

FRISCO

All Aboard

FRISCO



*Summer
1995*

*Vol. X
№ II*



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Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do all of which can enhance the appearance and operation of your model railroad layout. This instalment features Gondola Loads.

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Station C541, Tupelo Sub-Division, Southern Division, at Pott's Camp, MS, is profiled in this issue of our **Down At The Depot** feature.

Frisco's Sterling Price Finds A New Home..... 31

After twenty-one years the *Sterling Price*, a 1948 Pullman built Frisco streamlined Coach-Lounge-Buffet, has a new home.

ABOUT THE COVERS

Our covers for 1995 are taken from a series of colorful *Frisco Employes' Magazine* covers produced by the Wallace Bassford Studios in the 1920's.

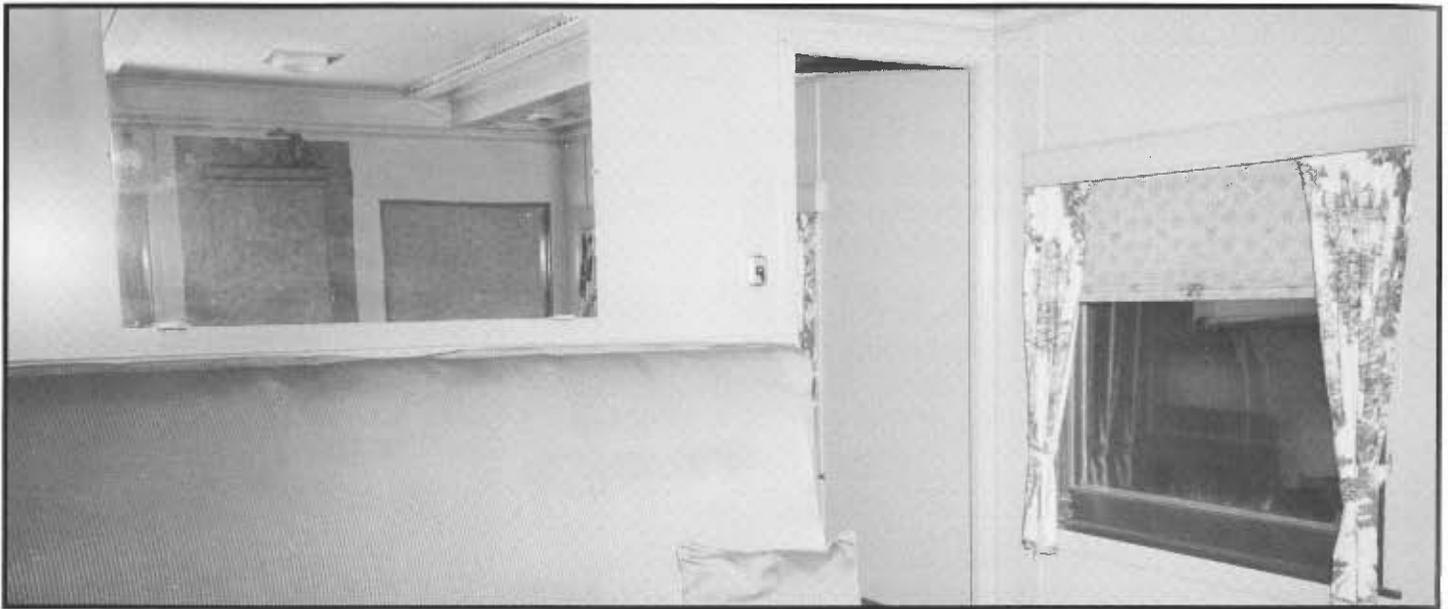
Our front cover for this issue is taken from the May, 1927, edition, and depicts a common summer tradition among young boys in early America: The daily trip to the local fishing hole.

"Vacationtown" on the Frisco Lines is the theme of our back cover, from the August, 1929, *Employes' Magazine*.



The above photo, taken by Frisco Folk Richard Napper, December 24, 1988, shows the remnants of the Frisco/Katy interlocker tower, located southeast of the Frisco yards, at Durant, OK.

FRISCO'S EXECUTIVE FLEET



*Frisco Business Car Mississippi, Observation Room looking toward B end of car
Springfield, MO, September 13, 1958 Frisco photo*

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

Mississippi

The *Mississippi* Business Car was built in November, 1884, by the Ohio Falls Car Co. as a 52 ft. composite Business Car No. 2200. According to our records, it was one of

four (2200, 2300, 2500, 2600) executive coaches in the 2000 series that were on the Frisco roster. No. 2300 disappeared in 1915, disposition unknown; No. 2500 ultimately became the *Kansas* Car; No. 2600 was dismissed from service in 1943

Car No. 2200 was similar in design to its sister car No. 2500 (see **All Aboard**, Sep-

Oct/Nov-Dec, 1994) in that it was equipped with the standard kitchen and crew quarters, dining room, state rooms, and observation room. The interior arrangement and decor was also similar to the 2500 car including a through hallway and fytewood paneling. The one noticeable exception was its shorter 52 ft. length



*Frisco Business Car Mississippi, Observation Room looking toward A end of car
Springfield, MO, September 13, 1958.*

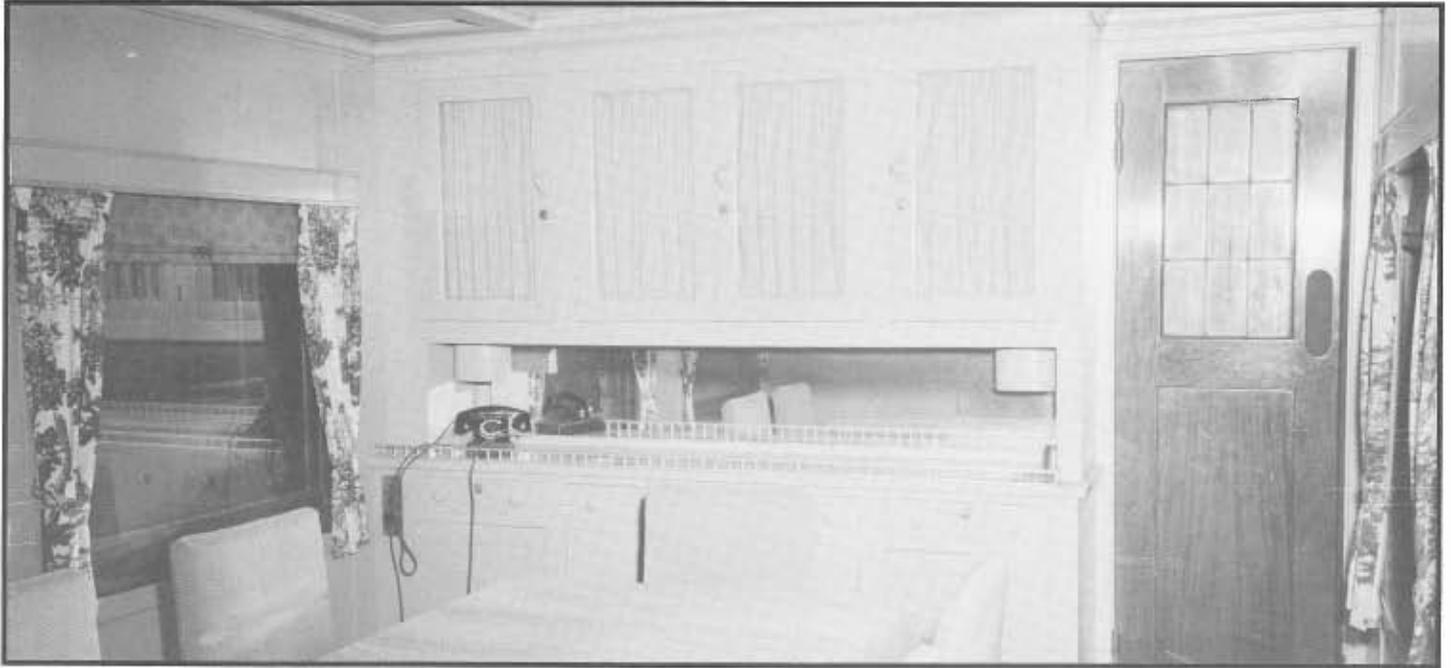
and a lighter weight of 175,500 lbs. The exterior was the standard Pullman green with a black roof and gold lettering and details.

In May, 1947, the number 2200 was changed to No. 7, and in March, 1948, it was again re-numbered No. 9, so that the number 5 car (*former 2500*) could move to the number

7 position in the fleet. In June, 1954, No. 9 was assigned the name *Mississippi*. In September, 1958, it was placed in storage at Springfield, MO, and in the early 1960's, was sold to a private corporation.

During its tenure of service in the Frisco executive fleet, the *Mississippi* served a variety of officers including the

Superintendent of the Southern Division, X.R. Campbell, and Assistant Chief Engineer B.H. Crossland. When Mr. Crossland was promoted to Chief Engineer Maintenance of Way, he continued to use the car, as did his successor, O.E. Fort, the last official of record to use the *Mississippi*.



*Frisko Business Car Mississippi, Dining Room looking toward B end of car
Springfield, MO, September 13, 1958. Frisko photo*



*Frisko Business Car Mississippi, Dining Room looking toward A end of car
Springfield, MO, September 13, 1958. Frisko photo*

MYSTERY BRIDGE LOCATED

In the September-October/November-December, 1994, issue of the **All Aboard** (*Frisco Mystery Bridge*) we featured a series of five photos showing the replacement of a deck pin connected truss bridge with three deck plate girder spans. The series of photos had no location or date, although one of the derrick cars (93778) listed a date built of 6-20-07.

Thanks to Frisco Folks Bob Plough and Jimmy Jones, the mystery bridge has been located. It is bridge No. 325.2, located on the Ft. Smith Sub-Division of the Frisco's old Central Division (*now the Arkansas & Missouri Railroad*) between Garfield and Avoca, AR. It has three 95'6" deck plate girder spans, is 288' long overall, fifty-seven ft. at its high

point, and weighs 407,954 lbs. The bridge crosses a county road and Little Sugar or Brightwater Creek.

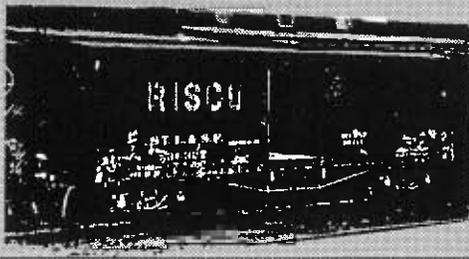
According to our records, it was one of a series of bridges along the Ft. Smith Sub-Division that were replaced with deck plate girders between 1887 and 1908. The Brightwater span was replaced in 1907. ☞



**Frisco bridge
#325.2,
Brightwater Creek,
AR, circa. 1907**



**Frisco bridge
#325.2,
Brightwater Creek,
AR, circa. 1990.
Arkansas & Missouri
Railroad RS1 No. 20
is northbound with
Business Car 100.
Bob Plough photo**



WHAT'S IN A NAME?

The St. Louis, Morehouse, & Southern Railroad Co. was incorporated on June 17, 1899 and was organized and initially controlled by the Himmelberger-Luce (Harrison) Lumber Co. On August 31, 1900, it was sold to Louis B. Houck who completed construction of forty-three miles of track between Morehouse and Pascola, in Southeast Missouri. On March 4, 1904, the company was sold to the St. Louis & Gulf Railway Co., which officially became part of the Frisco in 1907.

In 1900, the town of Risco, MO, was established as the base of operations for the construction of the line. When the railroad was completed, Risco became an interchange terminal for a number of logging branch lines operated by the lumber company. The logs would be loaded at Risco and shipped to the mills at Morehouse, twenty-four miles to the north.

According to *Historical New Madrid County - Mother of Southeast Missouri*, a project completed in 1948 by the New Madrid County Teachers



Frisco depot at Risco, MO, September 19, 1969. Howard Killam photo

Association, "Since this was a train stop, a name for the camp was a necessity. The story as told is that an old Frisco boxcar had been sidetracked to be used for a waiting room. (temporary depot) The 'F' was missing from its name, so when the train crew came to name the village, they took the remaining letters, RISCO, for a name. The post office was established soon after 1900, and Mr. Bill Tate was Postmaster for several years."

It is interesting to note that according to our records, the first Frisco Station Agent at Risco, MO, station TE196 on the Leachville Sub-Division, River Division, was Mr. William Tate, appointed on June 1, 1904.

Thanks and a tip of the Frisco hat to the New Madrid County Library and Terry Jones for providing materials for this article. 📄

Watch for these features in the Fall issue of the

Executive Fleet
The Number 10 Car



Down At The Depot
Burrton, KS

Mail Car
Pigs Are Beautiful

New Car Shop
Modeling Frisco Auto Parts
Cars

Standard Plans
Steel Signal Maintainer Tool
House

Company Service Roster
Scale Test Cars