



**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 - 1920

In 1920, new freight depots were built at Truman, Marked Tree, LePanto, and Tyronza, AR, Springfield, MO, and Okmulgee, OK.

### 50 YEARS - 1945

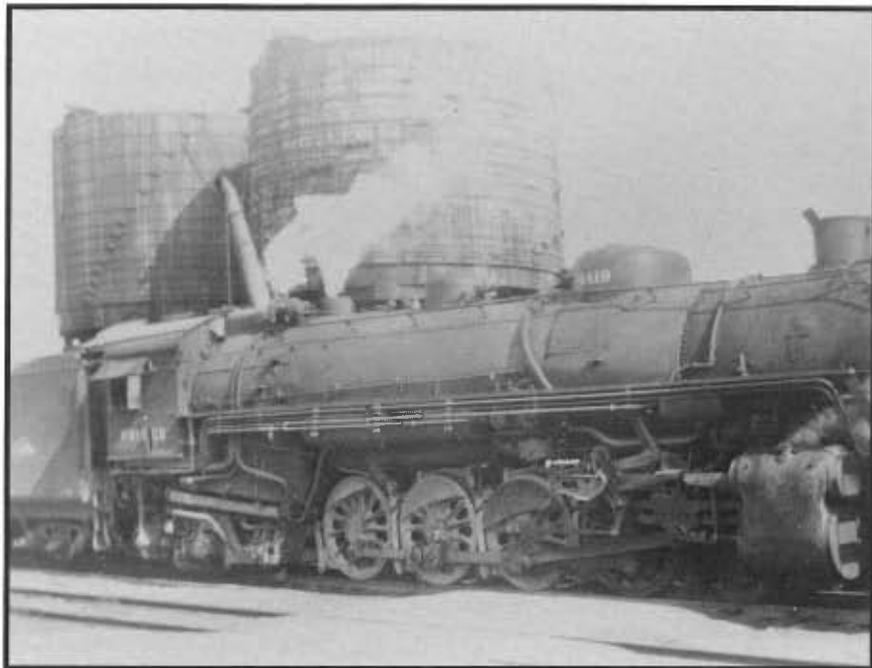
In 1945, a second fifty thousand gallon water tank was installed at Mountain Grove, MO.

### 25 YEARS - 1970

May 3 through May 9, 1970, was proclaimed Frisco Week in Springfield, MO, in commemoration of the Frisco's centennial year of operation in the city. On May 3, 1870, the first passenger train arrived at a new frontier town called North Springfield.



*Historic marker, located in front of museum, commemorating the arrival of the Frisco in Springfield*



*Frisco 4419 taking on water in this rare 1948 photo of the double water tanks at Mt. Grove, MO. Howard Killam photo*



**100**



**YEARS**

**THE FRISCO AND SPRINGFIELD  
A CENTURY TOGETHER  
1870 - 1970**





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.

## Gondola Loads

Gondolas have always been of special interest to modelers due to the wide variety of loads that they carry and the load normally being visible. Making or modifying commercial gondola loads is simple and results in a wider variety of loads than can otherwise be found. We will look at three different loads that are currently shipped on the Springfield Terminal Division of the Frisco.

The load of company crossties in SLSF 66007 (*Figure 1*) is made from .030" ABS plastic and commercially produced crossties. There is no need to fill the car with crossties. A false floor can be made from .030" ABS or styrene to lay inside (not glued to) the car. Since both ABS and styrene tend to be flexible, the floor was stabilized with two lengths of Plastruct 1/4" x 1/4" square tubing (*Figure 2*). The square tubing also serves to raise the false floor up to a prototypical height. ACC glue was used to attach Kappler #54 ties to the floor. These ties measure a scale 8' 6" and fit the width of the MDC gondola

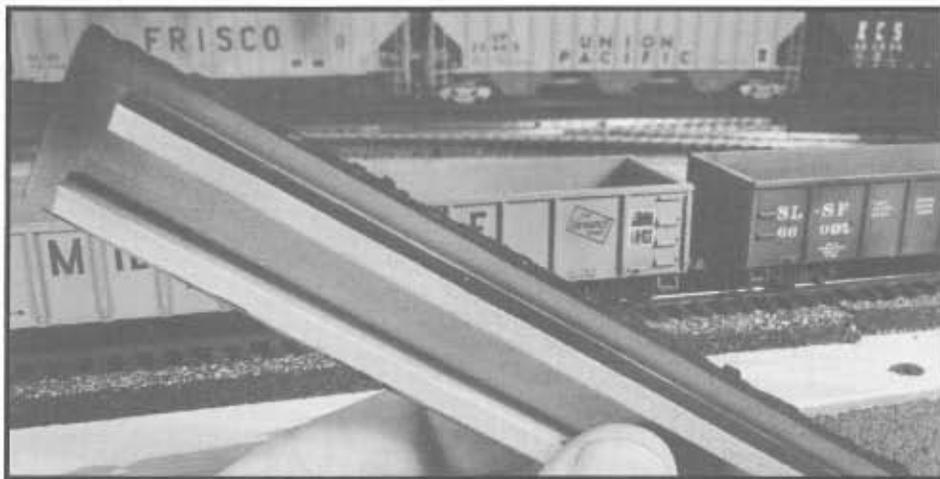
perfectly. Only one complete course of ties were glued to the false floor (*Figure 3*) with several random ties glued on top, some at an angle, others parallel to the main load. After the glue dried, the sides and top of the tie load was painted with Floquil Engine Black and

later with Floquil Crystal Cote. The shiny black surface represents creosoted ties fresh from the tie yard. The load can be easily removed by tipping the car over by hand.

The wire rope load in SLSF 66000 (*Figure 4*) represents coils of galvanized wire



*Figure 1*



*Figure 2*



*Figure 3*

rope that are shipped in open gondolas. These coils are made from 30 gauge floral wire and are a scale three feet in width. (I found floral wire at my local home building center) They can be made by coiling the floral wire around a pencil. I made each of my coils by wrapping the wire five times around a pencil and than wrapping a small piece of excess length around the five coils to tie it together. The MDC gondola will hold three rows of wire rope on the floor with two rows stacked on top. Since making individual coils is a time consuming process, I decided to coil enough floral wire on a pencil and solder it together for each of the bottom three rows of the load. These rows look slightly different than the individually coiled rows, however, the bottom rows are not viewed directly so the illusion of a full load of coils remains. The three bottom rows were ACC glued to a piece of ABS plastic cut to provide a false gondola floor. This false floor lays directly on the floor of the car with no stiffening added. Individually made coils were then stacked on top of the three bottom rows of coils with more ACC glue dripped on them to bond the entire load together. The final load was painted Floquil Old Silver to represent a galvanized finish on the wire rope (Figure 5). This load can also be removed by tipping the car over by hand.

The junk load in MILW 92115 (Figure 6) is a commercial scrap load made by Chooch #7069. This load looks good right out of the package but a friend, Joe Robertson, showed me how to make this load look even better. Joe had several of these loads and noticed that

they were all cast in the same rusty color. Prototypical scrap loads are seldom one uniform color so Joe started hand painting some of the parts in different colors. Before long, the load had a considerable amount of color and was more representative of real scrap. The final version was lightly

airbrushed with Floquil Rust to give the appearance of being in the elements for a short time. (See Figure 7)

Good luck and when your customers have a load for an open gondola persuade them to...

SOUTHEAST... SOUTHWEST  
**Ship it on the Frisco!**

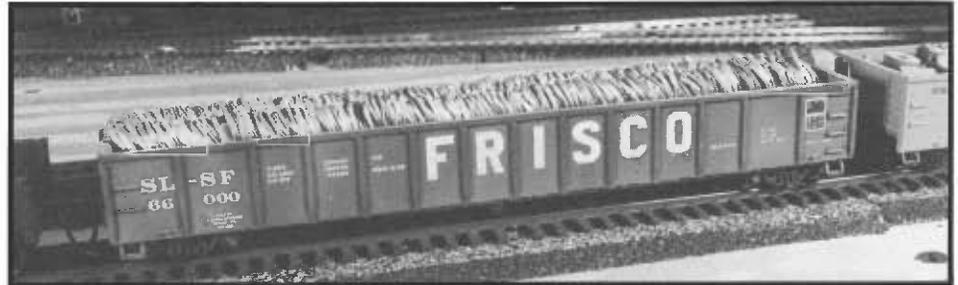


Figure 4

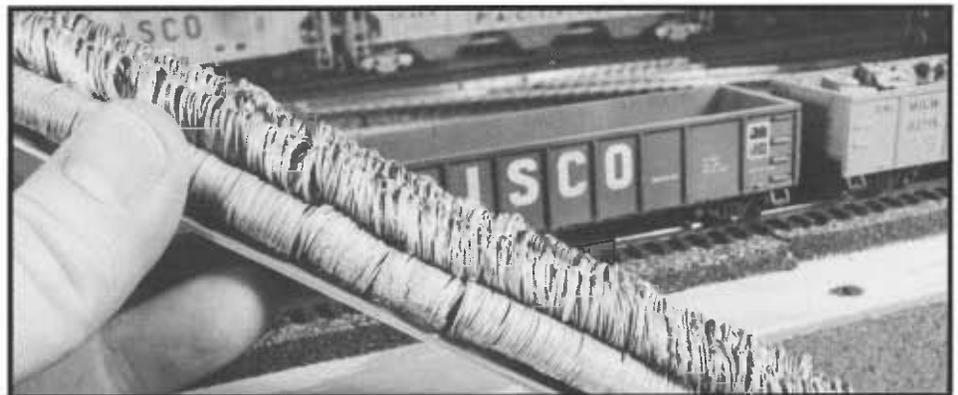


Figure 5

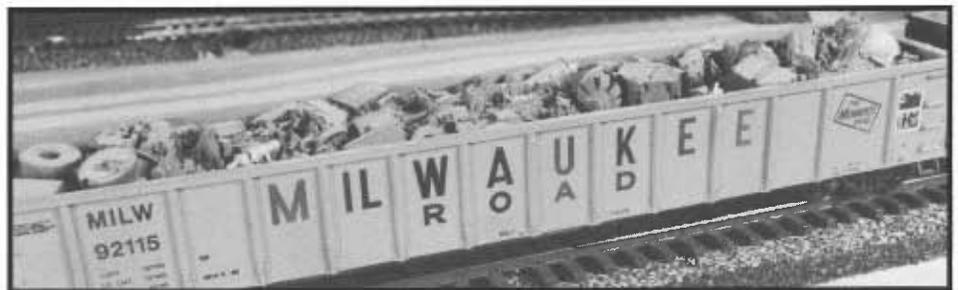


Figure 6



Figure 7

# DOWN AT THE DEPOT

## Pott's Camp, MS

Station C541

Tupelo Subdivision

Southern Division

The Kansas City, Memphis, and Birmingham Railroad Co. was formed under the laws of Mississippi and Tennessee, by the consolidation of the Memphis and Southeastern Railroad Co., a Tennessee Corporation, and the Kansas City, Memphis, and Birmingham Railroad Co., a Mississippi Corporation. Articles of consolidation, dated July 7, 1886, were filed in Mississippi and Tennessee on July 26, 1886.

On the date of consolidation, the company owned about 103 miles of completed standard gauge railroad, extending from Memphis, TN to Tupelo, MS, and about 41 miles of partially completed railroad extending from Tupelo to a point on the boundary line with Alabama. On September 1, 1928, the line officially became part of the Frisco.

Station C541 on the Memphis to Tupelo section was established in the early 1880's at Pott's Camp, MS, located on



Frisco Depot, Pott's Camp, MS, 1954

H.D. Connor Collection

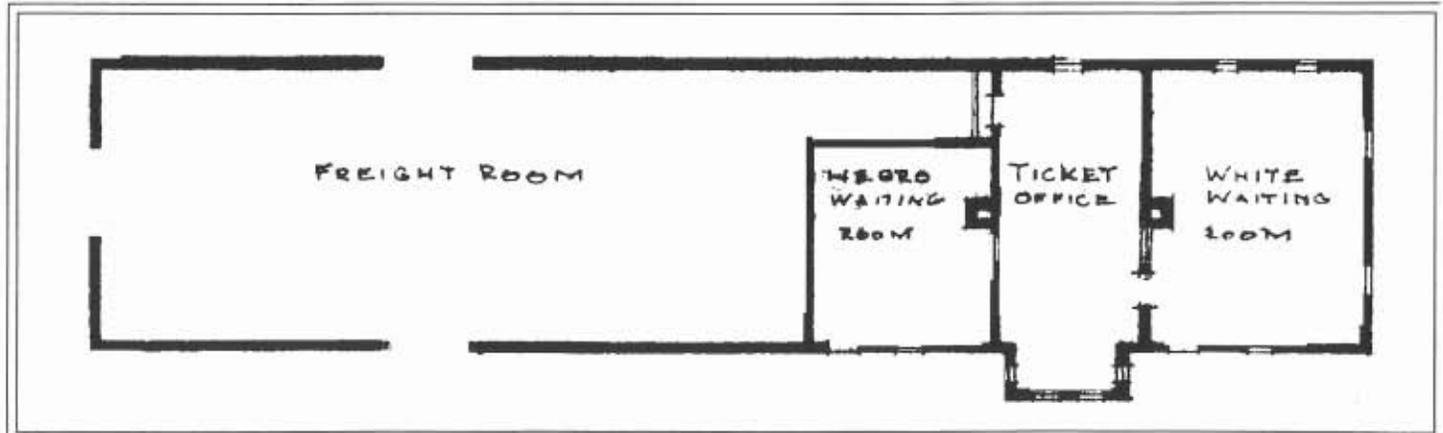
the Tupelo Sub-Division, Southern Division. According to our records, the first permanent depot at Pott's Camp was built in 1883.

The frame station was 86' 4" x 20' 2", was set on a pile head foundation, and had a 1/4 pitch gable roof design. The interior was divided into a large freight room on the northwest end, two waiting rooms (one "white" and one "Negro") on the southeast end, dived in the middle by the ticket office. The freight room ceiling was 11' 8" and the waiting rooms were slightly shorter at 11' 6". The floors were 3 1/4" x 7/8" pine

and the walls were covered with 3 1/4" x 7/8" M & B. Original interior lighting was by oil lamps, heating was provided by the typical coal/wood depot stove, and sanitary facilities were outside.

The exterior finish was boxing and battens, and the cinder platform extended 17' 6" to the center line of the rail. The station was painted in standard Frisco gray with white trim and a green roof.

The Pott's Camp facility also included a 15' x 20' stock pen with one loading chute, a section house, bunk house and a cotton platform. ☞



# frisco's sterling price finds a new home

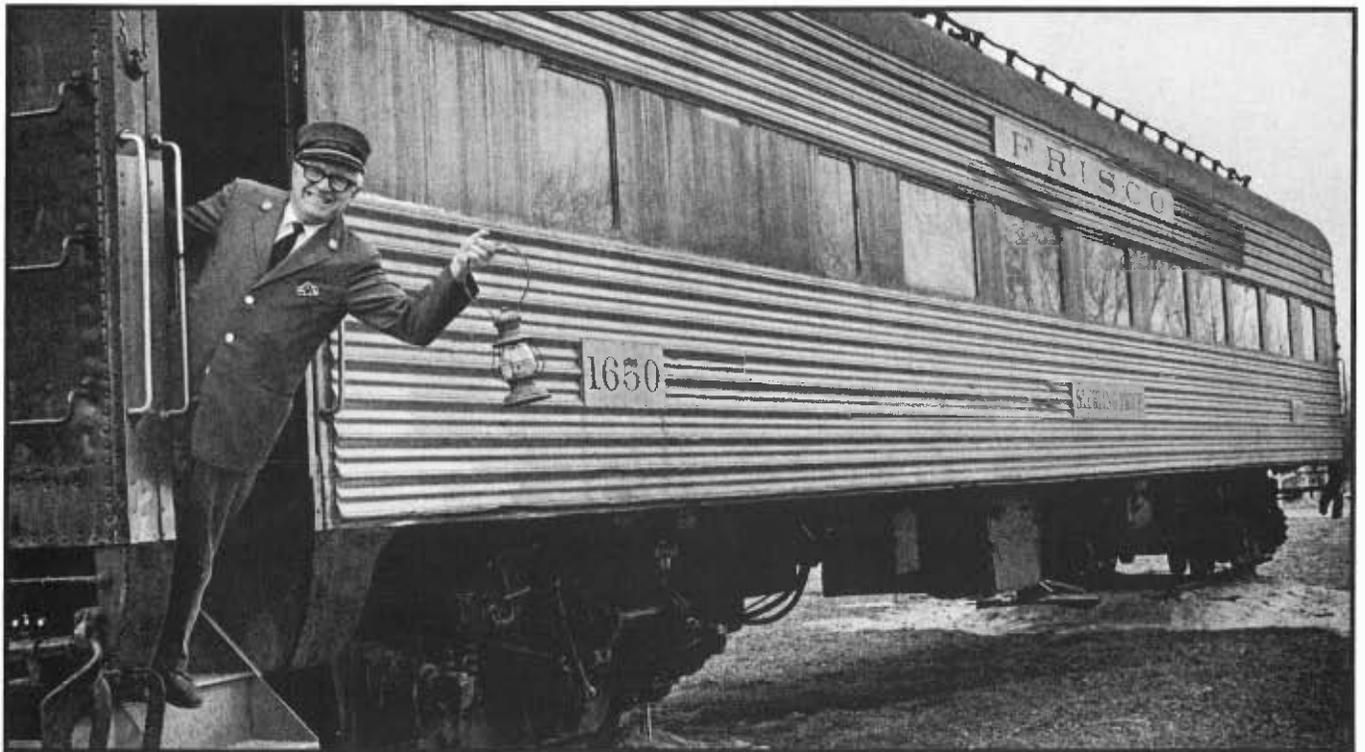
**Frisco's Sterling Price Finds A New Home**, was the headline in a 1973 Frisco *All Aboard* magazine article (see photo below), profiling the sale of Coach-Lounge-Buffer No. 1650, the *Sterling Price*, to rail enthusiast (and museum Frisco Folk) John Marietta.

Built by Pullman in January, 1948, the 85' 6" car originally cost \$101,186.00, and was one in a series of three such units purchased by the Frisco as a part of their post war streamlined passenger fleet. The other cars in the series were 1651, the *Ladue*, and 1652, the *Huntleigh*, both of which were sold to a Springfield, MO, businessman in 1972. The *Huntleigh* was eventually scrapped (the museum has its name and number board on display), and the *Ladue* is currently rusting away in a

salvage yard in west Springfield, MO.

The *Sterling Price*, originally purchased as the Frisco's contribution to the joint Katy Texas Special train, was purchased by Marietta in October, 1972, and moved to his Lone Star Trailer Court in Pittsburg, KS. The pride of Marietta's railroad collection for the past twenty-one years, the car has been in that location until just a few weeks ago when, **Frisco's Sterling Price Finds A New Home**, again!

According to information provided by Frisco Folk Larry Shankles, the *Sterling Price* has been sold to a private individual and following refurbishment in the Kansas City area, will be used as an excursion and dining train for visitors to the Midland Railroad, Baldwin City, KS. ☐



"All Aboard" was the call from John Marietta in this 1973 Frisco *All Aboard* photo, following his purchase of the *Sterling Price* Coach-Lounge Buffet Car.



*"I'm going to enjoy this vacation!"*