

DOWN AT THE DEPOT

Burrton, KS
Station F538
Burrton Subdivision
Northern Division

On February 8, 1886, the Kansas Midland Railway Co. was incorporated. It was initially controlled by the Kansas Construction & Improvement Co., a New Jersey corporation, but on March 7, 1887, before construction of its property was commenced, control passed to the St. Louis and San Francisco Railway Co.

In 1893, the company defaulted payment of interest on its first mortgage bonds and on July 1, 1896, as the result of foreclosure proceedings instituted by the Mercantile Trust Company, trustee under the company's first mortgage, A.L. Wolfe was appointed receiver. On July 25, 1900, the company's franchises and property were sold at public



Frisco Depot, Burrton, KS, looking northwest with Frisco-Santa Fe junction in foreground. April 25, 1959. Lee Clerico photo

auction to Alfred R. Peck and Harry Bronner, who were the representatives of the holders of the company's first mortgage bonds. This sale was confirmed by a joint deed, executed August 9, 1900, by Jay F. Shearman, special master,

the company, and the Mercantile Trust Co., Trustee.

On August 6, 1900, an agreement was made between the purchasers of the company's franchises and property, and the St. Louis and San Francisco Railroad Co., providing for the sale of such franchises & property

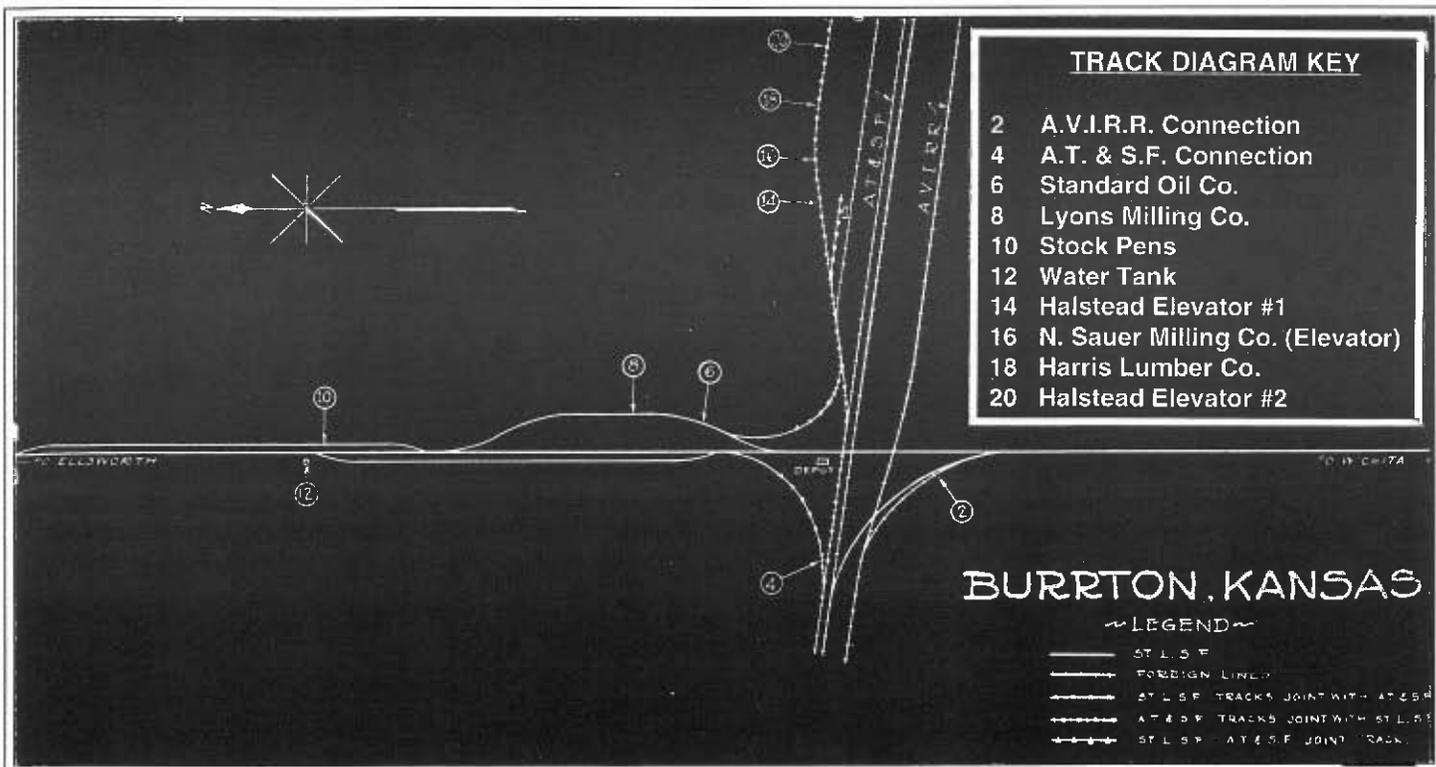
As a result, The Kansas Midland Railroad Company was organized by the purchasers. The foreclosed franchises and property were conveyed to that company on October 1, 1900 and by it to the St. Louis and San Francisco Railroad Co. on the same date.

On October 1, 1900, the property of the company consisted of about 106 miles of standard gauge, single track railroad, extending from Wichita to Ellsworth, KS.

Thirty-three miles northwest of Wichita, at the junction with the Santa Fe's east-west main line from



Frisco Depot, Burrton, KS, looking north. Train at right on Frisco line was a Wichita Chapter, NHRS, excursion to Ellsworth. April 25, 1959. Lee Clerico photo



Topeka, was located Burrton, KS, Station F538 on the Burrton Sub-Division, Northern Division. Operated jointly with the Santa Fe, the Frisco combination station at Burrton was actually two separate structures that had a unique design well suited for its junction

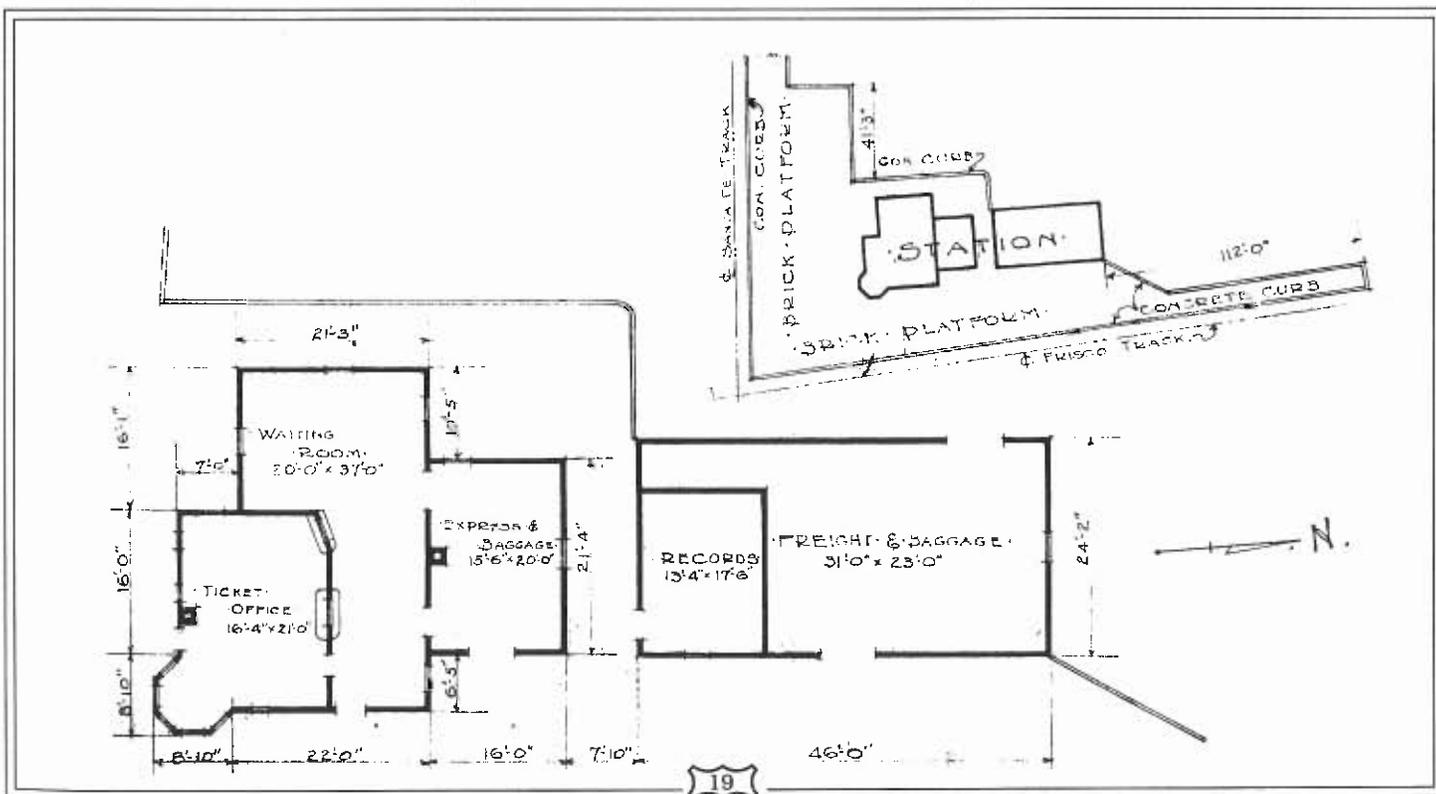
point operation.

The main structure consisted of an L-shaped waiting room, express & baggage room, and a ticket office that featured an unusual, yet useful, octagon shaped agents bay.

The second building, separated from the main

structure by a 7' 10" breeze way, housed a large freight and baggage room and records storage.

Both buildings were frame construction with 2" x 6" walls and featured a 1/3 hip roof design covered with shingles. The exterior was 6"



lap siding with a 3 1/4" M&B wainscoting. The interior walls were 3 1/4" M&B, floor was 3 1/4" yellow pine, and ceiling heights were 12'. Heating was wood/coal stoves, lighting was provided by oil lamps, and sanitary facilities were outside. The L-shaped brick platform had concrete curbs.

The Burrton facility also included a 10' x 12' section car house, a Fairbanks 40 ft. 80 ton track scale with scale house, pump house with a 50,000

gals. water tank, and two stock pens with chutes: one 42' x 45' and one 42' x 25' - total combined car capacity was twelve.

In the early 1900's, passenger service to Burrton was provided by trains 305-306, daily between Ellsworth and Galena, KS. From 1918 to 1934, daily service between Wichita and Ellsworth, via Burrton, was by motor car. The Ellsworth doodlebug was replaced in June, 1934, with mixed train accomodations

that remained until 1958 when all passenger service was discontinued.

It is interesting to note that between the fall of 1930 and summer of 1938, Burrton also had interurban service. Four daily runs were made by the Arkansas Valley Interurban Railway between Wichita and Hutchinson. The cars operated on Frisco trackage between Wichita and Burrton and on the A.V.I.R.R. line from Burrton to Hutchinson. ☞

Classic Frisco



It was 1947, at the corner of 9th and 22nd streets, Birmingham, AL, when this classic photo of the Frisco Freight Depot was taken by Frisco Folk Curtis Baker's grandfather.

Frisco 85' Auto Parts Boxcars

By Curtis Baker



SL-SF 9100, in service at Ft. Smith, AR, September, 1974. E. Stoll photo

If you were to make a list of all the things that make railroading interesting, somewhere near the top would be the sheer size of the equipment. An average yard engine is larger than the biggest trucks on the highway. Any self-respecting passenger car is at least 70 ft. long, with quite a number of modern freight cars reaching beyond that figure. Until the advent of the fully enclosed auto rack, the biggest of the big could arguably be the 86 ft. auto parts boxcar. First introduced back in the sixties, these cars were yet another example of how far the railroads would go to serve their customers. Specifically designed to handle auto body

components, which take up a lot of room but are light weight, these cars had a capacity of 50 to 70 tons, which makes them incredibly lightweight in comparison to their impressive size.

As most Frisco Folks know, the automobile industry has always been a major source of traffic on the Frisco. Consequently, beginning in 1964 and ending in 1970, the Frisco ordered a total of 48 of these cars, primarily to serve the Ford Motor Company. Five separate orders were placed with three different car builders.

Series 9100-9109 built in 1964 by Thrall Mfg. Co. at a cost \$29,400.00 each. Lightweight

was 112,800 lbs and capacity was 100,000 lbs.

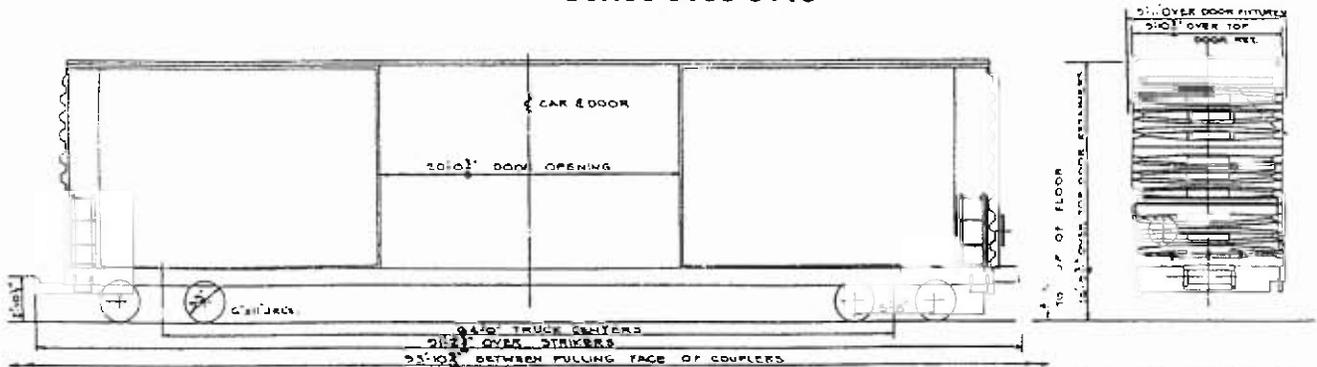
Series 9110-9119 built in 1965 by Thrall Mfg. Co. at a cost of \$30,202.00 each. Lightweight was 112,800 lbs. and capacity was 100,000 lbs.

Series 9120-9133 built by Pullman Standard between 1967 & 1968 at a cost of \$29,068.00 each. Lightweight was 118,000 lbs. and capacity was 144,000 lbs.

Series 9134-9138 built in 1969 by Greenville Steel Car Co. at a cost of \$28,112.00 each. Lightweight was 111,000 lbs and capacity was 150,000 lbs.

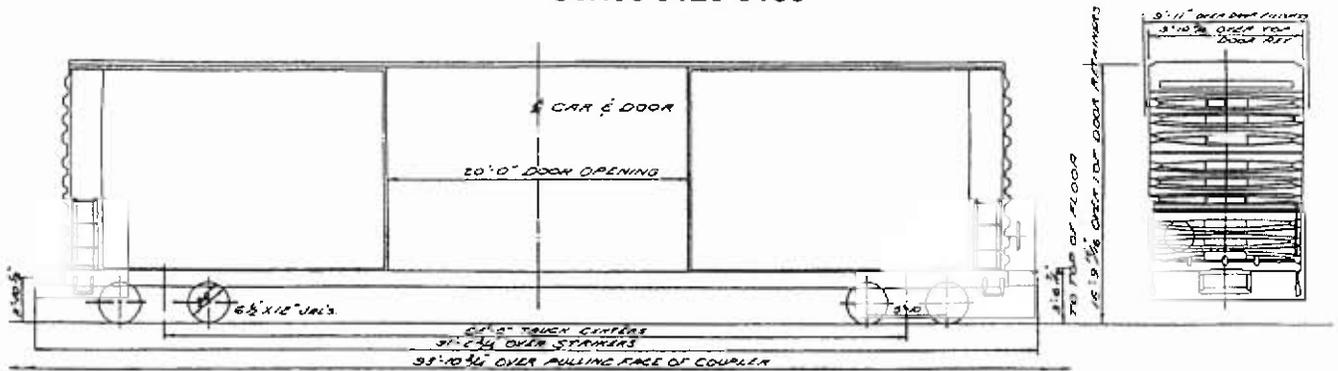
Series 9139-1947 built in 1970 by Greenville at a cost of \$28,112.00 each. Lightweight and capacity were the same.

Series 9100-9119



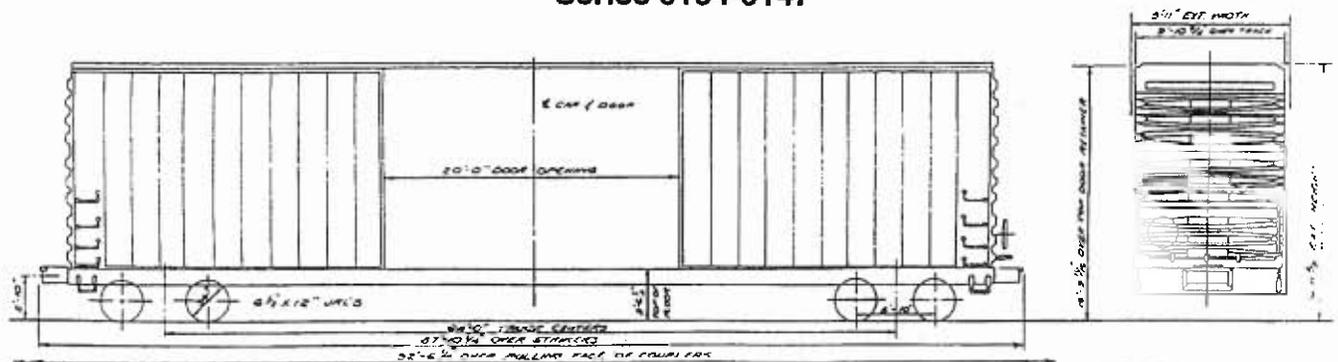
BUILDER TRAILER DATE	INSIDE			OUTSIDE				DOORS		CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	SIDE WIDTH	HEIGHT	CUBIC FEET	POUNDS			
1965	86'-6"	9'-2"	12'-9 1/2"	93'-10 1/2"	9'-4"	16'-10"	16'-11 1/2"	20'-0"	12'-9"	10000	100000	20	111,900	XML

Series 9120-9133



BUILDER PULL- MAN STD. DATE	INSIDE			OUTSIDE				DOORS		CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	SIDE WIDTH	HEIGHT	CUBIC FEET	POUNDS			
1967	86'-6"	9'-1 1/2"	12'-9 1/2"	93'-10 3/4"	9'-3 3/4"	16'-8 3/4"	16'-11 1/2"	20'-0"	12'-9"	10000	100000	14	117,800	XL

Series 9134-9147



BUILDER SPRINGVILLE STEEL CORP. DATE	INSIDE			OUTSIDE				DOORS		AAR CODE	CAPACITY		NUMBER OF CARS	AVERAGE LIGHT WEIGHT	AAR MECH DESIG
	LENGTH	WIDTH	HEIGHT	LENGTH OVER PULLFACE	WIDTH AT EAVES	HEIGHT AT EAVES	HEIGHT FROM RAIL TO OVERALL	SIDE WIDTH	HEIGHT		CUBIC FEET	POUNDS			
1970	86'-6"	9'-2"	12'-9 1/2"	92'-6 1/2"	9'-4 1/2"	16'-9 1/2"	16'-11 3/8"	20'-0"	12'-9 1/2"	A430	10000	100000	14	111800	XL

All of these cars shared standard dimensions: 86' 6" length - 9' 2" width - 12' 9" inside height - 20' x 12' 9" double plug doors.

When researching the auto parts cars prior to building the model, I discovered that although they are very similar to each other, there are some minor differences in cars built by each individual company.

The cars built by Pullman are the most noticeable in the bunch. They have a unique side sill design that is easily spotted in photos. Several of the cars have side ladders rather than grab irons at each end of the car. I also noticed a difference in door color and the lack of a white panel near the top of the car ends. For a good contract in paint and lettering refer to the prototype photos of car No. 9100 and 9104 (*Thrall built*), and No. 9142 (*Greenville*). Number 9104 wears the greatly simplified "late" scheme, while Nos. 9100 and 9142 are in the original livery. The best reference for any project is, of course, a photo and/or paint & lettering diagram. The museum's Research Service can be very helpful in this area.



**SL-SF 9142, in service at Argentine, KS, June 11, 1992.
Mike Condren photo, N.J. Molo collection.**

For modeling purposes it is easy to remember that the cars built by Thrall and Greenville look very similar to each other and are represented in model form by the Athearn 86 ft. Hi-Cube, kit #1974. Athearn has recently re-released these kits and they are now available after almost eight years in "non-production." The Pullman version was available some years ago in brass, but I do not know the manufacturer. The brass cars would have to be located through a dealer in used brass models or at swap meets.

The model of 9140 started as a basic Athearn undecorated kit. I first removed

the cast on grabs with an X-Acto chisel blade, and installed Detail Associates freight car ladders on both the sides and ends. I replaced the crossover grab with brass wire and installed A-Line brass stirrups. The most noticeable change to the "B" end of the car was the addition of a Detail Associates minor brake wheel and gear set. The cast on brake gear and wheel provided are lacking, and changing them out is a huge improvement. Like the prototype, these cars are light for their size, so I added 1/2 oz. lead weights at each end. You could use steel washers, pennies, or be lazy like me and use A-Line self adhesive weights. Simply glue any extra weight to the inside floor of the car with contact adhesive or double sided foam tape. It is important to note that adding weight will greatly improve tracking qualities of these big cars. The only other modification to the Athearn kit was the drawbar. I removed the "lugs" that make the trick pivot with the drawbar, as I have noticed that these lugs can cause the cars to derail when backing. (*This trick works on Athearn 86' flat cars as well!*)



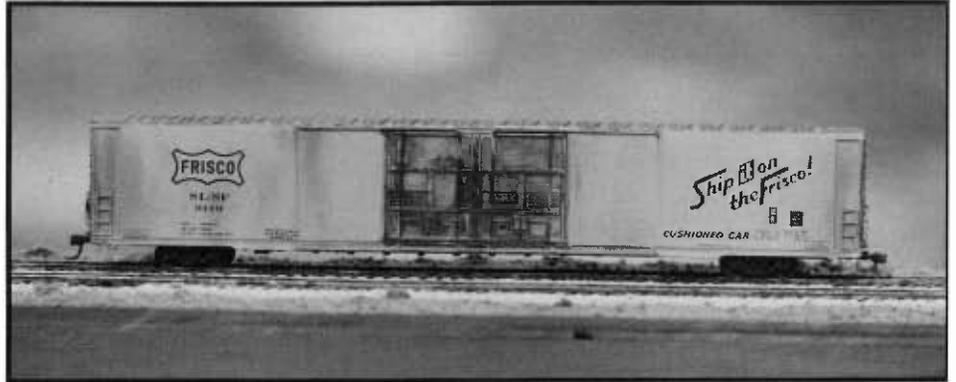
**SL-SF 9104, in service at Olathe, KS, March, 1994.
Rick McClellan photo, C. Baker collection.**

After the modifications are complete, it is time to head for the paint shop. I used Accuflex UP Armour Yellow for the car body and Accuflex Santa Fe silver for the doors and roof. Some cars originally had green doors. You can come close to this color by mixing a small amount of Floquil Reading or MKT green to a large dose of Floquil Foundation. Car #9142 has silver doors and #9104 is the "dirty-nasty" door color. If your car has the white "Excess Height" band on the ends, you can paint it on or use a wide stripe decal material if you are in a hurry.

For the lettering, I used Herald King decal set B-464, but you could also use Micro Scale set 87-137 if you want to model a car with the simplified lettering scheme. ACI labels and lube plates came from Herald King. After sealing

the decals with flat finish, I weathered my car with dry brushed chalks using photos as a guide.

There you have it! Another Frisco freight car to add to your Ship It On The Frisco fleet. 🐷



MAIL CAR



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

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

QUESTION: I was recently in a flea market and saw a Frisco "Pigs Are Beautiful" calendar for sale. Can you tell me where this pig thing came from?

ANSWER: **Pigs Are Beautiful** was a customer advertising campaign, started in 1972, to promote the Frisco's growing trailer on flat car piggyback service.

Although piggyback operations on the Frisco officially started in April, 1955, its revenue

FRISCO PIGS ARE BEAUTIFUL



potential was most realized in the early 1970's when it accounted for close to 14 million dollars in gross revenue. In order to enhance its service and attract new customers, the Frisco launched its **Pigs Are Beautiful** campaign in November, 1972, by mailing 5,000 copies of the Pigs Are Beautiful brochure shown on page 25.

The end result of the campaign, which lasted through the 1980 merger, was two-fold. One, Trailer on flat car service

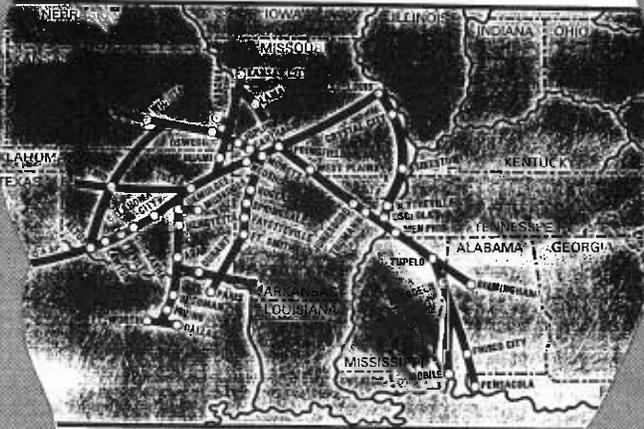
increased from 91,420 loadings in 1976 to 128,953 in 1979.

Second, the campaign generated a vast assortment of promotional materials and items that have become valued Frisco collectibles. Plastic piggy banks were used to promote the program along with patches, stickers, pins, cigarette lighters, playing cards, calendars, refrigerator magnets, coffee mugs, jackets, even Frisco Transportation Company trailers carried the Pigs Are Beautiful.



Pigs Are Beautiful trailers were placed in service in 1978

FRISCO T-O-F-C [PIGGYBACK] RAMP POINTS



SHIP IT FRISCO
PIGGYBACK

W. R. EILERS
Merchandise Traffic Manager
and Manager T-O-F-C Sales
808 Olive St.
St. Louis, Mo., 63101
Phone (314) 241-7800

B. J. GAIA
Asst. Manager T-O-F-C Sales

E. G. RIEGLER
T-O-F-C Sales Representative

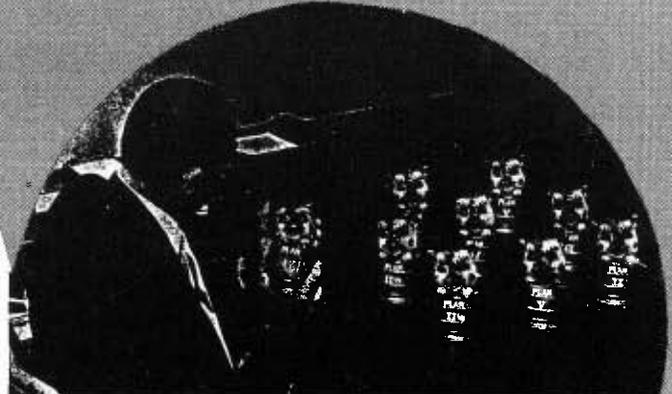


THERE ARE AT LEAST 14 GOOD REASONS FOR SHIPPING **FRISCO** PIGGYBACK

New no-mix rates is only one of them

In addition to FRISCO's new No-Mix Plan III $\frac{1}{2}$ Freight All-Kinds Rates (Single or 2-Trailer), here are 13 other advantages that save you handling, time and money when you ship FRISCO Piggyback:

- Strategic ramp locations, plus substitute service to many other points, provide off-track industries with all the advantages of rail service.
- In addition to all-rail rates and routes, joint rail-motor service is available to many points at attractive rates.
- Door-to-door pickup and delivery timed to your convenience.
- Exclusive use of trailer without paying a premium - no "topping" the load.
- You have complete control over routing.
- Daily scheduled trains speed your shipment to destination in any kind of weather.
- Computerized tracing service - fast - dependable.
- Rates and minimum weights designed to fit your product. You benefit by getting lower shipping costs.
- Large variety of trailer equipment available, including high cube vans, mechanical reefers, flat beds and open tops.
- Personalized service. Your shipment rides FRISCO's superhighway of steel rails.
- Combines the inherent advantages of rail and motor transportation.
- It's smooth. Customers report less damage.
- 45 interline connections with other Piggyback railroads ... also motor carriers ... to many points.



Take your pick of FRISCO'S Piggyback litter and SAVE!

PLAN I - Rail transportation of motor carrier trailers. (Plans III, III and IV also available to common and contract motor carriers).

II - A complete transportation service. FRISCO provides trailers and cars, as well as drayage from and to ramps; also loading and unloading of freight when included in rates.

III $\frac{1}{4}$ - Rates apply from ramp to ramp, and in addition include drayage at one end. FRISCO furnishes trailers and cars at no additional expense.

III $\frac{1}{2}$ - Rates apply from ramp to ramp. FRISCO furnishes trailers and cars at no additional expense. Shipper assumes cost of drayage from and to ramps.

III - Rates apply from ramp to ramp. Shipper furnishes trailers and assumes cost of drayage from and to ramps. FRISCO furnishes cars.

IV - Shipper provides trailers, cars and drayage from and to ramps; also cost of ramping and deramping trailers. However, when requested by shipper, the railroad will provide all of these services, except drayage, at additional charges specified in applicable tariffs.

V - Joint rates and routes with motor carriers.

☛ You tell us what you want - we'll plan to provide it.

May We PLAN on Handling YOUR Next Trailerload?

Contact your nearest FRISCO Sales Representative
for full information.

