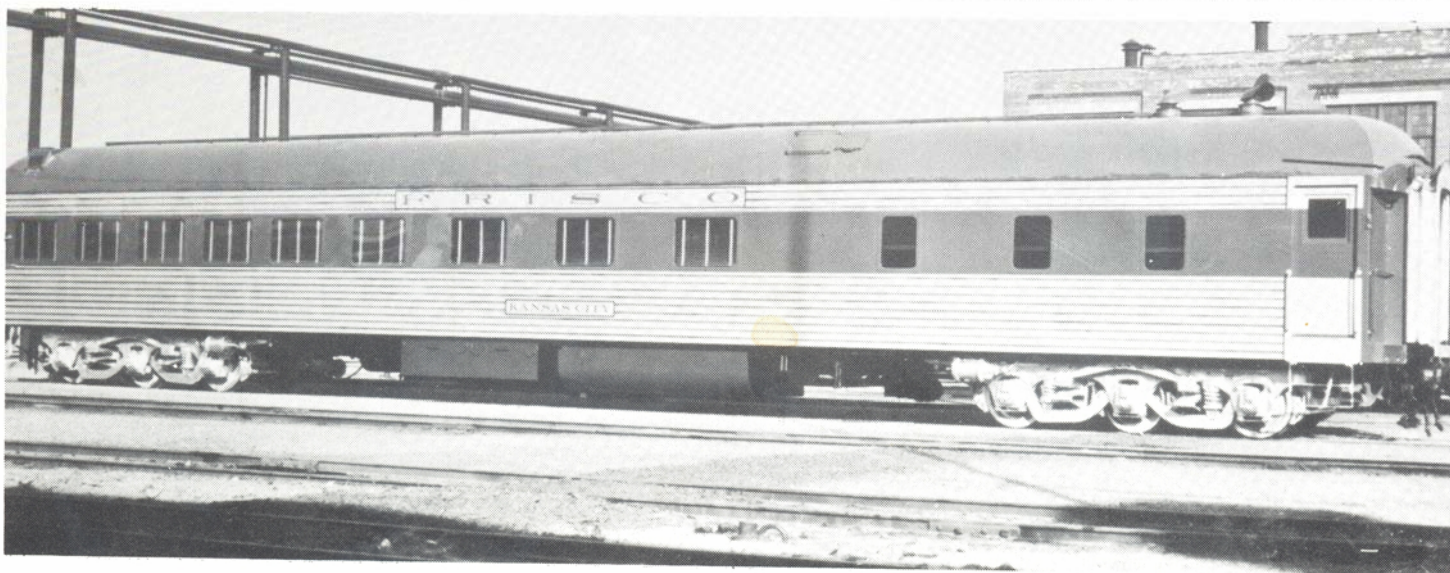
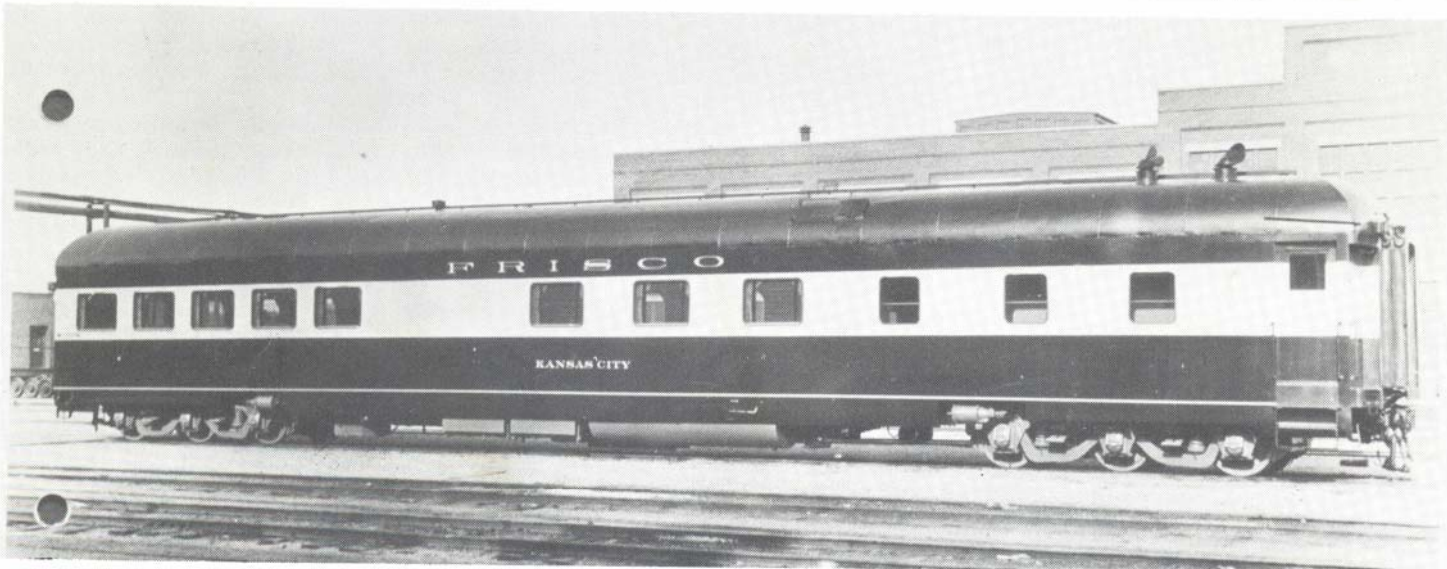
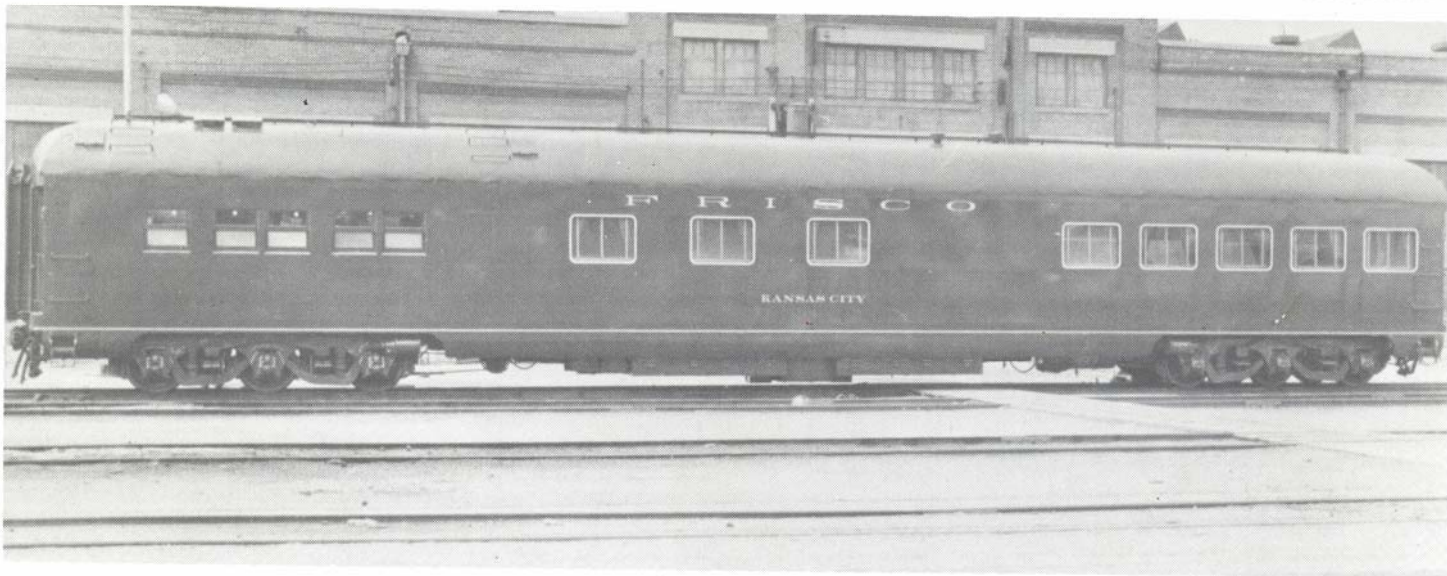
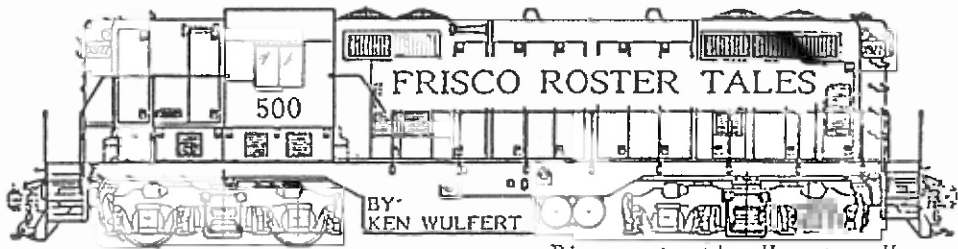


# All Aboard









FLASHBACK - No. 10, Newburg, MO, July 1948.

Think back with me for a moment, and let's visualize Newburg, Missouri on Thursday, July 29, 1948. You are about to take an early morning ride on SL-SF Number 10, Frisco's crack streamliner, the "Meteor," between Newburg and St. Louis' Union Station. And when we say an early morning ride, we mean early!

Your required presence in the mid-Missouri Ozark foothills had ended late in the day on July 28. You want to be back home in Normandy, MO - a suburb of St. Louis - in time to enjoy the start of another hot St. Louis weekend with your family. Being a railfan, you had previously decided to pass on the idea of trying to get home that evening because you wanted to ride the new diesel powered equipment then in service on the Meteor. So, you decide to make your way to Newburg, have a fine dinner in the Houston House, and nap in the Frisco depot there until 5:00 A.M. when No. 10 is scheduled to arrive on its nightly trek from Oklahoma. Spending some time in the Newburg depot will be interesting anyway, as the place always reminded you of a huge Texaco station, and dinner in the Houston House is always a treat. So off you go, arriving in Newburg at around 6:00 P.M.

After buying your \$3.00 coach ticket - a sleeper would be \$4.50 - and before heading over to the Houston House for your dinner, a brief walk around the town seems in order. You were always fascinated by the town pub that was built straddling the small creek known as "the Branch" but, as usual, the clientele look a little rough around the edges, and you do not go in. While walking west to the edge of town, you notice that the activity in the yard is still substantial, but not anything like the frantic 24-hour pace that existed during the war.

Dinner in the Houston House is great, as usual. You just can't seem to get enough of those home-made rolls and apple butter! The steak was also fine. You ordered the T-bone, but Mrs. Noland came out and explained that they were out, so she offered you a Porterhouse at no extra charge. What a place! While having your meal, you notice that two freights pass through town, headed up by shiny braces of brand new Frisco 5000/51000 class EMD F-3's.

The chatter among the railroad men in the dining room is all positive about these new locomotives. They are only a few months old, but are becoming favorites already. That impresses you, because you know how much Frisco men appreciate their 4000, 4100, 4200, 4300, 4400, and 4500 class iron horses which were the freight kings until the arrival of the F-3 growlers.

After dinner, you head over to the station to begin your vigil. Through the night, the action continues, mainly with the parade of evening passenger trains coming west from St. Louis. No. 1, the Texas Special, shows up first, with E-7 2000 on the point. Next comes No. 5, the Oklahoman, behind 4-8-4 4511. Then comes the west bound Meteor, No. 9, with E-7 2002 leading the way. Finally, No. 3, the Will Rogers, rolls in, behind 4518, another of Frisco's powerful 4-8-4's. Impressed with the might of these big engines, you reflect on what a friend told you - that Frisco's 4500 class Northern's were the most powerful 4-8-4's ever made per unit of locomotive weight. Seeing them, who could argue?

By now, it is past 2:00 A.M., and your dozing is eased by the firm ticking of the station clock, but is frequently interrupted by the railroad noises just outside the station door. You are awakened for good by the noise of No. 4's arrival - the east bound Will Rogers. Like its west bound twin earlier in the evening, this version of the "Will" is behind a 4-8-4, this

time 4504 is on duty. You pass on this earlier ride home to St. Louis, because of your desire to ride the streamlined Meteor, and what the heck, it's now 4:14 A.M. and what's another 45 minute wait for No. 10 going to mean after such a long and enjoyable evening?

The time passes quickly, and right on time at 5:00 A.M. you hear the "blaat" of E-7 2004's horn and the Meteor arrives in all its shiny red and silver glory! You are excited about your ride on this grand train, so you make note of the consist. E-7 2004 is in the lead, followed by a twin, 2001. Then comes streamlined RPO 251 "Normandy," your favorite, since it is named after your home town. Following is dorm/coach 1096 "Maplewood" and coach/buffet/lounge 1651 "Ladue" - where you would like to live some day! Then coaches 1253 "Clayton" and 1255 "Kirkwoo," followed by the sleepers 1466 "Cimarron River," 1460 "Niangua River," and B&O through sleeper named "Cocapon," and 1459 "Gasconade River." At the rear is a beautiful car - boat-tailed diner/lounge/observation 1551 "Oklahoma City." The entire train was gorgeous shining in the moonlight, all red and silver except for the blue and gray of the B&O car. Quite a sight!

The next thing you realize is that Conductor Mullekin is nudging you awake as the Meteor is unloading its passengers in the huge expanse of Union Station in St. Louis. Frisco's famed "Sleepy Hollow" seats have done their work again!

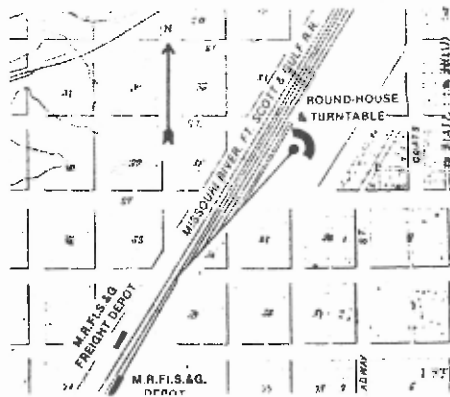
Read Down	4 The Will Rogers Daily	10 Meteor Daily	2 Texas Special Daily	6 The Oklahoman Daily
	AM	AM	AM	PM
Lv (St. Louis, Mo., A, B, C, S, 4, 5)	7:25	7:45	11:30	12:35
6, 10, 13, 15, 18, 24, 25, ...	7:10	7:30	11:13	12:20
Tower Groves, A, B, S, 4, 5, ...	6:55	7:15	11:01	12:00
Webster Groves, A, B, ...				
Clendale, A				
Kirkwood				11:48
Crescent				11:36
Pacific				11:28
Catawissa				11:25
Robertsville				11:17
Moselle				11:08
St. Clair				10:58
Anaconda				10:49
Stanton				10:41
Sullivan				10:30
Bourbon				10:20
Leansburg				10:10
Cuba, 17	5:10			9:59
Fanning				9:53
Rosell				9:46
St. James				9:37
Ellon, A, 18	4:30			9:29
Holla, A, 18	4:15	5:03	9:03	9:13
Lv Newburg, B, 10	4:01	4:55	8:59	8:40
Lv Newburg, B, 18				8:31
Arlington				8:20
Jerome				8:12
Franks				8:12
Dixon				8:12
Hancock				8:12

FT. SCOTT, KANSAS ROUNDHOUSE

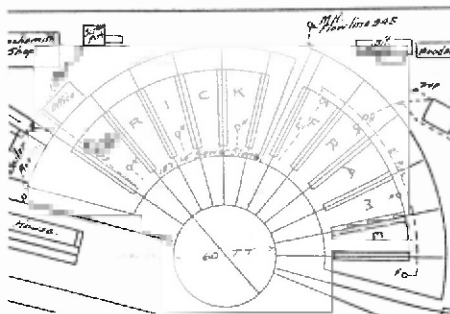
By Richard E. Napper

On December 7, 1869, the first train on the Missouri River, Ft. Scott, and Gulf Railroad entered Ft. Scott, KS. Why build a railroad from Kansas City to Ft. Scott? Coal, lots of Coal! Ft. Scott lies in the coal mining region of Southeast Kansas. Also present was large zinc and lead deposits. In April, 1879, the line changed hands and became the Kansas City, Ft. Scott, and Gulf Railroad.

The "Gulf" line prospered greatly and the city of Ft. Scott sent a special committee to Kansas City to get the company to build shops at Ft. Scott. In August, 1873, the Gulf line built its first roundhouse at Ft. Scott. It was a wood structure with footing substantial enough to accommodate future expansion. The roundhouse had six stalls and was located east of the new yards and approximately half-way between the Wall Street depot and the Scott Junction depot where the M.K.T. crossed the Gulf line at the north end of the yards.



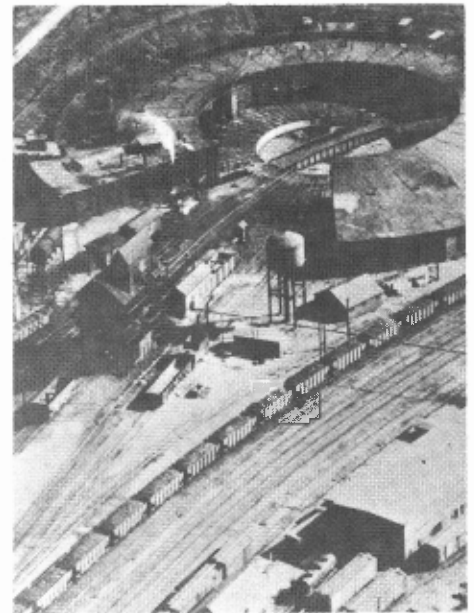
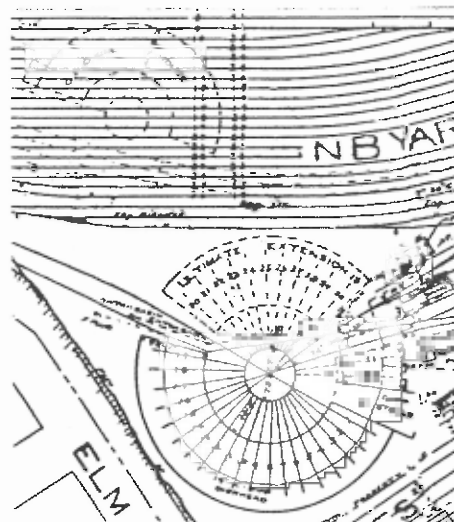
In August, 1881, six more stalls were added to the roundhouse, built with Ft. Scott bricks.



In 1884, the extension of the Gulf line to Memphis, TN was completed. That made the Ft. Scott depot so busy, that a new one was constructed in

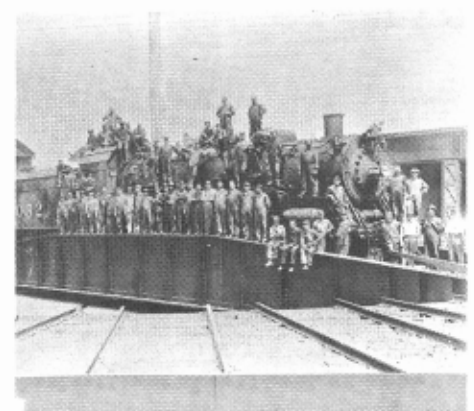
1887. (See "DOWN AT THE DEPOT" p. 6) The Memphis extension created a name change on April 23, 1888, to the Kansas City, Ft. Scott, and Memphis Railroad. By 1894, the line had been extended to Birmingham and two years later, the Bridge and Building Department moved from Kansas City to Ft. Scott. Finally, in March, 1901, the Memphis line, the Kansas City, Memphis, and Birmingham Railroad, the Kansas City, Clinton, and Springfield Railroad, the Current River Railroad, and the Kansas City and Memphis Railway and Bridge Company were consolidated into the St. Louis and San Francisco Railroad Co. to become the Frisco System. The K.C. Ft. S. & M. Star insignia was changed on all equipment to the Frisco System coonskin.

Now, what does all this have to do with a twelve-stall roundhouse at Ft. Scott? Business, lots of business! Enough business that the Frisco proposed a new shop for Ft. Scott, including a new roundhouse that would become one of the largest\* on the Frisco line. Consequently, in 1908 a new, all brick, nineteen-stall roundhouse was built with two additional stalls for the machine shop. The turntable was 75 ft. long and was built of iron by the King Manufacturing Co. In addition, a wooden 400 ton coal chute was built along with a steel water tank and separate boiler house. In 1912, the turntable was electrified with a Tatlow motor and new car shops were constructed on the site of the old roundhouse.



1936 Harry Brice collection  
Donald D. Banwart

In 1923, eleven additional stalls were added to the roundhouse expanding its capacity to thirty engines. The new stalls were constructed of wood and built separate from the existing brick building. Three years



1926 Mike Henry collection  
Donald D. Banwart

later, a new 100 ft. electric turntable was installed. It was all steel, weighed 100 tons, and cost \$42,000.00. The new turntable made it possible for the Ft. Scott facility to service all classes of Frisco steam locomotives including the 96 ft. 2000 class 2-8-8-2 mallets.

When the steam era on the Frisco ended in February, 1952, the Ft. Scott roundhouse was used as a facility for scrapping many of the locomotives that had once been serviced and repaired there.

# Frisco Backshop Levelled

West Half of Roundhouse Burns  
In 26 Minutes; Tank Containing  
Diesel Fuel an Explosive Threat

Ft. Scott Tribune, July 22, 1957



1960 Ft. Scott Tribune photo  
Donald D. Banwart

When the backshops caught fire on July 22, 1957, the wooden stalls were destroyed and the brick portion was gutted.



1965 Ft. Scott Tribune photo  
Donald D. Banwart

Three years later, the remaining brick walls were torn down. Within a few short years all that remained of what was once one of the largest\* roundhouses on the Frisco was a rusting turntable and one track leading up to it. ☞

\*EDITORS NOTE: The Ft. Scott roundhouse had thirty-two stalls with a capacity of thirty engines. The North Springfield roundhouse had thirty-one engine stalls, one larger than the Ft. Scott facility.

NOTE: The author wishes to express sincere appreciation to Donald D. Banwart for permission to use information and photos, for the writing of this article, from his book Rails, Rivalry, and Romance.



The NEW CAR SHOP is a regular feature of the Modelers Information Pages profiling commercially produced Frisco models and/or kits that can be modified for Frisco use.

On January 14, 1969, the Frisco acquired the North East Oklahoma Railroad Co. In the process, the Frisco acquired four ALCo diesel switch engines: Three S2 units (NEO 703-705 FRISCO 295-297) and one S4 unit (NEO 706 FRISCO 298). The only basic difference between the S2 and the S4 was the trucks. The S2 had ALCo built trucks while the S4 had standard switcher trucks.



1952 N.E.O. photo

The S4 locomotive will make a nice addition to your Frisco diesel roster. All you need is one Cary Locomotive Works ALCo S2, S4 body #CL-52 (\$10.00) and one powered Athearn SW-1500 switcher #140-4001 (\$22.00). The standard switcher trucks come with the Athearn engine. To model #298, the frame, underbody, and trucks are painted Floquil Engine Black #270-110010. Because the Frisco never repainted its NEO

acquisitions, the body is NEO maroon and gray. Use Floquil R.I. Maroon #270-110160 and Reefer Gray #270-110012. I used Elliot Kahn's photo on page 55 of Frisco Diesel Power as my guide for painting and lettering. The lettering is somewhat difficult to duplicate. The style on my engine is correct but the SL-SF is too large. The cab and number boards are Walters decals #702090, the SL-SF is Walters #934-80410, and Walters #934-706271 will work for the side numbers on the cab. ☞



Richard E. Napper photo

## NEW CAR SHOP

### MODELING UP-DATE

The Stewart Hobbies RS-3 kit (ALL ABOARD "New Car Shop," September, 1988) can be reworked into a nice RS-2 engine by using the Smokey Valley RS-2 Conversion Kit, #K-33. The kit has a new cab which has the fuel fills and vents missing from the RS-3, parts to change the fuel tanks, and new side sections with vents and doors for the rear hood section. Smokey Valley also sells part #K-18, which includes the correct sized handrails and stanchions for the RS-2.

Thanks and a tip of the Frisco hat to Frisco Folk P. Allen Copeland for providing us with this MODELING UP-DATE.

For decaling Frisco black and yellow RS, SW, and GP diesel locomotives (ALL ABOARD "New Car Shop," September, 1988) the Herald King set #DS-1 (45% yellow chevrons) are hard to beat for this application.

Thanks and a tip of the Frisco hat to Frisco Folk Karl Brand for providing us with this MODELING UP-DATE. ☞

## New Cafe-Lounge Car Offers Fine Home Luxury; Fire Place, Venetian Blinds

"Lounge luxury typifying the best in fine homes capped the pyramid of new Frisco equipment last month, and now gives patrons of the Kansas City-Florida Special a new thrill not experienced heretofore on western railroads." Such was the description, in the May, 1936, FRISCO FIRST Newspaper, of the premier showing of the first two in a series of three cafe lounge cars unveiled in April of that year. The Kansas City (#1508) and the Birmingham (#1509) were first displayed at St. Louis, Kansas City, Birmingham, and Memphis before being placed in service on April 16, 1936. The third car in the series was the Springfield car (#1510), built in 1937.

When first placed into service, the Kansas City and Birmingham cars featured many new, unique, and innovative design appointments. The dining rooms seated eighteen persons at tables with tops made of ebony Formica, inlaid with aluminum strips. The lounge section accommodated as many as sixteen persons and afforded them the state of the art in comfort and convenience. Two of the most notable features of the cars was the use of venetian blinds on the windows and a simulated fireplace in the lounge section. The cars also included a full service



"Kansas City" dining room  
Frisco photo

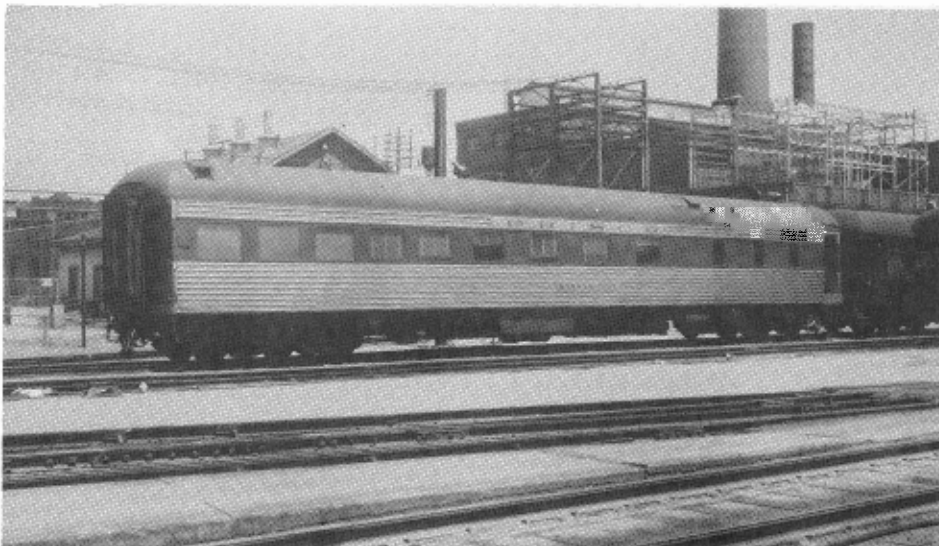


"Kansas City" lounge section  
Frisco photo

KANSAS CITY  
*Florida Special*



Between  
KANSAS CITY  
and FLORIDA



"Kansas City" with corrugated sheathing installed - August, 1959.  
Arthur Johnson photo, John Sanders collection

kitchen. Another unique design feature was the absence of any vestibules or steps. The cars could only be entered from adjoining coaches. Construction wise, the exterior of the cars were welded steel, presenting a flat surface of streamline appearance. The roofs were the distinctive "Frisco" or "Turtle Back" design.

According to a 1945 roster, the Kansas City was one of six (1501-1502-1503-1504-1505) cafe lounge cars that was painted in the Zephyr Blue and White and the only one of the three named cars to carry the war livery. In 1950, the Kansas City car was repaired and repainted in the red and gray "shadow line" livery for use with the lightweight streamlined cars that were added to the fleet following World War II. In April, 1955, the shadow line was replaced with corrugated sheathing. In June, 1959, the lounge section was shortened to accommodate the addition of sleeping, shower, and toilet facilities for the dining crew. In September, 1966, the Kansas City was taken out of passenger service and converted to Maintenance of Way boarding car #105491. Its final disposition is currently unknown. ☐



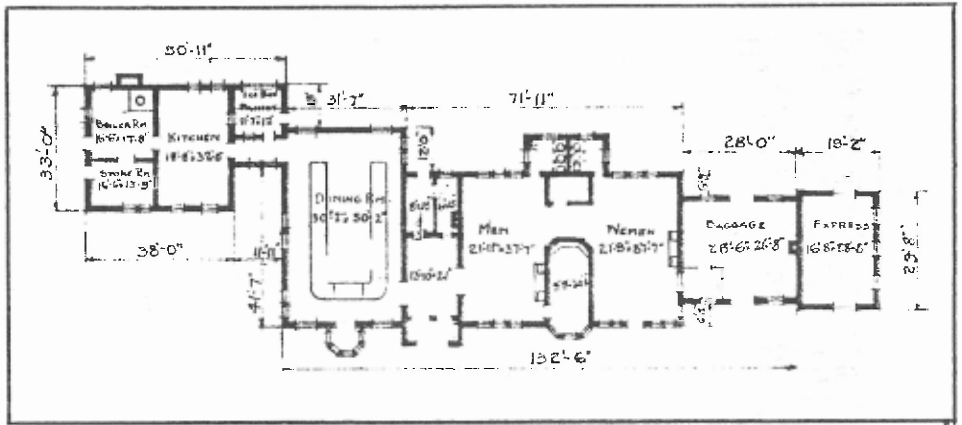
## Down At The Depot

FT. SCOTT, KANSAS

The Missouri River, Ft. Scott, and Gulf Railroad Co. was incorporated March 8, 1865, as the Kansas and Neosho Valley Railroad Co. Its name was changed to the Missouri River, Ft. Scott, and Gulf Railroad Co. on October 10, 1868. On March 16, 1878, a receiver was appointed and on April 1, 1879, the road was sold at foreclosure to the Kansas City, Ft. Scott, and Gulf Railroad Co. Construction was begun March 7, 1866, and the road was placed in operation from Kansas City to Olathe, KS on December 16, 1868; thereafter the road was continued to Baxter Springs, KS, making in all about 160 miles. The entire road was placed in operation by May 2, 1870. In 1869, the company built its first depot in Ft. Scott, KS.

With rail traffic increasing and Ft. Scott rapidly becoming a junction point for as many as five different railroads, the Gulf company decided to expand its passenger facilities. In June, 1887, a new, enlarged station was constructed just south of the original depot location. The old station was moved south of the new depot and became the Division Telegraph Office.

The new building, approximately 205 ft. long, was constructed of brick walls (13" thick) set on a native stone foundation. The 10/12 hip roof was covered with slate shingles and the main entrance was under the depot's most distinctive characteristic, a large observation tower. The facility included an express room, first operated by the Adams Express Co., and a large baggage room on the south end. The 43 ft. waiting room was divided into a facility for men and one for women by a large ticket office in the middle. The interior of the waiting room was white plaster with oak woodwork and windows. While the building was sufficiently heated with steam heat, the women's waiting room had a large fireplace made out of Ft. Scott stone and a marble mantel. The floors were 3/4"x2 1/4" maple and the interior ceilings were 14 ft. high.



The north end of the station was occupied by the restaurant facilities operated by Mr. Clark Hall and Mrs. M.A. Tetro. Mr. Hall operated the eating houses at Thayer, MO and the one in the Springfield, MO depot. The lunch counter, originally located in the main entrance hall, had a marble top and could adequately accommodate those travelers who needed a "quick" bite along their journey. For those who desired a more formal dining experience the dining room provided accommodations for forty-eight persons. According to a June, 1887 "Ft. Scott Monitor" description of the dining facilities, "The tables in the (dining) room, eight in number, seats comfortably at each six persons. The pure white cloth, knives and forks and spoons, and elegant silverware all bear the initials of the 'F.S. & G.R.R.' The letters on the dishes are done in gold, shaded with black, in autograph style."

In July, 1919, the station was remodeled. The lunch counter was removed from

the entrance hall, the dining room tables were replaced with a large U-shaped lunch counter, and the restroom facilities were moved to a more central location on the east side of the waiting rooms.

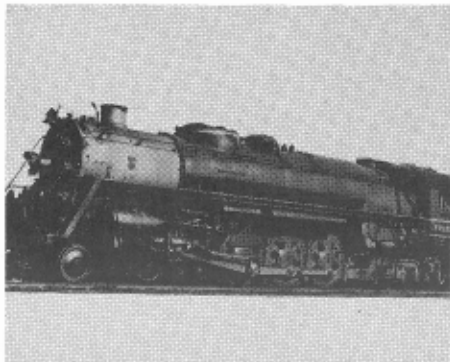
Between 1948 and 1950, the building was once again remodeled with major changes being made both inside and out. While a portion of the passenger waiting room remained, the majority of the floor space was converted to Division Offices. The entrance tower was removed, the exterior was painted a cream color with dark brown trim, and the distinctive "FRISCO PASSENGER STATION" sign was erected on the south end of the building.

On December 9, 1969, train No. 102, the northbound "Southland" left Ft. Scott behind orange and white lead engine #2020, thus ending 100 years of passenger service to Ft. Scott. Six years later, December, 1975, the eighty-nine year old depot was demolished. The former yard office and crew locker was converted into a new freight-only depot. ☐



July, 1947 Arthur Johnson photo  
Courtesy Donald D. Banwart

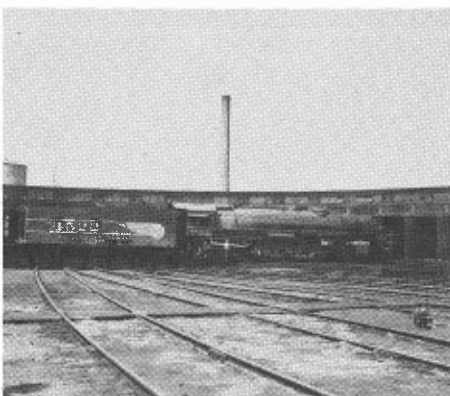
# Frisco Survivors



Frisco photo

Between August, 1942, and August, 1943, the Frisco received delivery of its last series of steam locomotives, the 4500's. There were twenty-five engines in the series with all but three built as coal burners. Engines No. 4503-4514 were delivered in August, 1942 and Nos. 4515-4524 arrived one year later. They carried twenty-four tons of coal, 18,000 gals. of water, and were used in freight service on the Eastern Division of the Frisco. The first three engines in the number series (4500-4502) were oil burning locomotives, placed in service as motive power for Frisco's "Meteor" passenger service between St. Louis and Oklahoma.

Aside from their enormous size and tractive force, one of the most distinctive characteristics of the 4500's was their paint schemes. While all in the series had the typical Frisco graphite gray smoke box, their paint livery from that point on was both colorful and unique. The



Frisco photo

freight engines originally carried a red and white "FRISCO FASTER FREIGHT" medallion on the tender sides.



Frisco photo

The Passenger locomotives were painted Zephyr Blue, engine and tender, with a white stripe around the full periphery of the tender body. As though to denote the curved trail of a meteor streaking across the sky, the tender also displayed large red letters and lines identifying it as fast, sleek, "Meteor" power.



Frisco photo

One additional 4500 paint scheme deserves mention simply because of its uniqueness and short-lived duration. In October, 1939, the Frisco began overnight service between St. Louis and Oklahoma City on trains No. 3 and No. 4, "The Will Rogers." Ten years later, in conjunction with the seventieth anniversary of the American folk hero for whom it was named, southbound train No. 3 has as its motive power #4519, complete with "The Will Rogers" appropriately painted on its tender. This was unique because #4519 was a freight only coal burner and "The Will Rogers" embellishment was applied with washable paint that was removed when the train arrived at the Tulsa Terminal.

Because of the "no frills" policy of President Clark Hungerford, from 1947 on

the 4500's were gradually repainted in the standard locomotive black with the tender sides displaying only the engine numbers. With the arrival of Frisco diesel power in 1949, the 4500's were gradually retired from revenue service. In 1951, only two were still listed in active service and by October, 1956, all had been sold for scrap with the exception of four FRISCO SURVIVORS.

Number 4500, still in its Zephyr Blue and White "Meteor" paint livery, was donated to the City of Tulsa, OK, and until recently was on display at the city's Mohawk Park complex. Earlier this year, the Cotton Belt Historical Society took possession of the engine and has since moved it to a new location awaiting possible restoration for excursion service.

In October, 1964, No. 4501 was donated to the Southwest Railroad Historical Society and is currently on display at their Age of Steam Museum located in Fair Park, Dallas, TX.



1956 Howard D. Killam photo

The third 4500 survivor was donated to the State of Missouri and is currently on display at the Missouri State Fair Grounds in Sedalia, MO. It is interesting to note that the Frisco never ran through Sedalia. However, it is nice to know that of all the railroads that did operate in Missouri, the Frisco is the only one that has an engine on display at the State's Fair Grounds. ☞

## In Memoriam

The Officers and Board of Directors wish to acknowledge with grateful appreciation the donation of many unique and valuable items of Frisco memorabilia, given in loving honor and memory of Mrs. Pat Chronister.