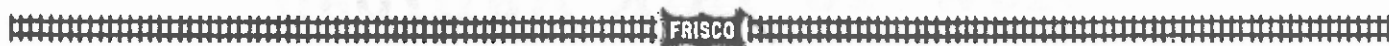


Major Acquisition

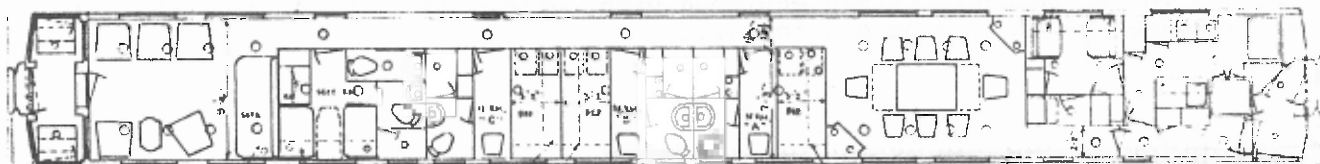
The Museum is pleased to announce the acquisition of a large collection of Frisco Transportation Company memorabilia. Through the efforts of Frisco Folks member Art Lindeman and the generosity of Mr. Gene Griffith, the museum has received in excess of 500 F.T.C. items. Included are an assortment of miscellaneous forms and paperwork, trailer placards, driver's logs, rubber stamps, locks, signs, flare racks, trailer seals, dock signs, and office equipment. Also included in the collection is a variety of historical records and photos of F.T.C. trucks, buses, and Highway Post Offices. Some of the items are currently on display and a new F.T.C. office exhibit is now being planned. NOTE: The Frisco Transportation Company was the truck and bus subsidiary company of the Frisco Railway Co.



The St. Louis Business Car was originally built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1086. In 1943, the 62 passenger coach was rebuilt in the Springfield, Mo West Coach Shop as dining car No. 646, one of a series of five (644-648) Zephyr blue and white "soldier diners," so named because of their expanded seating capacity of 40 (for use on troop trains) and because of the patriotic messages they carried during the war years such as No. 648's "BUY WAR BONDS."



In March, 1951, No. 646 once again entered the Coach Shop and emerged this time as the St. Louis Business Car. The car was 85 ft. long, weighed 188,500 lbs., and was equipped with a full service kitchen and crew quarters, a dining room, three state rooms with individual baths, secretary's quarters, and an observation room on the platform end. The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was an olive green with black roof, gold lettering and details.



When completed, the St. Louis was assigned to the exclusive use of Clark Hungerford, then President of the railroad. Following its tour of duty with him, the car served a number of successive presidents including L.W. Menk, J.E. Gilliland, and R.C. Grayson, the last Frisco President to use the car. In 1963, the distinctive St. Louis name was replaced with the number 2 and the car was repainted in the new Frisco mandarin red and white color scheme in 1965.

After the Frisco-BN merger in 1980, the car was renumbered BNA-9 and renamed the "Meramec River." It was repainted in BN's green and white color scheme and is currently assigned to the Springfield Region of the BN. It is one of two former Frisco business cars still in operation on the Burlington Northern. NOTE: At one time the Frisco operated a car (No. 1457) that carried the name "Meramec River." It was one of a series of ten sleeping cars in service on trains 9 and 10. In 1965, it was sold to the Canadian National Railroad and renamed the "Reversing Falls."

Next month... The San Francisco



THE FRISCO FAMILY

THE FORT SMITH AND SOUTHERN RAILWAY COMPANY

The Fort Smith and Southern Railway Company was incorporated February 13, 1886, under the laws of Arkansas. The company was organized and controlled by the St. Louis and San Francisco Railway Company. The plan for construction was to provide a through line of railroad from Fort Smith, Arkansas, to Paris, Texas, about 169 miles. About nine miles in Arkansas from Fort Smith to the Arkansas-Oklahoma State line, near Jenson, were constructed under the charter of the company, about 144 miles in Oklahoma, from the Arkansas-Oklahoma State line to Red River, were constructed under the charter of the St. Louis and San Francisco Railway Company, and about 16 miles in Texas, from Red River to Paris, were constructed under the charter of The Paris and Great Northern Railroad Company. Construction was commenced in the spring of 1886, and the entire line was opened for operation on July 1, 1887. On February 23, 1887, before construction was completed, the company executed a formal deed, conveying its property to the St. Louis and San Francisco Railway Company.

Next month... Kansas City and Southwestern Railroad Company

How To Talk Railroad

"The detainer's flimsy says we have an alley to Ash Grove, so tell the hogger to put the putty to the jack, tell the captain to swing his glimmer, and lets highball these varnished snozzler wagons down the main stem and pin for home." Now, if you can translate that statement you can talk railroad! One of the most intriguing facets of railroading history is the unique, distinctive, and sometimes "colorful" words that railroaders have used to describe the various people, equipment, facilities, and activities associated with the railroads. It is safe to say that railroading has had its own specialized language with a distinctive vocabulary numbering in excess of 250 slang expressions. For example, if you were to hear a rail (a railroad employee) refer to the dinger, general, ring master, slave driver, or simply the Y.M., you would know he was talking about the Yardmaster.

The car toad, viz, car knock, car tonk, or car wacker is a car repairman and the gandy dancer or snipe is a track laborer, with the king snipe being the foreman of a track gang. A dinky, high wheeler, hog, jack, kettle, mill, pig, smoker, and teakettle all referred to locomotives and buggy, cage, clown wagon, crib, crummy, dog house, hearse, hut, louse cage, monkey house, shanty, and way-car were all names assigned to that great American railroading institution, the caboose.

The beanery, red onion, or greasy spoon was a railroad eating house, the beanery queen the waitress, and the lizard scorcher the cook. If you received too many brownies (demerits) you might have to dance on the carpet (called into the Superintendent's office) which could result in your blowing up (quit your job) or being canned (fired).

For those of you who cannot speak fluent railroad, we submit the following translation of paragraph one: "The train dispatcher's train order advises that we have a clear track to Ash Grove, so inform the engineer to increase the steam pressure in the locomotive, instruct the conductor to signal the all clear with his lantern, and let's proceed out of town at full speed with the passenger train equipped with Pullman cars, head down the main line, and go home!" To be continued...

Frisco Folks

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

Dr. Phil Henson
Ron Pottenger

Fireman
Switchman

Indiana
Springfield

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 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. 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.