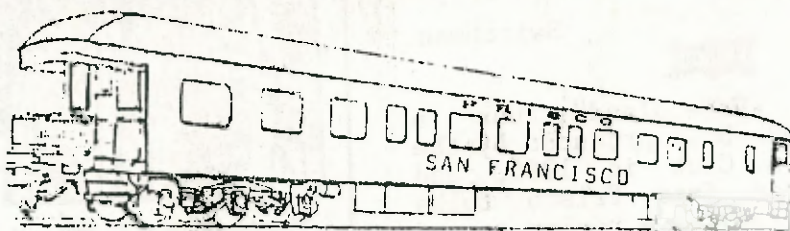


New Displays

The museum is pleased to announce the addition of a Frisco depot photo display. Included in the new exhibit are photos of over 100 Frisco depots in Missouri, most of which were taken in the 1950's and early 1960's. The display represents part of a collection of over 300 Frisco depot photos that the museum will be acquiring over the next few months. The exhibit also contains other related items including a 1953 U.S. map showing all the stations throughout the Frisco system, a 1925 Passenger Department Map showing the stations in Missouri, a collection of "List of Stations" booklets, and a March 10, 1926 elevation blue print of the Springfield, Mo depot. The display also includes a rare photo of the depot at Phenix, Mo, on the original "Leaky Roof" line from Ash Grove to Kansas City.

In 1945, the Frisco equipment roster listed eighty-nine passenger cars painted in a Zephyr blue and white paint scheme. Many of these cars were the ones that carried the patriotic "BUY WAR BONDS" message during World War II. A new photo display has been added to the museum that includes six of the blue and white cars including coaches 1062 and 1208, dining cars 644 and 648 (both of which were later converted into business cars) cafe-lounge car the "Kansas City," and three photos of car 1501, in service on the "Firefly," also a cafe-lounge car.

The museum's business car display has been expanded and now includes twenty-four photos of Frisco executive coaches including three rare color pictures of car No. 1 (the former Missouri car). Also on display are two speed indicator gauges, a chair, and three leather magazine covers, all of which were used in executive service.



The San Francisco was built in November, 1911, by the American Car and Foundry Co., as Business Car No. 502, for use on the Kansas City, Ft. Scott, and Memphis Railway Co. Shortly thereafter, the 74 ft. all steel coach was assigned to the exclusive use of Benjamin F. Yoakum, then President of the St. Louis and San Francisco Railroad Co., who at the time was leasing track, equipment, and facilities from the K.C.F.S. & M. The car no doubt logged many thousands of miles as it carried the president in search of what many called "Yoakum's Dream," one of the most spectacular and rapid developments of rail growth in western and Mississippi Valley history.

When the U.S. Government assumed control of the nation's railroads in January, 1918, No. 502 was transformed into United States Railroad Administration car No. 101 and was assigned to the Midwest Regional Officer who was stationed on the Missouri, Kansas, and Texas Railroad Co. On March 1, 1920, the government returned operation of the railroads to private companies. USRA No. 101 was returned to the Frisco, remodeled, and re-numbered No. 1920 at the request of newly elected President, J.M. Kurn. Mr. Kurn wanted his business car to symbolize 1920 as being both a new beginning for the Frisco and a new beginning for his presidency.

In 1947, when the executive fleet experienced its first major re-numbering program, the No. 1920 car became the No. 1 Business Car. In January, 1952, car No. 1 entered the Springfield, Mo West Coach Shop and emerged as a newly remodeled business car, the San Francisco. The car was 83 ft. long, weighed 228,900 lbs., and was equipped with a full service kitchen and crew quarters, a dining room, three large state rooms with individual baths, and an observation room on the platform end. The interior was finished in mahogany paneling and trim and the exterior was olive green with black roof and gold lettering and details. The San Francisco was, without doubt, the most ornate and luxurious of the entire executive fleet.

In December, 1962, the San Francisco once again entered the West Coach Shops for remodeling. Unfortunately, while awaiting finishing touches, the car caught fire and was destroyed on December 24, 1962.

THE FRISCO FAMILY

KANSAS CITY AND SOUTHWESTERN RAILROAD COMPANY

The Kansas City and Southwestern Railroad Company was incorporated March 27, 1884, under the general laws of Kansas, for a period of 99 years. The company was organized and initially controlled by L.D. Latham & Company, contractors. On December 1, 1885, before construction of the company's property was completed, control passed to the St. Louis and San Francisco Railway Company. In 1893, a suit was brought against the St. Louis and San Francisco Railway Company, seeking foreclosure sale of its property. A plan and agreement for the reorganization of the latter was made on April 21, 1896, which provided for the property of the company to be acquired by a new company which was to be organized under the plan. The company's franchises and property were sold under foreclosure of its mortgage on December 19, 1896, to Edward C. Henderson, who was acting for a committee appointed under the plan above referred to. Henderson conveyed the franchises and property to the St. Louis and San Francisco Railroad Company on April 9, 1897.

On the date of sale, the company owned about 62 miles of standard gauge, single track railroad, located entirely in Kansas, extending from a connection with the tracks of the St. Louis and San Francisco Railroad Company at Beaumont Junction, in a southerly direction through Arkansas City, Kansas, to a point on the Kansas-Oklahoma State line near Cale, Kansas. The property was constructed by L.D. Latham and Company, independent contractors, between April 1, 1885, and January 1, 1886, and was placed in operation on the latter date.

Next month... St. Louis, Salem & Arkansas Railway Company

FRISCO FOLKS

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

Mr. & Mrs. William Botzow Brakeman
Monett

Mr. Jim Marsh Switchman
West Plains

"Recipes From Friscoland" was a system-wide cook book produced by the Frisco Employee's Club in 1956, and included recipes from Frisco folks throughout the nine state region served by the company. The All Aboard will periodically feature a recipe taken from this unique piece of Frisco memorabilia.

Movie Stars Ride Frisco



On June 5 the star of the movie, "The Winning Team," Ronald Reagan (second from right), went from St. Louis to Springfield on Frisco's Texas Special to attend the World Premiere of the film in that city. Shown with Reagan just before leaving the train at Springfield are (l. to r.): L. B. Clary, Frisco's general manager; Gene Nelson, Hollywood star; Reagan, and L. E. Cox, Springfield, Frisco director.

ALL ABOARD July, 1952



OATMEAL CHOCOLATE CHIP COOKIES

1 cup shortening	2 Tsp hot water
3/4 cup brown sugar	3 cups oatmeal
3/4 cup granulated sugar	1 pk chocolate chips
2 eggs	1 cup nuts, chopped fine
1 1/2 cups sifted flour	1 Tsp soda
1 Tsp salt	1 Tsp vanilla

Cream shorting and add sugar and eggs. Sift together flour and salt and add to mixture. Dissolve soda in hot water. Add other ingredients. Bake at 375 degrees.

Lillian Heiss

NOTE: Lillian Heiss and her husband, Ed, are members of the museum's Frisco Folks organization.

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.