



All Aboard



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MUSEUM IN NATIONAL DIRECTORY



The Frisco Railroad Museum Inc. announces its inclusion in the 1987 STEAM PASSENGER SERVICE DIRECTORY. The Directory is a nationally distributed catalog of 185 railroad excursions and museums throughout the United States and Canada. Copies of the Directory are currently being offered for sale by the museum. The cost is \$6.50 and they may be purchased at the museum or by writing or calling the museum office.

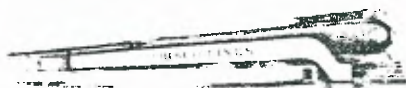


Major Acquisition

FRISCO PHOTOS

The museum is pleased to announce the acquisition of over 11,000 items of Frisco memorabilia, many of which are now available for purchase through the new EXCESS BAGGAGE LIST #3. The Officers and Board of Directors would like to acknowledge and express sincere appreciation to Mr. Robert F. Neuenschwander for making such a valuable acquisition possible. Mr. Neuenschwander is President of Avis Rent A Car System, Regional Airport, Springfield, MO.

The museum is pleased to announce the availability of over 2,000 photos of Frisco steam and diesel engines, freight and passenger cars, and a wide variety of buildings, facilities, and other related operations. Prints of the photos are now available for sale! If it was Frisco, we probably now have a photo of it! For more information send your specific request to the Frisco Railroad Museum Inc, P.O. Box 276, Ash Grove, MO 65604.





DOWN AT THE DEPOT



In the early days of rail transportation there were no depots. Most railroads were more interested in laying track and running revenue-producing trains, than they were with providing for the comfort and convenience of their passengers. The early railroads first relied on a local hotel or saloon to serve as their arrival and departure points. Some railroads built small ticket booths, but most ticket sales were transacted on the train itself. The first structures that were used solely as a depot or train station were old houses that might be situated close to the tracks.

The first actual train depots in the U.S. were built by the Baltimore & Ohio Railroad in 1831, and by the early 1840's, construction of depots was a common practice. While many were built with utilitarian purposes in mind,

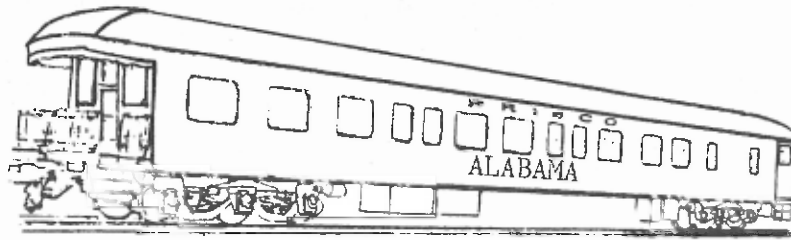
their style and architecture were as varied as the many travelers who passed through their doors. Some were very simple; others were architectural marvels, a showplace for the railroads.

As rail travel increased, so did the importance of the train station. They were the site of many welcomes and farewells between relatives, friends, and even strangers wishing each other a safe journey. The local depot also served as the community center, providing the citizens of many small towns with their only outside contact with the world. The arrival of the train was both a practical occurrence and an entertaining event few residents wanted to miss.

The train usually brought the latest in world and national news, the local mail, merchandise of all sorts, and a continuous parade of strange, mysterious, yet always interesting, rail travelers. The young boys in the community would usually greet the arrival of the train far down the track, and they would run alongside the engine, taking in all its majesty while dreaming about some day controlling the throttles themselves. The depot clock was always considered to be the official time in the community. As a matter of fact, in 1833, it was the railroads who first utilized the division of time zones that was later adopted nation-wide with the passage of the Standard Time Act in 1918. The depot also served as the communications center for the town because it was often the site of the local telegraph office. Many old-timers can still remember the "clickety-click" of the telegraph sounder, spelling out its coded message.

The museum is acquiring a large collection of Frisco depot photos and is pleased to announce the acquisition of a large collection of depot blue prints and specifications. Thanks and a tip of the Frisco hat to FRISCO FOLKS member Art Lindeman for making acquisition of the depot prints possible! Beginning next month, the ALL ABOARD will begin a regular series on Frisco depots including photos, specifications, and historical information about the many and varied stations along the Frisco Line! ☞





The Alabama Business Car was originally built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1088. In 1942, the 62 passenger coach was rebuilt in the Springfield, Mo., West Coach Shop as dining car No. 647, the fourth in the series of Zephyr blue and white "soldier diners" used on troop trains during World War II.

In June, 1948, No. 647 was rebuilt in the West Coach Shop as Business Car No. 5. It was 82 ft. long, weighed 211,700 lbs., and was equipped with the standard kitchen and crew quarters, dining room, two state rooms, secretary's quarters, and observation room. The interior was a painted all steel finish, a departure from the standard mahogany paneling fare. The exterior was Pullman green with black roof and gold lettering and details. With some minor exceptions, cars numbers 2 thru 6 were all rebuilt from the same basic floor plan.

When placed in service, car No. 5 was assigned to the office of Assistant Manager. In that capacity, it served R.J. Stone, H.W. Hale, H.H. DeBerry, and R.C. Grayson. In the late 1950's, its services, and those of car No. 4, were shared jointly with Mr. DeBerry and Mr. Grayson.

In June, 1954, the numerical designation of No. 5 was replaced with the name Alabama. In the early 1960's the company reduced the size of its executive fleet and the Alabama, along with six of its counterparts, was placed in storage. In August, 1966, it was sold to a private individual. ☐



In January, 1974, the Frisco Safety Department began a program of recognizing good individual safety performance through

the distribution of colorful patches and decals. They were awarded for one year, five years, ten years, fifteen years, twenty years, and twenty-five years. The museum needs patches for twenty and twenty-five years to complete our collection. If you have patches for either years and would like to donate or sell them, please contact the museum office.



VOLUNTEERS NEEDED

The museum needs volunteers who will donate their time to help index, catalog, and assist in the restoration of Frisco memorabilia. If you are interested in helping, please contact the museum office, 672-3110.

!!!!!!WE NEED YOUR HELP!!!!!!

RESEARCH SERVICE

The museum archives are fast becoming one of the most complete and comprehensive repositories of Frisco historical information. Frisco Folks members are reminded that access to the material in our files is available through our RESEARCH SERVICE. If you have a question about the history, operations, equipment, services, etc. on the Frisco, send your inquires to the museum office. We will research your questions and prepare a written report and list of available documents and photos.

☐ ☐ ☐

BARNARD STAMP CO.
310 OLIVE STREET
ST. LOUIS 2, MO.

The museum recently acquired a collection of 204 Frisco related rubber stamps. One of the most unique and interesting stamps in the collection is a stamp, for the stamp company, who made the Frisco stamps!

THE FRISCO FAMILY

ST. LOUIS and OKLAHOMA CITY RAILROAD COMPANY

The St. Louis and Oklahoma Railroad Company was incorporated November 29, 1895, under the laws of the then Territory of Oklahoma. The company was organized and initially controlled by C.G. Jones and H. Overheiser of Oklahoma City, Okla. On February 10, 1898, which was before construction commenced, control passed to the Indianoma Construction Company, but on the same date, an agreement was made by the last named company with the St. Louis and San Francisco Railroad Company, providing for the sale of all the company's securities to that company upon completion of construction. On January 1, 1899, all such securities, as well as the company's franchises and property, were delivered to the St. Louis and San Francisco Railroad Company, but the company did not execute a formal conveyance of its franchises and property to the St. Louis and San Francisco Railroad Company until March 28, 1899.

On the date of sale, the company owned about 104 miles of standard gauge, single track railroad, located entirely in what is now the State of Oklahoma, extending from Sapulpa to Oklahoma City.

Next month... The Kansas, Oklahoma & Gulf Railway Company.

FRISCO FOLKS

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

Jim Quarles	Switchman
Mary Gregg	Switchman
Jim Martin	Switchman

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

Richard Napper	Engineer	Kansas
Micheal Biggler	Conductor	Arkansas
Don Niewald	Brakeman	Missouri
Frank Birkhead	Switchman	Texas
Michael Hunter	Switchman	Penn.
John Northcutt	Switchman	Ohio
Verma Lea Welsh	Switchman	Missouri
Wan Hendricks	Switchman	Missouri
Eunice Schmitt	Switchman	Florida
David & Phyllis	Singleton:	
	Switchman	Missouri

36" WHEELS	222,690" ON DRIVERS	N9S 2006-2022
62 X 12" INLS	330,400 LBS (N92013)	BLT. FEB. TO JULY 1950
HYATT BRGS		
PASSENGER		
BUILDER E.M.D. MODEL E8-A	STAMGEN 20	4675-MDR
HORSE POWER	2250	BOILER WATER CAP 150 GAL
TR. EFF. STARTING	55%	DIESEL ENG 2-EMD 12-567-B
TR. CONTIN 25% MDL	27000 LBS	ENGINE SPEED 275 TO 200 RPM
GEAR RATIO	57:20	FUEL OIL CAPACITY 1200 GAL
MAINGENERATORS (2)	D-15	LUBR OIL 830 GAL
TR. MOTORS (4)	D-21-B	COOLING WATER 400 GAL
BATTERY 32 CELL	64V 426 AMP HRS	SANDERS NY ABCO HS-97
BRKES, ELEC OR DYNA	NONE	SAND CAPACITY 16 CU FT
BRKES, AIR	24-RL	TRANSITION - AUTOMATIC
AIR COMPRESSOR 2	ABO	W/ ON DRIVERS 222690 LBS
AIR RES. CAPACITY	50,000 CU IN	NEGOTIABLE CURVE 21 DEG.

The museum is now offering forty years of Frisco diesel power, a collection of sixty diesel locomotive diagrams covering a period of Frisco power from 1940 to 1980. The diagrams can be purchased as a set or individually. See EXCESS BAGGAGE LIST #3 For a complete listing and price information.



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.