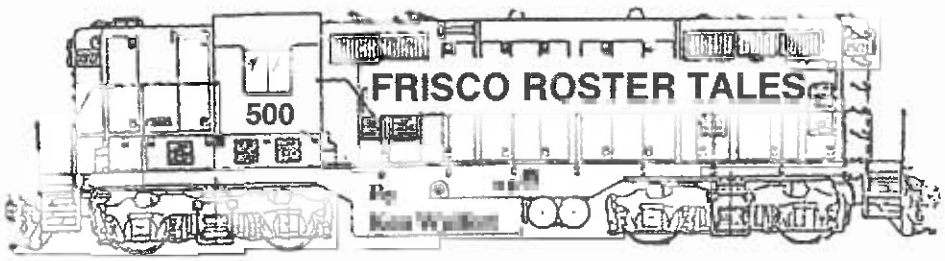


YARD POWER
PART THREE

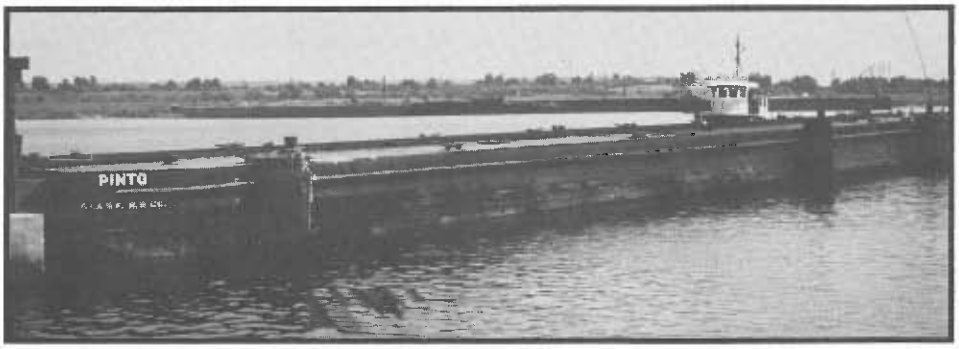
Let's continue our promised discussion of the Frisco's diesel yard switcher locomotives. There were three individual units included in the roster of Frisco diesel switchers that were unusual for a number of reasons, a major one being that they were unique on the Frisco roster - there were no other units ever rostered by the Frisco that matched them. These three *singles* were, in order of their date of appearance on the roster, the GE 300HP 45-ton **SLSF 11**, the GE 500HP 70-ton **SLSF 12**, and the EMD 600HP SW1 **SLSF 10**.

Prior to our discussion of the three unique members of the Frisco diesel family, a brief qualification should be noted. The Frisco did have two other examples of *single* diesel locomotives which are not included in this issue of ***Roster Tales***. There was **SLSF 3**, A 44-ton Whitcomb, which I excluded as it was very similar to the Frisco's other 44-ton units, **SLSF 1** & **2**, from Davenport, and **SLSF 4** thru **8**, which were fom GE. We'll cover all of them in a future ***Roster Tale***. There also was **AT&N 12** ***(Alabama, Tennessee, & Northern)***, a GE 500HP 80-ton unit. I excluded this *single* since it was never added to the Frisco roster after the AT&N was acquired.

SLSF 11 came to the Frisco when the AT&N was added to the system in 1948, providing the Frisco with access to the port of Mobile, AL, and to Blakeley Island, across from the main port. This was truly an unusual unit - a GE 45-ton center cab light duty switcher, with 300HP, supplied by two Cummins diesel engines mounted fore & aft of the cab. It had two four-wheel trucks, but only one traction motor per truck. Thus, the wheels and axles on each truck were linked together by connecting rods. This unusual arrangement was utilized since the traction motors were geared to a very low ratio. This gave the *11 Spot*, as this somewhat unattractive little locomotive was called, a healthy bit of starting tractive effort, in fact more than the GE 44-ton units, which had higher horsepower. The AT&N bought this unit *(as AT&N 11)* in 1941. It spent its entire time in service for the AT&N and SLSF at one location - on Blakeley Island at Mobile, where it switched the car floats and terminals there serving the port. This unusual unit was needed because of the light track on the island.

It spent all of its career on the Frisco painted black with yellow trim & lettering. The only evidence of Frisco ownership was a small Frisco coonskin carried on the cab below the windows. The *11 Spot* gave good, reliable service for almost thirty-eight years, and was retired from service and sold in 1979. It was replaced by **SLSF 10**.

SLSF 11, in service at Mobile, AL, May 19, 1967. A. Johnson collection



The *Pinto*, shown above, along with the *Blakeley*, were the two car ferries used by the AT&N and Frisco between Mobile and Blakeley Island. The *Blakeley* was placed in service January, 1950, and the *Pinto* went into operation in September, 1953. Wayne Porter photo

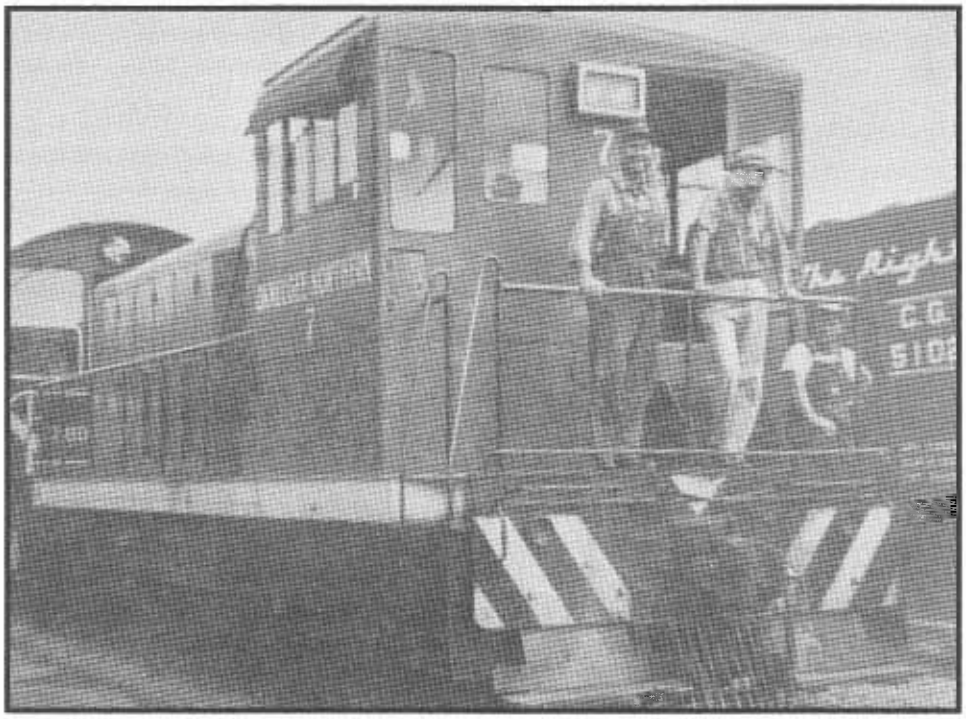
SLSF 12 was also unusual in that it had a very short career on the Frisco, as opposed to SLSF 11. This unit was a single engine, 500HP GE 70-ton, end cab light switcher, which came to the Frisco as **ON 7** when the Frisco acquired the Okmulgee Northern Railroad in 1964.

EDITOR'S NOTE: ***The Okmulgee Northern Railroad was a twelve-mile short line between Okmulgee, OK and ON Junction where it connected with the Kansas, Oklahoma, & Gulf Railroad. The Frisco connected with the KO&G at Henryetta and the ON at Okimugee.***

In the early diesel days, the Frisco used several light diesel switchers, as noted at the beginning of this article, with somewhat mixed results. But, in 1964 they simply no longer had any use for light switchers like **SLSF 12**. Thus, after only a year on the roster, most of that in storage, the GE 70-tonner was sold in 1965.

SLSF 12 was unique in that it was painted light blue with a white frame and all lettering in yellow. I have seen an excellent model of it using the Bachmann GE 70-ton model in HO scale.

SLSF 10, as you might suspect by now, also had a number of unusual quirks besides being the single example of a 600HP EMD SW1 switcher on the Frisco roster. **SLSF 10** was purchased from the used locomotive market and rebuilt in 1979 as replacement power for use on Blakeley Island, being light enough yet more powerful than our old friend *11 Spot*. It started life in 1941 on the Great Northern as GN 5103, becoming GN 77 in 1943 and BN 77 in 1970. It was then moved off to a BN subsidiary, the Walla Walla Valley Railroad, in 1971, as WWV 77, and was discarded to the used market in 1978. In 1979, the Frisco rebuilt and modernized it, gave it the Frisco Mandarin Orange & White paint scheme, and, as noted, placed it in service on



ON 7 in service on the Frisco at Okmulgee, September, 1964. Frisco photo

SLSF 12 in service at Springfield, MO, December 1964. A. Johnson photo

SLSF 10 fresh from paint shop, Springfield, MO, 1979. Wayne Porter photo

Blakeley Island as **SLSF 10.** Proving that many things in life come full circle, **SLSF 10** returned to the BN roster as part of the SLSF/BN merger in 1980, when it became BN 70. It continues to work the car floats on Blakeley Island today.

I was able to see **SLSF 10** in Springfield during its rebuild in 1979, and was impressed with how modern and attractive this little 1941-vintage switcher appeared. In 1981, it was painted back into BN colors.

FRISCO ROSTER TALES
UP-DATE

Frisco Folk Bob Plough of Springfield, MO has written with some additional information on the SLSF diesel roster as it exists today after the BN merger. *(see **Roster Tales**, June-July 1992)*

In Ken's ten-year SLSF diesel roster, he lists the ex-SLSF GP35's as gone from the BN roster. This isn't entirely correct. While no longer rostered as GP35's, the following units were rebuilt as GP39E's and GP39M's by EMD and Morrison-Knudsen, respectively, and, thanks to their rebuilding, these Frisco veterans should be active on the BN for many years.

Bob then provided a listing of the rebuilds, which occurred in 1990-91, as follows:

SLSF/BN GP35 ROAD NUMBER	REBUILT BN NUMBER & TYPE
701/2551	2935 - GP39E
704/2554	2923 - GP39E
705/2555	2908 - GP39E
706/2556	2883 - GP39M
709/2559	2912 - GP39E
710/2560	2911 - GP39E
720/2570	2905 - GP39E
721/2571	2921 - GP39E
722/2572	2900 - GP39E
726/2576	2915 - GP39E
729/2579	2918 - GP39E
730/2580	2924 - GP39E

Bob also pointed out that I identified the BN 3100 class GP50's incorrectly as GP50-2's. The locomotives should be simply noted as GP50's as Bob suggests.

SLSF GP35 701, new at EMD, March, 1964. Frisco photo

SLSF GP35 701, in service at Springfield, MO, August, 1972. Walter Evans photo

Thanks, Bob! Any ***UP-DATES*** and corrections to past and future ***Roster Tales*** from our readers are always welcome. Keep them coming!

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: What can you tell me about a *Lincoln Pin* coupler system that was used in the 1800's?

ANSWER: The *Lincoln Pen* coupler system was in fact a ***Link & Pin*** coupler system that was used in rail service prior to 1893.

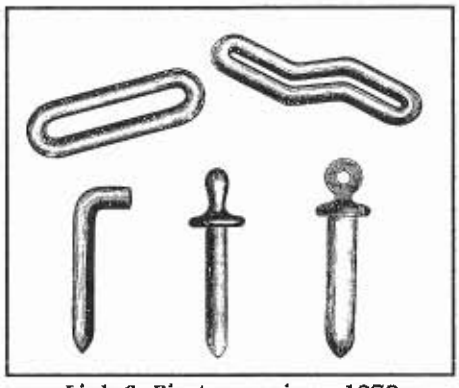
The Link was an iron hoop 13" long, resembling a link in a large chain. To couple two cars together, the switchman would push one end of the link into a slot in the draw-bar of a car and secure it with an iron pin inserted through a hole in the top & bottom of the draw-bar. The opposite end of the link, with another pin, was similarly inserted into the draw-bar of the other car to be coupled.

While the process appears to be simple, in reality it was difficult and extremely dangerous. When a link was disengaged from one car, it would drop from the end of the other car at an approximate thirty degree angle. The switchman would then have to step between the cars, lift the hanging link in his hand, and guide it into the draw-bar of the next car.

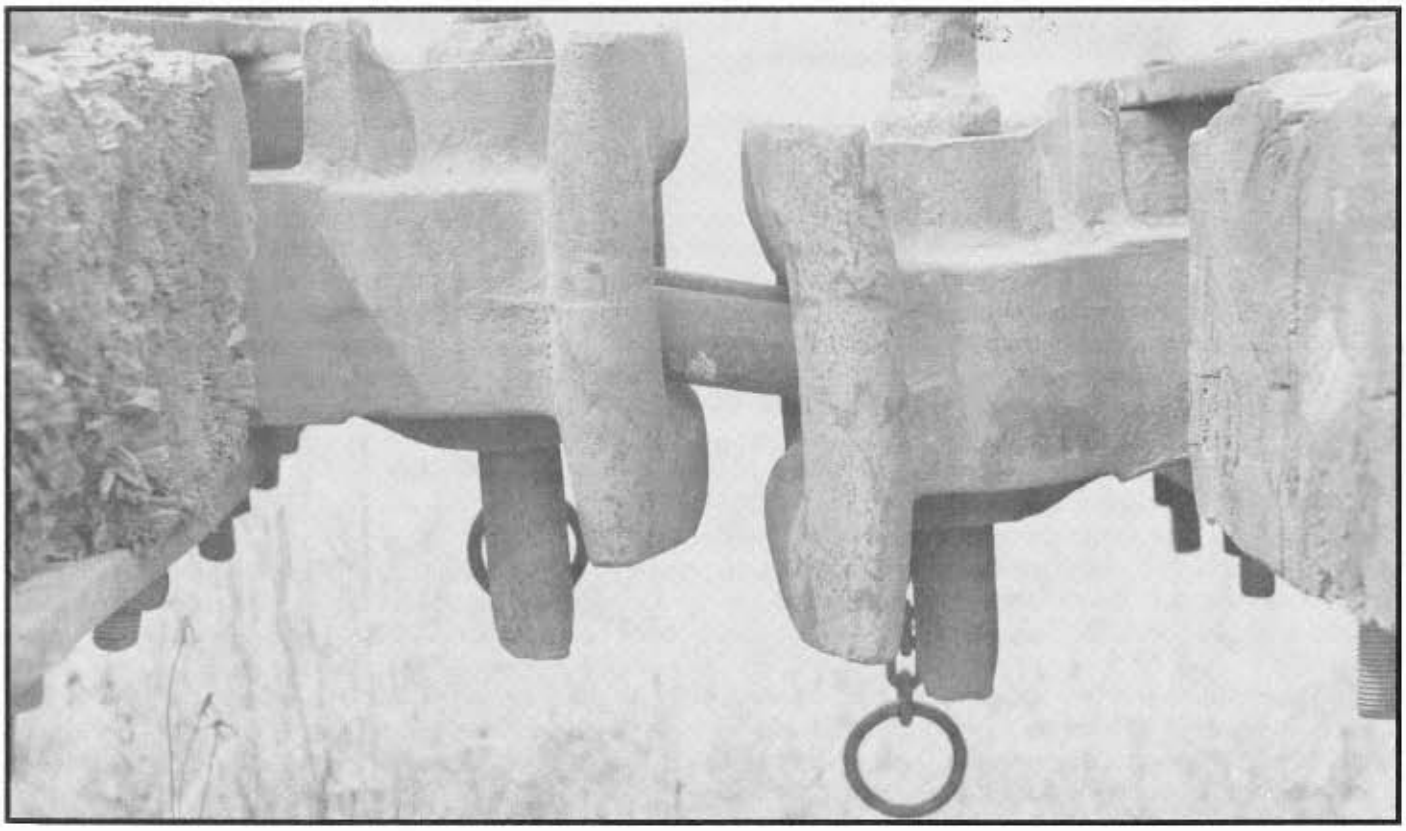
Although the *approved* method of coupling with the link & pin was to use a *Brakeman's Club*, a hickory staff about 3" long, to lift the link in place while still in view of the switcher engineer. However, old timers called the club the *staff of ignorance*, and rarely used it. Consequently, it was an accepted occupational hazard among switchman that sooner or later, the coupling process would result in missing fingers.

When the occasion would arise where two draw-bars were of different heights, a bent link or *gooseneck link* was used. It too was a dangerous system because many switchmen were crushed to death when one draw-bar would ride up over the other while he was between the cars.

In 1893, the link & pin system was outlawed by federal law and was replaced with the automatic coupler arrangement that is still used today.



Link & Pin types, circa. 1879



Rare photo of Link & Pin coupler system in use. Date & location unknown

LOOKING BACKWARD

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

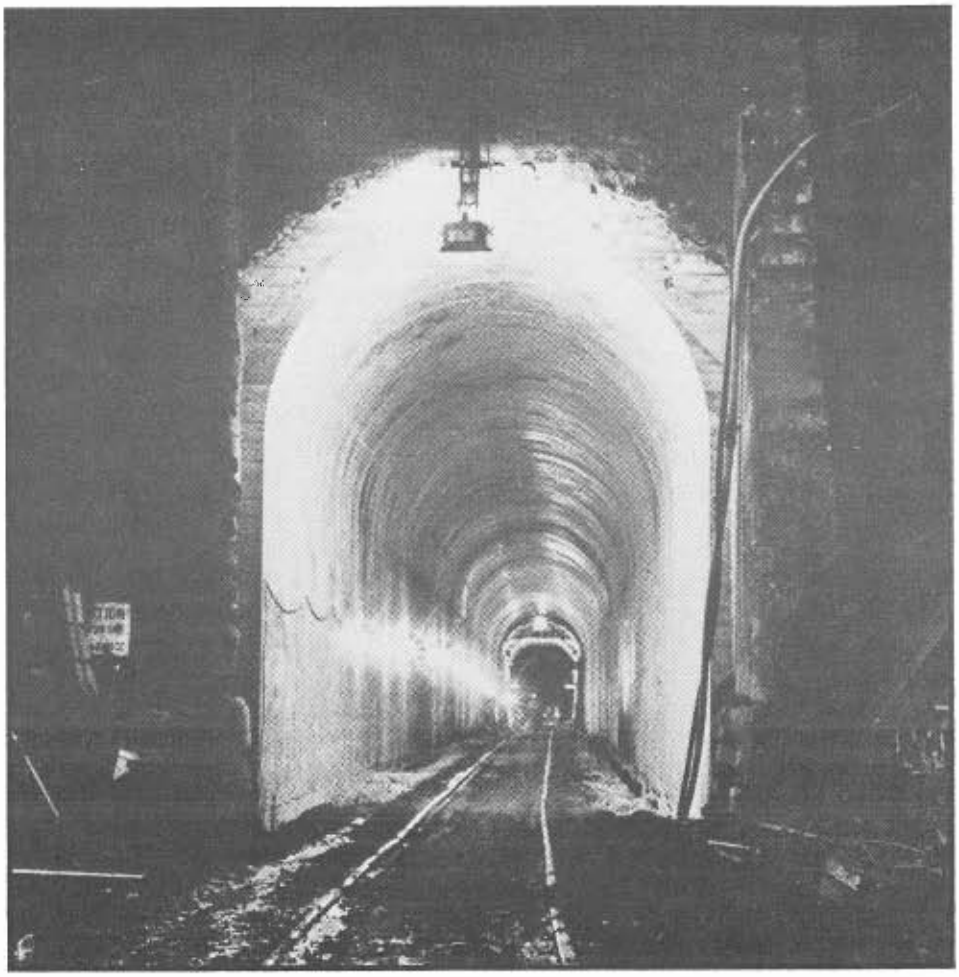
In August, 1967, **Operation Big Bore**, the enlarging of Winslow Tunnel in Arkansas, was started. When the project was completed in April, 1968, the tunnel's height had been increased from 19 ft. to 24 ft. and width from 14 ft. to 18 ft.

50 YEARS - 1942

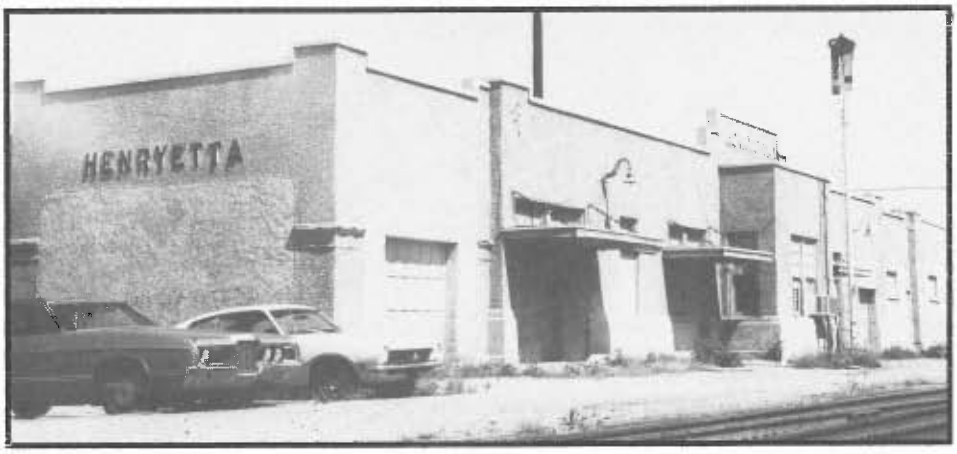
In 1942, fuel oil storage tanks were installed at Chester & Ft. Smith, AR; Muskogee, Henryetta, Madill, Ada, Okmulgee, Hugo, and Francis, OK; Yale, TN; Sherman, TX; and two at the North Springfield Shops.

75 YEARS - 1917

In 1917, a new tile & stucco passenger station was constructed at Henryetta, OK.



Looking north through Winslow Tunnel with Operation Big Bore completed



Passenger Station at Henryetta, OK, circa. 1971. H.D. Connor collection

SLSF 1246 was once the number assigned to a Frisco caboose, built in July, 1957, by the International Car Corp. In the 1980 Frisco/BN merger, it was renumbered 11574 and its current disposition is unknown.

However, thanks to the efforts of Frisco Folk Richard Napper, **1246** lives on in the form of Richard's 12' modular HO layout trailer. Built from authentic car siding, the trailer is complete with brake wheel, Frisco logo & reporting marks, and the car data is the actual data for the trailer. Of course, it's painted caboose red!

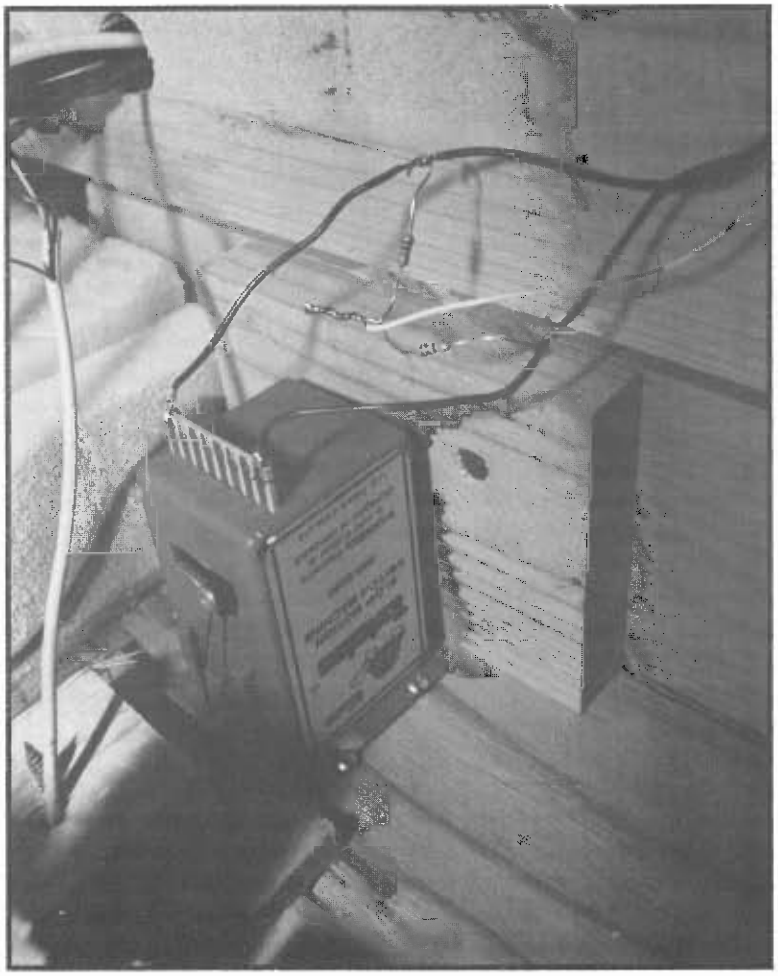
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

Improving Slow Motion Switch Machines

If you are like me, you may like the slow motion switch machines available to today's modelers. They operate smoothly, prototypically, and without that annoying *buzz* or *click* that comes with the magnetic/momentary switch machines.

Technically speaking, these are geared *stall* motors. That is, they move from one side to the other and they stop moving when the encounter resistance. The stall motor continues to apply pressure even when that appear to be stopped. This is particularly helpful when using power routing switches like Shinohara or Walthers. Like most things in life, stall motors are subject to wear and tear, but with a little help that can last a lot longer.

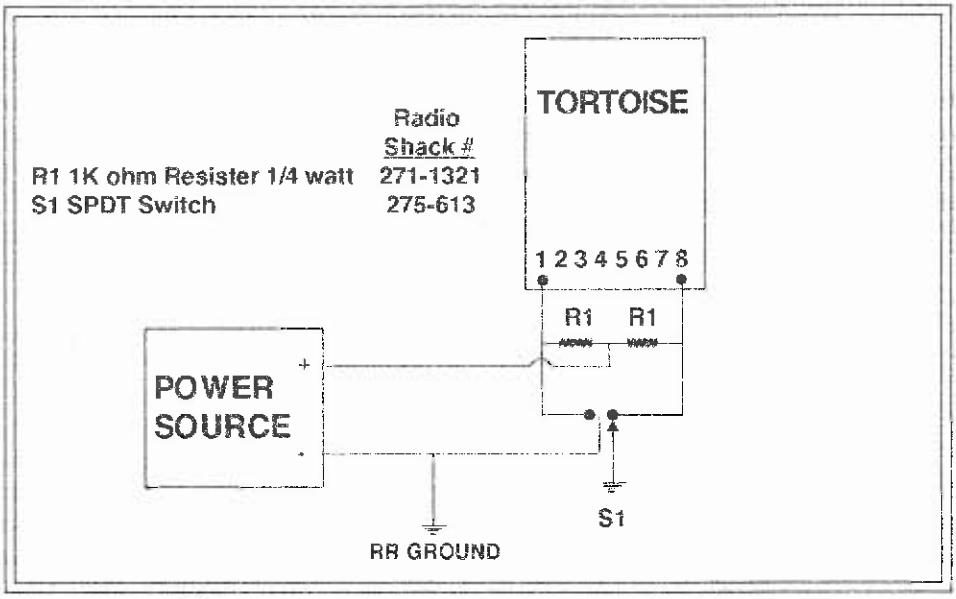
Larry Keeler, developer of the CTC-80 command control system, has found that by using 1000 ohm resistors, the life of a slow motion switch machine can be increased. He recommends using two resistors in the configuration shown in the photo and schematic on this page. The white wire in the photo goes to the positive electrical connection while the wires on the #1 & #8 spots on the machine go to the poles of the SPDT switch. I use Radio Shack 1000 ohm resistors #271-1321 that sell for 5/78¢.



Another neat aspect of this circuit is that a SPDT switch can be used instead of a more expensive DPDT. I prefer Radio Shack SPDT switch #275-613 that sell for $2.95. The DPDT switches cost about $1.00 more and that can add up quickly if you plan on having many switch machines.

Slow motion switch machines are a neat part of the hobby of model railroading and with ideas from electronics experts like Larry Keeler, even novices like myself can get maximum usage out of the equipment.

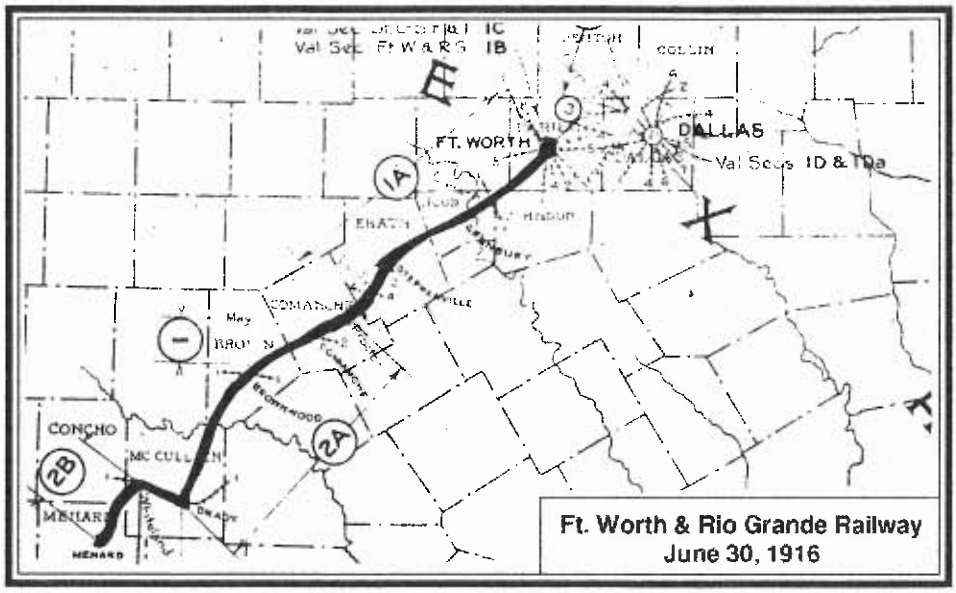
Good Luck and don't forget to *Ship it On The Frisco!*



DOWN AT THE DEPOT

Menard, TX

Station 963
Ft. Worth & Rio Grande Railway



On June 1, 1885, the **Ft. Worth & Rio Grande Railway CO.** was incorporated in Texas as a wholly owned subsidiary line of the Frisco. Between 1887 and 1891, the line was completed from Ft. Worth, southwest, to Brownwood. In 1903 it was extended to Brady which served as its southern terminus until 1911.

In the late summer of 1909, the citizens of Menardville, TX, a frontier town dating back to the 1840's, approached the railroad in regard to the possibility of extending the line to their town, some thirty-eight miles to the southwest of Brady. Apparently the ranchers in the area were having to drive their cattle overland to the railhead at Brady, and felt that extending the line would be mutually beneficial for them and the railroad.

Consequently, after some intense negotiations in which the local ranchers agreed to furnish the right-of-way, land for new stock pens, and build a new $10,000.00 depot, construction on the line from Menardville *(changed to Menard during the negotiations)* to Whiteland, a distance of approximately twenty-five miles, was started on November 1, 1909. The eleven miles from Whiteland to Brady was to be operated over trackage rights on the Gulf, Colorado, & Santa Fe Railway.

On February 10, 1911, the construction train arrived at Menard, on February 22, 1911, J.W. Sartwelle was assigned as the first station agent, and on July 4, 1911, the line was officially opened with the dedication of the *Mission Revival Style* depot, shown below.

On March 1, 1937, the line from Ft. Worth to Menard was sold to the Santa Fe for $1,519,325.00. The new owner continued to operate passenger service on the line until 1972, when on June 22, the last train departed from the depot.

The Santa Fe subsequently donated the station to the County of Menard who in turn leased it to the Menard County Historical Society. In 1978, the depot was placed on the Texas Register of Historic Landmarks and is currently the home of the Menard County Historical Museum.

ex- Ft. Worth & Rio Grande Railway depot, Menard County Historical Society, August 6, 1992. Nadine Johnson photos

New Car Shop *HO Scale*

SL-SF HOPPERS

By Martin Lofton & Joe Pennington

EDITOR'S NOTE: *Frustrated with the lack of adequate HO Scale decal sets for Frisco Hoppers, Joe Pennington and Frisco Folk Martin Lofton have produced their own. They were created from photos and paint diagrams of the hoppers during the decade of the 1940's before the advent of the large Frisco heralds.*

The set will decal eight assorted black painted Frisco hopper cars, since hoppers tended to run in blocks. The set authentically letters several types of hoppers available on the commercial hobby market.

The set includes specific weight and dimensional lettering, plus the car numbers of each type of car and the correctly structured ***SL-SF*** *reporting marks. There are enough Frisco coonskins, repack, reweigh data, etc., to allow variations in the lettering of cars or to letter other black Frisco cars.*

In the process of creating the Hopper decal set, Mr. Pennington has compiled an extensive roster of Frisco car numbers, their individual characteristics, and how to model them in HO Scale. Joe and Martin have graciously agreed to share this research with our Frisco Folk modelers and the following is the second in a two-part **NEW CAR SHOP** *series featuring their work.*

86274, 86384, 86828, 86921, 87312, 88356, 88708, 89003, 86631, 87182, 89188, 89280	Panel side hopper, 1977 cu. ft. capy., blt 1923, reblt 1937, HM	Overland panel side hopper #3128 (or Athearn #5447 w/ b.p. and Westerfield Wine door locks #1171*)
86059, 86160, 86290, 86415, 86566, 87043, 87087, 87225, 87306, 87348	Home built, panel side, covered hopper. 1974 cu. ft. capy., blt 1923, reblt 1942, HMR	Overland panel side hopper #3128 with scratchbuilt wood roof and 6 wood roof hatches (or Athearn #5447 and Westerfield Wine door locks #1171* w/ b.p.*)
86831, 86922, plus unknown others in 86000-87499 series***	Panel side hopper, 1926 cu. ft. capy., blt 1923, reblt 1943, HM	Overland panel side hopper #3128 with modified diagonal slope sheet support outboard at sidesills (or Athearn #5447 w/b.p. and Westerfield Wine door locks #1171* *)

SLSF 90899 Pullman, Chicago, IL, May 23, 1949. Pullman photo

88000-88499, 88500-88999, 89000-89499***	Ribbed side hopper, 1880 cu. ft. capy., blt 1928, HM	Tichy USRA hopper #4027 with Westerfiled Enterprise drop door locks #2190
88016, 89150	Panel side hopper, 1974 cu. ft. capy., blt 1936, HM	Overland panel side hopper #3128 with Westerfield Enterprise drop door locks #2190 (or Athearn #5447 w/b.p. and door locks*)
88000-89499***	Panel side hopper, 1974 cu. ft. capy., blt 1928, reblt 1946, HM	Overland panel side hopper #3128 with Westerfield Enterprise drop door locks #2190 (or Athearn #5447 w/ b.p and door locks.*)
89900-89951 (blt from 82899-80408 series)	Home built, panel side coke hopper, 2549 cu. ft. capy.,, blt 1928, reblt 1937 and 1946, HMC	Overland panel side hopper #3128 with 24" high extensions added to top of hopper (or Athearn #5447 w/b.p. and Westerfield Wine door locks #1171*)
90000-90499	Offset side hopper, 2145 cu. ft. capy., blt 1948, HM	Athearn offset side hopper with peaked ends #5400 with Westerfield Enterprise drop door locks #2190
90500-90799	Offset side hopper, 2145 cu. ft., capy., blt 1948, HM	Athearn offset side hopper with flat ends, #5407 with Westerfield Enterprise drop door locks #2190
90806-91599	Offset side hopper, 2145 cu. ft. capy., blt 1949, HM	Athearn offset side hopper with flat ends, #5407 with Westerfield Enterprise drop door locks, #2190

Notes:

* Reference use of Athearn #5447 ribbed side hopper: It is of a post WWII design and is 2 1/2' longer than USRA clones that Frisco had.

** By 1948, 128 cars in this series were panel side and 40 cars were original design. Original design car were numbered: 80538, 81314, 81395, 81481, 81539, 81904, 81905, 81934, 81961, 81973, 81984, 82004, 82029, 82062, 82077, 82096, 82148, 82212, 82231, 82249, 82257, 82278, 82365, 82372, 82453, 82528, 82604, 82689, 82722, 82737, 82740, 82744, 82760, 82768, 82782, 82783, 82800, 82813, 82834, 82893

*** By 1948, all cars in the 86000-89499 series were panel side except for 10 cars reblt into covered hoppers and 283 cars that remained as originalally built. All cars in the 8800-89499 series were rebuilt with panel side. Numbers of cars in original design were:
86000 series: 003, 006, 013, 033, 041, 050, 053, 061, 070, 076, 080, 103, 104, 111, 115, 128, 137, 146, 148, 150, 169, 174, 175, 193, 198, 200, 205, 207, 221, 222, 233, 249, 260, 269, 270, 275, 281, 295, 298, 302, 304, 308, 312, 314, 326, 327, 331, 337, 340, 344, 373, 382, 386, 396, 402, 405, 422, 423, 426, 435, 452, 467, 495, 497, 498, 518, 522, 549, 553, 576, 577, 587, 591, 596, 601, 609, 629, 629, 637, 646, 651, 658, 675, 682, 688, 690, 692, 693, 695, 698, 704, 711, 713, 726, 738, 743, 745, 768, 778, 791, 792, 797, 798, 799, 804, 809, 811, 818, 829, 861, 863, 867, 870, 874, 876, 884, 887, 888, 889, 894, 904, 908, 917, 927, 931, 951, 957, 960, 968, 975, 985, 993,
87000 series: 002, 004, 007, 010, 012, 013, 017, 019, 020, 029, 030, 031, 033, 042, 045, 047, 051, 052, 053, 057, 058, 061, 064, 077, 081, 084, 088, 090, 092, 095, 097, 103, 015, 111, 114, 126, 130, 132, 133, 136, 141, 145, 148, 156, 157, 160, 163, 168, 169, 170, 171, 172, 173, 174, 178, 180, 185, 189, 192, 193, 196, 197, 199, 200, 206, 209, 210, 212, 213, 219, 220, 221, 224, 229, 232, 235, 237, 238, 240, 246, 248, 250, 251, 256, 261, 262, 263, 265, 267, 270, 271, 272, 280, 284, 287, 290, 292, 305, 310, 313, 315, 316, 319, 323, 324, 325, 328, 335, 337, 340, 347, 351, 358, 359, 362, 363, 364, 368, 371, 376, 378, 380, 387, 388, 390, 391, 393, 398, 401, 403, 405, 408, 409, 415, 418, 428, 430, 431, 444, 447, 453, 454, 463, 464, 471, 478, 486, 488, 490, 495