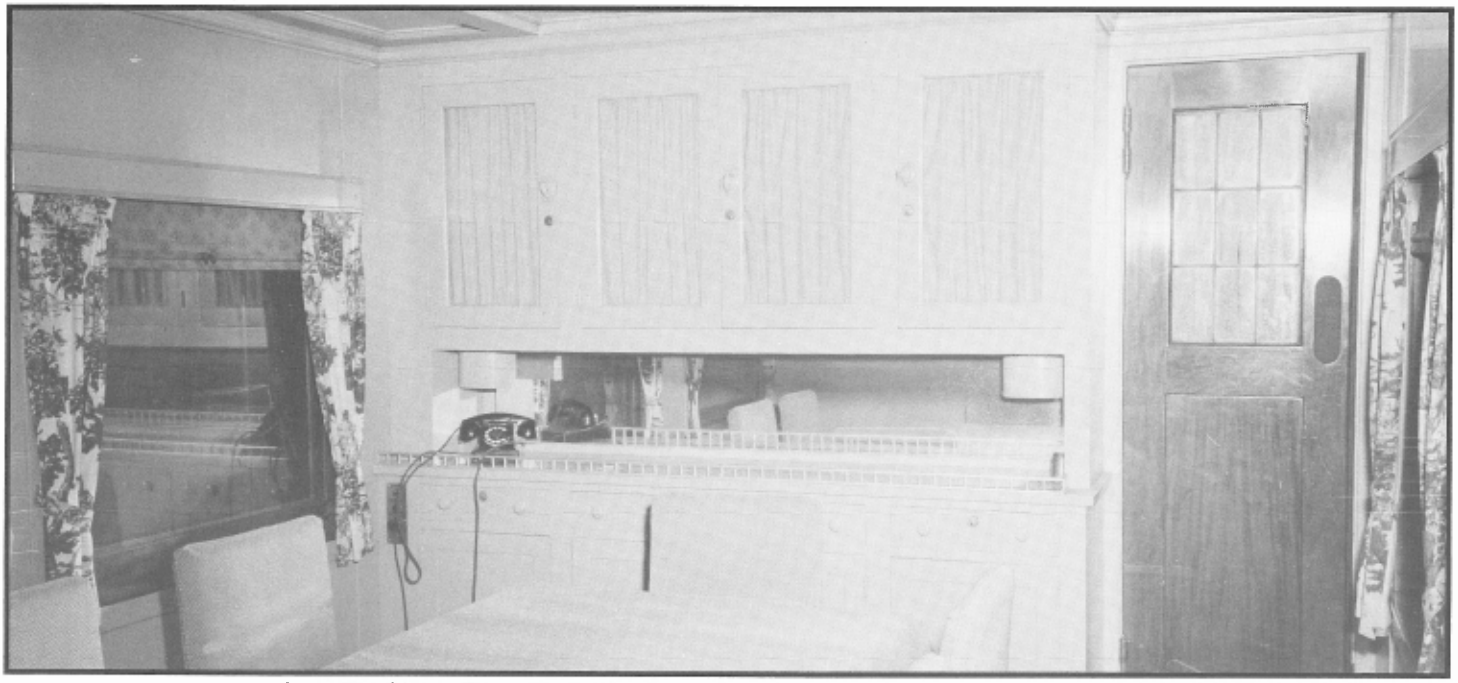


Frisco Business Car Mississippi, Observation Room looking toward A end of car
Springfield, MO, September 13, 1958. ***Frisco photo***

and a lighter weight of 175,500 lbs. The exterior was the standard Pullman green with a black roof and gold lettering and details.

In May, 1947, the number 2200 was changed to No. 7, and in March, 1948, it was again re-numbered No. 9, so that the number 5 car *(former 2500)* could move to the number 7 position in the fleet. In June, 1954, No. 9 was assigned the name *Mississippi.* In September, 1958, it was placed in storage at Springfield, MO, and in the early 1960's, was sold to a private corporation.

During its tenure of service in the Frisco executive fleet, the *Mississippi* served a variety of officers including the Superintendent of the Southern Division, X.R. Campbell, and Assistant Chief Engineer B.H. Crossland. When Mr. Crossland was promoted to Chief Engineer Maintenance of Way, he continued to use the car, as did his successor, O.E. Fort, the last official of record to use the *Mississippi.*



Frisco Business Car Mississippi, Dining Room looking toward B end of car Springfield, MO, September 13, 1958. Frisco photo

Frisco Business Car Mississippi, Dining Room looking toward A end of car Springfield, MO, September 13, 1958. Frisco photo

MYSTERY BRIDGE LOCATED

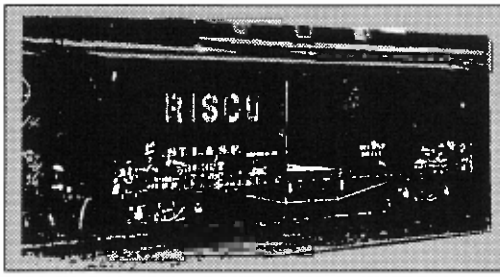
In the September-October/November-December, 1994, issue of the ***All Aboard*** *(Frisco Mystery Bridge)* we featured a series of five photos showing the replacement of a deck pin connected truss bridge with three deck plate girder spans. The series of photos had no location or date, although one of the derrick cars *(93778)* listed a date built of 6-20-07.

Thanks to Frisco Folks Bob Plough and Jimmy Jones, the mystery bridge has been located. It is bridge No. 325.2, located on the Ft. Smith Sub-Division of the Frisco's old Central Division *(now the Arkansas & Missouri Railroad)* between Garfield and Avoca, AR. It has three 95'6" deck plate girder spans, is 288' long overall, fifty-seven ft. at its high point, and weighs 407,954 lbs. The bridge crosses a county road and Little Sugar or Brightwater Creek.

According to our records, it was one of a series of bridges along the Ft. Smith Sub-Division that were replaced with deck plate girders between 1887 and 1908. The Brightwater span was replaced in 1907.

Frisco bridge #325.2, Brightwater Creek, AR, circa. 1907

Frisco bridge #325.2, Brightwater Creek, AR, circa. 1990. Arkansas & Missouri Railroad RS1 No. 20 is northbound with Business Car 100. Bob Plough photo



WHAT'S IN A NAME?

The St. Louis, Morehouse, & Southern Railroad Co. was incorporated on June 17, 1899 and was organized and initially controlled by the Himmelberger-Luce (Harrison) Lumber Co. On August 31, 1900, it was sold to Louis B. Houck who completed construction of forty-three miles of track between Morehouse and Pascola, in Southeast Missouri. On March 4, 1904, the company was sold to the St. Louis & Gulf Railway Co., which officially became part of the Frisco in 1907.

In 1900, the town of Risco, MO, was established as the base of operations for the construction of the line. When the railroad was completed, Risco became an interchange terminal for a number of logging branch lines operated by the lumber company. The logs would be loaded at Risco and shipped to the mills at Morehouse, twenty-four miles to the north.

According to *Historical New Madrid County - Mother of Southeast Missouri*, a project completed in 1948 by the New Madrid County Teachers Association, *"Since this was a train stop, a name for the camp was a necessity. The story as told is that an old Frisco boxcar had been sidetracked to be used for a waiting room. (temporary depot) The 'F' was missing from its name, so when the train crew came to name the village, they took the remaining letters, RISCO, for a name. The post office was established soon after 1900, and Mr. Bill Tate was Postmaster for several years."*

Frisco depot at Risco, MO, September 19, 1969. Howard Killam photo

It is interesting to note that according to our records, the first Frisco Station Agent at Risco, MO, station TE196 on the Leachville Sub-Division, River Division, was Mr. William Tate, appointed on June 1, 1904.

Thanks and a tip of the Frisco hat to the New Madrid County Library and Terry Jones for providing materials for this article.

Watch for these features in the Fall issue of the

FRISCO All Aboard FRISCO

Executive Fleet
The Number 10 Car

Down At The Depot
Burrton, KS

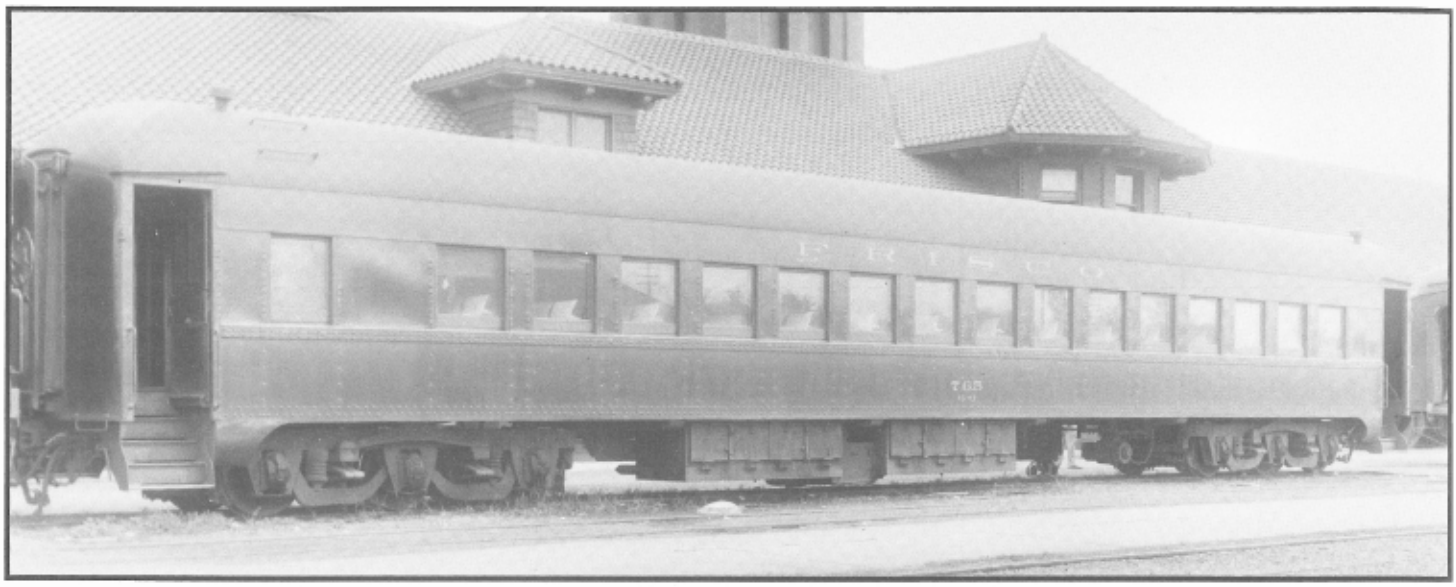
Mail Car
Pigs Are Beautiful

New Car Shop
Modeling Frisco Auto Parts Cars

Standard Plans
Steel Signal Maintainer Tool House

Company Service Roster
Scale Test Cars

COMPANY SERVICE ROSTER



Frisco Chair #765, Paris, TX. date unknown. Photo from collection of Jay Williams

This is the sixth 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.

Ex-Chair Cars

The *"Poor man's Parlor Car."* That is what John White called the railroad Chair Car in his classic book *The American Railway Passenger Car.* According to White, *"The chair car was aimed at the parlor car market and at those coach passengers who wanted something better than a stiff-backed double seat. The big attraction was added luxury at no extra charge. Each passenger had a reclining chair that could be turned toward the scenery or the other way to converse with a neighbor across the aisle. At night it could be dropped back like a sofa, and while it was not as good as a berth, it was adequate for a snooze."*

According to our records, between 1904 and 1923, the Frisco purchased fifty-six chair cars from American Car & Foundry and Pullman, as follows:

720-725
70' composite car
ACF built 1904
$11,288.00 each

726-735
70' composite car
Pullman built 1906
$12,041.00 each

736-750
70'6" composite car
Pullman built 1907
$11,827.00 each

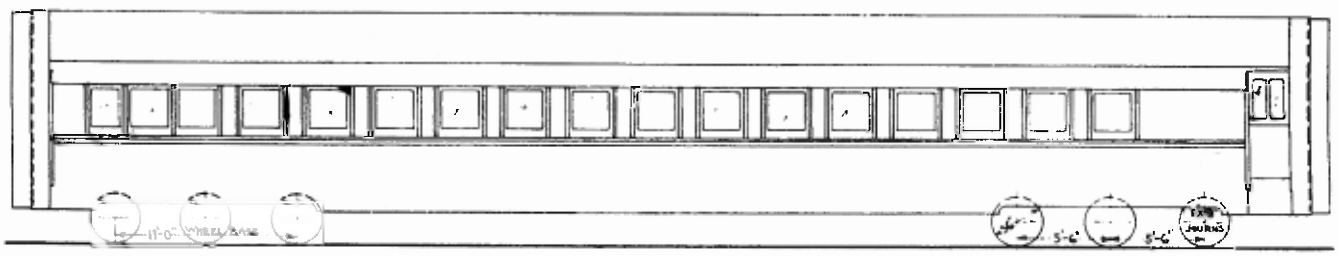
751-769
70' all steel car
ACF built 1909-1916
$13,380.00 each

770-775
70' all steel car
ACF built 1923
$23,882.00

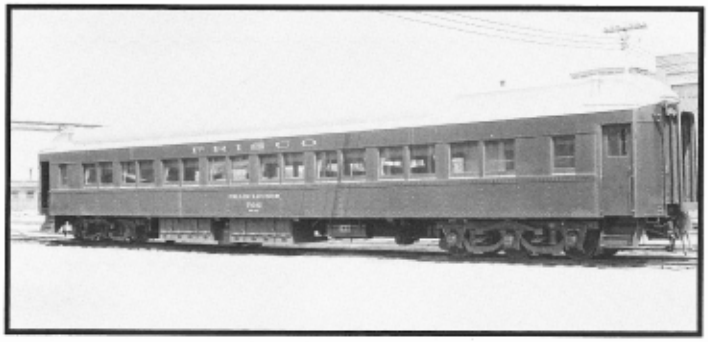
The fleet of Chair Cars provided *Poor Man's Parlor Car* service on the Frisco for over sixty years. Many of the last series of steel units were rebuilt as coaches by the Frisco in the late 1930's, three *(752, 754, & 757)* were streamlined for service on the Firefly, and thirteen carried the *war years* Zephyr Blue & Gray paint scheme. *(Nos. 751,752,753, 754, 759, 761, 765, 768, 769, 771, 773, 774, & 775)* According to our records, the last in the series to be removed from revenue service was No. 767, dismissed June, 1967.

In the late 1940's and early 1950's, a number of the Chair Cars were converted to company service. According to our records, as many as fifteen were rebuilt for a variety of uses, as follows:

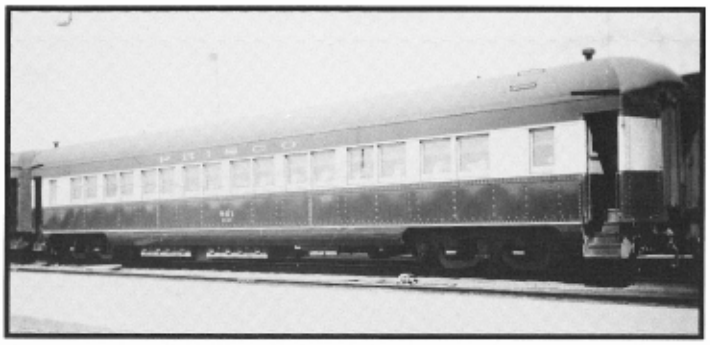
722 - 105282
723 - 102743
724 - 102745
725 - 105069



SLSF CHAIR/COACH 752, 754, 757
As rebuilt & streamlined for service on the Firefly



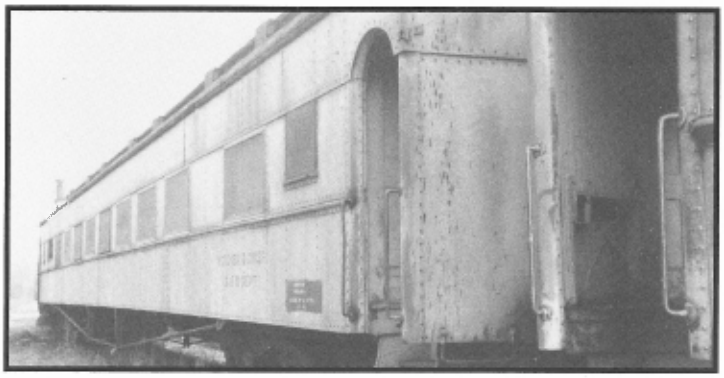
Frisco Chair #762, as rebuilt to Chair-Lounge Car, May 31, 1935, Springfield, MO. Frisco photo



Frisco Chair #761, in war years Blue & Gray livery, September, 1947, Springfield, MO. A. Johnson photo

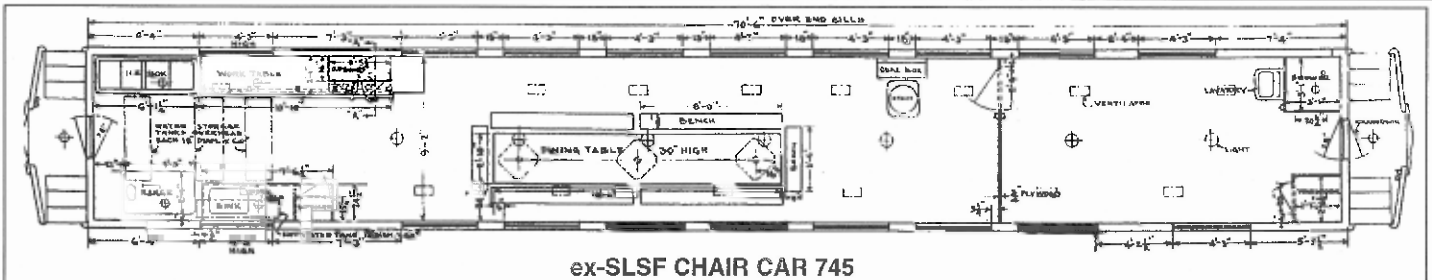
727 - 105297
729 - 105019
730 - 105279
734 - 105049
735 - 105298
739 - 105021
740 - 105048
741 - 105283
744 - 105280
745 - 105281

Their company service uses included Coach-Office-Bunk, Office-Bunk, Kitchen-Diner-Bunk, Kitchen-Diner, Diner-Office, Coach-Bunk, and Bunk-Cars.

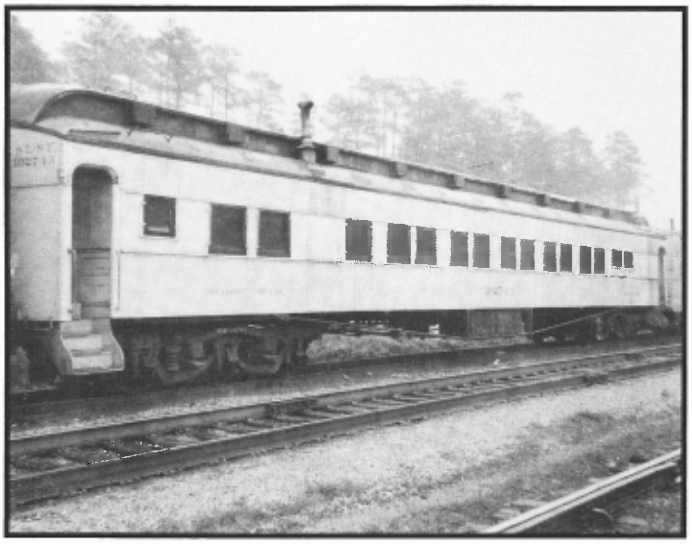


SLSF 105281 Kitchen-Diner, ex-Chair 745,in service at Hybart, AL, February 7, 1963 Frisco photo

SLSF 105281 Kitchen-Diner, Dining Room, February 7, 1963, Hybart, AL. Frisco photo

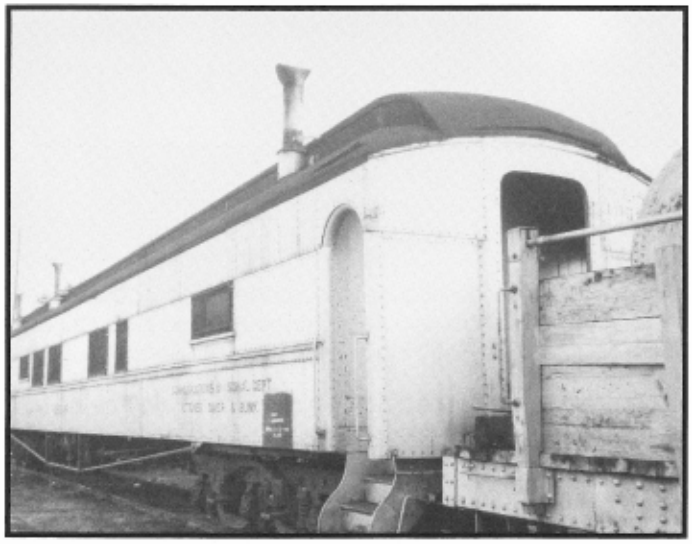


ex-SLSF CHAIR CAR 745
As rebuilt to Kitchen-Diner 105281

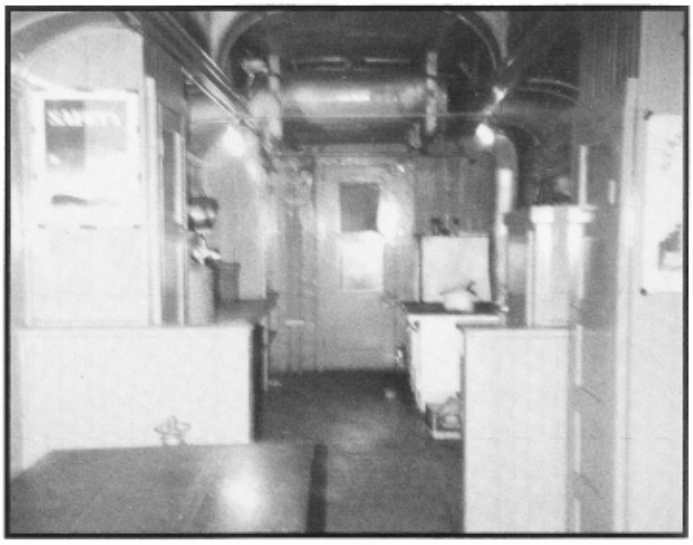


SLSF 102743 Bunk Car, ex-Chair 723, in service on the System Steel Gang, date & location unknown. Frisco photo

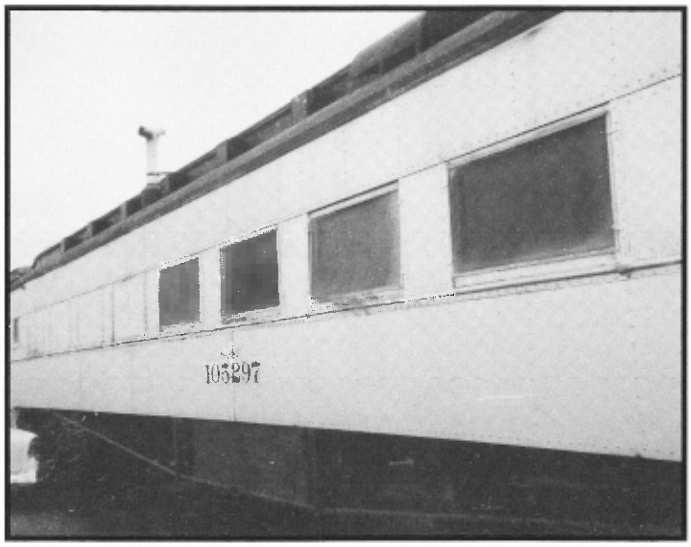
Interior view, SLSF 102743 Bunk Car Frisco photo



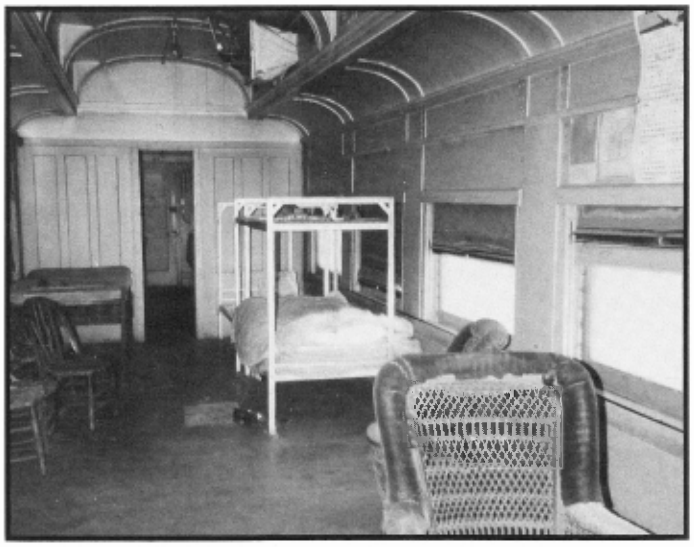
SLSF 105048 Kitchen-Diner-Bunk Car, ex-Chair 740, in service at Pensacola, FL, February 7, 1963. Frisco photo



Interior view, SLSF 105048 Kitchen-Diner-Bunk Car Frisco photo



SLSF 105297 Office-Bunk Car, ex-Chair 727, in service at Ft. Smith, AR, date unknown. Frisco photo



Interior view, SLSF 105297 Office-Bunk Car, Frisco photo

MAIL CAR

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

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE.** All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

The Moving of a Frisco Northern 4524

QUESTION: I recently visited the museum and while there, saw the 4524 steam locomotive at near-by Grant Beach Park. My question is this: How in the world did they get that big thing in there? It must weigh 100 tons! I didn't see any tracks close by.

ANSWER: Simple. They drove it down the middle of the street! Using panel track and compressed air, they "drove" the 410 ton locomotive and tender down the middle of Calhoun St., south of its current location, from a connection with the West Belt Line tracks one half mile to the west.

New Car Shop **HO Scale**

Frisco 61000-61899 Gondolas

By Curtis Baker

In 1949, the Frisco placed an order with Pullman Standard Car Co. for 400 open gondola cars. They were all steel, with steel floors and drop ends to accommodate overlength loads. Series 61000-61399 carried a light weight of 55,400 lbs., cost $6,000.00 each, and were delivered in an all black paint scheme with white reporting marks and coonskin logo.

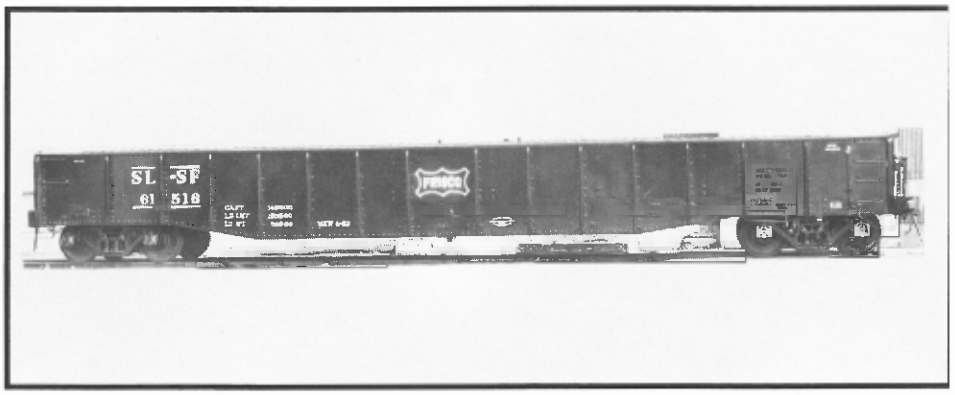
The first order was followed in the spring of 1953 by a second group of 200 units, series 61400-61599. They cost $800.00 more than the first series, had an increased light weight of 56,500 lbs., and were also delivered in the black and white livery.

The third and final order in the series were completed in the fall of 1953, series 61600-61899. Two noticeable differences in this series were the cost, $7,547.00, and they were delivered in a tuscan red with white reporting marks and a white-on-black coonskin logo.

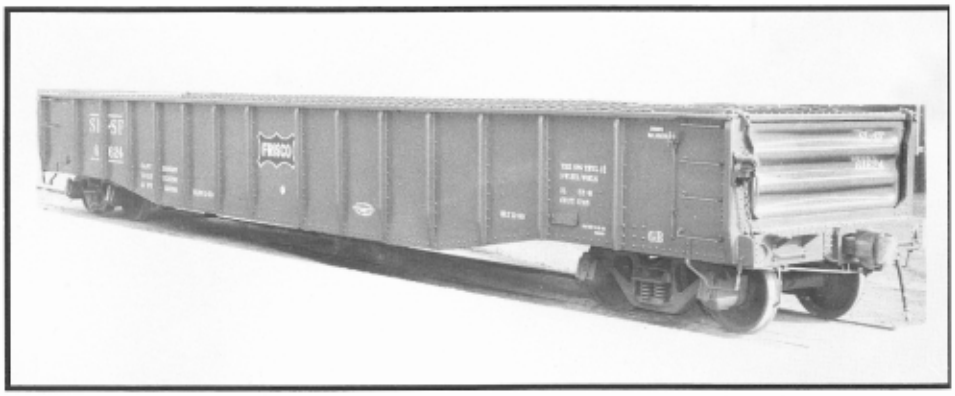
As was the case with the highly utilitarian gondola, the 61000 series was used throughout the system for a variety of both revenue and company service needs. Between 1964 and 1969, twenty of the cars in the 61400-61899 series were rebuilt with wood floors for glass loading, Pittsburgh Plate Glass Co., and were renumbered 62000-62019.

At merger, there were still 375 units in service which were renumbered BN series 562400-562826. Many were converted to company service and a few were repainted in the popular bill-board lettering style of the 64000 series cars built by Pullman in 1957. Those whose condition and tenure of service did not warrant a complete new paint job simply had their reporting marks preserved, as is the case in the photo of car No. 61143

SL-SF 61000, 1949, Pullman-Standard photo



SL-SF 61516, April, 1953, Pullman-Standard photo



SL-SF 61624, November, 1953, Pullman-Standard photo

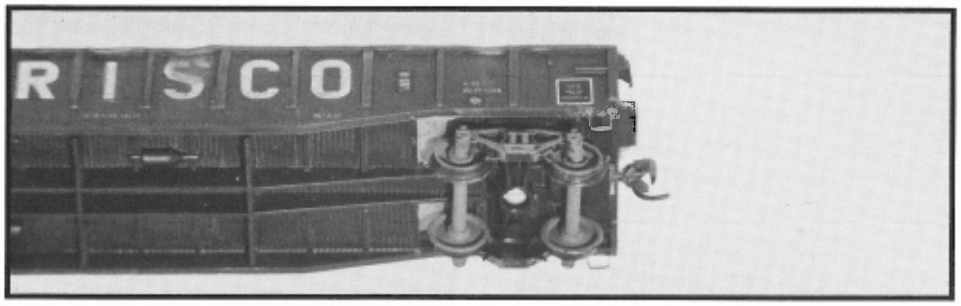
SL-SF 64085, in bill-board lettering scheme, September 11, 1957. Pullman-Standard photo

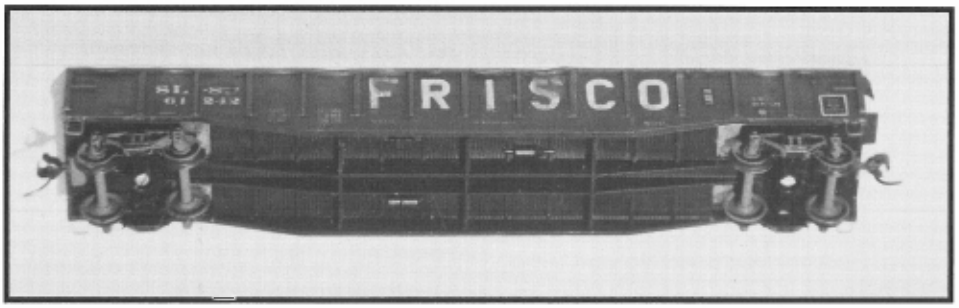
SL-SF 61143, October, 1980, Ft. Scott, KS. Charles Durrenburger photo, N.J. Molo collection

Modeling this gondola series presents the modeler with a compromise. I wanted to capture the "low slung" look of the prototype, but I did not want to have to do a lot of modification to get a finished model. Athearn produces a 50 ft. gondola, but it has fixed ends and it is 2 ft. too short. Con-Cor produces a gondola that is the correct length with drop ends. After some *(not much)* deliberation I opted for the Con-Cor model and purchased three kits, #9027 *(data only)* in tuscan red. The kits are available at most well stocked hobby shops, or your dealer can order them from Walthers. The suggested retail price is $5.98, which is reasonable for the overall quality of the kit. In my deliberations, I also decided to letter my model in the bill-board design.

There are at least three compromises in the Con-Cor model. It sits too high on its trucks, and unlike the Frisco prototypes, the side ribs do not extend down to the bottom edge of the car sides, but rather stop even with the bottom of the car floor. The Frisco prototypes have 15 panels per side, while the Con-Cor model only has 14. Lowering the car is fairly easy to accomplish. The side ribs could be removed using an X-Acto chisel blade, and new full length ones made with Evergreen styrene strips. Changing the number of side panels would be possible, if you want to take the extra time. Buying the kits prepainted with some data already printed on them was a shortcut, and when I weighed the choice of cutting up two Athearn cars to get one Frisco car, or to live with the inaccuracies of the Con-Cor model, I chose the Con-Cor kit. My goal is to get as close to the prototype as possible without having to scratchbuild every car in my fleet. The overall effect is pleasing and it does capture the overall look of a Frisco gondola.

Let's get started by laying out all of the kit parts on the workbench. As I mentioned earlier, this car, like several others offered by Con-Cor, sits much too high on its trucks to look realistic. The reason lies in the cars original manufacturer, the Revell Models Co. This car was first sold by Revell back in the 1960's, and that was when truck mounted couplers were the accepted practice. The cars design had to allow for the truck/coupler assembly *(called Talgo Trucks)* to pivot freely. While this system of truck mounting couplers allowed the cars to operate on tight trainset curves, it did cause the car to sit much too high. Con-Cor has corrected some of the problems for us by designing a new floor that allows body mounted couplers. This does not solve the height problem, but it does give us an advantage for lowering the car. The first modification is to cut the floor casting 1/8" behind the





truck pivot post hole. This will give us a square part, that includes the coupler box, which we will glue directly to the underside of the car. After we have installed these new floor pieces to the underside of the car, we will install the car weight. Use a contact type adhesive like Walthers Goo to secure the weight. Now look at the portion of the underframe that we have left. The centersill and remaining underframe will have to be modified to allow clearance for the wheels. From each end of the underframe, remove 1/2" of material on each side of the centersill. These cutouts will allow for the pivot of the trucks. Now install the underframe and centersill on the underside of the car. We will have to use a solvent type cement, such as Testors, to secure the underframe in place. The truck pivot posts will have to be shortened. Try test fitting one of the trucks and remove material from the posts until you get to an acceptable height. Remember not to remove too much at first. We want the car lowered, but the trucks must be able to swing freely. I removed about 1/16" on the cars that I built.

Install Kadee #5 couplers in the coupler boxes and install the trucks. I chose to remove the cast on stirrup steps, and installed wire ones from A-Line.

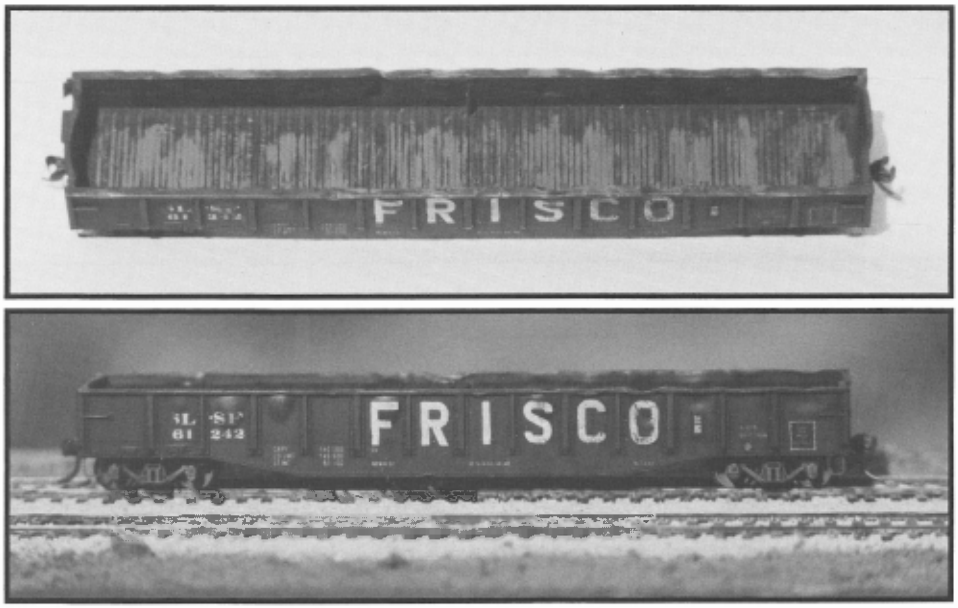
Since the car is already painted and has some dimensional data already on it, decaling is a breeze. I chose Herald King set G-460 decals for the FRISCO lettering, and used separate Herald King ACI labels and wheel dot decals.

For an as delivered car, I would start with either a Con-Cor #9025 *(data only)* in black for the first two series, 61000-61599, or a Con-Cor #9027 *(data only)* tuscan red for the last series, 61600-61899. You could use the Herald King G-460 decals for the reporting marks and use a coonskin logo from another source. The as built cars had a 3' 4" coonskin, white outline on the black cars and white on black for the last series.

As I model the 1970's, I chose to distress and weather my cars. Gondolas tend to see some of the roughest service on the railroad, and most of the ones seen every day are beaten, dented, dirty, and just plain nasty looking. I created the dents and side bulges with a soldering iron placed inside the car, but not touching the plastic. As the plastic softened, a nail head was rubbed along the inside of the car, between the side braces to simulate the bulged out sides. Dents along the top edges of the car sides were created by tapping the iron along the car body. This is not a procedure for the faint of heart, and I would recommend practicing on a scrap car first. Details Associates wire cut levers were installed to add a finishing touch.

Weathering was done with chalks sealed with flat finish *(Dullcoat)*, a wash of alcohol and India ink mixed 10-1, and drybrushing various black and grey paints. Interior car rust was accomplished with a Con'te pencil *(pronounced con-tay)* rubbed along the inside and smeared by hand rubbing.

Whether your gondolas will be hauling scrap steel from Kansas City, or a load of crossties on the Ft. Worth Sub-Division, they will blend in well, and be readily recognized by any Frisco fan.



AUTHOR'S NOTE: After this article was made ready for publication, Sunshine Models announced the release of a 52 ft. drop end gondola modeled after a Greenville Steel Car Co. prototype. While this kit is not a Pullman-Standard car, it does have the correct number of side panels, drop ends, and is as close as a modeler can come to the Frisco prototype, without a lot of modification. The kit retails for $25.00. Hats off to Frisco Folk Marty Lofton and Sunshine Models.

Remembering THE Firefly

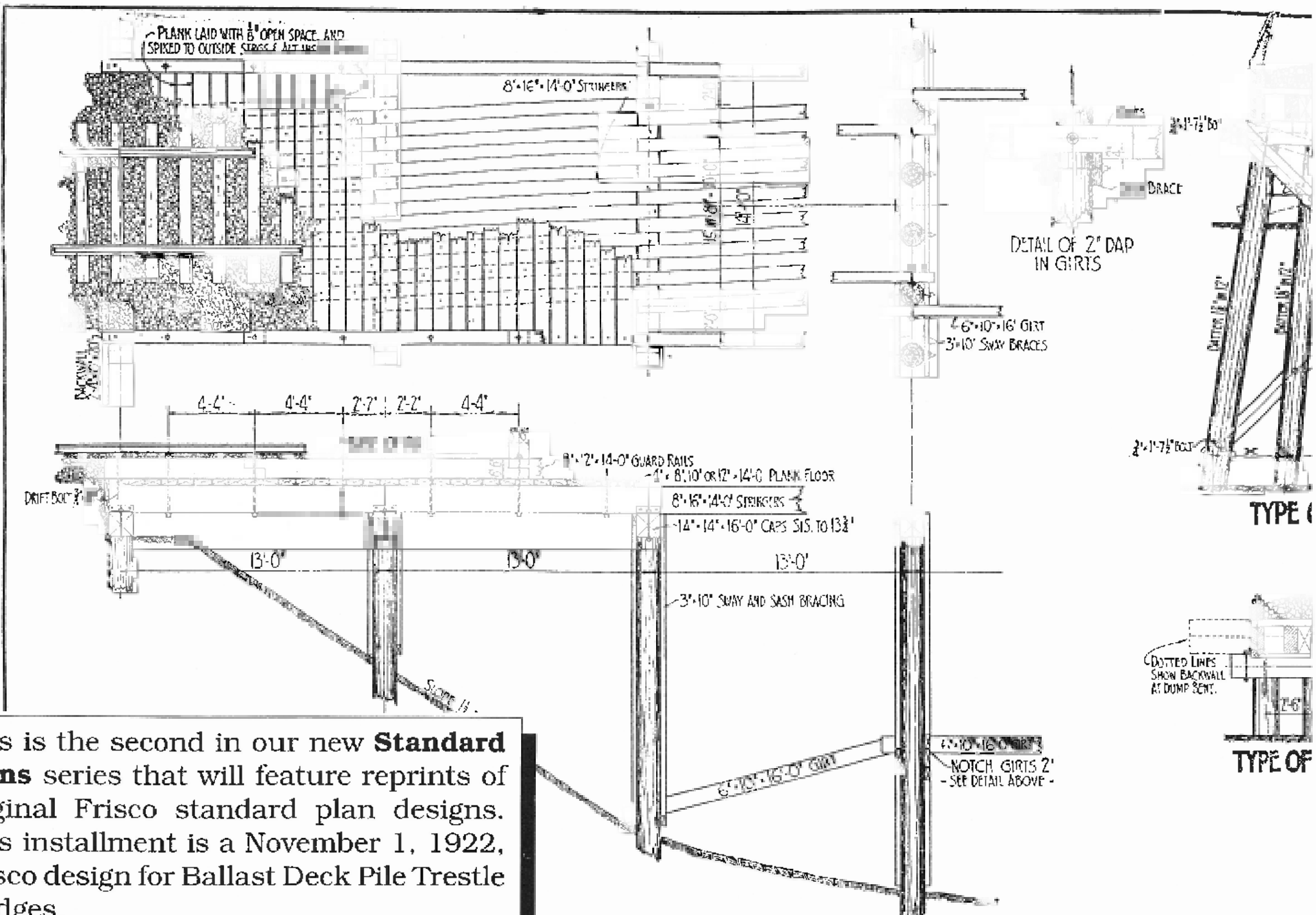
By James Gibbons

John Robert Gibbons, a museum Fireman Frisco Folk, was an actual fireman on the Frisco during and shortly after World War II. He had taken this position during the war as a "Critical Occupation," which would satisfy his obligation for military service. He progressed up the ladder to the position of "outside hostler," the one who brought engines from the yard to the station, to be driven by the engineers.

One of the engines which he fired during his tenure on the Frisco was No. 1031, one used to pull the *Firefly*. It was an easy engine to fire, being an oil burner, but had some difficulties, particularly those caused by streamlining. One such problem occurred when the bell rope at the front of the engine came undone, requiring that it be reattached. This rope ran from the engine front to the cab, through a steel housing. J.R. had to crawl up to the front of the engine through this metal housing or shroud which covered the boiler, so that he could reconnect the bell rope. It was definitely a "hot" job for a fireman!

The above photo shows J.R. *(in the hat near the cowcatcher)* making some last minute checks of the front of the locomotive. It was taken in the small Oklahoma town of Sapulpa, near the end of the daily run of the *Firefly*. As can easily be seen from the photo, the engine drew more than its fair share of attention, even after it had been in service for a while. Its entrance into a town was always a big event.

At the end of the Firefly's lifespan, J.R.'s eldest son, Robert H. Gibbons, a local historian, recalls as a young boy seeing one of the three Firefly engines while it was being scrapped at the South Shops *(just west of the old railroad depot on Main and Water Streets, Springfield, MO)*. It was about 1949 or 1950, which would have made Robert either 6 or 7, since he was born in 1943. He was particularly impressed with the recollection of powder blue *(some call it Robin egg blue)* curtains which separated the engine cab from the tender, in stark contrast to the Zephyr Blue and silver color scheme of the locomotive itself.



This is the second in our new **Standard Plans** series that will feature reprints of original Frisco standard plan designs. This installment is a November 1, 1922, Frisco design for Ballast Deck Pile Trestle Bridges.

• BILL OF MATERIAL FOR ONE PILE BENT •
(PILES NOT INCLUDED)

BASE OF RAIL TO GROUND	CAPS 14"×14"×16' NUMBER REQ'D	SASH AND SWAY BRACES NUMBER REQUIRED 3"×10" 16'	18'	20'	22'	24'	26'	TOTAL FEET B.M.	¾" BOLTS NUMBER REQUIRED 1'-5½"	1'-7½"	1'-8½"	1'-10½"	[illegible]	[illegible]	[illegible]	[illegible]
6	1							262							18	
7	1							262							18	
8	1	2						342							52	24
9	1	2						342							[illegible]	[illegible]
10	1		2					352					6		52	24
11	1		2					352					6	24	52	24
12	1		2					352		12			6		52	24
13	1		2					352					6		52	24
[illegible]	1							[illegible]					6	24	52	24
[illegible]	1							[illegible]					6	24	52	24
[illegible]	1							[illegible]						24	52	24
[illegible]	1							[illegible]						24	52	24
18	1							[illegible]						24	52	24
19	1							382		12			6	24	52	24
20	1							382		12			6	24	52	24
[illegible]	1							382		12			6	24	52	24
[illegible]	1							[illegible]								
[illegible]	1							[illegible]								
[illegible]	1							[illegible]								
25	1							[illegible]							102	60
26	1							[illegible]						60	102	60
27	1							[illegible]					6	60	102	60
28	1					2		572					6	60	102	60
[illegible]	1					2		572					6	60	102	60
30	1					2		572	12	12		6	6	60	102	[illegible]
31	1				4	2		[illegible]	18	18	6	6	6	96	151	96
32	1				4	2		792	18	[illegible]	6	6	6	96	151	96
33	1				4	2		792	18	18	6	6	6	96	151	96
34	1				4	2		792	18	18	6	6	6	96	151	96
35	1							[illegible]	18	18	6	6	6	96	151	96
36	1							[illegible]	18	18	6	6	6	96	151	96
[illegible]	1				4	2		792	18	18	6	6	6	96	151	96
38	1		2					[illegible]	18	18	6	6	6	96	151	96
39	1		2					[illegible]	18	18	6	6	6	96	151	96
40	1		2				2	802	18	18	6	6	[illegible]	96	151	96

• BILL OF LUMBER FOR DECK •

NUMBER OF SPANS	TOTAL LENGTH	NUMBER OF STRINGERS 8"×16"×14'	NUMBER OF GUARD RAILS 6"×12"×14'	FLOOR PLANK 14'-0" LONG, FEET B.M.	TOTAL FEET B.M.
1	14 FT.	10	2	774	2491
2	27 "	20	4	1492	4926
3	40 "	30	6	2210	7361
4	53 "	40	8	2928	9796
EACH SPAN ADDITIONAL	13 FT.	10	2	718	2435

• BILL OF HARDWARE FOR DECK •

NUMBER OF SPANS	WROUGHT IRON: BOLTS ¾"× 10"	16"	34"	DRIFT BOLTS ¾"×24"	BOAT SPIKES ⅜"×8"	CAST IRON: O.G. WASHERS	TOTAL LBS. WROUGHT IRON	TOTAL LBS. CAST IRON
1	8	4	6	8	35 LBS.	24	110 LBS.	24 LBS.
2	12	6	12	12	67 "	42	149 "	42 "
3	16	8	18	16	99 "	60	188 "	60 "
4	20	10	24	20	[illegible] "	78	227 "	78 "
EACH SPAN ADDITIONAL	4	2	6	4	32 LBS.	18	39 LBS.	18 LBS.

• BILL OF MATERIAL FOR TWO BACKWALLS •

	PLANK 4"×10"×20'	TOTAL FEET B.M.	NUMBER OF BOAT SPIKES ⅜"×8"	POUNDS OF BOAT SPIKES
NUMBER OF PCS.	4	267	16	5½ LBS.

LOADING – COOPER'S E-60

BENDING MOMENT { DEAD - - - 46,500 FT. LBS.; LIVE - - 285,000 FT. LBS.

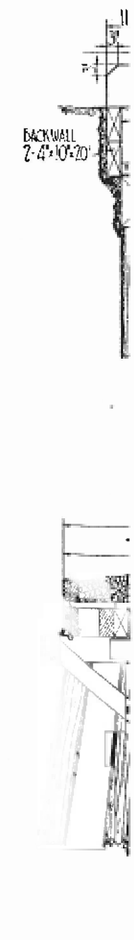
FIBRE STRESS { DEAD LOAD ON 10 STRINGERS; LIVE LOAD ON 8 STRINGERS; DEAD LOAD - - - 163 LBS PER □"; LIVE LOAD - - 1250 " " "; TOTAL - - 1413 LBS PER □"

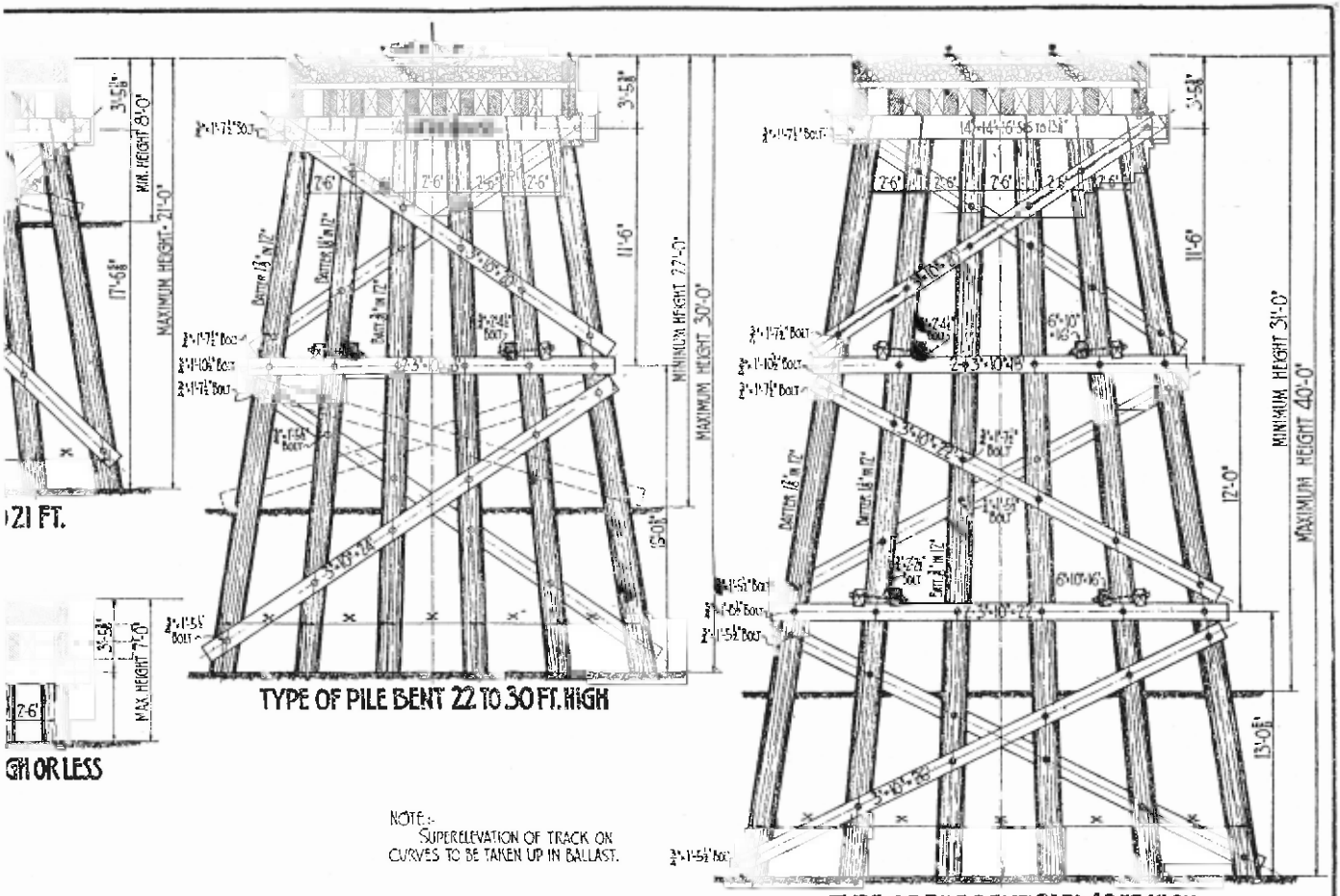
LOAD ON BENT { DEAD LOAD - - - - 26,500 LBS.; LIVE LOAD - - - 147,500 "; TOTAL - - 174,000 LBS.

LOAD PER PILE - - 14.5 TONS

SPACING OF PILES AT GROUND LINE

DISTANCE BASE OF RAIL TO GROUND	DISTANCE "X"
6	2'-6"
7	2'-6"
8	2'-9"
9	2'-9¾"
10	2'-10½"
11	2'-11¼"
12	3'-0"
13	3'-0¾"
14	3'-1½"
15	3'-2¼"
16	3'-3"
17	3'-3¾"
18	3'-4½"
19	3'-5¼"
20	3'-6"
21	3'-6¾"
22	3'-7½"
23	3'-8¼"
24	3'-9"
25	3'-9¾"
26	3'-10½"
27	3'-11¼"
28	4'-0"
29	4'-0¾"
30	4'-1½"
31	4'-2¼"
32	4'-3"
33	4'-3¾"
34	4'-4½"
35	4'-5¼"
36	4'-6"
37	4'-6¾"
38	4'-7½"
39	4'-8¼"
40	4'-9"



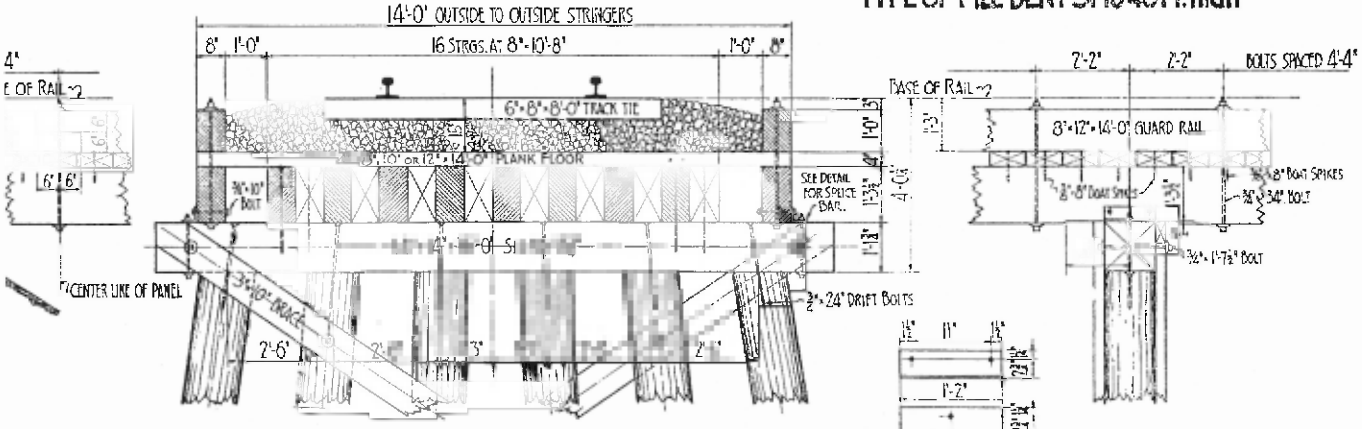


21 FT.

TYPE OF PILE BENT 22 TO 30 FT. HIGH

TYPE OF PILE BENT 31 TO 40 FT. HIGH

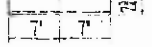
GH OR LESS



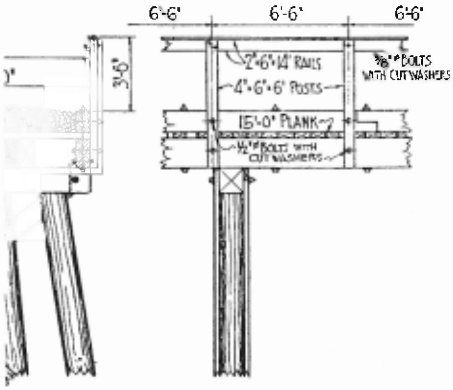
END

CROSS SECTION OF DECK

FRAMING OVER BENT



DETAIL OF ANGLE SPLICE
4"×4"×⅜"×1'-2" L



AILING FOR WALKWAY

··· GENERAL NOTES ···

All timber including sway and longitudinal braces to be treated with creosote oil. Caps will be purchased surfaced on one side to 13½ inches and must not be dapped in field for pile heads. Stringers will be dapped at ends to 15½ inches before treatment. The tops of piles where cut off shall be given two coats of hot creosote oil in the field and a third coat of a mixture of three parts heavy road oil and one part creosote oil. The surface of timber wherever broken or cut shall be given two coats of hot creosote oil.

All bolt holes shall be filled with creosote oil and bolts and spikes dipped in creosote before placing.

Open holes of any kind to be coated with creosote oil and filled with creosoted wood plugs.

Do not chamfer tops of piles.

THIS PLAN CONFORMS TO THE RECOMMENDATIONS OF THE AMERICAN RAILWAY ENGINEERING ASSOCIATION.

ST. LOUIS-SAN FRANCISCO RAILWAY

BALLAST DECK PILE TRESTLE BRIDGE WITH CREOSOTED TIMBER & PILING

• ADOPTED, NOVEMBER 1, 1922 •

APPROVED: CHIEF ENGINEER — APPROVED: GENERAL MANAGER

VICE-PRESIDENT — PRESIDENT

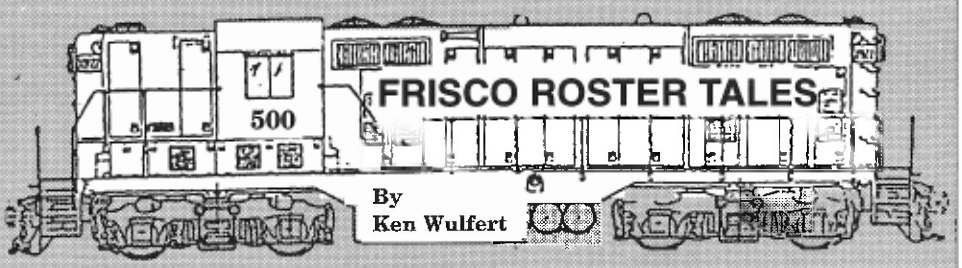
10-14-22 K

DRAWING NO. 20130-540

YARD POWER

Part Eight

Frisco's First Diesels



By
Ken Wulfert

This ***Roster Tale*** and the next to follow, will conclude the series on Frisco diesel yard power with a discussion of the first diesels received and put into service by the Frisco - the 38 Baldwin VO-1000's, which provided reliable service from 1941 until the last of their kind were retired in the 1970's. Their road numbers were SLSF 200-237. This article will discuss the VO-1000's as they were received and used for many years. The follow-up article will cover the repowering of several of the VO-1000's with EMD engines, plus will cover the four Baldwin DS-4-4-1000's, a model that followed the VO-1000's, obtained by the Frisco in 1948. These later Baldwin's were numbered SLSF 238-241.

In November of 1941, while world tensions were rising rapidly with the on-going war in Europe and the approaching war in the Pacific, the Frisco took delivery of five Baldwin VO-1000 diesel switching locomotives, SLSF 200-204. These were the first diesel locomotives purchased and received by the Frisco, and, in fact, were the first new locomotives on the railroad in over ten years, following the twenty SLSF 4200 series 2-8-2 Mikado's, which appeared in 1930 at the peak of the depression. Baldwin was long a favorite locomotive supplier to the Frisco, so it was logical that the first diesel on the railroad would come from that same builder. Following the first five VO-1000's, 33 more were purchased, with the last, SLSF 237, arriving in June, 1946, well after the war ended. As discussed already in a previous ***Roster Tales*** *(March-April, 1993)*, two smaller Baldwin's, VO-660's SLSF 600-601, were also purchased in 1942.

VO-1000 No. 204, June 30, 1944, Lindenwood Yards, St. Louis, MO. Frisco photo

The VO-1000 was a rather large, hefty switcher locomotive when compared to its competitors from EMD, Alco, F-M, and Lima. The VO-1000, as the name indicates, developed 1,000 HP from an in-line, four cycle, eight cylinder "VO" engine which ran at a relatively low 625 maximum RPM. They were of the traditional end-cab design, with a front mounted radiator and high mounted headlight. They rode on four-wheel AAR Type A trucks.

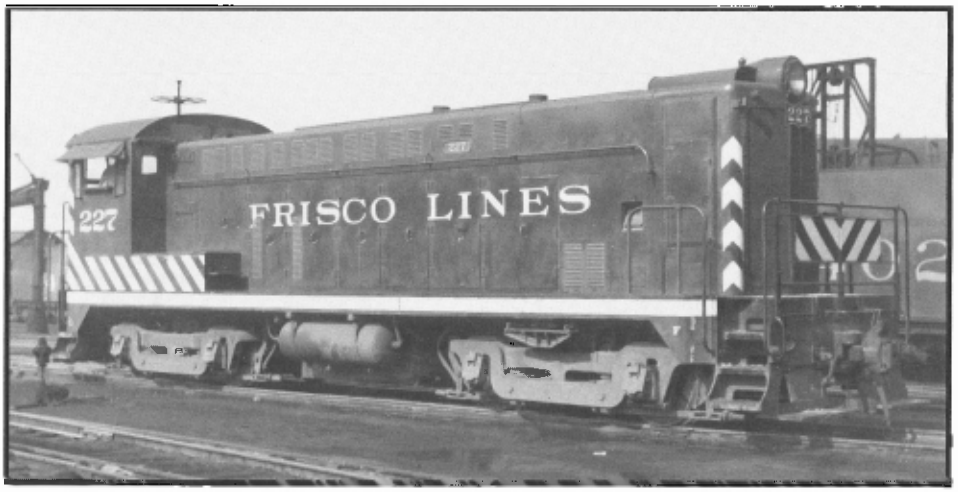
The Baldwin Locomotive Works often changed small details of their locomotives almost randomly, even within the same series. So it was with the VO-1000's - as typified by the 38 owned by the Frisco. Some, including the first, came with one exhaust stack. However, others carried four stacks, and yet others had only two. They were, however, well built, rugged, tough locomotives which possessed great pulling power and were well liked by both management and the operating crews.

The first VO-1000's on the Frisco were decorated in what must have been a very

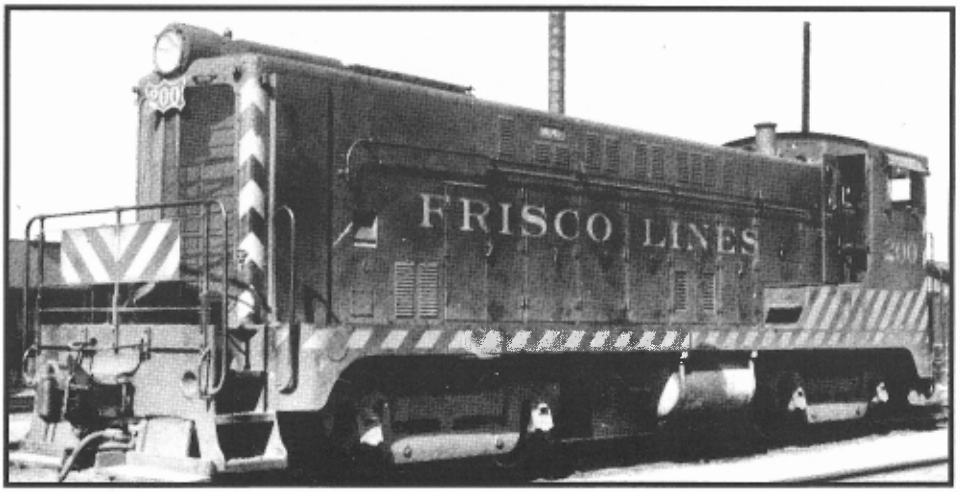
attractive paint scheme - painted dark blue, with a white (light gray?) stripe running the length of each side. Within the white band, the name **FRISCO LINES** appeared in red letters on the side of the engine hood, with the road number appearing on the side of the cab below the window, also in red. That colorful paint scheme must have been judged too expensive to maintain, however, as the locomotives were repainted to the familiar solid black with yellow lettering as they were shopped. According to the museum's photo archives, there were at least four black and yellow variations applied to the Baldwin's. At the end of their lives, some appeared in the Frisco's Mandarin Orange & White livery. I do not know how many of the VO-1000's were delivered in the original blue & white paint scheme before the black & yellow became standard. The museum's photo archives have evidence of up to No. 225 in the blue & white. If any of our ***All Aboard*** readers can provide additional information, please contact the museum office. One feature of the VO-1000 decor followed in the footsteps of Frisco's steam locomotive roster - each VO-1000 had its road number displayed proudly at the top of its radiator, right below the headlight, inside a Frisco "coonskin" emblem.

The 38 VO-1000's represented the largest roster in terms of numbers of any single diesel switcher on the Frisco until the 46 SW 1500's were purchased from EMD starting in 1968. The big Baldwin's were easy to like and found their way to almost all parts of the SLSF system after the first five were delivered for use at

Frisco No. 204, as originally delivered from Baldwin, June 30, 1944, Lindenwood Yards, St. Louis, MO. Frisco photo

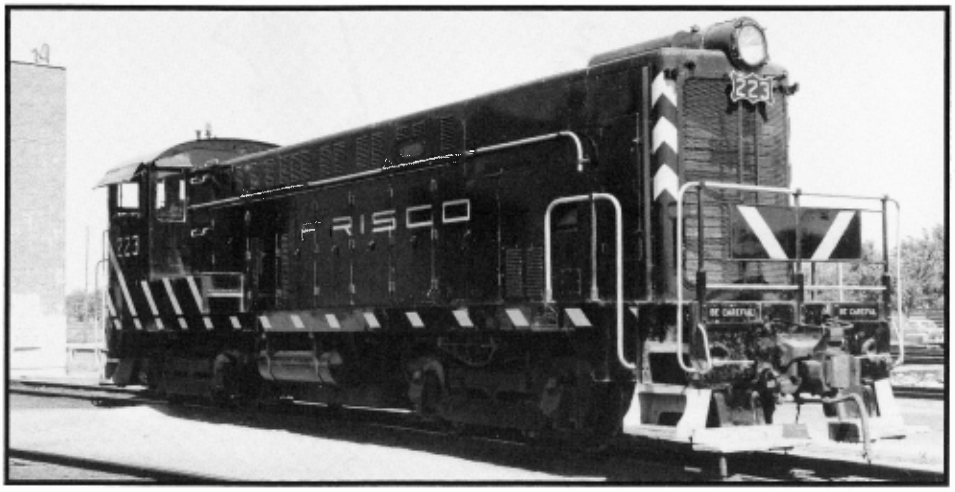


Frisco No. 227, in what appears to be first black & yellow paint scheme. Note the FRISCO LINES lettering and number still in original lettering style, steps, grab irons, and railings in black, and solid yellow stripe along walkway edge. The black was Black Duco #254-2234 and all yellow was Target Yellow Duco #249-3404. Photo taken by Arthur Johnson, November 31, 1947, Springfield, MO.



Frisco No. 200, in what appears to be second black & yellow paint scheme. Note the FRISCO LINES lettering and number still in original lettering style, steps, grab irons, and railings in black, and diagonal yellow striping along walkway edge. All the diagonal stripes were 6" wide and spaced 6" apart. The FRISCO LINES lettering and number were 12" high. Photo taken by Arthur Johnson, August 21, 1948, , Springfield, MO.

Frisco No. 206, in what appears to be variation number three of the black & yellow paint scheme. Note the FRISCO LINES has been shortened to FRISCO, still in original lettering style, and the steps, grab irons, and railings are now yellow. Photo taken by Arthur Johnson, June 7, 1948, Springfield, MO.



Frisco No. 223, in black & yellow paint scheme number four. Note the change in lettering and number style. The diagonal side stripes are now spaced 12" apart, the front corner stripes have been reduced to three down from the top, and the front railing panel has only two stripes. Frisco company photo taken outside Springfield, MO diesel shop, circa. 1960.

Frisco No. 222 in final Mandarin Orange & White paint scheme. Photo from the collection of Larry Thomas, taken October, 1968, at Fayetteville, AR.

Lindenwood Yard in St. Louis. In their late years on the Frisco, the VO-1000's spent their last days of service working in and around Kansas City before being retired and sold in 1979.

The Baldwin VO-1000 was popular not only on the Frisco - 548 units were built in total, making them one of the more successful diesel switcher types. Several are still in service today serving small railroads or industrial firms.

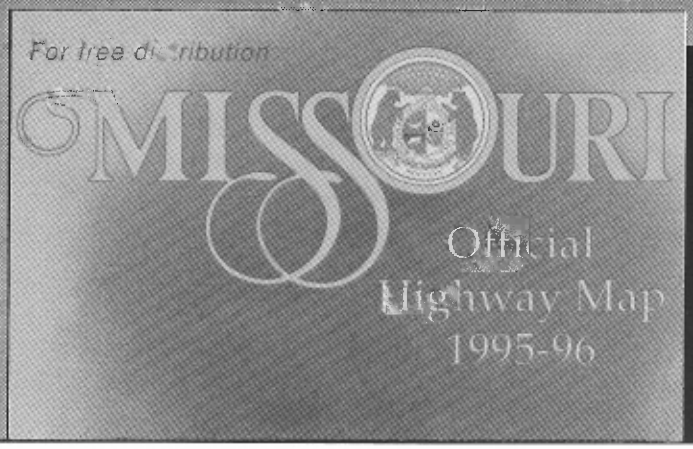
There is no good HO model available beyond the four different runs from Hallmark in the 1970's-1980's. The VO-1000's represent the last, highly popular type of early diesel switcher locomotive that has yet to be produced in quantity by today's major HO locomotive manufacturers. Perhaps Athearn, Atlas, Kato or Walthers will read this article and rectify this problem! I hope so, as the VO-1000's were a major part of the Frisco's diesel history, and were one of my personal favorites.

The next ***Roster Tale*** will finish the saga of Frisco's first diesels by discussing the repowering that was given to some of them, plus will review the four "new improved" VO's that the Frisco bought - the Baldwin DS-4-4-1000's, which were much more graceful in real life than their awkward name would imply.

Editor's Note:

According to the January 10, 1995, issue of *Flimsies #181*, published by the Shasta Rail Group, ex-Frisco VO-1000 diesel locomotives 206 and 215 are included in the current US military locomotive roster for California. Ex-Frisco 206 is now US #65-00625 and 215 is US #65-0095.

Frisco On The Map



Congratulations to the St. Louis Steam Train Association for Frisco 1522 being selected as the cover photo for the 1995-96 Official Highway Map of Missouri!

Photo by David Nelson
Engine 1522 on display
Museum of Transportation, St. Louis

Passenger Train Consists

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

May 1, 1963
Train 9
Meteor
Westbound
Tulsa, OK
to
Oklahoma City, OK

Motive Power

E8 Diesel 2013 *Sea Biscuit*
E8 Diesel 2018 *Ponder*

Consist

SLSF Baggage #430
74' Baggage/Express built by ACF in 1930

SLSF Baggage #353
60'9" Baggage/Express built by Pullman in 1908, rebuilt by SLSF in 1951

SLSF Mail #251
70' Streamline Mail/Baggage/ Express *Normandy* built by Pullman in 1947

SLSF Coach/Lounge #1650
85'6" Streamline Coach/ Lounge/ Buffet *Sterling Price* built by Pullman in 1948 for service on the Texas Special

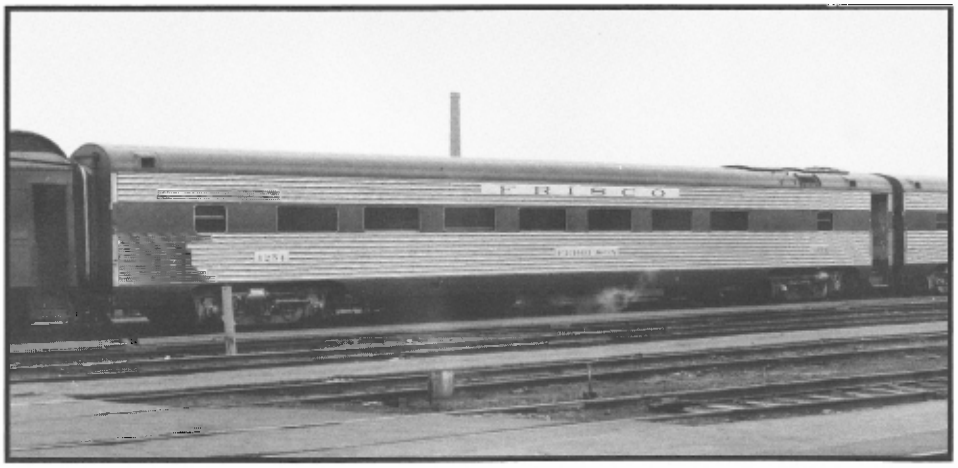
SLSF Coach #1254
85' Streamline Coach *Ferguson* built by Pullman in 1947

SLSF Diner #1550
83' Streamline Diner/Lounge/ Observation *Tulsa* built by Pullman in 1948, squared off for mid-train service by SLSF 1960

SLSF Sleeper #1465
85' Streamline Sleeper *Spring River* built by Pullman in 1948

Frisco Baggage/Express series 337-361 (355) as rebuilt by SLSF, Springfield, MO, April 13, 1951. Frisco photo

Frisco 1650 Texas Special Coach/Lounge/Buffet Sterling Price Pullman builder photo, 1948.



Frisco 1254 Coach Ferguson. Date & location of photo unknown

May 2, 1963
Train 10
Meteor
Eastbound
Oklahoma City, OK
to
Tulsa, OK

Motive Power

E8 Diesel 2020 *Big Red*
E8 Diesel 2012 *Flying Ebony*

Consist

SLSF Postal #2043
60'10" Postal built by ACF in 1911

SLSF Baggage #385
74' Baggage/Express built by ACF in 1925

SLSF Baggage #389
74' Baggage/Express built by ACF in 1925

SLSF Mail #252
70' Streamline Mail/Baggage/ Express *Valley Park* built by Pullman in 1948

SLSF Coach/Lounge #1651
85'6" Streamline Coach/ Lounge/ Buffet *Ladue* built by Pullman in 1947

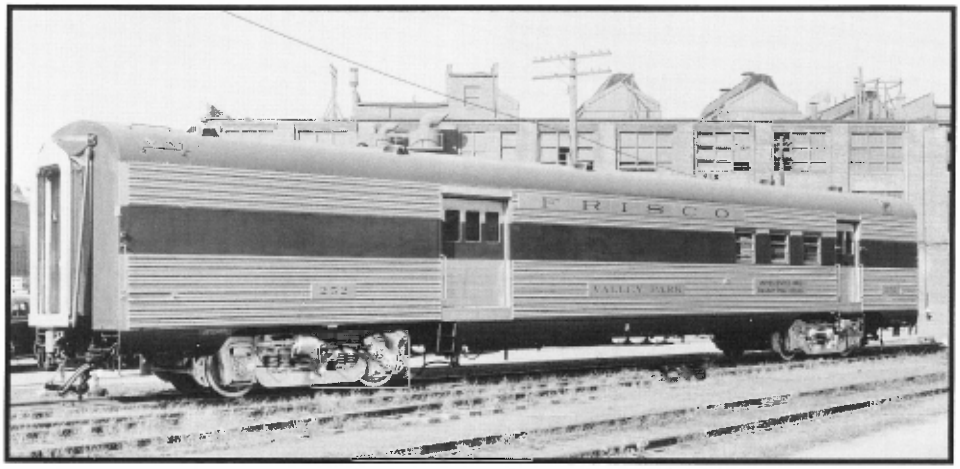
SLSF Coach #1256
85' Streamline Coach *Richmond Heights* built by Pullman in 1947

SLSF Diner #1551
83' Streamline Diner/Lounge/ Observation *Oklahoma City* built by Pullman in 1948, squared off for mid-train service by SLSF 1960

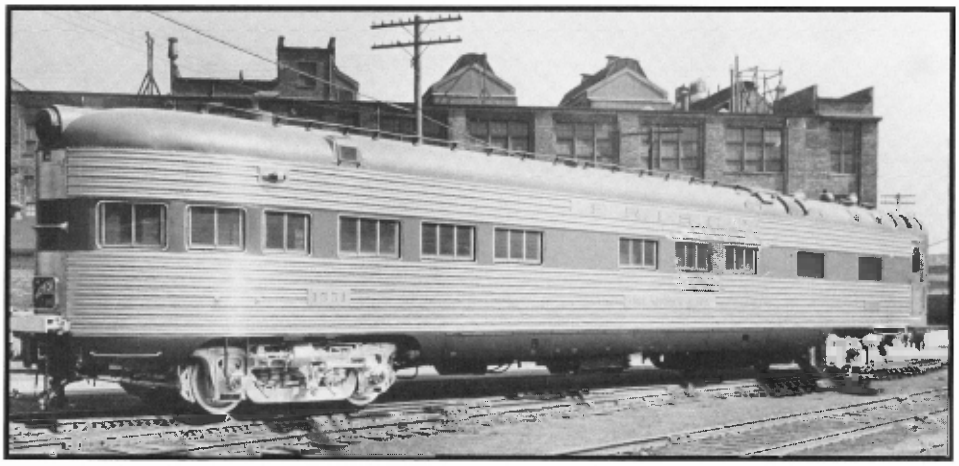
SLSF Sleeper #1452
85' Streamline Sleeper *Henry Shaw* built for service on the Texas Special by Pullman in 1948

SLSF Business Car #3

Frisco Postal series 2037-2055 (2055), July, 1968, Newburg, MO.



Frisco 252 Mail/Baggage/ Express Valley Park, Pullman builder photo, 1947.



Frisco 1551 Diner/Lounge/Observation Oklahoma City Pullman builder photo, 1948.

May 1, 1963
Train 36
Eastbound between
Oklahoma City & Tulsa, OK

F9Am 5007 F9B 5142
F9B 5146 F9B 5149
F9Am 5005
24 loads - 84 empties

Freight Train Consists

EDITOR'S NOTE: *When available, we are also listing selected freight train consist information. Because actual car numbers are not available, we can only list motive power and number of loads & empties.*

May 2, 1963
Train 31
Westbound between
Tulsa & Oklahoma City, OK

GP7L 509 GP7L 560
GP7L 514 GP7L 512
31 loads - 1 empty

Disaster At Cedar Bluff

MANGLED BODIES OF FRISCO TRAIN CREW TAKEN FROM WRECK

Thus was the headline in the July 19, 1918, edition of the *Springfield Daily Leader* newspaper as it reported the July 18 wreck of Frisco Passenger train No. 105, the Kansas City-Florida Special, at Cedar Bluff cut near Fickinger, AR.

The southbound train was pulled by a Pacific class 4-6-2 locomotive, No. 1059, and included a mail car, baggage/express, coach/lounge (smoker) car, chair car, two sleepers, and an open platform observation dining car.

According to the Daily Leader article, "The enginemen (Engineer & Fireman) were carried to speedy death. The train was making between 40 and 50 miles per hour. The force was so great that both the engine and coal tender were almost buried in an embankment that was mainly rock and gravel. The baggage coach was hurled probably 150 feet before it struck the river.

"The track was cleared at 7 o'clock last night. About 200 feet had been badly damaged so that it was necessary to reconstruct the track before any attempt was made to replace the derailed equipment.

"Reports from the Springfield hospital of the Frisco this morning indicated that the injured passengers and members of the train crew were improving and it is believed all will recover...

"Passengers on the train made much of the assistance given by army officers who happened to be on the wrecked train, and also army recruits who were north-bound on a special train which met the derailed train at the scene of the accident.

"The foresight of one of the Frisco employes who happened to be on the train is said to have saved the troop train from a long list of fatalities." It was dark and misty at the time No. 105 was derailed and the train's lights were all out. To secure a light, train crew and passengers who were not injured hastily secured waste from the journal boxes of the coaches and set it on fire.

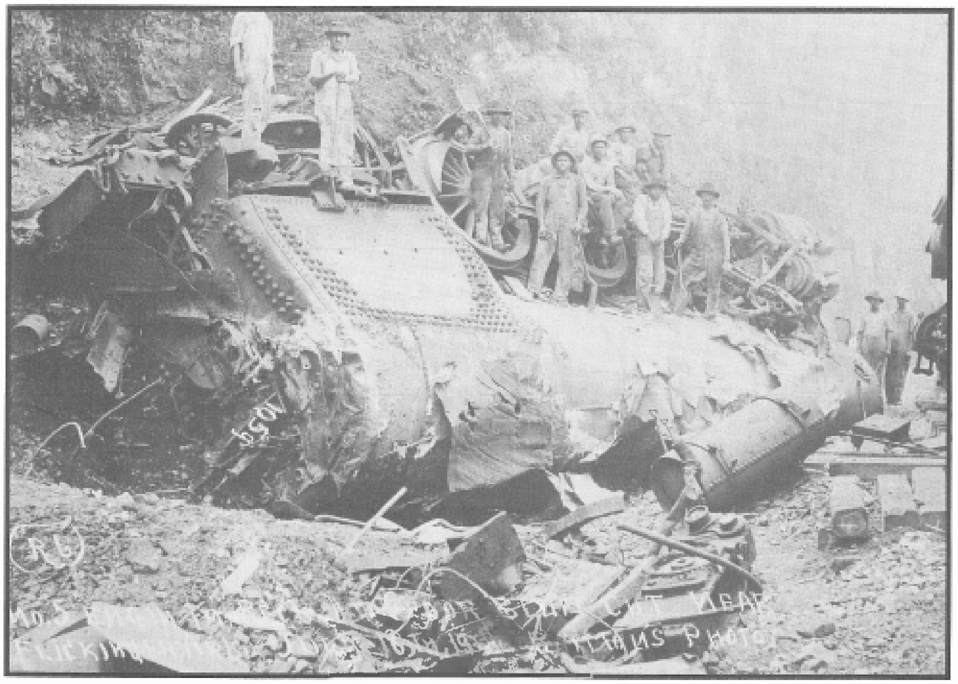
"One member of the crew was hurriedly dispatched with a handful of the blazing waste

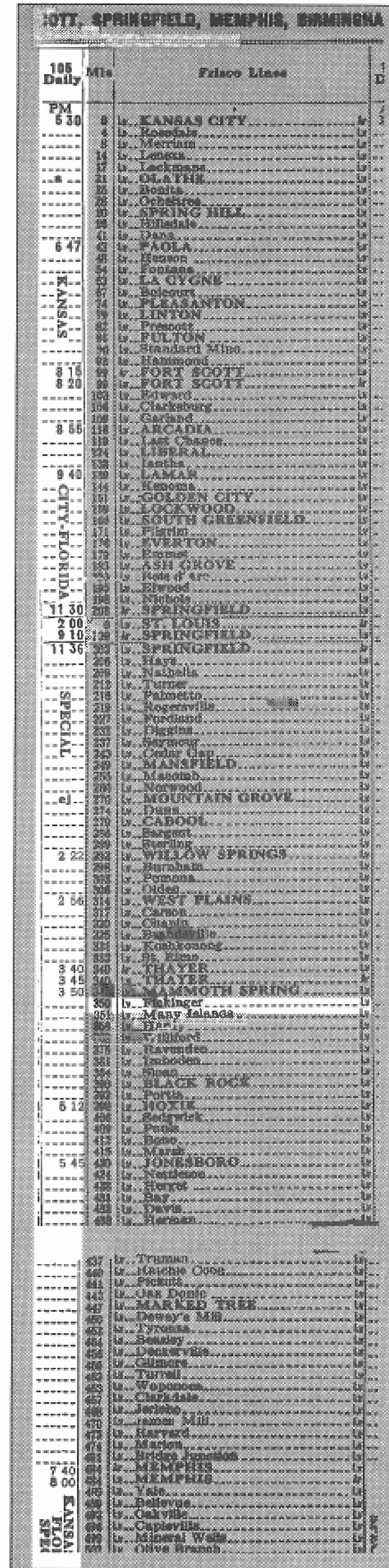
to warn the approaching troop train. He was just in time to prevent a second and probably more serious accident.

"Major Welch, of Dockery, Miss. and Lieutenant E.B. Ryder and wife of Camp Cody, Wyo., merited great praise for the heroic efforts they made to relieve other injured passengers. All three were on the wrecked train and were slightly injured. Both are skilled in first aid and are understood to have been with the medical corps of the army. Mrs. Ryder, after recovering from a nervous shock, hastily donned her clothing and went to the front of the train where the dead and injured were being removed from the demolished cars. In making bandages for the persons who were cut by glass and broken timbers, she tore her underskirt to strips.

"The most seriously injured were placed in the Pullman berths of the two coaches that remained on the track. The less seriously injured were placed aboard the troop train and hurried to Memphis. The more seriously injured were brought to the Frisco employes' hospital here (Springfield)."

Frank Amsler was a mail clerk on the train and suffered a permanent left shoulder injury in the wreck. Knowing that news of the accident would quickly be reported in the local newspaper, he sent the telegram shown on the following page to his wife, assuring her that he was all right.





IOTT, SPRINGFIELD, MEMPHIS, BIRMINGHA

105 Daily	Mls	Frisco Lines
PM 5 30	0	lv..KANSAS CITY ar
------	4	lv..Rosedale
------	8	lv..Merriam
------	14	lv..Lenexa
------	17	lv..Lackman
a	21	lv..OLATHE
------	[illegible]	lv..Bonita
------	[illegible]	lv..Ocheltree
------	[illegible]	lv..SPRING HILL
------	[illegible]	lv..Hillsdale
------	41	lv..Dana
6 47	42	lv..PAOLA
------	[illegible]	lv..Henson
------	[illegible]	lv..Fontana
------	[illegible]	lv..LA CYGNE
------	[illegible]	lv..Boicourt
------	74	lv..PLEASANTON
------	[illegible]	lv..LINTON
------	[illegible]	lv..Prescott
------	[illegible]	lv..FULTON
------	[illegible]	lv..Standard Mine
------	92	lv..Hammond
8 15	98	ar..FORT SCOTT
8 20	98	lv..FORT SCOTT
------	103	lv..Edward
------	[illegible]	lv..Clarksburg
------	[illegible]	lv..Garland
8 55	[illegible]	lv..ARCADIA
------	[illegible]	lv..Last Chance
------	[illegible]	lv..LIBERAL
------	[illegible]	lv..Iantha
9 40	[illegible]	lv..LAMAR
------	144	lv..Kenoma
------	151	lv..GOLDEN CITY
------	[illegible]	lv..LOCKWOOD
------	[illegible]	lv..SOUTH GREENFIELD
------	171	lv..Pilgrim
------	[illegible]	lv..EVERTON
------	[illegible]	lv..Emmet
------	[illegible]	lv..ASH GROVE
------	[illegible]	lv..Bois d'Arc
------	[illegible]	lv..Elwood
------	[illegible]	lv..Nichols
11 30	[illegible]	ar..SPRINGFIELD
2 00	0	lv..ST. LOUIS
9 10	[illegible]	ar..SPRINGFIELD
11 36	[illegible]	lv..SPRINGFIELD
------	[illegible]	lv..Hays
------	[illegible]	lv..Nathalia
------	[illegible]	lv..Turner
------	[illegible]	lv..Palmetto
------	[illegible]	lv..Rogersville
------	[illegible]	lv..Fordland
------	[illegible]	lv..Diggins
------	[illegible]	lv..Seymour
------	[illegible]	lv..Cedar Gap
------	[illegible]	lv..MANSFIELD
------	[illegible]	lv..Macomb
------	[illegible]	lv..Norwood
ej	[illegible]	lv..MOUNTAIN GROVE
------	[illegible]	lv..Dunn
------	[illegible]	lv..CABOOL
------	[illegible]	lv..Sargent
------	[illegible]	lv..Sterling
2 22	[illegible]	lv..WILLOW SPRINGS
------	[illegible]	lv..Burnham
------	[illegible]	lv..Pomona
------	[illegible]	lv..Olden
2 56	[illegible]	lv..WEST PLAINS
------	[illegible]	lv..Carson
------	[illegible]	lv..[illegible]
------	[illegible]	lv..Brandsville
------	[illegible]	lv..Koshkonong
------	[illegible]	lv..St. Elmo
3 40	[illegible]	ar..THAYER
3 45	[illegible]	lv..THAYER
3 50	[illegible]	lv..MAMMOTH SPRING
------	350	lv..Fickinger
------	351	lv..Many Islands
------	[illegible]	lv..[illegible]
------	[illegible]	lv..Williford
------	[illegible]	lv..Ravenden
------	[illegible]	lv..Imboden
------	[illegible]	lv..[illegible]
------	[illegible]	lv..BLACK ROCK
------	[illegible]	lv..Portia
6 12	[illegible]	lv..HOXIE
------	[illegible]	lv..Sedgwick
------	[illegible]	lv..[illegible]
------	[illegible]	lv..Bono
------	[illegible]	lv..Marsh
5 45	[illegible]	lv..JONESBORO
------	[illegible]	lv..Nettleton
------	[illegible]	lv..Herget
------	[illegible]	lv..Bay
------	[illegible]	lv..Davis
------	[illegible]	lv..Herman
------	[illegible]	lv..Truman
------	[illegible]	lv..Hatchie Coon
------	[illegible]	lv..Pickens
------	[illegible]	lv..Oak Donic
------	[illegible]	lv..MARKED TREE
------	[illegible]	lv..Dewey's Mill
------	[illegible]	lv..Tyronza
------	[illegible]	lv..[illegible]
------	[illegible]	lv..[illegible]
------	[illegible]	lv..Gilmore
------	[illegible]	lv..Turrell
------	[illegible]	lv..Wapanocca
------	[illegible]	lv..Clarkdale
------	[illegible]	lv..Jericho
------	[illegible]	lv..[illegible] Mill
------	[illegible]	lv..Harvard
------	[illegible]	lv..Marion
------	[illegible]	lv..Bridge Junction
7 40	[illegible]	ar..MEMPHIS
8 00	[illegible]	lv..MEMPHIS
	[illegible]	lv..Yale
	[illegible]	lv..Bellevue
	[illegible]	lv..Oakville
	[illegible]	lv..Capleville
	[illegible]	lv..Mineral Wells
	[illegible]	lv..Olive Branch

KANSAS CITY-FLORIDA SPECIAL

Frisco public timetable May, 1918

CLASS OF SERVICE	SYM.
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 304 COLLEGE STREET, SPRINGFIELD, MO. ALWAYS OPEN

74A RH 12 COLLECT

MAMMOTHSPRINGS ARK 1110AM JUL 18 1918

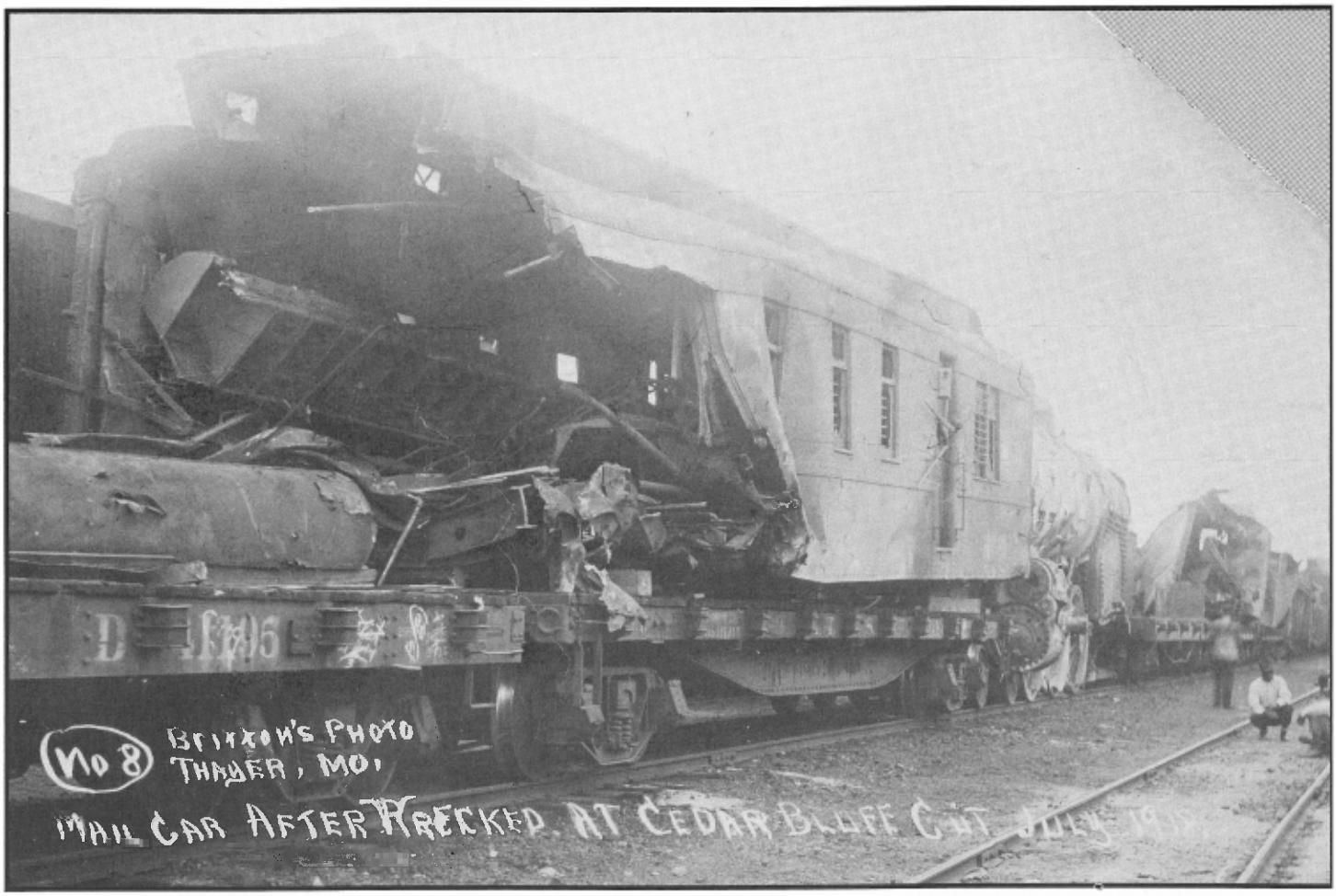
MRS FRANK B AMS

[illegible] SPRINGFIELD MO

NUMBER 5 WRECKED THIS MORNING SLIGHTLY HURT WILL BE HOME SOON

FRANK AMBLER

1154AM



This was the mail car that Mr. Amsler was working in at the time of the wreck

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

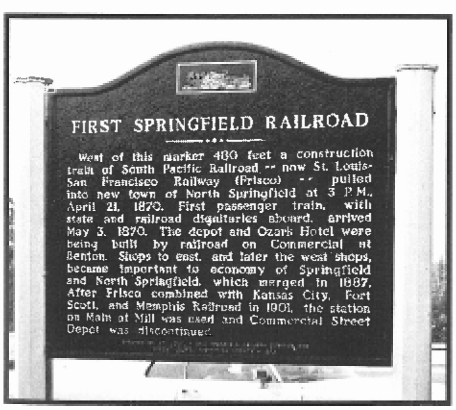
In 1920, new freight depots were built at Truman, Marked Tree, LePanto, and Tyronza, AR, Springfield, MO, and Okmulgee, OK.

50 YEARS - 1945

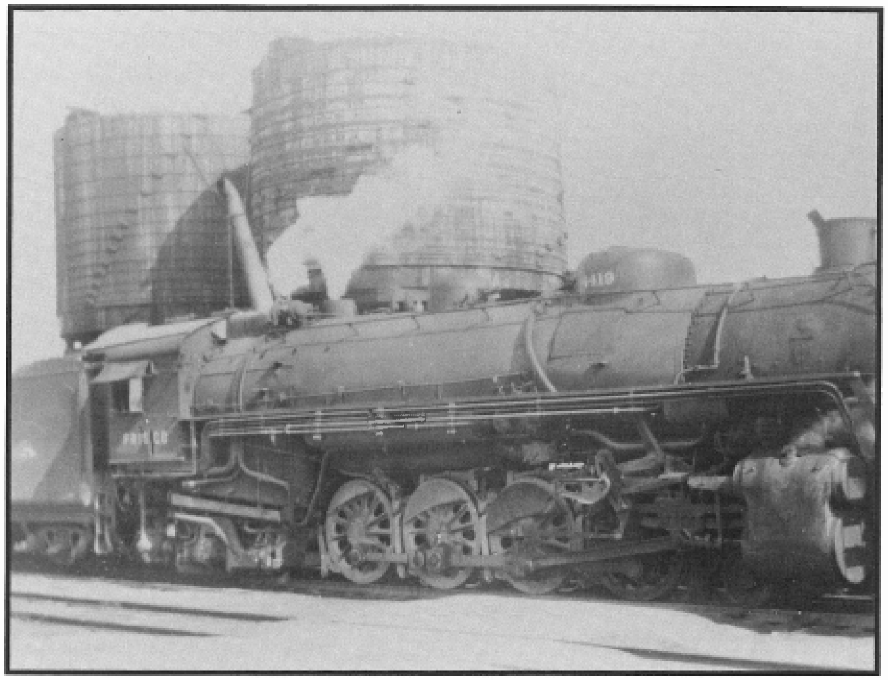
In 1945, a second fifty thousand gallon water tank was installed at Mountain Grove, MO.

25 YEARS - 1970

May 3 through May 9, 1970, was proclaimed Frisco Week in Springfield, MO, in commemoration of the Frisco's centennial year of operation in the city. On May 3, 1870, the first passenger train arrived at a new frontier town called North Springfield.



Historic marker, located in front of museum, commemorating the arrival of the Frisco in Springfield



Frisco 4419 taking on water in this rare 1948 photo of the double water tanks at Mt. Grove, MO. Howard Killam photo

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.

Gondola Loads

Gondolas have always been of special interest to modelers due to the wide variety of loads that they carry and the load normally being visible. Making or modifying commercial gondola loads is simple and results in a wider variety of loads than can otherwise be found. We will look at three different loads that are currently shipped on the Springfield Terminal Division of the Frisco.

The load of company crossties in SLSF 66007 *(Figure 1)* is made from .030" ABS plastic and commercially produced crossties. There is no need to fill the car with crossties. A false floor can be made from .030" ABS or styrene to lay inside (not glued to) the car. Since both ABS and styrene tend to be flexible, the floor was stabilized with two lengths of Plastruct 1/4" x 1/4" square tubing *(Figure 2)*. The square tubing also serves to raise the false floor up to a prototypical height. ACC glue was used to attach Kappler #54 ties to the floor. These ties measure a scale 8' 6" and fit the width of the MDC gondola perfectly. Only one complete course of ties were glued to the false floor *(Figure 3)* with several random ties glued on top, some at an angle, others parallel to the main load. After the glue dried, the sides and top of the tie load was painted with Floquil Engine Black and later with Floquil Crystal Cote The shinny black surface represents creosoted ties fresh from the tie yard. The load can be easily removed by tipping the car over by hand.

The wire rope load in SLSF 66000 *(Figure 4)* represents coils of galvanized wire

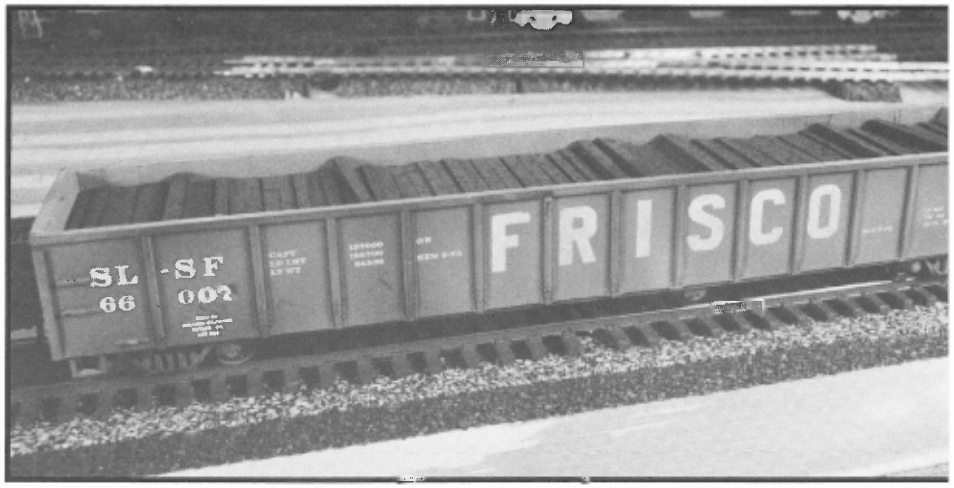


Figure 1

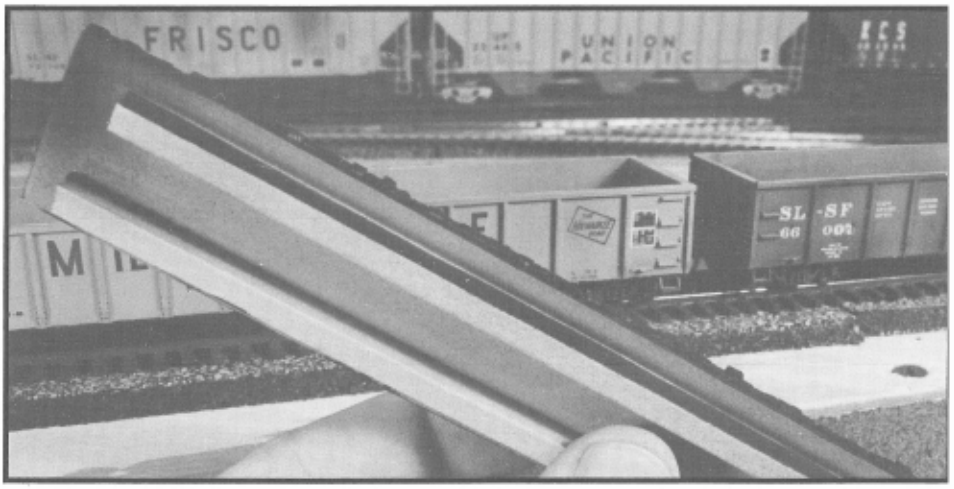


Figure 2

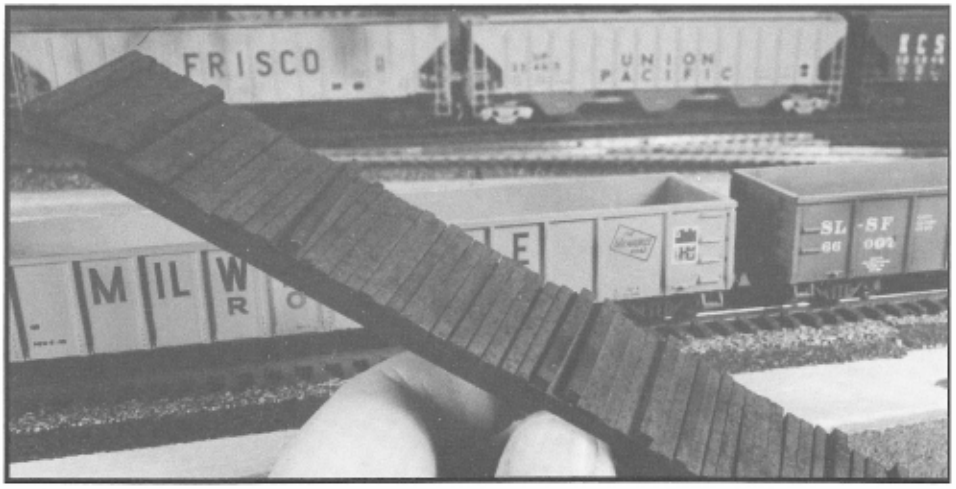


Figure 3

rope that are shipped in open gondolas. These coils are made from 30 gauge floral wire and are a scale three feet in width. (I found floral wire at my local home building center) They can be made by coiling the floral wire around a pencil. I made each of my coils by wrapping the wire five times around a pencil and than wrapping a small piece of excess length around the five coils to tie it together. The MDC gondola will hold three rows of wire rope on the floor with two rows stacked on top. Since making individual coils is a time consuming process, I decided to coil enough floral wire on a pencil and solder it together for each of the bottom three rows of the load. These rows look slightly different than the individually coiled rows, however, the bottom rows are not viewed directly so the illusion of a full load of coils remains. The three bottom rows were ACC glued to a piece of ABS plastic cut to provide a false gondola floor. This false floor lays directly on the floor of the car with no stiffening added. Individually made coils were then stacked on top of the three bottom rows of coils with more ACC glue dripped on them to bond the entire load together. The final load was painted Floquil Old Silver to represent a galvanized finish on the wire rope *(Figure 5)*. This load can also be removed by tipping the car over by hand.

The junk load in MILW 92115 *(Figure 6)* is a commercial scrap load made by Chooch #7069. This load looks good right out of the package but a friend, Joe Robertson, showed me how to make this load look even better. Joe had several of these loads and noticed that they were all cast in the same rusty color. Prototypical scrap loads are seldom one uniform color so Joe started hand painting some of the parts in different colors. Before long, the load had a considerable amount of color and was more representative of real scrap. The final version was lightly airbrushed with Floquil Rust to give the appearance of being in the elements for a short time. *(See Figure 7)*

Good luck and when your customers have a load for an open gondola persuade them to...

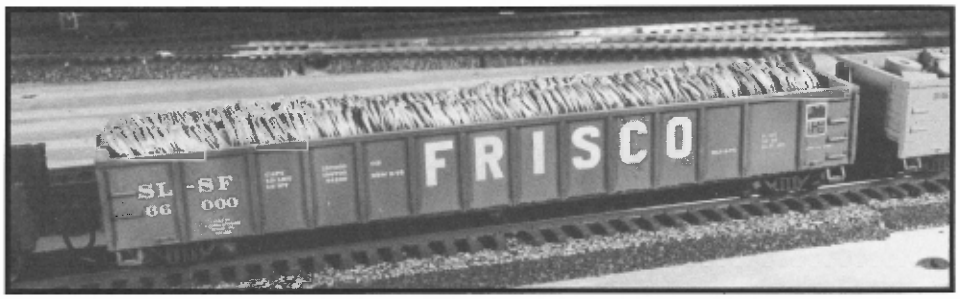


Figure 4

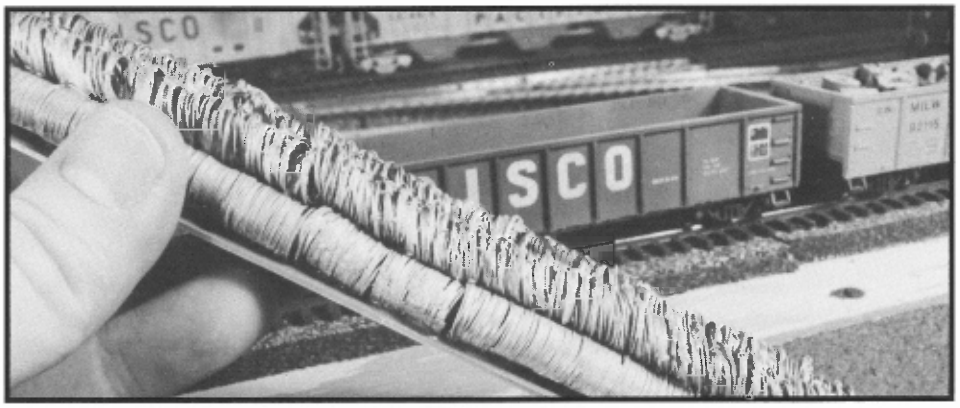


Figure 5

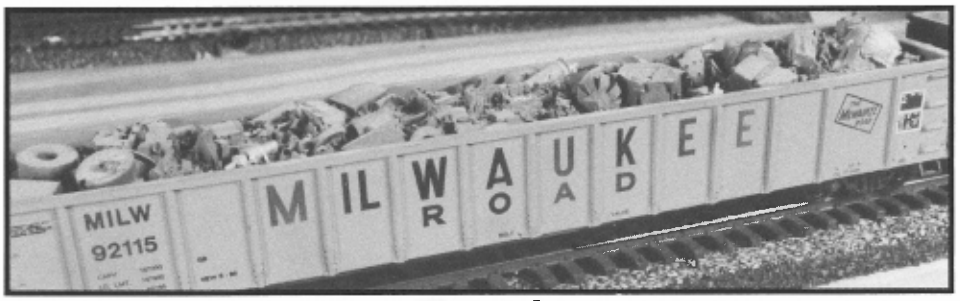


Figure 6

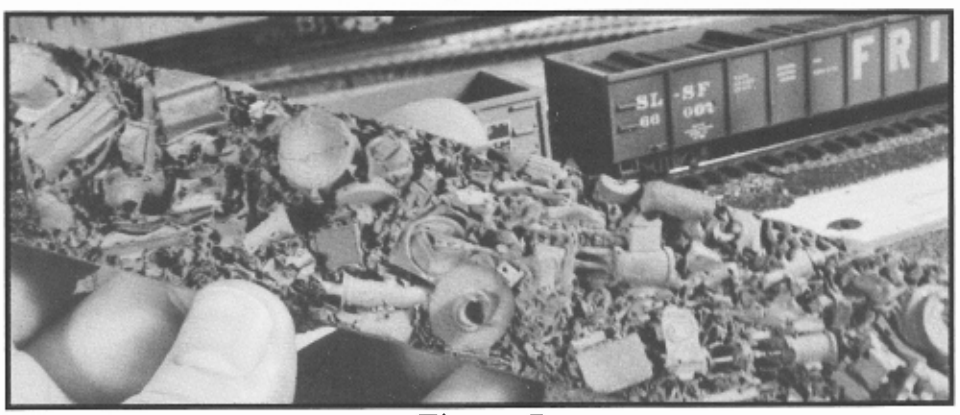


Figure 7

DOWN AT THE DEPOT

Pott's Camp, MS
Station C541
Tupelo Subdivision
Southern Division

Frisco Depot, Pott's Camp, MS, 1954
H.D. Connor Collection

The Kansas City, Memphis, and Birmingham Railroad Co. was formed under the laws of Mississippi and Tennessee, by the consolidation of the Memphis and Southeastern Railroad Co., a Tennessee Corporation, and the Kansas City, Memphis, and Birmingham Railroad Co., a Mississippi Corporation. Articles of consolidation, dated July 7, 1886, were filed in Mississippi and Tennessee on July 26, 1886.

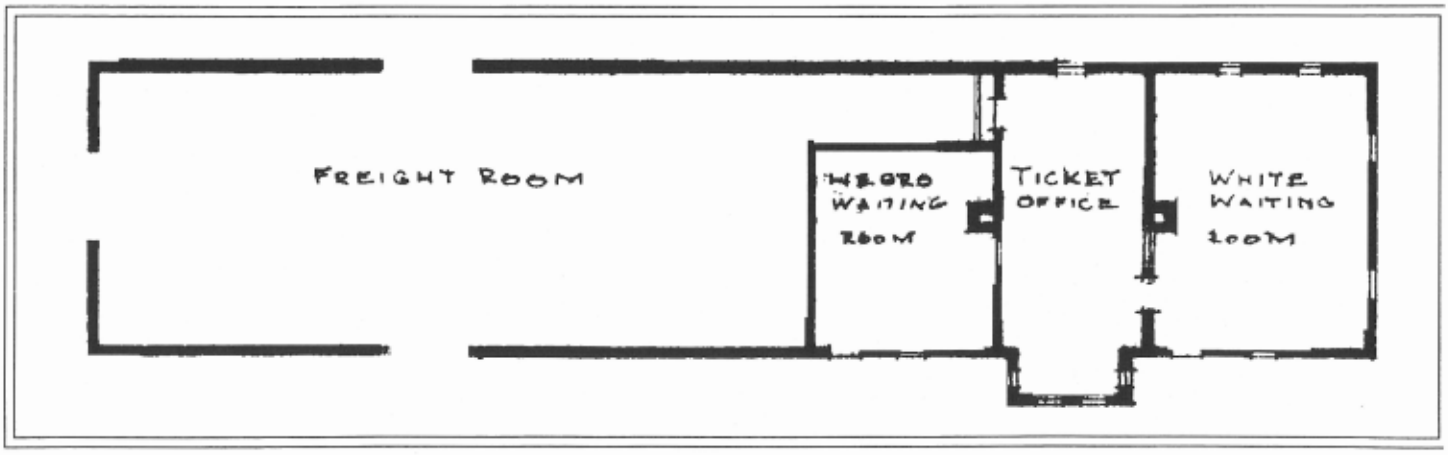
On the date of consolidation, the company owned about 103 miles of completed standard gauge railroad, extending from Memphis, TN to Tupelo, MS, and about 41 miles of partially completed railroad extending from Tupelo to a point on the boundary line with Alabama. On September 1, 1928, the line officially became part of the Frisco.

Station C541 on the Memphis to Tupelo section was established in the early 1880's at Pott's Camp, MS, located on the Tupelo Sub-Division, Southern Division. According to our records, the first permanent depot at Pott's Camp was built in 1883.

The frame station was 86' 4" x 20' 2", was set on a pile head foundation, and had a 1/4 pitch gable roof design. The interior was divided into a large freight room on the northwest end, two waiting rooms *(one "white" and one "Negro")* on the southeast end, dived in the middle by the ticket office. The freight room ceiling was 11' 8" and the waiting rooms were slightly shorter at 11' 6". The floors were 3 1/4" x 7/8" pine and the walls were covered with 3 1/4" x 7/8" M & B. Original interior lighting was by oil lamps, heating was provided by the typical coal/wood depot stove, and sanitary facilities were outside.

The exterior finish was boxing and battens, and the cinder platform extended 17' 6" to the center line of the rail. The station was painted in standard Frisco gray with white trim and a green roof.

The Pott's Camp facility also included a 15' x 20' stock pen with one loading chute, a section house, bunk house and a cotton platform.



frisco's sterling price finds a new home

Frisco's Sterling Price Finds A New Home, was the headline in a 1973 Frisco *All Aboard* magazine article *(see photo below)*, profiling the sale of Coach-Lounge-Buffet No. 1650, the *Sterling Price*, to rail enthusiast (and museum Frisco Folk) John Marietta.

Built by Pullman in January, 1948, the 85' 6" car originally cost $101,186.00, and was one in a series of three such units purchased by the Frisco as a part of their post war streamlined passenger fleet. The other cars in the series were 1651, the *Ladue*, and 1652, the *Huntleigh*, both of which were sold to a Springfield, MO, businessman in 1972. The *Huntleigh* was eventually scrapped (the museum has its name and number board on display), and the *Ladue* is currently rusting away in a salvage yard in west Springfield, MO.

The *Sterling Price*, originally purchased as the Frisco's contribution to the joint Katy Texas Special train, was purchased by Marietta in October, 1972, and moved to his Lone Star Trailer Court in Pittsburg, KS. The pride of Marietta's railroad collection for the past twenty-one years, the car has been in that location until just a few weeks ago when, **Frisco's Sterling Price Finds A New Home**, again!

According to information provided by Frisco Folk Larry Shankles, the *Sterling Price* has been sold to a private individual and following refurbishment in the Kansas City area, will be used as an excursion and dining train for visitors to the Midland Railroad, Baldwin City, KS.

"All Aboard" was the call from John Marietta in this 1973 Frisco All Aboard photo, following his purchase of the Sterling Price Coach-Lounge Buffet Car.


VACATIONTOWN
FRISCO LINES
"I'm going to enjoy this vacation!"