



all aboard



THE FRISCO RAILROAD MUSEUM INC.

20 YEARS AGO, NOVEMBER 21, 1980



TO
THE
MEN
AND
WOMEN
OF THE
FRISCO

Another
Christmas is
approaching. It is
the time of the year when our
minds turn from our customary
preoccupations to thoughts and
sentiments which are timeless.

The sentiments of the Christmas Season
foster good fellowship; they foster a regard
for one another, a spirit of kinship. They make
us think... of yesterday, today and tomorrow.
We all remember other times and places and
persons we no longer see. The images may blur
with time, but the spirit renews itself, year after year.

As the year draws to a close, it is appropriate to review
our accomplishments. During 1974, the Frisco continued to make
encouraging progress in its efforts to better serve its customers.
Progress is dependent upon people, the men and women who are the Frisco.
To each of you I extend my warm thanks, along with my best wishes for a

Merry Christmas
and a
Happy
New
Year.

Sincerely,

R.C. Grayson

**A MERRY CHRISTMAS MESSAGE FROM R.C. GRAYSON
CHAIRMAN OF THE BOARD & PRESIDENT OF THE FRISCO RAILROAD
REPRINTED FROM THE DECEMBER 1974 ALL ABOARD**

**AND FROM US AT THE FRISCO MUSEUM, A HAPPY HOLIDAY WISH
FOR A MERRY CHRISTMAS AND A HAPPY NEW YEAR!**



VOLUME 14 Fall/Winter 2000 NUMBER 1

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Springfield, MO 65803-2945
417-866-SLSF (7573)

<http://www.frisco.org/frisco/frisco.html>

HOURS OF OPERATION

Wednesday - Friday
10:00 a.m. to 4:00 p.m.
Saturday
10:00 a.m. to 1:00 p.m.

OFFICERS

CEO Alan Schmitt **President** Donna Wagner

BOARD OF DIRECTORS

Bill Love Randy Ebrite
Jeff Ruth Donna Wagner
Gary Kukal Gordan Garrett
Dan Batson Garland Kersey
Ron Garling Louis Griesemer
Larry Gaddy Charles Mahaffey



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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

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What's Happenin!.....*NEW FEATURE!*.....Pg.6

Mail Car & 25 Years Ago in the All Aboard.....Pg.7

Frisco Photo's.....Pg.8-11

The Frisco Museum's Dining car was in need of paint. In Frisco Photo's we show you some of the fun we had painting the car and share some history of the car arriving in Springfield. Larry Gaddy

Timetables.....Pg.12-15

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 third in a five part series in which we are profiling the public timetables issued by the Frisco. This installment features those produced between 1935 and 1949. Alan Schmitt

Rick's Tips.....Pg.16-17

Rick McClellan's tips this issue are about Flat Car Loads How to model them and be different, yet realistic.

Railroad FolklorePg.17

Ray The Researcher*NEW FEATURE!*.....Pg.18

Ray Wells, the Frisco Museum's Researcher, writes about the Frisco/BN merger.

Retired Frisco Employee Turns 100.....Pg19

FRONT COVER:
20 years ago the Frisco Railroad and the Burlington Northern Railroad merged. The cover is a reminder that though the Frisco is no longer a working railroad, it is still in our minds, and our hearts. For more information about the merger, see Ray the Researcher's article on Pg 18.

BACK COVER:
Classic Frisco
A beautiful snow scape scene. This photo is in the museum's collection. It appears to be a promotional photo.

A Note From Donna:

FRISCO RAILROAD MUSEUM

DONNA WAGNER, PRESIDENT



October 22nd, 2000! Important day for you? It was for Alan and myself. That was the day a new "Working Board" was elected, and we are very excited about it.

Out of that board we have an All Aboard Committee, and we are working on a Finance Committee and a Membership Committee. Things are really hopping around here!!! We had a work day and repainted our Diner/Lounge Car, painted the front door, cut brush and bushes (thanks guys, that was lots of fun) and are going to get our fence painted. We want to work on the cabooses also, but we will probably have to wait until spring to do that. We are being represented at some train shows again and have a new member from the Tulsa train show.

I want to thank our previous board for the time they donated.

We need volunteers! I would like to have as many as we can get. For working at the museum, we can use 1 from 2 PM to 4 PM on Wednesdays, 2 on Thursday and Fridays 1 from 10 AM to 1 PM and 1 from 1 PM to 4 PM. On Saturdays we need 1 from 10 AM to 1 PM. That is only 3 hours a day, and if enough people volunteer it would only be every other week or so. I have a wonderful volunteer from 10 AM to 2 PM, Linda Kersey the wife of our Vice-President. She has been with us for 2 1/2 years and I simply could not do without her. I get lots of comments on how nice she is. We make volunteering a lot of fun, so please try to find a few hours to spare and give me a call.

There is a membership renewal form with this All Aboard. We are going to have the same renewal date for everyone, Jan 1st, for all members. That gives us the ability to budget the museum's funds and it will make membership renewals easier.

I will be sending a 3 month financial statement out with the next All Aboard so you know what our income and expenses are. Those of you who

can't just "pop in" this will let you know our financial position and see where your money goes.

We are working on the All Aboard, getting it out in a timely manner. Please note that we have some new articles in the All Aboard. If you have any ideas, suggestions or articles for the All Aboard, or can volunteer some time to put it together we welcome your help. We are also considering people to put on this committee.

We are celebrating our 14th year of operation. June 1st was the date that we started in 1986. We have been in Springfield for 7 years as of September 23rd. We have a great museum with a lot of artifacts and memorabilia and with your help we will become even better.

I truly want to thank all of you who have stayed with us. All of your supportive calls, letters & visits are appreciated. Also appreciated are the donations and ideas that you bring us. I hope the excitement rubs off on all of you! Let's stay connected.

Donna

Editors Turn

Daniel Batson, Editor ALL ABOARD!

Hello, my name is Daniel Batson, I am the new editor for the All Aboard! magazine and I am also the Secretary of the Board. I am from Springfield, MO and was raised along the High Line just outside of Willard, MO. I have been involved with the museum for several years through model railroad groups and being a member.

Enough about me, I volunteered to take over the job of editor for several reasons. My goals for the magazine are to produce the magazine on a regular basis, 4 times a year. I want to build a staff to produce and write regular features and to train or acquire an editor to take over the All Aboard by 2002. Another of my goals is to have a surplus of regular feature articles, and have a list of authors who can write Feature Articles. And of course, to have a consistent and quality magazine that is fun, informative, and easy to read for Frisco Museum members. Without you, publishing this magazine is impossible. We need volun-

teers to write articles, research data, and help print and stuff the All Aboard. I am asking for each of you who read this to think if there is something you can do to get this magazine to press. No matter how small or insignificant you might think it is, believe me, it does help! Even addressing the envelopes would be a help. And for those of you with knowledge of, or worked for the Frisco RR, how about spending some time putting that knowledge and expertise down on paper. I can provide people to help write the article.

Here are some of the new features you can expect to see in this, and future issues. Those with an *asterick next to it, needs a volunteer to produce and write it. ***What's Happenin!** 1 to 2 page collection of things going on around the Frisco System today (this collection is dependent on the members sending us information from all along the System, modern and historical alike will be included). **Frisco Photo's** Photo's of Frisco today and years gone by. ***Remember When** A look back by Frisco employees, spouses and railfan's, stories (embellished is fine!) **Ray The Researcher** Ray Wells will share some of the research he has done, or some of the interesting material he has come across in his time as researcher at the museum.

Some ideas for new features Industries the Frisco serviced, History and purpose of memorabilia in the Museum's collection. I need volunteers to get these in print. I also need someone to take the Caboose Chronicle series.

Here is a list of the people who helped put this issue together: Alar Schmitt, Donna Wagner, Larry Gaddy, Gordon Garrett, Jeff Ruth, Garland Kersey, Ray Wells, Rick McClellan. To each of these people go my thanks for a job well done. We put this issue together in less than a month, and plan on having another issue ready to go to press by the end of January. Work has already begun, there is still plenty of time for you to volunteer your time or information.

In closing, this is our first time as a team, there will be mistakes. Please don't beat us up to bad with them. Contact me with anything for the All Aboard at DanBat710@aol.com or my home #417/863-6402. Dan



Frisco Museum Business Page

Board of Directors Meeting

A new Board of Directors was appointed by the old BOD on October 10th, 2000. The new BOD is listed in the column to the right. The BOD was brought up-to-date on the financial situation of the museum, and the state of affairs by Donna Wagner, President of the Frisco Museum. Some of the business brought before the board: the All Aboard magazine, disposition of the museums assets if it was ever dissolved, need for volunteers to help at the museum and submissions to the All Aboard, several amendments to the By-Laws (changes addressed, written notice to all BOD members 15 days prior to next BOD meeting) need to elect a Chairman of the Board.

The All Aboard magazine was discussed in detail. The highest priority is to produce the magazine on a regular basis, 4 times a year. Dan Batson volunteered to take on the job of editor until a suitable replacement can be found.

The disposition of the museum's assets is written that in the event the museum was to close, 1. Find an organization to take the assets as a whole, 2. Find several organizations to take parts of the assets, & 3. In the case there is no interest in the assets, then it would be sold and the proceeds to go to another organization of like disposition after all expenses were paid. The only changes

that have been discussed is to go ahead and designate an organization(s) to take the museum in full, or parts.

The call for volunteers was made to ease the burden on the Frisco staff (Donna) and the few volunteers that donate their time now. She needs someone to help run the museum, give tours and help in the gift shop during the week and on Saturdays. There is a need for a qualified volunteer to scan the museum's photo's into a database. The All Aboard editor is needing volunteers from all over the system to volunteer their knowledge, time and writing skills for articles for the magazine. There is also a need for membership recruitment. The BOD is asking members that go to train shows to ask for space to place a poster and brochures about the museum membership.

Charles Roberts resignation was read, he is resigning because of ill health. Art Lindeman has asked to be an "Advisor" to the board and museum. Both of these Frisco members are greatly appreciated for all of their work and commitment to the museum through the years. Thank you Charles and Art.

To all who have stuck with the museum, we say thanks. We hope to get the magazine back on track and on time. It's time to board and get this train on the high iron. Meeting adjourned.

Board of Directors

Donna Wagner,
Museum President

Garland Kersey
Vice-President of the Board,
Chief Engineer of the Ozark
Empire Fair Train Layout,
Model Railroader-Railfan

Ron Garling
Treasurer to the Board
Railfan

Dan Batson
Secretary to the Board,
All Aboard Editor
Model Railroader-Railfan

Randy Ebrite
Commercial St. Business
Owner-Nellie Dunn's

Larry Gaddy
Railfan & Modeler

Gordon Garrett
Railfan

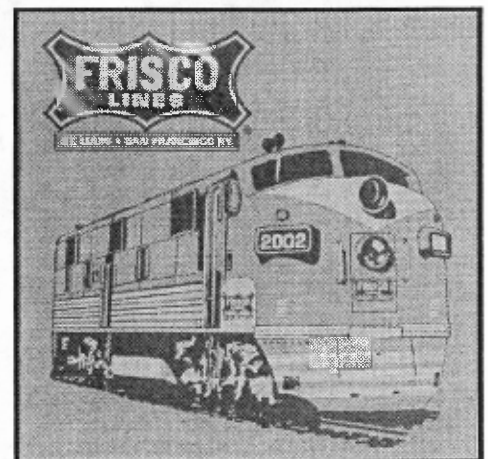
Louis Griesemer
Model Railroader

Gary Kukal
Frisco-BNSF Employee

William Love
Attorney

Chuck Mahaffey
Railfan

Jeff Ruth
Railfan & Steam Fanatic



WHAT'S HAPPENING!

Fayetteville, AR

As far as current happenings go, several people are looking at developing the old Frisco depot here in Fayetteville. Several ideas have been put forth, but I think that financing will be the key. Also, the concrete foundations for the various steam-era facilities are still visible at Fayette Junction on the south side of Fayetteville. Cato Springs Road intersects the tracks of the Ark-Mo. RR and a side street will take you to the north end of the 'Y'. With winter coming on, the grass should die completely and reveal all that remains. If anyone wants photos and or measurements of the Fayetteville depot, freight house, and/or yard office, they should not wait, as one of the proposals was the construction of some sort of hotel adjacent to the depot. If anyone is interested, you can email garymccullah@usa.net. Gary Mccullah

Springfield, MO

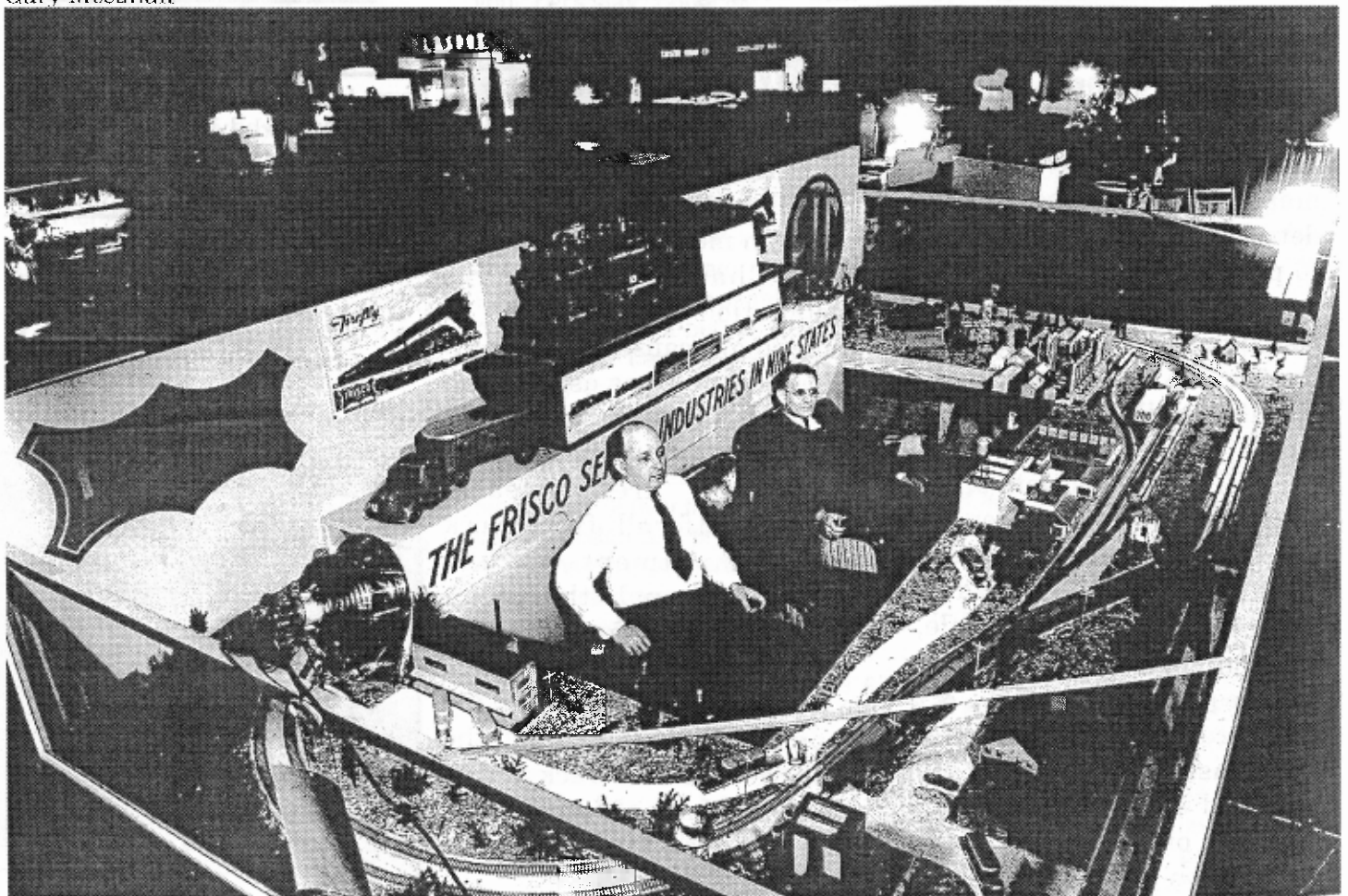
In June a heavy rain of around 3 to 4 inches caused some problems on the old High Line and the South Yard. The bridge the BNSF uses to interchange with the M&NA (the old MoPac line into Springfield), had to be checked for damage and the BNSF also had to put down quite a bit of ballast on the tracks in the South Yard. The switch crew for the South Yard usually is working there around 5 PM everyday except possibly Saturdays. They work the industries down thru the middle of Springfield, like Karchmers Iron & Metal (gondolas), Tindle Mills, a lumber company and used to switch MFA Milling until they closed it down a few years ago. Chris Alsop &

Dan Batson

Dallas/Ft. Worth, TX

I'm still spotting, on a regular basis, the Frisco beige single-door boxcars coming through on the KCS and BNSF in the Dallas area. They have the coonskin outline (black) and reporting marks both on the left side of the door. These seem to be one of the most abundant car-types still in Frisco colors. I have just been spotting them recently on the KCS in Lewisville, Tx. on the way to BNSF's Ft. Worth Alliance yard, and have also seen them coming down BNSF's (former Santa Fe from Oklahoma) line into Ft. Worth. All I know about the cars is what I said (beige, black herald and reporting marks to the left of a single door. Herald does NOT have the white center).

Christopher Adams



April 1941, Better Homes & Food Show at the Shrine Mosque in Springfield, MO

Photo from Frisco Museum Collection

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 requests are answered individually and selected questions will appear in the **MAIL CAR** feature.

Question? Hi, I am sick and tired of my friends telling me the Frisco was not a big railroad, but I don't know how big it really was. Can you help me out so I can tell my friends what they obviously don't know?

Answer! YES! We can help. Here are the facts based on the Historical Guide to North American Railroads, published by *Kalmbach Books* in 1985. In 1979, just a year before the merger, the Frisco had 4653 miles of track in use. The Chicago & Eastern Illinois had 644 miles in use in 1957, the

Rock Island, 7021 miles in 1978 and the Lehigh Valley in 1974 had 988 miles of track. The Erie Lackawanna in 1975 used 2807 miles, the Milwaukee Road, 3064 miles in 1979, the Minncapolis & St. Paul 1391 miles in 1959. The Texas & Pacific in 1975 used 2139 miles, and the Louisville & Nashville used 10,396 miles in 1982. Two of the more well known lines, the Western Pacific and the Western Maryland, had in the early 80's approximately 1150 miles of track.

The railroads go from 6 miles of track listed, to the extreme of over 10,000 miles in 1929 that was controlled by the New York Central Railroad. There is over 900 railroads listed in this book, including mergers and buyouts. In the 1960's and late 70's, the Frisco was certainly one of the top 15 railroads.

So the next time someone gives you a bad time about our "little" railroad, put your head up high and refer them to this book.

Looking Back 25 Years in the All Aboard

In 1975's February All Aboard, Robert J. McGilvry was honored as one of the oldest engineers at 97 years old. He began railroad-ing in 1897 with one of the "Big 4" railroads. He started with the Frisco Railroad in 1903 and retired at "65 past".

March All Aboard

The American Freedom Train starts next month with 22 red, white & blue cars filled with the history of America. It will travel over 17,000 miles, be viewed by 40 to 50 million Americans and make stops in over 76 cities.

May All Aboard

On January 1st, the old River Division was reestablished at Chaffee, MO due to increased traffic in that area.. The River Division consists of 266 miles of mainline plus 91.4 miles of branch line.

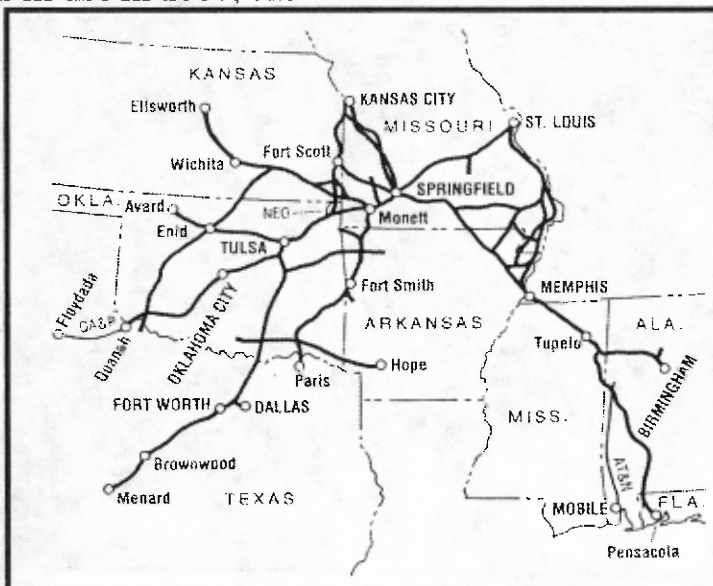
August All Aboard

Record Wheat Harvest Moves On The Frisco! Despite heavy rains, hail and tornadoes, this year's wheat harvest produced an all-time bumper crop yielding approximately 30 bushels per acre. The Frisco moved nearly 6 million bushels of the yellow gold

October/November All Aboard Martha Greer, the first lady "switchperson" with the Frisco is profiled in this months magazine

December All Aboard

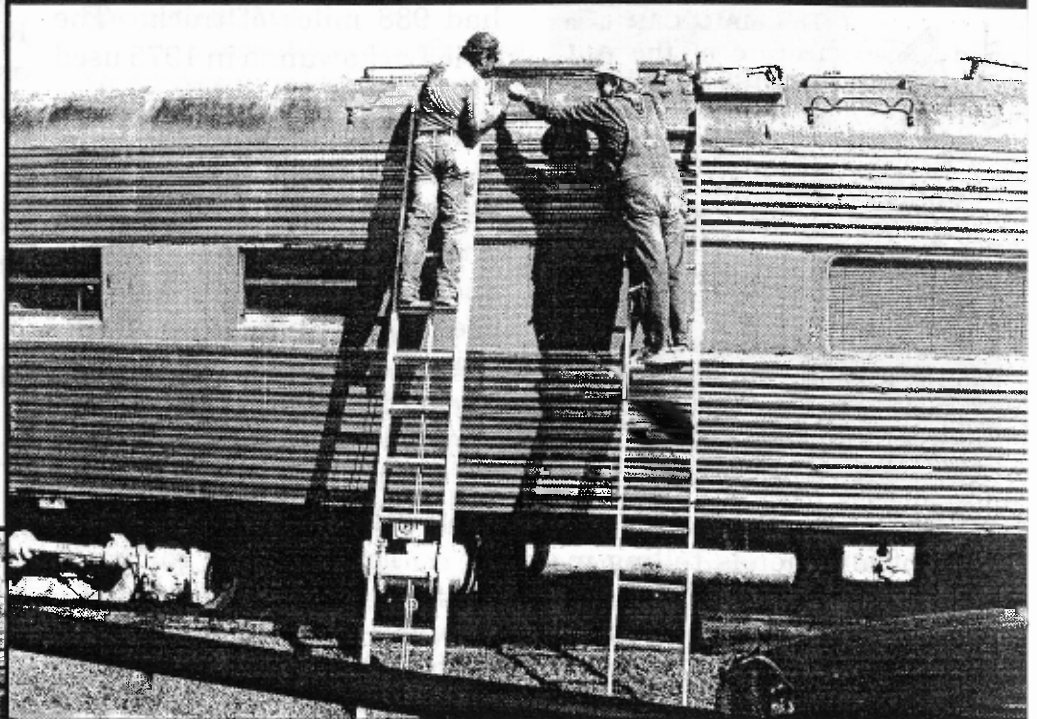
Open house at the Springfield Diesel shop brings in over 1,000 employees and their families



FRISCO PHOTO'S

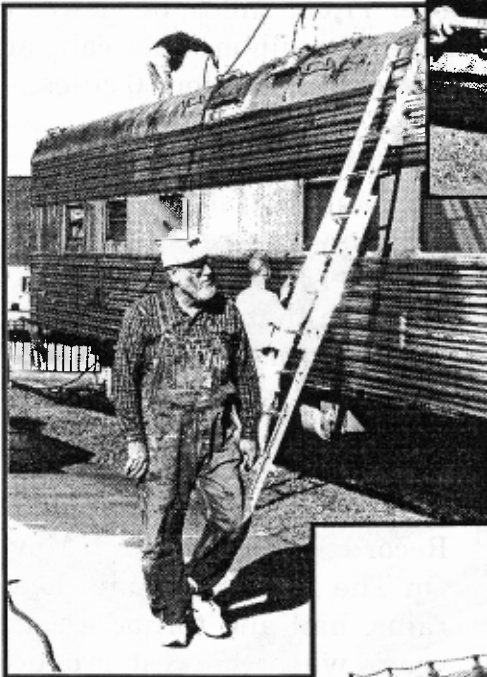
The Oklahoma City Dining Car Frisco 1551

On September 30th, the last Saturday of the month, Donna, Alan and a group of volunteers teamed together to clean and paint the Frisco Dining Car



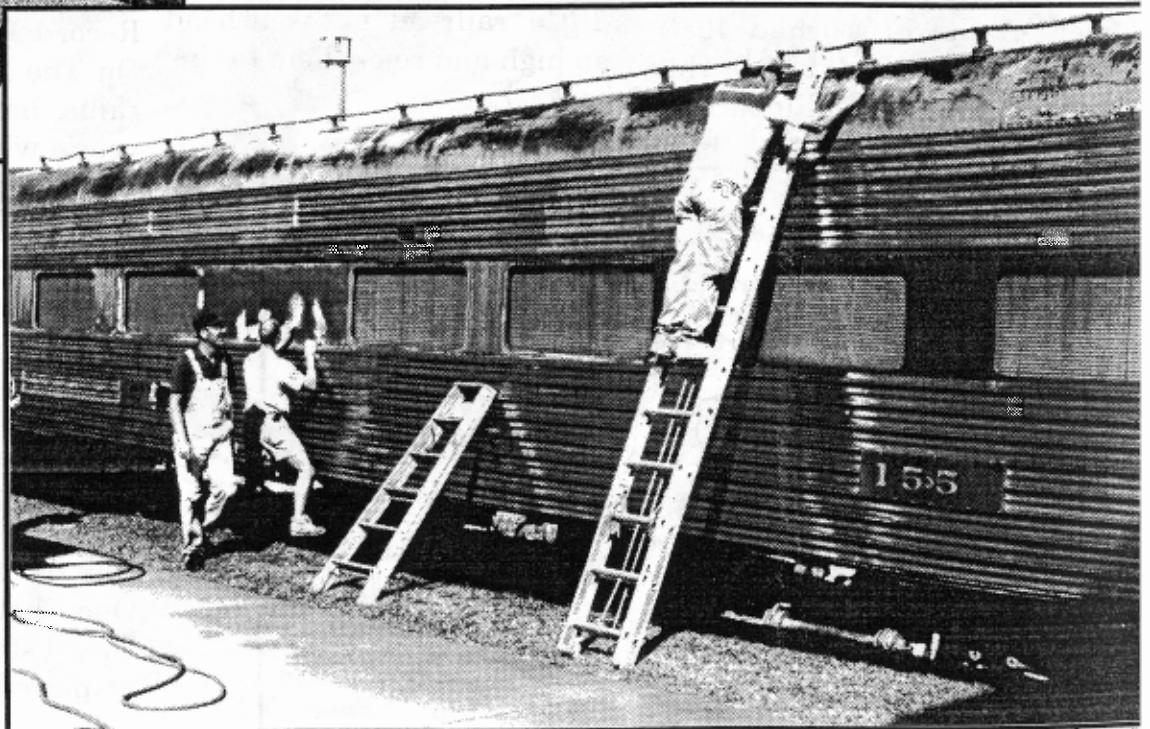
They powerwashed, scrubbed and repaired the dining car prior to applying the new paint.

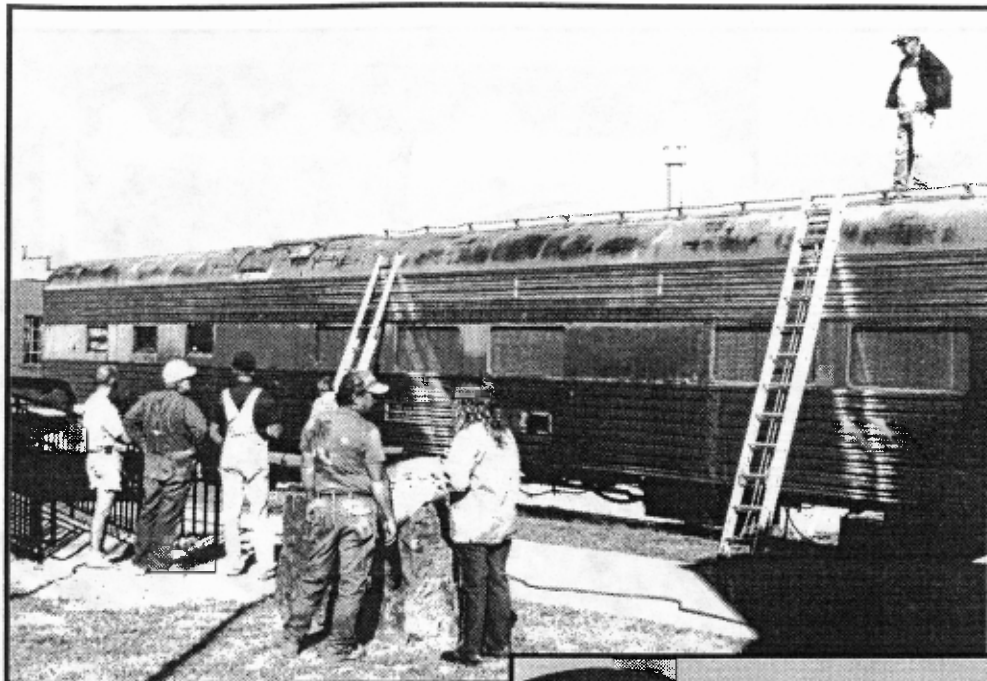
The Dining Car was transported via the CSX and Burlington Northern Railroads. It arrived at the head end of Train 181.



Someone had to supervise

Time and Weather had caused the paint to fade.



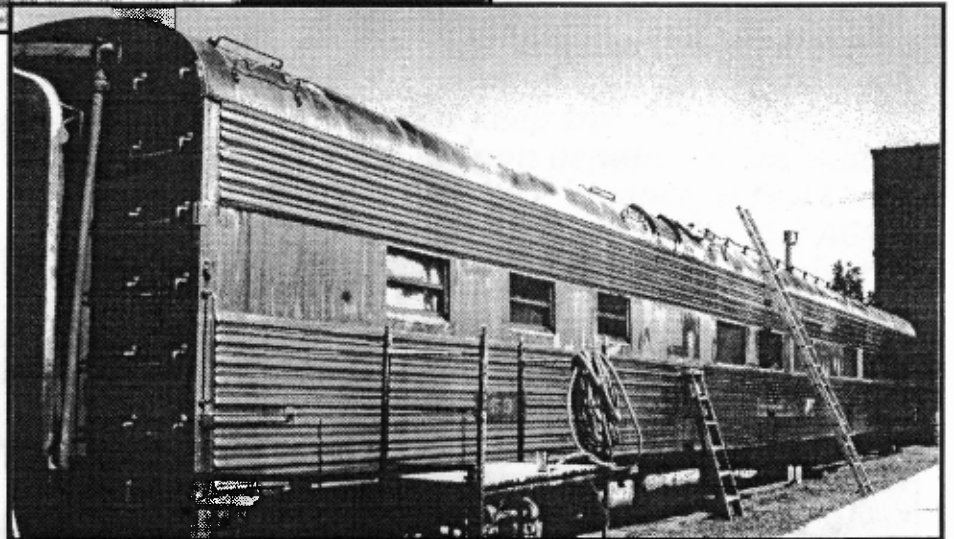


Where's Donna?

While it may look like everyone is standing around, they are waiting for supplies to arrive to finish prepping the dining car for painting.

By lunchtime, everyone had worked up a good appetite.

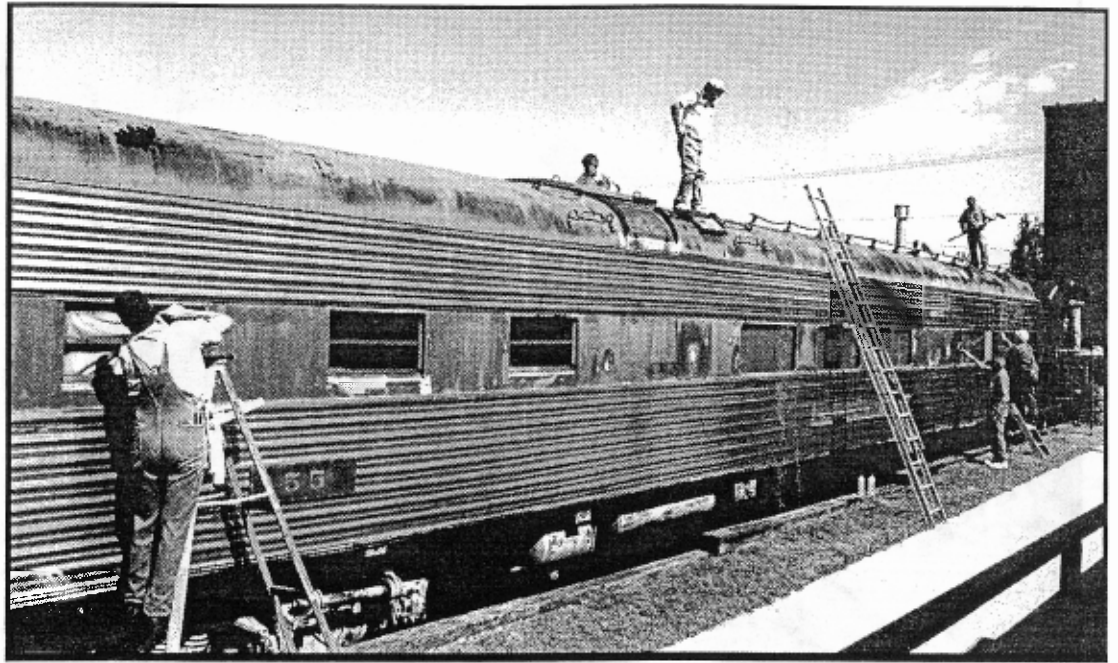
The car was taken to the Springfield Underground for storage and initial cleaning and restoration



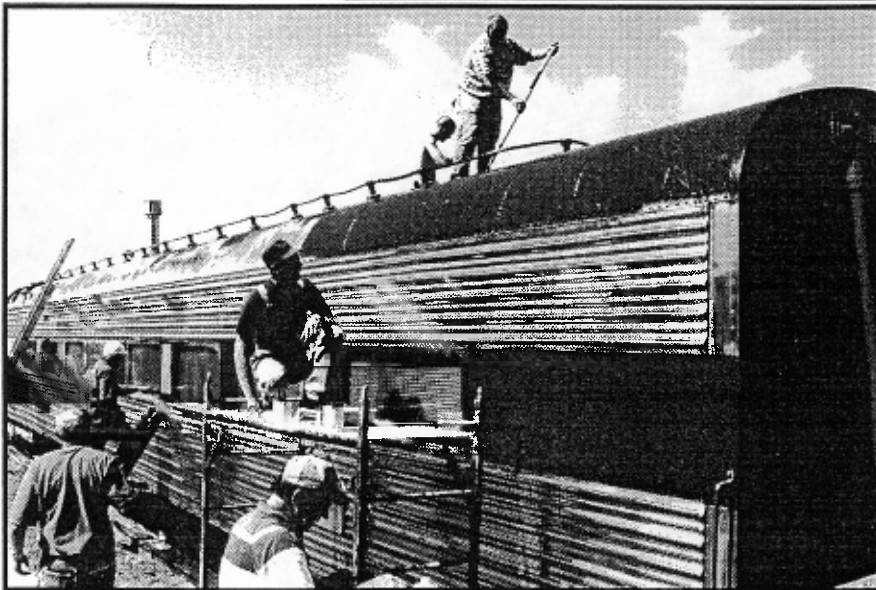
Ray Wells & Larry Gaddy are giving extra attention to several places on the dining car before paint could be applied.

Painting the car went quickly once it was cleaned, sanded and prepped. The volunteers worked in teams.

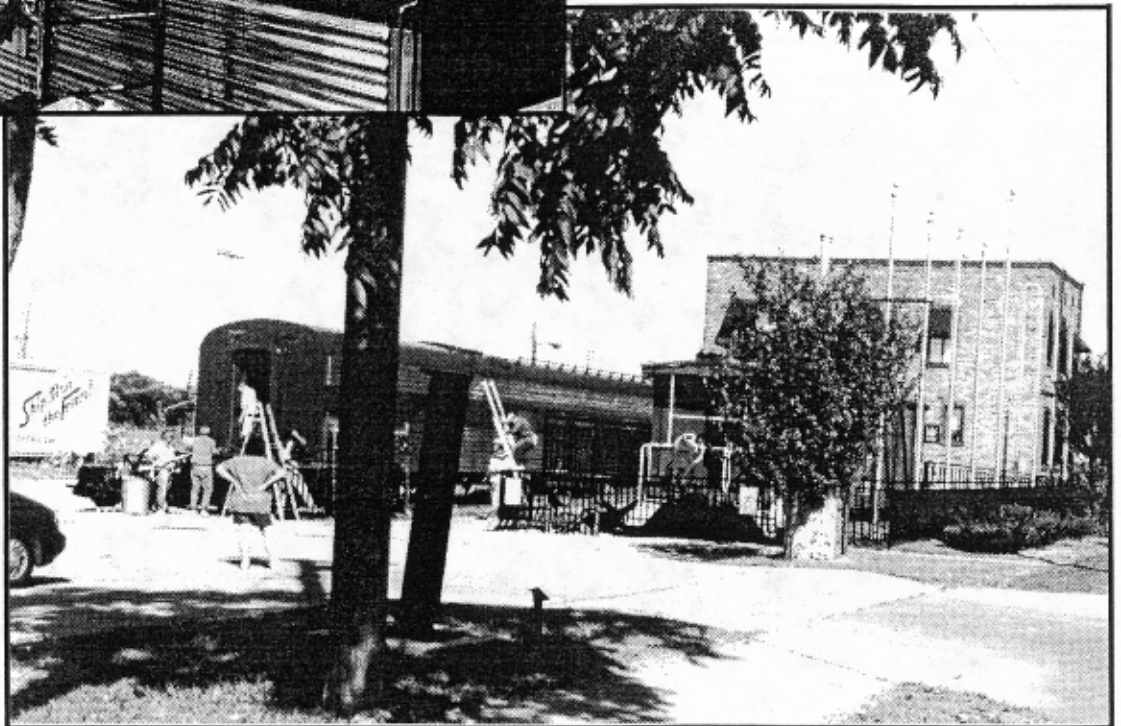
When it was delivered to the Underground, the dining car could not make the curve due to its length. It is an 85 foot car.

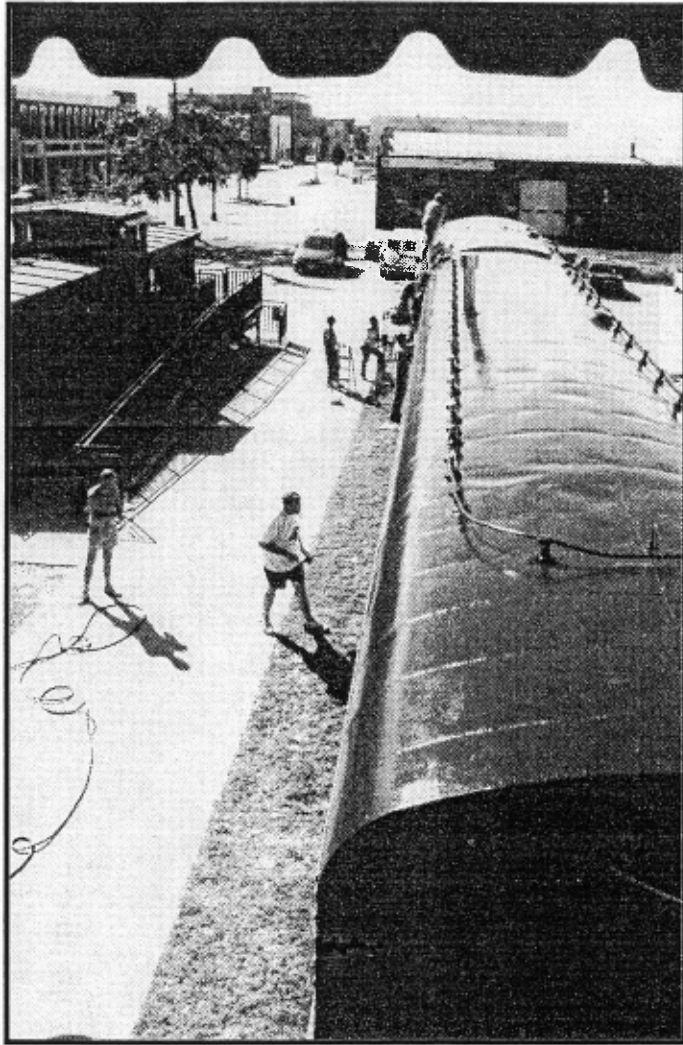


While one team was painting the roof, another team was painting the sides. Behind both of these teams came another group to take the paint off the metal fluting.



Standing back and looking at a job well done. To the right is the Frisco caboose which is the next piece of rolling stock that needs paint. If you would like to volunteer or donate money for paint, let us know.





As the work progressed thru the day, the dining car showed a great improvement. No longer will you see faded paint, bare metal and dark weathering, now you see a shiny red paint job. A job well done!

Before the Dining Car was brought to the Museum, it was painted in the Burlington Northern Sante Fe's Equipment Shop, located at the west end of the Springfield BNSF shop

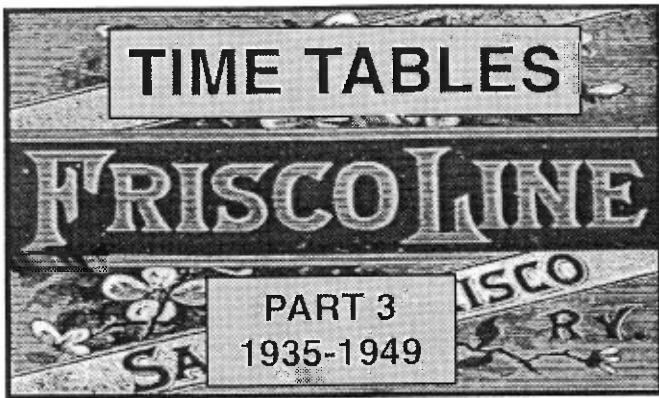
The dining car was set into place by two cranes, one at each end of the car. The two crane operators had to work together to keep the car balanced, and to keep it from bending in the middle of the car. Once in place, a few choice words along the lines of "NEVER AGAIN" was said by the crane supervisor.

To read the entire story about the dining car move, look in the Fall 1995 issue of the All Aboard, or contact the museum for a copy of Volume X No.III

A great group of volunteers helped repaint the Oklahoma City dining car.
THANKS!

(HEY! we finally found Donna!)





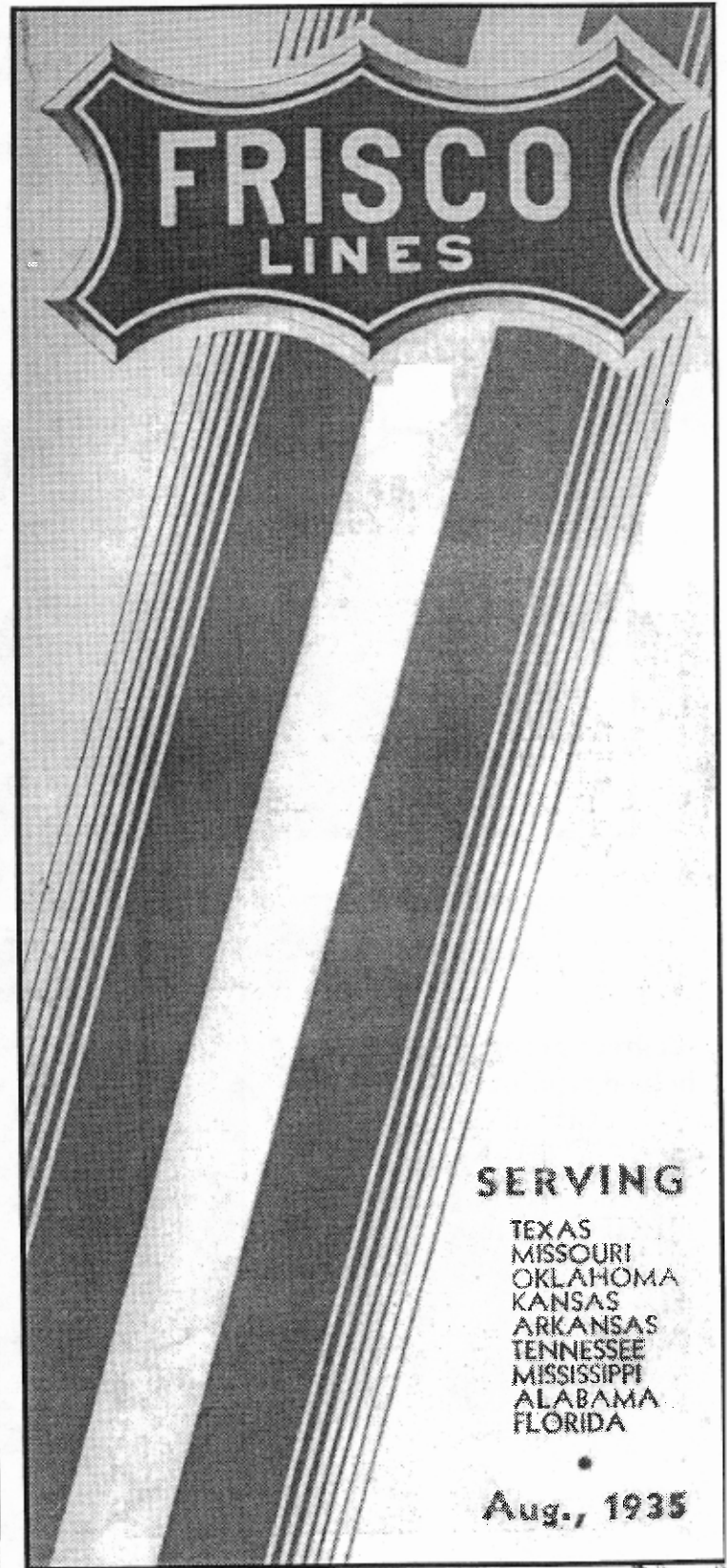
For the majority of rail travelers, trains and timetables were synonymous. The public timetable was a quick and convenient source of information for train schedules, accommodations, and services. They also served as an excellent medium of advertising for both promoting the railroad and providing space for advertising by local businesses along the line. This is the second in a four part series on the history of Frisco passenger timetable designs.

The depression of 1929 had its effect on the Frisco, and by 1932 the road was in the hands of receivers. In 1933 the status was changed to a trusteeship by court order and the property was operated by trustees until January 1, 1947, when the reorganization of the company was effected. In order to show that the bankrupt company still possessed the energetic vitality that had marked its previous years of growth, the appearance of the Frisco began to change. In particular, its public timetables took on a new look that, with some variation, would become the standard design for the next fourteen years.

Out was the black cover of the previous thirty-five years. In, first appearing in the fall of 1935, was a new design with a white background, red diagonal stripes, and a raised white-on-black logo. The nine states the Frisco operated in were listed in the lower corner, along with the issue date. It is interesting to note that when the cover was opened, the diagonal lines on each side created a "V" effect.



Advertising specific trains and various passenger services on the back cover and inside pages of the public timetables was common place for many years. However, it was not until the summer of 1936 that specific advertising began to appear on the front covers.



★
Service to
TEXAS
Greatly
Improved

FFF
FRISCO FASTER FREIGHT
Schedules page 22-23

- **NEW The Frisco Flash**
FASTEST MERCHANDISE
SERVICE • ST. LOUIS -
TULSA - OKLAHOMA CITY

• **FASTER TIME**

• **EARLIER ARRIVALS**

3 TRAINS DAILY

June, 1936

AGAIN ~
Miami at Mid-day
ON THE KANSAS CITY -
FLORIDA SPECIAL

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
MISSOURI
KANSAS
TEXAS
OKLAHOMA
ARKANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

Dec., 1938

THE WILL ROGERS
THE FAST FRISCO PASSENGER TRAIN BETWEEN
ST. LOUIS - TULSA
and OKLAHOMA CITY

FRISCO FASTER FREIGHT
Schedules page 22-23

SERVING
TEXAS
MISSOURI
OKLAHOMA
KANSAS
ARKANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

Dec., 1936

FASTER THE METEOR
to the
NORTH AND EAST

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
MISSOURI
ARKANSAS
OKLAHOMA
TEXAS
KANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

Sept., 1939

THE ONLY RAILROAD
FROM ST. LOUIS
SERVING BOTH
THE SOUTHEAST
AND SOUTHWEST

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
TEXAS
MISSOURI
OKLAHOMA
KANSAS
ARKANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

Apr., 1937

TWO FARE
FOR ONE FARE
NEW YORK AND SAN FRANCISCO
\$ 90 in Chair Cars or Coaches
135 in Sleeping Cars
Pullman Charges Extra

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
MISSOURI
ARKANSAS
OKLAHOMA
TEXAS
KANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

May, 1939

WHETHER YOU ARE TRAVELER or SHIPPER
THINK OF
FRISCO FIRST

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
MISSOURI
KANSAS
TEXAS
OKLAHOMA
ARKANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

•

April, 1938

THE FIREFLY
New Frisco Speedtrain
between
KANSAS CITY and OKLAHOMA

FRISCO FASTER FREIGHT
For Schedules See Page 24

SERVING
MISSOURI
ARKANSAS
OKLAHOMA
TEXAS
KANSAS
TENNESSEE
MISSISSIPPI
ALABAMA
FLORIDA

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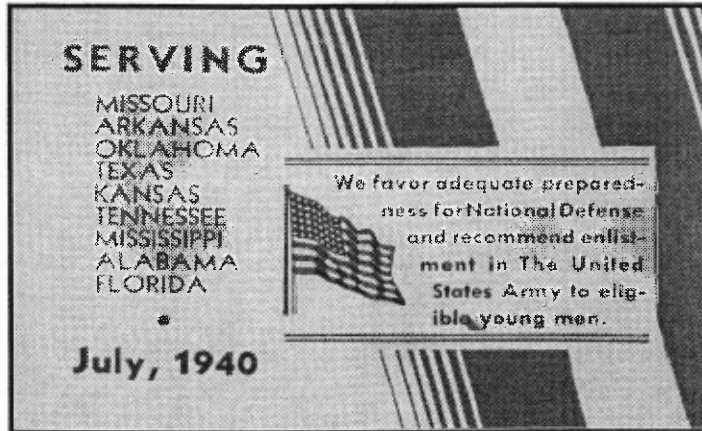
Dec., 1939

In 1938, the raised white-on-black logo was replaced with a flat design that included a bar across the bottom edge listing the corporate name of the company. The background remained white, with red diagonal stripes.



In 1940 and 1941, the basic design format of the timetables remained the same. However, there appeared a number of variations in color combinations. Its not clear if the various designs were simply the result of market research or the onset of World War II. Considering the wide spread use of institutional advertising by the Frisco during the war, it seems likely that the changes were prompted by the war effort.

In the summer of 1940, the Frisco logo appeared in blue. In addition, the usual insert advertising specific trains and various passenger services was replaced with a little "flag waving," as seen below:



In the fall of 1940, the black logo returned, along with the standard copy in the advertising insert. In the late spring of 1941, the logo again appeared in blue. In the summer of 1941, the color format was reversed with the diagonal lines in blue and the Frisco logo in red. By the fall of 1941, the lines had returned to red and the logo to blue. This

design remained standard until March of 1942.

With America now fully involved in the war effort, the Frisco's timetables took on a patriotic look. The "V" design that had been created by use of the diagonal lines now became the stars & stripes "V" for "Victory."

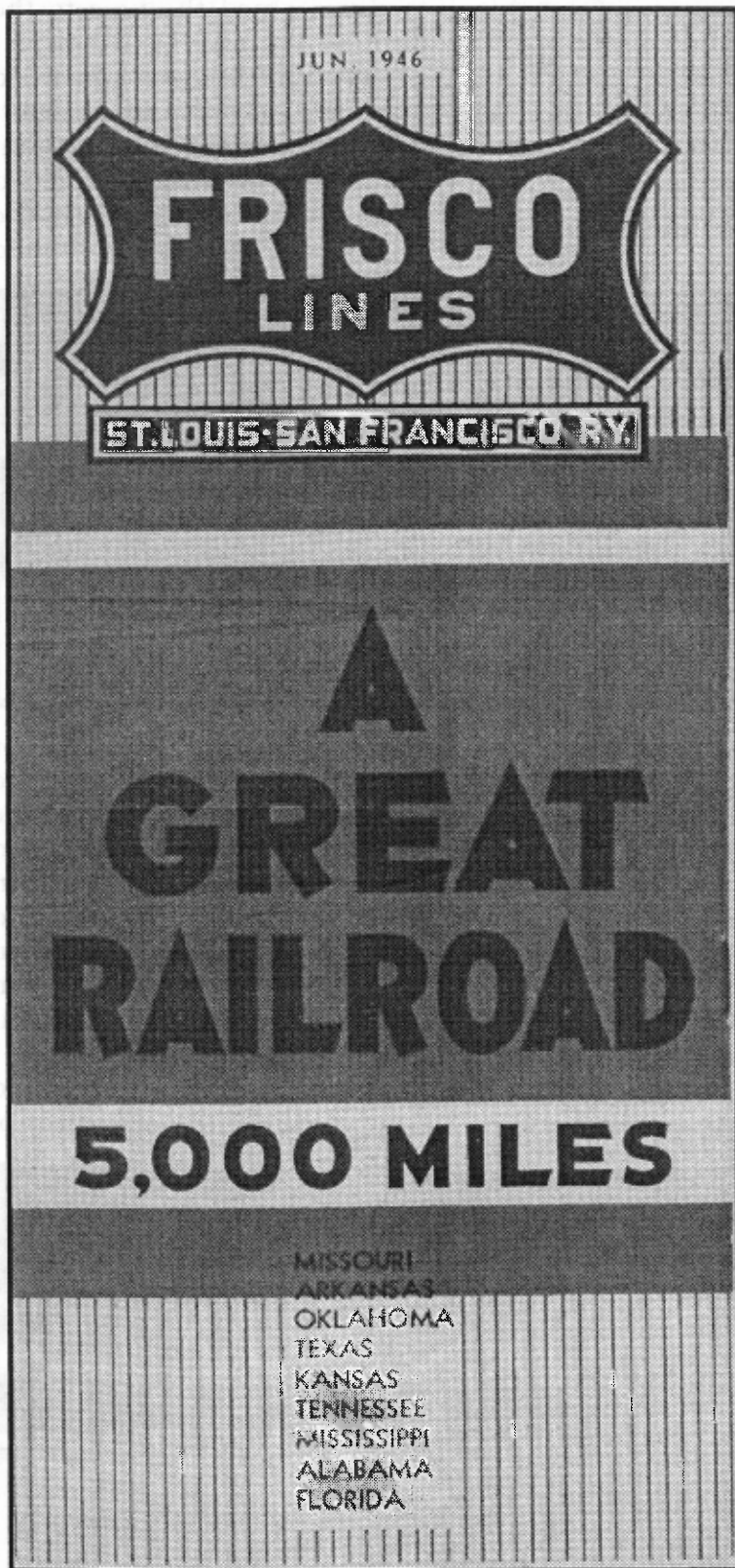


According to our records, the "V" for "Victory" cover design remained until the summer of 1945. By the end of the year, the design had returned to the 1938 version.

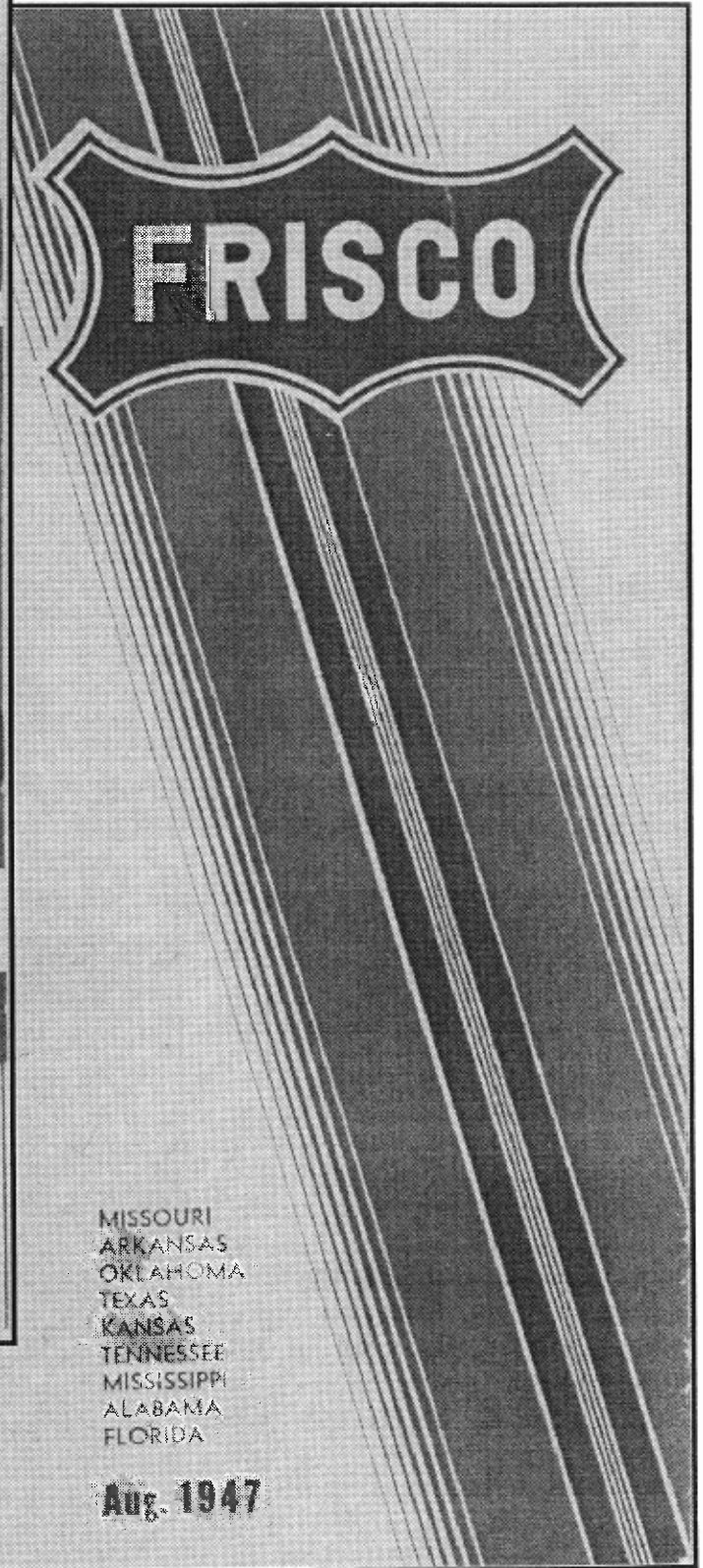
For reasons currently unknown, in March and June, 1946, the company produced two timetables with covers that were a drastic departure from the standard design. Both issues featured the same format. However, the March edition had a light blue background with dark blue logo and lettering, and the June edition had a dark orange background with black logo and lettering. According to our records, these are the only two issues printed in this design.

By the fall of 1946, the covers once again returned to the 1938 format, with two additions. One, the white space between the two vertical red lines was filled with dark blue lines. Two, the logo and lettering were printed in the same shade of blue.

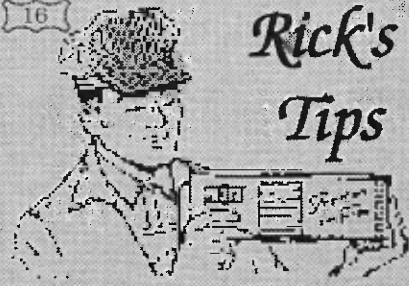
In 1947, following the emergence of the Frisco from fourteen years of bankruptcy, the public timetable covers retained their basic design format, with one exception. In the summer of 1947 the LINES on the logo and the bar across the bottom edge listing the corporate name of the company, were both removed.



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In March and June, 1946, the company produced two timetables with covers that were a drastic departure from the standard design. While both issues featured the same format, the March edition had a light blue background with dark blue logo and lettering, and the June edition had a dark orange background with black logo and lettering.



Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

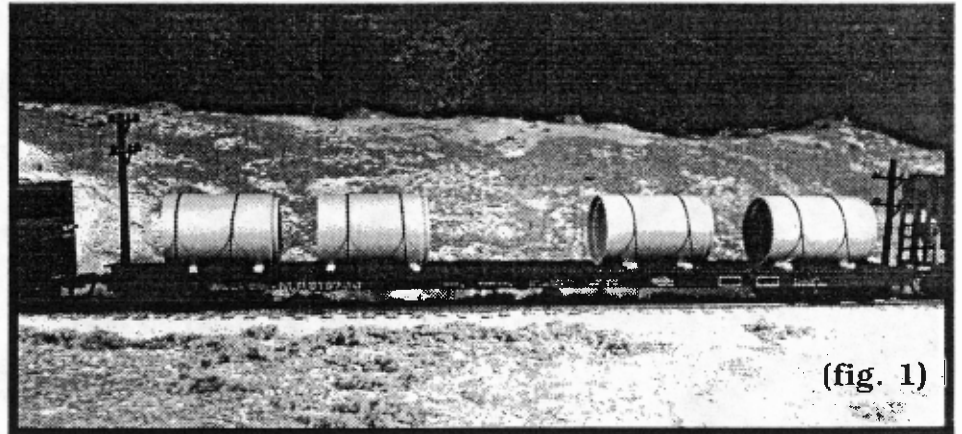
Flat Car Loads, Easy, Realistic & Distinctly Different

It is always difficult to come up with new and interesting ways to load flatcars with realistic loads. I feel like I have come up with two loads that are fairly easy to construct, is realistic, and not like any other flatcar load you have ever seen before.

First, before loading the flatcar, it is best to weather and detail the car prior to loading. I start by distressing the deck of the car. To do this, I use a razor saw and drag it across the deck to create a scraped up look, similar to what is seen from a car that has seen many loads. With this done, next I give detail to the ends of each board. On commercial kits where the deck is a solid piece of plastic, the grooves of each board on top of the deck are not found on the edges of the board. By using a knife, you can create a groove from where the one on top stops, this and the distressing of the deck may not seem very realistic, since it is the color of the molded plastic, however, once the car is

weathered and loaded it won't look out of place at all. From this point, you can detail the car to the extent you desire and weight it. If the particular load I am modeling cannot conceal weight, I try to place extra weight where ever I can hide it which isn't easy to do on a flatcar. The one thing

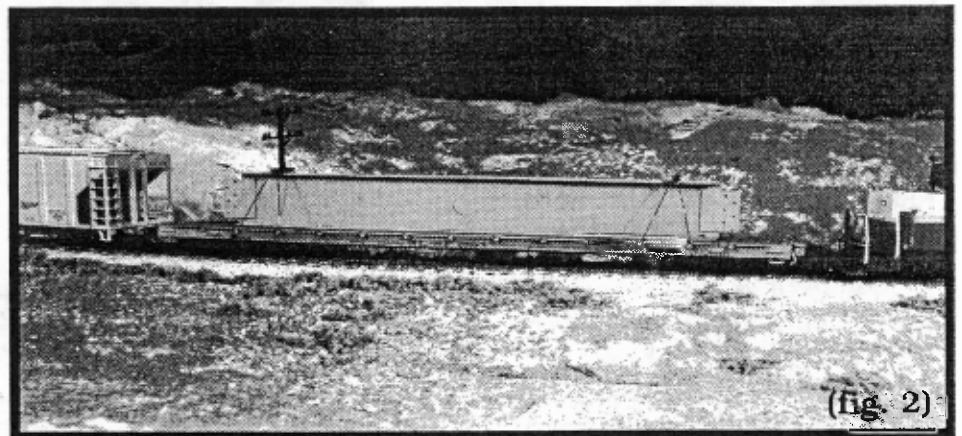
gray paint. Once this had time to dry, I glued the pipe to the deck of the car. From here I placed small pieces of balsa wood approximately 4X4 underneath the pipe as scotches to prevent the load from rolling and glued them to the deck. With the scotches in place it was time to



(fig. 1)

I've found that works is to use small fishing sinkers that I can mash into shapes that will fit every nook I can find. Moldable weight would work better for this, however with sinkers I can add between one-half ounce to a full ounce of weight, and on a 50 to 60 foot car every ounce helps! At this point you are ready to load the car, or if modeling an empty car, you are ready to go.

secure the load with cable. For cable I used black thread. To start this process, guide the thread through a post pocket on the car and tie it off. Next run the thread over the pipe and into the opposite pocket, then draw as much slack as you can out of it so it will appear tight. Then tie it off. To make sure I had a tight knot that would definitely hold, I placed a drop of



(fig. 2)

The first car I loaded I used a simple concrete culvert load (fig 1) to model the concrete pipe that I used from a cheap Tyco car. To make the pipe look more like concrete the first thing I did was to give them a coat of

ACC glue on the thread making it a secure joint. This should complete the car and give it a revenue load.

For the second car I used a large beam load (fig 2), this load was a little more complicated

Railroad Folklore

Stories from A Treasury of Railroad Folklore

to create, but I think it makes an interesting load. To build the beam I started with a piece of strip metal for the center of the beam. I got this piece from metal used to weigh cars in inexpensive kits, this gives me the added bonus of adding a good deal of weight to the car without having to look for places to conceal it. From here I cut two pieces of .40 styrene, approximately 1/2" wide and about 3/4" long. To simulate rivets I drew out a simple diagonal pattern on each and tapped dimples on these marks with a small nail and hammer. You need to use a small hammer for this, as it doesn't take much to leave an indentation. For the piece of the gusset that would connect with another beam, I drilled holes according to the same diagonal pattern used for the rivet detail. With the gussets made it was time to glue them to the beam and paint it. To paint the beam, I used grey, a red or rust color would also be appropriate. With the painting done, it was time to glue the beam to the deck of the car and secure it. To secure the load, once again I used thread as cable then used the same methods as on the previous load. To go over the top of the car I glued a couple of pieces of Plastruct angle to the beam, and drilled a hole through the ends and threaded the cable through these.

These two loads were not that difficult to create and give you a load that is unique to how you build it. These two projects can be completed in a couple of evenings and will really stand out in your yard. Once again it gives you something to ship on the Frisco!

Ship  on
the Frisco!

Down in Arkansas in the old days there was a jerk-water railroad with a reputation. The reputation was that it never adhered to its schedule. Operating crews, and patrons as well, came to regard the timecard as the work of a practical joker.

There was a traveling man who rode over the line at frequent intervals. One afternoon when he disembarked from a smelly daycoach at his destination he hailed the conductor.

"Old man, " he said, extending a large cigar, "accept this with my compliments as a token of gratitude."

"What's the notion?" inquired the conductor.

"Because I've been traveling on this road for twelve years and this is the first occasion when the train ever got in exactly on time."

"Mister," said the conductor, "that looks to me like a mighty fine cigar and I'm fond of smokin'. But I can't take nothin' on false pretenses. I've got to tell you the truth, this ain't today's train, its yesterday's."

Whistle Stop

A millionaire...bought a large estate near a tiny whistle-stop station on a neglected branch line. From Sears Roebuck he ordered a prefabricated chicken coop and, when he received word that it had arrived, set out in a truck

with his butler to bring it home. No one was about when he spied the coop along the right of way, and he soon had it loaded on the truck. Half a mile up the road they passed a little man in blue who had "Station Master" written on his cap. He took one look and shouted "Stop that car. What do you think you have on that truck?" asked the little man.

"My new chicken coop," explained the millionaire.

"Chicken coop my eye," cried the station master, "that's Grigsby Station!"

Where He Got The Ice

There was a party of gentlemen the other day on a train on one of the roads coming into Nashville, and none of the party being strictly temperance men, one of the crowd suggested a drink. Another wanted to know where to get it. All seemed willing, but the day was warm, very warm. At last the fourth man in the party said he had a bottle of fine "cock-tail" which he would furnish if anybody could get the ice.

A fellow passenger remarked that he would furnish the ice if they would share with him. He left the car and came back with plenty, which was duly used. As a matter of course, in a short time another drink was proposed and the ice man kindly requested to furnish that necessary article to a cocktail, but with his mouth watering

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RAY THE RESEARCHER

Ray Wells, Museum Researcher

The Frisco was officially merged into the Burlington Northern on November 1st, 1980. In the 1960's the Frisco had talked merger with the Chicago Great Western, Santa Fe, and Southern. In 1966 the Burlington purchased a sizeable block of Frisco stock.

For about a decade there was no further substantive news of a Frisco merger, but on February 1st, 1977 a joint Frisco/BN team was formed to study the feasibility of the two systems merging. Seven months later, the two companies agreed to join ranks and on December 28th, 1977 the merger application was filed with the Interstate Commerce Commission (ICC). By May 1978, the merger had the endorsement of the stockholders of both companies. The ICC conducted hearings in Washington, DC, Chicago and Dallas in 1978 & 1979. On April 17th, 1980 the ICC unanimously approved the merger.

Implementation plans were put into place and May 19th was targeted as "M" Day. Twenty-two days later however the Missouri, Kansas & Texas (MKT) asked the courts to delay the merger and appealed the ICC decision. On May 13th 1980, the Fifth Circuit Court of Appeals granted the request for a stay. The court vacated the stay on November 21st of 1980.

The consolidation of work forces, properties and equipment of the two roads began immediately. The first merged freight train rolled out of Kansas City on December 1st bound for Springfield, Memphis and Birmingham. The new train contained freight that began its journey in Portland, OR. When it reached its destination in Birmingham 3076 miles later it had completed the longest freight haul over a single railroad's lines in North America.

Today the Frisco is part of the Burlington Northern Santa Fe and has finally reached its corporate name, the St. Louis-San Francisco.

Gone, but not Forgotten.

Folklore Stories - continued

for a drink and every look one of longing, he said: "Gentleman, I want the drink, and I could furnish the ice, but I am afraid if I take any more off the corpse it will spoil!"

Public Relations

While Mr. Stewart was president of the Hannibal & St. Joe, his policy was to make the new means of transportation as popular as possible with Missourians. One night he was traveling over the road when a baby set up an outcry which disturbed the whole coach. The mother tried in vain to quiet the little one. Stewart rose from his seat, went to the mother and said: "Madam, my name is Stewart and I am president of this road and it is my duty to look after the comfort of the patrons. Hand that baby to me."

He took the baby in his arms and walked up and down the aisle until he put it to sleep.

BN, Frisco Join Forces



The first merger freight train from Portland, OR to Birmingham, AL. B.G. Davidson general manager transportation at Springfield, on the left greets W.H. Egan, V.P. Chicago Region and Samuel Zimmerman Superintendent, Ottumwa Division. Photo Burlington Northern News - Merger Special

For Immediate Release

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RETIRED RAILROAD WORKER CELEBRATES 100TH BIRTHDAY

TULSA, Okla., August 28, 2000 – Hobert Madison, a local Tulsa man living at Heatheridge Assisted Living Community, will turn one hundred on Monday, September 11. This retired railroad worker was born in 1900 and has lived long enough to see historical events first-hand. His sharp wit, surprisingly young-looking features and vivid memory of his days with the St. Louis-San Francisco (Frisco) Railroad seem to be his secret to a long, happy life.



Hobert has been a resident at Heatheridge for the past five years. He has been looking forward to his 100th birthday party for quite some

time and says, "I've waited a long time for this day. I hope all my family and friends at Heatheridge are planning a big shin-dig!"

Just as Hobert is proud of turning one hundred, he's even more proud of his career with the Frisco Railroad. As a matter of fact, Hobert comes from a long line of Frisco workers. His grandfather, Rasmus Madison and father, Thomas Madison also worked for the railroad. Rasmus was a Frisco employee for forty years and Thomas fifty. Hobert managed to stay forty-five years before he retired. Three generations managed to help grow the railroad to where it is today.

Hobert started out as a steno clerk in 1920 and moved up to Assistant Superintendent before his retirement in 1965. The Frisco Railroad started in St. Louis, Missouri in 1890. By 1920, the railroad had expanded to eight other states including: Florida, Texas, Oklahoma, Alabama, Mississippi, Tennessee, Arkansas and Kansas. It began by private owners and stockholders as a passenger and freight railroad to help passengers and cargo get from point A to point B, faster than the old stagecoaches.

In 1980, the Frisco merged with Burlington Northern-Santa Fe, which operates one of the largest rail networks in North America.

The history of the Frisco Railroad is preserved by the Frisco Railroad Museum in Springfield, Missouri. If you visit this museum and look hard enough, you just might find a few photos of the Madison family.



When asked about his favorite activities and hobbies Hobert said, "I love to dance and go to church. I used to love to drive until they took my car away when I was ninety-five. I forgave them though. The roads are probably a little safer with me off them!"

Heatheridge Assisted Living Community will be celebrating Hobert's 100th birthday on Monday, September 11 at 12:30 p.m. Heatheridge is located at 2130 S. 85th E. Avenuc, Tulsa, Oklahoma, 74129. All are welcome to join in celebrating a century of life.

Heatheridge is a Gold Medallion Senior Housing and Healthcare Community. Other Gold Medallion properties include: Heatheridge Heights Assisted Living Community, The Broadmoor Retirement Community, Rainbow Health Care Communities and Leisure Village Health Care Center. For more information please call (918) 622-9191.

Classic Frisco

