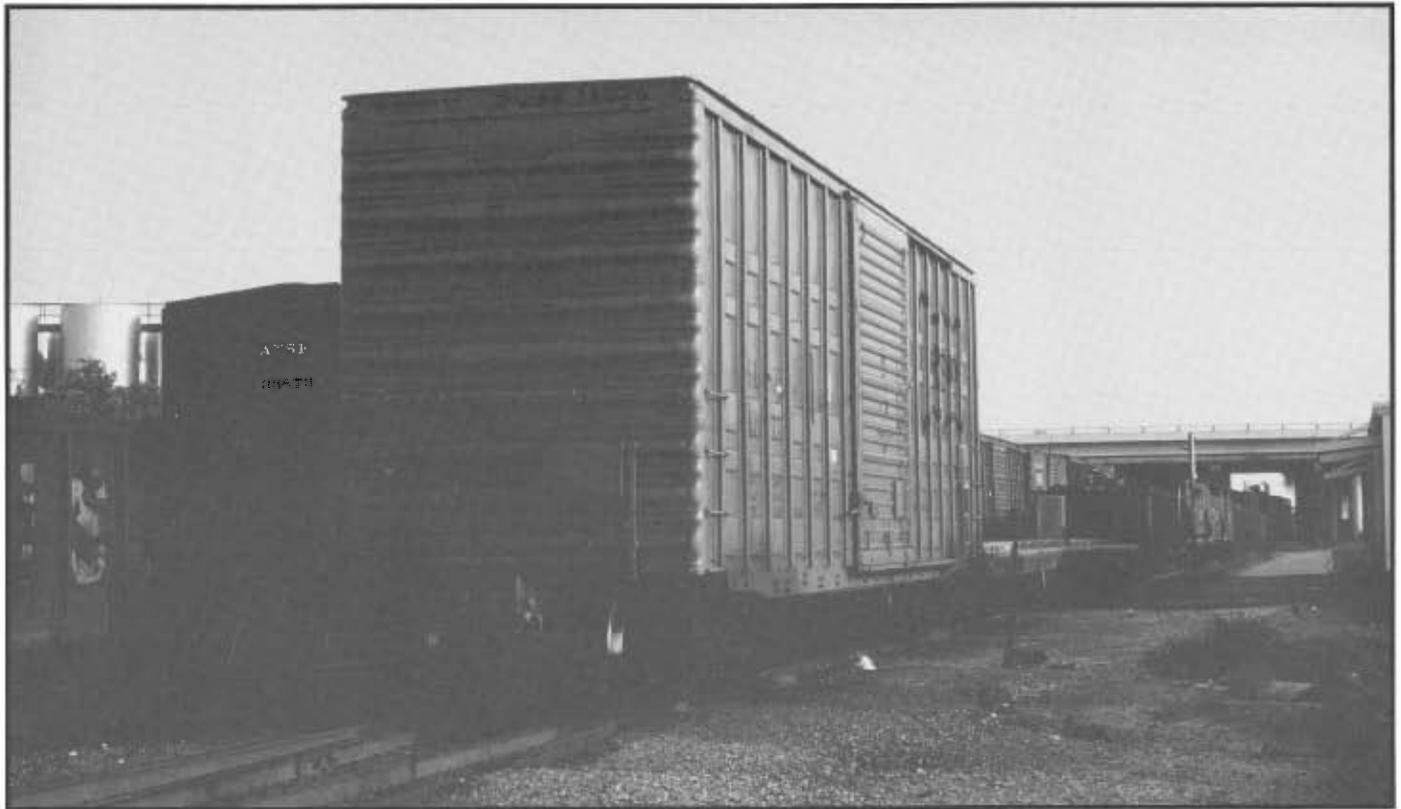


## Frisco Appliance Boxcars

By Curtis Baker



SL-SF 11975, in service at Irving, TX, June, 1975. C. Baker photo

It was June 1975. The place was Irving, TX. School was out and I was back to my favorite pastime, train watching. As I stood at the Frisco Yard Office, watching the switcher work, I noticed a large yellow box car. This car was not like any that I had seen before. It was taller than the others and it had some peculiar dimples (*I later found out that the correct term was waffles*) on its sides. It was a Frisco car for sure, the coon-skin logo was much too large to miss. "What's that car for?", I asked one of the train crewmen. "That's one of those new appliance cars, for loading dishwashers and washing machines. Because it's taller, the

*customer can load it all the way to the ceiling and get more appliances on the rail for the same rate."* What I was looking at was one of a series, 11900-11984, a group of boxcars specifically designed for the loading of appliances.

In an effort to serve the needs of it's customers (*specifically the Whirlpool Corporation*) the Frisco had ordered eighty-five of the special boxcars in 1974. If I could have seen inside the car, I would have discovered that the *waffles* were for the interior load locking devices. As the evening light began to fade, I remembered my camera. I took a photo of car #11975, just as the switcher was shoving it by.

I never got another chance to take a photo of that type of boxcar. I probably never would have given it another thought, until one day I discovered a set of Frisco decals at the hobby shop: Microscale set #87-137, Frisco Modern Box Cars - Yellow. To my delight, I discovered that the set provided the modeler enough decals for five Frisco boxcars, including two Appliance cars! Inside the set was a sheet with several photos of Frisco yellow boxcars, including a photo of a car from the 11900-11984 series. It was then that I knew I was ready to paint a couple of these big cars, but I needed more than just some decals and yellow paint. As has been



*SL-SF 11927, in service at Ft. Smith, AR, April, 1980. Mike Condren photo, N.J. Molo collection.*

the case for so many Frisco prototype cars, no model exists that is an exact match for series 11900-11984. This car must be scratch built or kitbashed. I am not a scratchbuilder, so that option was out. However, if a model could be found that was "close enough," with the addition of a few parts, then it would be worth a try. This model, after all, is a combination of compromises. It is not an exact duplicate of the prototype, but rather a fairly accurate representation designed to approximate the look of the prototype.

I began the project with a Model Die Casting 50' Waffle Box Car Kit #1800. This kit was the closest thing to the prototype that was available. The big difference in the MDC kit and the Frisco car is the doors. The MDC kit has plug doors and the Frisco car has outside sliding doors. A remedy for the door situation was found by using the doors from an Athearn 40' Hi-Cube boxcar. Locating a set of these doors may not be easy, as Athearn has not made these kits

for a number of years. I was fortunate that my local hobby dealer had a set in his parts stock.

You will need to remove all of the existing door detail on the MDC kit, including the lower door guides and track. Fashion a new lower door track from strip styrene. The only modification to the Athearn door is the removal of the door guide "claws" on the bottom edge of the door and the addition of a small strip of styrene at the top edge of the door. The doors are then glued in place over the old door location. I recommend using a liquid plastic cement for this job, such as Testors.

Now install the new lower door track. It should be the same approximate dimensions as the upper door track on the MDC kit. This one detail changes the look of the car dramatically, but we are not through yet.

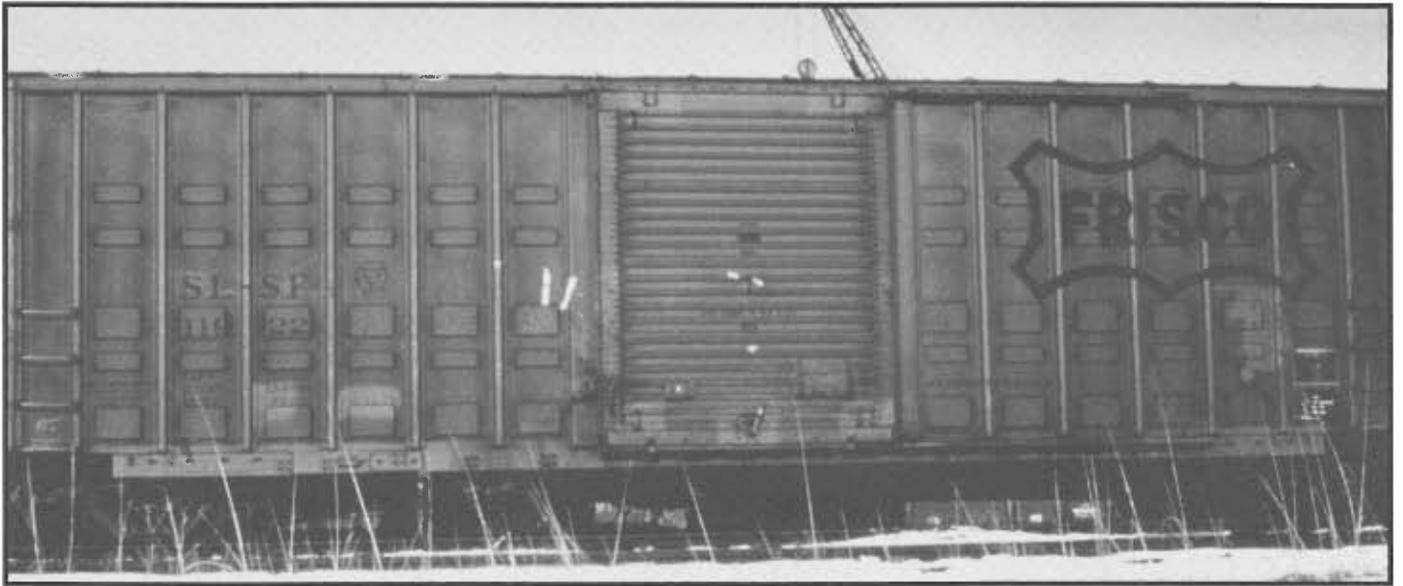
Appliances are relatively fragile and must be handled with care, so our car needs a cushioned underframe. A good choice for this job would be Detail Associates 50' "Frame

and Floor." You will need to shave the sides of the floor to get a snug fit in the MDC shell. For weight, you should retain the MDC weight and possibly add about an ounce. Glue the weights to the floor with contact cement, like Walthers Goo.

I replaced the cast on side grab irons and stirrup steps with Detail Associates wire and A-Line stirrups. It takes some patience and just a little time to remove these cast on details, but the effort is worth the end results.

Now let's look at the end of the car. I removed the "lip" at the roof edge for two reasons. It was way out of scale and removing it makes the car appear much taller. Another easy detail is to replace the crossover grab iron with wire. You may also want to replace the MDC brakewheel with a Precision Scale brakewheel.

Now the car is ready for the paint shop. I used Accu-Paint AP-19 CN Yellow. (*Another good choice is Accu-Flex UP Armour Yellow*) If you are not sure these are real Frisco yellow, STOP! Remember, the only time that a color was exact



*SL-SF 11922, in service at Springfield, MO. C. Dischinger photo, N.J. Molo collection.*

was the day the car came out of the paint shop door. After that, the paint begins to fade and the car becomes dirty. The best rule to follow is, *Does it look right to you?*

Next, the roof of the car received a coat of Accu-Flex Santa Fe Silver, to simulate the galvanized metal roof. The truck frames, axles, and wheels were brush painted with Floquil Grimy Black.

After the paint has had time to cure, it will be time for

the decals. The Micro Scale set has most of the decals you will need except the dimensional data and lube plates. Micro Scale set #87-193 provided the data and I used a Herald King lube plate. The best guide for decaling any project is a photo, as decal lettering diagrams are not always complete.

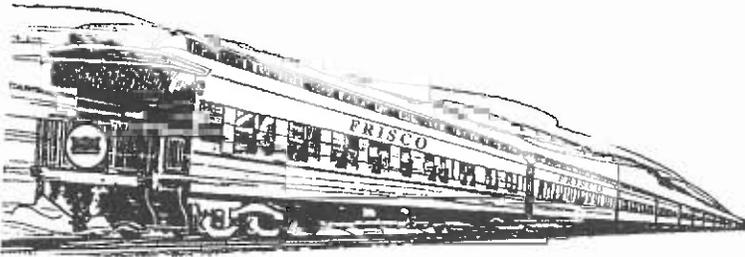
Kadee #5 couplers were installed and painted Floquil Rust. As a last detail, I added Jaeger Products, *Appliances-Handle Carefully* placard to the

door tackboards. Overspray the car with a flat finish and that's it! Let the nitpickers pick, but you now have a unique Frisco boxcar to add to your model fleet. ☺

**EDITOR'S NOTE:** *In our next installment of the New Car Shop, Curt will show us how to build an HO Scale Frisco Gondola, series 61000.*



*SL-SF 11946, in service on the authors layout.*



## Passenger Train Consists

**EDITOR'S NOTE:** *This is the first in a new series in which we will list selected passenger train consists with descriptions of each unit and photos when available.*

**February 18, 1948**  
**Train 107**  
**Sunnyland**  
**Southbound**  
**Springfield, MO**  
**to**  
**Memphis, TN**

### Motive Power

Pacific Class 4-6-2 #1050

### Consists

**SLSF Mail #135**

70' Mail/Baggage/Express built by ACF in 1910

**SLSF Baggage #339**

60'9" Baggage/Express built by ACF in 1908

**SLSF Baggage #188**

Coach/Baggage built by ACF in 1910

**SLSF Coach #1066**

70' Coach built by ACF in 1910

**February 19, 1948**  
**Train 108**  
**Sunnyland**  
**Northbound**  
**Memphis, TN**  
**to**  
**Springfield, MO**

### Motive Power

Hudson Class 4-6-4 #1063

### Consists

**SLSF Coach/Mail #68**

77' Coach/Mail built by ACF in 1910

**SLSF Mail #135**

**SLSF Baggage #339**

**SLSF Baggage #188**

**SLSF Coach #1066**

**SLSF Business Car #1**



*Frisco Pacific Class #1050, in service on the Sunnyland, 1948.  
 Frisco photo*

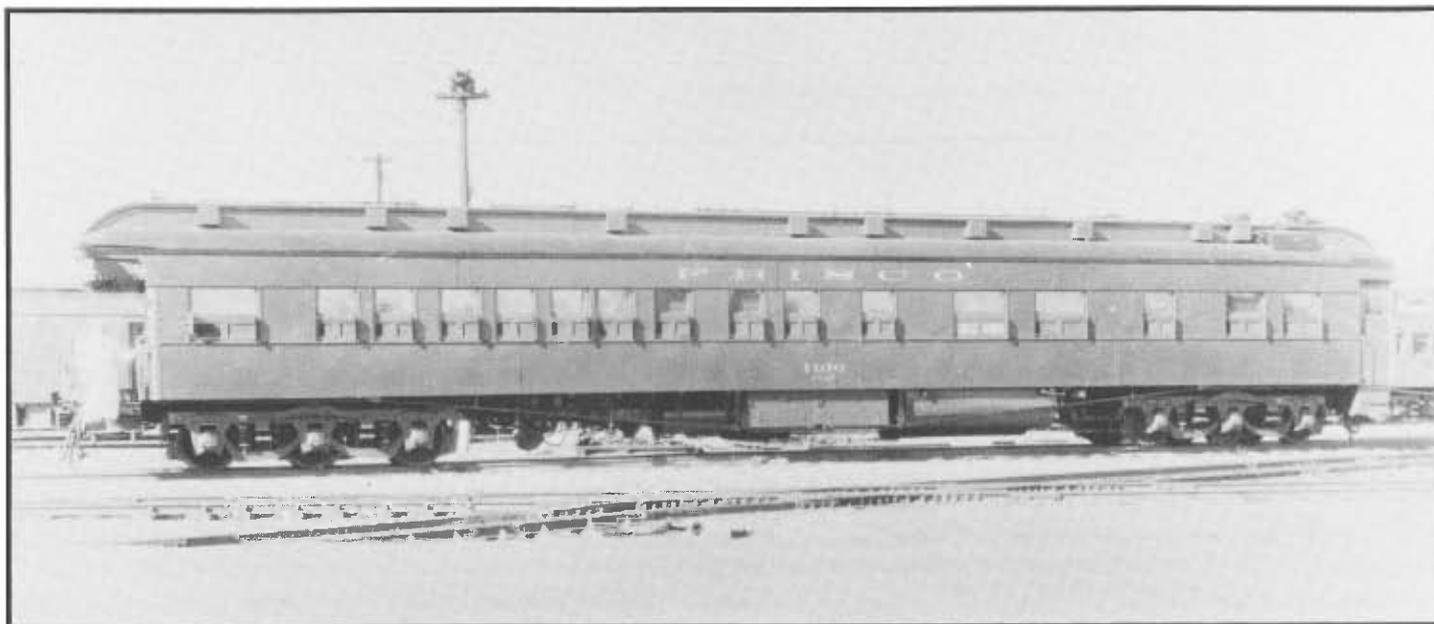


*Frisco Baggage/Express #339, Springfield, MO, October 14, 1966.  
 Howard Killam photo*



*Frisco Coach series 1052-1088 (1081), Springfield, MO,  
 August 30, 1961 A. Johnson photo*

# FRISCO'S EXECUTIVE FLEET



*Frisco Business Car 1100, Date and Location unknown. Frisco photo*

**EDITOR'S NOTE:** *This is the tenth in our series profiling the Frisco's fleet of Business Cars.*

## Arkansas

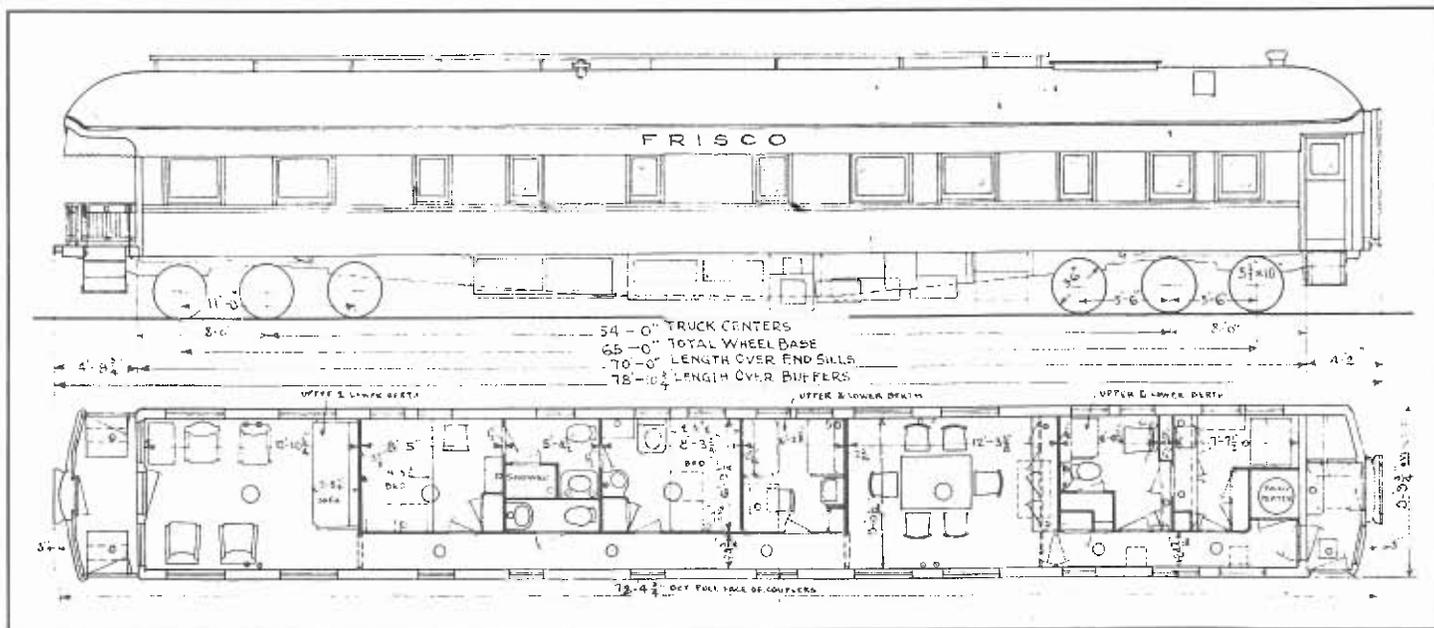
The *Arkansas Business Car* was built in March, 1883, by the Barney and Smith Car Co., as business car No. 1100. Its original owner is unknown. According to our records, a

July 1, 1903 roster, it came to the Frisco family from the Kansas City, Ft. Scott, and Memphis Railway Co., incorporated in June, 1901.

The car was originally a 60' composite coach. In 1947, it was rebuilt in the Springfield West Coach Shops to a 78' unit and was re-numbered No. 4. In February, 1948, it

was again re-numbered to No. 8, to make room for the newly remodeled diner No. 648, (*Springfield Car*) which entered the roster in March, 1948, as car No. 4.

While equipped with the standard kitchen and crew quarters, dining room, state rooms, and observation room, its arrangement was somewhat



of a departure from the majority of the executive fleet.

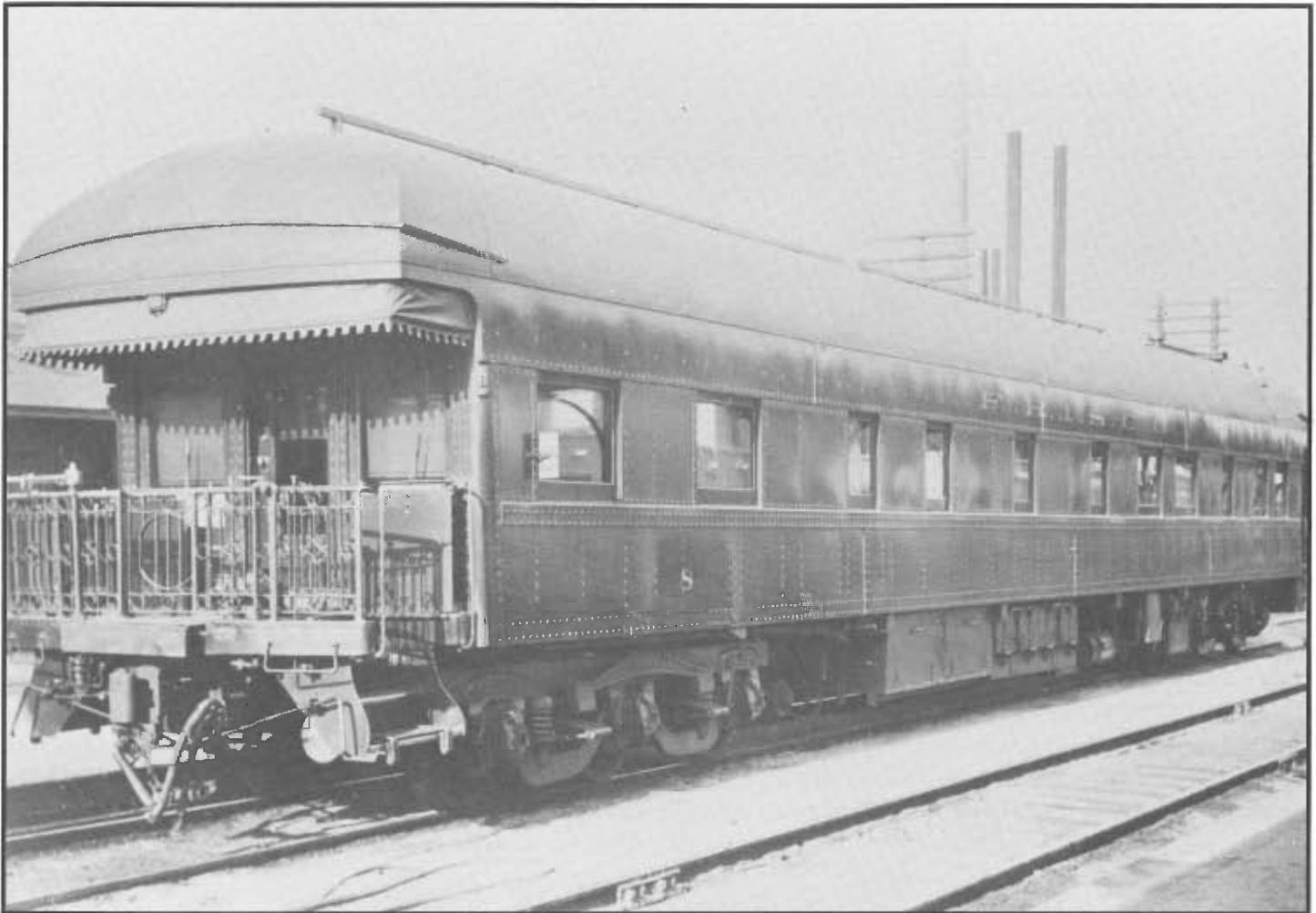
Along with it having a through hallway, two additional noticeable differences were the kitchen arrangement and secretary's quarters. The kitchen was set perpendicular to the length of the car (*most Business Car kitchens were arranged parallel with the car length*) The secretary's quar-

ters was located in the center of the car, rather than the traditional observation end location.

The interior of the car was painted steel and the exterior was Pullman green with a black roof and gold lettering and details. When placed in service as car No. 8, it was assigned to the office of Assistant General Manager, serving

R.J. Stone and L.B. Clary. In 1951, it was re-assigned to the Chief Engineer, serving E.L. Anderson and B.H. Crossland.

In June, 1954, the number 8 was replaced with the name *Arkansas*, the designation it retained until being retired from service in May, 1959. On April 15, 1960, it was sold to a private individual.



*Frisco Business Car No. 8, Springfield, MO, April 17, 1948. A. Johnson photo*

Watch for these features in the Summer issue of the



**Down At The Depot**  
*Potts Camp, MS*

**Executive Fleet**  
*The Mississippi Car*

**Mail Car**  
*The moving of a Frisco Northern*

**Company Service Roster**  
*Ex-Chair Cars in Company Service*

**Standard Plans**  
*Ballast Deck Trestle*

**New Car Shop**  
*Modeling Frisco Gondolas 61000 series*

# DOWN AT THE DEPOT

**Tulsa, OK**  
**Station C424**  
**Cherokee Subdivision**  
**Southwestern Division**

On July 27, 1866, a special act of Congress created the Atlantic and Pacific Railroad Co. It was given the authority to build a railroad from Springfield, MO to the Pacific Ocean. Originally organized and controlled by John C. Fremont, the company and its existing divisions were acquired by the Frisco between 1876 and 1880. when, on January 31, 1880, control of the company was vested in the St. Louis and San Francisco Railway Co. and the Atchison, Topeka, and Santa Fe Railroad Co., through an indenture known as the *Tripartite Agreement*.

Between 1871 and 1896, what would originally become known as the Central Division between Pierce City, MO and Sauplpa Indian Territory (OK) was completed and placed in service. In 1882, sixty-four miles of the line were completed from Vinita down to the Arkansas River to a frontier community known as *Tulsey*



*Rare photo of original Frisco depot, Tulsa, IT (OK) circa. 1905.  
 H.D. Connor Collection*

*Town*, which later became known simply as Tulsa, Station C424 on the Frisco's Cherokee Sub-Division, Southwestern Division.

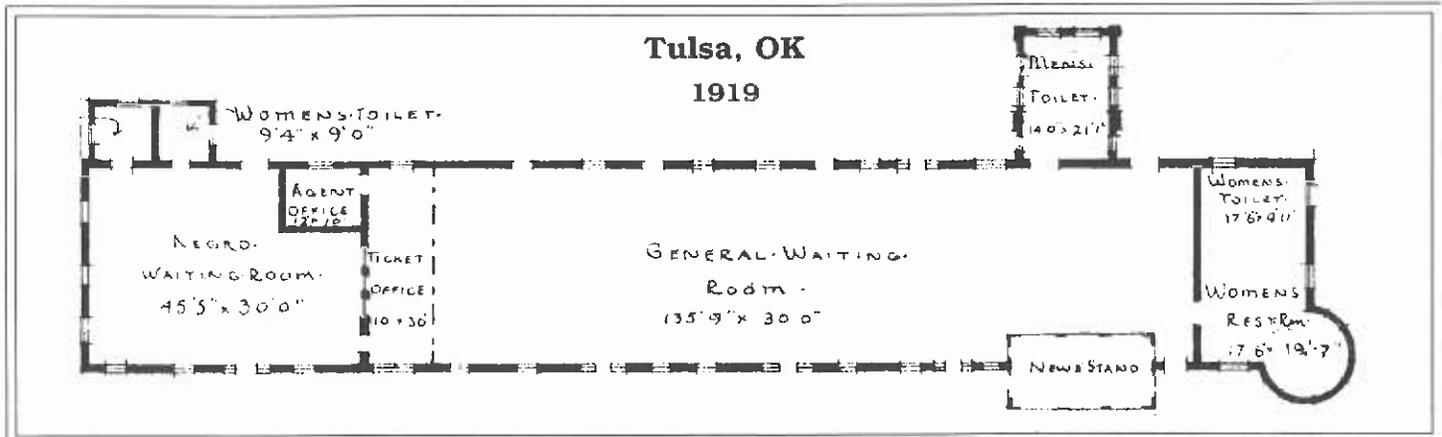
Shortly after completion of the line into Tulsey Town, the first permanent Frisco depot was built. It was a standard plan No. 1 wood frame station that served the traveling needs of this rapidly growing oil and commerce center until 1906 when a new depot was completed.

Following a number of additions and alterations in 1919, the all brick structure measured 207'5" long, 32'2" wide, and included a large womens restroom with stylish circular bay window

on the west, a 135'9" general waiting room, ticket office, and a Negro waiting room on the east end.

The walls were 13" thick set on a concrete foundation, and the station had a 1/3 pitch hip roof covered with red tile shingles. The 13" interior walls were finished with plaster, the floors were covered with tile, sanitary facilities were inside, and the depot featured electric lighting and steam heat.

In 1919, a baggage building was completed to the east of the depot. It was a 121'6' x 31'5" brick building set on a concrete foundation, with a flat





**Frisco depot, Tulsa, IT (OK) circa. 1910. H.D. Connor Collection**

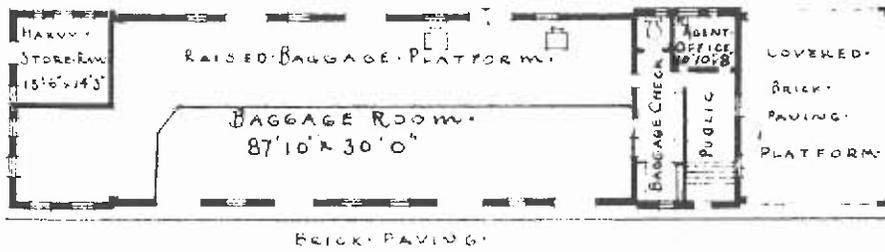
roof. It included offices, a large baggage room with a raised platform, and a Harvey News Service storeroom.

When first opened for business, the depot was served by four daily passenger trains: 407, 409, 411, 413 Southbound and 404, 410, 412, and 414

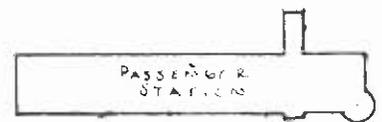
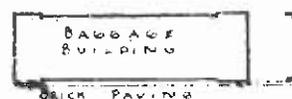
Northbound. It would later be served by some of the most famous Frisco named trains including the *Meteor*, *Southwest Limited*, *Oklahoma Special*, *Will Rogers*, *Firefly*, and the *Oklahoman*. The last Frisco passenger trains, Nos. 1 & 2, the *Oklahoman*, departed from

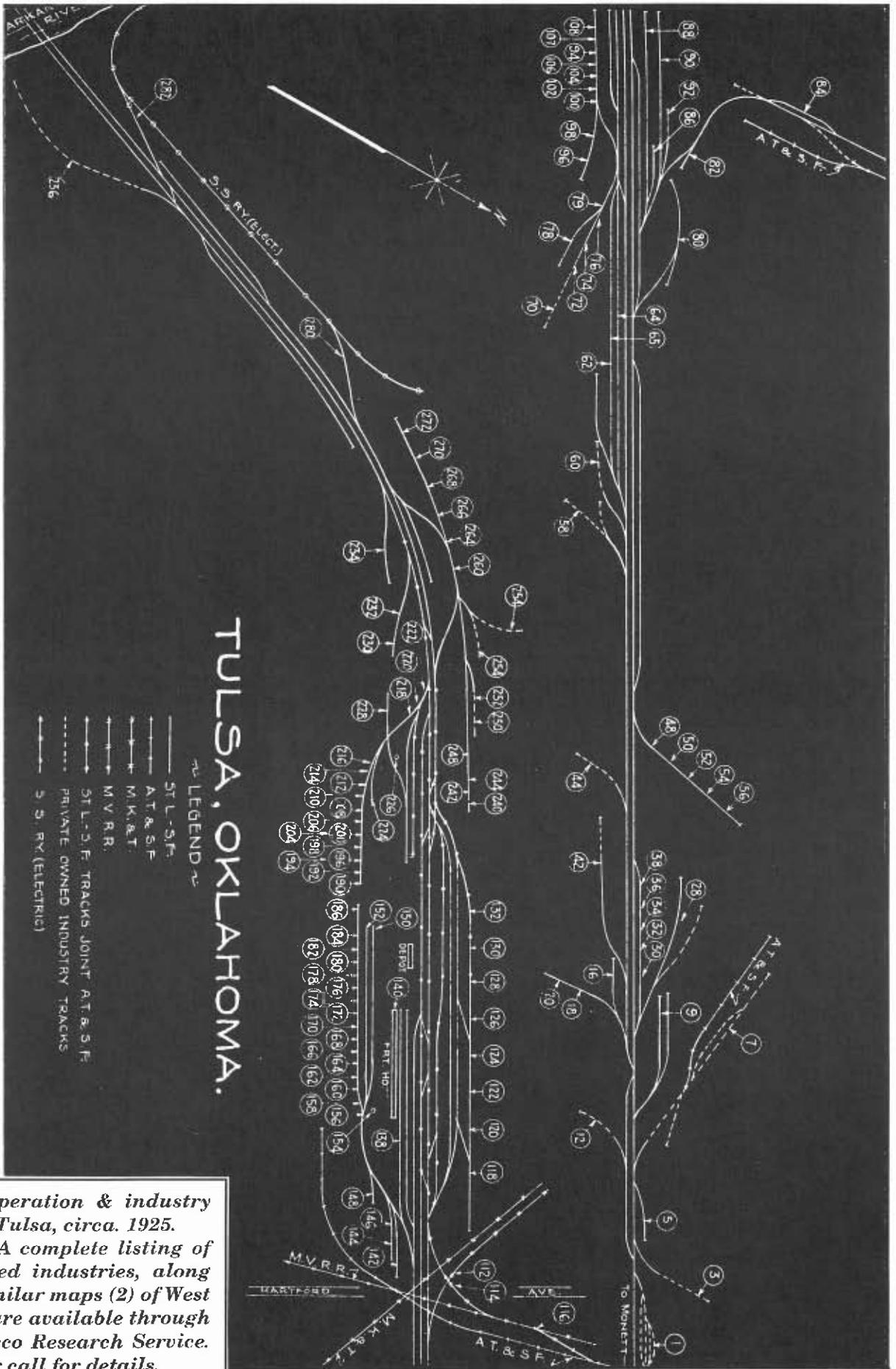
Tulsa on May 13, 1967.

It should be noted that although rail service in and out of Tulsa was eventually handled from a Union Station, according to our records the old Frisco depot survived well into the 1950's. ☞



**Tulsa, OK  
Baggage Building  
1919**





# TULSA, OKLAHOMA.

- LEGEND
- ST. L.-S.F.
  - A.T.&S.F.
  - M.V.R.R.T.
  - M.V.R.R.
  - ST. L.-S.F. TRACKS JOINT A.T.&S.F.
  - PRIVATE OWNED INDUSTRY TRACKS
  - S.S. RY. (ELECTRIC)

*Joint operation & industry map of Tulsa, circa. 1925.*  
**NOTE:** A complete listing of the keyed industries, along with similar maps (2) of West Tulsa, are available through the Frisco Research Service. Write or call for details.