



Question: "What do Tennessee, Missouri, Alabama, Oklahoma, Kansas, Arkansas, Mississippi, Florida, and Texas all have in common?" They are all states... YES! They are all states in which the Frisco once operated tracks and facilities...YES! They also have one additional distinction in that they represent the names that were once carried by a sleek, luxurious, and sometimes mystical fleet of Frisco business cars. Over the years, the company owned a fascinating assortment of executive coaches that were built and re-built, numbered and re-numbered, named and re-named. The first record of a car available for use by company officials appeared on equipment rosters dating back to July 1, 1903. The oldest car in executive service was number 300, built by the C. B. & Q. Railroad Company in November of 1870 for use on the Kansas City, Fort Scott, & Memphis Railroad Company, an early predecessor of the Frisco..

From 1903 to 1932 the company had as many as seventeen business cars on its active roster with numbers ranging from 100 to 2600. By 1947, the fleet had been reduced to nine cars which were consecutively numbered one through nine. After the company's reorganization in 1948, four new cars were added increasing the total number to thirteen. The consecutive number scheme was maintained with the only exception being the absence of a #13 car. Existing records also indicate that 1948 was the first year that specific car assignments were made to upper management personnel. In 1951 a new car, the "St. Louis" was added to the fleet, and the number one car was re-named the "San Francisco."

On June 8, 1954, a memo was issued by R.J. Stone, Vice-President of Operations, which stated, "It has been decided to change the identifying numbers of the balance of our business cars to names of states and a city..." The states were the nine in which the Frisco operated and the city was "Springfield." By the end of 1957 the active fleet of business cars had been reduced to six. The middle sixties saw that number further reduced to four, and the former name designations replaced with numbers one through four. The last record of Frisco business cars still in service currently on file with the museum is a February, 1985, BN equipment roster. It lists nine business cars in service on the BN, two of which (the "Kootenai River" and the "Meramec River") are former Frisco cars.

The museum is pleased to have on file information about most of the Frisco business cars and will begin, next month, profiling a different one in each issue of the All Aboard. Editor's Note: Thanks and a tip of the Frisco hat goes to Mr. Lee Buffington for assisting the museum in compiling and verifying the information in our business car files! Anyone with information and/or photos about the business cars is encouraged to contact the museum office.

FRISCO

## In Memoriam

The museum officers and Board of Directors would like to acknowledge with sincere appreciation the donation of a large collection of Frisco memorabilia contributed by James R. and R. Kenneth Wills in memory of their parents, Ralph and Lena Wills. Mr. Wills was a long-time Frisco employee and Mrs. Wills was a writer for the Springfield News & Leader Newspaper.

FRISCO

# THE FRISCO FAMILY

The Frisco Family is a brief history of the predecessor railroads of the Frisco. The information is taken from, "The Interstate Commerce Commission Valuation Docket No. 400, November 1, 1924."

## THE ST. LOUIS, WICHITA and WESTERN RAILWAY COMPANY

The St. Louis, Wichita and Western Railway Company was incorporated March 21, 1879, under the laws of Kansas. The company did not keep a set of general books, all its transactions having been recorded on the books of the St. Louis and San Francisco Railway Company. On March 28, 1882, the company executed a deed conveying its property, rights and franchises to the St. Louis and San Francisco Railway Company. At that date, it owned about 142 miles of standard gauge, single track railroad, located entirely in Kansas, extending from Oswego to Wichita.

## THE SPRINGFIELD and NORTHERN RAILWAY COMPANY

The Springfield and Northern Railway Company was incorporated May 3, 1884, under the laws of Missouri. The company did not keep a set of general books, all its transactions having been recorded on the books of the St. Louis and San Francisco Railway Company. On December 29, 1885, the company executed a deed conveying its property and franchises to the St. Louis and San Francisco Railway Company. At that time it owned about 38 miles of standard gauge, single track railroad, located entirely in Missouri, extending from Springfield to Boliver. This property was constructed by the forces of the St. Louis and San Francisco Railway Company, and by various independent contractors during the year 1884, and was placed in operation in November, 1884.

## THE SPRINGFIELD and SOUTHERN RAILWAY COMPANY

The Springfield and Southern Railway Company was incorporated June 10, 1882 under the laws of Missouri. The company did not keep a set of general books, all its transactions having been recorded on the books of the St. Louis and San Francisco Railway Company. On December 29, 1885, the company executed a deed conveying its property and franchises to the St. Louis and San Francisco Railway Company. At that time it owned about 34 miles of standard gauge, single track railroad, located entirely in Missouri, extending from Springfield to Chadwick. This property was constructed by the forces of the St. Louis and San Francisco Railway Company, and by various independent contractors during the period between June, 1882 and July, 1883, and was placed in operation in July, 1883.

Next month... Fort Smith and Southern Railway Company

## FRISCO FRISCO FIRST

The May, 1938 issue of the FRISCO FIRST newspaper recorded the following account of a "New Kind of Hitch-Hiker Found on Frisco Train."

"There are all kinds of hitch-hikers on railroad trains, and no doubt a goodly share on the Frisco, but one of the most unusual 'spotted' recently by those whose eyes are peeled for free riders was a pigeon!

"The pigeon flew to the top of a coach at Springfield early one morning. By snuggling down by the side of the cupola, it remained on the coach and rode all the way to Monett.

"At each stop the bird walked around on the coach top, but did not leave the car until it reached Monett. There it flew from the coach onto the platform, back again to the coach, and then to the platform. The crew felt confident it would return with them to Springfield, but when the train pulled out of the Monett station, the pigeon flew over the passenger depot for the lovely green fields surrounding the city, there to make its home.

"Monett residents felt that of all the cities on the Frisco Lines, this wise bird could not have chosen a better one; and the fact that it came into Monett on a Frisco train made it all the more welcome."

## FRISCO Folks

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

John R. Bushnell	Switchman
Golden City, MO	
Carl Dahlman	Switchman
Springfield, MO	
David Cross	Switchman
Willard, MO	
Max Herzog	Switchman
Georgia	
Jim Shane	Brakeman
Springfield, MO	

A limited number of Steam Locomotives of the Frisco Line, by Lloyd E. Stagner, are still for sale on a first come basis. They may be purchased at the museum or ordered by mail. The cost is \$15.00 plus \$1.50 postage for mail orders. Orders should be addressed to The Frisco Railroad Museum Inc., P.O. Box 276, Ash Grove, MO 65604. Copies may be reserved by phone by calling 417-672-3110.