

New Car Shop Display

Due to the recent acquisition of the Springfield Car Shop files, the museum is pleased to announce the completion of a new car shop display. Included in the exhibit are selected blueprints, shop books, and a large selection of freight car photos. The display also contains a wheel journal brass, coupler and wheel flange wear gauges, and a rare, one-of-a-kind, scale model of No. 80150 air slide hopper car, built by car shop employees in the early 1960's. Members and friends of the museum are reminded that the information contained in the car shop files is available through the research service component of the museum's Frisco Folks membership program.

In addition to the new car shop exhibit, the museum has on display many other new acquisitions including a diesel air horn, a six chamber brass steam locomotive whistle and the main steam pressure gauge from the old south shops in Springfield. Other new additions are on display in the dining car exhibit and the Railway Express Agency display. The museum's archives have been expanded with the acquisition of a complete set of National Railway Historical Society Bulletins from 1967 thru 1986. Thanks to the support of our members and friends, the Frisco Railroad Museum is on track for a long and successful future!

FRISCO



"Equally important and as honorable to a railroad conductor as his hand-written signature is his mechanical endorsement: the perforation made by his personal punch." So wrote an early railroad historian, describing one of the most unique and personalized components of railroad passenger travel; the conductor's ticket punch.

Credit for the ticket punch idea can be given to Pappy Ayres, a river boat pilot who also worked as a conductor on the Erie Railroad. In the early days of railroading, the conductor would validate a passenger's ticket by simply writing his initials on it. Needless to say, many unscrupulous passengers would erase the mark, turn in the ticket for a refund, and ride the train free gratis. In 1852, Ayers suggested that the railroad issue him a punch that could be used to provide proof positive that he had checked the fare while at the same time sufficiently mutilating the ticket, thus avoiding any unauthorized refunds. The railroad agreed, the idea caught on, and soon the punch was standard equipment for all railroad conductors.

From their beginning, the ticket punches were personalized by assigning a specific conductor one that would punch a particular letter or number. As the industry grew and the number of conductors increased, letters and numbers were replaced with various designs. Once a conductor was issued his punch, it was his for as long as he remained with the railroad. One conductor became so attached to his punch that when he died, he was buried with punch in hand.

The museum currently has nine different styles of Frisco ticket punches on display including those that punched "1/2" for half-fare tickets, "BC" signifying Baggage Checked, and a rare conductor's punch marked "Frisco Lines."

FRISCO

An early railroad in Texas, the Bartlett Western Railroad, was called "The Road of the Apostles." Stations along the line were named St. Matthew, St. Mark, St. Luke, and St. John, and copies of the four gospels were placed on the wall of each waiting room.



FRISCO

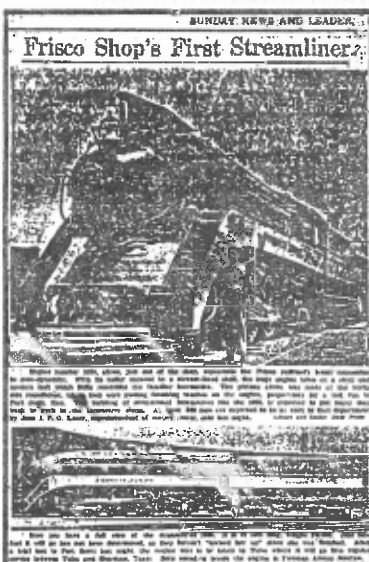
THE FRISCO FAMILY

THE MISSOURI AND WESTERN RAILWAY COMPANY

The Missouri and Western Railway Company was formed under the laws of Missouri and Kansas by the consolidation of the Pierce City and Kansas Railroad Company, a Missouri corporation, and the Oswego and State Line Railroad Company, a Kansas corporation. The Pierce City and Kansas Company, incorporated on February 11, 1875 and the Oswego and State Line Company, incorporated in Kansas on February 16, 1875, were jointly formed by Joseph Seligman and Josiah Macy, Jr. in order to take over the franchises and property of the Memphis, Carthage and Northwestern Railroad Company. The Memphis, Carthage and Northwestern company was incorporated in April, 1872, itself the product of a consolidation of the Memphis, Carthage, and Northwestern Railroad Company and the State Line, Oswego and Southern Kansas Railway Company.

Articles of consolidation establishing the Missouri and Western Railway Company, dated March 6, 1875, were filed in Missouri on March 22, 1875, and in Kansas on March 19, 1875. In July 1879, the Missouri and Western Company sold its franchises and property to the St. Louis and San Francisco Railway Company. The Property was conveyed by two deeds dated July 26, 1879 in Missouri and July 29, 1879 in Kansas. On the date of sale, the Missouri and Western Company owned about 82 miles of standard gauge, single track railroad, of which about 73 miles were main line tracks and about nine miles of which were branch line tracks. The main line extended from Pierce City, Missouri to Oswego, Kansas and branch line from Oronogo Junction, Missouri to Joplin, Missouri.

Next month... The St. Louis, Arkansas, and Texas Railway Company.



"Frisco Shop's First Streamliner" was the headline in the May 22, 1938 edition of the Springfield, Missouri Sunday News and Leader, announcing the completion of the first fully re-designed streamlined locomotive on the Frisco Line. Originally built in 1910 by the Baldwin Locomotive Works, engine No. 1026 was the first in a series of three that received the aero-dynamic streamlined shells. Other engines in the series included Nos. 1018 and 1031. After a series of test runs and promotional tour of the system, the engines were placed in regular passenger service between Kansas City and Oklahoma City on Frisco's famous and colorful "Firefly" service.

The museum is pleased to have on display a series of photos of No. 1026 both when it was first completed and when it was in regular service.

THANKS and a tip of the Frisco hat to Grandpa's Depot & Caboose for mentioning the Frisco Museum in his fall catalog. Grandpa's offers quality railroad antiques at affordable prices. To request the current catalog simply write to 3308 W. 38th Ave. Denver, CO or call 303-455-3131.

Frisco Folks

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

Nancy McKay Fireman
Texas

Robert W. Eckert Fireman
Springfield

If you know someone interested in preserving Frisco history, invite them to become a member of the Frisco Folks family.

The All Aboard newsletter is published monthly for members of the Frisco Folks, a support organization of The Frisco Railroad Museum Inc., a not for profit corporation organized for the purpose of establishing The Frisco Railroad Museum in order to preserve, display, and educate citizens about, the history and memorabilia of the Frisco Railway. The museum facility is located at 500 Walker St. in Ash Grove, MO. Any correspondence should be mailed to P.O. Box 276, Ash Grove, MO 65604. The museum phone number is 417-672-3110. All material contained in the newsletter is copyrighted by the Frisco Railroad Museum Inc. and may not be reproduced in any manner without the expressed written consent of the museum President.

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