

## FRISCO BAY WINDOW CABOOSE #154

By Rick L. McClellan

**EDITOR'S NOTE:** *This is the second 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.*

### FLOOR

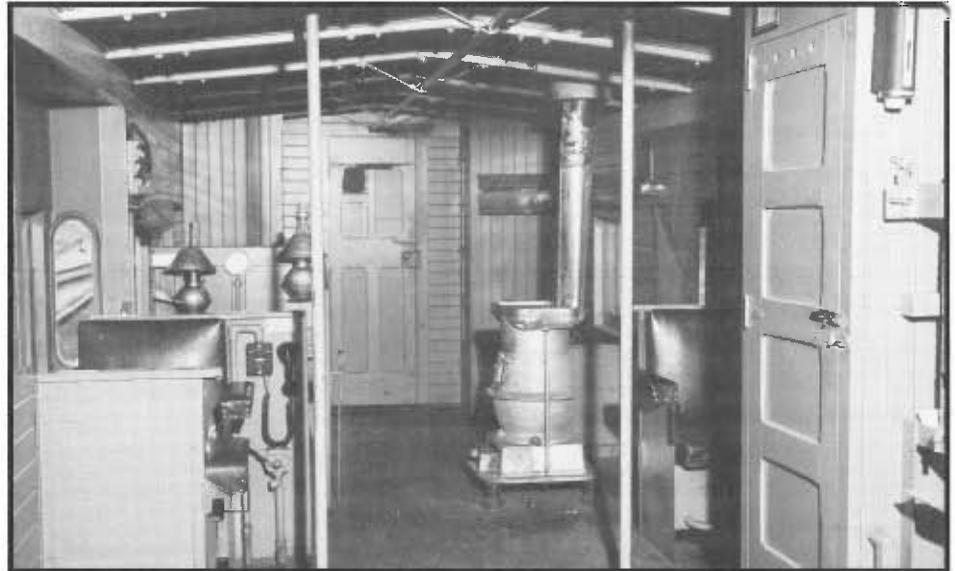
The floor of Caboose #154 came from the Athearn standard caboose kit (#12503). It had to be stretched 1' to match the carbody length. This was done by cutting the floor in half and gluing a piece of Plastruct 1/16" sheet plastic that was the correct length on top. The standard tool/battery box on the Athearn floor was also removed and the gaps were filled in with more Plastruct 1/16" styrene and Squadron body putty. The putty was allowed to dry and was sanded smooth. Weight was added at this time in the form of three weight plates from a scrap Athearn GP38-2.

The sides of the four stairways were carefully carved in a curved fashion to approximate the curves found in the prototype photo of #154. The end sills on the floor were carved off and replaced with a scale 2" x 6" by Evergreen (#146). The coupler box area was carved out of the end sills and a Kadee #5 coupler box was glued into place.

### UNDERFRAME

The underframe that came with the Athearn cupola caboose had the truck centers too close to match the blueprint's 22'6". As a result, two underframes were used and they were spliced together and glued to the floor of the caboose achieving the correct truck spacing.

The battery boxes were fabricated from miscellaneous scrap plastruct plastic tubing and glued to the floor of the caboose. Note that the



*Interior view of Frisco Bay Window Caboose #154, Springfield, MO, April 1953. Frisco photo*

battery boxes are on the side of the caboose that has three windows in the wooden carbody.

The airbrake system installed was from Cal Scale (AH319) and was molded in plastic. The manufacturer's instructions were used during installation and all of the airline piping and linkages were hand formed from Detail Associates 1" brass rod (WR2505). It should be noted that the plastic brake system parts are quite fragile. Cal Scale also makes the same brake system in cast brass so consider this when purchasing an airbrake system.

### ROOF DETAIL

The roof has 11 batts made from scale 1"x 4"s from Evergreen (#8104). Care was taken and glue used sparingly as any extra glue would ooze out the side of the batt and look pretty bad. The edges of the roof are trimmed with more Evergreen 1"x 4"s and a scale 1"x 3" was applied to the seam where the wooden carbody meets the roof.

The roof walk was scratchbuilt from Evergreen 1"x 6" styrene (#8104) per the Frisco blueprints. They were cut oversized, laid out and glued together on cross pieces also of 1" x 6" styrene. The roof walk assembly was next glued onto the roof walk risers molded on the Athearn roof with ACC glue. The end



*Frisco #154, in service on Rick's Springfield Sub between Nichols and Monett, MO*

support brackets for the roof walk were hand formed from Details Associates 1" brass wire (WR2505) and glued into place.

Finally, a smokestack from Precision Scale (#31455) was added to the roof on the side of the caboose that has two windows in the wooden car body. The support wire was simulated with a piece of copper wire taken from the braided copper shield on some scrap coax cable. However, just about any stranded wire will work fine.

### **PAINTING & LETTERING**

The model was first washed in soap and water with a water color brush to remove the oil from handling and allowed to dry overnight. The water color brush is just right for this kind of job as it can clean the model but not damage any delicate detail parts. Both the floor and the car body sections were painted with Floquil Boxcar Red (R74) and later with a coat of Floquil Crystal Cote (R4). The lettering came from the following decal sets:

1. Frisco lettering & coonskin: Microscale Frisco Caboose (87-0085)
2. Safety striping: Herald King Yellow Striping (DS-3)
3. White stripes above & below reporting marks: Herald King White Striping Set

The decals were applied according to the manufacturer's instructions and later sealed with another light coat of Floquil Crystal Cote (R4).

The sides of the prototype's stairways are bright yellow for visibility and Floquil's Reefer Yellow (R31) along with careful brush painting filled the requirement.

### **BODY & FLOOR ASSEMBLY**

Once the decals and finish coat were complete each window was "glazed" with Evergreen clear styrene (#9007) which was glued behind each sash already in place. Careful fitting also allowed for the glazing of the windows in the angled part of the steel bays.

Next, assemble the floor section



*Eastbound freight #32 gets the "high ball" after dropping a string of cars at Aurora, MO*

and the car body together and apply a small amount of solvent glue to the joints in several places to secure the two pieces together.

### **END RAILINGS-LADDERS-BRAKE WHEELS**

The end railings were hand formed from Details Associates 1" brass wire (WR2505) and arranged per the photo and the Frisco blueprints. They were glued together with ACC cement and brush painted with Floquil Reefer Yellow (R31).

The sides of the ladders on the prototype were slightly unusual as they were made from flat steel turned perpendicular to the rungs. Since this could not be effectively reproduced, Walthers ladder stock (#435) was used and was formed to match the prototype. The ladders were also cemented into place with ACC glue and brush painted reefer yellow.

The brake wheels were cemented into special brackets made from scrap styrene that was glued to the bottom of the end sills and the platform handrailing. These were also brush painted reefer yellow.

### **FINISHING TOUCHES**

Trucks from Charlotte's (#40081 Bettendorf) were added along with air hoses from Cal Scale (AH319). The air hoses were brush painted Floquil Black (R10). Kadee #5 couplers were installed into the coupler boxes and the seams of the coupler boxes were glued.

The car was lightly weathered with Floquil Grimy Black (R13) to represent a caboose in service six months to a year. Floquil Rust (R73) was lightly air brushed on the couplers and at the base of the smokestack.

### **DONE AT LAST!**

Bay Window Caboose #154 can easily fit into a late steam or early diesel era layout. It could even be at home in a 60's to 70's layout as a branchline or local service caboose. ☺

**GOOD LUCK** and don't forget to ...

*Ship It On The Frisco!*



## Frisco Bay Window Caboose #154 HO Scale Parts List

<u>MANUFACTURE</u>	<u>PART #</u>	<u>NAME</u>
Athearn	1285	Bay Window Caboose Body
Athearn	12503	Caboose Floor
Athearn	12509	Caboose Underframe
Evergreen	4050	Siding
Evergreen	8103	1" x 3"
Evergreen	8104	1" x 4"
Evergreen	8106	1" x 6"
Evergreen	8108	1" x 8"
Evergreen	8206	2" x 6"
Evergreen	9007	Window Glass
Details Associates	WR2505	Railings, Brakelines
Details Associates	6504	End Grab Irons
Details Associates	6503	Side Grab Irons
Details Associates	2202	Grab Irons
Precision Scale	31455	Smokestack
Kadee	5	Couplers
Charlotte's	40081	Bettendorf Trucks
Cal Scale	AH319	Air Hoses
Walthers	628	Ladder Stock
Floquil	R74	Boxcar Red Paint
Floquil	R31	Reefer Yellow Paint



**Table  
d'Hote  
Meals in  
the Dining Car**

**Dinner . \$1.25 and \$1.50**  
**Breakfast . .85 and \$1.00**

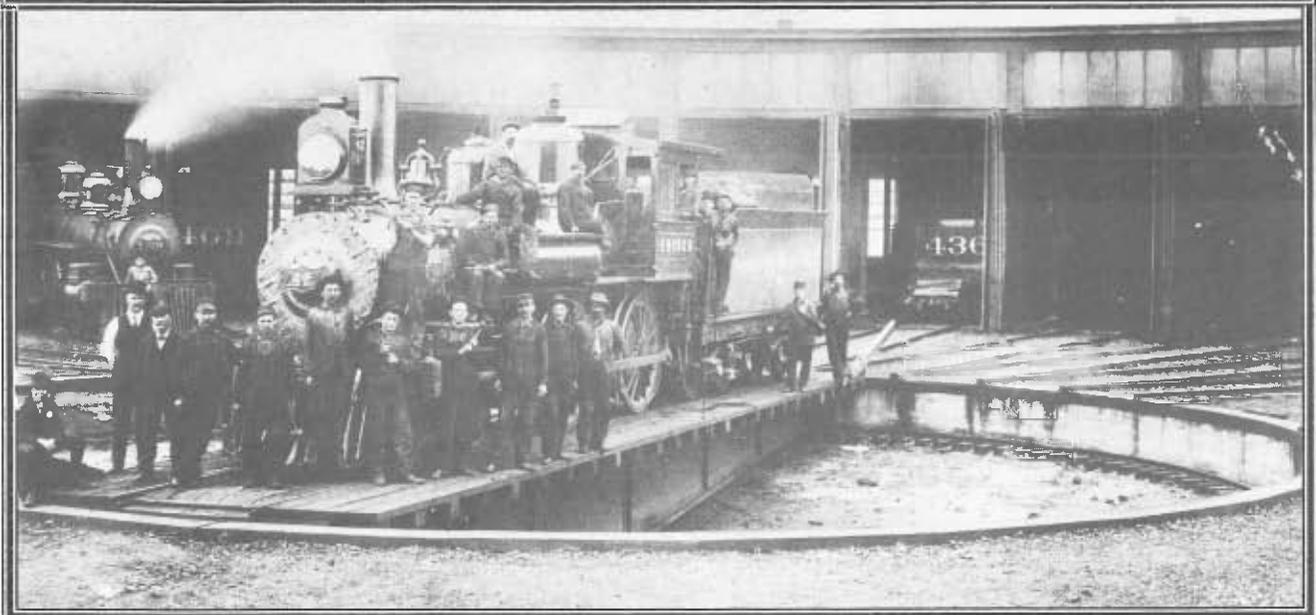
**Club Breakfast . . . . .65**  
(fruit or cereal; toast; coffee)  
**A la Carte Service, too**

—on the Meteor and Kansas City-Florida Special; also on the Texas Special and the Bluebonnet on the Frisco Lines. Table d'Hote dinner served on train No. 5 into Oklahoma City, train No. 118 into Kansas City and train No. 4 en route St. Louis.



*April, 1935*

## Classic Frisco



*Frisco 4-4-0 #42 (ex-Kansas Midland #72) sits fired and ready for service on the turntable at Enid, OK, circa. 1909*

# MODELING IN PUBLIC

&

## *Making Them Look Like The Real Thing!*

By Jim Quarles

**EDITOR'S NOTE:** *While the museum's 12' x 16' modular HO layout construction & operation at Silver Dollar City's Ozark Mountain Christmas program was the first such project attempted by the museum, many model railroad clubs and organizations across the country have been setting up and operating similar portable layout operations for years.*

*Frisco Folk Jim Quarles has been a model railroader for well over thirty years and has built, set-up, and operated a number of modular layouts including 50+ hours at the throttle of the museum's layout. In this MODELING IN PUBLIC feature, Jim offers some insights and "tricks of the trade" that are both applicable to public and home layout operations.*

Model railroading is somewhat unique in the modeling world. Our model trains are not static. We actually get to run them and see how they perform. In seeking to build the ultimate train model sometimes we forget the operational aspect. Having some experience running on a number of layouts over the country I have discovered a few tricks I'd like to share with you on how to make the operational models appear to behave a bit more like the real things.

**Weathering:** Some like, some don't. A model doesn't look real to me unless it looks like it was earning it's keep and being used. The one you do first hurts you the worst. Sometimes you over do it, but then look around, you can always find something that is more unbelievably aged than your own worst efforts. The best thing is the more you get into it the more details you will notice you can incorporate into your

efforts. Chalks, washes, and air brush can all be used successfully. Like most scenery it is one of the less expensive things you can do and you will get a lot of satisfaction from it once you are able to swallow that lump and start.

**Cars That Wobble & Shake:** Check to make sure all wheels are round by turning the car over and spinning each set of wheels. Look for dirty wheels that have collected residue on the wheel making it run off center. Those that are actually out of round will need to be replaced. If the wheels are true then with screw mounted trucks, tighten one set of trucks so they are snug, but can still swivel freely. Leave the trucks on the other end of the car loose so they will better follow imperfectly laid tracks. Those trucks that clip on are more of a problem. Many of them have rubbing blocks cast into the trucks and the bottom of the cars. Make sure the trucks that have the blocks on them are on the correct end of the car with the rub blocks on the car. Sometimes you have to modify the car and put a screw in one truck to be able to tighten it correctly. One truck snug, one truck loose works best for me.

**Scale Speed Operation:** Remember speed is reduced just as the size of your models are. You need to operate your models in accordance with their size: 1/87 to 1 for HO and 1/160 for N. This scales out to about one foot per second equals 60 scale miles per hour in HO and 120 miles per hour in N. A little chugging sound effects boxcar will do wonders to slow you down if you run steamers. It usually takes a good quality power pack to do this. With can motors it takes a transistorized throttle to get good slow speed operation.

**Slow Speed Operation:** Model trains look much more realistic if they are not operated like slot cars or race cars. Accelerate *S-L-O-W-L-Y* and *P-O-N-D-E-R-O-U-S-L-Y*. It helps if the engine is well lubricated with lubricant designed for model trains. Also use a bit of *Rail Zip*, a water soluble conductivity enhancer on the track to improve conductivity between the wheels and track. The small amount of lubrication helps the wheels slide by the imperfections in the track also. Remember between shows it is possible for the lubricant to evaporate and dry out. Check each loco out before the show, they always run better if they are run through a pre-show inspection/lube.

**Trains breaking apart:** Coupler height is the most likely problem here. This isn't too bad on NMRA couplers but it can be a real problem with Kadees, especially on modular layouts that have problems with humps at the joints. It seems to be more prevalent on HO layouts than N scale. If you are running on modules use short cars and engines. The longer the wheelbase of the unit the more the couplers are shifted vertically when a hump or uneven track is encountered. If you need to run long units think about using NMRA couplers or a variety that lock better than the Kadees.

**Squeaky axles:** If the tone is not too loud it can be an enhancement, especially if you are running slow. If, however, you are high balling it sounds suspiciously like crickets or a bunch of mice, not like a scale flange squealing around a curve. Best to use the Labelle on the offending truck and keep them quiet. More pre-show inspections are in order.

**Wheel gauge:** Running on a variety of

track on modular layouts will really test the standards of your equipment. Use the NMRA gauge on everything you own, including the track on the layout. I once had quite a bit of trouble with a set of diesels during a show on another fellows module. We had a good time teasing each other about his faulty track verses my faulty engines. Turned out it was both! One of my engines had a set of wheels that were loose on the axles. He had a turnout that had been heated too hot with a soldering iron and the rails moved together. This all combined to the point where that one engine would not go through that particular turnout without going on the ground.

**Car weights:** The cars do track better if they are brought into the NMRA standards as far as weight goes. They will also track better if you test roll them down an incline of about 2%. Shift wheel sets in the trucks, lubricate, and finally discard the wheelsets or trucks that won't roll. They will cause you more grief than they are worth. The first time I encountered this concept I thought it was real nit picking, but *try it, you'll like it!*

**Metal vs Plastic wheels:** This can start a lot of discussions (*arguments!*). Do what works best for you. The plastic non sprung trucks work better for me. I found a buddy that liked metal wheel sets and we swapped about 100 sets of trucks. Now we are both happy!

**Fill those track gaps:** On modular layouts no matter what happens or how accurately the modules are built, the track is cut, or gauged, changes in humidity, moving the modules, *the phase of the moon*, etc., there always seems to be gaps in the track joints between the modules. Cut the track to fit or have someone go around with small pieces of styrene to fill the cracks. Trains don't like jumping from rail to rail, especially going into a curved piece of track. We've used all kinds of cutting gauges etc. to try to hold the tolerance to an acceptable fit and we have always had to trim to fit

to get the trains to run well. I think this is a bigger problem in HO than in N scale.

**Too much ballast:** Use the NMRA gauge to make sure the ballast is not causing derailments. Also use an old car with a set of trucks with deep flanges and push it around feeling for ballast that is too high near the railhead. Cut the high spots down with a small screwdriver. Clear out all flange ways on turnouts and crossings, etc. Make sure the ballast is securely tacked down with adhesive. You don't want it moving around or vibrating while the trains are operating. That can cause ghostly derailments. *The darned things never derail the same place twice!*

**Humps between modules:** I have been fortunate in belonging to four different modular groups over the years. They all have trouble with humps between the modules. N scale does not seem to be bothered as bad as HO. I have not seen any infallible solution yet.

**Track going out of gauge:** In one location we had to set up our modular layout outside a number of times. Each time this was done if the direct sunlight was allowed to strike the track it heated the rails so hot they caused the plastic ties to soften and bow the rails together to the point that we couldn't run the trains because the track gauge became too narrow. This gets expensive in track, time, and especially frustration if it happens while you are operating in front of a crowd. Don't let the sun shine directly on the layout!

**Rain on the layout:** Don't laugh, it has happened three times to clubs I have belonged to, including a covered picnic area that leaked, a large building that needed roof repair, and a roof leak over the museum's layout at Silver Dollar City! How much water fell determines the damage done. If the layout got a good soaking expect warping. If it was minor then a little scenery repair is all

that is needed. A good coat of paint on the modules before applying scenery will do a lot to prevent harm when things like this happen. Remember you have to soak things down pretty well when applying the scenery and ballast anyway, so the paint is probably a good idea. In one of the occurrences we had so much water falling in a short time that it actually washed the scenery off the layout.

### Some Thoughts on Modules

If you have a partially finished module, bring it to the show. You don't have to put it in the layout. People get a real kick out of seeing how they are built. Better yet if a module is finished on one end and without scenery on the other the crowd can see the scenery progression. If you have trouble with the individuals in the crowds wanting to touch the layout or scenery, get an old module and spruce it up a bit and then put it out by itself and label it the **PETTING MODULE**. Now you don't have to go negative when someone reaches out to touch your module. Just suggest the go touch the **PETTING MODULE**. It works great!

### Modeler's Conduct and the *DON'T TOUCH* Syndrome.

Finally, remember Model Railroading is Fun. Make it fun for those that don't know it yet. If you build a module to travel to shows, go in front of a crowd, and be displayed to the public, it will get touched, become damaged, tattered and frayed. Expect it, it will happen. Expect to do maintenance and rebuilds. We are poor representatives of the hobby if we scream and shout at people when they do break the rules of touching. If the module is that important to us perhaps we would be better off if it were left home as a static display. I wouldn't want to be the model railroader that yelled at a kid and destroyed his interest in the hobby. With a little encouragement he might turn out to be the next Linn Westcott or John Allen. When they reach out to touch, they are displaying an interest... *cultivate it!* ☞

# DOWN AT THE DEPOT

## Fort Sill, OK

Station G626  
Chickasha Sub-Division  
Southwestern Division

On July 15, 1899, the Oklahoma City & Western Railroad Co. was incorporated under the laws of the Territory of Oklahoma and by the terms of its charter was granted the right to, "...construct, own, maintain and operate a line of railroad extending from Oklahoma City, in the Territory of Oklahoma, in a southwesterly direction, through the counties of Oklahoma, Cleveland and Canadian, in the Territory of Oklahoma; thence through the Chickasaw Nation; thence through the Kiowa, Commanche and Apache Indian Reservations, and Greer county, in the said Territory of Oklahoma, to the northern boundary line of the State of Texas, including a bridge across the Red River near Quanah, Texas."

The company was organized by C.G. Jones of Oklahoma City, and certain of his associates, but aside from completing the organization, nothing was done until the latter part of 1902. About that time, the contracting firm of Johnston Brothers of St. Elmo, IL, acquired control, and entered into a contract with the company for construction of its proposed line of road,

under which payment for such construction was to be made in stock and bonds of the company. On October 15, 1901, Johnston Brothers agreed to sell all the securities received by it under the construction contract to the St. Louis Trust Company of St. Louis, MO, at the rate of \$15,565 per mile of road, and on April 4, 1902, the St. Louis Trust Company agreed to sell those securities to the St. Louis and San Francisco Railroad Co.

On March 10, 1903, all the securities of the company were delivered to the Frisco and on July 18, 1907, the company executed a formal deed conveying its property, rights, and franchises to the Frisco. At the date of sale, the company owned about 174 miles of standard gauge, single track railroad, located entirely within the state of Oklahoma.

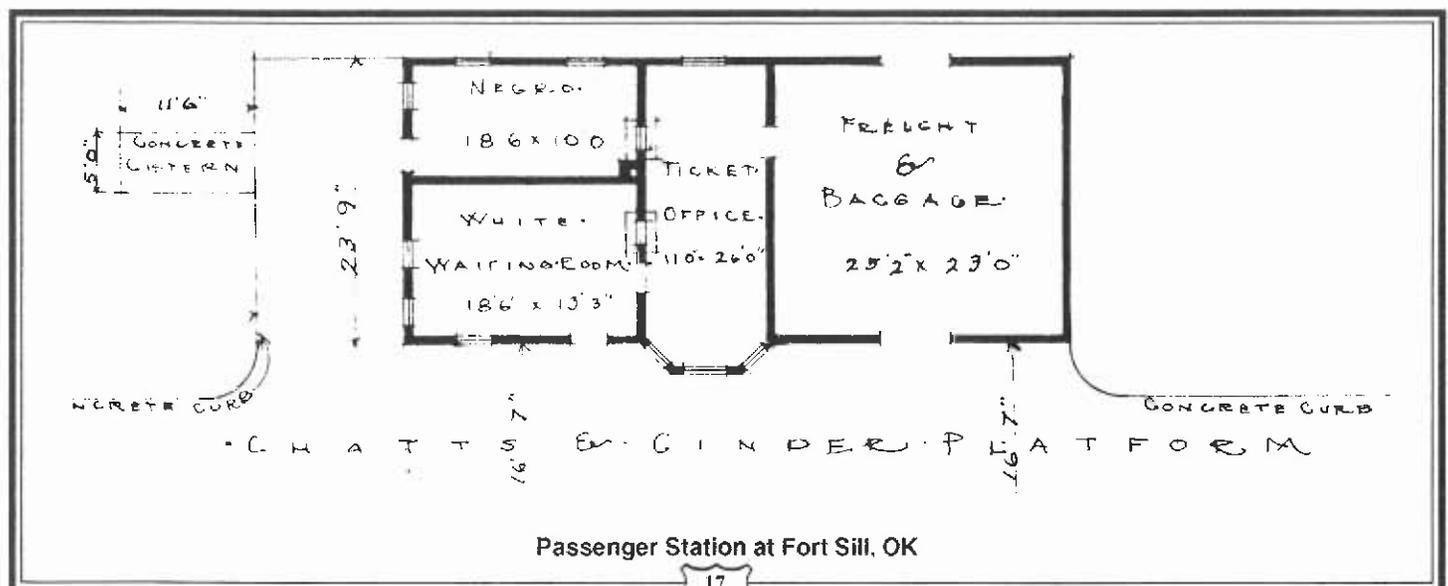
In March, 1903, when the line was first included in *The Official List of Officers, Stations, Agents, Etc.* of the Frisco, it was listed as the Oklahoma District of the Southwestern Division.

Four miles northeast of Lawton was the location of Ft. Sill, Station G626. Ft. Sill, located on Medicine Bluff Creek, was first established in 1868 when troops were sent out to quell an Indian uprising. A wooden stockade

was built there and called Ft. Wichita. The first permanent structure, built in 1869, was a corral in which the men and animals lived. At that time, General Phil Sheridan succeeded in having the name changed to Ft. Sill in honor of a West Point classmate, Joshua Woodrow Sill, who was killed while leading his brigade at the Battle of Murfreesboro in 1862.

Although some type of passenger facility was in operation as early as 1902 when R. H. Crow was appointed agent (*November 10, 1902*), the first permanent station of record was built in 1912. The 55' 9" x 23' 9" frame structure was set on a concrete foundation with a 1/3 pitch hip roof design. The exterior featured drop siding and sanitary facilities were "outside." The interior was divided into a freight & baggage room on the south end, ticket office in the middle, and waiting room accommodations on the north end for both white and "negro" patrons. The ceilings were 11' 4" high, covered with V-joint boards and the floor, somewhat unusual in Frisco depots, was 2 1/2" maple.

According to company records, a "new" station was constructed in 1917 and enlarged in 1942. (*See Looking Backward feature, p. 8*)



Records concerning the 1917 depot are currently not available.

The Ft. Sill facility also included a 50,000 gal. water tank, pump house, agents dwelling, and an umbrella shed.

In the early 1900's (*circa. 1910*) Ft. Sill was served by two passenger trains, Nos. 9 & 10, between St. Louis & Quanah, TX, and Nos. 407-408 between St. Louis & Lawton, OK. In the 1920's (*circa. 1925*) three daily trains stopped at the station: 9 & 10, 3 & 4 the *Oklahoma Special*, and Nos. 417 & 418. The 1930's (*circa. 1935*) saw a decline in passenger revenue on the line and service was relegated to a daily motor car, Nos. 409 & 410. In 1942, service was limited to mixed train service on Nos. 403-410. The year 1945 saw the return to full passenger service on trains 409-410 and the addition of daily bus service, Nos. 302 & 309, provided by the Oklahoma Transportation Co. between Union Station at Oklahoma City and the Main Post Exchange at Ft. Sill.

In 1950, service was provided by trains 404 & 409 and on July 17, 1955, passenger service to Ft. Sill was discontinued. ☐

## EFFECTIVE

# ● JULY 18, 1955

## THE FRISCO RAILWAY

Will discontinue its daily passenger trains Nos. 409 and 404 between Lawton, Okla. and Quanah, Tex. The last trips these trains will make will be their regular runs on  
**JULY 17, 1955**

### WHY IS THIS BEING DONE?

These trains have been losing approximately \$55,000.00 annually because of lack of patronage. So, in the interest of good business, the Frisco has no alternative except to discontinue them.

There was a time when these trains served a transportation need, but the development of fine highways and the expansion of competing forms of transportation have combined to cut down the need for them.

### WILL IT AFFECT FREIGHT SERVICE?

Absolutely not! The Frisco will continue to maintain the same fine freight service it now offers this territory, but it will be relieved of the burden of operating passenger trains that are an absolute economic loss to the Company.

### HOW ABOUT MAIL SERVICE?

The Post Office Department has given assurance that adequate mail service will be provided the post offices served by these two passenger trains. This service will be comparable to that now in existence.

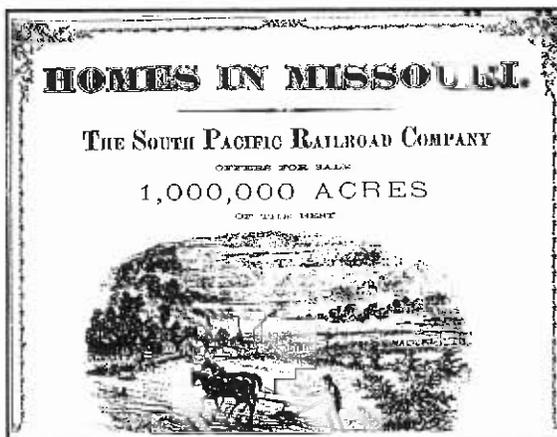
*We believe the public will understand our position and agree with us that there is no other alternative than to remove these non-paying, revenue-sapping trains. We believe that you would prefer to have a healthy railway system serving you than one whose strength was continually being drawn off through maintaining services which have ceased to be in public demand.*

**ST. LOUIS—SAN FRANCISCO RAILWAY COMPANY**

## MUSEUM ACQUISITIONS

Among the many questions that are commonly asked of museums, including The Frisco Railroad Museum Inc, is, "*What is the oldest item in your collection?*" While we have an "*oldest*" piece, two items in the collection are usually given recognition.

One, (*the oldest*) is a 7" x 4" leather bound notebook containing hand drawn survey transit notes for the *Southwest Branch of the Pacific Railroad, Osage Fork, from Springfield to Pulaski, Sta. 485-712, dated 1853.* The notebook was discovered in a box of miscellaneous books and papers donated to the museum last year. It is in excellent condition, considering that it is 139 years old!



Another item that, while not having the distinction of being the oldest, bears mention is an advertisement of *HOMES IN MISSOURI*, offering 1,000,000 acres of land in Missouri for sale by the South Pacific Railroad Company. The

ad appears on the back cover of *Moore's Rural New Yorker*, a weekly magazine, Volume XX, 1869.

Both these "*oldest*" items are currently on display in our museum display facility. ☐

## The Frisco Station School

**EDITOR'S NOTE:** *The significant contribution that women made on the Frisco is evident in this article about The Frisco Station School, which first appeared in the Frisco Man magazine, December, 1917.*

"On account of an unprecedented shortage of man power throughout the country, caused by the war, the Frisco quickly realized the necessity of training women for positions in station service. With this view in mind, the 'Frisco Station School' at Springfield has been established.

"The sole object of the school is to train women for such vacancies that may occur from time to time that can be filled by them and it is not the intention, at any time, to discharge a man employee to make room for a women.

"The school is located at Springfield, MO., and is under the direction of the Inspector of Stations, (in 1917 the Inspector of Stations was C.E. Gerties) who with two experienced assistants, give the students the training from a practical standpoint and the lessons are arranged, so the work done in the school is, as near as possible, like the duties performed at a station; actual waybills with their numerous notations and passing stamps are used to familiarize the students with the same conditions they will meet when placed in positions at stations; actual shipping tickets and bills of lading are used for billing purposes to acquaint the students with the many abbreviations and the different styles used by shippers in preparing their bills of lading. In this manner the students gain a knowledge, while in training, that will enable them to better understand the work assigned to them at the station.

"The first two weeks are consumed in studying the Frisco System from a geographical point of view, its

officers, the business terms used, the use of waybills, expense bills, bills of lading, tariffs and classification, and at the end of this period the students have a general knowledge of the work they are entering. The interest displayed at this stage is quite keen and their eagerness to continue the work is very apparent.

"During the third week of study the classes are formed into two stations named: 'St. Louis' and 'Springfield,' and a complete routine of station work is carried on; positions being changed frequently, so each student will become familiar with the entire work and thus be able to understand the relation one position bears to another, following the thread through the entire routine of the office. This feature affords the opportunity to the students of selecting the particular class work that appeals to them most and enables them to give special attention to that part of the work.

"The term of training consumes about eight weeks which includes two weeks of actual work at the Springfield Station and at the end of this period it is felt the students are able to go into an office and render valuable services and in a short time become proficient in the duties regularly assigned to them.

"The course of study is interspersed with lectures by officials from the various departments, thus giving the students the benefit of their knowledge which could not be given to them through our regular printed lessons.

"The success of the school is assured as will be seen from the following figures:

"The school was opened September 3, 1917, and by the end of the week fourteen students were enrolled. At the present time we have thirty-seven students in the classes and up to the present time fifteen students have

been sent out to positions.

"Reports from the stations to which these students have been sent are very favorable, the Agent being pleased with the efforts being made by the students to fill their positions.

"New classes are entered on the first and third Mondays of each month and so far we have had eager classes awaiting these dates.

"The Station School is a growing institution and the good results obtained is the reward for our efforts."

**EDITOR'S NOTE:** One such individual who, quite possibly was a graduate of the Station School, was Frances Warthen who was affectionately referred to as the Central Division's First Lady.

Frances' father, William Warthen was sent from the Lebanon-Dixon area to Jenson, AR in 1882 as Section Foreman. Frances first hired out as 3rd trick telegraph operator at Jenson in 1910. In 1966, she retired on the closing of the Hackett AR Station, where she served as station agent for thirty years.

Thanks to the generosity of her cousin, and Frisco Folk, Jim Hartness, the museum has acquired a number of unique and valuable items of Frisco history, including Frances' twenty-five year award pin, which is proudly on display in our display facility. ☺



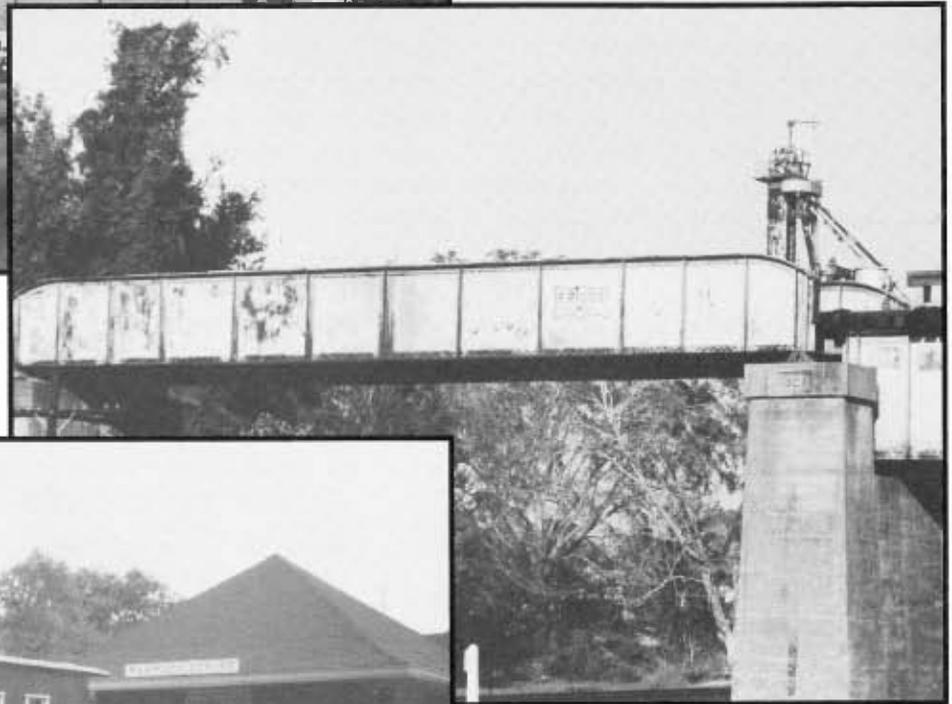
Frances Warthen, on duty at Hackett, AR, December, 1955. Frisco photo

## FRISCO IN THE 1990'S



*Both bridge photos are of bridge #863.3, located at Atmore, AL. The top photo is of a 74' Deck Plate Girder over Nashville, St. The middle photo is of a 60' Thru Plate Girder over the L & N tracks adjacent to Nashville, St. Both were built in 1927.*

*R.E. Napper photos*



*Frisco Folk Wayne Porter took this photo of Frisco caboose #1176 alongside the restored Frisco depot at Mammoth Spring, AR, September 15, 1991.*

## **SPECIAL NOTICE**

### **ATTENTION ALL FRISCO SPECULATORS!**

Plans are now being made to begin a new feature in future issues of the ALL ABOARD that will add an additional perspective to our FRISCO IN THE 1990's. Have you ever wondered, *What would the Frisco be like if it were still operating as the Frisco in the 1990's?* What would the operations department look like? What would a particular Division, Sub-Division, or branch line operations be today? What types of motive power would be in service? What kinds of freight, company service, *passenger?* equipment would be in use. If you have an idea (*be creative but realistic*), send it to us and we will include it in our new feature. ☺