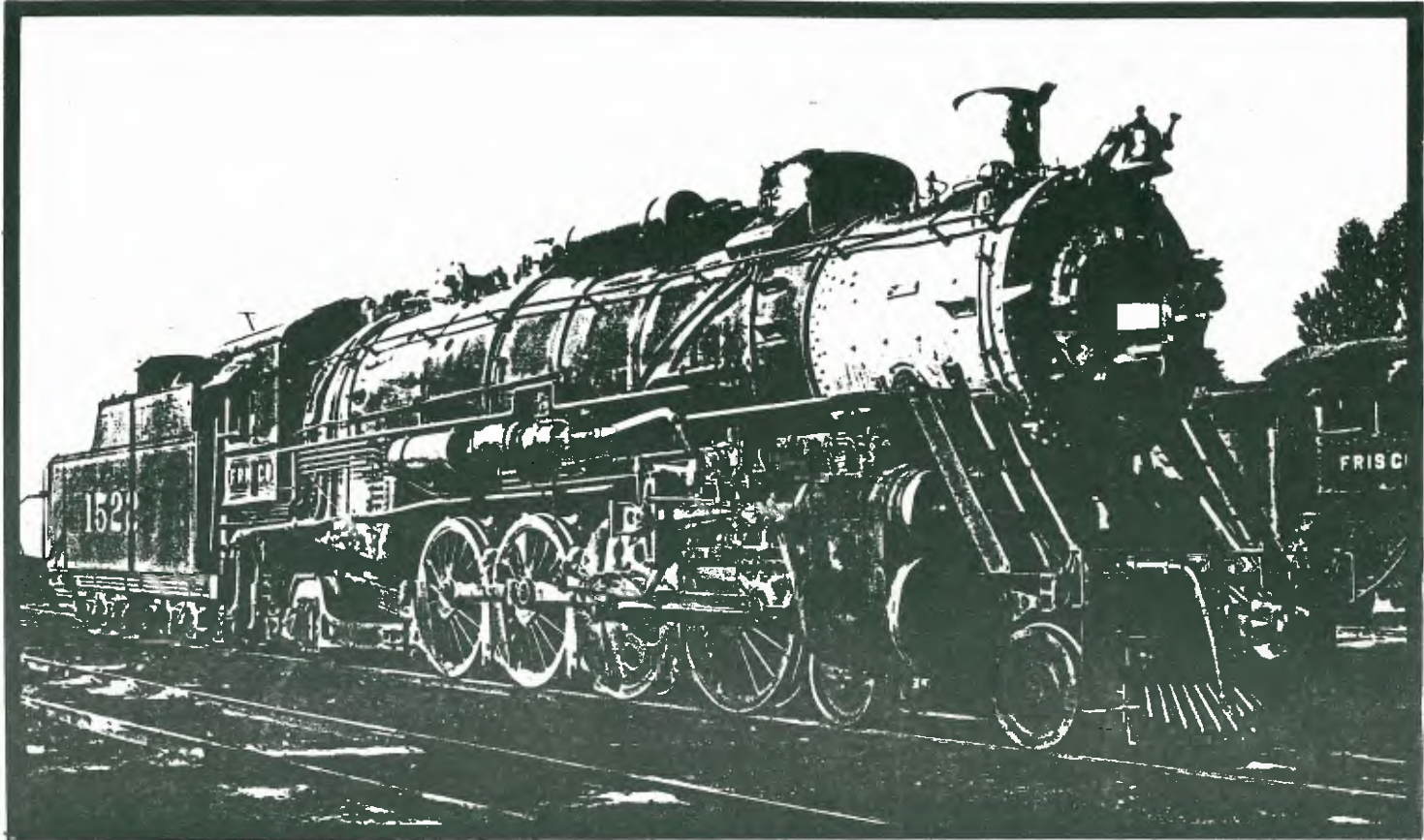


A Born Again Frisco Survivor



Don Wirth photo

No. 1522 Makes Remarkable Run on Initial Trip

Such was the headline of an article in the July, 1926, issue of the "Frisco Employees' Magazine," profiling the maiden voyage of Engine No. 1522, a FRISCO SURVIVOR that is currently undergoing complete restoration at the Museum of Transport, St. Louis, MO. Numbered among the last order of 1500's purchased by the Frisco, (1520-1529) No. 1522 was shipped from Baldwin Locomotive Works on April 30, 1926, at a cost of \$69,586.79.

According to the 1926 article, "D.L. Forsythe, General Road Foreman of Equipment rode No. 1522 recently on her first break-in trip from Springfield to Newburg and reports

THE BALDWIN LOCOMOTIVE WORKS			
PHILADELPHIA, U.S.A.		APRIL 30TH, 1926, B	
SHIPPED BY THE BALDWIN LOCOMOTIVE WORKS		DATE	
COMPLISHED TO THE BALDWIN LOCOMOTIVE WORKS			
TO BE DELIVERED TO CENTRAL UNION TRUST COMPANY OF NEW YORK		AS THEIR BAILEES	
S. L. W. REFERENCE 227			
ALL NUMBERS	UNITED NUMBERS		
1- PASSENGER LOCOMOTIVE, TYPE 4-8-2			
CYLINDERS 26" X 28"			\$69,586 79
DUPLICATE			
ROAD No. 1522 CONSTRUCTION No. 59134 CLASS 14-501 880			

a fine performance. The engine was on duty eight hours and ten minutes; delayed three hours - total running time five hours and ten minutes.

"Harry Snyder, engineer and L.B. Mack, fireman, handled the train with 44 loads, 3,032 tons to Conway, Mo; 42 loads, 1,956 tons to Lebanon, Mo.; 43 loads, 2,008 tons, Lebanon, Mo. to Newburg, Mo. The total gross ton miles was 239,000.

"Engine consumed 22,000 pounds of coal, which shows 93 pounds per 1,000 gross ton miles and does not include the firing up.

"The grates were shaken twice and the ash pan was not opened. The train arrived in Newburg with seven inches of fire in the box, had plenty of steam every place and handled well. Alabama coal was used.

"This engine is equipped with standard Dupont type of stoker, exhaust steam injector and Nicholson syphon," Mr. Forsythe said. "The engine ran exceptionally well, and the only trouble experienced was that the trucks ran a little warm. The showing made in fuel was remarkable, as there was no coal taken at Lebanon."

For the next twenty-eight years No. 1522 served with distinction logging over 1,700,000 miles in both passenger and freight service. Between 1929 and 1930, No. 1522, along with sister engines 1520, 1521, and Nos. 1523-1529 were assigned to passenger service between Kansas City and Birmingham on trains 105 and 106, and 107 and 108 when extra heavy consists required additional service. It is interesting to note that at this time, because of their weight and size, the 1500's could only be operated between St. Louis and Oklahoma City, Kansas City and Birmingham, Ft. Scott and Afton, and Tulsa and Sherman.

A September 9, 1951 list shows No. 1522 as one of seventeen 1500's still on the Frisco roster and one of only six listed as in "active service." A similar roster, dated August 29, 1953, lists ten 1500's, including 1522, as retired but "retained for emergency service." Of those ten, six now comprise the roster of 1500 FRISCO SURVIVORS including No. 1522 which, in 1959, found a new home at the Museum of Transport where it was on static display until three years ago.

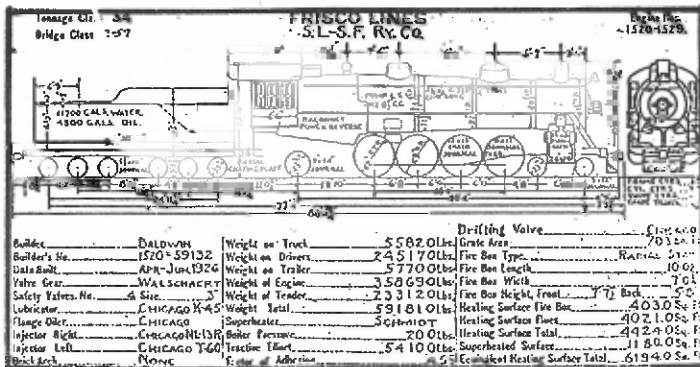
In mid-September, 1985, work started on restoring 1522 to full operating condition. Throughout the fall and winter of 1985-86, disassembly and evaluation of virtually every part was accomplished. As one would expect, after sitting idle for almost thirty years, severe deterioration was encountered and many components had to be completely replaced. In February, 1986, the engine and its tender were moved to a covered location to provide better access to equipment and working conditions. It wasn't until early spring of 1986 that the actual task of rebuilding and/or reconditioning was ready to begin. After many long hours of hard work, on July 13, 1987, 1522 was fired up for three days of testing. This was the first time in over thirty years that the locomotive had been under steam. According to Don Wirth, Vice-President of the St. Louis Steam Train Association, "Along with everything else, the whistle passed the test."

As of November 31, 1987, the tender body is back on the frame and bolted down. According to Mr. Wirth, "Now that the end is within reach, the enthusiasm is mounting and everyone is looking forward to seeing her in her Frisco livery once again. Paint is on the way, and when she is done, she will have a Pepsi Cola Red cab roof, glossy jet black boiler and tender with graphited firebox and smokebox. The striping and lettering will be in gold. With the nickel plated cylinder head covers and polished brass valve gear, she will make a beautiful sight. That's when the redeeming factor of all this hard, dirty work will be realized. We are striving for a March, 1988 completion, as several groups are expressing interest in using her for trips."

According to project director, Patrick Cravens, over 400 miles of breakin runs are scheduled for the month of April. Official dedication ceremonies will take place at Union Station, St. Louis, on Saturday, April 30. Mr. Cravens also reports that eight fan trips are already scheduled for May!

Two items are currently needed for the project. One is a pneumatic alimite grease gun. If anyone knows where one can be acquired, they should contact Mr. Cravens at 1228 Piedras Pkwy., Fenton, MO 63026, 314-225-6625. The other need is in the form of donations to the 1522 project. Anyone interested in making a donation may contact the St. Louis Steam Train Association, 115 St. Georges Place, St. Louis, MO 63119.

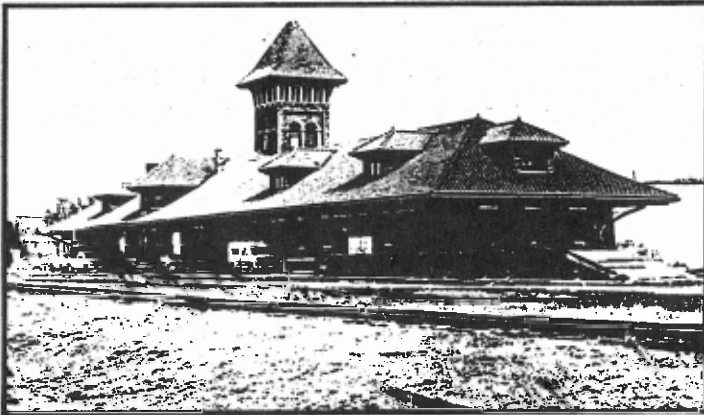
A hearty "ALL ABOARD" and gracious tip of the Frisco hat to Mr. Cravens and all his dedicated volunteers for their efforts in restoring No. 1522, A BORN AGAIN FRISCO SURVIVOR!



DOWN AT THE DEPOT

Ninety miles west of Texarkana and fifteen miles south of the Red River is located the Lamar County Seat town of Paris, Texas. Incorporated in 1874, Paris has long been a railroad town, having been served by as many as five different lines including the Frisco.

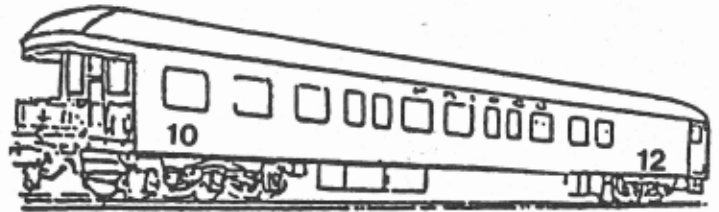
In the spring of 1886, the Ft. Smith and Southern Railway Co. started construction on 153 miles of track extending from Ft. Smith, AK, through Indian Territory to a point on the Red River. By July 1, 1887, an additional sixteen miles had been built from the Red River to Paris, TX, under a charter issued on July 28, 1881, to the Paris and Great Northern Railroad, a wholly-owned Frisco subsidiary.



Everett Huffer photo

While probably not the first one built, in 1910 the Frisco constructed, station No. 584, a large and impressive looking depot at Paris. It was an all brick and concrete structure measuring 232 ft. long and approximately 45 ft. at its widest point. The building had 13" walls, a hip roof covered with tile shingles, and ceiling heights ranging from 10' in the basement boiler room, 13'2" on the main floor, and 12' on the second level. It included electric lights, steam heat, and inside restroom facilities. The main floor of the depot was divided into two express rooms, a baggage room, two waiting rooms; one for "general" passengers and one for "negro" travelers, a ticket office, news stand, and two large restroom-lounge areas. The second floor included a telegraph office and record room. One interesting feature of the depot was a 16' square tower that stood approximately 30' above the station roof line.

Paris, Texas was the southern terminus on the Arthur Subdivision of the Central Division of the Frisco. ☞



While not afforded the distinction of being among the named fleet of executive coaches, there are two additional Frisco business cars that deserve some recognition.

An August, 1932, roster shows a business car No. 1925. While existing records give no information about who built the car, when it was built, or its interior design, it is known that the No. 1925 car was at one time No. 6666, assigned to the exclusive use of Mr. Sam Lararus, President of the Quanah, Acme & Pacific Railroad Company, a subsidiary Frisco line that ran from Quanah to Floydada, Texas.

The car was a 75 ft., 163,700 lb., composite coach that became part of the Frisco executive fleet in 1925. (Possible explanation for number designation 1925) Its acquisition was apparently through a lease agreement with the Q.A. & P.

In 1947, the number 1925 was replaced with the number 8. In 1948, the car was again re-numbered to the No. 10 car, so the number 4 car (the Arkansas) could move to the number 8 slot, to allow re-built soldier diner No. 648 to enter the fleet as the number 4 car (the Springfield). On December 29, 1950, the car was returned to the Q.A. & P. and its disposition from that point in time is unknown.

While in Frisco service, the car served the Superintendent of the Southwest Division, G.H. Jury, Chief Engineer H.B. Barry, and Assistant Chief Engineer, F.E. Short.

A July 1, 1903 roster shows a business car No. 1400 as being a 51 ft., 117,400 lb., wood coach, built in March, 1882, by an otherwise unknown Harlan & H. Car Company. Its original owner and interior design are presently unknown.

In 1947, the number 1400 was replaced with the number 9, and in 1948, the number 9 was replaced with the number 12, so that the number 7 car (the Mississippi) could move into the number 9 slot, because the No. 5 car (the Kansas) was being re-assigned the number 7 position, so re-built soldier diner No. 647 (the Alabama) could enter the fleet as the number 5 car!

After being used for a short time by Superintendent of the Northern Division, A.M. Ball, the car was converted to a mobile medical examining car and used in that capacity until November of 1950, when it was taken out of service because of age and condition. In May, 1952, it was sold to a private individual. ☞

THE FRISCO FAMILY

BENTONVILLE RAILROAD COMPANY

The history of the Bentonville Railroad Company is actually the history of two companies with the same name, organized at different times for different yet related reasons.

The original Bentonville Railroad Co. was incorporated February 11, 1882, by residents of Bentonville, AK, to afford that town transportation. Its property consisted of about six miles of standard gauge, single track railroad, extending from Bentonville to Rogers. On June 2, 1890, the company's franchises and property were sold to N.S. Henry and D.H. Woods who, on May 23, 1891, conveyed them to a new company.

The new company was the second Bentonville Railroad Co., incorporated on May 23, 1891 for the purpose of owning, maintaining, and operating the railroad from Bentonville to Rogers. Its authorized term of existence was 99 years from February 11, 1882, the date of incorporation of the original company.

On November 17, 1900, the company conveyed its franchises and property to the Arkansas and Oklahoma Railroad Co., who on June 21, 1901, sold its franchises and property to the Frisco.☞

Next month... The Oklahoma City Terminal Railroad Company.

Frisco Display in Springfield Theater

Fifty-seven years ago, "Danger Lights", the first all-sound railroad motion picture, was produced. The story was filmed on the Milwaukee Railroad and shows action scenes of steam railroading at its finest. The museum recently acquired a copy of "Danger Lights."

Subsequent research has discovered that the Frisco played an important role in the movie's premier showing in Springfield, MO. Between December 20, 1930 and January 2, 1931, the movie was shown at the Publix-Paramont Theater in Springfield. To promote the event, the theater management advertised the showing as "Frisco Time at the Publix." Don Fellows, the official Frisco florist, arranged an exhibit in the lobby that included a complete miniature railway system with a passenger and freight train. Characters from the film were represented in the exhibit by small dolls in overalls with a Frisco emblem prominently displayed on the bib. The theater management further carried the Frisco motif by costuming ticket clerks and ushers in overalls and caps, both decorated with Frisco emblems.☞



Due to popular demand, 8 1/2" x 11" prints of the January cover picture are now available for purchase. The picture is printed on buff colored textured card stock and may be purchased for \$2.00.

**PROJECT
1139**

Frisco Folks ☞☞☞

The Museum is pleased to acknowledge the following renewals in the Frisco Folks:

Jim Marsh	Switchman	Missouri
Carl Dahlman	Switchman	Missouri

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Paul Johns	Conductor	Missouri
Donald L. Keeney	Fireman	Kansas
Bruce R. Danielson	Switchman	Minnesota
Michael C. Humble	Switchman	Minnesota