

FRISCO

All Aboard

FRISCO

January-February

1994





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Tuesday thru Saturday
10:00 a.m. to 5:00 p.m.

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All Aboard



VOLUME 9

January-February, 1994

NUMBER 1

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This is the sixth in our series of articles profiling the history of Frisco Business Cars. This installment features the *Springfield* car.

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ABOUT THE COVER

Our cover this issue features a classic Bern Hill painting, commissioned by EMD, showing Frisco E8's as motive power on a passenger consist cutting through Oklahoma oil fields.

FRISCO'S EXECUTIVE FLEET



Frisco Soldier Diner #648, August 2, 1943, Springfield, MO. Frisco photo

EDITOR'S NOTE: *This is the sixth in our series profiling the Frisco's fleet of Business Cars.*

Springfield

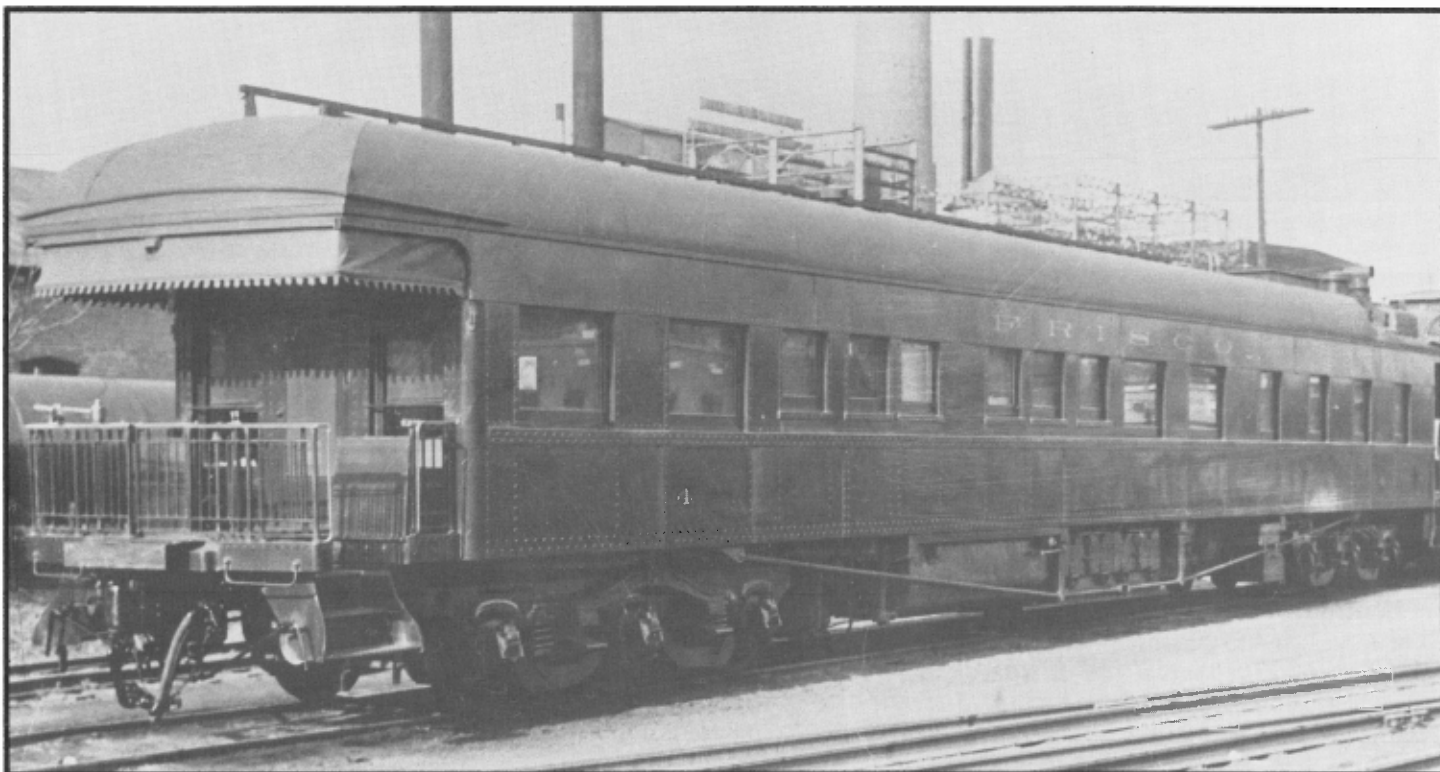
The *Springfield* Business Car was originally built in March, 1912, by the American Car & Foundry Co. as a 79 ft. all steel coach, No. 1089. In July, 1943, it was rebuilt in the Springfield, MO West Coach Shops as Dining Car No. 648, the last in a

series of five (644-648) Zephyr Blue & White Soldier Dinners.

In March, 1948, No. 648 again entered the West Coach facility and emerged as Business Car No. 4. The new executive coach was 82 ft. long, weighed 210,400 lbs., and was equipped with what was now the standard business car arrangement of a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, a secretary's quarters, and observation room on the A end of the car.

The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was a standard Pullman Green with black roof, and gold lettering & details.

When placed in service, No. 4 was assigned to the office of General Manager. In that capacity it served S.J. Frazier, R.J. Stone, L.B. Clary, and L.W. Menk. In the late 1950's, its services, and those of car No. 5, were shared jointly by Assistant General Managers R.C. Grayson and H.H. DeBerry.



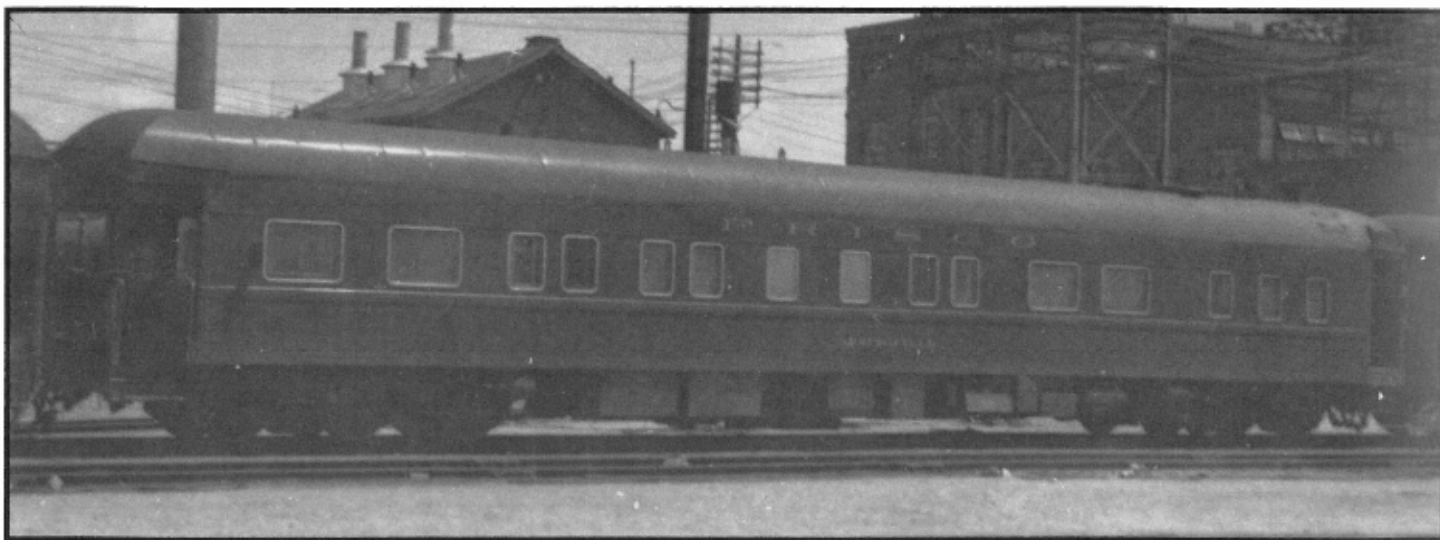
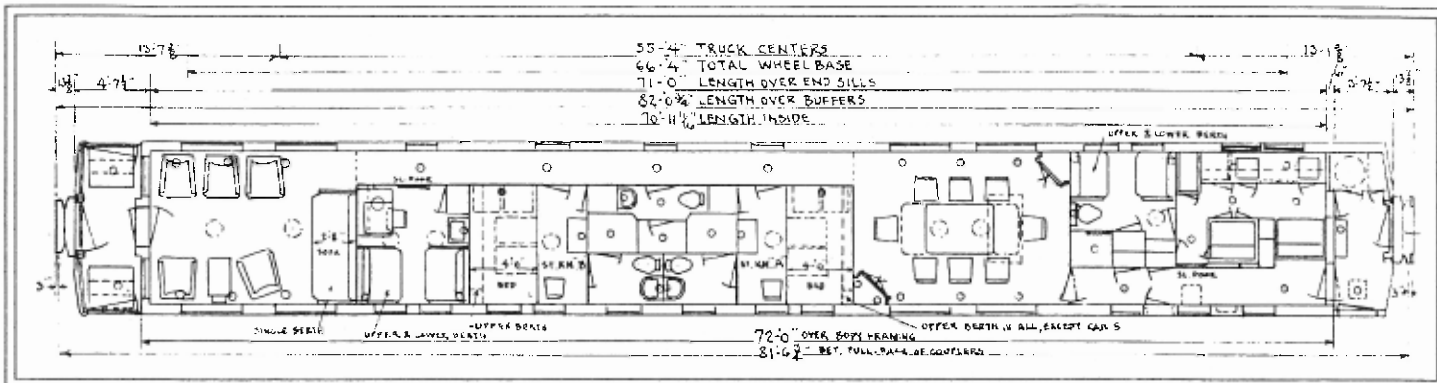
Frisco Business Car #4, Springfield, MO, April 17, 1948. A. Johnson photo

In June, 1954, the number 4 was replaced with the name *Springfield*, the only such name change not made to one of the nine states served by the Frisco. Springfield was chosen because of its central location at the hub of Frisco's operations. In his 1954 memo directing the naming of business cars, R.J. Stone noted that using the name

Springfield would, "necessitate changing the name of present diner 'Springfield.'" Mr. Stone suggested renaming the car the Memphis, which at the time was the name of one of two buffet-sleeper cars. (The other car in the series was the *Pensacola*) Existing records indicate that the old Springfield car was ultimately re-named the Memphis and the Memphis

buffet-sleeper apparently retained that name as well.

In January 1963, the Springfield business car name was replaced with the number 3, and a year later the car was placed in storage at Springfield, MO. In August 1966, the it was sold to a private individual.

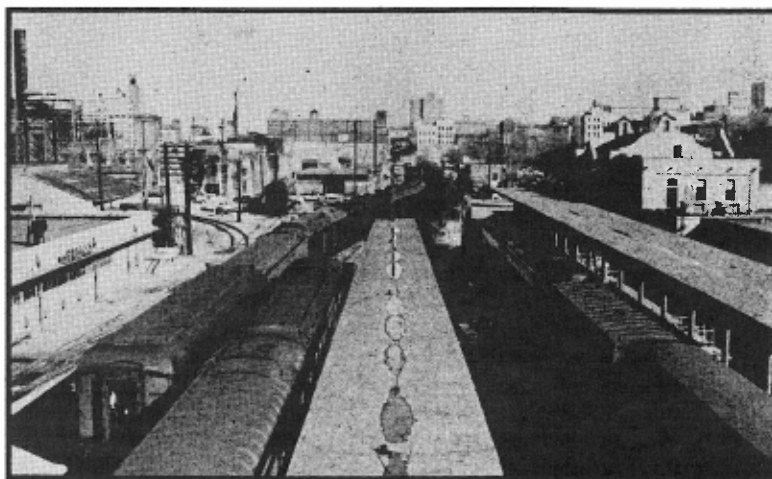


Frisco Business Car Springfield, June 15, 1957, Springfield, MO. Howard Killam photo



ALL ROADS LEAD TO SPRINGFIELD

Springfield's distinction as the hub of Frisco operations is readily apparent in the photo at right. In 1966, when Car Stillwell took it, the Frisco's passenger train fleet consisted of four trains: The *Oklahoman*, trains 1 & 2, St. Louis to Oklahoma City, and the *Southland*, trains 101 & 102, Kansas City to Birmingham. All four trains are shown at Springfield. From left to right, *Oklahoman* 2 & 1 and *Southland* 102 & 101.



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 requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: Can you give me some idea of how the Frisco painted and lettered their diesel passenger locomotives?

ANSWER: Yes, if you're ready for a long answer to a short question!

EDITOR'S NOTE: *This edition of the MAIL CAR is the second of a two part series profiling the various paint & lettering schemes applied to the Frisco's fleet of diesel passenger locomotives.*

Between February 6 and March 5, 1950, the Frisco took delivery of the first ten units in its new fleet of EMD E8A diesel passenger locomotives, series 2006-2015. Along with three apparent body style modifications from the EA7 units, series 2000-2005 (*air intake grills ran full length of body sides, round side porthole windows, and absence of fluted stainless steel sides*), the new arrivals ushered in a new paint scheme, the first of nine different designs and variations that would ultimately be applied to the fleet.

EDITOR'S NOTE: *The following paint schemes (our numbers) are based on examination of company documents, review of photographic evidence, and the combined research efforts of Bruce Meyer & Robert L. Hundman of Mainline Modeler Magazine, Mike Condren, and the staff of our Frisco Research Service.*

E8PS-1: *Original Series 2006-2015*
This scheme was commonly referred to as the *Cat Whiskers* design. Red Dupont Duco (254-30199) was used



Classic Frisco diesel power, ready for shipment from EMD in E8PS-1 paint scheme, February, 1950. EMD photo, courtesy John J. Wheelihan.

over the entire roof, cab, nose, pilot, rear end, and sides. The anticlimber was painted Dupont Duco Metalli-Chrome (gold) (261-30890) with red risers. The bottom batten strip was consistently painted Metalli-Chrome. The top half of the sideskirt was painted red, while Dupont Aluminum Dulux (166-220) was used for the bottom half of the sideskirt, fuel and water tanks, trucks, sidesteps, and additional underframe-mounted equipment. The red three-inch "F" was placed on the bottom of the batten strip and the two-inch Metalli-Chrome unit numbers were centered on both sides of the end between the bottom rib and bottom of the carbody. Grabirons were painted entirely red while kickplates were stainless steel.

Metalli-Chrome was used around the headlight, over most of the nose door, and for the front stripes. The front striping was 5 1/4 inches wide with 1 3/4 inch spacing between striping. The 27 3/4 inch wide by 14 inch high Frisco medallion without the bottom bar was located on the nose door and centered between the bottom of the door and the bottom of the headlight. All E8's used the same medallion with Dupont Duco Blue (254-34969) background and Dupont Duco White (254-1) lettering and striping.

A 13 inch Metalli-Chrome band was located between, and centered on, the portholes. The 9 inch high Metalli-Chrome **FRISCO** was centered on the bottom panel between the side doors. The 9 inch unit numbers on the bottom rear panels were painted in the same manner on the respective units with the number centered between the batten strips, 40 inches from the rear of the unit.

The script horse names were solid Metalli-Chrome, 9 1/3 inches high, centered approximately 2 1/4 inches beneath the cab window.

It is interesting to note that this scheme was short-lived in its original factory design and probably saw little revenue service.

E8PS-1A:

This scheme is identical to E8PS-1 with one unusual modification. Two company photos (*date & location unknown*), one of which appears to be in revenue service, show unit 2014 with a 1/2 inch white outline stripe on either side of the 13 inch Metalli-Chrome band on the sides. No other outline striping is present.

E8PS-1B:

Before we leave the original gold stripe design scheme, one additional and mysterious modification bears mention. The final seven units in the



Rare photo of Frisco E8A 2013, in E8PS-1 paint scheme, as motive power on nine-car heavyweight consist pulling into the Springfield, MO. depot, August 5, 1950. A. Johnson photo



Two rare photos of Frisco E8A 2014, in E8PS-1A paint scheme variation, date & location unknown. Notice white outline stripe on side bands only. Both units appear to have been in service when photos were taken.

Frisco photos

fleet were delivered with white outline stripes around the gold strips, bands, and lettering, (see E8PS-2), as shown in the 1950's delivery photo of 2016 on page 7. However, a January 16, 1967 (taken less than a month before its retirement) photo of 2016 shows it with gold nose stripes, gold side bands, both with no white outline stripes, and yellow horse name, FRISCO, and unit numbers!

E8PS-2:

Although some might consider this scheme a simple modification of E8PS-1, because it made such a significant change in the appearance

of the units, we have elected to consider it as a separate design. It was identical to E8PS-1 with one exception. The front stripes, bottom side panel stripe, side porthole bands, lettering, and unit numbers were all outlined with a 1/2 inch white stripe. The scheme was applied to the first ten units shortly after delivery. The last seven came from EMD with the front stripes reduced to 4 1/4 inches wide with 1/2 inch wide borders for a total stripe width of 5 1/4 inches. The side bands were reduced to 12 inches with 1/2 inch white trim, and the horse names were outlined with 1/4 inch white borders.

EDITOR'S NOTE: *In the early 1950's, the original fleet of EA7 units, series 2000-2005, were cosmetically rebuilt to match the fleet of E8A's, with paint scheme E8PS-2 applied. See photo of 2005 on page 9.*



Frisco E8A 2016, in E8PS-1B scheme at Birmingham, AL, January 16, 1967. Dennis Conniiff photo.



Awaiting shipment at EMD, Frisco E8A 2016 in factory applied E8PS-2 paint scheme. Circa. 1950. Frisco photo

In the early 1960's, two new paint schemes were proposed and ultimately applied to the fleet of passenger motive power, both of which appear on a November 9, 1962 Locomotive Painting Proposal, shown below.

E8PS-3:

This scheme was identical to E8PS-1 with one major exception. All the stripes, bands, and lettering were changed from Metall-Chrome to yellow, with no outline stripes.

E8PS-3A:

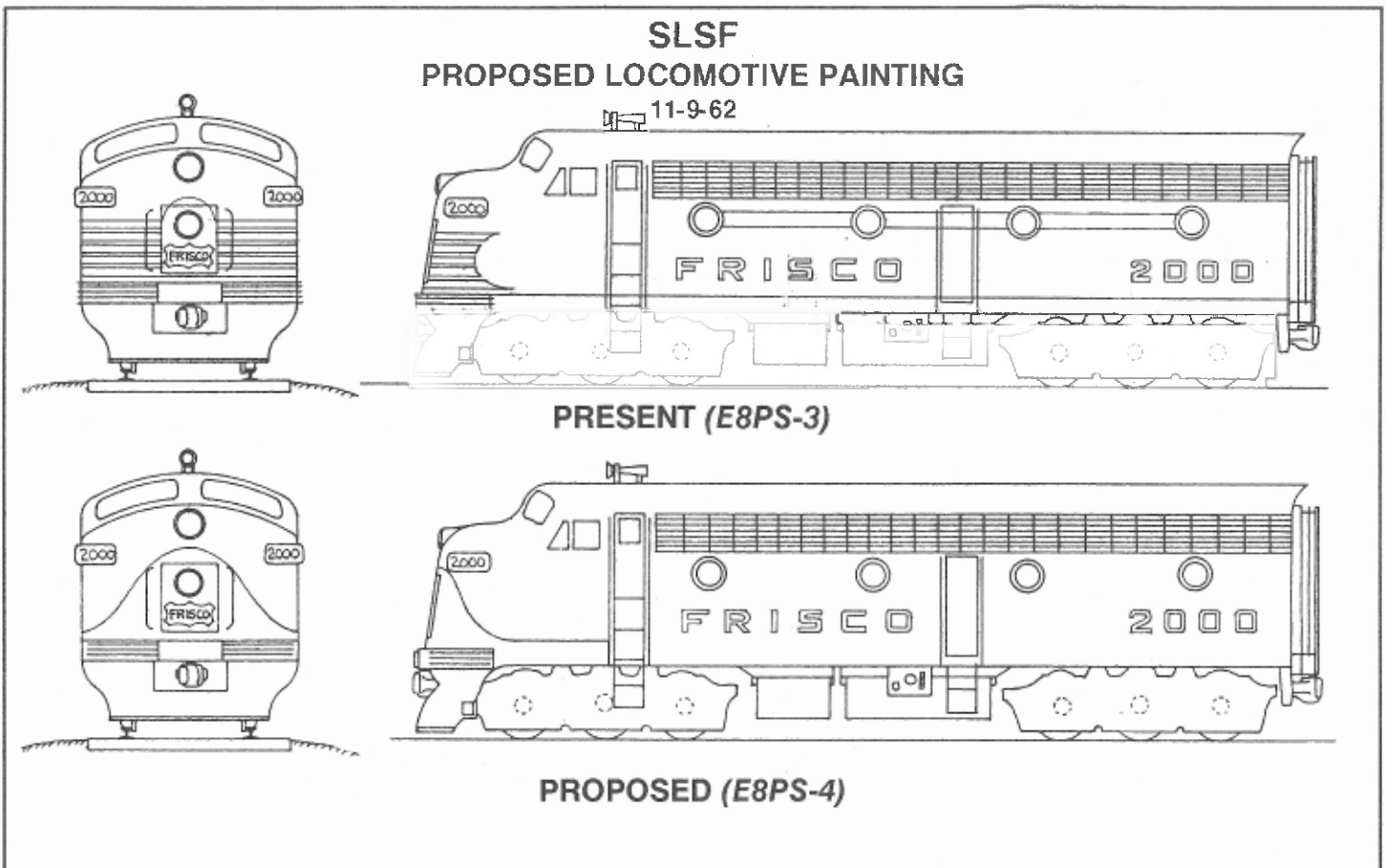
A modification of E8PS-3, this scheme shows the horse name missing from under the cab window in a May 16, 1964 Dennis Conniff photo of 2021, at Birmingham, AL. (See photo on p. 8)

E8PS-3B:

An interesting, possibly one of a kind, May 21, 1961 photo of 2013 at Birmingham, AJ., shows it with yellow side bands, yellow lettering and numbers, but no nose stripes. This modification was apparently short-lived because another Birmingham photo of the same unit shows yellow nose stripes in place. (See photos on page 8)

E8PS-4:

The most austere scheme that was ultimately applied to the fleet was commonly referred to as the *cigar band* design. The front stripes were replaced with a wide yellow band that looped down from just below the top headlight, extending to the cab ladders. Yellow *Scotchlite* patches were added for grade crossing visibility just





Frisco 2005 in E8PS-3 paint scheme, fresh from the Springfield, MO, paint shops, September 17, 1961. A. Johnson photo



Frisco 2021 in E8PS-3A paint scheme, minus horse name under cab window, Birmingham, AL, May 16, 1964. Dennis Conniff photo



Rare photo of Frisco 2013 in E8PS-3B paint scheme, minus nose stripes, Birmingham, AL, May 21, 1961. Dennis Conniff photo



Frisco 2013 in E8PS-3 paint scheme, with nose stripes in place, Birmingham, AL, December 27, 1965. Dennis Conniff photo



Frisco 2006 in E8PS-4 paint scheme, fresh from the Springfield, MO, paint shops, June 2, 1963. A. Johnson photo

above the bottom panels along the side. The numbers and lettering were still in their standard locations and the nose medallion retained its blue & white combination. Absent in this scheme was the horse names under the cab windows.

It should be noted that this scheme was the Frisco's first attempt to achieve some uniformity in their motive power fleet. This same design (black & yellow) was also applied to the EMD and ALCO freight units in service.

EDITOR'S NOTE: *Although not a paint scheme modification, it should be noted that an August 22, 1966 photo of 2020 shows it with black-on-white nose number boards, rather than the standard white-on-black design. According to our records, 2020 was the only unit with this modification.*



Frisco 2020 with black-on-white nose number boards in place, Birmingham, AL, August 22, 1966.

Dennis Conniff photo

E8PS-5:

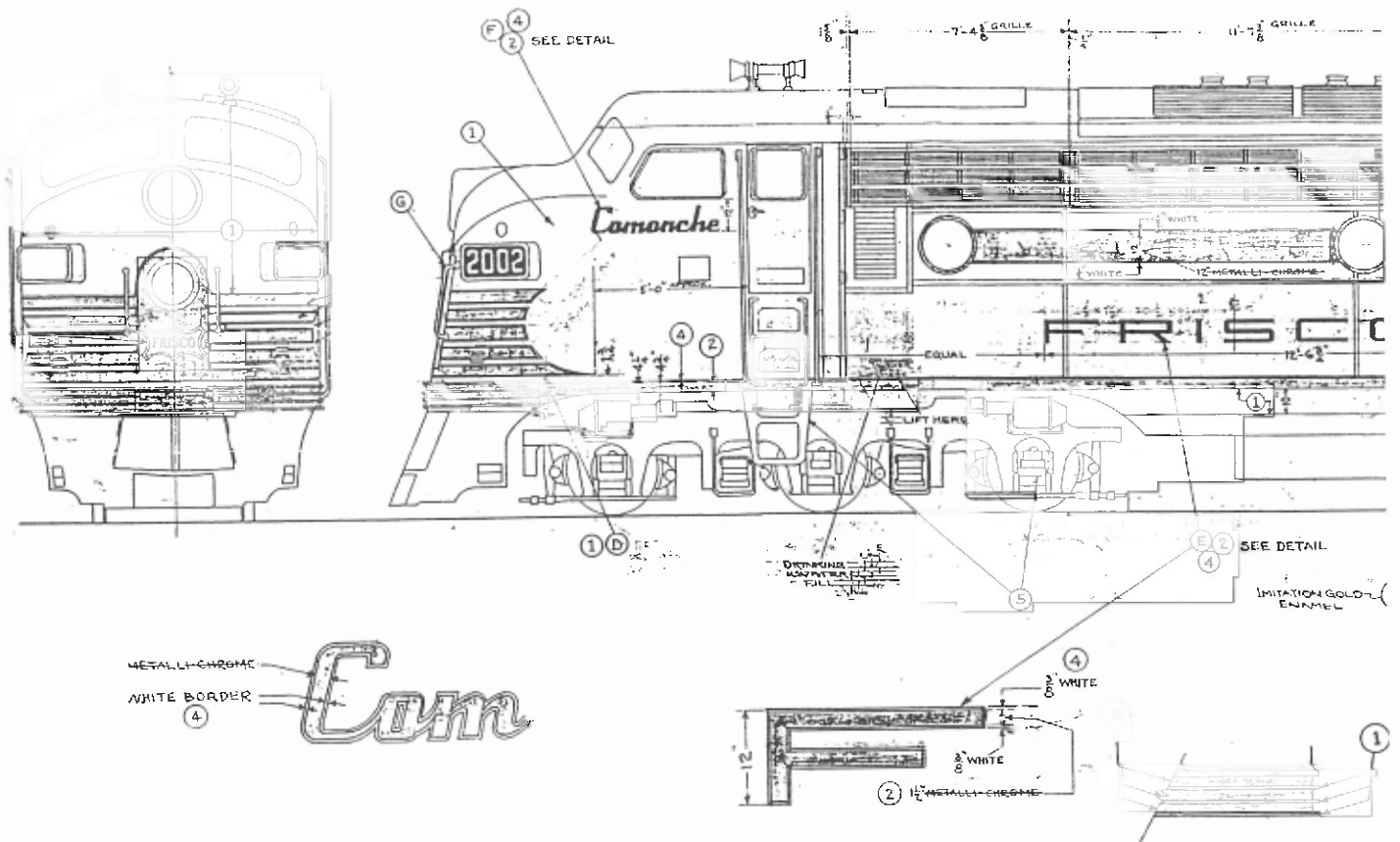
The final livery worn by the fleet of ESA's was the first universal motive power paint scheme adopted by the Frisco. It consisted of a Mandarin Orange (Dupont Lucite Acrylic Enamel 890-960 / Sherwin Williams Kemacrylic Enamel F42 E C3) unit with a white band around the center front and sides. The lettering and numbers were in orange on the white stripe. The Frisco appeared between the front two portholes and the number behind the last porthole. The herald was placed on the nose door as a white outline coonskin with white **FRISCO** against the bottom orange stripe. According to our records, the only units in this scheme were 2017, 2020, and 2022. ☺



*Frisco EA7 2005, rebuilt as E8A, in E8PS-2 paint scheme, fresh from the Springfield, MO, paint shops, May 18, 1950.
Frisco photo*



*Frisco 2020 in E8PS-5 paint scheme, September 1967, Kansas City, MO.
Mike Schafer photo*

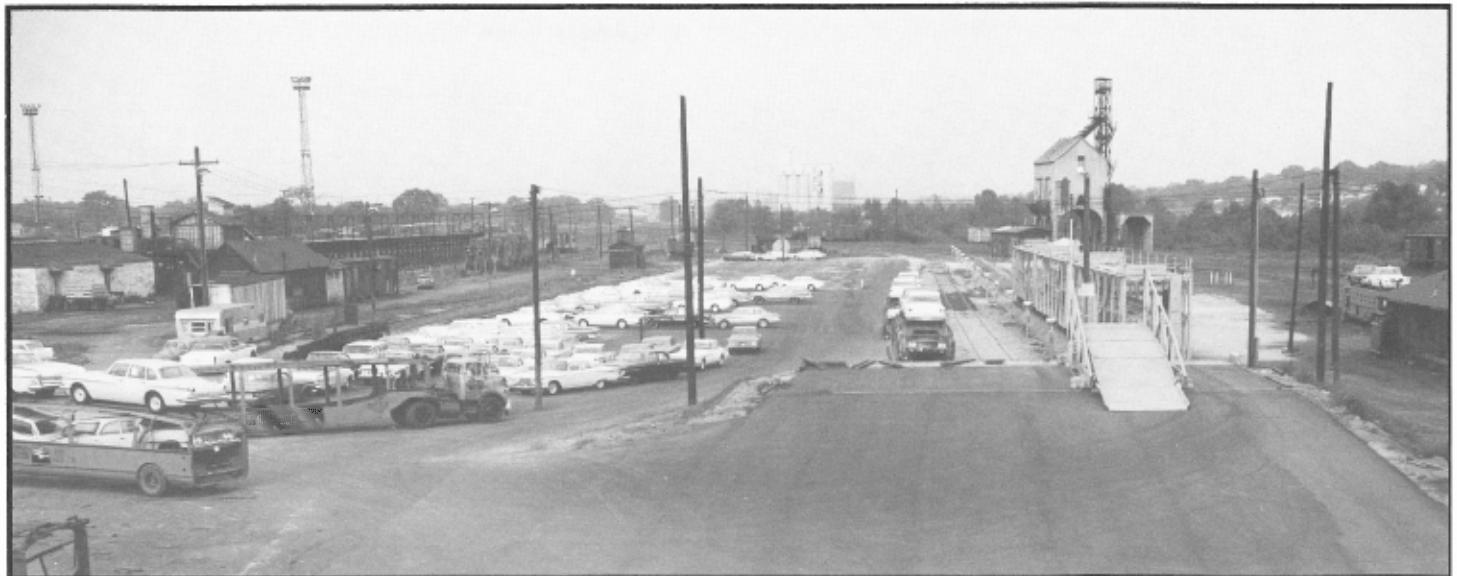
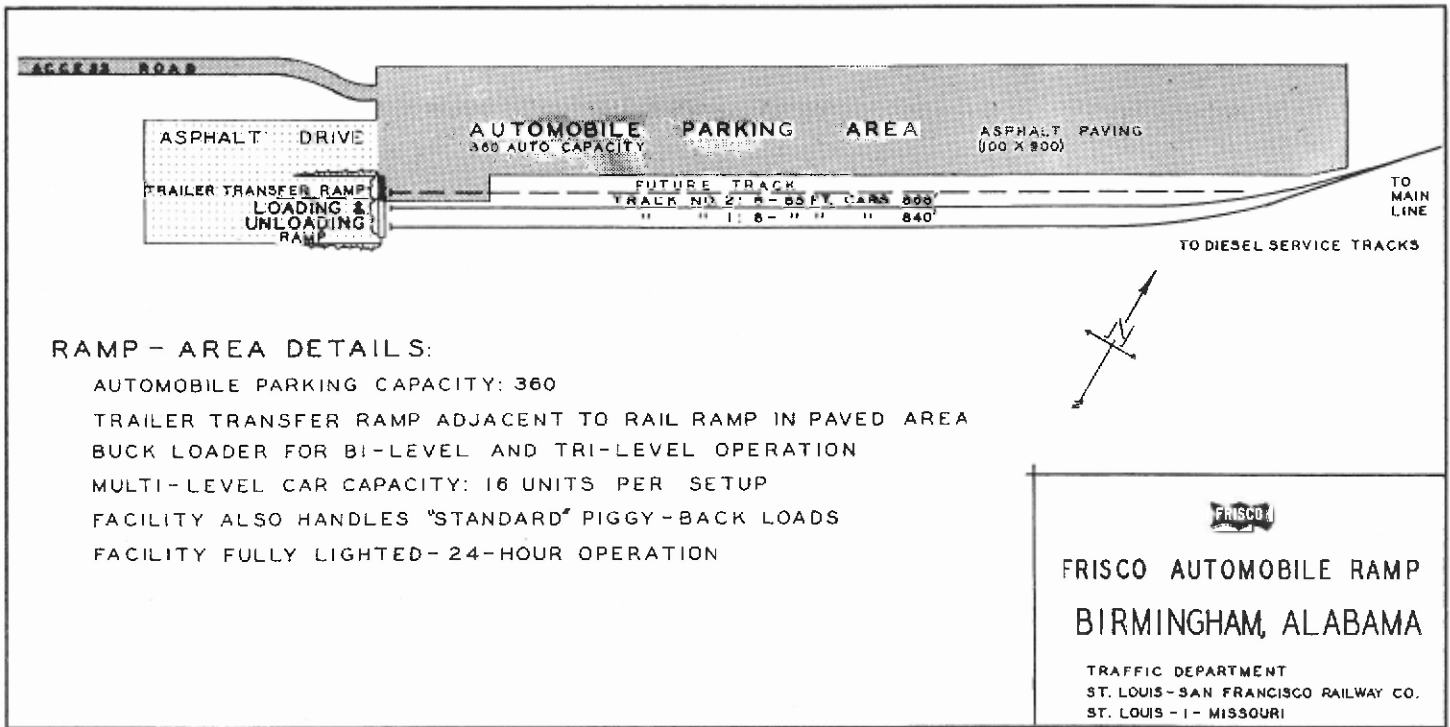


23	CHAMPION	2022
22	GALLAHADION	2021
21	BIG RED	2020
20	CAVALCADE	2019
19	PONDERA	2018
18	PENSIVE	2017
17	CITATION	2016
16	TWENTY GRAND	2015
15	TRUXTON	2014
14	SEA BISCUIT	2013
13	FLYING EBONY	2012
12	GALLANT FOX	2011
11	COUNT FLEET	2010
10	JET PILOT	2009
9	MESSANGER	2008
8	WHIRLAWAY	2007
7	TRAVELER	2006
6	WINCHESTER	2005
5	DAN PATCH	2004
4	STEEL DUST	2003
3	COMANCHE	2002
2	RANGER	2001
1	FAIR PLAY	2000
SHEET NO.	LOCO. NAMES	LOCO. NUMBERS

FRISCO Automobile Handling Facilities

IN 1962, the Frisco had in service five automobile handling facilities located at St. Louis, MO, Tulsa, OK, Irving, TX, Birmingham, AL, and Floydada, TX. This is the third in a series of features profiling the automobile facilities with layout diagrams and photos.

Birmingham, AL



Frisco's Birmingham, AL automobile unloading ramp and storage area. Frisco photo

Classic Frisco



In August 1942, the Frisco took delivery of its first 4-8-4 Northern class steam locomotive, No. 4503. The Northern's were the largest and most powerful class of steam motive power to operate on Frisco rails. The engine and tender were 105 feet long, stood sixteen feet tall, weighed a total of 820,600 lbs., and had a tractive effort of 71,200 lbs. The tender carried 18,000 gallons of water and 24 tons of coal.

In August 1943, the Frisco took delivery of its last 4-8-4 Northern class steam locomotive, No. 4524. (Nos. 4500-4502 were oil burners, delivered for use in passenger service in November 1942.) Our Classic Frisco photo is a rare, possibly one-of-a-kind, view of 4503 and 4524 double-heading a freight consist, date and location unknown.

Photo submitted by Paul North



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.

50 YEARS - 1944

In 1944, the Frisco passenger department inaugurated a new customer service program to assist war time travelers. The new *Depot Passenger Agents* were located at major terminals such as Tulsa, OK and Dallas, TX, and according to an article in the February-March issue of the *Frisco First* magazine, their job description included, "... a walking information bureau, railroad representative, and - if need be - nurse, consultant, and fairy god mother to lost and bewildered travelers." Dressed in blue uniforms with red & white Frisco Lines hat & sleeve patches, their job also included, " the inspection of coaches to see that they are kept neat and orderly." According to the *Frisco First* article, the Frisco was one of the first, if not the first, railroad to provide such a service.



Frisco USRA Box Car #128522, Springfield, MO, March 7, 1935. Frisco photo

75 YEARS - 1919

In 1919, the Frisco purchased 3,500 40 ton capacity steel underframe double sheathed box cars, series 127000-130499, from the United States Railroad Administration for an average cost of \$2,900.00 per unit. The cars were built by Liberty Car Co., Standard Steel Car Co., American Car & Foundry Co., Keith Car Mfg. Co., Pacific Car & Foundry Co., Lenoir Car Works, and Laconia Car Co.



Frisco Depot Passenger Agents, February, 1944. Frisco photo

25 YEARS - 1969

In 1969, Richard C. Grayson was elected President of the Frisco, succeeding Jack E. Gilliland who had held the position since 1965. Mr. Grayson began his railroading career, all with the Frisco, in May, 1941 as a Brakeman. Prior to his becoming President, he served as a Conductor, Train Dispatcher, Trainmaster, Assistant Superintendent, Superintendent, Assistant General Manager, Vice-President & General Manager of the Frisco Transportation Company, General Sales Manager, and Vice President of Operations. In November, 1969, he was appointed Chief Executive Officer and in December, 1973, became Chairman of the Frisco Board of Directors. Mr. Grayson is currently retired, is a member of the museum's Frisco Folks, Board of Directors, and major benefactor of our Springfield relocation project.

COMPANY SERVICE ROSTER

One of the most interesting, unique, and often underrated facets of Frisco equipment and operations was the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

The uniqueness of the Frisco's company service was most apparent in the vast assortment of both speciality and recycled equipment, that was assigned to an equally vast assortment of uses on the system. Our Research Service *Company Service Equipment Conversion Roster* contains close to 1,000 listings of equipment that was recycled and converted for company service use. Add that to the hundreds of speciality units, and

you have a CS fleet that was indeed an intricate part of the Frisco.

Because we believe it deserves recognition for the role it played in the history of the Frisco, with this issue of the *All Aboard*, we begin a new regular feature that will profile selected pieces of Frisco company service equipment. If you have one you are interested in, please contact the museum office and we will do our best to include it in future issues.

SLSF WEED SPRAY CAR 105502

Frisco Weed Spray (*Weed Burner*) Car #105502 began its rail service in August 1935, as one of two Coach-Mail-Baggage cars, Nos. 82 &

83, built by the Frisco in their Springfield, MO, Coach Shops. The 79' all steel cars weighed 167,900 lbs. and included seating for sixteen in the coach section, a 15' mail compartment, and a 39' baggage section.

In March and April, 1940, the cars were streamlined and painted in the war years Zephyr Blue paint scheme for service on the Frisco's new *Firefly* trains between Kansas City and Oklahoma City, OK. No. 82 was in the inaugural consist of the train.

In September, 1947, #83 was repainted in the standard Pullman Green livery. In May, 1951, #82 was also repainted, and both cars remained in revenue service until August, 1960.

In December, 1960, #82 was scrapped and #83 was converted to Weed Spray Car #105502. It remained in that capacity until 1972 when it was set aside and ultimately scrapped.

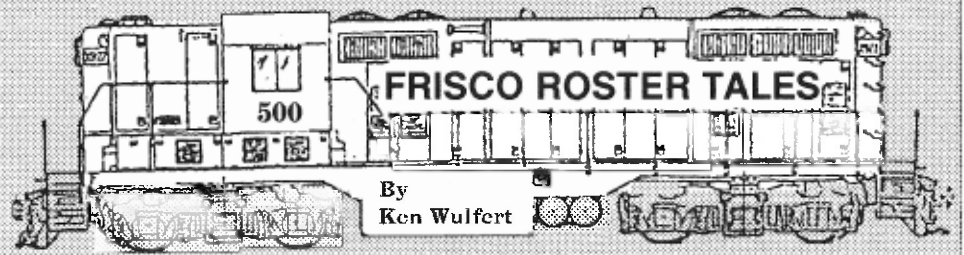


SLSF Weed Spray Car #105502, Springfield, MO, November 18, 1971. John C. La Rue, Jr. collection.

YARD POWER

PART SEVEN

Modern EMD's



As opposed to many railroads, the Frisco had a relatively large number of modern, second generation diesel yard switchers on their roster in 1980 at the time of the merger with the BN. Throughout its modern history, the Frisco needed a relatively large number of switchers for a railroad of their size because of the number of large cities and interchange points on the SLSF system - this a testament to the valuable routes that the Frisco enjoyed. And, in the late 1960's and early 1970's, the large roster of first generation Frisco diesel switchers - the early Alco's, Baldwin's, EMD's and F-M's we have recently been exploring in *Roster Tales*, were starting to show their age and were ready for replacement.

In late 1968, the Frisco began receiving a new, modern, second generation switcher - EMD's popular SW1500. This locomotive was powered by EMD's then new "645" series diesel engine in a V-12 configuration. The series number is



Frisco SW1500 #357, Tulsa, OK, November, 1980. Troy Botts photo

based around the number of cubic inches displaced by each cylinder. EMD's vastly popular first generation line of diesel switchers and freight and passenger road locomotives were powered by EMD's "567" series engine, so the new engine was not only newer

in design, it was a bigger power plant per cylinder than its first generation counterpart. The SW1500 generated 1500 H.P. The Frisco bought forty-six SW1500's between 1968 and 1973, and assigned them to road numbers SLSF 315-360. These numbers continued the number series started by the earlier, first generation EMD SW7's (*SLSF 300-304*) and EMD SW9's (*SLSF 305-314*).

The new SW1500's quickly proved to be popular and reliable, and could be seen system-wide at any large SLSF city or terminal. They were all equipped for multiple unit (*MU*) operation, which made them much more versatile than Frisco's first generation switchers, which were generally unable to operate in *MU* fashion. Only SW9's (*SLSF 305-313*) and, late in its life, Alco "Headless Humpster" S-2b SLSF 292 had *MU* controls. In addition to *MU* capability, the Frisco SW1500's had a top speed rating of 65 MPH, which allowed them to operate out on the railroad from time to time, either alone or in multiple

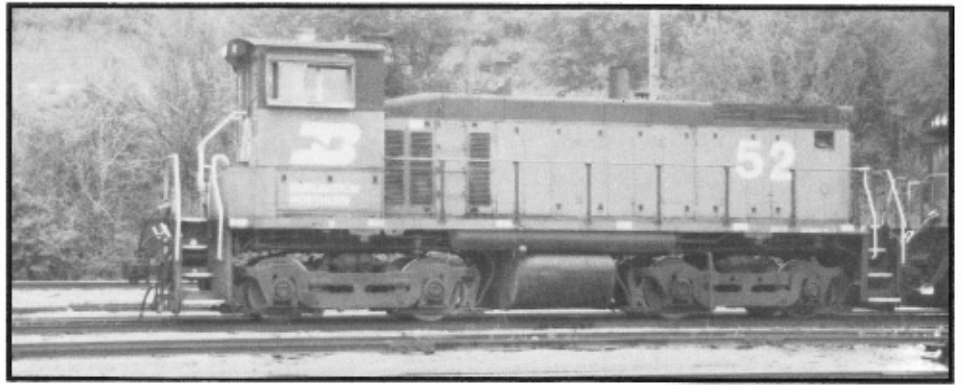


Frisco MP15 #361, Tulsa, OK, September, 1980. Troy Botts photo

lash-ups with other road power. The popularity of the SW1500's is given evidence by the fact that all forty-six remain gainfully employed by the BN today, as BN 20-65.

I always felt the SW1500's were attractive locomotives, though a number of people describe them otherwise, perhaps because of the large number of them (*boring!*) on the Frisco roster. Athearn makes an excellent HO model of the SW1500, though you will need to replace the Flexicoil truck side frames on the stock model with Athearn's AAR Type A side frames used on their SW1000 model. The replacement side frames are readily available and are easily changed over.

Following the SW1500 purchase, the Frisco added five more units in 1975, but this time selected the EMD MP15 - numbering them SLSF 361-365. These five new locomotives were also powered by a 1500 H.P., "645" V-12 diesel, and bore a strong resemblance to the SW1500's. But, the basis for their design was quite different - they were intended to



BN SW1500 #52, ex-Frisco #347, in service at 19th St. Yard, Kansas City, MO, May 26, 1990. Richard Napper photo

be end-cab switchers which were tailored for use not in yards, but out on the road. They were about three feet longer than the SW1500's, and rode on EMD's Blomberg road truck, like that used on EMD F and GP series road power. The MP15's, though just as useful as the SW1500's in yards and transfer service, proved to be very unpopular out on the road, as they delivered a rough ride, had restricted cab space because of the small switcher end cab, and, importantly, had no toilet as all road

units do. One can easily understand why crews found the MP15's not to their liking while railroading along out in the middle of the Ozarks! However, the MP15's are also still gainfully employed by the BN, first as BN 4000-4004, and, since 1982, as BN 1000-1004. They essentially serve in the same role as the SW1500's today. I have seen them in St. Louis and in Tulsa. There is no plastic model of the MP15 available to my knowledge, though it has been offered in brass in HO scale. ☞

DOWN AT THE DEPOT

HOPE, AR

Station W680
Arkinda Sub-Division
Central Division

The *St. Louis, San Francisco, and New Orleans Railroad Co.* was incorporated August 31, 1895, under the general laws of Arkansas, as the *Arkansas and Choctaw Railway Co.* By an amendment to its articles, filed in Arkansas on October 2, 1902, its name was changed to that first above written.

The company was controlled by the *Central Coal & Coke Co.* of Kansas City, MO, until June 11, 1901, during which time its railroad extended from Ashdown to Arkinda, AR, about twenty-four miles. On the last named date, it was decided to extend the railroad from Ashdown to Stamps, AR, and from Arkinda, AR to Wichita Falls, TX, and the *Choctaw Construction Co.* was organized by



Frisco Depot, Hope, Ar, 1972. Jim Hartness collection

the Central Coal & Coke Co. for that purpose. Control passed to the Choctaw Construction Co. on June 11, 1901, which company in turn was controlled by an executive committee of its stockholders, consisting of Richard H. Keith, president of the Central Coal & Coke Co., George A. Madill, a director of the St. Louis and San Francisco Railroad Co., and John Scullin, of St. Louis, MO.

On June 21, 1902, the stockholders of the Choctaw Construction Co. agreed to sell their holdings to the St. Louis and San Francisco Railroad Co. A syndicate was formed by the St. Louis and San Francisco Railroad Co. to finance such purchase, under an agreement dated July 8, 1902, which provided for control of the company to pass to the SLSF. The construction plans were changed to provide for a line of railroad from Hope, AR, to Ardmore, Indian Territory, and control of the Choctaw Construction Co. was vested in the syndicate on June 21, 1902.

On April 30, 1907, the company executed a formal deed conveying its property, rights, and franchises to the St. Louis and San Francisco Railroad Co. At that date, it owned a standard gauge, single track railroad, extending from Hope, AR, westerly to Frisco Junction, OK, about 210 miles, with a branch extending from Kiersey, OK, to Texas Junction, OK, about nine miles.

In 1906, a combination station was constructed at the southeastern end of the line, Station W680, at Hope, AR. The all brick depot was 71'11" by 25', set on a concrete foundation, and included a baggage room and Negro waiting room on the south end, white waiting room on the north, divided in the middle by a large ticket office and segregated restrooms.

The walls were 13" thick red brick and the tile covered roof was a 1/3 pitch hip design. The interior floor was 7/8" x 3 1/4" yellow pine, walls were finished in rough plaster, and the ceilings were 13' 1 1/2" high.

In addition to inside toilets, other modern (for 1906!) conveniences included electric lighting and natural gas stoves. The north end of the depot featured a covered *Porte Cochere* and the platform was brick with a concrete curb.

In addition to the depot, the Hope facility included a freight house, two section houses, water tank, engineer's locker room, mechanical department office & supply room, sand house, and two 10,000 gals. oil tanks. The hope station also had one 40' x 40' stock pen, with a six car capacity.

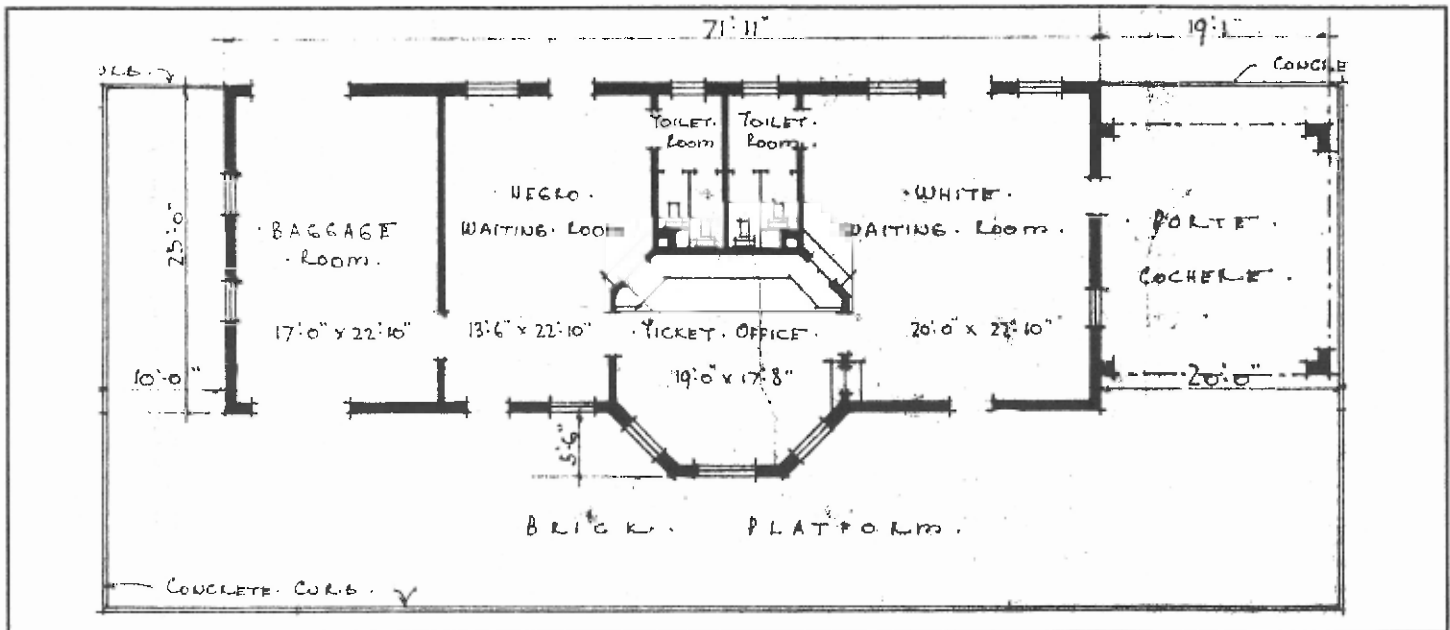
According to our records, S.D. King was the first station agent assigned at Hope, appointed June 2, 1904. The first trains to service the community were Nos. 67 & 68, daily except Sunday, between Hope and Madill, OK. The last regular schedule

passenger service was provided by rail motor car, trains 773 & 774 daily. In the fall of 1951, motor car service was replaced with mixed train service, Nos. 735 & 736, with passengers riding in the caboose. In the summer of 1959, all passenger service to hope was discontinued.

It should be noted that while Hope's greatest distinction was being on the Frisco, one additional claim to fame is its being the boyhood home of our current President of the United State, Bill Clinton! 🇺🇸

Hugo • Hope				
9-709-774 Daily	Miles	Read Down	Read Up	773-704-10 Daily
PM 7.00 11.35	0.0 563.1	Lv St. Louis, Mo. Ar Hugo, Okla.	Ar Lv	AM 7.45 1.53
Rail Motor 2.10	0.0	Lv Hugo, Okla.	Ar	Rail Motor 11.20
...f... 2.25	6.2	" Fallon	"	...f... 10.59
2.40	8.8	" Sawyer	Lv	10.45
f 2.49	15.6	" Fort Towson	"	f 10.36
3.05	19.4	" Swink	"	10.24
3.15	25.7	" Vulliam	"	10.11
3.24	30.6	" Millerton	"	10.00
3.38	35.0	" Garvin	"	9.44
f 3.56	43.5	" Idabel	"	f 9.25
4.04	50.8	" Kull	"	9.17
f 4.13	54.8	" Haworth	"	9.08
...f... 4.27	59.2	" Bokhoma	"	8.55
4.40	61.0	" American, Okla.	"	8.43
...f... 4.53	65.5	" Arkinda, Ark.	"	8.29
5.15	72.6	" Foreman	"	8.13
f 5.26	76.1	" Parkov	"	f 7.58
...f... 5.38	79.4	" Arden	"	7.48
5.49	81.9	" Comet	"	7.37
f 6.01	83.5	" Ashdown	"	f 7.26
6.20	94.6	" Long	"	7.10
FM	98.8	" Cole	"	AM
	98.5	" Red Bluff	"	
	100.7	" Orion	"	
	103.2	" Dave	"	
	106.5	" McNab	"	
	112.4	" Powers	"	
	120.8	Ar Hope, Ark.	Lv	

Frisco public timetable, May, 1950





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.

Changing Car Numbers

Today's modelers have several nice pieces of Frisco lettered rolling stock for their layouts. Most notable of the modern class cars available are those by Model Die Casting. They make two 50' plug door cars (*Blue & Box Car Red*), a 50' insulated box car, a 50' waffle sided box car, a 40' box car, and a gondola. If you're a 1970's era modeler like me, you will want to run several of each of these cars on your layout. For some modelers this is the end of the story.

However, if you are an operations oriented modeler, there is work yet to be done. The question becomes, "*Which box car #700268 do I put in train 135 to Memphis? There are six of them in the yard!*" Unfortunately, model manufacturers do not individually number each car out of production, so the renumbering job is left up to the modeler.

Renumbering cars is actually quite easy, once you know a trick or two. Fellow modeler Craig Rector showed me how to remove MDC lettering without damaging the paint. Simply dab on Walther's Solvaset and wait a few minutes. I usually *puddle* the Solvaset on the lettering to be removed and wait 5-10 minutes. While the puddle of Solvaset is still on the lettering, rub a toothpick lightly over the lettering and it comes off in the Solvaset which is wiped off with a damp paper towel. If you haven't rubbed too hard with the toothpick, you have a nice paint finish left to put



your new numbers onto. The new numbers are salvaged from various old sets kept for such a need.

Car #44208 was renumbered into #42245 using leftover SLSF caboose numbers. Car #700268 was renumbered #700261 from a Herald King number set. I have found that most renumbering can be done with existing Frisco decal sets, so save any unused decals and store them in a ziplock type storage bag.

When the prototype renumbers or repaints the original numbers, it often repaints the number area only of the car. This is normally done due to rust on the car body. Once the rust damage is repaired and

painted, the car men paint the number on the repainted area. Sometimes this is done with the same color of the original car and will look new compared to the rest of the car which is usually quite weathered.

Other times the railroad will repaint the number area with whatever color is on hand at the time. I have tried to simulate this when I renumbered MDC's 50' plug door car #12122 to #12111. The car number area was repainted in black. I even used a different style of lettering in the repainted area, which came from a Missouri Pacific diesel lettering set.

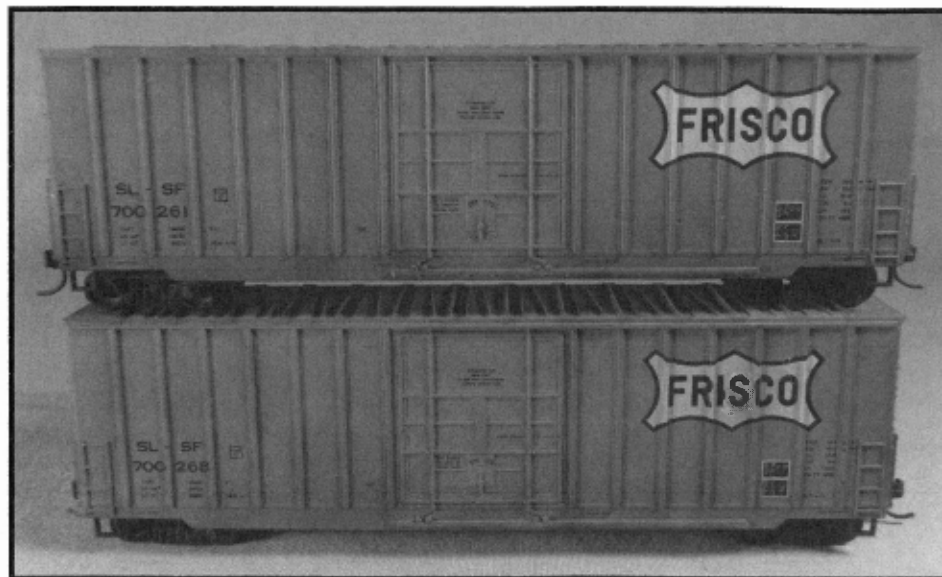
I have had success taking numbers off of Athearn cars by taking



a Q-tip with Floquil Dio-Sol and lightly rubbing the area until the lettering dissolved. The key in doing this is to use the Dio-Sol sparingly! Too much will take the car paint as well. The best way to describe this method is the *Dry Brush Method* but with a Q-tip instead.

Now there is no reason not to have several cars from the same class with different road numbers in your trains. If there are any other good methods for renumbering freight cars, please let me know so the information can be shared. With all these cars on your layout, shippers can certainly...

Ship it On The Frisco!



Fred Harvey Meals on the Frisco

Delicious and appetizing meals—the kind that has made Fred Harvey famous—are served on all Cafe Cars and in nearly all Dining Halls on the Frisco Lines.

Cafe Car Service

Between St. Louis and Springfield on the "Meteor" (Trains Nos. 9 and 10).

Between Sapulpa and Ft. Worth on the "Meteor" (Trains Nos. 509 and 510).

Between Sapulpa and Oklahoma on the "Meteor" (Trains Nos. 413 and 410).

Between Monett and Ft. Smith on the "Texas Limited" and "St. Louis Limited" (Trains Nos. 5 and 6).

Between Kansas City and Springfield on the "Southeastern Limited" (Trains Nos. 105 and 106).

Between Jonesboro and Birmingham on the "Southeastern Limited" (Trains Nos. 205 and 206).

Between Monett and Beaumont on the "Sunflower Limited" (Trains Nos. 307 and 308).

All meals in Cafe Cars are served a la carte.



Frisco timetable advertisement, circa. 1907