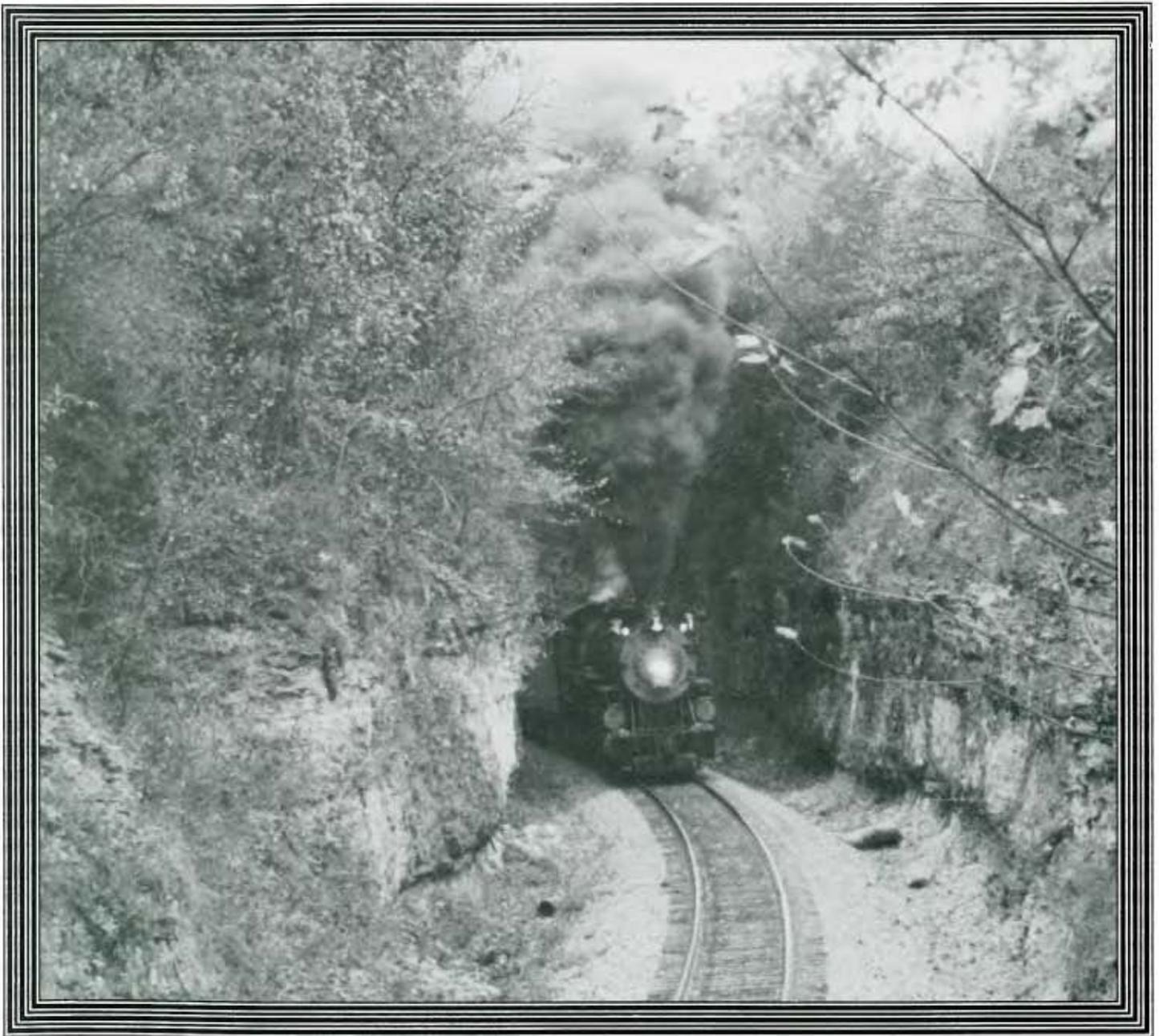


FRISCO **All Aboard** **FRISCO**

FEBRUARY - MARCH

1992



FRISCO All Aboard FRISCO

VOLUME 6

February - March, 1992

NUMBER 5

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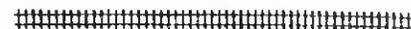
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THE



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ABOUT THE COVER

Frisco Folk Steve Thiel captures classic Frisco steam power as 4-8-2 1522 makes the grade into Rolla, MO, October 27, 1991. See related story on p. 5.

Frisco Folks

The **Frisco Folks** headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! **The Frisco Railroad Museum Inc.** is continuing that family tradition in our **FRISCO FOLKS** support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

SWITCHMAN: A one year membership for a donation of \$25.00

BRAKEMAN: A two year membership for a donation of \$50.00.

FIREMAN: A three year membership for a donation of \$75.00.

CONDUCTOR: An expanded three year membership for a donation of \$100.00.

ENGINEER: A life membership for a one time donation of \$500.00 or more.



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

Lawrence Pakula.....Brakeman
Maryland
Don Kinney.....Switchman
Arkansas
Steve Counts.....Switchman
Missouri
Danny Nigh.....Switchman
Missouri
Robert W. Metcalf.....Switchman
Missouri
W.B. Fletcher.....Switchman
California
Ron Pottenger.....Switchman
Missouri
Glenn Martin.....Switchman
Missouri
W.L. Jack.....Switchman
Virginia

William Lane.....Switchman
Texas
Wayne Porter.....Switchman
Nebraska
James Freeman.....Switchman
California
Bruce Danielson.....Switchman
Minnesota
Steve Roberts.....Switchman
South Carolina
Chris Perez.....Switchman
Florida
William Pollard.....Switchman
Arkansas
Robert Dick.....Switchman
Missouri
Jim Marsh.....Switchman
Missouri
Leroy W. Sweetland.....Switchman
Florida
Ed Paschal.....Switchman
Missouri
Doug Hughes.....Switchman
Maryland
B.W. Van Allen.....Switchman
Arkansas
Howard Rector.....Switchman
Missouri

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

Lee E. Monroe.....Engineer
Colorado
Charles Menley.....Fireman
Missouri
William C. Hogin.....Switchman
U.S. Virgin Islands
Raymond E. Verr.....Switchman
Arizona
L.L. Clerico.....Switchman
Kansas
Steve Talent.....Switchman
Arizona
Jeffery D. Knoblock.....Switchman
Ohio
Paul Abendroth.....Switchman
New Jersey
Dennis M. Barnette.....Switchman
Mississippi

A note from the Membership Secretary

When the museum first opened in 1986, we set as a long-term goal a net growth rate of fifty new Frisco Folks each year. June 1, 1992 will mark the end of our fifth year of operation. I am pleased to announce that as of February 1, 1992, we have reached our 1991-92 goal of 300 members! Thanks to each of you for being a very special part of our Frisco family. If it wasn't for you folks, The Frisco Railroad Museum Inc. would not be in existence!

From the President's Desk



There was a time when I thought the phrase, "*Due to circumstances beyond our control...*" was a convenient excuse for an organization's lack of commitment, concern, or effort in providing quality products and services in a timely manner. However, since the museum opened its doors in June, 1986, I have changed my thinking and have developed a new understanding and appreciation for that phrase.

A case in point is our 1992 calendars. For the last three years (1989-90-91) we have attempted to produce a calendar replica as close to the originals issued by the Frisco as possible. The 1992 calendar (1964 calendar year) was going to continue in that same format. The layout work for the 1992 issue was completed and taken to the printer in October, 1991 so as to allow ample preparation & printing time to send it out with the December-January issue of the **ALL ABOARD**. When the calendar wasn't ready at the first of February, thus delaying the mailing of the **ALL ABOARD**, two decisions were

made. One, this year we will print our own calendar and two, we will find another printer! Both have been successfully accomplished and although, "Due to circumstances beyond our control," it's not a color rendition, please find enclosed your 1992 calendar! ☺

CHANGE OF ADDRESS REQUESTED

In order for us to maintain current records, and so you won't miss out on receiving your *ALL ABOARD* and other museum correspondence, please notify the museum office of any change in your address and/or phone number. ☺

FRISCO RESEARCH SERVICE

While preserving traditions and memorabilia from the Frisco is a primary goal of **The Frisco Railroad Museum Inc.**, we are also committed to establishing and maintaining a comprehensive archives of historical, technical, and photographic information about the Frisco. We are a museum and a resource center! Access to our archives is available through the *FRISCO RESEARCH SERVICE*. If a member of our Frisco Folks has a question about the history, operations, equipment, facilities, services, etc. that were a part of the Frisco, we will research their question and prepare a written report. In addition, a list will be provided of any reprints of related documentation that is available.

The Research Service is the most popular program offered by the museum and although two days a week are now being devoted solely to research, there is still a six to eight week back-log of requests.

Each request is thoroughly researched and while it takes time to process them, the end result is always quality work well worth the wait.

When you submit a request, your patience and cooperation will be greatly appreciated! ☺

Announcing!

two new

MEMBER INCENTIVE PROGRAMS

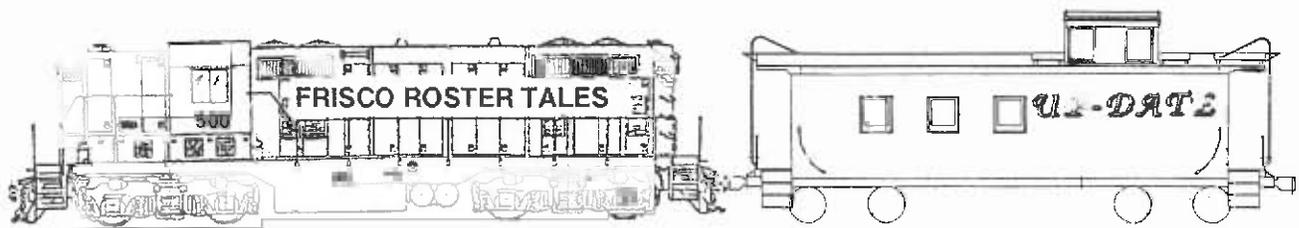
The museum is pleased to announce two new Member Incentive Programs that will benefit both our Frisco Folks family and the museum's growth & operation!

NEW MEMBER REFERRAL

"Word-of-mouth advertising is the best advertising an organization or business can get!" We have all heard that statement and can attest to its truth. Many of our Frisco Folks have already been *spreading the word* about our museum and the programs & services we have to offer. Well, we think it's time such good advertising should be rewarded! Consequently, as of March 1, 1992, we are establishing a **NEW MEMBER REFERRAL** program. For every new member that a current member refers, they will receive a 10% credit towards their next renewal. *EXAMPLE:* When a Switchman member refers a new member, they will receive a \$2.50 credit on their next renewal. Refer ten new members in one year, and your next renewal is **FREE!** It's the best of two worlds: Refer new Frisco Folks and help the museum grow while, at the same time, saving yourself some bucks! The New Member Referral program will apply to Switchman through Conductor levels of membership.

MEMBER RENEWAL DISCOUNT

Our Frisco Folks membership program is the life-line of our organization! We take great pride in being a 100% member supported group. When membership renewals are received in a timely manner, it helps the museum meet its financial obligations and maintain an efficient and cost effective operation. Consequently, as of March 1, 1992, all renewals that are received prior to the mailing of a second renewal notice will receive a 10% credit towards their next renewal. *EXAMPLE:* When a Switchman member sends in their renewal prior to a second renewal notice being mailed, their next year's renewal will be \$22.50 rather than \$25.00. It's not much, but every little bit counts! The 10% discount credit will always be based on the normal membership amount and is open to Switchman through Conductor levels of membership.



By
Ken Wulfert

EDITOR'S NOTE: *Frisco Folk Ken Wulfert offers a status report and some personal observations on the latest run of restored Frisco "Mountain" steam locomotive No. 1522. (See ROSTER TALES, December-January, 1991-92 ALL ABOARD, pp. 13-14)*

Many of you are aware that Frisco 1522 was plagued during the spring/summer of 1991 with an overheating bearing problem in her engine (*pilot*) truck. The hot bearing caused two trips to be suddenly aborted, both while on the BN. Loyal 1522's supporters worked very hard during the summer and fall to replace the friction bearings with roller bearings. On October 26-27, 1991, old friend 1522 was subjected to some trial runs on the BN to test out the new bearings. She passed all tests with high marks!

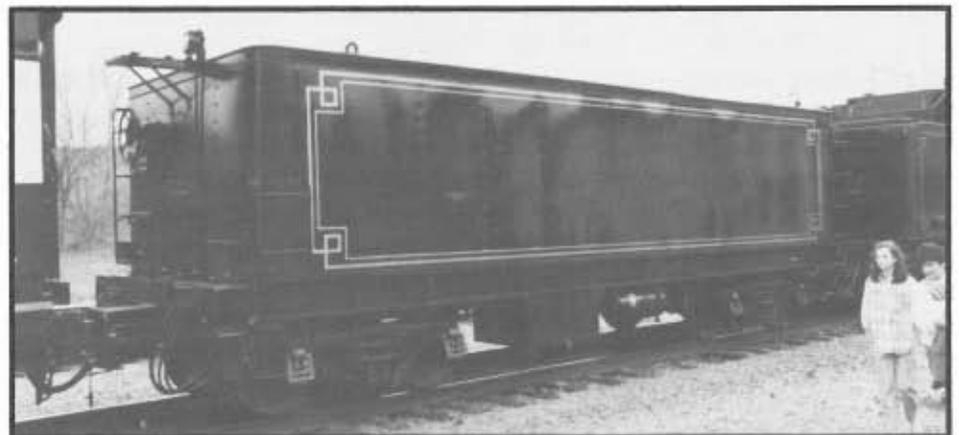
On Saturday, October 26, she ran from St. Louis to Valley Park and back for the initial tests. All went well, so on Sunday, October 27, the big Frisco 4-8-2 steamed down to Newburg, Missouri with a train of assorted freight cars, plus her auxiliary water tender and the St. Louis Steam Train Association's crew car, the *Firefly*.

As on Saturday, 1522 performed well. I was able to be in Newburg that day to see her arrival. Though late because of BN traffic, 1522 made her usual impressive show. I was quite touched by the reaction in the town to this unannounced happening. The small group of BN, SLSTA, and St. Louis NRHS people who were there to greet 1522 attracted a number of the locals to join the show. When 1522 arrived, complete with her melodious whistle - echoing across the Little Piney

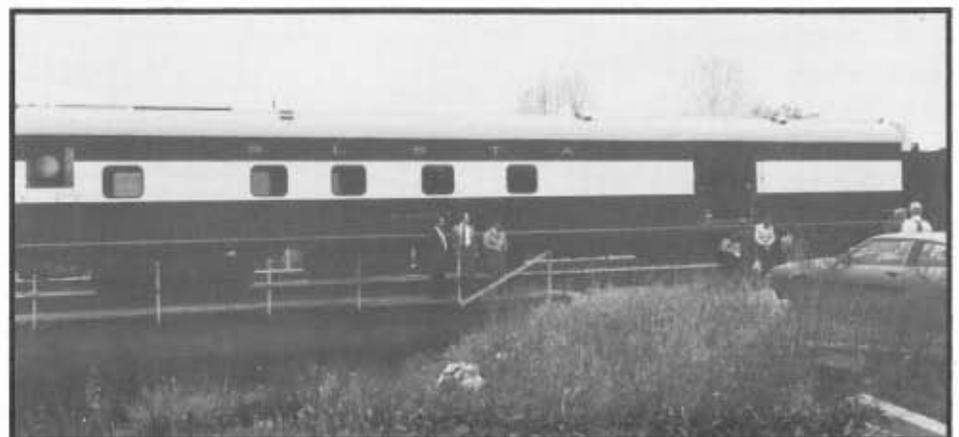
valley, plus great blasts of smoke and steam and the usual ruckus of an arriving train, many more locals literally came down out of the hills to join in. As you might suspect, there was much "Frisco talk" that went on while 1522 and her train ran down to Bundy Junction to be turned on the wye, and then was serviced at Newburg. It was a great time!

I was on a tight schedule and had to leave Newburg before 1522 left to return to St. Louis. As I roared out of town, two sights caught my eye that will not be forgotten. First, wheeling down Newburg's main street, heading towards the tracks, was an old gentleman

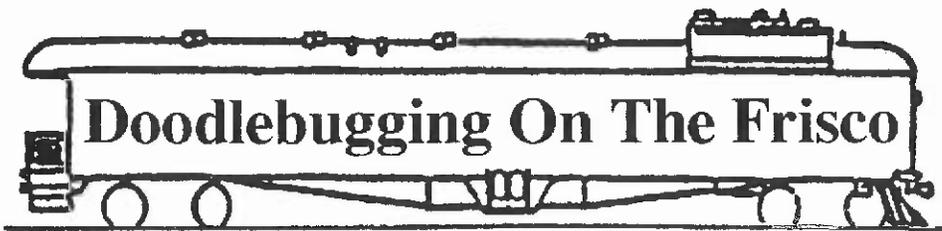
in wheel chair, moving as fast as he could so he could see the steam train before it left town. Second, I saw in my car's rear view mirror the same sight that was causing the old man to rush down to the tracks - there, centered in line with Newburg's main street, framed by the buildings, was a sight I had seen before only in photos. A Frisco steam engine was sitting on the tracks, alive, shiny, hissing and smoking, lights on, the center of attraction, ready to go about what it was destined to do. For that brief moment, Newburg, MO, MP119.1 on the Frisco's Eastern Division, was itself alive again. ☺



*St. Louis Steam Train Association's auxiliary water tender for 1522
Newburg, MO October 27, 1991 Ken Wulfert photo*



*St. Louis Steam Train Association's "Firefly" Crew Car
Newburg, MO October 27, 1991 Ken Wulfert photo*



On November 1, 1908, the *Gulf, Texas & Western Railway* was incorporated as a wholly owned subsidiary line of the Frisco, operating between Berwick and Whitville, TX. Stations along the line (*circa. 1936*) included: Berwick, Costin, Hensley, Jacksboro, Jean, Jermyn, Loving, Megargel, Mineral Wells, Olney, Perrin, Rendham, Salesville, Salesville Jct., Seymour, Wells, Westover, & Whitville.

Ownership was officially transferred to the Frisco in 1930, and by the end of 1940 the last remaining seventy-five miles of the line was abandoned between Jacksboro and Seymour.

In 1923 and 1924, three 42' *Model #55* gas electric motor cars were purchased from the J.C. Brill Company for service on the G.T. & W. line. No. 600 was purchased in 1923, order #21749, as a Baggage-Coach combination under AFE #3527, for \$12,963.06. No.'s 601 and 651 were

purchased in 1924, under AFE #7279 for \$15,333.80 each, order Nos. 22122 (601) and 21948 (651). Car 601 was a Baggage-Coach combination while 651 was delivered as a straight Baggage-Express unit.

The all steel cars were equipped with similar 68 HP engines: 600 a *Service Motor Truck Co.* unit; 601 a *Brill* built engine; 651 a *Midwest Engine Corp.* unit. The two Baggage-Coach cars included seating capacity for thirty-two, divided into two sections to accommodate segregated travel. The interiors were finished in Mahogany and all three units had the standard canvas covered wood roof designs.

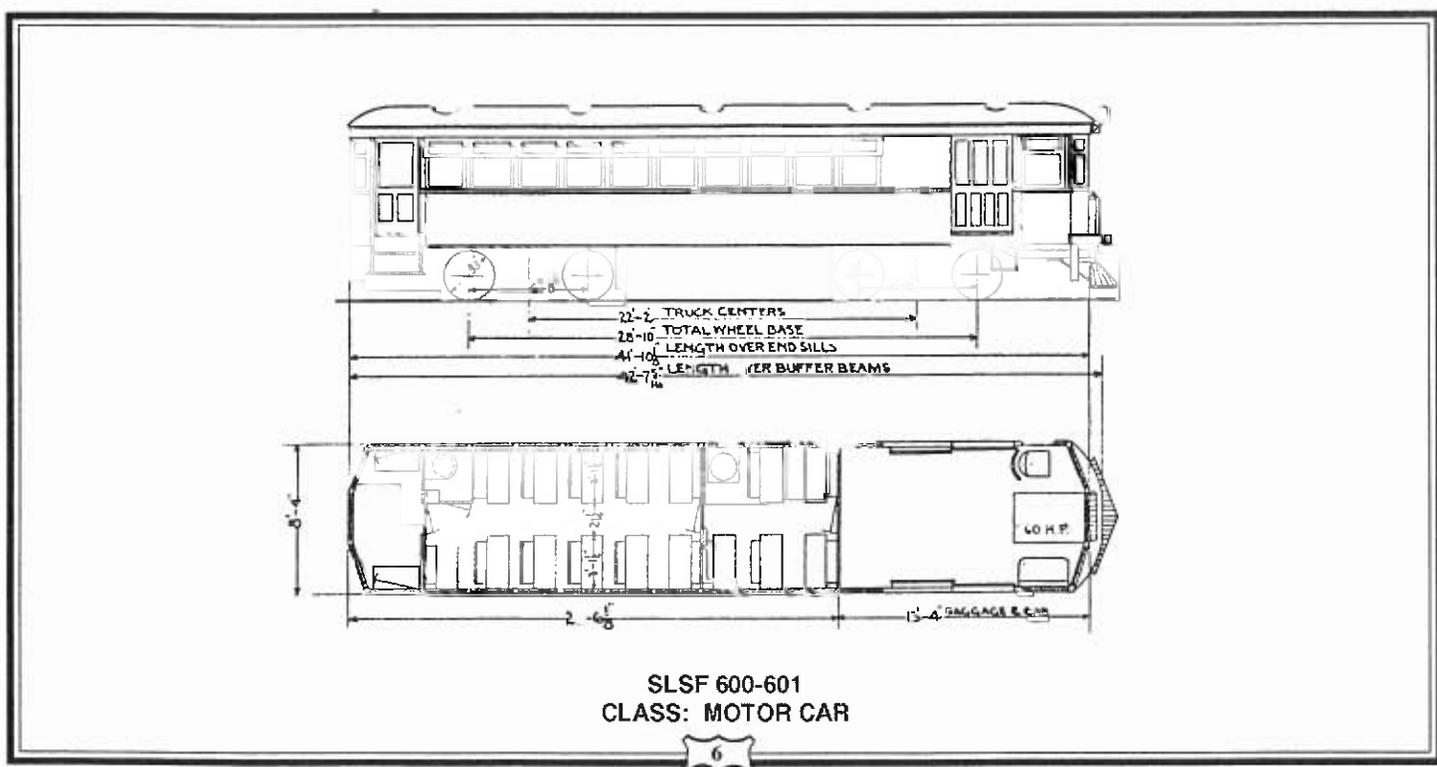
It is interesting to note that our records indicate the cars were all purchased in June, 1930, from a "Jermyn Estate." Other than possible connection with the town of Jermyn, TX, little else is currently known about this transaction. All three cars were retired from service in 1938. ☺

2 Daily AM	Miles	Frisko Lines	1 Daily PM
10 00	0 0	lv. SEYMOUR, TEX.	8 05
10 26	5 5	lv. Olyphant	7 34
10 42	11 5	lv. Rendham	7 16
10 54	17 9	lv. Westover	7 07
11 06	23 6	lv. Megargel	6 41
11 21	29 6	lv. Costin	6 37
11 43	33 6	lv. Olney	6 13
12 00	43 6	lv. Jean	5 57
12 15	52 4	lv. Loving	5 41
12 34	61 1	lv. Jermyn	5 19
12 52	75 6	lv. Berwick	5 02
1 11	83 4	lv. Jacksboro	4 44
1 24	93 7	lv. Hensley	4 28
1 46	99 0	lv. Wells	4 05
2 05	107 7	lv. Salesville	3 45
2 30	107 7	lv. MINERAL WELLS (Tex. & Pac.)	3 35
3 20	130 4	lv. Millsep.	3 09
4 16	130 4	lv. Weatherford	2 47
5 15	130 4	lv. FORT WORTH	1 55
		lv. DALLAS, TEX.	12 30 PM

First public timetable listing of G.T. & W. line, showing Motor Car service being provided on trains 1-2, August, 1930

2 Mon. Wed. Fri.	24 Thurs. Sat.	Miles	TABLE 30	1 Tues. Sat.	25 Mon. Wed. Fri.
			St. Louis, San Francisco and Texas Railway		
7 00 AM	7 00 AM	0 0	lv. Seymour, Tex.	12 10 PM	12 30 PM
7 22	7 46	11 5	lv. Rendham	11 13	1 53
7 25	8 00	17 9	lv. Westover	10 59	1 34
7 41	8 25	23 6	lv. Megargel	10 47	1 17
7 53	8 40	29 6	lv. Costin	10 32	12 45
8 11	9 25	35 6	lv. Olney	10 20	12 29
8 28	9 54	45 4	lv. Jean	9 54	11 38
8 49	10 16	52 4	lv. Loving	9 40	11 12
9 07	11 00	58 5	lv. Jermyn	9 25	10 45
9 19	11 16	64 0	lv. Wells	9 11	10 19
9 25	11 27	68 1	lv. Berwick	9 10	10 05
9 43	11 55	75 6	lv. Jacksboro	8 48	9 43
9 59	12 22	83 4	lv. Hensley	8 38	9 00
10 15	12 43	90 7	lv. Perrin	8 13	8 37
10 32	1 00	98 5	lv. Whitville	8 03	8 12
10 36	1 14	99 8	lv. Salesville Jct.	7 57	8 05
11 23	1 40	107 7	lv. Salesville	7 55	8 00
1 00 PM	1 20	107 7	lv. Mineral Wells (Tex. & Pac.)	7 30	7 30
1 26	1 45	116 3	lv. Millsep.		
1 51	2 10	130 4	lv. Weatherford		
2 40	3 10	130 4	lv. Fort Worth, A. & P.		
3 30	4 00	130 4	lv. Dallas, Tex., A. & P.		

Last public timetable listing of G.T. & W. line, showing both Motor Car (1-2) and Mixed Freight (24-25) service, December, 1939



MAIL CAR



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

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

QUESTION: Can you tell me if there was ever a standard paint scheme for Frisco depots?

ANSWER: Finding a standard anything on the Frisco is a difficult task simply because the railroads were at the forefront of innovation and were constantly experimenting and trying new things. The scope and complexity of the Frisco Testing Lab bears witness to that. When it comes to depots, there were as many as eight different standard construction plans, and probably as many standardized paint schemes. However, the Frisco took great pains to build depots that would fit into the communities they were in. Consequently, a great deal of flexibility was given to modifying the standards.

We cannot find any standardized color scheme for Frisco depots currently in our archives. However, after reviewing over 370 color photos of Frisco stations, the scheme that emerges as the dominate style is a medium gray with white trim.

The only documentation currently on file concerning depot colors is a June 14, 1915 memo which states, "It has been decided to adopt as standard the Lazarus fireproof paint for painting roofs ... when new buildings are constructed, the shingles will be given a two-thirds dip, color... to be green." ☐



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.

Power Control Panels

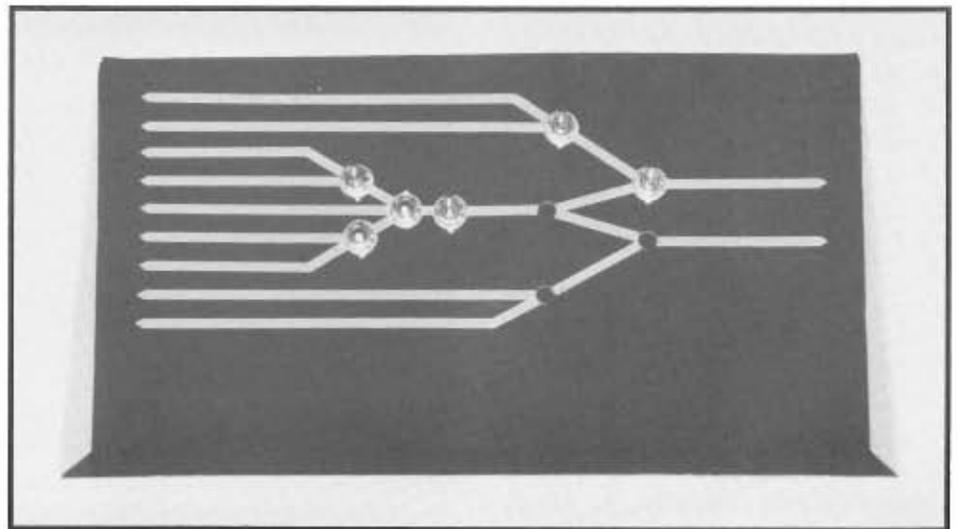
Good looking power panels are something most modelers would like to add to their layouts. After experimenting for several years, I spotted some very professional looking power panels on Doug Taylor's Pennsylvania Railroad layout. They were made of black 1/8" plastic sheets with yellow graphics. Doug shared that he obtained the plastic from a Lenexa (Kansas City area) company named *Cadillac Plastic & Chemical Co.* He used yellow chart tape and lettering obtained from a local art supply store. Armed with this information, I set out to make some of these nifty power panels for my layout.

I found that *Cadillac Plastic (9025 Lenexa Dr., Lenexa KS 66215 913-888-5950)* carried the 1/8" plastic sheeting in a wide variety of

colors and would cut it in just about any dimension. I ordered black 8" x 12" sheets that cost \$3.00 each and bought a 30 ft. roll of 1/8" yellow chart tape for \$3.50. The plastic sheets are covered on both sides with a peel away brown paper covering. I laid out the track schematic on this covering with a pencil and drilled holes for switch machine toggle switches. I recommend using a drill that is slightly larger than the diameter of the toggle switch and using a drill bit that has a starting point or guide on it to avoid the drill slipping from where you want it to go. Marking each hole position with a awl is also very helpful in preventing the drill from moving on you. Taking your time and preventing the drill from slipping on the plastic are the two most important parts of this project. The plastic sheet may shatter a bit on the back side of the plastic but it should be minimal.

Once the holes are completed, I removed one side of the paper covering and began applying the yellow chart tape. It cuts easily with a hobby knife and you may want to indicate tracks that continue by cutting the end of the tape to resemble an arrow similar to the photograph. I have not applied any lettering to my panels yet, but Doug Taylor indicated that he used dry transfer lettering and found that it adhered to the plastic quite well. He sealed his panel with a flat finish to protect the dry transfer lettering.

Power panels can be mounted



from the inside or outside of the fascia of a layout. I mounted mine from the inside and against a 1" x 2" that was cut to a 75 degree angle so the panel would be tilted a bit and make it easier for operators to see.

I have seen a lot of power panels, some really good and some really bad. This approach results in the best looking, lowest cost method I have run across. The panels are not flashy enough to dominate the layout but look good enough to compliment it.

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



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

25 YEARS - 1967

On March 1, 1967, #901, the first of a dozen SD-45 36000 horsepower diesel locomotives was placed in service. By January 1970, forty-nine of the road switchers were in operation on the Frisco. Following the Frisco/BN merger of 1980, the SD-45 fleet was renumbered series 6650-6696.



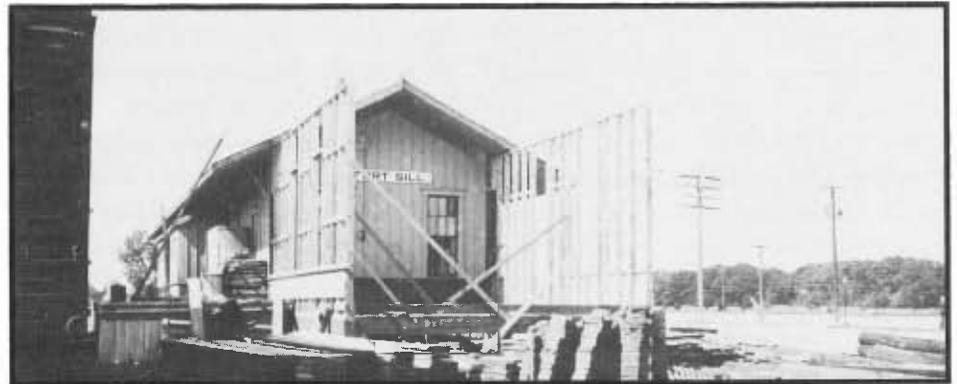
SD-45 #901. Cherokee Yard, Tulsa, OK August 4, 1980 Troy Botts photo

50 YEARS - 1942

In 1942, the passenger station at Newburg, MO was remodeled & enlarged and the depot at Ft. Sill, OK was enlarged.

75 YEARS - 1917

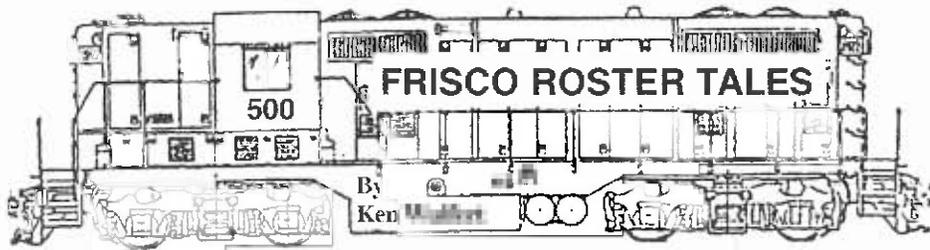
In 1917, a new combination passenger station & freight depot was constructed at Ft. Sill, OK. 🚂



Ft. Sill, OK depot with 1942 addition "under construction" Frisco photo



Ft. Sill, OK depot showing 1942 addition nearing completion H.D. Connor collection



YARD POWER PART ONE

Railroads are fascinating things! It would be interesting to see a competent analysis of the reasons why all we railfans are so enchanted with them. For me, its easy - I like the size, the smell, the feel, the noise, the sight, the power, the engineering and the logic of impressive machines in action doing good for society. In my eyes, all of this attraction is concentrated mainly on the locomotive, the machine that seems to be the focal point of it all.

Most railfans are also attracted by locomotives, generally giving preference to big road power. To me, however, the unheralded switching or yard locomotives command the largest part of my railroad heart. They are only slightly less impressive, probably because they are smaller, but in my remembrance at least, were a lot more common. Most of the trains I remember seeing were powered by switcher type locomotives, and, I'm sure, for this reason, they occupy a slightly warmer spot in my railfan heart than do F-3's, F-7's, GP-7's, FA's, SD-45's, GP-38's, etc. I'm sure this reflects my St. Louis childhood - those of you who grew up around Dixon Hill may have a different perspective!

For this reason, and to give some attention to the Frisco's hard working yard hogs, I would like to launch a series on SLSF's switcher locomotives. As in the past, I'll concentrate on the diesels, though we may touch on their steam powered predecessors from time to time. Let's start with a discussion of Frisco's early EMD end-cab switchers, the NW-2's, SW-7's, and SW-9's.

The Frisco generally had good experience with their initial exposure to diesel power - via their Baldwin VO-660 and VO-1000 switchers, series 600-601 (60-61) and 200-237 respectively. SLSF next joined a rapidly increasing trend by purchasing EMD switchers, Model NW-2, starting in 1948. Ten units were purchased, series 250-259, followed in 1949 by six more, series 260-265. These locomotives were the third EMD models on the system, following the six E-7's, series 2000-2005, in 1947 and the first of the F-3's, series 5000-5017 & 5100-5117, in early 1948.

The 1000 HP NW-2 switchers were used throughout the Frisco system and gave excellent service. They wouldn't pull as well as the Baldwins, and their fuel consumption was below average, a two-cycle engine trait, but in terms of reliability, maintenance, versatility and sound design, they were highly regarded. As the NW-2 model evolved at EMD, it went through a number of different "phases," generally felt to be five in number. The first Frisco units, 250-259, were Phase IV models; the last group, 260-265, were Phase V. The differences were largely superficial, the most obvious one being a step-change hood reduction right in front of the cab on the Phase IV units versus a straight sloped reduction on the Phase V units.

In late 1950, along with the addition of a bunch of other new diesels, Frisco added to their EMD switcher roster with the purchase of five SW-7 units, series 300-304. In early 1952, they followed up with ten more units, this time SW-9's, series 305-314. Both of these types, which had replaced the NW-2 in EMD's catalog, delivered 1200 HP, a hefty increase over the NW-2,

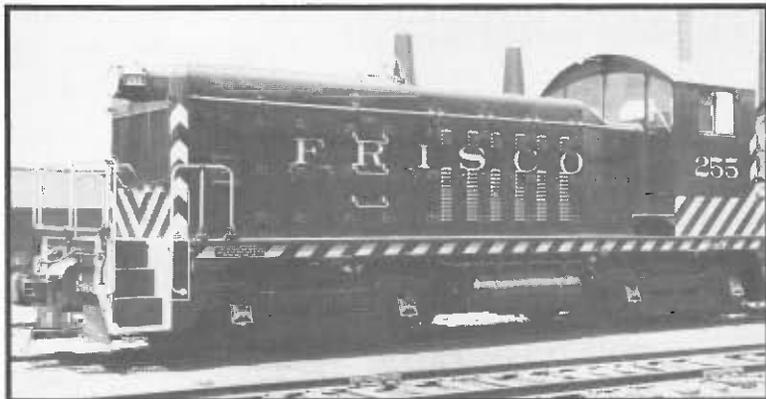
and also pulled better, more like the Baldwins, while retaining all the NW-2's many other good qualities. The SW-9's (*except for 314*) were equipped for multiple unit operation, allowing their combined use for hump duty and for heavy transfer runs at major terminals.

EDITOR'S NOTE: According to Frisco Folk Lee Buffington, # 314 was not equipped with MU controls because it was assigned to switching operations on the Birmingham Belt Line. Lee also shares that shortly after its arrival on company property, #314 was involved in a grade crossing accident that caught the engine on fire and required it being returned to the factory for repairs!

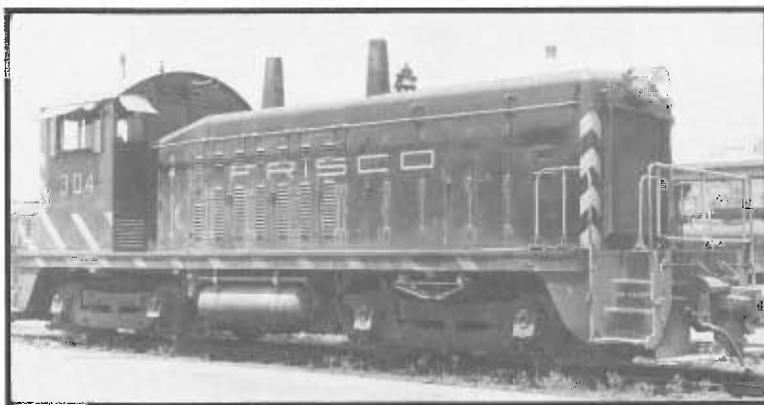
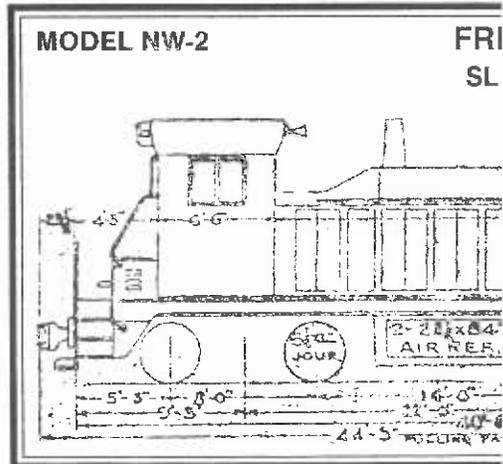
All three of these popular classes of EMD switcher locomotives were wise investments for the Frisco, as they all were reliable workers and lasted until after the 1980 SLSF merger with the BN. I understand the NW-2's were retired by the BN in 1982-83. I'm not sure of the current status of the SW-7's and the SW-9's. In any event, these locomotives were among the most successful on the Frisco roster. They worked around the clock doing the "grunt" work required to assemble the main line trains and played a major role in the Frisco scene.

We'll follow this installment of *Roster Tales* with similar discussions on the Frisco's other diesel switchers - the Baldwins, ALCo's, F-M's, later EMD's and the "Little Fellows."

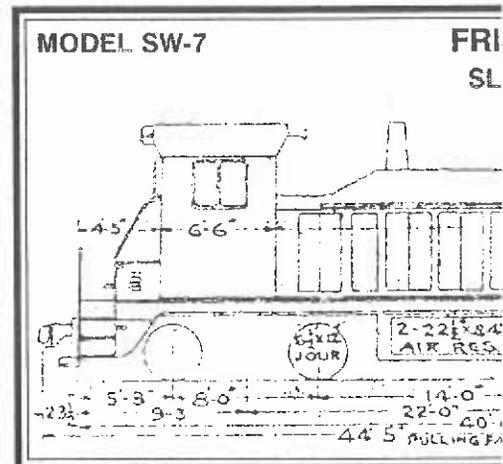
EDITOR'S NOTE: Following the 1980 Frisco/BN merger, the NW-2's were renumbered series 410-425; the SW-7's renumbered 75-79; and the SW-9 fleet became series 260-269. ☐☐☐



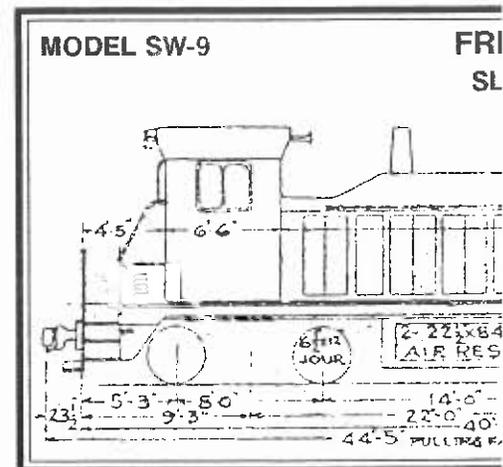
NW-2 #255 Springfield, MO May 31, 1948
A. Johnson photo



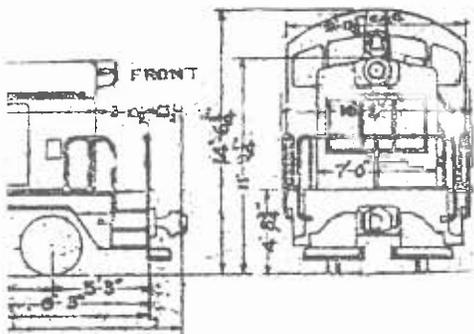
SW-7 #304 Springfield, MO November 2, 1948
A. Johnson photo



SW-9 #312 Birmingham, AL
Frisco photo

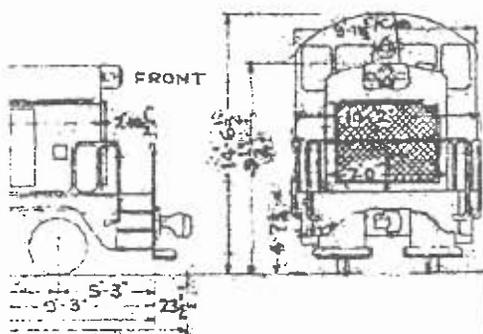


ENGINE Nos. 250-265



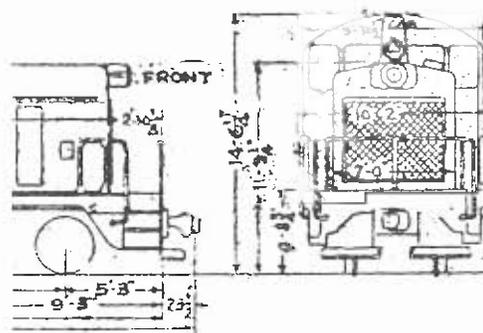
NW-2 #255 Tulsa, OK July, 1980
Troy Botts photo

ENGINE Nos. 300-304



SW-7 #300 Kansas City, MO
Wayne Porter photo

ENGINE Nos. 305-314



SW-9 #311 Springfield, MO North Yard
Wayne Porter photo

FRISCO BAY WINDOW CABOOSE #154

By Rick L. McClellan

EDITOR'S NOTE: *This is the second in a two part edition of the NEW CAR SHOP in which Frisco Folk Rick McClellan provides detailed instructions for an HO Scale model of the only wooden bay window caboose ever operated on the Frisco.*

FLOOR

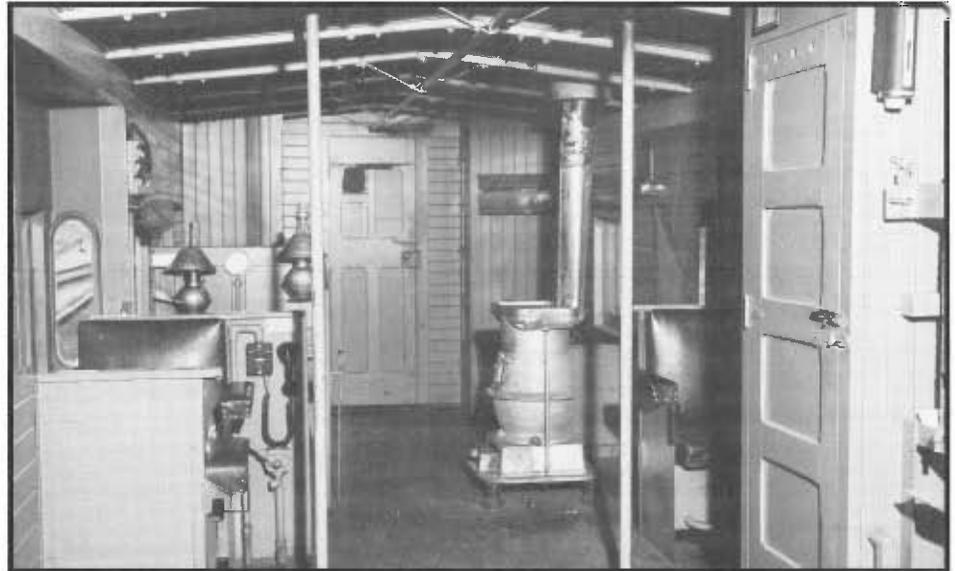
The floor of Caboose #154 came from the Athearn standard caboose kit (#12503). It had to be stretched 1' to match the carbody length. This was done by cutting the floor in half and gluing a piece of Plastruct 1/16" sheet plastic that was the correct length on top. The standard tool/battery box on the Athearn floor was also removed and the gaps were filled in with more Plastruct 1/16" styrene and Squadron body putty. The putty was allowed to dry and was sanded smooth. Weight was added at this time in the form of three weight plates from a scrap Athearn GP38-2.

The sides of the four stairways were carefully carved in a curved fashion to approximate the curves found in the prototype photo of #154. The end sills on the floor were carved off and replaced with a scale 2" x 6" by Evergreen (#146). The coupler box area was carved out of the end sills and a Kadee #5 coupler box was glued into place.

UNDERFRAME

The underframe that came with the Athearn cupola caboose had the truck centers too close to match the blueprint's 22'6". As a result, two underframes were used and they were spliced together and glued to the floor of the caboose achieving the correct truck spacing.

The battery boxes were fabricated from miscellaneous scrap plastruct plastic tubing and glued to the floor of the caboose. Note that the



Interior view of Frisco Bay Window Caboose #154, Springfield, MO, April 1953. Frisco photo

battery boxes are on the side of the caboose that has three windows in the wooden carbody.

The airbrake system installed was from Cal Scale (AH319) and was molded in plastic. The manufacturer's instructions were used during installation and all of the airline piping and linkages were hand formed from Detail Associates 1" brass rod (WR2505). It should be noted that the plastic brake system parts are quite fragile. Cal Scale also makes the same brake system in cast brass so consider this when purchasing an airbrake system.

ROOF DETAIL

The roof has 11 batts made from scale 1"x 4"s from Evergreen (#8104). Care was taken and glue used sparingly as any extra glue would ooze out the side of the batt and look pretty bad. The edges of the roof are trimmed with more Evergreen 1"x 4"s and a scale 1"x 3" was applied to the seam where the wooden carbody meets the roof.

The roof walk was scratchbuilt from Evergreen 1"x 6" styrene (#8104) per the Frisco blueprints. They were cut oversized, laid out and glued together on cross pieces also of 1" x 6" styrene. The roof walk assembly was next glued onto the roof walk risers molded on the Athearn roof with ACC glue. The end



Frisco #154, in service on Rick's Springfield Sub between Nichols and Monett, MO

support brackets for the roof walk were hand formed from Details Associates 1" brass wire (WR2505) and glued into place.

Finally, a smokestack from Precision Scale (#31455) was added to the roof on the side of the caboose that has two windows in the wooden car body. The support wire was simulated with a piece of copper wire taken from the braided copper shield on some scrap coax cable. However, just about any stranded wire will work fine.

PAINTING & LETTERING

The model was first washed in soap and water with a water color brush to remove the oil from handling and allowed to dry overnight. The water color brush is just right for this kind of job as it can clean the model but not damage any delicate detail parts. Both the floor and the car body sections were painted with Floquil Boxcar Red (R74) and later with a coat of Floquil Crystal Cote (R4). The lettering came from the following decal sets:

1. Frisco lettering & coonskin: Microscale Frisco Caboose (87-0085)
2. Safety striping: Herald King Yellow Striping (DS-3)
3. White stripes above & below reporting marks: Herald King White Striping Set

The decals were applied according to the manufacturer's instructions and later sealed with another light coat of Floquil Crystal Cote (R4).

The sides of the prototype's stairways are bright yellow for visibility and Floquil's Reefer Yellow (R31) along with careful brush painting filled the requirement.

BODY & FLOOR ASSEMBLY

Once the decals and finish coat were complete each window was "glazed" with Evergreen clear styrene (#9007) which was glued behind each sash already in place. Careful fitting also allowed for the glazing of the windows in the angled part of the steel bays.

Next, assemble the floor section



Eastbound freight #32 gets the "high ball" after dropping a string of cars at Aurora, MO

and the car body together and apply a small amount of solvent glue to the joints in several places to secure the two pieces together.

END RAILINGS-LADDERS-BRAKE WHEELS

The end railings were hand formed from Details Associates 1" brass wire (WR2505) and arranged per the photo and the Frisco blueprints. They were glued together with ACC cement and brush painted with Floquil Reefer Yellow (R31).

The sides of the ladders on the prototype were slightly unusual as they were made from flat steel turned perpendicular to the rungs. Since this could not be effectively reproduced, Walthers ladder stock (#435) was used and was formed to match the prototype. The ladders were also cemented into place with ACC glue and brush painted reefer yellow.

The brake wheels were cemented into special brackets made from scrap styrene that was glued to the bottom of the end sills and the platform handrailing. These were also brush painted reefer yellow.

FINISHING TOUCHES

Trucks from Charlotte's (#40081 Bettendorf) were added along with air hoses from Cal Scale (AH319). The air hoses were brush painted Floquil Black (R10). Kadee #5 couplers were installed into the coupler boxes and the seams of the coupler boxes were glued.

The car was lightly weathered with Floquil Grimy Black (R13) to represent a caboose in service six months to a year. Floquil Rust (R73) was lightly air brushed on the couplers and at the base of the smokestack.

DONE AT LAST!

Bay Window Caboose #154 can easily fit into a late steam or early diesel era layout. It could even be at home in a 60's to 70's layout as a branchline or local service caboose. ☺

GOOD LUCK and don't forget to ...

Ship It On The Frisco!



Frisco Bay Window Caboose #154 HO Scale Parts List

<u>MANUFACTURE</u>	<u>PART #</u>	<u>NAME</u>
Athearn	1285	Bay Window Caboose Body
Athearn	12503	Caboose Floor
Athearn	12509	Caboose Underframe
Evergreen	4050	Siding
Evergreen	8103	1" x 3"
Evergreen	8104	1" x 4"
Evergreen	8106	1" x 6"
Evergreen	8108	1" x 8"
Evergreen	8206	2" x 6"
Evergreen	9007	Window Glass
Details Associates	WR2505	Railings, Brakelines
Details Associates	6504	End Grab Irons
Details Associates	6503	Side Grab Irons
Details Associates	2202	Grab Irons
Precision Scale	31455	Smokestack
Kadee	5	Couplers
Charlotte's	40081	Bettendorf Trucks
Cal Scale	AH319	Air Hoses
Walthers	628	Ladder Stock
Floquil	R74	Boxcar Red Paint
Floquil	R31	Reefer Yellow Paint



**Table
d'Hote
Meals in
the Dining Car**

Dinner . \$1.25 and \$1.50
Breakfast . .85 and \$1.00

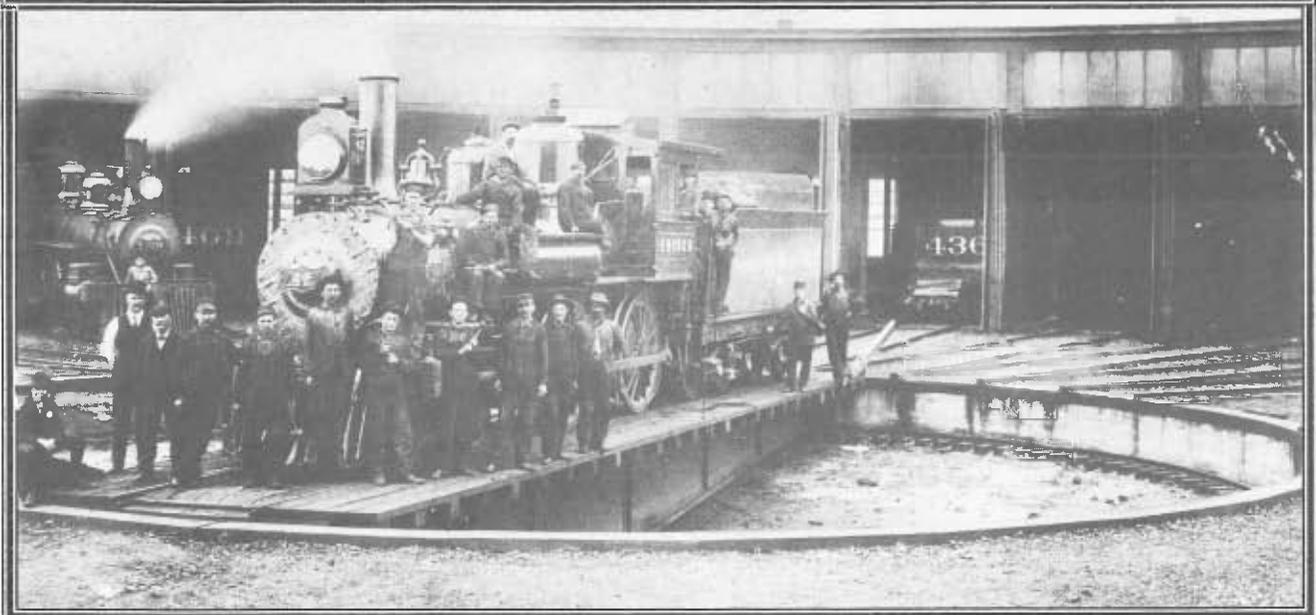
Club Breakfast65
(fruit or cereal; toast; coffee)
A la Carte Service, too

—on the Meteor and Kansas City-Florida Special; also on the Texas Special and the Bluebonnet on the Frisco Lines. Table d'Hote dinner served on train No. 5 into Oklahoma City, train No. 118 into Kansas City and train No. 4 en route St. Louis.



April, 1935

Classic Frisco



Frisco 4-4-0 #42 (ex-Kansas Midland #72) sits fired and ready for service on the turntable at Enid, OK, circa. 1909

MODELING IN PUBLIC

&

Making Them Look Like The Real Thing!

By Jim Quarles

EDITOR'S NOTE: *While the museum's 12' x 16' modular HO layout construction & operation at Silver Dollar City's Ozark Mountain Christmas program was the first such project attempted by the museum, many model railroad clubs and organizations across the country have been setting up and operating similar portable layout operations for years.*

Frisco Folk Jim Quarles has been a model railroader for well over thirty years and has built, set-up, and operated a number of modular layouts including 50+ hours at the throttle of the museum's layout. In this MODELING IN PUBLIC feature, Jim offers some insights and "tricks of the trade" that are both applicable to public and home layout operations.

Model railroading is somewhat unique in the modeling world. Our model trains are not static. We actually get to run them and see how they perform. In seeking to build the ultimate train model sometimes we forget the operational aspect. Having some experience running on a number of layouts over the country I have discovered a few tricks I'd like to share with you on how to make the operational models appear to behave a bit more like the real things.

Weathering: Some like, some don't. A model doesn't look real to me unless it looks like it was earning it's keep and being used. The one you do first hurts you the worst. Sometimes you over do it, but then look around, you can always find something that is more unbelievably aged than your own worst efforts. The best thing is the more you get into it the more details you will notice you can incorporate into your

efforts. Chalks, washes, and air brush can all be used successfully. Like most scenery it is one of the less expensive things you can do and you will get a lot of satisfaction from it once you are able to swallow that lump and start.

Cars That Wobble & Shake: Check to make sure all wheels are round by turning the car over and spinning each set of wheels. Look for dirty wheels that have collected residue on the wheel making it run off center. Those that are actually out of round will need to be replaced. If the wheels are true then with screw mounted trucks, tighten one set of trucks so they are snug, but can still swivel freely. Leave the trucks on the other end of the car loose so they will better follow imperfectly laid tracks. Those trucks that clip on are more of a problem. Many of them have rubbing blocks cast into the trucks and the bottom of the cars. Make sure the trucks that have the blocks on them are on the correct end of the car with the rub blocks on the car. Sometimes you have to modify the car and put a screw in one truck to be able to tighten it correctly. One truck snug, one truck loose works best for me.

Scale Speed Operation: Remember speed is reduced just as the size of your models are. You need to operate your models in accordance with their size: 1/87 to 1 for HO and 1/160 for N. This scales out to about one foot per second equals 60 scale miles per hour in HO and 120 miles per hour in N. A little chugging sound effects boxcar will do wonders to slow you down if you run steamers. It usually takes a good quality power pack to do this. With can motors it takes a transistorized throttle to get good slow speed operation.

Slow Speed Operation: Model trains look much more realistic if they are not operated like slot cars or race cars. Accelerate *S-L-O-W-L-Y* and *P-O-N-D-E-R-O-U-S-L-Y*. It helps if the engine is well lubricated with lubricant designed for model trains. Also use a bit of *Rail Zip*, a water soluble conductivity enhancer on the track to improve conductivity between the wheels and track. The small amount of lubrication helps the wheels slide by the imperfections in the track also. Remember between shows it is possible for the lubricant to evaporate and dry out. Check each loco out before the show, they always run better if they are run through a pre-show inspection/lube.

Trains breaking apart: Coupler height is the most likely problem here. This isn't too bad on NMRA couplers but it can be a real problem with Kadees, especially on modular layouts that have problems with humps at the joints. It seems to be more prevalent on HO layouts than N scale. If you are running on modules use short cars and engines. The longer the wheelbase of the unit the more the couplers are shifted vertically when a hump or uneven track is encountered. If you need to run long units think about using NMRA couplers or a variety that lock better than the Kadees.

Squeaky axles: If the tone is not too loud it can be an enhancement, especially if you are running slow. If, however, you are high balling it sounds suspiciously like crickets or a bunch of mice, not like a scale flange squealing around a curve. Best to use the Labelle on the offending truck and keep them quiet. More pre-show inspections are in order.

Wheel gauge: Running on a variety of

track on modular layouts will really test the standards of your equipment. Use the NMRA gauge on everything you own, including the track on the layout. I once had quite a bit of trouble with a set of diesels during a show on another fellows module. We had a good time teasing each other about his faulty track verses my faulty engines. Turned out it was both! One of my engines had a set of wheels that were loose on the axles. He had a turnout that had been heated too hot with a soldering iron and the rails moved together. This all combined to the point where that one engine would not go through that particular turnout without going on the ground.

Car weights: The cars do track better if they are brought into the NMRA standards as far as weight goes. They will also track better if you test roll them down an incline of about 2%. Shift wheel sets in the trucks, lubricate, and finally discard the wheelsets or trucks that won't roll. They will cause you more grief than they are worth. The first time I encountered this concept I thought it was real nit picking, but *try it, you'll like it!*

Metal vs Plastic wheels: This can start a lot of discussions (*arguments!*). Do what works best for you. The plastic non sprung trucks work better for me. I found a buddy that liked metal wheel sets and we swapped about 100 sets of trucks. Now we are both happy!

Fill those track gaps: On modular layouts no matter what happens or how accurately the modules are built, the track is cut, or gauged, changes in humidity, moving the modules, *the phase of the moon*, etc., there always seems to be gaps in the track joints between the modules. Cut the track to fit or have someone go around with small pieces of styrene to fill the cracks. Trains don't like jumping from rail to rail, especially going into a curved piece of track. We've used all kinds of cutting gauges etc. to try to hold the tolerance to an acceptable fit and we have always had to trim to fit

to get the trains to run well. I think this is a bigger problem in HO than in N scale.

Too much ballast: Use the NMRA gauge to make sure the ballast is not causing derailments. Also use an old car with a set of trucks with deep flanges and push it around feeling for ballast that is too high near the railhead. Cut the high spots down with a small screwdriver. Clear out all flange ways on turnouts and crossings, etc. Make sure the ballast is securely tacked down with adhesive. You don't want it moving around or vibrating while the trains are operating. That can cause ghostly derailments. *The darned things never derail the same place twice!*

Humps between modules: I have been fortunate in belonging to four different modular groups over the years. They all have trouble with humps between the modules. N scale does not seem to be bothered as bad as HO. I have not seen any infallible solution yet.

Track going out of gauge: In one location we had to set up our modular layout outside a number of times. Each time this was done if the direct sunlight was allowed to strike the track it heated the rails so hot they caused the plastic ties to soften and bow the rails together to the point that we couldn't run the trains because the track gauge became too narrow. This gets expensive in track, time, and especially frustration if it happens while you are operating in front of a crowd. Don't let the sun shine directly on the layout!

Rain on the layout: Don't laugh, it has happened three times to clubs I have belonged to, including a covered picnic area that leaked, a large building that needed roof repair, and a roof leak over the museum's layout at Silver Dollar City! How much water fell determines the damage done. If the layout got a good soaking expect warping. If it was minor then a little scenery repair is all

that is needed. A good coat of paint on the modules before applying scenery will do a lot to prevent harm when things like this happen. Remember you have to soak things down pretty well when applying the scenery and ballast anyway, so the paint is probably a good idea. In one of the occurrences we had so much water falling in a short time that it actually washed the scenery off the layout.

Some Thoughts on Modules

If you have a partially finished module, bring it to the show. You don't have to put it in the layout. People get a real kick out of seeing how they are built. Better yet if a module is finished on one end and without scenery on the other the crowd can see the scenery progression. If you have trouble with the individuals in the crowds wanting to touch the layout or scenery, get an old module and spruce it up a bit and then put it out by itself and label it the **PETTING MODULE**. Now you don't have to go negative when someone reaches out to touch your module. Just suggest the go touch the **PETTING MODULE**. It works great!

Modeler's Conduct and the *DON'T TOUCH* Syndrome.

Finally, remember Model Railroading is Fun. Make it fun for those that don't know it yet. If you build a module to travel to shows, go in front of a crowd, and be displayed to the public, it will get touched, become damaged, tattered and frayed. Expect it, it will happen. Expect to do maintenance and rebuilds. We are poor representatives of the hobby if we scream and shout at people when they do break the rules of touching. If the module is that important to us perhaps we would be better off if it were left home as a static display. I wouldn't want to be the model railroader that yelled at a kid and destroyed his interest in the hobby. With a little encouragement he might turn out to be the next Linn Westcott or John Allen. When they reach out to touch, they are displaying an interest... *cultivate it!* 🚂

DOWN AT THE DEPOT

Fort Sill, OK

Station G626
Chickasha Sub-Division
Southwestern Division

On July 15, 1899, the Oklahoma City & Western Railroad Co. was incorporated under the laws of the Territory of Oklahoma and by the terms of its charter was granted the right to, "...construct, own, maintain and operate a line of railroad extending from Oklahoma City, in the Territory of Oklahoma, in a southwesterly direction, through the counties of Oklahoma, Cleveland and Canadian, in the Territory of Oklahoma; thence through the Chickasaw Nation; thence through the Kiowa, Commanche and Apache Indian Reservations, and Greer county, in the said Territory of Oklahoma, to the northern boundary line of the State of Texas, including a bridge across the Red River near Quanah, Texas."

The company was organized by C.G. Jones of Oklahoma City, and certain of his associates, but aside from completing the organization, nothing was done until the latter part of 1902. About that time, the contracting firm of Johnston Brothers of St. Elmo, IL, acquired control, and entered into a contract with the company for construction of its proposed line of road,

under which payment for such construction was to be made in stock and bonds of the company. On October 15, 1901, Johnston Brothers agreed to sell all the securities received by it under the construction contract to the St. Louis Trust Company of St. Louis, MO, at the rate of \$15,565 per mile of road, and on April 4, 1902, the St. Louis Trust Company agreed to sell those securities to the St. Louis and San Francisco Railroad Co.

On March 10, 1903, all the securities of the company were delivered to the Frisco and on July 18, 1907, the company executed a formal deed conveying its property, rights, and franchises to the Frisco. At the date of sale, the company owned about 174 miles of standard gauge, single track railroad, located entirely within the state of Oklahoma.

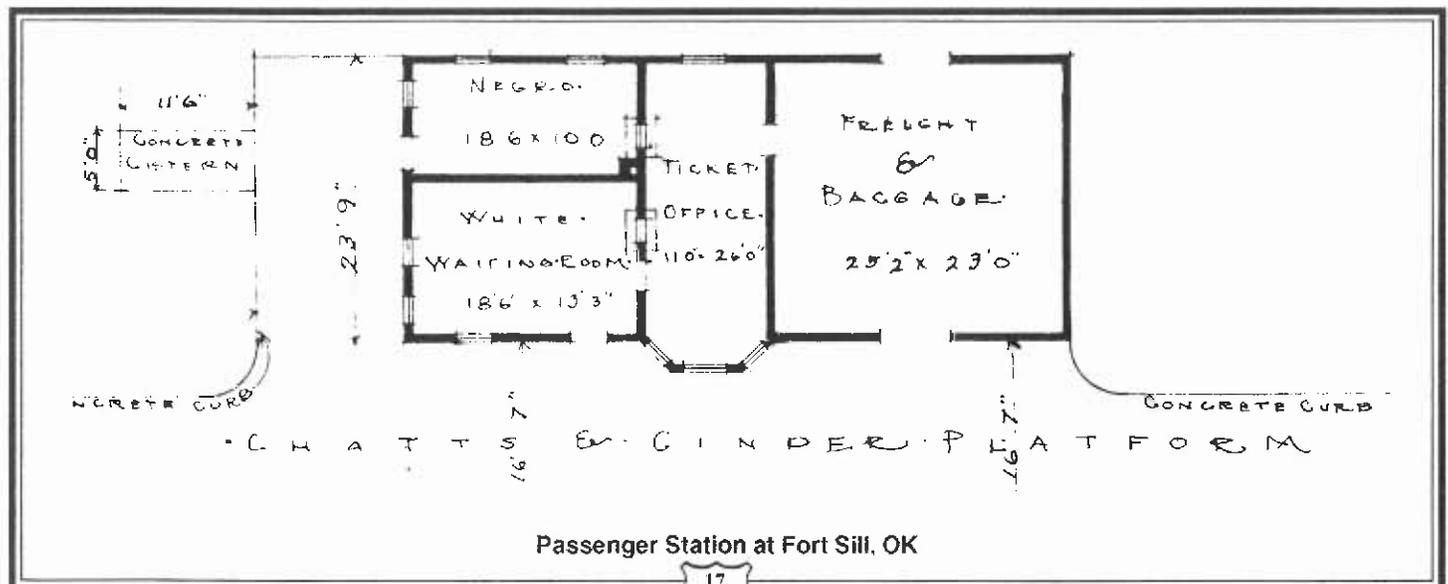
In March, 1903, when the line was first included in *The Official List of Officers, Stations, Agents, Etc.* of the Frisco, it was listed as the Oklahoma District of the Southwestern Division.

Four miles northeast of Lawton was the location of Ft. Sill, Station G626. Ft. Sill, located on Medicine Bluff Creek, was first established in 1868 when troops were sent out to quell an Indian uprising. A wooden stockade

was built there and called Ft. Wichita. The first permanent structure, built in 1869, was a corral in which the men and animals lived. At that time, General Phil Sheridan succeeded in having the name changed to Ft. Sill in honor of a West Point classmate, Joshua Woodrow Sill, who was killed while leading his brigade at the Battle of Murfreesboro in 1862.

Although some type of passenger facility was in operation as early as 1902 when R. H. Crow was appointed agent (*November 10, 1902*), the first permanent station of record was built in 1912. The 55' 9" x 23' 9" frame structure was set on a concrete foundation with a 1/3 pitch hip roof design. The exterior featured drop siding and sanitary facilities were "outside." The interior was divided into a freight & baggage room on the south end, ticket office in the middle, and waiting room accommodations on the north end for both white and "negro" patrons. The ceilings were 11' 4" high, covered with V-joint boards and the floor, somewhat unusual in Frisco depots, was 2 1/2" maple.

According to company records, a "new" station was constructed in 1917 and enlarged in 1942. (*See Looking Backward feature, p. 8*)



Records concerning the 1917 depot are currently not available.

The Ft. Sill facility also included a 50,000 gal. water tank, pump house, agents dwelling, and an umbrella shed.

In the early 1900's (*circa. 1910*) Ft. Sill was served by two passenger trains, Nos. 9 & 10, between St. Louis & Quanah, TX, and Nos. 407-408 between St. Louis & Lawton, OK. In the 1920's (*circa. 1925*) three daily trains stopped at the station: 9 & 10, 3 & 4 the *Oklahoma Special*, and Nos. 417 & 418. The 1930's (*circa. 1935*) saw a decline in passenger revenue on the line and service was relegated to a daily motor car, Nos. 409 & 410. In 1942, service was limited to mixed train service on Nos. 403-410. The year 1945 saw the return to full passenger service on trains 409-410 and the addition of daily bus service, Nos. 302 & 309, provided by the Oklahoma Transportation Co. between Union Station at Oklahoma City and the Main Post Exchange at Ft. Sill.

In 1950, service was provided by trains 404 & 409 and on July 17, 1955, passenger service to Ft. Sill was discontinued. ☐

EFFECTIVE

● JULY 18, 1955

THE FRISCO RAILWAY

Will discontinue its daily passenger trains Nos. 409 and 404 between Lawton, Okla. and Quanah, Tex. The last trips these trains will make will be their regular runs on
JULY 17, 1955

WHY IS THIS BEING DONE?

These trains have been losing approximately \$55,000.00 annually because of lack of patronage. So, in the interest of good business, the Frisco has no alternative except to discontinue them.

There was a time when these trains served a transportation need, but the development of fine highways and the expansion of competing forms of transportation have combined to cut down the need for them.

WILL IT AFFECT FREIGHT SERVICE?

Absolutely not! The Frisco will continue to maintain the same fine freight service it now offers this territory, but it will be relieved of the burden of operating passenger trains that are an absolute economic loss to the Company.

HOW ABOUT MAIL SERVICE?

The Post Office Department has given assurance that adequate mail service will be provided the post offices served by these two passenger trains. This service will be comparable to that now in existence.

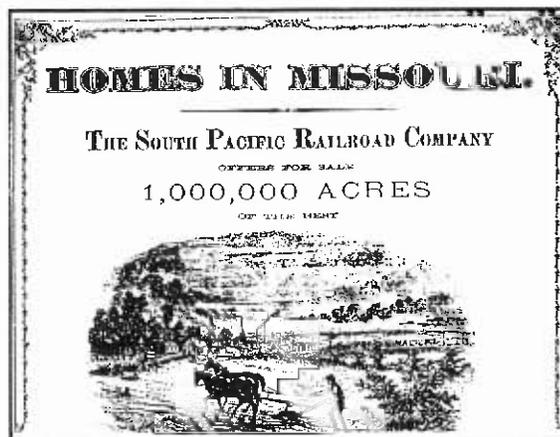
We believe the public will understand our position and agree with us that there is no other alternative than to remove these non-paying, revenue-sapping trains. We believe that you would prefer to have a healthy railway system serving you than one whose strength was continually being drawn off through maintaining services which have ceased to be in public demand.

ST. LOUIS—SAN FRANCISCO RAILWAY COMPANY

MUSEUM ACQUISITIONS

Among the many questions that are commonly asked of museums, including The Frisco Railroad Museum Inc, is, "*What is the oldest item in your collection?*" While we have an "*oldest*" piece, two items in the collection are usually given recognition.

One, (*the oldest*) is a 7" x 4" leather bound notebook containing hand drawn survey transit notes for the *Southwest Branch of the Pacific Railroad, Osage Fork, from Springfield to Pulaski, Sta. 485-712, dated 1853.* The notebook was discovered in a box of miscellaneous books and papers donated to the museum last year. It is in excellent condition, considering that it is 139 years old!



Another item that, while not having the distinction of being the oldest, bears mention is an advertisement of *HOMES IN MISSOURI*, offering 1,000,000 acres of land in Missouri for sale by the South Pacific Railroad Company. The

ad appears on the back cover of *Moore's Rural New Yorker*, a weekly magazine, Volume XX, 1869.

Both these "*oldest*" items are currently on display in our museum display facility. ☐

The Frisco Station School

EDITOR'S NOTE: *The significant contribution that women made on the Frisco is evident in this article about The Frisco Station School, which first appeared in the Frisco Man magazine, December, 1917.*

"On account of an unprecedented shortage of man power throughout the country, caused by the war, the Frisco quickly realized the necessity of training women for positions in station service. With this view in mind, the 'Frisco Station School' at Springfield has been established.

"The sole object of the school is to train women for such vacancies that may occur from time to time that can be filled by them and it is not the intention, at any time, to discharge a man employee to make room for a women.

"The school is located at Springfield, MO., and is under the direction of the Inspector of Stations, (*in 1917 the Inspector of Stations was C.E. Gerties*) who with two experienced assistants, give the students the training from a practical standpoint and the lessons are arranged, so the work done in the school is, as near as possible, like the duties performed at a station; actual waybills with their numerous notations and passing stamps are used to familiarize the students with the same conditions they will meet when placed in positions at stations; actual shipping tickets and bills of lading are used for billing purposes to acquaint the students with the many abbreviations and the different styles used by shippers in preparing their bills of lading. In this manner the students gain a knowledge, while in training, that will enable them to better understand the work assigned to them at the station.

"The first two weeks are consumed in studying the Frisco System from a geographical point of view, its

officers, the business terms used, the use of waybills, expense bills, bills of lading, tariffs and classification, and at the end of this period the students have a general knowledge of the work they are entering. The interest displayed at this stage is quite keen and their eagerness to continue the work is very apparent.

"During the third week of study the classes are formed into two stations named: 'St. Louis' and 'Springfield,' and a complete routine of station work is carried on; positions being changed frequently, so each student will become familiar with the entire work and thus be able to understand the relation one position bears to another, following the thread through the entire routine of the office. This feature affords the opportunity to the students of selecting the particular class work that appeals to them most and enables them to give special attention to that part of the work.

"The term of training consumes about eight weeks which includes two weeks of actual work at the Springfield Station and at the end of this period it is felt the students are able to go into an office and render valuable services and in a short time become proficient in the duties regularly assigned to them.

"The course of study is interspersed with lectures by officials from the various departments, thus giving the students the benefit of their knowledge which could not be given to them through our regular printed lessons.

"The success of the school is assured as will be seen from the following figures:

"The school was opened September 3, 1917, and by the end of the week fourteen students were enrolled. At the present time we have thirty-seven students in the classes and up to the present time fifteen students have

been sent out to positions.

"Reports from the stations to which these students have been sent are very favorable, the Agent being pleased with the efforts being made by the students to fill their positions.

"New classes are entered on the first and third Mondays of each month and so far we have had eager classes awaiting these dates.

"The Station School is a growing institution and the good results obtained is the reward for our efforts."

EDITOR'S NOTE: One such individual who, quite possibly was a graduate of the Station School, was Frances Warthen who was affectionately referred to as the Central Division's First Lady.

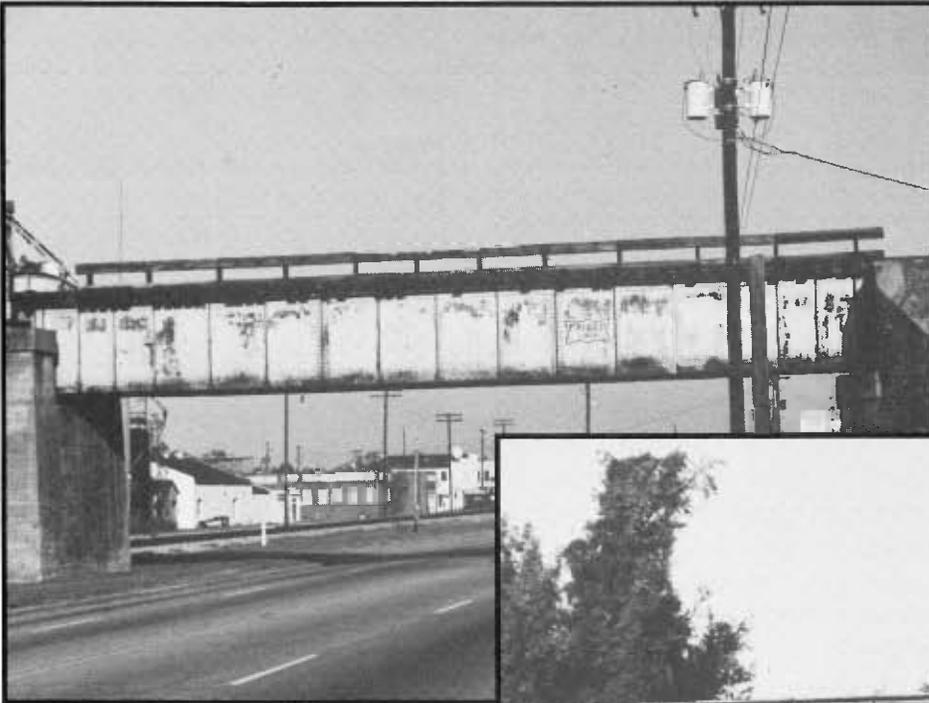
Frances' father, William Warthen was sent from the Lebanon-Dixon area to Jenson, AR in 1882 as Section Foreman. Frances first hired out as 3rd trick telegraph operator at Jenson in 1910. In 1966, she retired on the closing of the Hackett AR Station, where she served as station agent for thirty years.

Thanks to the generosity of her cousin, and Frisco Folk, Jim Hartness, the museum has acquired a number of unique and valuable items of Frisco history, including Frances' twenty-five year award pin, which is proudly on display in our display facility. ☺



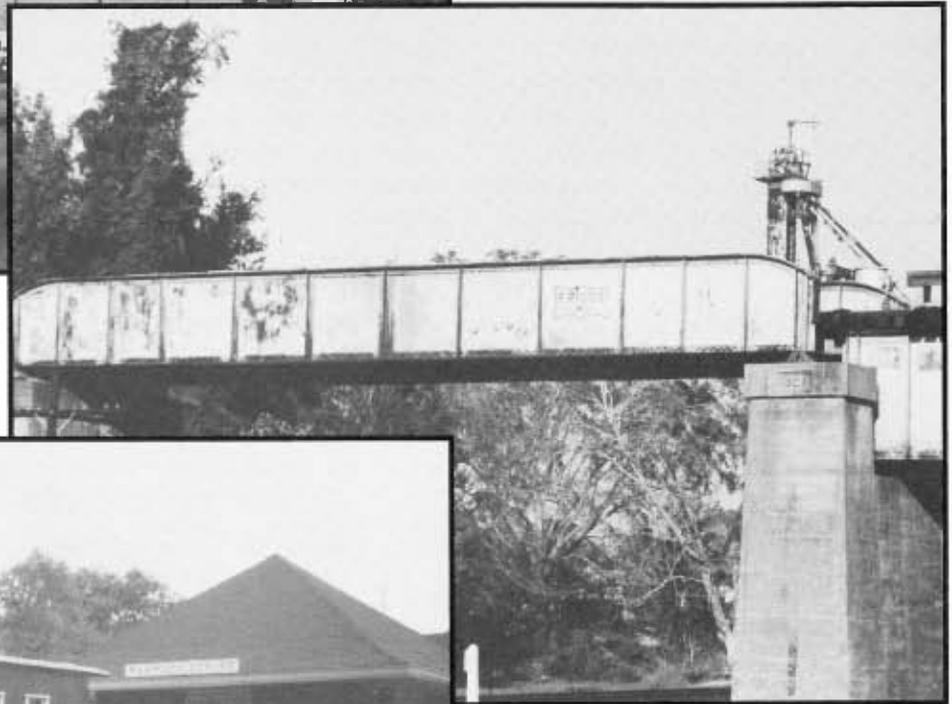
Frances Warthen, on duty at Hackett, AR, December, 1955. Frisco photo

FRISCO IN THE 1990'S



Both bridge photos are of bridge #863.3, located at Atmore, AL. The top photo is of a 74' Deck Plate Girder over Nashville, St. The middle photo is of a 60' Thru Plate Girder over the L & N tracks adjacent to Nashville, St. Both were built in 1927.

R.E. Napper photos



Frisco Folk Wayne Porter took this photo of Frisco caboose #1176 alongside the restored Frisco depot at Mammoth Spring, AR, September 15, 1991.

SPECIAL NOTICE

ATTENTION ALL FRISCO SPECULATORS!

Plans are now being made to begin a new feature in future issues of the ALL ABOARD that will add an additional perspective to our FRISCO IN THE 1990's. Have you ever wondered, *What would the Frisco be like if it were still operating as the Frisco in the 1990's?* What would the operations department look like? What would a particular Division, Sub-Division, or branch line operations be today? What types of motive power would be in service? What kinds of freight, company service, *passenger?* equipment would be in use. If you have an idea (*be creative but realistic*), send it to us and we will include it in our new feature. ☛