

New Acquisitions

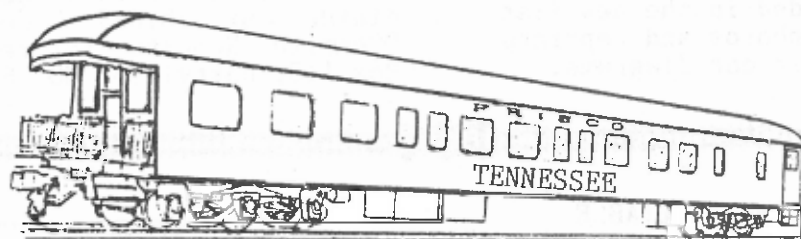
The museum inventory continues to grow with the recent acquisition of many rare and unique items of Frisco and Frisco related memorabilia. Added to the dining car display are sixteen new pieces of "Frisco," "Frisco Lines," and "Frisco System" silver flatware and hollow ware, including a soup tureen, tea pot and sugar bowl, sugar tongs, and a rare "Memphis Route" fork dating back to the early 1900's.

The museum has also acquired a number of depot related items including four brass lunch counter stools from the Springfield, Mo Harvey House, a wall-mount station bench from the Boicourt, Kansas depot, the agent's desk from Lamar, Mo, and two ticket window grilles, from the Frisco depots at Brosley, Mo and Rogers, Arkansas. Another rare piece of Frisco history recently acquired is a depot train order board semaphore signal assembly from an unknown station in Oklahoma. Thanks and a tip of the Frisco hat to Dennis Morris and Avery Bradley for their assistance in transporting and unloading the signal assembly!

The museum's collection of Frisco advertising memorabilia has been expanded with the addition of ten 18" x 24" scrap books containing over 2,000 pieces of various Frisco advertising and promotional materials. Other advertising collectibles include a rare "Frisco Line" advertising dodger, dated June 24, 1897, and 117 photos of billboards promoting an assortment of Frisco programs and services, most of which were taken during the 1940's and 1950's.

The FTC (Frisco Transportation Company) display now contains a 28" scale model FTC truck and trailer, especially hand crafted for the museum by retired FTC driver Mr. Julius Trost.

We are proud of these, and many other, new additions to the museum and sincerely appreciate the contribution they represent, in preserving the rich heritage of a GREAT RAILROAD! If you haven't visited the museum recently, you need to come by and see all the new and expanded displays. We are open every Saturday, 10:00 a.m. to 5:00 p.m., Sunday 2:00 p.m. to 5:00 p.m., and other times by appointment.



The Tennessee Business Car was originally built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1084. In 1942, the 62 passenger coach was rebuilt in the Springfield, Mo West Coach Shop as dining car No. 645, the second in a series of five (644-648) Zephyr blue and white "soldier diners." It is interesting to note that all five of the original "soldier diners" were eventually rebuilt as business cars. No. 644 became the Missouri Business Car, No. 645 the Tennessee, No. 646 the St. Louis, No. 647 the Alabama, and No. 648 became the Springfield Car. It is also noteworthy that the diners were all converted from the same series of passenger coaches. No. 1082 became diner 644, No. 1084 became No. 645, No. 1086 to No. 646, No. 1088 to No. 647, and coach No. 1089 became diner No. 648.

In March, 1949, No. 645 once again entered the West Coach Shop, this time to emerge as Business Car No. 2. The new executive coach was 82 ft. long, weighed 219,200 lbs., and included a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, a secretary's quarters, and the standard observation room on the platform end. The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was a standard Pullman green with black roof, gold lettering and details.

When completed, car No. 2 was assigned to the office of Vice-President of Operations. In that capacity, it served F.H. Shaffer, S.J. Frazier, and R.J. Stone, the last company executive to use the car.

In June, 1954, the numerical designation of No. 2 was replaced with the name Tennessee, and three years later the car was removed from service and placed in storage at Springfield. In August, 1965, it was sold to a private individual.



THE FRISCO FAMILY

ST. LOUIS, SALEM & ARKANSAS RAILWAY COMPANY

The St. Louis, Salem & Arkansas Railway Company was incorporated January 22, 1887, under the general laws of Missouri. The company was organized by the St. Louis and San Francisco Railway Company. During its entire existence, the company was controlled by the St. Louis and San Francisco Railway Company and its property was operated by that company under lease. In 1893, a suit was brought against the St. Louis and San Francisco Railway Company, seeking foreclosure 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 St. Louis, Salem & Arkansas Railway 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 March 10, 1897, 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 54 miles of standard gauge, single track railroad, located entirely in Missouri, of which about 41 miles were main line tracks and about 13 miles were branch line tracks. The main line extended from Cuba to Salem. There were three branch lines, extending from Howe's Station to Plank Iron Mine, about five miles, from Bangert to Smith's Bank, about three miles and from Goltra to Sligo, about five miles.

Next month... St. Louis, Salem and Little Rock Railroad Company

Museum Dispatch



THE MAGAZINE OF RAILROADING

Beginning with the May issue, the museum will be advertising in Trains Magazine, the premier railroading publication in the country. Trains currently has a paid subscription of over 80,000 persons.



Excess Baggage List No. 2 is now available and includes an expanded selection of Frisco and railroad memorabilia currently being offered for sale. Included in the new list are Frisco depot photos and reprints of Frisco passenger car diagrams.

Enjoy a Victorian Bed and Breakfast at the FRISCO HOUSE, Church and Rolla Streets, Hartville, Missouri. Breakfast is served on authentic dining car china! Contact C.C. "Charlie" Roberts for reservations, Box 118, Hartville, MO. 65667.

THE FRISCO STABLE



Twenty-Four of Frisco's diesel passenger locomotives were named after famous horses. This month we will list the name and number of each engine and next month we will describe each horse's "claim to fame."

2000	Fairplay	2012	Flying Ebony
2001	Ranger	2013	Sea Biscuit
2002	Comanche	2014	Truxton
2003	Steel Dust	2015	Twenty Grand
2004	Dan Patch	2016	Citation
2005	Winchester	2017	Pensive
2006	Traveller	2018	Ponder
2007	Whirlaway	2019	Cavalcade
2008	Messinger	2020	Big Red
2009	Jet Pilot	2021	Gallahadion
2010	Count Fleet	2022	Middleground
2011	Gallant Fox	2022	Champion



Postage Metering Machine
Advertising - 1965

NOTE: The original metal dies for the above stamps are currently on display in the museum.

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.