

FRISCO

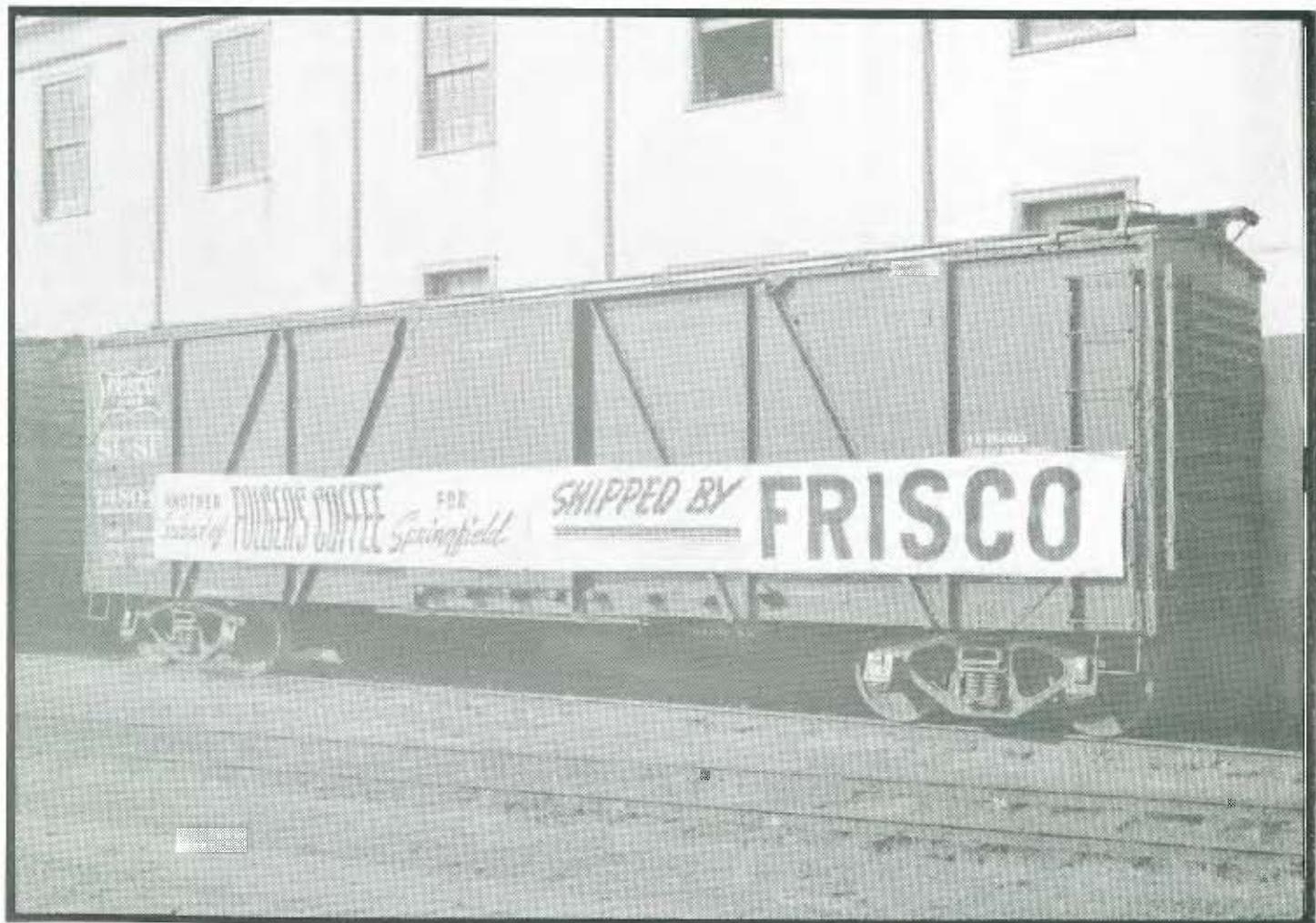
# All Aboard

FRISCO

OCTOBER-NOVEMBER

1991

the *Freight*  
PARADE



Frisco Box Car #148047, Springfield, MO, February 13, 1942. Frisco photo

# ALL ABOARD

VOLUME 6

OCTOBER-NOVEMBER, 1991

NUMBER 3

## FEATURES

### Frisco Roster Tales.....6

In our *TALE* for this issue, Frisco Folk Ken Wulfert examines an August 31, 1930, derailment of the Frisco/Katy's *Texas Special* near Osage Hills, MO.

### Rick's Tips.....8

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. This installment features tips for modifying Atlas telephone poles.

### Doodlebugging on the Frisco.....17

It was a classic Service Motor Truck Co. *Model 55*. Number 3000 is on track in this issue.

### Down At The Depot.....18

Frisco Folk Bill Pollard has provided our RESEARCH SERVICE with additional materials on the Frisco depot at Leachville, AR.

## EXTRA RUNS

### MODELING THE FRISCO IN 'N' SCALE.....13

This is the second in a two-part series, written by Frisco Folk Larry Shankles, on Modeling the Frisco in "N" Scale. In this installment, Larry lists all factory lettered Frisco rolling stock available in 'N' Scale.

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It's a classic photo of Kansas City, Clinton, & Springfield "Leaky Roof" train #64 awaiting orders at Clinton, MO, June 1, 1905.

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This is the first of a series of Standard Structure plans that will be featured in up-coming issues of the *ALL ABOARD*. This issue features **STANDARD PRIVIES**.

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## ABOUT THE COVER

The *Freight Parade* was a customer promotion/appreciation program featured in the **FRISCO FIRST** magazine September, 1939, to September, 1943, in which various Frisco shippers were recognized for their use of Frisco equipment & services. Our cover was a part of the *Freight Parade* program, taken on February 13, 1942, in Springfield, MO, and featured in the April-May, 1942, issue of the **FRISCO FIRST**.

THE



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Tuesday thru Saturday

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The *All Aboard* is published bimonthly for members of the **FRISCO FOLKS** organization of THE **FRISCO RAILROAD MUSEUM Inc.** The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 100 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The **FRISCO RAILROAD MUSEUM Inc.** is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

# Frisco Folks

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

Bob Thompson.....Brakeman  
Oklahoma  
Eric Fogg.....Switchman  
Iowa  
Mike Wilson.....Switchman  
Colorado

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

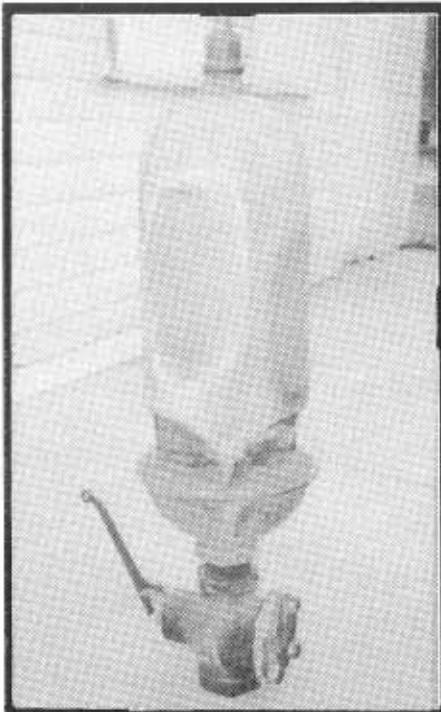
Dan T. Gillespie.....Fireman  
California  
Robert C. Wiginton.....Fireman  
Arkansas  
Terry Raiter.....Brakeman  
North Carolina  
Clifford Gilstrap.....Switchman  
Arkansas  
C.W. Plunkett.....Switchman  
Missouri  
Edward Jarolin.....Switchman  
Kansas  
Thelma Deaton.....Switchman  
Missouri  
Hobbydashery Inc.....Switchman  
Missouri  
Elizabeth Benson.....Switchman  
Oklahoma  
Michael East.....Switchman  
Mississippi

## MUSEUM DISPATCH

### Springfield West Shops Whistle Restored

*Thanks* and a hearty tip of the Frisco hat goes to Frisco Folks Steve & Patty Thiel for their willingness, commitment, long hours, and hard work in cleaning and restoring the Springfield, MO West Shops whistle acquired by the Museum in April, 1990. (*See ALL ABOARD, June-July, 1990, p. 9 and*

*photo on p. 9, August-September, 1990)*



*Shop whistle "BEFORE"*



*Shop whistle "AFTER"*

### Thanks for the help!

*Thanks* and a tip of the Frisco hat to Frisco Folks Lee Buffington, Tim Kubat, Richard Napper, and Dan Hall for their volunteer assistance in sorting, organizing, cataloging, indexing, etc., etc., the vast assortment of historical, technical, and photographic resources in our Frisco archives! ☐



The Museum is pleased to announce that we have been invited to participate in this year's *An Old-Time Country Christmas* at Silver Dollar City, Branson, MO.

Plans, packing, and preparations are now under way to provide a 1,000 sq. ft. display that will include hundreds of authentic items of Frisco railroad memorabilia, antique train Christmas ornaments, and a 12'x 16' operating HO model train layout.

The program will run from November 7 thru December 15 on Thursday, Friday, Saturday, & Sunday, from 12:00 noon to 10:00 p.m. The Museum's display will be located in the Hospitality House at the main entrance to the City. Museum President Alan Schmitt, along with other Frisco Folks, will be on hand to greet and visit with the expected 200,000 plus folks that will be attending the six-week program.

If you are interested in volunteering your time to help with the display, please contact the museum office at 417-672-3110 or 417-672-3032.

This is an exciting opportunity for the museum and all members of our Frisco family are encouraged to come and treat your families to *An Old-Time Country Christmas*!

**NOTE:** The museum facility in Ash Grove, MO, will be closed from October 15 to January 4, 1992, in order to facilitate participation in the Silver Dollar City program. The museum office will be open Monday thru Wednesday during this time period and the office phone will be answered every day. ☐

# SILVER DOLLAR CITY'S

## The City is Aglow

At Silver Dollar City it is Christmas, 1891. Come back 100 years to the warmth, glow and gladness of a time when Christmas was gingerbread, holly wreaths and yule logs - when the sound of sleigh bells meant good friends were coming to share the joyous season.

Come stroll along the streets and listen to the carolers. Wander through the shops dressed in their holiday finery.

The entire city will be dressed for the holiday season with garlands of red and green tartan ribbons, hundreds of brass instruments, lighted musical notes, and mini-light scenes along the walkways to celebrate, "The Sounds of Christmas".

The streets will be aglow with heralding angels and snowflakes as the entire mountain village takes on the look of a winter wonderland with more than 70 miles of twinkling lights.

## What's New For This Year's Celebration?

- \* A Sing-Along Steam Train ride along Lake Silver through giant musical Christmas light displays.
- \* The Branson Brothers special Christmas show, "The Gift of Music."
- \* The new holiday show in the Silver Dollar City Saloon.
- \* The Frisco Railroad Museum Inc. will present a 1,000 square foot display that will include hundreds of authentic items of railroad memorabilia, antique train Christmas ornaments, and a 12'x 16' operating model train layout. Children, young & old alike, will be able to visit with the train conductor and relive the excitement of being a locomotive engineer while ringing an authentic brass locomotive bell.
- \* More lights, music, shows & holiday foods!



## Especially For Children

Bring your little ones to Santa's Workshop where they can work with the craftsmen to make Christmas ornaments - the kind little boys and girls were making in 1891!

Discover magic in the shop as elves hustle about making toys and treasures for Santa's pack. Capture the memory with a photo on Santa's lap, and then let them make an ornament to take home.

Experience the joy of watching your child see Christmas the way it was.

Raggedy Ann and Andy will greet them on the street and invite them to join the other boys and girls to form the children's Christmas Choir.

Then they can join Frosty and the Branson Brothers on stage in the Riverfront Playhouse. Take them on an old fashioned carousel ride to the sounds of jingle bells.

It's a Christmas experience you and your children will never forget.



# OLD TIME COUNTRY CHRISTMAS

## Away In A Manger

The true meaning of that first Christmas long, long ago is re-created with a living nativity scene behind our Wilderness Church.

This inspiring simple presentation of the joyous Noel will let you share the closeness and happiness of this joyous season as never before.

## Music in the Air- Everywhere!

Stop on any street corner and listen to the "Sounds of Christmas." Traditional carolers, Christmas bells, a brass group, school and church choirs and our holiday street performers let you know that it is truly and joyfully Christmas.

That wacky bunch is back at the Silver Dollar Saloon with the hilarious new holiday show.

And down at the Riverfront Playhouse, the Branson Brothers and their band take to the stage in a glorious Christmas show, "The Gift of Music." Lots of old Christmas favorites and spiritual songs along with "Jingle Bells," "Frosty," and "Rudolph."



## Festive Holiday Dining And Christmas Treats

The smell of gingerbread and hot wassail fills the air and the entire park is a holiday dining feast. Memories of Christmas

dinners and "Visions of Sugarplums" will dance in your head with traditional holiday favorites like turkey and the trimmings, pumpkin pie chantilly, holiday date nut cake and hot apple cider.

Don't miss our Christmas tradition - chili with red & green chili peppers!



## Decorating Your Holiday Home

Again this year the shops will be brimming with beautiful trees, centerpieces, swags, and garlands to decorate your home.

Don't miss the spectacular Trim-A-Tree display in the Ozark Market Place with over forty themed trees in *Americana*, *Disney*, *Silver Dollar City Collectible Ornaments*, plus new outdoor trees, *Fisherman's Holiday*, and *Hunter's Glory*, with wildlife decorations.

## Shoppers' Paradise

Pick out one-of-a-kind Christmas gifts that will be remembered and treasured through many Christmases to come. The shops all sparkle with Christmas colors and the most exciting selection of Christmas hand-crafted originals anywhere - cut glass ornaments, beautiful baskets, candles, Christmas jewelry, old fashioned toys and more.

The shops will take your breath away - each in its own original Christmas theme.



**November 7 - December 15**

Thursdays, Fridays, Saturdays & Sundays (Closed Thanksgiving Day, November 28)

\* Operating Hours are from 12 noon until 10 p.m. with lots of shows and excitement all during the afternoon and evening.

\* This year's theme is "The Sounds of Christmas" and you will enjoy music everywhere.

\* All of the shops will be open, however the Land of Forgotten Crafts will be closed. The only rides open will be in the Tom Sawyer area (for small children) and the Steam Train.

\* Enjoy holiday menus in the restaurants and traditional treats throughout the park.

### Admission:

Adults (12+) \$7.95

Children (4-11) \$4.95

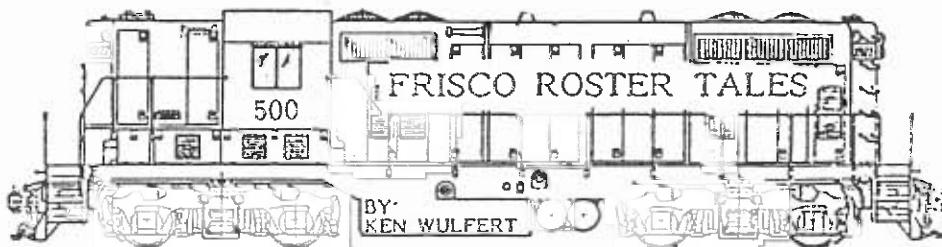
Plus Tax & ABP

\* The admission includes all rides, shows, and events. Ask about group rates.



**SILVER DOLLAR CITY**

One Hour South Of Springfield, Missouri  
One Hundred Years Back In Time.



Following is an excerpt from a letter dated October 6, 1930, written by the ICC's Director of Safety to the Commission:

*"On August 31, 1930, there was a derailment of a passenger train on the St. Louis-San Francisco Railway near Osage Hills, Mo., which resulted in the death of 4 passengers and 2 employees, and the injury of 64 passengers, 4 employees and 2 Pullman employees."*

What happened to No. 1, Frisco/Katy's crack train "The Texas Special," on that fateful day in August, 1930?

For some reason, this accident has always fascinated me - probably because it occurred at a location that I

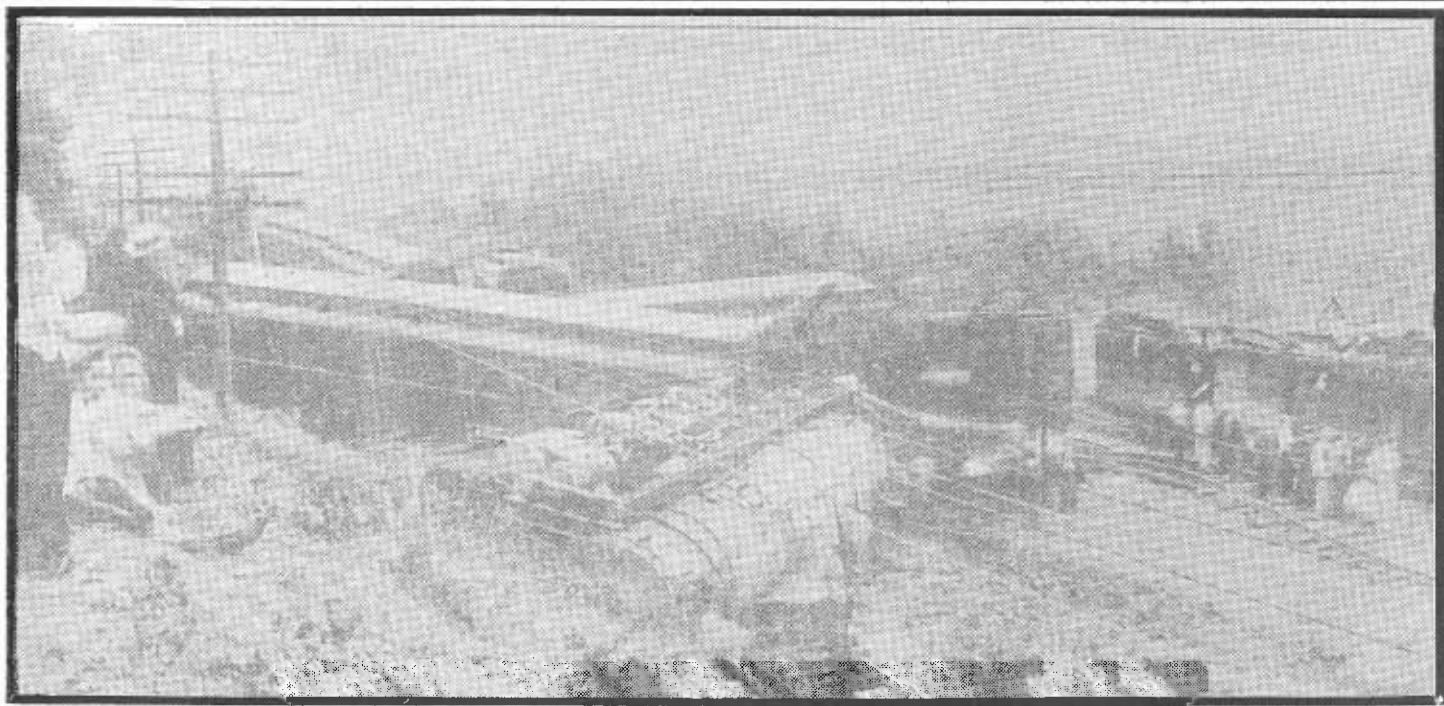
know well from having watched many trains there, and also because the accident was so senseless given the probable cause. It occurred on the Eastern Division, outside of St. Louis at Osage Hills, at MP 14.5, just west of where the SLSF crosses over I-270 today, close to Big Bend Road. This is just west of a beautiful sweeping curve to the left. Those of you with a copy of Lucius Beebe's book **HIGHLINERS** can see the location by looking at page 28, a great Barham-Oaks photo of 1026 & 1509 westbound on the curve.

On August 31, 1930, SLSF No. 1, *The Texas Special*, left St. Louis Union Station on time at 6:30 p.m. It was headed by SLSF 1511, one of Frisco's famous Baldwin Mountains, and consisted, in this order, of one

Baggage/RPO car, one combination Baggage/Passenger car, one Chair Car, one Dining Car, seven Pullman Sleepers, and one Observation Car. The weather was clear, the track in good condition, and at 7:30 p.m., 1511 led its train around the curve toward Osage Hills at about 45 mph, well under the 55 mph limit. This is a double track section of the railroad, and No. 1 was on the westbound (right) track, coming out of the curve and easily descending the 1.1% grade which exists there.

At that time, there was a facing-point switch leading from the westbound main to an industrial track, long since removed. It was located just west of the end of the curve. 1511's four wheel pilot truck derailed suddenly about 220 feet east of the switch, but continued to ride the ties until the switch was reached. 1511 then suddenly flipped over on its left side and slid another 360 feet, coming to rest with its pilot pressing against a rock bluff 60 feet from the rails. The tender smashed into the locomotive cab. The first six cars

## CAMERA TELLS GRAPHIC STORY OF FRISCO SMASHUP



The caption for this RARE September 30, 1930 Springfield, MO News & Leader newspaper photo read as follows:

*"This graphic picture shows the Frisco's crack 'Texas Special' after it had been wrecked 10 miles west of St. Louis with the loss of six lives. A staff photographer for the St. Louis Star obtained this general view of the smashed train, revealing how the big locomotive rolled over and plowed into a rock wall, and cars piled up criss-cross fashion behind it, blocking both of the Frisco's main lines."*



Frisco #1511, repaired and back in service, December 20, 1939, shown at the North Springfield Yards. Frisco photo

following were derailed. The first four were torn from their trucks and came to rest in various positions on both main tracks and the industrial siding, in upright positions. The second car smashed through one end of the third car, demolishing it. The remaining cars were not derailed or damaged. The fatalities included both 1511's engineer and fireman and four passengers riding in the third car. Injuries totaled 64 other passengers plus six other employees.

About 90 minutes later, officials of the railroad arrived and began an investigation, which lasted several weeks. Both the track and 1511 showed no signs of causing the accident, though both obviously suffered major damage from the accident. 1511's crew was a proven, trusted team and gave no sign of any operational errors that would have caused the calamity. One thing was noticed immediately by the accident team, however - at the point the tie damage indicated the derailment of the pilot truck began, a quantity of pulverized rock on top and on both sides of the north (right) rail was discovered, all appearing to be freshly broken, covering an area approximately 12 inches in rail length. The rocks were large - as big as 2"x 4"x 5".

The team concluded that this accident was caused by these pieces of limestone rock sitting on the right rail. The rocks caused the right front pilot truck wheel to mount and cross the rail, dropping down on the ties on the outside until it encountered the lead rail of the switch. This diverted 1511 suddenly to the right and led to the calamity between 1511, its tender, and the first six cars.

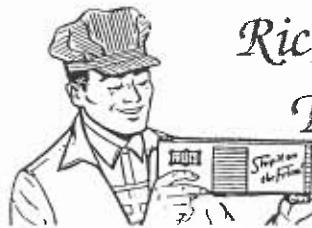
Possibly the rocks were placed on the rail by children, no one knows. It is well to remember how something so simple and so silly led to a horrible accident back in the summer of 1930, and what terrible results can occur from placing foreign objects on the rails. □



*632. The company does not require or expect its employes to incur any risk, from which, by the exercise of their judgement and by personal care, they can protect themselves, but enjoins upon them and demands that they shall take time and use the means necessary to, in all cases, do their duty in safety.*

From *RULES OF THE Transportation Department*  
Taking Effect February 1st  
1909  
p. 86

Many responses have been received in our Frisco Folks Safety Contest. (*ALL ABOARD*, June-July, 1991, p.18) The Rule 632 we were looking for is shown above.



## Rick's Tips

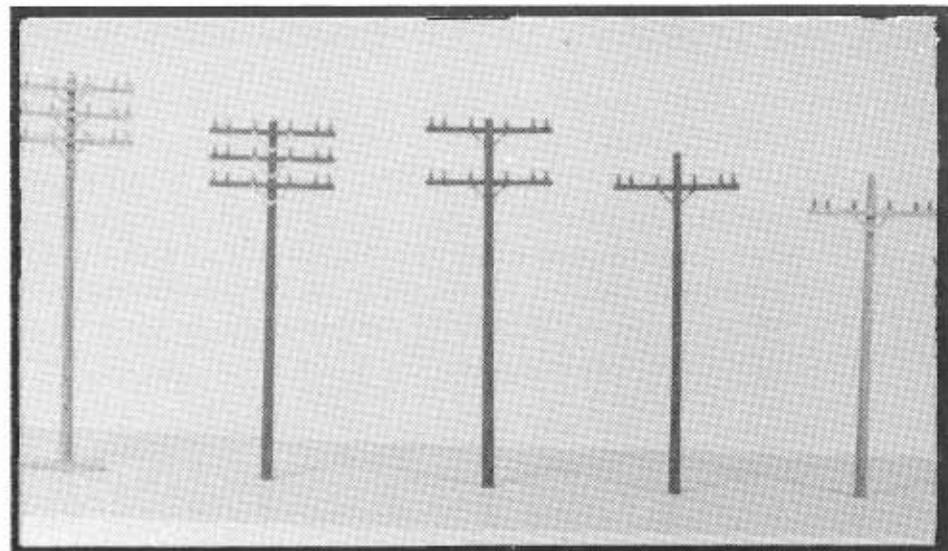
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

### MODIFYING ATLAS TELEPHONE POLES

Plastic Atlas telephone poles have been around for quite a while and are standard on many model railroads. These poles look good right out of the box but they can look a lot better with just minor modifications. If possible, scout out the line poles on the railroad you model. Look for color, height, number of crossarms, etc. Armed with this information, your line poles can be modified to be more prototypical.

In the photograph, the pole at the far left is straight from the box. It has all three cross arms, rounded top, base, and is colored brown. The first modification to make it more realistic is to remove the base. Holes drilled into the scenery and glue will hold the pole in place and give it the "planted" look. The second modification is to paint the poles the color of your choice. I found that new poles are almost jet black from the preservative they are sealed with. Floquil's Engine Black (110010) will fill the bill for new poles. Older line poles look faded brown and some appear light gray. I used various mixtures of Floquil's Light SP Grey (110131) and Foundation (110084) to achieve the gray/brown look. Consider painting your line poles various shades of black and gray/brown as they all weather differently and are periodically replaced.

Another subtle modification is to cut the tops of the poles at an angle. The reason they are cut on an angle is so



that water will not settle on the top of the pole and begin the decaying process. These appear to be cut by a chainsaw and would never be rounded like they are molded from Atlas. The number of crossarms on the poles can be reduced from three to two or one with the help of a hobby knife. I noticed that poles on the Frisco between Springfield and Aurora have only two crossarms like the pole in the center of the photo. In addition, they are quite short and barely come above the tops of the rails.

For those who really like detail, consider painting the insulators on the crossarms. These insulators are usually green or clear glass which can be simulated with green or silver paint. The mounting hardware that supports the crossarms can also be painted a galvanized color to bring it to the viewer's attention. Finally, don't forget to add all those neat transformers, number plates, and other items that can make your line poles look more realistic.

GOOD LUCK and don't forget to *Ship It On The Frisco!* □

#### ATTENTION FRISCO MODELERS *All Scales!*

Got a modeling trick, tip, or neat thing to do that you would be willing to share with our readers? If so, write or call Rick: Rick McClellan

15405 W. 144th. Terrace  
Olathe, KS 66062  
913-829-4509

### MAIL CAR



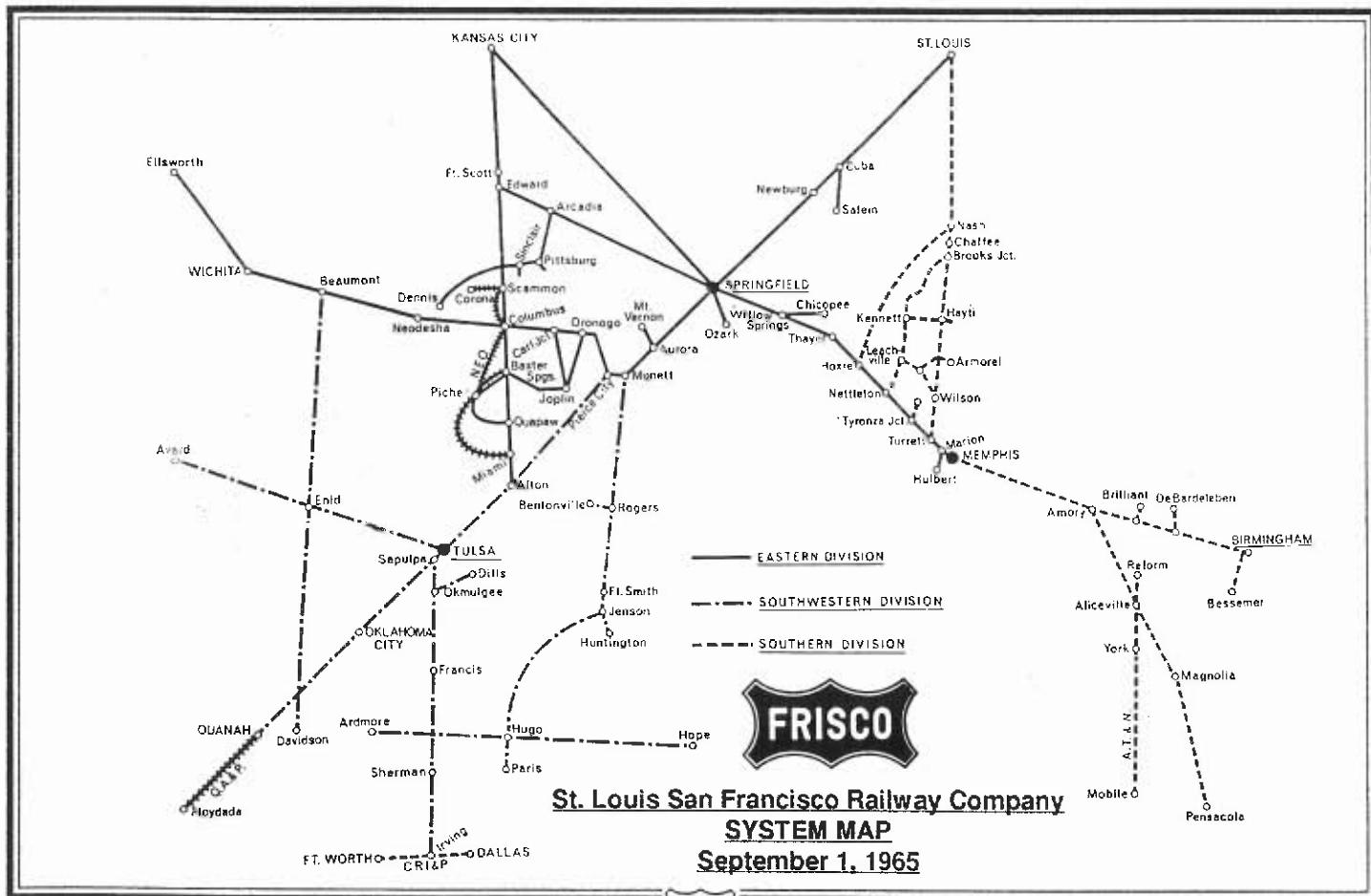
The MAIL CAR is a feature of the *ALL ABOARD* in which we attempt to answer some of the many questions that are submitted to our FRISCO RESEARCH SERVICE.

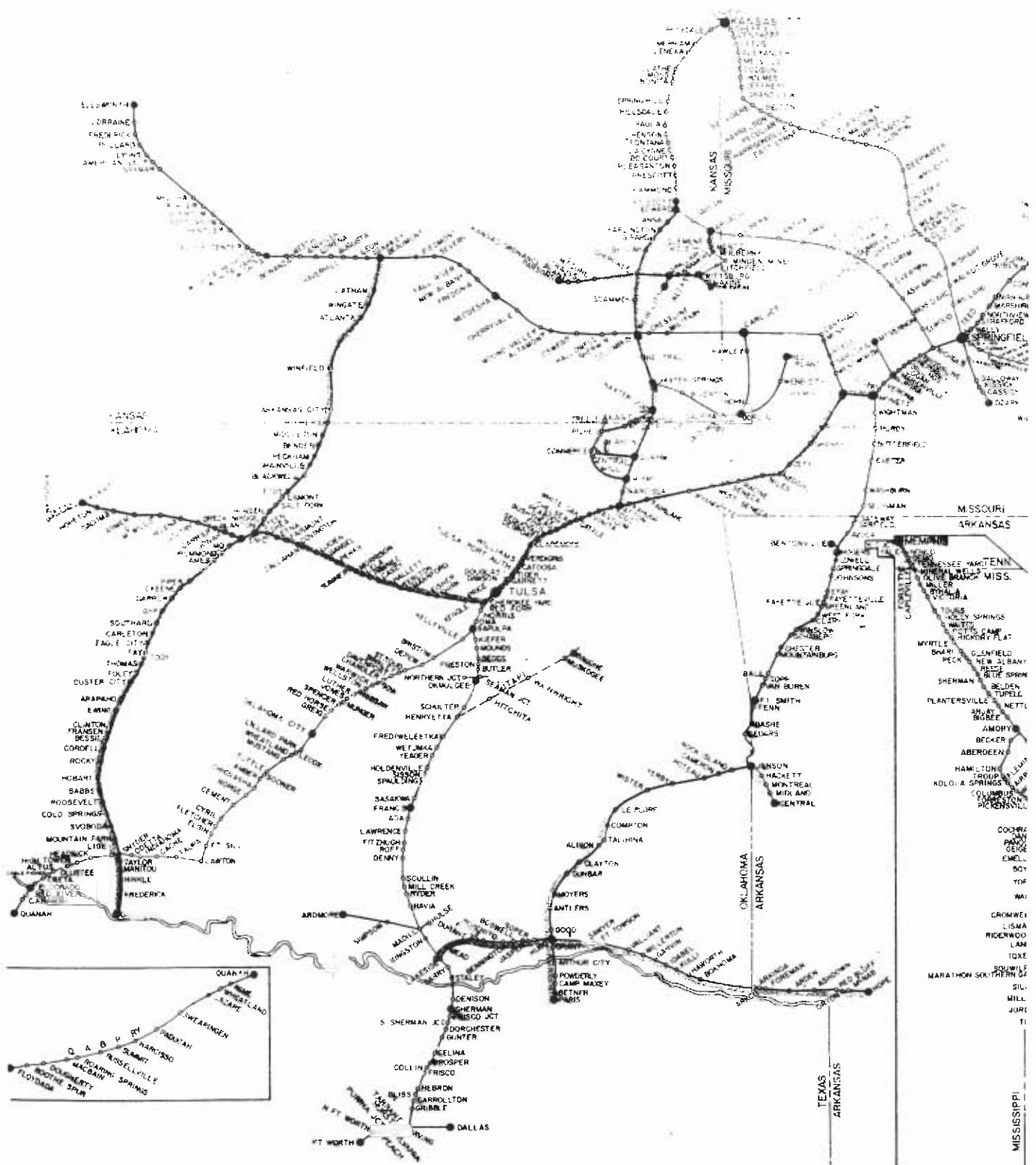
If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All requests are answered individually and selected questions will appear in the MAIL CAR feature.

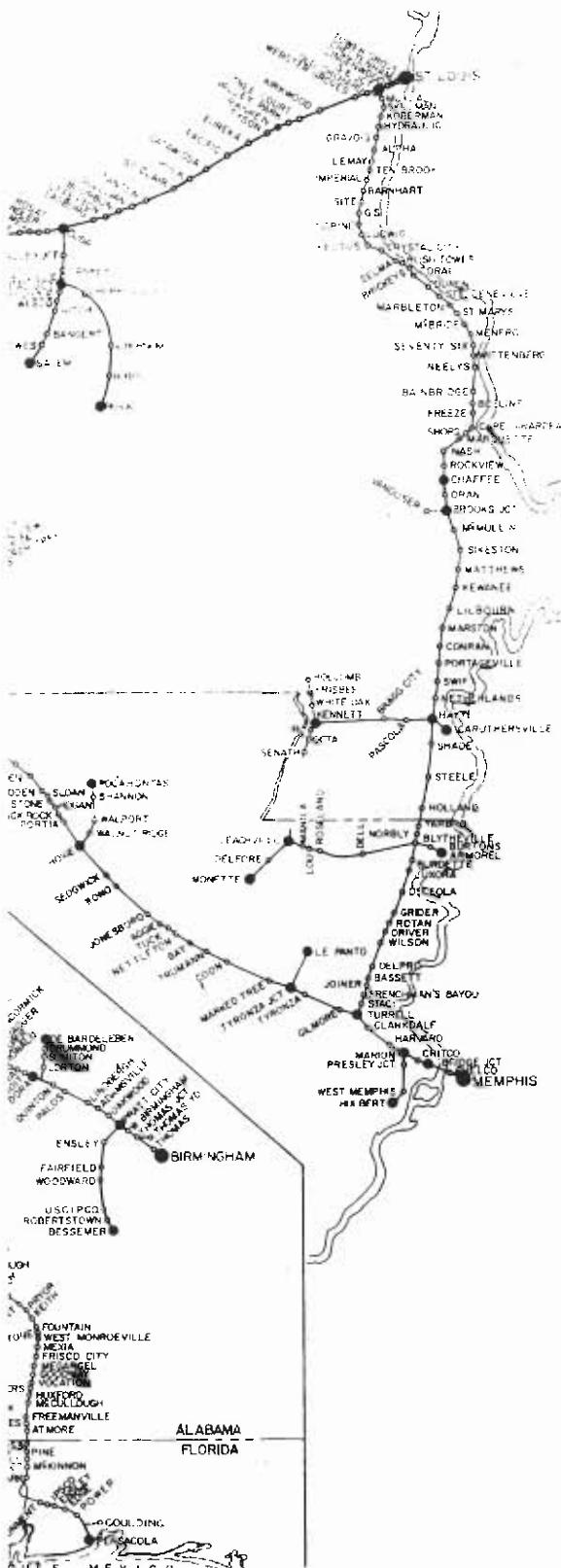
**QUESTION:** I'm confused! In the 1960's and 1970's the Frisco divisions and sub-divisions changed back and forth. Can you clarify this for me?

**ANSWER:** Yes! In 1963, the long standing operation of the Frisco system in seven divisions (Eastern, Northern, River, Central, Southern, Southwestern, & Western) was changed. On September 1, 1963, "To accomplish more effective supervision and to provide even better service for Frisco patrons," the Operating Department was reorganized into three Districts: Central, Southeast, & Southwest. (See map on p. 9)

*Continued on p. 12*







DIVISION	ROUTE-DIST. BRANCH	SYMBOL	FROM	TO		
EASTERN	ROLLA SUB SALEM BR. LEON BR. LEBANON SUB OZARK BR. SPRINGFIELD SUB MT. VERNON DR. CARTHAGE SUB JULIA BR. TUCKAHOO BR. WICHITA SUB BURTON SUB	A AC A B F H J K L M Z N K	ST. LOUIS CUBA JCT. NEWBURG SPRINGFIELD SPRINGFIELD AURORA PIERCE CITY SILVER SPRINGS I & G ACT. JPLN NEODESHA WICHITA	B-1 A-1 III 2-2 2-3 2-6 G-26 H-33 F-40 F-50	NEWBURG BURG SPRINGFIELD OZARK MONETT MT. VERNON NEODESHA REED PLANT CARL JCT. WICHITA ELLSWORTH	1-16 AC-1 AC-2 AC-3 A-237 B-281 I-40 H-325 F-326 F-608
WESTERN	CHEROKEE SUB AFTON SUB PICKER BR. MIAMI BR. HOCKERVILLE BR. PARSONS SUB. GIRARD BR. FERRY SUB ANADA SUB BEAUMONT SUB. ENID-HOBART SUB.	G L LA LC M MB Z N K	MONETT EDWARD GARLOW MIAMI PICKER ARCADIA PITTSBURG CHEROKEE YARD ENID BEAUMONT ENID	2-82 C-103 1-123 S-181 G-116 M-137 G-425 P-458 K-586	CHEROKEE YD. AFTON CARDIN VIRGUS JCT. BAXTER JCT. PARSONS EMPIRE STEEN OKLAHOMA ENID DAVIDSON	G-425 G-348 L-53 L-59 M-172 M-140 M-584 K-546 K-774
SOUTHWESTERN	OKLAHOMA SUB CYNTHIASIS SUB CREEK SUB MUSKOGEE BR. SHAWNAH SUB MADISON BR. FORT SULLIVAN SUB	C L EA EA EA EA EA	OKLAHOMA CITY SAPULPA HENRYETTA FRANCIS BACON SHAWNAH IRVING	G-425 G-54 G-438 E-482 E-603 E-644 E-671	OKLAHOMA CITY OKLAHOMA CITY FRANCIS BACON SHAWNAH IRVING DALLAS	OKLAHOMA CITY OKLAHOMA CITY FRANCIS BACON SHAWNAH IRVING DALLAS
Q. A. & P. RY	FT. SMITH SUB. BIRMINGHAM BR. ARTHUR JCT. CENTRAL BR. ARDMORE SUB. ARKADIA SUB.		MONETT PENNINGTON PENNINGTON HUGO			
NORTHERN	KANSAS CITY SUB ATH. GROVE SUB WILLOW SPRINGS SUB ANDONA DR. MINOR DR. PELHAMONTAS BR. LEPANTO BR. HULBERT BR. CLINTON SUB.	C L C S S S A B D	KANSAS CITY FT. SCOTT SPRINGFIELD C-202 WILLOW SPRINGS TAMER HOLLY TYRONZA JCT. MARION KANSAS CITY	C-91 C-91 C-259 C-253 C-498 C-450 C-474 C-C	FT. SMITH SPRINGFIELD WILLOW SPRINGS TAMER HOLLY TYRONZA JCT. PELHAMONTAS HULBERT SPRINGFIELD	C-259 C-342 C-342 C-411 C-411 C-455 C-475 C-236
RIVER	ST. LOUIS SUB CHAFFEE SUB KENNETT BR. HOLLY BR. KENNETT BR. LEACHVILLE BR. LEACHVILLE BR.	T T T T T T T	LINDENWOOD CHAFFEE HAYES KENNETT HAYES BLYTHEVILLE BLYTHEVILLE	T-144 T-144 T-223 T-223 T-223 T-223 T-223	CHAFFEE TURSEY HOLLY LEACHVILLE KENNETT HAYES BLYTHEVILLE BLYTHEVILLE	T-144 T-144 T-223 T-223 T-223 T-223 T-223
SOUTHERN	LOPELO SUB BIRMINGHAM SUB BRILLIANT BR. CEBAR BR. COOPER BR. COLUMBUS SUB PENSACOLA SUB MOBILE SUB REFORM BR.	C C N N R R R RB	BRIDGE JCT. AMORY WINFIELD PIMA PINE CITY AMORY MAGNOLIA ALICEVILLE ALICEVILLE	C-480 C-611 C-655 C-707 C-729 R-1-64 R-680	AMORY BIRMINGHAM BRILLIANT CEBAR COOPER COLUMBUS PENSACOLA MOBILE REFORM	C-1735 C-565 C-717 C-666 C-704 C-912 R-874 R-701

PRESIDENT - EXECUTIVE OFFICES ST. LOUIS MO  
GENERAL OFFICE SPRINGFIELD MO



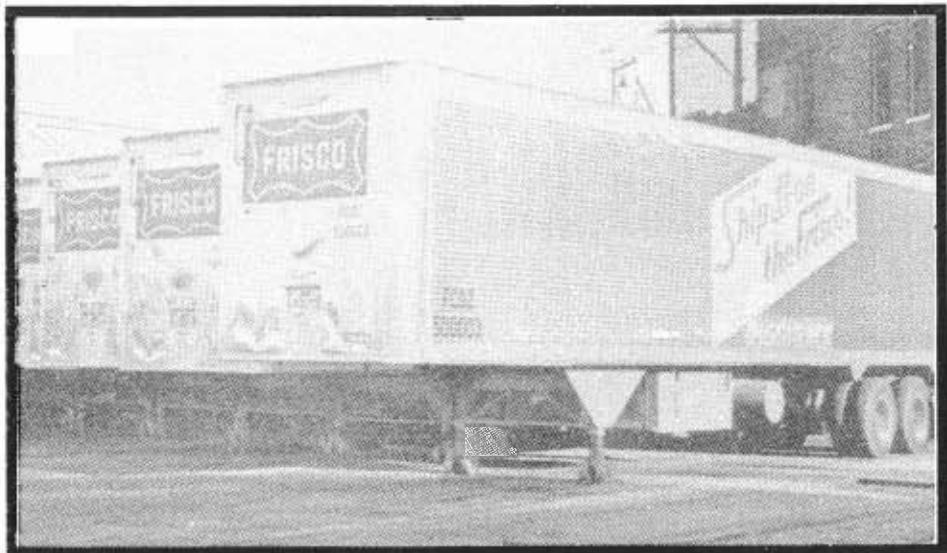
**St. Louis San Francisco Railway Company  
SYSTEM MAP  
January 1, 1977**

## MAIL CAR

*Continued from page 8*

Two years later, on September 1, 1965, "For even greater efficiency, a more cohesive working group and improved service to its customers," the Operating Department was again reorganized, this time into three Divisions: Eastern, Southwestern, & Southern. (See map on p. 9)

On January 1, 1975, the Operating Department was reorganized back to the pre-1963 seven-Division system as shown on the 1977 map on pp. 10-11.



Frisco TOFC Trailer #500003 "and company," November, 1966. Frisco photo



**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 - 1966

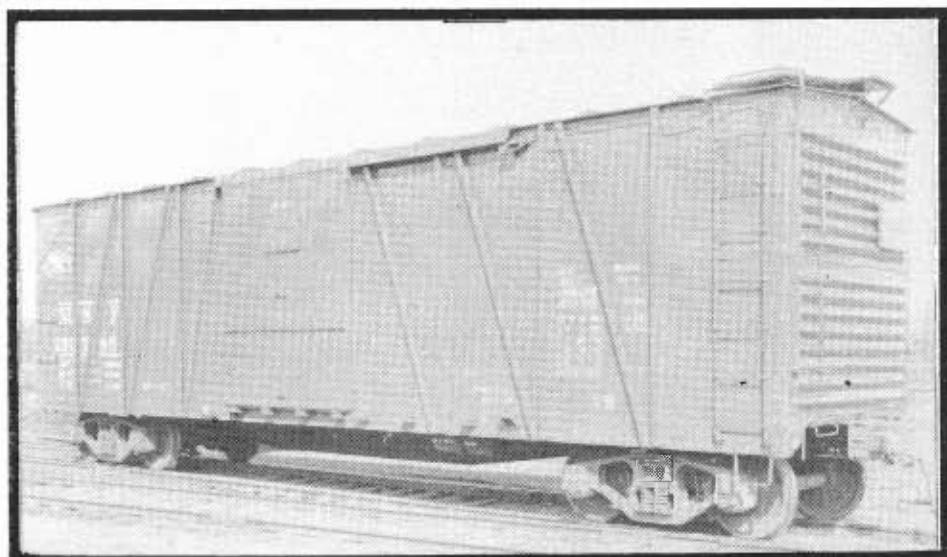
In November, 1966, thirty new insulated refrigerator TOFC (*Trailer On Flat Car*) trailers were placed into service on the Frisco. The 40-foot reefers were equipped with an underslung 10-ton Transcold diesel unit capable of cooling or heating the customers product to required temperatures in transit. The units were built by the Trailmobile Company at Longview, TX.

### 50 YEARS - 1941

In 1941, 1,381 Box Cars were rebuilt in company shops including series 145,000 and 146,000 40 ft. box cars as pictured on this page.

### 75 YEARS - 1916

In accordance with a November



Frisco Box Car #145785, North Springfield Shops, February 15, 1941. Frisco photo

1, 1915 "Plan for Reorganization," and Missouri incorporation on August 24, 1916, on November 1, 1916, the St.

Louis and San Francisco Railroad Company became the St. Louis - San Francisco Railway Company. □



St. Louis and San Francisco Railroad Company



ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY



# MODELING THE FRISCO IN 'N' SCALE

By Larry Shankles

This is the second article on modeling the Frisco in "N" Scale. The following table is a listing of all factory lettered rolling stock. The importer/manufacturer column lists the company which markets the item first, and the company which actually makes the item second. If there is only one name, the marketer actually makes the item at its own facilities. The year produced refers to the year the item was first made lettered Frisco. The color column has the car color listed first and the lettering color listed second.

<u>IMPORTER/ MANUFACTURER</u>	<u>YEAR PRODUCED</u>	<u>CAR TYPE</u>	<u>COLOR</u>	<u>REPORTING NUMBER</u>	<u>NOTE</u>
Atlas/ Rivarossi	1969	Auto Rack	yellow/ red	none	1
Atlas	1976*	40' Box plug door	orange/ black	15048	
Atlas	1977*	40' Box PS-1	lt. blue/ black	16302	
Atlas	1977*	40' Gondola	box car red/ white	55086	
Atlas	1980*	Caboose steel	box car red/ white	350	
Atlas	1989*	50' flat	box car red/ white	2012	
Bachmann	1973	42' Gondola outside braced composite	box car red/ white	6140	
Concor/Kato	1969	40' Box PS-1	box car red/ white	18429	
Concor/Kato	1969	40' Box PS-1	yellow/ black	18429	2
Concor/Kato	1969	3 bay open Hopper	box car red/ white	91734	
Concor/Rivarossi	1985	Fluted Pass. Coach	silver/ red	Olivette	3
Concor/Kato	1985	Fluted Pass. Dome	silver/ red	none	3, 4
Concor	1990*	Wide Vision Caboose	red/ white	1409	
Concor	1991*	40' Box plug & sl. door	box car red/ white	40019	
Concor	1991*	40' Box plug & sl. door	box car red/ white	40298	
Kadee	1976	50' Box plug door	yellow/ black	12071	5
Kadee	1976	50' Box plug door	yellow/ black	12074	
Kadee	1984	40' box plug door	box car red/ white	52065	
Kadee	1984	33' 2 bay offset side Hopper	box car red/ white	91735	

<u>IMPORTER/ MANUFACTURER</u>	<u>YEAR PRODUCED</u>	<u>CAR TYPE</u>	<u>COLOR</u>	<u>REPORTING NUMBER</u>	<u>NOTE</u>
Kadee	1985	50' Gondola fish-belly	box car red/ white	51243	
Kadee	1985	50' Box ribbed side	box car red/ white	42473	
Minitrix/Roco	1967	50' Box double door	yellow/ black	152705	
Minitrix/ Mehanotechnica	1969	40' Box wooden	brown/ white	126053	6
Arnold Rapido	1964	40' Box	med. brown or dark brown	none	7
Revell/ Arnold Rapido	1969	50' Gondola wooden	lt. gray	none	8
Revell/ Arnold Rapido	1969	50' Gondola wooden	silver	none	
Revell/ Arnold Rapido	1969	40' Box	yellow/ black	8030	
Arnold Rapido	1969	Crane	silver/ black	57512	8
Arnold Rapido	1969	Crane	red	none	8
Arnold Rapido	1969	Boom Tender	silver	none	8
Arnold Rapido	1969	Boom Tender	red	none	8
MDC	1982*	50' Box ribbed side	box car red/ white	44208	
MDC	1982*	52'6" Gondola straight sides	box car red/ white	66000	9
Walthers/Roco	1986*	40' Box	brown/ outside braced	126876	
JnJ/Atlas	1988*	3 bay open Hopper	black/ white	87985	
JnJ/Atlas	1988*	3 bay open Hopper	black/ white	88142	
? / ? Mehanotechnica	?	40' Box	box car red/ white	?	10

#### NOTES:

1. This may be the same car that MRC advertised but never actually produced. Rivarossi also marketed this car directly, after Atlas dropped it.
2. I can not find any reference to this version in any Concor catalog or in any of the "N" Scale references. Only the box car red version is listed, however, I have seen two of these yellow cars.
3. This is part of the Special Edition Collectors Set of the Frisco/Katy Texas Special.
4. This is a totally fictitious car. I replaced the dome roof with a Concor coach roof painted with Floquil Signal Red. The windows of this car make it a fair facsimile of the Lounge-Buffet Car, the *Sterling Price*.
5. This reporting number was produced in a very small quantity and this car is a very valuable collectors item.
6. This was originally imported by MRC. The "N" Scale references list two reporting numbers for the MRC version: 120053 & 126053. The lettering is barely legible. I personally doubt that there was a 120053, the 6 & 0 being nearly impossible to distinguish.
7. This car was produced undecorated and came with a decal set to letter it as any one of three railroads: WP, Frisco, or Buffalo.
8. All these cars are listed in the "N" Scale references as having no reporting numbers. However, I own the silver version of the crane, and it has the number 57512. Since I have never seen any of these other cars, I can not verify that they do not have numbers.

9. See the January 1990 issue of the *ALL ABOARD*, p. 4, for a discussion of the HO version of this car.
10. I have seen one of these cars although it is not listed in any of the references. The owner of the only one I have seen misplaced it while remodeling his house, thus I was not able to get the reporting number from him in time for this article.

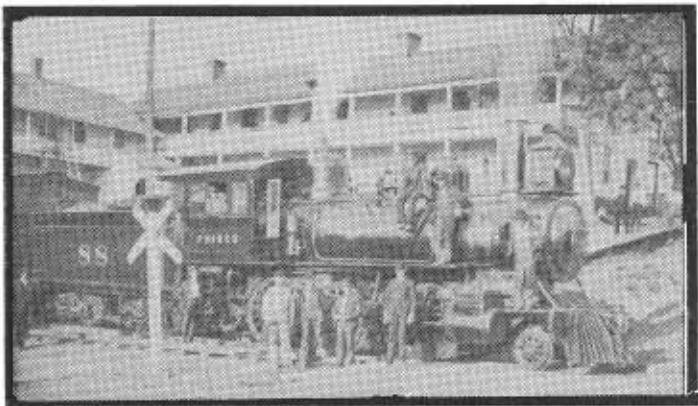
Items marked with \* are readily available new and everything else is available only as "used" at swap meets or auctions. This is the complete list of all Frisco lettered rolling stock to the best of my knowledge. If anyone has any corrections or additions, please contact me. ☺

### Classic Frisco Up-Date

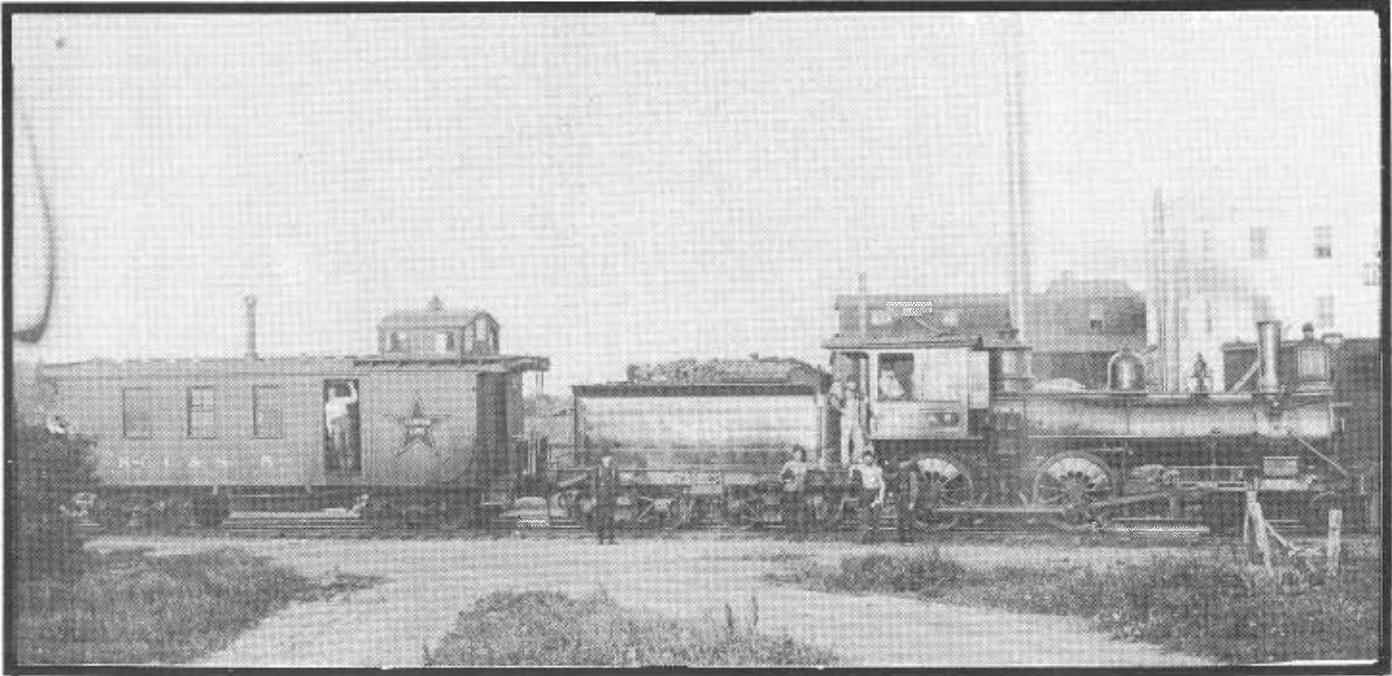
Mystery Frisco locomotive #88 (*ALL ABOARD*, August-September, 1991, p.5) may have been a C&EI (Chicago & Eastern Illinois) engine. Frisco Folk Gale Hall has submitted a "Roster to Frisco Steam Locomotives," that was printed in "A Supplement to Midwest Railroader", 1964, that shows a 2-6-0 locomotive built in 1892, builder's number #3349, by Schenectady Locomotive Works. The roster lists the original C&EI number as #88 and new number (*renumbered in 1911*) as 304. ☺



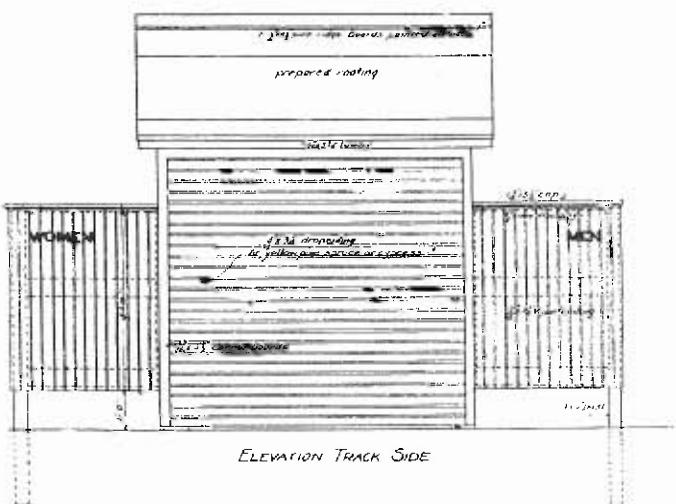
November 7 - December 15



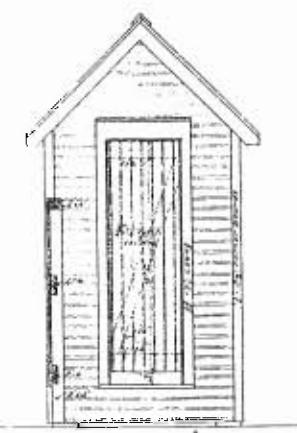
### Classic Frisco



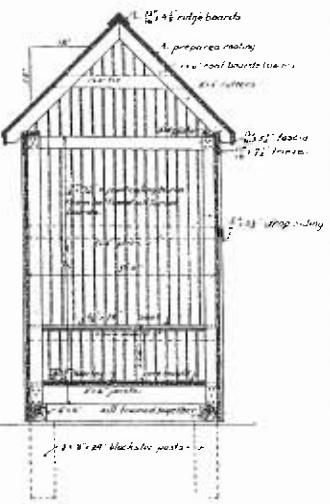
Kansas City, Clinton & Springfield Railway Co. "Leaky Roof" train #64 awaiting orders at Clinton, MO, June 1, 1905.  
Photo from the Harry B. Alley collection



ELEVATION TRACK SIDE

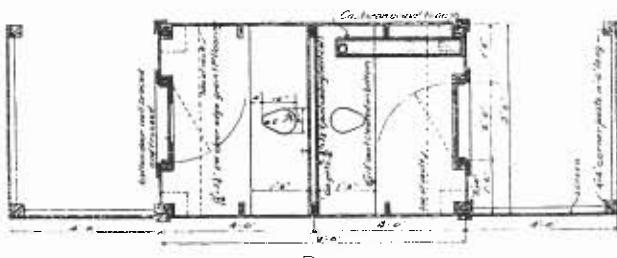


END ELEVATION.



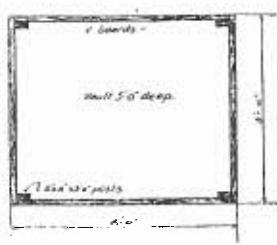
SECTION

NOTE. Form all back doors with substantial four  
inch wide panels & longer cross batten  
four to six hinges.

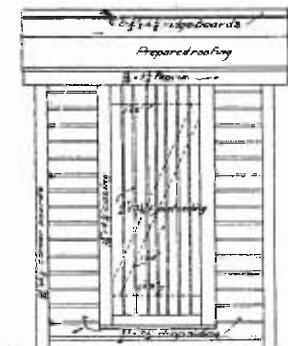


PLAN

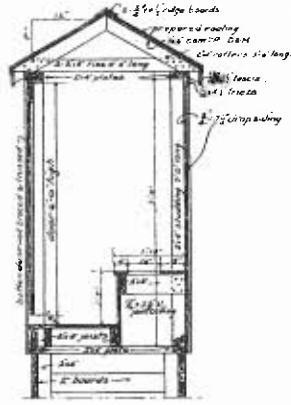
PRIVY FOR STATIONS.



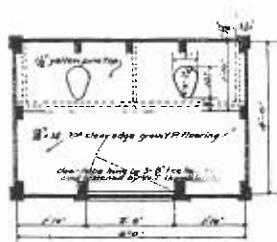
PLAN OF VAULT



ELEVATION

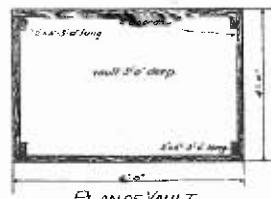


SECTION.



PLAN

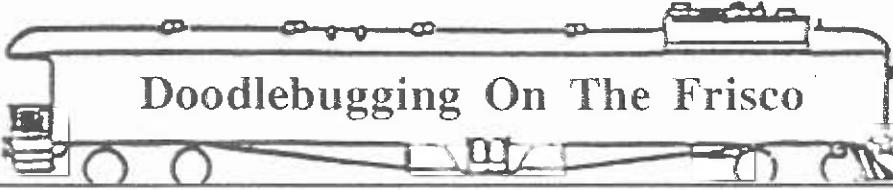
PRIVY FOR SECTION HEADQUARTERS



PLAN OF VAULT.

## FRISCO LINES STANDARD PRIVIES FOR STATIONS AND SECTION HEADQUARTERS

ADOPTED November 10, 1906



## Doodlebugging On The Frisco

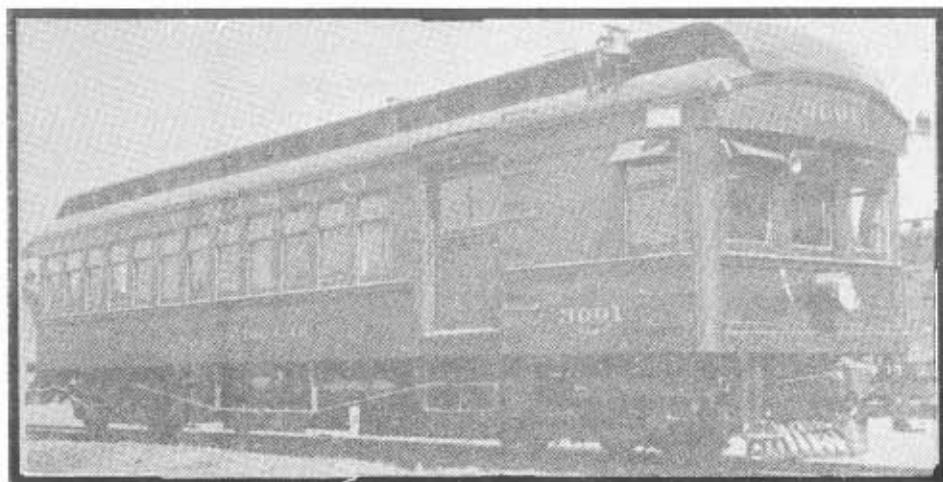
In October, 1922, the Frisco took delivery of Motor Car #3000 from the J.G. Brill Company, on AFE #3527, for a total cost of \$12,963.06. The 42' 6" unit was a Service Motor Truck Co. Model 55 Baggage-Coach combination with an enclosed rear vestibule entrance. It was originally built as a steel composite car (*steel truck frame, steel underframe, wood sides & top*) and was equipped with a 68 HP Midwest gasoline engine and mechanical transmission.

The forward operator/baggage compartment was 14' 5" long and the sixteen coach seats were divided into two sections with a seating capacity of ten forward and twenty-two in the rear compartment.

The interior featured yellow pine floors, cherry woodwork, and brown artificial leather seats.

The exterior roof was canvas covered and during a 1931 Frisco shop rebuilding, steel siding was added.

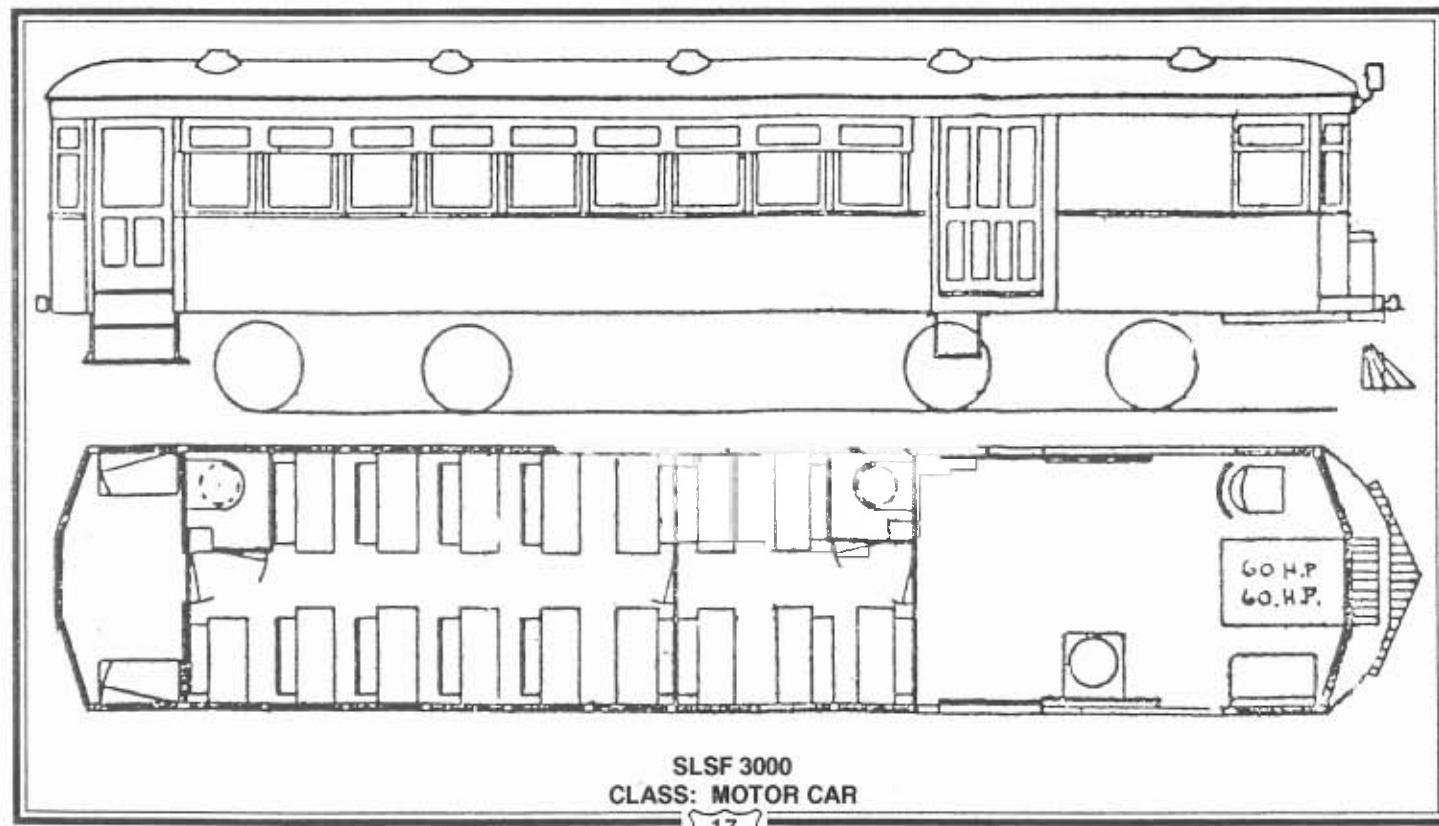
According to our records, #3000 was retired from revenue service in August, 1935. ☐



*Frisco Motor Car #3001, June, 1926. Frisco photo*

### PHOTO UP-DATE

Soon after publication of our article on Motor Car #3001, (*ALL ABOARD*, August-September, 1991, p. 13) the above photo of the unit was acquired.



# Research DOWN AT THE DEPOT Up-Date

## Leachville, AR

Station T252  
Leachville Sub-Division  
River Division

Frisco Folk Bill Pollard has graciously provided our RESEARCH SERVICE with additional materials on the Frisco depot at Leachville, AR. (*ALL ABOARD*, April-May, 1991, pp. 18-19). The information is from his upcoming book on northeast Arkansas branchlines and logging railroads.

*"The Leachville, AR station was the original JLC&E (Jonesboro, Lake City, & Eastern Railroad) station as*



Leachville, AR 1976 H.D. Connor collection

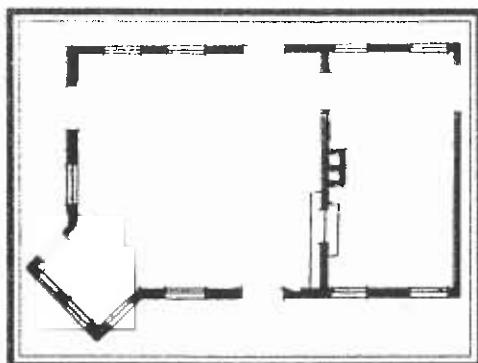
*constructed in conjunction with the JLC&E's arrival in Leachville in late 1898. Arkansas tax records filed by the JLC&E show the depot originally constructed in 1899 with dimensions of 18x35 (which included roof overhang), although the building was lengthened at least twice after being built.*

*"The Kennett & Osceola constructed what was apparently considered an industrial spur from Boynton- the official end of the branch into Leachville in early 1898, but no*

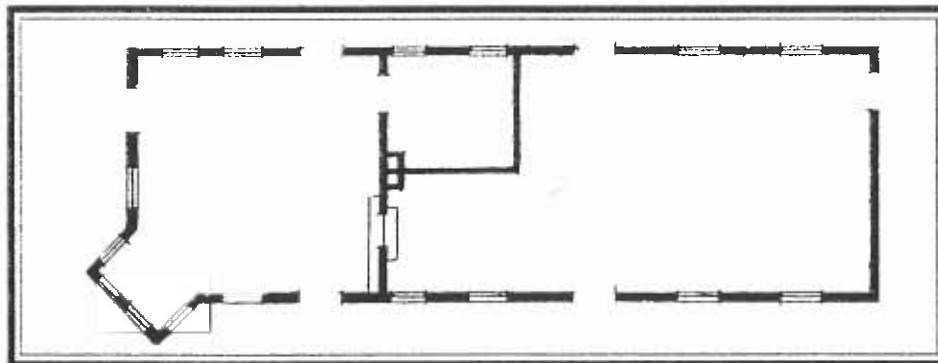
*regular passenger service was yet provided on this 3.3 mile segment, and no depot was constructed at Leachville. The Kennett & Osceola eventually became part of the St. Louis & Gulf, and Leachville was shown for the first time in that road's Official Guide listing in June, 1902, with a footnote that passenger service had not yet been established.*

*"St. Louis & Gulf passenger service to Leachville began on October 5, 1902, at which time the JLC&E station became a joint station. With the incorporation of Chicago Mill & Lumber's Blytheville, Leachville, & Arkansas Southern as a common carrier, the station was divided among all three railroads as far as ownership and staffing expenses.*

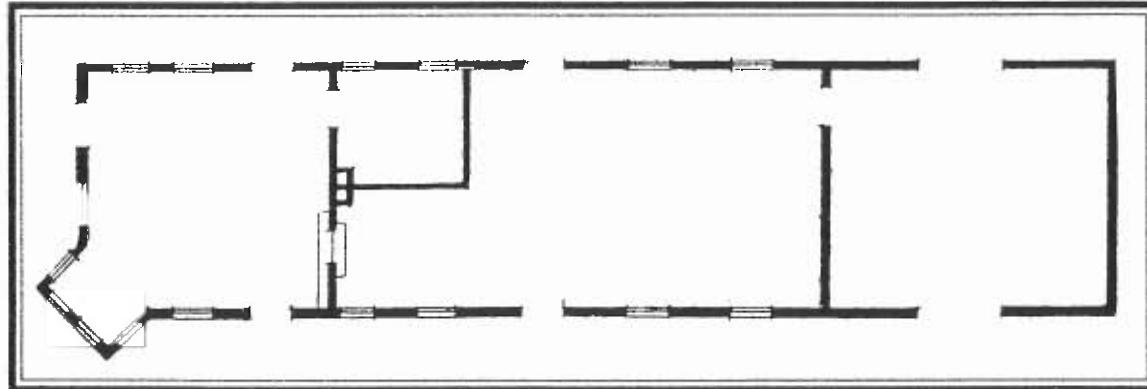
*"In 1917 and again in 1920, lengthy cases were presented before the Arkansas Railroad Commission by the citizens of Leachville, demanding a 'new brick station.' As a compromise, an addition, approximately 25', was added to the west end of the station, and sometime after Frisco gained control of the JLC&E an additional 20' freight room was added, bringing the station to its maximum size ..."* □



Leachville, AR circa, 1898



Leachville, AR circa, 1920



Leachville, AR circa 1926

# COLLECTING THE FRISCO

This is the sixth in our series of **ALL ABOARD** articles that is devoted to **COLLECTING THE FRISCO**, and is designed to be an information resource for Frisco collectors. In this issue, we continue our examination of Advertising & Promotional items.

One of the oldest forms of entertainment known to modern man is the playing card. A multitude of volumes could be written depicting the diverse collection of people who have shuffled, dealt, and played the familiar "fifty-two." Another edition of books could be penned describing the many different situations, circumstances, and locations in which card playing has been accomplished. Kings in palaces and prisoners in jails have all confronted the numbers, aces, and the royal court of the card deck.

The first playing cards were Chinese sheet dice, believed to have originated in the tenth century A.D. When the early European explorers returned from the Far East with spices, they also brought with them this early form of entertainment. The earliest known playing cards printed in Europe, and the earliest to bear the four suits of the modern deck, were found in 1841. European immigration to the U.S. brought with it the popularity of playing cards, and since then, card playing has become a prevalent part of American entertainment.

As rail travel increased in the U.S. and people spent more and more time on the trains, playing cards became a popular diversion to help pass the long hours of a cross-country journey. The railroads were quick to accommodate their passengers by providing plenty of fresh decks for them to play with. The early railroad playing cards were very elaborate in their design. The deck usually had a picture or design on the backs of the cards and many early styles had a different photographic view of some scenic place along the railroad system, printed on the face of

each card.

As needs and tastes changed, so did the appearance of railroad playing cards. In the 1890's, the railroads began issuing regular decks with standard faces. It was also in the late 1800's that the railroads started using cards as a means of advertising and promotion. In particular, the JOKER and ACE started carrying the company's logo.



In the early 1900's, the railroads resumed the practice of providing company decks with a named train, company logo, or slogan printed on the back of each card.

The Frisco issued many different designs of playing cards and some of the newer styles are still in circulation.



*Late 1940's style passenger train playing card with picture of new streamlined diesel motive power on back of each card. These cards were issued in two color formats. One with a dark blue background and one in turquoise.*

A standard red & blue double or single deck, with gold trim & a gold company logo seem to be the most common design currently available. They were either given to customers and potential clients or sold by the various employee clubs.

Other styles have been produced for passenger service, company service promotions, and subsidiary line advertising purposes.



The Frisco also provided its patrons with a variety of playing card accessories. For instance, many score pads have carried the company name or logo and they make a nice addition to a collection of Frisco playing cards. □

