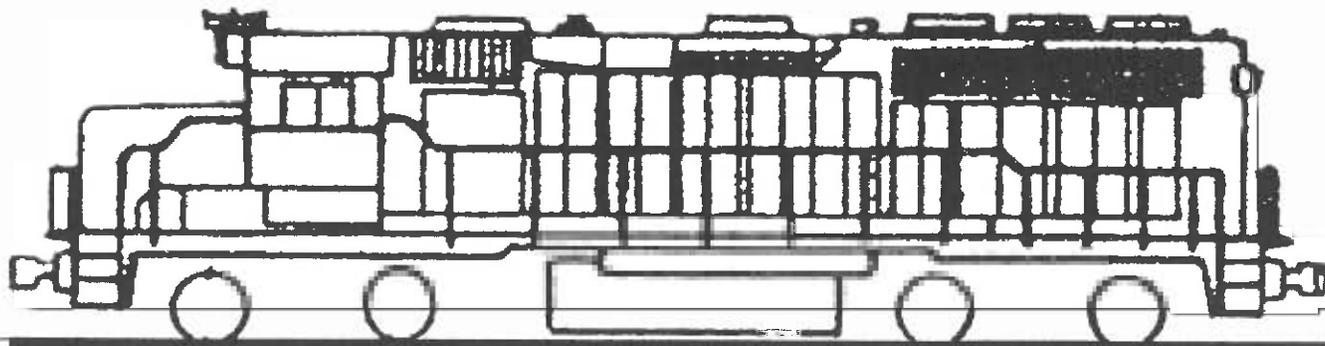


HO Scale Modeling A Frisco GP-40-2 Diesel

By Brad Stone



The Frisco GP-40-2's represented the last chapter in the company's long tradition of fast freights with modern motive power. A total of twenty-five (750-774) units were ordered and as quickly as they were delivered in 1979, they were placed in service.

The GP-40's, along with B-30-7 series, shared assignments on automobile and piggyback movements. In this role, they were commonly found in 4-unit lash ups providing plenty of power for the Ozark hills to ensure on time connections. The units quickly put on the miles as they had a very fast turn around time between trips from St. Louis to Irving, TX. Because the GP-40 model had been offered by EMD for a number of years, by the time the Frisco added them to its roster, the class had evolved into several phases with the SLSF units representing the third phase similar to the GP-50's. The features that distinguished these units from earlier models included jumbo anticlimbers, slightly longer short hood, and the newer style of radiator grills.



Frisco GP-40-2 754, Tulsa, OK, September, 1980. Troy Botts photo.



Frisco GP-40-2 755, Tulsa, OK, September, 1980. Troy Botts photo.

An accurate model of the Frisco's GP-40 is not difficult to make, using parts available from Athearn and other manufactures. As a way to clarify the descriptions I will refer to the photos and for questions about the parts or manufactures, please refer to the parts list on page 26.

To begin the model remove the shell from the frame. If you plan to use the Cannon Co. cab, go ahead and remove the stock Athearn cab at this time. Now with an xacto knife and a chisel blade carefully remove the waffle style radiator grills from the shell, taking care not to damage the adjacent plastic and to leave the ends of the grills in the middle. (See *Figures 1 & 2*)

With the grills removed and the area fairly smooth, its is time to put the Cannon Co. grills back in their place. To do this set the grill on the shell and cut off the portion that extends past where the original was located. When they are cut to the right size go ahead and glue them to the shell. I use Testors liquid plastic cement. Next it is time to remove the original pilots from the shell. Using a razor saw cut the sill right behind the steps and cut the deck back to where you made the first cut. (See *Figure 2*) For the replacements I cut the pilots from an Athearn GP-50 shell, using the same technique as described above. Take this part and sand the deck smooth and install the Details West buffer plate cover. While I had the pilots off I drilled the holes for the snowplow. With the pilot ready, glue it to the shell, applying plenty of glue for a strong bond. Before the glue sets, check to make sure that the pilot is square with the frame. After the pilot has set, use filler puddy to fill any cracks in the

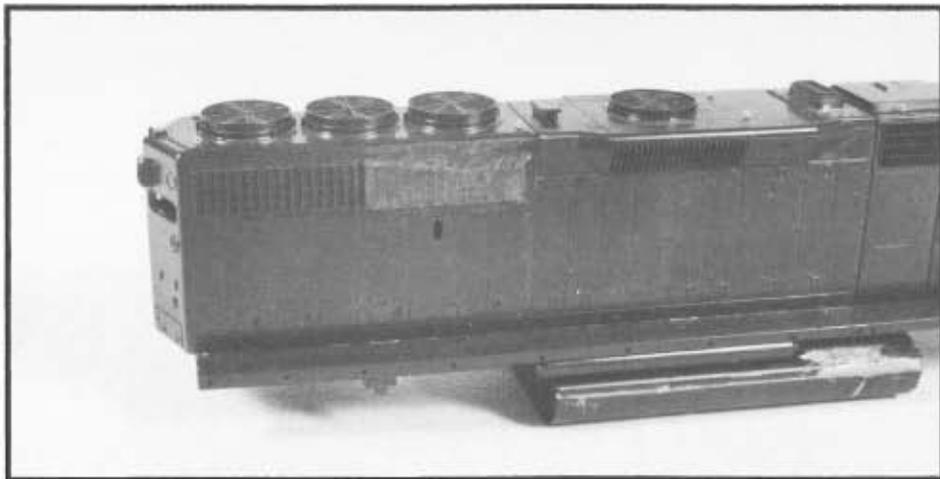


Figure 1

seam on the nose and deck, and sand smooth, as shown in *Figure three*, page 24.

From here you can start to add the detail parts to the shell and go ahead and glue the cab to the shell as shown in *Figures 3 & 4*. On my unit I planned to add grab irons, eye bolts and coupler lift bars, so at this time I went ahead and drilled the holes and installed them along with the snow plow. I also installed the gyalight in the nose, sand filler hatch behind the light, and toilet hatch on the engineers side of the nose. Next was a cab vent to the fireman's side of the unit, along with the cab shades on both sides. On the cab roof I

added a warning beacon and radio antenna, along with the horn and headlight shields on the number board piece. The final detailing step was drilling the holes for the classification lights, to accept MV Products lenses once the unit was finished.

Now I started on the inside of the shell, building up a pad of styrene as a way to mount the couplers to the shell. To do this cut a piece of .20 styrene to fit the area just behind the pilot, extending far enough back to lap over the seam between the pilot and frame. By putting such a large piece here, it will not only give you a solid base for the couplers, but also strengthen

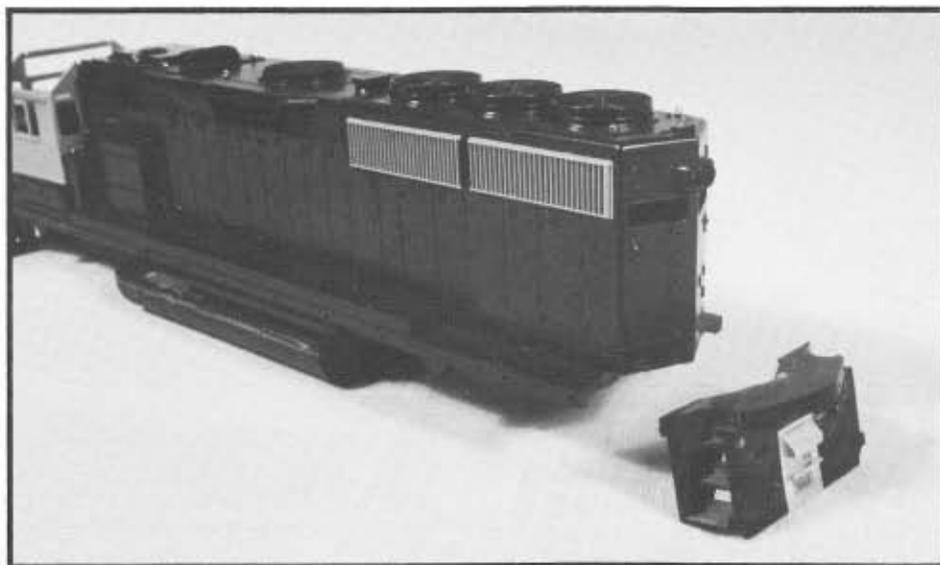


Figure 2

the glue seam of the pilot. With this piece set, start building up the base with .40 styrene cut to the size of a Kadec coupler box and glue it underneath the opening for the coupler. When you get the styrene built up level the opening, glue the top of the Kadec box to the base, and drill a hole to accept a screw to hold everything in place.

With everything on the shell ready for paint it is time to turn our attention to the trucks and frame. For the trucks I added piping to the cylinders by using .012 dia. pipe. On the fireman's side lead truck I attached a speed recorder to the front axle. Next I worked on the frame. I took a motor tool and cut off all the cast on the fuel filler detail with the coupler mounting pads, as they will no longer be needed with the shell mounted couplers. Once this was done I took a grinding stone and lightly ground off the casting seams in the tank and finally finish sanding the tank with emery cloth.

With all the details added to your degree of satisfaction it is time to paint the unit. The GP-40 can be painted and decaled the same way any other mandran orange unit was painted, however don't forget the reflectors along the sill or the grey headlight shields. With the painting finished, the handrails can be attached. Be sure to use the handrails from the GP-50 for the pilots. Now that the handrails are on you can weather the unit. I lightly weather mine with chalk to represent a fairly new unit. To give the grills more depth, I used black paint that was thinned and let it run into the low spots on the grill. With the paint so thin it flows off the high points and gives a realistic appearance.



Figure 3

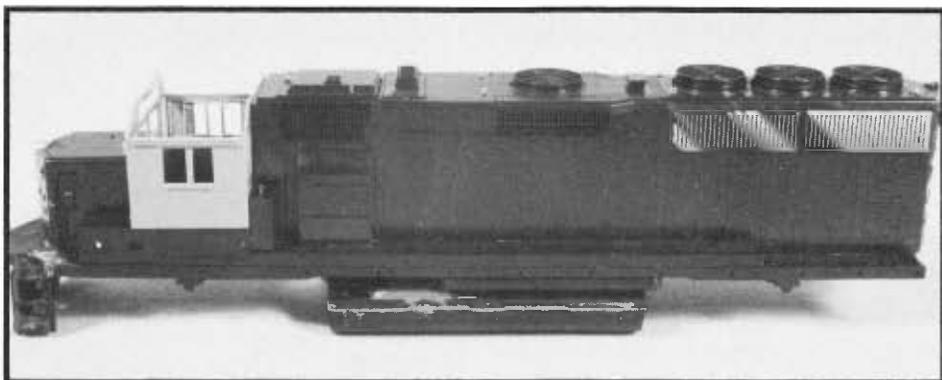


Figure 4

Finally, install the headlight lenses, MU hoses, cab glass, and couplers. This should complete the unit. The engine makes a fine example of Frisco motive power at its prime, that no SLSF modeler should not have

an example of. With a lash up of four of these units you will be ready to pull the Frisco's hottest pig train all the way to Irving and back, high balling the whole way! ☺



**Frisco GP-40-2 756, as lead unit on crack Frisco pig train.
Photo by author**

PARTS LIST

GP-40-2

Athearn

GP-40-2
(with dynamic brakes)
GP-50 shell

MV Products

LS 18

Cannon Co.

1503 Cab
1401 CP-38 Radiator Grills

Utah Pacific

85 Nose Gyalight

Details Associates

1902 Cab Vent Flat
1508 MU Hoses
6206 Air Hoses
2211 Coupler Lift Bars AAR Type
1003 Headlight Dual Pyle
2202 Grab Irons
2206 Eye Bolts
3101 Fuel Guage
1802 Radio Antennas Base
2504 .012 dia. Wire
2808 Speed Recorder
1301 Cab Shades
2001 Sand Filler
1202 Bell

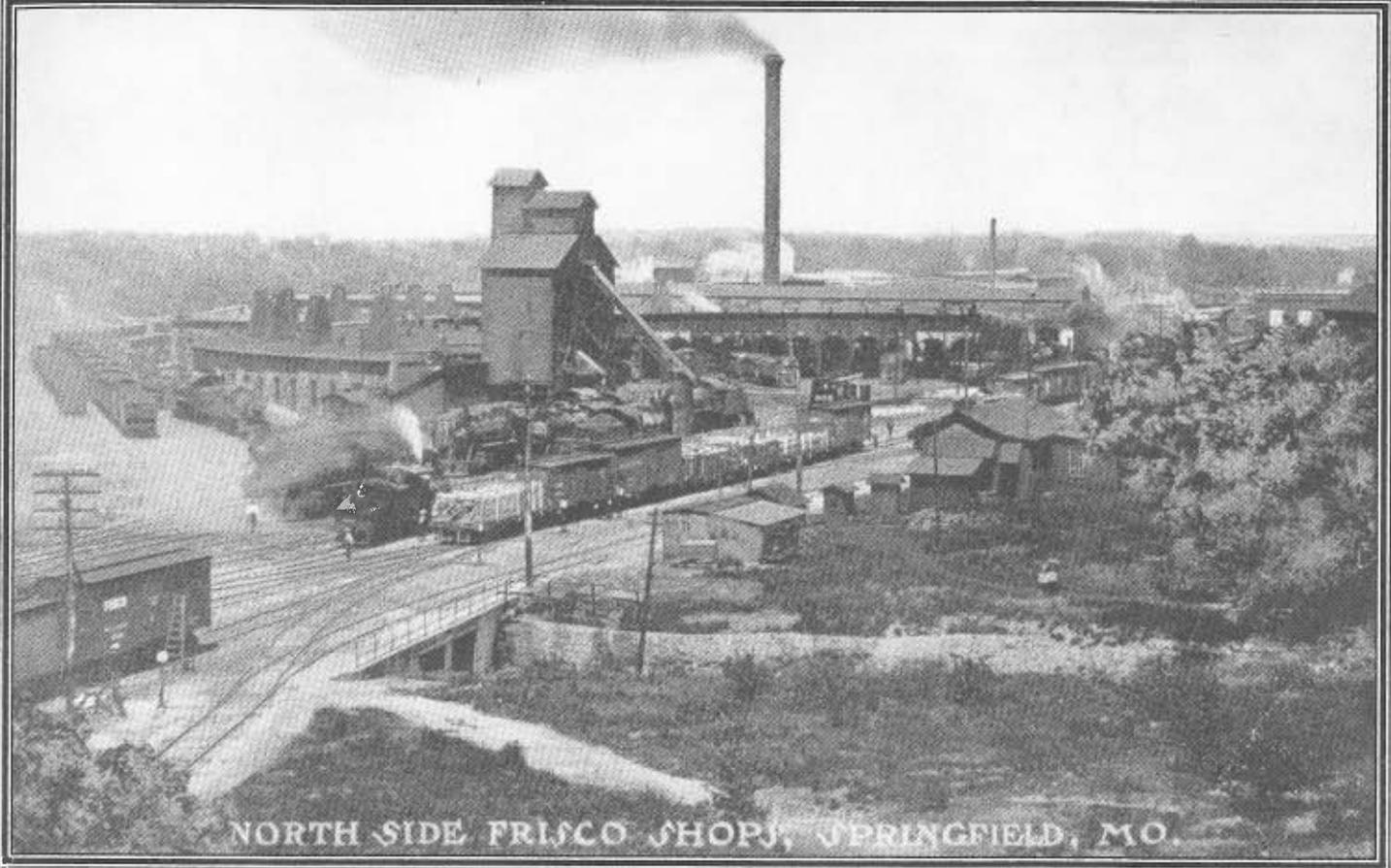
Details West

191 Leslie 5 Chime Horn
166 Fuel Filler
106 Rotary Beacon
130 Snow Plow
195 Buffer Plate



Frisco Billboard, December, 1956, Memphis, TN. Frisco photo

Classic Frisco



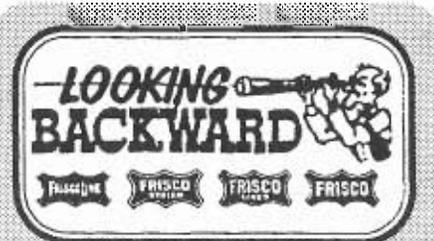
Frisco North Side Shops, Springfield, MO, looking northeast, circa. 1900. The Frisco Railroad Museum Inc. is currently located on the property shown in the lower right corner of the photo.

GETTING IT CORRECT

In the May-June/July-August, 1994, *All Aboard*, page 17, the West Plains, MO captioned depot photo was that of the station at Rogersville, MO. Printer error! The correct West Plains photo is pictured below.



Frisco Depot, West Plains, MO, October 16, 1949. A. Johnson photo



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.

75 YEARS - 1919

In 1919, the Frisco purchased from the United States Railroad Administration thirty-three light Mikado steam locomotives and tenders, series 4000-4032, at an average cost of \$51,478.00, and seven light six-wheeled switch engines and tenders, series 3800-3806, at an average cost of \$33,864.00.

50 YEARS - 1944

In 1944, the Frisco's Centralized Traffic Control between Pacific and Springfield, MO, was placed in operation in a newly constructed brick building at 543 E. Commercial St., the current home of The Frisco Railroad Museum Inc.

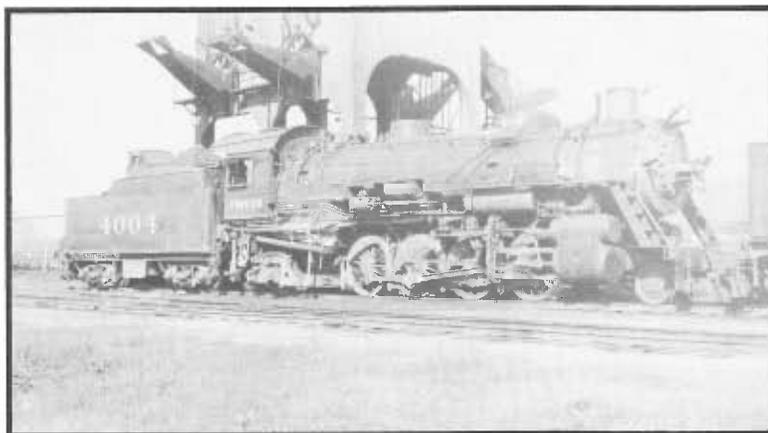


25 YEARS - 1969

In an effort to reduce schedule time and improve operations, on December 1, 1969, the Frisco, Union Pacific, and Seaboard Coast Line



Frisco Switch Engine No. 3800, Tulsa, OK, January 4, 1947.



Frisco Mikado Engine No. 4004, taking on coal at Ft. Smith, AR, August, 1948. Collection of Harold K. Vollrath.

commenced a run-through operation | hump yard at North Platte, NE, and
between the Union Pacific's new | Jacksonville, FL. 🇺🇸



Union Pacific, Frisco, & Seaboard Coast Line motive power, awaiting assignment on 1969 run-through train service. Frisco photo