



all aboard



THE FRISCO RAILROAD MUSEUM INC.



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Wednesday - Friday
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Saturday
10:00 a.m. to 1:00 p.m.



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The *Frisco Folks* is the membership program of The Frisco Railroad Museum Inc. Its purpose is to:

- Preserve the family tradition of the Frisco Railway.
- Provide a means by which the educational mission of the museum can be realized through publication of our *All Aboard* magazine and access to the museum's historical archives.
- To provide a base of financial support for the museum's operation, programs, and services.

Frisco Folk memberships are **\$25.00** per year.

FEATURED IN THIS ISSUE

Timetables..... 3

For the majority of rail travelers, trains and timetables were synonymous. The public timetable was a quick and convenient source of information for train schedules, accommodations, and services. This is the second in a four part series in which we are profiling the public timetables issued by the Frisco. This installment features those produced between 1901 and 1935.



Classic Frisco 9

A classic Ed Birch photo of the Oklahoma City yards is the subject of this installment of our **Classic Frisco** photo feature!



Down At The Depot..... 10

A departure from our past practice of profiling individual stations along the Frisco line, this is the second installment in our series on Frisco depot construction, both those that were built according to standard plans and those that were unique to themselves.



Mail Car17

Southeast...Southwest caboose lettering is the subject of this installment of our **Mail Car** feature.

FEATURED IN NEXT ISSUE

Timetables: This will be the third in a four part series in which are profiling the public timetables issued by the Frisco. This installment will features those produced between 1935 and 1949.

Down At The Depot: The third installment in our series on Frisco depot construction, both those that were built according to standard plans and those that were unique to themselves. In this issue we will take a look at examples of non standard plan stations built on the Frisco.



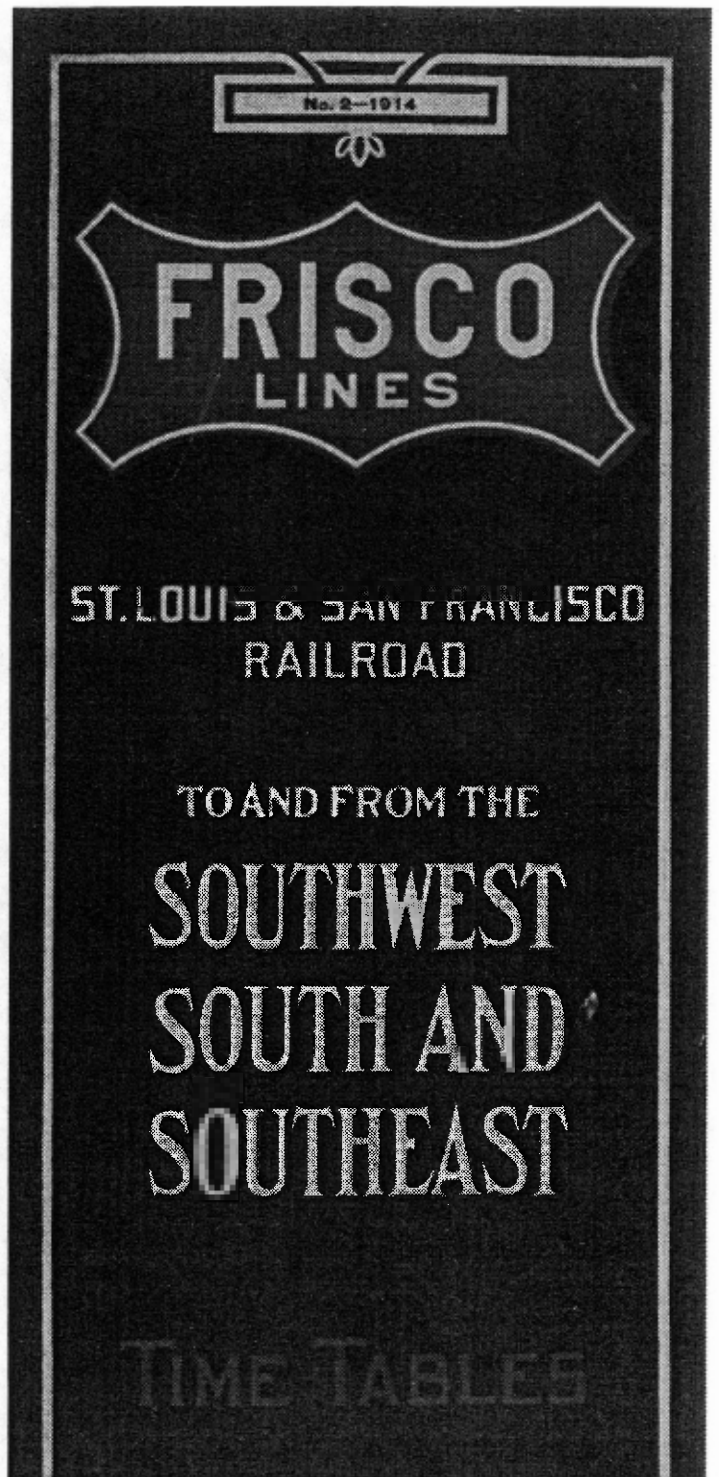
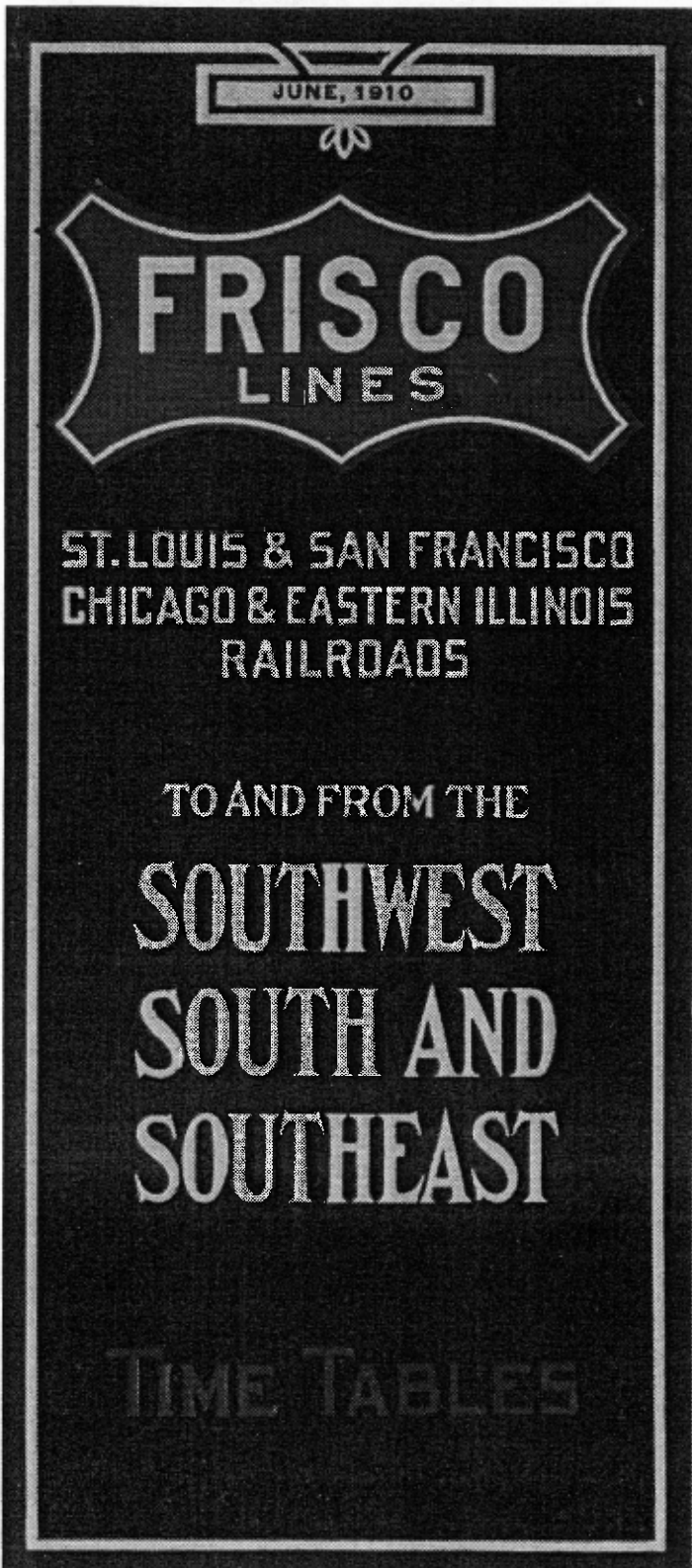
A Note From Donna:

Y2K? Seen that one before? Seen more of it than you want to see? Ever ask, "What does it really mean?"

Well, for The Frisco Railroad Museum Inc., it means a new beginning. A new beginning that includes new leadership, new operations, new *All Aboard* format, and a new era in the preservation of Frisco history! In upcoming issues of the *All Aboard*, I will be sharing with you details of the museum's reorganization. For now, enjoy this issue and watch out for that Y2K bug!

Donna Wagner, President
The Frisco Railroad Museum Inc.

In 1910, the FRISCO inside the coonskin logo was replaced with FRISCO LINES. Under the logo was: ST. LOUIS AND SAN FRANCISCO CHICAGO & EASTERN ILLINOIS RAILROADS followed by TO AND FROM THE SOUTHWEST SOUTH AND SOUTHEAST. At the bottom, in red letters, were the words TIME TABLES.

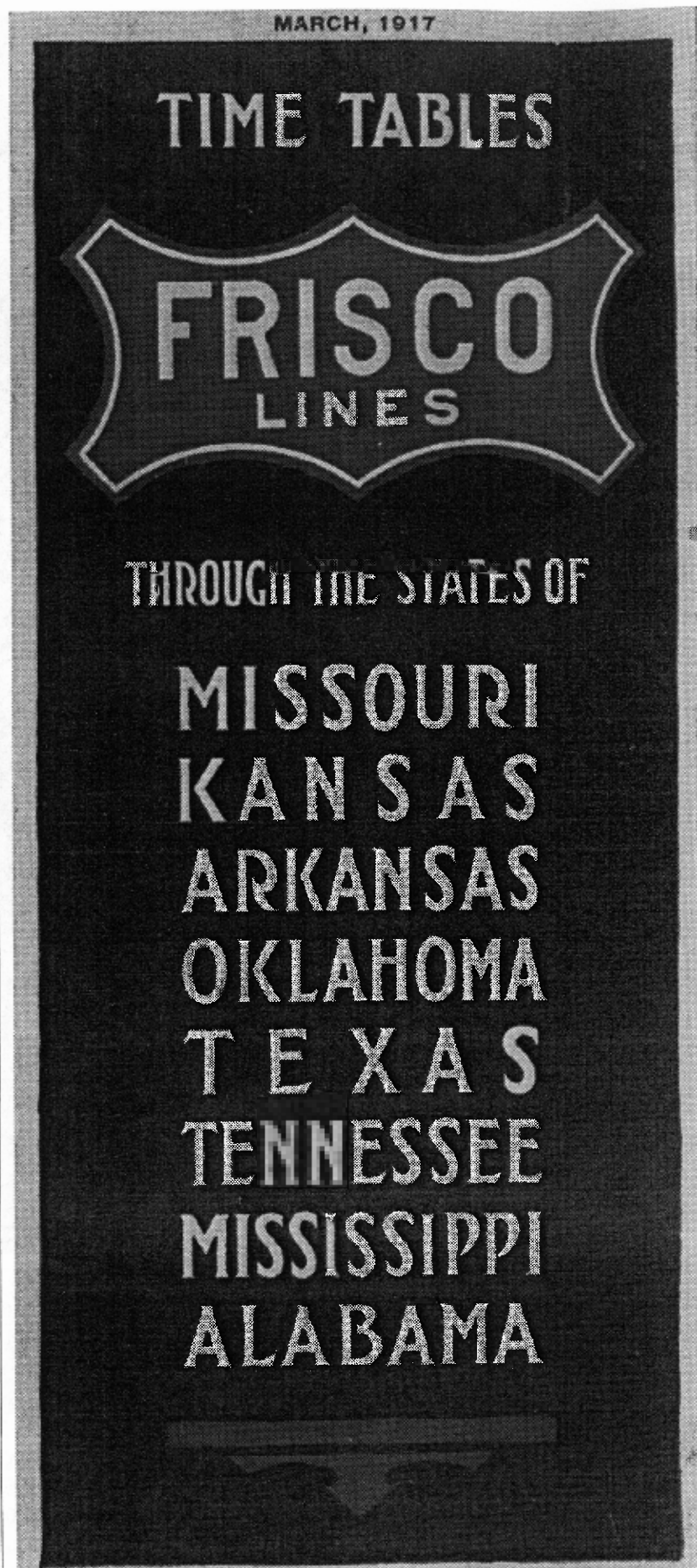


During this era of timetable design change, the company started numbering each issue, on the inside back cover. The June, 1910 issue was numbered A139. However, that system was apparently changed because the August, 1910, timetable was numbered A 400-1. A noteworthy variation was in the date box design, located at the top, which first appeared on the 1905 cover. The standard format featured the date printed in black inside a white box. However, for some reason the date on the September, 1911, issue was printed in red.

On May 27, 1913, the Frisco went into receivership and began a three year process of reorganization. During that time period, the company was forced to separate itself from many of the lines comprising Yoakum's Dream railroad... changes that were reflected on the passenger timetable covers. On the timetable issued in July, 1913, the Chicago & Eastern Illinois Railroads was gone, replaced simply with ST. LOUIS & SAN FRANCISCO RAILROAD. Although the A 400 numbering system was still in place, on the May, 1914, timetable the customary date inside the box at the top of the cover was replaced with No. 2 - 1914. In addition, the number listed on the inside cover was now joined by the date of the issue: A 400-35 No.2 5-14. The May, 1915, issue simply had **No. 3** listed in the date box with No. 3 5-15 next to the A 400-39 number on the inside back cover.

The first timetable issued following reorganization was the March, 1917, edition. The cover was still black and the FRISCO LINES still appeared inside a red coonskin logo. The words TIME TABLE were now printed in white and located at the top of the cover. The slogan TO AND FROM THE SOUTHWEST, SOUTH, AND SOUTHEAST was replaced with THROUGH THE STATES OF, followed by a list of the eight states in which the newly reorganized company was now operating. A notable variation on the March, 1917, cover is that the standard white outline border was replaced with a solid white border. In addition, a new numbering system was in place. The timetables were now numbered in the A1-series, along with the date of issue. The March, 1917, issue was A1-1 3-17. By the end of 1917, the standard white outline border had returned.

Beginning with the May, 1918, edition the appearance of Frisco public timetables experienced a major change. Brought on by World War One and government control of the nation's railroads, the colorful format of the past was replaced with a series of plain paper schedules that were changed dramatically both in design and content. For instance, the March, 1917, issue contained 52 pages of schedules. The May, 1918, edition was reduced to 28 pages.



MAY, 1918



St. Louis - San Francisco
Railway Company

TIME OF
PASSENGER TRAINS

In Effect May 7, 1918

(Subject to change without notice)

Brought on by World War One and government control of the nation's railroads, the colorful format of the past was replaced with a series of plain paper schedules.

Corrected to November 16, 1919

UNITED STATES RAILROAD ADMINISTRATION
Walker D. Hines, Director General of Railroads

St. Louis-
San Francisco
Railroad



Time Tables

AVOID WASTE
KEEP THIS TIME TABLE

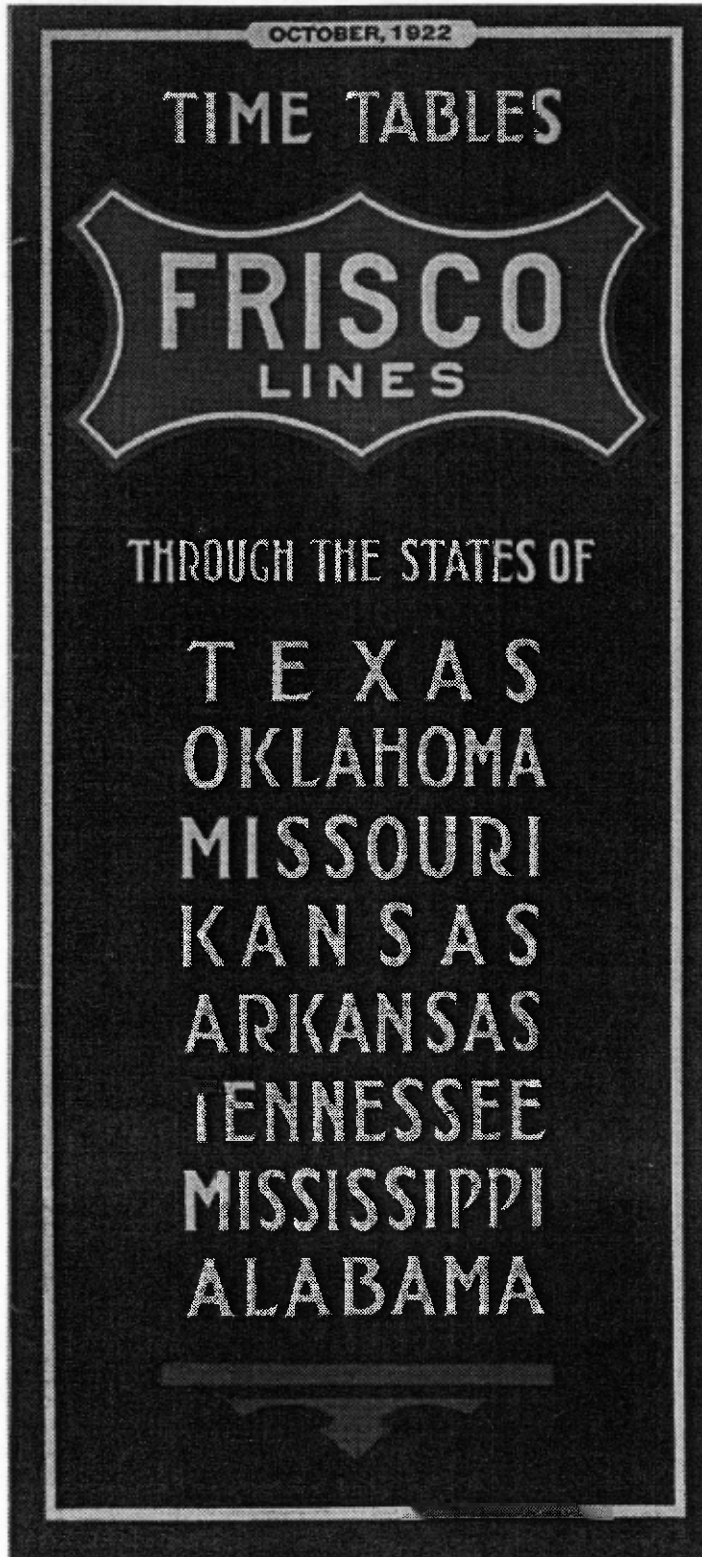
Changed dramatically both in design and content, the May, 1918, edition was reduced to half the size of those produced the year before.

Following release of government control in 1920, the Frisco's public timetables returned to what would become the standard format for the next fifteen years. The cover was black with the FRISCO LINES again appearing inside a red coonskin logo. The only exceptions occurred in 1922 and 1928.

In 1922, the order of states listed on the cover was changed. Following acquisition of the Muscle

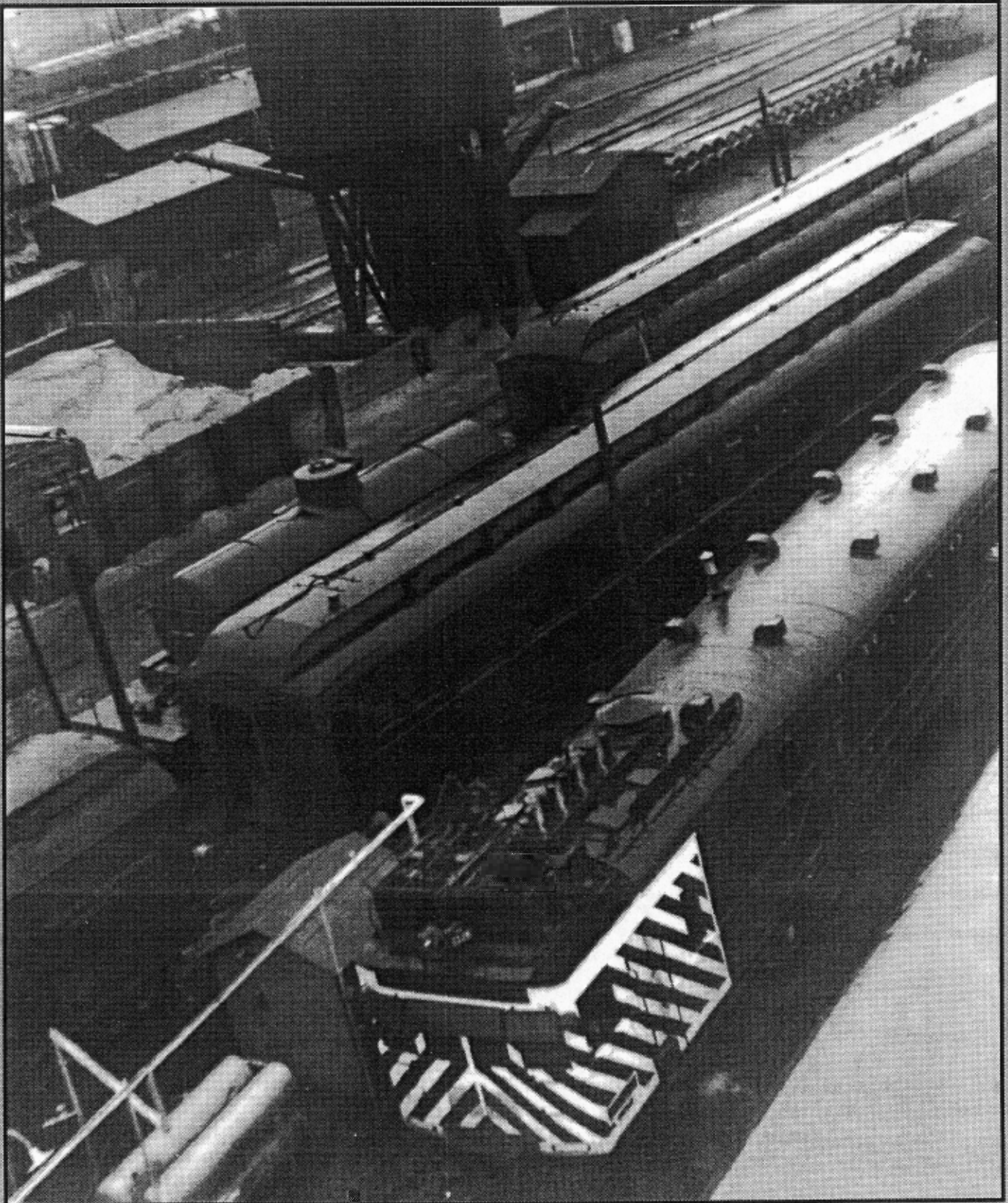
Sholes, Birmingham, and Pensacola Railroad, in July, 1928, the Frisco completed its connection to the Gulf of Mexico and the state of Florida was added to the timetable list of operating states.

The standard black and red timetable cover design that provided Frisco passenger train schedules for over thirty years was discontinued in 1935.



Classic Frisco

Ed Birch provides us with this Classic Frisco photo of the Oklahoma City, Yards.



DOWN AT THE DEPOT

A recent review of our All Aboard index has revealed that over the past twelve years we have profiled fifty-eight individual Frisco depots in our Down At The Depot series. It has been one of our most popular features of the All Aboard and one that over the years has generated a number of questions. In particular, many of our members and readers have inquired regarding the Frisco's use of standard plans for their depot construction.

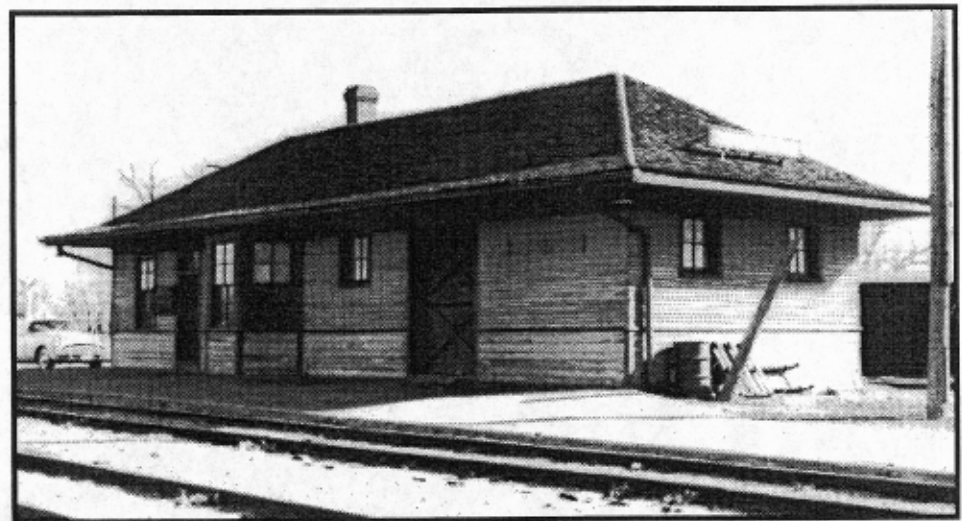
With that in mind, we have decided to devote the next few issues of our Down At The Depot series to examining Frisco depot construction, both those that were built according to standard plans and those that were unique to themselves. This is the second installment of our series.

Depots built according to standard plan number two were designed according to the same basic floor plan as number one stations. The interior was divided into the three basic components of any depot: Freight Room - Office - Waiting Room. The primary difference between the number one and number two plans was in the roof design.

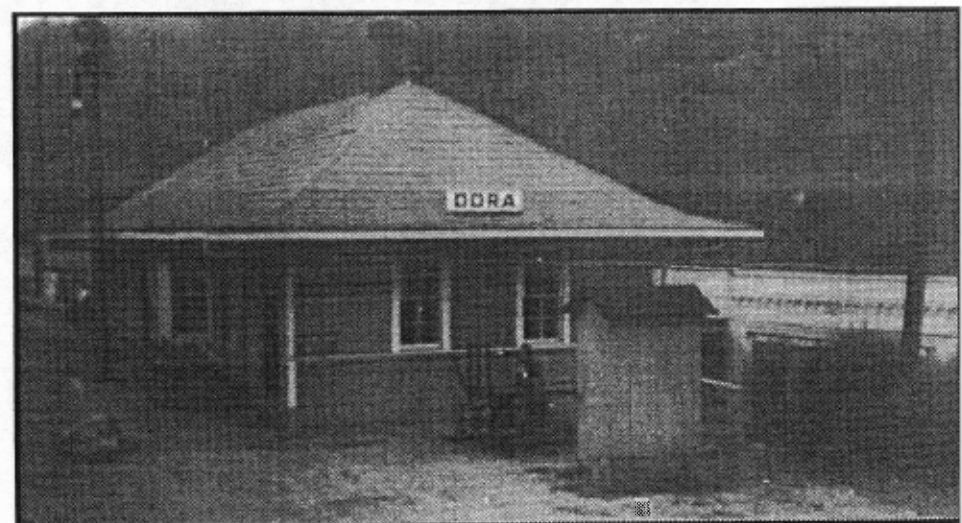
Number two's had a hip roof design, with many on the system featuring a curved roof pitch just above the eaves. Examples of this type of station are seen at Walnut Grove, MO, Ellsworth, KS, and Dora, AL. Notice, also, that the roof overhang extends out over the agents bay window.



Walnut Grove, MO, 1955. From the H.D. Connor collection



Ellsworth, KS, 1954. From the H.D. Connor collection



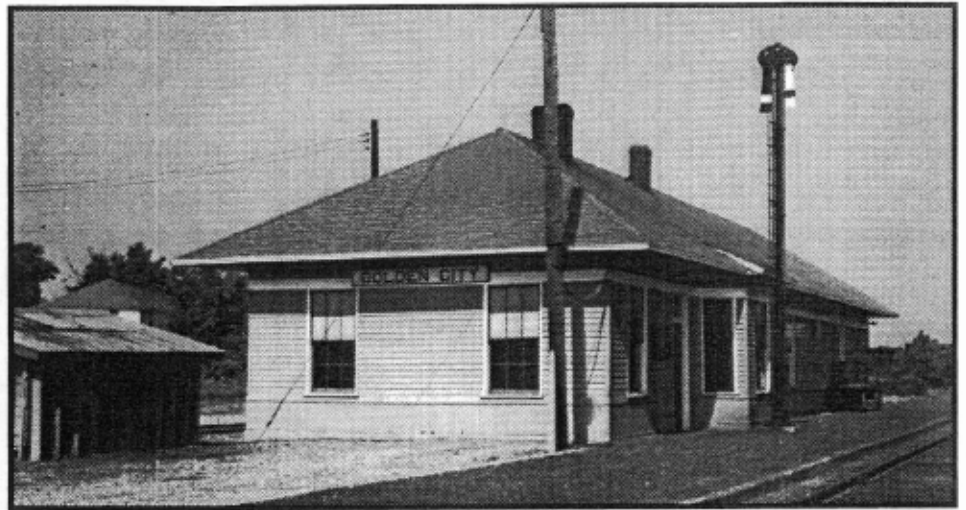
Dora, AL, 1951. From the H.D. Connor collection

Two interesting variations of the number two roof design are seen at Golden City, MO, along with Ames, and Arapaho, OK. The Golden City station featured a raised roof extension over the agents bay. The hip roof design at Ames and Arapaho included an open gable dormer on the ends and over the agents bay.

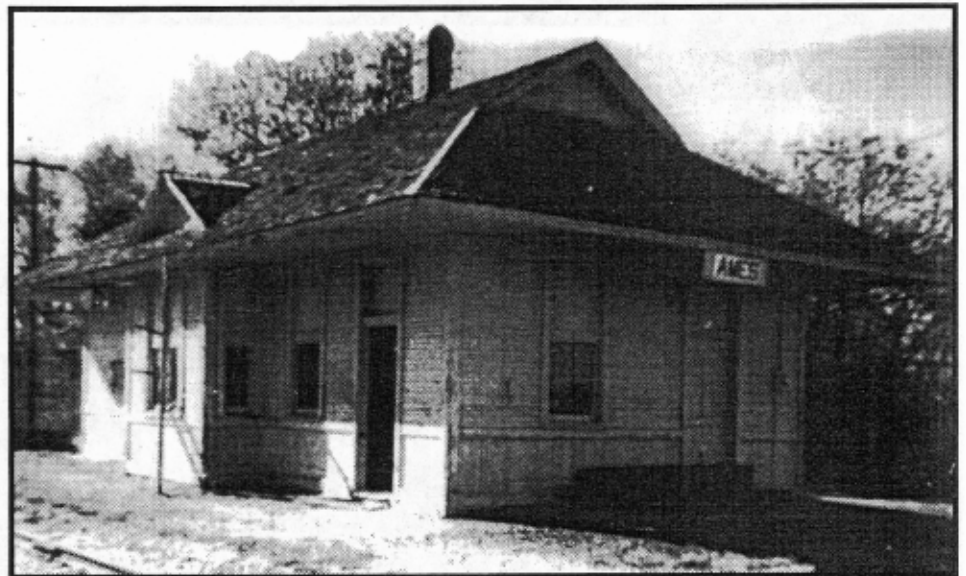
Standard plan number three represented a combination of plans one and two. The same basic waiting room-offices-freight & express room floor plan was used. The exterior open end gable roof design resembled standard plan number 1, minus some of the gingerbread woodwork. The roof extension over the agents bay resembled standard plan number two. Example of this design include Rogersville, MO Biggers, AR, and Hillsdale, KS.

Standard plan number four can best be described as an austere, scaled down version of plan number one. The floor plan was the same as plan number one, only on the average 30 to 40 feet shorter. An example of this design is seen at Imperial, MO. Two somewhat larger versions of number four depots were located at Altamont, KS and St. James, MO. It is interesting to note that the St. James station was painted white with dark green trim, a drastic departure from the Frisco standard gray and white scheme.

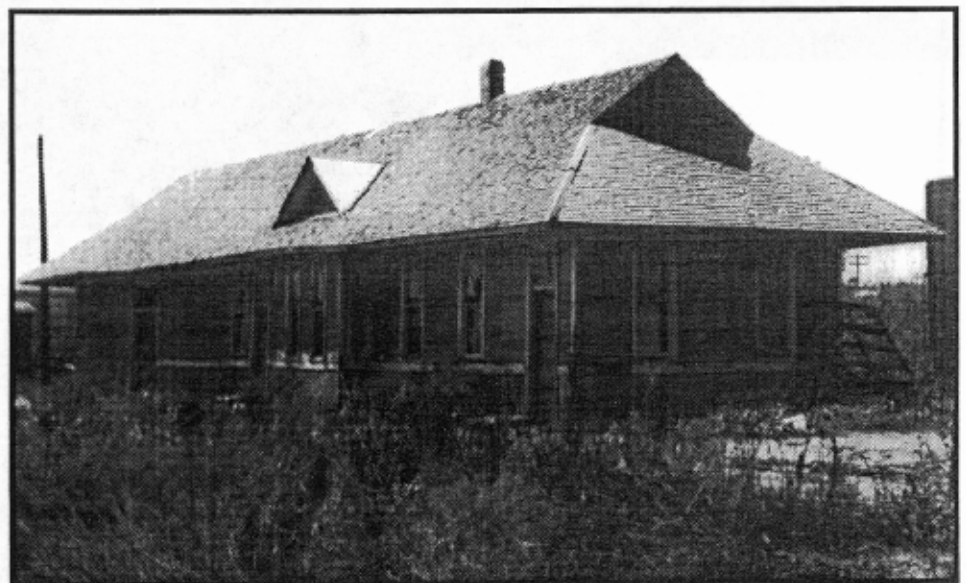
Standard plan number five was a modified number four with a flat roof extension over the agents bay. The floor plan was the same basic design as all the standard plans.



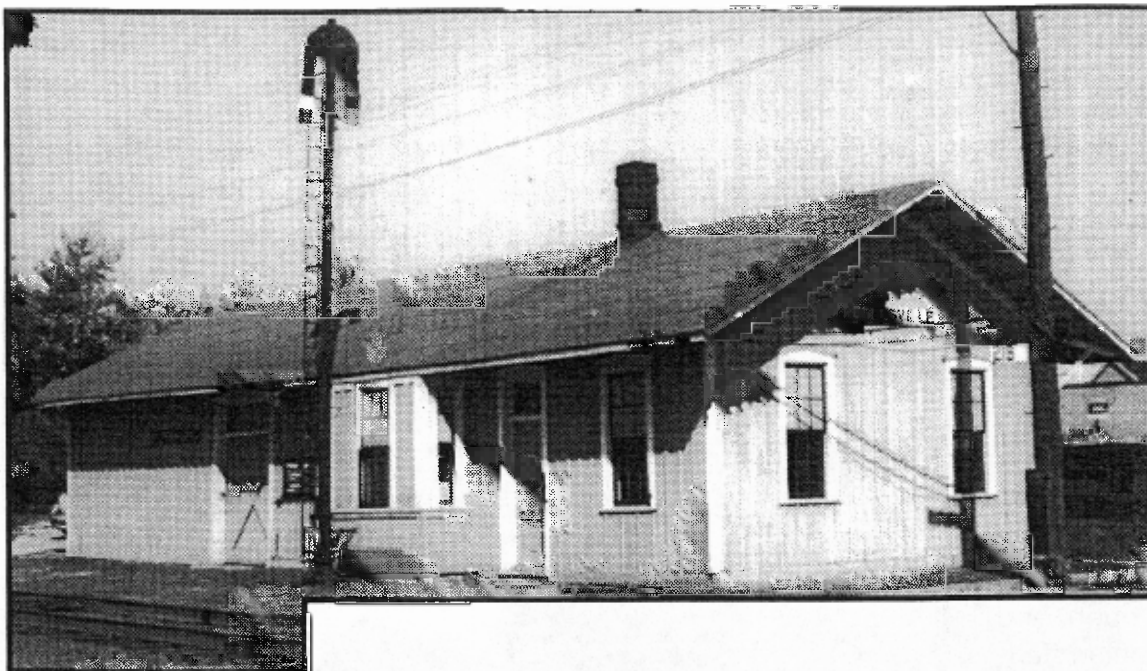
Golden City, MO, July 17, 1949. A. Johnson photo



Ames, OK, 1920. From the H.D. Connor collection



Arapaho, OK, 1973. From the H.D. Connor collection



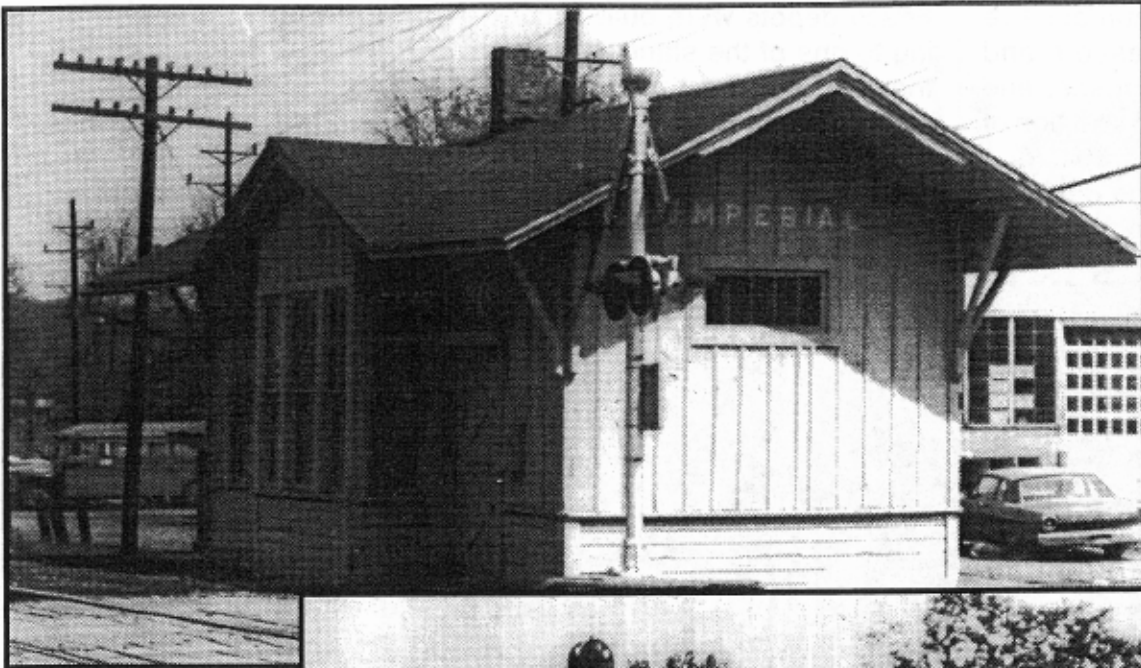
*Rogersville, MO
October 16, 1949
A. Johnson photo*



*Biggers, AR
1958
From collection of
H.D. Connor*



*Hillsdale, KS
1955
From collection of
H.D. Connor*



*Imperial, MO
From collection of
H.D. Connor*



*Altamont, KS
1955
From collection of
H.D. Connor*




*St. James, MO
1971
From collection of
H.D. Connor*

Examples of number five stations include Prescott and Hammond, both in Kansas, and Miami, OK. Notice the addition of a brick wainscot and fireplace, a one of a kind for Frisco depots.

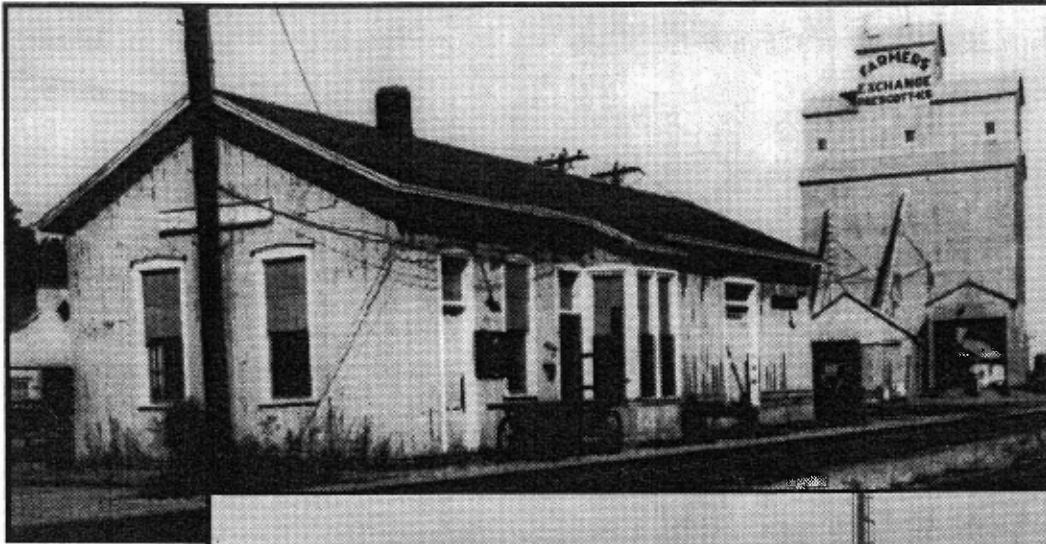
Although the majority of

Frisco depots were built according to one of the standard plans, there were still a wide variety of stations whose size and architectural design were as varied as the names, locations, and personalities of the communities

they served. 

EDITOR'S NOTE:

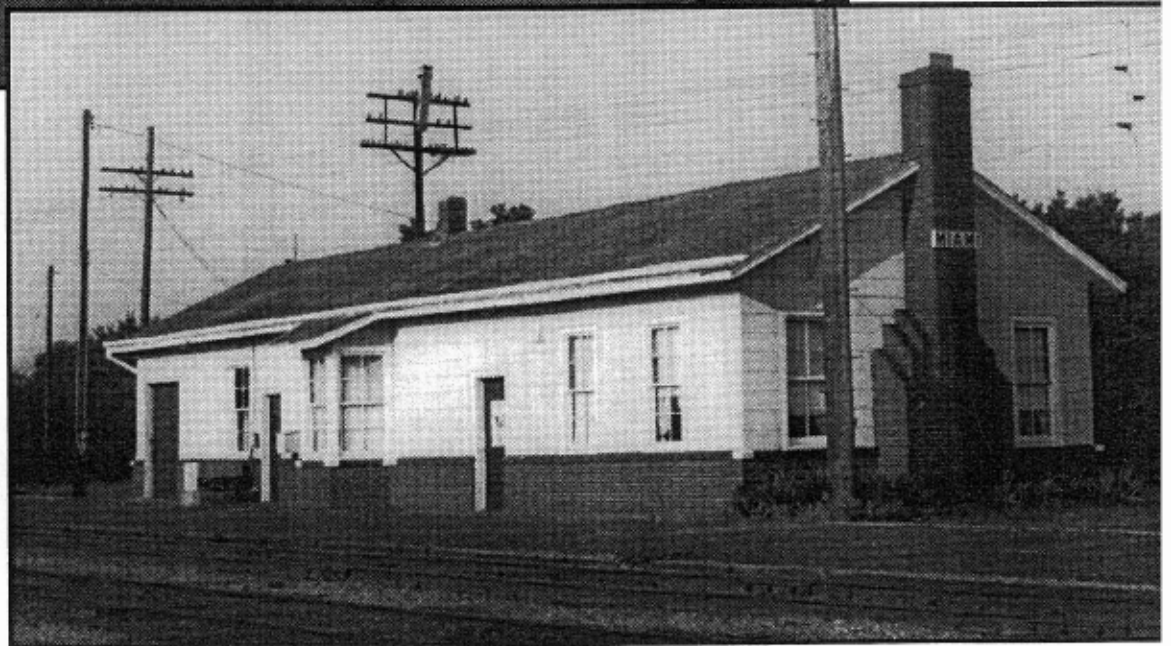
In the next issue of our *Down At The Depot* feature we will take a look at examples of non standard plan stations built on the Frisco.



*Prescott, KS
1957
From collection of H.D.
Connor*



*Hammond, KS
1952
From collection of
H.D. Connor*



*Miami, OK
1976
From collection of
H.D. Connor*

MAIL CAR

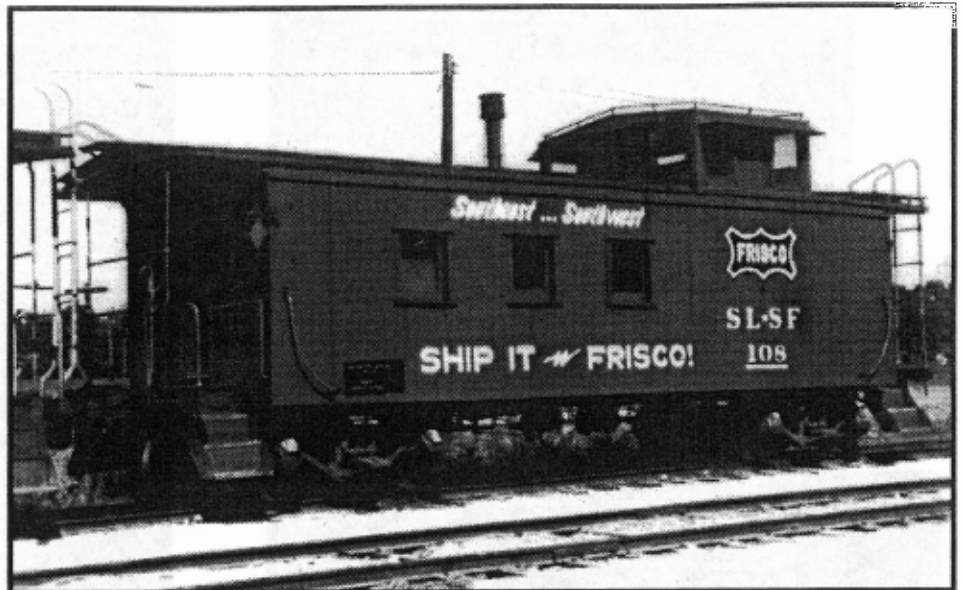
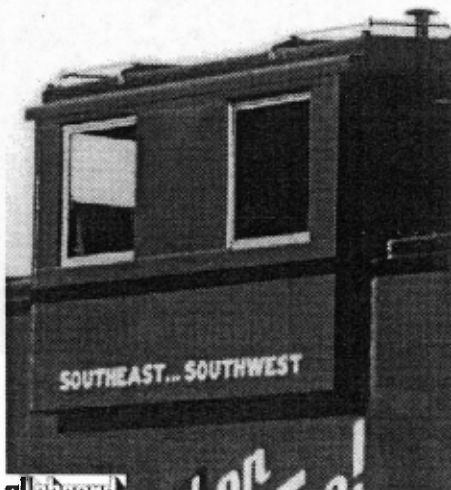


The MAIL CAR is a feature of the **ALL ABOARD** in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

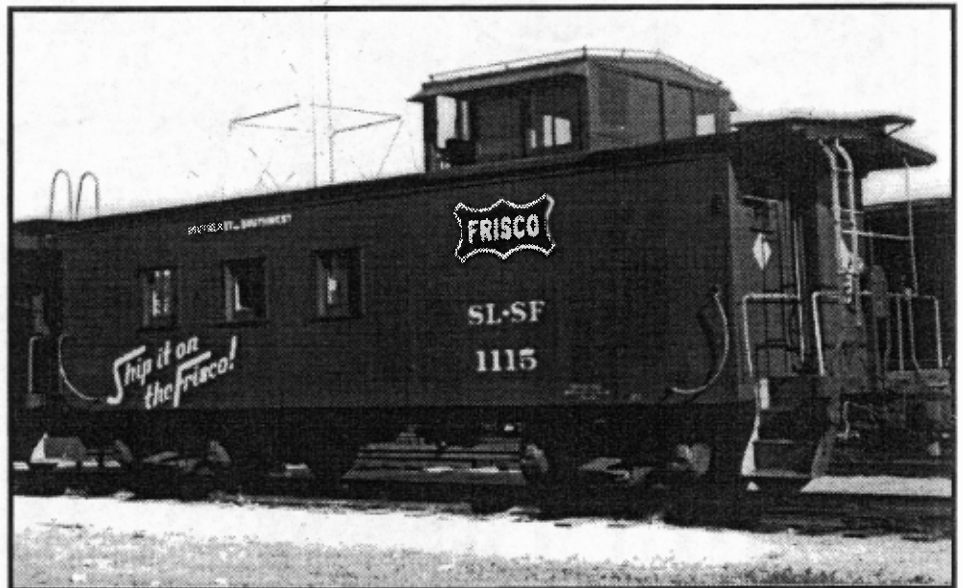
If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

QUESTION: Need you to settle a discussion about Frisco cabooses. You know the slogan they had that said "Southeast - Southwest?" I've seen it on timetables, calenders, and in some of the old company magazines. Did they ever paint it on any of their cabooses?

ANSWER: Yes! A search of our caboose photo archives turned up three different examples. Two variations of the slogan are pictured on units 108 and 1115. In 1957, the new 200 series wide vision cabooses carried the slogan under the side cupola windows. This was apparently a practice that was carried through renumbering of the units to the 1200 series.



SLSF 108, Irving TX, October 13, 1966. From the collection of John C. La Rue



SLSF 1115, Springfield, MO, September 1, 1968. From the collection of John C. La Rue



SLSF 200, St. Louis, MO, 1957. From the Tom Klinger collection

