

DOWN AT THE DEPOT

Wentworth, MO
Station F293
Carthage Subdivision
Northern Division

EDITOR'S NOTE: *This installment of our Down At The Depot feature was researched and written by Michael Hirsch as partial requirement for a summer internship program sponsored by the museum. Mr. Hirsch is currently a senior at College of The Ozarks, Point Lookout, MO.*

On July 24, 1871 the Memphis, Carthage and Northwestern Railroad Company was incorporated in the state of Missouri and under the terms of its articles was authorized to have perpetual existence. It was organized and controlled by L. P. Cunningham of Carthage, MO. On April 8, 1872, it entered into an agreement of consolidation with The State Line, Oswego and Southern Kansas Railway Company to form a new company by the same name, the Memphis, Carthage and Northwestern Railroad Company. Articles of Consolidation were filed in Missouri on April 13, 1872, and in Kansas on April 12, 1872. During its existence,



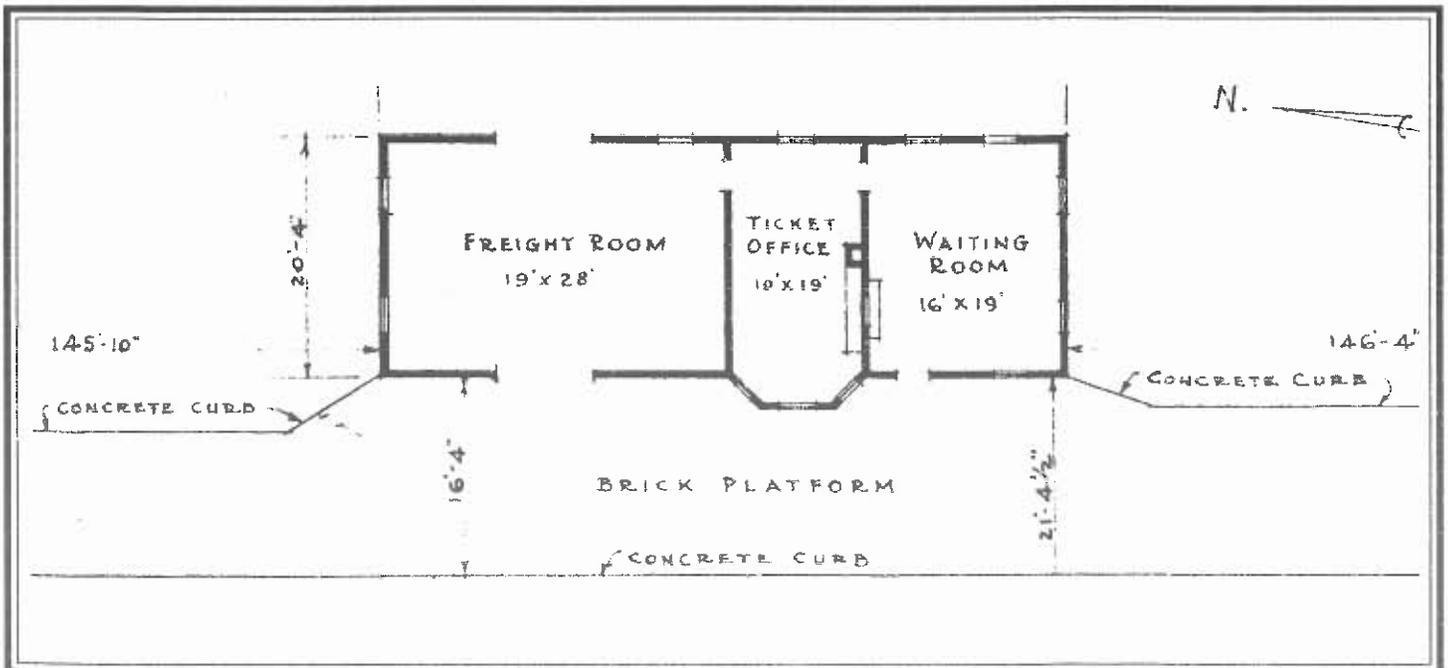
Frisco Depot, Wentworth, MO, 1955. H.D. Connor Collection

this company constructed a railroad from Pierce City, MO, to Carthage, MO, a distance of about 26 miles, and placed it in operation following the date of consolidation.

Located six miles to the northwest of Pierce City was the depot at Wentworth, MO. Originally on the mainline of the old Western Division it later became part of the Carthage Subdivision of the Northern Division. The consolidated Memphis, Carthage and Northwestern Railroad Company was sold to the

Missouri and Western Railway Company in 1877, which in turn became part of the Frisco in 1879.

In 1910 a new 56' 5" x 20' 4" wood depot was built to replace the old depot, built in 1874, which was destroyed by fire. The new depot had a concrete foundation with 2" x 6" walls with a 1/3 pitch, hip shingled roof. The exterior walls had 4" lap siding and 7/8" x 5 1/4" drop siding. The interior of the depot included a freight room on the north end, a ticket office in the middle and a waiting



room on the south end. The interior floor of the depot was 7/8" x 2 1/4" maple wood and had a ceiling height of 11' 6" throughout. Heating for the depot came from wood stoves and lighting from oil lamps. Sanitary facilities were located outside. The platform was brick and included a concrete curb surrounding it. This platform extended 16 feet from the depot and was 348 feet in length. Frisco Folks member Leon Stephens, longtime resident of Wentworth, tells us that this depot was torn down in the late 1960's or early 1970's and the wood was used to build a local barn.

In addition to the depot there was also a section car house, section house, coal house and two 32' x 33' stock pens with loading chute, all located south of the depot.

The first agent at the Wentworth depot that the museum has record of was Michael Vincent Nolan, who was appointed on February 26, 1901. The Nolan family had a long-lasting connection with the station at Wentworth that lasted more than forty years. In 1896,

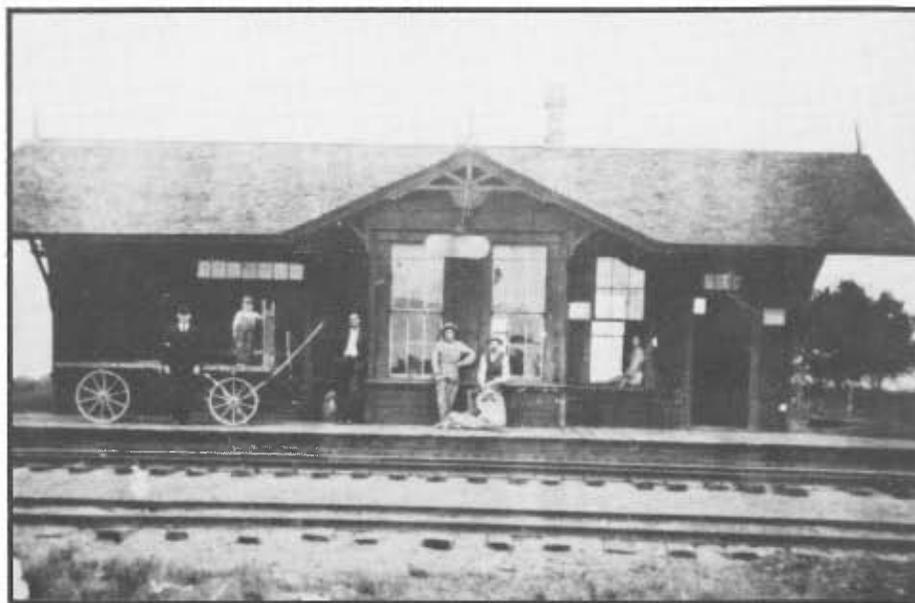


Wentworth, MO facility, looking south, with depot shown at left center, circa. 1920. Photo from the collection of Frisco Folk Leon Stephens

Michael Nolan and his wife Elizabeth moved to Wentworth where he worked for the Frisco. When Mr. Nolan died in October 1940 his son Joe took over as the station agent. Joe's wife, Gertrude Gorman Nolan, held the position after Joe. In 1950 she became ill with cancer and died at the Frisco

hospital in St. Louis. And so ended the forty plus years of service by the Nolan family at the Wentworth depot.

The depot was serviced by a number of passenger trains over the years with the last one being #309-310 which left Wentworth at 11:39 AM on October 15, 1960. ☞



Rare photo of original 1874 built depot at Wentworth, MO. Pictured from left to right are depot agent Michael Nolan (in front of baggage cart), his son Joe (on cart), unknown passenger, John Sweeney (later married Mr. Nolan's daughter Marie), and J. William Robb, local postmaster (both standing under train order board). Seated in the window to the right of the agent's bay is Mr. Nolan's Wife, Elizabeth.

Photo from the collection of Frisco Folk Leon Stephens

Passenger Train Consist

Eastern Division
 Rolla Sub-Division
 July 12, 1945
 Train No. 3

The Will Rogers

- 4516 4-8-4 Northern class coal fired steam locomotive
- 207 1928 ACF built 70' Mail/Baggage/Express
- *2054 1911 ACF built 60'10" Postal Car
- 399 1902 70' Baggage/Express
- 364 1910 ACF built 70' Baggage/Express
- 191 1910 ACF built 70' Coach/Baggage
- Smith College 1914 Pullman built 10-2-1 Sleeper
- Red Buttes 1925 Pullman built 12-1 Sleeper
- Edwardsville 1914 Pullman built 12-1 Sleeper
- 1080 1912 ACF built 70' Coach
- 772 1923 ACF built 70' Chair Car
- *1083 1912 ACF built 70' Coach
- 2363 Unknown
- 1676 Unknown
- 2500 Frisco Business Car
- 418 Frisco composite Caboose

* Indicates that car was painted in Zephyr Blue paint scheme

CHICAGO—ST. LOUIS TO OKLAHOMA

No. 3 THE WILL ROGERS

Sleeping Cars:

Chicago to Oklahoma City (10-Sec., 1-Compt., 2 Bedrooms), Car 5. Open at St. Louis at 10.00 p. m.

★St. Louis to Tulsa (12-Sec., 1-D, R.), Car 10. Open 9.30 p. m. Eastbound on No. 10.

★St. Louis to Springfield (12-Sec., 1-D, R.), Car 15. Open 9.30 p. m. Occupancy until 8 a. m. Eastbound on No. 10.

★Temporarily discontinued by O.D.T. Order No. 53

Lounge-Diner:

Chicago to St. Louis
 Newburg to Oklahoma City

Reclining Chair Cars, seats free:

Chicago to St. Louis
 St. Louis to Oklahoma City (Ready for passengers at St. Louis 11.00 p.m.)

ALTON NO. 3

Lv Chicago	4.50PM
Ar St. Louis	10.00PM

Lv St. Louis	11.57PM
Lv Tower Grove	12.08AM
Ar Rolla	2.35AM
Ar Newburg	2.55AM
Ar Lebanon	5.07AM
Ar Springfield	6.43AM
Ar Aurora	8.06AM
Ar Vinita	10.40AM
Ar Tulsa	12.05PM
Lv Tulsa	12.25PM
Ar Bristow	1.18PM
Ar Oklahoma City	3.00PM

A Frisco Nocturnal Stowaway

EDITOR'S NOTE: The following series of letters submitted by Frisco Folk Lloyd Stagner, from the files of Frisco Folk Lee Buffington, describes the investigation of a unique Frisco Nocturnal Stowaway.

January 8, 1952 From Mr. Baker to Mr. Gamble:

Yesterday we received a 'phone report that a live possum was seen in the nose compartment of Diesel unit 2019 and no one has seen it leave.

According to my information the fireman on unit 2019 on Train 107 on January 7 was the first to see the possum. Understand that the engineer and conductor also saw the animal and tried to dislodge it, but were unsuccessful. It seems that some one at Birmingham also saw it in the unit, but no one, as stated above, has said that they have seen it leave.

We notified the Roundhouse Foreman at Yale yesterday afternoon to make a search on the arrival of Train 106, but the information at hand indicates that nothing was found. We are going to have further search made, but we certainly do not want an animal of this kind prowling around the Diesel where it may cause some damage.

Am wondering how the animal got on the Diesel in the first place. Was some one attempting to carry it in a box or bag and it got loose, or was it some one's idea of a joke to place the possum in the unit?

Anything you can learn about this incident will be appreciated.

January 11, 1952 From Mr. Gamble to Mr. Baker:

Your letter January 8, without file, with reference to report that a live possum was seen in the nose compartment of Diesel unit 2019, at Jasper, Alabama, January 7, Train 107.

The possum was finally found in the nose of the unit at Amory this morning. After being cornered, he was caught, still alive.

The Switchtender

We have no way of knowing how the possum got on to the Diesel locomotive, I am quite sure that it was not carried on the locomotive by anyone.

January 21, 1952 From Mr. Gimson to the guilty party, an engineer from Sherman, TX.

-PERSONAL-

Much to my embarrassment, we spent considerable time and money trying to locate a possum which was running loose in one of our passenger units. The first complaint we had was on the Southern Division, where one of the engine crews observed a possum in the engine room. They endeavored to catch it, but were unsuccessful, the possum crawling back in under the locomotive cab.

You can readily see that this could have caused a lot of trouble and no doubt considerable expense had this possum got in around any of the high voltage electrical equipment.

After finally locating the possum, and endeavoring to learn how it got in the cab, I was informed that you had this possum on the locomotive and it got away from you. I am in hopes that you will not resort to such a practice again, and if you have any kind of things like this, it would be better to put them in a crate in the baggage car, rather than carrying it on the diesel locomotive, and I am in hopes that things of this sort will not be called to my attention again.

February 3, 1952 From engineer to Mr. Gimson.

To your letter about the opossum, I sure am glad no damage was done. I really wanted that possum with sweet potatoes on him. I didn't know he could get out of nose and get back in eng. room. No one could find him when he would go back. The Mars head light charmed him at the switch and the porter caught him for me. The only excuse I have to offer is the Truman administration and the high cost of living drove me to looking for any kind of meat. Give my regards to Mrs. Gimson even if you fire me about the possum.

Letter to the Editor:

RE: November-December issue of All Aboard on Watchmen's Shanties by Michael Holt, I found quite interesting; however, little was said about those dedicated men who occupied this small space.

In the early days these jobs were set aside for rehabilitating "Rails" who because of their disability from an on-the-job injury, were unable to return to their original assignment. Railroads may have been the pioneer of Rehab as we know it today.

We are happy that because of better equipment and training, railroad jobs are safer. These jobs are not considered high risk by commercial insurance companies as they once were. In the early days, railroad men's unions were their only source of obtaining life insurance i.e. Brotherhood of Railroad Trainmen, etc.

Before the turn of the century, life expectancy of the switchman was seven years. I'm enclosing a poem by James P. Burns fitting to those bygone days and these small shanties.

Guy S. Pollard

Former Director Safety, Frisco Railway

EDITOR'S NOTE: Mr. Pollard is a long time Frisco Folk, member of the museum Board of Directors, and Co-Chair of our Springfield facility Strategic Planning Committee.



The Switchtender



By James P. Burns

A little red shack built close to the track, With a window in either end;
A little red door and ten feet of floor, And plenty of switches to tend.
A little old man with only one hand, And a little old pipe made of clay;
And a little old smile from old Erin's isle, He's a happy old fellow all day.

In this little red shack built close to the track, There are memories of by-gone years;
When youth in its prime was all summertime, Now gone amid sorrow and tears.
When this little old man with only one hand, In the days of the old link and pin,
While coupling up cars was caught in the bars, And the hand of fate turned him in.

In this little red shack, turn life's pages back, To when youth to success looked ahead;
Since those balmy days the future's bright rays, I have changed like the hair on his head.
As he sits there tonight in the glare of the light, That shines through the little stove door;
You can easily trace, by the lines on his face, The sadness and gladness of yore.

So when you come along and the switches are wrong, And the lights all around you show red;
Don't curse and abuse, don't shout and misuse, Have respect for that weary grey head.
For this little old man with only one hand, May soon pass away from your view.
And the iron hand of fate may not hesitate, To make a switchtender of you.



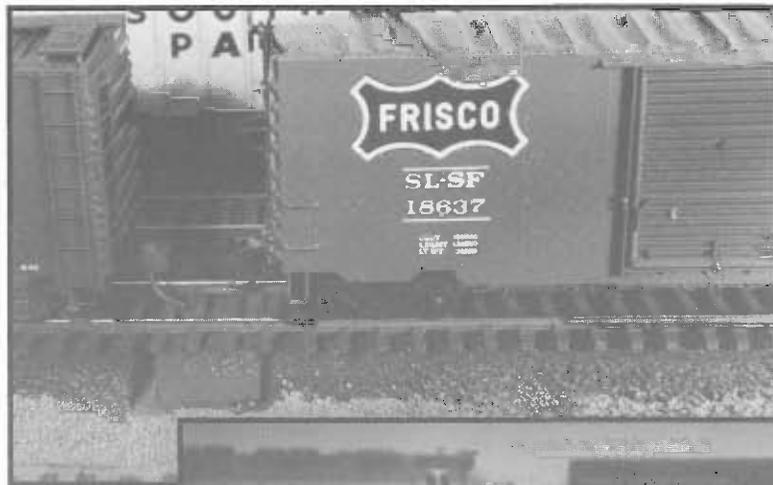
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

General Modeling Tips

From time to time I run across a good idea that helps in some phase of modeling. This installment will give some general modeling tips that I have used with success (*but usually after much failure*).

- Several major model railroading magazines have stated that plastic models can be stripped with various commercial pine cleaners. I have found that the generic brands perform as well as the name brands at a lower cost (*this leaves more money to purchase additional railroad equipment*). I have found that pine cleaners will strip paint on MDC, Athearn, Atlas, Kato, Stewart, and Walthers models with little or no difficulty. I use a gallon jar full of pine cleaner and dip the car body for anywhere from two hours to over night. I would caution modelers about leaving plastic models in pine cleaner for long periods of time as it eventually makes the plastic soft and distorts the features cast into the plastic.

- I normally get paint on my hands whether I am painting with a brush or an air brush. Rather than clean up with paint thinners, which can be absorbed through the skin, I have found that hand cleaning compounds will remove the paint! These hand cleaners, normally used to remove automotive grease and oil, can be found at any store with an automotive department and contain lanolin which makes your hands feel good as well.



Kadee Super Magnet in place under track ballast.



Kadee dummy couplers in service on unit coal train.

- I like to buy decals but do not always get an opportunity to use them before they age, dry out and disintegrate when I try to apply them. Decals are quite fragile and do crack with age and become useless. In order to keep them from drying out, I place them in a zipper type storage bag normally used to store food in. They can be purchased in a variety of sizes which can accommodate any decals being marketed today and can fit in a drawer very nicely until they are needed.

- I like the operation of Kadee couplers for all of my cars and engines. However, they are not inexpensive and equipping hundreds of cars can run into some investment. To minimize the coupler investment, I have saved all of the dummy couplers that came with McKeen (*now Sky-Lim*), Stewart, etc. models previously assembled and use them on my unit coal train hoppers. The train will never be disassembled and the couplers look and work just fine.

- Kadee couplers are made to operate with their uncoupling magnets and I really enjoy smooth woking

couplers and magnets for that *Hands-off* feeling. I never did like the appearance of those magnets though. I have since decided to hide all of my Kadee Super Magnets under the ties and cover them with ballast for a more realistic look. In order to remember where the magnets are, I put a yellow dot of paint on the rail above each end of the magnet. In addition, I cut the Super Magnets in half with a razor saw to double the number of magnets and reduce their size. The reduced magnets work just fine and still provide enough size to uncouple cars.

I hope these ideas will help your paint shop foreman, car men, and track crew keep your section of the Frisco operating smoothly and realistically.

Good Luck!... and don't forget to...

SOUTHEAST ... SOUTHWEST

Ship it on the Frisco!



Songs of the Frisco

Songs about American railroads have been around almost as long as there have been railroads in America! According to our records, the oldest known song about railroading was *The Railroad*, published in 1828. Since then, countless thousands of songs have been composed in honor of railroads and those colorful folks who have worked for them. Some notable selections have been *Casey Jones-The Brave Engineer*, *The Wreck of The Old '97*, *Wabash Cannonball*, *I've Been Working on The Railroad*, *Chattanooga Choo-Choo*, *Orange Blossom Special*, etc., etc., etc.

Although maybe not as well known, the Frisco has also been immortalized in lyrics & melody with such renditions as *Frisco-Land*, *On The Frisco*, and *The Meteor March*. While these titles were original compositions, according to our records there were at least eighteen other songs with Frisco words written to the tune of popular songs, and printed in **SONGS of the FRISCO CLUBS**, July 1, 1928.

SONGS

of the

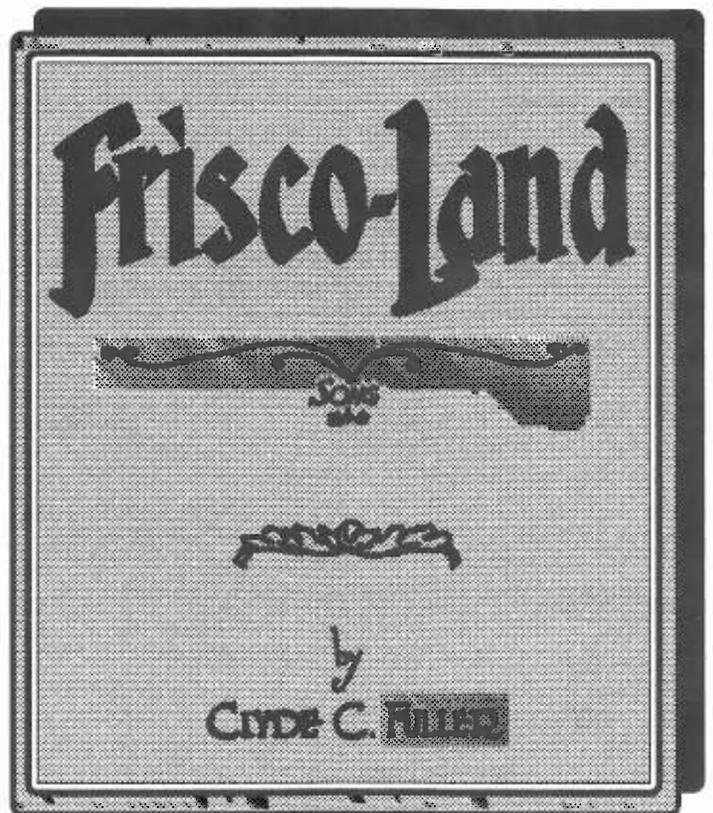
FRISCO CLUBS



These songs were composed by
Mr. L. Stewart Haney
Baggage Agent
Joplin, Mo.

Issued by
**CENTRAL COMMITTEE ON
FRISCO CLUBS**
W. L. HUGGINS, Jr.
Chairman

ST. LOUIS, MO.
JULY 1, 1928



*'Way out West in Kansas thru a sea of rolling grain,
Down thru Oklahoma that ebon gold's domain,
Far away in Texas towards the silo'ry Rio Grande.
And down thru the "Mozark" in that milk and honey
land.*

*"Sunny Tenn" and dear "Ole Miss" where that snowy
cotton grows,
Distant Alabama where the old Tombigbee flows.
Then to Pensacola on the Golfo' Mexico,
Now that's Frisco Land along the old Frisco.*

*Frisco inland empire forms a mighty mighty state,
'Long the Mississippi there roars the Lindbergh
freight.*

*Now here comes the "Bonnet" and the Meteor number
nine,*

*While the old Red Raven flies the frisky Frisco line.
North and East or South and West there's a busy busy
hive,*

*Here's the Texas Special thirty six and thirty five.
There the wild-wood flowers by the millions millions
grow,*

For that's Frisco Land along the old Frisco.

CHORUS:

*Come with me to Frisco Land, There's a promised
promised land.*

*Come with me thru Frisco Land, on that Frisco
"Sunnyland!"*

F-R-I-S-C-O! That's just the way to go,

To the promised promised land, Oh so grand!

*Come with me to Frisco Land, Down into the promised
land.*

That's the place to see! F-R-I-S-C-O!

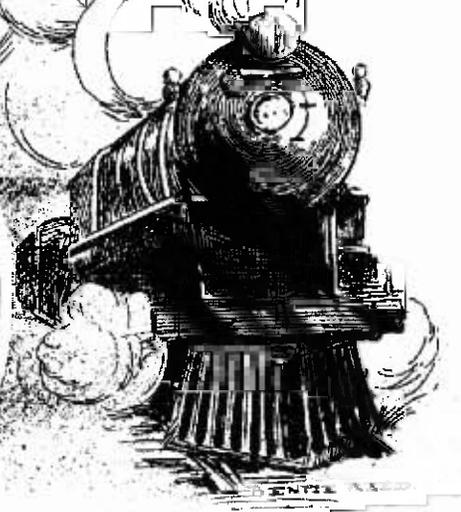
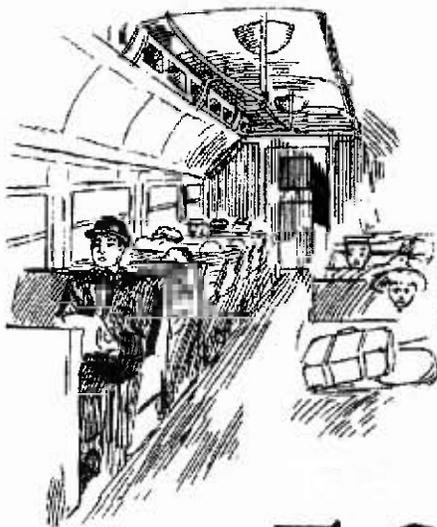
There's just one way to go, down thru Frisco Land!

DEVOTELY DEDICATED TO ALEXANDER HILTON

ON THE FRISCO

MARCH and SONG

BY



E.O. ROARK

WHILE RIDING ON A FRISCO TRAIN

5

E.O. ROARK
SPRINGFIELD MO.

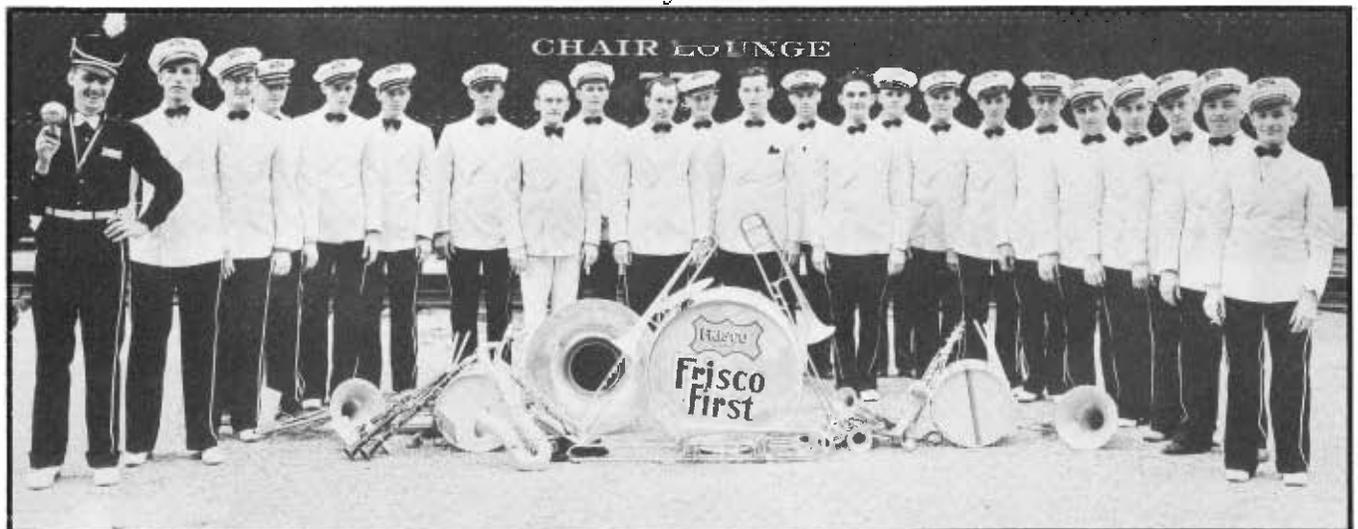
FRISCO BANDS



Frisco Band, Springfield, MO, May 9, 1920. Photo courtesy of Jesse Bradley



Frisco Mechanical Department Band No. 1, Springfield, MO, 1925. Photo courtesy of Mrs. Henry Wines



Frisco Mechanical Department Band, Springfield, MO, June 5, 1936. Frisco photo