

Museum Receives Major Acquisitions

Since its opening June 1, 1986, the Frisco Railroad Museum has received over 250 items of Frisco and related memorabilia. We are especially pleased to announce the acquisition of the Springfield Car Shop blueprint files. Included in the collection, which numbers in excess of 3,000 items, are detailed drawings, specifications, photographs, and related information on Frisco freight and passenger engines and cars dating back as far as 1907. The prints and metal cabinets to store them in were donated to the museum by the Burlington Northern Railroad Company, through the efforts of Mr. Lex Smith, former car shop supervisor and the generosity of Mr. R.S. Howery, Regional Vice President, Springfield Region. Access to the information contained in the files will be available to modelers and railfans through the Research Service component of the museum's Frisco Folks membership program.

In addition to the blueprint files, the museum has received a rare rail velocipede, a link and pin coupler dating back prior to 1890, a brass conductor's lantern, a depot baggage cart, the safe from the Republic Mo depot, and one of the last semaphore signals off the Frisco line. The museum is currently in the process of acquiring a large collection of Railway Express Agency memorabilia and plans are now under way for construction of a REA office display in the museum. Many other new displays are also being planned for the months to come. A visit to the Frisco Railroad Museum is truly an opportunity to reminisce about the good ole days on the Frisco!



modern hand and powered rail cars were developed, the Sheffield velocipede remained in use up to World War II, manufactured in the latter years by the Fairbanks, Morse & Company, Sheffield's successor company.

The museum is pleased to announce the acquisition of a Sheffield velocipede that was used for many years by the Frisco Bridge and Building Department for bridge inspection. This unique bit of railroad history is currently on display in the museum.



The three wheel hand-pump car has been credited to George S. Sheffield of Three Rivers, Michigan. According to the story, because of inadequate train service to his home, Sheffield built a simple three wheel car to prevent him from having to make the seven mile walk home after a ten hour work day. One evening while pumping home from work he noticed a break in the track. Borrowing a lantern from a near by farmer, he stopped the night freight train, thus averting a potential disaster. The railroad rewarded his efforts and invention by setting Sheffield up in a profitable business manufacturing his unique hand-pump car.

Fact or fiction, it is a matter of public record that in 1879 George Sheffield obtained a patent for a three wheel hand-pump car called a "velocipede hand car." While other more advanced and



September 19-20-21 the community of Ash Grove will be observing the annual Nathan Boone Rendezvous. Boone, the youngest son of Daniel Boone, lived north of Ash Grove and is buried close to the old family home.

The festivities are to include many historic exhibits, along with arts and crafts, music presentations, square dancing and lots of good old country fun.

The Frisco Railroad Museum will be open extended hours during the festivities and a commemorative souvenir locomotive lapel pin will be given to each person visiting the museum during the Rendezvous. A special Frisco ticket will be required to receive the pin and the tickets will be distributed throughout the weekend at the city park, site of the Rendezvous activities.

THE FRISCO FAMILY

Atlantic Pacific Railroad Co.

The Atlantic and Pacific Railroad Company was incorporated July 27, 1866, by a special act of the Congress of the United States, with authority to build a railroad from Springfield, Mo, to the Pacific Ocean. It was organized and originally controlled by John C. Fremont, of New York, and certain of his associates, but on June 11, 1868, control passed to Andrew Pierce, Jr., and Francis B. Hayes, of Boston, and Clinton B. Fisk, of St. Louis. In 1876 the same interests organized the St. Louis and San Francisco Railway Company, to take over a part of the property of the company at foreclosure sale, and in that year the St. Louis and San Francisco Railway Company commenced the acquisition of the company's outstanding capital stock. On January 31, 1880, control of the company was vested jointly in the St. Louis and San Francisco Railway Company and the Atchison, Topeka and San Fe Rail Road Company, through an indenture known as the "tripartite agreement." Control continued to be held in that manner until the final disposition of the company's property.

The property of the company, as finally acquired and constructed, consisted of three well defined divisions of standard gauge, single track railroad, as follows:

Missouri Division: Extending from Franklin, Mo to Seneca, Mo, about 292 miles, with a branch from Granby, Mo to Granby Mines, Mo, about 2 miles.

Central Division: Extending from Seneca, Mo to Sapulpa, Indian Territory, (now Oklahoma) about 112 miles.

Western Division: Extending from Isleta, New Mexico to Needles, California, about 563 miles.

The Missouri Division and the Central Division remained a part of the Frisco while the Western Division became part of the Santa Fe Railroad Company.

Next month... The Missouri and Western Railway Company

Museum Dispatch

As of September 1, the museum will be open Saturday from 10:00 A.M. to 5:00 P.M. and Sunday from 2:00 P.M. to 5:00 P.M. Other times are available by appointment.

The All Aboard newsletter is published monthly for members of the Frisco Folks, a support organization of The Frisco Railroad Museum Inc., a not for profit corporation organized for the purpose of establishing The Frisco Railroad Museum in order to preserve, display, and educate citizens about, the history and memorabilia of the Frisco Railway. The museum facility is located at 500 Walker St. in Ash Grove, MO. Any correspondence should be mailed to P.O. Box 276, Ash Grove, MO 65604. The museum phone number is 417-672-3110. All material contained 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.

Frisco Folks

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

Jim Martin	Switchman
Springfield	
Emil Eskengren	Switchman
Springfield	
Art Lindeman	Switchman
Springfield	
Roland Barber	Switchman
Bois D' Arc	
Jim Quarles	Switchman
Arizona	
John Jones	Brakeman
Springfield	
Francis Luttrell	Conductor
Michigan	
Nadine Johnson	Engineer
Springfield	
Allen Johnson	Engineer
Texas	

We sincerely appreciate the commitment these fine folks have made to the success of the museum and encourage others to become a part of the Frisco Folks family!

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.