



All Aboard



VOLUME 2

July, 1987

NUMBER 2

MUSEUM IN NATIONAL DIRECTORY



The Frisco Railroad Museum Inc. announces its inclusion in the 1987 STEAM PASSENGER SERVICE DIRECTORY. The Directory is a nationally distributed catalog of 185 railroad excursions and museums throughout the United States and Canada. Copies of the Directory are currently being offered for sale by the museum. The cost is \$6.50 and they may be purchased at the museum or by writing or calling the museum office.



Major Acquisition

FRISCO PHOTOS

The museum is pleased to announce the acquisition of over 11,000 items of Frisco memorabilia, many of which are now available for purchase through the new EXCESS BAGGAGE LIST #3. The Officers and Board of Directors would like to acknowledge and express sincere appreciation to Mr. Robert F. Neuenschwander for making such a valuable acquisition possible. Mr. Neuenschwander is President of Avis Rent A Car System, Regional Airport, Springfield, MO.

The museum is pleased to announce the availability of over 2,000 photos of Frisco steam and diesel engines, freight and passenger cars, and a wide variety of buildings, facilities, and other related operations. Prints of the photos are now available for sale! If it was Frisco, we probably now have a photo of it! For more information send your specific request to the Frisco Railroad Museum Inc, P.O. Box 276, Ash Grove, MO 65604.





DOWN AT THE DEPOT



In the early days of rail transportation there were no depots. Most railroads were more interested in laying track and running revenue-producing trains, than they were with providing for the comfort and convenience of their passengers. The early railroads first relied on a local hotel or saloon to serve as their arrival and departure points. Some railroads built small ticket booths, but most ticket sales were transacted on the train itself. The first structures that were used solely as a depot or train station were old houses that might be situated close to the tracks.

The first actual train depots in the U.S. were built by the Baltimore & Ohio Railroad in 1831, and by the early 1840's, construction of depots was a common practice. While many were built with utilitarian purposes in mind,

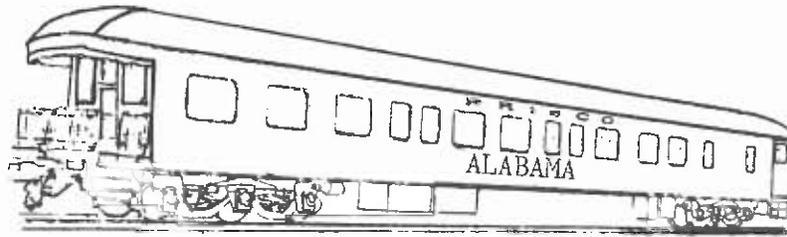
their style and architecture were as varied as the many travelers who passed through their doors. Some were very simple; others were architectural marvels, a showplace for the railroads.

As rail travel increased, so did the importance of the train station. They were the site of many welcomes and farewells between relatives, friends, and even strangers wishing each other a safe journey. The local depot also served as the community center, providing the citizens of many small towns with their only outside contact with the world. The arrival of the train was both a practical occurrence and an entertaining event few residents wanted to miss.

The train usually brought the latest in world and national news, the local mail, merchandise of all sorts, and a continuous parade of strange, mysterious, yet always interesting, rail travelers. The young boys in the community would usually greet the arrival of the train far down the track, and they would run alongside the engine, taking in all its majesty while dreaming about some day controlling the throttles themselves. The depot clock was always considered to be the official time in the community. As a matter of fact, in 1833, it was the railroads who first utilized the division of time zones that was later adopted nation-wide with the passage of the Standard Time Act in 1918. The depot also served as the communications center for the town because it was often the site of the local telegraph office. Many old-timers can still remember the "clickety-click" of the telegraph sounder, spelling out its coded message.

The museum is acquiring a large collection of Frisco depot photos and is pleased to announce the acquisition of a large collection of depot blue prints and specifications. Thanks and a tip of the Frisco hat to FRISCO FOLKS member Art Lindeman for making acquisition of the depot prints possible! Beginning next month, the ALL ABOARD will begin a regular series on Frisco depots including photos, specifications, and historical information about the many and varied stations along the Frisco Line! 🚂





The Alabama Business Car was originally built in March, 1912, by the American Car and Foundry Co. as a 79 ft. all steel coach, No. 1088. In 1942, the 62 passenger coach was rebuilt in the Springfield, Mo., West Coach Shop as dining car No. 647, the fourth in the series of Zephyr blue and white "soldier diners" used on troop trains during World War II.

In June, 1948, No. 647 was rebuilt in the West Coach Shop as Business Car No. 5. It was 82 ft. long, weighed 211,700 lbs., and was equipped with the standard kitchen and crew quarters, dining room, two state rooms, secretary's quarters, and observation room. The interior was a painted all steel finish, a departure from the standard mahogany paneling fare. The exterior was Pullman green with black roof and gold lettering and details. With some minor exceptions, cars numbers 2 thru 6 were all rebuilt from the same basic floor plan.

When placed in service, car No. 5 was assigned to the office of Assistant Manager. In that capacity, it served R.J. Stone, H.W. Hale, H.H. DeBerry, and R.C. Grayson. In the late 1950's, its services, and those of car No. 4, were shared jointly with Mr. DeBerry and Mr. Grayson.

In June, 1954, the numerical designation of No. 5 was replaced with the name Alabama. In the early 1960's the company reduced the size of its executive fleet and the Alabama, along with six of its counterparts, was placed in storage. In August, 1966, it was sold to a private individual. ☐



In January, 1974, the Frisco Safety Department began a program of recognizing good individual safety performance through

the distribution of colorful patches and decals. They were awarded for one year, five years, ten years, fifteen years, twenty years, and twenty-five years. The museum needs patches for twenty and twenty-five years to complete our collection. If you have patches for either years and would like to donate or sell them, please contact the museum office.



VOLUNTEERS NEEDED

The museum needs volunteers who will donate their time to help index, catalog, and assist in the restoration of Frisco memorabilia. If you are interested in helping, please contact the museum office, 672-3110.

!!!!!!WE NEED YOUR HELP!!!!!!

RESEARCH SERVICE

The museum archives are fast becoming one of the most complete and comprehensive repositories of Frisco historical information. Frisco Folks members are reminded that access to the material in our files is available through our RESEARCH SERVICE. If you have a question about the history, operations, equipment, services, etc. on the Frisco, send your inquires to the museum office. We will research your questions and prepare a written report and list of available documents and photos.

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BARNARD STAMP CO.
310 OLIVE STREET
ST. LOUIS 2, MO.

The museum recently acquired a collection of 204 Frisco related rubber stamps. One of the most unique and interesting stamps in the collection is a stamp, for the stamp company, who made the Frisco stamps!

