

FRISCO

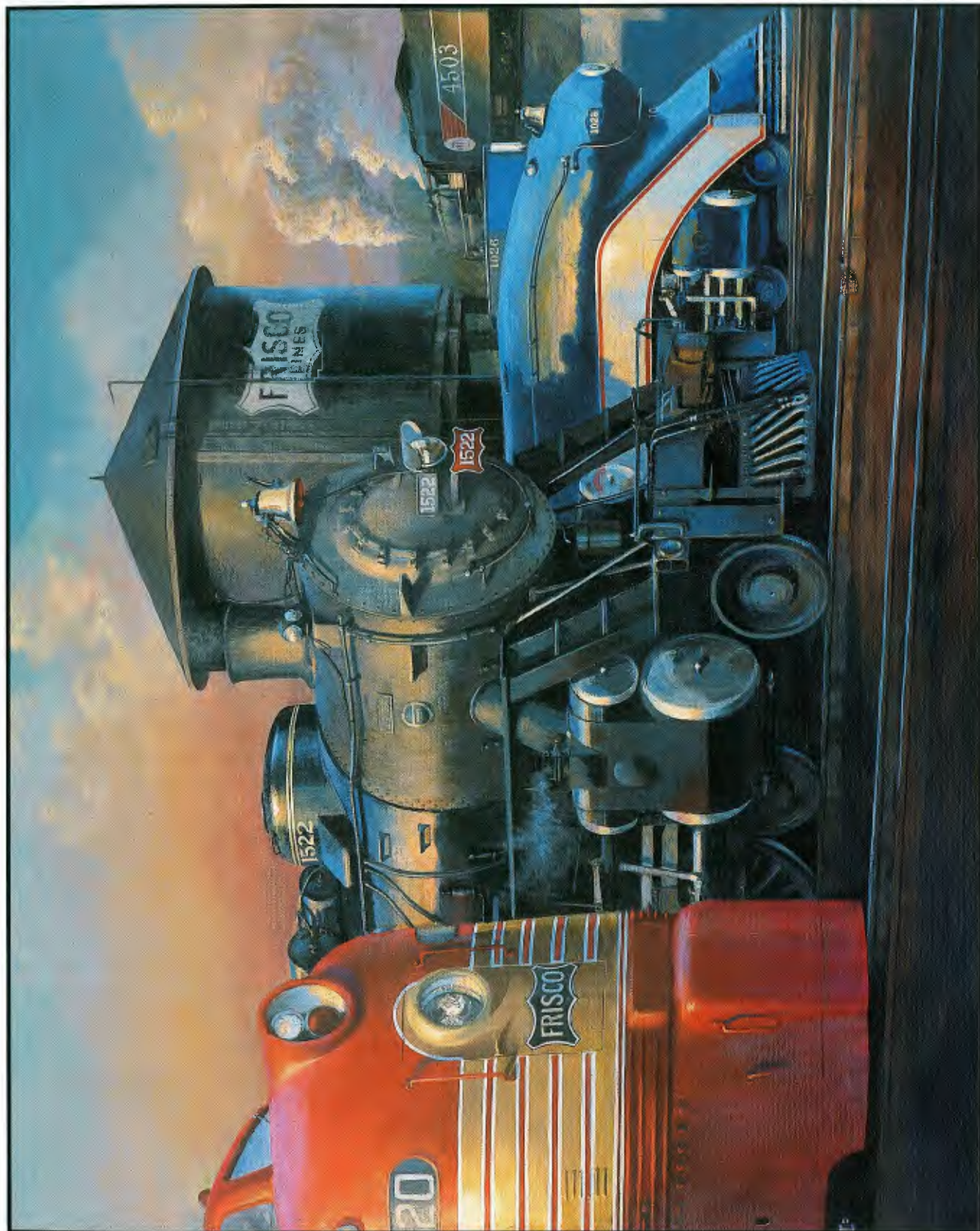
# All Aboard

FRISCO

Volume 11

1998

Number 3



# FRISCO All Aboard FRISCO

VOLUME 11

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**Summer Days in the Ozarks.....3**  
 Bed and Breakfast - A new idea or a reworked, repackaged, and renamed old idea? This feature profiles 1917-1921 bed and breakfast, Frisco style.

**Classic Frisco .....5**  
 Call them what you will - Inspection Car, Motorized Hand Car, Speeder, etc. They were an essential tool for section crews, signal maintainers, anyone who needed their service. This photo feature presents two examples of early **Classic Frisco** models!

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 A recently discovered archival file provides some rare photos of what appears to be the last remnants of the Frisco's Yale, TN, roundhouse and machine shop.

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**Mail Car ..... 10**  
 A rare look at Frisco train wrecks, head-on variety, is the subject of this installment of our **Mail Car** feature.

**Frisco Standard Plans..... 12-13**  
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**Caboose Chronicles..... 14**  
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**Down At The Depot..... 18**  
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**Frisco Baseball Flash..... 23**  
 Want to know how Frisco travelers kept up with the current baseball game scores? Check out the Frisco Baseball Flash!

## About the Covers

**FRONT:** No, it's not a mistake! We intentionally turned our front cover on its side so you could appreciate the full majesty of John Winfield's "*That Frisco Flair*" color print of Frisco motive power!

**BACK:** A rare glimpse at the cover of the *Frisco System Magazine*, Christmas November 1902, is featured on our back cover.



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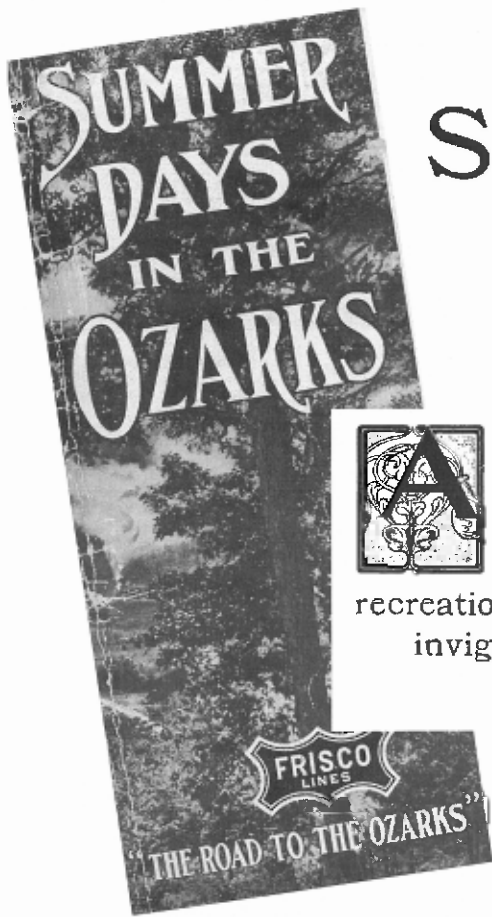
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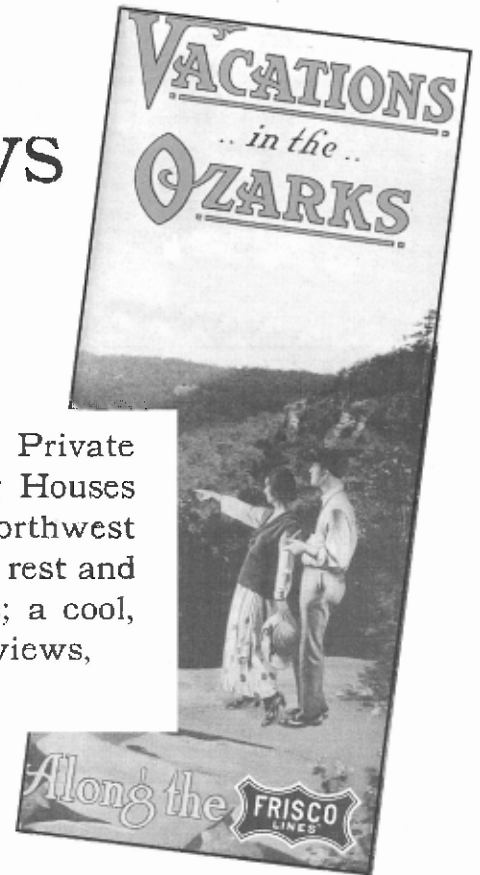
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## Summer Days in the Ozarks



BOOKLET Giving a List of Private Homes, Hotels and Boarding Houses in the Ozark Mountains of Northwest Arkansas, where one will find rest and recreation, with a hospitable welcome; a cool, invigorating climate; magnificent views, and many interesting places.



It has been said that 90% of the new ideas people come up with now days are simply old ideas that have been reworked, repackaged, and renamed. While some might question such a statement, a recent museum acquisition seems to suggest that there is an element of truth in it.

One "new" idea that has grown in popularity over the past few years has been the Bed and Breakfast concept of lodging. Many folks across the country have opened their homes to the traveling public, offering "down home" hospitality as an alternative to the impersonal atmosphere of a chain operated motel. Many old abandon homes and store



**WALNUT GROVE FARM.** The home of J.N. Woods situated 4 1/2 miles northeast of Frisco station. Has nine rooms; modern. Farm of three hundred acres; plenty of good fruit, fresh butter, eggs, vegetables, etc. A pleasant drive to town through beautiful orchards. Bath and conveniences. Can accommodate ten persons. Livery charge, \$1.25 per trip to and from Frisco station. Rates, \$1.25 per day, \$7.00 per week. J.N. Woods, Walnut Grove Farm, R.F.D. No. 3, Rogers, Ark. (1917)

fronts have been given new life as remodeled Bed and Breakfast accommodations. It is estimated that there are currently over 4,000 such facilities in operation nation wide.

New idea, or simply an old one reworked, repackaged, and renamed? According to two brochures recently acquired by the museum, Bed and Breakfast accommodations, "Along The Frisco Lines," have been around for a long time!

A 1917 (*Summer Days In The Ozarks*) and 1921 (*Vacations In The Ozarks*), brochure produced by the Frisco Passenger Traffic Department list homes, hotels, and boarding houses in the Ozarks region of Southwest Missouri and

# SUMMER DAYS IN THE OZARKS

Northwest Arkansas. According to our records, these travel guides were updated and issued on a yearly basis.

Here are some classic examples of **Summer Days In The Ozarks**, *Along the Frisco Line.*



**NEW ST. LOUIS FLATS.** A 25-room house on summit of mountain, at end of car line. Light housekeeping. Has accommodations for 75 persons; proprietor keeps cows and raises vegetables and chickens. Rates on application. T.J. Reynolds, New St. Louis Flats, Eureka Springs, Ark. (1917)



**HOME** of Josie Smith, twelve miles northwest of Lebanon, Mo. A 12-room house, capable of accommodating twenty people. Niangua River is one-half mile distant and affords good fishing, boating, and bathing; Our own farm products are served on the table. Conveyance may be obtained at Lebanon. \$2.00 per day; \$12.00 per week. (1921)



**THE** home of E.B. Julien is located about a mile and one-half north of Frisco station at Seymour, Mo., on a two hundred and eighty acre farm. The house contains eight rooms and can accommodate eight guests. Good fishing, bathing and boating in the James River, which is about a half mile distant. Excellent meals. Will meet guests at train with conveyance when requested; no charge. Rates: \$1.50 per day; \$10.00 per week; \$35.00 per month. E.B. Julien, Seymour, Mo. (1921)

*For health, enjoyment and economy, spend your vacation in the Ozarks. Call on the nearest Frisco Lines representative and let him assist you in planning a trip to the Ozarks. (1921)*



**HOME** of W.K. Deffebach, two and one-half miles southwest of Frisco station at Sullivan, Mo. Six room house with beautiful shade trees; screened porches. Accommodations for eight or ten persons. Bathroom in house. Plenty of milk, cream, butter, eggs, and vegetables. Fruit and berries in season. Good cooking. Rates: \$2.00 per day; \$14.00 per week; will meet guests on request; charge, fifty cents. W.K. Deffebach, Sullivan, MO. (1921)



**HOME** OF MRS. A.F. WOLF. Formerly Arkansas building at St. Louis World's Fair, now located on Mt. Nord, in the suburbs of Fayetteville; altitude, 24000 feet. Can accommodate a few summer boarders. Rates, \$10.00 per week. Bus service from station, charge 25c. Mrs. A.F. Wolf, Fayetteville, Ar. (1917)



**HOME** OF W.R. WINN. A farm house with seven rooms. One mile north of Winslow, Ar., up in the mountains. Can accommodate ten persons. Has large orchard. Proprietor raises chickens and vegetables; keeps cows. Rates, \$1.50 per day, \$7.00 per week. W.R. Winn, Winslow, Ark. (1917)

*This folder is exhaustively revised each season, and each resort shown herein is investigated as carefully as possible. Vacation parties who discover inaccuracies will confer a favor upon the Railroad by reporting same. (1917)*

Along the

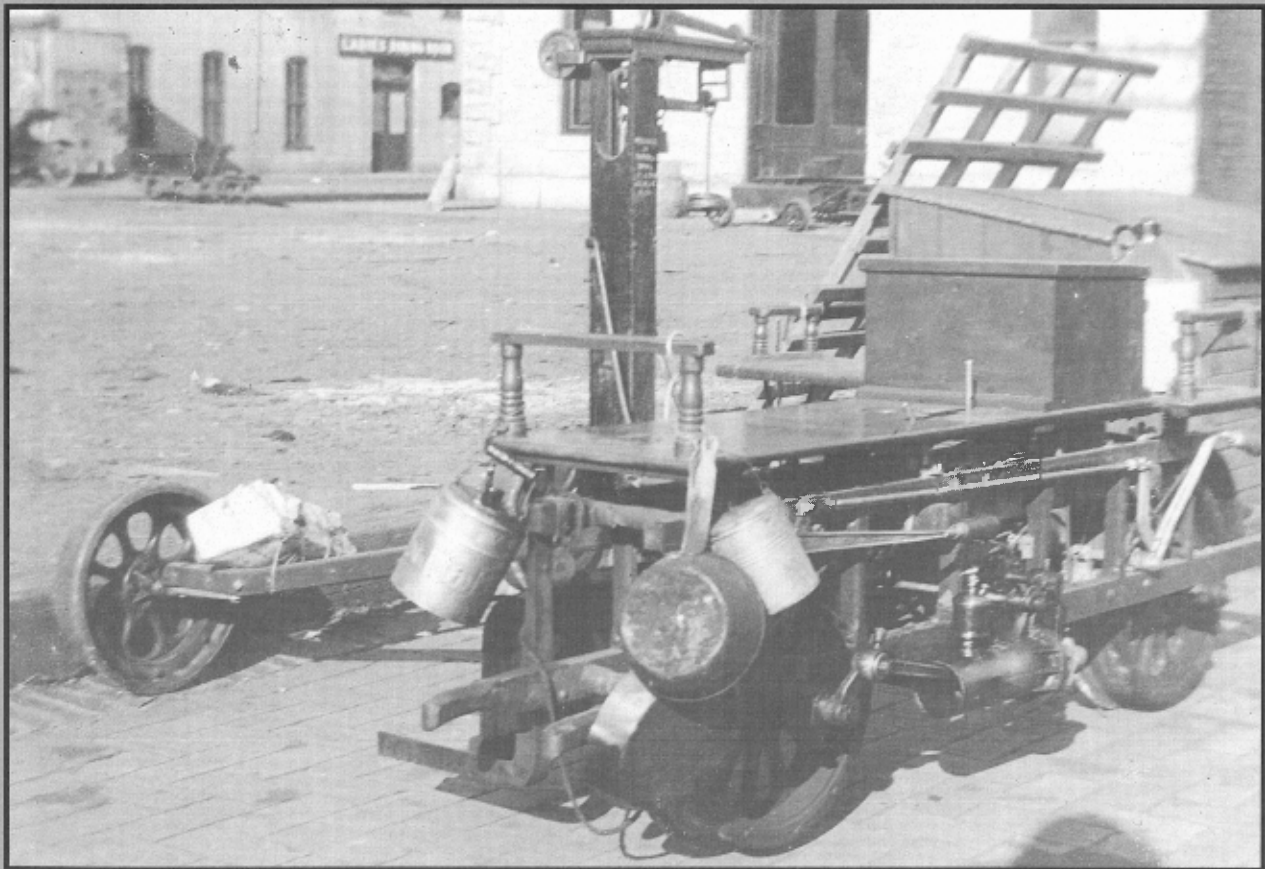
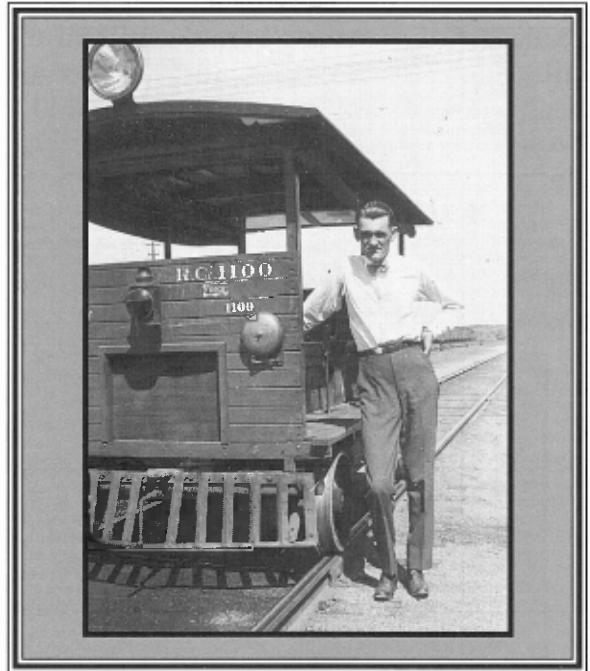


# Classic Frisco

Call them what you will - Inspection Car, Motorized Hand Car, Gang Car, Section Car, Motor Car, Speeder, etc. Whatever they were called by those who used them, *(some of which are probably not suitable for print)* these unique pieces of rail equipment were a mainstay on American railroads, including the Frisco, for many years. They were an essential tool for signal maintainers, section crews, bridge gangs, and anyone else who needed their services.

Our **Classic Frisco** feature in this issue includes rare photos of two examples: One steam powered unit and one, complete with cow catcher.

**RC 1100 is shown, complete with cow catcher, at the Frisco's Oklahoma City yards, August 12, 1926. Gentleman standing alongside is identified as J. Roy Sloan. Photo from the collection of Frisco Folk Jerry Broudy.** 📷



**Steam powered speeder. Date and location unknown. Photo from Museum collection.**

# Yale Roundhouse Remnants

A recently discovered archival file has provided some rare photos of what appear to be the last remnants of the Frisco's Yale, TN, roundhouse and machine shop.

In addition to the photos, the file contains correspondence from June 24, 1940, through October 22, 1952,

regarding additions and remodel of the old shop for the Patterson Transfer Company. The old roundhouse was apparently being used as their warehouse No. 2, with what appears to be storage for a local automobile dealer.

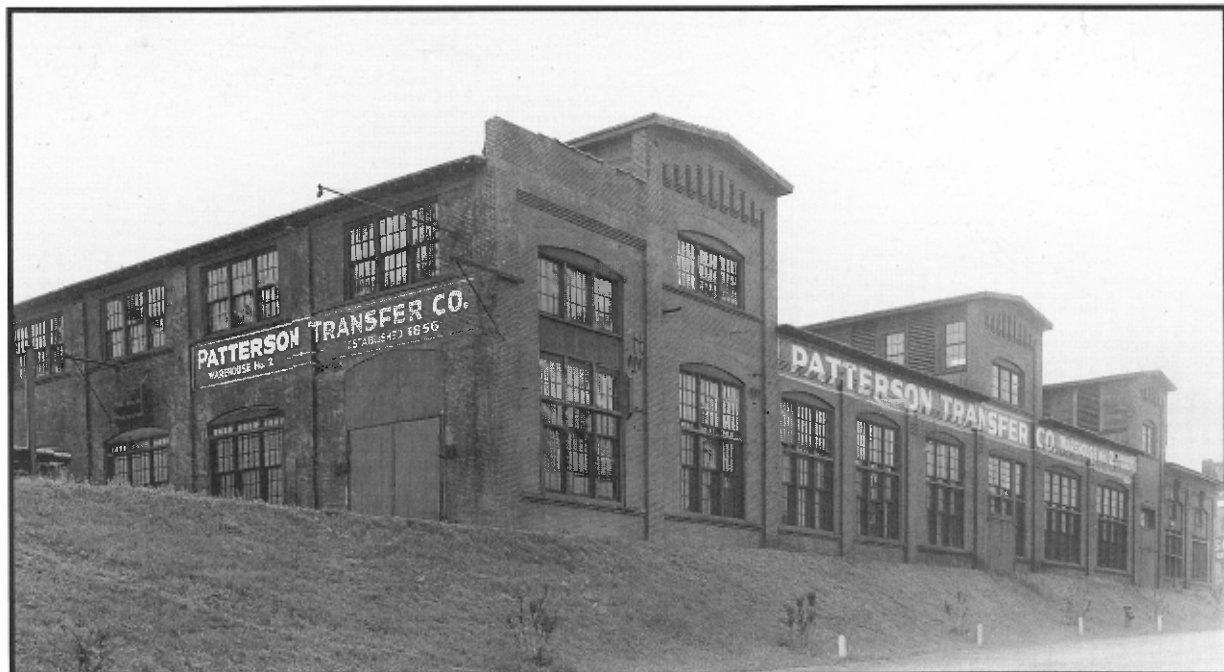
According to a June 25, 1951, diagram contained in

the file, their warehouse No. 1 was a two-story concrete building adjacent to the old roundhouse to the south.

If anyone has additional photos of the roundhouse and/or information about its history, please contact the museum office! 📧



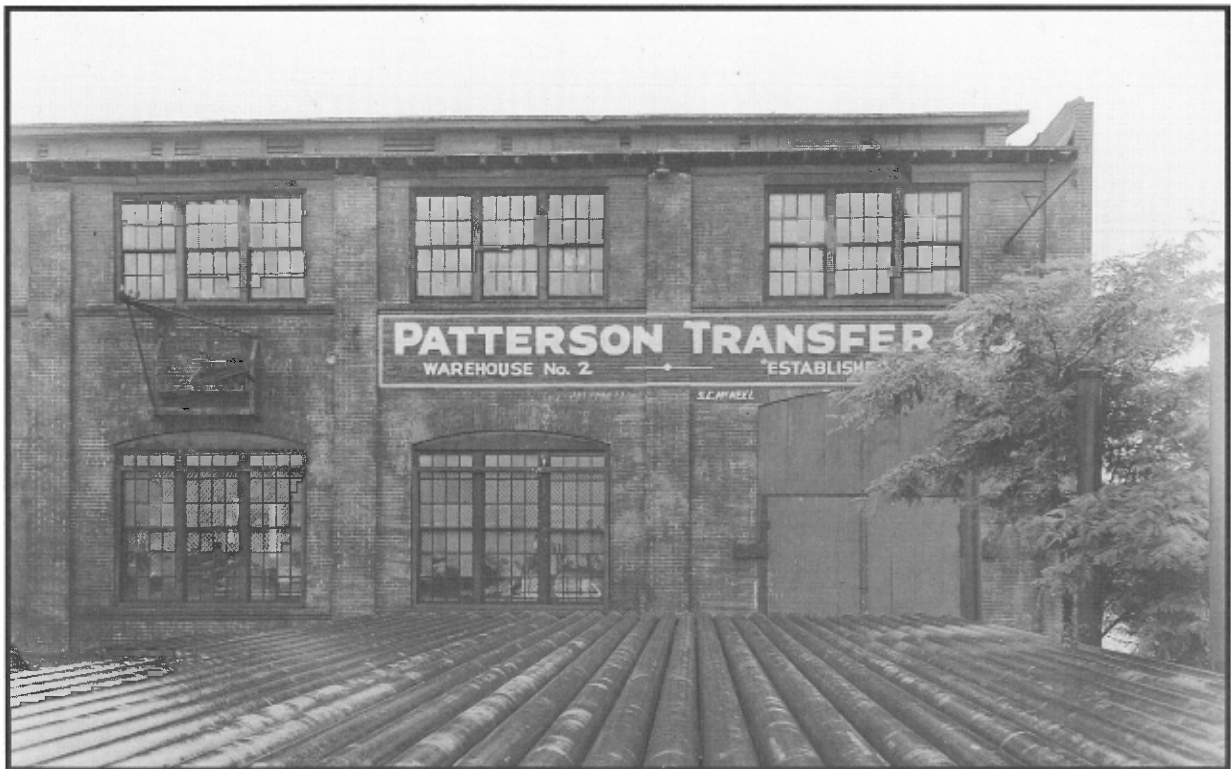
*Old Yale (Memphis) Roundhouse, May 27, 1940. south elevation. Frisco photo*



*Old Yale (Memphis) Roundhouse, May 27, 1940. west elevation. Frisco photo*



*Old Yale (Memphis) Roundhouse, May 27, 1940, north elevation. Frisco photo*



*Old Yale (Memphis) Roundhouse, May 27, 1940, north elevation. Frisco photo*



*Old Yale (Memphis) Roundhouse, May 27, 1940, northeast corner. Frisco photo*



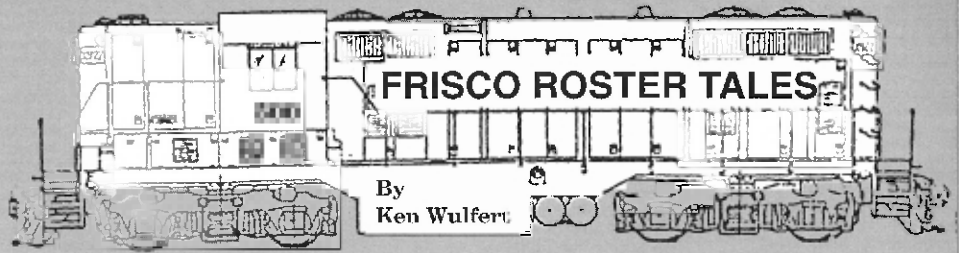
*Old Yale (Memphis) Roundhouse, May 27, 1940, interior looking north. Frisco photo*



# YARD POWER

## Part Ten

### Frisco's First Diesels



The last two installments of **Roster Tales** (*All Aboard*, Summer 1995, and *Winter 1995-1996*), discussed the group of Frisco diesel switcher locomotives reviewed in this ten-part mini-series, in which we discussed these very important yard locomotives. This final group was, of course, the 38 Baldwin VO-1000 switchers, which were the first group of diesel locomotives received and put in service by the Frisco, plus the lighter Baldwin VO-660's and the later, improved Baldwin DS-4-4-1000's. This current **Roster Tale** will wrap up this discussion on Frisco's diesel switchers.

First, though, I must comment on the passing of Lee Buffington (*All Aboard*, Fall 1995, "Farewell Mr. Frisco") Lee was one of the grand people of the old Frisco, and was a close friend of mine and many others in the Frisco family. He and I often had detailed discussions about Frisco motive power, and I always marveled at how clear his mind was on this topic, even up to his last year. He had detailed notes and reference material, much of which is in the museum's archives now, and was always willing to share information about his beloved Frisco. Indeed, the idea and inspiration behind these **Roster Tale** articles came from Lee, as did most of the information contained in the articles. Lee will



**VO-1000 201, in service at North Yards, Springfield, MO, March 1, 1954.**  
A. Johnson photo

be missed by many, including your author. I was honored to know him!

Lee's last letter to me contained more information on the Baldwin switchers we have been discussing in the last two **Roster Tales**. The information he provided follows:

"An item of interest may be the order pattern of the early Baldwins. The first order called for five 1000HP switchers (Baldwin VO-1000's); the second called for two 660HP (Baldwin VO-660's) and eight 1000HP switchers. The third order called for five 660HP and five 1000HP switchers, but this order was changed later to ten 1000HP switchers. This accounts for a total of 23-1000HP and 2-660HP switchers in the early group from Baldwin. The 660HP orders were canceled and replaced by more 1000HP units because we soon found out that the smaller switchers were not heavy

or powerful enough to provide the performance the Frisco wanted.

The entire Baldwin switcher order pattern was as follows:

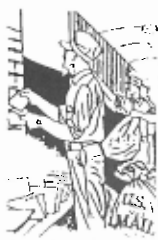
- First order-1000HP-SLSF 200-204
- Second order-1000HP-SLSF 205-212; 660HP SLSF 600-601
- Third order-1000HP-SLSF 213-222
- Fourth order-1000HP-SLSF 223-229
- Fifth order-1000HP-SLSF 230-235
- Sixth order-1000HP-SLSF 236-237
- Seventh order-1000HP-SLSF 238-241 (DS-4-4-1000's)

All this information is from my personal notebook."

Thank you Lee. May you rest in peace.

The next **Roster Tale** series will discuss the newest, and last, diesel locomotives the Frisco ordered, the 3500HP EMD GP-50's, which were to be numbered SLSF 790-799. 🚂

# MAIL CAR



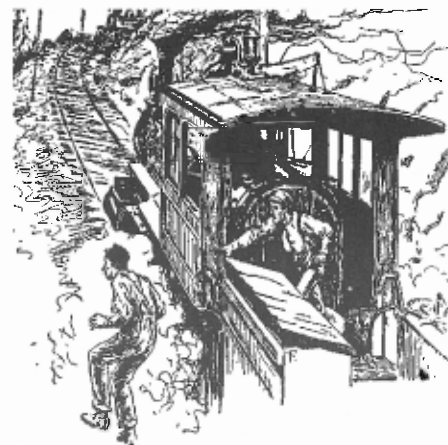
The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

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

**QUESTION:** At a garage sale recently, I purchased a book about train wrecks and was fascinated with the chapter on head-on collisions. I am sure the Frisco had their share of wrecks. Did they ever have any head-on ones and do you have any pictures of them?

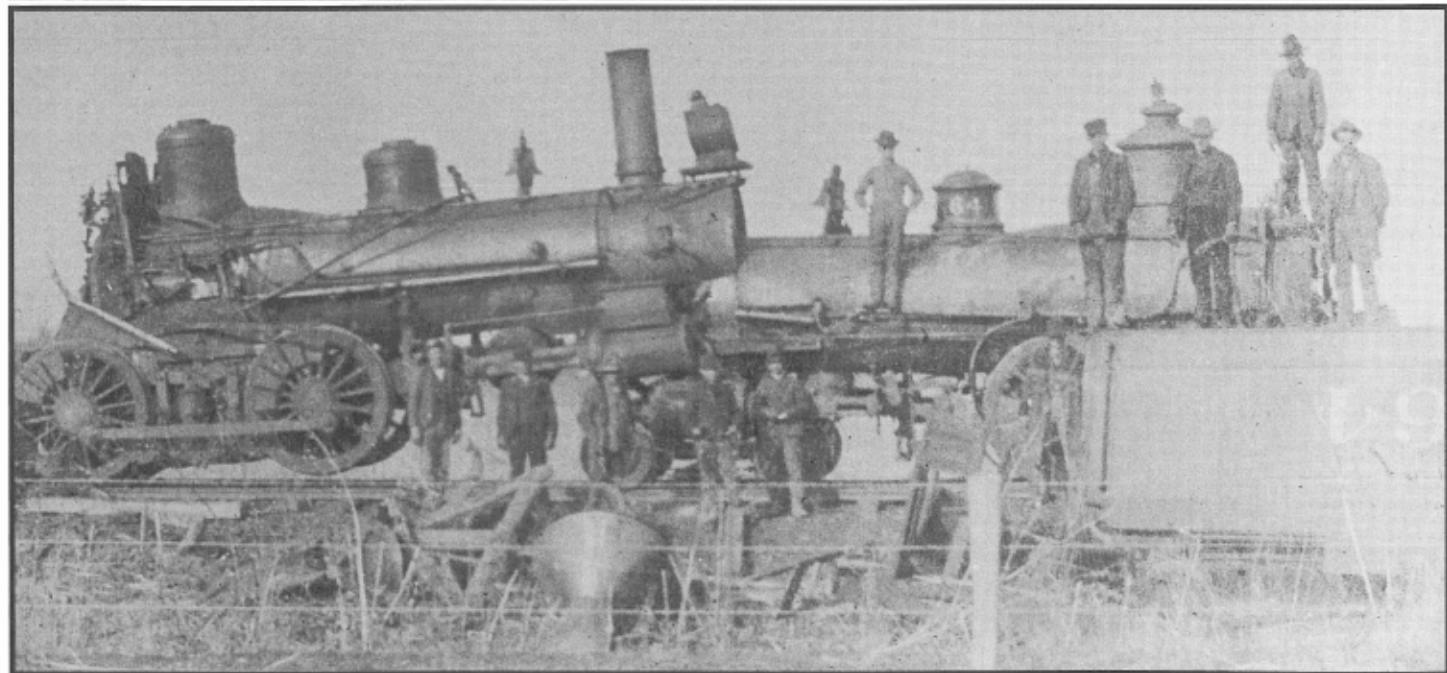
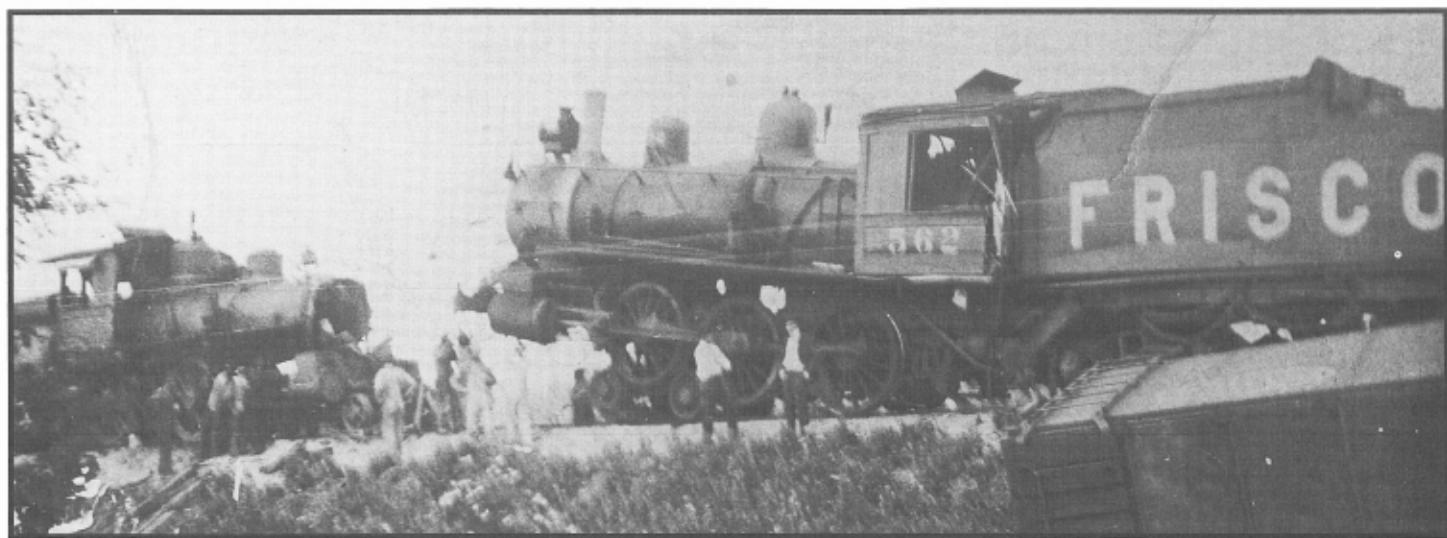
**EDITOR'S NOTE:** The book our reader is referring to is *Train Wrecks-A Pictorial History of Accidents on The Main Line*, by Robert C. Reed, 1968.

**ANSWER:** Yes, the Frisco had their share of train wrecks, including the four head-on variety pictured here.



## Just Time To Jump

An early wood cut depicts every train crew's worst nightmare. With the inevitable about to happen, there is little time to act.



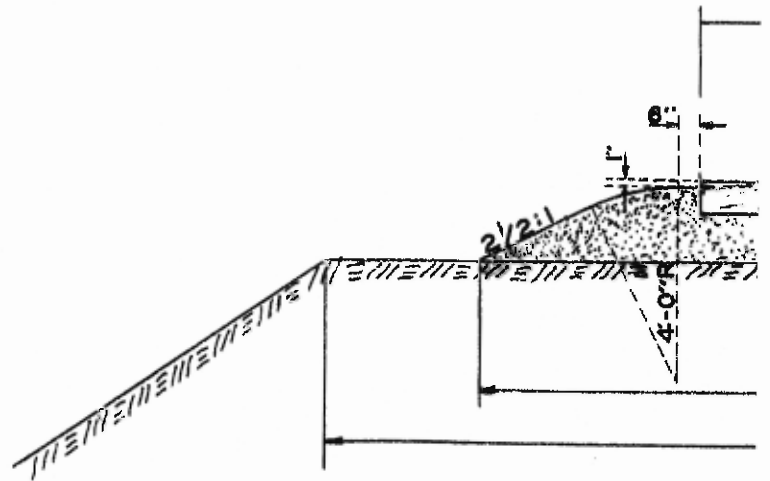
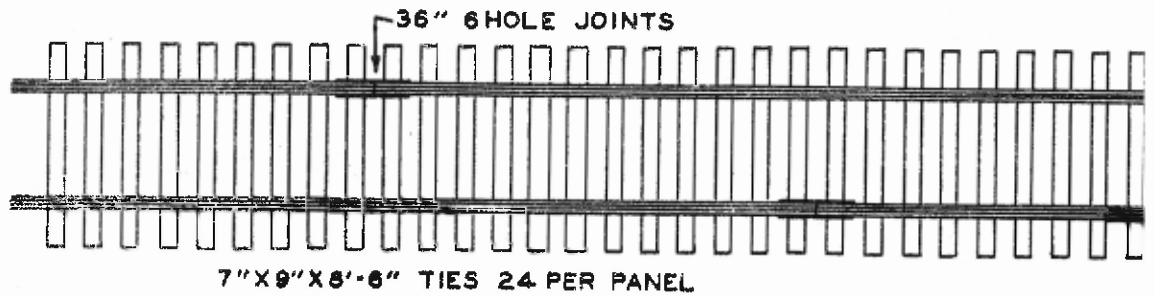
Both photos from the Ed Galbraith collection, date and location unknown.



*Caption on this photo reads, "Wreck on the AV and W. Near Tulsa. Jan. 4 '09." The Arkansas Valley and Western was the Frisco predecessor between West Tulsa and Avard. Ed Galbraith collection.*



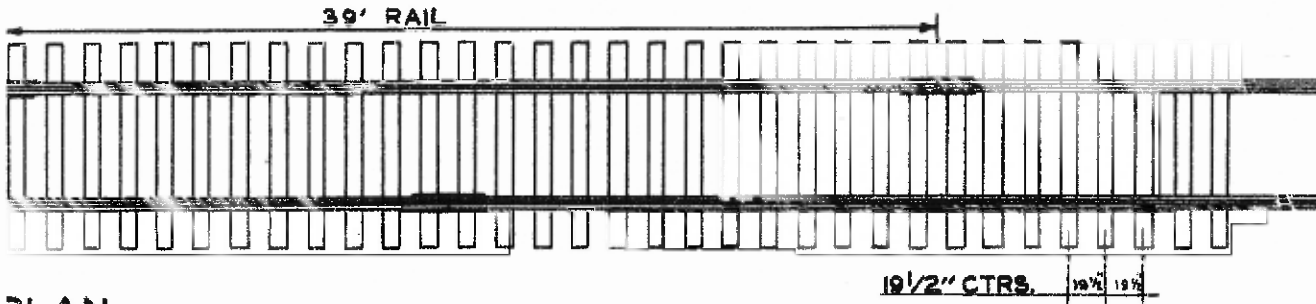
*Frisco 442 and 810 got together in Republic, MO, in this rare 1902 photo. Ed Galbraith collection.*



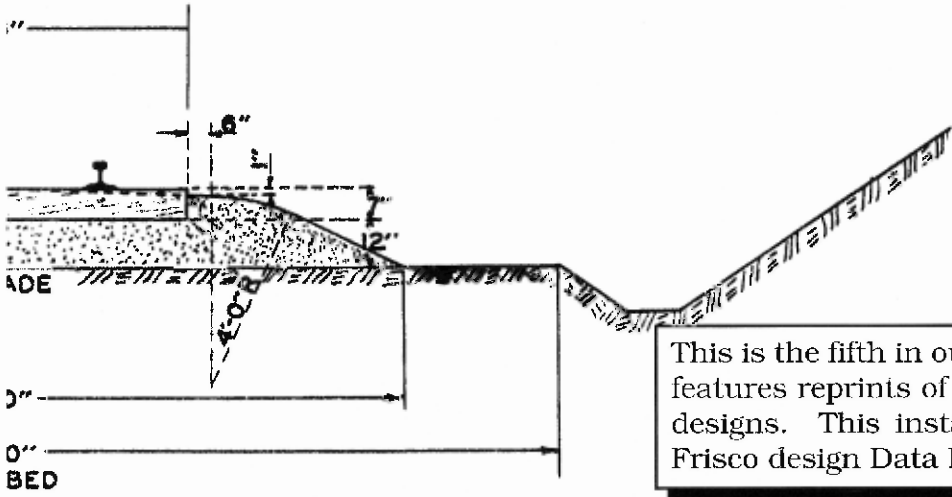
TR

BILL OF MATERIAL FOR ONE MILE OF NEW TRACK

ITEM	UNIT	QUANTITY PER MILE	132 LB. RE. RAIL	
			UNIT COST	TOTAL COST
TIES TREATED 7" X 9" X 8' 6"	EA.	3250	\$ 3.19	\$10367.50
RAIL 132 LB. RE.	GROSS TON	207.585	100.50	20862.29
TOELESS JOINTS 36" 6 HOLE	EA.	267	7.02	1874.34
JOINTS ARMORED INSULATED	EA.	4	31.39	125.56
TRACK BOLTS 1" X 5 3/4"	KEG	18.27	23.54	430.08
NUTLOCKS 1 1/16"	M.	1.626	71.89	116.89
TIE PLATES 7 3/4" X 14" X 5/8"	EA.	6492	1.12	7271.04
ABRASION PLATES AND PADS	EA.	8	1.20	9.60
TRACK SPIKES 5/8" X 6"	KEG	52	16.03	833.56
TRACK SPIKES 9/16" X 5 1/2" (HOLD DOWN)	KEG	38	16.03	609.14
RAIL ANCHORS	EA.	3000	0.35	1050.00
BONDS	EA.	267	0.53	141.51
BALLAST - CHAT	CU. YDS.	4260	0.40	1704.00
CREOSOTE	BBLs.	2	12.65	25.30
JOINT LUBRICANT	DRUM	1	60.96	60.96
JOINT SEALANT	LBS.	200	0.08	16.00
EXPANSION SHIMS	EA.	271	0.01	2.71
				\$45500.48



PLAN  
1/8"=1'



CROSS SECTION  
1/4"=1'

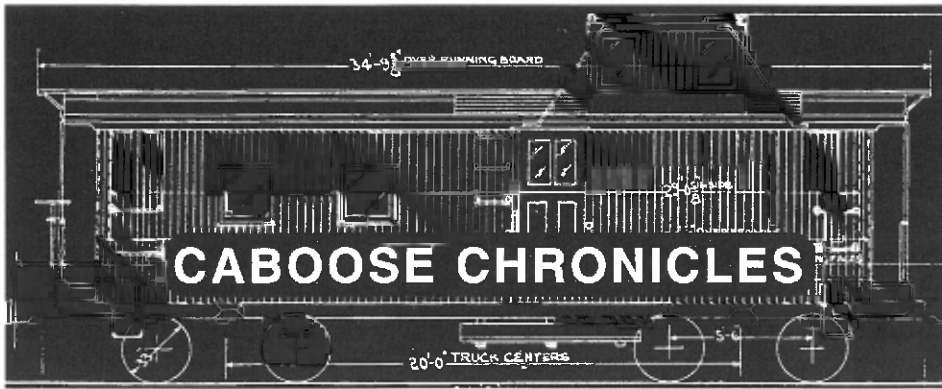
This is the fifth in our **Standard Plans** series that features reprints of original Frisco standard plan designs. This installment is a March 1, 1954, Frisco design Data For Typical Mile Of Track.

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY

DATA FOR TYPICAL  
MILE OF TRACK

SCALE: - AS SHOWN  
OFFICE OF CHIEF ENGR

MARCH 1, 1954  
SPRINGFIELD, MO.



## Book 2

"Buggy, cage, clown, wagon, crib, crummy, doghouse, hut, louse cage, monkey house, shanty, way car... what did all these names have in common? They were all railroad slang for the most enduring and universal icon of railroading... the caboose!

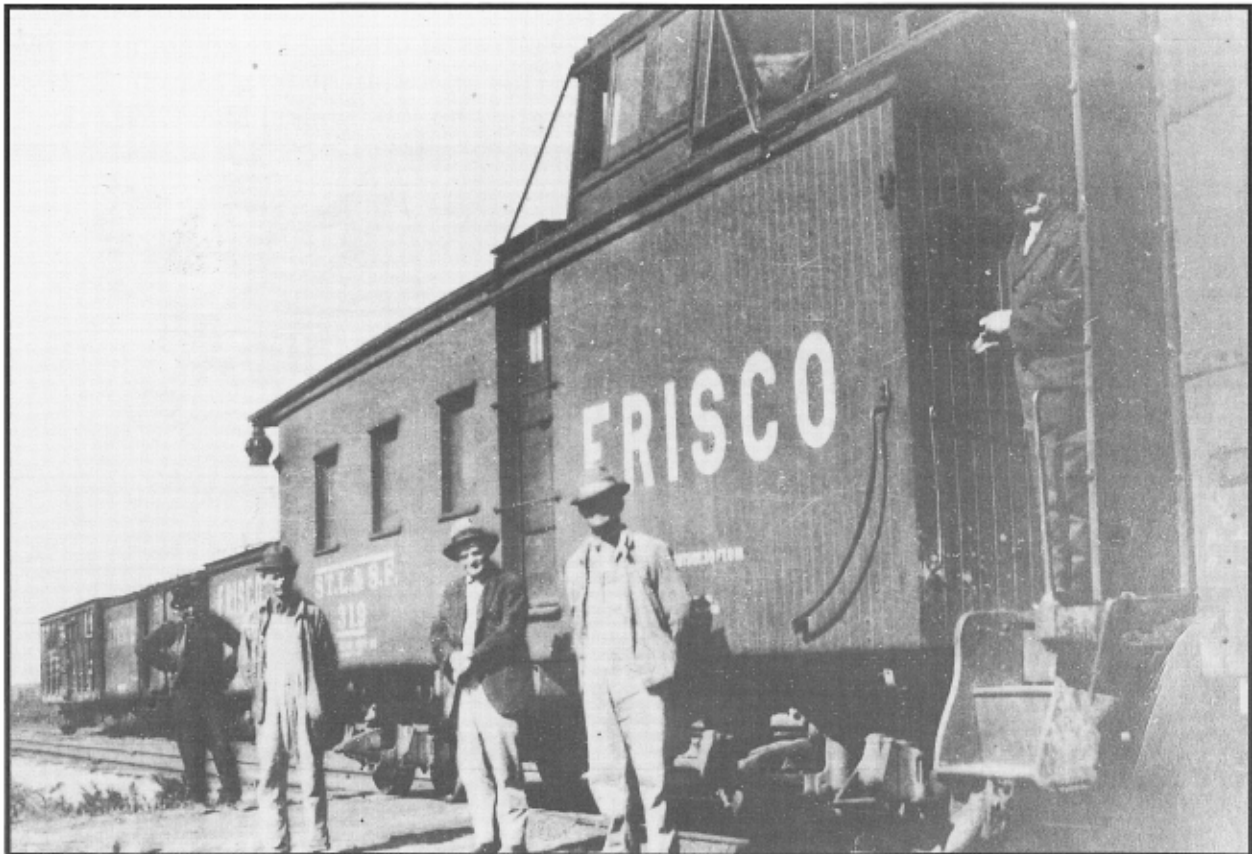
Over the years, locomotives have changed in appear-

ance, size, color, and operation. Freight cars have progressed from 30' all wood box cars, to 86' all steel high capacity giants, to articulated intermodal containerization unit trains. The vast assortment of passenger equipment once operated by the railroads has come and gone. The only class of rail equipment that has remained relatively the same in size, design, and use has been

the railroad caboose. On the Frisco, the color even stayed basically the same for over ninety years!

Although the caboose in revenue service is now a thing of the past, for those of us who have fond memories of their predictable appearance at the end of the train complete with waving crew, something will always be missing on modern consists.

This is the second in our **Caboose Chronicles** series in which we are profiling the history of Frisco cabooses, primarily through the eyes of those who had enough foresight to capture their simple beauty on film. The word "attempt" should be emphasized in describing the goal of this series because while they were the most stable element of Frisco freight operations,



*"Mully Type" side-door caboose No. 319 in service on the Frisco July 26, 1915. The side door has been blocked, side step removed, and end platforms added. Notice the word FRISCO in place of the corporate coon skin logo and the "St.L.& S.F." reporting marks.*

*Photo from the collection of Larry Parrish*



*"Mully Type" side-door cabooses No. 343 in service on the Frisco in 1950, at Tulsa, OK.  
Photo from the collection the Frisco Railroad Museum Inc.*

the amount of information about Frisco cabooses currently available in our archives is regrettably lacking. Consequently, as the series progresses our readers are encouraged to help us fill in the gaps by sharing any information and/or photos they have about Frisco cabooses.

The early side door cabooses (see *All Aboard*, Volume 11, Number 2, pp. 18-21) were eventually phased out by most railroads due to safety issues. Getting on and off of a moving car from the side door proved to be a dangerous and often deadly operation. It is interesting to note, however, that according to our records at least one was still in service on the Frisco as late as 1950.

A July 26, 1915 photo shows No. 319 in service with side doors blocked, side step removed, and end platforms added. A 1938 company dia-

gram indicated that in 1929-1930 some of the side door "mully type" cabooses were rebuilt by the Frisco with side door still in use. A 1950 photo shows No. 343 in service at Tulsa, OK, still configured in the early side entrance design.

On March 28, 1923, the design and appearance of Frisco cabooses forever changed when plans were approved for a new shop built "Standard Caboose with Steel Underframe." Although this plan was modified many times over the years, it became the standard for Frisco cabooses for over twenty years.

#### **Phase I Wood Cupola Era 1923-1938**

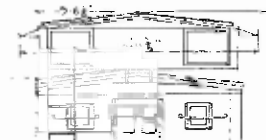
The original design Frisco shop built cabooses featured a steel underframe and wood superstructure, with a slant side wood cupola. These early units

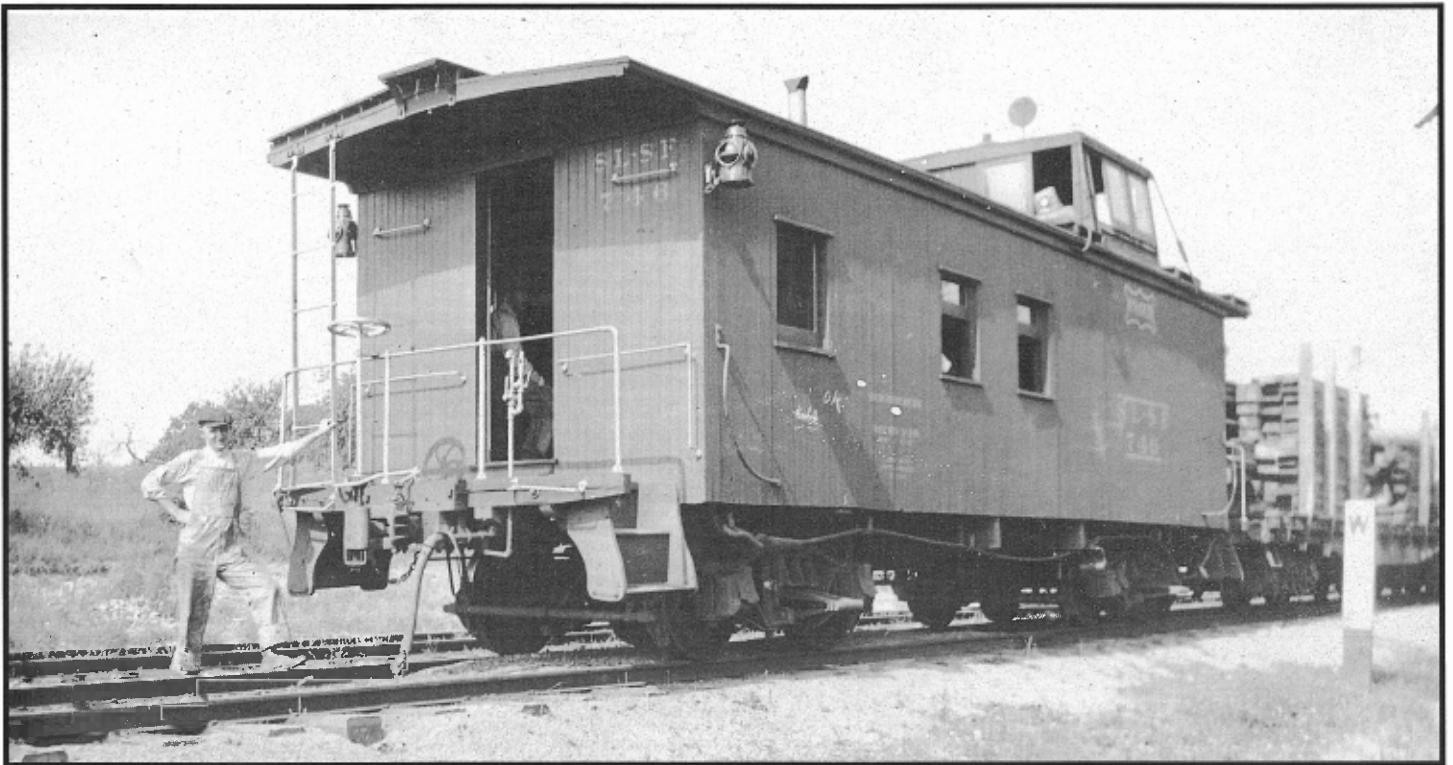
were originally sided with tongue & grove car siding and their roofs were covered with canvas and tar. They were numbered, non-consecutively, in series 199-940. They rode on Bettendorf type trucks equipped with full elliptic springs.

While they all basically "looked" the same, as the accompanying photos show, over the years the standard design was subjected to a wide variety of modifications.

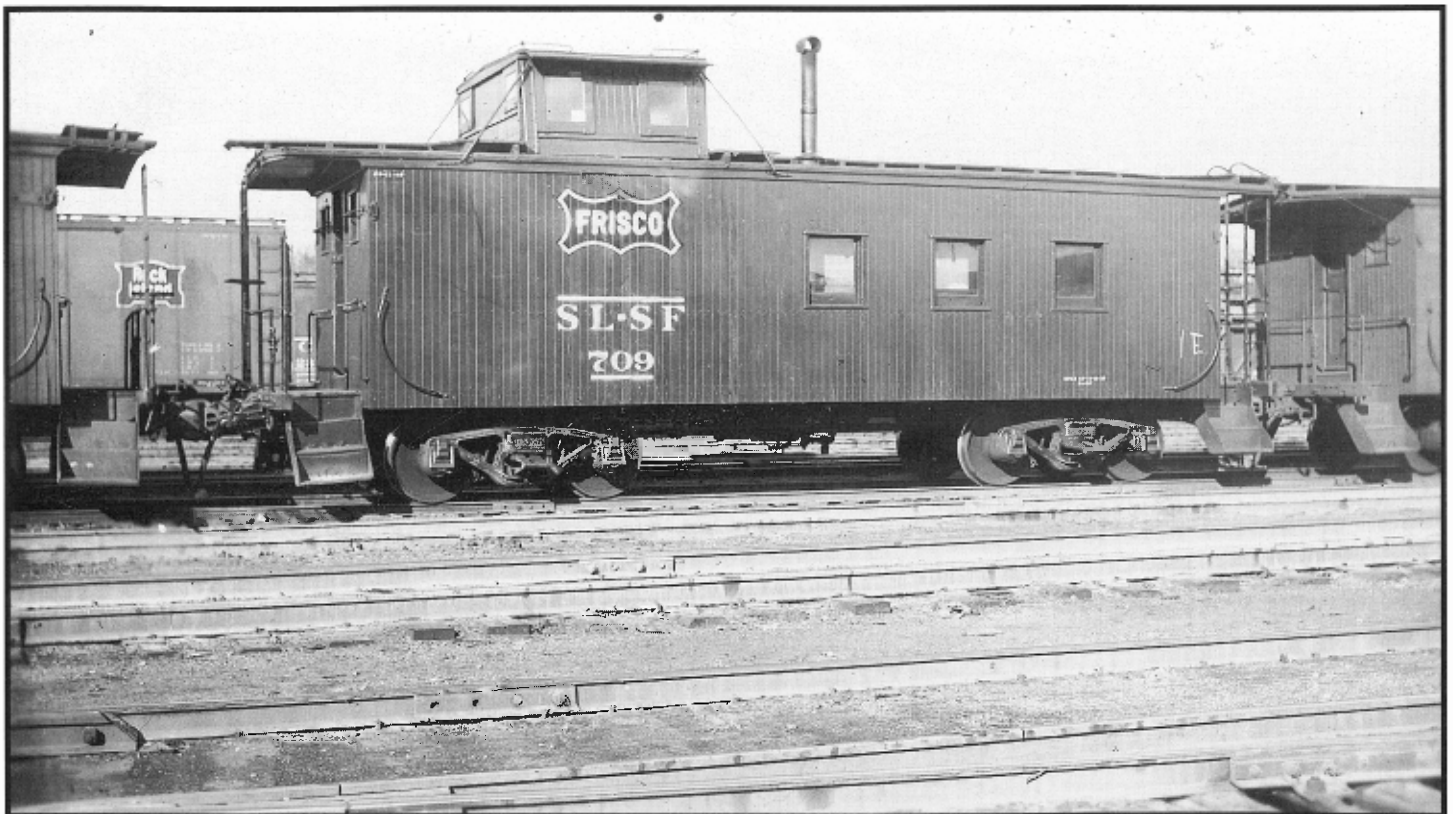
According to our records, 1938 was the last year the Frisco cabooses were constructed with the wood cupolas.

In our next installment of **Caboose Chronicles**, we will examine Phase II of Frisco caboose construction - The Steel Cupola Era - 1938-1946. ☞





*SL-SF 746 is the oldest photo we have that matches the oldest diagram we have of the early shop build Frisco cabooses design. Items to note: 1) Standard design wooden slant side cupola. 2) Space between first and second windows. 3) Two tread platform steps. 3) Single end platform railing. 4) Ladder mounted to end edge of roof. 5) No end windows. 6) Size and placement of Frisco logo and reporting marks. Photo from the collection of W.C. Pollard*



*SL-SF 709 is shown in service at Springfield, MO, November 27, 1947. Items and modifications to note: 1) Metal rod bracing on cupola (original standard design) 2) Two tread platform steps replaced with three tread units. 3) Size and placement of Frisco logo and reporting marks. 5) Railings and grab irons painted same color as caboose. (original standard design). A. Johnson photo*





**SL-SF 813, in service at Pittsburg, KS, May 30, 1948. Items and modifications to note: 1) Addition of end windows. 2) New safety railing on end platform and all railings, grab irons, and step edges painted yellow (September, 1947 modifications). 3) Frisco Lines logo. A. Johnson photo**



**SL-SF 937, in service at Enid, OK, May 30, 1958. Items and modifications to note: 1) Spacing between second and third windows. 2) Addition of safety ladder (1938 modification made on some units) 3) Addition of 10" silver Scotchlite diamond reflectors on end of car (1953 addition). 4) Raising of platform whistle position. 5) Frisco logo.**

*Photo from the collection of John C. La Rue, Jr.*

# DOWN AT THE DEPOT

## Snyder, OK

Station G664  
Chickasha Subdivision  
Southwestern Division

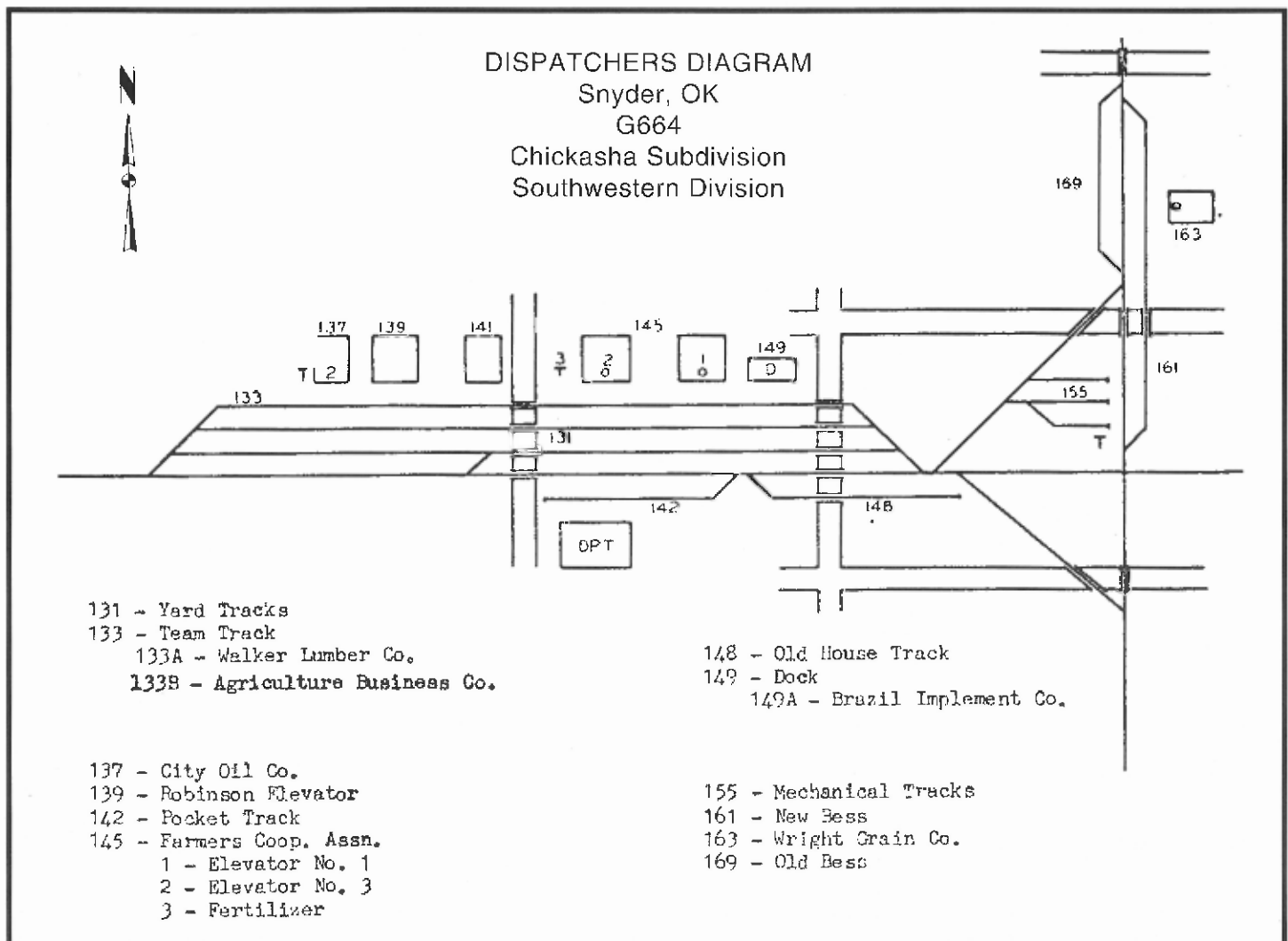
Station K744  
Enid & Hobart Subdivision  
Western Division

The crossroads of the Frisco in southwest Oklahoma was Snyder, OK, Station G664 on the Chickasha Subdivision-Southwestern Division and K744 on the Enid & Hobart Subdivision-Western Division. Both station numbers reflect distance from St. Louis, MO.

The east-west segment of the Snyder crossroads began on July 15, 1899, when the Oklahoma City and Western Railroad Company was incorporated. It was organized by C.G. Jones and associates of Oklahoma City. Aside from completing the organization, nothing was done until the latter part of 1901 when the contracting firm of Johnston Brothers of St. Elmo, IL, entered into an agreement to construct the line, with payment to be made in stock and bonds of the company.

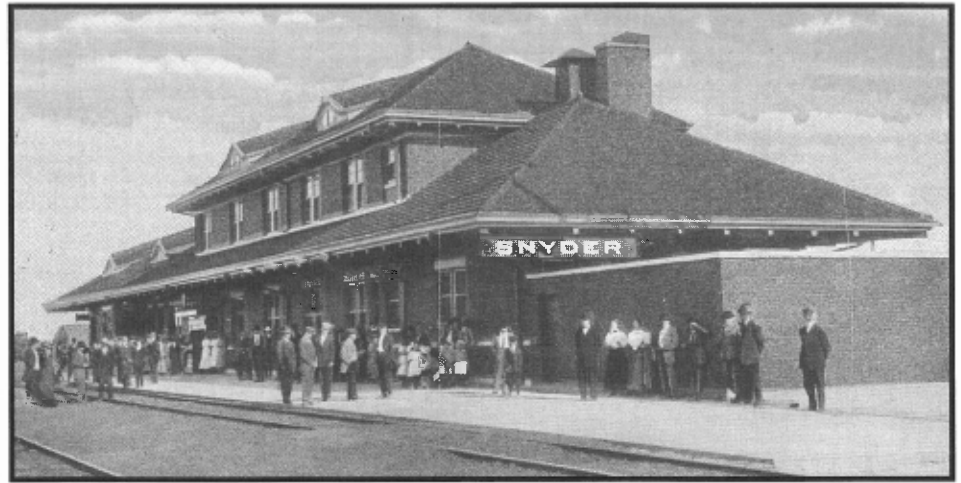
On October 15, 1901,

Johnston Brothers agreed to sell all the securities it received to the St. Louis Trust Company of St. Louis. On April 4, 1902, the securities were in turn sold to the St. Louis and San Francisco Railroad Company. Ownership of the line was officially transferred to the Frisco on July 18, 1907. At that time, the company owned about 174 miles of standard gauge, single track railroad, located entirely within the State of Oklahoma, extending from Oklahoma City, southwesterly, to the south bank of the Red River.



The north-south segment of the Snyder rail crossroads began on March 6, 1900, with the incorporation of the Blackwell, Enid, and Southwestern Railway Co. It was organized by Ed L. Peckham and associates of Blackwell, OK. Prior to construction of the line, the Mississippi Valley Trust Company of St. Louis became interested in the project and formed a syndicate to finance construction. Control passed to the syndicate on August 31, 1900.

Early in 1902, the syndicate incorporated its interest under the name of Bes Line Construction Company, which on February 27, 1902, made an agreement with the St. Louis and San Francisco Railroad Co. to complete the line of The Blackwell, Enid, and Southwestern and to sell the entire capital stock of the company to the Frisco upon completion of construction. On February 8, 1903, the capital stock was delivered to the Frisco and on July 20, 1907, a formal deed



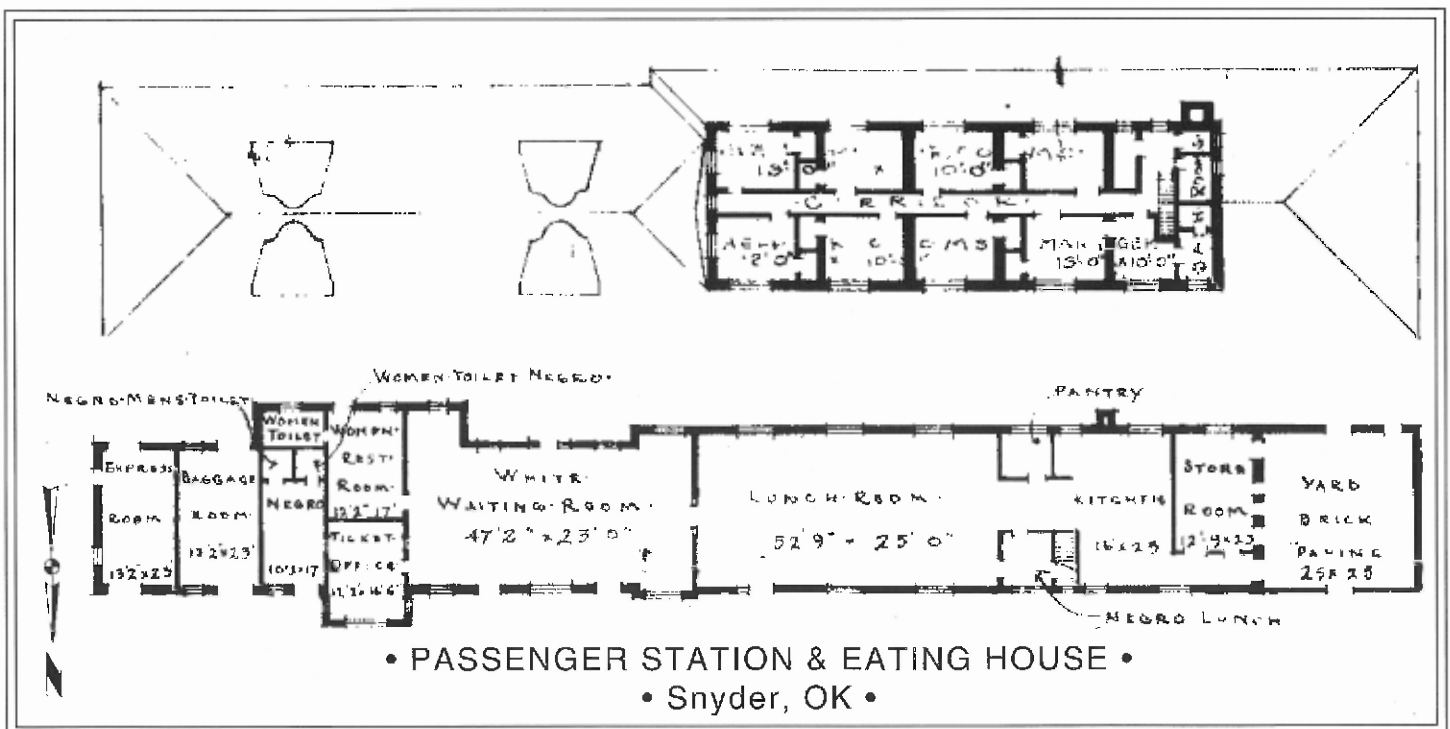
*This (Postmarked) September 21, 1925 Fred Harvey postcard identifies the subject as the FRISCO STATION AND LUNCH ROOM, SNYDER OKLAHOMA.*

was executed conveying all property, rights, and franchises. At that time, the company owned about 238 miles of standard gauge, single track railroad, located entirely in the State of Oklahoma, extending from Blackwell to a connection with the track of the Frisco at Red River.

Although probably not the first depot in Snyder, the one pictured above served the traveling needs of the community for well over fifty years.

Built in 1910, the all brick station measured 221' 10" long and 25' 2" wide. The east half of the station was devoted to railroad business, including an express room on the east end, baggage room, "negro" waiting room, womens rest room, ticket office, and large "white" waiting room.

The west half of the depot was occupied by the Fred Harvey lunch room, kitchen, storage room, and an enclosed brick courtyard area. The



second floor of the building provided living quarters for the Harvey Girls working in the lunchroom below. The Snyder Harvey House was one of over nineteen newsstands and lunch rooms operated by Fred Harvey on the Frisco between 1896 and 1930.

The depot featured a tile hip roof design with an approximate 1/3 & 1/4 pitch. The exterior was red brick on a concrete foundation. Interior floors were tile and concrete, walls brick and plaster, and the ceilings were 15' tall. Steam heat was provided, rest room facilities were inside, and the station had electric lighting.

In 1950, the Snyder facility also included a signal department supply house, 50,000 gals. water tank, elevated fuel oil tank and pumping station, machine shop, sand house and bin, track scales, cotton platform, bunk house and section house.

The first passenger trains to serve the 1910 built Snyder station were 9-10, the Meteor connection between Oklahoma City and Quanah, TX., and 609-610 between Kansas City, MO and Vernon, TX.

In the 1920's, service was increased with the addition of trains 7 & 8 the Southwest Limited, and a local between Enid and Vernon, Nos. 621-622. The 1930's and 40's saw the continuation of the Meteor connection and Tulsa to Vernon local.

According to our records, passenger service to Snyder ended on the Meteor connection in 1955 and the Enid to Vernon line in 1956. 🐉



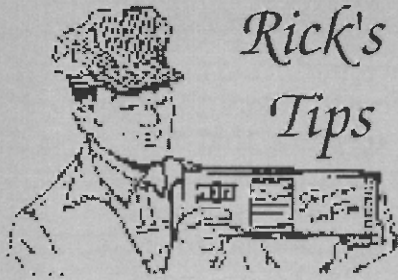
*Snyder, OK, depot end, looking northwest. December, 1967*



*Snyder, OK, depot end, looking southwest. December, 1967*



*Snyder, OK, lunch room end, looking southeast. December, 1967*



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

### **Making Wooden Decks More Realistic**

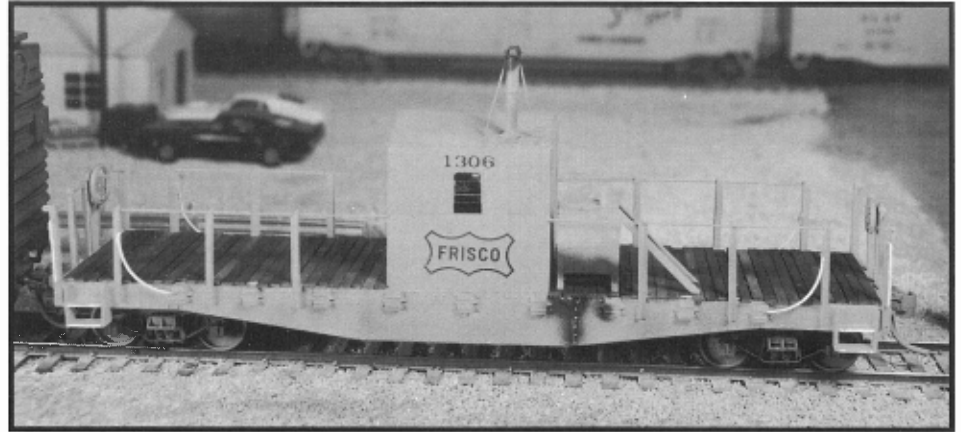
I enjoy seeing cars that have open loads like flat cars and gondolas. Modelers will often go to great lengths to make a prototypical load but set it on a deck that is painted the same color as the car on which it rides. Flat car decks are normally wood and are rarely painted and steel rusting in very short order.

I know of two ways to make a wooden car deck more realistic. Each has its merits and drawbacks. The first is to carve the plastic deck off and glue prestained wood planks on the plastic carbody. The other is to paint the deck and make the eye believe that the plastic is wood. I have seen some very convincing painted wood decks.

#### **Real Wood Decks**

Real wood decks have the distinct advantage of being made out of the same thing that prototype car decks are made from, real wood. Scale lumber is easy to find and stain and it looks great on a flat car or

gondola. The only drawback is that the plastic deck must first be carved away in order to put the wood deck in place. This is a time consuming task but the resulting effort can produce a realistic "see-through" effect if all of the planks are not butted up against each other tightly.



The planks should be prestained/painted and precut to length before they are glued to the car. This is the fast and most rewarding part of the project. Many modelers use various mixtures of India ink to stain their scale lumber with very good results. Lumber stained with India ink usually has shades that vary from charcoal to dark gray. The photograph of SLSF

before applying to the car and still achieve a plausible weathered deck look. I like using lighter colors like Floquil Primer (110009), SP Lettering Gray (110130), Concrete (110082) and UP Harbor Mist Gray (110167). I like to follow both painted and stained decks with a very light

#### **PAINTED PLASTIC DECKS**

Plastic decks have the advantage of already being in place. Their big drawback is that they are usually painted the same color as the car and



1306 shows what a real wood deck stained with India ink can do for the appearance of a flatcar. The scale lumber could also be painted various shades of gray

lack wood grain detail. The plastic deck can be painted to resemble wood and be very believable. This is the time consuming process, painting

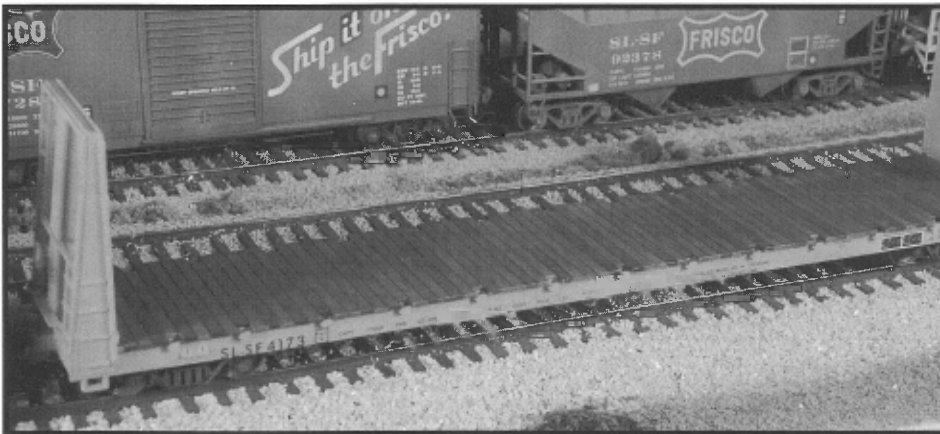
each individual plank.

As already mentioned, I use Floquil Primer (110009), SP Lettering Gray (110130), Concrete (110082) and UP Harbor Mist Gray (110167) to paint the deck. I alternate the colors on adjacent planks to highlight each plank with a different color. SLSF 95434 shows the initial painting of planks with the first shade or two of gray. Modelers wanting an even better looking deck can go over gray painted planks with a slightly lighter shade of gray in

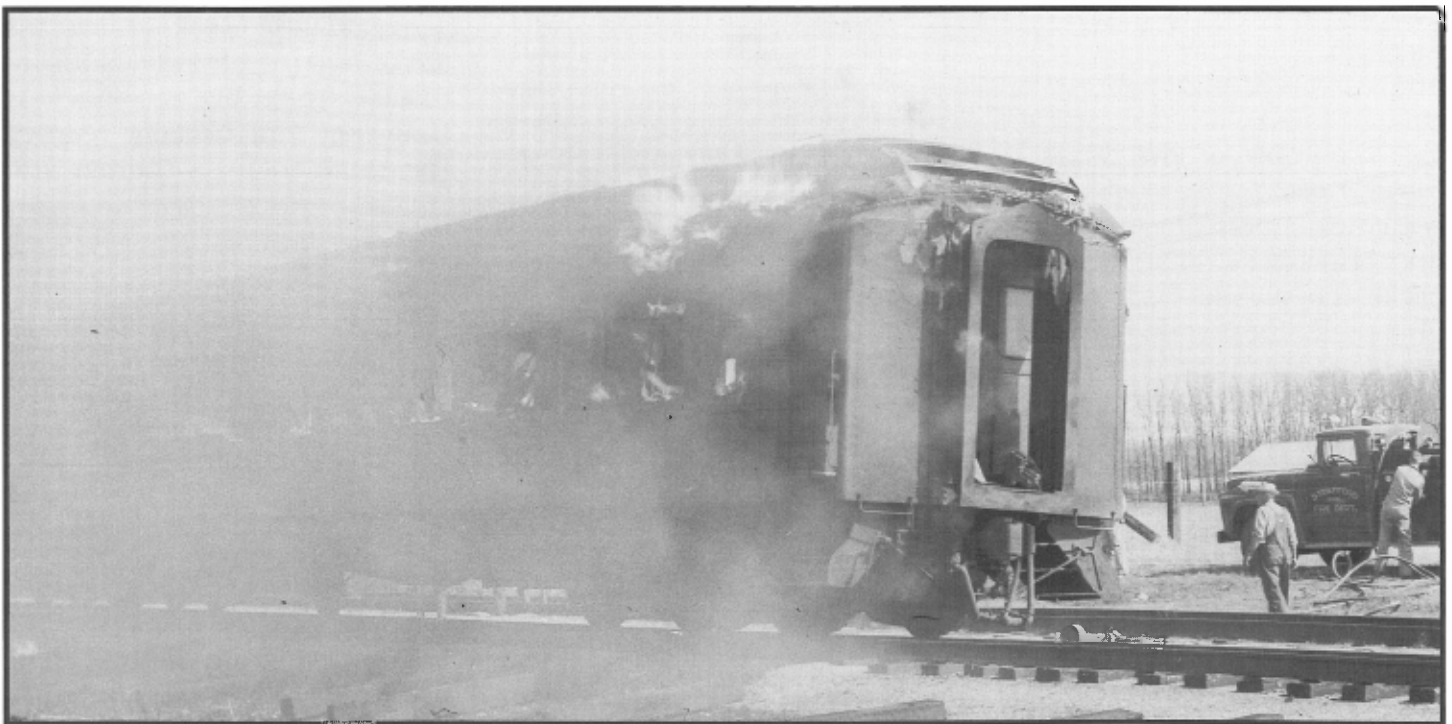
a dry brush fashion. The streaking caused by the dry brush technique will resemble the wood grain often left off of most plastic flatcar decks. Don't worry if you put a small amount of paint on the next plank. Your goofs will be covered when the adjacent plank is painted. Once all the planks are painted, use a hobby knife or the point of a compass to rescribe the spaces between the planks. This will define the edges of each plank and get rid of some of the uneven brush strokes.

The final step is to apply a very light coat of Floquil Grimy Black (airbrush on) to blend the different colors together just a bit to show that they have all seen the same amount of weathering and service. Slsf 4173 shows a finished plastic deck that is painted and weathered.

Now that you know a little more about wood decks, try these techniques on a few of your flats or gons and see how you like the results. With better looking flats and gondolas your customers are certain to...



*Ship it on  
the Frisco!*



*Description on back of this photo reads, "Frisco passenger car burning (caught from roadside brush fire) just west of Northview on west bound train No. 3. Picture taken about 3:00 p.m., March 28, 1962 by Howard Fillmer. Strafford (MO) fire department in background."*



# FRISCO BASEBALL *FLASH*

**We trust this little service  
will add to the pleasure of  
your trip . . .**

**May we have the oppor-  
tunity of serving you again?**

Before the days of portable radios, wrist television and cell phones, if you were riding the train during the big game, your only source of news and scores was by way of the **FRISCO BASEBALL FLASH**, periodic game up-dates provided as a service to folks riding on the Frisco.



# FRISCO SYSTEM



CHRISTMAS  
NUMBER  
1902

# MAGAZINE

Con. P. Curran Printing Co., St. Louis.