

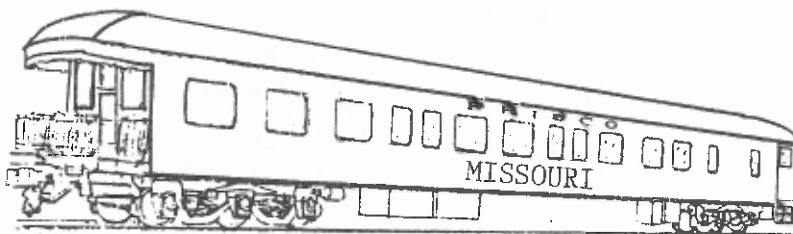
## Museum Receives IRS Approval

As of April 15, 1987, The Frisco Railroad Museum Inc. is a Federal Tax Exempt organization under Section 501 (c)(3) of the Internal Revenue Code. After a year of work, a sizable volume of paperwork, and the services of both an attorney and accountant, the museum has received what we consider to be an official "stamp of approval" from the Federal Government. According to the IRS, "Donors may deduct contributions to you as provided in Section 170 of the Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible..." Both monetary and memorabilia donations to the museum are now tax deductible! Thanks and a tip of the Frisco hat to Robert Hankins, Attorney, and Wayne Hlavacek, C.P.A., for their generous contribution of time and services!

## New Displays

The museum is pleased to announce the opening of 225 sq. ft. of new display area and the addition of many new exhibits, including two new office displays featuring memorabilia from the Railway Express Agency (REA) and the Frisco Transportation Company (FTC). Displayed in both office exhibits are floor tiles from the Frisco Depot at Newburg, MO. Other new displays include a collection of "Harvey House" memorabilia, a selection of Frisco wall calendars dating back to 1945, advertising billboard photos, and a collection of steam locomotive photos and builders diagrams. Visitors to the museum will now be able to reminisce about waiting for the train as they sit on a depot waiting room bench from the Springfield, MO Station. The new expansion also will allow room for the display of Excess Baggage items currently being offered for sale.

As the museum continues to grow, so does our appreciation for all our members and friends who are making it possible!



The Missouri Business Car was built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1082. In 1942, the 60 passenger coach was rebuilt in the Springfield, Mo West Coach Shop as dining car No. 644, the first of the series of Zephyr blue and white "soldier diners," so named because of the patriotic messages they carried during World War II.

In January, 1950, No. 644 once again entered the West Coach Shop and emerged this time as Business Car No. 3. It was 82 ft. long, weighed 214,880 lbs., and was equipped with a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, secretary's quarters, and observation room on the platform end. The interior was finished in mahogany paneling with ivory colored steel accessories. The exterior finish was Pullman Green with black roof and gold lettering and details.

When completed, car No. 3 was assigned to the office of Vice-President of Traffic. In that capacity, it served J.E. Payne, T.H. Banister, and J.E. Gilliland, the last executive to use it in that office.

In June, 1954, the numerical designation of No. 3 was replaced with the name Missouri. In January, 1963, following the fire that destroyed the San Francisco car, the Missouri was remodeled and re-numbered car No. 1, for use by then company president L.W. Menk. In 1965, the car was re-painted in the new Frisco mandarin red and white color scheme and served, along with car No. 2, as the primary executive fleet for the company until 1980.

After the Frisco-BN merger in 1980, the car was re-numbered BNA-7 and renamed the "Kootenai River." It was re-painted in BN's green and white color scheme and is currently assigned to the office of the President for the Burlington Northern. It is one of two former Frisco Business Cars still in operation on the BN.

The museum currently has on display seven photos of the Missouri car, including one as diner No. 644, two as car No. 3, three color photos as No. 1, and one color picture in the mandarin red and white color scheme.

# THE FRISCO FAMILY

ST. LOUIS, SALEM AND LITTLE ROCK RAILROAD COMPANY

The St. Louis, Salem and Little Rock Railroad Company was incorporated January 17, 1871, under the laws of Missouri. On November 1, 1924, the date of the Interstate Commerce Commission Valuation Docket from which this information is taken, the general books of the company could not be located. It is known that it was incorporated in the interest of the Sligo Furnance Company and the Missouri Iron Company.

The company having defaulted in the payment of interest on its first mortgage bonds, its property and franchises were sold under foreclosure of its first mortgage on September 27, 1886, to Matthew H. Taylor and Charles S. Freeborn, who represented the holders of the first mortgage bonds. The purchase price was \$250,000, of which \$10,000 was paid in cash and the remainder by a satisfaction of the defaulted bonds. On November 20, 1886, Taylor and Freeborn made an agreement with the St. Louis and San Francisco Railway Company, to sell the franchises and property to a company to be formed and controlled by the St. Louis and San Francisco Company. As a result of this agreement, the St. Louis, Salem and Arkansas Railway Company was formed, and on February 1, 1887, Taylor and Freeborn executed a deed conveying such franchises and property to the St. Louis, Salem & Arkansas Company.

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 Howes Station to Plank Iron Mines, about five miles, from Bangert to Smith's Bank, about three miles, and from Goltra to Sligo, about five miles.

Next month... Sligo Furnance Railroad Company  
Dent and Phelps Railroad Company

## Frisco Folks Museum Dispatch

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

Ralph H. Pilkenton New Mexico	Brakeman
Donald Alderman Texas	Switchman
James Dawson Webb City, MO	Conductor

Excess Baggage List No. 2 is now available and includes an expanded selection of Frisco and railroad memorabilia currently being offered for sale. Please notify the museum if you would like to receive a copy.

With the printing of the May, 1987, All Aboard, Volume I is officially closed. Volume II will begin with a "colorful" expanded June issue. Back issues of Volume I are available until the end of May at no charge. After June 1st they will cost fifty cents each.

Beginning June 3, the museum will be open 10:00 a.m. to 5:00 p.m. Wednesday through Saturday and 2:00 p.m. to 5:00 p.m. on Sunday. We will be closed on Monday and Tuesday. All Aboard for a great summer!

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

2000	Fairplay	Racehorse - Sire of Man-O-War
2001	Ranger	Revolutionary War Horse - Col. Henry Lee
2002	Commanche	Only U.S. Cavalry "life" to survive Little Big Horn
2003	Steel Dust	Famous Texas horse
2004	Dan Patch	Famous Pacing horse, late 1800's - early 1900's
2005	Winchester	Civil War horse - Gen. Phillip Sheridan
2006	Traveller	Civil War horse - Gen. Robert E. Lee
2007	Whirlaway	Racehorse - 1941 Triple Crown winner
2008	Messinger	English Harness Racing horse
2009	Jet Pilot	Racehorse - 1947 Kentucky Derby winner
2010	Count Fleet	Racehorse - 1943 Triple Crown winner

To be continued...

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.