

FRISCO

# All Aboard

FRISCO

JUNE-JULY

1992



# FRISCO **All Aboard** FRISCO

VOLUME 7

June-July, 1992

NUMBER 1

## FEATURES

### Rick's Tips.....4

Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. In this installment Frisco Folk Brad Slone shares some tips on installing coupler lift bars on HO Scale freight cars.

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In this installment of *Roster Tales* Frisco Folk Ken Wulfert profiles the roster of Frisco diesel locomotives still in service on the BN as of May, 1991.

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In this edition of the *New Car Shop* Joe Pennington & Frisco Folk Martin Lofton share the first of a two part series on Frisco hopper car numbers, their individual characteristics, and how to model them in HO Scale.

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McCune, KS is the featured station in this issue.

## EXTRA RUNS

### PHENIX, MO *The History of a Ghost Town*.....8

It was located between Ash Grove & Walnut Grove, MO on the *Kansas City, Clinton, & Springfield Railway*, better known as the *Leaky Roof*, and produced Napoleon Gray Marble used in construction throughout the country. Today all that remains is the remnants of the quarry, a few buildings, portions of the railroad roadbed, and lots of silent memories. Included in this extensive profile is a right-of-way & track map of the Phenix operations.

### Ray's Place.....14

Frisco Folk Ray Millemann likes trains! He likes them so much, he has a Frisco Caboose in his front yard! Featured in this article is a historical profile of the 1400 series shop built cabooses, the saga of the final journey of #1431, and Ray's renovation of a classic Frisco survivor.

### Classic Frisco .....13

It's *Phenix Marble Co #1*, a Hiesler steam locomotive in switching duties at Phenix, MO.

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## ABOUT THE COVER

Built from stone quarried at the near by Phenix Marble Co, the depot at Phenix, MO is our cover photo for this issue. See related story on pp. 8-13.

THE

FRISCO

RAILROAD MUSEUM INC.

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# Frisco Folks

The **Frisco Folks** headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! **The Frisco Railroad Museum Inc.** is continuing that family tradition in our **FRISCO FOLKS** support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

**SWITCHMAN:** A one year membership for a donation of \$25.00

**BRAKEMAN:** A two year membership for a donation of \$50.00.

**FIREMAN:** A three year membership for a donation of \$75.00.

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**ENGINEER:** A life membership for a one time donation of \$500.00 or more.




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

Frederick Clem.....Conductor  
Wisconsin  
Richard Hall.....Brakeman  
Illinois  
Stacey Jones Humble.....Switchman  
North Carolina  
Rodney Zona.....Switchman  
Michigan  
Melvin Nierdieck.....Switchman  
Missouri  
Michael Corley.....Switchman  
Georgia  
Martin Lofton Jr.....Switchman  
Missouri  
Robert C. Williams.....Switchman  
Florida


David F. Callen.....Switchman  
Kansas  
David Holland.....Switchman  
Kansas  
Tom Galbraith.....Switchman  
Missouri  
John F. Milz.....Switchman  
Illinois  
Harold F. Olendorf.....Switchman  
Arkansas  
Robsrst Still.....Switchman  
Missouri  
Anthony LaLumia.....Switchman  
Kansas  
Todd Loge.....Switchman  
Arkansas  
Karl Brand.....Switchman  
Texas  
Mary Gregg.....Switchman  
Missouri  
Emil Eskengren Jr. ....Switchman  
Missouri  
Charles Brand.....Switchman  
Missouri  
John Northcutt Jr.....Switchman  
Ohio  
Marshall Napper.....Switchman  
Kansas  
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Missouri  
Lloyd Stagner.....Switchman  
Kansas  
Kenneth McElreath.....Switchman  
Iowa  
Ed Heiss.....Switchman  
Missouri  
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Missouri  
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Virginia  
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Louisiana  
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Louisiana  
A. Dean Hale.....Switchman  
Texas

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

Wayne Porter.....Engineer  
Nebraska

Dennis G. Jones.....Conductor  
Missouri  
Martin E. Mueller.....Conductor  
Minnesota  
Don Darst.....Brakeman  
Missouri  
Joe & Melodie Raposa....Brakeman  
California  
Alex Chu.....Switchman  
Pennsylvania  
Mark A. Davidson.....Switchman  
Missouri  
Michael Newton.....Switchman  
Illinois  
Richard K. Boas.....Switchman  
California  
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Missouri  
Steve Goen.....Switchman  
Texas  
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Georgia  
Robin Thomas.....Switchman  
Arkansas  
Mike Zimmerschied.....Switchman  
Missouri  
Jim W. Pendley.....Switchman  
Washington  
Thomas J. Jastrzebski...Switchman  
Illinois  
Fred Rick.....Switchman  
Missouri  
R. Scott Phillips.....Switchman  
Missouri  
Philip Moseley.....Switchman  
Louisiana  
Donald Byrd.....Switchman  
Missouri  
David Friedman.....Switchman  
New York  
Charles Schafnitt.....Switchman  
Oklahoma  
Viola F. Cotter.....Switchman  
Oklahoma 

## FRISCO

The Officers & Board of Directors wish to acknowledge, with grateful appreciation, the donation of a large **FRISCO** letter sign, given in loving memory of Robert E. Tyndall, thirty-six year veteran of the Frisco, by his family Francis Tyndall, Robert Jr. & Karen Tyndall, Derry & Debbie Myers, and Raymond & Teresa Green. 



## Rick's Tips

Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

**EDITOR'S NOTE:** This issue of *Rick's Tips* is submitted by Frisco Folk and HO modeler Brad Stone.

### Freight Car Lift Bars

Many of us go to great lengths in detailing our locomotives and cabooses, however few do anything more than weathering our rolling stock. To remedy such conditions on my freight roster, I have started adding coupler lift bars. This small detail is not difficult and you would be surprised how it can transform a car kit into a piece of rolling stock!

To add lift bars to your fleet, you of course need lift bars! However, you need the correct type of bar which is determined according to whether the car has a regular coupler pocket or an extended pocket.

The lift bar for the regular style coupler pocket is the easiest to make and can be bent from wire or purchased from **Details Associates, Part #6215**. I prefer to bend mine from scale 1" wire. (See Figure 1)

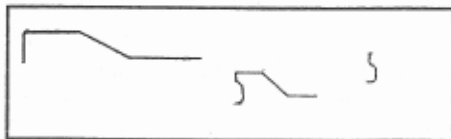
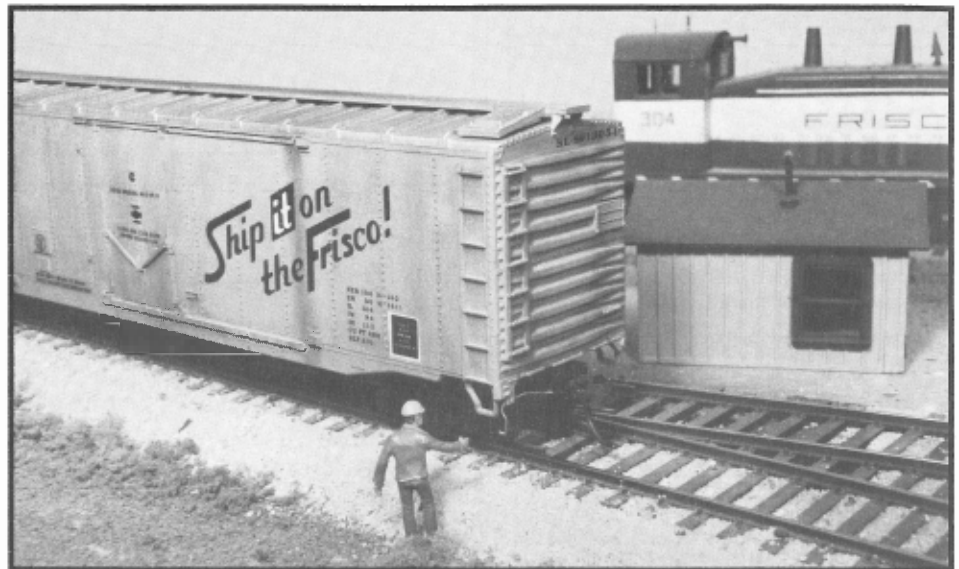


Figure 1

Once your lift bar is completed, look at your car and drill a #78 hole next to the step of the car on the left side, looking from the end.



Frisco #13054 with regular coupler lift bar installed. Photo by author

Insert a **Details Associates** eyebolt in the hole and glue it into place. Paint the bolt and lift bar the color of the car. (The color doesn't have to be a perfect match) When the paint dries, insert the bar and glue it to the bottom of the coupler lid, making sure it is straight and horizontal.

The second type of lift bar used on cars with cushioned coupler pockets is more difficult to make, but it really looks nice hanging between cars. To fashion mine I formed it from two pieces of wire and two pieces of .05 styrene cut into scale 2" x 6" blocks. (See Figure 2)

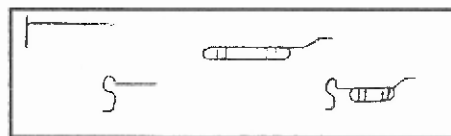


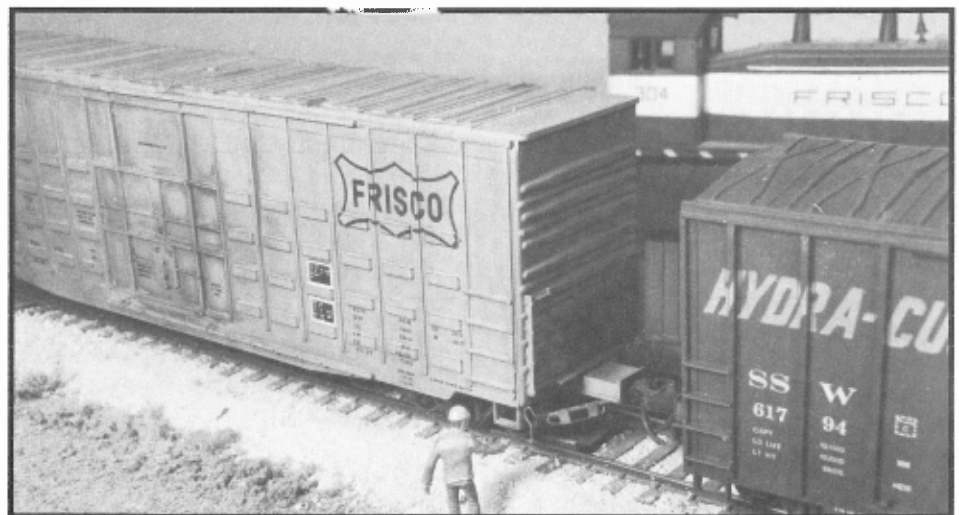
Figure 2

Glue the two pieces of wire together according to the distance between the corner of the car and the length of the coupler pocket. This distance will vary according to the type of pocket in use. Once the wire is completed, glue the small pieces of styrene to the loop formed by the wire. The centering is not critical as long as they are evenly spaced.

Next, drill a hole and insert the eyebolt in the same manner as before, paint it accordingly, and glue in place. This style of lift bar goes in at an angle so adjust the eyebolt accordingly and glue in place.

Its a simple and neat detail that will surely enhance efforts to...

*Ship it On The Frisco!*



SL-SF #9302 with extended coupler lift bar installed. Photo by author

# MAIL CAR



The **MAIL CAR** is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

**QUESTION:** I'm confused and curious! On the *Looking Backward* heading in the *All Aboard*, you show four different coonskin heralds. Were there any more and can you tell me the dates of each?

**ANSWER:** Welcome to the **ACCF!** (*Association of Confused & Curious Frisco Folks!*) Your questions are two of the most common ones asked by Frisco Folks and museum visitors. The uses and dates of Frisco corporate logos is of interests to rail fans, modelers, and historians for a variety of reasons, the most common of which is dating a particular document, memorabilia item, and/or piece of equipment.

The use, variations, and dating of Frisco logos has not been previously addressed in the *All Aboard* because we felt that sufficient documentation was not available. Although it appears that we now have the necessary materials and information to answer your questions, it should be understood that use of corporate logos was in no way exact and one can easily find what appears to be exceptions to the dates listed. For example, if one was changed and a carload of stationary or forms displaying the previous herald were in the storeroom, you can be assured that it was used first, regardless of how long it took.

Therefore, with these conditions and exceptions noted, we answer your questions, as follows:

According to our records, there were six corporate coonskin logos in use between 1896 and 1980 as listed below with approximate time periods for each.



1896-1901



1901-1904



1905-1910



1910-1937



1938-1947



1947-1980



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

## 25 YEARS - 1967

In April, 1967, thirty new 68' Wood Chip cars were added to the Frisco roster, series 93000-93029.

## 50 YEARS - 1942

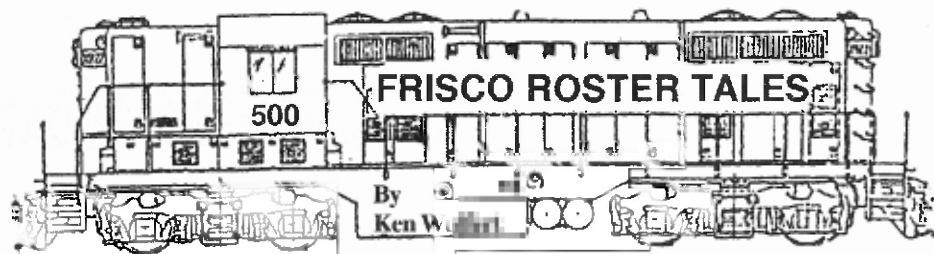
In 1942, ninety-two miles of track was abandoned between McNair, AR and Dills, OK, on the Muskogee Sub-Division of the old Red River Division (*Central Division*).

## 75 YEARS - 1917

On June 17, 1917, the total miles of track operated by the Frisco and its subsidiary lines was decreased by ninety-two miles due to the cancellation of a lease between the *St. Louis, San Francisco, & Texas Railway Co.* and the *Gulf, Colorado, & Sante Fe Railway Co.*



Frisco Wood Chip Car #93029, Springfield, MO, April, 1967. Frisco photo



## FRISCO DIESEL ROSTER *Ten Years Later*

It has been over ten years now since the Frisco was absorbed into the Burlington Northern in late 1980. At the time of the merger, my records show the SLSF diesel roster totaled 440 units, ranging from one small EMD SW1 switcher to a substantial fleet of huge EMD SD45 and SD40-2 six-axle road units. In between, the switcher fleet included EMD NW2's, SW7's, SW9's, SW1500's, MP15's, & SD38-2's. (Yes, the Frisco considered the big six-axle SD38-2's as switchers since they were used as hump engines at Tennessee Yard in Memphis and Cherokee Yard in Tulsa). Additional road power included EMD GP15-1's, GP35's, GP38's, GP38-2's, and GP40-2's plus GE U25B's, U30B's and B30-7's. Also included on the SLSF roster but not yet delivered at the time of the merger were ten EMD GP50-2's.

I have been curious for some time as to how many of the Frisco diesels are still at work for the BN. While reading the July/August/September issue of fine locomotive

news magazine *Extra 2200 South*, which I have been reading for years and recommend highly, I noticed a roster of the active BN units as of May, 1991. As of that date, the BN rostered a total of 2,301 units. Below and on p. 7 is a summary of the 440 Frisco units that existed at the time of the 1980 BN merger, and those that still work under the green and black flag of the Burlington Northern.

By my count, 287 units rostered on the SLSF list as of the 1980 merger were still employed by the BN as of May, 1991—roughly two-thirds of the Frisco units still surviving. That's not a surprise, since the Frisco roster was fairly new and in good shape at the merger. The units that have been disposed of are generally the older ones—the NW2's, SW7's & 9's, GP35's, SD45's and U25B's and U30B's. To my knowledge all the SLSF units were painted up in the BN Cascades Green & Black paint scheme just after the merger and prior to disposition. In any event, may they continue to enjoy a long life as a remembrance of their great Frisco heritage!

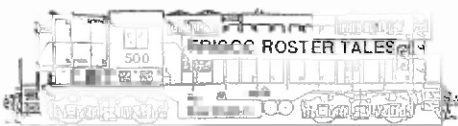
Several of the Frisco diesel

units in the individual classes that remained on the roster at the time of the merger were wrecked during their SLSF life and thus were gone from the roster before the merger occurred. This interrupted the numerical sequence of the old Frisco numbers. These units, of course, never received a BN number. In addition to SD45's 909 and 926, noted in the table, the following individual units were missing from the roster at merger time: GP38 651, GP38-2 674, GP35 723, and U30B 856. One other minor point was that BN GP50-2 3100 was the unit to be numbered SLSF 791, while BN 3101 was to be SLSF 790. This occurred because the second GP50-2 in the series ordered by the Frisco was delivered (in Frisco's paint scheme!) before the first. The remaining units were painted in BN colors when delivered.

As always, please notify me or the *All Aboard* editor if any reader has any additions or corrections to the tabulation. We'll have to wait for a more detailed BN roster to learn of the details of the dispositions of the SLSF units that have been retired by the BN. A great topic for a future Roster Tale! ☺

<u>TYPE &amp; MODEL</u>	<u>SLSF NUMBERS</u>	<u>BN NUMBERS</u>	<u>NOTES</u>
<b>SWITCHERS:</b>			
EMD SW1	10	70	Still used @ Mobile
EMD NW2	250-265	410-425	Gone
EMD SW7	300-304	75-79	Gone
EMD SW9	305-314	260-269	Gone
EMD SW1500	315-360	20-65	Still used
EMD MP15	361-365	4000-4004	Still used, but now numbered 1000-1004
EMD SD38-2	296-299	6260-6263	Still used
<b>ROAD UNITS:</b>			
EMD GP15-1	100-124	1375-1399	Still used
EMD GP35	700-732	2550-2581	Gone
EMD GP38	633-662	2110-2138	Still used, except 2126 & 2136 (649 & 660)

<u>TYPE &amp; MODEL</u>	<u>SLSF NUMBERS</u>	<u>BN NUMBERS</u>	<u>NOTES</u>
EMD GP38-2	663-699	2334-2369	Still used
EMD GP38-2	400-478	2255-2333	Still used, 2315 (460) is GP38-2B 2601
EMD GP40-2	750-774	3040-3064	Still used
EMD GP50-2	790-799	3100-3109	Still used, never used by SLSF
GE U25B	808-831	5210-5233	Gone
GE U30B	832-862	5770-5799	Gone, except 5782, 5783, 5785, 5787, 5788, 5790, 5794- 5797, 5799, (844, 845, 847, 849, 850, 852, 857-860, 862)
GE B30-7	863-870	5485-5492	Still used
EMD SD40-2	950-957	6840-6847	Still used
EMD SD45	900-908	6650-6658	All SD45' s gone,
	910-925	6659-6674	909 & 926 wrecked
	927-948	6675-6696	before merger



## GETTING IT CORRECT

The *Roster Tale* in the April/May issue of the *All Aboard*, pp. 12-13, which addressed the Frisco's F-M H-10-44 and H-12-44 diesel switchers, contained an error. The former D & RGW H-10-44 that the SLSF purchased in 1969 for parts but instead rebuilt and put in service was incorrectly referenced as road number 296. The correct identification for this locomotive was number **286**.

## Railroader's Farewell

*Wife Makes Last Run With Frisco Engineer*

When the *Kansas City-Florida Special* arrived at the Springfield, MO station Sunday morning at 2:40, on October 31, 1954, the engineer, George E. Slater, 1310 West Brower, said good-bye to 46 years of railroading on the Frisco.

With him to celebrate the last run was his wife, Blanche who thus became one of the first women ever to ride in a Frisco engine.



Engineer & Mrs. George E. Slater shown upon the arrival of his last run after 46 years with the Frisco. Springfield (MO) Leader-Press photo, taken at Springfield, MO, passenger station, October 31, 1954.

Mrs. Slater went with her husband Saturday morning when he traveled on train No. 101 to Thayer to bring the big red diesel to Springfield at the head of the crack passenger train. Few of his associates knew that it was to be the veteran engineer's retirement trip.

Mr. & Mrs. Slater had been married 37 years and the Frisco was responsible for their romance. They met while she was working in a cafe at Rogersville, MO, and he was fireman on a work train that stopped there long enough for the crew to eat.

It happened that Mrs. Slater's farm home was near the Frisco tracks, about a mile out of Rogersville. After the couple met, he would blow the whistle of the engine as he passed her home and if she was there she would wave at him.

Mr. Slater passed away in 1958 and Mrs. Slater in 1990. However, the family's involvement with the Frisco is still alive. Their son, Charles, who is now retired, is part of the team who is casting the museum's steam locomotive number boards. 🐾



# Phenix, MO

## The History of a Ghost Town



If the statement is true that a town is only a town when it is on the map, then the only town remaining in Phenix, MO, is in the memories of those few who still call it home. A quick review of two state maps, editions 1965 & 1977 respectively, stand as a mute testimony to the demise of Phenix.

The 1965 map shows the town nestled between Ash Grove & Walnut Grove in northwest Green County, MO. The 1977 edition shows only a blank space where once was the home of over 500 Missouri residents. Thus, it seems appropriate to say that the history of **Phenix, MO** is *The History of a Ghost Town*.

The town of Phenix, like so many across the country, can trace it's beginnings to the railroad. In particular, the **Kansas City, Clinton, & Springfield Railway Co.** On September 6, 1884, the **Kansas City, Clinton, & Springfield Railroad Co.** was incorporated in the State of Missouri. On January 10, 1885, it consolidated operations with the **Pleasant Hill & DeSoto Railroad Co.**, incorporated in the State of Kansas on October 16, 1877, and formed a new company incorporated in Missouri on February 10, 1885 and in Kansas two days later. The end result was the new **Kansas City, Clinton, & Springfield Railway Co.**

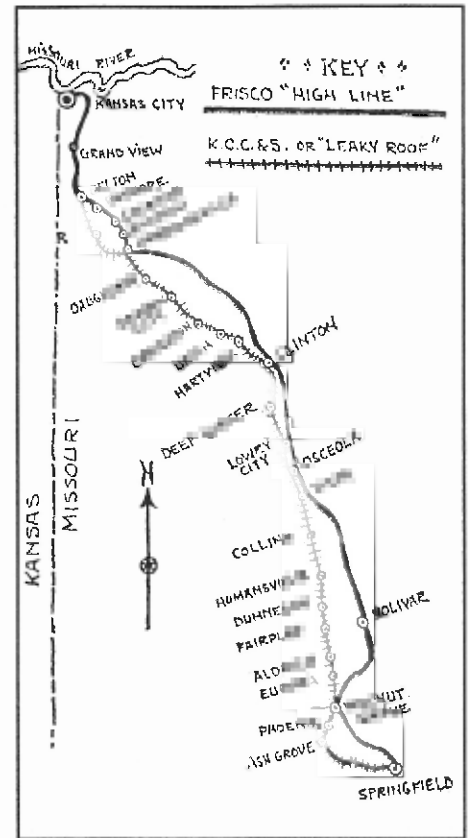
Even before the corporate proceedings were complete, \$2,400,000.00 was committed to construct a line from Olathe, KS, south to a connection with the Kansas City, Ft. Scott, & Gulf Railroad at Ash Grove, MO. On July 7, 1885, work started on the southern end of the line north from Ash Grove, and on August 14, 1885, the **Kansas City Journal** Newspaper carried the announcement, "The Kansas City, Clinton, & Springfield Railroad will commence regular passenger trains from Kansas City to Clinton next Sunday evening."

The plan was to build north from Ash Grove, south from Clinton, and meet at the Osage River at Osceola.

It should be noted that the **K.C.C. & S.** was saddled by a rival right from the start as John Blair, a New Jersey businessman, started building the **Kansas City, Osceola, & Southern**, the **Blair Line**, from Kansas City virtually paralleling the **K.C.C. & S.** The end result was a race to see which line would be the first to reach the Osage River. Blair won the race but the **K.C.C. & S.** was first to cross the river, completing a bridge at Osceola on October 29, 1885, connecting with the southern branch from Ash Grove, completed to the river some twenty-seven days earlier. The formal opening of the completed line was celebrated October 30 & 31, 1885.

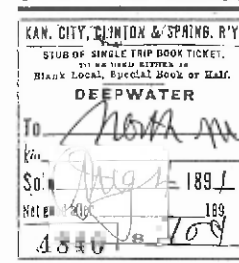
While blasting the right-of-way between Ash Grove and Walnut Grove, a large vein of limestone was discovered. Word of the discovery soon made its way to Kansas City and prompted Patrick Muga, a lime manufacturer, to examine the site and ultimately start a small lime burning operation. In 1888-1889, two Kansas City businessmen either formed a partnership with Mr. Muga or purchased his lime kilns and formed the **Phenix Stone & Lime Co.**

Between 1890 & 1910 there emerged a typical company town complete with a General Store, owned & operated by the company, a two-room school whose teachers were paid by the company, and thirty-two company-owned homes provided for employees through a payroll deduction rent. There was a large community building, built by the company and named Kiel Hall in honor of their chief New York sales representative, and a large city park that would serve as the location for regular concerts by the Phenix Orchestra.



In addition the town included a post office, two hotels, a Methodist Church, and an 18' x 39' depot complete with second floor living quarters (See Cover Photo). According to a long time Phenix resident, "When the train would pull into the depot, the residents would go to meet it so they could hear the news from surrounding communities and the big city. The presence of the train also found importance in the lives of the people because its arrival meant the delivery of the day's mail at the local post office."

In 1910, the **K.C.C. & S.** roster included twelve 4-4-0, 1884 Manchester built locomotives, Nos. 79-90, 175 coal cars, series 5001-5411 odd numbers, 100 box cars,



**K.C.C. & S.**  
ticket stub  
From  
Deepwater, Mo  
to  
North Mo.  
August 4, 1891  
Cost: 10c





PHENIX

7902+90 ±

03+60 Stone Box 2' x 2' 21"

7900  
D=111.11' C=111.11' Δ=90°  
D=107.5' C=107.5' Δ=90°

SW Fc. 50' K

SW Fc. 50' K

AFE #13-KCC 6.8 Nov. 30, 1924

Query Spur 552 - R.F.E. 2+6 7/122

PS 5-57\*

D=30' 00"

Power Ho. Spur 946

R.F.E. 258-12/123 - for Fly & New Track

1125  
148 Est. AFE #15485

D=30' 00"

Δ=97° 22'

AFE #24 KCC 4.5 6-1-26

S.W. 1/4 - N.W. 1/4 - Sec. 35

C=10' 00"  
Δ=60' 00"

Pf. 12+300

AFE #19 KCC 8.8 6-12-25

SW Fc. 50' K

36

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35

35

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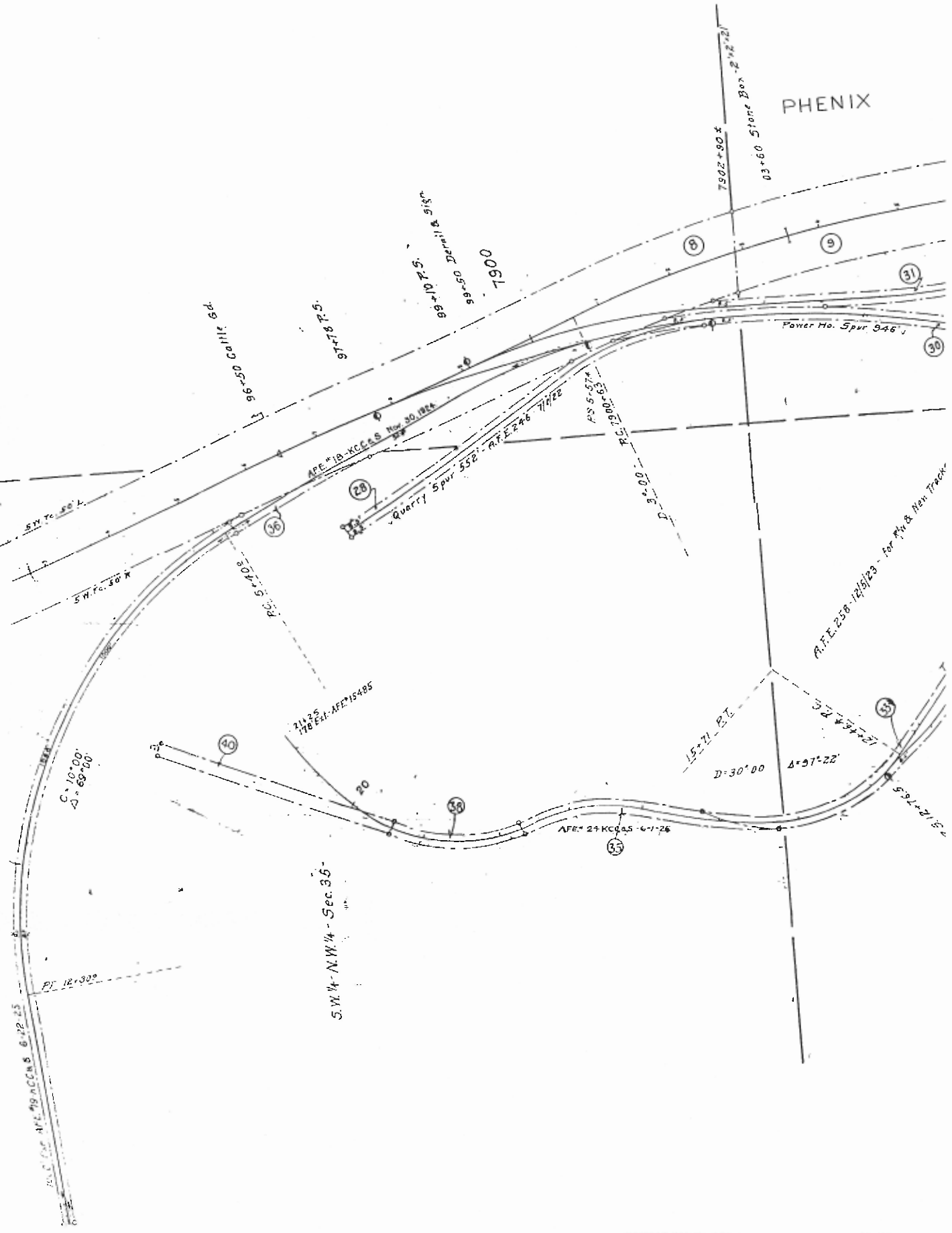
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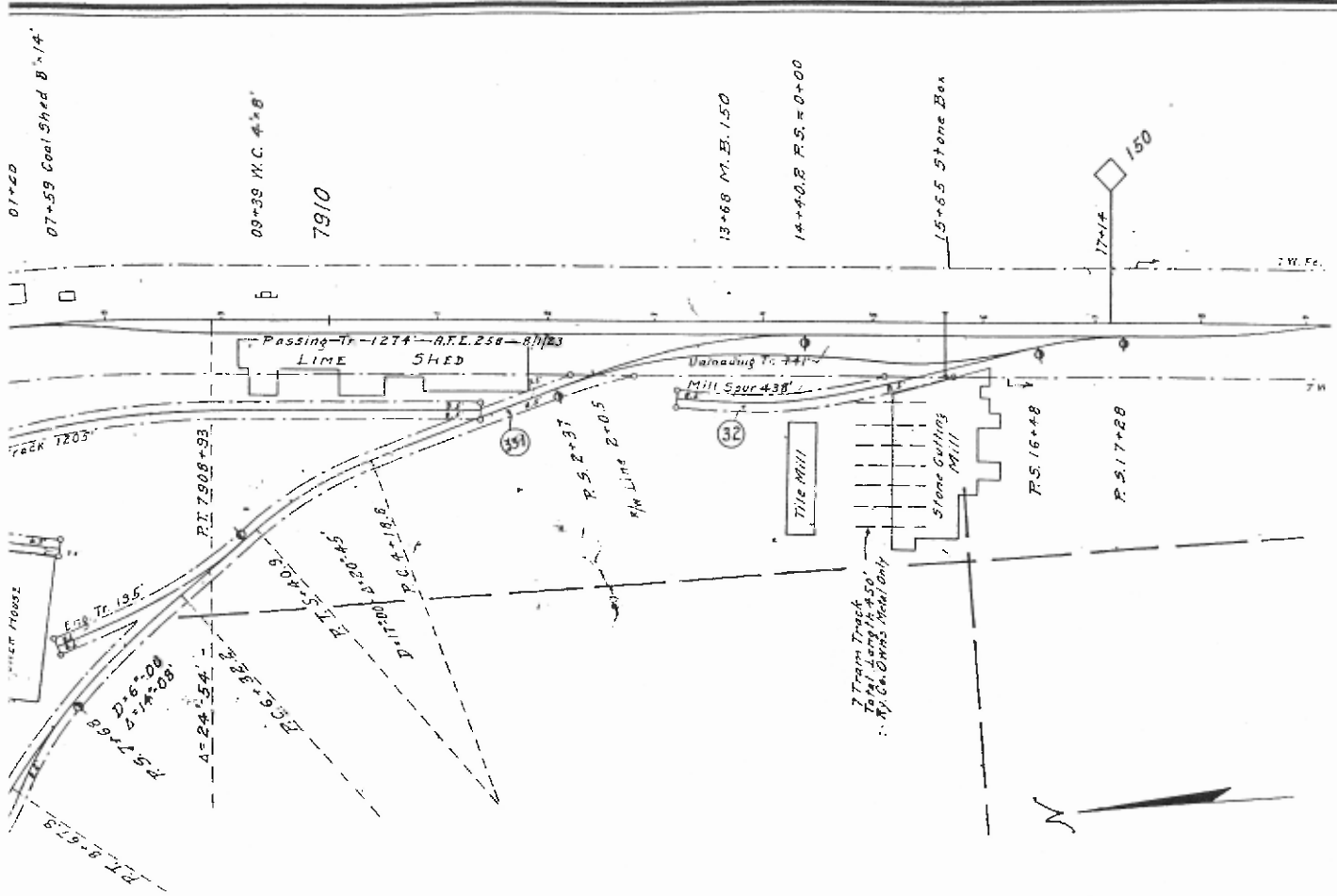
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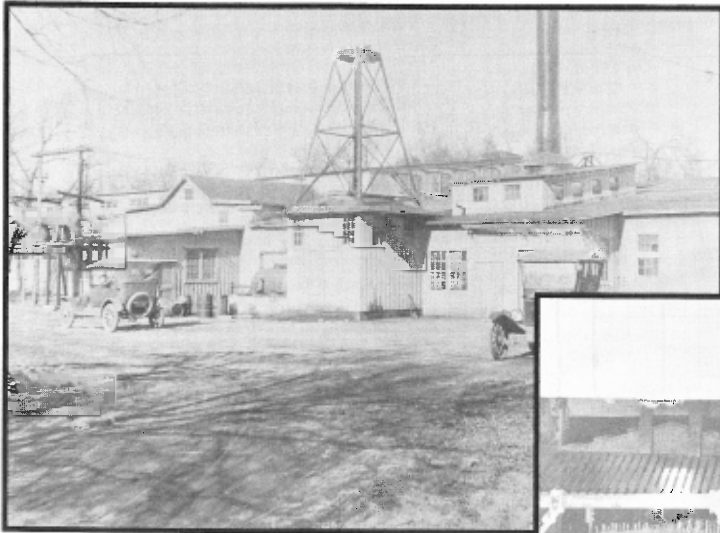
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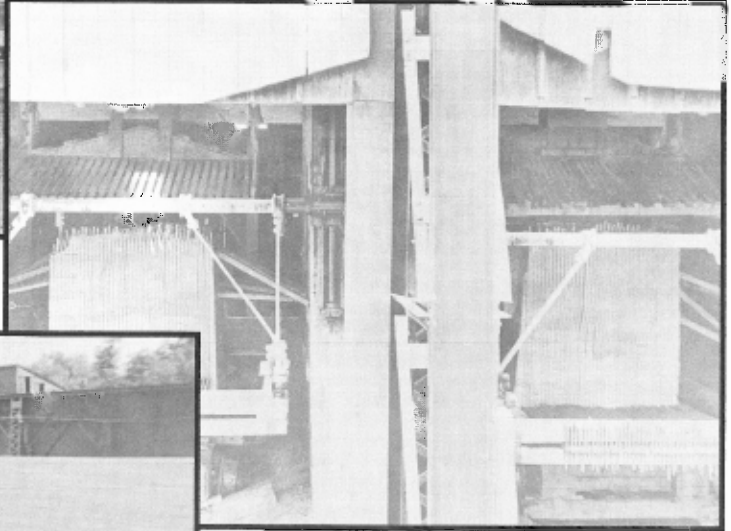




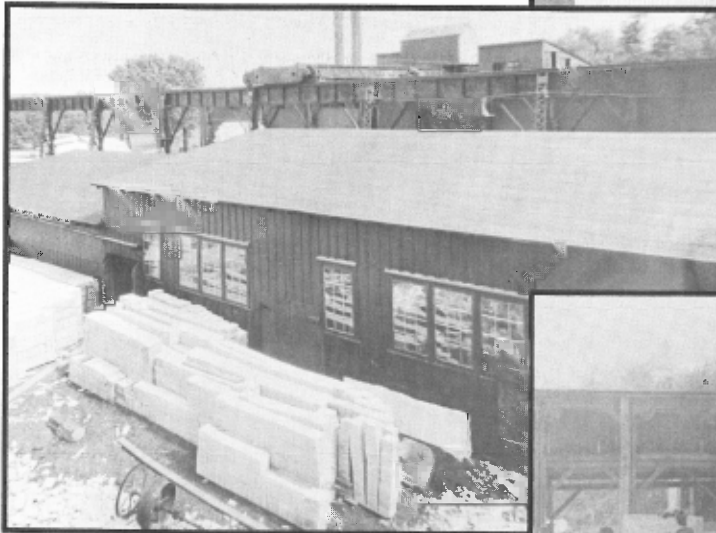
**PHENIX, MO**  
**RIGHT OF WAY & TRACK MAP**  
 SUPPLEMENTAL TO MAP-35, VAL. SEC. 1-MO  
**KANSAS CITY, CLINTON & SPRINGFIELD RAILWAY**  
 OPERATED BY THE  
**K.C.C. & S. RY. CO.**  
 FROM STATION 7889 + 80±  
**JUNE 30, 1917**  
 OFFICE OF VALUATION ENGINEER  
 SPRINGFIELD, MO



*Stone Cutting Mill,  
Avis Brady collection*



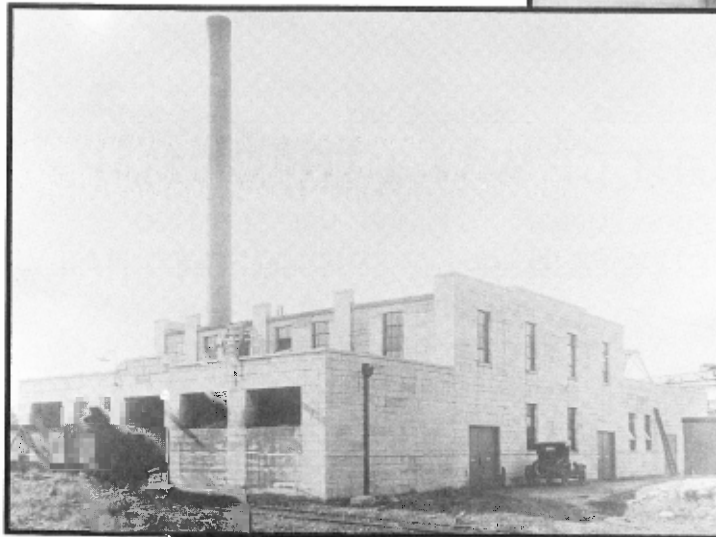
*Gang Saws, Stone Cutting Mill,  
Avis Brady collection*



*Tile Mill,  
Avis Brady collection*



*Pillar Cutting & Finishing,  
Avis Brady collection*



*Phenix Power Plant,  
Avis Brady Collection*

On November 3, 1924, the Olathe to Ash Grove line was leased by the **St. Louis - San Francisco Railway Co.** and four years later, on September 1, 1928, it was officially purchased by the Frisco.

Although no one really knows what caused the town of Phenix to ultimately die, the beginning of the end seems to have occurred between 1934 & 1935. With the onset of the Great Depression in 1929, the financial strain of operating two parallel lines (*the Frisco purchased the Kansas City, Osceola, & Southern in June, 1900*), and the forced receivership & reorganization of 1932, the Frisco abandoned the line from Olathe to Stanley in 1934 and from Belton to Ash Grove the following year.

All that remains of Phenix today is the remnants of the quarry, one company house, two lime kilns,

the power house building, portions of the railroad roadbed, and lots of silent memories!

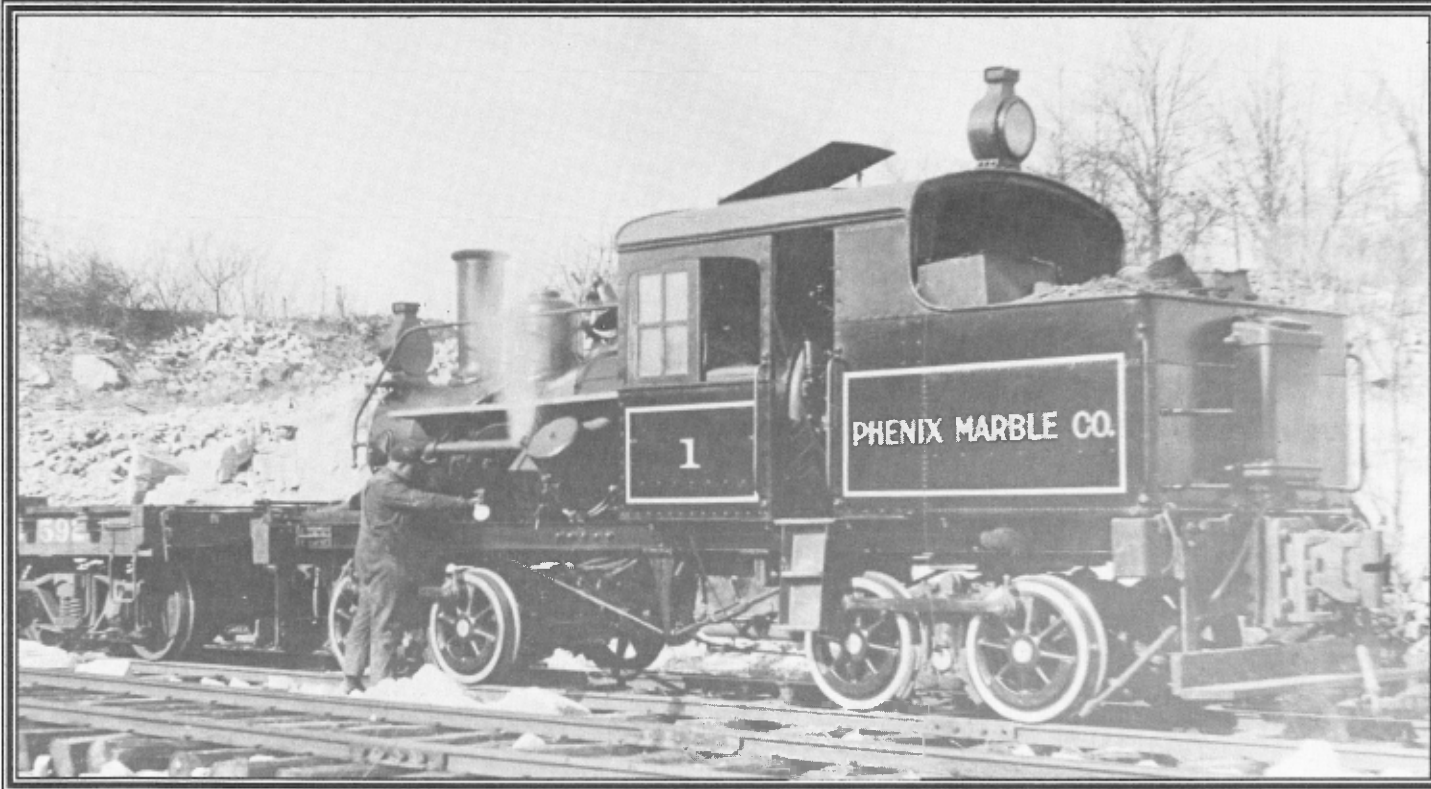
It should be noted that the **Kansas City, Clinton, & Springfield Railway** was better known by its nicknames. The most popular was **The Leaky Roof**. The Dickey-Clay tile plant at Deepwater, MO at one time shipped about 250 cars of tile products each month. The roof condition of the boxcars mattered little to the shipper, so the defect was no problem, and many roofs were thus permitted to remain leaky.

However, on a rainy spring day at Clinton, the foreman of a flour mill saw that some of the cars with bad roofs had been switched to the mill siding for loading. "Don't ship out any flour today," the foreman passed the word in the mill. "They've sent us another batch of leaky roofs."

While not as colorful or well known, the line was also called the "**High, Dry, & Dusty.**" The **K.C.C. & S.** tracks followed the uplands from Clinton to Olathe and thus provided open tracks for neighboring roads whose tracks were washed out by heavy rains. Diverted to Clinton to avoid high water, trains of the Katy, Rock Island, and Missouri Pacific often clogged the yards awaiting their turn to continue on to Olathe, thence their destinations by way of Frisco tracks. ☐

*"When other lines  
Were wet and rusty  
The Leaky Roof  
Was high and dusty"*

## Classic Frisco



*It's Phenix Marble Company #1, a Hiesler steam locomotive, in switching duties on the passing track, Phenix Marble Co., Phenix MO, circa. 1910, and it's a CLASSIC!*

*Avis Brady collection*

## A Frisco Survivor



Caboose  
1431

Frisco Folk Ray Millemann likes trains! One visit to his basement will prove that. His HO Scale layout of the UP & SP&S in Oregon & Washington along the Columbia River bears witness to his love for trains and his attention to detail. All track is hand-laid, most structures are scratchbuilt, and PFM sound throttle and DYNATROL command control are standard equipment.

However, one need not visit the basement of Ray's home to recognize his love of trains. A drive down Sugar Grove Valley Road, outside Harriman, TN will do the trick! Nestled on a picturesque Tennessee hillside, in the front yard of Ray's home, is Frisco Caboose No. 1431, affectionately known by Ray, his wife Natalie, and their Great Dane "Stormy," as **Ray's Place!**

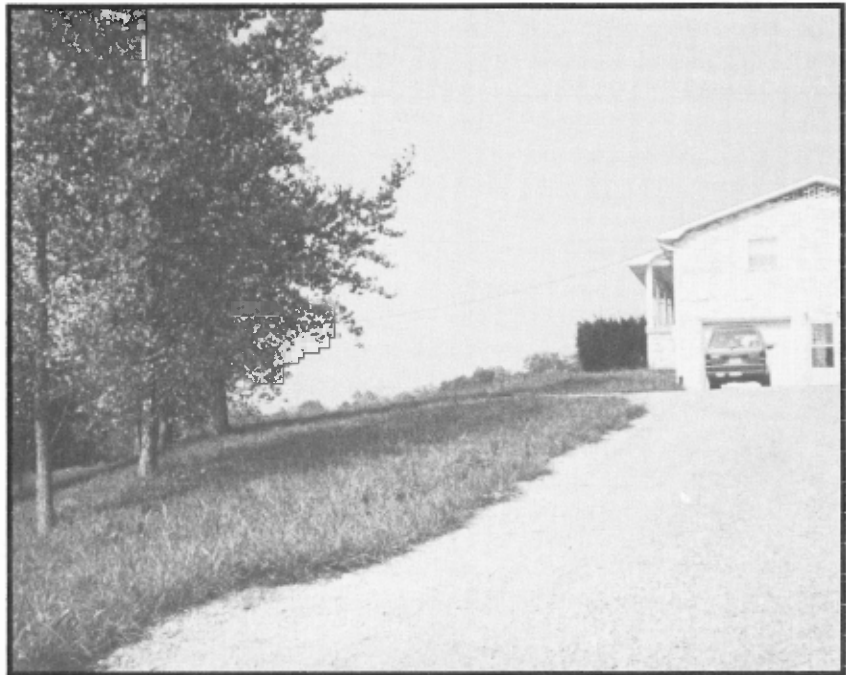
For all practical purposes, the vast majority of Frisco Caboosees in service between 1920 & 1980 were Frisco built. According to our records, of the 502 "+" units in service at one time or another during that sixty year period, 75% were constructed in company shops. As a matter of fact, the only notable exceptions to the Frisco built fleet of "crummys" were ninety-three units, series 1200-1292, purchased new from International Railway Car Co. between 1957 & 1969, and twenty-eight CE-2 class "buggies" acquired second-hand from the Santa Fe between 1968 & 1971.

The remainder of the fleet were built as new wood & steel units and an assortment of "one-of-a-kind" and/or "limited edition" creations such as the 1300-1345 series terminal/transfer "doghouse" units and bay window version No. 154. Eighty Frisco cabooses were rebuilt in varying degrees from recycled box cars, series 1400-1442, 1700-1725 (plus 1776), and the last Frisco built units,

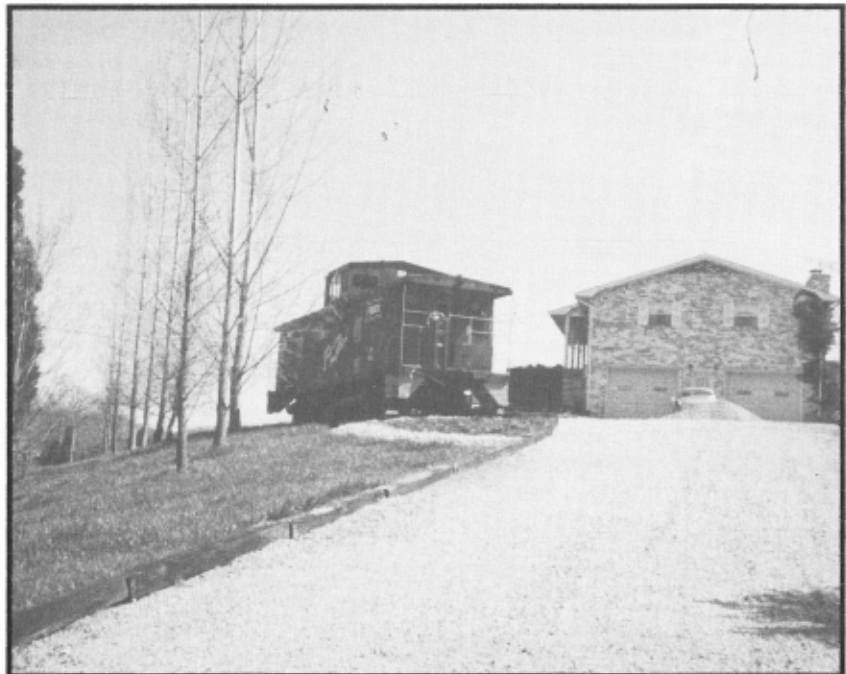
bay window series 1726-1735 constructed in November and December, 1979.

Of the ex-box car fleet of Frisco "huts," the largest series were

forty-three non-radio, local service, units, series 1400-1442, constructed between February, 1973, and October, 1976. Built as replacements for the aging fleet of surviving 1940's vintage wood cars,



Ray Millemann's front yard, **BEFORE**, August, 1988



Ray Millemann's front yard, **AFTER**, April, 1989

the 1400's began their rail careers in 1954 as Pullman built 40' all steel box cars, series 18050-18549. According to our records, the entire fleet of ex-box car cabooses (1400's & 1700's) were rebuilt from the 18050-18549 cars.

On October 13, 1972, the Frisco Board of Directors authorized the expenditure of \$389,984.00 to "construct in the company shops, Springfield, MO, twenty cabooses," twelve of which were to be in the 1700 series (following the lead of No. 1776, built in August, 1972) and eight in the 1400 series. In February, 1973, No. 1400 rolled out of the shops, completed at a cost of \$15,503.14, \$8,906.00 more that it cost new as a box car in 1954.

It should be noted that the 1400's were patterned, to a large degree, after the 1200-1292 International built units with eight notable exceptions:

1. The 1400's cupola was off-set from the center line of the car by 36", verses the 1200's off-set of 18".
2. The 1400's were not equipped with ladders & roof walks; The 1200's were.
3. The 1400's were equipped with one large sliding window on the cupola sides, whereas the 1200's had two.
4. The 1400 series cabin windows were double-hung metal frame verses the 1200's single pane.
5. The 1400's rode on Barber S2 swing motion elliptical spring trucks while the 1200's came equipped with General Steel swing motion coil spring equalizer units.
6. The 1400's were 2'7" longer than the 1200 units.
7. The 1400 series weighed 6,400 lbs. less (57,100) than the 1200-1274 series (63,500) and 2,900 lbs. more than the 1275-1292 series (54,200).
8. The paint & lettering was similar between the two series except for the absence of **Southeast...Southwest** under the cupola side windows, **Radio Equipped** on the side, and the black background on the **it** in **Ship it on the Frisco** and the coonskin logo.



*Frisco Box #18299, from series 18050-18549, Built 2-54. Pullman photo*



*Frisco Caboose #1220, Oklahoma City, OK, May, 1975. E. Stoll photo*



*Frisco Caboose #1438, Springfield, MO, May, 1980. E. Stoll photo*

**EDITOR'S NOTE:** Although photographic evidence exists that some of the 1400 series were repainted in the Mandarin Orange & white livery, current records do not indicate how many or their numbers.

Between May, 1973 and October, 1976, the remaining forty-two units in the 1400 series were placed in service, including **Ray's Place!** In December, 1975, No. 1431, one of four 1400's completed that month (1430-1433) was added to the roster. Although it's original assignment is currently unknown, employee timetables and train orders found in the caboose indicate that its last assignment was on the Enid Sub-Division, Southwestern Division, between Enid & Clinton, OK.

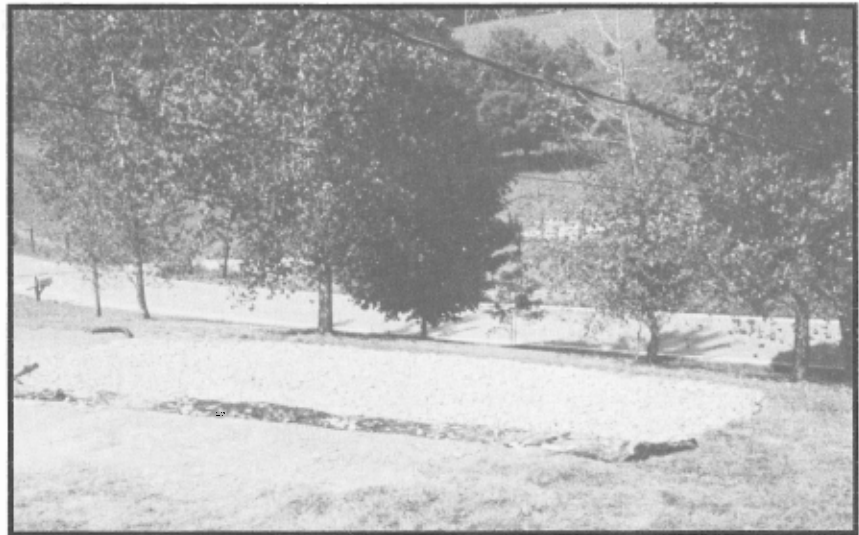
Following the Frisco/BN merger in 1980, No. 1431 was renumbered BN 11661 and remained in revenue service until 1984, when it was sold to Berman Brothers Iron & Metal Co., Birmingham, AL. Later that year (November), 1431 and another unit in the same series were sold by Berman to JRC Co., Railroad Contractors, Knoxville, TN. JRC remodeled one of the cars into an office (no trucks, window air conditioners, awnings), and sold 1431/11661 to James Richardson, Rogersville, TN, in May, 1985. He planned to convert it into an office, but only got as far as repainting it.

On August 3, 1988, Mr. Millemann purchased the caboose thus fulfilling a dream that according to Ray, "...started when I was five years old watching the trains on the Long Island Railroad from my grandmother's house." After site preparation was completed and the caboose was transported over 100 miles, on Thursday, August 18, 1988, Frisco 1431 was lovingly placed in Ray's front yard.

Since its arrival, Ray has renovated the caboose, attempting to maintain a balance of authenticity and modern conveniences. He has repainted the exterior & interior in prototypical colors while installing 110 & 220 wiring. The lavatory sink



*Ex-Frisco #1435, BN 11665, Irving, TX, April, 1983. E. Stoll photo*



*The ballast is laid in anticipation of the arrival of Ray's Place, August, 1988*



*Track & trucks in place, August 17, 1988*



has been reporelained and original toilet rebuilt, complete with air compressor to operate it, brake lines, and whistles on each porch.

The original cabin heater has been cleaned & repainted, but heating & air conditioning are provided by way of a modern heat pump/air conditioner unit.

The original equipment water tank was repaired, painted, re-lettered, and is used to supply water to a kitchen that includes a Sear's compact kitchen refrigerator, sink, & two burner stove combination.

The chimney was repaired with a new bracket, authentic caboose lights installed including red marker lights, along with a stereo tape deck to play steam & diesel sound tracks and provide occasional easy listening music while Ray sits in his favorite spot, the cupola.

Visitors to Ray's Place are always welcome! However, a phone call first will be greatly appreciated! 615-435-7871. ☎



*Ex-Frisco 1431, BN 11661 being moved into place, August 18, 1988*



*Ray's Place, April 2, 1989*



***Welcome to Ray's Place***

# DOWN AT THE DEPOT

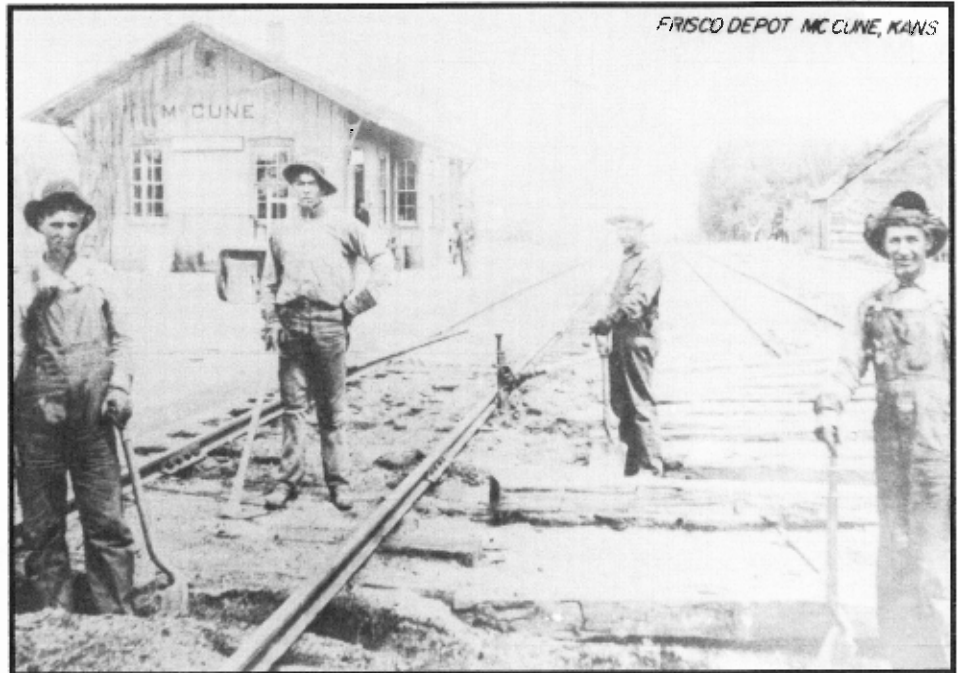
## McCune, KS

Station M-157  
Parsons Sub-Division  
Northern Division

On October 10, 1876, the *Memphis & Ellsworth Narrow Gauge Railroad Co.* was incorporated to construct a proposed line between Parsons & Weir City, KS. Although some right-of-way had been acquired, some grading done, and some material collected along the line, little or no actual construction was completed.

On November 26, 1877, the *Memphis, Kansas, & Colorado Railroad Co.* was incorporated and in 1878 purchased the thirty-one miles of incomplete right-of-way from the *Memphis & Ellsworth Co.* The line was completed and subsequently changed to standard gauge. By February, 1881, it was in operation from Cherryvale to Weir City, KS, a distance of approximately fifty miles.

On February 8, 1888, the *Memphis, Kansas, & Colorado* was one of seven companies that consolidated to form the *Kansas City, Ft. Scott, & Springfield Railroad* which, on April 23, 1888, consolidated with the *Kansas City, Springfield, & Memphis Railroad Co.* to form the *Kansas City, Ft. Scott, & Memphis Railroad Co.*



FRISCO DEPOT McCUNE, KANS

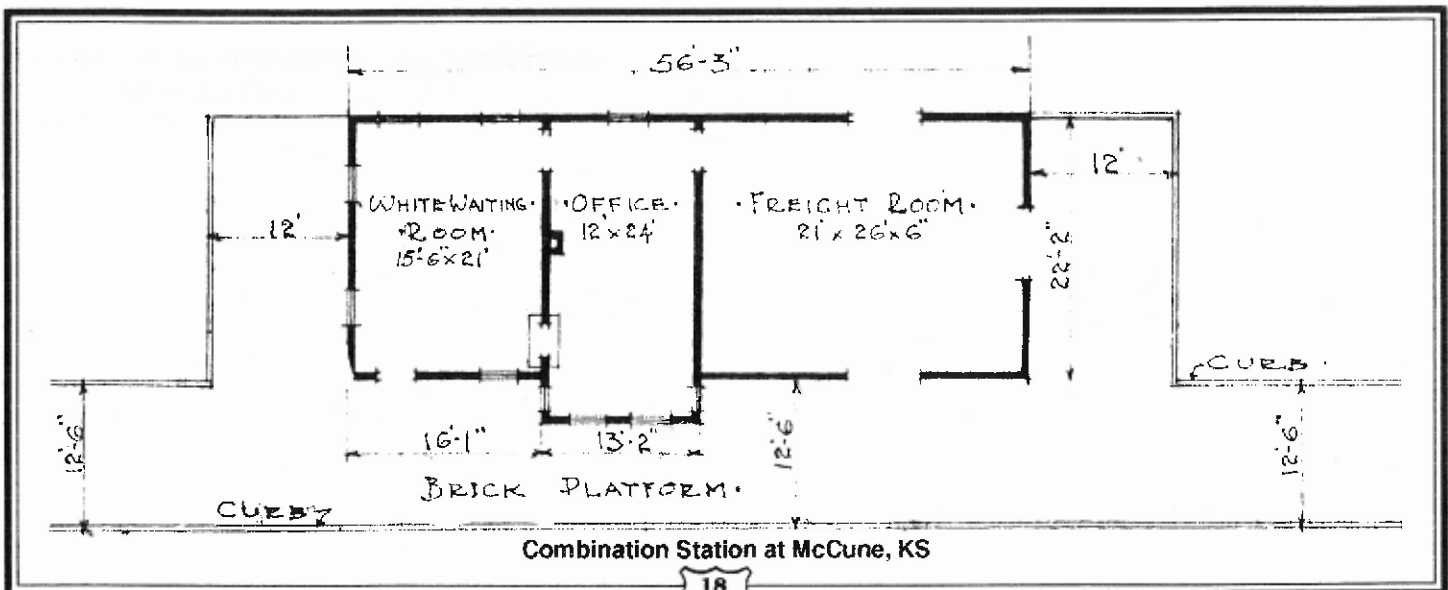
Rare photo of McCune, KS, possibly showing track being rebuilt from narrow to standard gauge.  
H.D. Connor collection

which became the *Kansas City, Ft. Scott, & Memphis Railway Co.* in 1901 and the *Frisco* in 1928!

In 1879-1880, forces of the *Memphis, Kansas, & Colorado* built a 56'3" x 22'2" frame depot at McCune, KS, thirteen miles west of Weir City, Station M-157 on the Parsons Sub-Division, Northern Division. The station was set on a pile head foundation with 2" x 6" walls and a 1/4 pitch gable roof. The exterior walls were 1" x 12"

board & batts painted standard Frisco gray with white trim and a green composition rolled roof.

The interior ceilings were 11' high, floors were 7/8" x 3 1/4" tongue & groove, and the walls were finished with 7/8" x 3 1/4" M & B. The depot was divided into a 12' x 26'6" Freight Room on the east end, 12' x 24' Ticket Office in the center, and a 15' 6" x 21' White Waiting Room on the west. The platform was brick with a concrete curb.





McCune, KS depot, May 28, 1955. Howard Killam collection

Additional facilities at McCune included the outside **Closet (toilet)**, a standard 4' x 5' x 7' high privy with a 1/2 pitch gable roof, box board siding, and a 2' x 6' door. In 1903, a 12'2" x 6' 2" x 8' high frame coal house was added, with box board siding and a 1/3 pitch shed roof. A recycled 34' 6" box car was used as the section car house, set 14' from the rail, and in 1925 an auto platform was added. It was 16' long with a 16' approach ramp, 12' wide, and constructed on 8" x 10" bents with 3" x 8" joists and a 2" oak deck. The McCune facility also included five stock pens: one 12' x 46", one 12' x 95', and three 46' x 46' with a total car capacity of sixteen.

In the early 1900's, the McCune station was served by two daily passenger trains, 171-172 (morning train) and 177-178 (evening train). Between 1917 and 1931, service was reduced to the 177, southbound **Cherryvale Accommodations**, and 178, northbound **Ft. Scott Accommodations**. In 1932, service on 177 & 178 was provided by Motor Car and, according to our records, passenger service to McCune was discontinued in 1940.

Regular freight service, trains 156 north & 157 south, the **Bull Moose Daily**, remained until July of 1958 when 147 south & 148 north made their last regular run. Following 1958 freight service was rendered by extras.

In 1950, the McCune station and auto platform were still in place. However, in 1955 the depot was

replaced with a 16' x 32' ARMCO metal building which was subsequently moved to Parsons, KS in 1968. 🚂

## FRISCO HOPPER

### DECALS

HO Scale



Produced from prototype photos & authentic lettering diagrams!  
Enough to decal **eight** cars!

#### INCLUDES

Specific weight - dimensional lettering - Car numbers - Reporting marks - Frisco heralds

**\$15.50 per set**

**Order From:** The Frisco Railroad Museum Inc., P.O. Box 276, Ash Grove, MO 65604. 417-672-3110

## New Car Shop

## HO Scale

# SL-SF HOPPERS

By Martin Lofton & Joe Pennington

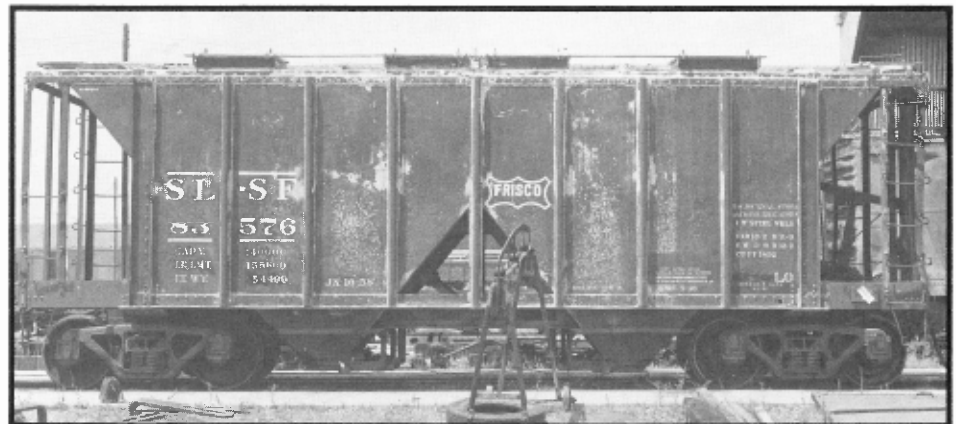
**EDITOR'S NOTE:** Frustrated with the lack of adequate HO Scale decal sets for Frisco Hoppers, Joe Pennington and Frisco Folk Martin Lofton have produced their own. They were created from photos and paint diagrams of the hoppers during the decade of the 1940's before the advent of the large Frisco heralds.

The set will decal eight assorted black painted Frisco hopper cars, since hoppers tended to run in blocks. The set authentically letters several types

of hoppers available on the commercial hobby market.

The set includes specific weight and dimensional lettering, plus the car numbers of each type of car and the correctly structured **SL-SF** reporting marks. There are enough Frisco coonskins, repack, reweigh data, etc., to allow variations in the lettering of cars or to letter other black Frisco cars.

In the process of creating the Hopper decal set, Mr. Pennington has compiled an extensive roster of Frisco car



Frisco Hopper #83576, Springfield, MO, August 19, 1960. Frisco photo

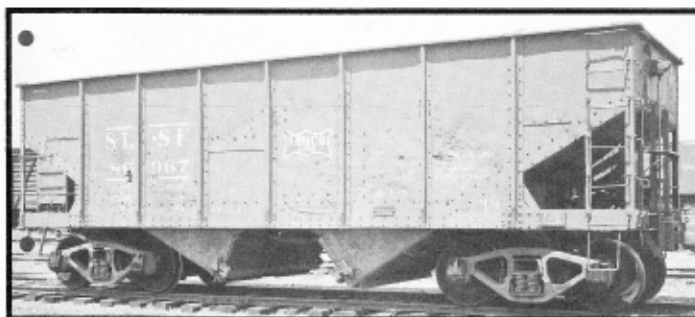
numbers, their individual characteristics, and how to model them in HO Scale. Joe and Martin

have graciously agreed to share this research with our Frisco Folk modelers and the following is the

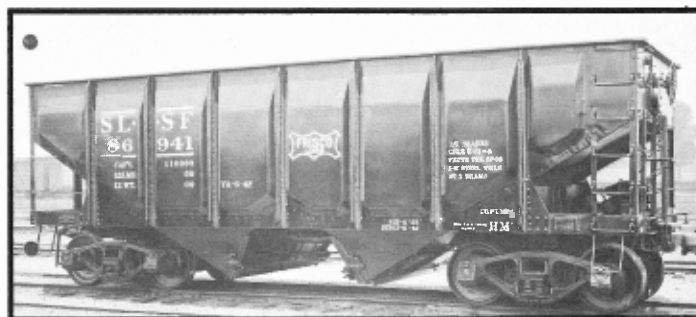
first in a two-part **NEW CAR SHOP** series featuring their work.



Car Numbers	Characteristics	How to Model
80408-80896, 81022-81294, 81314-81799, 81900-82399, 82400-82899**	Rib side hopper, 1880 cu. ft. capy., blt 1923, HM	Tichy USRA hopper, #4027 with Westerfield Wine drop door locks #1171 (or Athearn #5447 *)
81378, 81422, 81800, 81975, 82027, 82080, 82438, 82556	Panel side hopper, 1922 cu. ft. capy., blt 1923, rebt 1933, HM	Tichy panel side hopper #4029 with Westerfield Wine drop door locks #1171
80408-82899**	Panel side hopper, 1977 cu. ft. capy., blt 1923, rebt 1937, HM	Overland panel side hopper #3128 (or Athearn ribbed side hopper #5447 with Pikestuff "Blister Panels" and Westerfield Wine door locks, #1171*)
83500-83549-blt 1945, 83550-83649-blt 1946, 83650-83849-blt 1948, 83890-83984-blt 1950,	ACF design covered hopper, 70 ton, LO	Eastern Car Works(ex-E&B Valley) 70 t ACF covered hopper #2000 or Pecos River Brass 70t hopper or Sunset ACF 70 t hopper
86000-86999, 87000-87499***	Ribbed side hopper, 1880 cu. ft. capy., blt 1923, HM	Tichy USRA hopper #4027 with Westerfield Wine drop door locks #117
86011, 86133, 86157, 86368, 86407, 86620, 86781, 86805, 86906, 86924	Home built covered hopper, 1408 cu. ft. capy., blt 1923, rebt 1940, LO	Kitbash using Tichy #4027 and Eastern Car Works #2000



Frisco Hopper #86967, August 31, 1942, Yale, TN.  
Frisco photo



Frisco Hopper #86941, June 11, 1942, Springfield, MO  
Frisco photo

87005, 88784	Panel side hopper, 1933 cu. ft. capy., blt 1933, HM	Tichy panel side hopper #4028 with Westerfield drop door locks #1171 (or Athearn #5447 w/ b.p. *)
86000-86999, 87000-87499***	Panel side hopper, 1974 cu. ft. capy., blt 1923, rebt 1941 and 1942, HM	Overland panel side hopper #3138 (or Athearn #5447 w/ b.p. and Westfield Wine door locks, #1171*)
86027, 86069, 86078, 86153, 86167, 86170, 86208, 86267, 86303, 86429, 86442, 86449, 86479, 86493, 86501, 86597, 86662, 86710, 86715, 86772, 86853, 86909, 86933, 87137, 87138, 87303, 87344, 87442, 87476, 87487	Home built, paneled, side, covered hopper. 1485 cu. ft. capy., blt 1923, rebt 1942, LO	Overland panel side covered hopper #3129 (kitbash using Athearn #5447 and Eastern Car Works #2000 w/b.p.* and scratchbuilt with wood roof and 6 wood roof hatches )