



COMPANY SERVICE ROSTER



Frisco Chair #765, Paris, TX. date unknown. Photo from collection of Jay Williams

This is the sixth in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the *Company Service Department*... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

Ex-Chair Cars

The "Poor man's Parlor Car." That is what John White called the railroad Chair Car in his classic book *The American Railway Passenger Car*. According to White, "The chair car was aimed at the parlor car market and at those coach passengers who wanted something better than a stiff-backed double seat. The big attraction was added luxury at no extra charge. Each passenger had a reclining chair that

could be turned toward the scenery or the other way to converse with a neighbor across the aisle. At night it could be dropped back like a sofa, and while it was not as good as a berth, it was adequate for a snooze."

According to our records, between 1904 and 1923, the Frisco purchased fifty-six chair cars from American Car & Foundry and Pullman, as follows:

720-725

70' composite car
ACF built 1904
\$11,288.00 each

726-735

70' composite car
Pullman built 1906
\$12,041.00 each

736-750

70'6" composite car
Pullman built 1907
\$11,827.00 each

751-769

70' all steel car
ACF built 1909-1916
\$13,380.00 each

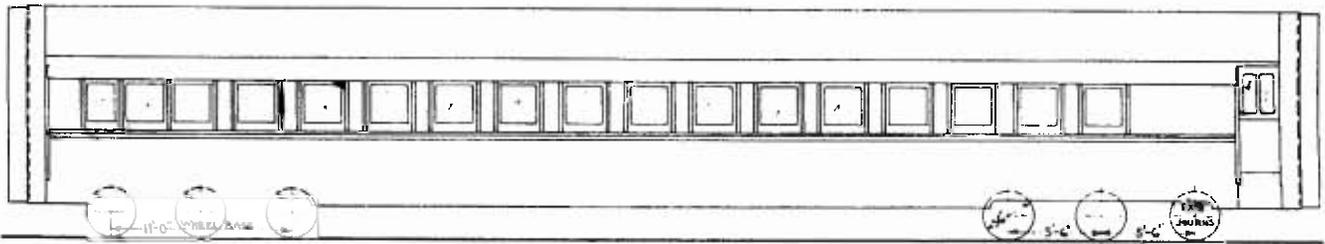
770-775

70' all steel car
ACF built 1923
\$23,882.00

The fleet of Chair Cars provided *Poor Man's Parlor Car* service on the Frisco for over sixty years. Many of the last series of steel units were rebuilt as coaches by the Frisco in the late 1930's, three (752, 754, & 757) were streamlined for service on the *Firefly*, and thirteen carried the *war years* Zephyr Blue & Gray paint scheme. (Nos. 751, 752, 753, 754, 759, 761, 765, 768, 769, 771, 773, 774, & 775) According to our records, the last in the series to be removed from revenue service was No. 767, dismissed June, 1967.

In the late 1940's and early 1950's, a number of the Chair Cars were converted to company service. According to our records, as many as fifteen were rebuilt for a variety of uses, as follows:

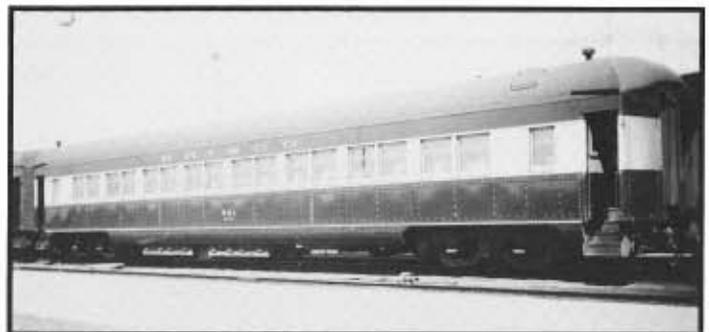
722 - 105282 724 - 102745
723 - 102743 725 - 105069



SLSF CHAIR/COACH 752, 754, 757
As rebuilt & streamlined for service on the Firefly



Frisco Chair #762, as rebuilt to Chair-Lounge Car,
May 31, 1935, Springfield, MO. Frisco photo



Frisco Chair #761, in war years Blue & Gray livery,
September, 1947, Springfield, MO. A. Johnson photo

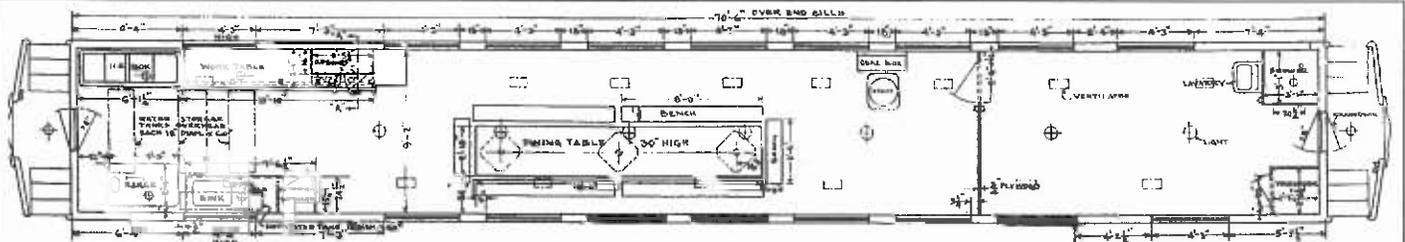
727 - 105297	735 - 105298	744 - 105280	745 - 105281	Diner-Bunk, Kitchen-Diner, Diner-Office, Coach-Bunk, and Bunk-Cars. ☞
729 - 105019	739 - 105021	Their company service		
730 - 105279	740 - 105048	uses included Coach-Office-		
734 - 105049	741 - 105283	Bunk, Office-Bunk, Kitchen-		



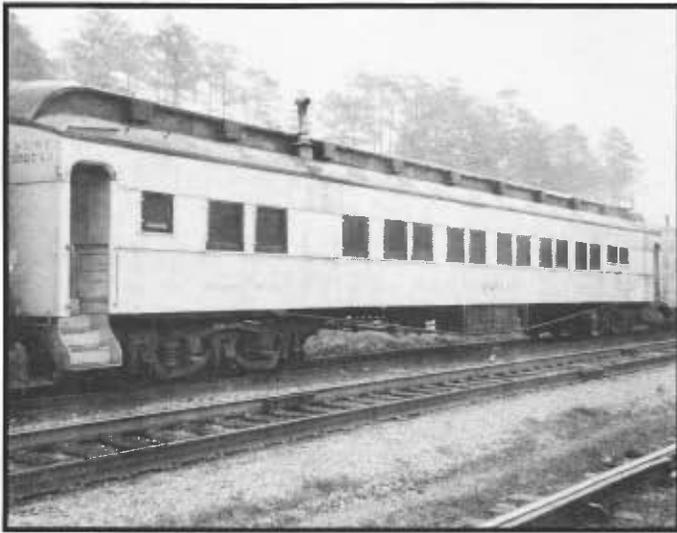
SLSF 105281 Kitchen-Diner, ex-Chair 745, in service at
Hybart, AL, February 7, 1963 Frisco photo



SLSF 105281 Kitchen-Diner, Dining Room,
February 7, 1963, Hybart, AL. Frisco photo



ex-SLSF CHAIR CAR 745
As rebuilt to Kitchen-Diner 105281



**SLSF 102743 Bunk Car, ex-Chair 723, in service on the System Steel Gang, date & location unknown.
Frisco photo**



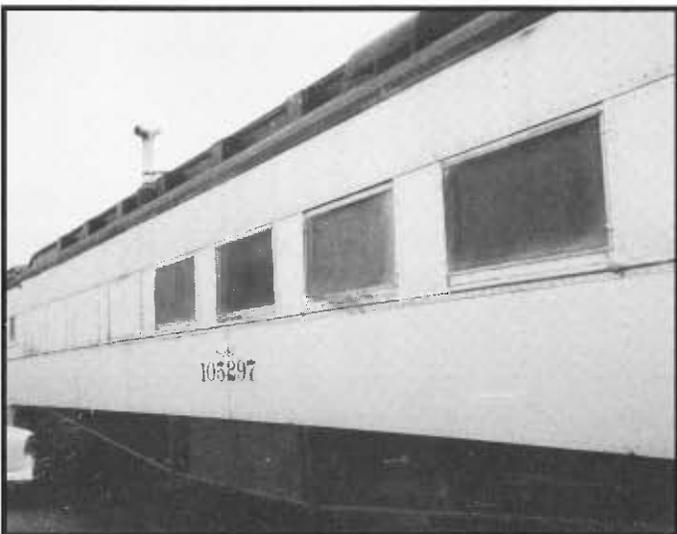
**Interior view, SLSF 102743 Bunk Car
Frisco photo**



**SLSF 105048 Kitchen-Diner-Bunk Car, ex-Chair 740, in service at Pensacola, FL, February 7, 1963.
Frisco photo**



**Interior view, SLSF 105048 Kitchen-Diner-Bunk Car
Frisco photo**



**SLSF 105297 Office-Bunk Car, ex-Chair 727, in service at Ft. Smith, AR, date unknown.
Frisco photo**



**Interior view, SLSF 105297 Office-Bunk Car,
Frisco photo**

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.

The Moving of a Frisco Northern 4524

QUESTION: I recently visited the museum and while there, saw the 4524 steam locomotive at near-by Grant Beach Park. My question is this: How in the world did they get that big thing in there? It must weigh 100 tons! I didn't see any tracks close by.

ANSWER: Simple. They drove it down the middle of the street! Using panel track and compressed air, they "drove" the 410 ton locomotive and tender down the middle of Calhoun St., south of its current location, from a connection with the West Belt Line tracks one half mile to the west. ☞



Frisco 61000-61899 Gondolas

By Curtis Baker

In 1949, the Frisco placed an order with Pullman Standard Car Co. for 400 open gondola cars. They were all steel, with steel floors and drop ends to accommodate overlength loads. Series 61000-61399 carried a light weight of 55,400 lbs., cost \$6,000.00 each, and were delivered in an all black paint scheme with white reporting marks and coonskin logo.

The first order was followed in the spring of 1953 by a second group of 200 units, series 61400-61599. They cost \$800.00 more than the first series, had an increased light weight of 56,500 lbs., and were also delivered in the black and white livery.

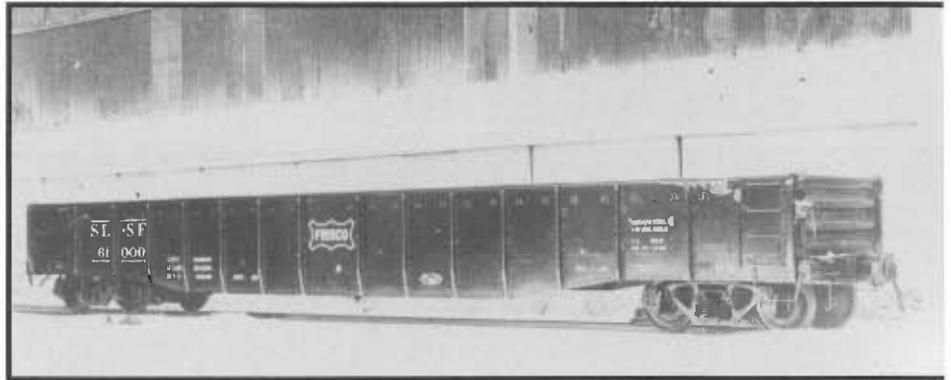
The third and final order in the series were completed in the fall of 1953, series 61600-61899. Two noticeable differences in this series were the cost, \$7,547.00, and they were delivered in a tuscan red with white reporting marks and a white-on-black coonskin logo.

As was the case with the highly utilitarian gondola, the 61000 series was used throughout the system for a variety of both revenue and company service needs. Between 1964 and 1969, twenty of the cars in the 61400-61899 series were rebuilt with wood floors for glass loading, Pittsburgh Plate Glass Co., and were renumbered 62000-62019.

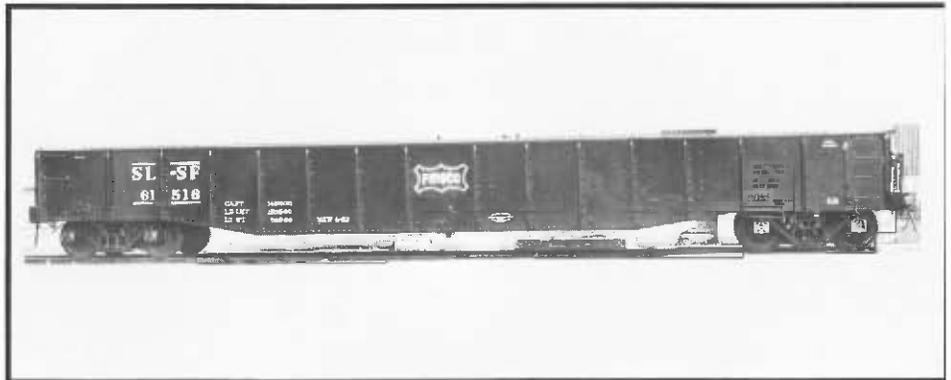
At merger, there were still 375 units in service which were renumbered BN series

562400-562826. Many were converted to company service and a few were repainted in the popular bill-board lettering style of the 64000 series cars built by Pullman in 1957.

Those whose condition and tenure of service did not warrant a complete new paint job simply had their reporting marks preserved, as is the case in the photo of car No. 61143



SL-SF 61000, 1949, Pullman-Standard photo



SL-SF 61516, April, 1953, Pullman-Standard photo



SL-SF 61624, November, 1953, Pullman-Standard photo



SL-SF 64085, in bill-board lettering scheme, September 11, 1957. Pullman-Standard photo



SL-SF 61143, October, 1980, Ft. Scott, KS. Charles Durrenburger photo, N.J. Molo collection

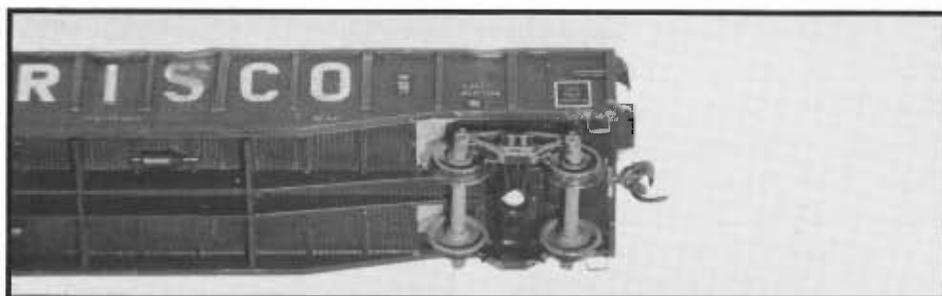
Modeling this gondola series presents the modeler with a compromise. I wanted to capture the "low slung" look of the prototype, but I did not want to have to do a lot of modification to get a finished model. Athearn produces a 50 ft. gondola, but it has fixed ends and it is 2 ft. too short. Con-Cor produces a gondola that is the correct length with drop ends. After some (*not much*) deliberation I opted for the Con-Cor model and purchased three kits, #9027 (*data only*) in tuscan red. The kits are available at most well stocked hobby shops, or your dealer can order them from Walthers. The suggested retail price is \$5.98, which is reasonable for the overall quality of the kit. In my deliberations, I also decided to letter my model in the bill-board design.

There are at least three compromises in the Con-Cor model. It sits too high on its trucks, and unlike the Frisco prototypes, the side ribs do not extend down to the bottom edge of the car sides, but rather stop even with the bottom of the car floor. The Frisco prototypes have 15 panels per side, while the Con-Cor model only has 14. Lowering the car is fairly easy to accomplish. The side ribs could be removed using an X-Acto chisel blade, and new full length ones made with

Evergreen styrene strips. Changing the number of side panels would be possible, if you want to take the extra time. Buying the kits pre-painted with some data already printed on them was a shortcut, and when I weighed the choice of cutting up two Athearn cars to get one Frisco car, or to live with the inaccuracies of the Con-Cor model, I chose the Con-Cor kit. My goal is to get as close to the prototype as possible without having to scratchbuild every car in my fleet. The overall effect is pleasing and it does capture the overall look of a Frisco gondola.

Let's get started by laying out all of the kit parts on the workbench. As I mentioned earlier, this car, like several others offered by Con-Cor, sits much too high on its

trucks to look realistic. The reason lies in the cars original manufacturer, the Revell Models Co. This car was first sold by Revell back in the 1960's, and that was when truck mounted couplers were the accepted practice. The cars design had to allow for the truck/coupler assembly (*called Talgo Trucks*) to pivot freely. While this system of truck mounting couplers allowed the cars to operate on tight trainset curves, it did cause the car to sit much too high. Con-Cor has corrected some of the problems for us by designing a new floor that allows body mounted couplers. This does not solve the height problem, but it does give us an advantage for lowering the car. The first modification is to cut the floor casting 1/8" behind the



truck pivot post hole. This will give us a square part, that includes the coupler box, which we will glue directly to the underside of the car. After we have installed these new floor pieces to the underside of the car, we will install the car weight. Use a contact type adhesive like Walthers Goo to secure the weight. Now look at the portion of the underframe that we have left. The centersill and remaining underframe will have to be modified to allow clearance for the wheels. From each end of the underframe, remove 1/2" of material on each side of the centersill. These cutouts will allow for the pivot of the trucks. Now install the underframe and centersill on the underside of the car. We will have to use a solvent type cement, such as Testors, to secure the underframe in place. The truck pivot posts will have to be shortened. Try test fitting one of the trucks and remove material from the posts until you get to an acceptable height. Remember not to remove too much at first. We want the car lowered, but the trucks must be able to swing freely. I removed about 1/16" on the cars that I built.

Install Kadee #5 couplers in the coupler boxes and install the trucks. I chose to remove the cast on stirrup steps, and installed wire ones from A-Line.

Since the car is already painted and has some dimensional data already on it, decaling is a breeze. I chose Herald King set G-460 decals for the FRISCO lettering, and used separate Herald King ACI labels and wheel dot decals.

For an as delivered car, I would start with either a Con-Cor #9025 (*data only*) in black

for the first two series, 61000-61599, or a Con-Cor #9027 (*data only*) tuscan red for the last series, 61600-61899. You could use the Herald King G-460 decals for the reporting marks and use a coonskin logo from another source. The as built cars had a 3' 4" coonskin, white outline on the black cars and white on black for the last series.

As I model the 1970's, I chose to distress and weather my cars. Gondolas tend to see some of the roughest service on the railroad, and most of the ones seen every day are beaten, dented, dirty, and just plain nasty looking. I created the dents and side bulges with a soldering iron placed inside the car, but not touching the plastic. As the plastic softened, a nail head was rubbed along the inside of the car, between the side braces to simulate the bulged out sides.

Dents along the top edges of the car sides were created by tapping the iron along the car body. This is not a procedure for the faint of heart, and I would recommend practicing on a scrap car first. Details Associates wire cut levers were installed to add a finishing touch.

Weathering was done with chalks sealed with flat finish (*Dullcoat*), a wash of alcohol and India ink mixed 10-1, and drybrushing various black and grey paints. Interior car rust was accomplished with a Con'te pencil (*pronounced con-tay*) rubbed along the inside and smeared by hand rubbing.

Whether your gondolas will be hauling scrap steel from Kansas City, or a load of crossies on the Ft. Worth Sub-Division, they will blend in well, and be readily recognized by any Frisco fan. ☐



AUTHOR'S NOTE: After this article was made ready for publication, Sunshine Models announced the release of a 52 ft. drop end gondola modeled after a Greenville Steel Car Co. prototype. While this kit is not a Pullman-Standard car, it does have the correct number of side panels, drop ends, and is as close as a modeler can come to the Frisco prototype, without a lot of modification. The kit retails for \$25.00. Hats off to Frisco Folk Marty Lofton and Sunshine Models.

Remembering *THE Firefly*

By James Gibbons

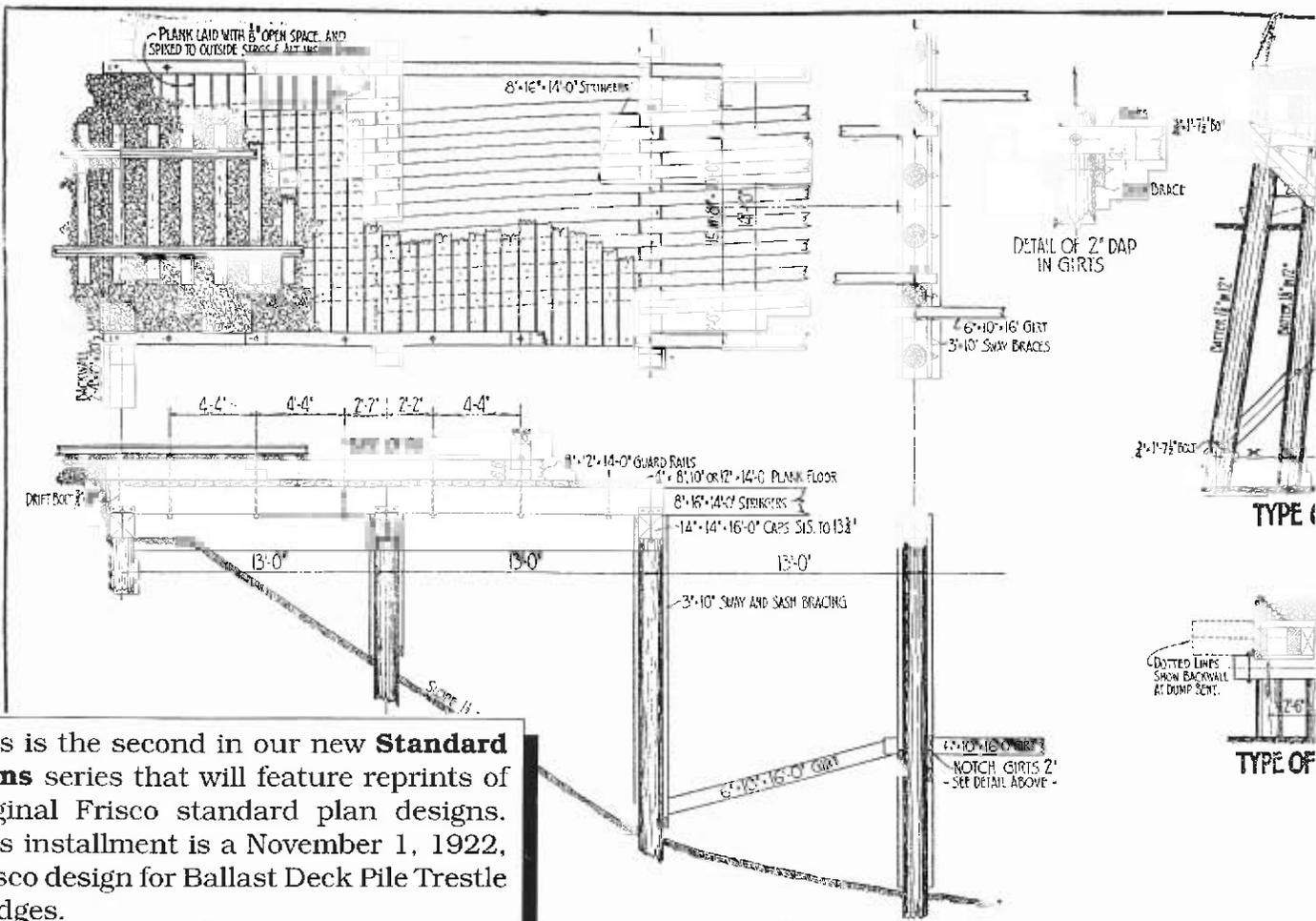


John Robert Gibbons, a museum Fireman Frisco Folk, was an actual fireman on the Frisco during and shortly after World War II. He had taken this position during the war as a "Critical Occupation," which would satisfy his obligation for military service. He progressed up the ladder to the position of "outside hostler," the one who brought engines from the yard to the station, to be driven by the engineers.

One of the engines which he fired during his tenure on the Frisco was No. 1031, one used to pull the *Firefly*. It was an easy engine to fire, being an oil burner, but had some difficulties, particularly those caused by streamlining. One such problem occurred when the bell rope at the front of the engine came undone, requiring that it be reattached. This rope ran from the engine front to the cab, through a steel housing. J.R. had to crawl up to the front of the engine through this metal housing or shroud which covered the boiler, so that he could reconnect the bell rope. It was definitely a "hot" job for a fireman!

The above photo shows J.R. (*in the hat near the cowcatcher*) making some last minute checks of the front of the locomotive. It was taken in the small Oklahoma town of Sapulpa, near the end of the daily run of the *Firefly*. As can easily be seen from the photo, the engine drew more than its fair share of attention, even after it had been in service for a while. Its entrance into a town was always a big event.

At the end of the *Firefly's* lifespan, J.R.'s eldest son, Robert H. Gibbons, a local historian, recalls as a young boy seeing one of the three *Firefly* engines while it was being scrapped at the South Shops (*just west of the old railroad depot on Main and Water Streets, Springfield, MO*). It was about 1949 or 1950, which would have made Robert either 6 or 7, since he was born in 1943. He was particularly impressed with the recollection of powder blue (*some call it Robin egg blue*) curtains which separated the engine cab from the tender, in stark contrast to the Zephyr Blue and silver color scheme of the locomotive itself. ☺



This is the second in our new **Standard Plans** series that will feature reprints of original Frisco standard plan designs. This installment is a November 1, 1922, Frisco design for Ballast Deck Pile Trestle Bridges.

BILL OF MATERIAL FOR ONE PILE BENT - (PILES NOT INCLUDED)

SPAN NO.	NO. OF STRINGS	SASH AND SWAY BRACES NUMBER REQUIRED	DIM. TO FEET				NO. OF PILES						
			16'	20'	22'	24'							
6	1		262							18			
7	1		262							18			
8	1	2	342							52	24		
9	1	2	342							52	24		
10	1	2	352							6	52	24	
11	1	2	352							6	74	52	24
12	1	2	352							6	74	52	24
13	1	2	352							6	74	52	24
14	1	2	352							6	74	52	24
15	1	2	352							6	74	52	24
16	1	2	352							6	74	52	24
17	1	2	352							6	74	52	24
18	1	2	352							6	74	52	24
19	1	2	382		12					6	74	52	24
20	1	2	382		12					6	74	52	24
21	1	2	382		12					6	74	52	24
22	1	2	382		12					6	74	52	24
23	1	2	382		12					6	74	52	24
24	1	2	382		12					6	74	52	24
25	1	2	382		12					6	74	52	24
26	1	2	382		12					6	74	52	24
27	1	2	382		12					6	74	52	24
28	1	2	382		12					6	74	52	24
29	1	2	382		12					6	74	52	24
30	1	2	382		12	12				6	74	52	24
31	1	2	382		12	12				6	74	52	24
32	1	2	382		12	12				6	74	52	24
33	1	2	382		12	12				6	74	52	24
34	1	2	382		12	12				6	74	52	24
35	1	2	382		12	12				6	74	52	24
36	1	2	382		12	12				6	74	52	24
37	1	2	382		12	12				6	74	52	24
38	1	2	382		12	12				6	74	52	24
39	1	2	382		12	12				6	74	52	24
40	1	2	382		12	12				6	74	52	24

BILL OF LUMBER FOR DECK

NUMBER OF SPANS	TOTAL LENGTH	NUMBER OF STRINGERS 8" x 16" x 14'	NUMBER OF GUARD RAILS 8" x 2" x 14'	FLOOR PLANK 14'-0" LONG, FEET B.M.	TOTAL FEET B.M.
1	14 FT.	10	2	774	2491
2	27	20	4	1492	4976
3	40	30	6	2210	7361
4	53	40	8	2928	9796
EACH SPAN ADDITIONAL	13 FT.	10	2	718	2435

BILL OF HARDWARE FOR DECK

NUMBER OF SPANS	WROUGHT IRON		CAST IRON		TOTAL LBS. WROUGHT IRON	TOTAL LBS. CAST IRON		
	BOAT SPIKES 4" x 10" x 20"	BOAT SPIKES 3/8" x 2 1/2"	WASHERS 3/8" x 2 1/2"	WASHERS 3/8" x 2 1/2"				
1	8	4	6	8	35 LBS.	74	110 LBS.	24 LBS.
2	12	6	12	12	67	42	149	42
3	16	8	18	16	99	60	188	60
4	20	10	24	20	131	76	227	76
EACH SPAN ADDITIONAL	4	2	6	4	32 LBS.	18	39	18 LBS.

BILL OF MATERIAL FOR TWO BACKWALLS

PLANK 4" x 10" x 20"	TOTAL FEET B.M.	NUMBER OF BOAT SPIKES 3/8" x 2 1/2"	POUNDS OF BOAT SPIKES
NUMBER OF PILES	4	16	5 1/2 LBS.

LOADING - COOPER'S E-60

BENDING MOMENT { DEAD - - - 26,500 FT. LBS.
LIVE - - 285,000 FT. LBS.

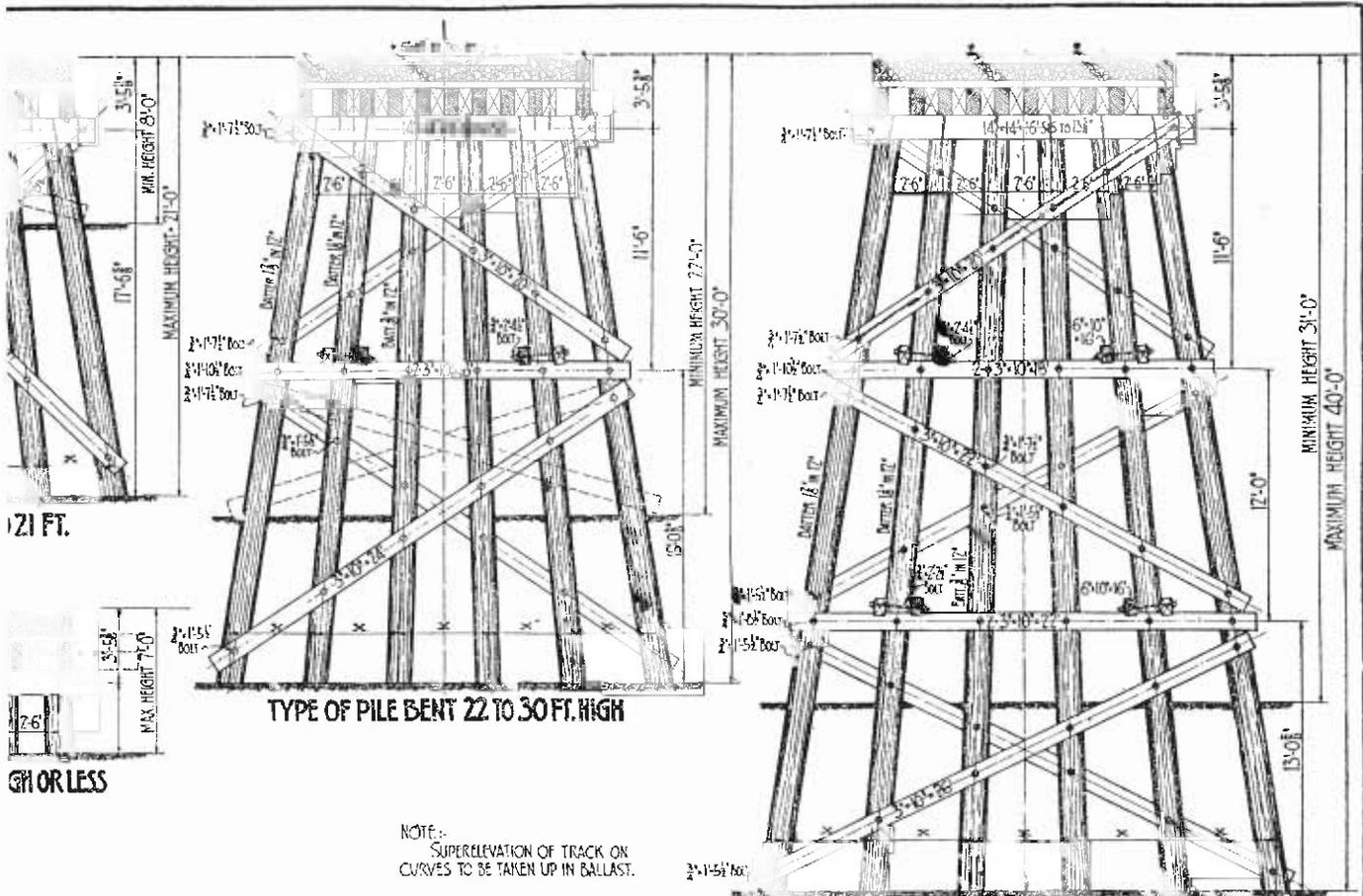
FIBRE STRESS { DEAD LOAD ON 10 STRINGERS
LIVE LOAD ON 8 STRINGERS
DEAD LOAD - - - 163 LBS PER FT.
LIVE LOAD - - 1250 " " " " " "
TOTAL - - 1413 LBS PER FT.

LOAD ON BENT { DEAD LOAD - - - 26,500 LB.
LIVE LOAD - - - 147,500 " "
TOTAL - - 174,000 LB.

LOAD PER PILE - - 14.5 TONS

SPACING OF PILES AT GROUND LINE

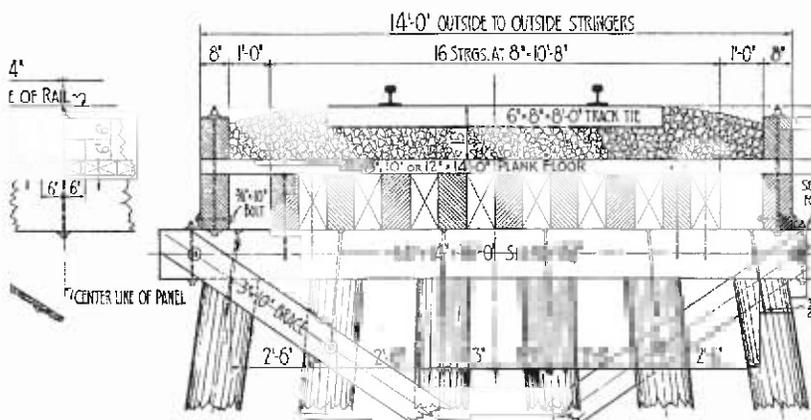
SPAN NO.	DISTANCE 'X'
6	7'-6"
7	7'-6"
8	7'-9"
9	7'-9 1/2"
10	7'-10"
11	7'-11"
12	3'-0"
13	3'-0 3/4"
14	3'-1 1/2"
15	3'-2 1/4"
16	3'-3"
17	3'-3 3/4"
18	3'-4 1/4"
19	3'-5 1/2"
20	3'-6"
21	3'-6 1/2"
22	3'-7 1/4"
23	3'-8 1/4"
24	3'-9"
25	3'-9 3/4"
26	3'-10 1/4"
27	3'-11 1/4"
28	4'-0"
29	4'-0 1/2"
30	4'-1 1/4"
31	4'-2 1/4"
32	4'-3"
33	4'-3 3/4"
34	4'-4 1/4"
35	4'-5 1/4"
36	4'-6"
37	4'-6 3/4"
38	4'-7 1/4"
39	4'-8 1/4"
40	4'-9"



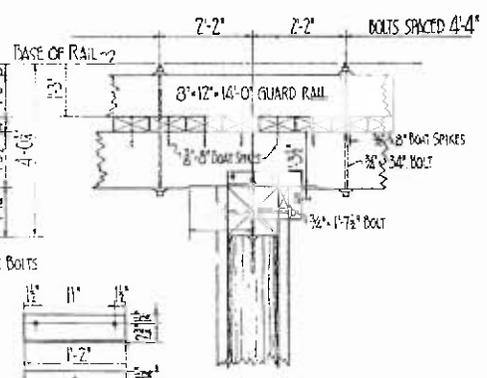
TYPE OF PILE BENT 22 TO 30 FT. HIGH

TYPE OF PILE BENT 31 TO 40 FT. HIGH

NOTE:-
SUPERELEVATION OF TRACK ON
CURVES TO BE TAKEN UP IN BALLAST.



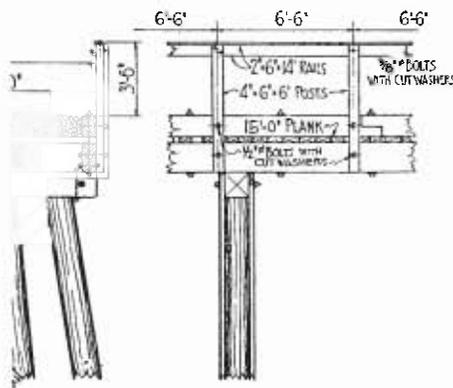
CROSS SECTION OF DECK



FRAMING OVER BENT

DETAIL OF ANGLE SPLICE
4" x 4" x 3" x 1-2" L

END



RAILING FOR WALKWAY

... GENERAL NOTES ...

ALL TIMBER INCLUDING SWAY AND LONGITUDINAL BRACES TO BE TREATED WITH CREOSOTE OIL. CAPS WILL BE PURCHASED SURFACED ON ONE SIDE TO 13 1/2 INCHES AND MUST NOT BE DAPPED IN FIELD FOR PILE HEADS. STRINGERS WILL BE DAPPED AT ENDS TO 15 1/2 INCHES BEFORE TREATMENT. THE TOPS OF PILES WHERE CUT OFF SHALL BE GIVEN TWO COATS OF HOT CREOSOTE OIL IN THE FIELD AND A THIRD COAT OF A MIXTURE OF THREE PARTS HEAVY ROAD OIL AND ONE PART CREOSOTE OIL. THE SURFACE OF TIMBER WHEREVER BROKEN OR CUT SHALL BE GIVEN TWO COATS OF HOT CREOSOTE OIL.

ALL BOLT HOLES SHALL BE FILLED WITH CREOSOTE OIL AND BOLTS AND SPIKES DIPPED IN CREOSOTE BEFORE PLACING.

OPEN HOLES OF ANY KIND TO BE COATED WITH CREOSOTE OIL AND FILLED WITH CREOSOTED WOOD PLUGS.

DO NOT CHAMFER TOPS OF PILES.

THIS PLAN CONFORMS TO THE RECOMMENDATIONS OF THE AMERICAN RAILWAY ENGINEERING ASSOCIATION.

ST. LOUIS - SAN FRANCISCO RAILWAY
BALLAST DECK
PILE TREESTLE BRIDGE
WITH CREOSOTED TIMBER & PILING

ADOPTED, NOVEMBER 1, 1922

APPROVED: *Joseph Hamilton* CHIEF ENGINEER
John H. Hamilton GENERAL MANAGER
W. H. Hamilton VICE-PRESIDENT
G. M. H. H. PRESIDENT