

FRISCO

All Aboard

FRISCO

AUGUST-SEPTEMBER

1990

SPRINGFIELD



A TIME TO REMEMBER

FRISCO All Aboard FRISCO

VOLUME 5 AUGUST-SEPTEMBER, 1990 NUMBER 2

FEATURES

River Division.....4
 This is the second in our year-long series profiling the history and operations of the Frisco *River Division*. This installment features a chronological history of the Districts, Divisions, Sub-Divisions, and Branch Lines from 1904 to 1979.

Frisco Terminal Cabooses.....12
 Our modeling feature this issue profiles one of the most unique and interesting flat car modifications on the Frisco.

Doodlebugging on the Frisco.....16
 This is number twenty-five in our series of articles profiling the history of Frisco's fleet of Motor Cars. Nos. 2127-2128 are on track in this issue. In addition, page 17 features some rare photos of #2124 (*June-July ALL ABOARD*) following the Oklahoma City roundhouse fire in 1933.

Down At The Depot.....18
 Cape Girardeau, MO, on the River Division, is the featured station in this issue

EXTRA RUNS

B-47's on the Frisco.....11
An on the light side look at Frisco special equipment used to transport aircraft parts in the 1950's.

Frisco Trailerliners.....11
 A brief profile of one of the most unique and ingenious pieces of non-rail transportation equipment ever to carry the Frisco name.

Frisco Florist.....15
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ABOUT THE COVER

Our cover this issue is Springfield Missouri artist Charles Summey's painting of *Springfield - A Time To Remember* and features Frisco 4524 with a consist of pre-war heavyweight passenger cars preparing to depart the Springfield depot. A limited supply of full color 17 1/2" x 24" prints of the painting are currently available from the *Downtown Kiwanis Club of Springfield* for \$40.00 each. All the proceeds from the sale of the prints will go to support various children's projects sponsored by the club. To order a copy of the print, contact Frisco Folk:

Glenn Martin
 1919 Stoneridge Dr.
 Springfield, MO 65803
 417-833-1578

THE
FRISCO
 RAILROAD MUSEUM, INC.

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The *ALL ABOARD* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM, INC. The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 118 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO 65604. All material for the *ALL ABOARD* is copyrighted by The Frisco Railroad Museum, Inc. and may not be reproduced or duplicated in any manner or form 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.

FRISCO FOLKS

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

Anthony LaLumia.....Switchman
Kansas

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

Don E. Tate.....Brakeman
Missouri
Martin Beatty.....Brakeman
Missouri

MUSEUM DISPATCH

Like our new style? Thanks to the recent donation of a complete desktop publishing system, we have now reached the goal, set five years ago, of publishing a professional quality *ALL ABOARD* magazine!



With the completion of our new office facilities, space is now available to accommodate a wide range of volunteer work, including indexing, filing, research, typing, cleaning, painting, etc., etc.! If you can share your time and talents please contact the museum office at 417-672-3110 or 417-672-3032.

WE NEED YOUR HELP!

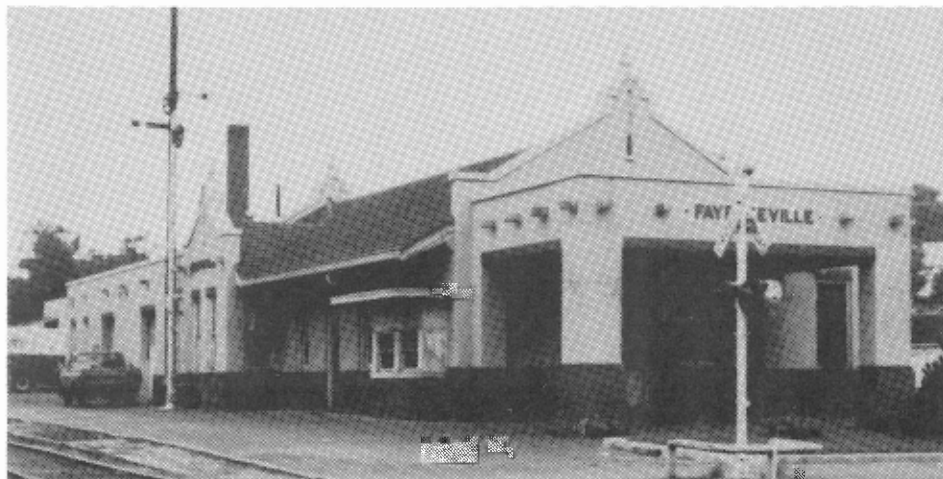
**FAYETTEVILLE DEPOT
ON
NATIONAL REGISTER**

According to an article in *The Bulletin*, the publication of *The Railroad Station Historical Society*,

Inc., the Frisco depot at Fayetteville, AR was one of thirty-three railroad stations that were added to the *National Register of Historic Places* in 1989.

The Fayetteville station was one of six Spanish Colonial Revival Style

depots built by the Frisco between 1926 and 1928. The other locations included Neosho, Poplar Bluff, Rolla, and Springfield in Missouri, and the *Quanah Route* depot at Floyada, TX.



Fayetteville, AR circa. 1979 H.D. Conner collection

FRISCO SD45's

The May 1, 1990 issue of *Diesel Era Magazine* featured an extensive (11 pages & 35 photos) article on Frisco's fleet of SD45 locomotives. The article includes a comprehensive history of their purchase, operation, and modifications including a number of detailed photos. The Article also features a complete roster with BN renumbering, builder's numbers and dates, and final disposition information.



SD45 #901 September, 1980 Tulsa, OK Troy Botts photo



RIVER DIVISION



This is the second in our year-long series profiling the history and operations of the Frisco River Division. This installment features a chronological history of the Districts, Divisions, Sub-Divisions, and branch lines from 1904 to 1979.

1904

In 1904, the line was listed as two separate divisions and eight branch lines, as follows

ST. LOUIS DIVISION

Southeast Junction to Cape Girardeau

MEMPHIS DIVISION

Gulf Junction to Big Creek

Hoxie Branch

Shepley to Hoxie

Hunter Branch

Mingo to Hunter

Bloomfield Branch

Zalma to Bloomfield

Leachville Branch

Gulf Junction to Leachville

Caligoa Branch

Gibson to Caligoa

Caruthersville Branch

Hayti to Kennett

Taliposa & Deering Branch

Taliposa to Deering

Malden Branch

Clarkton to Malden

1905

In 1905, the line was designated as the **RIVER & CAPE DIVISIONS**. The River Division now included the **St. Louis District** (former *St. Louis Division*), and the **Memphis District** (former *Memphis Division*). The Cape Division included two renamed districts (*Hoxie Branch* renamed **Hoxie District** and the *Leachville Branch* renamed the **Leachville District**). The division was now operating as follows:

HOXIE DISTRICT

Nash to Hoxie

Hunter Branch

Mingo to Hunter

Bloomfield Branch

Zalma to Bloomfield

1906

In 1906, the former *Memphis District* was changed to the **CHAFFEE DISTRICT**, from Chaffee to Big Creek. The rest of the division remained the same as 1906.

1907-1909

Between 1907 and 1909 there were no significant changes or additions to the division.

1910

In 1910, the *St. Louis District* was re-named the **ST. LOUIS SUB-**



ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

RIVER AND CAPE DIVISION.

33

TIME TABLE No. 33.

TO TAKE EFFECT SUNDAY, AUGUST 5, 1917,

AT 12:01 O'CLOCK A. M.

SUPRESEDING SUPPLEMENT B TO TIME TABLE NO. 32, DATED JULY 1, 1917.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

THE RAILROAD RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

"Central" Standard Time is used.

E. D. LEVY,

General Superintendent

ST. LOUIS, MO.

R. F. CARR,

Assistant General Manager

SPRINGFIELD, MO.

J. H. DOGGBELL,

Superintendent

SPRINGFIELD, MO.

J. E. HUTCHISON,

General Superintendent

SPRINGFIELD, MO.

C. H. CLAIRBORNE,

Superintendent

CHAFFEE, MO.

33

Division, the *Chaffee District* became the **CHAFFEE SUB-DIVISION**, both on the River Division. The *Hoxie District* became the **HOXIE SUB-DIVISION** and the *Leachville District* became the **LEACHVILLE SUB-DIVISION**, both on the Cape end of the division.

1911-1912

Between 1911 and 1912 there were no significant changes or additions to the division.

1913

While the line was still officially designated as the *River & Cape Divisions*, it was now listed as simply the respective sub-divisions and branches of the **RIVER DIVISION**.

1914-1924

Between 1914 and 1924 there were no significant changes or additions to the division.

1925

On November 5, 1925, *The Jonesboro Lake City, & Eastern Railroad* was leased to the Frisco and became the:

JONESBORO SUB-DIVISION

Barfield to Jonesboro

WILSON SUB-DIVISION

Wilson Junction to Wilson

1926

In 1926, the *RIVER & CAPE DIVISION* officially became the *RIVER DIVISION*.

1927

On August 26, 1927, the *Butler County Railroad*, and on August 29, 1927, the *St. Louis, Kennett & Southeastern Railroad*, were leased to the Frisco and became the:

Piggott Branch LEACHVILLE SUB-DIVISION

Poplar Bluff to Kennett
Ospery Junction to Tipperary

1928-1932

Between 1928 and 1932 there were no significant changes or additions to the division.

1933

In 1933, the total trackage of the River Division was reduced by twenty-one miles with the abandonment of three lines:

Fraily to Wardell, MO
Yukon to Deering Jct., MO
McDaniel to Tipperary, AR

1934

In 1934, almost seventy miles of the division were abandoned, as follows:

Brownwood to Zalma, MO
Marquette to Brooks Jct, MO
Vanduser to Bloomfield, MO
Deckerville to Evadle, AR

1935

In 1935, the division was reduced by an additional sixteen miles due to the following three abandonments:

Wardell to Yukon, MO
Ospery to McDaniel, AR
.66 miles at Grandin, MO

1936-1937

Between 1936 and 1937 there were no significant changes, additions, or abandonments to the division.

1940

In 1940, the following abandonments were made:

Caruthersville, MO to Grassy Bayou, AR.
East Wilson to Stoffles Landing, AR.
Armored to Barfield, AR.

1941

In 1941, five miles were abandoned between Mingo and Wappapello, MO.

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

RIVER DIVISION

Supplement A to

TIME TABLE No. 17.

TO TAKE EFFECT SUNDAY, DECEMBER 18, 1927,

AT 12:01 O'CLOCK A. M.

ALPHABETIC TIME TABLE NO. 11, DATED OCTOBER 14, 1927.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

THE RAILWAY COMPANY RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

Central Standard Time is Used.

J. E. HUTCHISON,
Chief Engineer,
ST. LOUIS, MO.

F. H. SHAPPER,
General Manager,
SPRINGFIELD, MO.

M. M. SIBSON,
Assistant General Manager,
SPRINGFIELD, MO.

J. H. DOUGRELL,
Superintendent Transportation,
SPRINGFIELD, MO.

J. A. MORAY,
Transportation Manager,
CHAFFEE, MO.

1938

In 1938, the line from Williamsville to Chicopee, MO, was abandoned, removing nineteen miles from the *Current River Branch, (Willow Springs Sub-Division, Southern Division)* and twenty-two miles from the *RIVER DIVISION, Hunter Branch, Hoxie Sub-Division,* from Williamsville to Hunter, MO.

1939

In 1939, the *Hunter Branch* was further reduced with abandonment of twenty miles between Williamsville and Wappapello, MO, and 4.42 miles were abandoned from the *J.L.C. & E.* connection near Nettleton, to Jonesboro, AR.

1942

In 1942, .49 miles of track were abandoned in Caruthersville, MO.

1943

In 1943, the *RIVER DIVISION* was comprised of the following:

ST. LOUIS SUB-DIVISION
Southeast Junction to Chaffee

CHAFFEE SUB-DIVISION
Chaffee, MO to Turrell, AR

HOXIE SUB-DIVISION
Nash, MO to Hoxie, AR

LEACHVILLE SUB-DIVISION
Brooks Jct., MO to Leachville, AR

J. M. Kurn and Frank A. Thompson, Trustees,
**St. Louis-San Francisco Railway
 Company**

RIVER DIVISION

Supplement B to

**TIME TABLE
 No. 33**

To Take Effect Sunday,
November 28, 1943

AT 12:01 O'CLOCK A. M.

Superseding Supplement A to Time Table No. 33,
 Dated April 16, 1943

For the Information and Government of Employees Only, Who
 Must Also Carry Copy Supplement B to Special Instruc-
 tion No. 7, Effective November 28, 1943
 The Railway Reserves the Right to Vary From It at Pleasure

Central Standard Time Is Used

33B

H. L. WORMAN
 Chief Operating Officer
 St. Louis, Mo.

E. H. SHAFFER
 General Manager
 Springfield, Mo.

S. J. FRAZIER
 Asst. General Manager
 Springfield, Mo.

A. M. BALL
 Supt. Transportation
 Springfield, Mo.

V. B. GLEAVES
 Asst. Supt. Transportation
 Springfield, Mo.

H. R. WADE
 Superintendent
 Chief, Mo.

Caruthersville Branch
 Kennett to Caruthersville, MO

Campbell Branch
 Campbell to Gibson, MO

Malden Branch
 Malden to Clarkton, MO

Piggott Branch
 Poplar Bluff to Kennett, MO

Jonesboro Sub-Division
 Armorel to Jonesboro AR

Wilson Branch
 Wilson Jct. to Wilson, AR

1944-1950

Between 1944 and 1950, there were no significant changes, additions, or abandonments to the division. It should be noted however, that on

January 1, 1950, the previously leased lines of the *Jonesboro, Lake City, & Eastern Railroad*, the *Butler County Railroad*, and the *St. Louis, Kennett & Southeastern Railroad* were officially sold to the Frisco.

1951

In 1951, thirty-three miles of the River Division were abandoned between Poplar Bluff, MO and Piggott, AR.

1952 - 1956

Between 1952 and 1956 there were no significant changes, additions, or abandonments to the division.

1957

In 1957, two miles of track between Granby and Granby Mines were abandoned.

1958

In 1958, the last portion of the **Piggott Branch** was abandoned between Piggott, AR and Kennett, MO.

1959-1962

Between 1959 and 1962 there were no significant changes, additions, or abandonments to the division.

1963-1964

In September, 1963, the Frisco System was reorganized into three districts: Central, Southeast, and Southwest. The *River Division* and the *Southern Division* were combined to form the new Southeast District. The system operated in this fashion through the end of 1964.

1965

In 1965, the Frisco System was again reorganized, this time into three divisions: Eastern, Southeastern, and Southern. The *Hoxie Sub-Division*, between Hoxie and Pocahontas, AR

became part of the Eastern Division, and the remainder of the *RIVER DIVISION* became a part of the new *Southern Division*. Before the year was over, 104 miles of line was abandoned between Nash, MO and Pocahontas, AR.

1966

In 1966 there were no significant changes, additions, or abandonments to the division.

1967

In 1967, two sections of the division were abandoned, as follows:

Nettleton to Lake City, AR
 Wilson Junction to Wilson, AR

1968-1971

Between 1968 and 1971, there were no significant changes, additions, or abandonments to the division.

**St. Louis-San Francisco
 Railway Company**

SOUTHEAST DISTRICT
 River and Southern Divisions

**TIME TABLE
 No.**

44

**EFFECTIVE
 Sunday, September 1, 1963**

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

1972

By the end of 1972, the last of the old Leachville Sub-Division was abandoned from Brooks Junction to Leachville.

1973

By 1973, the remaining portions of the old River Division still in operation were as follows:

EASTERN DIVISION
Memphis Sub-Division
Pocahontas Branch
Hoxie to Pocahontas

SOUTHERN DIVISION
St. Louis Sub-Division
Lindenwood to Chaffee

Chaffee Sub-Division
Chaffee to Turrell
Kennett Branch
Holcomb to Caruthersville
Leachville Branch
Lake City to Armorel

1974

In 1974 there were no significant changes, additions, or abandonments to the division.

1975

In 1975, the Frisco System was reorganized into the pre-1963 divisions: Eastern, Northern, Southern, Western, Southwestern, and River. The 1975 River Division included the following:

St. Louis Sub-Division
Lindenwood to Chaffee

Chaffee Sub-Division
Chaffee to Turrell
Kennett Branch
Caruthersville to Senath
Leachville Branch
Armorel to Lake City

1976-1977

Between 1976 and 1977, there were no significant changes, additions, or abandonments to the division.


1978

In 1978, 3.8 miles between Brooks Junction and Vanduser, MO were abandoned.

1979

The last River Division employee timetable issued by the Frisco on April 27, 1979, included the following:

**St. Louis-San Francisco
Railway Company**



SOUTHERN DIVISION

**TIME TABLE
NO. 2**

Effective
Sunday, September 9, 1973
at 12:01 A. M.
Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

J. H. BROWN—Vice Pres.-Operation
H. C. BITNER—Gen. Mgr.

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

ST. LOUIS SUB-DIVISION
Lindenwood to Chaffee

CHAFFEE SUB-DIVISION
Chaffee to Turrell
Kennett Branch
Caruthersville to Senath

EDITOR'S NOTE: On November 21, 1980, the Frisco was absorbed, through merger, into the Burlington Northern Railroad. On Sunday, July 26, 1981, the BN issued Employee Timetable No. 1. In it, the ex-Frisco *River Division* was listed as follows:

MEMPHIS DIVISION
1st SUB-DIVISION
St. Louis to Memphis

MEMPHIS DIVISION
2nd SUB-DIVISION
Caruthersville to Senath

GETTING IT CORRECT

WE MISSED ONE! In the June-July *ALL ABOARD*, *River Division* feature, page 7, "St. Louis, Kennett & Southern Railroad Co.," we stated that the company "operated... a four mile branch between Kennett and West Kennett." The line between Kennett and West Kennett was built by the St. Louis, Kennett & Southeastern Railroad Co., incorporated March 29, 1906. On August 29, 1927, the line was leased to the Frisco and on January 1, 1950, ownership of the line was officially transferred to the Frisco ☐

**St. Louis - San Francisco
Railway Company**



RIVER DIVISION

**TIME TABLE
NO. 4**

Effective
Sunday, April 22, 1979
0001
Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

MUSEUM ACQUISITIONS

The Will Rogers

removed when the train arrived at the Tulsa Terminal. ☐

On October 18, 1936, the Frisco inaugurated a new passenger train between St. Louis and Oklahoma City. The *Will Rogers*, trains 3-4, was one of nine named trains operated by the Frisco in 1936 and three similar trains jointly operated by the Frisco and the Katy, as follows:

FRISCO: *Meteor, Southwest Limited, Sunnyland, Memphian, Kansas City-Florida Special, Oklahoman, Oil Fields Special, Tulsa Texan, & Will Rogers.*

FRISCO/MKT: *Texas Special, Blue Bonnet, & Texas Limited.*

When placed in service, the *Will Rogers* provided travelers with an eleven hour through train between St. Louis and Oklahoma City featuring oil-burning locomotives and an all air-conditioned fleet of equipment including Chair Cars, twelve-section Sleeping Cars, and Lounge and Dining Car service. The *Will Rogers*, along with the *Meteor*, also provided through sleeping car service to Chicago with connections made at St. Louis with either the Alton or Wabash Railroad.

Effective September 18, 1965, service on the *Will Rogers* (3-4) and the *Meteor* (9-10) were discontinued, and were replaced with trains 1-2, the (new) *Oklahoman*.

With one short lived exception*, none of the *Will Rogers* equipment ever carried its famous name. However, the train was easily identified by way of a 26" lighted *drumhead* that was attached to the rear of the last car in the train's consist. With a style first used in 1938, the *drumhead* was white, with red border and diagonal lines, and black logo and lettering all reverse painted on a 1/2" piece of plate glass. According to our records, similar *drumheads* were also used on the *Meteor, Firefly, Kansas*

City-Florida Special, Memphian, and Sunnyland. Trains jointly operated by the Frisco and Katy featured square units. In addition to service on regular scheduled trains, the *drumheads* were also used to identify a variety of special excursion trains.

Thanks to the generosity and cooperation of Frisco Folk Bill Heiss, the museum now has in its collection one of the lighted *drumheads* used on the *Will Rogers*.

*The one exception was in conjunction with the seventieth anniversary of the American folk hero for whom the train was named. A Frisco train, put together to take visitors to the Claremore, OK, celebration in 1949, had as its motive power #4519 complete with *The Will Rogers* painted on its tender. The short-lived embellishment was applied with washable paint that was promptly

Change in SCHEDULES AND OPERATION OF FRISCO PASSENGER TRAINS

Effective Sept. 18, 1965, the Frisco Railway will discontinue passenger trains Nos. 3-4, "The Will Rogers", Nos. 9-10, "The Meteor", between St. Louis and Oklahoma City; connecting trains Nos. 708-710 between Monett, Mo. and Ft. Smith, Ark.; also connecting bus service between Oklahoma City and Lawton, Okla.; and inaugurate trains Nos. 1-2, "The Oklahoman", between St. Louis and Oklahoma City, as follows:

| No. 1 Southbound | THE OKLAHOMAN - Daily (Central Standard Time) | No. 2 Northbound |
|------------------|---|------------------|
| 8:55 AM | Lv. St. Louis, Mo. | Ar. 8:00 PM |
| B 9:17 AM | Lv. Webster Groves # | Lv. A 7:13 PM |
| 11:10 AM | Lv. Rolla | Lv. 5:20 PM |
| 11:35 AM | Lv. Newburg | Lv. 5:05 PM |
| 1:02 PM | Lv. Lebanon | Lv. 3:40 PM |
| 3:10 PM | Lv. Springfield | Lv. 2:35 PM |
| 3:45 PM | Lv. Aurora | Lv. 12:55 PM |
| 4:20 PM | Lv. Monett | Lv. 12:30 PM |
| 5:00 PM | Lv. Naples, Mo. | Lv. 11:40 AM |
| 5:42 PM | Lv. Alton, Okla. | Lv. 10:48 AM |
| 6:15 PM | Lv. Vinita | Lv. 10:30 AM |
| 6:57 PM | Lv. Claremore | Lv. 9:35 AM |
| 8:25 PM | Lv. Tulsa | Lv. 8:55 AM |
| 8:49 PM | Lv. Sapulpa | Lv. 7:40 AM |
| 9:21 PM | Lv. Bristow | Lv. 7:13 AM |
| 10:09 PM | Lv. Chandler | Lv. 6:36 AM |
| 11:00 PM | Ar. Oklahoma City, Okla. | Lv. 5:45 AM |

B - Stops on signal to take on passengers.
A - Stops to let off passengers.

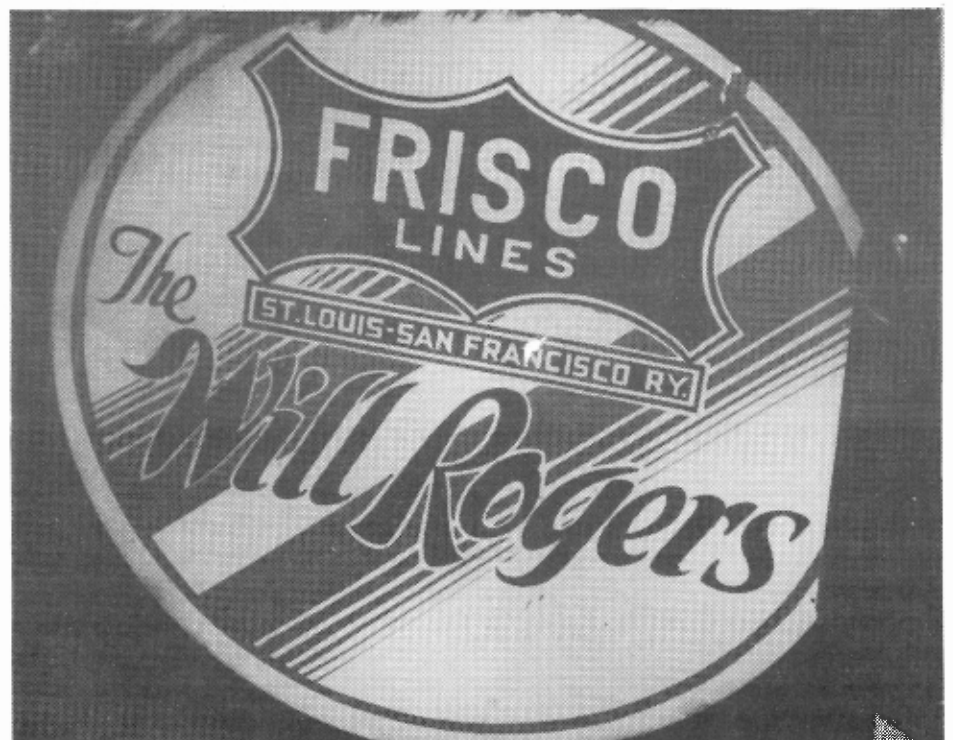
- No baggage checked in or from this station.

EQUIPMENT

Reclining chair car, between St. Louis and Oklahoma City.

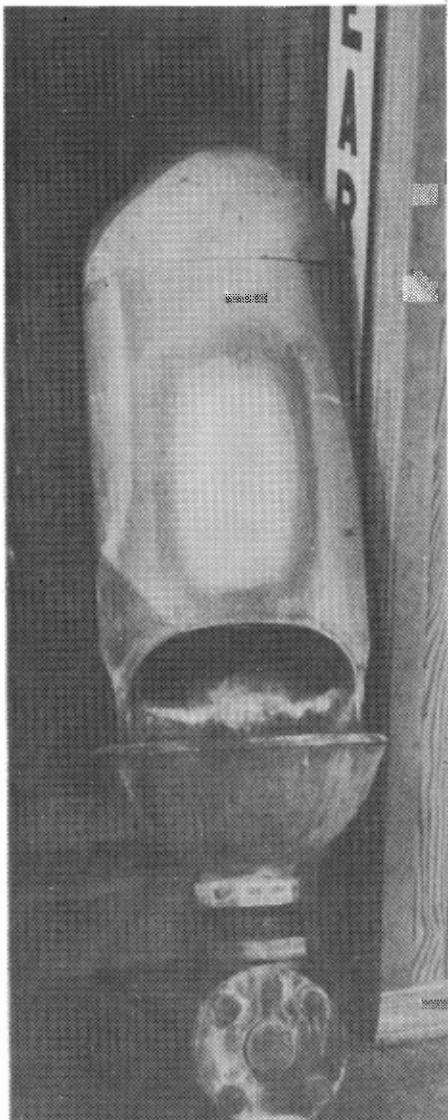
Chair-Lounge-Buffer car (providing meal service), between St. Louis and Tulsa.

For additional information, ask your Frisco Agent.



MUSEUM ACQUISITION UP-DATE

In the June-July *ALL ABOARD*, Springfield, MO *Power House Whistle*, a photo was featured showing the whistle in place on top of the Power House. The photo below is of the whistle now on display at the museum. ☐



LOOKING BACKWARD is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

25 YEARS - 1965

On September 1, 1965, the Frisco System was reorganized into three operating divisions as indicated on the chart below.

50 YEARS - 1940

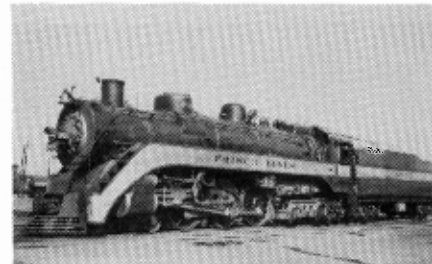
In 1940, two *Pacific* (4-6-2) type steam locomotives, Nos. 1063 and 1068, were rebuilt as *Hudson* (4-6-4) engines.

75 YEARS - 1915

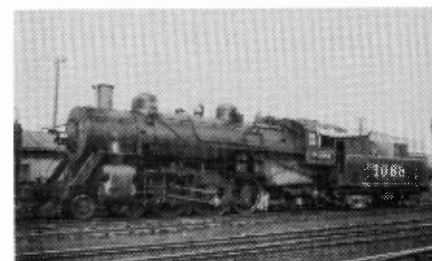
From a 1915 passenger timetable: "Guns (unloaded) in cases, saddles in bags, golf, cricket, baseball and other club paraphernalia in closed receptacles, when accompanied by passenger, may be transported in baggage cars at owner's risk..."



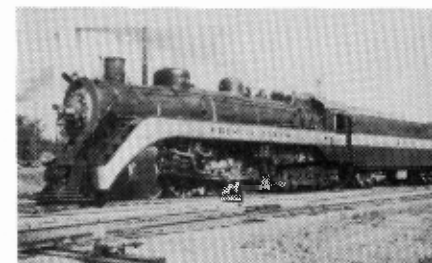
4-6-2 #1063 May 26, 1936
A. Johnson photo



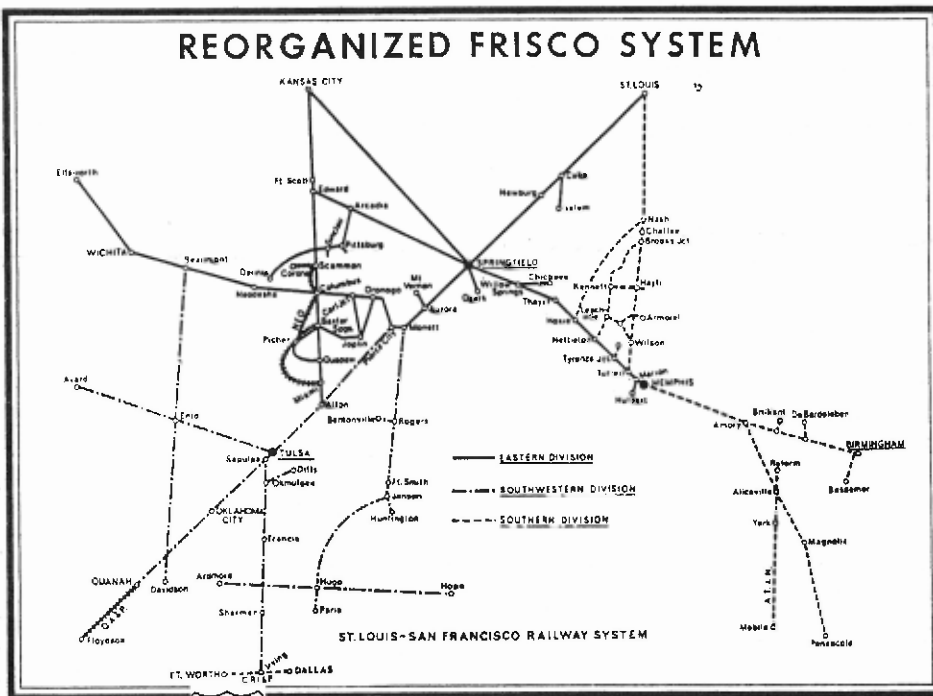
4-6-4 #1063 September 12, 1948
A. Johnson photo



4-6-2 #1068 October 19, 1935
A. Johnson photo



4-6-4 #1068 June 21, 1947
A. Johnson photo



THE MAIL CAR



The MAIL CAR is a feature of the ALL ABOARD in which we attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All requests are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: The membership card you recently sent me shows a diesel and a ballooned stacked steamer. Is the steamer a Frisco or predecessor line?

ANSWER: Our membership cards are patterned from the last annual pass issued by the Frisco in 1961. If you will examine the locomotive to the left of the logo, you will notice that it is an exact copy of the locomotive in the photo on this page.

Engine #8, the *Gasconade*, was originally an Atlantic & Pacific Railroad engine. It, along with sister engine #7, the *St. James*, was built by Hinkley Locomotive Works in 1869. It weighed 70,800 lbs, had 15x22 cylinders, 60" driving wheels, and could produce 9,488 lbs. of tractive force at 135 lbs steam pressure.

In 1876, the locomotive became Frisco #8 and remained in service until being removed from the roster in 1882.



1861





1961

1961-1962-1963-1964-1965
ST. LOUIS - SAN FRANCISCO RAILWAY

PASS Mr. John Doe
Retired Engineer






18881

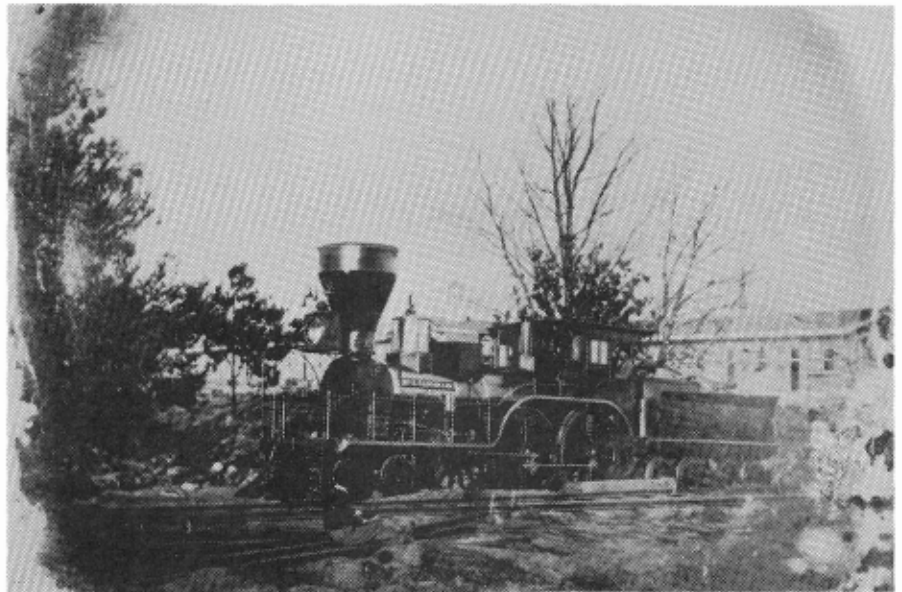




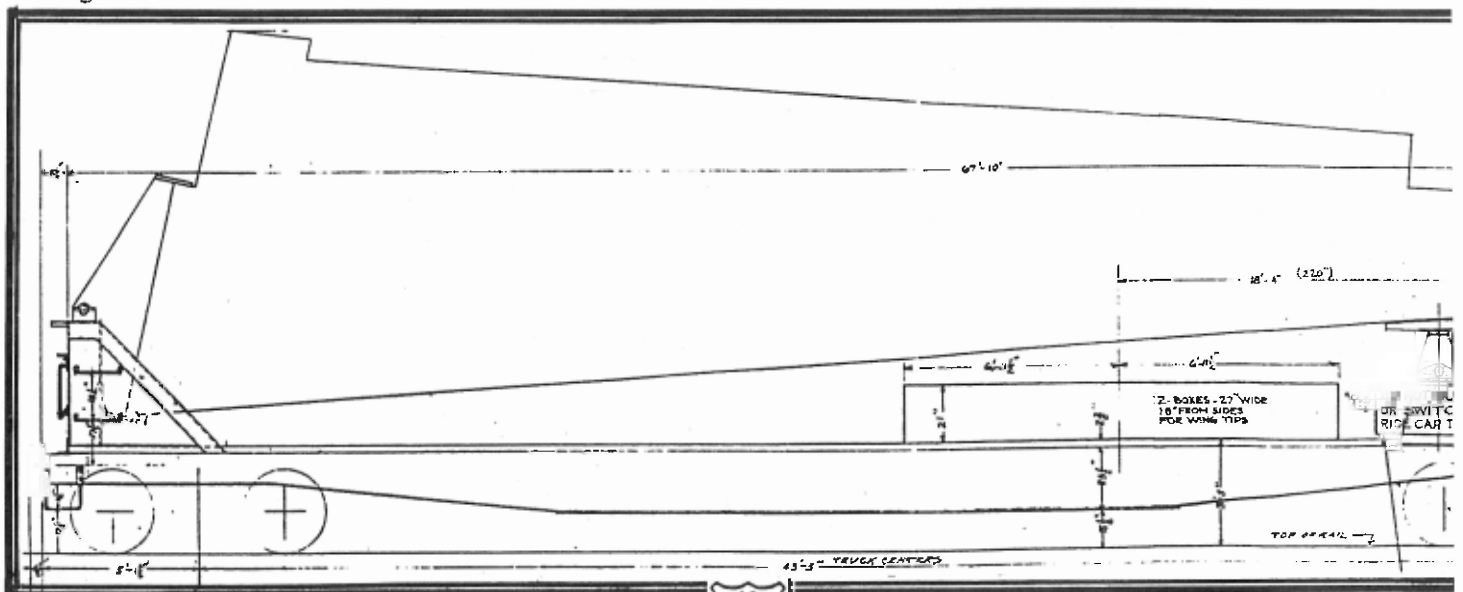





CLARK KENNERFORD
PRESIDENT



4-4-0 #8 Gasconade circa. 1870 Frisco photo



FRISCO TRAILERLINERS

In 1943, the Frisco's West Springfield Shops created three of the most unique and ingenious pieces of non-rail transportation equipment ever to carry the Frisco name.

Faced with an increase in travel in and out of Ft. Leonard Wood, MO, brought on by World War II, and a scarcity in supply of conventional equipment, the Springfield Shops converted three double deck highway automobile carriers into *Trailerliner* trailer buses.

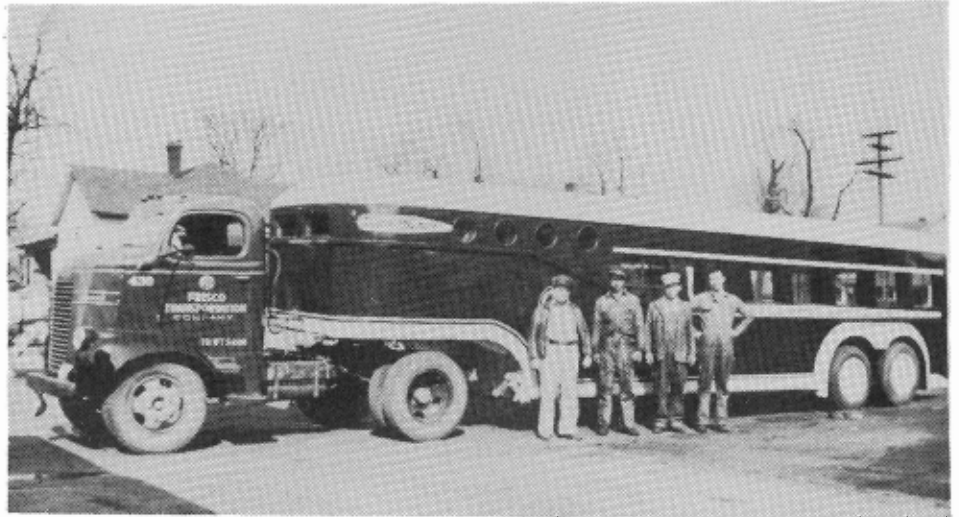
The top decks were removed, bodies were built, and seats and interior fittings were installed. Each trailer bus had a seating capacity of forty-five, including a semi-circle seat located at the front over the fifth wheel hitch. The trailers were thirty-three ft. long, eight ft. wide, and were pulled by two-ton tractors. In addition to the driver, each unit was manned by a *conductor* who took care of tickets and passenger needs.

When placed in service, the trailer buses were operated by the Frisco Transportation Company, the truck and bus subsidiary line of the Frisco, between Newburg, MO and Ft. Leonard Wood.

According to our records, once the war was over, one of the *Trailerliners* saw limited service in

southeast Missouri and northeast Arkansas (*River Division*). The trailer buses were eventually taken out of

service and their final disposition is currently unknown. □



Frisco Trailerliner Springfield, MO circa 1943 Warren Hardecke photo

B-47's ON THE FRISCO

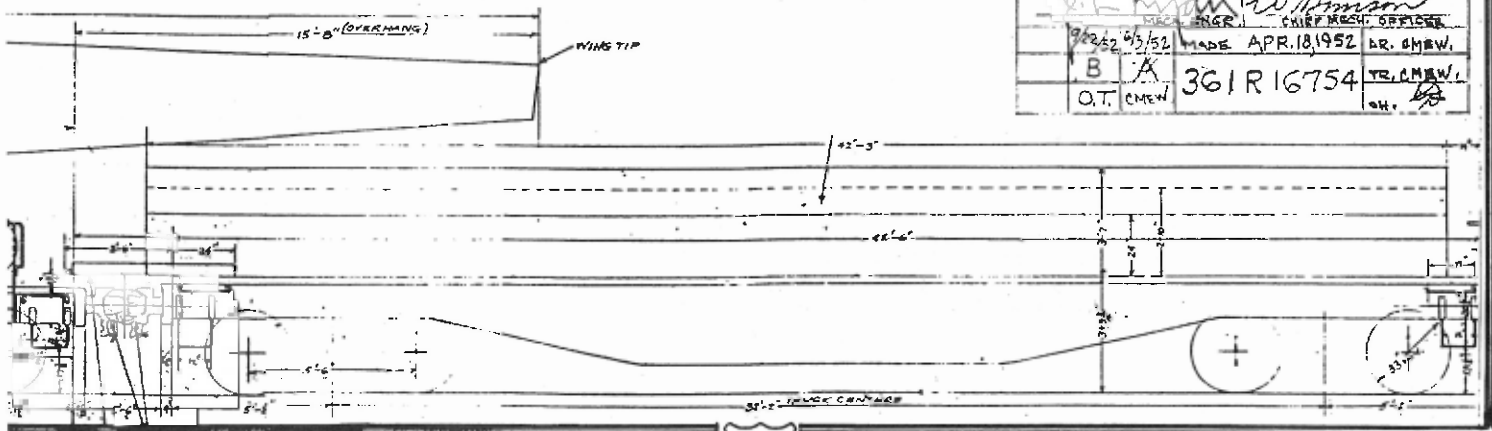
The Fall 1990, issue of the *BN News*, the company publication of the Burlington Northern Railroad, featured a cover photo and lead story about the BN shipping aircraft parts for the Boeing Company in Seattle. The five-page article is very informative and list's an impressive BN fleet of cars specially equipped for transporting aircraft parts. The article is very interesting... if you happen to be a BN railfan! However, for those of us who are Frisco railfans (*the best kind!*) we can take satisfaction in knowing that the Frisco was transporting Boeing aircraft

parts long before the BN was ever the BN! (The BN officially became a corporate entity in March, 1970)

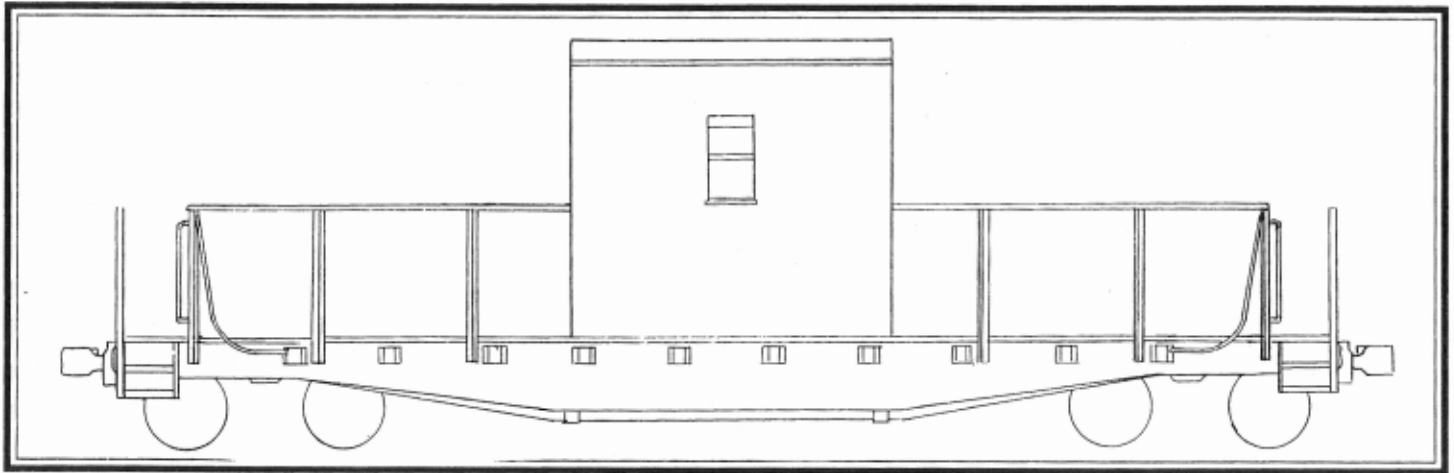
Our files have revealed that in 1952, the Frisco modified seven of its 95800-95899 series flat cars for transporting B-47 wings. The specially equipped cars were Nos. 95833, 95837, 95841, 95867, 95877, 95879, & 95896. The 42'6" cars, built in 1951, were used as the trail cars in a two-car articulated unit. The lead cars were provided by the Wabash Railroad, series 25500-25549. □

News
Fall 1990

| | | | |
|-----------------------------|---------------|--------------------|----------|
| S L-SF. RY. CO. | | | |
| SPECIAL CARS | | | |
| FOR TRANSPORTING B-47 WINGS | | | |
| CO. | APPROVED | CHIEF TRUCK OFFICE | |
| 7/25/52 | W. J. Johnson | DR. SHAW | |
| B | X | MADE APR. 18, 1952 | TR. CMEN |
| O.T. CMEN | 361 R 16754 | DR. SHAW | |



FRISCO'S TERMINAL CABOOSES



One of the most versatile freight cars on any railroad was the flat car. Aside from the endless and novel array of cargo they could carry, (Note: *B-47's on the Frisco*, pp. 10-11) the flat car was recycled, more than any other, into a wide variety of special uses.

According to our records, the three series of Frisco flat cars that were recycled most often were as follows:

95300-95799: These cars were originally built as 40'7" cars in 1928 by General American Car Co.
Cost: \$1,706.00 each.

95800-95899: These cars were originally built as 42'6" cars in 1951 by American Car & Foundry Co.
Cost: \$5,171.00 each.

95900-95999: These cars were originally built as 42'6" cars in 1954 by American Car & Foundry Co.
Cost: \$6,299.99 each.

One of the most unique and interesting flat car modifications on the Frisco was completed in the West Springfield shops in 1967 and 1968. According to our records, forty-six of the cars in the 95300 and 95800 series were rebuilt as *dog-house* type terminal or transfer cabooses, series 1300-1345. While the May 22, 1967 memo shown on this page indicates the 95300 class flat cars were to be used, subsequent blue prints listed the 95800 series also. The specific flat car numbers used in the conversions is currently unknown.

The cars were equipped with a 9' square *dog house* mounted to the center of the flat car. The *dog house* doors were standard Frisco caboose design panel doors, with a small window in the upper right hand corner, and were installed on both ends. One exception to this door design is a metal sliding door, that appears on an October 1970, photo of #1343.

Most of the units in the fleet had small windows on either side of the

dog house. While the majority were standard double-hung design, a November 1971, photo of #1319 shows what appears to be a one-piece solid window, and a September 1974, picture of #1321 shows a vertical sliding window design.

Steps were installed at each corner of the car and the open platform ends were equipped with 36" high hand rails. Appropriate grab irons were attached on either side of the steps, along with an additional curved iron to the inside of the steps on each side. Two brake wheels were installed on vertical stanchions for application at either end of the cars.

When placed into service, the cars were originally numbered in the 300 series. However, in 1968, when the Frisco caboose fleet numbering system was standardized due to the installation of a system computer, they were renumbered to the 1300 series.

With two known exceptions, all the cars in the series were painted *Box Car Red* with yellow railings, steps, and brake wheels. The car number was in white above the side windows and to the upper right of the end doors. On the opposite side of the end doors was a white *SL-SF* and a white-on-black *coonskin* logo was located under the side windows.

The two exceptions in our records are a May 1971, photo of #1306, painted yellow with black lettering and logo, and an August 1971, photo of #1300. While the #1300 car was painted *Box Car Red*, the lettering scheme is different. The *SL-SF* and number are located directly above the end doors and on the flat car side below the *dog house*.

Springfield, May 22, 1967

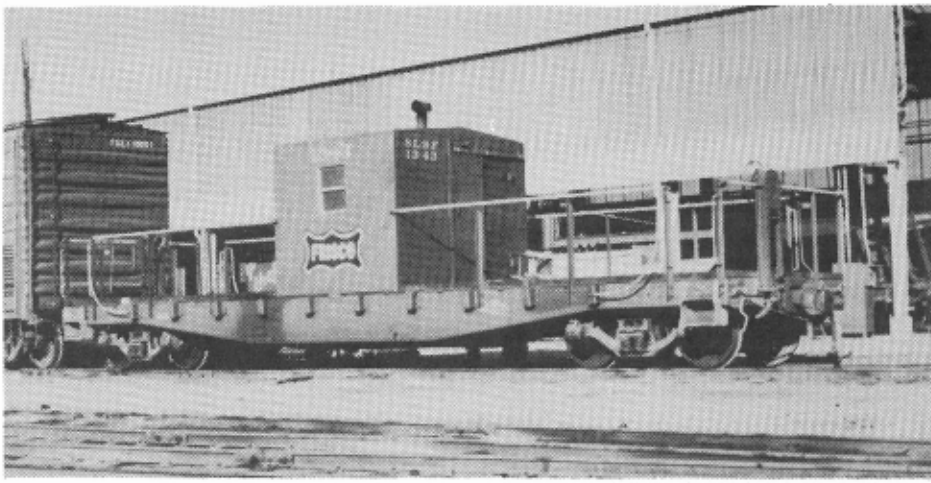
Messrs. E. S. Wood
H. P. Richardson
J. H. Hall

Plans are being made to convert all of our terminal cabooses to the "doghouse" type which will be mounted on the 95300-class flat cars.

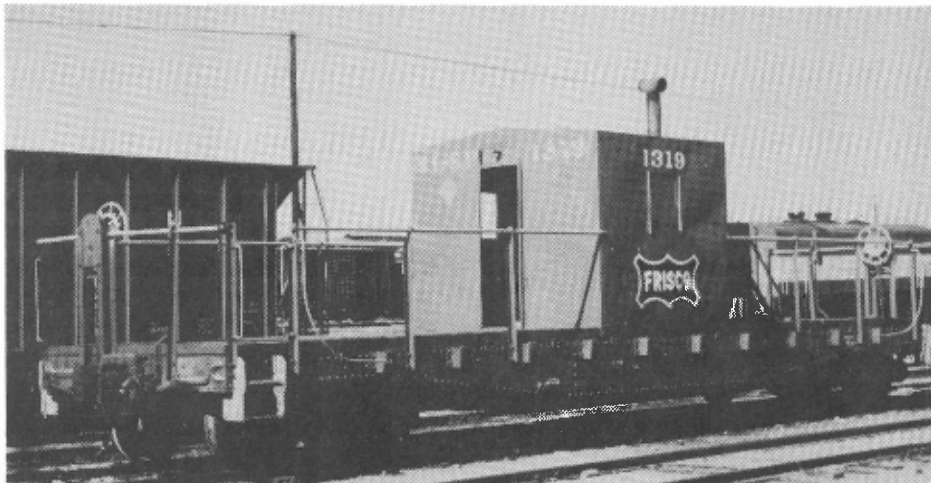
Please have it understood we are not to make any extensive repairs to these cabooses. Just as soon as production can start on making the cabs in our Springfield Shops, we will send them to you for fabrication to the cars, along with necessary prints.

J. P. Knox

cc Mr. F. G. Trau



#1343 October, 1970 Ft. Smith, AR Edward J. Stoll photo



#1319 November, 1971 Tulsa, OK Edward J. Stoll photo



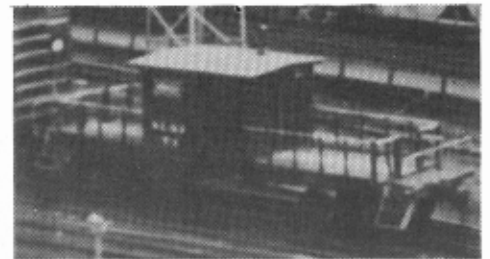
#1321 September, 1974 Tulsa, OK Edward J. Stoll photo

A small white-on-black logo appears to the left of the side windows, and a box car style *Ship it on the Frisco!* is located below the windows on the side panels. One additional construction exception on #1300 is a 6" roof overhang design and off-set end doors.

Some of the cars had their terminal assignment located in white letters below the side logo, as shown in the March 1972 photo of #1311 at the Memphis Terminal, while others had it painted on the flat car sides below the *dog house*, as seen in the June 1975 shot

of #1322 at the Springfield Terminal. Another variation of the terminal designation is an August 1968 photo of #1337 with **KC TERMINAL** located to the right of the side windows.

It should be noted that our records indicate that there was at least one exception to both the construction style and numbering scheme of the terminal cabooses, possibly an early experimental unit. A May 1, 1966, photo shows #73 at St. Louis Lindenwood Yards with what appears to be a larger *dog house*, with larger end doors, off-set side windows, and an approximate 6" roof overhang



#73 May 1, 1966 St. Louis, MO Mike Condren photo

What is especially interesting about the photo of #73 is that the frame, end platform, and steps design bear a striking resemblance to a standard Frisco-built caboose, possibly a salvaged wooden model. The fact that it is riding on elliptic spring trucks (*all others in the series are shown with the standard flat car style coil spring trucks*) tends to support the recycled standard caboose notion. Apart from the photo, no additional information on #73 is currently available in our files. Any additional information our members might have would be greatly appreciated.

One final note. Our records indicate that the Frisco was considering a similar style of caboose as far back as 1956. Our Car Shop files include an August 23, 1956, blueprint for a *Proposed Transfer Caboose - From 160,000 Series (40') Box Cars*. To our knowledge, these cars were never built.

By 1977, only ten of the *dog house* cabooses were still listed on the roster. Following the Frisco/BN merger, the last three remaining units, Nos. 1337, 1340, & 1341 were renumbered BN 11626, 11627, & 11628.

EDITOR'S NOTE: The following is an inventory of the terminal caboose photos currently in our museum file.

MODELING FRISCO'S TERMINAL CABOOSES

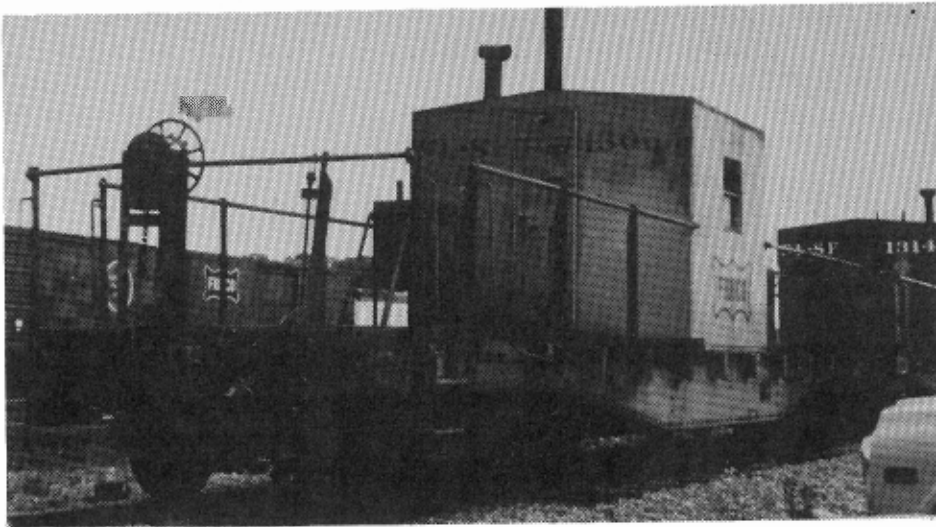
By Rick McClellan

To model a Frisco terminal caboose, begin with an undecorated Athearn 40 ft. flat car. I took the grab irons off of the ends and drilled holes for Details Associates grab irons. Next, the sheet metal end steps were formed using styrene. Working from photos, the car body was constructed out of styrene. I very carefully carved the side windows out of the sheet styrene leaving the cross bar in the middle to simulate a double hung sash. The doors on the ends were cut out of a scrap Athearn caboose and inserted into openings in the car body ends and trimmed with styrene 1 x 4's. After mounting the finished car body onto the flat car, I found it necessary to cut an opening in the flat car to allow later insertion of glass in the window areas.

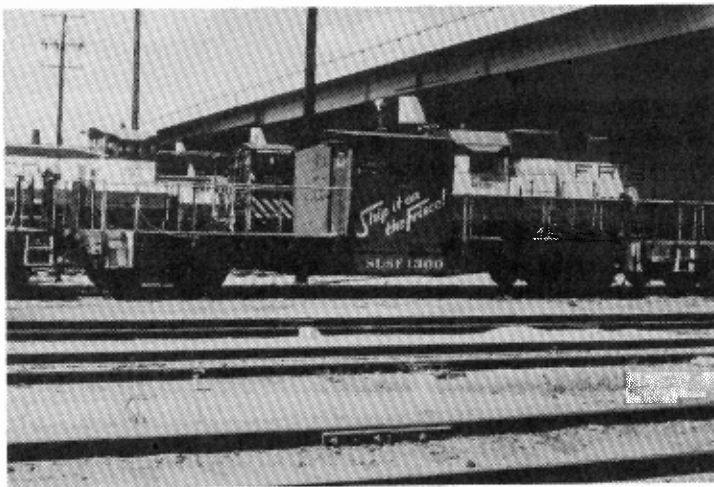
The handrails and stanchions were next and probably the most difficult part of the project. I used Plastruct 3/64" plastic angle for the stanchions. Each stanchion was drilled to accept .020" brass wire and were carefully aligned and glued to the sides and ends of the flat car body. Leftover brake wheels from *who-knows-what* were mounted on scratch-built stands and the end grab irons were added. Finally a Precision scale smokestack was added to give the crews adequate heating ventilation on those cold winter days.

The finished model was then given a coat of Floquil Boxcar Red and the steps and hand rails were brush painted Floquil Reefer Yellow. Later, a coat of Crystal Cote was sprayed on for the decals to stick to. Microscale Decals were used to letter the car. Another coat of Crystal Cote sealed the decal film and light weathering gave it that *been in service* look. Clear plastic was added to glaze the windows and the weights, trucks, etc., were added along with Kadee #5 couplers that the crew likes so well.

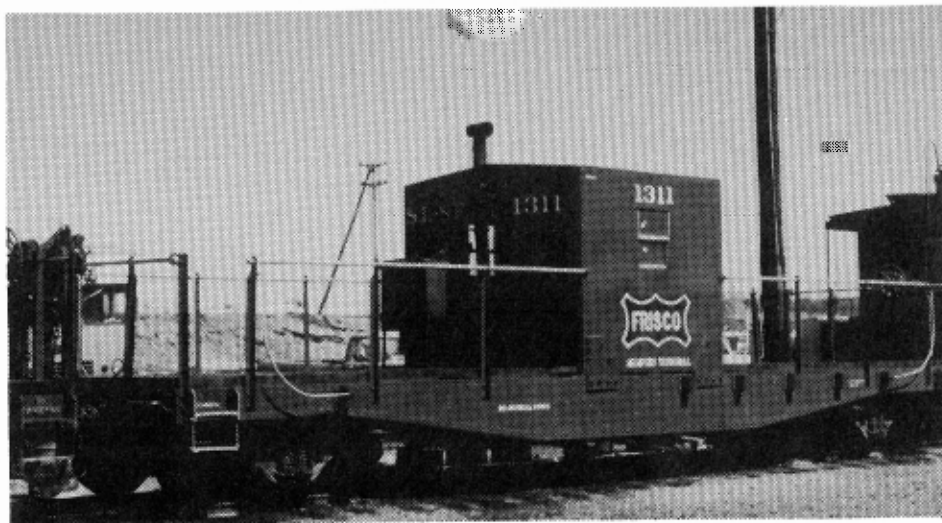
The final product is a terminal caboose that is not a *bolt-for-bolt* copy of the original. However, it is a *close enough* model that makes experienced modelers take a closer look. The unions don't seem to mind! **GOOD LUCK!** ☐



#1306 May, 1971 Memphis, TN Edward J. Stoll photo



#1300 July 13, 1975 Springfield, MO Harold Hall photo

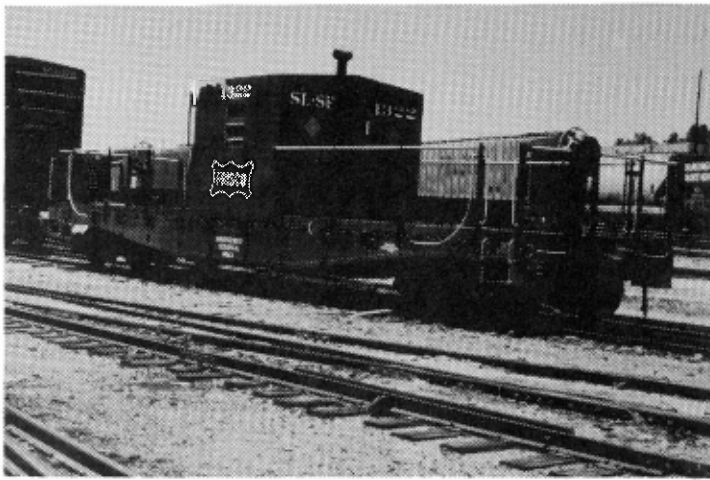


#1311 March, 1972 Memphis, TN Edward J. Stoll photo

73, 305, 1300, 1304, 1306, 1311, 1318, 1319, 1321, 1322, 1324, 1337, 1342, 1343.

Do you have a photo or slide of one not on the list? If so, we would appreciate your sharing a copy with us! Our photo

lab can make a copy or we can cover the cost for you to have one made. Please contact the museum office if you can help complete the collection!



#1322 June 2, 1975 Springfield, MO Harold Hall photo



#1337 August, 1968 Kansas City, MO Edward J. Stoll photo

PARTS & MATERIALS

| <u>MFG</u> | <u>CAT #</u> | <u>NAME</u> | <u>COLOR</u> | <u>PURPOSE</u> |
|------------|--------------|--------------|---------------|------------------|
| Athearn | 1349 | 40' Flat Car | Undecorated | Base Car |
| Athearn | 1249 | Caboose | N/A | End Doors |
| Details | 6503 | Grab Irons | N/A | End Grab Irons |
| Plastruct | 101 | Angle Iron | N/A | Stanchions |
| Precision | 31456 | Smokestack | N/A | dog house stack |
| Floquil | 110074 | Paint | Boxcar Red | Car Body |
| Floquil | 110031 | Paint | Reefer Yellow | Steps & Railings |
| Floquil | 110004 | Crystal Cote | N/A | Fixative |
| Microscale | 87-0085 | Decals | White | Lettering |

EDITOR'S NOTE: An 11" x 17" reprint of the July 21, 1967, *Doghouse For Terminal Caboose for Mounting on 95300 & 95800 Flat Cars*, diagram is available from the Frisco Research Service for \$2.50.

FRISCO FLORIST

When Don B. Fellows started as a fifteen year old call boy for the Frisco, little did he know that twenty-three years later he would leave the railroad with the distinction of being its first and only full-time florist.

Don Fellows railroad career started on June 2, 1912, working thirteen hours a night walking house to house waking the train crews when it was time for them to report to work. He earned \$1.30 a night. In 1914, he was promoted to the Accounting Department and eventually worked his way up to the position of Payroll Clerk.

In 1927, while visiting with J.E. Hutchinson, Vice-President of Operations for the Frisco, Fellows mentioned that he felt the railroad stations on the system could be made much more attractive if they had plants and flowers around them. Mr. Hutchinson liked the idea and made arrangements for Fellows to present his plan to J.M. Kurn, the President of the Frisco. For a thirty year old Payroll Clerk to be riding in the Vice-President's private car to St. Louis to meet the railroad's president, was an experience that Fellows never forgot.

Fellows made his proposal to Mr. Kurn. When asked about a budget, he said it would require at least \$5,000.00 annually to do the work. Mr. Kurn agreed to the proposal, approved the budget, and officially appointed Fellows as the Frisco Florist.

The newly established program of depot beautification started with a few smaller stations, then branched into the larger depots such as Springfield, MO, Oklahoma City, OK, Columbus, MS, Aliceville, AL, Demopolis, AL, Linden, TN, and Pensacola, FL. Fellows would travel to the stations, chart the areas that were to be planted, specify the plants and flowers to be used, and the local employees would do the work. Fellows eventually built his own greenhouse and grew all the plants, bulbs, and flowers used on the system. Over 23,000 plants and flowers were planted at approximately 400 locations by 1932.



#1318 Rick McClellan photo

One of the most memorable plantings was at the Springfield, MO station. The flowers were arranged in the design of Frisco steam locomotive #1050. The measurements were one inch to the foot and various flowers were used to create the intricate design patterns.

Mr. Fellows served as the Frisco Florist for eight years. After the death of Mr. Hutchinson, his replacement had no interest in continuing the program and canceled it. Fellows was allowed to make one more trip to all the stations and present awards to the employees who made outstanding displays. In 1935, he left the railroad and went into business for himself as one of the most respected nursery men and landscape artist in Springfield, MO.

EDITOR'S NOTE: The editor of the *ALL ABOARD* recently had the privilege to visit with Mr. Fellows. When asked how life was for a young man of 93, he responded, "Well, I can't see, I can't hear, and I can't walk. Otherwise, I am doing just great!" ☐



New Motor Car for Central Division Last Word in Design and Construction

Gasoline Driven Car Accommodates Sixty-two Passengers—Will Run Between Ardmore and Hope

Such was the headline in the July, 1926, issue of *The Frisco Employes' Magazine*, announcing the arrival of the first of two motor cars, Nos. 3010 & 3011, purchased by the Frisco from the Sykes Company of St. Louis. The article stated that,

"The car is somewhat different from any previously purchased or built by the Frisco, since it is a straight gasoline mechanically driven car... The engine is known as the Sterling Coast Guard, of six cylinders, 6 1/4 inch bore by 7 3/4 inch stroke, of 300 horse power. Special provision has been made for proper cooling.

"The transmission has six speeds forward and six speeds for reverse. The forward speed will develop from two and one-half miles an hour at 750 r.p.m. of the engine in low gear, to sixty miles an hour or 1,425 r.p.m. of the engine in high gear. The transmission is of the constant mesh type and no sliding gears are necessary.

"The driving is done on the two rear wheels of the front trucks and the two front wheels of the rear trucks.

"The body is designed especially to carry the weight of the car. It is sixty-two feet, three inches long over bumper and nine feet, five and three-fourths inches wide.

"There is seating capacity for sixty-two passengers; eighteen in the smoking

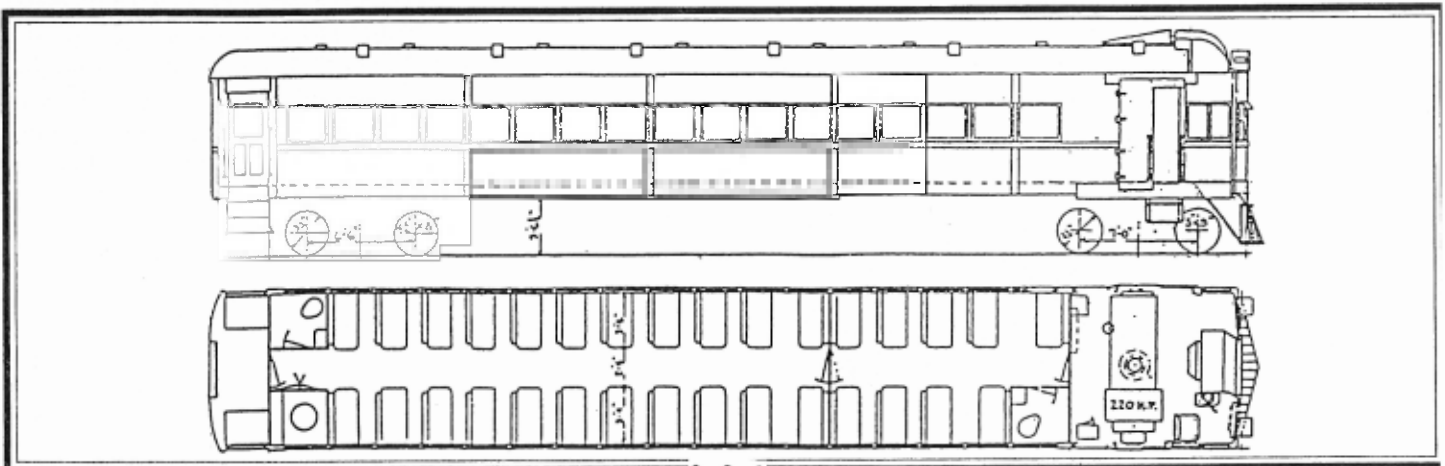
compartment and forty-four in the main compartment.

"The trucks are of standard railroad design, having thirty-three inch wheels, full elliptic springs and plain bearings. The equipment, including the trucks, lights, body lights, etc., is of standard railroad type - the lighting furnished by a belt-driven generator through a standard regulator panel. When ready for a trip, carrying gasoline, water and oil the car weighs 73,800 pounds.

"Due to the weight and the even construction, the car rides smoothly and can develop great speed. The motor runs quietly, and the car handles easily as a trailer."

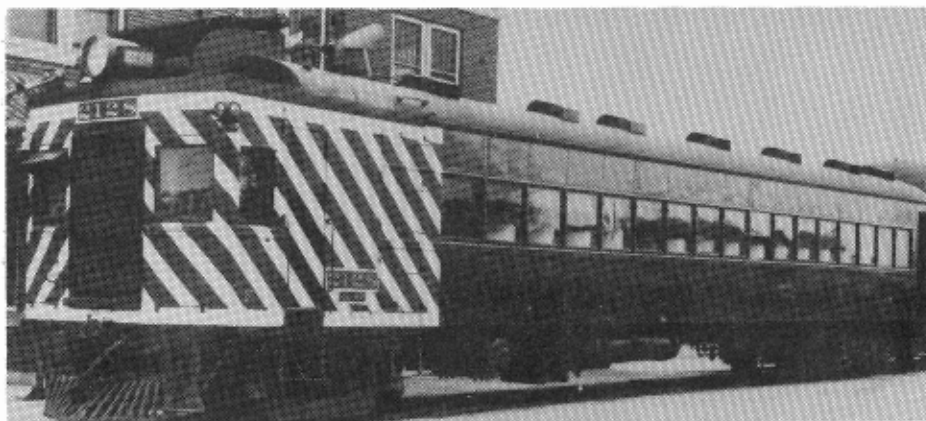
Because of their poor overall performance and on-going problems with a mechanically driven car, the North Springfield Motor Car Shop rebuilt the cars in November, 1928, as gas-electric units, Nos. 2127 & 2128, with EMC equipment and a new, somewhat smaller 220 h.p. engine.

In addition to the details listed in the 1926 article, the cars featured a mahogany interior with yellow pine floors. The cars were equipped with roofs that were constructed using steel frames, wood decking, covered with canvas roofing.



When first placed in service in June, 1926, the cars were assigned to the A & A Armore/Arkinda Sub-Division, Central Division, between Armore, OK and Hope, AR. Photographic evidence indicates that following their rebuilding the cars were returned to the Armore-Hope run as trains 775-776 daily.

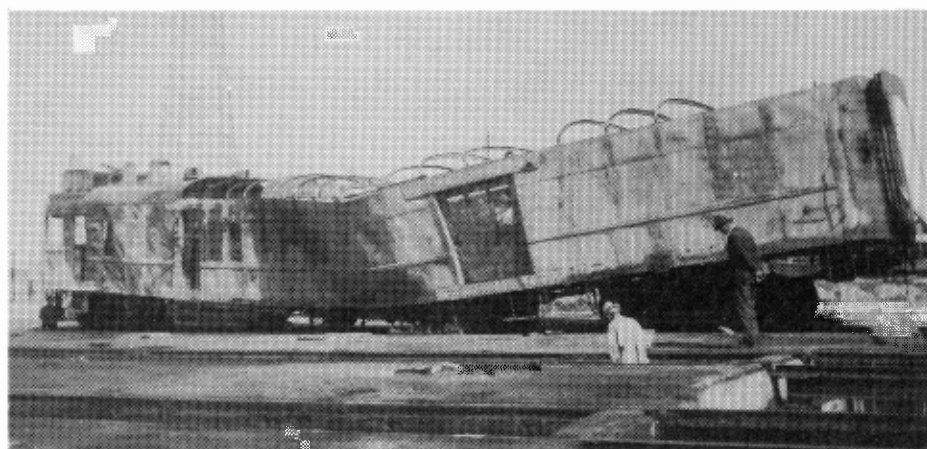
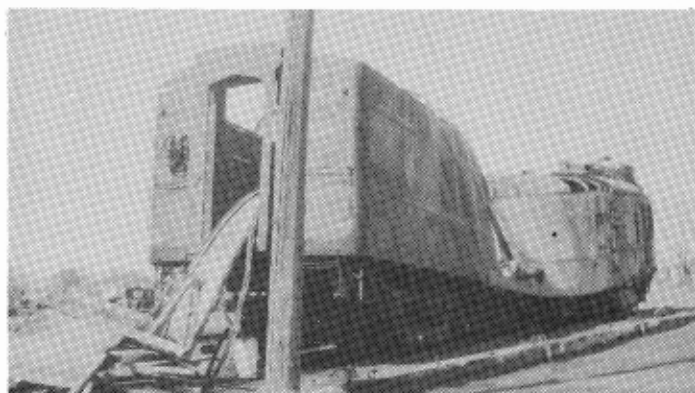
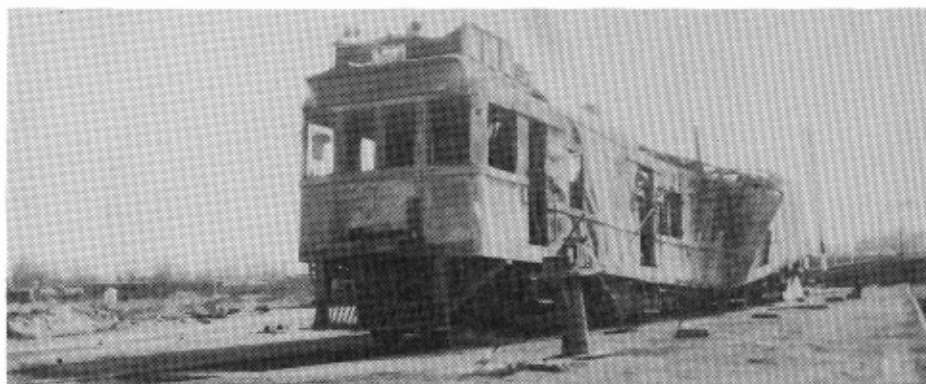
According to our records, #2127 was removed from the roster in 1935, reason unknown, and #2128 was dismantled in 1954 at the West Springfield Shops. ☐



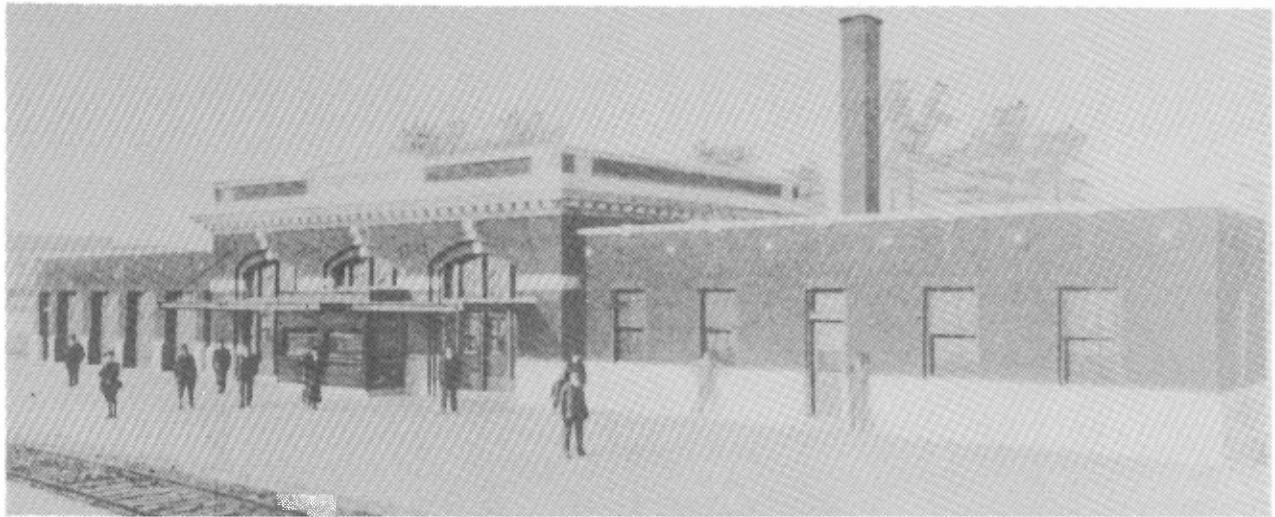
#2128 April 15, 1937 Armore, OK A. Johnson photo

RESEARCH SERVICE UP-DATE

In the June-July *ALL ABOARD, Doodlebugging On The Frisco*, pp. 18-19, we reported that, "Early in 1933, No. 2124 was destroyed in a fire at the Oklahoma City, Ok roundhouse." Thanks to the generosity of retired Frisco employee, and long-time friend of the museum, Lee Buffington, we have acquired these rare pictures of No. 2124, or what was left of it!, taken a few days after the fire.



DOWN AT THE DEPOT



*Cape Girardeau, MO circa 1924
Kevin Johnson collection*

It was at the end of one division, the beginning of another, and the starting point for a complex assortment of branch and connecting lines. Its name was associated with the Frisco's River Division more than any other, including being a part of the corporate name of seven predecessor lines companies. The *Pilot Knob, Cape Girardeau, & Belmont Railroad, Cape Girardeau & State Line Railroad, Cape Girardeau & Northern Railroad, Cape Girardeau Railway, Cape Girardeau Southwestern Railway, St. Louis, Cape Girardeau, & Ft. Smith Railway*, and the *Cape Girardeau, Bloomfield, & Southern Railway*. It was Station T131 on both the St. Louis and Leachville Sub-Divisions. It was Cape Girardeau, MO.

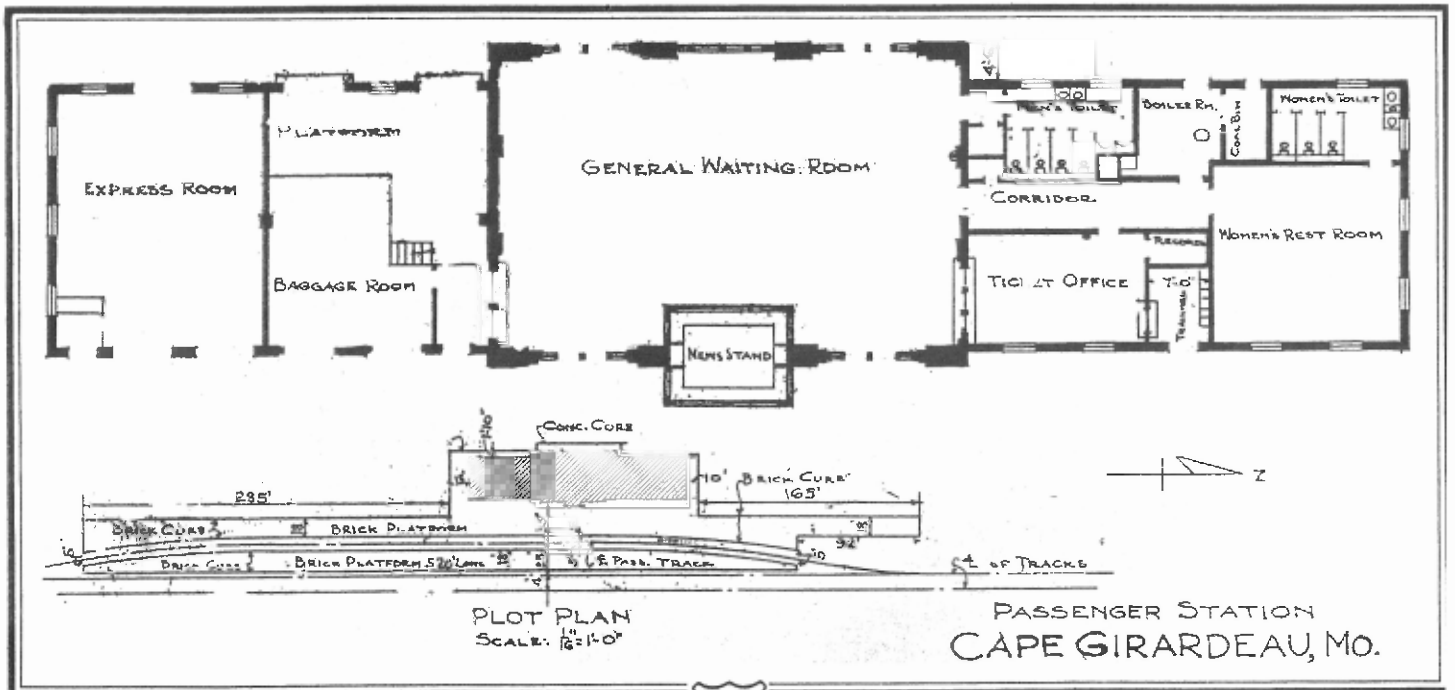
While pin-pointing when the first depot was built in Cape Girardeau is difficult, it is safe to say that sometime between 1880 and 1890, when the *St. Louis, Cape Girardeau & Ft. Smith Railway* was building its line from Cape Girardeau to Hunter, MO, some type of depot was built. The first Frisco-built station was completed in 1920.

The depot was an impressive 161' x 32' brick and concrete structure with 13" walls. The General Waiting Room was 54' x 33' and included an inside/outside News Stand located on the track side. To the south of the waiting room was a Baggage Room and Express Room each with two large garage-like doors for inside loading and unloading. The north end of the depot was divided into a Ticket Office, Trainmen Locker

Room, restroom facilities, and a 22' x 20' Women's Lounge/Waiting Room.

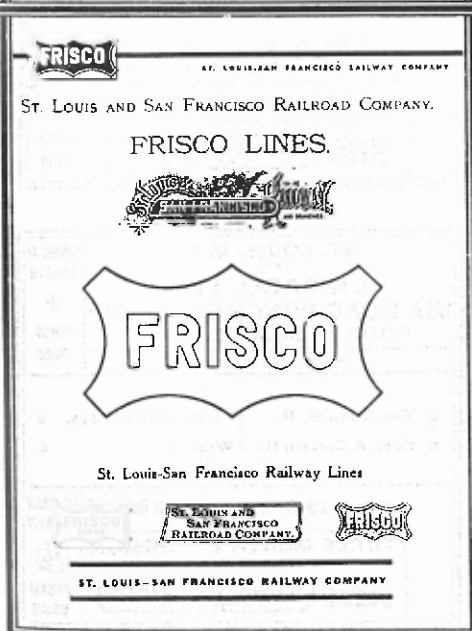
The roof type was flat with composition roofing, heat was provided by a steam boiler, and the depot was equipped with electric lighting. Two interesting features of the depot was the absence of the typical telegrapher/agents bay window and its variation in floor types. The baggage and express rooms were concrete, waiting rooms and restrooms tile, and the ticket office floor was wood.

The station was served by two tracks with a 611 ft. concrete with brick curb platform on the depot side and a similar 520 ft. platform between the tracks.



In addition to the depot, the Cape Girardeau facility included a large Freight House to the south of the station, a large classification yard, 25,000 gal. water tank, water treatment plant, 80-ton 40 ft. Fairbanks track scale, elevated coal dock, interlocking tower, emergency icing station, diesel engine house, and two 37' x 48' stock pens. The yard facility also included an engine house and 70' Phoenix iron turntable.

Cape Girardeau was served by a wide variety of named trains, daily locals, and Motor Car service. The last passenger train to depart the Cape Girardeau station was the *Sunnyland*, trains 807-808, which made their final runs on September 17, 1965. ☐



COLLECTING THE FRISCO

This is the second in a regular series of *ALL ABOARD* articles that is devoted to **COLLECTING THE FRISCO**, and is designed to be an information resource for Frisco collectors.

How can you be sure what you are getting is authentic?

To borrow an old adage, *Experience is the best teacher!* It doesn't take a collector long to develop a sixth sense when it comes to detecting a fake from an original. Most dealers will usually be honest about an item. However, the most honest person in the world can sometimes be convinced that an item is authentic, when it isn't! In twenty years of collecting Frisco items, I have found that many people will have a genuine railroad relic and assume that because it was found in a Frisco town, that automatically makes it a Frisco item. While such an assumption is made with the best intentions, it isn't always correct.

Even though experience is indeed the best teacher, there is one basic guideline that can be used in authenticating Frisco items. The majority of Frisco items are marked, either by the company name, logo, or any number of abbreviations. The company name can be listed as the *St. Louis & San Francisco Railway Company*, the *St. Louis & San Francisco Railroad Company*, the *St. Louis - San Francisco Railway Company*, the *Frisco Line*, *Frisco System*, *Frisco Lines*, or simply the *Frisco*.

The most identifiable marking on Frisco collectibles is the company logo, the *coonskin*. It has been an intricate part of the Frisco for over eighty years, first appearing on many company documents in 1900. While the logo is recognizable by most collectors, and by anyone who has ever lived or spent any time in a Frisco town, many are unaware of its origin.

In the late 1800's, Mr. G.H. Nettleton, then Vice-President of the railroad, was making an inspection tour of the system. As the train pulled into

the station at Neosho, MO, Mr Nettleton's private car stopped in view of the south end of the building on which there was tacked a coon hide to dry. When he saw the hide, he immediately summoned the local agent, Sam Albright, to the business car. "What's that thing doing tacked on the end of the depot?" roared the Vice-President. "and just what do you think you are doing using company property for tanning hides?" Mr. Albright quickly replied that it was hard to support a family on the \$1.25 per ten-hour day salary he was receiving from the railroad, and that he was catching, tanning, and selling coon hides to supplement his meager paycheck.

Mr. Nettleton promptly reminded Albright that railroading should come first. When the agent agreed, Nettleton said, "Well, having a hobby is O.K. as long as company property is not improperly used." To the agent's surprise, the Vice-President then asked him how much he would take for the coonskin. When Albright replied, "two bits," Nettleton agreed and the matter was settled. After the inspection of the Neosho facility was completed, Mr. Nettleton boarded the train and left with coonskin in hand. As the train slowly pulled out of the station, Albright stood and watched in amazement, wondering what on earth a company official would want with an old coonskin.

It wasn't long afterward that an ink outline of the tightly stretched skin began to appear on Frisco drawing boards in the St. Louis office, but instead of hanging vertically as it was on the depot, it was displayed in a horizontal fashion. By early 1900, the emblem began to appear on many company documents with the letters **FRISCO** inserted inside the outline. The **FR** was taken from the *Francisco* in San Francisco, the **IS** from the *Louis* in St. Louis, and the **CO** for *Company*. While the company officially remained the St. Louis & San Francisco Railway or Railroad Company, it became better known as the **FRISCO**.

On Frisco collectibles, the *coonskin* may appear any place on the item and may be in the form of an

outline only, or it may have the company name inside the logo, on a bar below the logo, or any one of many combinations.

A common, yet confusing way of identifying a Frisco item is by abbreviation markings such as the following:

- S.L.S.F.
- S.L.S.F.R.R.
- S.L.S.F.RY.
- S.L.S.F.Rwy. Co.
- St.L. - S.F.R.R.
- St.L. & S.F.R.R.Co.
- S.L. & S.F.
- S.L. & S.F.R.R.
- S.L. & S.F.Rwy. Co.
- St. L.S.F.

When examining the markings of any item, look closely to make sure it hasn't been stamped by someone other than the railroad. Just because an item is marked Frisco doesn't automatically insure that it is authentic. For instance if the item is old and dirty, but the inside of the name stamped on it is clean, *Watch Out!* Likewise, just because an item is not marked Frisco, doesn't automatically mean it isn't authentic. Common sense, experience, and your trust in the person you are dealing with will have a lot to do with authenticating any item. Don't be discouraged if you get *burnt* on an item. Every collector has thought he or she had a rare, *one-of-a-kind*, item only to discover that it was really only a common, *many-of-a-kind*. In collecting Frisco relics, one additional word of advice should be followed. *If you don't buy it when you first see it, chances are it will be gone when you return.* I can assure you that such disappointment has been known to make a grown man cry!

What is a fair price to pay?

The dictionary defines fair as being *according to the rules*. When it comes to collecting railroad memorabilia the rule is simple: *If the seller wants to sell it bad enough and the buyer wants to buy it bad enough, and they can agree on a price, then it is a fair price!* Most collectors will agree that apart from this general rule, the elements that most affect the price of a railroad antique is its age, condition, uniqueness, and whether or not the railroad is still in operation. The fact that the Frisco is no longer the Frisco has had a major influence on the price of Frisco

collectibles. A Frisco-marked switchman's lantern purchased twenty years ago for \$15.00 is now selling for as much as \$150.00! That's good for the seller but tough on the buyer, depending of course on how bad he or she wants the item.

One final word of caution. Watch out for reproductions! There is nothing wrong with having a reproduction. Many of them are of equal quality to the original. There is nothing wrong with having one, as long as you know that it is a reproduction, and that is what you want. While the number of Frisco reproductions on the market has been minimal, due to the railroad's size and general obscurity, they are starting to appear. One recent example was a glass milk bottle, sold as being used on Frisco passenger service. Close examination of the bottle revealed that it was cloudy and scratched from repeated use, although the markings on it were clear and new looking. Remember, in most cases if it is old, it looks old!

There will come a time when the only Frisco relics available will be those on display in a museum. (*Preferably The Frisco Railroad Museum!*) If you are interested in starting a collection or adding to the one you already have, now is the time to get it while the getting is good! Good luck and happy hunting! ☞

EDITOR'S NOTE: In our next issue of **COLLECTING THE FRISCO**, we will discuss collecting *Advertising and Promotional* items.



St. Louis-San Francisco Railway Co.
St. Louis & San Francisco Railway Co.





ST. LOUIS - SAN FRANCISCO
RAILWAY COMPANY



ST. LOUIS - SAN FRANCISCO
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ST. LOUIS - SAN FRANCISCO
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GOOD FOR ONE PASSAGE
- TO -
CHICAGO, ILL.
AND RETURN

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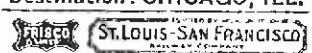
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