

# All Aboard



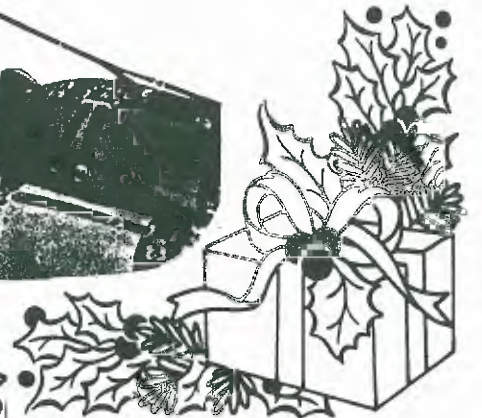
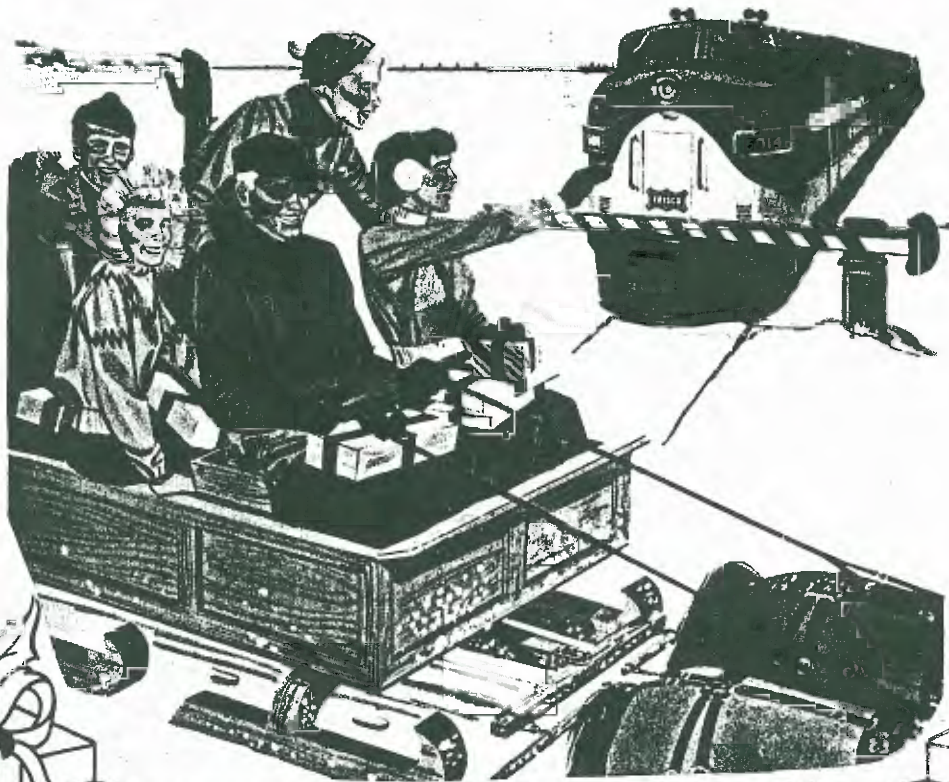
*Christmas gets the right-of-way...*

...and we wish you our best wishes for a joyous holiday season filled with health and happiness. We hope you will have you during the past year; we look forward to giving you an even greater measure of fine transportation service in the year ahead.

... a Merry Christmas to All!

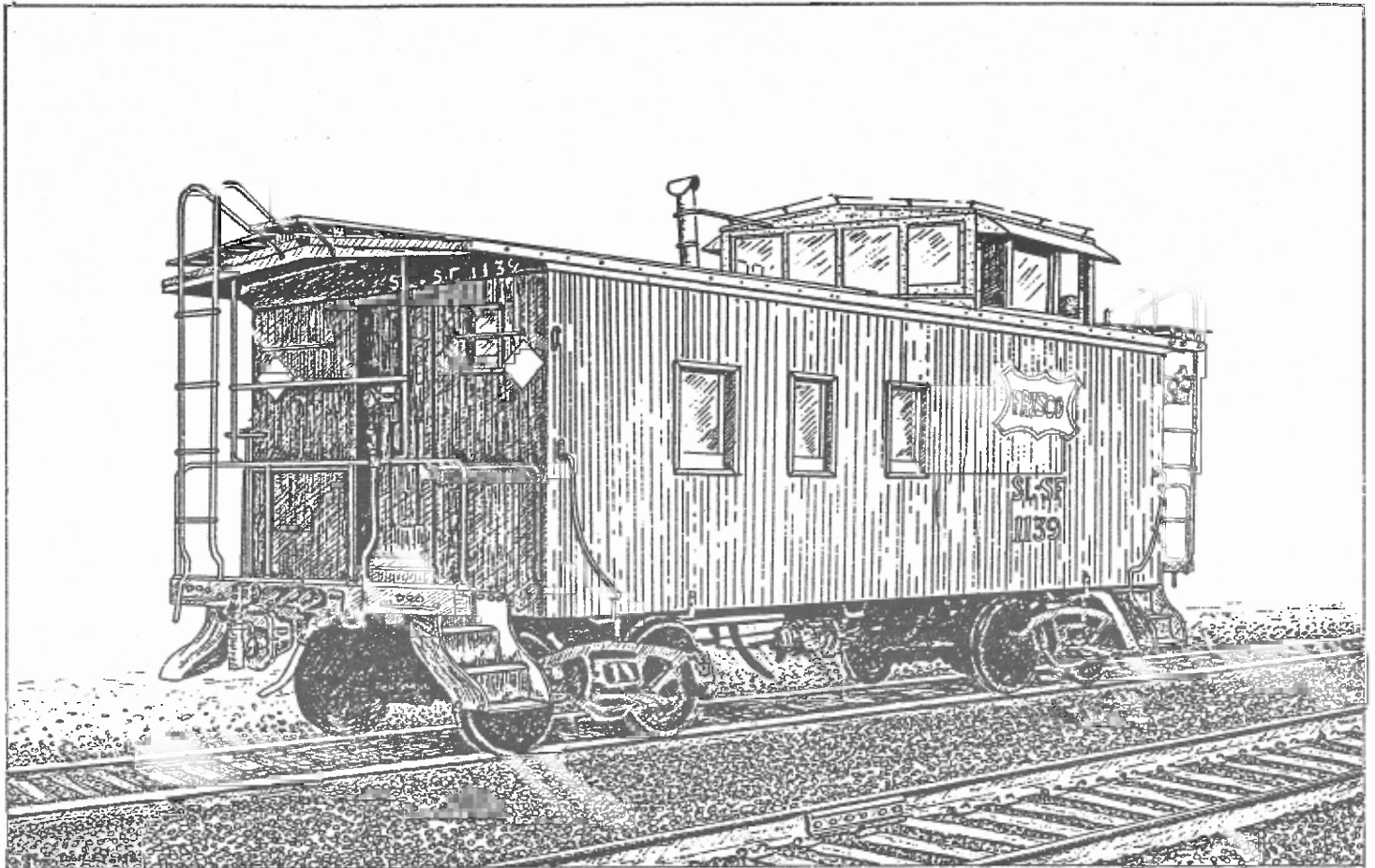


... Kansas • Arkansas • Oklahoma • Tennessee • Mississippi • Alabama • Florida



# PROJECT

## 1139



The museum is pleased to announce that we have been given the unique opportunity to acquire a rare piece of Frisco history... a wooden caboose No. 1139, built by the Frisco between 1938 and 1940. It is complete with trucks, track, and crossties and while it is currently in a deteriorated state of repair, it is completely restorable. Its style and construction is representative of Frisco operations at the height of the steam era. The museum has had many inquires about acquiring rolling stock. However, we have always been reluctant to do so, waiting for the right one to come along. Caboose No. 1139 is what we have been waiting for!

The Board of Directors, meeting on November 1, authorized the establishment of "PROJECT 1139," our caboose acquisition fund. It will cost \$2,700.00 to acquire and move the caboose to the museum. **DONATIONS OF ANY AMOUNT ARE NEEDED AND WELCOMED!** The

above pen and ink drawing of No. 1139 has been drawn exclusively for the museum and for each person who donates \$50.00 or more, we will present them with a print of the drawing signed and numbered by the artist. There will only be 100 of them printed! For a donation of \$100.00 or more, the donors name will also be engraved on a plaque that will be permanently displayed in the caboose once it is restored. For a donation of \$500.00 or more, the donor will, in addition to the print and name on the caboose plaque, receive an individual plaque with the caboose drawing engraved on it and a lifetime membership in our Frisco Folks!

This is indeed a rare opportunity to be a part of preserving Frisco history and we trust Frisco Folks and Frisco fans across the country will be a part of "PROJECT 1139!"

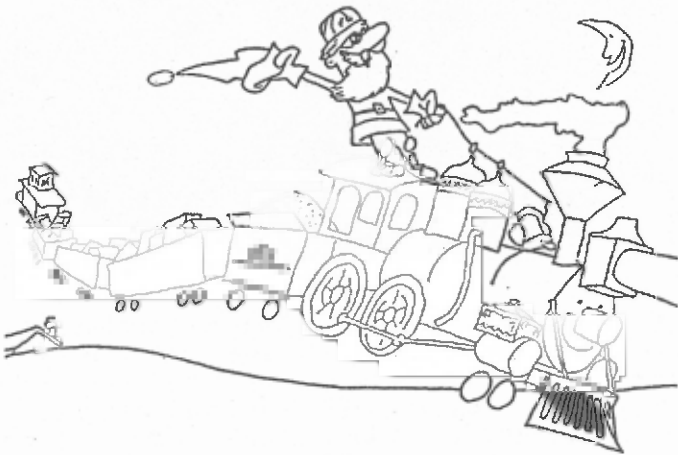
## Christmas Open House

The museum is pleased to announce its second annual CHRISTMAS OPEN HOUSE. The two weekends prior to Christmas, December 12-13 and 19-20, the museum's Ash Grove facility will be open extended hours: 10:00 a.m. to 6:00 p.m. Saturday and 2:00 p.m. to 6:00 p.m. on Sunday.

During the open house the museum will feature a collection of train and train related Christmas decorations. The exhibit, to be displayed throughout the museum, numbers in excess of 200 pieces and includes such items as tree ornaments, candles, music boxes, Christmas cards, and novelty items.

The first 100 families to visit the museum during the open house will receive a hand-made wooden train ornament, the second in a series, crafted especially for the occasion. A "SANTA SPECIAL" coloring picture will be given to all the children visiting the museum.

We invite all members and friends of the museum to share in this special celebration of a special holiday season! ☺



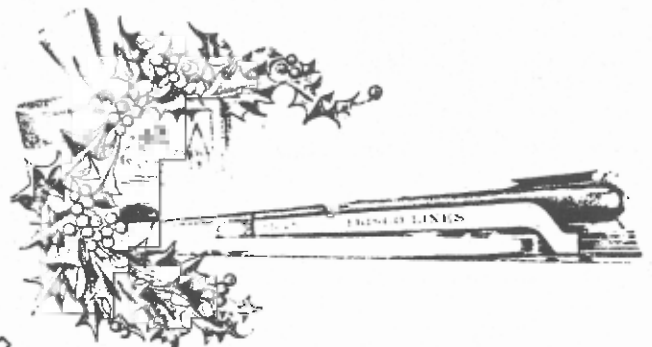
## Retired Frisco Engine Bell Rings Vespers For Church On Gold Coast West Africa



When the Frisco started retiring its steam engines in the late 1940's and early 1950's, the locomotive bells were salvaged and given to various individuals, civic organizations, and churches. The bell currently on display in the museum was originally given to a church. One such locomotive bell found its way to a location far removed from service on the Frisco.

In October, 1953, at the request of Rev. Charles Roesslein, a Frisco bell was shipped to the Gold Coast of West Africa for use at a small missionary church. When the bell arrived around Christmas time, members of the congregation quickly erected a tower from which the bell could ring out the Christmas spirit. The church was built out of mud with a corrugated aluminum roof. ☺

EDITORS NOTE: Considering that it was thirty-four years ago that the bell was shipped and considering the turmoil much of Africa has experienced in the last 34 years, one can't help but wonder what ever happened to the bell!





# DOWN AT THE DEPOT



What do Y45C, EA506, EA523; Muskogee Subdivision, Creek Subdivision, Red River Division, Central Division, Southwestern Division; mile post 506.4, all have in common? They have, at one time or another, been station numbers, subdivision and division designations, and location of a beautiful depot once situated in the eastern Oklahoma town of Muskogee.

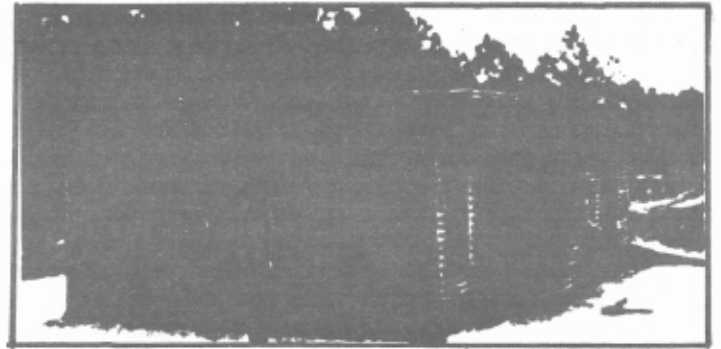
When first built, the Muskogee depot was the western terminus of The Ozark and Cherokee Central Railroad Co., incorporated on November 29, 1899. The Shawnee, Oklahoma, and Missouri Coal and Railway Co. extended the line to Okmulgee in 1903, there making connections with the St. Louis, Oklahoma, and Southern Railway Co. By 1907, all three lines were part of the Frisco system.



During its tour of duty, the Muskogee depot was served by a variety of numbered trains, motorcar service, and one of the Frisco's most well known named trains, the "Texas Special," which made its last scheduled run through Muskogee on January 4, 1959. In June, 1972, the old depot was retired and in 1974 a new 16'x24' Parkline station was built.

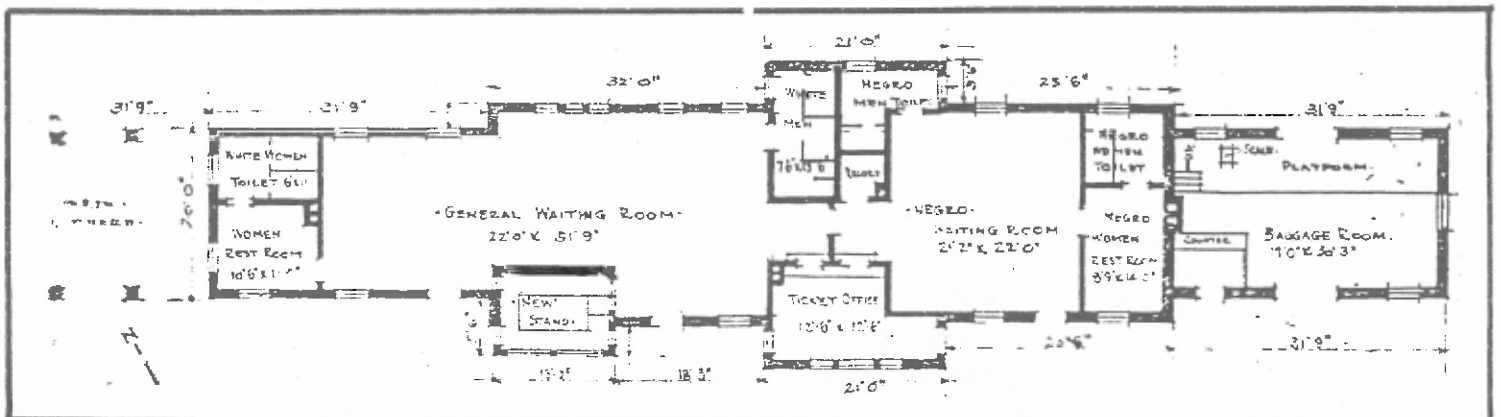
Built in 1902, and enlarged in 1914, the Muskogee station was a large facility (173'9" x 20') constructed of 13" limestone brick and a red tile roof. It included a large waiting room complete with indoor toilets, a baggage room, ticket office, news stand, and a 31' covered platform on the northwest end. One interesting feature of the depot, common in most Oklahoma stations, was separate waiting room and rest room facilities for negro passengers. The existence of such segregated facilities was in compliance with an "Act of Legislature, State of Oklahoma, December 18, 1907," which stated:

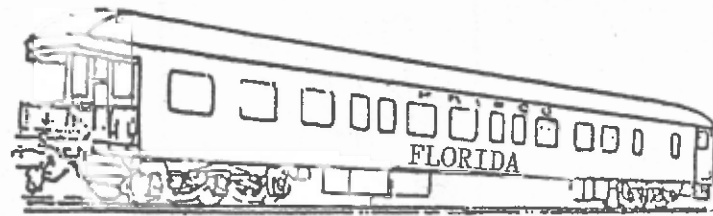
It is interesting to note that while one might think the name "Muskogee" is unique to Oklahoma, the Frisco also operated a station in "Muscoogee", Florida, twenty-two miles north of Pensacola. ☐



SECTION 2. Every railroad company, street car company, urban, suburban, or interurban car company shall provide for and maintain separate waiting rooms at all their passenger depots for the accommodation of the white and negro races, which separate waiting rooms shall be equal in all points of comfort and convenience. Each waiting room shall bear in a conspicuous place words in plain letters indicating the race for which it is set apart. It shall be unlawful for any person to use, occupy or to remain in any waiting room, toilet room, or at any water tank in any passenger depot in this State, set apart to a race to which he does not belong.

EDITORS NOTE: Richard Napper, Frisco Folks member from Kansas, reports that the Burlington Northern has built a new brick depot at Lenexa, KS (November issue). To quote Richard, "Know of any other railroad depots built in 1987?"





The Florida car was built in June, 1896, by the Ohio Falls Car Company as a 63 ft. composite business car. While its original owner is unknown, the car was on the roster of the St. Louis, Memphis, and Southeastern Railroad Company as car No. 1200, when the Frisco acquired it in July, 1907. The St. L. M. & S. originally operated track and facilities from Nash to Lilbourn, in Southeast Missouri.

While existing records do not indicate what the interior arrangement and furnishings were, chances are it was similar to the No. 2200 car, both of which were built by the Ohio Falls Company within twelve years of each other. The car weighed 186,600 lbs., and carried the standard Pullman green, black roof, and gold lettering color scheme of the executive fleet.

In May, 1947, No. 1200 was re-numbered No. 6, and in February, 1948, it was again re-numbered No. 11 so that the number 3 car (former 1924) could assume the number 6 position on the roster. In June, 1954, No. 11 was assigned the name Florida. In May, 1959, the car was placed in storage and in February, 1965, it was sold to a private corporation.

While in service, the Florida car was assigned to Assistant General Manager L.B. Clary and Assistant Chief Engineer E.L. Anderson. When Mr. Anderson was promoted to Chief Engineer he, along with the new Assistant Chief Engineer F.E. Short, both used the services of the executive coach.

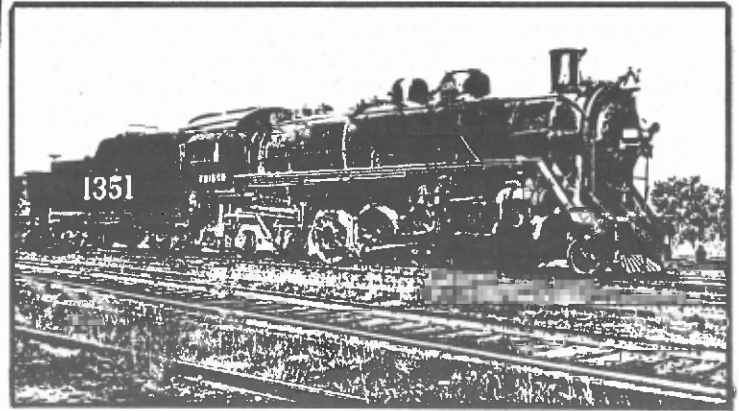


Looking for that special Christmas gift for a special Frisco fan? Why not give a gift that will help preserve the rich heritage of the Frisco. Why not give a FRISCO FOLKS membership! Gift memberships are now available and may be purchased by writing or calling the museum office.



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.

# The FRISCO SURVIVORS



In 1912, the Schenectady Locomotive Works built forty 2-8-0 Consolidation type engines for the Frisco, Nos. 1306-1345. While originally built to burn coal, twenty-two of the engines were later converted to oil burners. Between 1943 and 1946, seven on the 1300's were rebuilt by the Frisco in its West Shops in Springfield, MO. Numbers 1313, 1316, 1318, 1321, 1322, 1341, and 1342 became 2-8-2 Mikado type engines Nos. 1350-1356. Used primarily as road freight engines, most of the 1300's were in service on the Central and Western Divisions of the Frisco through 1951. Retirement for the 1300's came in 1952 and by the end of the year all but three were sold for scrap.

The three survivors of the 1300 class are Nos. 1351, 1352, and 1355. No. 1351, rebuilt from No. 1313 was presented to the city of Memphis, TN in October, 1952, and is currently on display in that city's fairgrounds. No. 1352, rebuilt from No. 1321, was given to Kansas City, MO in December, 1952, for display in Swope Park. The engine has since been moved out of the park and is currently in storage in the Kansas City area. No. 1355, rebuilt from No. 1318, ultimately found its way to Pensacola, FL in May, 1957, and is currently on display at Coyle and West Garden Streets in that city.



# THE FRISCO FAMILY

## KANSAS MIDLAND RAILROAD COMPANY

The Kansas Midland Railroad Company was incorporated September 25, 1900, for the sole purpose of creating a corporation through which the property and franchises of the Kansas Midland Railway Company could be transferred to the St. Louis and San Francisco Railroad Company.

The Kansas Midland Railway Company was incorporated February 8, 1886, under the laws of Kansas. The company was initially controlled by the Kansas Construction and Improvement Company, a New Jersey corporation, but on March 7, 1887, before construction of its property was commenced, control passed to the St. Louis and San Francisco Railway Company.

In 1893, the company defaulted payment of interest on its first mortgage bonds, and on July 1, 1896, as the result of foreclosure proceedings instituted by the Mercantile Trust Company, A.L. Wolff was appointed trustee. On July 25, 1900, the company's franchises and property were sold at public auction under foreclosure of its first mortgage to Alfred R. Pick and Harry Bronner, who were the representatives of the holders of the company's first mortgage bonds.

On September 25, 1900, the Kansas Midland Railroad Company was incorporated and on October 1, 1900, the foreclosed franchises and property were conveyed to that company by the St. Louis and San Francisco Railroad Company. On October 1, 1900, the property of the company consisted of about 106 miles of standard gauge, single track railroad, located entirely in Kansas, extending from Wichita to Ellsworth. ☐

Next month... The Arkansas and Oklahoma Railroad Company.



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

Doris M. Priest	Switchman	Maryland
Dr. & Mrs. Norman Wall	Switchman	Missouri
Dale Rush	Switchman	Missouri
Joe R. Shipman	Switchman	Missouri



"RECIPES FROM FRISCOLAND" was a system-wide cook book produced by the Frisco Employee's Club in 1954 and included recipes from Frisco Folks throughout the nine state region served by the company. In honor of the Christmas season, we offer the following delectables for your taste bud's delight!

### CHEESE SPREAD

- 4 ounces beer
- 4 5-ounce jars Old English or Cheddar cheese
- 1 large clove garlic (minced)
- 2 Tsp minced onion
- 1/8 Tsp Cayenne
- 1/8 Tsp or less Tolono
- 1/2 Tsp Worcestershire
- Salt to taste

Heat beer over low heat; when it is warmed, combine all ingredients except beer in blending or automatic mixer. Add warm beer until it is of spreading consistency. Will serve 25 or 30.

Submitted by Martha Moore - St. Louis

### WHITE FUDGE

- 1 cup cream
- 3 cups sugar
- 4 Tbs butter
- 1/2 cup white syrup
- 8 marshmallows (cut fine)
- 1 package candied cherries
- 1 package candies pineapple
- 1 cup nut meats

Cook the first four ingredients to medium ball stage. Add marshmallows and melt in hot mixture. Beat until fairly stiff, then add the other ingredients and pour into buttered plate. Marachino cherries may be used instead of the candied cherries, or omit the fruit and nut meats and add cocoanut.

Submitted by George Rand - Springfield

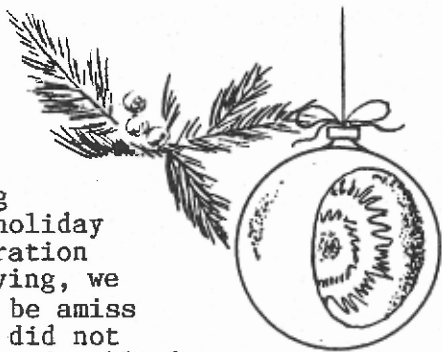
The museum currently has two copies of "RECIPES FROM FRISCOLAND" for sale. The Christmas sale price is \$15.00 each.

During this holiday celebration of giving, we would be amiss if we did not thank and publicly acknowledge those members and friends of the museum whose support and contributions have made 1987 a joyous and successful time for the Frisco Railroad Museum. On behalf of the Officers and Board of Directors, please allow me to personally wish from our crew to yours...

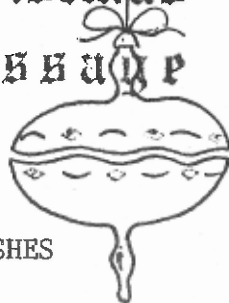
MERRY CHRISTMAS AND BEST WISHES FOR A HAPPY NEW YEAR!

FRISCO FOLKS

Allen Johnson  
 Charley Roberts  
 Nadine Johnson  
 Richard E. Napper  
 Ron Fields  
 Scott Barber  
 Francis Luttrell  
 James. S. Dawson  
 Micheal E. Bigler  
 Gene Lohmeyer  
 Jan Edward Jester  
 Nancy McKay  
 Dr. Phil Henson  
 Robert W. Eckert  
 Bill Heiss  
 Don Niewald  
 Jim Shane  
 John Jones  
 Kenneth J. Wulfert  
 Michael J. Stahlman  
 Mr. & Mrs. William Botzow  
 Ralph H. Pilkenton  
 Robert Thompson  
 Arthur R. Lindeman  
 Dr. & Mrs. Norman Wall  
 Carl Dahlman  
 Charles L. Dischinger  
 Dale Rush  
 David & Phyllis Singleton  
 Doris M. Priest  
 Emil Eskengren  
 Eunice Schmitt  
 Frank Birkhead, Jr.  
 James Elliott  
 Jim Marsh



President's  
 Christmas  
 Message



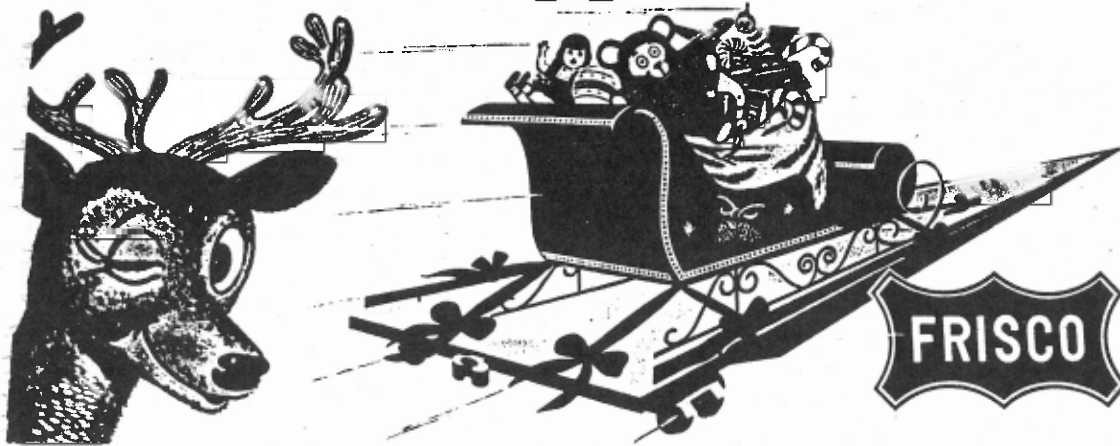
Jim Martin  
 Jim Quarles  
 John E. Northcutt  
 John R. Bushnell  
 Lana Grantham  
 Mary Gregg  
 Max Herzog  
 Michael Hunter  
 Mr. & Mrs. Ed Heiss  
 N.J. Molo  
 Raymong Wells, Jr.  
 Robert C. Barling  
 Robert M. Still  
 Roland Barber  
 Ron Pottenger  
 Sally Lyons McAlear  
 Verma Lee Welsh  
 William L. White  
 Joe R. Shipman

FRISCO FRIENDS

Those who have donated items to the museum in 1987.

Mary Gregg  
 Joe Turk  
 M.M. McClenden  
 Sara Cogswell  
 James R. Wills  
 R. Kenneth Wills  
 Orlis Farmer  
 Rick Moore  
 Jim Elliott  
 Arthur Lindeman  
 Ron Wagoner  
 Mary Johnson  
 Garry Corson  
 Brent Davis  
 Lee Buffington  
 Terry O'Conner  
 Bill Heiss  
 Julius Trost  
 David Singleton  
 C.C. Roberts  
 John Sanders  
 Charles E. Brand  
 George Lionberger  
 Aubrey McBride  
 Woody Holloway  
 Don Niewald  
 Robert Neuenschwander  
 Ed Heiss  
 Wan Hendricks  
 H.L. Evans  
 Linda Emmele  
 Steve Counts  
 Ron Fields  
 Robert Gibbons  
 Edward Dabbler  
 Rex Porterfield  
 Jim Marsh  
 Angus Link  
 Mrs. Lloyd Stewart  
 David Stevenson  
 Tim Kubat  
 Warren Hardecke

# HE SHIPPED IT PIGGY-BACK



FRISCO

Limited quantities of the first in a series of note cards featuring a print of an original pen and ink drawing of a Frisco depot are still available. The depots are being drawn exclusively for the museum. The first in the series is of the Ash Grove, MO depot, built in 1879.

The note cards are 5 1/2" by 4 1/4", are an ivory color textured paper, and come complete with matching envelope. The cost is \$.50 per note card or a set of twelve for \$5.00.

They make unique Christmas cards for that special Frisco friend! ☐



FRISCO

## ALL ABOARD 1988



We are excited about the growth and progress the museum has experienced in 1988. Over 3,000 items have been donated to the museum and over 1,300 persons have visited our facility. Membership in our FRISCO FOLKS has increased from thirteen this time last year to a current membership of sixty people, representing sixteen states and Australia!

We are equally excited about what 1988 has in store. We will hopefully be able to begin restoration of our caboose, add new

displays, and expand the size and scope of our archives and research service. We are fast becoming a major resource center for Frisco fans, modelers, and rail historians!

Plans are also underway to expand and enlarge the ALL ABOARD. Along with the current regular features of "Down At The Depot, The Frisco Family, and The Frisco Survivors," new articles are being planned which include a Frisco Modelers Information section, a monthly Excess Baggage Sales listing, and two new features called "Frisco Faster Freight," and "Roster Tales." ☐

ALL ABOARD FOR THE FRISCO RAILROAD MUSEUM, ON TRACK FOR 1988!

FRISCO