



All Aboard



SEPTEMBER-OCTOBER

1993

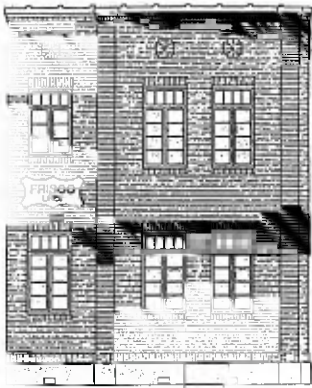
The



Railroad Museum Inc.

3300 20th St. • Fort Worth, TX 76102 • 817/339-2000

Small Text



Grand Opening Celebration
September 25, 1993





VOLUME 8

September-October, 1993

NUMBER 5

Phase I New Springfield, Missouri Facility Grand Opening Commemorative Issue

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ABOUT THE COVER

Our cover this issue features our newly completed Phase I museum building and serves as the *after* photo of a *before & after* sequence, with the cover photo on the August-September, 1992, *All Aboard*.

Editor's Note:

New Articles and our regular *All Aboard* features will return in the November-December issue.

THE

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HOURS OF OPERATION

Tuesday thru Saturday

10:00 a.m. to 5:00 p.m.

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GONE BUT NOT FORGOTTEN

"We've been together many a year, and each one seems to grow more dear.

So when it's time for you to go, we're going to miss you, ole Frisco.

We've weathered wars, rejoiced in peace, and strikes were settled before work ceased.

Moved from St. Louis with many a frown, and fell in love with your Springfield town.

You're being courted, one and all, by a railroad headquartered in St. Paul.

We all know 'twas love at first sight, and we wish you luck with all our might.

*No Frisco in Springfield! It won't be. **You'll be remembered, just wait and see.**"*

So wrote Frisco employee Fern Beck in 1979, on year before the Frisco/BN merger. Little did she know that fourteen years later, her prophetic words would become a reality when on September 25, 1993, The Frisco Railroad Museum Inc. celebrated the grand opening of Phase I of its new Springfield, MO facilities. And what a day it was!

It rained, and rained, and rained, up to fourteen inches in some areas. The entire slate of grand opening activities had to be cancelled, Frisco steam locomotive 1522 almost didn't make it (see *Steam To Springfield*, pp. 14-19), our newly renovated building leaked, three of our members (including museum president Alan Schmitt) spent part of the day pumping water out of their basements and businesses, and all who attended had a great time! As Frisco Folk Rick McClellan

remarked, "Man, this is like one big Frisco party!"

Despite the less than desirable conditions, over 1,300 Frisco Folks, rail fans, and local residents braved the elements to attend our opening. Many of our Frisco Folks museum family were in attendance, some of which drove long distances to be there. Stanley Bonifay traveled from Huntingburg, IN, Thomas Moody came from Pensacola, FL, and Ron Yates drove all night from Ft. Worth, TX, only to be able to spend a few hours before making the return trip home that afternoon.

Reflecting on the events of the day, museum founder and president Alan Schmitt commented, "This is truly a grand and glorious day of celebrating... celebrating the completion of Phase I of our new Springfield facility... celebrating the hard work and financial commitment of a lot of people... celebrating family, our special Frisco Folks family... a grand and glorious day of celebrating the Frisco!"

It was indeed an exciting day as our Frisco Folks and Frisco friends gathered together to publicly affirm that the **Frisco is GONE BUT NOT FORGOTTEN!** ☞



Two days before grand opening, Frisco Folk John Sanders (right of photo) puts finishing touches on a display sign, with local news media looking on.



Museum Board member Art Lindeman, General Manager Donna Wagner, and Administrative Assistant Rachel Schmitt served as official greeters during our grand opening.



The
Railroad Museum Inc.
Springfield Relocation Project
Phase I Honor Roll

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Willis Melgren
Louis Griesemer
Guy S. Pollard
Arthur Lindeman
Glenn Martin
John Sanders
Alan Schmitt
Matthew Collins
Don Niewald
Ken Deck
Gloria Niewald
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Bill Love
Richard C. Grayson
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Larry Burns
Fred Palmerton
Jim Jones
Sam Kaunley
Annette Kay
Cliff Ricketts
George Clinkenbeard

Pledges

John Sanders
Alan & Saundra Schmitt
Tim Kubat
Fred Palmerton
Jones & Co.
Griesemer Stone Co.
Guy S. Pollard
Richard Napper
George Clinkenbeard
L. Freund
R.C. Grayson

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Larry Shankles
Michael Holt
Jim Hartness
William Crighton
John Jones
Vince Griesemer
Gary McCullah
Rick McClellan
Larry Crowe
Bonnie Trail
Steve Manhard

The Officers & Board of Directors would like to give special recognition to the following businesses and organizations for their invaluable assistance in the completion of Phase I of our Springfield Relocation project:

**Burlington Northern
Railroad**
Land & Building
**Commerce Bank of
Springfield**
Construction Financing
**William T. Kemper
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Financial Grant
**Community Foundation of
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Financial Grant

Weddle Design
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Griesemer Stone Co.
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Construction Materials
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*Geotechnical/Environmental
Services*
**St. Louis Steam Train
Association**
Frisco Steam Locomotive 1522
**Commercial Club of
Springfield**
Advertising Support

The Officers & Board of Directors would like to give special recognition to the following individuals for their invaluable commitment of volunteer time and labor to the completion of Phase I of our Springfield Relocation project:

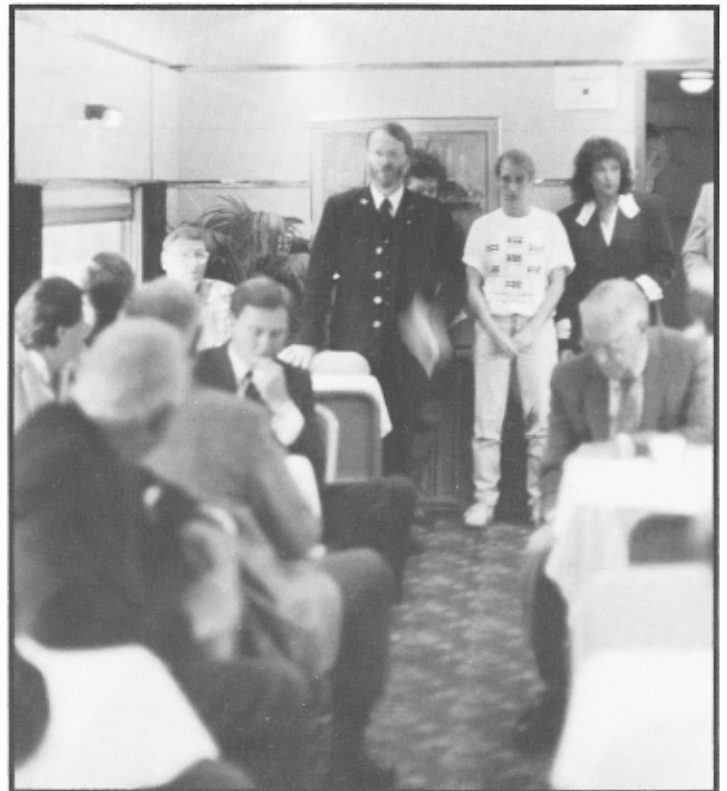
Art Lindeman
Matt Collins
Susan Collins
John Sanders
Bob Plough
Stan Mayfield

Mark Davidson
Walt Stansbury
Raymond Wells
Chuck Mahaffey
Scott Mahaffey
Donna Wagner

Bill Wolfe
Alan Schmitt
Saundra Schmitt
Rachel Schmitt
Sarah Schmitt
Jim Warfield



Because our *official* grand opening ceremonies were rained out, the Springfield Area Chamber of Commerce sponsored a local ribbon cutting on November 10. Strategic Planning Committee Co-Chairmen Guy S. Pollard (*left with hat on*) and Louis Griesemer (*right*) hold the ribbon as City Councilman John Wilson does the honors.



Museum President Alan Schmitt addresses a VIP breakfast on board the *Chouteau Club* car, the only part of our grand opening ceremony that was not rained out.

The



**Railroad Museum Inc.
Springfield Relocation Project
Phase I Photo Scrapbook**



Our new museum is housed in a building originally constructed by the Frisco in 1943 for use as a Centralized Traffic Control command center, and is located at Station 238 on the Frisco's old Lebanon Sub-Division, Eastern Division.

FIRST SPRINGFIELD RAILROAD

West of this marker 480 feet a construction train of South Pacific Railroad -- now St. Louis-San Francisco Railway (Frisco) -- pulled into new town of North Springfield at 3 P.M., April 21, 1870. First passenger train, with state and railroad dignitaries aboard, arrived May 3, 1870. The depot and Ozark Hotel were being built by railroad on Commercial at Benton. Shops to east, and later the west shops, became important to economy of Springfield and North Springfield, which merged in 1897. After Frisco combined with Kansas City, Fort Scott, and Memphis Railroad in 1901, the station on Main at Mill was used and Commercial Street Depot was discontinued.

ERECTED BY ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY AND GREENE COUNTY HISTORICAL SOCIETY - 1972

West of this marker 480 feet a construction train of the South Pacific Railroad (Frisco) pulled into a new town of North Springfield at 3:00 P.M., April 21, 1870. So states an historic marker, located at our facility, commemorating the arrival of the first Springfield railroad.



Rare 1950 photo of southeast corner, second floor, of our new museum building, showing the Frisco's C.T.C. machine which handled train movements from Pacific to Monett, MO. This corner is currently being used as the location of our publishing department and executive office.



Entrance area (to right), ticket window (center), and gift shop (to left), July, 1993.



First floor station agent/REA display area, July, 1993.



Entrance (right) and ticket window, September, 1993. As this photo shows, your visit to our museum begins, as it would have many years ago at the local depot, by purchasing your ticket at our ticket window.



First floor station agent/REA display area, September, 1993. One can easily imagine a busy day down at the local depot, including the *clickity-click* of the telegrapher's sounder, while viewing our re-creation of a Frisco depot agent's and REA express office.



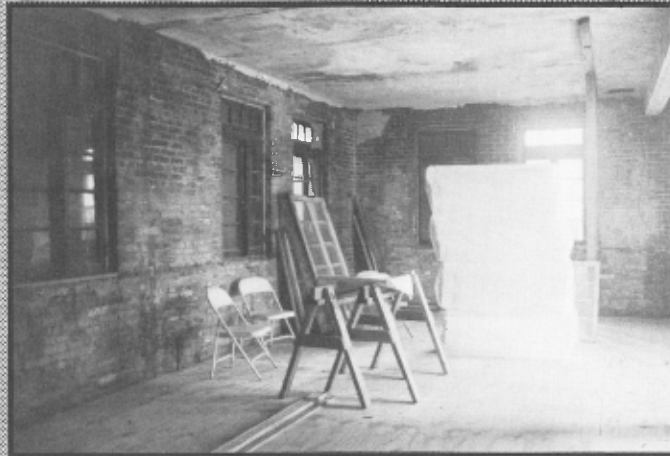
Gift shop looking southeast, July, 1993.



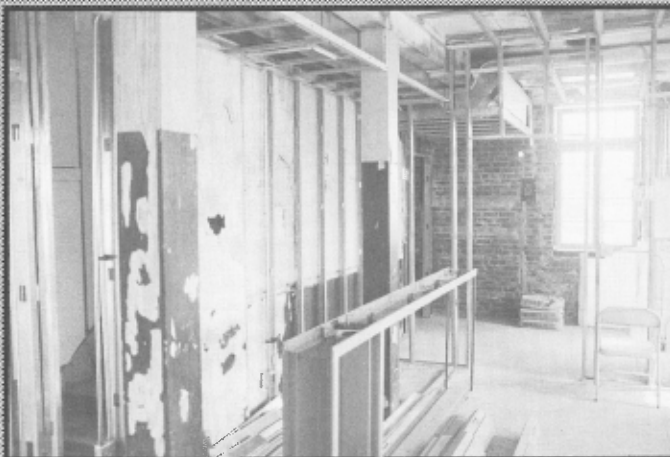
Gift shop looking southeast, September, 1993. Our gift shops carries a wide selection of Frisco memorabilia and quality railroad souvenirs.



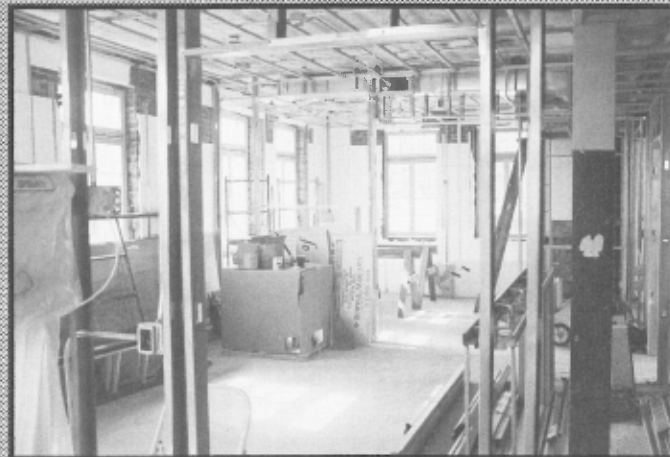
First floor main display area, looking north, June, 1993.



First floor main display area, looking south, June, 1993.



First floor main display area, looking north, July, 1993.



First floor main display area, looking south, July, 1993.



First floor main display area, looking north, September, 1993. As the above photo shows, our new museum includes a mock up of an old wooden passenger coach with one section furnished as a *Pullman* compartment and another section displaying Frisco dining car china and related items.



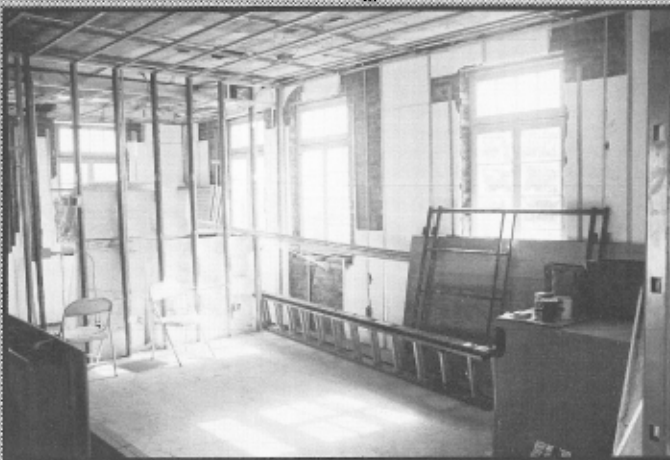
First floor main display area, looking south, September, 1993. This photo shows our passenger car mock up to the right, general display area to the left, and our new gift shop at the rear of the photo.



First floor main display area, looking northeast, June, 1993



Frisco Transportation Company display area, July, 1993.



First floor main display area, looking northeast, July, 1993.



Frisco Transportation Company display area, September, 1993. The FTC was the truck and bus subsidiary line of the Frisco railroad.



First floor main display area, looking northeast, September, 1993. Our new museum has on display over 2,000 items of Frisco and Frisco related memorabilia, representing a wide range of operations, equipment, and services.

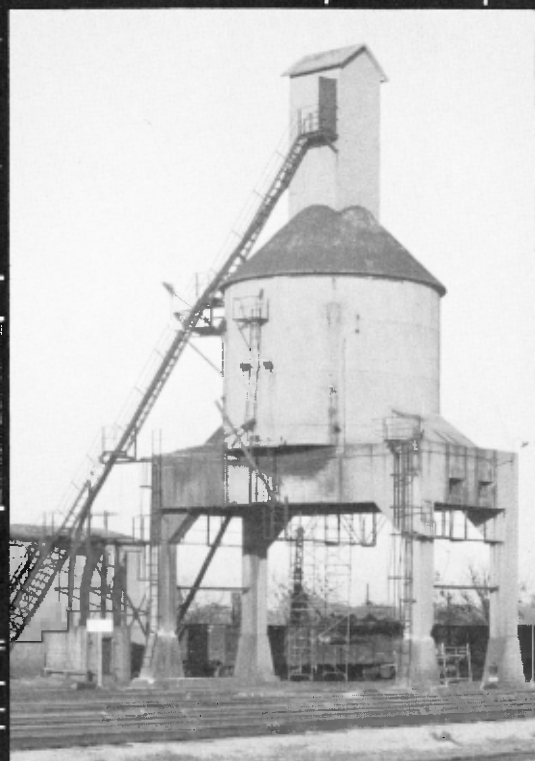


Relive the excitement of being a locomotive engineer while ringing the authentic brass Frisco locomotive bell, on display in our new museum.

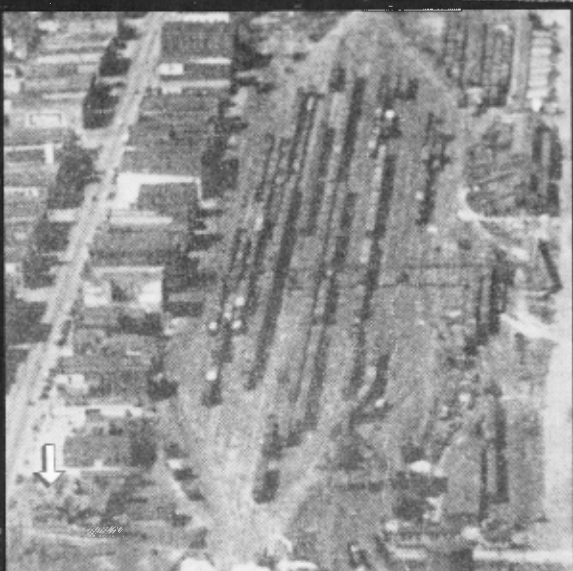
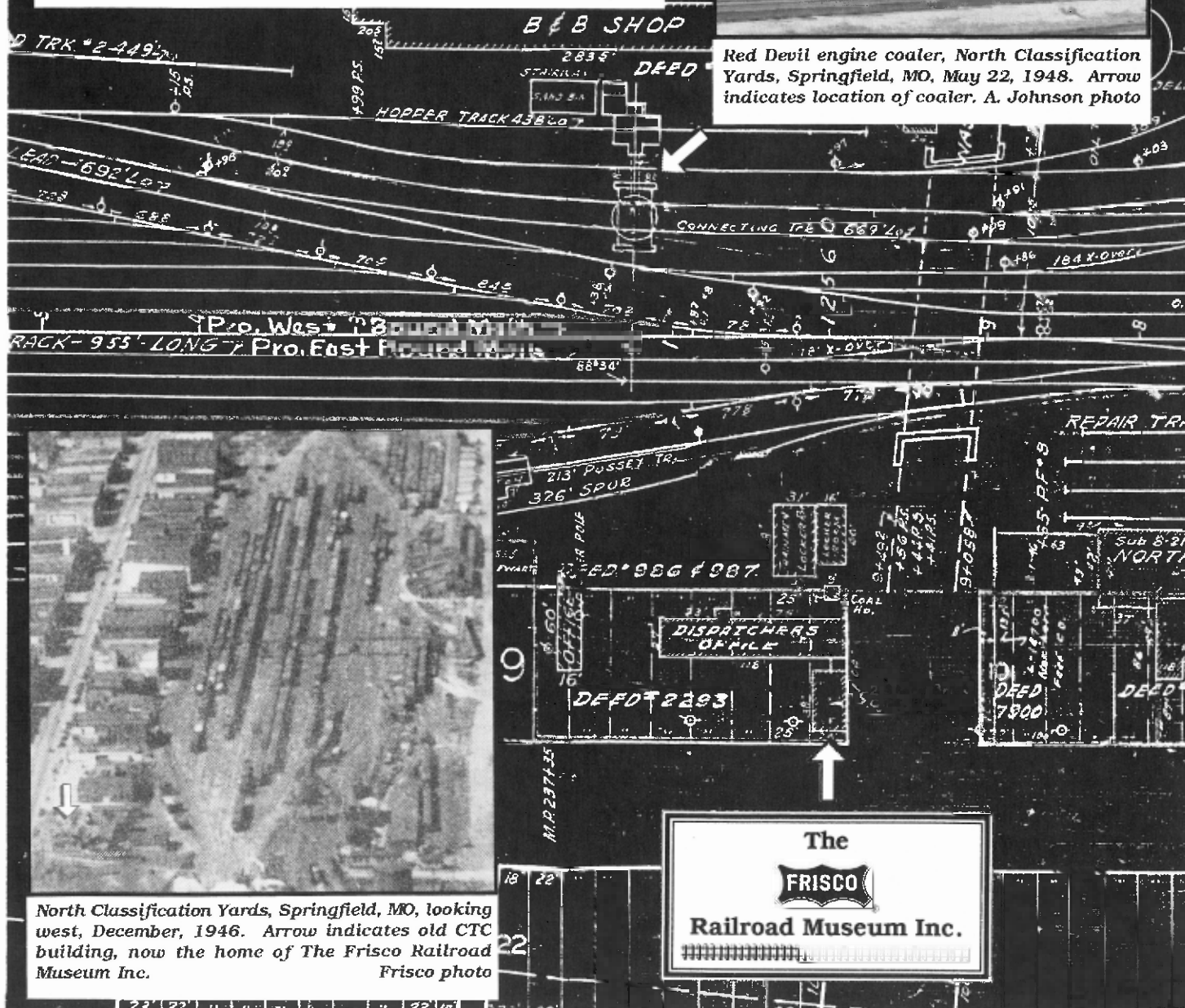
NTON



North Classification Yards, Springfield, MO, looking southeast December, 1946. Arrow indicates old CTC building, now the home of The Frisco Railroad Museum Inc. Frisco photo



Red Devil engine coaler, North Classification Yards, Springfield, MO, May 22, 1948. Arrow indicates location of coaler. A. Johnson photo

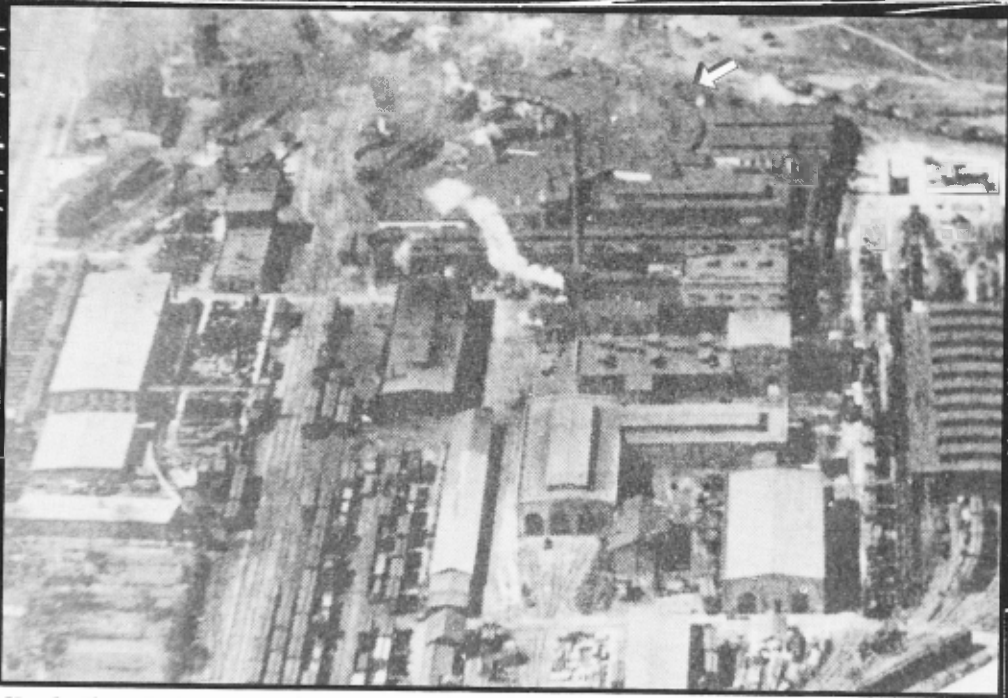
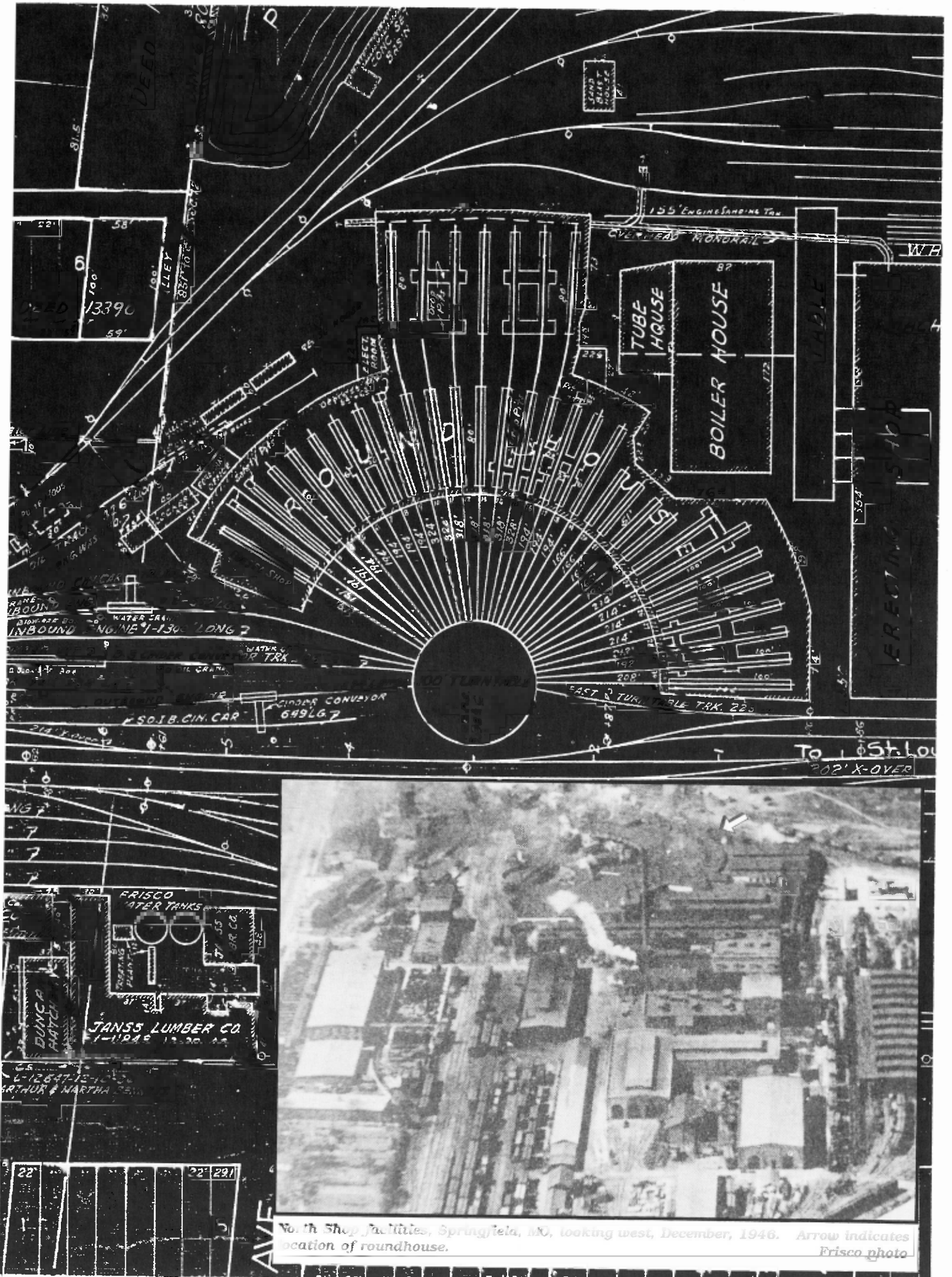


North Classification Yards, Springfield, MO, looking west, December, 1946. Arrow indicates old CTC building, now the home of The Frisco Railroad Museum Inc. Frisco photo

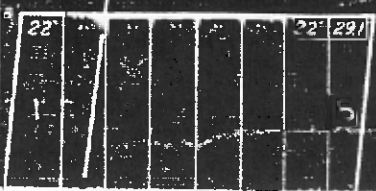
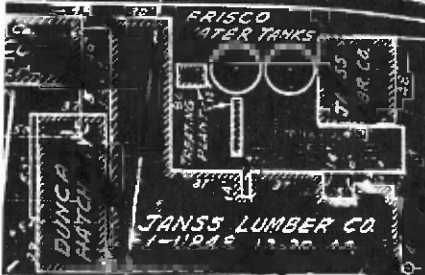
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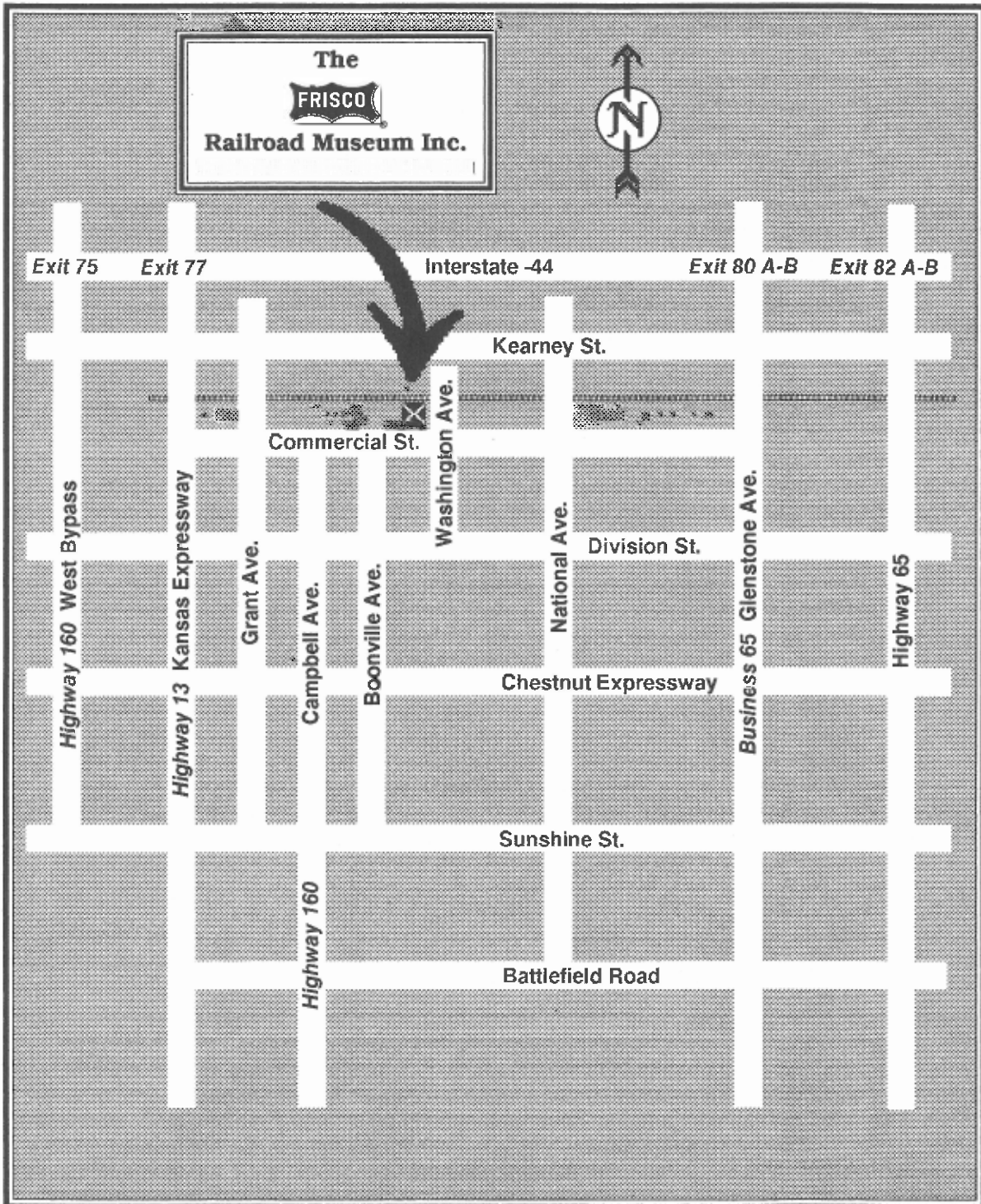
North Shop facilities, Springfield, MO, looking west, December, 1946. Arrow indicates location of roundhouse. Frisco photo

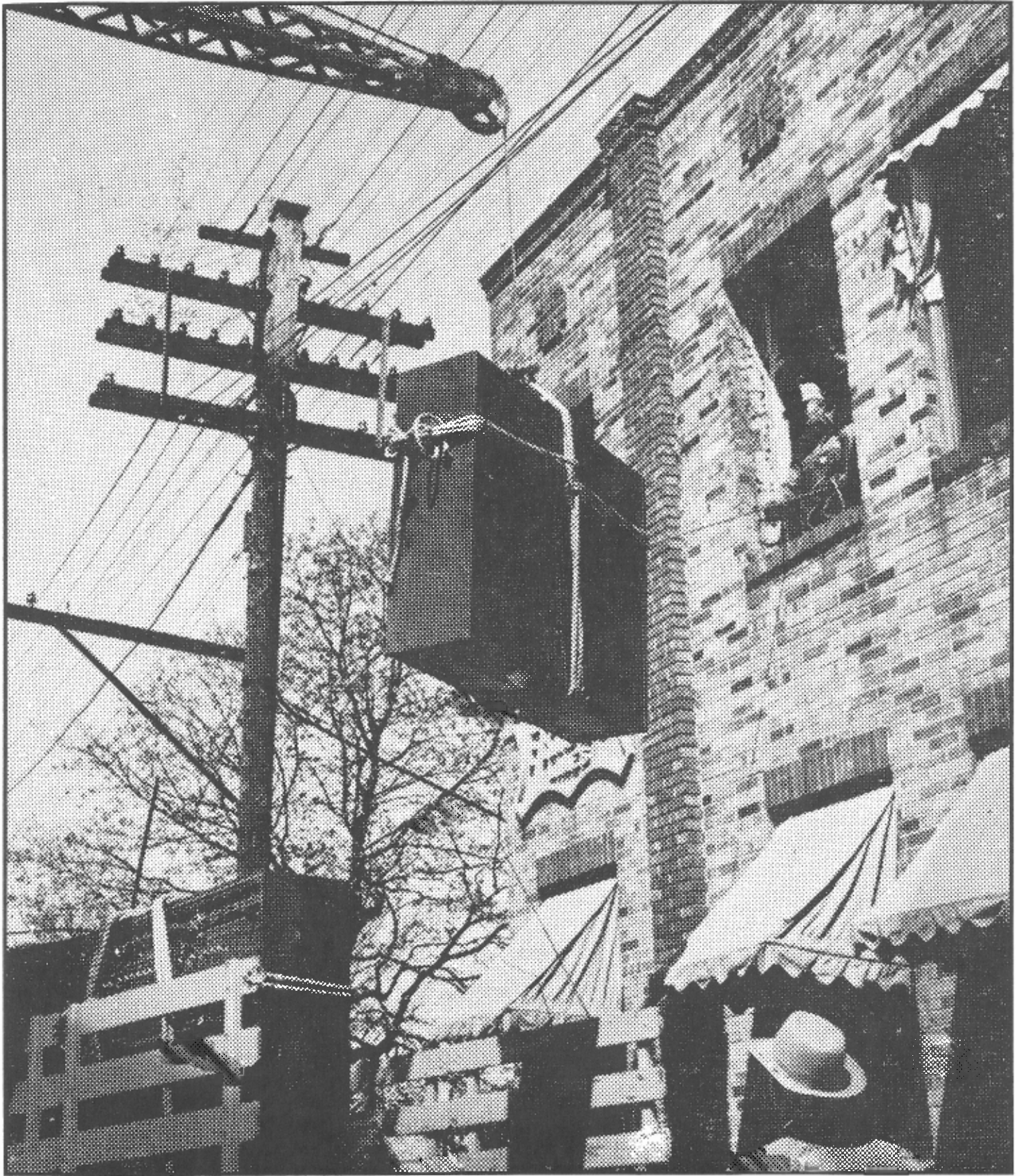


The Frisco Railroad Museum Inc.

543 E. Commercial St.
Springfield, MO 65803

Location of new Springfield facility





The hundreds of feet of wire and the dozens of relays in even the simplest Centralized Traffic Control Board makes moving it an almost insurmountable problem. When men of Frisco's Communications and Signals Department were faced with the job of relocating three of them from the old Eastern Division Building (site of new museum) in Springfield to the new office building at the West Yard there, April 26 (1950) however, they solved it with ease. So reported the May, 1950, issue of the All Aboard newspaper which included the above photo of the C & S department removing a C.T.C. board through the front second floor window of our new museum building.

Steam To Springfield

The Ride of a Lifetime!

By
Vince Griesemer

Crew call is for 5:30 a.m. The walk-up call from the motel front desk comes as planned at 4:00 a.m. My brother and I shake ourselves awake, dress, and pack the few items we have out after our arrival the night before. We're in St. Louis. He drove up from Springfield the night before to meet my flight from Denver to rendezvous for the trip of a lifetime. Today, we are going to ride the cab of a 1925 Baldwin 4-8-2 on a trip down the former Frisco, now Burlington Northern, mainline to Springfield, Missouri.

The steam engine, Frisco 1522, is owned by the National Museum of Transport in St. Louis and is operated under lease by the St. Louis Steam Train Association. This group of dedicated volunteers worked over a period of three years to bring back to life one of the Frisco's finest passenger class Mountain type steam engines. The excursion planned for this weekend is to run 1522 to Springfield for the Grand Opening of the new Frisco Railroad Museum's Springfield facility. My brother Louis and I are both supporters of the museum and he has arranged to sponsor the trip through his quarry business, Griesemer Stone Company. As sponsors, we have been invited along for the ride.

We grab a cup of coffee and a quick breakfast before heading out to Lindenwood Yards. Louis has scouted the route the night before so we know how to get to the private car track where our train is waiting. The early morning sky is just starting to brighten and we can see low heavy clouds that are obviously threatening rain. I had been hoping for a quick moving front to move a large moisture system to the East. Now I change my hopes for



drier weather as our train moves West since it looks like St. Louis is going to get yet another soaking in a record setting flooded year.

When we arrive, 1522 is sitting at the head end of a short train consisting of 1522's tender and extra water car, a baggage car that carries support equipment, and a combination baggage and crew dormitory that carries more support equipment and has sleeping compartments for the crew. The last car is the Chouteau Club, a private car lounge diner that often accompanies 1522 and adds a touch of class and comfort as a place to eat and relax for the crew and any guests.

There are some rain drops to dodge as we climb on board the Chouteau Club and find a place to stash our overnight bags. Bob Meier, Vice-president of the St. Louis Steam Train Association, greets us and introduces us to other members of the crew. For the first leg of our trip, 1522 will be under the capable control of Don Wirth, an experienced engineer and HO scale model railroader. We have to wait for a BN pilot engineer and conductor before moving. Our early start was planned so we could beat a freight out of town and not have to follow it to Springfield. Everyone is anxious to get along.

I win the draw for who gets the first turn in the engine cab. Before climbing on board, I glance at 1522's running gear and listen to

the hiss of the pop valves and chuff of the air compressor. Steam engines are fascinating to me because as machines, they seem to be built inside out. All of the interesting working gear is fully visible. On engines like 1522, it is all so massive. I climb up into the engine and join Don and Bob Meier. Willie Lazier, our fireman, has been continuously busy all this time keeping 1522 at full steam with a full boiler.

Our BN crew arrives. Our first move will be to hook up to some freight cars to give us braking capacity and tonnage for 1522 to work against. Burlington Northern, while not hostile to steam excursions, is not very receptive to hosting railfan and passenger excursions. Our trip will be a freight run except for the crew. We are lucky in that our consist even looks like a steam era train. We have a string of old gons, a 40 foot box car, and a couple of hoppers. The only car that doesn't fit is a green whale of a BN cylindrical hopper. We even have a caboose! The BN conductor had a *FRED* to hook up to the end car but the mounting hole on the coupler of the caboose was plugged. After determining that the air pressure fittings and lights on the caboose still worked, he decides that our caboose will make a fine *FRED*. It is starting to rain.

We make a hook and test the air. We're ready to go but by now a long string of triple auto racks is rolling out of the yard behind a group of ATSF run through diesels. This freight is headed down the River Division to Memphis. Not long after the freight clears the yard ladder tracks, we get the word from the dispatcher, "*High Ball 1522, Extra 63!*"

My seat in the cab is a short

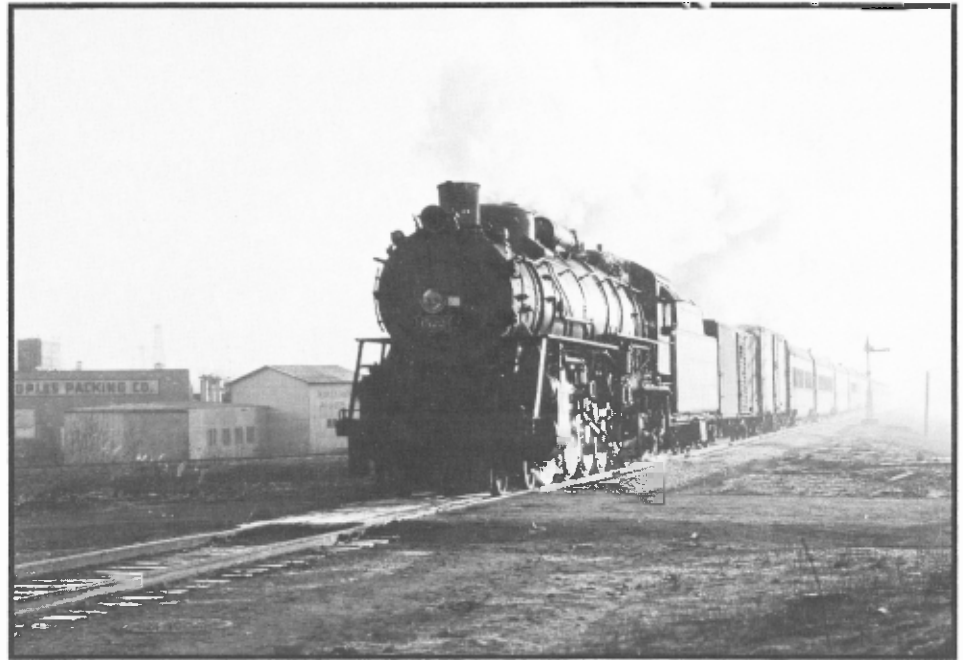
bench on the front of the oil tank on the tender. I try to absorb everything that's going on around me. This is a real steam engine running on a real railroad. It certainly is loud enough. The stack bark echoes off the industrial buildings along the tracks as 1522 climbs a short grade just outside the yard. The bridge plate between the locomotive and tender is under my feet and is in constant motion as the engine rocks along down the track. Everything seems to be hot. The gloves I brought and the ear plugs I got from the crew are necessary equipment. My safety glasses are needed when we sand the flues.

Blasting out of town on the westbound lead, we start picking up speed. It's hard to see forward from my seat but there is room to stand and peek out over the fireman's side. I try to listen to radio exchanges between our crew and the dispatcher. Mostly, I try to stay out of the way. It's raining harder now and we shut the vent in the roof of the engine cab.

Our orders for the trip include a long list of slow orders at various mileposts along the track ahead. The first section of 10 m.p.h. running is just ahead. There are some radio exchanges and we slow to a stop. We wait. We've barely made five miles when the dispatcher gives us the first bad news of the day.

A washout has been reported just ahead of us on the westbound lead. The Lindenwood dispatcher is trying to arrange for a switcher to take some loads of ballast out to the section crew to stabilize the track. After a long wait we get word that they've realized that they have sent the ballast cars they need out with our train and now they want them back. Our orders now are to return to the yard so the hoppers can be switched out of our train. Luckily there are no grade crossings behind us that we'd have to flag through as we make our backup move.

The railfans strung along Interstate 44 parallel to the tracks are scratching their heads trying to



Frisco 1522 pulls a consists of heavy weight passenger equipment, circa 1945.
Frisco photo

figure out what's going on. This trip was not publicized but nobody can run a steam engine down a mainline without drawing an audience. Even in the now pouring rain, there are people waving and taking pictures at every place the track nears a road or parking lot.

Back in the yard, we cut away from our freight cars behind the lounge car. We pull forward and move back into an available yard track. More hurry up and wait. The BN pilot engineer speculates whether he'll go dead on the hogger law before we get to our crew change point at Newburg. After a while the switcher arrives, pulls the ballast cars out of our train and heads out the westbound lead with hoppers in tow.

We hook to our train and get ready to go again. Now there is a delay while we wait for a track warrant to go out the eastbound lead. We have time to pay a visit to the Chouteau Club and grab lunch. Our train is now six hours late.

Finally the pilot engineer comes out of the yard office waving our new orders. We get the high ball again and head out of the yard, this time on the eastbound lead. When we roll past our previous stopping point, everyone in the cab exchanges

thumbs up and agrees that this is more like it. We slow briefly as we pass the track gang working on the washout on the westbound lead. Some rocks and mud have slid down an embankment and part of the roadbed shows some gullies. It is still raining.

Rolling through the suburbs of St. Louis, we do a lot of whistling at grade crossings. Two longs, a short, and a long with Don Wirth's special signature at the end. There are still lots of railfans at the crossings even though it is continuing to rain hard.

Our tracks start to parallel another pair of mainline tracks to the north, the Union Pacific (*former Missouri Pacific*) line to Kansas City. Our double track runs to Pacific, Missouri, the original terminus of the Pacific Railroad, which was the ancestor to both the Frisco and the Missouri Pacific. The Frisco and MP shared this line until the Frisco built its own line into St. Louis to avoid paying for trackage rights.

Beneath the bridges we cross, the creeks are running bank full and muddy. As we roll into Pacific there is an increase in radio traffic. We're supposed to meet an eastbound Santa Fe freight at Pacific and we slow to a stop at the signal guarding the start of the single track.

Santa Fe has been using this line for run through freights to St. Louis from its connection to the Frisco lines at Avard, Oklahoma. As we wait, the bad news starts to trickle in.

The Santa Fe freight has been stopped on the mainline by a section crew that has spotted a washout between us and the freight. We're in the Meramec River valley and the river is obviously running above flood stage. The news the day before had been all about the Amtrak wreck on the Mobile Bay Bridge. Nobody on 1522 is very interested in going swimming with a steam engine and we're all glad that the track crew found the washout instead of us.

The dispatcher at Lindenwood keeps us on hold while she talks to the section crew about options to clear the mainline. She calls 1522 and asks if its possible to back a steam engine all the way back to St. Louis. The pilot engineer isn't optimistic about flagging all of those grade crossings. Off the radio, the crew talks about moving 1522 to the rear of the train and using the light on the tender as a headlight for the backup move. Its starting to sound like our only options are to backup or store the train at Pacific until the line can be reopened.

A more immediate problem surfaces though when the 1522 crew determines that with all the delays, 1522 may not have enough water to make it back to St. Louis or to the planned watering stop at Newburg. A search party is sent out to find the nearest fire hydrant.

A hydrant is found nearby but it is on the other side of the Union Pacific tracks and across a small creek. We discuss alternatives of moving the engine to a more convenient hydrant. There are enough fire hoses in the equipment car to reach the nearby hydrant so we break out picks and shovels to dig the ballast from between the ties so we can pass the hose under the rails of the UP tracks. A rope is used to pull the hose across the creek. With many hands helping out, we soon have the hoses hooked up and

the water pouring into the tender.

While all this is going on, we notice that we are attracting a crowd of spectators. It's a half mile to a grade crossing but there is a constant stream of people walking down the track to see this visitor from the past. The St. Louis Steam Train members are a resourceful bunch and have hung a souvenir sign at the door of the baggage car. You have to sell a lot of T-shirts to keep a steam engine running. There are also free visits to the engine cab for kids with photo opportunities for their parents.

It all gets a little nerve wracking when a UP ballast train cruises through on the parallel set of tracks. We had passed several stopped UP trains and its obvious that high water has closed down the UP line to Kansas City. All available track material is getting sent to the section crews. Its a good thing we took the time to run our hoses under the rails.

I climb into the crew car to listen to the radio traffic and to get the latest news from our BN pilot crew. The rain has let up but our problems continue to pour down. The hours of service law has hit our BN crew. They are getting instructions on where to meet the

van that will take them to Springfield where they're needed for crew assignments after a required rest. Without a crew, it looks like our only option is to store the train at Pacific until the line can be opened.

Then the radio crackles to life with exchanges between the dispatcher, the Santa Fe freight crew, and someone on the ground that is helping to flag the train back into Rook siding. I hear someone in the crew car exclaim, "That's Dischinger, what's he doing there?"

Pretty soon, the explanation starts to trickle in. Charlie Dischinger, an SLSTA member, BN engineer, HO scale modeler and Master Modeler #186 has been able to reach the section crew at the washout and coordinate their plans with the dispatcher and crews of the Santa Fe freight and 1522. The road into the area around Rook was reported flooded, but somehow he got his Ford Explorer through. His first step was to help get the Santa Fe freight into the hole at Rook.

Through Charlie, we hear that the section crew plans to move the track at the washout over a couple of feet to get it over the stable part of the fill. They think that can stabilize things enough to get us through. Charlie has gotten word



Frisco 1522 waits patiently at Pacific, MO, for the line ahead to be clear. September 23, 1993. Vince Griesemer photo

to the dispatcher in time and when the van arrives to take our old pilot crew, a new crew is on board to take their place.

All of this starts to sound too good to be true and the last thing I expect happens when I'm told to get back in the engine cab because we're getting ready to go.

This time my brother Louis and I are in the cab. We learn that the plan is to proceed up the track to the area of the washout and then move at "walking speed" past the washout. It is getting close to sunset and we're hoping that we can get there while there is still enough light to be able to get a good look at the track. I have a hard time not thinking about what it might be like to jump from a steam engine.

We get a clear signal to enter the single track beyond Pacific. 1522 leans into the lead and we steam out of town. It is several miles of running to where the section crew is waiting and we count down the distance using the milepost markers. We're in the Meramec River bottom and there is flood water on both sides of the track. We cross the river on a truss bridge and look down nervously at the swollen, muddy river that is much too close to the bridge girders for comfort.

Before long, we spot the section crew ahead on the fill. Per instructions, 1522 is running at a crawl. Each chuff from the cylinders echoes in the trees on either side of the embankment. Our crew strains to get a good look at the track ahead. As we get closer, we can see a big gash on the right side that comes right up to the new ballast on a short section of track. As we roll slowly past, the section crew watches for any signs of the track bed giving way.

We made it! Once the rest of our train clears the washout, we start to pick up a little speed. Our next obstacle will be to pass the dead Santa Fe freight that is in the clear at Rook siding.

The CTC controls at Rook have been disabled because of some flood related damage. To get through the OS section, we will have to

override the switches at either end. As we arrive at East Rook, our pilot engineer gets ready to climb down with his switch key and unlock the switch. The engines for the Santa Fe freight are sitting just clear of the switch and are dark and apparently lifeless. After setting the switch for the main, the override procedure requires 1522 to stop on the switch while our pilot engineer resets the manual control and returns the switch to CTC control. He climbs back on board and we drift down to West Rook where the procedure is repeated.

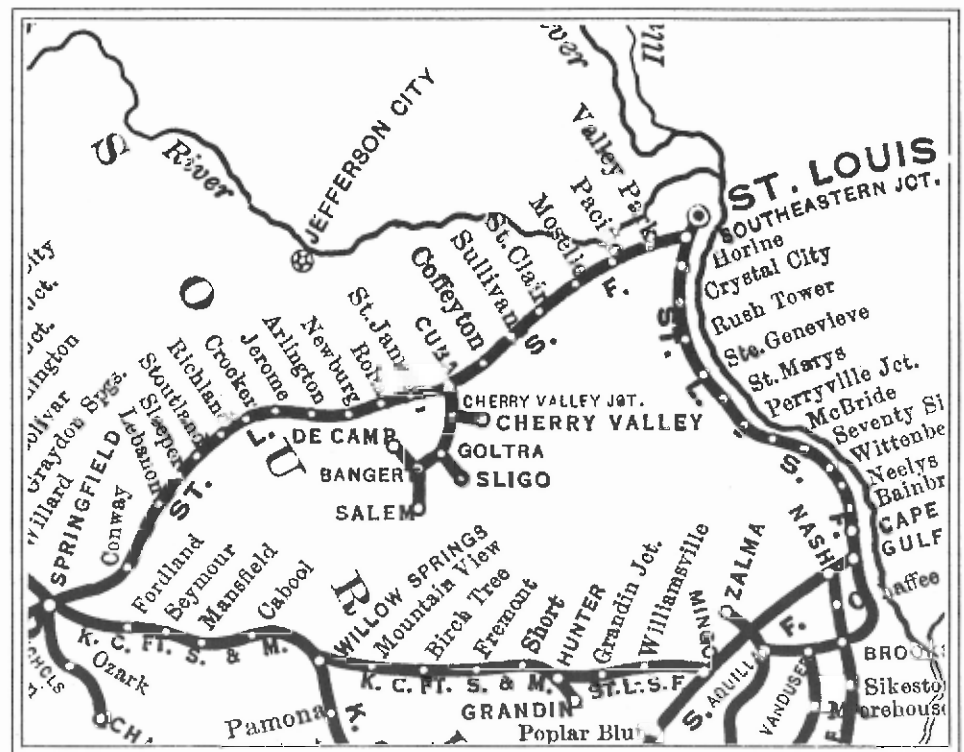
Once past Rook, we have no more slow orders. We start to pick up speed and the green target at the next block signal confirms a clear track ahead. Don and Willie call "Clear Block!" to each other across the cab.

The sun has set and it is getting very dark because of the overcast. When we pass through a narrow cut, I can see the flash of the reflection from 1522's firebox against the rock walls. As the track starts to straighten out, Don pulls back on the throttle. Soon he has 1522 rolling along at track speed and from my position behind him I can see the speedometer needle creeping up to 60 m.p.h.

My brother and I grin at each other. This is quite a ride! Built for passenger service, 1522's running gear is balanced for 60 m.p.h. running. The ride seems to smooth out as we reach that speed. We watch the track ahead and notice the block signals wick from green to red as they flash by the engine. We quickly roll past town after town, whistling for the grade crossings in St. Clair, Stanton, Sullivan, and Leasburg.

All too soon, we start to slow up for our arrival in Cuba, Missouri. This is a planned crew change point for the steam engine crew. It is also someone else's turn to ride in the cab, so after the train stops, my brother and I head back to the lounge car to grab a late dinner.

The Frisco mainline from St. Louis to Springfield is a roller coaster through the hills of Central Missouri. Even with all the ups and downs, the grades were kept to a minimum except where the line dips down into the valley of the Gasconade and Little Piney rivers. Here is where you find the 1.5% ruling grades on the route with Rolla hill on the east and a ten mile run up Dixon hill on the west. As we leave Cuba, I position myself at the door of the crew car so I can watch



the show when 1522 attacks Dixon hill.

After we pass Rolla, we roll down the long grade into Newburg. Once a center of activity for helpers on the grades heading either way out of town, Newburg is now a much quieter town. It still hosts the switching activity down the branch line to the U.S. Army base at Ft. Leonard Wood. It is also our watering stop and we break out the fire hoses again to fill 1522's tender and auxiliary water car.

Not long after we steam out of Newburg, the show begins on the long march up Dixon hill. Even with our short train, this will be a good challenge for 1522. The engine throws up a tall stack plume and the noise is still deafening even two cars back in the crew car. 1522 maintains track speed all the way up the hill but it still takes a while to cover the ten miles. We know that we've reached the summit when the stack talk tapers off at the top of the grade.

It's now after midnight and I've been awake since four in the morning. There is a vacant spot on a couch in the lounge car and I settle in to try and catch some sleep.

In what seems like minutes, I'm awakened by a crash. The coffee pot in the lounge car has managed to work its way off the counter and is now in pieces on the floor. It is obvious from the rocking motion and clickety-clack of the wheels that we are moving over a stretch of jointed rail. I glance at my watch and notice that I've slept for an hour. That's enough, it time to watch the show again.

Back in the crew car, I can get a good view of 1522 and the track ahead. We pass a whistle post with a W5 on it and soon we're roaring through Lebanon, Missouri. Our engineer keeps the whistle screaming as we speed through five closely spaced grade crossings.

By early morning, we are rolling along parallel to Interstate 44 again. This time there are no railfans, only semis with drivers who wonder whether the apparition they're seeing is a real or a side effect of their No-Doze. On the outskirts of Springfield we pass Wally siding and the limestone piles at Griesemer Stone. Pretty soon, we start to slow down as we approach Teed Junction where the mainline to Memphis joins our route.

The city not awake yet as we roll past North Yard and the old CTC building on Commercial St. This is the site of the new Frisco Railroad Museum Springfield facility. The CTC building was provided by the Burlington Northern and has been refurbished to serve as temporary housing for the museum displays and archives. Long term plans call for a new larger building that will have the bottom floor dedicated to displays and the top floor reserved for model railroads of the Frisco in HO, N, and O scales. After the new building is completed, the CTC building will be used for the museum offices and archives. A restored Frisco caboose is already sitting our front.

Out train rolls to a stop before entering the main yard. Some of the crew will remain behind to turn the train and move it to the track just behind the Frisco Museum. This is the end of the trip for my brother and me so we catch a ride to where he's left a car. Our last action before heading home for a bed is to drop some of the 1522 crew off at the BN crew hotel.

We made it! Although the rain tried to damped the museum



Visitors of all ages stand in line awaiting a peek into the cab of 1522

grand opening festivities on the week-end, having 1522 parked next to the museum resulted in a steady stream of visitors. Overall, the museum had a successful opening celebration due in part to the extra efforts of the railroaders that made sure Frisco 1522 could steam to Springfield.

EPILOGUE:

The original plan called for me to ride 1522 back to St. Louis on the following Monday. That weekend

another seven inches of rain fell in Central Missouri. We got final word Sunday night. The line to St. Louis was closed because of washouts and high water. 1522 would have to stay in Springfield for at least a week.

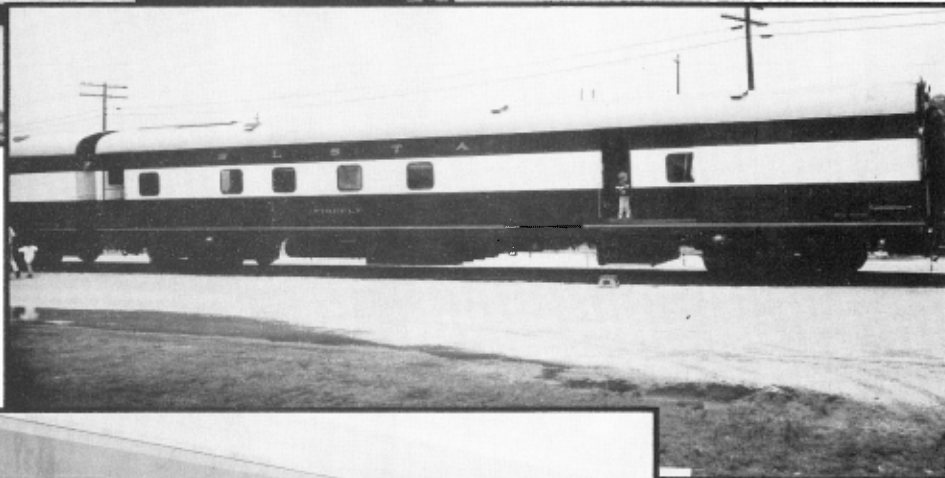
Since my plane ticket back to Denver was for St. Louis, my best alternative was to rent a car and drive back so on Monday I headed up I-44. When I got to the Newburg area, the interstate had just reopened after being closed due to high water. The Big Piney river was out of its banks

and had flooded the valley. I could see the Frisco line from the highway and the tracks were under water in places. A set of hopper cars was parked on the truss bridge across the river to stabilize it. No trains would be passing through here for a while.

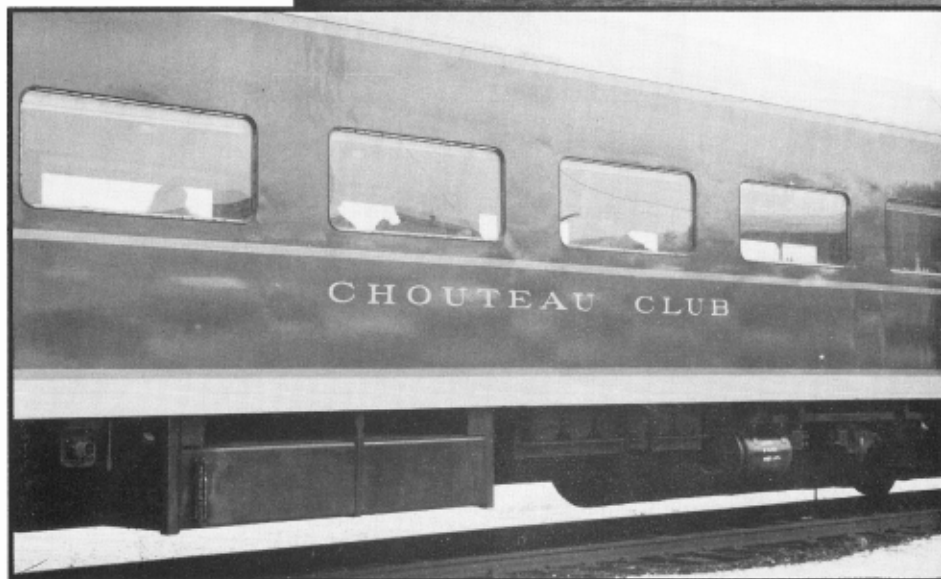
Back in Colorado the next weekend, I called my brother to get a status report on whether 1522 had returned to St. Louis. He told me the railroad had been reopened and 1522 had made its return trip that Sunday. Much to my regret, I wasn't on it. ☹️



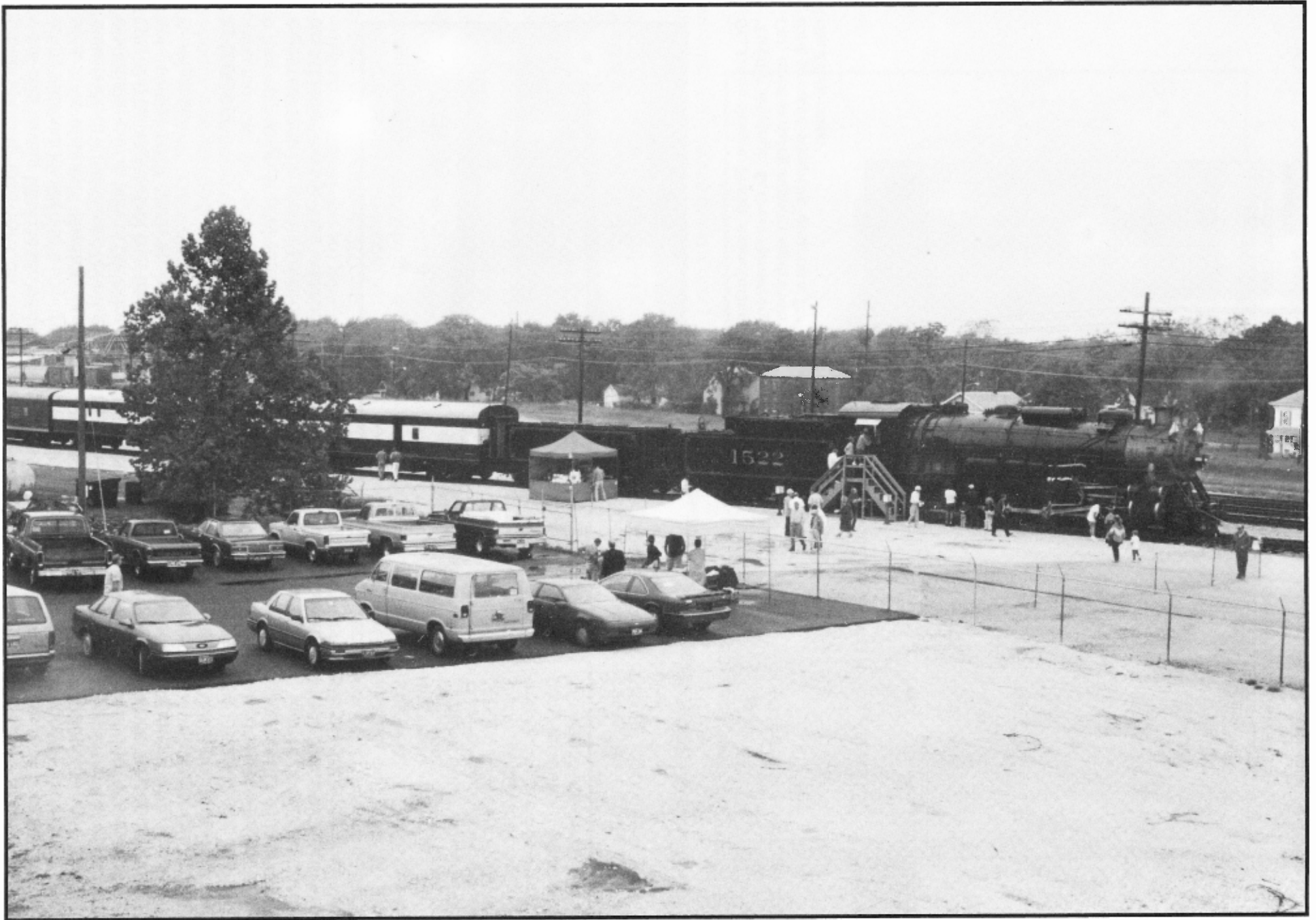
St. Louis Steam Train Association "Black Gold" Baggage Car, used to carry support equipment for the 1522.



St. Louis Steam Train Association "Firefly" Baggage & Crew Dormitory Car, used to carry support equipment and provide sleeping quarters for the 1522 crew.



"Chouteau Club" Lounge-Diner owned and operated by Daniel & Janice Maguire.



Frisco 1522 with consists, on display at The Frisco Railroad Museum Inc., Springfield, MO, September 25, 1993. Ken Talent photo