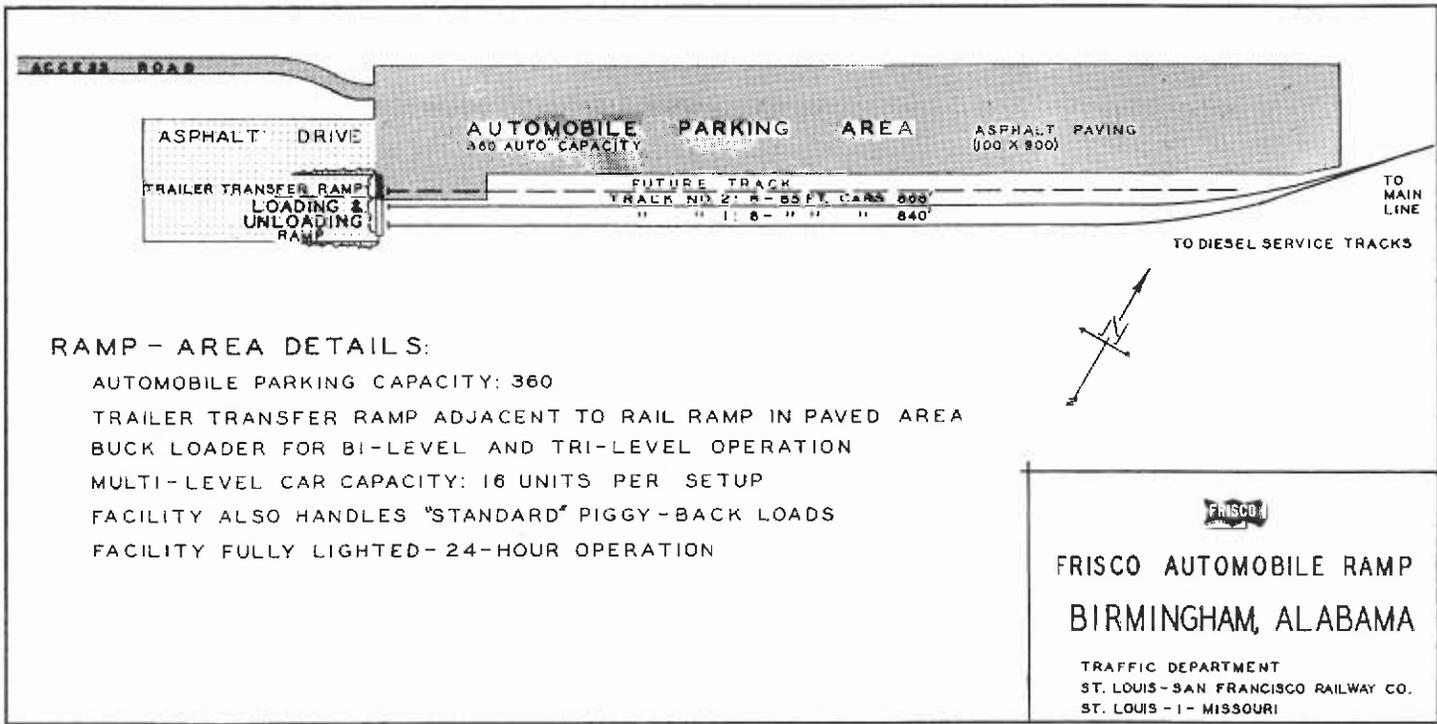


# FRISCO Automobile Handling Facilities

IN 1962, the Frisco had in service five automobile handling facilities located at St. Louis, MO, Tulsa, OK, Irving, TX, Birmingham, AL, and Floydada, TX. This is the third in a series of features profiling the automobile facilities with layout diagrams and photos.

## Birmingham, AL



*Frisco's Birmingham, AL automobile unloading ramp and storage area. Frisco photo*

## Classic Frisco



*In August 1942, the Frisco took delivery of its first 4-8-4 Northern class steam locomotive, No. 4503. The Northern's were the largest and most powerful class of steam motive power to operate on Frisco rails. The engine and tender were 105 feet long, stood sixteen feet tall, weighed a total of 820,600 lbs., and had a tractive effort of 71,200 lbs. The tender carried 18,000 gallons of water and 24 tons of coal.*

*In August 1943, the Frisco took delivery of its last 4-8-4 Northern class steam locomotive, No. 4524. (Nos. 4500-4502 were oil burners, delivered for use in passenger service in November 1942.) Our Classic Frisco photo is a rare, possibly one-of-a-kind, view of 4503 and 4524 double-heading a freight consist, date and location unknown.*

*Photo submitted by Paul North*



**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.

### 50 YEARS - 1944

In 1944, the Frisco passenger department inaugurated a new customer service program to assist war time travelers. The new *Depot Passenger Agents* were located at major terminals such as Tulsa, OK and Dallas, TX, and according to an article in the February-March issue of the *Frisco First* magazine, their job description included, "... a walking information bureau, railroad representative, and - if need be - nurse, consultant, and fairy god mother to lost and bewildered travelers." Dressed in blue uniforms with red & white Frisco Lines hat & sleeve patches, their job also included, " the inspection of coaches to see that they are kept neat and orderly." According to the *Frisco First* article, the Frisco was one of the first, if not the first, railroad to provide such a service.



*Frisco USRA Box Car #128522, Springfield, MO, March 7, 1935. Frisco photo*

### 75 YEARS - 1919

In 1919, the Frisco purchased 3,500 40 ton capacity steel underframe double sheathed box cars, series 127000-130499, from the United States Railroad Administration for an average cost of \$2,900.00 per unit. The cars were built by Liberty Car Co., Standard Steel Car Co., American Car & Foundry Co., Keith Car Mfg. Co., Pacific Car & Foundry Co., Lenoir Car Works, and Laconia Car Co.



*Frisco Depot Passenger Agents, February, 1944. Frisco photo*

### 25 YEARS - 1969

In 1969, Richard C. Grayson was elected President of the Frisco, succeeding Jack E. Gilliland who had held the position since 1965. Mr. Grayson began his railroading career, all with the Frisco, in May, 1941 as a Brakeman. Prior to his becoming President, he served as a Conductor, Train Dispatcher, Trainmaster, Assistant Superintendent, Superintendent, Assistant General Manager, Vice-President & General Manager of the Frisco Transportation Company, General Sales Manager, and Vice President of Operations. In November, 1969, he was appointed Chief Executive Officer and in December, 1973, became Chairman of the Frisco Board of Directors. Mr. Grayson is currently retired, is a member of the museum's Frisco Folks, Board of Directors, and major benefactor of our Springfield relocation project.

## COMPANY SERVICE ROSTER

One of the most interesting, unique, and often underrated facets of Frisco equipment and operations was the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

The uniqueness of the Frisco's company service was most apparent in the vast assortment of both speciality and recycled equipment, that was assigned to an equally vast assortment of uses on the system. Our Research Service *Company Service Equipment Conversion Roster* contains close to 1,000 listings of equipment that was recycled and converted for company service use. Add that to the hundreds of speciality units, and

you have a CS fleet that was indeed an intricate part of the Frisco.

Because we believe it deserves recognition for the role it played in the history of the Frisco, with this issue of the *All Aboard*, we begin a new regular feature that will profile selected pieces of Frisco company service equipment. If you have one you are interested in, please contact the museum office and we will do our best to include it in future issues.

### SLSF WEED SPRAY CAR 105502

Frisco Weed Spray (*Weed Burner*) Car #105502 began its rail service in August 1935, as one of two Coach-Mail-Baggage cars, Nos. 82 &

83, built by the Frisco in their Springfield, MO, Coach Shops. The 79' all steel cars weighed 167,900 lbs. and included seating for sixteen in the coach section, a 15' mail compartment, and a 39' baggage section.

In March and April, 1940, the cars were streamlined and painted in the war years Zephyr Blue paint scheme for service on the Frisco's new *Firefly* trains between Kansas City and Oklahoma City, OK. No. 82 was in the inaugural consist of the train.

In September, 1947, #83 was repainted in the standard Pullman Green livery. In May, 1951, #82 was also repainted, and both cars remained in revenue service until August, 1960.

In December, 1960, #82 was scrapped and #83 was converted to Weed Spray Car #105502. It remained in that capacity until 1972 when it was set aside and ultimately scrapped.

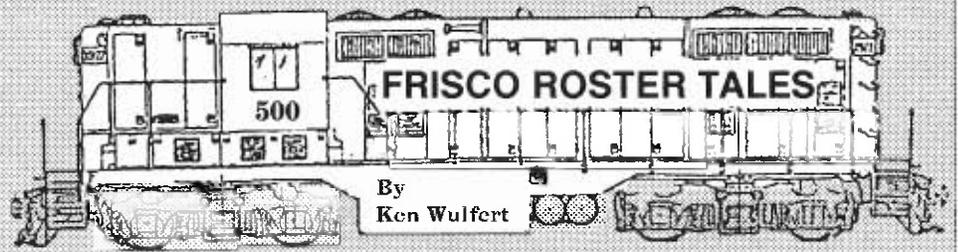


*SLSF Weed Spray Car #105502, Springfield, MO, November 18, 1971. John C. La Rue, Jr. collection.*

# YARD POWER

## PART SEVEN

### Modern EMD's



As opposed to many railroads, the Frisco had a relatively large number of modern, second generation diesel yard switchers on their roster in 1980 at the time of the merger with the BN. Throughout its modern history, the Frisco needed a relatively large number of switchers for a railroad of their size because of the number of large cities and interchange points on the SLSF system - this a testament to the valuable routes that the Frisco enjoyed. And, in the late 1960's and early 1970's, the large roster of first generation Frisco diesel switchers - the early Alco's, Baldwin's, EMD's and F-M's we have recently been exploring in *Roster Tales*, were starting to show their age and were ready for replacement.

In late 1968, the Frisco began receiving a new, modern, second generation switcher - EMD's popular SW1500. This locomotive was powered by EMD's then new "645" series diesel engine in a V-12 configuration. The series number is



*Frisco SW1500 #357, Tulsa, OK, November, 1980. Troy Botts photo*

based around the number of cubic inches displaced by each cylinder. EMD's vastly popular first generation line of diesel switchers and freight and passenger road locomotives were powered by EMD's "567" series engine, so the new engine was not only newer

in design, it was a bigger power plant per cylinder than its first generation counterpart. The SW1500 generated 1500 H.P. The Frisco bought forty-six SW1500's between 1968 and 1973, and assigned them to road numbers SLSF 315-360. These numbers continued the number series started by the earlier, first generation EMD SW7's (*SLSF 300-304*) and EMD SW9's (*SLSF 305-314*).

The new SW1500's quickly proved to be popular and reliable, and could be seen system-wide at any large SLSF city or terminal. They were all equipped for multiple unit (*MU*) operation, which made them much more versatile than Frisco's first generation switchers, which were generally unable to operate in *MU* fashion. Only SW9's (*SLSF 305-313*) and, late in its life, Alco "Headless Humpster" S-2b SLSF 292 had *MU* controls. In addition to *MU* capability, the Frisco SW1500's had a top speed rating of 65 MPH, which allowed them to operate out on the railroad from time to time, either alone or in multiple

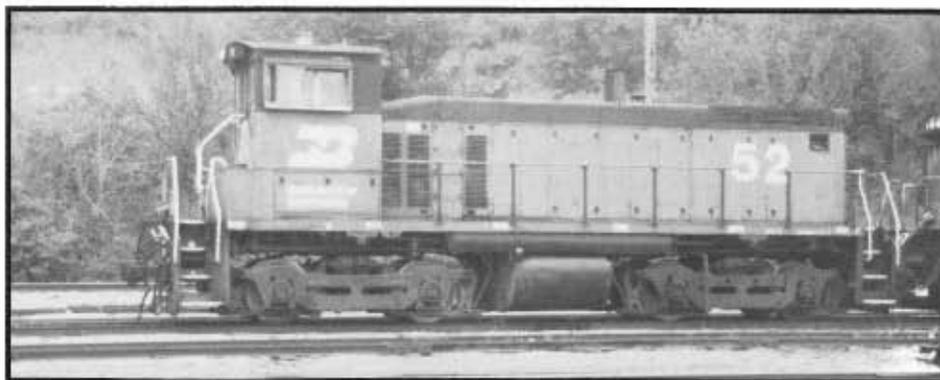


*Frisco MP15 #361, Tulsa, OK, September, 1980. Troy Botts photo*

lash-ups with other road power. The popularity of the SW1500's is given evidence by the fact that all forty-six remain gainfully employed by the BN today, as BN 20-65.

I always felt the SW1500's were attractive locomotives, though a number of people describe them otherwise, perhaps because of the large number of them (*boring!*) on the Frisco roster. Athearn makes an excellent HO model of the SW1500, though you will need to replace the Flexicoil truck side frames on the stock model with Athearn's AAR Type A side frames used on their SW1000 model. The replacement side frames are readily available and are easily changed over.

Following the SW1500 purchase, the Frisco added five more units in 1975, but this time selected the EMD MP15 - numbering them SLSF 361-365. These five new locomotives were also powered by a 1500 H.P., "645" V-12 diesel, and bore a strong resemblance to the SW1500's. But, the basis for their design was quite different - they were intended to



*BN SW1500 #52, ex-Frisco #347, in service at 19th St. Yard, Kansas City, MO, May 26, 1990. Richard Napper photo*

be end-cab switchers which were tailored for use not in yards, but out on the road. They were about three feet longer than the SW1500's, and rode on EMD's Blomberg road truck, like that used on EMD F and GP series road power. The MP15's, though just as useful as the SW1500's in yards and transfer service, proved to be very unpopular out on the road, as they delivered a rough ride, had restricted cab space because of the small switcher end cab, and, importantly, had no toilet as all road

units do. One can easily understand why crews found the MP15's not to their liking while railroading along out in the middle of the Ozarks! However, the MP15's are also still gainfully employed by the BN, first as BN 4000-4004, and, since 1982, as BN 1000-1004. They essentially serve in the same role as the SW1500's today. I have seen them in St. Louis and in Tulsa. There is no plastic model of the MP15 available to my knowledge, though it has been offered in brass in HO scale. ☞

## DOWN AT THE DEPOT

### HOPE, AR

Station W680  
Arkinda Sub-Division  
Central Division

The *St. Louis, San Francisco, and New Orleans Railroad Co.* was incorporated August 31, 1895, under the general laws of Arkansas, as the *Arkansas and Choctaw Railway Co.* By an amendment to its articles, filed in Arkansas on October 2, 1902, its name was changed to that first above written.

The company was controlled by the *Central Coal & Coke Co.* of Kansas City, MO, until June 11, 1901, during which time its railroad extended from Ashdown to Arkinda, AR, about twenty-four miles. On the last named date, it was decided to extend the railroad from Ashdown to Stamps, AR, and from Arkinda, AR to Wichita Falls, TX, and the *Choctaw Construction Co.* was organized by



*Frisco Depot, Hope, Ar, 1972. Jim Hartness collection*

the Central Coal & Coke Co. for that purpose. Control passed to the Choctaw Construction Co. on June 11, 1901, which company in turn was controlled by an executive committee of its stockholders, consisting of Richard H. Keith, president of the Central Coal & Coke Co., George A. Madill, a director of the St. Louis and San Francisco Railroad Co., and John Scullin, of St. Louis, MO.

On June 21, 1902, the stockholders of the Choctaw Construction Co. agreed to sell their holdings to the St. Louis and San Francisco Railroad Co. A syndicate was formed by the St. Louis and San Francisco Railroad Co. to finance such purchase, under an agreement dated July 8, 1902, which provided for control of the company to pass to the SLSF. The construction plans were changed to provide for a line of railroad from Hope, AR, to Ardmore, Indian Territory, and control of the Choctaw Construction Co. was vested in the syndicate on June 21, 1902.

On April 30, 1907, the company executed a formal deed conveying its property, rights, and franchises to the St. Louis and San Francisco Railroad Co. At that date, it owned a standard gauge, single track railroad, extending from Hope, AR, westerly to Frisco Junction, OK, about 210 miles, with a branch extending from Kiersey, OK, to Texas Junction, OK, about nine miles.

In 1906, a combination station was constructed at the southeastern end of the line, Station W680, at Hope, AR. The all brick depot was 71'11" by 25', set on a concrete foundation, and included a baggage room and Negro waiting room on the south end, white waiting room on the north, divided in the middle by a large ticket office and segregated restrooms.

The walls were 13" thick red brick and the tile covered roof was a 1/3 pitch hip design. The interior floor was 7/8" x 3 1/4" yellow pine, walls were finished in rough plaster, and the ceilings were 13' 1 1/2" high.

In addition to inside toilets, other modern (for 1906!) conveniences included electric lighting and natural gas stoves. The north end of the depot featured a covered *Porte Cochere* and the platform was brick with a concrete curb.

In addition to the depot, the Hope facility included a freight house, two section houses, water tank, engineer's locker room, mechanical department office & supply room, sand house, and two 10,000 gals. oil tanks. The hope station also had one 40' x 40' stock pen, with a six car capacity.

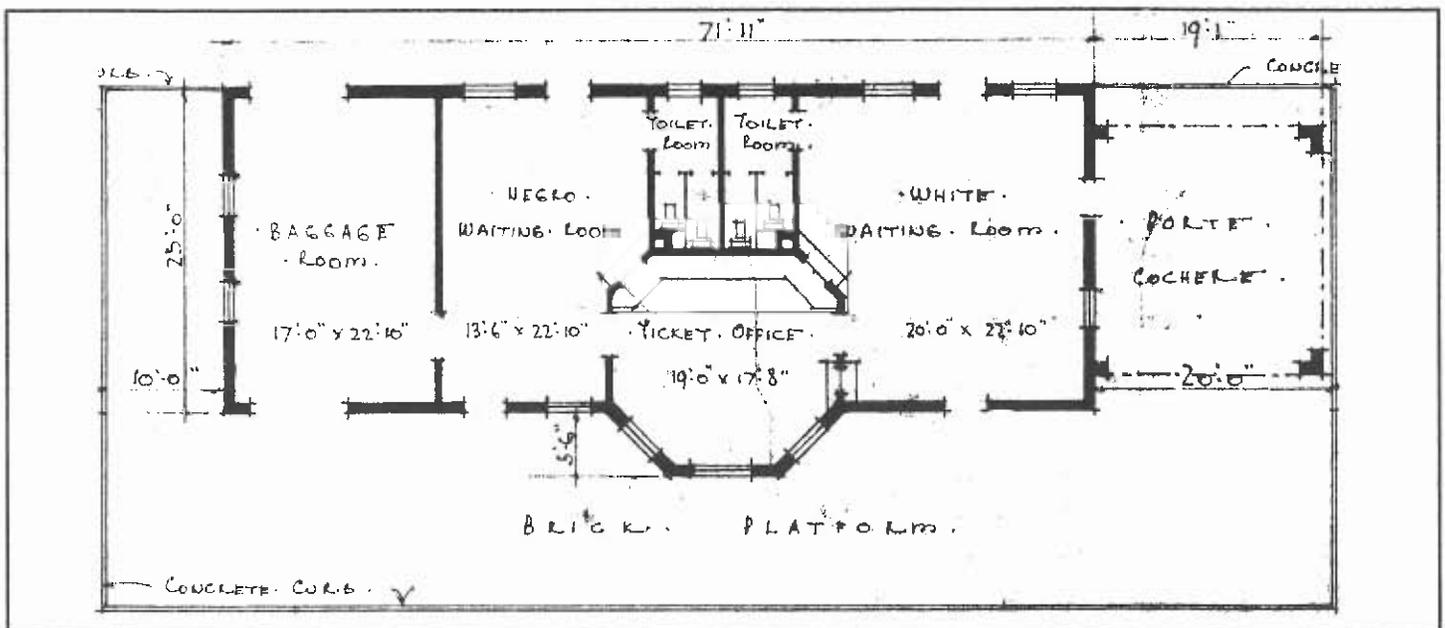
According to our records, S.D. King was the first station agent assigned at Hope, appointed June 2, 1904. The first trains to service the community were Nos. 67 & 68, daily except Sunday, between Hope and Madill, OK. The last regular schedule

passenger service was provided by rail motor car, trains 773 & 774 daily. In the fall of 1951, motor car service was replaced with mixed train service, Nos. 735 & 736, with passengers riding in the caboose. In the summer of 1959, all passenger service to hope was discontinued.

It should be noted that while Hope's greatest distinction was being on the Frisco, one additional claim to fame is its being the boyhood home of our current President of the United State, Bill Clinton! 🇺🇸

Hugo • Hope				
9-709-774 Daily	Miles	Read Down	Read Up	773-704-10 Daily
PM 7.00 11.35	0.0 563.1	Lv St. Louis, Mo. Ar Hugo, Okla.	Ar Lv	AM 7.45 1.53
Rail Motor 2.10	0.0	Lv Hugo, Okla.	Ar	Rail Motor 11.20
...f... 2.25	6.2	" Fallon	"	...f... 10.59
2.40	8.8	" Sawyer	Lv	10.45
f 2.49	15.6	" Fort Towson	"	f 10.36
3.05	19.4	" Swink	"	10.24
3.15	25.7	" Vulliam	"	10.11
3.24	30.6	" Millerton	"	10.00
3.38	35.0	" Garvin	"	9.44
f 3.56	43.5	" Idabel	"	f 9.25
4.04	50.8	" Kull	"	9.17
f 4.13	54.8	" Haworth	"	9.08
...f... 4.27	59.2	" Bokhoma	"	8.55
4.40	61.0	" American, Okla.	"	8.43
...f... 4.53	65.5	" Ardmore, Ark.	"	8.29
5.15	72.6	" Foreman	"	8.13
f 5.26	76.1	" Parkov	"	f 7.58
...f... 5.38	79.4	" Arden	"	7.48
5.49	81.9	" Comet	"	7.37
f 6.01	83.5	" Ashdown	"	f 7.26
6.20	96.8	" Long	"	7.10
FM	98.8	" Cole	"	AM
	98.5	" Red Bluff	"	
	100.7	" Orion	"	
	103.2	" Dave	"	
	106.5	" McNab	"	
	112.4	" Powers	"	
	120.8	Ar Hope, Ark.	Lv	

Frisco public timetable, May, 1950





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.

## Changing Car Numbers

Today's modelers have several nice pieces of Frisco lettered rolling stock for their layouts. Most notable of the modern class cars available are those by Model Die Casting. They make two 50' plug door cars (*Blue & Box Car Red*), a 50' insulated box car, a 50' waffle sided box car, a 40' box car, and a gondola. If you're a 1970's era modeler like me, you will want to run several of each of these cars on your layout. For some modelers this is the end of the story.

However, if you are an operations oriented modeler, there is work yet to be done. The question becomes, "*Which box car #700268 do I put in train 135 to Memphis? There are six of them in the yard!*" Unfortunately, model manufacturers do not individually number each car out of production, so the renumbering job is left up to the modeler.

Renumbering cars is actually quite easy, once you know a trick or two. Fellow modeler Craig Rector showed me how to remove MDC lettering without damaging the paint. Simply dab on Walther's Solvaset and wait a few minutes. I usually *puddle* the Solvaset on the lettering to be removed and wait 5-10 minutes. While the puddle of Solvaset is still on the lettering, rub a toothpick lightly over the lettering and it comes off in the Solvaset which is wiped off with a damp paper towel. If you haven't rubbed too hard with the toothpick, you have a nice paint finish left to put



your new numbers onto. The new numbers are salvaged from various old sets kept for such a need.

Car #44208 was renumbered into #42245 using leftover SLSF caboose numbers. Car #700268 was renumbered #700261 from a Herald King number set. I have found that most renumbering can be done with existing Frisco decal sets, so save any unused decals and store them in a ziplock type storage bag.

When the prototype renumbers or repaints the original numbers, it often repaints the number area only of the car. This is normally done due to rust on the car body. Once the rust damage is repaired and

repainted, the car men paint the number on the repainted area. Sometimes this is done with the same color of the original car and will look new compared to the rest of the car which is usually quite weathered.

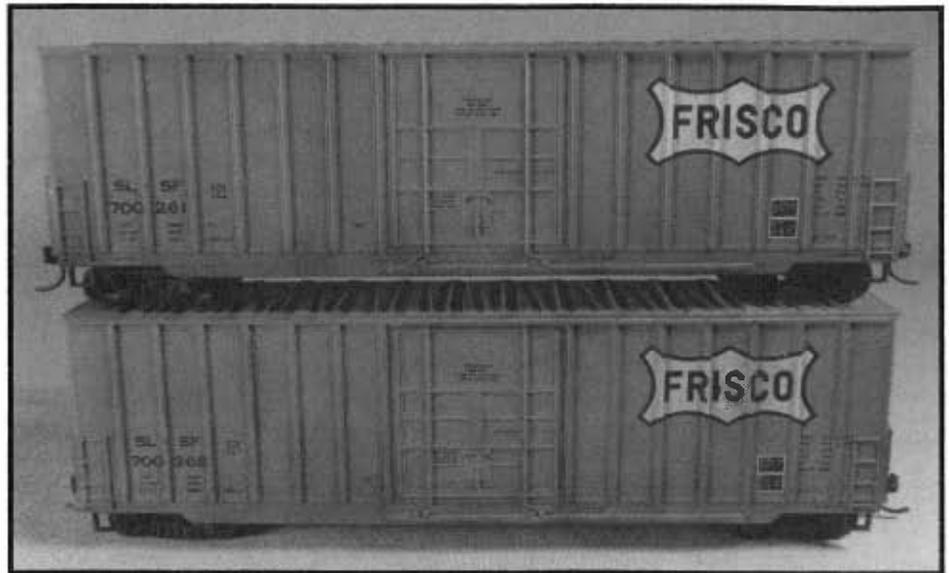
Other times the railroad will repaint the number area with whatever color is on hand at the time. I have tried to simulate this when I renumbered MDC's 50' plug door car #12122 to #12111. The car number area was repainted in black. I even used a different style of lettering in the repainted area, which came from a Missouri Pacific diesel lettering set.

I have had success taking numbers off of Athearn cars by taking



a Q-tip with Floquil Dio-Sol and lightly rubbing the area until the lettering dissolved. The key in doing this is to use the Dio-Sol sparingly! Too much will take the car paint as well. The best way to describe this method is the *Dry Brush Method* but with a Q-tip instead.

Now there is no reason not to have several cars from the same class with different road numbers in your trains. If there are any other good methods for renumbering freight cars, please let me know so the information can be shared. With all these cars on your layout, shippers can certainly...



*Ship **it** On The Frisco!*



## Fred Harvey Meals on the Frisco

Delicious and appetizing meals—the kind that has made Fred Harvey famous—are served on all Cafe Cars and in nearly all Dining Halls on the Frisco Lines.

### Cafe Car Service

Between St. Louis and Springfield on the "Meteor" (Trains Nos. 9 and 10).

Between Sapulpa and Ft. Worth on the "Meteor" (Trains Nos. 509 and 510).

Between Sapulpa and Oklahoma on the "Meteor" (Trains Nos. 413 and 410).

Between Monett and Ft. Smith on the "Texas Limited" and "St. Louis Limited" (Trains Nos. 5 and 6).

Between Kansas City and Springfield on the "Southeastern Limited" (Trains Nos. 105 and 106).

Between Jonesboro and Birmingham on the "Southeastern Limited" (Trains Nos. 205 and 206).

Between Monett and Beaumont on the "Sunflower Limited" (Trains Nos. 307 and 308).

All meals in Cafe Cars are served a la carte.



*Frisco timetable advertisement, circa. 1907*