



FRISCO On The PENNSY



By
Larry Shankles

EDITOR'S NOTE: *Frisco Folk Larry Shankles shares with us some interesting information as a follow-up to the ALL ABOARD articles on the Frisco's roster of Streamlined passenger cars, Roster Tales, August-September 1991, pp. 6-7 and the Frisco's Shadowline Camouflage paint livery, Mail Car, August-September 1991, pp. 4-5.*

The Pennsylvania Railroad made an agreement with the Frisco and the Katy in 1946 to operate through service from New York to Oklahoma and Texas on the *Texas Special*. This gave the Missouri Pacific's *Texas Eagle* some competition. The service on the *Texas Special* began July 7, 1946, between New York, Dallas, and San Antonio with five heavyweight 8-section, 5-double bedroom Pullman cars of the rebuilt *Clover* series. The cars traveled between New York and St. Louis on the Pennsy's *Penn Texas* (which also carried the through cars for the *Texas Eagle*).

On May 16, 1948, the new streamliner consist began with Frisco/MKT 14-roomette, 4-double bedroom cars taking over the through service, along with two cars from the Pennsylvania. The Pennsylvania cars were 10-roomette, 5-double bedroom *Cascade* series sleepers, the *Cascade Meadow* and the *Cascade Range*. The cars were painted exactly like the Frisco/MKT cars and because they were smoothsided, they were painted with the Shadowline camouflage livery to make them look like the rest of the train. For a short time in 1949, a separate New York to Dallas 10-5 Pullman was operated. This car was painted standard Pennsylvania colors.

In 1950, the two *Cascade* sleepers were repainted to standard Pennsy colors and assigned to other service. Their place was taken by two

PRR 10-roomette, 6-double bedroom *Rapids* sleepers, the *Swatara Rapids* and the *Tioga Rapids*. Apparently, these cars were not assured the privilege of succeeding the *Cascade* cars as they remained painted standard Pennsy colors until May 1953, when they were painted *Texas Special* colors including the shadowlining. In November 1956, these cars were shopped and the paint renewed however, the shadowlining was omitted. These cars remained in this service until it was discontinued, the last run being October 25, 1958. The cars were not returned to standard Pennsy colors until May 1960 for the *Swatara Rapids* and October 1960 for the *Tioga Rapids*.

The Frisco and Pennsylvania also established a similar agreement for through service between New York, Tulsa, and Oklahoma City on the *Meteor*. Service began on July 7, 1946, with rebuilt heavyweight 10-section, 3-double bedroom *Villa* series cars. Within two months, the service was cut back to Tulsa. The cars traveled between New York and St. Louis on PRR's *The American*.

In May, 1948, the *Meteor* was re-equipped with the new fluted-side lightweight streamlined cars. The through sleepers were replaced by the Frisco 14-4's and two Pennsy *Cascade* 10-5 sleepers, the *Cascade Brim* and the *Cascade Ravine*. The Pennsy cars were painted to match the Frisco cars and received shadowlining to harmonize with the *Meteor's* consist. The only difference was the letterboard, which said PENNSYLVANIA in red letters instead of FRISCO. The service was discontinued in late 1949 and the two cars were returned to standard Pennsy colors early in 1950.

The Baltimore & Ohio had a similar agreement for through service. A 14-4 sleeper was carried between

Washington DC and San Antonio via the B&O's *National Limited* and the *Texas Special*, and a 14-4 sleeper was carried between New York City (actually Jersey City), Washington DC, and Oklahoma City via the B&O *National Limited* and the *Meteor*. This service did not last as long as that with the Pennsy. The B&O had eight 14-4 sleepers, but I have not been able to determine which cars were assigned to this service and how they were painted.

In the late 1940's and early 1950's a through sleeper was operated between Chicago and Oklahoma City via the GM&O's *Abraham Lincoln* and the *Meteor*. Either the sleeper provided by the GM&O was a heavyweight, or the Frisco provided the cars for both directions, as the GM&O never owned any lightweight streamlined sleepers. In 1955 and 1956 a through sleeper was operated between Chicago and San Antonio via the *Texas Special* and the Wabash's *Bluebird*. ☞

NEW YORK-WASHINGTON-ST. LOUIS TO TEXAS
No. 1 TEXAS SPECIAL—STREAMLINED

Ready to receive passengers at 8:00 p.m. in the St. Louis Union Station.

Sleeping Cars:
St. Louis to New York (14 Roomettes, 4 Double Bedrooms) Car 16
New York to Dallas (14 Roomettes, 4 Double Bedrooms) Car 14 and 16
Dallas to San Antonio (14 Roomettes, 4 Double Bedrooms) Car 15
San Antonio to St. Louis (14 Roomettes, 4 Double Bedrooms) Car 12, B&O No. 12
St. Louis to New York (14 Roomettes, 4 Double Bedrooms) Car 16
New York to Dallas (14 Roomettes, 4 Double Bedrooms) Car 14 and 16
Dallas to San Antonio (14 Roomettes, 4 Double Bedrooms) Car 15
San Antonio to St. Louis (14 Roomettes, 4 Double Bedrooms) Car 12, B&O No. 12

Diner-Lounge-Observation Car:
St. Louis to Tulsa and Oklahoma City.
Tulsa to St. Louis and Oklahoma City.

Chair-Lounge-Buffer Car:
St. Louis to Tulsa and Oklahoma City.
Ready for passengers 10:00 p.m.

Reefing Chair Cars (seats free):
St. Louis to Tulsa and Oklahoma City.
Ready for passengers 10:00 p.m.

Shelving cars open for occupancy at St. Louis 9:30 p.m. sleeping cars 9:15 and 9:25 may be occupied at 7:30 until 8:00 a.m.

SEE TABLES A AND 1

| | |
|--------------------------|-------|
| To New York (NYC)..... | 7.30P |
| St. Louis..... | 4.15P |
| To Washington (WDC)..... | 6.30P |
| St. Louis..... | 3.15P |
| To New York (NYC)..... | 7.15P |
| St. Louis..... | 3.15P |
| To St. Louis..... | 6.15P |
| From Chicago..... | 6.15P |
| To St. Louis..... | 6.15P |
| From Chicago..... | 6.15P |
| To St. Louis..... | 6.15P |

NEW YORK-WASHINGTON-CHICAGO-ST. LOUIS TO OKLAHOMA
No. 9 THE METEOR—STREAMLINED

Sleeping Cars:
Jersey City to Oklahoma City (14 Roomettes, 4 Double Bedrooms) Car 38, B. & O. No. 4
St. Louis to Oklahoma City (14 Roomettes, 4 Double Bedrooms) Car 34
St. Louis to Tulsa (14 Roomettes, 4 Double Bedrooms) Car 31
New York to Tulsa (14 Roomettes, 4 Double Bedrooms) Car 32
Tulsa to St. Louis (14 Roomettes, 4 Double Bedrooms) Car 33, B. & O. No. 07

Diner-Lounge-Observation Car:
St. Louis to Tulsa and Oklahoma City.

Chair-Lounge-Buffer Car:
St. Louis to Tulsa and Oklahoma City.
Ready for passengers 10:00 p.m.

Reefing Chair Cars (seats free):
St. Louis to Tulsa and Oklahoma City.
Ready for passengers 10:00 p.m.

Shelving cars open for occupancy at St. Louis 9:30 p.m. sleeping cars 9:15 and 9:25 may be occupied at 7:30 until 8:00 a.m.

SEE TABLES B AND 1

| | |
|---------------------------|-------|
| To New York (NYC)..... | 7.30P |
| St. Louis..... | 4.15P |
| To Jersey City (JCY)..... | 6.30P |
| St. Louis..... | 4.30P |
| To New York (NYC)..... | 7.15P |
| St. Louis..... | 3.15P |
| To St. Louis..... | 6.00P |
| From Chicago..... | 6.15P |
| To St. Louis..... | 6.15P |
| From Chicago..... | 6.15P |
| To St. Louis..... | 6.15P |
| From Chicago..... | 6.15P |

FRISCO BAY WINDOW CABOOSE #154

By Rick L. McClellan

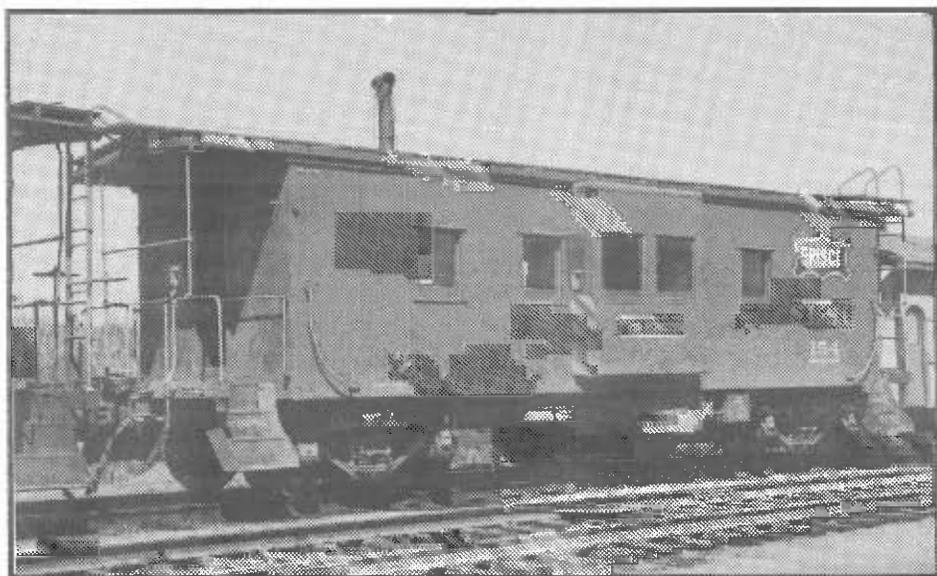
EDITOR'S NOTE: *This is the first in a two part edition of the NEW CAR SHOP in which Frisco Folk Rick McClellan provides detailed instructions for an HO Scale model of the only wooden bay window caboose ever operated on the Frisco.*

Bay Window Caboose on the Frisco were relatively scarce as management apparently preferred the cupola style. The only know exceptions were the ten steel bay window cabooses in the 1726-1735 series and a single wooden unit #154. According to company records, all of these cabooses were constructed by the Consolidated Car Shops in Springfield, MO. Company blueprints for #154 indicate that it was built in the fall of 1952 and photographic evidence shows it in service in the spring of 1953. It is interesting to note that #154 bears a strong resemblance to the 100 series wooden, cupola style, Frisco cabooses built in the company shops and could have possibly been rebuilt from one of them.

After reviewing the blueprints and photographs of #154 at The Frisco Railroad Museum, I know that I had to have a model of it even though I knew it would involve quite a bit of scratchbuilding. As a matter of fact, this project is mostly scratchbuilt with several key components taken from existing model kits. The most important was the steel bay window from the Athearn Steel Bay Window Caboose kit. This was the backbone of the caboose and the obvious starting place.

ROOF & BAY

Caboose #154 started with the Athearn Bay Window Caboose body (#12850). The sides and ends were removed from the body with a razor saw and the result looks like *Figure 1*. Notice that the roof



Frisco Bay Window Caboose #154, Springfield, MO, April 1953. Frisco photo

is left attached to the bay window. *Figure 1* also shows the roof without the steel ribs. These were carved off with an X-Acto knife and sanded with 400 & 600 grit sandpaper. *(The prototype had a wooden roof with wood batts at the seams in the roof deck)* Next, the rivets on the bay window were sanded off to represent welded steel. The roof length was shortened to 35' to match the prototype. The smokestack, antenna, and ladder holes in the roof were filled with squadron body putty and sanded smooth.

CARBODY

The carbody was constructed from Evergreen "V" groove siding (#4050).

and measures a prototype 8' x 30'. It was glued to the Athearn baywindow/roof and was reinforced at all of the corners inside the body with Evergreen scale 6"x 9" styrene (#188). Any large dimension of styrene can be used for reinforcement; I just happened to have this size on hand. Since the resulting carbody would be handled a great deal, it was allowed to dry thoroughly before continuing.

After the car body had dried overnight, door openings were cut in each end of the carbody that measured 2'6" x 6'4" to accommodate the doors. The outside corners of the carbody were also sanded smooth with 400 grit sandpaper. *Continued on page 12* 

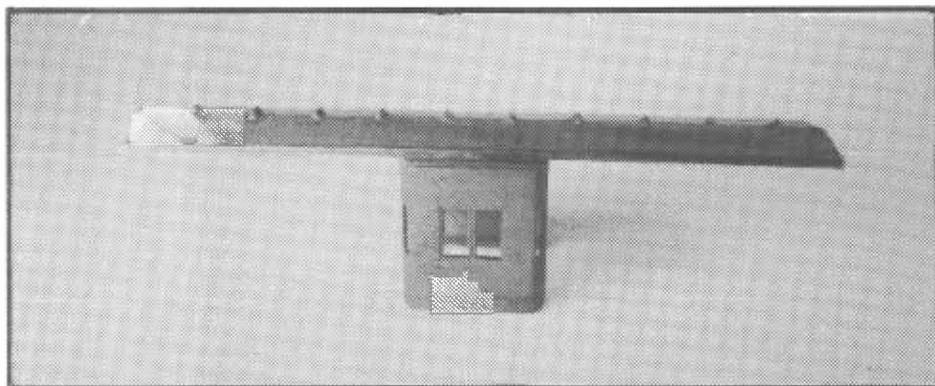
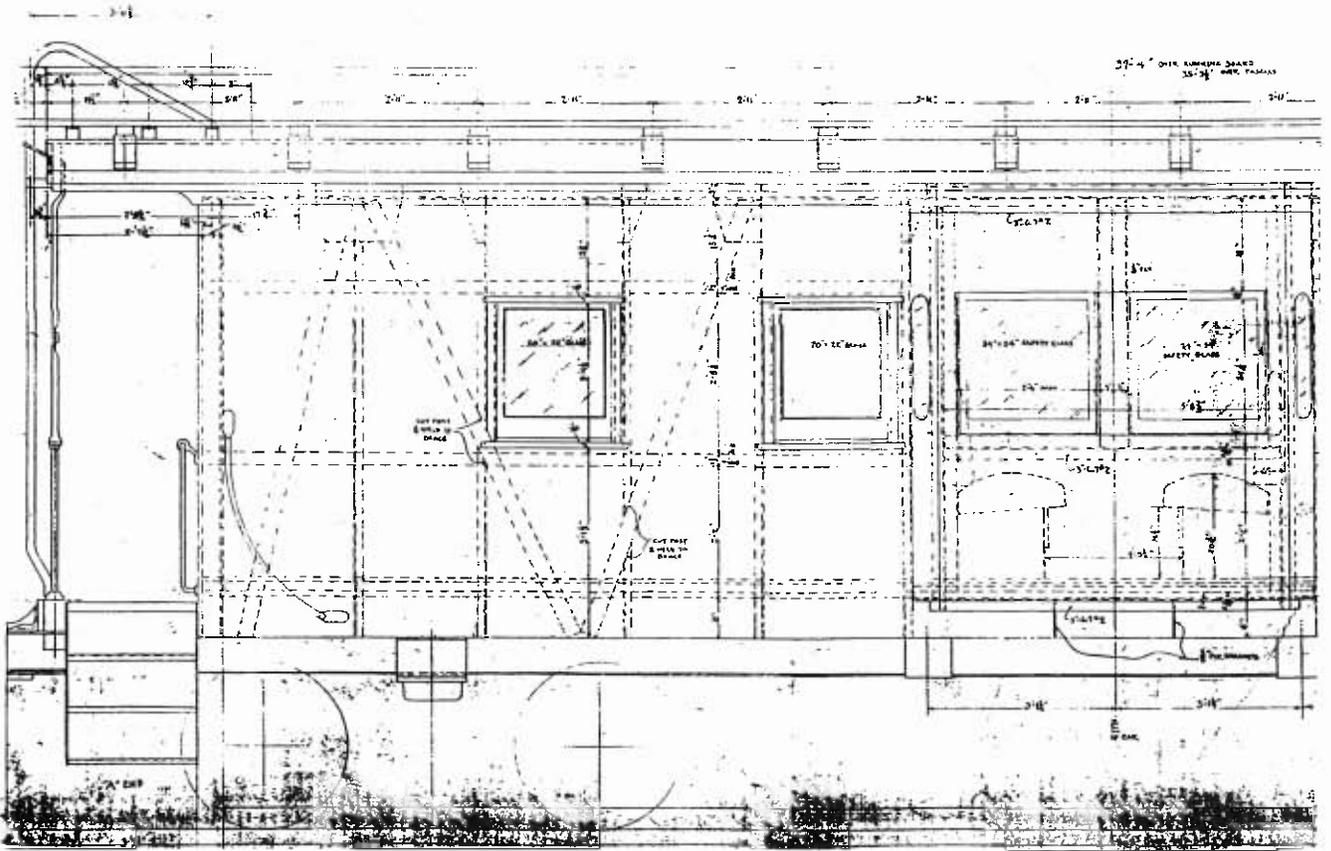
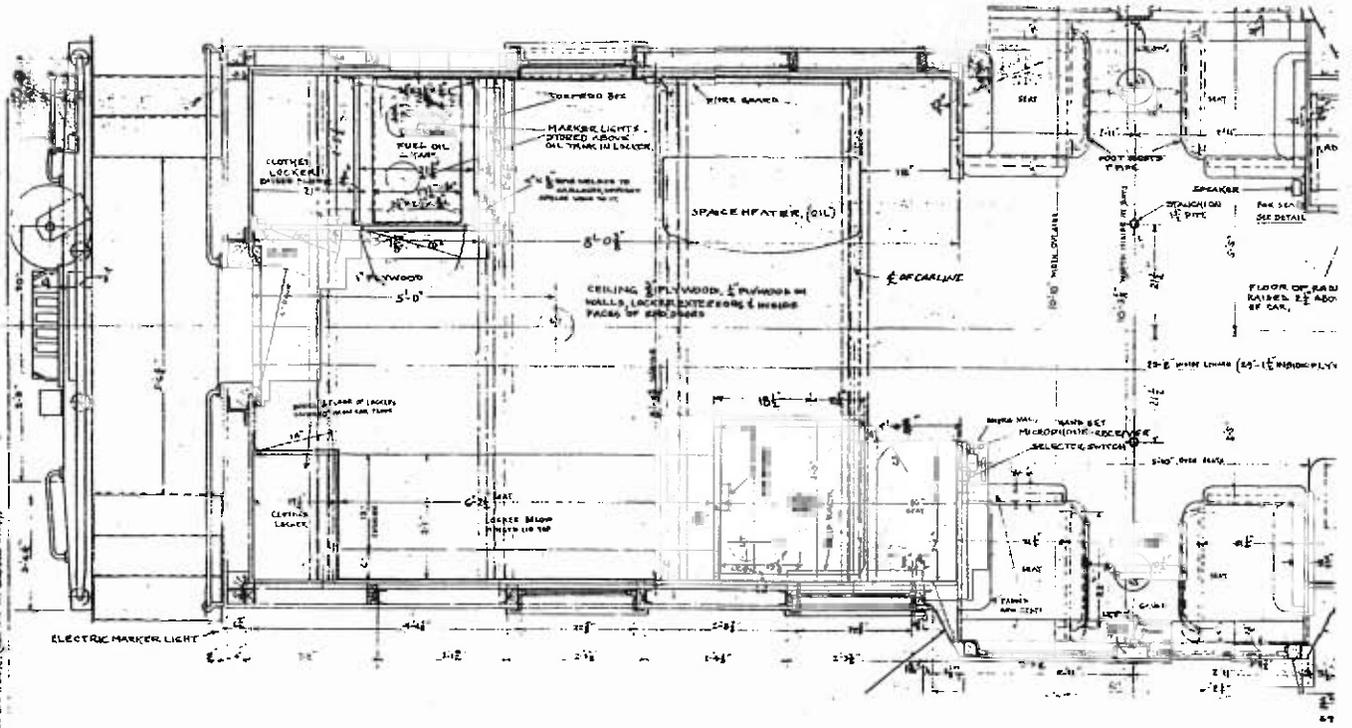
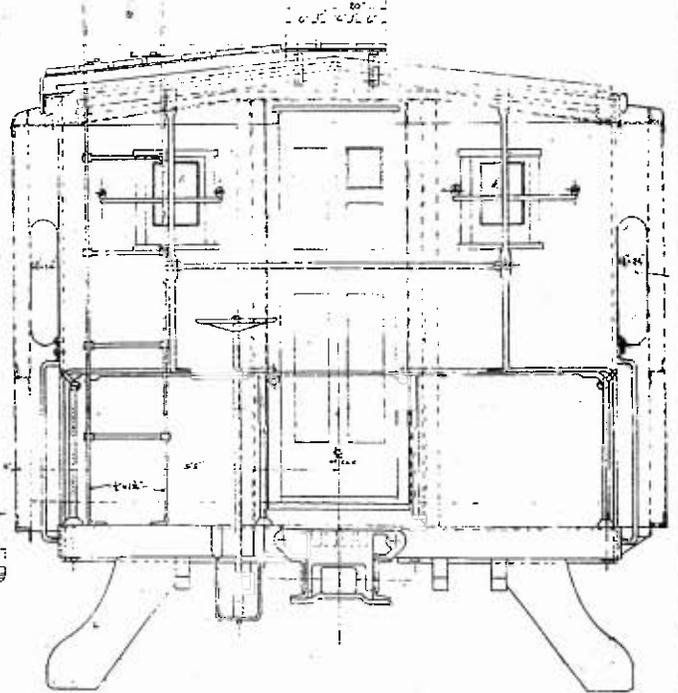
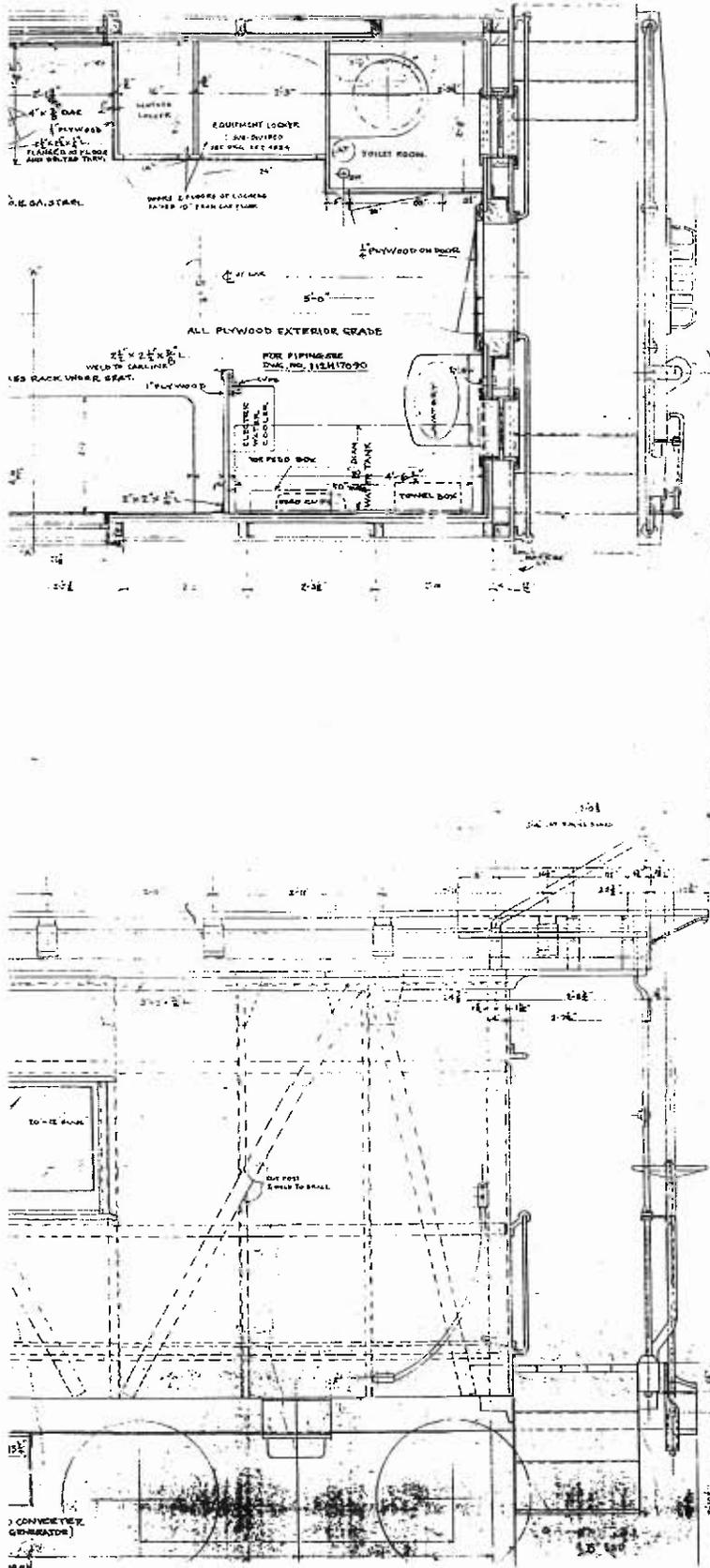


Figure 1

10 BATTERY BOX (SHOWN ON BATTERY DRAWING)





| |
|------------|
| 154 |
| CAR NUMBER |

| |
|---------------------------------|
| SL-SF. RY. CO. |
| GENERAL ARRANGEMENT |
| CABOOSE WITH BAY WINDOWS |
| AUGUST 5, 1952 |

WINDOWS

The company blueprints were consulted regarding the window measurements and general arrangement. There are five sash type windows in the wood siding and four in the to bays. The windows in the wood siding had 24"x 28" sashes so their window openings were approximately 26"x 30" to accommodate the sash and the jambs, header, and sill. The bay windows measured 29"x 28" and their rough openings were 31"x 30". The blueprints indicated that the window arrangement was not symmetric. There were three windows on one side (see photo on p. 9) and only two on the other. The carbody windows were lined up to match the height of the windows already in the bay window. (See Figure 2) The blueprints were consulted to determine the spacing of the carbody windows.

Each of the seven window openings were backed by a piece of .015" Evergreen styrene (#9007) glued in place. Next, each window opening had side jambs of 1" x 4" Evergreen styrene (#8104) and a header and sill of 1" x 6" Evergreen styrene (#8106) installed. Note that the header and sill are slightly wider than the window opening per the prototype. The header and sill were cut slightly longer than the window opening to achieve this and were trimmed down with an X-Acto knife to an approximate 5" width. Finally, the Evergreen styrene previously glued behind the opening was carefully carved out slightly smaller (approximately 2") than the window opening and effectively represents the window sash.

The bay windows were formed the same way as the carbody windows except they were not trimmed out with styrene jambs, headers and sills. This was because the plastic is very thick on the Athearn bay window and did not look as good as just enlarging the window opening and filing and sanding the opening smooth. A center mull of 1" x 4" Evergreen styrene (#101) was installed as the molding running across the bottom of the bay windows.

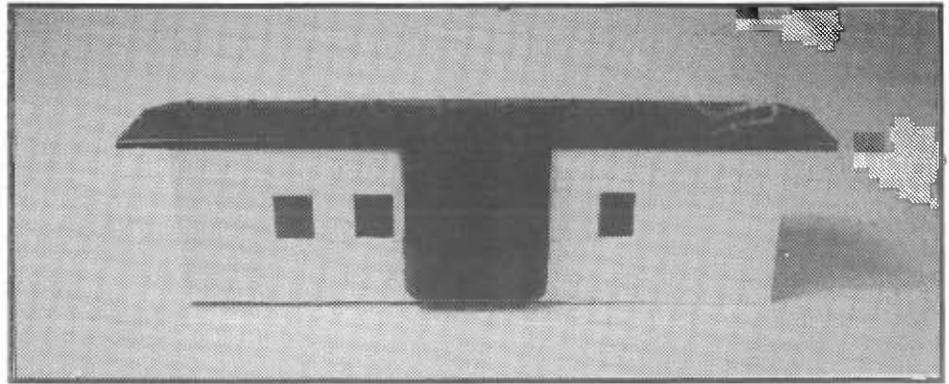


Figure 2

It should be noted that no attempt was made to round the angled windows on the bay section of the caboose. The windows were already the correct height and rounding them would have made them too large. Also, filling the window with styrene and cutting the rounded windows was ruled out in the interest of time and my personal well being.

END DOORS

The doors on Caboose #154 were the standard Frisco six-panel one light (window) door with the light in the upper right panel. Since no one manufactures anything close to this, a reasonable facsimile was scratchbuilt from styrene. These doors started as scrap pieces of siding used in the carbody construction that were slightly larger than the 2'6" x 6'4" opening cut in the ends of the caboose body. Using the smooth surface on the back of the scrap siding, Evergreen 1" x 4" (#8104) were glued in a vertical position to represent the side rails of the door. Top and bottom rails were made from Evergreen 1" x 8" styrene while all interior rails were made from 1" x 4" styrene. The overall door size needs to be 2'6" x 6'4". Great care was taken and glue could be easily noticed. No attempt was made to install glass in the lighted panel as this would be very subtle to the viewer.

The resulting door was then glued behind the door opening in the carbody ends. The carbody thickness served well as the wall depth and was trimmed with Evergreen styrene 1" x

3"s (#8103) and a threshold made from Evergreen 1" x 8" (#8108) and carved down to size with an X-Acto knife. Since no scale door knobs could be found, a door latch was made by bending a piece of Details Associates 1" brass rod (#WR2505) and gluing it into a hole made with a #76 drill.

BODY DETAILING

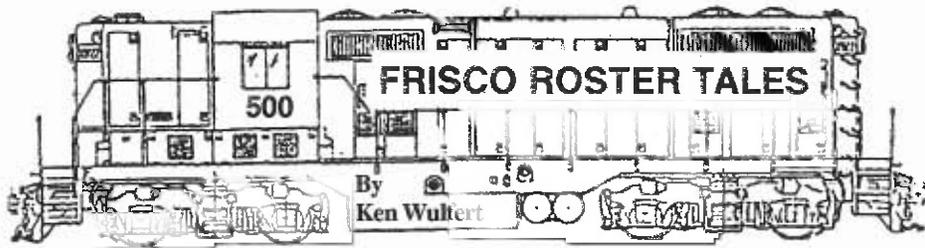
After all the windows and doors were installed, various grab irons were installed on the carbody. The photo on page 9 was reviewed for proper placement of Details Associates side caboose grab irons (#2202). All of these were glued into place with ACC glue.

The top of the Athearn bay window section has a rabbit (notch) moulded into it and this area was filled with Squadron body Putty and sanded to match the prototype's rounded corners.

The carbody ends were notched (A La Athearn) to match the slots in the Athearn caboose floor. This area was carved very carefully and test fitted numerous times to assure a good fit during the final assembly. ☺☺

Additional details and complete parts list will appear in the February-March ALL ABOARD.





I was sorting through a pile of papers the other day and came across my ticket stub from last summer's (1990) Frisco 1522 fan trip from St. Louis to Bundy Junction (MP 121.5) and back again - on the old SLSF Eastern Division. This trip, of course, was held in conjunction with the National Railway Historical Society's annual convention, held at St. Louis Union Station on June 14 through 17, 1990.

Through I have written about earlier 1522 trips in past *Roster Tales*, finding this ticket stub reminded me that I have not done anything to document the 1990 NRHS trip. This is an oversight, since the trip down to Bundy Junction and back was a spectacular event. The entire NRHS convention attracted quite a bit of railfan media coverage, including the 1522 trip on June 16, as you *Roster Tale* readers have probable already had the

opportunity to read about these events. However, as a *true-blue* Frisco fan, I don't feel right about not adding my perspective. So, if interested, read on! (*How can you not be interested in a Frisco 1500, one of the best 4-8-2 Mountain types?*)

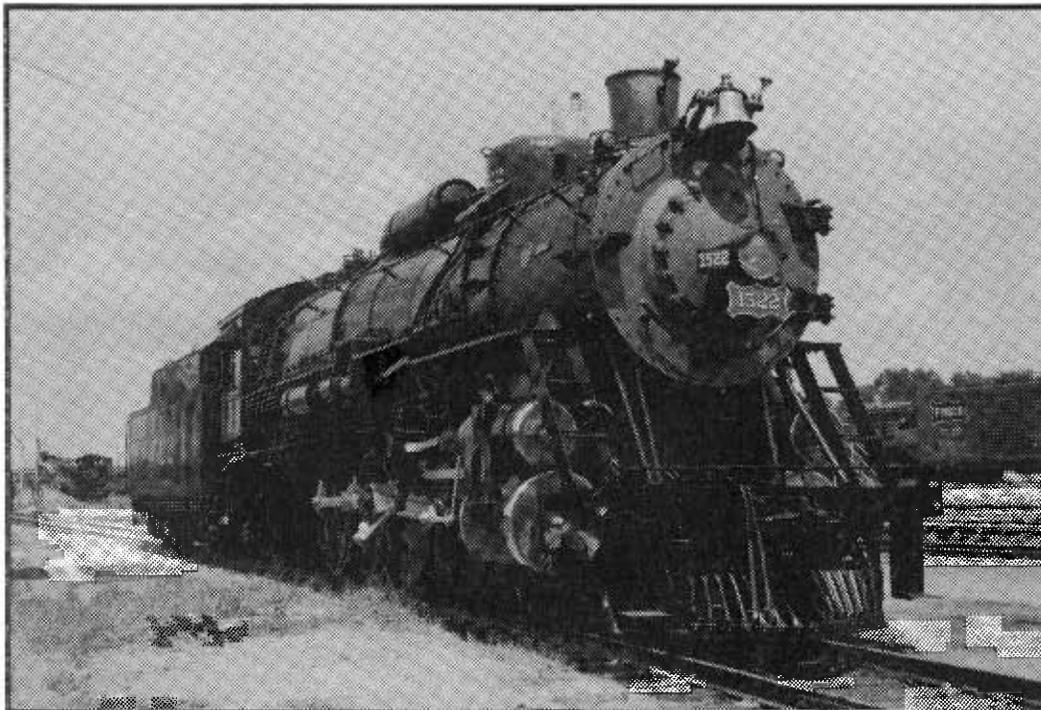
SLSF 1522 was the host locomotive at the convention, but was the star of the show, featuring a trip down the main line of her old railroad - the Frisco Eastern Division, now presided over by the Burlington Northern. The other three steam locomotives featured at the convention were also formidable (*heck, they were all spectacular!*) UP 844 was there, a huge 4-8-4 Northern, and led the way on a neat trip to Findlay, IL on Thursday, June 14. SSW 819 was there, too, another rather large 4-8-4. It led the way on Sunday, June 17, with a departure trip to Illmo, MO, and,

amplified by the fuel her crew specified, was the smokiest locomotive at the convention. N&W 1218, a 2-6-6-4, was there though without any scheduled fan trip. It simply sat at Union Station the whole time, quietly simmering and looking gigantic.

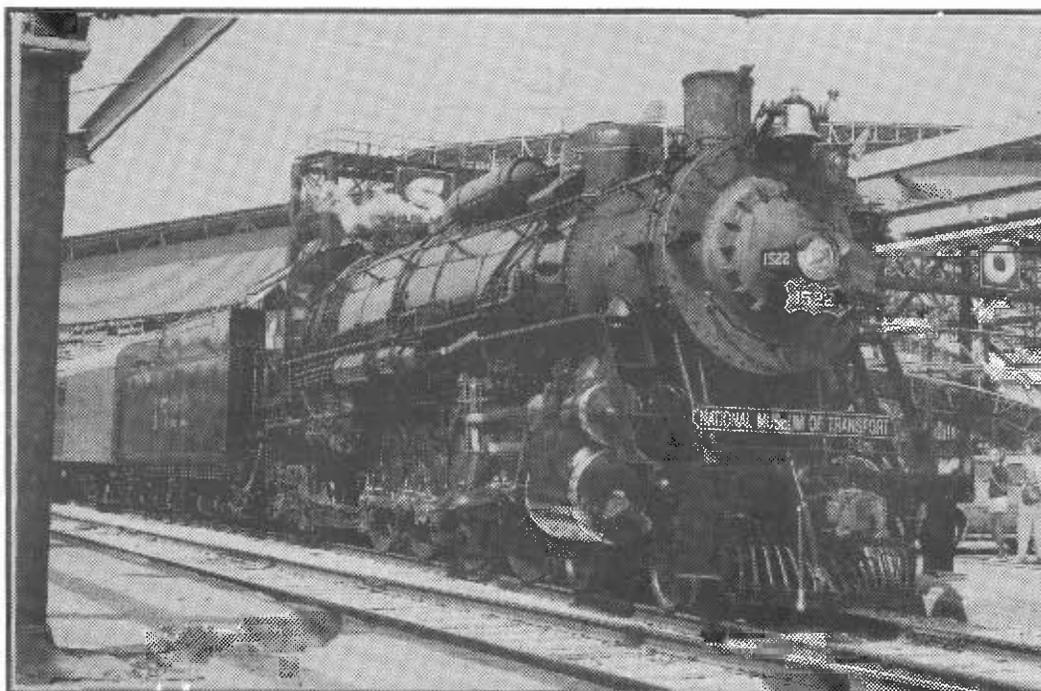
But, let's get to the topic - the 1522 trip on the Frisco. As reference for those of you not familiar with the SLSF Eastern Division, Bundy Junction is located just below Newburg, MO, at the intersection of the U.S. Army's Ft. Leonard Wood branch with the main line of the Frisco between St. Louis and Springfield, MO. (*See ALL ABOARD*, Bundy Junction has a wye, which was used to turn 1522 and her train for the return trip to St. Louis.

Following, in capsule form, are some memorable impressions of the convention and the trip to Bundy Junction.

- The staggered line-up of the four steam locomotives at Union Station, a photo you have probably all seen. *Elegant!* Large as she is, 1522 was by far the smallest of the four iron horses, but looked as classy as any.
- 1522's spiffy looking auxiliary water tender.



Classic 1522 motive power, circa. 1950's. Frisco photo



Classic 1522 motive power, circa. 1990's. Scott Muskopf photo

- 1522's beautiful train on Saturday, over 20 cars, headed by a block of yellow UP coaches, plus the Frisco Cimmarron River sleeper and several others.

- As usual, huge crowds along the way. Lots of parents with small children. Virtually no local news media coverage!
- Chiggers on everybody during the photo run-by at Rook.

- How 1522 shuddered, then buckled down and worked up Iron Hill, just above St. Clair. Iron Hill is the westbound ruling grade between St. Louis and Bundy Junction, with many sharp curves.

- Bumper to bumper traffic on I-44 where it closely parallels the SLSF. Several 18-wheel jockeys lost their cool. I'm glad nobody was hurt. It started to get hot.

- Riding the Frisco again after 26 years! Forgetting that the railroad crosses the Meramec River five times between Valley Park and St. Clair. A slow order between St. Clair and Sullivan.

- Noting with sadness that the BN had torn down the classic mission-style station at Rolla; my old Frisco-watching haunt while a student at MSM. Everyone started to notice the heat at Rolla, even 1522 had to stop there for an unscheduled drink.

- Enjoying the ride through the wilderness down Rolla Hill to Newburg. Newburg (*another old haunt of mine*) thoughts - Crowds! Heat! Old friends! Heat! Being held hostage on the train! Heat!

- My first ever ride around the wye at Bundy Junction after having walked down there from Alhambra Grotto many times in years past. Seeing cactus growing trackside along the wye. Heat!

- How my friend Don Wirth, "Mr. Booster," took over the right seat in 1522 at Newburg for the return trip and charged right up Rolla Hill from a standing start with ease. 1522 is a true thoroughbred. I'm sure Don's thoughts at the time were with his late father, who many times had the same experience during his career as a Frisco engineer.

- Again, how 1522 just simply destroyed Valley Park Hill on the way home. Later the head-end crew said, "*well gee, we were late and in a hurry to give the BN their railroad back!*" 1522 didn't even admit that Valley Park had a hill.

- Recognizing another old, forgotten memory - "*Why does it take so long to get to Union Station once you pass Lindewood Yard?*"

- Enjoying the terrific 844/1522 double header on the following Monday, in spite of big crowds, a bad sun for photos, and a plugged up railroad (*the UP suffered a stalled pair of Cotton Belt U-Boats right in front of Kirkwood Station at just the wrong time*).

- Hearing the melodious whistle exchange between 1522 (*steamboat*) and 844 (*roar*) as the double header was broken up at the National Museum of Transport.

In summary, 1522 put on quite a show during her *day in the sun!*

EDITOR'S NOTE: *Two previous articles about the history and restoration of Frisco 1522 have appeared in the ALL ABOARD:*

A BORN AGAIN FRISCO SURVIVOR, Volume 2, Number 9, February, 1988.

FRISCO ROSTER TALES, Volume 3, Number 10, March, 1989.

Other related articles include:

Frisco's Fantastic 1500's. Frisco Roster Tales, Volume 3, Number 9, February, 1989.

The Whyte System. 4-8-2 Mountain Engines. Volume 4, Number 5, October, 1989. ☞