



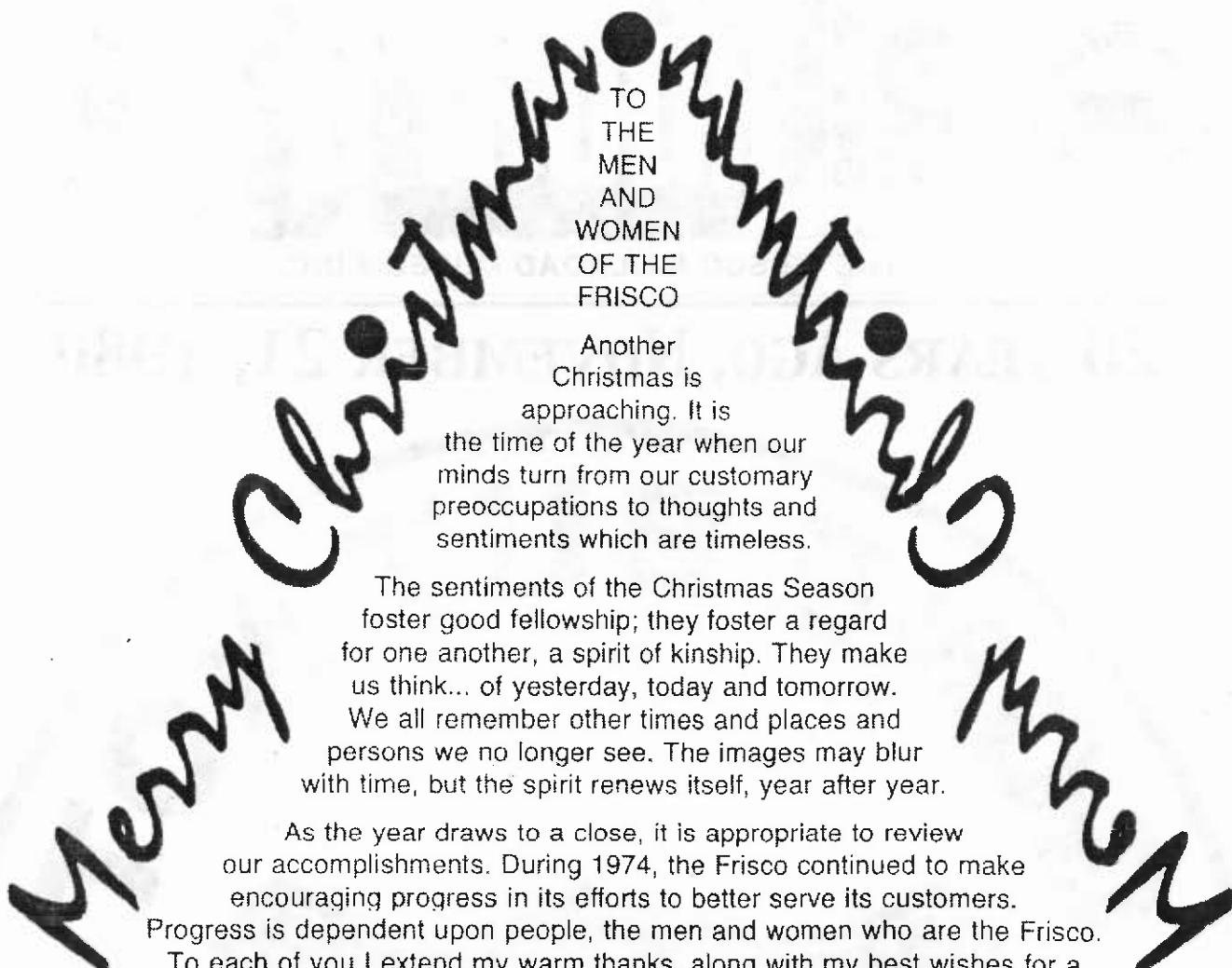
allaboard



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,

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!

allaboard

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	President
Alan Schmitt	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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Frisco Folks

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.

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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.	
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Ray Wells, the Frisco Museum's Researcher, writes about the Frisco/BN merger.	
Retired Frisco Employee Turns 100.....	Pg.19

FRONTCOVER:

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 *asterisk next to it, needs a volunteer to produce and write it. ***What's Happenin!** 1 to 2 page collection of things going on or 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

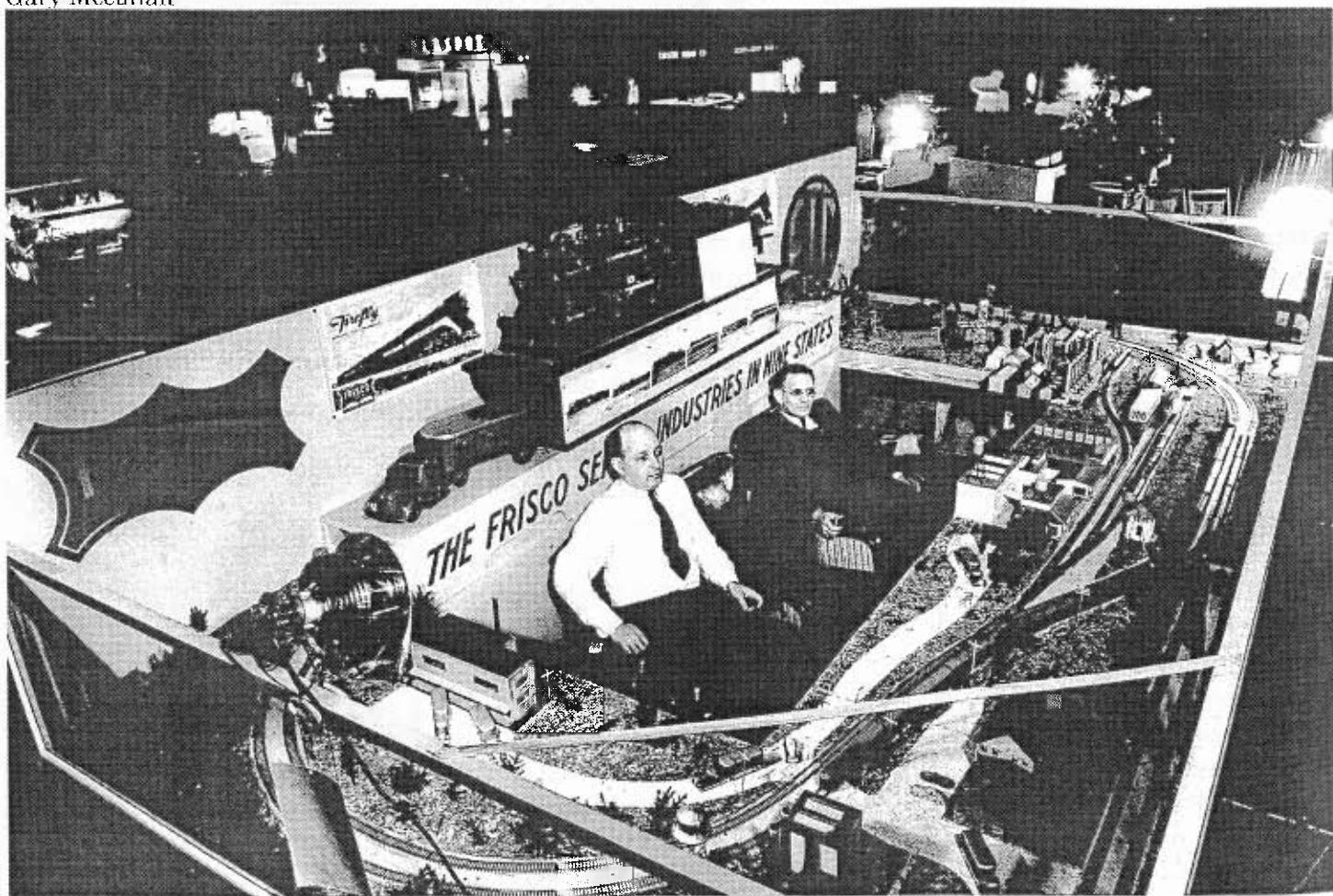
In June a heavy rain of around 3 to 4 inches caused some problems on the old High Line and the South Yard. The bridge the BNSF uses to interchange with the M&NA (the old MoPac line into Springfield), had to be checked for damage and the BNSF also had to put down quite a bit of ballast on the tracks in 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 Alsup &

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.

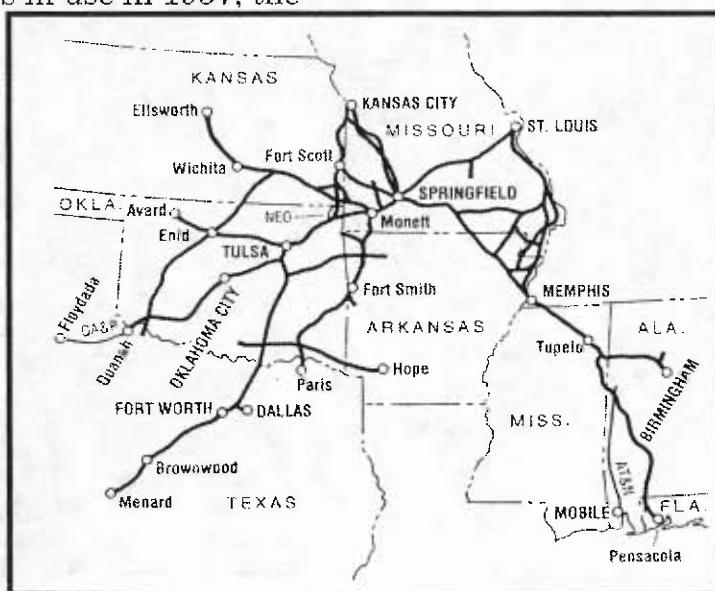
Question? Hi, I am sick and tired of my friends telling me the Frisco was not a big railroad, but I don't know how big it really was. Can you help me out so I can tell my friends what they obviously don't know?

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 Minneapolis & 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 railroading 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

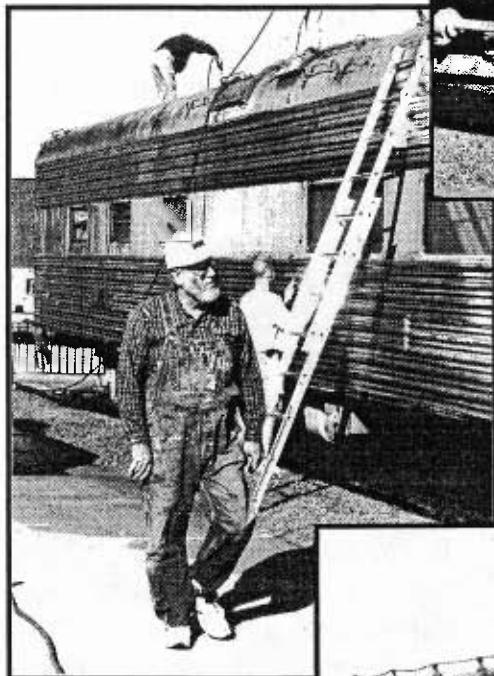
December All Aboard

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

FRISCO PHOTO'S

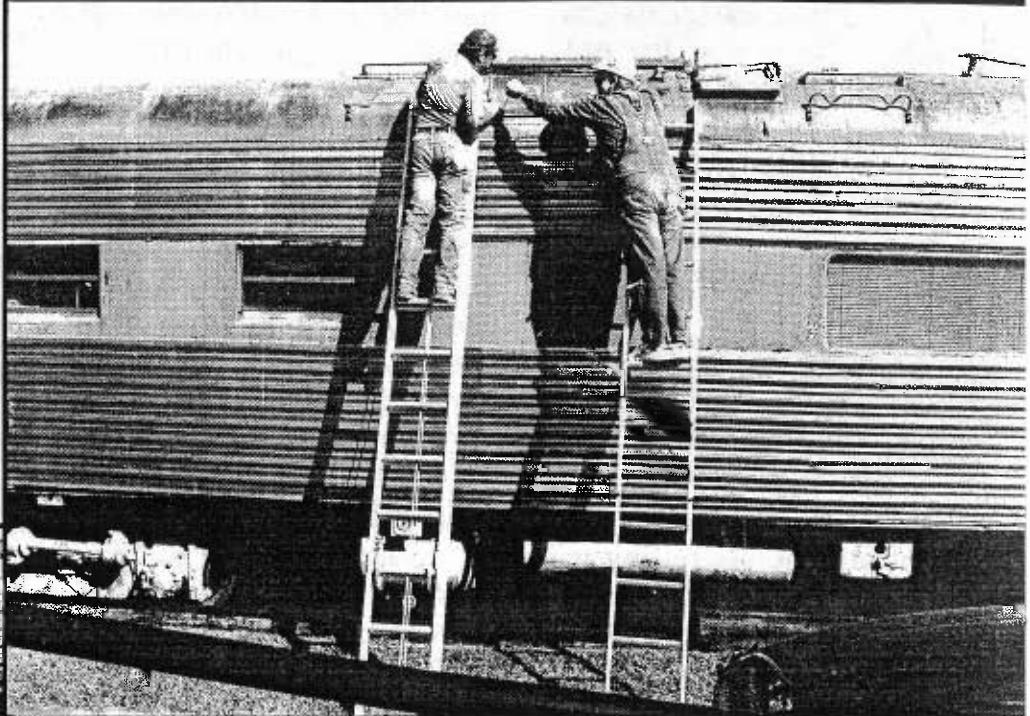
The Oklahoma City Dining Car Frisco 1551

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



Someone had to supervise

Time and Weather had caused the paint to fade.



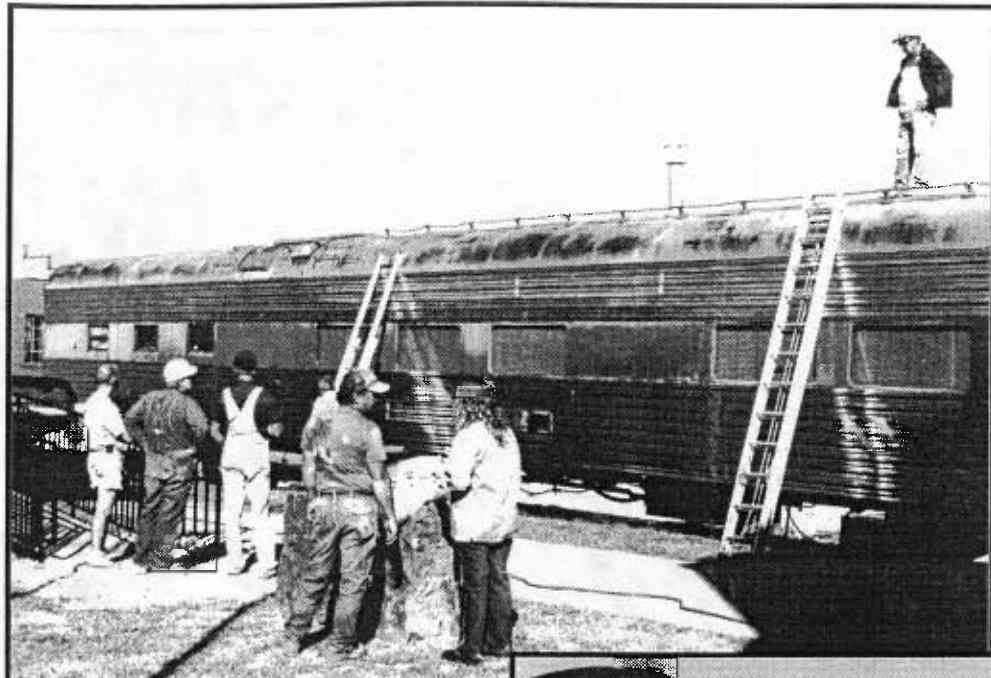
They powerwashed, scrubbed and repaired the dining car prior to applying the new paint.

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

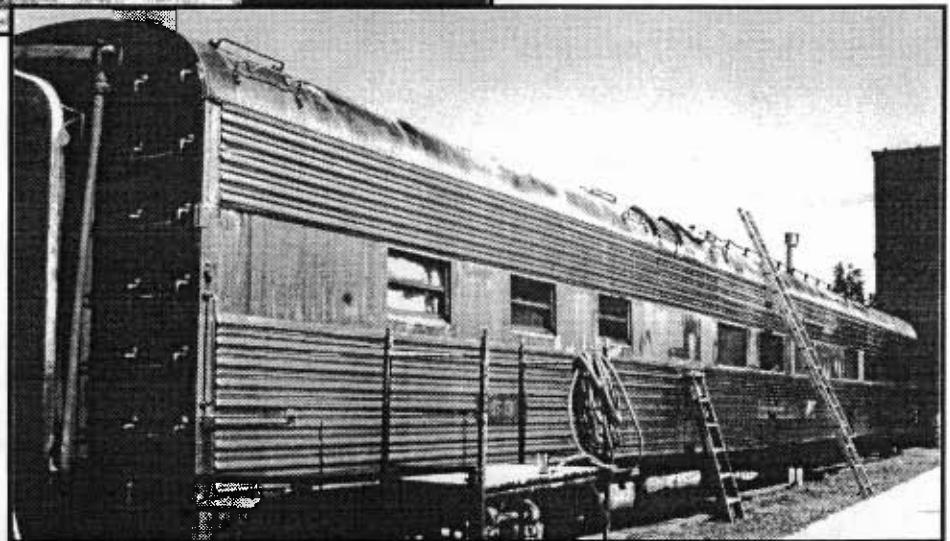


Where's Donna?

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



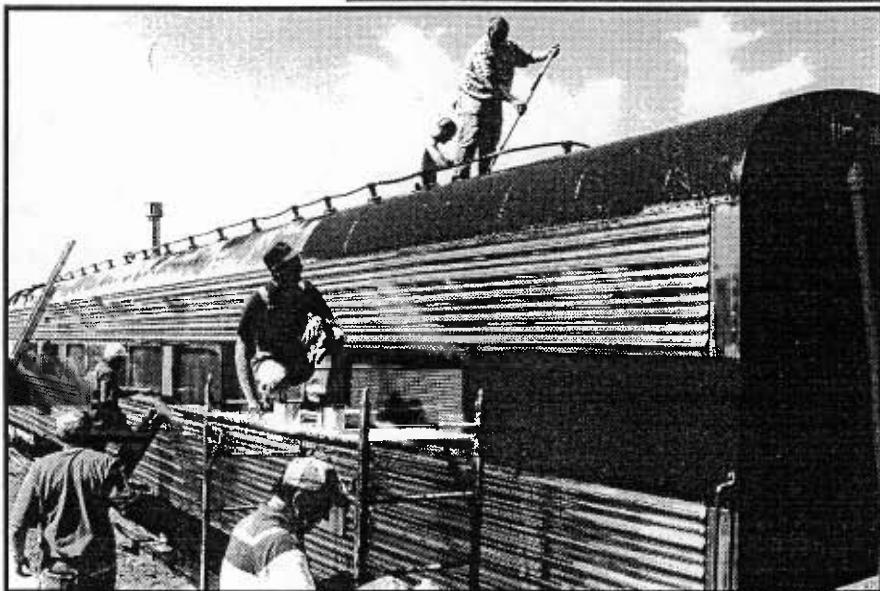
Ray Wells & Larry Gaddy are giving extra attention to several places on the dining car before paint could be applied.

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

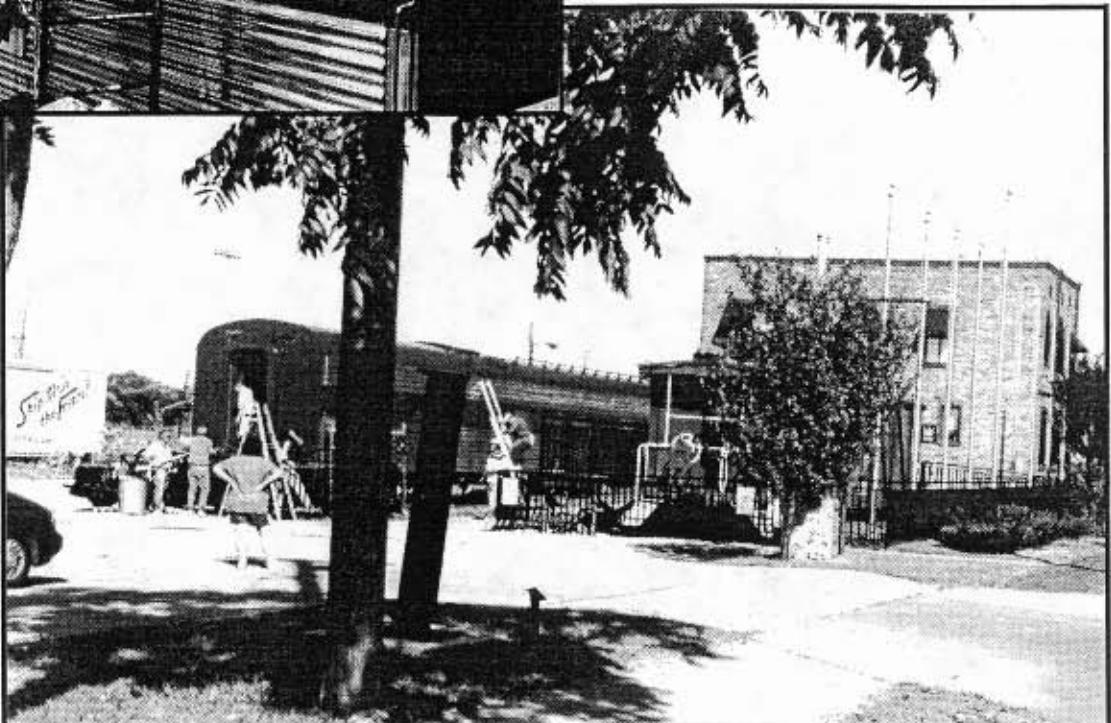
When it was delivered to the Underground, the dining car could not make the curve due to its length. It is an 85 foot car.

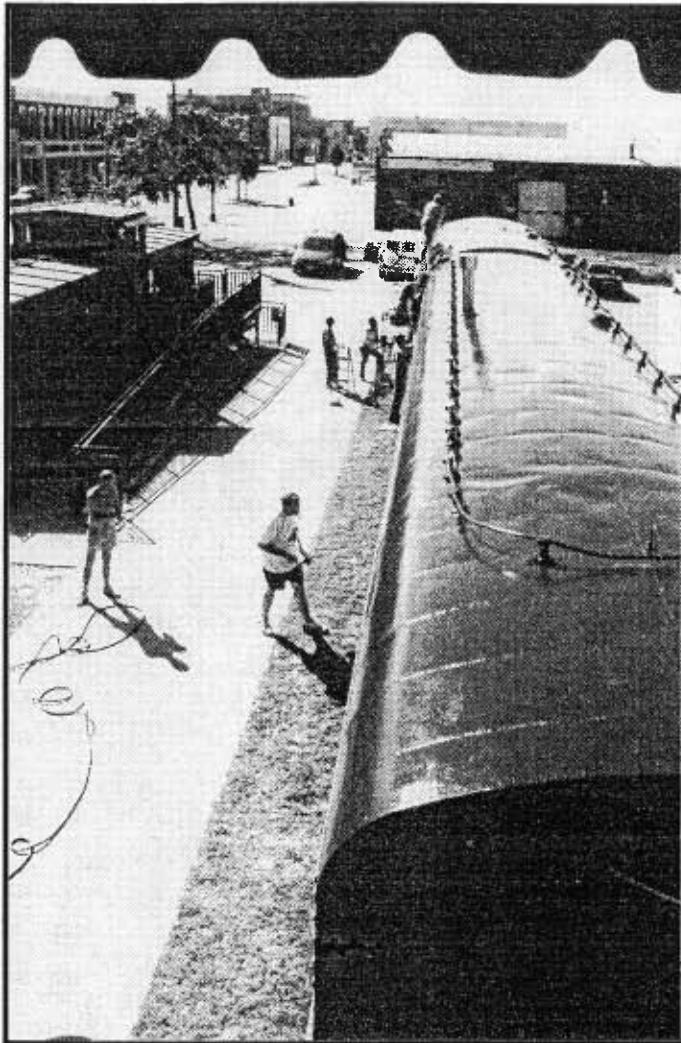


While one team was painting the roof, another team was painting the sides. Behind both of these teams came another group to take the paint off the metal fluting.



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 Santa 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!)

