

# Frisco's Most Famous Folk Up-Date

In the August-September, 1992 edition of the *All Aboard* it was proudly announced that cowboy singing and movie legend Gene Autry was the newest member of our museum's Frisco Folks family. Mr. Autry worked as a telegrapher on the Frisco in Oklahoma from 1925 to 1932, when he left to begin his singing career.

On June 28, 1994, at the grand opening of the Glenn Campbell Theater in Branson, MO, museum President Alan Schmitt was privileged to meet Mr. Autry in person, present his Frisco Folks membership plaque to him, and acquire an autograph for display in a new Gene Autry museum display.

Gene Autry, Frisco's Most Famous Folk! 🤠



*Museum President Alan Schmitt greets Mr. Autry, backstage at the Glenn Campbell Theater, June 28, 1994.*



*Museum President Alan Schmitt presents Mr. Autry with his Frisco Folks membership plaque.*



*Mr. Autry signs autograph for museum display*



# COMPANY SERVICE ROSTER

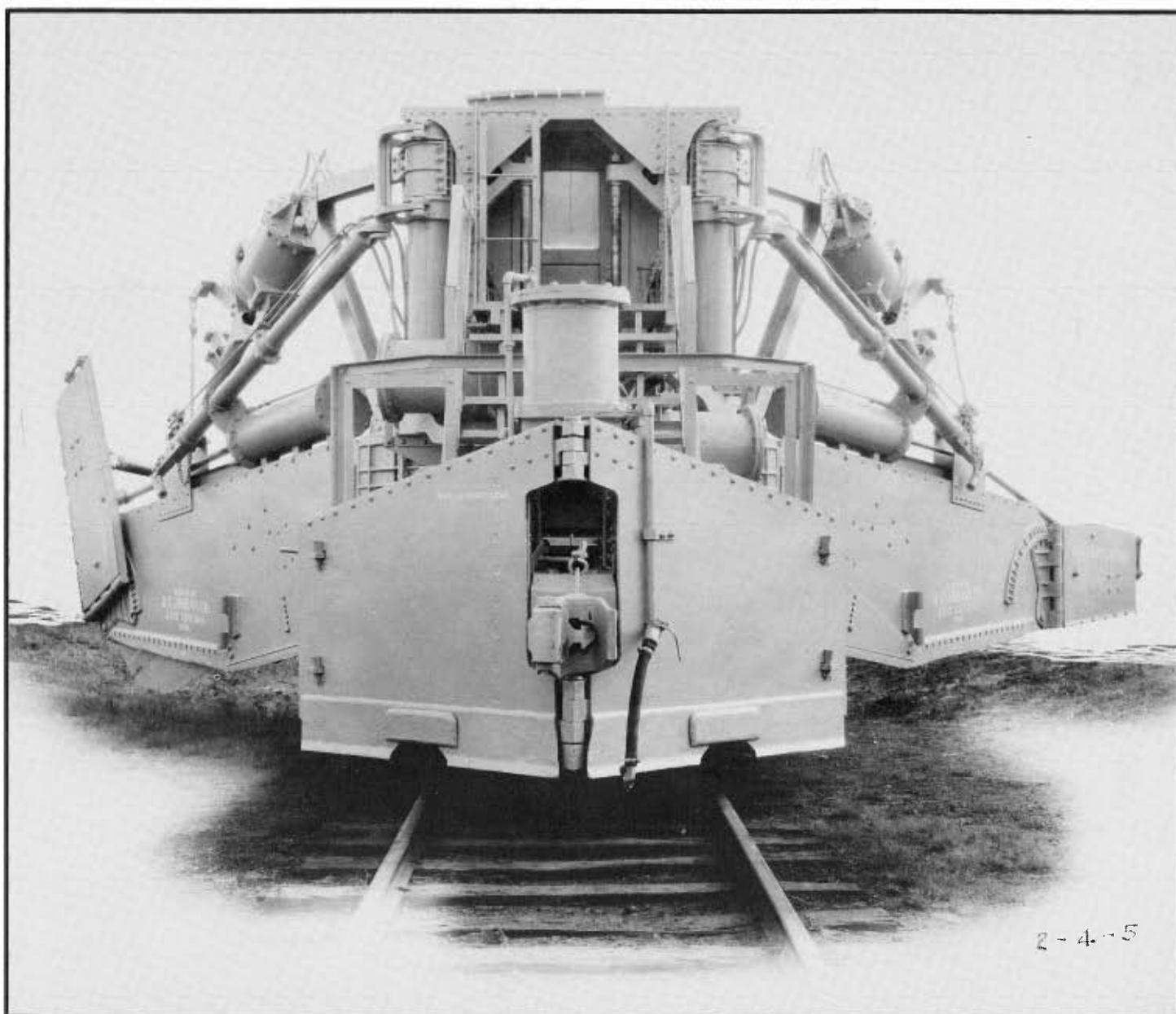
This is the third in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, road-bed, right-of-way, bridges, struc-

tures, etc., all of which was essential to the successful operation of the railroad.

## SLSF Jordan Spreaders 99101-99102

They were the latest in 1930's technology, were in service

for over fifty years, and were by far the most curious looking creatures in the Frisco's Company Service fleet. Officially known as a **Jordan Type "A" Composite Spreader-Ditcher with Fixed Ditching Section**, on the Frisco they were Company Service Nos. 99101 & 99102.



*Frisco Jordan Spreader-Ditcher #99101, builder's photo from O.F. Jordan Co., circa. August, 1930.*

## JORDAN Type "A" VARIABLE WING SPREAD

Until the advent of the JORDAN Type "A" Spreader-Ditcher the scope of operations of the locomotive pushed type of Spreader-Ditcher was limited to such conditions as could be handled with a **FIXED WING SPREAD**.

Recognizing the limitations of such a machine and the demands of the railroads for a Spreader-Ditcher which would meet all operating requirements, the O. F. Jordan Company developed their *Type "A" Variable Wing Spread Machine*.

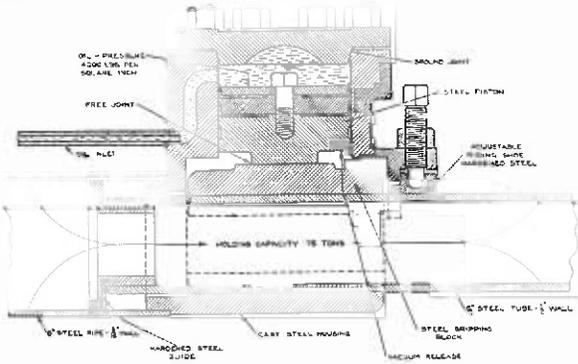
On this machine the wings can be operated at any desired angle within the limits of 25° and 45° from the center line of car and are opened or closed by means of air cylinders under the direct control of the operator.

The wings are held at the desired position by means of telescopic steel column braces. These braces are rigidly locked by the simple operation of throwing an air-cock handle—the whole procedure being a matter of a few seconds.

The secret of the success of the JORDAN Type "A" is in these rugged, telescopic column braces, which automatically adjust themselves for any wing angle. With their individual capacity of sustaining a load of 75 tons each, they are capable of withstanding the heaviest loads that can be put upon them.

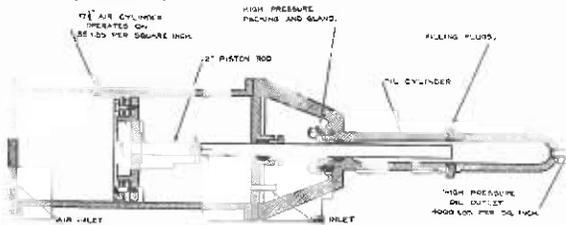
The two telescoping members of the wing braces are locked together by means of a specially constructed hydraulically operated cast steel locking device.

All braces on each wing are simultaneously locked from the operator's cab by throwing an air-cock handle and once locked they are one rigid column.



CROSS SECTION OF HYDRAULIC WING BRACE LOCK  
JORDAN TYPE "A" SPREADER-DITCHERS

The control of the hydraulic pressure for operating the brace locks is entirely by means of air; thus securing a closed, leak-proof hydraulic system. The take-up for wear on moving parts of braces is secured by the simple addition of a small amount of oil to the hydraulic system.



CROSS SECTION OF HIGH PRESSURE OIL GENERATOR  
FOR BRACE LOCKS  
JORDAN TYPE "A" SPREADER-DITCHERS

To secure the high oil pressure (4000 lbs. per sq. in.), two rams are mounted on the car deck—one for operating right side braces—one for operating left side braces.

Excerpts from a rare 1930's brochure describing the operation of the Jordan Type "A" Spreader-Ditchers.

## JORDAN Type "A" AIR OPERATED SLIDING DITCH SECTION

In modern railway maintenance it is often very desirable to be able to change from Ditcher to Spreader so as to handle all classes of work as they are encountered.

Before the development of the JORDAN Sliding Ditch Wing this change required from 3 to 4 hours, thus prohibiting frequent changes in the field on account of the high cost of work train delay.

Old style ditching wings had a heavy ditch shoe securely bolted to the wing structure—as shown in Fig. 3—the spreader shoe replacing it when the change was made.

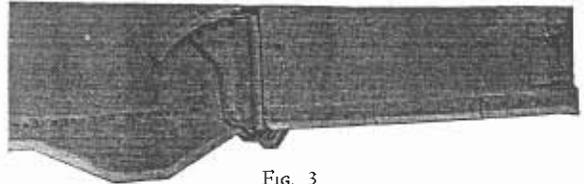


Fig. 3

The JORDAN Type "A" Sliding Ditch Wing has the ditch shoe or section concealed in the wing structure when in Spreader form. It also has the Spreader Cutting Shoe permanently secured to the wing frame. When the ditch section is up this wing operates as a straight spreader—as shown in Fig. 4.

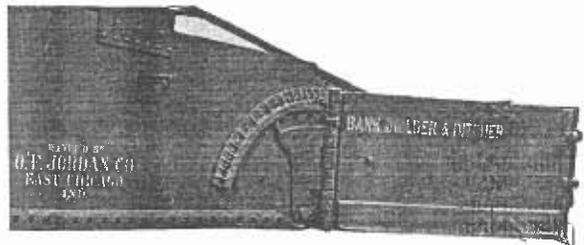


Fig. 4

When it is desired to change from a spreader to a ditcher the ditch section is run down below the spreader shoe as shown in Fig. 5. This is accomplished by the operator throwing an air-cock handle. The ditch shoe is operated by means of a 5 HP. air motor driving an alloy steel worm, which locks the ditch section automatically at any desired depth. The time necessary to change from spreader to ditcher or vice versa is 30-40 seconds. No manual labor.

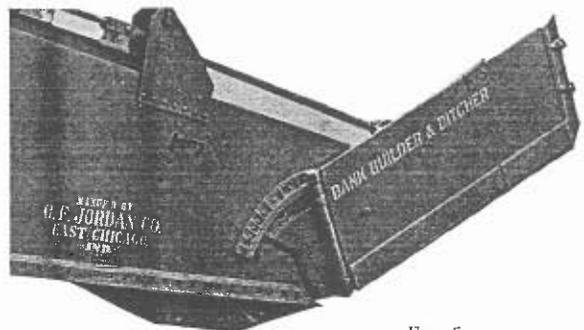


Fig. 5

The above features more than double the field of operations of a Spreader-Ditcher and greatly reduce the cost of maintenance work.

## JORDAN Type "A"

AS A DITCHER FOR VARIOUS ROAD-BED SECTIONS

JORDAN Type "A" Composite Spreader-Ditchers with air operated Sliding Ditch Sections and cast steel wing frames are manufactured in two different wing lengths. Both have adjustable ballast sections and adjustable bank slopers. They are also both provided with ballast carry wings which prevent ballast fouling.

By the use of the Variable Wing Spread feature of all Type "A" machines and the desired shape of ditch shoes, practically any desired roadbed section can be obtained.

JORDAN Type "A" with cast steel frame wing No. 1, composite Spreader-Ditcher will cut any roadbed section within the maximum and minimum limits as shown in Fig. 6 by simply setting the wing at various angles. This is a very valuable feature and allows of very narrow cuts being properly ditched.

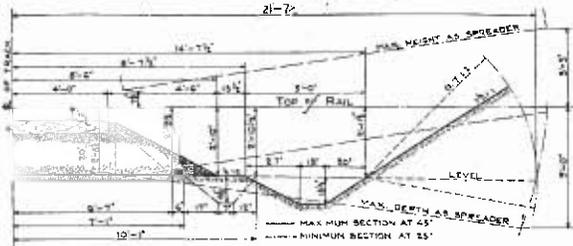


FIG. 6—MAXIMUM AND MINIMUM ROADBED SECTIONS CUT BY JORDAN TYPE "A" COMPOSITE SPREADER-DITCHER, WING No. 1

For use on roadbed sections wider than can be handled with Wing No. 1 shown in Fig. 6, we offer our cast steel frame, Wing No. 2. This wing will cut any roadbed section between the limits shown in Fig. 7.

With either of these wings any ditch shape that comes within the limits shown in Figs. 6 and 7 can be successfully employed.

By means of the Sliding Post Construction with a 42" vertical travel on all Type "A" machines, and an adjustable ballast cutting section, any depth of ballast under ties from 0" to 20" can be handled with the Wing No. 1, and from 0" to 24" with Wing No. 2, Type "A" Composite Spreader-Ditcher.

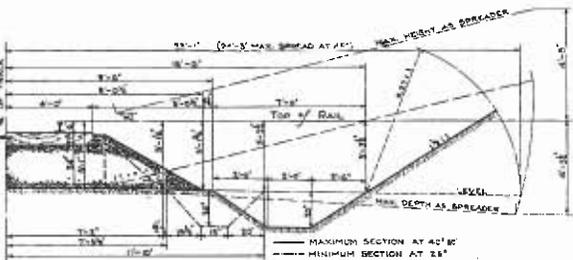


FIG. 7—MAXIMUM AND MINIMUM ROADBED SECTIONS CUT BY JORDAN TYPE "A" COMPOSITE SPREADER-DITCHER, WING No. 2

### BALLAST CARRY WINGS

All JORDAN Type "A" Composite Spreader-Ditchers are now regularly equipped with Ballast Carry Wings. This is a steel wing which is hinged at the ballast toe line and supported by a brace which opens and closes the Ballast Carry Wing automatically with the main wing. This wing is 4'0" long and extends from the main wing forward and parallel to the track.

It is used for two purposes:

First—When ditching it acts as a retainer which keeps material from fouling the ballast and allows of much greater quantities of material being handled.

Second—When shaping ballast it forms a pocket holding 1½ cubic yards of ballast which is picked up on the high spots and deposited on the low, thus eliminating ballast waste and making this machine a very effective Ballast Shaper.

Excerpts from a rare 1930's brochure describing the operation of the Jordan Type "a" Spreader-Ditchers

## JORDAN Type "A"

AS A DIRT CARRIER WHEN IN CARRY WING FORM

The wings of all JORDAN Type "A" Composite Spreader-Ditchers are arranged so that the bank sloper can be swung around in carry wing form. When in this form this machine is the most economical device so far developed for widening cuts, where the total length of the cut does not exceed 1500 feet and where there are no obstructions to prevent carrying the material on to fills.

In addition to widening cuts this operation deposits the dirt on the fill, where it is needed, and makes a very uniform, slightly and well packed bank.

When in this form JORDAN Type "A" Composite Spreader-Ditchers will handle from 8 to 15 cubic yards of dirt with each wing and as much as 250 cubic yards per hour can be taken out of cuts when using both wings where the total average haul does not exceed 2000 feet.

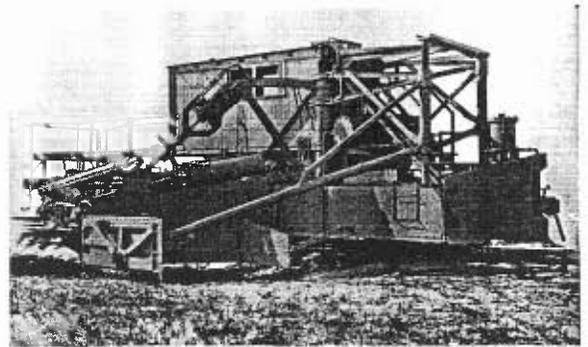


FIG. 8

### JORDAN TYPE "A" COMPOSITE SPREADER-DITCHERS

Are

Universal Material Handling Machines

They Will

Handle All Materials Within 24 Feet  
of Center of Track

And Are

Limited Only by the Capacity of

The Motive Power

They Can Be Used As

DITCHER—SPREADER—SNOW PLOW  
BALLAST SHAPER—BALLAST PLOW  
ROADBED SHAPER

"DOES THE WORK OF AN ARMY OF MEN"

For Any Special Roadbed Problem

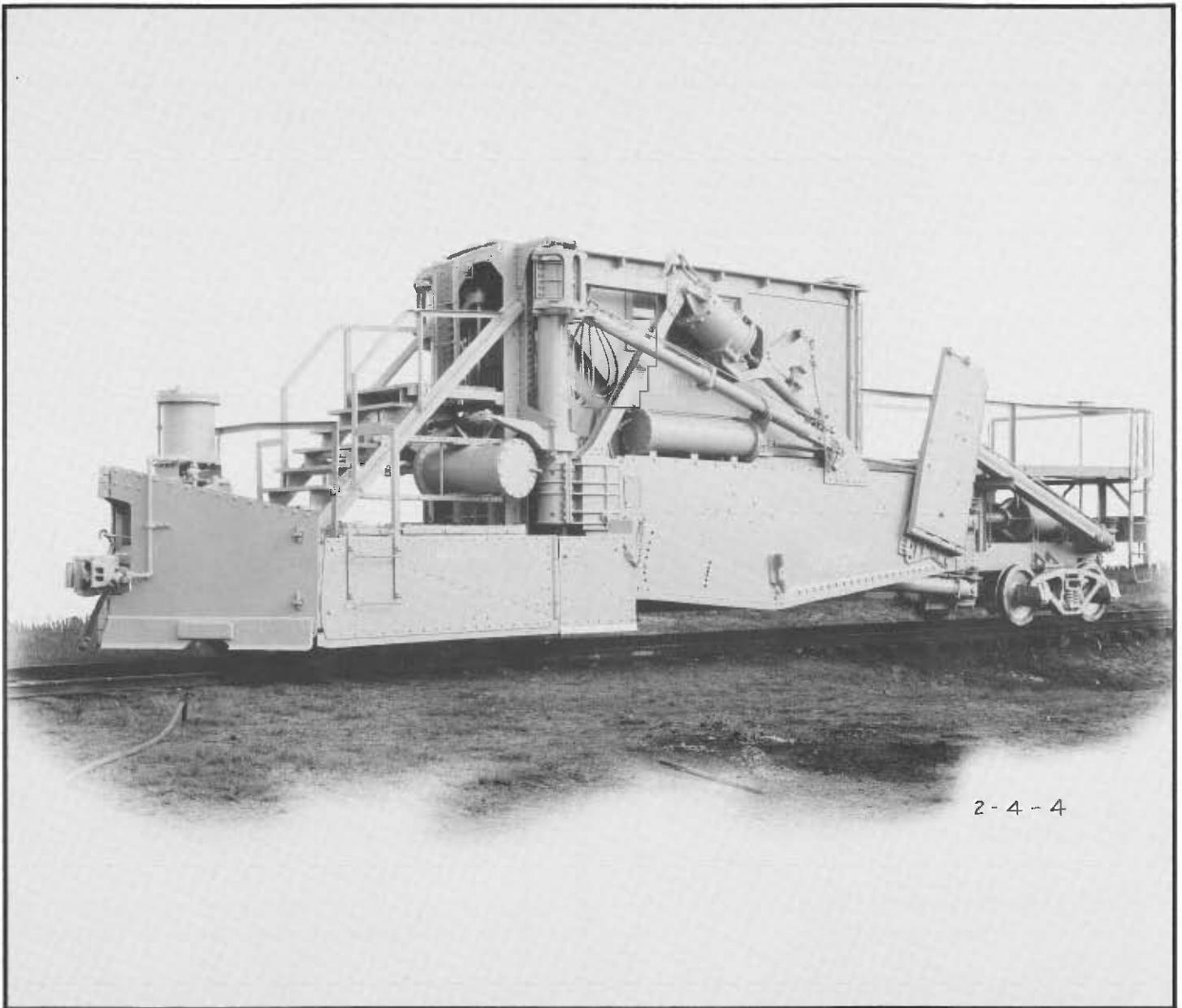
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For Further Information Address

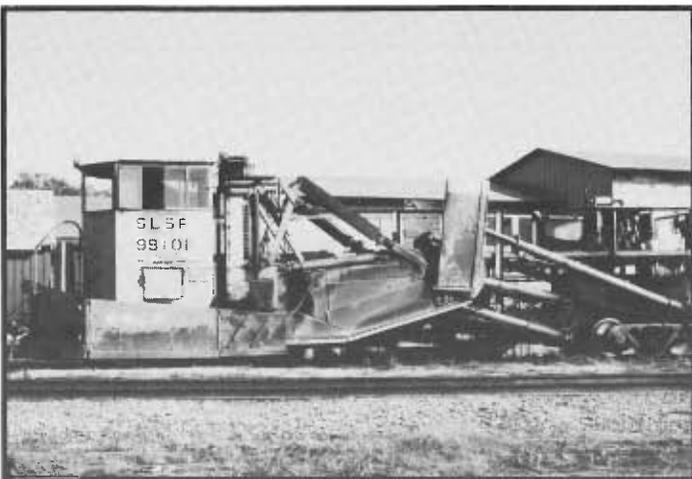
**O. F. Jordan Co.**

WALTER J. RILEY, *President*

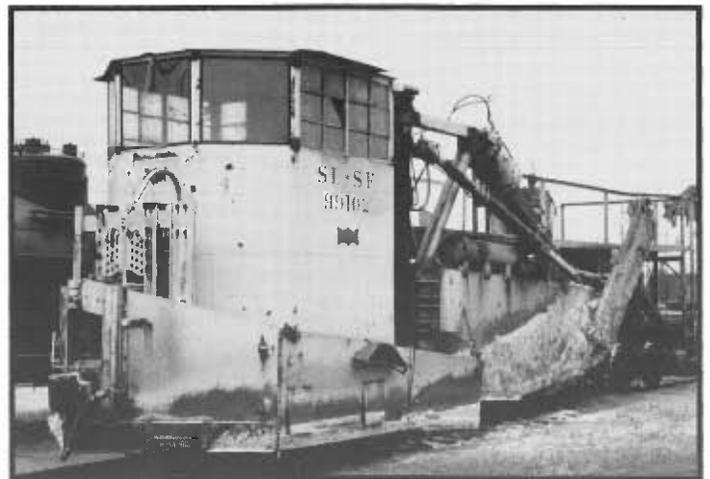
EAST CHICAGO, INDIANA



*Frisco Jordan Spreader-Ditcher #99101, builder's photo from O.F. Jordan Co., circa. August, 1930.*



*Frisco Jordan Spreader-Ditcher #99101, Denison, TX, October, 1982. E. Stoll photo*



*Frisco Jordan Spreader-Ditcher #99102, Sherman, TX, April, 1974. E. Stoll photo*



**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.

### 75 YEARS - 1919

In 1919, the 64.3 ft. iron King turntable at Sapulpa, OK, was replaced with a 100 ft. King unit.



### 50 YEARS - 1944

In 1944, the Frisco purchased eleven new diesel switching locomotives, eight of which were VO-1000 series 214-222.

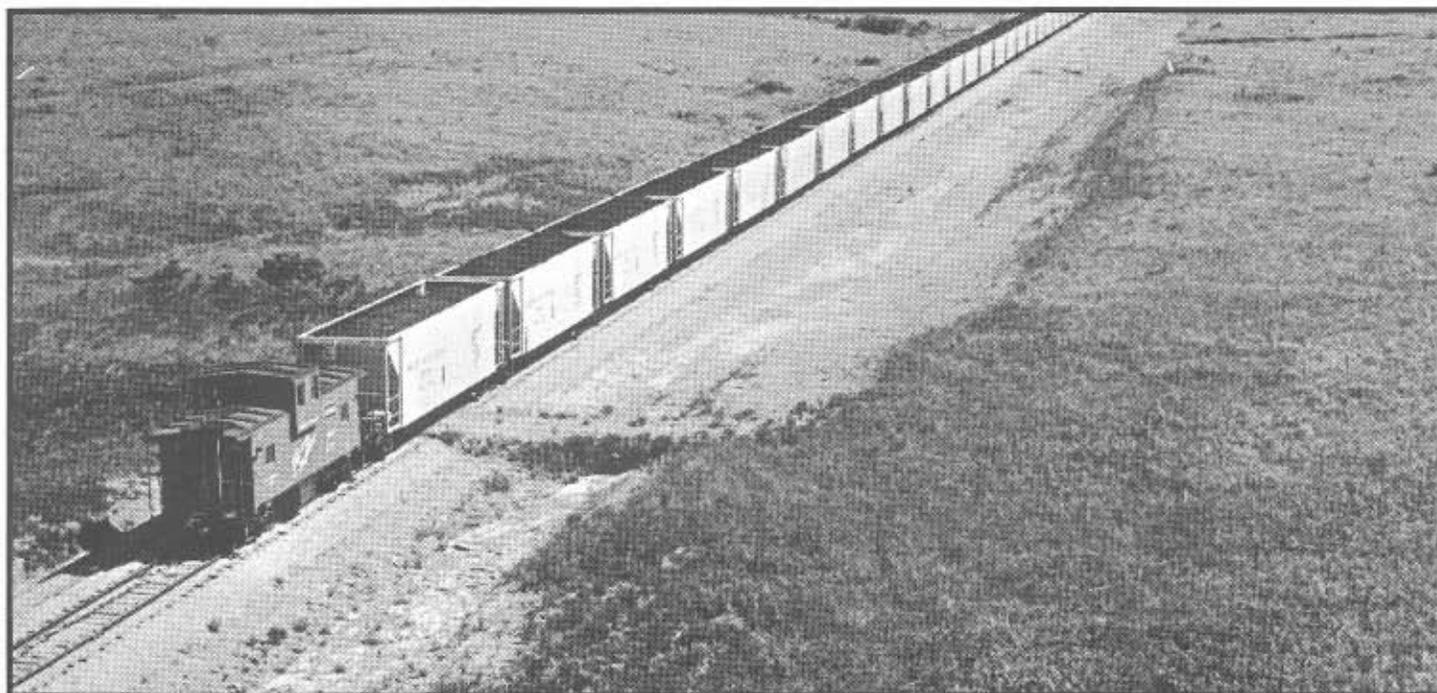


### 25 YEARS - 1969

In 1969, the Frisco began unit coal train operations from Oklahoma to Sibley, MO. Five trains a week were in service, three from Catale and two from Chelsea, OK.



VO-1000 219 (222 in background), Springfield, MO, February 7, 1946. A. Johnson photo



Frisko unit coal trtain, en route from Catale, OK to Sibley, MO, 1969.

Frisko photo

## Getting it Right!

In the March-April *All Aboard*, Looking Backward feature, page 3, the photo caption for the 1969 *Train Handling Indicator* has a name misspelled. It should read Ray Tyler, rather than Ray Rtlr.

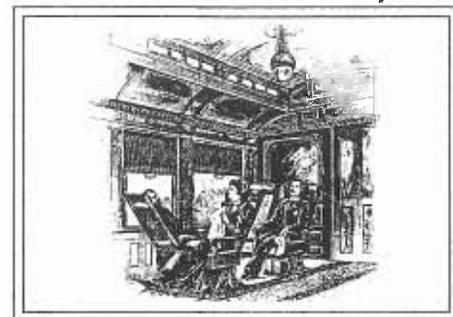


**Pullman Drawing Room Sleepers  
AND Free Reclining Chair Cars**  
... BETWEEN ...

ST. LOUIS and

FORT SMITH, ARK.  
DALLAS, TEX.  
GALVESTON, TEX.  
WICHITA, KAN.  
NEWTON, KAN.

AND INTERMEDIATE POINTS DAILY,  
WITHOUT CHANGE.



Pullman Reclining Chair Car advertisement, Frisko public timetable, 1897.

# The Last Run of the High Line

by  
Bob Plough

**EDITOR'S NOTE:** On October 22, 1993, the last revenue run was made on the remaining southern portion of the original Frisco's High Line route, from Springfield to Bolivar, MO. The rails have since been abandoned, removed, and a new "Frisco High Line" Rails-to-Trails project is now underway.

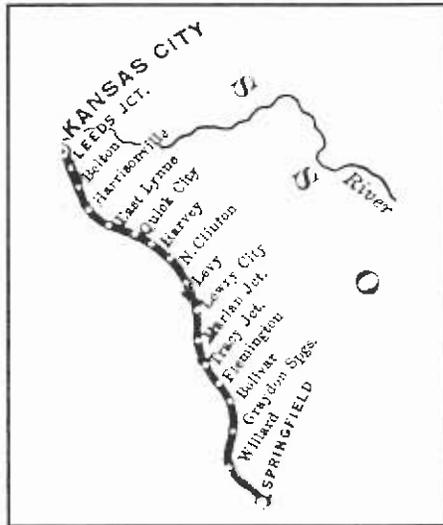
See the following related articles:

[Farewell To the Blair Line: All Aboard, November 1989, pp. 2-3.](#)

[Highline's Last Run: All Aboard, July-August, 1993, pp. 16-17.](#)

I was born and raised north of Frisco's Springfield Yard and have enjoyed many hours of train watching along the High Line main. As a child, I was a regular hand-around at the old Benwood Yard, near the present Kerr-McGee tie treating plant in West Springfield. As a result, some of my most treasured railroad memories are associated with the High Line. The highlight of many an afternoon was the passing of the afternoon freight to Clinton, MO, behind a brace of Frisco's ALCO RS1's. Numbers 101, 104, 107, and 109 were used quite regularly on this job in the late fifties and early sixties. GP7's in the 500 and 600 series were also in service. Cab units were not generally used due to the amount of switching. However, I do recall seeing an ALCO FA in service on the line many years ago.

When my family moved from Springfield in 1964, I was still close to my beloved High Line for we had relocated a few miles north of Walnut Grove, MO. Our once a week trips to town netted me many views of Frisco wayfreights trundling along the pastoral countryside. Over the years I've also observed the downgrading of the line. Most noticeable was the abandonment of the line north of Bolivar, and of course, the arrival of the Cascade Green with the BN merger. During the past several years, trains have operated on an as-needed basis



with traffic being heaviest during the spring and fall of the year when the demand for fertilizer was at its peak.

Fast forward to October 22, 1993. After months of speculation, anxiety, and the hope that something would somehow delay the inevitable, the long awaited last run was finally underway.

Feeling a bit melancholy as I followed the line toward Bolivar, I purposely travelled ahead of the train for a ways stopping at selected spots just to hear the lonesome whistle in the distance. As I paused, I entertained thoughts of yesteryear when I viewed 35-40 car trains led by black & yellow hood units, followed by the obligatory caboose on this same stretch of track. In reality though, I knew that this unremarked event was no more a light engine move by BN GP38X 2156 to retrieve one CSXT covered hopper #256030 and return to Springfield, period!

I took the first of many photos that day at the Highway 215 crossing near Wishart and followed the train closely on to Bolivar. Strangely enough, I encountered no other railfan but did meet an area farmer with a camera who explained that he had seen me at trackside earlier and, "purty well figured somethin' special was a goin' on."

Arrival in Bolivar was an upbeat affair thanks to Engineer Dan Wolf. Engineer Wolf, a Bolivar resident, had by virtue of his standing on the extra board, been called to work the trip and put out the word prior to reporting for duty. As a result, a small crowd of people, mostly friends and relatives, were on hand to witness the last run. It was an experience in itself to observe and listen to all these people mill about and talk of when the railroad still ran passenger trains and tell other railroad related stories. All good things must end however, and after a brief photo session, the crew coupled up to the hopper, got an air test, and amidst the smiles, waves, and even a few tears, slowly proceeded out of town.

I followed the train closely on its return trip so I could obtain as many photos as possible. Unfortunately, the sun was slowly fading in the west. I managed to fire off one last shot at the site of the old Morrisville depot as the train rolled slowly toward the setting sun. The old depot has long since been razed, however, the platform constructed of Phenix Marble still remains.

I finally met another railfan on the return trip. Fellow Frisco Folk Joe Brice was waiting at the Highway 215 crossing. Although too dark for photography, Joe and I both decided to savor the last Highline moment for we knew there would be no more. Retracing my earlier steps, we bounced from one location to another listening to the lonesome whistle and watching the train roll slowly past in the night. The sights and sounds of that night will remain in my memory for always.

Although now abandoned from Willard to Bolivar, the line last remnant of the line will continue to serve the Conco Quarry at the east edge of Willard. Can anyone guess where I will be the next time the BN runs a rock train?



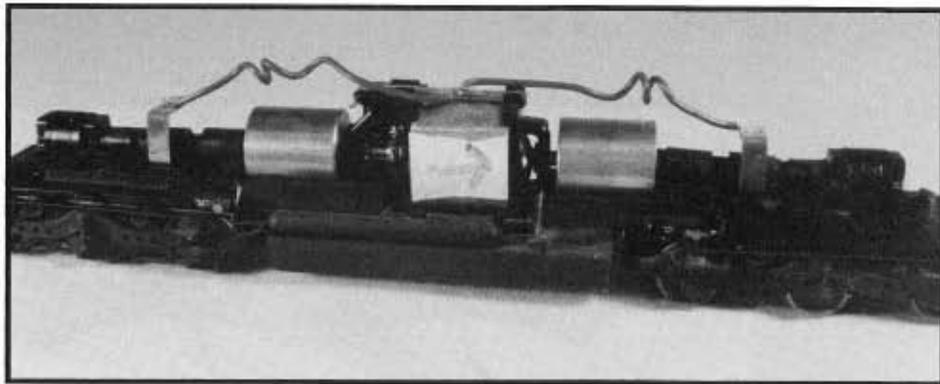
Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

### Making Athearn Locomotives Run Better

Nothing enhances our enjoyment of model railroading more than the smooth performance of a locomotive as it makes its run over the mainline or switches cars at local industries. One of the most popular and affordable locomotives on the market is made by Athearn. These rugged and reliable locomotives are the main reason many of us are in the hobby today and with just a little help we can make them perform even better, but first some facts about Athearn engines.

Athearn engines pick up electricity from the rails through metal wheels. The wheels transfer power to metal plates just inside the wheels and then on to the underframe and the metal bar above the truck gearbox. The underframe serves as a conductor of power to the bottom pole of the motor while the top pole is served by a connector clip (*part #34026*). The connector clip clamps on to the top pole of the motor and meets the metal bar above both truck gearboxes.

- The first improvement that needs to be made is to discard the connector clip mounted on the motor's top pole. The electrical connection made by this bar is not reliable as it touches the metal bars above the truck gear boxes only with spring tension. When the clip loses contact with the power from the truck(s) the motor will not operate.



*Top pole connector clip is replaced with stranded wire soldered to each truck's metal bar and the copper pole on the top of the motor.*

I recommend that a piece of 18 or 20 gauge stranded wire be soldered to each truck's metal bar and the copper pole on the top of the motor. Solid wire can also be used but I suggest that a longer length of wire be used with the excess being coiled in between the motor and each truck to allow free movement of the truck. Another benefit of this improvement is the fact that copper wire is a better conductor than the pot metal connector clip.

- Another improvement that will enhance the operation is continuously keeping the wheels clean. This will remove dirt and grit that insulates the wheels from the rail and greatly improve the electrical pickup ability of the wheels. The easiest method of cleaning locomotive wheels is to run an engine, one truck at a time, over a paper towel dampened with mineral spirits. This is not

only easy, but very quick which can be especially helpful if a large number of engines need servicing. Don't forget to keep your track clean! Clean wheels will not be able to pick up much electricity from oxidized rail. As abrasive cleaner and elbow grease is usually the best answer.

- A final method for improving electrical pick up would be to apply a small amount of light oil to the wheels and rails. Many modelers use Labelle 108 which can be found at your local hobby store, while others use a light hair clipper oil. Either will work fine as long as they are used sparingly. Too much oil will attract dirt and dust and defeat the purpose.

As always, don't forget to...

SOUTHEAST...SOUTHWEST

**Ship it on the Frisco!**



FRISCO LINE

ST. LOUIS AND  
SAN FRANCISCO  
R.R.

THROUGH THE  
WEST  
AND  
SOUTHWEST

*Frisco public timetable cover, Summer, 1897*