

# DOWN AT THE DEPOT

**Fayetteville, AR**  
Station 352  
Ft. Smith Subdivision  
Central Division

**EDITOR'S NOTE:** *Our Down At The Depot feature in this issue will profile two depots, both located at the same station.*

The St. Louis, Arkansas, and Texas Railway Co. (of Arkansas) was incorporated July 17, 1880. The company did not keep a set of general books, all of its transactions having been recorded on the books of the St. Louis and San Francisco Railway Co. During its entire existence, it was controlled by the latter.

On June 10, 1881, this company consolidated with the St. Louis, Arkansas, and Texas Railway Co. (of Missouri) and the Missouri, Arkansas, and Southern Railway Co. to form a new company by the same name as the former. On that date, it owned about thirty-seven miles of standard gauge, single track railroad located entirely in Arkansas, extending from a point on the Missouri-Arkansas state line to Fayetteville. This property was constructed by the forces of the St. Louis and San Francisco Railway Co. and by various independent contractors, between September 1880, and June, 1891, and was placed in operation on June 8, 1881, by the Frisco.

According to our records the first permanent depot built at station 352 on this line was completed in 1898 at Fayetteville, AR. The brick and stone structure was originally 162' long and 30' wide, and featured a general waiting room on the south end, large office, indoor restrooms



*Original Frisco depot, Fayetteville, AR, circa. 1900. H.D. Connor Collection*

and Negro waiting room in the center, and separate baggage and freight rooms on the north end. Sometime between 1910 and 1915, an 18' extension was added to the south end, increasing the size of the general waiting room and adding a news stand on the

features of the building was the round agents bay with its cone shaped pinnacle roof design.

The walls were 13" thick, inside walls finished in natural brick, and the floors were maple. Ceilings were 12'6" high.

This unique depot, the only

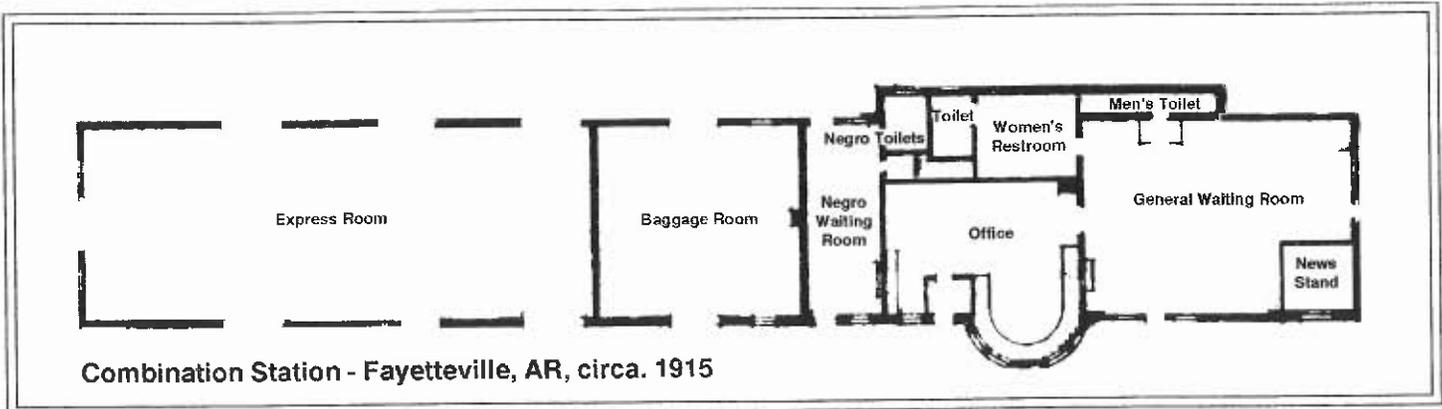


*Fayetteville depot showing general waiting room and news stand extension. Frisco photo*

south west corner. The roof was a 1/3 pitch hip style covered with slate shingles.

One of the most distinctive

one of its kind on the Frisco, served the traveling needs of the Fayetteville community for over twenty five years.



*Fayetteville depot, showing round agents bay design.  
Frisco photo*



*Fayetteville depot, northwest corner looking south.  
Frisco photo*



*Fayetteville depot, northeast corner, express room dock.  
Frisco photo*

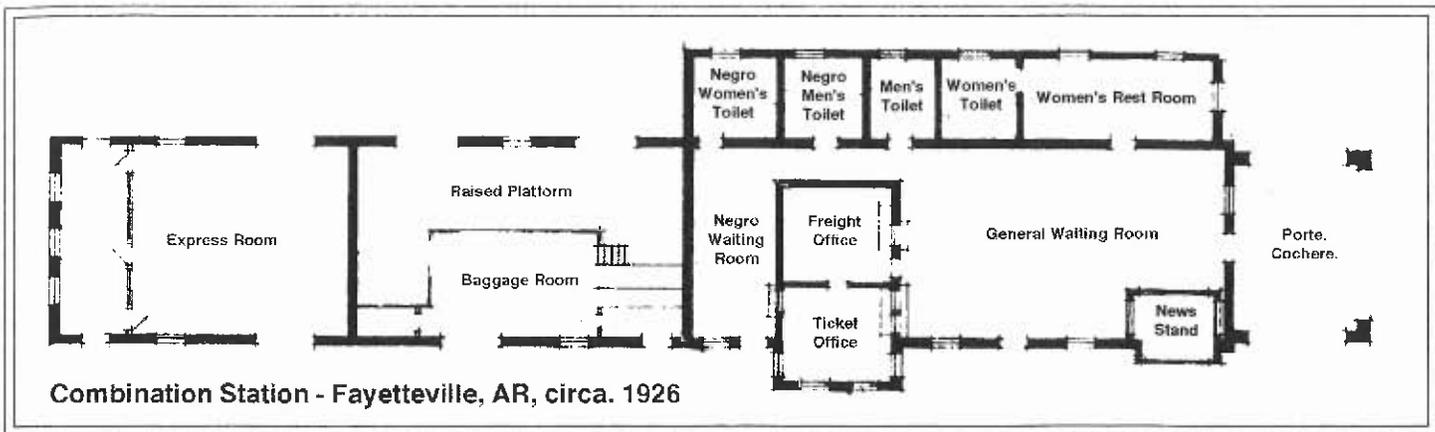


*Fayetteville depot, northwest corner, express room dock.  
Frisco photo*



*Fayetteville depot, southeast corner, street side view.*

*Frisco photo*



In 1926, a new brick and stucco Spanish style facility was built to replace the original station. It was 143' long, 26' wide, and was divided into a general waiting room and news stand on the south end, separate freight and ticket offices in the middle, Negro waiting room, baggage room with raised platform on the east side, and an express room on the north end.

The roof was 1/3 pitch with tile shingles. The walls were 13" thick, finished on the inside with plaster and stucco. The waiting room floors were wood covered with asbestolith, the offices wood, and the baggage and express room floors were concrete. Along the east side of the building were a women's lounge and toilets for both Negro and white men and women. Lighting was electric and heat was provided by a steam boiler located in the adjacent freight house. The platform was brick with a concrete curb.

It is interesting to note that the Fayetteville depot was similar in design to two other replacement depots built around the same time at Rolla and Neosho, MO.

In addition to the two depots, the Fayetteville facility also included a 114' x 20' freight station and FTC warehouse, located to the north of the depot, an auto dock, and four 28' x 32' stock pens



Replacement Frisco depot, Fayetteville, AR, 1929. H.D. Connor Collection

with chutes for both single and double-deck stock cars. Fayetteville was also designated as an emergency icing station.

Two miles south of the depot at Fayette Junction (*St. Paul Branch line*) the facilities included a 40' 80 ton Fairbanks track scale, a two-pocket 150 ton Williams & White mechanical coal chute, a 50,000 gals. water tank, sand house, fuel oil pump house, and storeroom and machineshop. The Williams & White coal chute was later replaced with a Red Devil concrete coaler.

During their tenure of service, the Fayetteville depots were served by a variety of passenger trains including trains 1 & 7, daily through service between St. Louis and Paris, TX in the early 1900's. In 1910, four daily trains were available, Nos. 3-4, 5-6, 11-12, & 720-721. By the 1940's, service had been reduced to 709-710, daily, which continued to serve the community up to the 1960's. On September 18, 1965, the last passenger train departed the depot, No. 710 northbound, at 9:30 p.m. ☐

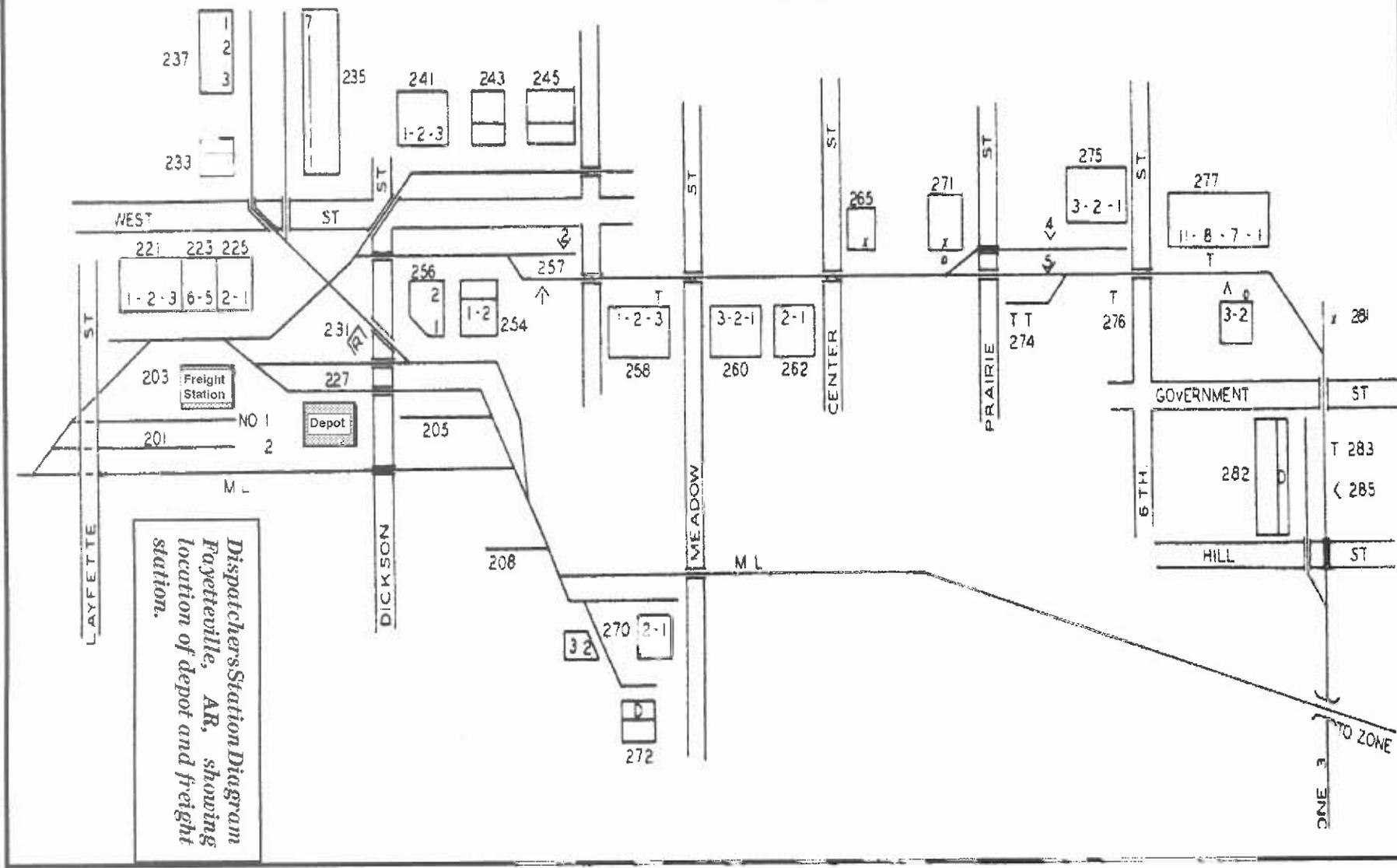


Fayetteville depot and freight station, looking north.

CENTRAL DIVISION FT SMITH SUBDIVISION  
FAYETTEVILLE

NORTH

34





**Songs of the Frisco**  
**Up-Date**

In response to our feature on **Songs of the Frisco, *All Aboard***, March-April, 1994, p.18, Frisco Folk Tom Moody sent us yet another Frisco tune. This one, ***All Aboard Frisco*** was written to commemorate the arrival of the Frisco system to Pensacola, FL, June 28, 1928.

*I must tell you before it is too late,  
About the Frisco that came June twenty-eight.  
Pensacolians welcomed it with great delight,  
To think what it would mean to them o'er night.*

**CHORUS**

*All Aboard Frisco we are with you for all time.  
All Aboard Frisco our work will be for all mankind.  
Welcome to the Frisco a friendship never to fall,  
Hail to the Frisco President Kurn and all.*

*Businessmen from the north, south, east and west,  
Say our future will be the very best.  
How the horns did toot and shrill whistles did blow,  
The very thought made hearts with happiness glow.*

**CHORUS**

*President Kurn from his private car did step,  
Waking every ambition that had slept.  
We will never forget that all important date,  
Just mark the word great for this state.*

# ALL ABOARD FRISCO

## A SONG

Commemorating the advent of the Frisco System to its Southern Terminal, on the Gulf of Mexico, at Pensacola, Fla. June 28, 1928

Words by

**ROBERT D. RUBEN**

Music by

**M. G. RUNYAN**



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.

## Layout Fascia

Most model railroads are built above 1" x 4" grid or "L" girder benchwork. Although some benchwork and wiring is beautiful, we usually want to have all of the attention on the railroad. The focus on the railroad can best be achieved by applying a simple fascia to the benchwork. In addition, the fascia can serve as a surface on which control panels can be mounted.

The material used for fascia can vary, however, most modelers use 1/8" tempered Masonite. The advantages of Masonite is that it is flexible for cornering, it is affordable, and it has one very smooth surface for painting. Other layouts use hardwood paneling for a more built-in look. Unfortunately, paneling requires more cutting since it is not flexible for rounded corners.

On the Springfield Terminal Division, Masonite cut in 1' x 8' strips is used and is glued to the 1" x 4" benchwork. I used a bead of construction adhesive between the fascia and the benchwork with my wife, Jo, holding the fascia in position while "clamps" were applied. My clamps were drywall screws

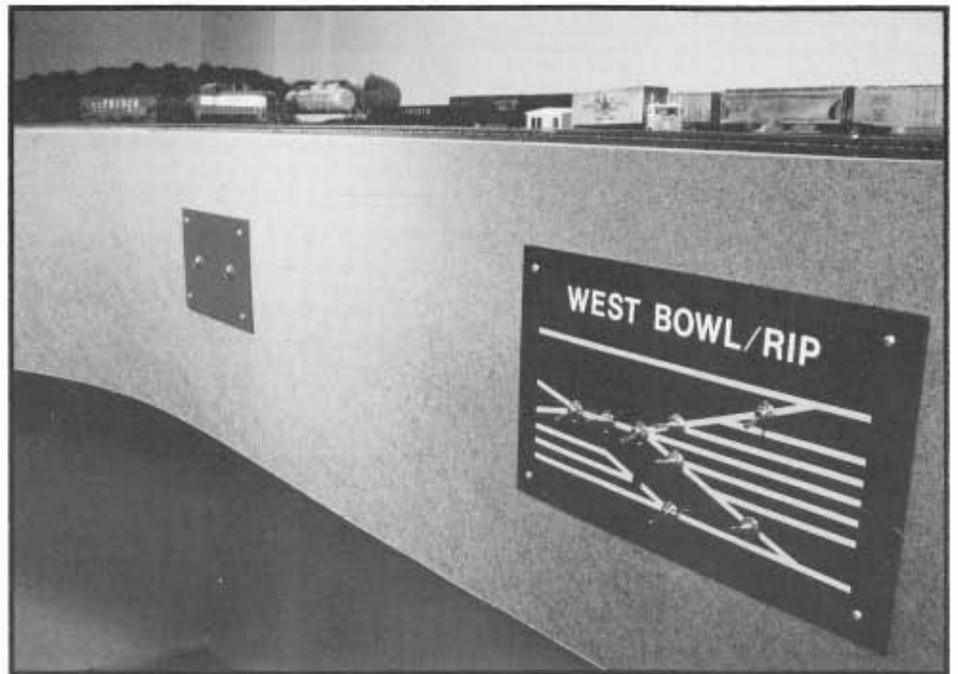


Figure 1

driven through scrap 1" x 2" and the Masonite and into the benchwork. This holds the fascia in place until the glue is dry. The clamps are removed and the holes are filled with water putty and sanded smooth.

Next, the location of any cutouts needed in the fascia are determined and cut out with a jigsaw. After making the needed openings in the fascia, the final step is to paint the surface the color of your choice. Most modelers use a non-descript brown or green. The fascia on the Springfield Terminal Division is painted a buff color similar to the one applied to modern Frisco structures in the 1970's. (see an unpainted but otherwise finished section of fascia in Figure 1)

If the clamping and gluing seems too time consuming, consider using screws with finish type washers. These look just fine. I originally had these on the Springfield Terminal Division but had to remove them because of their similarity to the phone jack used in the command control system. One disadvantage

of Masonite fascia is that it does absorb moisture and may "wave" in unsupported areas. This can be remedied by either sealing all surfaces of the Masonite with paint or by gluing a 1" x 2" behind the Masonite to act as a stiffener.

Once the fascia is in place, control panels can be prepared. I like to use 1/8" acrylic plastic from Cadillac Plastic of Lenexa, KS. It comes in a wide variety of colors and can be cut to size for reasonable prices (I bought 8' x 10" sections for \$1.75 and 4' x 6" sections for \$.75 which included the cutting) Two colors are used on the Springfield Terminal Division, black for turnout control panels and red for command control throttle jacks. The schematic needed for the turnout control panels is marked on the paper covering and holes are drilled using a sharp, pointed drill bit. Be sure that the plastic is supported underneath or the acrylic will fracture in an unpredictable manner. I have found that the best way to drill acrylic is to clamp it to a piece of wood

and drill all the way through the plastic into the wood below. This will leave a nice smooth hole.

After all the holes are drilled, including the ones for the mounting screws, the protective paper cover can be peeled back and the track schematic can be applied using chart tape or auto striping tape. I noticed that Chuck Hitchcock used a vinyl lettering on his ATSF Argentine Division control panels and decided they would look good on the Springfield Terminal Division as well. I found these at my Hobby Lobby and they are inexpensive (*less than \$2.00 per set, and easy to apply*). This allowed me to letter panels with their geographic location (*see Figures 2 & 3*) for additional realism and less operator confusion.

The command control throttle jacks are also mounted on a piece of red acrylic for easy location during operation. I first saw this done on Chuck Hitchcock's Argentine Division and saw it as a solution for my layout as well (*see Figure 4*). Now there is no mistaking where the throttle jacks are located on the layout.

Before mounting the acrylic panels to the fascia, note that it is too thin to hold the mounting screws (*I use 1" screws*). This problem can be solved by gluing scrap 1" x 2" material behind the fascia close to the opening for the mounting screws to be driven into.

The most surprising aspect of this project is how easy it is. Most modelers already possess most of the tools needed and the materials are simple and reasonably priced. The impact on the appearance of the layout is tremendous.

Nice looking fascia will be an asset to the physical plant of *your* Frisco layout as well.

Customers will recognize this is a first class railroad and when they need rail service they will without question decide to ...

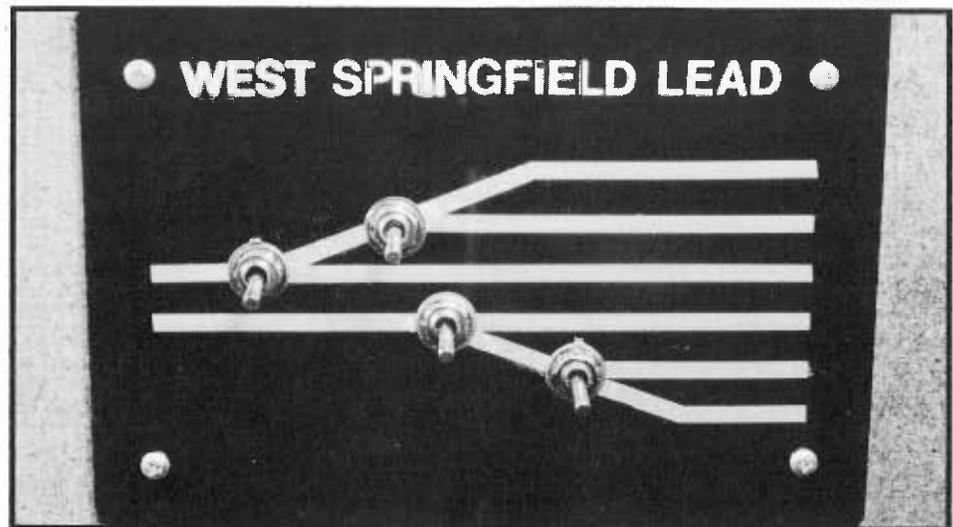


Figure 2

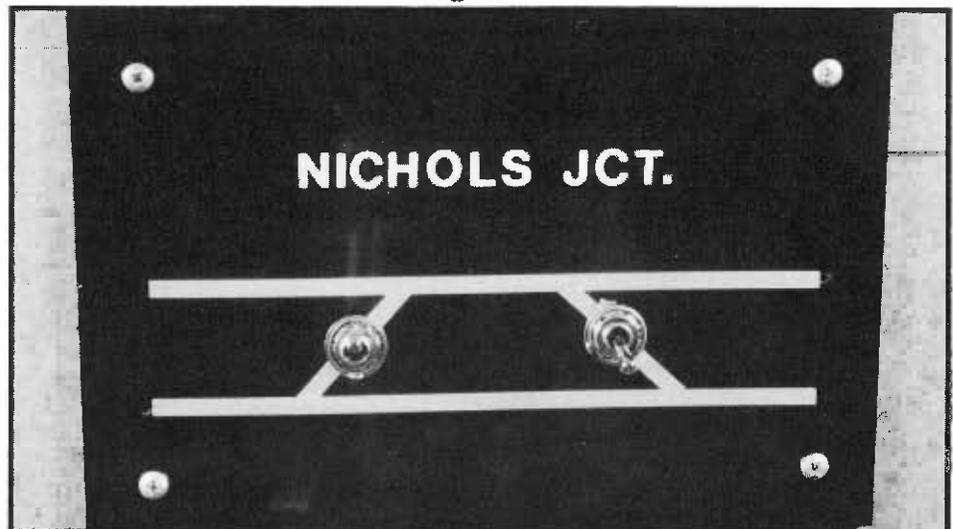


Figure 3

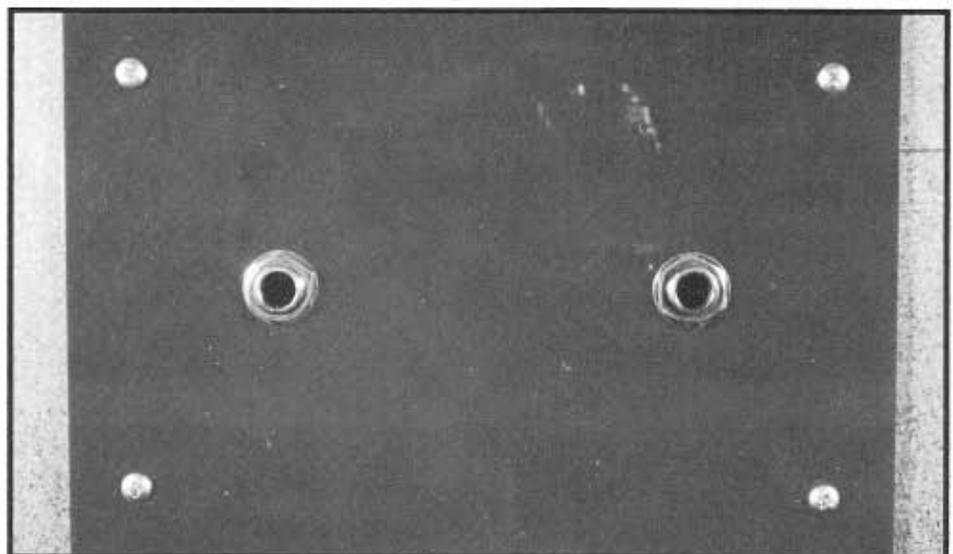


Figure 4

# FRISCO IN THE 90'S

Frisco in the 90's is a photo feature of the *All Aboard* in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

Have you seen a piece of *"real"* Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



Frisco Folk Dennis Sullivan caught SL-SF 44276 in service at Snyder, OK, on June 21, 1994.



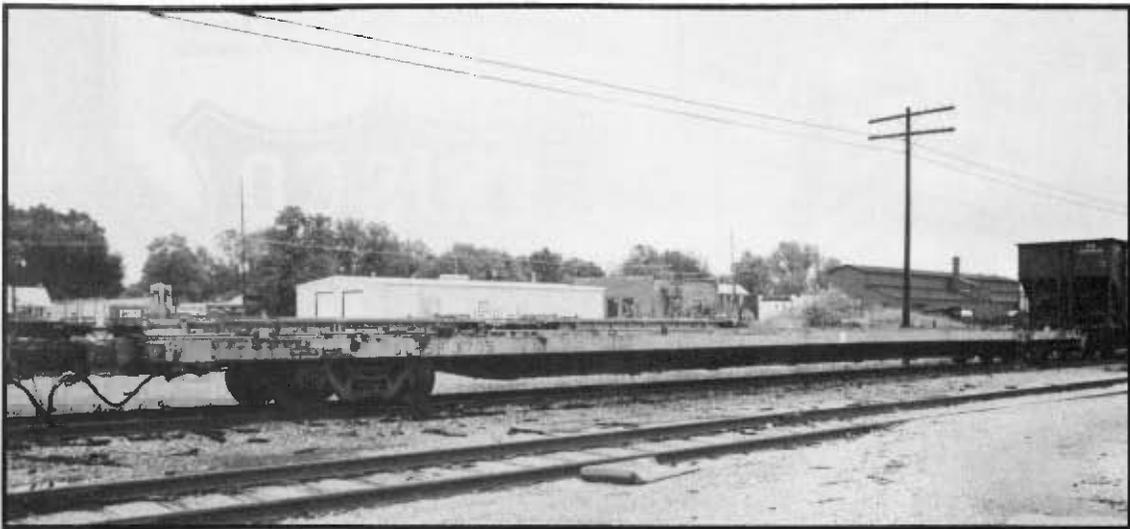
Frisco Folk Dennis Sullivan found Frisco Gondola 69012 still in service at Joplin, MO, June 26, 1994.



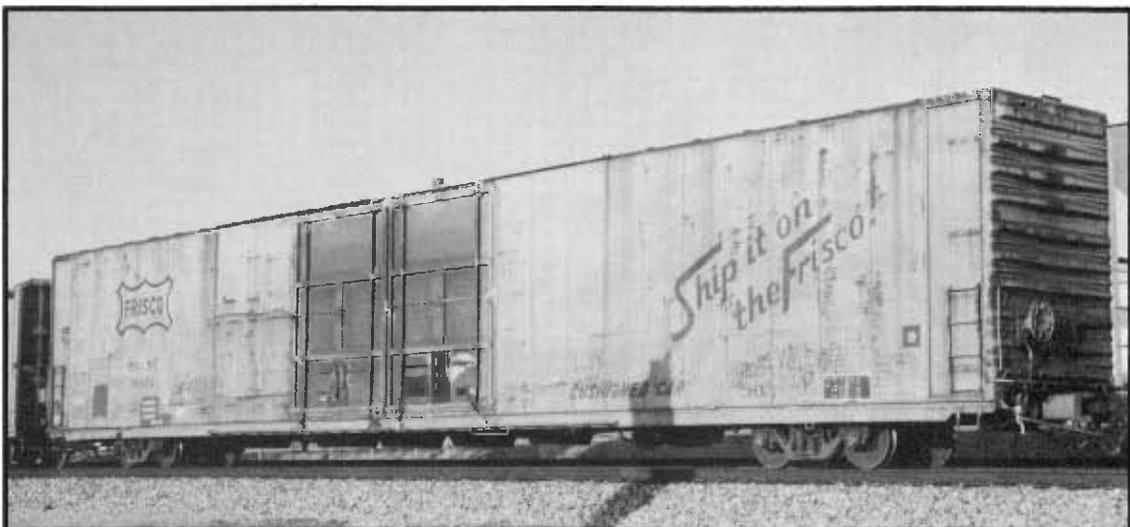
Frisco Folk Dennis Sullivan photographed SL-SF 555658 with load at Hugo, OK, June 19, 1994.



**Frisco Folk Rick McClellan caught SL-SF 79767 in service at Lenexa, KS, in March, 1994.**



**Frisco Folk Rick McClellan found Frisco Flat 3705 still in service at Springfield, MO, September 25, 1993.**



**Frisco Folk Rick McClellan photographed SL-SF 9104 at Olathe, KS, in March, 1994.**



## PENSACOLA AND THE GULF COAST

Farmers, business men, investors, pleasure seekers — come to this golden land of promise.

Here nature smiles on dairying, fruit raising, gardening, grain growing, poultry raising. Growing seasons are long. Winters are mild. Harvests are bountiful. A budding commerce prophesies increasing real estate values and prosperous towns.

And over all, the genial southern sun, in skies of glorious blue, welcomes the health seeker and bids the pleasure lover play at fishing, swimming, boating, golf, on the incomparable gulf coast.

Come now — new lives for old await you in this chosen country along the new extension of the Frisco Lines to Pensacola.

**FRISCO  
LINES**

Our back cover for this issue is taken from the back cover of the August, 1928, edition of the Frisco Employee's Magazine, in which was announced the official arrival of the Frisco at Pensacola, FL.