

DOWN AT THE DEPOT

A recent review of our All Aboard index has revealed that over the past twelve years we have profiled fifty-eight individual Frisco depots in our Down At The Depot series. It has been one of our most popular features of the All Aboard and one that over the years has generated a number of questions. In particular, many of our members and readers have inquired regarding the Frisco's use of standard plans for their depot construction.

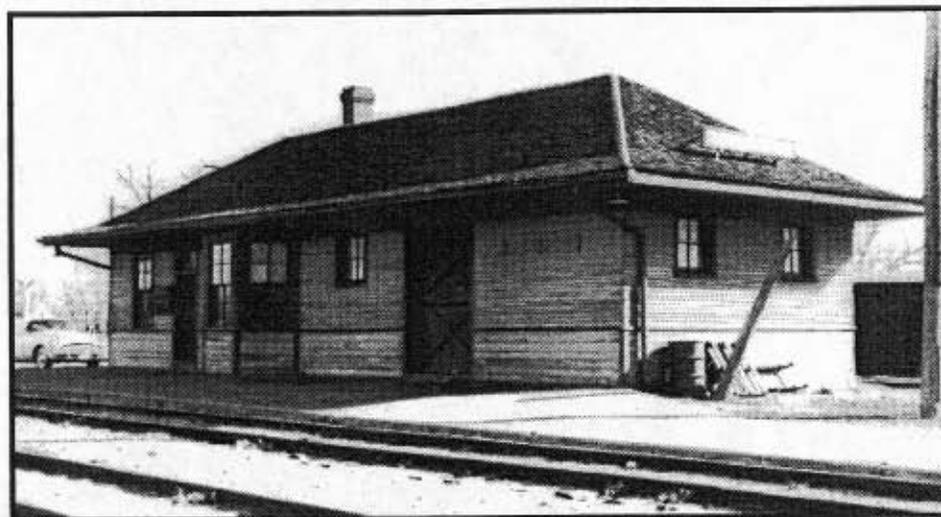
With that in mind, we have decided to devote the next few issues of our Down At The Depot series to examining Frisco depot construction, both those that were built according to standard plans and those that were unique to themselves. This is the second installment of our series.

Depots built according to standard plan number two were designed according to the same basic floor plan as number one stations. The interior was divided into the three basic components of any depot: Freight Room - Office - Waiting Room. The primary difference between the number one and number two plans was in the roof design.

Number two's had a hip roof design, with many on the system featuring a curved roof pitch just above the eaves. Examples of this type of station are seen at Walnut Grove, MO, Ellsworth, KS, and Dora, AL. Notice, also, that the roof overhang extends out over the agents bay window.



Walnut Grove, MO, 1955. From the H.D. Connor collection



Ellsworth, KS, 1954. From the H.D. Connor collection



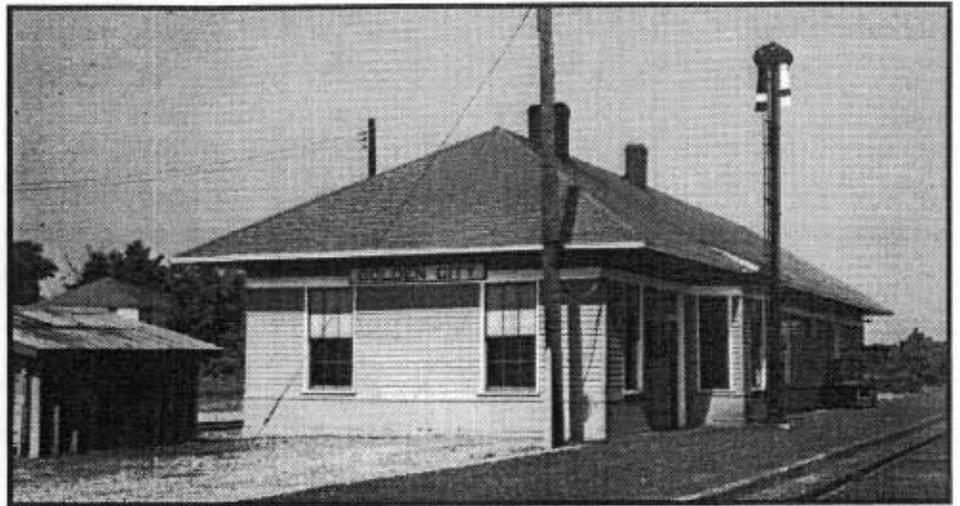
Dora, AL, 1951. From the H.D. Connor collection

Two interesting variations of the number two roof design are seen at Golden City, MO, along with Ames, and Arapaho, OK. The Golden City station featured a raised roof extension over the agents bay. The hip roof design at Ames and Arapaho included an open gable dormer on the ends and over the agents bay.

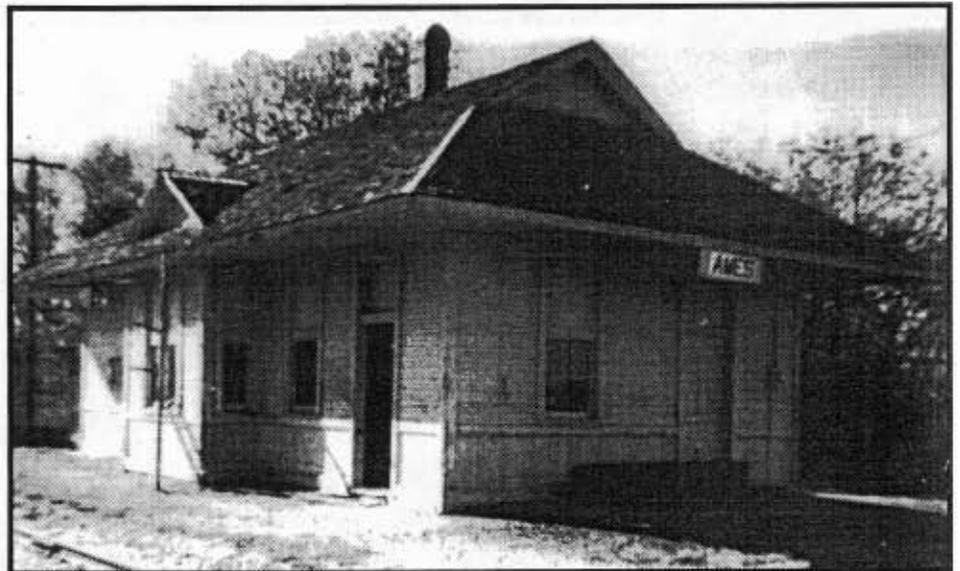
Standard plan number three represented a combination of plans one and two. The same basic waiting room-offices-freight & express room floor plan was used. The exterior open end gable roof design resembled standard plan number 1, minus some of the gingerbread woodwork. The roof extension over the agents bay resembled standard plan number two. Example of this design include Rogersville, MO Biggers, AR, and Hillsdale, KS.

Standard plan number four can best be described as an austere, scaled down version of plan number one. The floor plan was the same as plan number one, only on the average 30 to 40 feet shorter. An example of this design is seen at Imperial, MO. Two somewhat larger versions of number four depots were located at Altamont, KS and St. James, MO. It is interesting to note that the St. James station was painted white with dark green trim, a drastic departure from the Frisco standard gray and white scheme.

Standard plan number five was a modified number four with a flat roof extension over the agents bay. The floor plan was the same basic design as all the standard plans.



Golden City, MO, July 17, 1949. A. Johnson photo



Ames, OK, 1920. From the H.D. Connor collection



Arapaho, OK, 1973. From the H.D. Connor collection



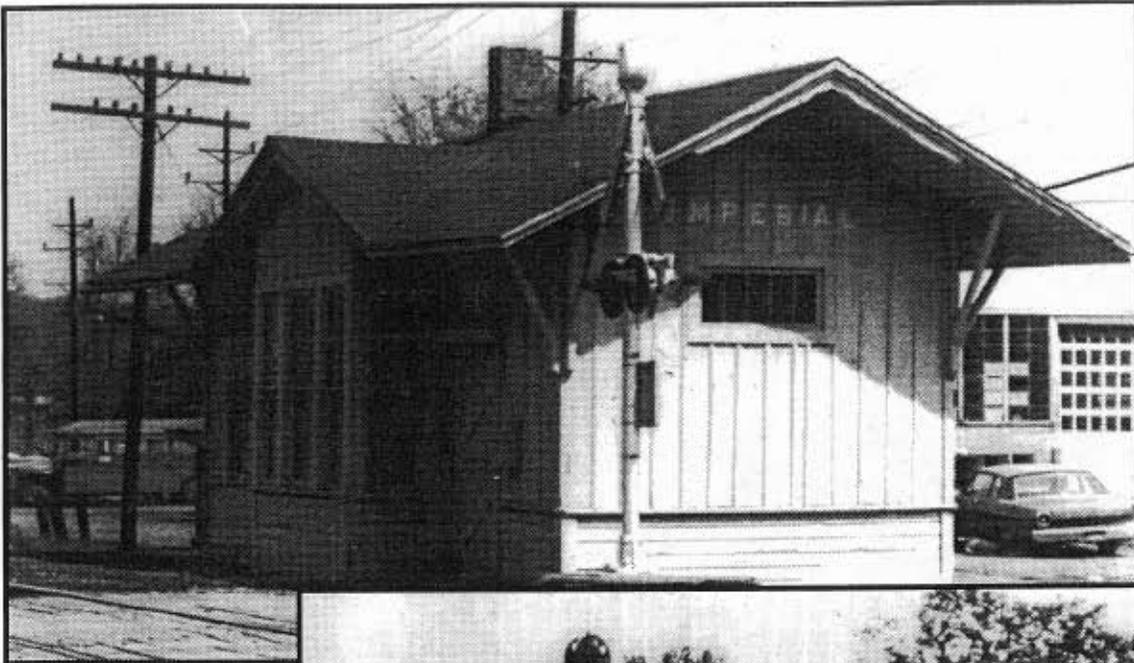
*Rogersville, MO
October 16, 1949
A. Johnson photo*



*Biggers, AR
1958
From collection of
H.D. Connor*



*Hillsdale, KS
1955
From collection of
H.D. Connor*



*Imperial, MO
From collection of
H.D. Connor*



*Altamont, KS
1955
From collection of
H.D. Connor*



*St. James, MO
1971
From collection of
H.D. Connor*

Examples of number five stations include Prescott and Hammond, both in Kansas, and Miami, OK. Notice the addition of a brick wainscot and fireplace, a one of a kind for Frisco depots.

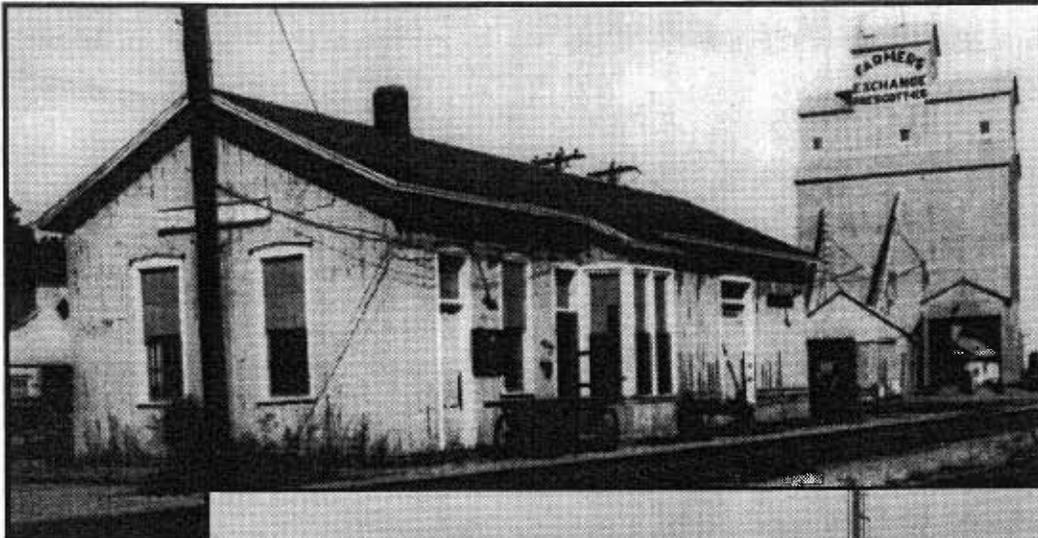
Although the majority of

Frisco depots were built according to one of the standard plans, there were still a wide variety of stations whose size and architectural design were as varied as the names, locations, and personalities of the communities

they served. 

EDITOR'S NOTE:

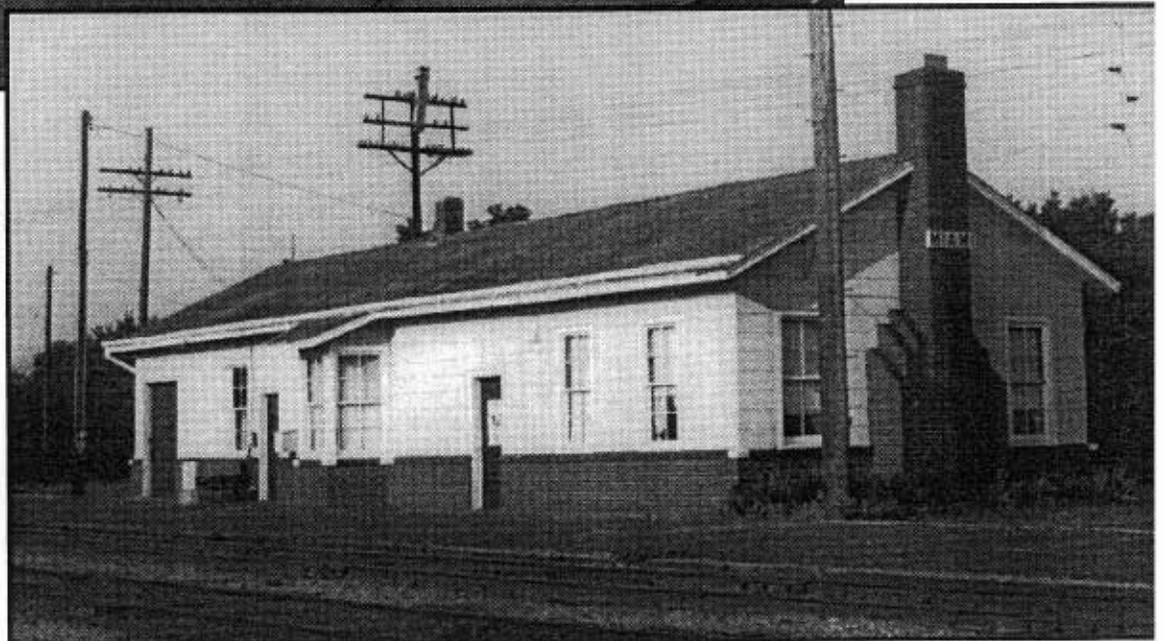
In the next issue of our *Down At The Depot* feature we will take a look at examples of non standard plan stations built on the Frisco.



*Prescott, KS
1957
From collection of H.D.
Connor*



*Hammond, KS
1952
From collection of
H.D. Connor*



*Miami, OK
1976
From collection of
H.D. Connor*

MAIL CAR

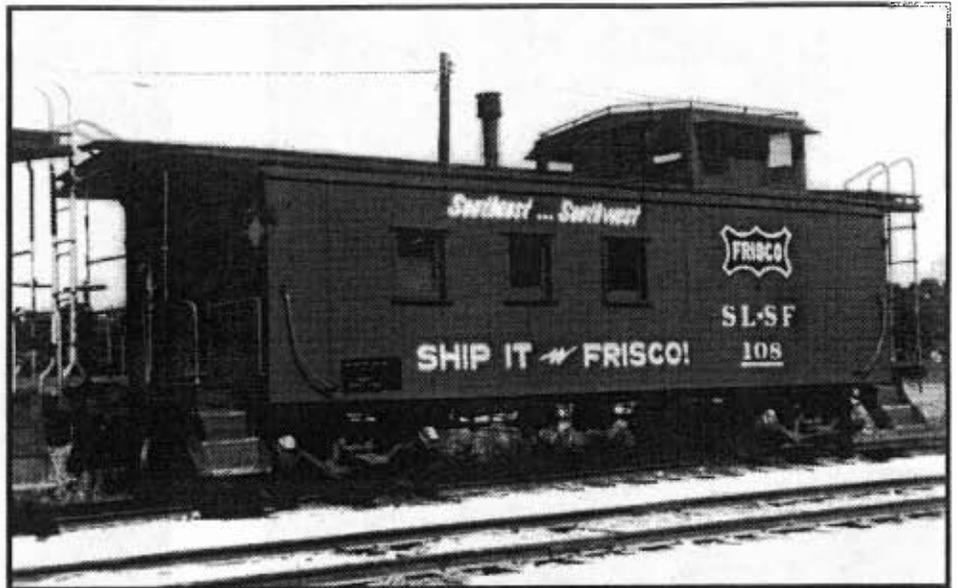
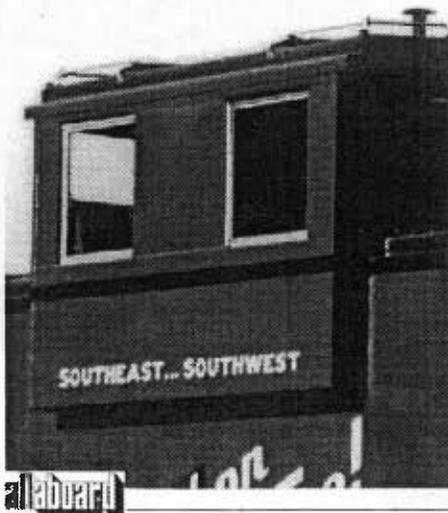


The MAIL CAR is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

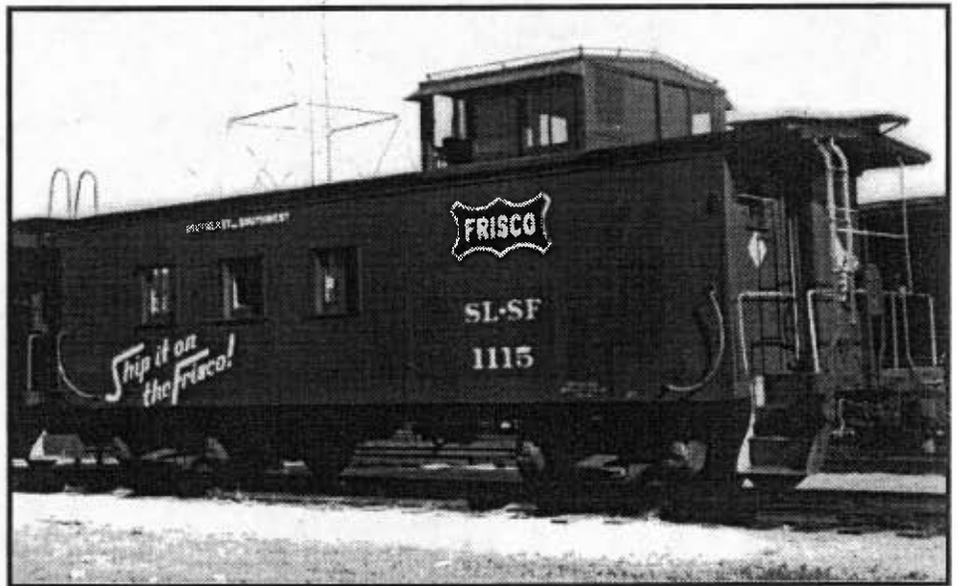
If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: Need you to settle a discussion about Frisco cabooses. You know the slogan they had that said "Southeast - Southwest?" I've seen it on timetables, calenders, and in some of the old company magazines. Did they ever paint it on any of their cabooses?

ANSWER: Yes! A search of our caboose photo archives turned up three different examples. Two variations of the slogan are pictured on units 108 and 1115. In 1957, the new 200 series wide vision cabooses carried the slogan under the side cupola windows. This was apparently a practice that was carried through renumbering of the units to the 1200 series.



SLSF 108, Irving TX, October 13, 1966. From the collection of John C. La Rue



SLSF 1115, Springfield, MO, September 1, 1968. From the collection of John C. La Rue



SLSF 200, St. Louis, MO, 1957. From the Tom Klinger collection

