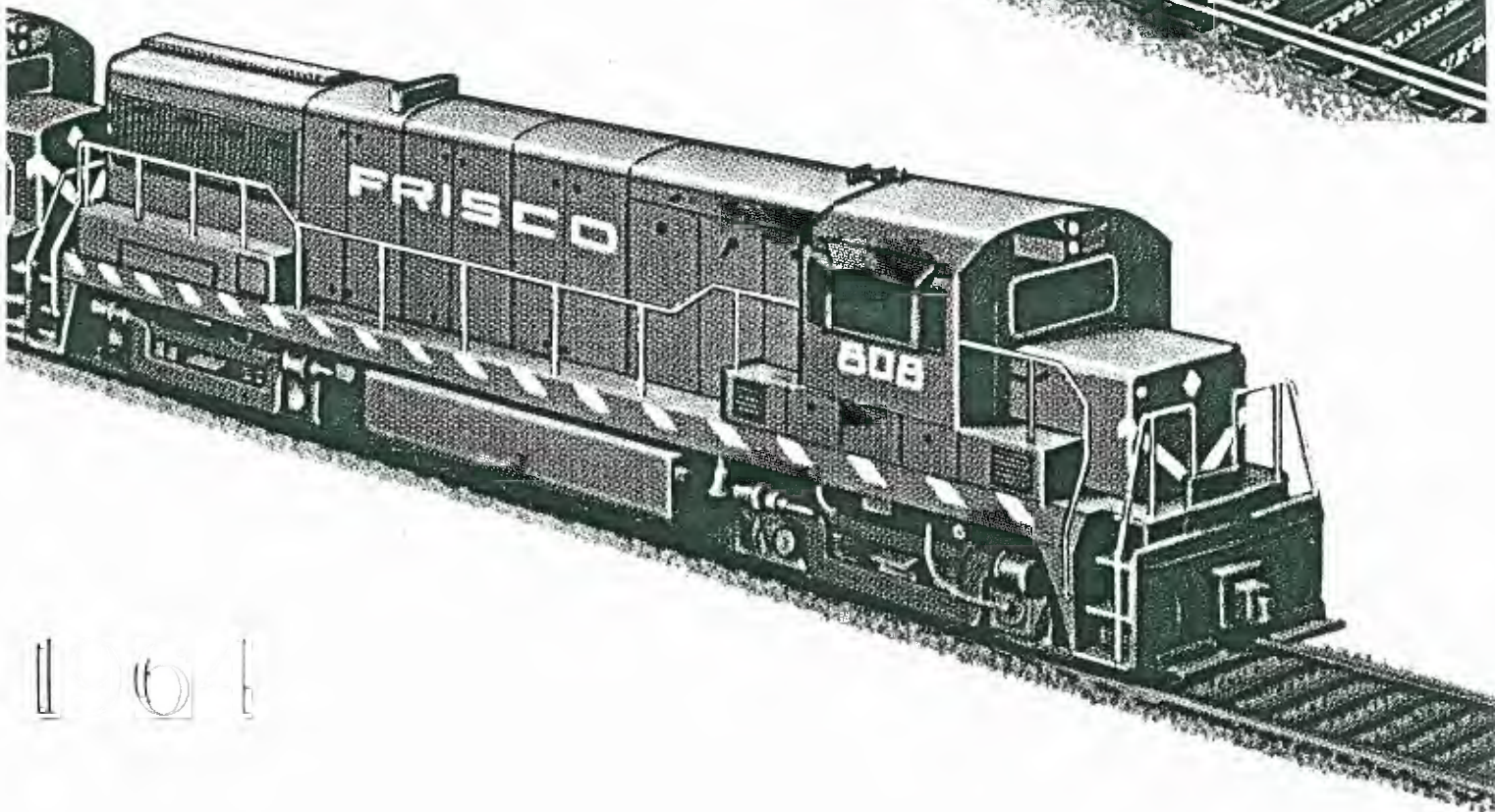
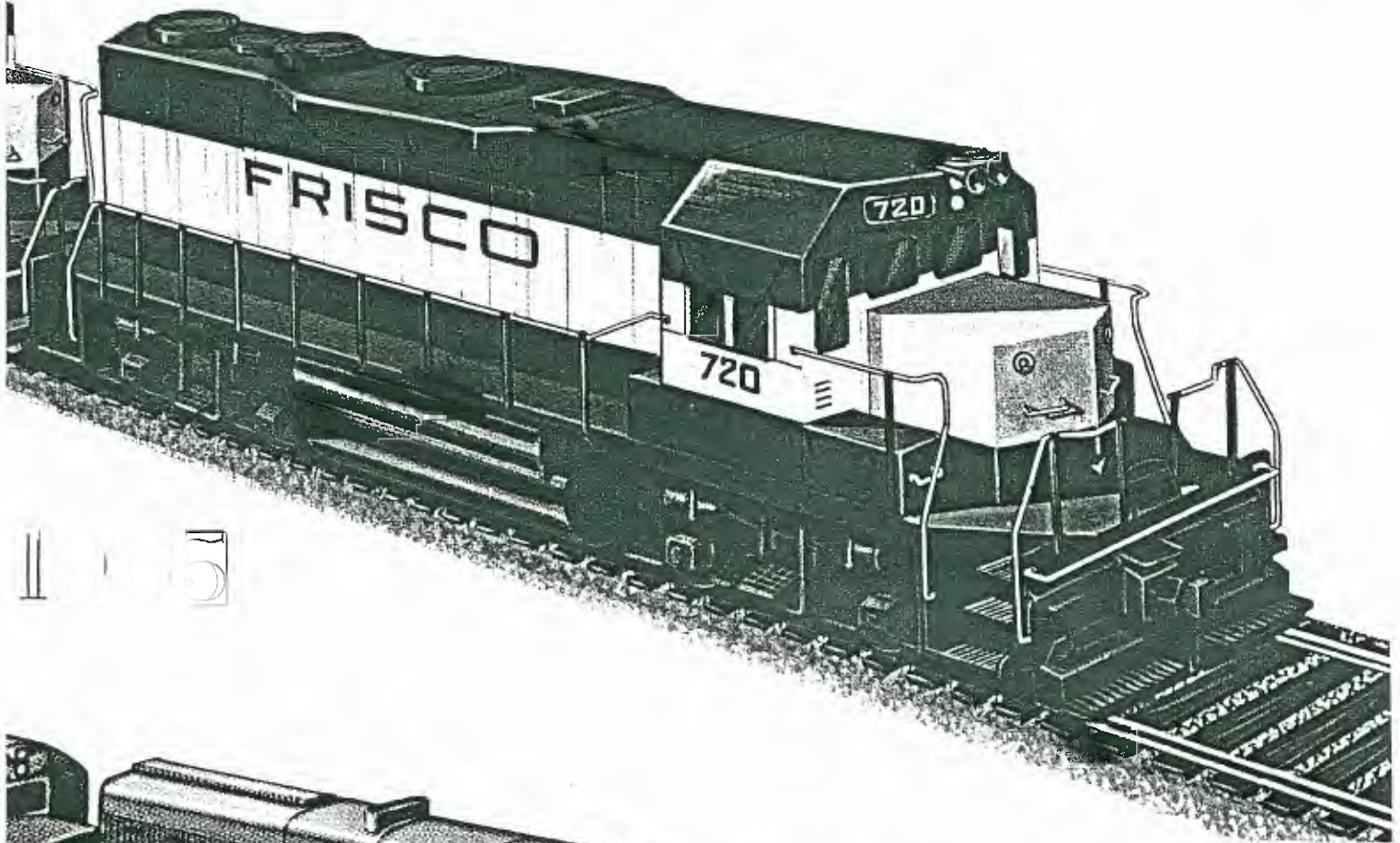


FRISCO

# All Aboard

FRISCO



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A MONTHLY PUBLICATION OF  
THE



## RAILROAD MUSEUM INC.

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THE



RAILROAD MUSEUM INC.

## ABOUT THE COVER

This month's cover, and back page, are taken from the covers of the 1964 and 1965 Frisco Annual Reports. The 1964 report featured an artist's rendition of a series of U25B Road Switchers beginning with No. 808, the first low-nose unit delivered to the Frisco in July, 1963. The 1965 edition carried a similar drawing of a series of GP35 Road Switchers, that began arriving on Frisco property in 1964. No. 720 was delivered on April 28, 1965.



The Museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

Rick McClellan.....Conductor  
Kansas  
Stacey Jones Humble..Switchman  
North Carolina  
Kevin Johnson.....Switchman  
Kansas  
Larry Parrish.....Switchman  
Kansas  
Charles Brand.....Switchman  
Missouri  
Dr. Norman Wall.....Switchman  
Missouri

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

Emmett Griffith.....Conductor  
Missouri  
Mike Wilson.....Switchman  
Colorado  
Ron Garling.....Switchman  
Missouri



LOOKING BACKWARD is a monthly feature of the ALL ABOARD that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

## 25 YEARS - 1965

In 1965, the Frisco operated four subsidiary lines, as follows:

Birmingham Belt Railroad  
Northeast Oklahoma Railroad  
Quanah, Acme & Pacific Railway  
Alabama, Tennessee & Northern  
Railroad

## 50 YEARS - 1940

The Frisco warehouse on Pier 2 at Pensacola, FL was enlarged to 83' x 192'.

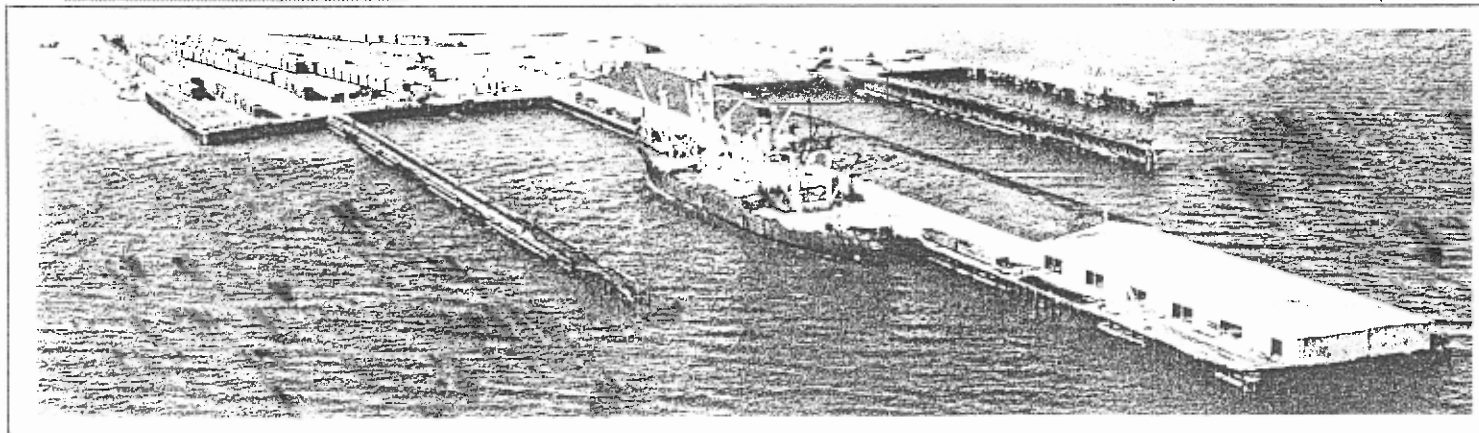
## 75 YEARS - 1915

The fleet of coal cars underwent a major renovation with 312 given additional side-boards, 432 equipped with steel underframes, and 447 had steel cover plates installed.



Frisco warehouse on Pier 2 at Pensacola, FL.

November, 1961 Frisco photo





The history of the Frisco is in reality the history of the construction and/or acquisition of well over 140 different railroads. Many were acquired through merger, foreclosure, or outright purchase while others were constructed by the Frisco and operated as independent corporations. Over the years, each one was gradually absorbed into the corporate structure of the Frisco and, in doing so, lost their individual identity. Two notable exceptions were the Alabama, Tennessee, and Northern and the Quanah, Acme, and Pacific. While both lines were eventually consolidated into the Frisco, they carried the distinction of being the ones to have their individual identity preserved the longest and the only two to have that identity displayed within the corporate logo of the Frisco. This is the first in a series of two articles that will give a brief historical profile of the A.T. & N. and the Q.A. & P.

#### **Alabama, Tennessee & Northern Railroad Corporation**

The genesis of the Alabama, Tennessee, and Northern Railroad occurred in 1900 when 25-year old John T. Cochrane built the Carrollton Short Line Railroad from Reform to Carrollton, AL, a distance of ten miles. Two years later, the line was extended eleven miles south to a community known as Aliceville, which would later serve as the junction point for the Frisco and the A.T. & N. According to our records, when the eleven mile extension was completed Aliceville was not much more than a "wide spot in the swamp." Story has it that when the right-of-way was completed, the section gangs pushed an old box car off the track into the

swamp, painted a sign, and christened the spot "Aliceville" in honor of Mr. Cochrane's wife, Alice.

In 1904, Cochrane purchased the Tombigbee and Northern Railroad, a narrow-gauge logging line running north from Calvert, AL, for approximately twenty miles. He re-built the railroad to standard gauge and re-named it the Tombigbee Valley Railroad. For the next eight years, Cochrane extended the Carrollton Short Line south from Aliceville and the Tombigbee Valley line north. In 1912, the two lines met at Riderwood, AL (originally named Little John after John T. Cochrane Jr.) and the two companies were consolidated as the Alabama, Tennessee, and Northern with Mr. Cochrane as president.

While serving an important industrial and agricultural segment of the state of Alabama, the A.T. & N. was still thirty miles short of Cochrane's ultimate goal of Mobile. Recognizing the value of access to ocean traffic in and out of the Port of Mobile, in 1926, the A.T. & N. began construction of a line south from Calvert to Mobile. The new Mobile extension was placed in service in January, 1928.

At approximately the same time the Frisco, also recognizing the value of access to an ocean port, was constructing a line from Columbus, MS to Pensacola, FL. Since a working connection with the A.T. & N. would provide the Frisco with access to the Alabama State Docks at Mobile and, conversely, provide the A.T. & N. with access to midwest markets, a reciprocal traffic agreement was entered into between the two lines on February 1, 1928.

In the early 1930's the A.T. & N. established a railroad car ferry

and related track facilities to serve newly established refining industries on Blakely Island, situated across Mobile River from the docks. At the beginning of World War II, A.T. & N. traffic was extended southward on Blakely Island to serve added industries, a number of which were in receipt of extensive government ship building contracts.

John T. Cochrane remained as president of the A.T. & N. until his death in 1938. At that point his son John T. Jr. assumed the position and held it until 1946, when he disposed of his holdings to a syndicate of investors who named Jack E. Gilliland president. Gilliland later was to become president of the Frisco.

In the meantime the A.T. & N. link between the main lines of the Frisco and the Port of Mobile and, in particular, the commerce it was generating grew in importance. Thus, in December, 1948, the Frisco purchased control of the A.T. & N. and, with an eye toward traffic expansion, immediately began a rehabilitation and improvement program along the right-of-way. The entire route was ballasted, new ties were inserted, heavier rail was laid, and many bridges were rebuilt or repaired.

Though it was now a part of the Frisco system, the A.T. & N., retained its individual identity, operating the Aliceville Sub-Division from Reform to York and the Mobile Sub-Division from York to Mobile. In 1965, A.T. & N. timetables were incorporated into the Frisco's Southern Division schedules as the Mobile-Aliceville Sub-Division. In January, 1971, the line officially became part of the Frisco, as the Mobile Sub-Division, Southern Division. ☐

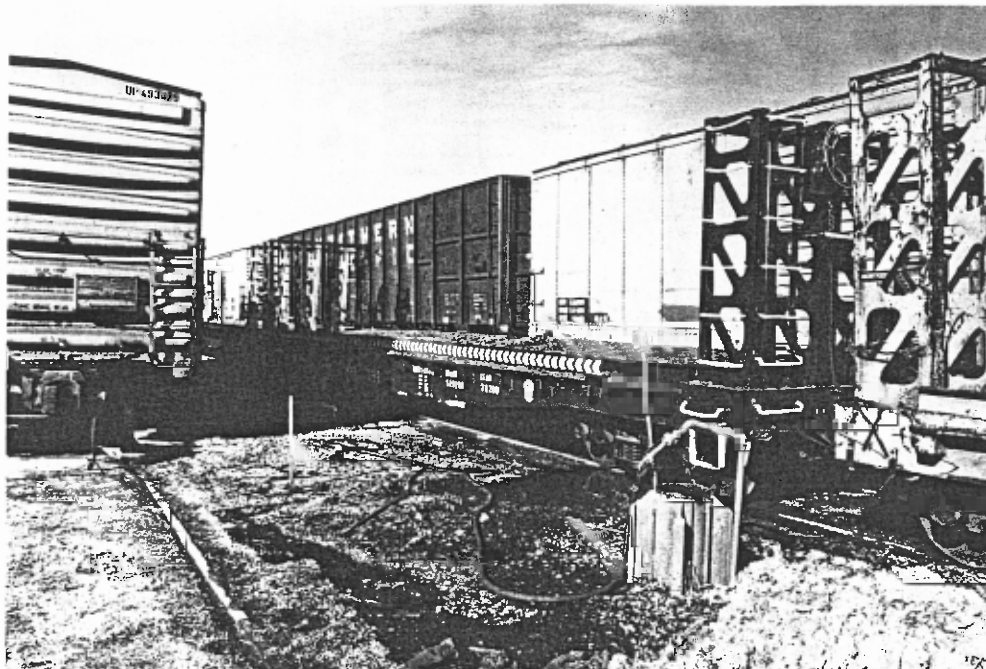
## FRISCO WOODRACK CARS

This is the second of a two-part series profiling Frisco Wood Rack Cars, using an October 20, 1980 Official Railway Equipment Register roster as our point of reference and working either direction from that date.

555000-555699: The 1980 roster lists forty-one of these units in service. According to our records, they were re-built, re-numbered, and re-classified in January, 1980, from series 5600-5699 140,000 lbs. capacity Bulkhead Flat Cars built in 1963 and 1964 by the Frisco. The cars were 56'11" long, 10'6" wide (outside deminsions) and had bulkheads 8'6" high. Inside length was 48'6". When rebuilt as Wood Rack Cars, the inside length was extended to 49'1" and the bulkheads were reduced to 7'1".

555700-555749: The 1980 roster lists fifteen of these units in service. According to our records, they were re-built, re-numbered, and re-classified in January, 1980, from series 5700-5749 140,000 lbs. capacity Bulkhead Flat Cars built by the Frisco in 1965. The cars were 57'11" long, 10'6" wide (outside deminsions) and had bulkheads 8'6" high. Inside length was 48'6". When re-built as Wood Rack Cars, the inside length was extended to 49'1" and the bulkheads were reduced to 7'1" high.

555750-555799: The 1980 roster lists nineteen of these units in service. According to our records, they were re-built, re-numbered, and re-classified in January 1980, from series 5750-5799 140,000 lbs. capacity Bulkhead Flat Cars built by the Frisco in 1966. The cars were 57'2" long, 10'6" wide (outside deminsions) and had bulkheads 8'6" high. Inside length was 48'6". When re-built as Wood Rack Cars, the inside length was extended to 49'1" and the bulkheads were reduced to 7'1" high. NOTE: Units 555762 and 555778 were equipped with



Kiamichi #1098 (Ex-Frisco #555782) Hugo, OK December, 1988  
R.E. Napper photo

re-built bulkheads 6'10" high. All the cars in the 555000 series were painted in the yellow and black livery.

Following the Frisco/BN merger in November, 1980, the Wood Rack Cars were assigned new numbers as follows:

SLSF 4300-4499 re-numbered to BN 610700-610773.  
SLSF 4500-4749 re-numbered to BN 610800-610987.  
SLSF 4900-4999 re-numbered to BN 610775-610783.  
SLSF 5000-5199 re-numbered to BN 611100-611202.  
SLSF 5250-5299 re-numbered to BN 615500-615548.  
SLSF 5300-5549 re-numbered to BN 611000-611049.  
SLSF 35000-35199 re-numbered to BN 611050-611056.  
SLSF 555000-555778 re-numbered to BN 611205-611280.

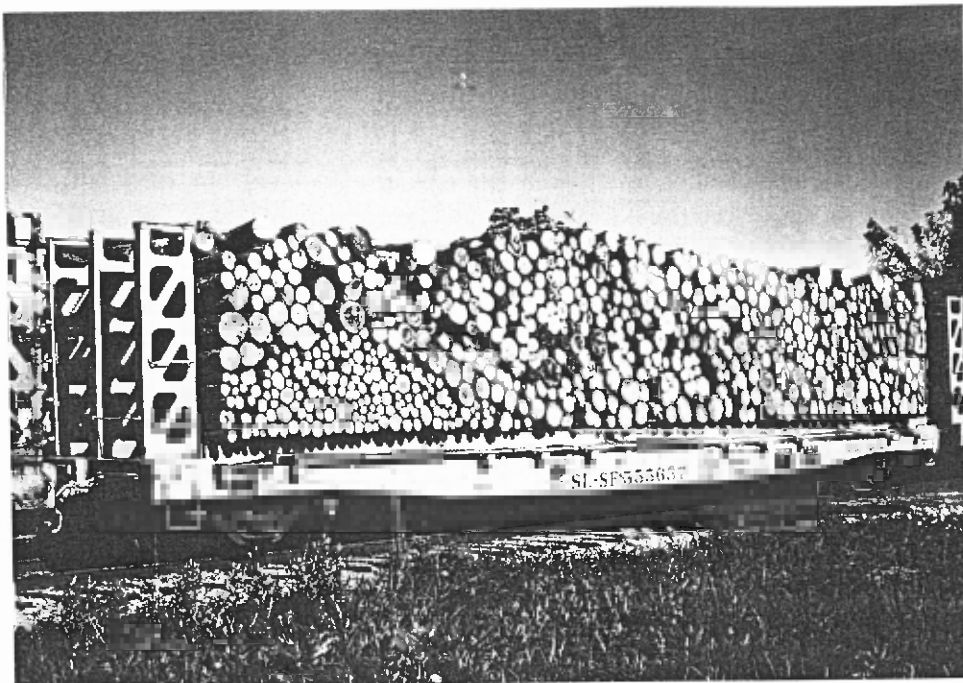
It is interesting to note that while assigned new numbers "on paper," many of the Wood Rack Cars retained their Frisco numbers up to seven years after the merger. A case in point is the 102 units, still in Frisco livery, purchased in July, 1987, by the Kiamichi Railroad, a short line operating ex-Frisco trackage in southeast Oklahoma (see TRAINS Magazine, September, 1989).

Forty-Four of the cars were from the series 5250-5299, consecutive with the following exceptions: 5263, 5264, 5270, 5283, 5295, & 5297. NOTE: Nos. 5264 and 5297 were purchased as scrap.

Forty-nine units were from the series 555604-555799, non-consecutive. The remaining seven units were as follows: BN 611370, SLSF 4318, 4329, 4332, 4348, all of which had been in M.O.W. service, and 4950 and 4951. The cars are currently being re-built and re-painted in Kiamichi dark red with white lettering and markings. Cars with roller bearing trucks are being re-numbered in series 1050-1100 and those with friction bearing trucks will carry series 1000-1049.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Bob Thompson and Ken Hadley, Master Mechanic of the Kiamichi Railroad, for providing the Kiamichi roster information.

To model the Frisco Wood Rack Cars there are a number of possibilities. The following bulkhead flat/wood rack cars are commercially available in HO scale:



SLSF 555637 Hugo, OK May, 1982  
Edward J. Stoll photo

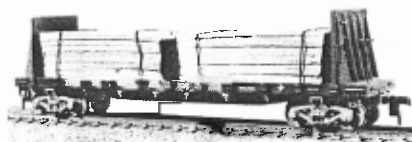
# GLOOR-CRAFT MODELS



Gloor Craft Models makes two Bulkhead Flat Cars that could be used as a starting place for the other series in the fleet. Kit #288-334 is a 55' version that could be shortened for the 4500-4749, 4950-4999, 5250-5299, and 5300-5549 series cars. Kit #288-317 is a 60' version that could be shortened for the 555000-555799 series cars. The bulkheads on these two kits are very close to Frisco prototype design. Both kits sell for \$21.95 each.



Athearn 40' Pulpwood Car #140-1449 (\$3.50). The length is close to the 4300-4499, 5000-5199, and 35000-35199 series and could be shortened for the 4900-4924 cars. However, the bulkheads will have to be completely rebuilt.

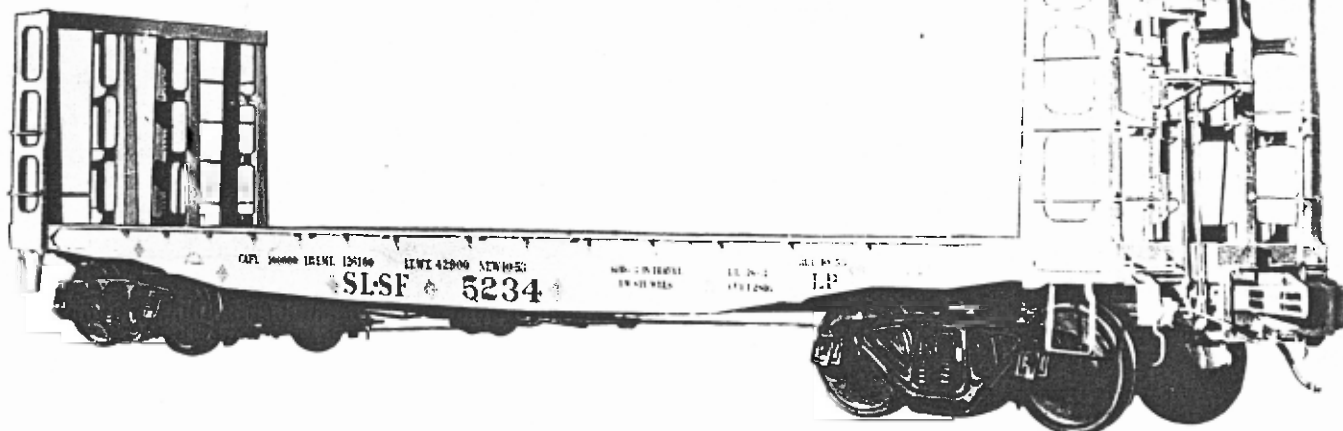


Walther's 42' Bulkhead Flat #932-2900 (\$5.98). The length is also close to the 4300-4499, 5000-5199, and 35000-35199 series but the bulkheads on this one will also have to be completely rebuilt.

You might want to also consider beginning with a standard flat car kit and scratch building the decking and bulkheads.

Floquil Boxcar Red #270-110074 is a close match for the 5000-5199 series and Reefer Yellow #270-110031 works well for the yellow cars. ☐

GOOD LUCK!



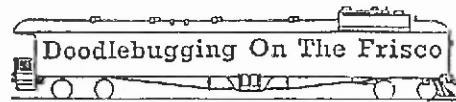
Frisco photo

## AT&N's New 'Railmobile'

While most railroaders and railfans are familiar with the term "high-railer" (a car or truck equipped with flanged wheels for rail travel) many may not realize that they have been in service on various railroads for well over sixty years. A case in point was the Alabama, Tennessee, and Northern Railroad.

In 1926, a new Packard automobile was equipped with flanged wheels to operate on rail, assigned number five on the roster, and was used as a track inspection car. In August, 1951, the aging Packard was replaced with a new Chevrolet station wagon. The new No. 5, modified at the York, AL shops, was equipped with three speeds forward, three speeds backward, front and rear head and marker lights, luggage rack, spotlight, and twin horns. Like its predecessor, the car was fitted with flanged wheels to operate on rail. When placed in service, the car was required to operate on train orders.

When the A.T. & N. was merged into the Frisco in 1971, the disposition of the car was unknown. It has, however, survived what might have been the inevitable fate for such an unusual piece of equipment and is presently on display at the Eureka Springs & North Arkansas Railway located at Eureka Springs, AR. ☐

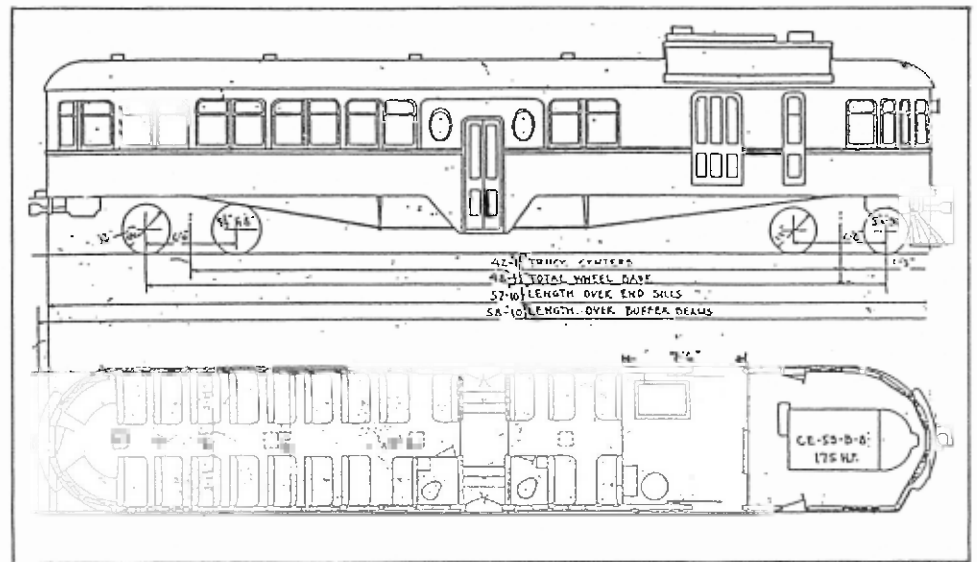


Between May, 1911, and August, 1915, the St. Paul, Rochester & Dubuque Traction Co., commonly known as the "Dan Patch Lines," purchased twelve Motor Cars from G.E. Along with the Frisco, they were one of the first companies to place G.E. units in service. In May, 1911, the Dan Patch Lines took delivery of their fifth unit, serial #3710, and assigned it road number 5.

The car was a 58'10" Baggage-Coach combination with a center vestibule entrance. The all steel body was manufactured by Wasson, Model #10270, trucks by ALCo, and the 175 H.P. GM-16-A1 engine and 205D traction motors were built by G.E. The interior finish of the car was the standard mahogany paneling

with yellow pine floor. Total seating capacity was forty-seven passengers. A unique feature of the car, the only one of its kind to operate on the Frisco, was the rounded, "streamlined" design of the trailer truck end.

In 1915, the car was sold to the Jonesboro, Lake City, and Eastern Railroad, a short line operation in Northeast Arkansas, and assigned road number #110. In 1925, the Frisco purchased the J.L.C. & E. and in the process acquired #110 and sister car #111 (replacement car for Frisco #2111 - see ALL ABOARD, September, 1989, p.5) When placed in service on the Frisco, #110 became #2117, the number designation it carried until being retired from service and scrapped in May, 1935. ☐



September, 1951 Frisco photo



October, 1989 R.E. Napper photo

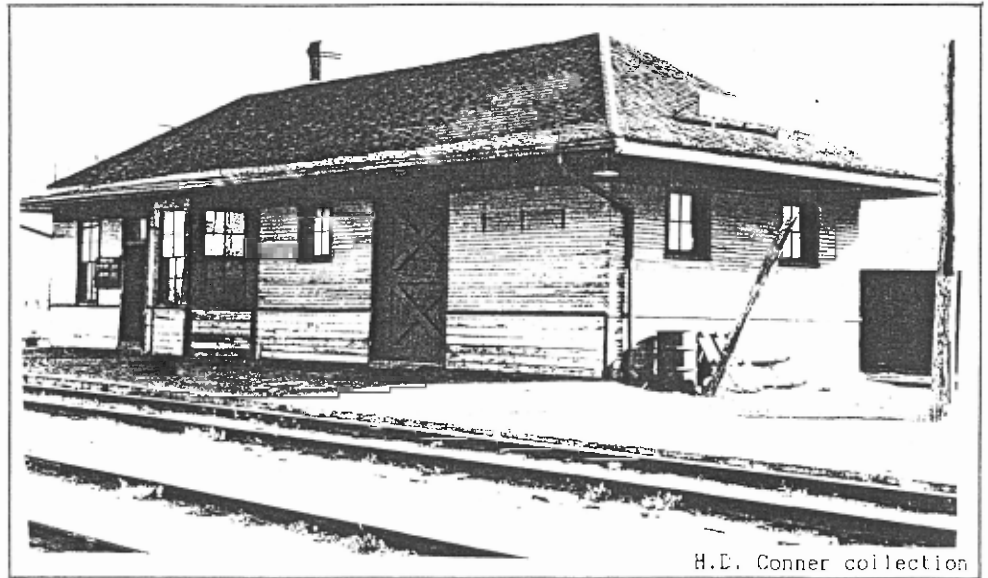
# DOWN AT THE DEPOT

## Ellsworth, KS

The Kansas Midland Railroad Co. was incorporated September 25, 1900, for the sole purpose of creating a corporation through which the property and franchises of the Kansas Midland Railway Co. could be transferred to the St. Louis and San Francisco Railroad Co.

The Kansas Midland Railway Co. was incorporated February 8, 1886, under the laws of Kansas. The company was initially controlled by the Kansas Construction and Improvement Co., a New Jersey corporation, but on March 7, 1887, before construction of its property was commenced, control passed to the St. Louis and San Francisco Railroad Co.

In 1893, the company defaulted payment of interest on its first mortgage bonds, and on July 1, 1896, as the result of foreclosure proceedings instituted by the Mercantile Trust Company, A.L. Wolff was appointed trustee. On July 25, 1900, the company's franchises and property were sold at public auction under foreclosure of its first mortgage to Alfred R. Pick and Harry Bronner, who were the representatives of the company's first mortgage bonds.



H.D. Conner collection

On September 25, 1900, the Kansas Midland Railroad Co. was incorporated and on October 1, 1900, the foreclosed franchises and property were conveyed to that company by the St. Louis and San Francisco Railroad Co. and by it to the St. Louis and San Francisco Railroad Co. On October 1, 1900, the property of the company consisted of about 106 miles of standard gauge, single track railroad, located entirely in Kansas, extending from Wichita to Ellsworth, KS.

The western terminus of the line, a junction point with the Union Pacific Railroad, and the farthest point west on the Frisco in Kansas, was Ellsworth, station F608 on the Burrton Sub-Division of the Northern Division.

In 1910, a 56'4" x 20'3" wood frame depot was built at Ellsworth. The station was set on a concrete foundation with 2"x6" walls and a 1/3 hip roof covered with wood shingles. The interior was divided into a waiting room on the northeast corner, center ticket office, and a large freight and baggage room on the southwest end. The interior was finished with maple floors, 3 1/4" M&B on the walls and had 8' ceilings. The exterior was covered with 4" lap siding. The building had electric lights, a wood stove, and outside toilets. The platform was brick with concrete curbing.

For most of its history, the Ellsworth depot was served by mixed-train and motor car service. All passenger service ended in 1957.

In addition to the depot, the Ellsworth facilities included a large section house built in 1886, a 78' x 39' two-stall engine house built in 1896, a 50,000 gal. water tank and pump house built in 1907, a 32' automobile platform built in 1923, and four 28' x 32' stock pens. □

