

A Frisco Survivor



Caboose
1431

Frisco Folk Ray Millemann likes trains! One visit to his basement will prove that. His HO Scale layout of the UP & SP&S in Oregon & Washington along the Columbia River bears witness to his love for trains and his attention to detail. All track is hand-laid, most structures are scratchbuilt, and PFM sound throttle and DYNATROL command control are standard equipment.

However, one need not visit the basement of Ray's home to recognize his love of trains. A drive down Sugar Grove Valley Road, outside Harriman, TN will do the trick! Nestled on a picturesque Tennessee hillside, in the front yard of Ray's home, is Frisco Caboose No. 1431, affectionately known by Ray, his wife Natalie, and their Great Dane "Stormy," as **Ray's Place!**

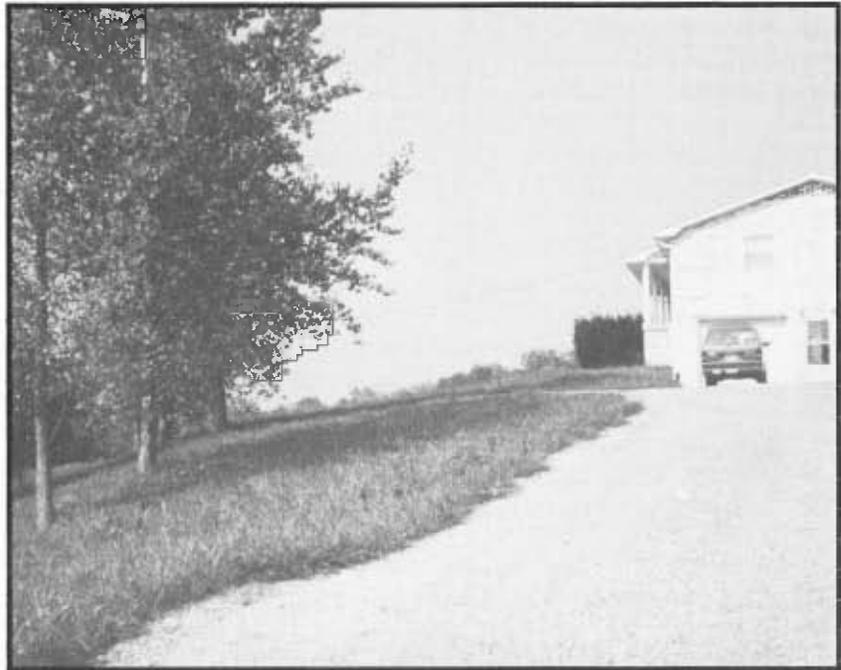
For all practical purposes, the vast majority of Frisco Caboosees in service between 1920 & 1980 were Frisco built. According to our records, of the 502 "+" units in service at one time or another during that sixty year period, 75% were constructed in company shops. As a matter of fact, the only notable exceptions to the Frisco built fleet of "crummys" were ninety-three units, series 1200-1292, purchased new from International Railway Car Co. between 1957 & 1969, and twenty-eight CE-2 class "buggies" acquired second-hand from the Santa Fe between 1968 & 1971.

The remainder of the fleet were built as new wood & steel units and an assortment of "one-of-a-kind" and/or "limited edition" creations such as the 1300-1345 series terminal/transfer "doghouse" units and bay window version No. 154. Eighty Frisco cabooses were rebuilt in varying degrees from recycled box cars, series 1400-1442, 1700-1725 (plus 1776), and the last Frisco built units,

bay window series 1726-1735 constructed in November and December, 1979.

Of the ex-box car fleet of Frisco "huts," the largest series were

forty-three non-radio, local service, units, series 1400-1442, constructed between February, 1973, and October, 1976. Built as replacements for the aging fleet of surviving 1940's vintage wood cars,



Ray Millemann's front yard, **BEFORE**, August, 1988



Ray Millemann's front yard, **AFTER**, April, 1989

the 1400's began their rail careers in 1954 as Pullman built 40' all steel box cars, series 18050-18549. According to our records, the entire fleet of ex-box car cabooses (1400's & 1700's) were rebuilt from the 18050-18549 cars.

On October 13, 1972, the Frisco Board of Directors authorized the expenditure of \$389,984.00 to "construct in the company shops, Springfield, MO, twenty cabooses," twelve of which were to be in the 1700 series (following the lead of No. 1776, built in August, 1972) and eight in the 1400 series. In February, 1973, No. 1400 rolled out of the shops, completed at a cost of \$15,503.14, \$8,906.00 more that it cost new as a box car in 1954.

It should be noted that the 1400's were patterned, to a large degree, after the 1200-1292 International built units with eight notable exceptions:

1. The 1400's cupola was off-set from the center line of the car by 36", verses the 1200's off-set of 18".
2. The 1400's were not equipped with ladders & roof walks; The 1200's were.
3. The 1400's were equipped with one large sliding window on the cupola sides, whereas the 1200's had two.
4. The 1400 series cabin windows were double-hung metal frame verses the 1200's single pane.
5. The 1400's rode on Barber S2 swing motion elliptical spring trucks while the 1200's came equipped with General Steel swing motion coil spring equalizer units.
6. The 1400's were 2'7" longer than the 1200 units.
7. The 1400 series weighed 6,400 lbs. less (57,100) than the 1200-1274 series (63,500) and 2,900 lbs. more than the 1275-1292 series (54,200).
8. The paint & lettering was similar between the two series except for the absence of **Southeast...Southwest** under the cupola side windows, **Radio Equipped** on the side, and the black background on the **it** in **Ship it on the Frisco** and the coonskin logo.



Frisco Box #18299, from series 18050-18549, Built 2-54. Pullman photo



Frisco Caboose #1220, Oklahoma City, OK, May, 1975. E. Stoll photo



Frisco Caboose #1438, Springfield, MO, May, 1980. E. Stoll photo

EDITOR'S NOTE: Although photographic evidence exists that some of the 1400 series were repainted in the Mandarin Orange & white livery, current records do not indicate how many or their numbers.

Between May, 1973 and October, 1976, the remaining forty-two units in the 1400 series were placed in service, including **Ray's Place!** In December, 1975, No. 1431, one of four 1400's completed that month (1430-1433) was added to the roster. Although it's original assignment is currently unknown, employee timetables and train orders found in the caboose indicate that its last assignment was on the Enid Sub-Division, Southwestern Division, between Enid & Clinton, OK.

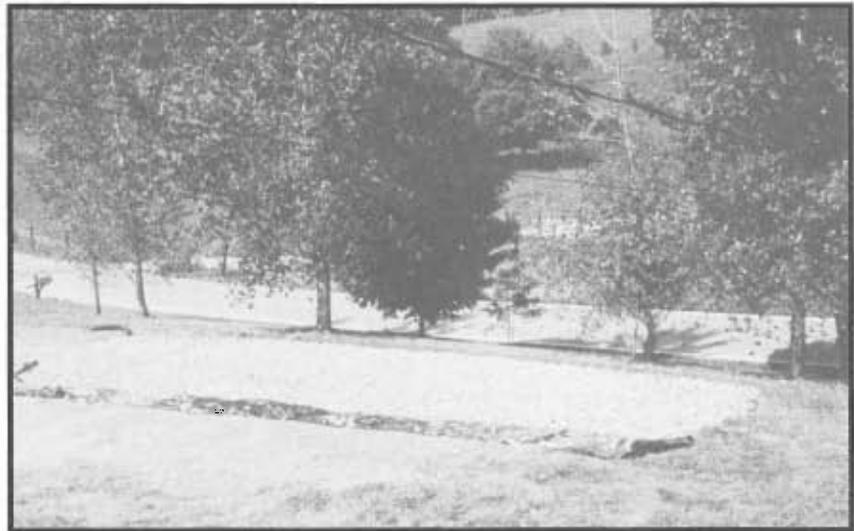
Following the Frisco/BN merger in 1980, No. 1431 was renumbered BN 11661 and remained in revenue service until 1984, when it was sold to Berman Brothers Iron & Metal Co., Birmingham, AL. Later that year (November), 1431 and another unit in the same series were sold by Berman to JRC Co., Railroad Contractors, Knoxville, TN. JRC remodeled one of the cars into an office (no trucks, window air conditioners, awnings), and sold 1431/11661 to James Richardson, Rogersville, TN, in May, 1985. He planned to convert it into an office, but only got as far as repainting it.

On August 3, 1988, Mr. Millemann purchased the caboose thus fulfilling a dream that according to Ray, "...started when I was five years old watching the trains on the Long Island Railroad from my grandmother's house." After site preparation was completed and the caboose was transported over 100 miles, on Thursday, August 18, 1988, Frisco 1431 was lovingly placed in Ray's front yard.

Since its arrival, Ray has renovated the caboose, attempting to maintain a balance of authenticity and modern conveniences. He has repainted the exterior & interior in prototypical colors while installing 110 & 220 wiring. The lavatory sink



Ex-Frisco #1435, BN 11665, Irving, TX, April, 1983. E. Stoll photo



The ballast is laid in anticipation of the arrival of Ray's Place, August, 1988



Track & trucks in place, August 17, 1988

has been reporelained and original toilet rebuilt, complete with air compressor to operate it, brake lines, and whistles on each porch.

The original cabin heater has been cleaned & repainted, but heating & air conditioning are provided by way of a modern heat pump/air conditioner unit.

The original equipment water tank was repaired, painted, re-lettered, and is used to supply water to a kitchen that includes a Sear's compact kitchen refrigerator, sink, & two burner stove combination.

The chimney was repaired with a new bracket, authentic caboose lights installed including red marker lights, along with a stereo tape deck to play steam & diesel sound tracks and provide occasional easy listening music while Ray sits in his favorite spot, the cupola.

Visitors to Ray's Place are always welcome! However, a phone call first will be greatly appreciated! 615-435-7871. ☎



Ex-Frisco 1431, BN 11661 being moved into place, August 18, 1988



Ray's Place, April 2, 1989



Welcome to Ray's Place

DOWN AT THE DEPOT

McCune, KS

Station M-157
Parsons Sub-Division
Northern Division

On October 10, 1876, the *Memphis & Ellsworth Narrow Gauge Railroad Co.* was incorporated to construct a proposed line between Parsons & Weir City, KS. Although some right-of-way had been acquired, some grading done, and some material collected along the line, little or no actual construction was completed.

On November 26, 1877, the *Memphis, Kansas, & Colorado Railroad Co.* was incorporated and in 1878 purchased the thirty-one miles of incomplete right-of-way from the *Memphis & Ellsworth Co.* The line was completed and subsequently changed to standard gauge. By February, 1881, it was in operation from Cherryvale to Weir City, KS, a distance of approximately fifty miles.

On February 8, 1888, the *Memphis, Kansas, & Colorado* was one of seven companies that consolidated to form the *Kansas City, Ft. Scott, & Springfield Railroad* which, on April 23, 1888, consolidated with the *Kansas City, Springfield, & Memphis Railroad Co.* to form the *Kansas City, Ft. Scott, & Memphis Railroad Co.*



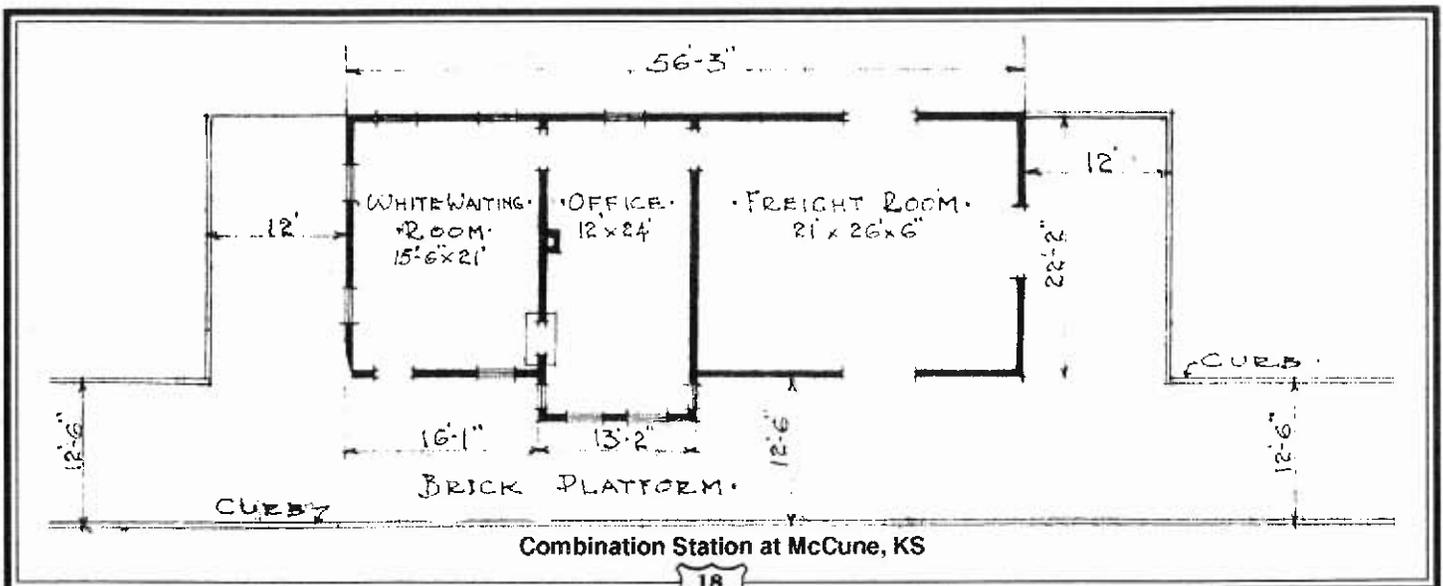
Rare photo of McCune, KS, possibly showing track being rebuilt from narrow to standard gauge.
H.D. Connor collection

which became the *Kansas City, Ft. Scott, & Memphis Railway Co.* in 1901 and the *Frisco* in 1928!

In 1879-1880, forces of the *Memphis, Kansas, & Colorado* built a 56'3" x 22'2" frame depot at McCune, KS, thirteen miles west of Weir City, Station M-157 on the Parsons Sub-Division, Northern Division. The station was set on a pile head foundation with 2" x 6" walls and a 1/4 pitch gable roof. The exterior walls were 1" x 12"

board & batts painted standard Frisco gray with white trim and a green composition rolled roof.

The interior ceilings were 11' high, floors were 7/8" x 3 1/4" tongue & groove, and the walls were finished with 7/8" x 3 1/4" M & B. The depot was divided into a 12' x 26'6" Freight Room on the east end, 12' x 24' Ticket Office in the center, and a 15' 6" x 21' White Waiting Room on the west. The platform was brick with a concrete curb.





McCune, KS depot, May 28, 1955. Howard Killam collection

Additional facilities at McCune included the outside **Closest (toilet)**, a standard 4' x 5' x 7' high privy with a 1/2 pitch gable roof, box board siding, and a 2' x 6' door. In 1903, a 12'2" x 6' 2" x 8' high frame coal house was added, with box board siding and a 1/3 pitch shed roof. A recycled 34' 6" box car was used as the section car house, set 14' from the rail, and in 1925 an auto platform was added. It was 16' long with a 16' approach ramp, 12' wide, and constructed on 8" x 10" bents with 3" x 8" joists and a 2" oak deck. The McCune facility also included five stock pens: one 12' x 46", one 12' x 95', and three 46' x 46' with a total car capacity of sixteen.

In the early 1900's, the McCune station was served by two daily passenger trains, 171-172 (morning train) and 177-178 (evening train). Between 1917 and 1931, service was reduced to the 177, southbound **Cherryvale Accommodations**, and 178, northbound **Ft. Scott Accommodations**. In 1932, service on 177 & 178 was provided by Motor Car and, according to our records, passenger service to McCune was discontinued in 1940.

Regular freight service, trains 156 north & 157 south, the **Bull Moose Daily**, remained until July of 1958 when 147 south & 148 north made their last regular run. Following 1958 freight service was rendered by extras.

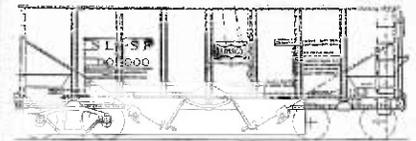
In 1950, the McCune station and auto platform were still in place. However, in 1955 the depot was

replaced with a 16' x 32' ARMCO metal building which was subsequently moved to Parsons, KS in 1968. 🚂

FRISCO HOPPER

DECALS

HO Scale



Produced from prototype photos & authentic lettering diagrams!
Enough to decal **eight** cars!

INCLUDES

Specific weight - dimensional lettering - Car numbers - Reporting marks - Frisco heralds

\$15.50 per set

Order From: The Frisco Railroad Museum Inc., P.O. Box 276, Ash Grove, MO 65604. 417-672-3110

New Car Shop

HO Scale

SL-SF HOPPERS

By Martin Lofton & Joe Pennington

EDITOR'S NOTE: Frustrated with the lack of adequate HO Scale decal sets for Frisco Hoppers, Joe Pennington and Frisco Folk Martin Lofton have produced their own. They were created from photos and paint diagrams of the hoppers during the decade of the 1940's before the advent of the large Frisco heralds.

The set will decal eight assorted black painted Frisco hopper cars, since hoppers tended to run in blocks. The set authentically letters several types

of hoppers available on the commercial hobby market.

The set includes specific weight and dimensional lettering, plus the car numbers of each type of car and the correctly structured **SL-SF** reporting marks. There are enough Frisco coonskins, repack, reweigh data, etc., to allow variations in the lettering of cars or to letter other black Frisco cars.

In the process of creating the Hopper decal set, Mr. Pennington has compiled an extensive roster of Frisco car



Frisco Hopper #83576, Springfield, MO, August 19, 1960. Frisco photo

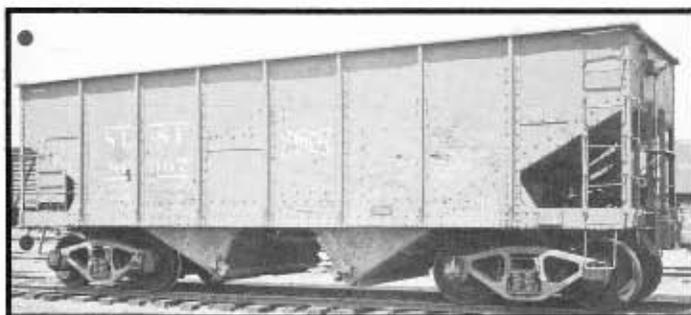
numbers, their individual characteristics, and how to model them in HO Scale. Joe and Martin

have graciously agreed to share this research with our Frisco Folk modelers and the following is the

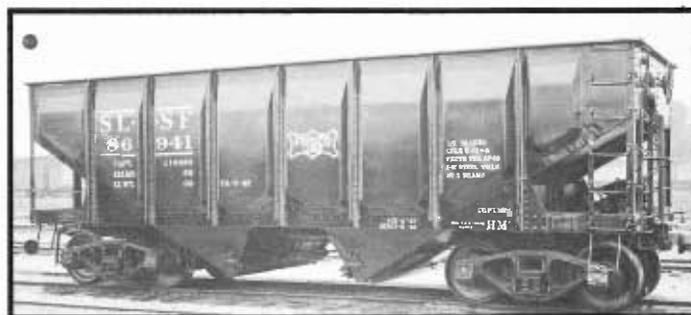
first in a two-part **NEW CAR SHOP** series featuring their work.



Car Numbers	Characteristics	How to Model
80408-80896, 81022-81294, 81314-81799, 81900-82399, 82400-82899**	Rib side hopper, 1880 cu. ft. capy., blt 1923, HM	Tichy USRA hopper, #4027 with Westerfield Wine drop door locks #1171 (or Athearn #5447 *)
81378, 81422, 81800, 81975, 82027, 82080, 82438, 82556	Panel side hopper, 1922 cu. ft. capy., blt 1923, rebt 1933, HM	Tichy panel side hopper #4029 with Westerfield Wine drop door locks #1171
80408-82899**	Panel side hopper, 1977 cu. ft. capy., blt 1923, rebt 1937, HM	Overland panel side hopper #3128 (or Athearn ribbed side hopper #5447 with Pikestuff "Blister Panels" and Westerfield Wine door locks, #1171*)
83500-83549-blt 1945, 83550-83649-blt 1946, 83650-83849-blt 1948, 83890-83984-blt 1950,	ACF design covered hopper, 70 ton, LO	Eastern Car Works(ex-E&B Valley) 70 t ACF covered hopper #2000 or Pecos River Brass 70t hopper or Sunset ACF 70 t hopper
86000-86999, 87000-87499***	Ribbed side hopper, 1880 cu. ft. capy., blt 1923, HM	Tichy USRA hopper #4027 with Westerfield Wine drop door locks #117
86011, 86133, 86157, 86368, 86407, 86620, 86781, 86805, 86906, 86924	Home built covered hopper, 1408 cu. ft. capy., blt 1923, rebt 1940, LO	Kitbash using Tichy #4027 and Eastern Car Works #2000



Frisco Hopper #86967, August 31, 1942, Yale, TN.
Frisco photo



Frisco Hopper #86941, June 11, 1942, Springfield, MO
Frisco photo

87005, 88784	Panel side hopper, 1933 cu. ft. capy., blt 1933, HM	Tichy panel side hopper #4028 with Westerfield drop door locks #1171 (or Athearn #5447 w/ b.p. *)
86000-86999, 87000-87499***	Panel side hopper, 1974 cu. ft. capy., blt 1923, rebt 1941 and 1942, HM	Overland panel side hopper #3138 (or Athearn #5447 w/ b.p. and Westfield Wine door locks, #1171*)
86027, 86069, 86078, 86153, 86167, 86170, 86208, 86267, 86303, 86429, 86442, 86449, 86479, 86493, 86501, 86597, 86662, 86710, 86715, 86772, 86853, 86909, 86933, 87137, 87138, 87303, 87344, 87442, 87476, 87487	Home built, paneled, side, covered hopper. 1485 cu. ft. capy., blt 1923, rebt 1942, LO	Overland panel side covered hopper #3129 (kitbash using Athearn #5447 and Eastern Car Works #2000 w/b.p.* and scratchbuilt with wood roof and 6 wood roof hatches)