

FRISCO

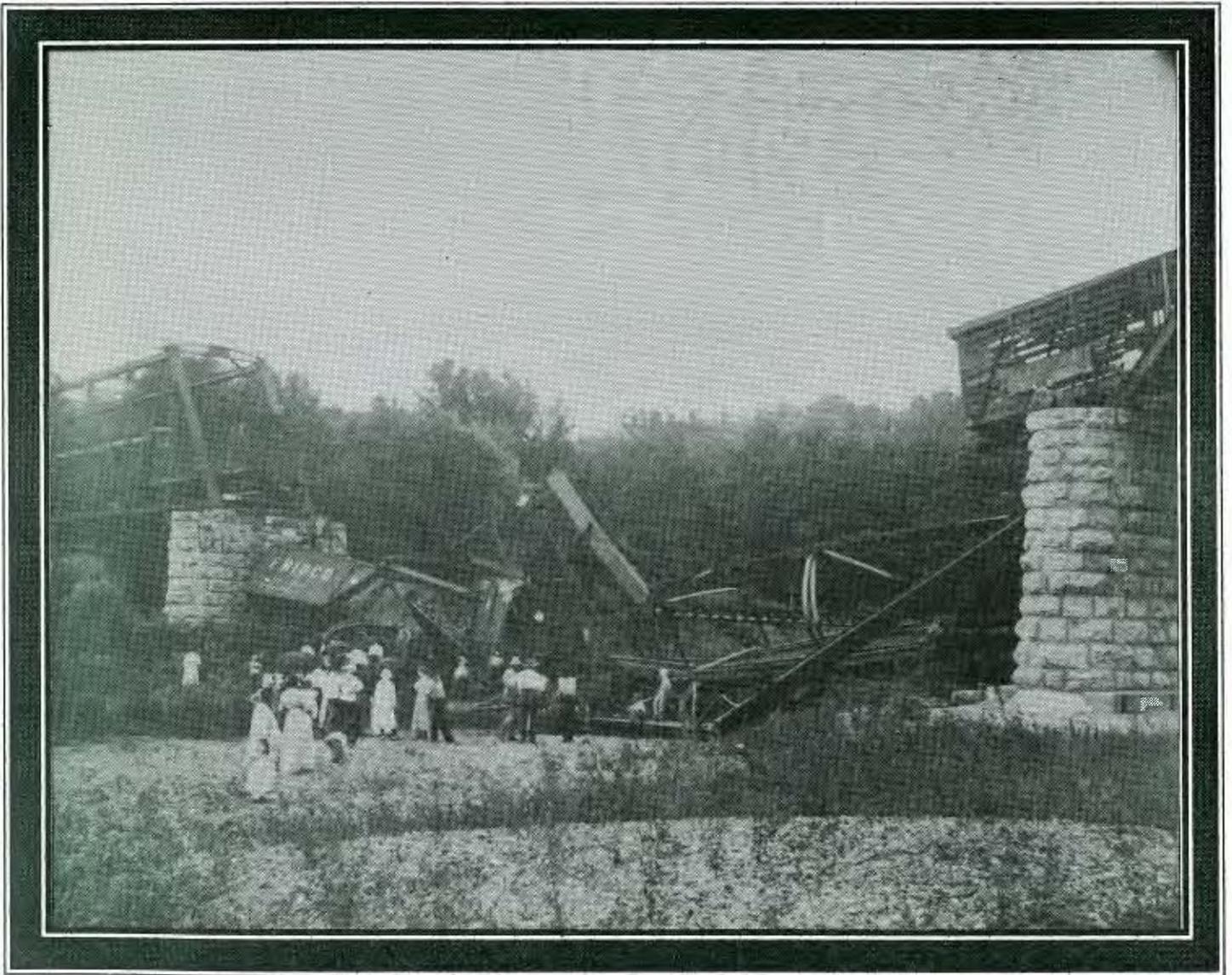
# All Aboard

FRISCO

DECEMBER 1990

JANUARY 1991

## DISASTER AT



## DRY FORK



# Frisco Folks

The museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

Robert Dick.....Switchman  
Missouri

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Lee Buffington.....Engineer  
Missouri  
John J. Statkum.....Brakeman  
New Hampshire  
Robert W. Metcalf.....Switchman  
Missouri  
Marion L. Haynes.....Switchman  
Arkansas  
Robert C. Williams .....Switchman  
Florida  
Chris Perez.....Switchman  
Canada  
W.L. Jack.....Switchman  
Virginia  
Scott H. Muskopf.....Switchman  
Missouri

Although the Frisco only operated in nine states, the scope of Frisco fans reaches out much farther! The following is a listing of the thirty-three states in which we have members in our FRISCO FOLKS:

Alabama - Arizona - Arkansas - California  
Colorado - Connecticut - Delaware -  
Georgia - Illinois - Indiana - Iowa - Kansas  
Louisiana - Maryland - Michigan -  
Mississippi - Missouri - Montana - Nebraska  
Nevada - New Hampshire - New Mexico -  
New York - North Carolina - Ohio - Oregon  
Pennsylvania - Tennessee - Texas - Virginia  
Washington - Wisconsin!

It should be noted that Frisco fans are not just limited to the United States, as is indicated by our two members in Canada and one in England!



## MUSEUM DISPATCH



Limited quantities of our 1990 commemorative *Gone But Not Forgotten* embroidered patches are still available. Help honor the work that has been accomplished over the past ten years to keep the memory of the Frisco alive, and order yours today! The patch is 3" in diameter and is available for \$3.00 each, including postage.



Memphis, TN December, 1956 Frisco photo

# RIVER DIVISION

This is the fourth in our year-long series profiling the history and operations of the Frisco River Division. This installment is number two of our in-depth look at each of the five sub-divisions that comprised the River Division. Our base year for listing stations and facilities is 1927, the first year the five sub-divisions were all in full operation and the point in time that the majority of facilities were built and in service. To profile freight and passenger service on the respective sub-divisions, six years have been selected to give a representative sample of operations, as follows: 1927 - 1943 - 1954 - 1961 - 1975 1979.

## CHAFFEE SUB-DIVISION

### General Information

Total Mileage.....143.7 miles  
 Number of Stations.....44  
 Maximum Grade .....0.5%  
 Ruling Grade.....0.5%  
 Maximum Track Curvature.....3.54%

### STATION NUMBERS/NAMES

T144 \*Chaffee  
 T151 \*Oran  
 T155 \*Brooks Junction  
 T160 \*McMullin  
 T166 \*Sikeston  
 T169 Juanita  
 T171 Champion  
 T174 \*Matthews  
 T176 Noxall  
 T180 \*Kewanee  
 T181 Rudd  
 T186 \*Lilbourn  
 T188 Balfour  
 T191 \*Marston  
 T194 \*Conran  
 T199 \*Portageville  
 T204 Brinkerhoff  
 T206 Swift  
 T208 \*Netherlands  
 T213 \*Hayti  
 T216 Blazer  
 T217 Shade  
 T219 Grassy Bayou

T220 \*Micola  
 T224 \*Steele  
 T227 \*Holland  
 T230 Hermondale  
 T232 MO-AR State Line  
 T233 \*Yarbro  
 T237 \*Blytheville  
 T241 Archillon  
 T244 \*Burdette Junction  
 T249 \*Luxora  
 T254 \*Osceola  
 T258 \*Grider  
 T261 Driver  
 T264 \*Wilson  
 T267 Evadale Junction  
 T268 Evadale Crossing  
 T269 \*Bassett  
 T272 \*Joiner  
 T275 \*Frenchman's Bayou  
 T278 Menasha  
 T280 Stacy  
 C462 Turrell

*EDITOR'S NOTE:* While Turrell was listed as a River Division point, its station number was Southern Division.

### Junction Points

Missouri Pacific Crossing.....at Oran  
 Missouri Pacific Crossing..... at Sikeston  
 ST.L.-S.W.RY Crossing.....at Lilbourn  
 Deering & Southwestern Crossing at Blazer  
 Jonesboro Sub Crossing.....at Blytheville  
 Jonesboro Sub Crossing.....at Evadale Jct.

### Facilities

#### Track Scales

Chaffee..... 80 ton 40ft. Fairbanks blt.  
 Hayti..... 80 ton 40ft. Fairbanks blt.

#### Coal Stations:

Chaffee.....Gravity.....14 aprons  
 Hayti.....Mechanical  
 Luxora.....Cars

*EDITOR'S NOTE:* Cars indicates that coal was shoveled direct from coal cars to locomotive tenders.

#### Water Tanks

Chaffee - Brooks Jct. - Sikeston - Rudd -  
 Portageville - Hayti - Blytheville - Luxora

Wilson - Turrell

#### Icing Stations:

Chaffee.....Emergency Station

*EDITOR'S NOTE:* An Emergency Icing Station was a station, so designed by the carrier, which was not equipped or located to take care of the regular icing of refrigerator cars, but where an ice supply was procurable and refrigerator cars could, in case of emergency, or, by special arrangements, be iced subject to delay.

#### Fuel Oil Stations:

Chaffee

#### Stock Pens:

LOCATION	No./SIZE	CAR CAP.
Blytheville	2 27x31	4
	2 28x31	3
Bassett	Chute only	
Chaffee	8 87x101	
	4 64x72	
Conran	2 32x64	4
Frenchman's Bayou	1 16x32	2
Hayti	1 27x31	4
	1 28x31	4
Holland	1 28x32	2
Juanita	1 16x32	2
Joiner	2 32x64	4
Lilbourn	2 22x20	3
	1 22x25	
Luxora	2 32x64	4
McMullen	2 26x31	1
	2 27x31	
Matthews	2 22x32	3
Marston	2 30x30	2
Netherlands	1 16x32	2
Oran	2 38x40	2
Osceola	1 15x47	1
Portageville	2 28x31	4
	2 26x31	
Sikeston	4 26x30	4
	4 27x30	
Wilson	1 32x32	2

#### Turntables:

Chaffee.....Iron.....Phoenix.....70'

#### Wyes:

Brooks Jct. - Hayti - Blytheville - Luxora -  
 Turrell

**Interlocking Plants:**

Missouri Pacific crossing at..... M.P. 165.6  
 Southern Division Junction at.. M.P. 283.3

**Sidings & Spurs Between Stations:**

Jaunita	M.P. 169.2	19 Cars
Champion	M.P. 171.4	16 Cars
Noxall	M.P. 176.4	10 Cars
Balfour	M.P. 188.7	24 Cars
Brinkerhoff	M.P. 204.5	9 Cars
Shade	M.P. 217.1	9 Cars
Micola	M.P. 220.2	17 Cars
Hermondale	M.P. 230.8	0 Cars
Evadale Crossins	M.P. 267.8	0 Cars
Stacy	M.P. 280.1	9 Cars

**FREIGHT SERVICE**

*EDITOR'S NOTE:* Generally speaking, northbound trains were always superior to southbound trains in terms of right of way priority.

**1927**

832N *St. Louis & Chicago Fast Freight.* Daily thru train service.  
 835S *Memphis Fast Freight.* Daily thru train service.  
 844N/845S Local. Daily except Sunday.  
 846N/847S Local. Daily except Sunday.  
 850N/851S Local. Daily except Sunday.  
 853S Local. Daily except Sunday.

**1943**

832N *Creole Flash.* Daily thru train service.  
 833S *Memphis Fast Freight.* Daily thru train service.  
 834N *Florida Fruit.* Daily thru train service.  
 835S *Creole Flash.* Daily thru train service.  
 844N/845S Local. Daily except Sunday.  
 846N Local. Tuesday-Thursday-Saturday  
 847S Local. Monday-Wednesday-Friday  
 850N Local. Tuesday-Thursday-Saturday  
 851S Local. Monday-Wednesday-Friday

**1954**

834N/833S Daily thru train service.  
 836N/835S Daily thru train service.  
 844N/845S Local. Daily except Sunday.  
 846N/847S Local. Daily except Sunday.  
 850N Local. Tuesday-Thursday-Saturday  
 851S Local. Monday-Wednesday-Friday

**1961**

836N/835S Daily thru train service.  
 844N Local. Tuesday-Thursday-Saturday  
 845S Local. Monday-Wednesday-Friday  
 846N Local. Tuesday-Thursday-Saturday  
 847S Local. Monday-Wednesday-Friday  
 850N Local. Wednesday & Saturday  
 851S Local. Monday & Thursday

**1975**

96N/95S Daily thru train service.  
 822N/821S Daily thru train service.  
 834N/833S Daily thru train service.

**1979**

222N/221S Daily thru train service  
 834N/833S Daily thru train service

**PASSENGER SERVICE**

**1927**

802N/801S *Memphis Express.* Daily thru train service.  
 806N/805S *Memphian.* Daily thru train service.  
 808N/807S *The Sunnyland.* Daily thru train service.



Trains 805-806, the *Memphian*, featured thru Sleepers, Chair Cars, Coaches, Club Cars, and Dining Car service by Fred Harvey.



Trains 807-808, the *Sunnyland*, featured thru Sleepers, Observation-Club Car, Coaches, and Dining Car service by Fred Harvey.

**1943**

805-806 The *Memphian* thru train service featuring all Air Conditioned Sleepers, Lounge-Diner service, and Chair Cars.  
 807-808 The *Sunnyland* thru train service featuring all Air Conditioned Sleepers, Coaches, and Snack Coach service.

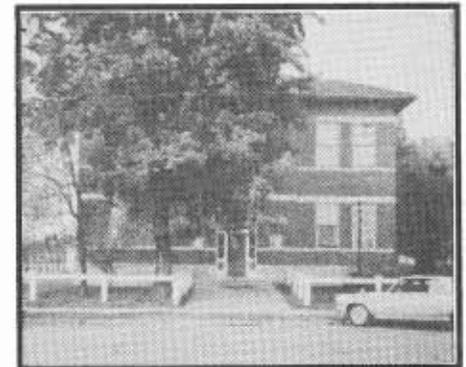
**1954**

805-806 The *Memphian* thru train service featuring Sleepers, Buffet service, Lounge Car, Dining Car service, and reclining Chair Cars.

807-808 The *Sunnyland* thru train service featuring Sleepers, Buffet service, Lounge Car, Dining Car service, and reclining Chair Cars.

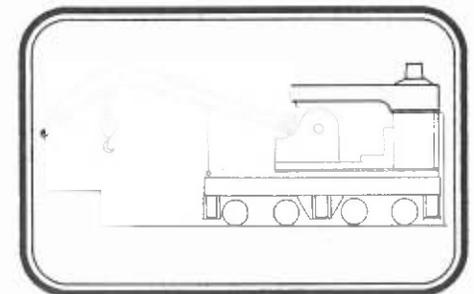
**1961**

807-808 The *Sunnyland* thru train service featuring reclining Chair Cars.



*River Division Headquarters, Chaffee, MO October, 1965 Frisco photo*

In 1905, at a cost of \$40,000.00, the above pictured two-story office building was built at Chaffee, MO, and served as the River Division headquarters until the reorganization of the Frisco in September, 1965.



Chaffee was the home base for the River Division derrick and the following assigned cars:

- 102154.....Kitchen & Dining
- 102235.....Bunks & Lockers
- 105320.....Rail
- 105319.....Ties & Trucks
- 105296.....Blocks
- 102236.....Cables & Tools
- 105905.....Water Tank & Coal Bin
- 101793.....Trucks

In 1956, the Chaffee Derrick was transferred to Enid, OK, replacing #99027. It should also be noted that Hoists #99038 was also assigned to the River Division at Chaffee. ☐

# RESEARCH SERVICE UP-DATE

## FRISCO RESEARCH SERVICE

The Frisco Research Service currently has available the following related resources:

1. An 8 1/2" x 11" floor plan reprint for each of the Stations marked with an (\*) asterisk.  
\$1.50 each.

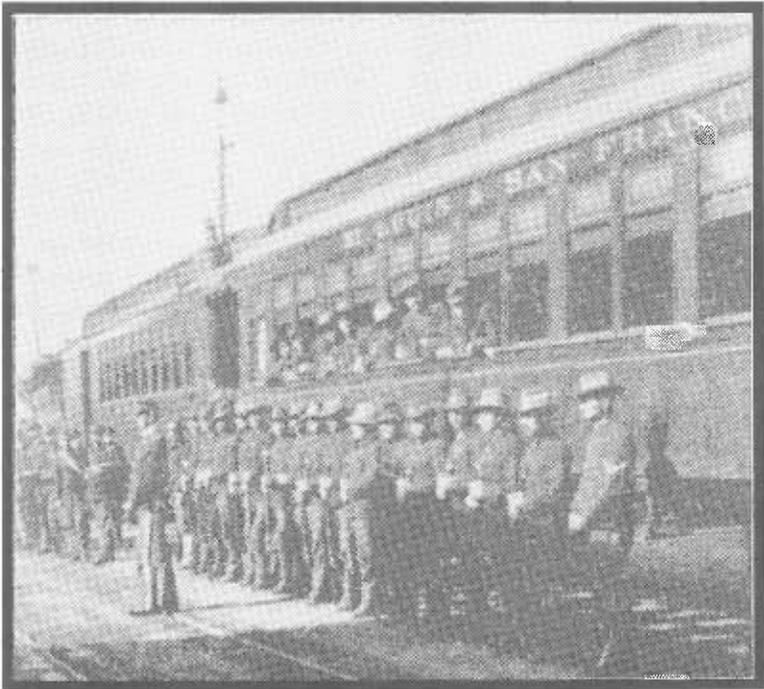
2. Employee Timetable reprints for the Chaffee Sub-Division for the following years:  
1917-1927-1943-1952-1954-1956-1957-1959-1961-1963-1964-1965-1967-1969-1971-1975-1976-1979.  
\$1.50 each

3. Public Timetable reprints of the St. Louis Sub-Division for any year 1921 to 1965.  
\$1.50 each

4. 8 1/2" x 14" Junction Point & Joint Operations maps for the following locations:  
Chaffee - Oran - Sikeston - Lilbourn - Blytheville.  
\$2.00 each

*NOTE:* The Chaffee map shows, in some detail, the yard facilities.

5. RIVER DIVISION COMPANY SERVICE ROSTER  
Our 1955 River Division Company Service Roster includes fifty-two listings of equipment including number, type, former number, former type, rebuilt date, & assignments.  
\$2.00



In the *MAIL CAR* feature, p.14, June-July 1990 *ALL ABOARD*, reference was made to an 1898 photo, "...showing Spanish American War soliders preparing to load a Frisco train... with ST. LOUIS & SAN FRANCISCO on the name board...(of a) second-class coach." In response to requests to see the actual lettering style and placement, we present that 1898 photo above.



Since the publishing of our feature on *FRISCO TRAILERLINER* buses, August-September *ALL ABOARD*, p.11, the museum has acquired the above photo of another unit

When Frisco employees in Springfield, MO, cashed their payroll checks at the Citizen's Bank, they were given \$2.00 bills in change as part of a 1947 company promotion to show the level of financial support the railroad was providing for the city.



# 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 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.

**QUESTION:** In the October-November River Division article, you listed a *Creole Flash* freight in 1943. Can you tell me anything about it?

**ANSWER:** The *Creole Flash* was one of four named freight trains that the Frisco inaugurated during the war (World War II) years as a part of its **FRISCO FASTER FREIGHT** promotion, as follows:

- DIXIE FLASH:** Memphis & Birmingham
- TEXAS FLASH:** St. Louis/Kansas City & Tulsa/Oklahoma City
- OKLAHOMA FLASH:** St. Louis & Tulsa/Oklahoma City

The *Creole Flash* was first placed in service in December, 1940, and was a joint operation between the Frisco and the Southern Railway's *Clipper* freight service between St. Louis/Kansas City and New Orleans.

Mileage from St. Louis to New Orleans over the new route was 784 miles shorter than some of the existing routes. In some cases, as much as 24 hours were saved on freight shipments through the service.

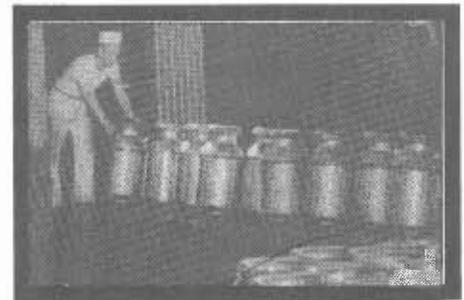
Leaving Kansas City at 9:30 a.m., and St. Louis at 7:30 p.m., the *Creole Flash* arrived in New Orleans at 6:45 a.m. the second morning. Northbound freights left New Orleans at 9:10 p.m., on the *Clipper*, arriving in St. Louis at 7:00 a.m., and in Kansas City at 5:30 p.m. the second day.

According to our records, the joint operation was discontinued in the late 1940's. ☐

# MUSEUM ACQUISITIONS

In 1838 the people of Boston, MA, were faced with a serious problem. They needed more milk than they could obtain from the farmers located within carting distance of the city. At the same time, many New England farmers located a long way from Boston were producing more milk than they could sell. Jason Chamberlin, an enterprising dairyman, solved both the problem of the Bostonians and the problem of the distant farmers by buying the latter's milk and shipping it to Boston by train. This was probably the first shipment of milk by train.

Over the years, the shipment of milk represented a major part of railroad express business, including the Frisco. In 1952, the year of the waybill pictured below, the Frisco shipped over 29,000 tons of milk and other dairy products. A long string of express carts loaded with a variety of milk cans was a common site at many railroad depots, large and small.



Loading milk into express reefer. circa. 1949  
Association of American Railroads photo

What probably seemed to be an insignificant part of the milk shipping process at the time, has in fact become a colorful and unique railroad collectible. While some of the cans were marked with the dairy's name, most were simply identified with a cardboard tag that was usually discarded at the end of the line. Although their primary purpose was to denote the destination of the contents, many creameries used the tags as a means of advertising.

Thanks to the generosity of retired Frisco employee Rick Hardwicke, the museum has a collection of six 1930's era milk can tags currently on display.

THIS WAYBILL MUST BE PREPARED IN TRIPLICATE Form 204 Standard

**FRISCO**

**STATION WAYBILL OF BUTTERFAT, MILK AND CREAM HANDLED IN BAGGAGE SERVICE**

TRAIN NO. **51-591** DATE **2/11/1952** WAYBILL NO. **MC 1**

FROM **NEOSHO, MO.** TO **Charlestown Mass**  
Routed Frisco; St. Louis, NYC; Troy; B&O (STATION)

CONSIGNEE **Whiting Milk Company**

SHIPPER	NUMBER OF CANS									CHARGES	
	BUTTERFAT			MILK			CREAM			COLLECT	PREPAID
	5	10	15	5	10	15	5	10	15		
Pet Milk Co SIAC									252	1.59	577.08
										10.54	34.62
										Freight Prepaid	611.70

**M. D. Riggs TA Adv. TA 4280**

Shipment Top Loaded by Shipper their expense,  
Do not Reice  
For Movement Passengers by Baggage Train Service  
Seals Frisco SP W 40419 40420

WAYBILL WILL BE SIGNED BY EACH TRAIN BAGGAGEMAN HANDLING SHIPMENT. ORIGINAL AND DUPLICATE MUST BE DELIVERED WITH SHIPMENT TO RECEIVING AGENT WHO WILL TURN OVER ONE COPY TO CONSIGNEE. TRIPLICATE WILL BE RETAINED BY ISSUING AGENT.

CONSIGNEE

Waybill for shipment of 252 cans of milk. February 11, 1952

WHEN FILLED SHIP TO

**MERCHANTS CREAMERY CO.**  
 SPRINGFIELD MISSOURI



NAME \_\_\_\_\_  
 SHIPPING POINT \_\_\_\_\_  
 POST OFFICE \_\_\_\_\_  
 THIS \_\_\_\_\_ R. R. \_\_\_\_\_

WHEN EMPTY RETURN TO \_\_\_\_\_

WHEN FILLED SHIP TO

**GALVA**

SHIP YOUR GHEE FOR BETTER PRICES - ACCURATE WEIGHT AND TESTS DIRECT TO US

ESTD 1899

C. L. PETERSON & SONS, PROP.

**CREAMERY COMPANY**  
 KANSAS CITY, MISSOURI

NAME \_\_\_\_\_  
 POST OFFICE \_\_\_\_\_  
 SHIPPING PT. \_\_\_\_\_  
 RAILROAD \_\_\_\_\_

WHEN FILLED SHIP TO

**SWISS CONDENSED MILK**

**CREAMERY CO.**  
 ST. LOUIS, MO.



No. \_\_\_\_\_  
 Size Can \_\_\_\_\_  
 Grade \_\_\_\_\_

BRASS \_\_\_\_\_  
 TARE \_\_\_\_\_

WE NEVER LET THE SON OF AN A CAN OF CREAM UNPAID FOR

WHEN EMPTY RETURN TO \_\_\_\_\_

WHEN FILLED SHIP TO

**FARMERS & MERCHANTS**

RETURN POSTAGE GUARANTEED

NAME \_\_\_\_\_  
 POST OFFICE \_\_\_\_\_  
 RETURN EMPTY CAN TO \_\_\_\_\_

**CREAMERY**  
 WICHITA, KANSAS

A Division of Swift & Company



WHEN FILLED SHIP TO

**Paul A. SCHULZE**  
 CONDENSING

St. Louis, Mo. SINCE 1915



NAME \_\_\_\_\_  
 GRADE \_\_\_\_\_  
 PRICE \_\_\_\_\_  
 AMT. \_\_\_\_\_  
 TRANSP. \_\_\_\_\_  
 NET \_\_\_\_\_

POST OFFICE \_\_\_\_\_  
 SHIPPING POINT \_\_\_\_\_

WHEN FILLED SHIP TO

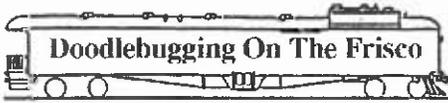
**Spring Valley Butter Co.**  
 KANSAS CITY, MISSOURI

**HEART OF AMERICA**

NAME \_\_\_\_\_  
 P. O. \_\_\_\_\_  
 S. P. \_\_\_\_\_  
 Form 101

RETURN EMPTY CAN TO

**DEPOT AGENT**  
 ROLLA MO



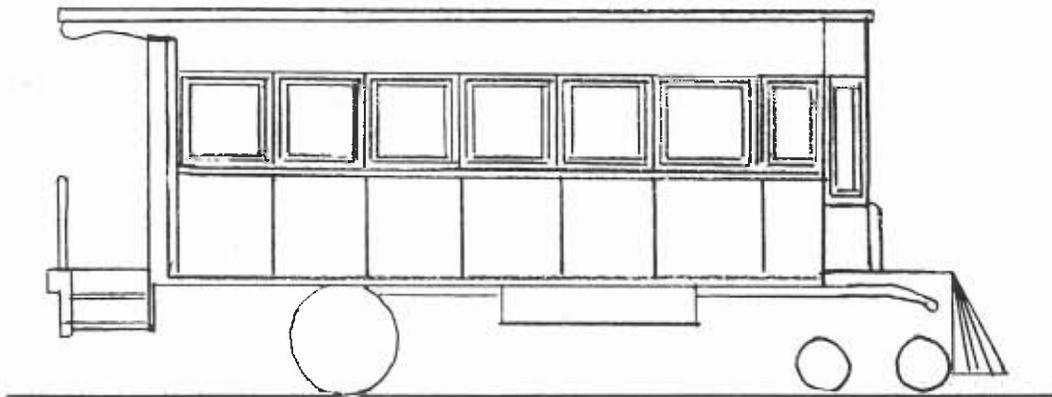
This installment on Frisco Motor Cars has a dual purpose. One is to profile one of the most unique members of Frisco's fleet of Doodlebugs and the other is to clarify some long-standing confusion about its origins. The unit in question was a 22' 4" Rail Bus, Frisco No. 2900, that was built by the White Motor Company.

Between 1909 and 1926, the White Motor Company of Cleveland (famous for their heavy trucks) entered the motor car business, building their first unit, a steam powered railbus, in 1909 for the St. Tammany & New Orleans Railroad in Louisiana. By 1926 when the last White built unit was completed, over fifty rail motor cars were produced by the company.

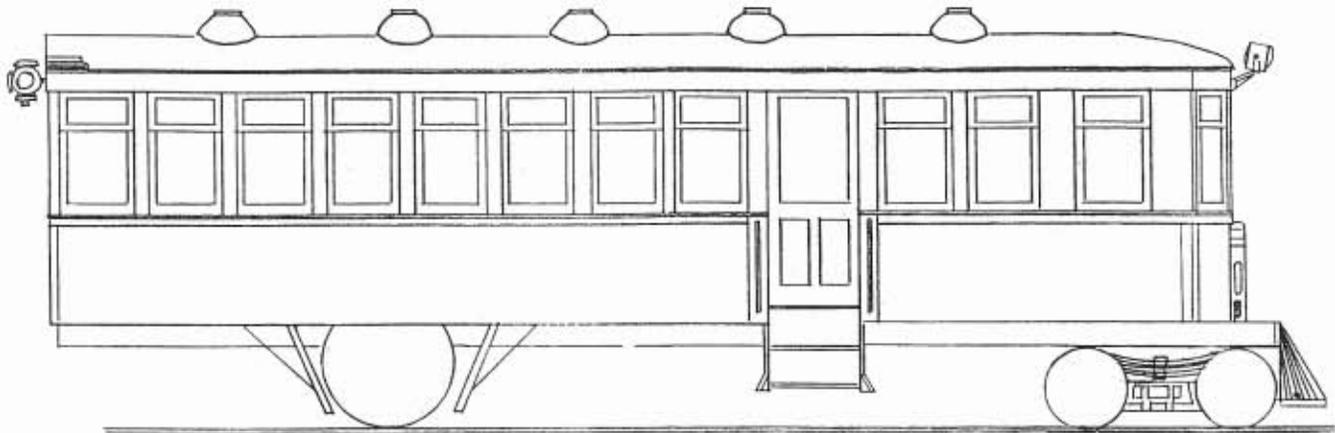
Now, here's where the confusion begins. The most reliable "in-print" sources on motor cars list Frisco No. 2900 as being *ex-Jonesboro, Lake City & Eastern R.R. No. 101*, built by the White Motor Co. in 1922. They show it as a 6 ton, 22' 4" unit with body built by a Southland Motor & Body Corporation of Old Hickory, TN. From what we can determine, this has been the accepted lineage of No. 2900 for many years. However, we have recently uncovered records that indicate that while there was a No. 2900 and while there was a No. 101, they were not the same car. We will attempt to clarify this long-standing confusion by profiling the two cars in question although one, No. 101, never made it to the Frisco roster.

**2900**

According to Lee A. Dew, in his *HISTORY OF THE JLC&E\**, "The JLC&E had been operating a small rail bus since early 1920 on the Wilson Branch." (Dew, p.109) That small rail bus started its career on the JLC&E as No. 33, purchased from the Lee Wilson Co., on AFE (*Authorization For Expenditures*) #189, in January 1920. Cost: \$5,157.85. The car was 17' 10 1/2" long, 6' 8 1/4" wide, and was a 3 ton model #20 unit built by the White Motor Co. It had a steel truck frame and its wood body featured an open rear platform entrance, flat roof, electric lights, and stove heat. Seating capacity was ten. Dew notes that this rail bus and the motor cars that followed in later years were "known to the people of the sunk lands as the 'Bull Moose' from the braying sounds of (their) raucus horn(s)." (Dew, p.108)



JLC&E Rail Motor Bus #331#100  
SLSF Track Inspection Car #2900



JLC&E Motor Car #101  
August, 1922

In December, 1922, No. 33 was renumbered No. 100 to standardize it with motor car No. 101 that arrived on JLC&E property on August 21, 1922. Along with its renumbering, the new No. 100 was lengthened to 22' 4", the body raised, and a four-wheel truck placed under the front end.

In 1924 growing competition with auto transportation caused the JLC&E to reduce its passenger operations, including motor car service. In September, 1924, No. 100 was rebuilt as a private inspection car, in a fashion that represented a drastic departure from the typical austere company service modifications. According to company records, "Florentine glass was installed, (along with) cupidors, French door locks, oak trim, pine flooring, new oil stoves, linoleum with rubber mat, and new chairs." In 1926, the car was rebuilt with steel siding and renumbered No. 2900 to standardize it with the fleet of Frisco motor cars. Our records indicate that it remained in company service as a track inspection car on the River Division, based at Cape Girardeau, until December 1934 when it was removed from the roster. Its final disposition is currently unknown.

**101**

According to Dew, "The first rail bus designed for main-line service arrived in Jonesboro on August 21, 1922. The bus, designed No. 101, was powered by a 60 horsepower gasoline motor which in turn operated a generator furnishing power to the electric motors on the drive axles. It was built on a chassis manufactured by the White Truck Company with railroad fittings by the Brill Car Manufacturing Company, the body was constructed by the Southland Motor Car Corporation of Old Hickory, Tennessee. It had a seating capacity of 40 passengers and a top speed of 45 miles per hour." (Dew, pp. 109-110)

Our records show the car being 31' 6" long, 9' 6" wide, wood construction built on an I-beam frame. It is interesting to note that the car may have been assembled in "kit" form. AFE files list the chassis, Model 40-45, Serial #89573, as purchased for \$5,474.75, plus \$366.70 freight, from the White Co. and the body purchased separately from Southland for \$3,971.73.

According to Dew, in May 1925, No. 101 was taken out of service. According

to our records, No. 101 was sold December 1927, with the notation, "not worth further repairs." ☐

\*Dew, Lee A. *The JLC&E The History of an Arkansas Railroad.* State University, AR: Arkansas State University Press, 1968.

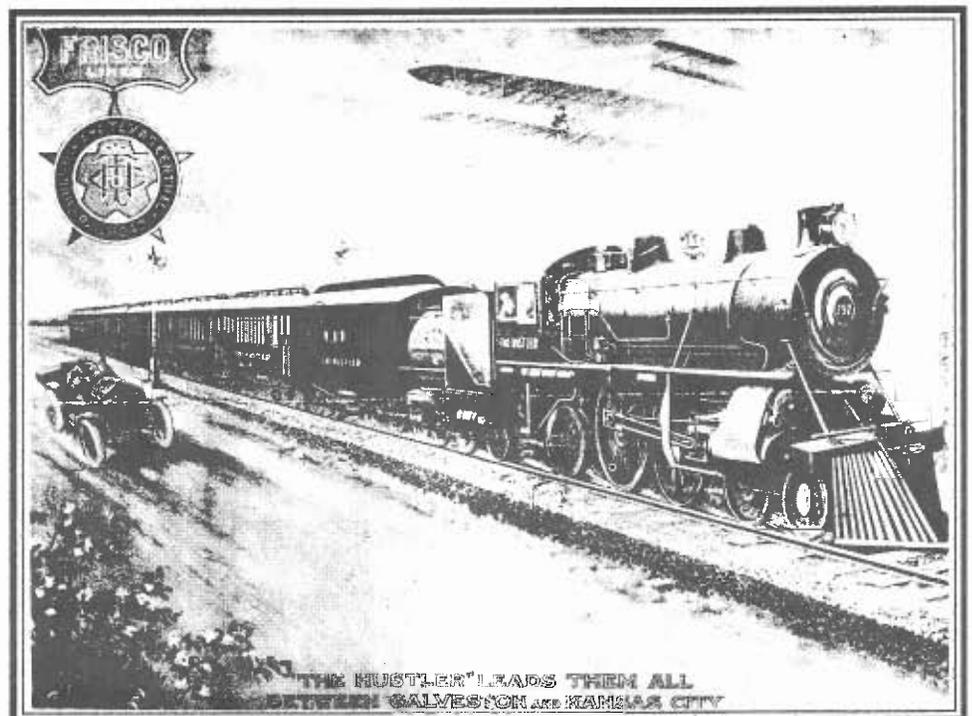


**LOOKING BACKWARD** is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

**25 YEARS - 1965**

Effective December 1, 1965, the following stations on the River Division were closed:

Blomeyer, Delta, Arbor, Advance, Brownwood, Sturdivant, Kinder, Idlewild, and Puxico in Missouri, and Success, Datto, Reyno, Biggers, and Gas in Arkansas.



"THE HUSTLER" LEADS THEM ALL BETWEEN GALVESTON AND KANSAS CITY

**50 YEARS - 1940**

In 1940, a 19.85 mile branch line was started from Bundy Junction to Ft. Leonard Wood, MO, in Pulaski County on the Eastern Division. See *BUILDING THE FT. WOOD BRANCH* feature on p.15.

**75 YEARS - 1915**

In 1915, the Frisco Lines and the Houston & Texas Central Railroad operated a joint passenger train, Nos. 111-112 the *Hustler*, between Kansas City, MO and Galveston, TX. The two lines interchanged at Ft. Worth, TX.

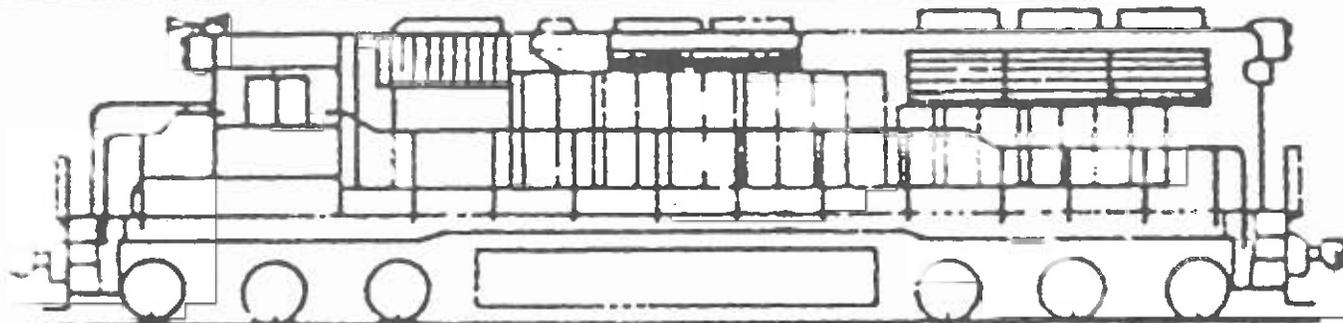
CONNECTIONS AT FT. WORTH				
	9	Fr. Fort Worth	8 00am	7 45pm
	56	Fr. Euless	10 00am	9 45pm
	77	Fr. Corsicana	10 50am	11 00pm
	107	Fr. Mexia	11 45am	11 59pm
	168	Fr. Hearne	1 50pm	2 35am
	189	Fr. Bryan	2 55pm	3 25am
Houston & Texas Central	217	Fr. Navasota	3 35pm	4 35am
Union Station	257	Fr. Houston	6 10pm	6 40am
	348	Fr. Galveston	8 45pm	9 45am

1915 Public Timetable listing connections for the Hustler to Galveston



# MODELING FRISCO'S SD45's

By Richard E. Napper



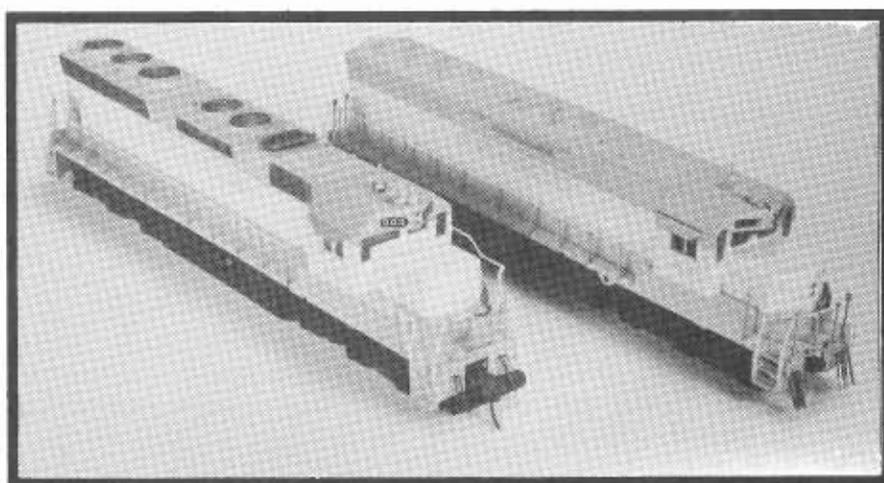
INITIALS: SL-SF  
CLASS: SD45 Road Diesel  
SERIES: 900-948

**EDITOR'S NOTE:** This is the first in a three part article in which Richard Napper provides detailed, step-by-step, procedures for modeling Frisco's SD45 series road engines.

The Frisco did not own very many six axle diesels. It required more maintenance for the extra two traction motors. However, they did make the plunge in 1967 for EMD's model SD45 road class Nos. 900-948. The Frisco units had the large L shaped front windshield which was not repeated on other EMD models. Also, approximately half of the fleet came with a Gyro-light installed in the short nose. These came on units 926-948. The Gyro-light became standard equipment on all following Frisco orders for road diesels.

When I first modeled a Frisco SD45, I did what most others probably did: I purchased the Athearn SD45 model. It is not a bad model, but it has one big drawback: Its too big! That is to say, the model's hoods are too wide. I originally followed an article in *Railroad Model Craftsman*, September 1980 issue, by Randy Wilson to model the Frisco 900's. If you have that issue of *RMC*, you may want to read it.

Time passed and I lived with the too fat SD45's until I ran them on my new home layout. My layout is 52" off the floor with very little scenery in place. My model split a switch and dropped to the concrete basement floor. One unit was totalled while the other one could be repaired. I decided there had to be a better way of modeling the 900's. The end result can be seen in *Figure #1*.



**Figure #1**

One can easily see the difference between the standard Athearn model on the right and the custom built unit on the left.

Richard E. Napper photo



SD45 #901 Tulsa, OK September, 1980 Troy Botts photo

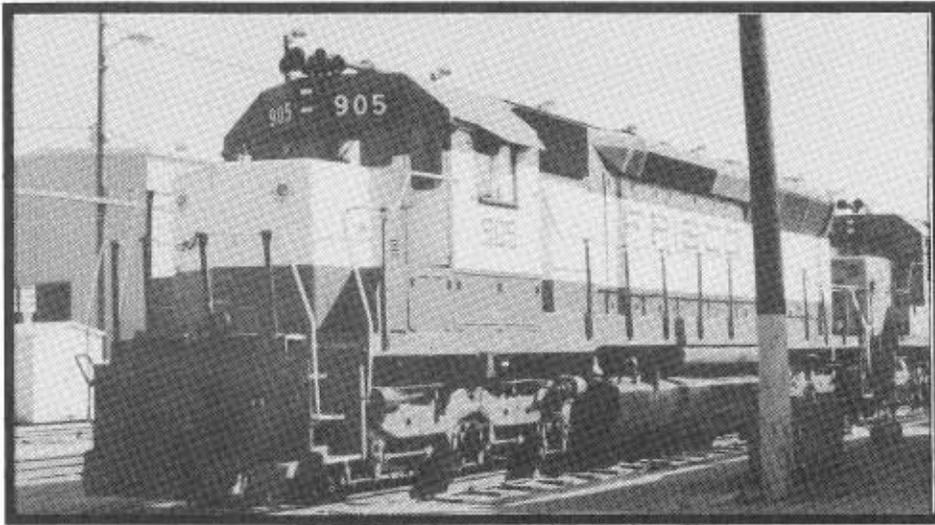
## PARTS & MATERIALS

MFG	PART NO.*	NAME	COLOR	PURPOSE
Athearn	140-4160	Powered SD45	Undecorated	Base Model
Athearn	140-44500	SD40 Shell	Undecorated	Base Model
Athearn	140-44029	SD40-2 Handrail Set	N/A	Handrails
Detail Associates	229-1503	MU Stand	N/A	MU Stand
Detail Associates	229-3201	Air Reservoirs	N/A	Air Tanks
Detail Associates	229-2715	Radiator Grills	N/A	Radiator Grills
Detail Associates	229-2202	Grab Irons	N/A	Grab Irons
Detail Associates	229-2205	Coupler Lift Bars	N/A	Lift Bars
Detail Associates	229-1001	Pyle Gyalite	N/A	Gyro-light
Detail Associates	229-1301	Cab Sunshade	N/A	Cab Sunshade
Detail Associates	229-1508	Air Hoses	N/A	MU Hoses
Detail Associates	229-1507	MU Stand	N/A	Sand Filler
Detail Associates	229-1402	Drop Step	N/A	Steps
Detail Associates	229-3101	Fuel Gauge	N/A	Fuel Gauge
Detail Associates	229-1709	Lens	N/A	Classification Lights
Detail Associates	229-2206	Lift Rings	N/A	Lift Rings
Details West	235-166	Fuel Tank Filler	N/A	Fuel Tank Filler
Details West	235-130	Snow Plow	N/A	Plow Pilot
Details West	235-106	Rotary Beacon	N/A	Rotary Beacon
Details West	235-143 or 144	Cooling Fans	N/A	Cooling Fans
Details West	235-161	Vent	N/A	DB Vent for Elec. Cabinet
Details West	235-157	"Firecracker Antenna"	N/A	Radio Antenna
Cal-Scale	190-316	Diesel Horn	N/A	Horns
Evergreen	269-8406	4x6 Styrene Strips	N/A	
Utah Pacific	755-68	Peacock Hand Brake	N/A	Hand Brake
Precision Scale	585-3978	Exhaust Base	N/A	Exhaust Base
Precision Scale	585-3978	Exhaust Stack	N/A	Exhaust Stack
Herald King	L-461	Decals	N/A	Lettering
Walthers		Number Board Decals	N/A	Number Boards
Campbell	200-256	Chain	N/A	

NOTE: Various thicknesses of styrene sheets are needed.

Floquil	110006	Paint	Dust
Floquil	110009	Paint	Primer
Floquil	110010	Paint	Engine Black
Floquil	110011	Paint	Reefer White
Floquil	110013	Paint	Grimy Black
Floquil	110065	Paint	Signal Red
Floquil	110070	Paint	Roof Brown
Floquil	110073	Paint	Rust
Floquil	110100	Paint	Old Silver
Floquil	110135	Paint	SP Daylight Red
Floquil	110187	Paint	Socony Red

\*Part numbers listed are Walthers catalog numbers.



SD45 #905 Tulsa, OK December, 1980 Troy Botts photo

This is what happens. The SD40-2 shell provides the frame, short hood, and cab of the new unit, as well as the long hood end, and roof detail like fans. The SD45 model gives us the power chassis, the front and back porches, and the sides of the long hood.

We will start with the SD40-2 shell. Remove the dynamic brake section; it will be used later. Cut the front set of steps off the shell in a "V" section at the short nose. Using the HO scale drawing in the *Locomotive Cyclopedia, Volume 2, page 148*, place the SD40-2 shell on the drawing so that the back steps line up on the drawing. Place the front steps that you have cut off the shell on their place on the drawing and note the amount that you must cut off of the front porch to place the steps where they belong on the SD40-2 shell. You will notice the cab and short hood line up on the diagram for the SD45. The long hood does not line up at this time. Cut the long hood off the SD40-2 shell just behind the traction motor blower housing. The engine doors and all of the long hood must go. Cut the long hood from the walkways. The cut is made straight across the long hood leaving the air filters and the vent plate on the roof behind the cab; but all long hood doors must go. Very carefully, cut the end off the hood. Also, if you are careful, you can save and reuse the three radiator exhaust fans on the roof of the long hood. *Figure 4* shows the SD40-2 shell correctly cut with the long hood end that you want beside the cab.

Glue the front porch and steps back on the shell after you have cut out the "V" section to shorten the porch. Use putty to smooth the joint.

Now turn to the SD45 shell. Notice that both front and rear steps have an end with a anticlimber on them. Cut the very front off the SD45 steps so that you save the locomotive ends with the anticlimber. File the ends of the SD40-2 steps flat, and glue the ends from the SD45 shell to both ends. This will give you the correct SD45 ends on the new SD40-2 shell.

Next, cut the long hood off the SD45 shell, again so that you save all of the doors on the long hood. Cut the end off the long hood on the SD45 shell, we only want the sides with the flair. Cut the roof off of the SD45 long hood shell. You want to save the SD45 side flairs and if you cut carefully, you can save all five fans on the SD45

roof. *Figure 4* again shows you the two parts of the SD45 hood that you are trying to save.

There are a few things that you can do while the long hood sides are flat. On the engineers side of the long hood, scrape or sand the last hood door from the shell at the very rear of the long hood. Refer to *Figures 2 and 3* on page 14. You need to cut the hand brake cutout into the hood side where the door was located. Cut through the shell and back the inside of the hole with .020" styrene on the inside of the shell. Line the hole with the 4x6 styrene strip. Cut the base off the Utah Pacific Brake Stand and glue it, and the brake wheel, in the cavity you have made for it. Using .010" styrene, make the small door with hinges to put above the brake stand. *Figure 6*, on page 14, shows this detail added to the shell.

Now turn both long hood pieces over and remove all the ridges inside. These pieces must be completely flat on the inside, or the motor will not clear them. Remove the Athearn rear radiator grills and glue in the correct three piece Detail Associates parts.

Now comes the hardest part of this conversion, putting the long hood back together. Just take your time and all will fit O.K.! First glue the long hood and piece from the SD40-2 shell to the two SD45 long hood pieces. Take your time, they must be square. Now glue the new long hood without roof to the SD40-2 shell. Be sure and get the sides straight up and down and be

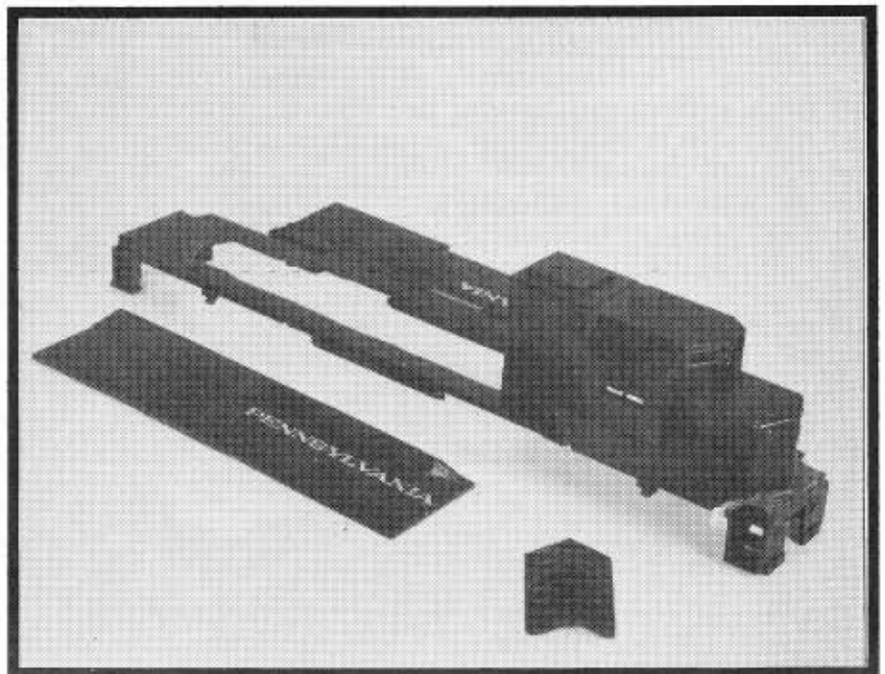
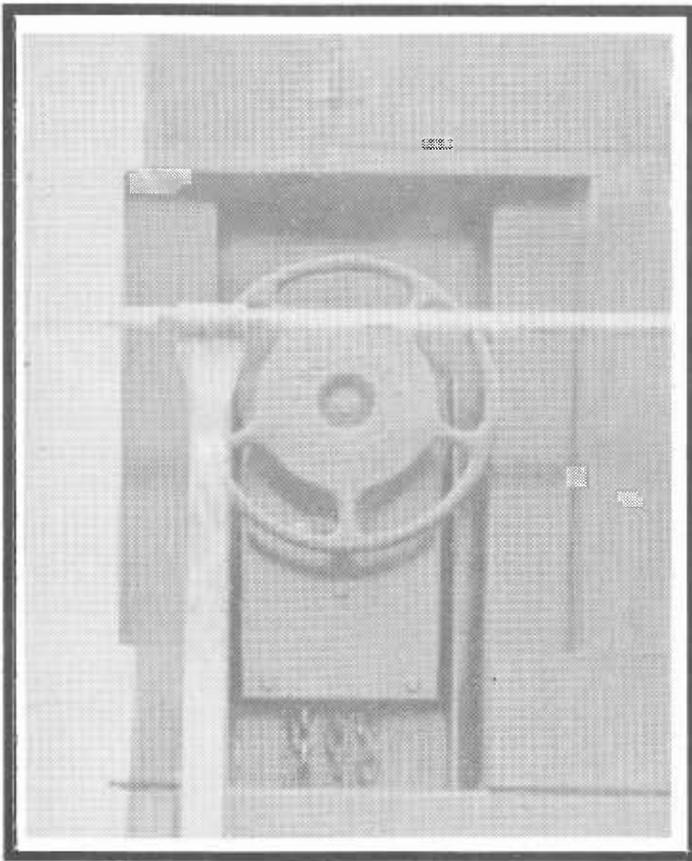
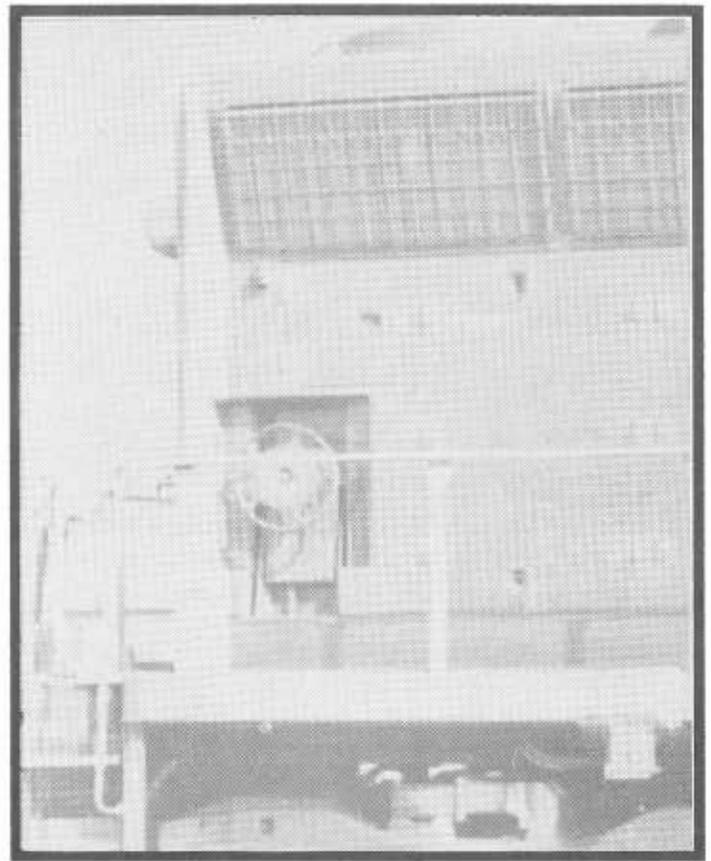


Figure #4



*Figure #2*

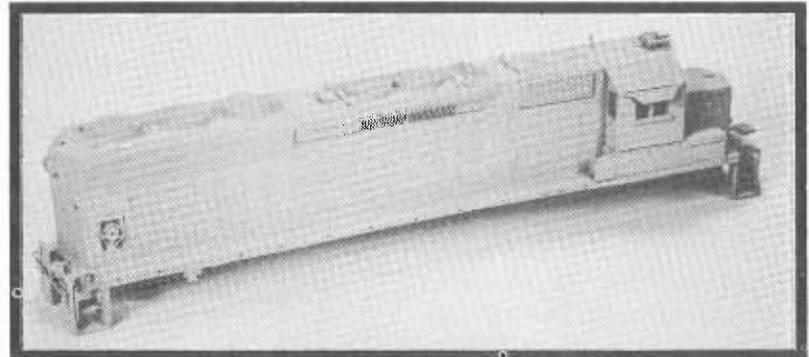


*Figure #3*

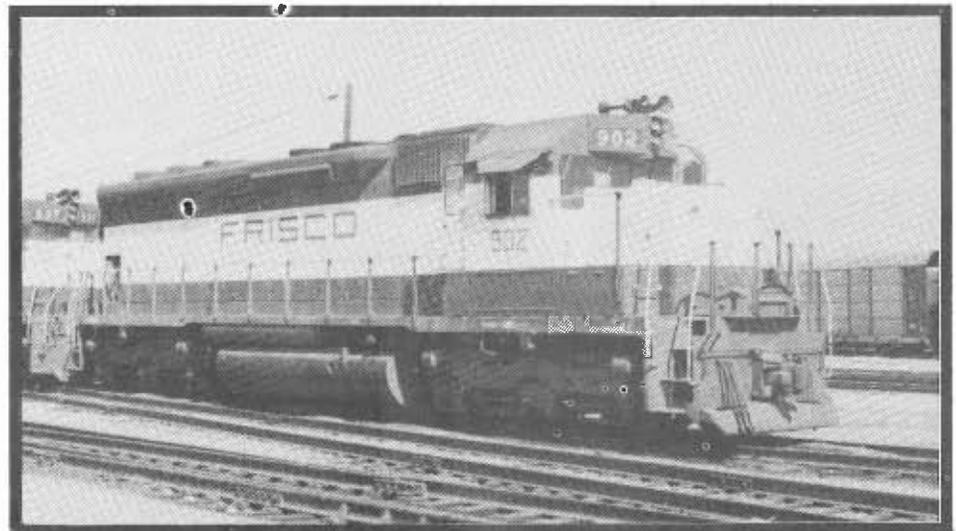
sure to center the long hood "V" end on the back porch. You will note the large back porch has now been shortened by the long hood, so that it is the correct length. I use super glue to glue the long hood to the shell and walkways. After the hood is dry, use a Dremel Motor Tool to cut the plastic floor from inside the long hood, otherwise the chassis and motor will not fit inside the long hood.

You will notice that the new long hood end and the sides have a space between where the flair stops behind the radiator grills. Putty this area and sand it until the flair blends into the rear. You will also get rid of the top set of rear classification lights which you do not want anyway. Remove the two ridges from the traction motor blower housing on the fireman's side of the long hood.

Now would be a very good time to add styrene sheets between the long hood sides to make a new roof. Now paint the new modified shell with Gray Primer. Now its time to add the body putty to the areas which need it. Cut off the brake wheel on the short hood, fireman's side, and putty the area until it is smooth.



*Figure #6*



To be continued.....☐

*SD45 #902 Tulsa, OK October, 1980 Troy Botts photo*

# BUILDING THE FT. WOOD BRANCH

On December 5, 1940, grading began on what R.F. Bundy called, "One of the most spectacular engineering feats in the United States... It will probably be rated the greatest engineering project ever completed in Missouri." Bundy was the civil engineer who designed and supervised the construction of the 19.85 mile line known as the Ft. Wood Branch. The junction (M.P. 121.5) where the new line joined the Frisco main 2.4 miles west of Newburg, MO, was named in honor of Mr. Bundy's accomplishments. While on the surface, one might tend to think Mr. Bundy's description of the project was somewhat self-serving and exaggerated, a few construction facts might suggest otherwise.

1. Total cost of the project was \$2,500,000.00.
2. The twenty mile line had seventy curves, an average of one every quarter mile.
3. Over 1,600,000 yards of dirt and rock had to be removed in sixty-eight cuts.
4. Two-hundred carloads of heavy machinery were required for grading and excavation.
5. Over 2,800 employees worked twenty-four hours a day, seven days a week, building the line.
6. Two steel bridges were built. One adjacent to Bundy Junction crossing the *Little*

*Piney River*. The other bridge, with steel spans of 304 feet and trestle approaches of 1,458 feet, crossed the *Big Piney River* near Devil's Elbow. In addition to these bridges, fifteen timber trestles were built where fills were impracticable.

7. The deepest cut was 46 feet, the longest cut 3,150 feet; the highest fill was 60 feet, the longest fill, 6,500 feet. The steepest grade was 2.26 per cent, the longest grade, 6.17 miles. The longest straight stretch of track was 2,700 feet.

8. The rail used was 110 pound type (*rail is rated at pounds per three foot section*), the same size used on the Frisco mainline at the time.

When placed in operation, the line was operated by the United States Government and traffic was limited to the handling of U.S. troops and government property. Other traffic to the Fort was by truck and bus service of the Frisco Transportation Company from the depot at Newburg.

**St. Louis - San Francisco  
Railway Company**  
(Operating for United States Government)

**FT. WOOD BRANCH  
TIME TABLE  
No.  
3**

**EFFECTIVE  
Sunday, January 8, 1956**  
at 12:01 A. M.  
Central Standard Time

FOR EMPLOYEES ONLY

R. J. STONE  
Vice President—Operation

I. B. CLARY  
Asst. Vice President—Operation

L. W. MENK  
General Manager

R. C. GRAYSON  
Asst. General Manager

**FRISCO TRANSPORTATION COMPANY**  
A subsidiary of the St. Louis-San Francisco Railway, performing common carrier service for freight and passenger service of the railway in the states of Missouri, Kansas, Oklahoma and Arkansas.

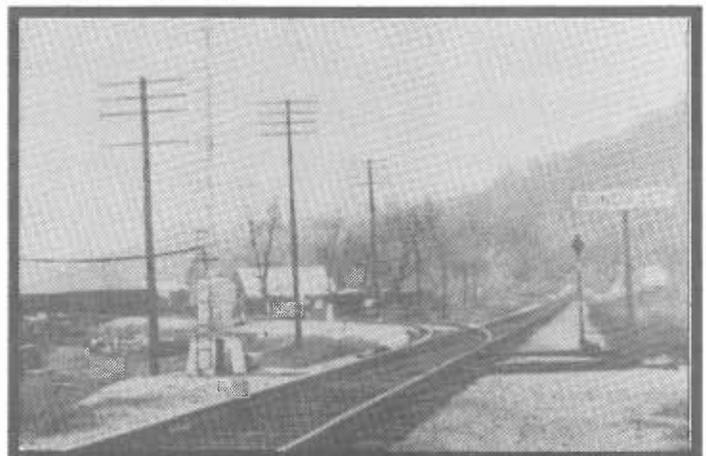
**ROLLA, NEWBURG AND FT. LEONARD WOOD**

9 Dy.	7 Dy.	5 Dy.	3 Dy.	1 Dy.	Mile- age.	TABLE 32				
9 Dy.	7 Dy.	5 Dy.	3 Dy.	1 Dy.		2 Dy.	4 Dy.	6 Dy.	8 Dy.	10 Dy.
8:00	7:00	5:30	4:00	2:30	0	to Rolla, Mo. ....	7:55	6:25	4:55	3:25
8:20	7:20	5:50	4:20	2:50	10	to Newburg .....	7:30	6:00	4:30	3:00
8:40	7:40	6:10	4:40	3:10	10	to Newburg .....	7:25	5:55	4:25	2:55
8:40	7:40	6:10	4:40	3:10	31	to Ft. Leonard Wood ..	6:15	4:45	3:15	1:45

F.T.C. Bus Schedule, March, 1942



R.F. Bundy, engineer who designed and supervised the building of the railroad from the Frisco mainline west of Newburg, to Ft. Leonard Wood.



Bundy Jct., 2.4 miles west of Newburg, MO. Farther west was another switch leading on the Ft. Leonard Wood branch to complete the "wye."

## FT. WOOD BRANCH

(Operating for United States Government)

**WESTWARD**

**EASTWARD**

Service Rendered By Extras	Distance from Bundy Jct.	Telegraph Office	STATIONS	Equip. Water, Turn Out, etc. See Gen. Order, Bulletin.	Station Number	Track Capacity		Service Rendered By Extras
	Miles					Siding	Other	
	0.0		BUNDY JCT. 7.3	Y				
	7.3		HUNT 5.5	A, P, S	AB 7	Frt. 30 Pass. 15		
	12.8		WERN 3.7		AB13	Frt. 30 Pass. 15		
	16.5		LEE 1.0		AB16	Frt. 30 Pass. 18		
	18.5		FT. WOOD WYE 1.0	Y				
	19.5	D	FT. WOOD		AB19		YA RD	
			(19.5)					

N. T. OVERBY, Assistant Superintendent, Ft. Wood, Mo.  
E. J. SMITH, Road Foreman of Equipment, Springfield, Mo.

J. W. CONSTANT, Chief Dispatcher, Springfield, Mo.

3. MAXIMUM SPEED ..... MPH  
Psg. 25      Frt. 25

4. SPEED RESTRICTIONS:

On Wye, Bundy Jct. ....	15	15
Curves between MP AB 2-20 and MP AB 2-30 .....	20	20
AB 4-10      AB 6-25 .....	20	20
AB 8-20      AB 10-20 .....	20	20
Over Big Piney Bridge, Mile AB 12.1 .....	15	15
Curves between MP AB 13-19 and MP AB 13-24 .....	20	20
AB 14      AB 15-4 .....	20	20
AB 15-30      AB 18-15 .....	20	20
Over First St. Crossing Fort Wood MP AB 18-39 .....	15	15

Time to Be Used by Trains

	Psg.	Frt.
	Minutes	Minutes
<b>Westward:</b>		
MP AB 8 to MP AB 11 plus 20 poles .....	12	12
<b>Eastward:</b>		
MP AB 19 to MP AB 16 plus 20 poles .....	8	8
MP AB 6 to MP AB 3 .....	10	10

7. BLOCK SIGNALS.

APB Bundy Jct. to MP AB 19-7.

Train Meet Signs:

Lee, MP AB 16-13. .... Westward Trains  
Trains on main track, waiting for or to meet opposing trains, will stop back of sign until opposing train reaches switch. If train on main track passes sign, opposing approach signal will display stop indication.

11. LOCATION OF YARD LIMITS.

Bundy Jct. (Ft. Wood Branch only).  
Ft. Wood.

13. AUXILIARY LINES.

(Rule 14, W and X)

Bundy Jct. .... Ft. Wood Branch

15. SPECIAL INSTRUCTIONS.

On Ft. Wood Branch, retainers must be used on westward freight trains from MP AB 8 to MP AB 11 plus 20 poles, and on eastward freight trains from MP AB 19 to MP AB 16 plus 20 poles and MP AB 6 to MP AB 3. To determine the number of retainers required, conductor will divide total tonnage of train by number of cars in train, which will give tons per car. On trains with 50 tons per brake, set up 20% retainers on head end. On trains with 50 to 70 tons per brake, set up 25 to 33% retainers on head end. On trains with 70 to 90 tons per brake, set up 40 to 50% retainers on head end. On trains of empties under 40 cars, retainers should be set up as desired by engineer. On trains of empties over 40 cars, set up 3 to 5 retainers on head end. Where trains are made up with mixed empties and loads, retainers should be set up on loads where practicable.

Trains entering siding at Lee, Wern and Hunt, will not close switch until train is clear of fouling point in siding.

TRACK RESTRICTIONS

Engines will not be operated on coal tipples at Ft. Wood.

Movements in Tracks 1, 2, 3, 4, and 5, Warehouse District, Ft. Wood, will not exceed 10 MPH in congested area.

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Ft. Wood Branch .....	**251,000	70.4
Double asterisk (**) -- except cars shorter than 35 feet to be limited to 210,000 pounds.		

17. TONNAGE RATING OF ENGINES BY CLASSES.

WESTWARD

TONNAGE CLASS	21	27	32	34	42	50
Bundy Jct. to Ft. Wood .....	635	990	1,040	615	735	855

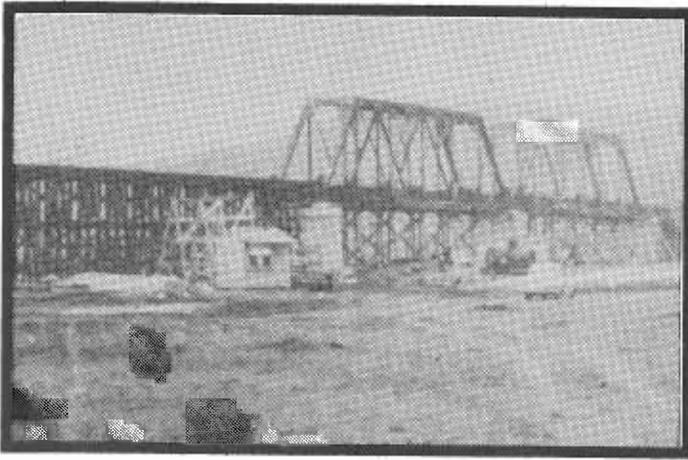
### Ft. Wood Branch Employees Timetable, January 8, 1956



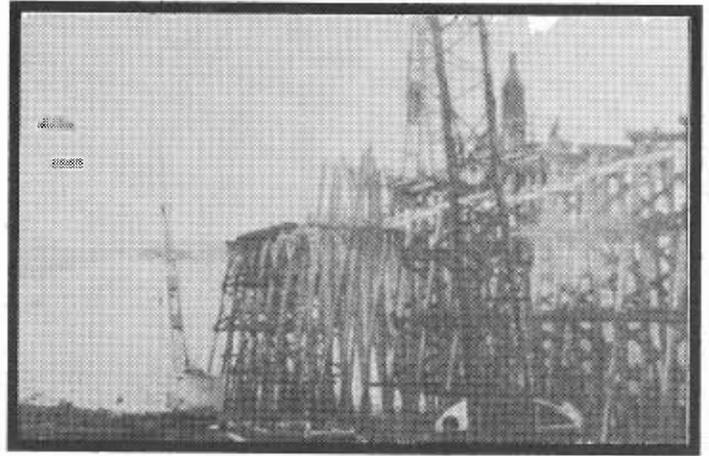
**Cutting through the Ozarks!** Preparing one of the many deep cuts required along the line.



This photo of the advanced railhead gives some indication of the vast amount of machines and materials that we require.



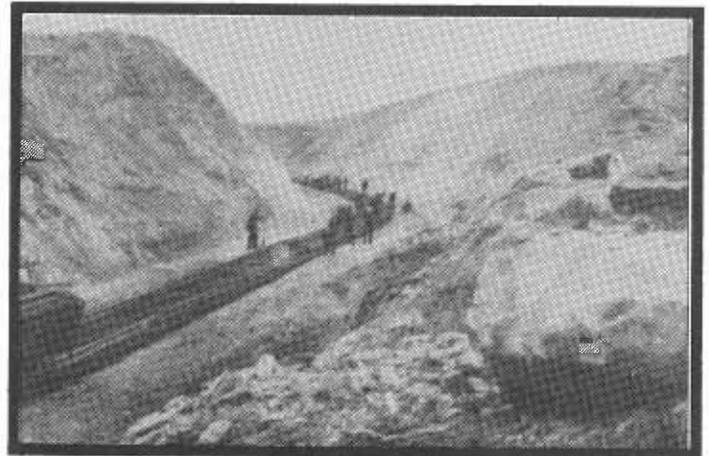
*Big Piney Bridge, near Devil's Elbow... the steel spans are 304 feet long, while timber trestles approaching the bridge are 1,485 feet long.*



*"Bunk House Bridge," one of the fifteen timber trestles on the 19.85 mile line.. after the piling was driven into the ground, the tops were sawed off and the cross bars bolted into position.*

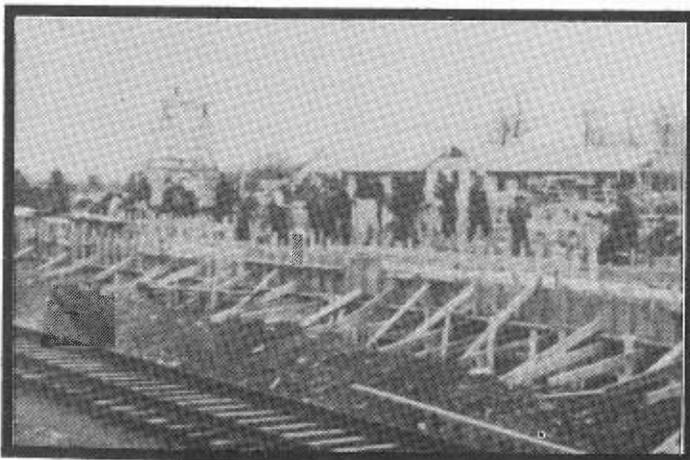


*A section of the 110-pound rail being swung into position... 39 feet long, that rail weighs more than 1,400 pounds... in the foreground ties are being placed in position.*



*Some idea of the depth of this cut can be gained by comparing the men to the walls... that "little" boulder to the right was typical of the size of the rock removed to build the line.*

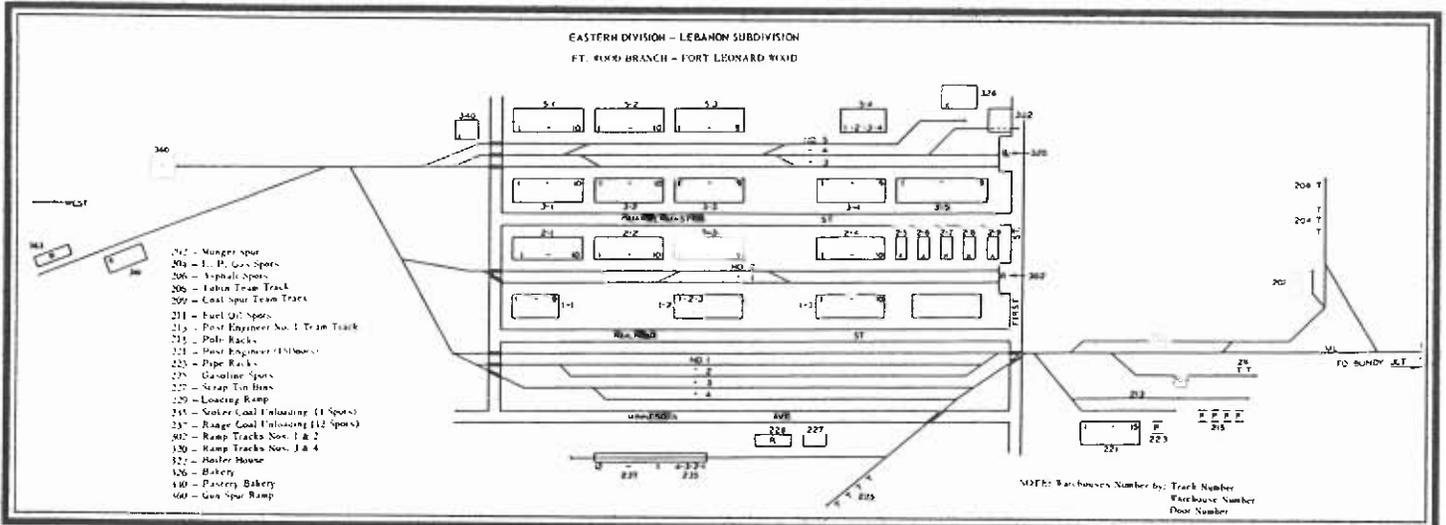
**EDITOR'S NOTE:** All photos featured in this article are Frisco company photos



*Building a warehouse at the Fort... the rails in the foreground were built as sidings to bring cars within 10 feet of the warehouse doors.*



*A section of the "yard" in the warehouse area... the railroad grew up with this section, track being laid as the warehouses were being built.*



Ft. Leonard Wood Track Schematic. February 12, 1970

# THE General Wood

## New Passenger Train

between **ST. LOUIS** and **SPRINGFIELD, MO.**

**Delightful daylight service free from the annoyances and hazards of congested highways.**

- In addition to serving the local territory, this train provides convenient daylight service for passengers destined to and from Fort Leonard Wood, new training center of the Seventh Corps Area adjacent to Newburg, Mo., and the proposed O'Reilly Army Hospital at Springfield, Mo.

- The new train has modern air-conditioned coaches, and a comfortable coach-lounge, also air-conditioned . . . Meals are served in this car at the popular Snack Car prices.

- Service between Rolla, Newburg and Fort Leonard Wood is provided by busses of the Frisco Transportation Company; for schedules, see Table 1, Page 7.

In May, 1941, in conjunction with the re-opening of Ft. Leonard Wood and the building of the Ft. Wood Branch, the Frisco inaugurated The General Wood passenger service between St. Louis and Springfield.

When first placed in service, the train operated as No. 5 southbound and No. 6 northbound and featured coach and coach-lounge accommodations. The 240-mile trip took 6 hours and 20 minutes.

In June, 1942, The General Wood service was reduced to daily trains between St. Louis and Newburg. In February, 1945, the Wood's designation was changed to Nos. 11 and 12, and in the fall of 1946, the service was discontinued.



# DOWN AT THE DEPOT

## Chaffee, MO

Station T144  
Chaffee Sub-Division  
River Division

The *St. Louis, Memphis & Southeastern Railroad Co.* was incorporated on January 8, 1902. Corporate control of the company was assumed by the Frisco on November 1, 1902, and by 1904, the company had constructed 124 miles of main line track between Southeastern Junction and Cape Girardeau, forty-six miles from Nash to Lilbourn, and sixteen miles between Hayti and Grassy Bayou, MO. Four miles south of Nash and 144 miles south of St. Louis was established Station T144 at Chaffee, MO. While first simply a point on the old Memphis Division, in 1906 Chaffee became Division point for the new Chaffee District (*became Chaffee Sub-Division in 1910*) and was the location of headquarters for the entire River Division.

While probably not the first structure to be used as a depot, in 1907 a new all brick passenger station was built.

It was one of a series of four brick depots constructed between 1905 and 1907, that featured a distinctive "gun turret" roof design over the ticket office. The other locations included Vinita, OK (1905), Aurora, MO (1906), and Parsons, KS (1906).

The all brick depot at Chaffee had 13' walls set on a concrete foundation, with a 1/4 pitch hip roof covered with French Pattern clay tiles. The station was divided into a 27' x 25' women's waiting room on the south end, a 13' 11" x 14' men's waiting room, restrooms, and 16' baggage/express room on the north. The ticket office in the middle was a 17' octagon design.

The building was surrounded by a 132' x 48' concrete platform. When originally built, the station featured a 31' 9" covered platform (*as seen in the photo below*) that was later removed (*as seen in the photo on page 20*).

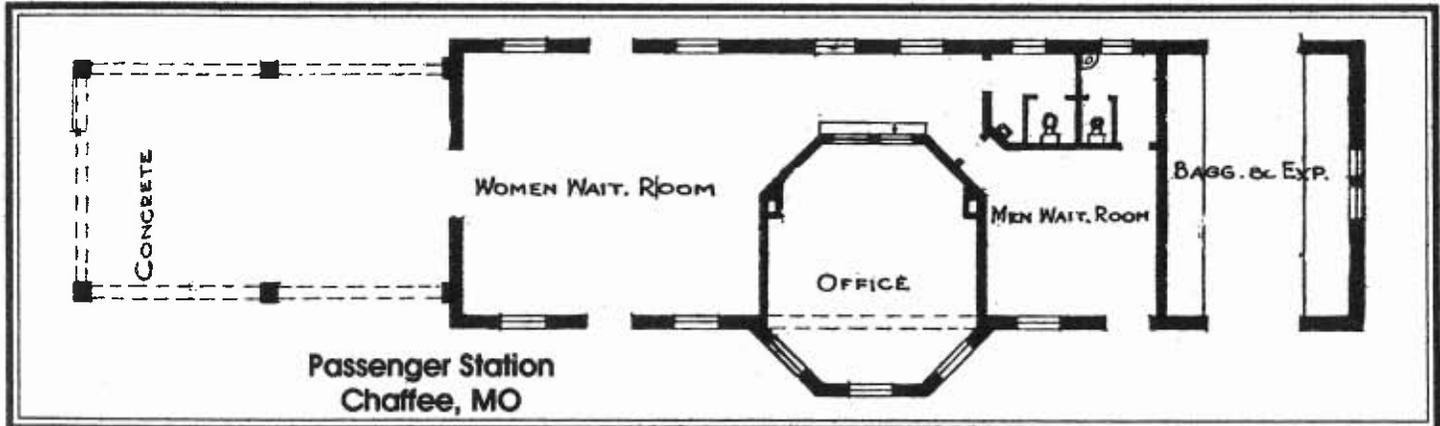
Because of its designation as a division point, Chaffee was the location of a large shop and classification yard facility including a roundhouse, 70' Phoenix-built

turntable, four fuel oil tanks, complete car repair and painting shop, 80 ton 40 ft. Fairbanks built track scale, water tank, motor car shed and repair facilities, concrete coaling station, icing facilities, and twelve stock pens. It was also home base for the River Division Wrecking Crane and related equipment.

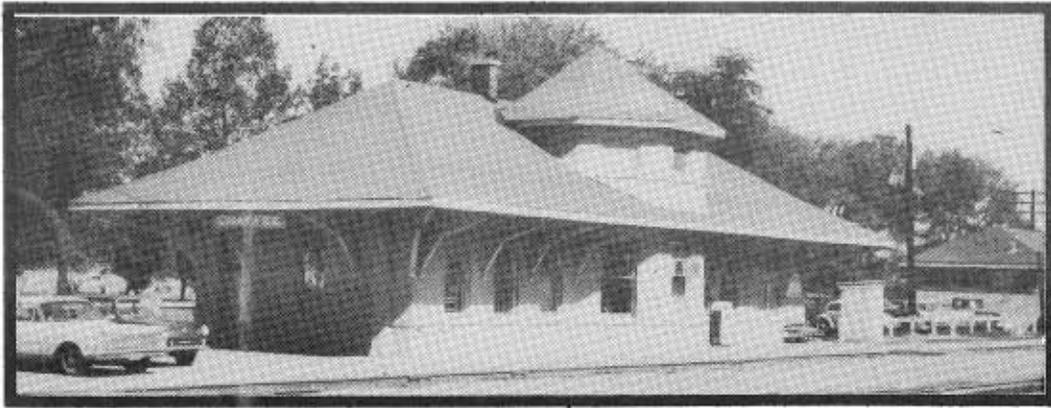
The Chaffee station was served by a wide variety of named trains, daily locals, and motor car service. The last passenger train to depart the Chaffee depot was the *Sunnyland*, trains 807-808, which made their final runs on September 17, 1965. ☞



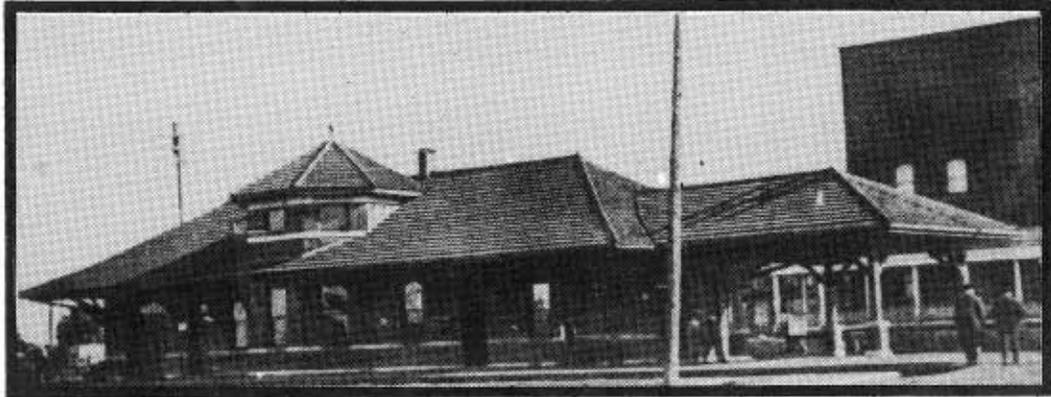
*Sunnyland Drumhead, circa. 1927*



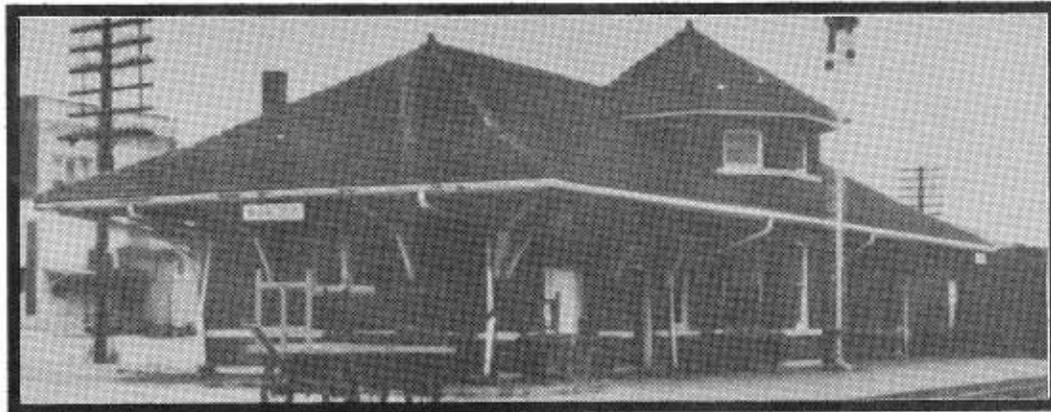
*Chaffee, MO circa. 1915 Kevin Johnson collection*



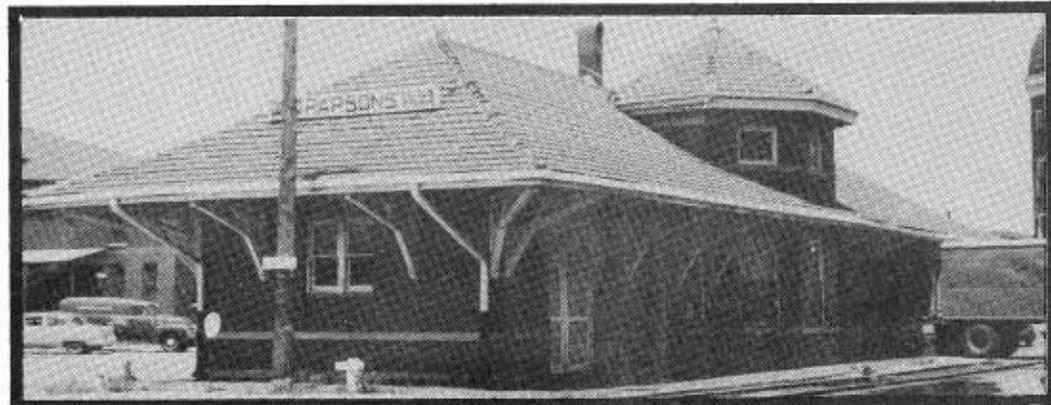
*Chaffee, MO 1967 H.D. Conner collection*



*Vinita, OK 1905 H.D. Conner collection*



*Aurora, MO 1959 Howard Killam collection*



*Parsons, KS 1955 H.D. Conner collection*