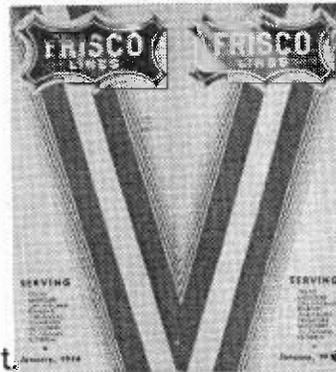


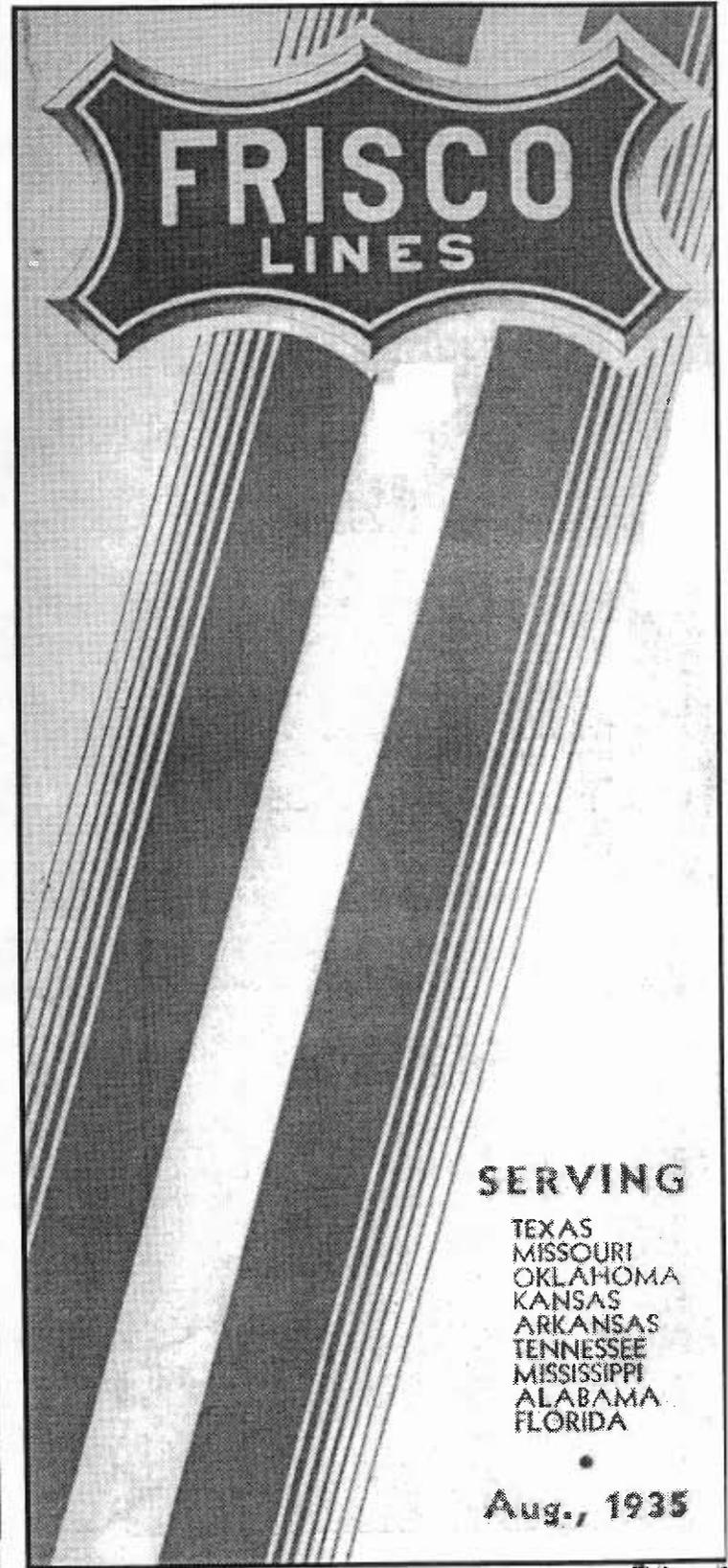
For the majority of rail travelers, trains and timetables were synonymous. The public timetable was a quick and convenient source of information for train schedules, accommodations, and services. They also served as an excellent medium of advertising for both promoting the railroad and providing space for advertising by local businesses along the line. This is the second in a four part series on the history of Frisco passenger timetable designs.

The depression of 1929 had its effect on the Frisco, and by 1932 the road was in the hands of receivers. In 1933 the status was changed to a trusteeship by court order and the property was operated by trustees until January 1, 1947, when the reorganization of the company was effected. In order to show that the bankrupt company still possessed the energetic vitality that had marked its previous years of growth, the appearance of the Frisco began to change. In particular, its public timetables took on a new look that, with some variation, would become the standard design for the next fourteen years.

Out was the black cover of the previous thirty-five years. In, first appearing in the fall of 1935, was a new design with a white background, red diagonal stripes, and a raised white-on-black logo. The nine states the Frisco operated in were listed in the lower corner, along with the issue date. It is interesting to note that when the cover was opened, the diagonal lines on each side created a "V" effect.



Advertising specific trains and various passenger services on the back cover and inside pages of the public timetables was common place for many years. However, it was not until the summer of 1936 that specific advertising began to appear on the front covers.



★

Service to  
**TEXAS**  
Greatly  
Improved

**FFF**  
FRISCO FASTER FREIGHT  
Schedules page 22-23

- **NEW The Frisco Flash**  
FASTEST MERCHANDISE  
SERVICE • ST. LOUIS -  
TULSA - OKLAHOMA CITY

• **FASTER TIME**

• **EARLIER ARRIVALS**

**3 TRAINS DAILY**

June, 1936

AGAIN ~

**Miami at Mid-day**  
ON THE KANSAS CITY -  
**FLORIDA SPECIAL**

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

MISSOURI  
KANSAS  
TEXAS  
OKLAHOMA  
ARKANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

Dec., 1938

**THE WILL ROGERS**  
THE FASTEST FRISCO PASSENGER TRAIN BETWEEN  
ST. LOUIS - TULSA  
and OKLAHOMA CITY

**FRISCO FASTER FREIGHT**  
Schedules page 22-23

**SERVING**

TEXAS  
MISSOURI  
OKLAHOMA  
KANSAS  
ARKANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

Dec., 1936

**FASTER THE METEOR**  
to the  
**NORTH AND EAST**

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

MISSOURI  
ARKANSAS  
OKLAHOMA  
TEXAS  
KANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

Sept., 1939

**THE ONLY RAILROAD**  
FROM ST. LOUIS  
SERVING BOTH  
THE SOUTHEAST  
AND SOUTHWEST

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

TEXAS  
MISSOURI  
OKLAHOMA  
KANSAS  
ARKANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

Apr., 1937

**TWO FAIRS**  
FOR ONE FARE  
NEW YORK AND SAN FRANCISCO  
\$ 90 in Chair Cars or Coaches  
135 in Sleeping Cars  
Pullman Charges Extra

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

MISSOURI  
ARKANSAS  
OKLAHOMA  
TEXAS  
KANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

May, 1939

**WHETHER YOU ARE TRAVELER or SHIPPER**  
THINK OF  
**FRISCO FIRST**

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

MISSOURI  
KANSAS  
TEXAS  
OKLAHOMA  
ARKANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

April, 1938

**THE FIREFLY**  
*New Frisco Speedtrain*  
between  
KANSAS CITY and OKLAHOMA

**FRISCO FASTER FREIGHT**  
For Schedules See Page 24

**SERVING**

MISSOURI  
ARKANSAS  
OKLAHOMA  
TEXAS  
KANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•

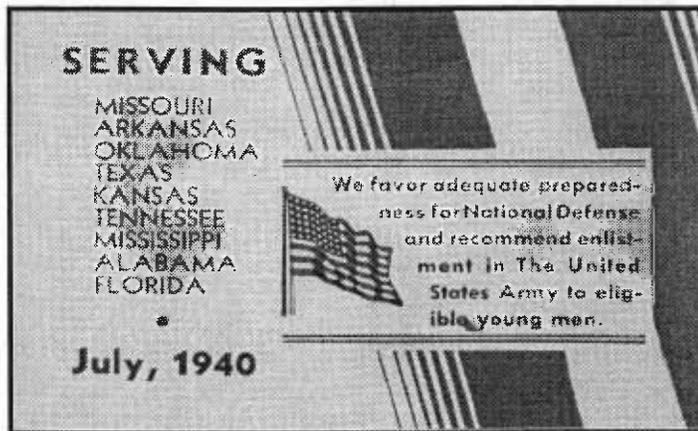
Dec., 1939

In 1938, the raised white-on-black logo was replaced with a flat design that included a bar across the bottom edge listing the corporate name of the company. The background remained white, with red diagonal stripes.



In 1940 and 1941, the basic design format of the timetables remained the same. However, there appeared a number of variations in color combinations. Its not clear if the various designs were simply the result of market research or the onset of World War II. Considering the wide spread use of institutional advertising by the Frisco during the war, it seems likely that the changes were prompted by the war effort.

In the summer of 1940, the Frisco logo appeared in blue. In addition, the usual insert advertising specific trains and various passenger services was replaced with a little "flag waving," as seen below:



In the fall of 1940, the black logo returned, along with the standard copy in the advertising insert. In the late spring of 1941, the logo again appeared in blue. In the summer of 1941, the color format was reversed with the diagonal lines in blue and the Frisco logo in red. By the fall of 1941, the lines had returned to red and the logo to blue. This

design remained standard until March of 1942.

With America now fully involved in the war effort, the Frisco's timetables took on a patriotic look. The "V" design that had been created by use of the diagonal lines now became the stars & stripes "V" for "Victory."

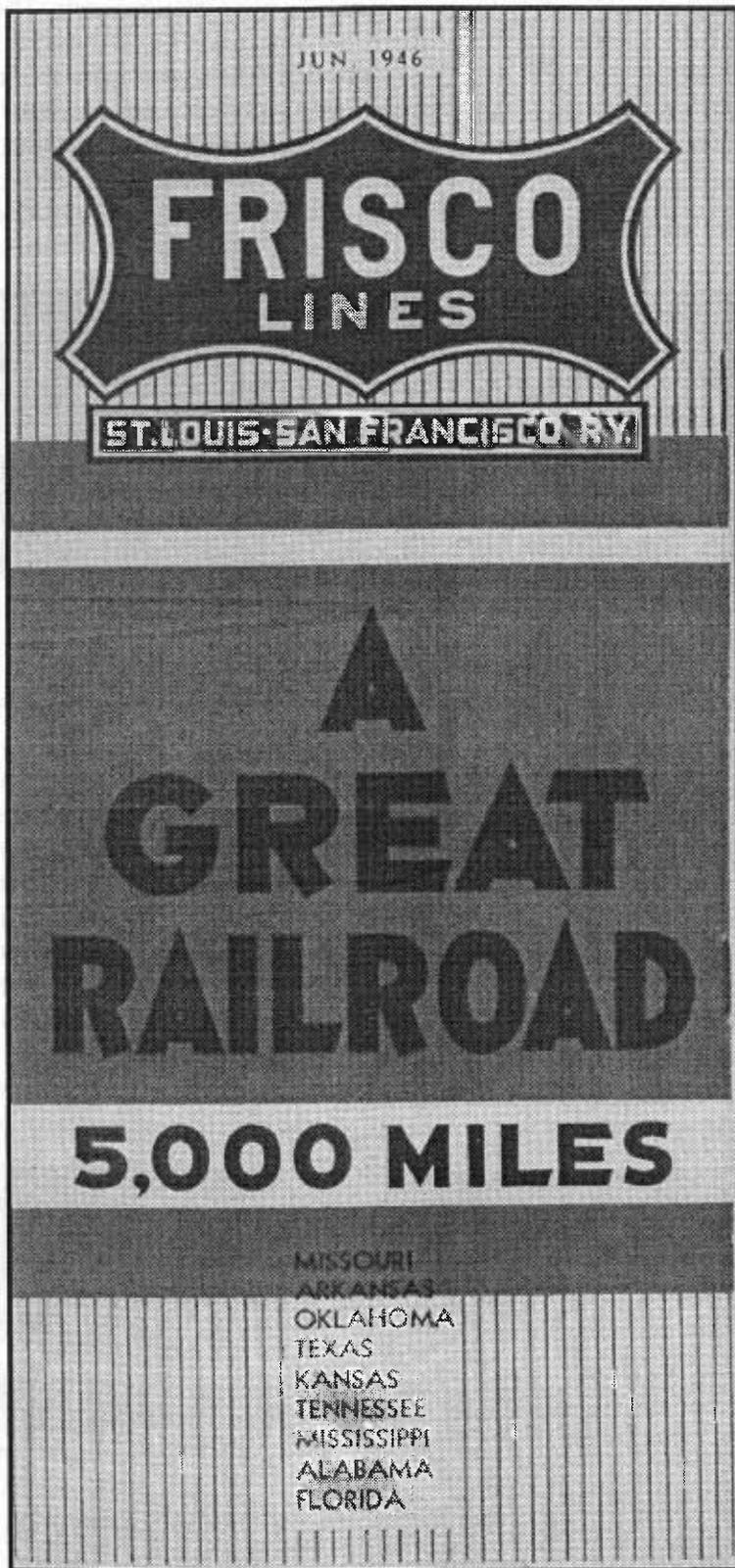


According to our records, the "V" for "Victory" cover design remained until the summer of 1945. By the end of the year, the design had returned to the 1938 version.

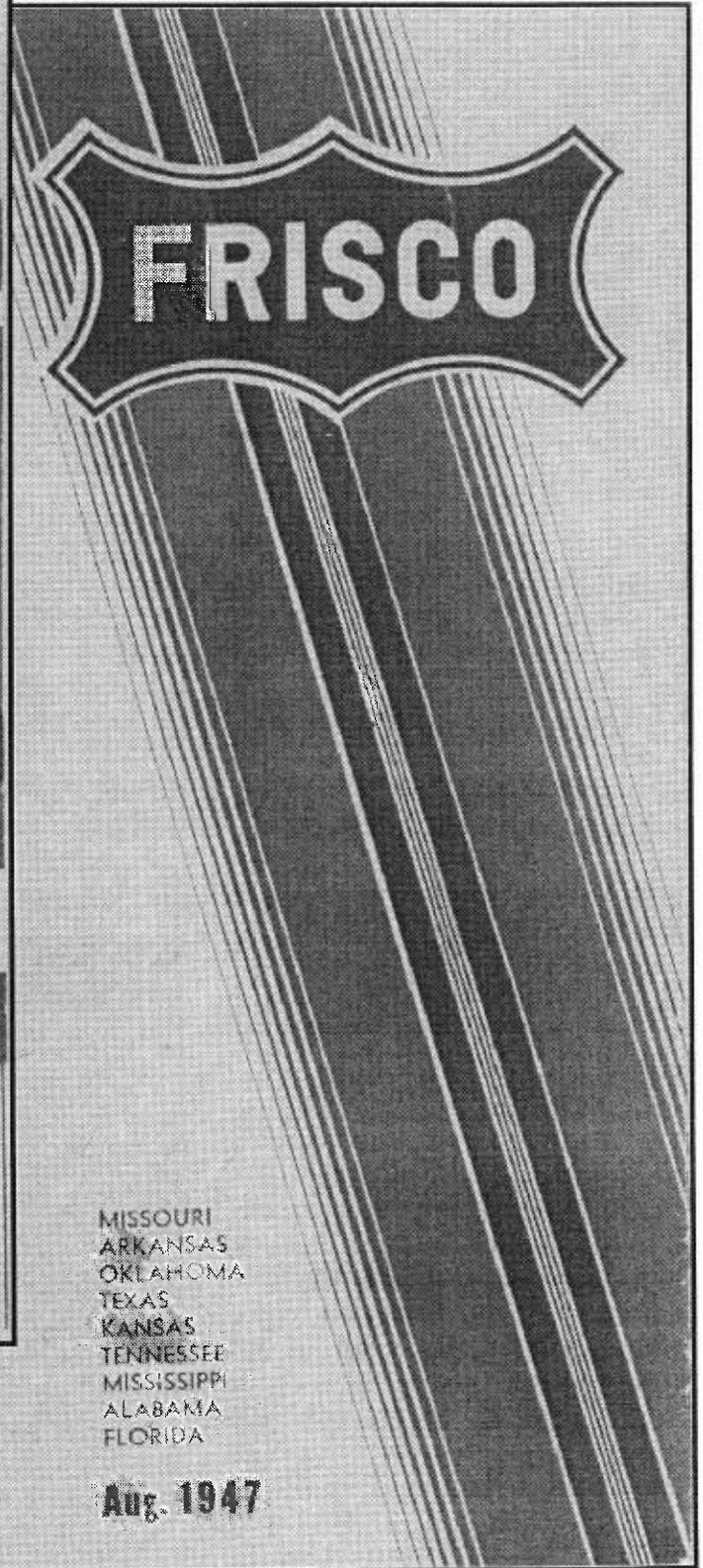
For reasons currently unknown, in March and June, 1946, the company produced two timetables with covers that were a drastic departure from the standard design. Both issues featured the same format. However, the March edition had a light blue background with dark blue logo and lettering, and the June edition had a dark orange background with black logo and lettering. According to our records, these are the only two issues printed in this design.

By the fall of 1946, the covers once again returned to the 1938 format, with two additions. One, the white space between the two vertical red lines was filled with dark blue lines. Two, the logo and lettering were printed in the same shade of blue.

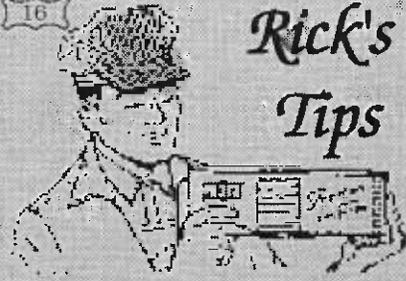
In 1947, following the emergence of the Frisco from fourteen years of bankruptcy, the public timetable covers retained their basic design format, with one exception. In the summer of 1947 the LINES on the logo and the bar across the bottom edge listing the corporate name of the company, were both removed.



Following the emergence of the Frisco from fourteen years of bankruptcy, the public timetable covers retained their basic design format, with two exceptions. In the summer of 1947, the **LINES** on the logo and the bar across the bottom edge listing the corporate name of the company, were both removed.



In March and June, 1946, the company produced two timetables with covers that were a drastic departure from the standard design. While both issues featured the same format, the March edition had a light blue background with dark blue logo and lettering, and the June edition had a dark orange background with black logo and lettering.



Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

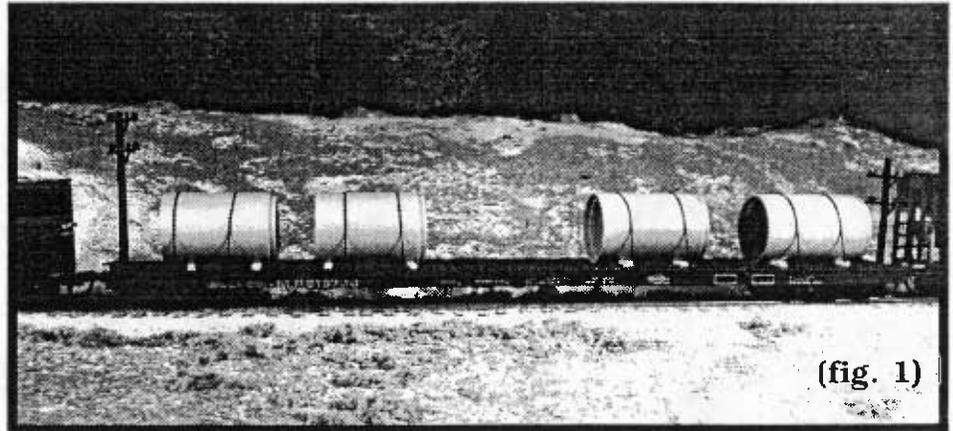
## Flat Car Loads, Easy, Realistic & Distinctly Different

It is always difficult to come up with new and interesting ways to load flatcars with realistic loads. I feel like I have come up with two loads that are fairly easy to construct, is realistic, and not like any other flatcar load you have ever seen before.

First, before loading the flatcar, it is best to weather and detail the car prior to loading. I start by distressing the deck of the car. To do this, I use a razor saw and drag it across the deck to create a scraped up look, similar to what is seen from a car that has seen many loads. With this done, next I give detail to the ends of each board. On commercial kits where the deck is a solid piece of plastic, the grooves of each board on top of the deck are not found on the edges of the board. By using a knife, you can create a groove from where the one on top stops, this and the distressing of the deck may not seem very realistic, since it is the color of the molded plastic, however, once the car is

weathered and loaded it won't look out of place at all. From this point, you can detail the car to the extent you desire and weight it. If the particular load I am modeling cannot conceal weight, I try to place extra weight where ever I can hide it which isn't easy to do on a flatcar. The one thing

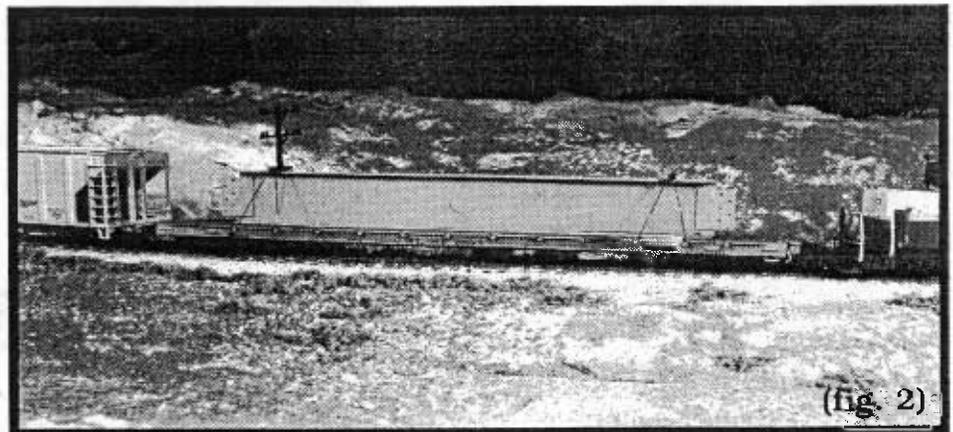
gray paint. Once this had time to dry, I glued the pipe to the deck of the car. From here I placed small pieces of balsa wood approximately 4X4 underneath the pipe as scotches to prevent the load from rolling and glued them to the deck. With the scotches in place it was time to



(fig. 1)

I've found that works is to use small fishing sinkers that I can mash into shapes that will fit every nook I can find. Moldable weight would work better for this, however with sinkers I can add between one-half ounce to a full ounce of weight, and on a 50 to 60 foot car every ounce helps! At this point you are ready to load the car, or if modeling an empty car, you are ready to go.

secure the load with cable. For cable I used black thread. To start this process, guide the thread through a post pocket on the car and tie it off. Next run the thread over the pipe and into the opposite pocket, then draw as much slack as you can out of it so it will appear tight. Then tie it off. To make sure I had a tight knot that would definitely hold, I placed a drop of



(fig. 2)

The first car I loaded I used a simple concrete culvert load (fig 1) to model the concrete pipe that I used from a cheap Tyco car. To make the pipe look more like concrete the first thing I did was to give them a coat of

ACC glue on the thread making it a secure joint. This should complete the car and give it a revenue load.

For the second car I used a large beam load (fig 2), this load was a little more complicated

## Railroad Folklore

### Stories from A Treasury of Railroad Folklore

to create, but I think it makes an interesting load. To build the beam I started with a piece of strip metal for the center of the beam. I got this piece from metal used to weigh cars in inexpensive kits, this gives me the added bonus of adding a good deal of weight to the car without having to look for places to conceal it. From here I cut two pieces of .40 styrene, approximately 1/2" wide and about 3/4" long. To simulate rivets I drew out a simple diagonal pattern on each and tapped dimples on these marks with a small nail and hammer. You need to use a small hammer for this, as it doesn't take much to leave an indentation. For the piece of the gusset that would connect with another beam, I drilled holes according to the same diagonal pattern used for the rivet detail. With the gussets made it was time to glue them to the beam and paint it. To paint the beam, I used grey, a red or rust color would also be appropriate. With the painting done, it was time to glue the beam to the deck of the car and secure it. To secure the load, once again I used thread as cable then used the same methods as on the previous load. To go over the top of the car I glued a couple of pieces of Plastruct angle to the beam, and drilled a hole through the ends and threaded the cable through these.

These two loads were not that difficult to create and give you a load that is unique to how you build it. These two projects can be completed in a couple of evenings and will really stand out in your yard. Once again it gives you something to ship on the Frisco!

Ship  on  
the Frisco!

Down in Arkansas in the old days there was a jerk-water railroad with a reputation. The reputation was that it never adhered to its schedule. Operating crews, and patrons as well, came to regard the timecard as the work of a practical joker.

There was a traveling man who rode over the line at frequent intervals. One afternoon when he disembarked from a smelly daycoach at his destination he hailed the conductor.

"Old man, " he said, extending a large cigar, "accept this with my compliments as a token of gratitude."

"What's the notion?" inquired the conductor.

"Because I've been traveling on this road for twelve years and this is the first occasion when the train ever got in exactly on time."

"Mister," said the conductor, "that looks to me like a mighty fine cigar and I'm fond of smokin'. But I can't take nothin' on false pretenses. I've got to tell you the truth, this ain't today's train, its yesterday's."

### Whistle Stop

A millionaire...bought a large estate near a tiny whistle-stop station on a neglected branch line. From Sears Roebuck he ordered a prefabricated chicken coop and, when he received word that it had arrived, set out in a truck

with his butler to bring it home. No one was about when he spied the coop along the right of way, and he soon had it loaded on the truck. Half a mile up the road they passed a little man in blue who had "Station Master" written on his cap. He took one look and shouted "Stop that car. What do you think you have on that truck?" asked the little man.

"My new chicken coop," explained the millionaire.

"Chicken coop my eye," cried the station master, "that's Grigsby Station!"

### Where He Got The Ice

There was a party of gentlemen the other day on a train on one of the roads coming into Nashville, and none of the party being strictly temperance men, one of the crowd suggested a drink. Another wanted to know where to get it. All seemed willing, but the day was warm, very warm. At last the fourth man in the party said he had a bottle of fine "cock-tail" which he would furnish if anybody could get the ice.

A fellow passenger remarked that he would furnish the ice if they would share with him. He left the car and came back with plenty, which was duly used. As a matter of course, in a short time another drink was proposed and the ice man kindly requested to furnish that necessary article to a cocktail, but with his mouth watering

cont on pg18

## RAY THE RESEARCHER

Ray Wells, Museum Researcher

The Frisco was officially merged into the Burlington Northern on November 1st, 1980. In the 1960's the Frisco had talked merger with the Chicago Great Western, Santa Fe, and Southern. In 1966 the Burlington purchased a sizeable block of Frisco stock.

For about a decade there was no further substantive news of a Frisco merger, but on February 1st, 1977 a joint Frisco/BN team was formed to study the feasibility of the two systems merging. Seven months later, the two companies agreed to join ranks and on December 28th, 1977 the merger application was filed with the Interstate Commerce Commission (ICC). By May 1978, the merger had the endorsement of the stockholders of both companies. The ICC conducted hearings in Washington, DC, Chicago and Dallas in 1978 & 1979. On April 17th, 1980 the ICC unanimously approved the merger.

Implementation plans were put into place and May 19th was targeted as "M" Day. Twenty-two days later however the Missouri, Kansas & Texas (MKT) asked the courts to delay the merger and appealed the ICC decision. On May 13th 1980, the Fifth Circuit Court of Appeals granted the request for a stay. The court vacated the stay on November 21st of 1980.

The consolidation of work forces, properties and equipment of the two roads began immediately. The first merged freight train rolled out of Kansas City on December 1st bound for Springfield, Memphis and Birmingham. The new train contained freight that began its journey in Portland, OR. When it reached its destination in Birmingham 3076 miles later it had completed the longest freight haul over a single railroad's lines in North America.

Today the Frisco is part of the Burlington Northern Santa Fe and has finally reached its corporate name, the St. Louis-San Francisco.

**Gone, but not Forgotten.**

## Folklore Stories - continued

for a drink and every look one of longing, he said: "Gentleman, I want the drink, and I could furnish the ice, but I am afraid if I take any more off the corpse it will spoil!"

## Public Relations

While Mr. Stewart was president of the Hannibal & St. Joe, his policy was to make the new means of transportation as popular as possible with Missourians. One night he was traveling over the road when a baby set up an outcry which disturbed the whole coach. The mother tried in vain to quiet the little one. Stewart rose from his seat, went to the mother and said: "Madam, my name is Stewart and I am president of this road and it is my duty to look after the comfort of the patrons. Hand that baby to me."

He took the baby in his arms and walked up and down the aisle until he put it to sleep.

# BN, Frisco Join Forces



The first merger freight train from Portland, OR to Birmingham, AL. B.G. Davidson general manager transportation at Springfield, on the left greets W.H. Egan, V.P. Chicago Region and Samuel Zimmerman Superintendent, Ottumwa Division. Photo Burlington Northern News - Merger Special

## For Immediate Release

**FOR MORE INFORMATION CONTACT:  
HEATHER D. BERRYHILL  
CENTERPOINT MARKETING  
(918) 582-2444**

### **RETIRED RAILROAD WORKER CELEBRATES 100TH BIRTHDAY**

*TULSA, Okla., August 28, 2000* – Hobert Madison, a local Tulsa man living at Heatheridge Assisted Living Community, will turn one hundred on Monday, September 11. This retired railroad worker was born in 1900 and has lived long enough to see historical events first-hand. His sharp wit, surprisingly young-looking features and vivid memory of his days with the St. Louis-San Francisco (Frisco) Railroad seem to be his secret to a long, happy life.



Hobert has been a resident at Heatheridge for the past five years. He has been looking forward to his 100th birthday party for quite some

time and says, "I've waited a long time for this day. I hope all my family and friends at Heatheridge are planning a big shin-dig!"

Just as Hobert is proud of turning one hundred, he's even more proud of his career with the Frisco Railroad. As a matter of fact, Hobert comes from a long line of Frisco workers. His grandfather, Rasmus Madison and father, Thomas Madison also worked for the railroad. Rasmus was a Frisco employee for forty years and Thomas fifty. Hobert managed to stay forty-five years before he retired. Three generations managed to help grow the railroad to where it is today.

Hobert started out as a steno clerk in 1920 and moved up to Assistant Superintendent before his retirement in 1965. The Frisco Railroad started in St. Louis, Missouri in 1890. By 1920, the railroad had expanded to eight other states including: Florida, Texas, Oklahoma, Alabama, Mississippi, Tennessee, Arkansas and Kansas. It began by private owners and stockholders as a passenger and freight railroad to help passengers and cargo get from point A to point B, faster than the old stagecoaches.

In 1980, the Frisco merged with Burlington Northern-Santa Fe, which operates one of the largest rail networks in North America.

The history of the Frisco Railroad is preserved by the Frisco Railroad Museum in Springfield, Missouri. If you visit this museum and look hard enough, you just might find a few photos of the Madison family.



When asked about his favorite activities and hobbies Hobert said, "I love to dance and go to church. I used to love to drive until they took my car away when I was ninety-five. I forgave them though. The roads are probably a little safer with me off them!"

Heatheridge Assisted Living Community will be celebrating Hobert's 100th birthday on Monday, September 11 at 12:30 p.m. Heatheridge is located at 2130 S. 85th E. Avenuc, Tulsa, Oklahoma, 74129. All are welcome to join in celebrating a century of life.

Heatheridge is a Gold Medallion Senior Housing and Healthcare Community. Other Gold Medallion properties include: Heatheridge Heights Assisted Living Community, The Broadmoor Retirement Community, Rainbow Health Care Communities and Leisure Village Health Care Center. For more information please call (918) 622-9191.

# Classic Frisco

