



MASTER MODEL RAILROADER

The Achievement Program
Of
National Model Railroad Association



"Model railroaders? Their just a bunch of overgrown kids playing with their toy trains!"

Have you ever heard a comment like that? If you are a model railroader, you no doubt have because for many outside the hobby, that is a common and unfortunate perception.

Model railroaders are not just a bunch of overgrown kids playing with their toy trains! As a group, model railroaders have, without question, done more to preserve railroading in America than any other single group or organization! It is doubtful that many noted rail historians take any more time or put out more effort to ensure the accuracy of their written histories, than does that of a dedicated model railroader who is attempting to recreate in miniature an exact model of a prototype engine, car, facility, or section of rail line. And if anyone has any doubt of just how dedicated model railroaders are to their task, they need not look any further than the Master Model Railroader Achievement Program of the 26,000+ member National Model Railroad Association.

The purpose of the Achievement Program is to give recognition for those National Model Railroad Association members who have exhibited SUPERIOR craftsmanship and for those who have contributed SUPERIOR service to the hobby and the NMRA.

In order to acknowledge exceptional achievement in the

many phases of scale model railroading, five rigorous achievement categories have been established to encompass both the technical and service phases of the model railroad hobby.

A. RAILROAD EQUIPMENT

1. Master Builder - Motive Power
2. Master Builder - Cars

B. RAILROAD SETTING

3. Master Builder - Structures
4. Master Builder - Scenery
- 4A. Master Builder - Prototype Models

C. RAILROAD CONSTRUCTION & OPERATION

5. Model Railroad Engineer - Civil
6. Model Railroad Engineer - Electrical
7. Chief Dispatcher

D. SERVICE TO THE HOBBY AND NMRA MEMBER

8. Association Official
9. Association Volunteer
10. Model Railroad Author

E. MASTER ACHIEVEMENT

MASTER MODEL RAILROADER (MMR)

Basic to each Achievement category are specific requirements pertinent to that category. Each requirement must receive specific points as judged via an NMRA sponsored contest or Achievement Program Merit Award Judging.

Master Builder Motive Power

In order to complete the requirements of this category, the modeler must have built three scale models of railroad motive power, one of which must be scratchbuilt.

Master Builder Cars

In order to complete the requirements of this category, the modeler must have built eight operable scale models of railroad cars. There must be at least four different types of cars represented in the total of eight. One of them must be a passenger car, and at least four must be scratch built.

Master Builder Scenery

In order to complete the requirements of this category, the modeler must have constructed a completed section of a model railroad of at least sixty square feet in O scale, or forty-five square feet in S scale, or thirty-two square feet in HO scale, or twenty-four square feet in N scale. The completed section must contain the necessary scenic elements of 1) terrain, 2) structures, 3) background, and 4) lighting as combined to achieve a realistic effect using applicable NMRA standards in that particular model railroad scene.

Master Builder Prototype Models

In order to complete the requirements of this category, the modeler must have constructed an animated or static model of a prototype scene containing at least six models of prototype equipment or structures. Plans or photographs must be provided to verify the final prototypical appearance of each model and of the total scene. At least four different types of models must

be represented. They are: rolling stock, railroad structure, a caboose or passenger car, and a model of motive power. Any two of the six models must be scratchbuilt.

Master Railroad Engineer Civil

In order to complete the requirements of this category, the modeler must:

A. Prepare one original scale drawing of a model railroad track plan identifying overall size, track elevations, curve radii and turnout sizes.

B. Construct and demonstrate for Merit Judging, the satisfactory operation of a completed section of the model railroad and trackwork described in A, containing at least fifty linear feet of track with appropriate ballast, drainage facilities and roadbed profile, and trackwork that has examples of over nineteen different features.

C. Construct scratchbuilt scale models of any three of a list of fifteen different types of track mechanisms such as crossovers, turnouts, springswitches, etc.

Model Railroad Engineer Electrical

In order to complete the requirements of this category, the modeler must

A. Construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction that contains six specific elements.

B. Wire and demonstrate the electrical operation of at least three types of track mechanisms such as crossovers, turnouts, springswitches, etc.

C. Wire and demonstrate the satisfactory operation of at least

three of a list of twenty-one wiring related operations.

Chief Dispatcher

In order to complete the requirements of this category the modeler must have participated in the operation of a model railroad either home or club, for no less than fifty hours. A minimum of ten hours each must be served in three of the five categories listed below, one of which must be 5. Dispatcher.

1. Engineer
2. Yardmaster
3. Hostler
4. Towerman
5. Dispatcher

This experience shall be accumulated on one or more model railroads having at least two mainline trains plus yard switching in simultaneous operation; some system offreight and passenger train and car movements, including road switching, shall be used for controlling train activity.

Association Official

In order to complete the requirements of this category, the modeler must have served actively on NMRA committees (National, Region, or Division) long enough to accumulate at least sixty certified time units.

Model Railroad Author

In order to complete the requirements of this category, the model railroader must accumulate at least forty-eight points in any combination of materials that are printed, published, and/or presented according to a detailed formula of point awards based on type of work, type of publication, length, etc.

An NMRA member qualifies as a Master Model Railroader when he has obtained at least seven of the

Achievement Certificates provided that they shall have earned at least one Certificate in each of the four areas of the Regulations.

Who said model railroaders are just a bunch o overgrown kids playing with their toy trains! What we have presented in this article is a condensed version of over six pages of specific requirements for the MMR. Specific requirements that less than 250 model railroaders have successfully completed out of over 26,000 NMRA members.

The Frisco Railroad Museum Inc. is proud to be a member of the Mid-Continent Region, Ozark Mountain Division, of the NMRA. We are equally proud to note that a large segment of our Frisco Folks membership are model railroaders, four of which have achieved the honored distinction of Master Model Railroader. They are:

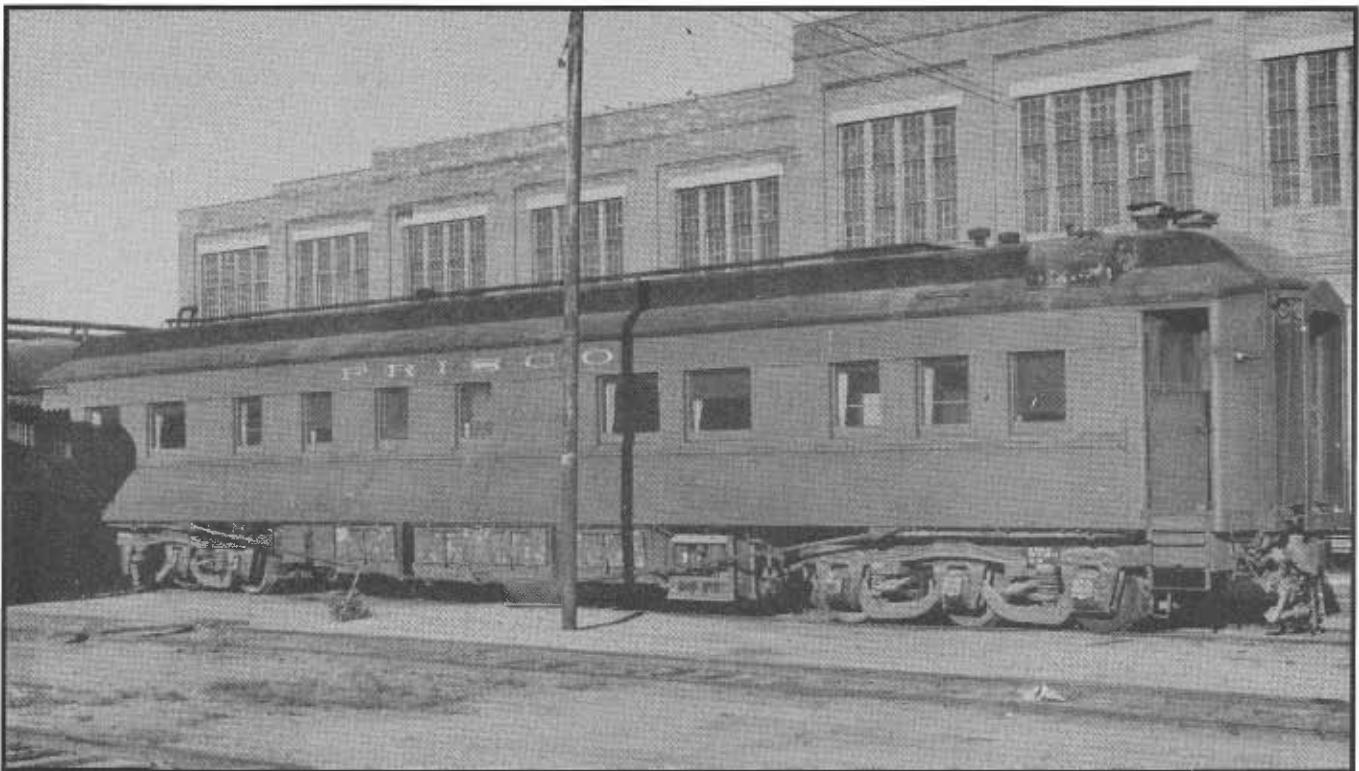
Ron Williams MMR #82
Tim Kubat MMR #128
Richard Napper MMR #196
Jan Jester MMR #209

If we have overlooked any museum member that has achieved their MMR, please let us know.

Oh, by the way, if a model railroader obtains all eleven certificates they are awarded the distinction of being a Grand Master Model Railroader. According to our records, at present there are no GMMR's. ☐



FRISCO'S EXECUTIVE FLEET



Frisco Business Car 'Florida,' in storage, Springfield West Shops, circa. 1962.

EDITOR'S NOTE: This is the thirteenth in our series profiling the Frisco's fleet of Business Cars.

Florida

The Florida Business car was built in June, 1896, by the Ohio Falls Car Company as a 63 ft. composite business car. While its original owner is unknown, the car was on the roster of the St. Louis, Memphis, and Southeastern Railroad as car 1200, when the Frisco acquired it in July, 1907. The St. L. M. & S. originally operated track and facilities from Nash to Lilbourn, in Southeast Missouri.

While existing records do not indicate what the interior arrangement and furnishings were, chances are it was similar to the 2200 car, (see **All Aboard, Mississippi Car, Summer, 1995**), both of which were built by the Ohio Falls company within twelve years of each other.

The car was 68 ft. overall, weighed 186,600 lbs., and carried the standard Pullman green, black roof, and gold lettering color scheme of the executive fleet.

In May, 1947, No. 1200 was renumbered car No. 6, and in February, 1948, it was again renumbered No. 11, so that the number 3 car (former 1924) could assume the number 6

position on the roster. In June, 1954, No. 11 was assigned the name Florida. In May, 1959, the car was placed in storage and in February, 1965, it was sold to a private corporation.

While in service, the Florida car was assigned to Assistant General Manager L.B. Clary and Assistant Chief Engineer E.L. Anderson. ☐



Rare photo of Frisco Business Car No. 11 taking on ice for its ice-activated air conditioning system, Springfield, MO, circa. 1952.



The Night Tragedy Struck 806

By B.B. Morgan

In the hey day of steam powered locomotives hauling passenger trains into St. Louis Union Station, none were more beautiful than those of the Frisco. Their conformation, color scheme, and cleanliness set them apart. And their efficiency and quietness was second to none. They were in oil and came from the round house gleaming in the bright yard lights at night or the daytime sunlight of arrival at Union Station. Most of the trains coming in from the east, north, and southeast were coal burners and passengers had to be careful about touching anything on the outside of the coaches. Not so on the Frisco!

By the time I graduated from high school at Chaffee, MO, the depression was beginning to ebb a bit, and my dad, a trainman on the River Division, was getting more work, even able to hold an occasional regular run on one of a myriad of branch lines the Frisco had in the delta area of Southeast Missouri and Northeast Arkansas. I was still living at home and one day, swearing me to secrecy, my dad told me the assistant superintendent, Mr. Olsen, had quietly revealed to him plans to hire some young trainmen. I did not know Mr. Olsen and asked my dad how I could identify him. His description was, "the first man you see around the Frisco office that can stand

flat footed and step in a box car is Mr. Olsen!"

Armed with this information I waylaid this man who I hoped would change my life. As he made his Sunday morning walk from his office to the

There were requirements, one being thirty days of "student trips," covering every branch line job, main line locals, and through freights. No pay. No passenger runs because they required lots of whiskers and a uniform.

So my seniority dates from September 21, 1937, but frequently there were layoffs. Then I would go to one of the Western, East and West roads which were seeing an increase in trans-continental traffic due to world wide concern over German and Japanese military build up. Also more perishable fruits and vegetable were coming east out of Mexico and off our west coast. I was registered for the military draft and drew number 52, a low one. Even though experienced railroaders were exempted by request as being essential to the war effort, I did not request deferment. I was working on the Rio Grande Division of the Southern Pacific between Tucson and El Paso. One day I came into Douglas Arizona on a Mallet engine, cab over pilot, tunnel type, and as soon as I turned the engine over to the engine herder, was summoned to the Trainmaster's office. I was told to report to my draft board back in Missouri. He asked if I would let him request a deferment for me and when I declined that, asked me to fire the 10th section of a troop movement back

ST. LOUIS, MEMPHIS AND BIRMINGHAM

		807	805	107	105	106	806	808	809	Mem- phis Daily	Birm- ing- ham Daily	Miles	Read Down	Read Up	805 806 808 809 Mem- phis Daily	
PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	
11.00	8.48	0.0	lv	St. Louis, Mo., A, B, C, 1, 4, 5, 10, 13, 16, 18, 24, 26	W	3.40	7.15									
11.10	8.58	3.3		Tower Grove, A, B, 1, 4, 5		3.25	7.00									
		28.6		Barnhart		1.24										
		39.0		Festus		2.30										
11.08	8.57	40.0		Crystal City		2.20	7.50									
11.12	8.57	40.6		Rush Tower		2.00										
11.20	8.54	53.2		Briarley, 1		2.90										
12.47	10.39	65.1		Genevieve		1.45	5.24									
1.02	10.54	74.0		St. Marys		1.31	5.10									
		80.7		McBride		1.21										
		88.3		Menard		1.11										
		95.5		Sixty-Six		1.00										
		103.0		Wittenberg		12.49										
		118.9		Neville		12.33										
2.25	12.24	131.5		Hop Girardeau, 11, 16, 30		12.01	3.35									
2.25	12.24	131.5		Gina Girardeau		12.01	3.35									
2.35	12.50	143.3		Craig, 11, 16, 30		11.11	3.17									
3.07	12.58	143.8		Chaffee		11.31	3.05									
1.10	13.08	150.8		Gran		11.19										
1.22	135.1	155.1		Brooks Junction, 13		11.07										
3.44	1.42	161.7		Bixton		11.48	2.28									
1.34	173.8	173.8		Matthews		10.39										
f 2.03	179.5	179.5		Kawarau												
4.07	2.11	180.9		Lillooat		10.22	2.04									
2.23	191.1	191.1		Marion		10.12										
f 2.27	194.3	194.3		Courts												
f 4.26	2.38	201.1		Portageville		10.01	1.46									
f 2.50	206.8	206.8		Netherlands		9.49										
4.54	3.06	212.9		Hayti, 3%, 14, 19, 47		9.31	1.15									
4.54	3.06	212.9		Hayti		9.31	1.15									
f 5.08	3.23	224.6		Heights		9.18	1.02									
		227.5		Holland, Mo.		9.09										
5.35	3.50	237.3		Blytheville, Ark., 16..		8.46	12.34									
f 4.04	244.6	244.6		Burdette		8.37										
		249.3		Luxora		8.30										
5.55	4.19	253.7		Oceanis		8.24	12.14									
f 4.30	260.9	260.9		Driver		8.11										
5.08	4.42	264.6		Wilson, 14		8.01	11.87									
f 4.50	269.7	269.7		Bassett		7.55										
f 4.55	272.0	272.0		Jones		7.52										
f 5.02	275.5	275.5		McGinnis's Bayou		7.47										
f 5.18	283.7	283.7		Taylor, 2		7.35	11.35									
f 5.18	287.8	287.8		Clarkdale, 2		f										
		294.6		Maden, Ark., 2		f										
7.18	5.88	305.4		Memphis, Tenn., C, 2		7.00	11.00									
9.25	10.40	305.4		Mem		5.1	6.34									

yard shanty, I introduced myself and stated my purpose. Could I believe my ears when he turned and said, "come up to my office." He had difficulty, even had to call the chief clerk at home to find an application blank, for it had been eight years since a trainman was hired on the River Division.

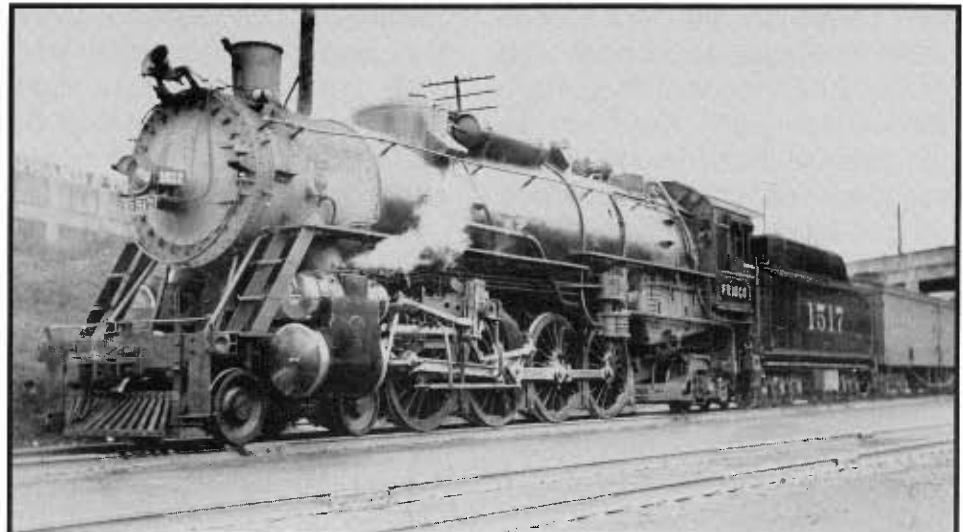
to Tucson, ready on a west bound track, except for a fireman. I agreed I would, and we were wearing the green for yet another section. That was the last civilian pay check I drew for more than five years.

The ensuing global conflict would become known as World War II, to which the United States would commit more than twelve million troops. Railroaders would be deployed to many places over the world.

I was assigned to the 730th Railway Operation Battalion sponsored by the Pennsylvania Railroad, to be part of an operation, along with the 711th sponsored by the Missouri Pacific, and the 762nd sponsored by Santa Fe, to help the Russians on their Southern Front. They were repelling the four German Armies, two of these Panzer, with which Hitler was driving for the Caucasus oil fields, the warm ports of the Persian Gulf, and a geophysical link up with the Japanese in India. Our rolling stock included several Alcos and American steamers, along with fifty thousand freight cars.

While getting our overseas railroad outfit together at Ft. Wayne, IN, not long after the start of the war, the Frisco was getting delivery on the 4500's from the manufacturer and they were deadheaded in freights through Ft. Wayne to St. Louis. A crowd always gathered around one of these engines that was destined to pull the Texas Special and Bluebonnet between St. Louis and San Antonio.

It was in the order of events, that even though a railroader, I went around the world during my military service of five plus years. Much of this time was on large steam powered ships, including the



Frisco 1517, with "Memphian" consist in tow, arriving St. Louis, MO, March 14, 1936.
H.E. Leath photo

Ille De France - I always made friends with the engine crews and spent lots of time in the engine room. The realization came to me that the Scotch were excellent steam people. In later years it dawned on me that somebody in the Frisco hierarchy had preceded my observation and had hired many Scotchmen in supervisory and other work in the mechanical division of the Frisco. Hence the superior designs and reliability of the Frisco steam locomotive.

To illustrate that reliability, (and the need for operating capital), during the depression the Frisco ran "Baseball Specials" from S.E. Missouri and N.E. Arkansas, on Sundays, twenty-two cars each, of three trains. The fare, round trip, was one dollar to go see the Cardinals play at home in St. Louis. One of these trains ran as far south as Blytheville, AR. One Sunday, two of these three engines of the 4000 class freight were disabled in highway crossing accidents. The three trains, loaded with thousands of fans, were consolidated and a sixty-

six car passenger was brought into Chaffee with one 4000 engine. The track was level and the 4000's had boosters, but how many people have seen a sixty-six car passenger train with two or three heads sticking out of each window?

The 1517 was one of twenty-five of the 1500 class engines the Frisco bought to power medium heavy passenger trains of twelve to fifteen cars over the grades that every division seemed to have. In those days the coaches were of very heavy steel and there were no roller bearings - on the River Division the grades were from Crystal City to St. Louis, and the Mississippi River bridge approach at Memphis. Every morning about 7:50 a 1500 would blast the late sleepers around Lemay Hill in south St. Louis out of bed.

The "Memphian" trains 805 and 806 between St. Louis and Memphis left each city at 11:15 pm headed up with a 1500. It's consist after the war was at least one Pullman, a first class Club Buffet car where meals and drinks were served, a couple of chair cars, several mail and baggage and

very often private cars on the rear. On train 806 I once had coffee with President Kennedy's father, Joseph F. Kennedy, in his private car in early morning between Cape Girardeau and Festus. Train 805 had a mail car set out at Cape Girardeau and occasionally one for Blytheville, AR. Train crews, that is conductor, flagman, and porter, worked all the way through (305 miles), while engine crews changed at Chaffee. The portion of the line from Chaffee to Turrell, AR, where we joined the Southern Division, was not signaled but was double tracked from a few miles south of Turrell to the Memphis Bridge.

Tragedy struck 806 just after midnight, July 23, 1948, after a normal departure from Central Station in Memphis. The engineer Ike Woods and fireman Fred Surman, with their tin suit cases and clearance, came up the platform past where I was loading passengers. Ike was noted for staying on the schedule, and just making conversation. I said to him, "Ike, are we going to Chaffee on time?" His reply was prophetic. "BB, if she stays on the rail, we'll be there on time!" The engine crew both lived in Chaffee as did I. The conductor, Jeff Johnson, lived in St. Louis and the porter, Herbert Sims, lived in Cape Girardeau. I have long been the only living member of the five man crew. I did not personally know any of the baggage, express, or mail men, and I do not recall how many of them were killed that night.

The right leg of the wye leading from the Central Station of Memphis, out to the main line spring switch, was about three train lengths. We

completed the required brake test and I signaled Ike, both with lantern and train cord. As we straightened out on the main, right at the river bridge end, I saw train 836, a fast merchandise with it's 4000 engine, panting to take up our trail as soon as it's ten minutes was up. By the time we went on double track at the west end of the bridge ramp, Ike had the 1517 fluttering at a good 70. The order board at Turrell was clear where we branched onto the non automatic signaled River Division.

Our first scheduled stop was Blytheville, AR. It took us about twelve or fourteen minutes to handle the passengers, baggage, express, and mail at the station, and as we were pulling by I could see the headlight of 836 south of town shinning on our back door. So at the north yard limit board I cracked a ten minute fussee, for that train seldom did a pick up or set out at Blytheville. Our next scheduled stop was Hayti about twenty-seven miles, with a possible flag for St. Louis passengers at Steele just ten miles. Only seven miles ahead of us was Holland, a very small town that played a large part in our tragedy that night. More on that later.

There was a siding at Holland with the south switch on an inside curve bearing east for north bound trains. A check of my watch, and from the sounds transmitted to a train crewman's ears, told me we were cruising at 70. In an instant I was catapulted from the rear door of the Pullman to the front door. As I was getting up, checking for broken bones, people were tumbling from bed

in their night clothes, fast filling the aisle. Some were screaming and crying but I noticed a couple of calm men who had boarded with Frisco passes. I asked them to stand by to assist me, sending one man to see what condition the older conductor was in and to tell him I would protect against 836, the fast freight following us. My kingdom for a radio!

Running down the back steps with torpedoes and fussees, the Mars Oscillating light revealed that we were thirty or forty feet past the siding switch, but not clear of the main line and that the switch lock had been sawed. I sent the second man to give conductor Johnson this information, then started running back down the track to flag 836.

About a half mile back I came to a dirt road crossing and placed torpedoes on the rails. There was no obstruction between me and my Mars light and I could see it was still functioning, but no head light from 836. However a nervous middle aged man dressed as a farmer was on the crossing, and there was the dim outline of a small farm house about one hundred yards along the road. This man proved to be the father of the boy who sawed the switch lock and thrown the switch against us.

Meanwhile, the conductor had sent the porter across the cotton field, with fussees, to flag down a motorist on Highway 61 that paralleled the railroad about a quarter mile away, to take him to Blytheville station and telegraph office to notify officials and medical personnel.

By some miracle 836 had been delayed in Blytheville and somebody brought me a

protecting order after daylight. The man on the crossing had returned to his house several times adding to my suspicions. An older teenager came out of the house and after asking what had happened, took off toward the wreck. Back at the crime scene I reported to Tiny Evans, Frisco Special Agent, about the man on the crossing and pointed out the boy. Tiny, (so called because he was a huge man) and other law men watched the boy's actions among the literally thousands of spectators, fingered him, and took him to the bedside of fireman Surman in the Blytheville Hospital, who was barely holding onto life, severely scalded and burned, surrounded by his praying family. Before noon, the officers has a confession. Ike Woods was not even this lucky, for his body was flat-

tened beyond recognition beneath the 1517 and had to be dug out. He is buried at Cape Girardeau.

Murder, yes! Hard time penalty, no!

Tiny and I drove back and forth to the trial at Caruthersville together. Supposedly the seventeen year old had been up at the Steele movie house and seen how the so called "Dalton Gang" had wrecked and robbed trains in the old west. He had decided to see if it would work on a Frisco train. Unfortunately, it worked in disastrous proportion, and the boy went free!

The 1517, as did her runner, died an indignant and indecent death in that muddy cotton field at Holland, MO. I never saw her again and I would guess that due to changing economics on the railroad she

was not rebuilt. The last sound she made was not an attack on Lemay Hill to get her consist into Union Station on time, but one mingled with the fireman's screams, escaping steam, and drivers still turning as she lay on her side in that cotton field, July 23, 1948.

EDITOR'S NOTES:

- According to our records, 1517 was sold for scrap four years following the accident at Holland.

- Mr. Morgan served in World War II for five years, most of which was with the 730 Railway operating Battalion, as a general yard master and substitute train master. Just recently in 1995 the Russians, after fifty years, struck a new medal, in honor of the men who served there. Mr. Morgan is a recipient of that medal, authorized by Russian President Boris Yeltsin. Mr. Morgan also received the Legion of Merit medal from President Franklin D. Roosevelt for his service during the war.



Frisco Folk Walt Evans provides us with a rare photo of the museum's caboose 1139 (inset), in service at Pittsburg, KS, May 9, 1970.