

FRISCO

# All Aboard

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Volume 12

1999

Number 1





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**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 first in a four part series in which we will profile the public timetables issued by the Frisco. This installment features pre-1902 editions.

**Mail Car ..... 10**  
 The intriguing *Legend Of The Coon Skin*, is the subject of this installment of our **Mail Car** feature.

**Company Service Roster.....9**  
 The tenth in our regular series profiling selected pieces of Frisco company service equipment, this installment begins a four-part series on wreckers, work trains, and hoists.

**Classic Frisco .....16**  
 A unique three-way "diamond" crossing at Columbus, KS, is the subject this installment of our **Classic Frisco** photo feature!

**Down At The Depot..... 17**  
 A departure from our past practice of profiling individual stations along the Frisco line, this installment begins a series in which we will examine Frisco depot construction, both those that were built according to standard plans and those that were unique to themselves.

**Letters From An Old Section Foreman To His Son.....22**  
 In the 1920's, Frisco Division Engineer D.E. Gelwix wrote a series of letters which he issued to his section foremen. Written as though from an old section foreman to his son, they carried with them a word of good advice clothed in the homely philosophy of a kindly old section foreman. We are proud to present periodic selections these letters as a new feature of the *All Aboard*.

### About the Covers

**FRONT:** The Frisco's annual reports for 1973-1976 featured a series of paintings depicting the company as, "A carrier of diversified manufactured and agricultural commodities..." The cover of each issue of Volume 12 of our *All Aboard* will feature one of these unique paintings.

**BACK:** From 1866 through the late 1890's, Frisco timetables took on the appearance of nothing short of classic works of art. Additional examples are featured in *Timetables*, page three of this issue.



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Tuesday thru Saturday  
 10:00 a.m. to 5:00 p.m.

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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.

In the early years, trains hardly knew the meaning of the word time. Their time of departure was often imponderable and their arrival a downright uncertainty. The advertising of train departures was tentative at best and first took the form of brief newspaper announcements. It is believed that the first such railroad timetable was printed in the *Baltimore American and Commercial Advertiser* newspaper on May 21, 1830. It announced that on May 24, "a brigade, or train of coaches, will leave the company's depot on Pratt-Street at 7 a.m., and 4 p.m., and will leave Ellicott's Mills at 9 a.m., 1 p.m., and 6 p.m." The brigade was one rail coach pulled by one horse!

A timetable was just that... a table listing the time the train arrived and departed. The early timetables resembled a handbill, usually printed on a single piece of paper, and often listing only one train. They were posted on the wall of the local hotel, tavern, depot, or any place that would be convenient for the public to see.

As the railroads grew and expanded, timetables began to take on a different appearance. The single sheet schedule was enlarged, printed on both sides, and folded into a pocket size leaflet. They would include the train scheduled on one side and

1886.

**TRISCO LINE**

**LOCAL TIME TABLES**

— OF —

**PASSENGER TRAINS**

IN EFFECT

April 11th, 1886,

And Subject to Change.

---

C. W. ROGERS,                      JAMES DUN,  
Vice-Prest and Gen'l Manager,                      Asst Gen'l Manager.  
 ST. LOUIS, MO.

## St. Louis & San Francisco R'y

(FROM ST. LOUIS.)

Distance.	STATIONS.	†Accom.	*Express.
0	St. Louis, Un. Depot, Leave	6.52 a.m.	9.22 p.m.
37	Pacific..... "	8.85 "	11.00 "
42	Catawissa..... "	8.46 "	.....
44	Robertsville..... "	8.51 "	.....
49	Moselle..... "	9.06 "	.....
55	St. Clair..... "	9.22 "	11.46 p.m.
..	.. .. "	.. .. "	.. .. "

*Example of early handbill type timetable*

a map on the other, showing the particular railroad's routes, destinations, and connecting points with other carriers. It was also in these early timetables that advertising began to appear, both promoting the railroad's services and accommodations, and providing space for advertising by local businesses along the line. The 1871 Pacific/Atlantic & Pacific combination schedule and the 1880 Frisco timetables are excellent examples of this format.

APRIL, 1880.

# ST. LOUIS AND SAN FRANCISCO RAILWAY

THE ONLY DIRECT LINE FROM ST. LOUIS TO

NEOSHO, CARTHAGE, JOPLIN, VINITA, COLUMBUS, OSWEGO, CHERRYVALE, FREDONIA.

## SEVERY

Express Trains Daily

### UNION DEPOT

SAINT LOUIS.

SEE MAP and TIME TABLES INSIDE.

From Nov. 12th, 1871, Through Trains

### LEAVE ST. LOUIS

From Depot cor. 7th and Poplar Sts., and run as follows:

Miles		No. 1.	No. 3.
00	ST. LOUIS	Lv. 8.25 A.M.	5.10 P.M.
37	Franklin	Ar. 12.12 "	8.47 "
51	Hermann	" 12.13 P.M.	9.05 "
125	Jefferson City	" 2.33 "	11.00 "
189	Sedalia	" 5.34 "	2.15 A.M.
232	Holden	" 8.04 "	4.06 "
282	Kansas City	" 10.45 "	6.30 "
284	State Line	" 10.41 "	6.59 "
286	Wendotte	" 11.00 "	7.20 "
308	Leavenworth	" 12.20 A.M.	8.25 "
312	Fort Leavenworth	" 12.35 "	8.32 "
330	Atchison	" 1.40 A.M.	9.20 A.M.

No. 1 runs daily, except Sundays. No. 3 runs daily.

**PULLMAN'S PALACE SLEEPERS**

Attached to "No. 3," leaving St. Louis at 5.10 P. M., run through to Sedalia, Fort Scott, Kansas City, State Line, Leavenworth and Atchison.

**Without Change!**

BUY TICKETS OVER MISSOURI PACIFIC R. R.

For sale throughout the North, East and South, and at Company's Offices at 115 North Fourth Street, and Depot cor. 7th and Poplar Streets, St. Louis.

From Nov. 12th, 1871, Through Trains

### LEAVE ST. LOUIS

From Depot cor. 7th and Poplar Sts., and run as follows:

Miles		No. 1.	No. 3.
00	ST. LOUIS	Lv. 8.00 A.M.	6.30 P.M.
37	Franklin	Ar. 9.45 "	8.24 "
52	Leasburg	" 12.10 P.M.	10.49 "
114	Rolla	" 1.43 "	12.19 A.M.
135	Dixon	" 3.25 "	1.39 "
185	Lebanon	" 5.51 "	4.13 "
217	Marshfield	" 7.26 "	5.50 "
241	Springfield	" 8.35 P.M.	7.05 "
291	Polce City	" "	10.05 "
314	Neosho	" "	11.08 "
330	Seneca	" "	11.52 "
354	Vinita	" "	2.00 P.M.

No. 1 and No. 3 run daily, except Sundays.

NO CHANGE OF CARS FROM ST. LOUIS TO VINITA (I. T.)

Junction of Missouri, Kansas & Texas R. R.

BUY TICKETS OVER ATLANTIC & PACIFIC R. R.

For sale throughout the North, East and South, and at Company's Offices at 115 North Fourth Street, and Depot cor. 7th and Poplar Streets, St. Louis.

Unless otherwise noted, the timetables featured in this article are from the collection of C.C. Roberts.

With the advent of Railroad Standard Time (the establishment nationwide of time zones) and a national telegraph system in place, timetables began to experience another significant change in the middle 1880's. Because the telegraph lines generally followed the rail line, trains were able to wire ahead their speed and progress to stations along the line. In addition, agents could wire the next station with the time of the trains actual departure and estimated arrival. Consequently, for the first time in rail travel history something resembling accurate scheduling and on time connections became a possibility. Thus, it became necessary to add more and more pages to timetables. Gradually they evolved into their standard four-by-nine format. The Frisco adopted this design in the summer of 1886.

From 1886 through the late 1890's, Frisco timetables took on the appearance of nothing short of classic works of art. In addition, they devoted a significant amount of space to promoting their fine equipment, luxurious accommodations, convenience, and safety.

Following release from Santa Fe control in 1896, the Frisco's public timetables took on a new appearance. In particular, there began to appear variations of what would become the most identifiable icon of the Frisco throughout its history... the "coonskin" logo (see **Legend Of The Coon Skin**, page 10 of this issue)



*This classic 1886 Frisco timetable from the collection of Arthur D. Dubin.*

The **WEST**

**FRISCO**  
LINE

ST. LOUIS AND  
SAN FRANCISCO  
RAILWAY.

Through  
THE  
Great



**South West**

H. L. MORRILL,  
General Manager, ST. LOUIS.

5790. WOODWARD & TIERNAN PRINTING CO. 309 TO 315 N. THIRD STREET, ST. LOUIS.

The **Spring, 1890.**

**FRISCO**  
LINE

ST. LOUIS AND  
SAN FRANCISCO  
RAILWAY.

Through  
MISSOURI, KANSAS,  
ARKANSAS,  
INDIAN TERRITORY,  
TEXAS AND THE  
**WEST.**

D. WISHART,  
General Passenger Agent, ST. LOUIS.

WOODWARD & TIERNAN PRINTING CO., ENGRAVERS & ELECTROTYPERS, ST. LOUIS.

*From 1886 through the late 1890's, Frisco timetables took on the appearance of nothing short of classic works of art.*

SUMMER, 1897.

FRISCO LINE

ST. LOUIS AND  
SAN FRANCISCO  
R.R.  
THROUGH THE  
WEST  
AND  
SOUTHWEST

D. B. ROBINSON, President,  
B. F. YOAKUM, Vice-Pres't and Gen'l Manager,  
ST. LOUIS, MO.

Following release from Santa Fe control in 1896, the Frisco's public timetables took on a new appearance. In particular, there began to appear variations of what would become the most identifiable icon of the Frisco throughout its history... the "coonskin" logo.

FRISCO LINE

THROUGH  
MISSOURI  
KANSAS  
ARKANSAS  
INDIAN TER.  
OKLAHOMA  
TEXAS

TIME  
TABLES  
CORRECTED TO  
December 1st,  
1899

B. F. YOAKUM,  
VICE PRES AND GEN'L MGR

BRYAN SNYDER,  
GENERAL PASSENGER AGENT  
ST. LOUIS, MO.

By the turn of the century the country was growing up. Trains went everywhere and people rode them everywhere they went. The nation was experiencing relative stability and affluence. People began to allow themselves to think of the railroads and trains as not just practical means of transportation, but as a way to explore pleasurable and adventurous experiences. Consequently, timetables began to promote the picturesque land through which their trains ran and the exciting adventures awaiting the traveler along the way.

MARCH, 1901.

FRISCO LINE

THERE IS SOMETHING TO SEE ALONG THE FRISCO

OAKUM,  
President and General Manager,  
ST. LOUIS, MO.

BRYAN SNYDER,  
General Passenger Agent,  
ST. LOUIS, MO.

SEPTEMBER, 1900.

FRISCO LINE

THERE IS SOMETHING TO SEE ALONG THE FRISCO

In 1900, the Frisco unveiled a new advertising campaign promoting, *There Is Something To See Along The Frisco*. A colorful series of booklets and pamphlets were distributed by the Passenger Department, a variety of promotional giveaway items were produced, and the public timetables took on a new more picturesque appearance.

JUNE, 1901.

# FRISCO LINE

PENETRATES  
MISSOURI  
ARKANSAS  
KANSAS  
OKLAHOMA  
TEXAS  
INDIAN TERRITORY  
THE  
WEST AND SOUTHWEST

B. F. YOAKUM,  
President and General Manager,

BRYAN SNYDER,  
General Passenger Agent  
ST. LOUIS, MO.

Although the promoting of Frisco land and pioneering opportunities would continue for many years to come, in 1901 the ornate and picturesque timetables of the past

JULY, 1902.

# FRISCO SYSTEM

THROUGH THE  
SOUTHEAST  
AND THE  
SOUTHWEST

WORLD'S FAIR, 1904  
ST. LOUIS, U.S.A.

were replaced with a new austere design that would become a relative standard format for over thirty years.

In our next issue, we will profile the timetable designs between 1902 and 1932.