

FRISCO

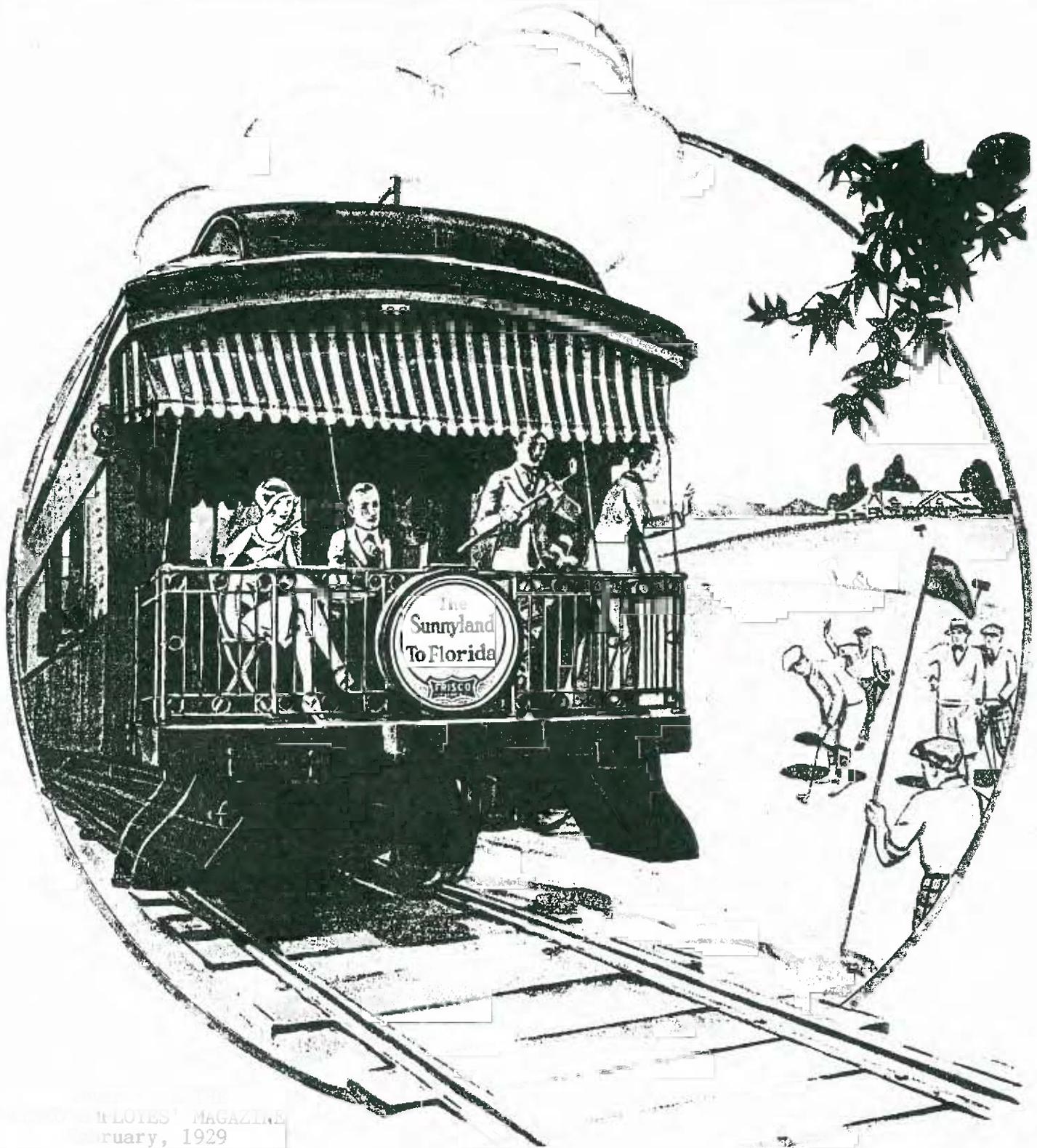
All Aboard

FRISCO

ME 2

November, 1987

NUMBER 6



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February, 1929



DOWN AT THE DEPOT



The following are the remaining stanzas of "The Depot," an original poem written by Ivan Fail, Nixa, MO, first published in the October issue of the ALL ABOARD.

She has seen the outlaw too, the sheriff and the drover,
Going back down Texas way, when the cattle drive was over.
The whistle stopping rendezvous, upon the campaign trail,
Like fertilizer and propane gas, "hot air" would come by rail.

The politicians word barrage, his practiced campaign speech,
Escorted by his entourage, where ever rail would reach.
And she's witnessed nature rage, with every season's storm,
She has heard the eight wheel's wail, and the taxi driver's horn.

I've observed her role replaced, by busses, trucks and jets,
And I feel a nagging trace, of remembrance and regret.
That old depot, she still stands, as a sentinel at her post,
Deceased and yet she seems to live, as the visage of a ghost.

Like the stage coach stops of old, she's served her nation well,
But progress is aloof and cold, as it sounds her final knell.
If she could talk she'd write a book, a trillion pages long,
And it would touch the coldest heart, likep the message in a song.

As I observe her standing there, abandoned and alone,
To me she seems eternal yet, with her ports of quarried stone.
The hobo spirit in my soul, that calls me to and fro,
Makes me dream I walk her halls, as I did long ago.

But I anguish for I know, as I pause and reminisce,
Even now I see her go, the friend that I will miss.
A relic of the ages past, and history is her lot,
But somehow she is living still, for she's ever in my thoughts.

Like a lover from the past, she's gone upon her way,
But nostalgic echo's still descend, and haunt me every day. ☹

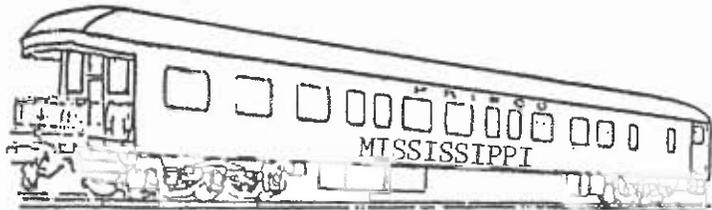
On March 8, 1865, the Kansas & Neosho Valley Railroad Co. was incorporated. Three years later, the name was changed to the Missouri River, Ft. Scott and Gulf Railroad. That same year, 1868, the line was placed in operation from Kansas City, MO to Olathe, KS, a distance of twenty-one miles. In 1879, the company was sold to the Kansas City, Ft. Scott and Gulf Railroad Co., which ultimately became a part of the Frisco in 1901.



A prominent stop along the line from Kansas City to Olathe and points south was Lenexa, Ks, located approximately thirteen miles southwest of Kansas City. In 1909, the community witnessed the construction of its first railroad depot. It was a 40' by 20' frame combination station, serving both the freight and passenger needs of the community. The walls were framed with 2"x6" lumber and the exterior was covered with 4" lap siding. The interior was finished with plaster walls and ceiling, a wainscot of 2" tongue-and-groove boards and the floor was covered with 2 1/4" maple hardwood flooring.

Officially listed as Station No. C14 on the Kansas City Sub-Division of the Northern Division, the Lenexa depot was a busy place. Shortly after its construction, sixteen passenger trains would either stop or pass by on a daily basis. In 1960, fifty years later, the volume of trains had been reduced to a daily schedule of only six. However, the same depot was still serving the needs of the community. The last passenger train through Lenexa was the Southland Daily which made its final stop in December, 1967. Following the Frisco-BN merger in 1980, the old wooden depot was replaced with a smaller metal building.

The ticket counter and window, located at the main entrance to the museum, is from the Lenexa Depot. ☹



The MISSISSIPPI car was built in November, 1884, by the Ohio Falls Car Company as a 51 ft. composite car, No. 2200. It was the first of a series of five (2200-2300-2400-2500-2600) executive coaches built for the Frisco by the Ohio Falls Company. All five cars were retained on the roster until 1932, when the 2300 and 2400 were sold or retired. An October, 1945 roster shows only two of the original five remaining: No. 2500, which later was renamed the Kansas, and No. 2200, the Mississippi.

The interior of the car was similar to its counterpart, the 2500, in that it had the standard kitchen and crew quarters, dining room, state rooms, and observation room. The interior arrangement and decor included a through hallway and fybrwood paneling. The car was 60 ft. long and weighed 175,500 lbs. The exterior was the standard Pullman green with a black roof and gold lettering and details.

In May, 1947, the number 2200 was changed to No. 7, and in March, 1948, it was again re-numbered No. 9, so that the No. 5 car (former 2500) could move to the number 7 position in the fleet. In June, 1954, No. 9 was assigned the name Mississippi. In September, 1958, it was put in storage at Springfield, MO, and in the early 1960's, it was sold to a private corporation.

During its tour of service in the Frisco executive fleet, the Mississippi served a variety of offices including the Superintendent of the Southern Division, X.R. Campbell and Assistant Chief Engineer, B.H. Crossland. When Mr. Crossland was promoted to Chief Engineer Maintenance of Way, he continued to use the Mississippi, as did his successor, O.E. Fort, the last official to use the car. ☐

ST. LOUIS-SAN FRANCISCO RY.

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY
ST. LOUIS-SAN FRANCISCO & TEXAS RAILWAY COMPANY
FORT WORTH AND RIO GRANDE RAILWAY COMPANY

19

Mr. _____

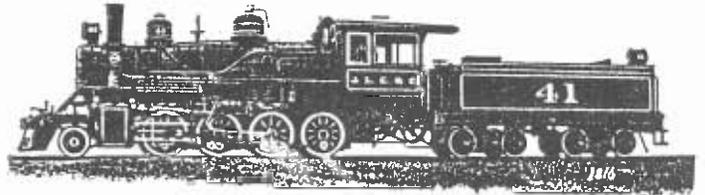
Dear Friend:

Your boy has been observed around our station and yards. Some boys come to the station to get newspapers and frequently board moving trains. Others play around cars standing in the railroad yards. In the United States, a very large number of children are killed or maimed in this way every year. We ask your co-operation in keeping YOUR boy away from Railroad property.

SAFETY COMMITTEE

The FRISCO SURVIVORS

According to Lloyd E. Stagner, author of *Steam Locomotives of the Frisco Line*, twenty-four Frisco locomotives were rescued from the scrapper's torch and are currently being preserved. The following is the first in a series of articles profiling each of these Frisco Survivors.



Engines Nos. 76 and 77 were 2-8-0 engines originally built as Nos. 40 and 41 by the Baldwin Locomotive Works in December, 1920, for the Jonesboro, Lake City, and Eastern Railroad Company. When it became a part of the Frisco, the two engines were re-numbered 76 and 77 and joined Frisco's fleet of well over 200 similar Consolidation type motive power.

Used predominately in freight service, both engines served the Frisco until 1947 when they were sold to the Mississippian Railway Co. In 1967, both engines were once again sold. No. 76 went to the Blairsville and Indiana Railroad, Blairsville, PA. It was later sold to the Gettysburg Railroad where it is currently on display at their North Washington St. Depot in Gettysburg, PA. No. 77 was sold to the North Alabama Railroad Club, an NRHS chapter museum now located in Huntsville, AL. ☐

Advertisement from
the BY-WAY Newspaper
Sidney, IL,
November 25, 1904

C. & E. Time Card at Block

North Bound

*No. 22 Frisco Express 8:10 a. m.
†No. 172 Local Freight 10:10 a. m.
‡No. 107 Local Mail 12:20 p. m.
§No. 56 Fast Freight 7:47 p. m.

South Bound

*No. 21 Frisco Express 1:38 a. m.
†No. 64 Fast Freight 5:49 a. m.
‡No. 101 Local Mail 1:28 p. m.
§No. 171 Local Freight 2:00 p. m.

*Does not stop.
†Monday, Wednesday and Friday.
‡Makes allstops.
§Tuesday, Thursday and Saturday.

FRISCO SYSTEM

Chicago & Eastern Illinois R. R.

Double daily trains between
St. Louis and Chicago.



Morning and Evening
From LaSalle Street Station, Chicago, 9:50 a.m.—9:10 p.m.
From Union Sta. (Merchants' Bridge) St. Louis, 9:30 a.m.—9:46 p.m.

Morning or evening connections at both termini with lines diverging
Equipment entirely new and modern throughout

A DOUBLE-TRACK RAILWAY.

Equipped with practical and approved safety appliances.
Substantially constructed.

THE FRISCO FAMILY

Museum Dispatch

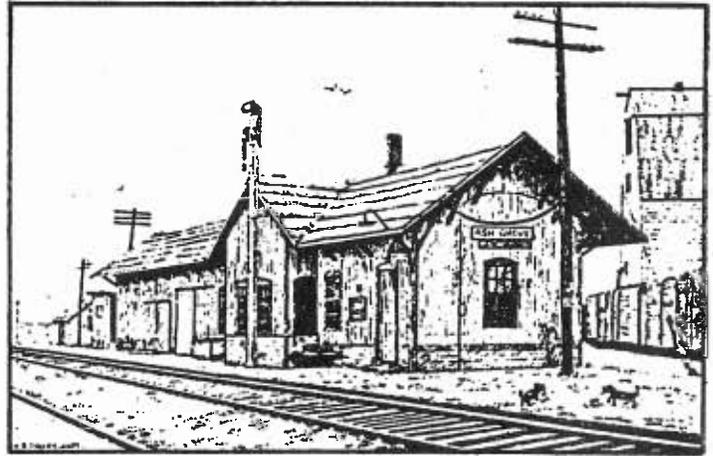
KANSAS CITY, MEMPHIS & MOBILE RAILROAD CO.

The Kansas City, Memphis & Mobile Railroad Co. was incorporated August 23, 1871. It was organized by various residents of Missouri and between 1871 and 1876 it acquired some rights of way and performed some grading between Clinton, MO and Kansas City, MO, but no complete railroad was constructed.

On the petition of certain creditors, in the United States District Court for the Western District of Missouri, the company was, on February 15, 1876, adjudged to be bankrupt, and on April 11, 1877, its franchises and property were sold at public auction to John D. Bancroft for \$15,025.00.

On December 15, 1880, a deed was executed conveying the franchises and property to the Kansas City and Southern Railway Co. ☐

Next month... The Kansas Midland Railroad Co.



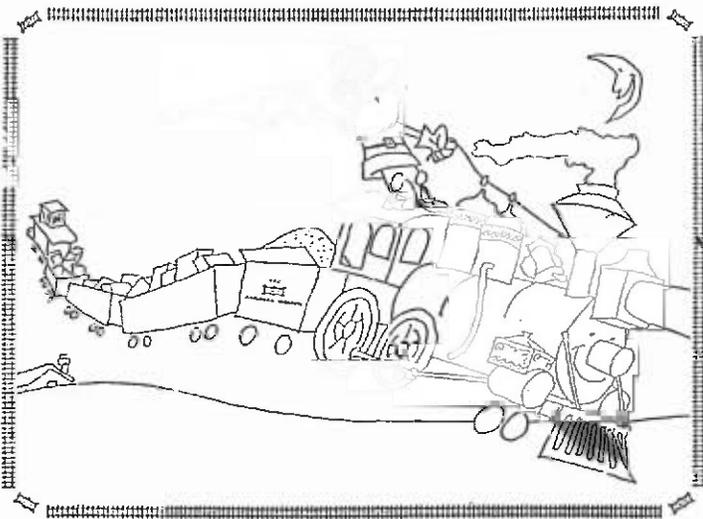
Limited quantities of the first in a series of note cards featuring a print of an original pen and ink drawing of a Frisco depot are still available. The depots are being drawn exclusively for the museum. The first in the series is of the Ash Grove, MO depot, built in 1879.

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

Santa Special



The Museum is pleased to announce our first annual "Santa Special" coloring contest. Copies of the above drawing will be distributed to students in grades one through six of the Ash Grove Elementary School. One picture will be selected from each grade and the students coloring the winning entries will ride on the museum's float in the Ash Grove Christmas Parade, December 5. ☐

Frisco Folks

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

Sally Lyons McAlear Switchman Missouri

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 300 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.