

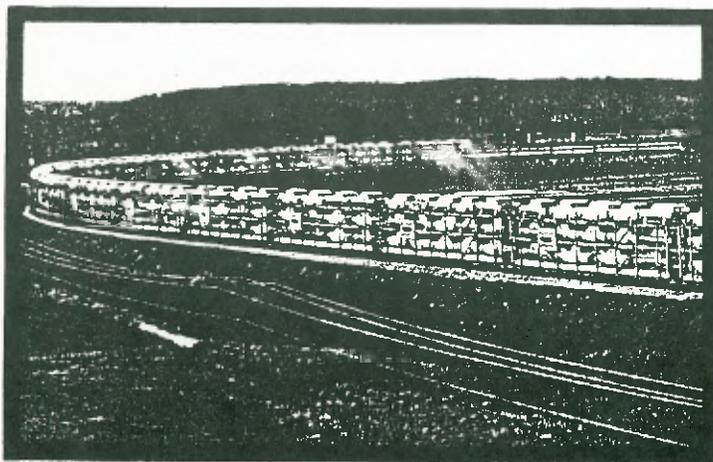


On June 1, 1986, approximately 150 persons gathered to dedicate a dream... a dream called The Frisco Railroad Museum Inc.... a dream that is now a one year old reality. Our first year has been an exciting time. Approximately 1,191 people from twelve states have visited our Ash Grove facility. Through our national advertising program, started in April, we have corresponded with many others from as far away as Wisconsin, Colorado, Virginia, Maryland, Pennsylvania, and New Mexico.

Our first year of operation has also been a rewarding year. Since June 1, 1986, we have received 2,529 items of Frisco and Frisco related memorabilia representing a broad range of Frisco operations, equipment, facilities, and personnel. Our historical archives have more than doubled in size, now providing us with a broader and more complete repository of historical information.

We have had a busy first year. Approximately 1,300 hours have been spent maintaining our facility, building new displays, researching historical information, and maintaining records.

Most important, we have had an enjoyable year meeting people, making new friends, and reimmiscing about the good old days on the Frisco. We are appreciative of all those friends of the museum who have contributed to its first year of growth. A special word of thanks goes to those thirty current members of our Frisco Folks family who have made a commitment to the future success of the museum. ALL ABOARD FOR ANOTHER GREAT YEAR! ☐



On June 9, 1959, the first Frisco piggybacked auto shipment left the Chrysler Assembly Plant at Valley Park, MO on its way to various Texas destinations. After three years of intense research and testing, the Frisco became one of the first railroads in the country to ship autos by piggyback auto carrier equipment.

The museum has recently acquired a limited number (47) of a 16x20 inch, four-color print showing a Frisco auto train leaving the Valley Park plant in 1961. On the back of the picture is a reprint of a February, 1961, Modern Railroads story describing the evolution of Frisco's entrance into the shipment of autos via piggyback service.

As a special birthday offer, we are currently offering these color prints, while they last, for \$6.00 each plus \$1.50 for postage and handling. The prints are mailed rolled, in a sturdy mailing tube.

To obtain your copy, simply call, write, or visit the museum. Prints purchased at the museum avoid postage and handling. Don't miss this opportunity to acquire a unique piece of Frisco history! ☐



All About the All Aboard



In our Volume One, Number One, June 1986 issue of the All Aboard we featured a brief chronology of the various Frisco company publications. To commemorate our new and expanded Volume Two, Number One, June 1987 issue, we present a more detailed account of, "ALL ABOUT THE ALL ABOARD."

The first company magazine, published in January, 1907, was a thirty page, 6x8 inch monthly periodical called "The Frisco Man." It was financed by advertisement from businesses along the line and featured stories about equipment, facilities, and operations throughout the system. It also included a section about employee happenings called, "Along the Line."

Following the reorganization of 1916, the end of government control of the railroads in March, 1920, and the election of a new President, J.M. Kurn, the company departed on a new period of growth and development. This new era on the Frisco was reflected with the publication of a new periodical called "The Frisco Employes' Magazine." The new 8x11 inch, fifty page format was financed by commercial advertising and featured stories about facilities, equipment, and operations of the newly reorganized St. Louis-San Francisco Railway Company. The familiar "Along the Line" was replaced with a "Frisco Family News" section, and new features including "Flashes of Merriment," a section devoted to railroad humor, a "Homemaker's Page," Frisco's answer to Hints from Heloise, and "The Twilight Hour - A Page Just for Children."

The depression of 1929 had its effect on the Frisco and by 1932 the road was in the hands of receivers. From 1933 until January 1, 1947, the company was operated by trustees. As though to symbolize its new down-to-business approach to regaining its financial solvency, the company began printing a new bi-monthly publication, the "Frisco First." First issued in April, 1936, the new format was a 11x16 inch, four page streamlined newspaper produced by the company with no paid advertising. Gone were the humorous anecdotes, homemaker hints, and children's section. The "Frisco Family News" was replaced with a shortened "Face Cards" section devoted primarily to personnel moves and retirements. As was stated in each issue, "Frisco First is the cheer leader for Frisco business-getters. It is reporter of the news, source of information, and general conference table for men and women of the Frisco." In February, 1938, the paper was reduced in size to 11x13 inches, but expanded in length to an eight page format. The Volume Three, Number 1, February 1938 issue was the first to display the "Frisco Lines" logo with the "St. Louis-San Francisco Ry." bar below the logo.

In 1947 Clark Hungerford was named President of the Frisco and in January, 1948, a new company publication made its debut. The all new "All Aboard" was an 18x12 inch, eight page monthly newspaper with reports on Frisco's various modernization programs and a large section once again devoted to employee happenings called "News from Here and There on the Frisco." In 1956 and 1957 the All Aboard was produced as an 8 1/2x11 inch full color monthly magazine with over thirty pages of information, feature articles, colorful pictures, and a new section for employee news called "Scheduled Stops for Correspondent News." The 1956-57 editions were the pride of the Frisco and few rival publications could match their style and quality. The new color masthead for the museum's All Aboard Newsletter is taken from the 1956-57 editions of the All Aboard.

Between 1958 and 1962 the company suspended publication of the All Aboard. The October-November 1957 issue carried the announcement, "It is with regret that effective with this issue it has been found necessary to suspend the publication of All Aboard." In February, 1963, Volume 1, Number 1 of a new 11x16 inch All Aboard monthly newspaper rolled off the presses. The eight page publication once again reported news of operations, facilities, and equipment along with the familiar section devoted to employee news, this time called the "Frisco Folks." The front page displayed a message from the President, Louis W. Menk, in which he stated, "...I must say that no one could be as happy as I am at the resumption of the publication of the 'All Aboard'." Beginning with the February, 1966 issue, the size of the paper was shortened by one inch and it remained in that format until February, 1967, when it returned to a fifteen page, 8 1/2x11 inch magazine that was published every six weeks. The February-March, 1976 issue began a bi-monthly publication schedule and the last Frisco produced issue of the All Aboard was the October-November, 1980 edition. In February, 1981, the Burlington Northern started publication of a "Springfield Region" All Aboard magazine. After four bi-monthly issues it was discontinued and replaced with the corporate "BN News" publication. ☐

THE FRISCO FAMILY

SLIGO FURNACE RAILROAD COMPANY

The Sligo Furnace Railroad Company was incorporated September 29, 1880, under the laws of Missouri, for a period of 999 years. Its property consisted of about five miles of standard gauge railroad, extending from Goltra, MO, to Sligo, MO. The property was constructed in 1880 and 1881, and was placed in operation the latter year.

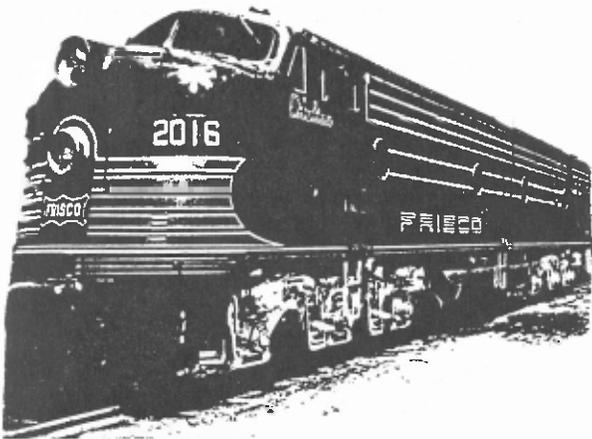
On November 8, 1881, the company sold its franchises and property to the St. Louis, Salem and Little Rock Railroad Company.

DENT and PHELPS RAILROAD COMPANY

The Dent and Phelps Railroad Company was incorporated October 3, 1877, under the laws of Missouri, for a period of 999 years. Its property consisted of about three miles of standard gauge, single track railroad, extending from Bangert to Smith's Bank, MO. The property was constructed between the date of incorporation and March 1, 1878, and was placed in operation on the latter date.

On November 8, 1881, the company sold its franchises and property to the St. Louis, Salem and Little Rock Railroad Company. ☐

Next month...St. Louis and Oklahoma City Railroad Company.



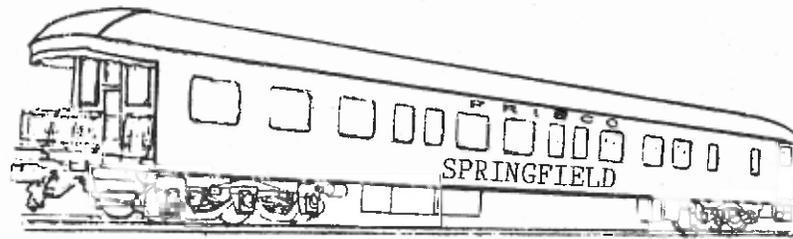
THE FRISCO STABLE

Twenty-Four of Frisco's diesel passenger locomotives were named after famous horses. This month we conclude our description of each horse's "claim to fame."

2011	Gallant Fox	Racehorse - 1930
	Triple Crown Winner	
2012	Flying Ebony	Racehorse - 1925
	Kentucky Derby winner	
2013	Sea Biscuit	Racehorse - 1937
	\$ Champ. Sired by Man-O-War	
2014	Truxton	Horse of Gen. & Pres. Andrew Jackson
2015	Twenty Grand	Racehorse - 1931 Kentucky Derby winner
2016	Citation	Racehorse - 1948 Triple Crown winner
2017	Pensive	Racehorse - 1944 Kentucky Derby & Preakness winner
2018	Ponder	Racehorse - 1949 Kentucky Derby winner
2019	Cavalcade	Racehorse - 1934 Kentucky Derby winner
2020	Big Red	Racehorse - Man-O-War's nickname (1917-1947)
2021	Gallahadion	Racehorse - 1940 Kentucky Derby winner
2022	Middleground	Racehorse - 1950 Kentucky Derby winner
2022	Champion	Horse of Gene Autry (Ex-Frisco employee)

NOTE: The original 2022 (Middleground) was wrecked. When rebuilt in 1951, it was renamed Champion.

Thanks and a tip of the Frisco hat to Frisco Folks member Ken Wulfert for providing the information for the "Frisco Stable."



The Springfield Business Car was originally built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1089. In 1942, the 62 passenger coach was rebuilt in the Springfield, MO West Coach Shop as "soldier diner" No. 648, the last in the series of Zephyr blue and white dining cars.

In March, 1948, No. 648 once again entered the West Coach facility and emerged as Business Car No. 4. It was 82 ft. long, weighed 210,400 lbs., and was equipped with what was now the standard arrangement of kitchen and crew quarters, dining room, two state rooms, secretary's quarters, and observation room. The interior was mahogany paneling and ivory colored steel accessories. The exterior finish was standard Pullman green with black roof and gold lettering and details.

When placed in service, car No. 4 was assigned to the office of General Manager. In that capacity, it served S.J. Frazier, R.J. Stone, L.B. Clary, and L.W. Menk. In the late 1950's, its services, and those of car No. 5, were shared jointly by Assistant General Managers R.C. Grayson and H.H. DeBarry.

In June, 1954, the number 4 was replaced with the name Springfield, the only such name change not made to one of the nine states served by the Frisco. Springfield was chosen because of its central location at the "hub" of Frisco's operations. In his 1954 memo directing the naming of business cars, R.J. Stone noted that using the name Springfield would, "...necessitate changing the name of present diner (actually cafe-lounge car) 'Springfield.'" Mr. Stone suggested renaming the car the "Memphis," which at the time was the name of one of two buffet-sleeper cars. (The other car in the series was the "Pensacola.") Existing records indicate that the old Springfield car was ultimately renamed the Memphis and the Memphis buffet-sleeper apparently retained that name as well.

In January, 1963, the Springfield name was replaced with the number 3, and a year later the car was placed in storage in Springfield. In August, 1966, the car was sold to a private individual. ☐

FRISCO FOLKS

The museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

James O. Elliott	Switchman
Ed Heiss	Switchman
Emil Eskengren	Switchman
Lana Grantham	Switchman



From a July 10, 1881 timetable and brochure announcing Frisco connections to the "Great Eureka Springs, Arkansas."

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.