



On January 15, 1935, the "Pensacola" Sleeper-Buffer-Coach Car was officially christened by Dorothea Kurn, niece of J.M. Kurn then Trustee of the Frisco Lines. Miss Kurn is pictured above between the two uniformed trainmen. The official celebration took place at Pensacola, FL, the southern terminus of the Frisco and the city for whom the car was named.

Originally built in 1910 as #1706, a 79 ft. Coach-Buffer-Lounge Car, the Pensacola was rebuilt by the Springfield West Coach Shop as an all welded, air conditioned, Sleeper-Buffer-Coach. The accommodations included six sleeping compartment sections, a center buffet capable of serving twelve at a time, and a coach end which could accommodate thirty travelers.

The sleeper end was painted "Nile" green with "Surf" green accessories. The window curtains were silk and, along with the plush seat covers, were fashioned of a mixture of various complimentary shades of green. The ceiling was painted a cream color with light fixtures in darker shades of green.

The coach end was painted in two tones of buff and tan with cream color ceilings and a "Fleur-de-lis" pattern of green plush on the seats. The carpet was a toupe color with flower designs and the sash and doors were painted in a walnut color. To journey in the plush luxury of such a car was to indulge one's self in the finest the Frisco had to offer! When placed into service, the Pensacola was assigned to trains 207 and 208 between Memphis and Pensacola.

In 1947, the Pensacola, along with its sister car the Memphis, were rebuilt as Buffet-Sleeper Cars. The buffet section was moved to the B end of the car and two state room sections were added to the center section. With the decline of passenger service in the late 1950's and early 1960's, the Pensacola and Memphis experienced declining ridership. Consequently, in 1964 both cars, once a symbol of "Frisco Superior Service," were released from passenger service. ☐



DOWN AT THE DEPOT



THE DEPOT

by Ivan Fail

The old depot's now abandoned, the ghost of another time,
 The paint is peeling from her walls, her floors are soiled with grime.
 Her window panes are broken, and the ticket counter's gone,
 She's a relic of the ages, as time keeps marching on.

Once vibrant and alive, she could tell a million tales,
 Of bitter sweet good bye's, and loaded bags of mail.
 The shoe shine boy, the Red Cap, the Conductor's "All Aboard,
 Gift shops where the magazines, and souvenirs were stored.

The ecstasy and anguish, she's witnessed through the years,
 The "welcome home's" and sad "good bye's," the laughter and the tears.
 The soldier going off to war, his duffel bag in hand,
 His infant son and little girl, too young to understand.

A weeping wife or finance, a mother's last embrace,
 A sister, dad and brother stood, with anguish on each face.
 As he turned to tread that path, that every warrior walks,
 He wondered if the baggage car, would return him in a box.

Would the fickle winds of war, spare him such a fate,
 And would the woman that he loved, remember him and wait?
 The pungent smell of creosote, the endless bands of steel,
 The hobo seeking handouts, for a bottle or a meal.

The man enroute to prison, in handcuffs and a chain,
 The boxcars of the passing freight, filled with hay or grain.
 The homeless waif just passing through, enroute to "who knows where?"
 Tattered clothes and hungry too, and no one seems to care.

The prodigal son returning home, the widow dressed in black,
 The happy family who awaits, a loved one by the tracks.

The big eight wheeler just pullin' out, soon swallowed in the night,
 The clickety clack upon the track, the beam of the engine light.
 The Twentyth Century Limited, the Wabash Cannonball,
 Like a baying hound, her lonesome sound, as night begins to fall.

The Santa Fe Chief, El Capitan, the Zephyr and Express,
 The speeding freights to Eastern states, the dome cars to the west.
 Those enroute from north to south, she's seen them passing by,
 She's heard the diesel's bawling horn, the steamer's haunting cry.

The cattle cars of bawling steers, from ranches on the plains,
 Speeding through the summer heat, or snow and freezing rain.
 The tank cars and the coal gondola's, the troop trains during war,
 This old structure's been their witness, she's seen them all and more.

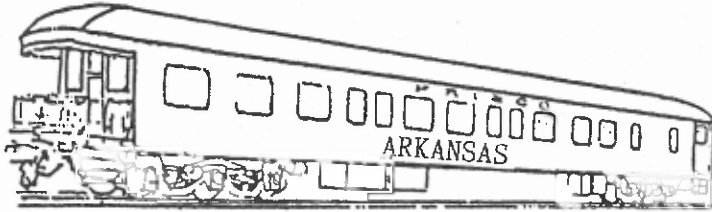
She has seen the people leave, she's seen them coming back,
 She has seen much grief and joy, and smoke along the track.
 She has watched the tourist go, enroute to fun and play,
 The sad "good bye's" of those who've watched, their romance go astray.

The lovely daughter home from school, her college class on break,
 The tourist asking just how long, the trip to Frisco takes.

As engine crews go walking by, in overalls and caps,
 Exhausted mothers far from home, cuddle babies on their laps.
 And on the siding number nine, is firing up to go,
 The depot lights reflected by, the softly falling snow.

On the main line rushing by, her throttle at full bore,
 Coal smoke shooting to the sky, goes old number ninety four.
 The midnight special gliding to, a hissing, screeching stop,
 Announcing her arrival, is the brass bell up on top.

Thanks and a tip of the Frisco hat to Ivan Fail, Nixa, MO, for submitting "The Depot," an original poem, for publication in the All Aboard. The remaining stanzas will appear in the November issue.

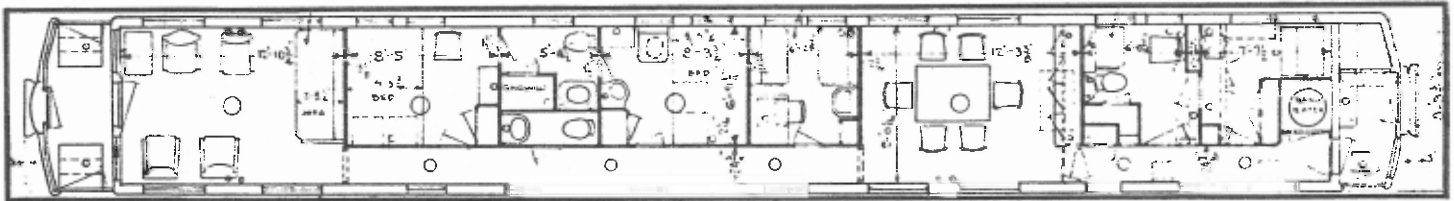


While equipped with the standard kitchen and crew quarters, dining room, state rooms, and observation room, its arrangement, like its counterpart No. 7, was also somewhat different than the majority of the fleet. Along with it having a through hallway, two additional noticeable differences were the kitchen arrangement, which was set perpendicular to the length of the car, (most kitchen arrangements were parallel with the car length) and the secretary's quarters which were located in the center of the car, rather than the standard observation end location. The interior was a painted all steel finish and the exterior was Pullman green, black top, and gold lettering and details.

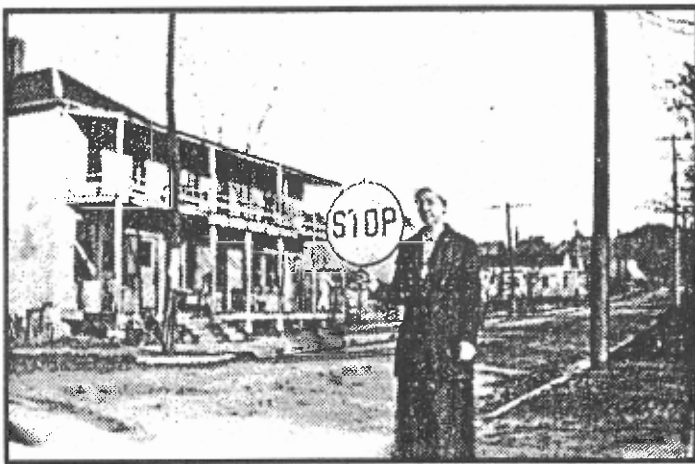
The Arkansas was built in March, 1893, by The Barney and Smith Car Co. as business car No. 1100. Its original owner is unknown. The oldest existing records, a July 1, 1903 roster, show it belonging to the Kansas City, Ft. Scott, and Memphis Railway Co., incorporated in June, 1901. The car was originally a 60 ft. composite coach. In 1947, it was rebuilt in the Springfield West Coach Shop to a 78 ft. car and was renumbered No. 4. In February, 1948, it was again renumbered to No. 8, to make room for the newly remodeled diner No. 648, (the Springfield) which entered the roster March, 1948, as car No. 4.

When placed in service as car No. 8, it was assigned to the office of Assistant General Manager, serving R.J. Stone and L.B. Clary. In 1951, it was re-assigned to the Chief Engineer, serving E.L. Anderson and B.H. Crossland.

In June, 1954, the number was replaced with the name Arkansas, the designation it retained until being retired from service in May, 1959. On April 15, 1960, the car was sold to a private individual. ☞



WOMEN ON THE FRISCO



Above is a photograph of one of the first crossing flagwomen employed on the Frisco. The lady was a Mrs. Johnson, hired in January, 1918 and stationed at Rosedale, Kansas.



Advertising Billboard
Kansas City, MO - May, 1947

THE FRISCO FAMILY

KANSAS CITY and SOUTHERN RAILWAY COMPANY

The Kansas City and Southern Railway Company was incorporated June 10, 1880. It was organized by Joseph E. Young of Chicago, IL, and certain of his associates, in order to acquire the property of the Kansas City, Memphis and Mobile Railroad Company, which had been sold at public auction on April 11, 1877. By deed dated December 15, 1880, the company acquired such property, which consisted of some right of way and graded roadbed between Clinton, MO and Kansas City, MO.

Between 1881 and 1884, little construction work was performed, but in the last named year, construction began in earnest, and in May, 1885, the company had completed a railroad from the north bank of the Osage River opposite Osceola, MO to East Lynn, MO about 54 miles. About January 1, 1889, the line was completed from the last named point to Kansas City, about 52 miles, making in all about 106 miles of standard gauge, single track railroad, owned and operated by the company.

On July 1, 1890, the company defaulted on the payment of interest on its first mortgage bonds. On April 21, 1891, John I. Blair purchased the company's franchises and property. One day later, April 22, 1891, Mr. Blair organized the Kansas City, Osceola, and Southern Railway Company and on June 16, 1891, conveyed the franchises and property of the former company to the latter company. ☐

Next month... Kansas City, Memphis and Mobile Railroad Company.



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

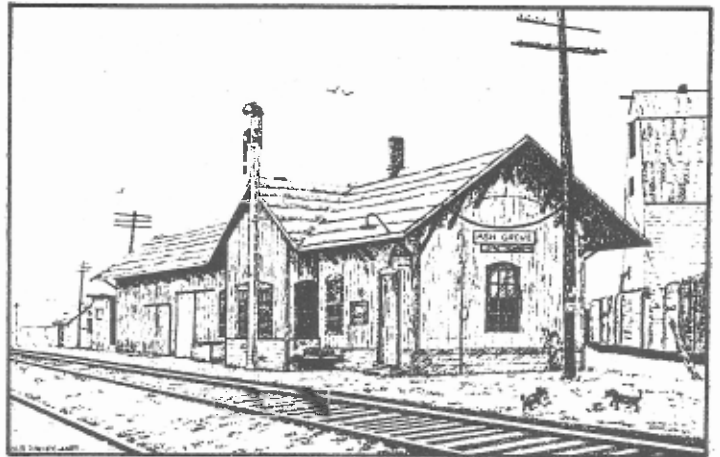
Ron Wagoner Fireman Texas
Raymond Wells, Jr. Switchman Missouri

Looking for that special Christmas gift for a special Frisco fan? Why not give a gift that will help preserve the rich heritage of the Frisco? Why not give a Frisco Folks membership? Gift memberships are now available and may be purchased by writing or calling the museum office.

Museum Dispatch

The museum is pleased to announce the first annual Frisco Railroad Museum Inc. Historical Essay Contest. The competition will be open to all high school students in Southwest Missouri with topics relating to Railroadng in Southwest Missouri. The winning essay will be published in the April issue of the All Aboard. ☐

Frisco Folks Conductor member James Dawson is currently restoring Frisco caboose #1115 and is in need of an old wood/coal burning caboose stove. Any one having information about where one can be located is urged to contact the museum office or Mr. Dawson directly at 323 Rose Lane, Webb City, MO. 64870. 417-673-1064. ☐



The Museum is pleased to announce the first in a series of note cards featuring a print of an original pen and ink drawing of a Frisco depot. The depots are being drawn exclusively for the museum. The first in the series is of the Ash Grove, MO depot, built in 1879.

The note cards are 5 1/2" by 4 1/4", are an ivory color textured paper, and come complete with matching envelope. The cost is \$.50 per note card or a set of twelve for \$5.00. Frameable prints, 8 1/2" by 11", of the depot drawing are also available for \$2.00.

Limited quantities are available so order yours today and send them as Christmas cards! ☐

The All Aboard newsletter is published monthly for members of the Frisco Folks, a support organization of The Frisco Railroad Museum Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. All correspondence should be mailed to P.O. Box 276, Ash Grove, MO 65604. All material 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. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis - San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.