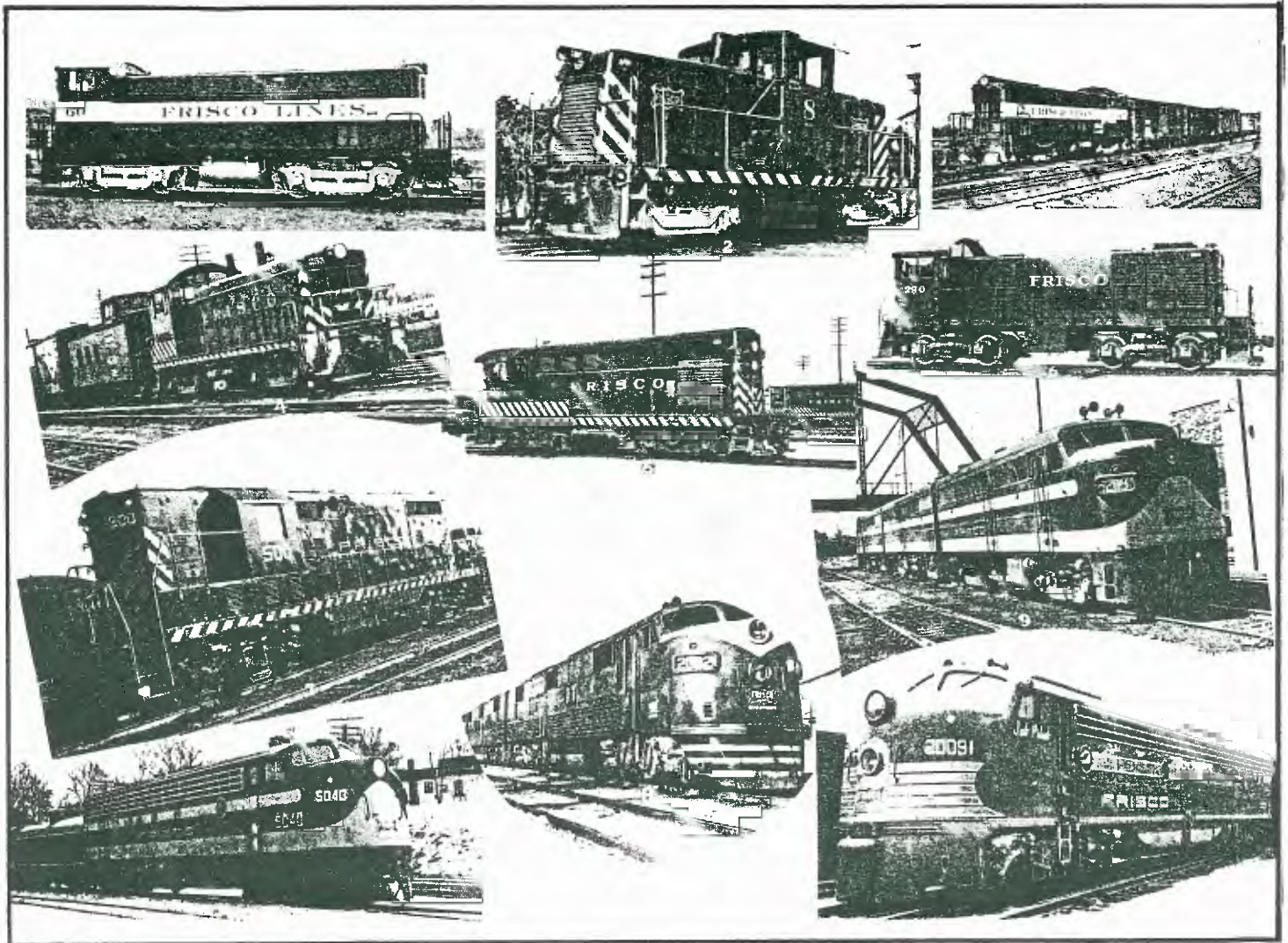


FRISCO FIRST GENERATION DIESELS



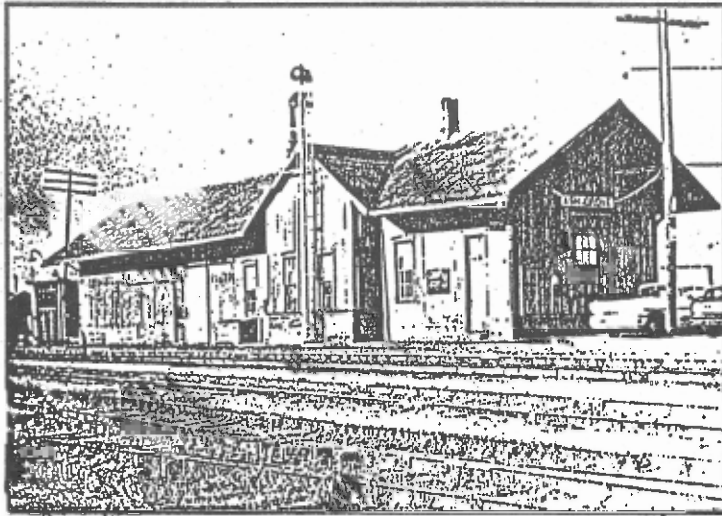
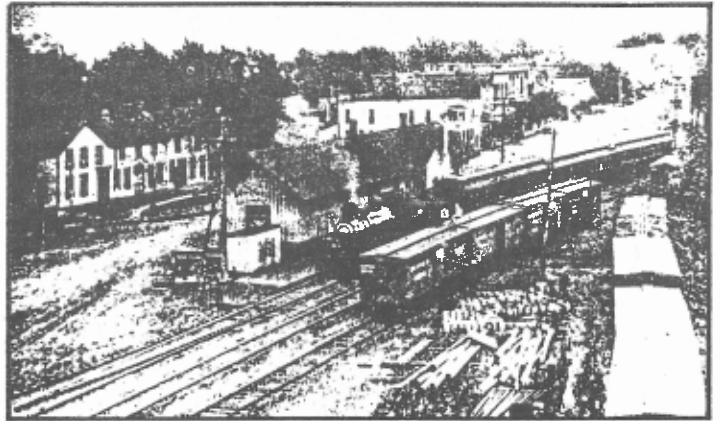
In May, 1942, the Frisco made its first venture into dieselization with the purchase of two Baldwin Vo 660 horsepower switch engines. By February, 1952, when the era of steam power on the Frisco ended with the last run of #4018, the diesel roster included seventeen 2,250 HP passenger, six 2,000 HP passenger, and twelve 1,500 HP combination freight and passenger units. In addition, there were in service 123 1,500 HP freight engines along with 133 1,500 HP and eleven 1,000 HP general purpose units. The roster also included 105 yard switchers ranging from seventy-five 1,000 HP, nineteen 1,200 HP, two 660 HP, and nine forty-four ton engines. By the end of 1952, Frisco's first full year of total diesel power, there were 407 engines on the roster. 🚂



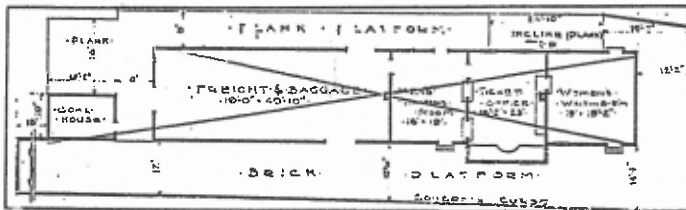
DOWN AT THE DEPOT



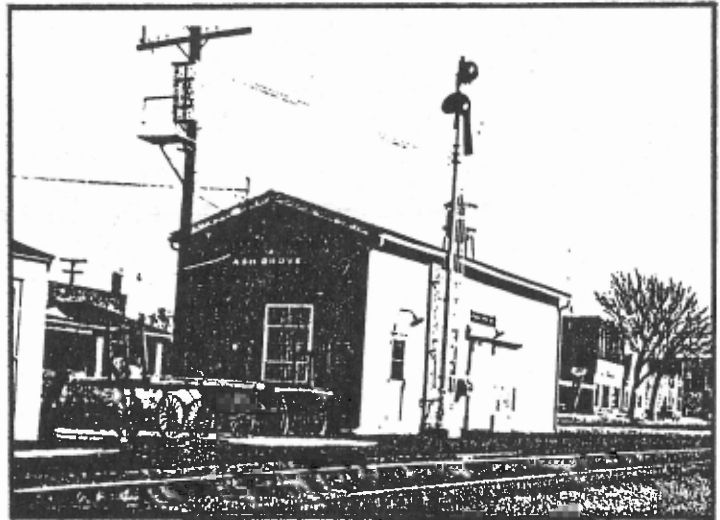
In May, 1871, the city of Ash Grove, MO was incorporated. In May, 1878, the first train rolled into Ash Grove on tracks of the Springfield & Western Missouri Railroad Co., a twenty mile short line between Ash Grove and Springfield. In 1879, the first Ash Grove depot was built.



During its tour of duty, the Ash Grove depot served four different railroads. Along with the original Springfield & Western Missouri Co. there was the Kansas City, Clinton, and Springfield Railroad Co., of which Ash Grove was its southern terminus, the Kansas City, Ft. Scott and Memphis Railroad Co., and the Frisco. The last passenger train to pass through Ash Grove was the "Southland Daily" which made its final run from Kansas City to Birmingham on December 11, 1967. The Conductor on that last train was John Cawlfeld who, along with his brother Jack, also a Frisco Conductor, at one time was a resident of Ash Grove.



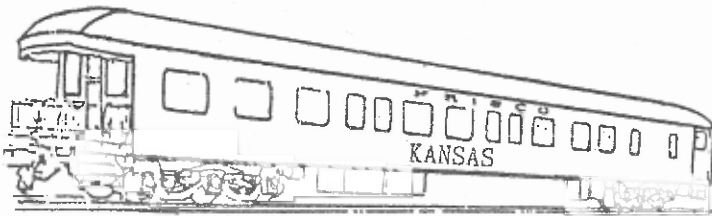
The station, #C183 on the Ash Grove Subdivision of the old Northern Division, was a frame building 104 ft. long and 19 ft. wide. It included a large freight and baggage room, ticket office, and separate men's and women's waiting room, a common practice based on the notion that women and children should be protected from such coarse and vile males who might be passing through town. The depot had a green shingle roof, red brick platform, and was painted what soon became the standard Frisco gray depot paint scheme. The station was heated with a typical wood or coal burning stove and its sanitary facilities were located somewhere across the tracks!



In 1961, the old wooden depot was replaced with a 16 x 44 metal Armco building and in the early 1970's, it was removed leaving only a small signal maintainer building. A portion of the old brick platform still remains as does the foundation of the Armco structure.

Springfield & West'n Missouri R.R.	KAN. CITY, CLINTON & SPRING. R.Y.
FULL FARE	TRIP BOOK TICKET.
(This Stub is for)	USE EITHER A Special Book or Half.
FROM ASH GROVE	DEEPWATER
To <i>SP</i>	To <i>DEEPWATER</i>
Date <i>4/10 1878</i>	Via <i>SP</i>
<i>80</i>	SO. <i>189.1</i>
<i>3</i>	Net 21 <i>189</i>



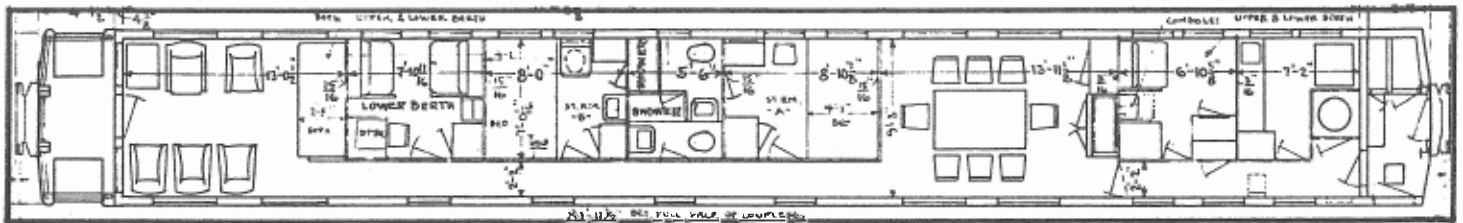


The Kansas car was built in February, 1913, by the Ohio Falls Car Co., as a 70 ft. composite business car, No. 2500. NOTE: Composite refers to a car built with a steel underframe, wood superstructure, and steel plating. In 1944, while traveling east bound on train No. 2, the "Texas Special," the car broke a front axle, derailed cross-wise in a deep cut, and was severely damaged. Composite cars did not hold up well in high speed derailments. Rather than scrapping the car, the Springfield West Coach Shop took the underframe of an unknown coach, salvaged what they could from the old car, built a new Business Car No. 2500, and "boot-legged" it into the roster as though nothing had ever happened. The "new" No. 2500 was 82 ft. long and weighed 210,100 lbs. While it was equipped with the standard kitchen and crew quarters, dining

room, state rooms, and observation room, the arrangement was somewhat different than the majority of executive coaches. The most noticeable difference was a through hallway, a departure from its contemporaries whose passageway jogged to the opposite side of the car at the dining room. The interior was paneled with quarter-inch fybrwood and had ivory painted steel accessories. The exterior was standard Pullman green with black roof and gold lettering and details.

When the rebuilt car was placed in service, it was assigned to the office of Chief Mechanical Officer. In that capacity, it served W.B. Berry, W.H. Gimson, and E.F. Tuck.

In May, 1947, the number 2500 was changed to No. 5, and in June, 1948, it was again renumbered No. 7, to make room for rebuilt diner No. 647 (the Alabama) entering the executive fleet as No. 5. In June, 1954, No. 7 was assigned the name Kansas. In the early 1960's, the Kansas fell victim to the company's executive fleet reduction. After being taken out of service as a business car, it served as an instruction car until September, 1966, when it was purchased by a private individual. ☐



The town of Quanah, Texas and the Quanah, Acme and Pacific Railway Co., a long-time subsidiary line of the Frisco between Quanah and Floydada, were both named for Chief Quanah Parker. On all Quanah Line equipment, the familiar emblem of the "Quanah Route," with an image of an Indian inserted in the "Q" was prominently displayed. It is said that Chief Quanah considered the railroad as a part of his possessions to the extent that when he would occasionally ride in the cab of an engine, he would pat the side and say, "My engine...My Railroad!"



ST. LOUIS - SAN FRANCISCO RY.

THE FRISCO FAMILY

Museum Dispatch

KANSAS CITY, OSCEOLA, and SOUTHERN RAILWAY COMPANY

The Kansas City, Osceola, and Southern Railway Company was incorporated April 22, 1891. It was organized by John I. Blair of Blairstown, N.J. and during its entire existence it was controlled by Blair and the Blair estate.

On November 4, 1897, the company entered into an agreement with the St. Louis and San Francisco Railroad Company, which provided for an extension of its railroad from Osceola to a connection with the tracks of the St. Louis and San Francisco Railroad Company at Bolivar, and for the lease of its property to the latter upon completion of such extension. This agreement also gave the latter an option to purchase the franchises and property of the company at any time within five years from the date of the agreement. On March 19, 1900, the St. Louis and San Francisco Company served notice of its election to execute such option, and on June 1, 1900, the company conveyed its franchises and property to that company free of all claims and liabilities at that date.

On June 1, 1900, the date of sale, the company owned about 147 miles of standard gauge single track railroad, located entirely in Missouri, extending from Kansas City to Bolivar. ☐

Next month... Kansas City and Southern Railway Company.

Frisco Folks

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

Roland Barber Switchman Missouri

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

Robert Thompson Brakeman Oklahoma
Michael Stahlman Switchman Oregon
William L. White Switchman Iowa

As of September 1, the museum is observing its winter hours of operation: 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 museum is in need of 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. WE NEED YOUR HELP!!! ☐

The second annual Frisco garage sale will be held at the museum on Saturday, September 19, from 8:00 a.m. to 5:00 p.m. All Excess Baggage items will be for sale. Member discounts will apply! ☐

Frisco steam engine #1522, currently being reconditioned at the Museum of Transport, St. Louis, MO, has passed its first steam pressure test and work is continuing toward a fall completion date. ☐

Frisco steam engine #4500, currently on display at Mohawk Park, Tulsa, OK, is in preparation to be moved and work will soon begin on its complete restoration. ☐

Frisco steam engine #4524, currently on display at Grant Beach Park, Springfield, MO, has received a new coat of paint with "FFF - Frisco Faster Freight" medallion on the tender. ☐

Major Acquisition

The Officers and Board of Directors wish to acknowledge with grateful appreciation the donation of 131 original Frisco steam engine drawings by long-time Frisco fan Mr. Millard Smart. The drawings, dating from 1922 to 1948, cover the last six series of Frisco steam power from the 4000's through the 4500's. ☐

In Memoriam

On August 4, 1987, our Frisco family lost a special friend and member with the death of Mr. L. "Wan" Hendricks. Wan was a dedicated supporter of the museum and was responsible for the acquisition of many rare and valuable items. The Officers and Board of Directors wishes to express our deepest sympathy to Wan's wife and family. May it comfort you to know that others share your loss and sorrow. We too, will miss our Frisco "buddy"! ☐

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 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.