

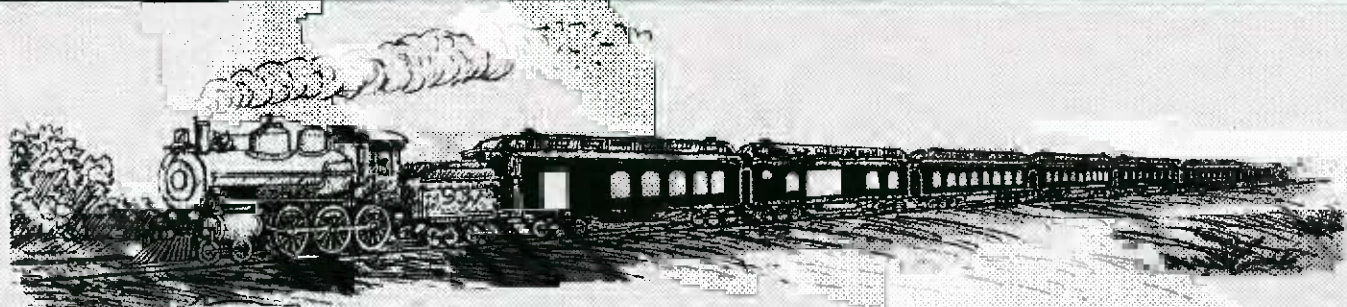


All Aboard



March-April

1994



The
METEOR
MARCH
and Two Step
By
CLARENCE WOODS.

DEDICATED
TO THE

**FRISCO
SYSTEM**

5

PUBLISHED FOR
BAND AND
ORCHESTRA

Published by DVMAR'S MUSIC & Carthage, Mo.

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FRISCO **All Aboard** FRISCO

VOLUME 9

March-April, 1994

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Published in 1904, *The Meteor March* is one of the Songs of the Frisco profiled on page 18.

LOOKING BACKWARD

FRISCO FRISCO FRISCO FRISCO

LOOKING BACKWARD is a regular feature of the **ALL ABOARD** that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.

75 YEARS - 1919

In 1919, the Frisco built a new 300 ton wooden coaling plant at Lebanon, MO. In 1934, it was destroyed by fire and replaced with a 200 ton concrete mechanical coaling facility.



200 ton concrete mechanical coaling plant, Lebanon, MO, October 16, 1942.
Frisco photo

50 YEARS - 1944

A major roadway improvement project during 1945 was the relocation of the main line between Jerome and Dixon, MO, know as Dixon Hill, at a cost of approximately \$1,343,000.00. This section of line formerly consisted of 8.5 miles of sharp curves and steep grades, requiring costly helper engines and slower service.

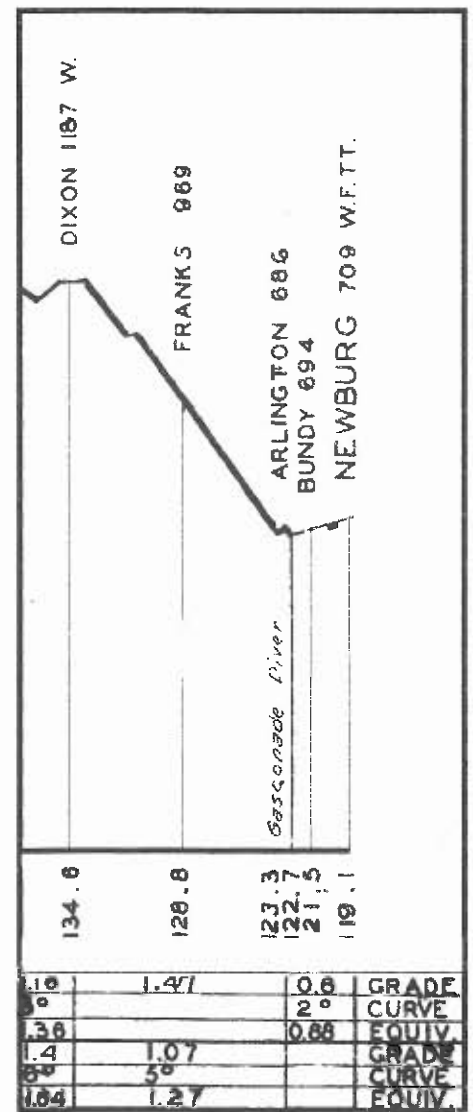
Grades were reduced from a maximum of 2.30 per cent to a maximum of 1.27 per cent and mileage reduced to 7.2 miles by straightening curves, which were equal to three complete circles. The new line was placed in operation February 2, 1945.

25 YEARS - 1969

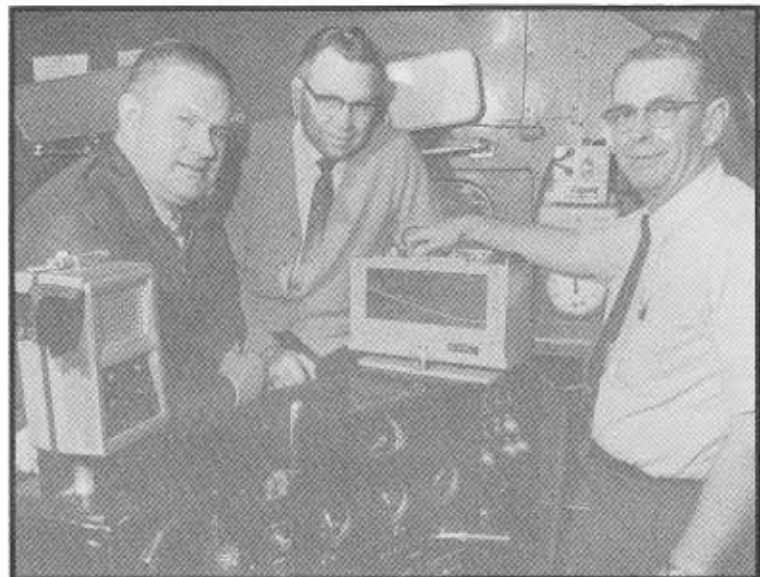
In 1969, three Frisco veterans developed a *Train Handling Indicator (THI)* designed to reduce equipment breakage and damage to lading caused by improper application of power or brakes. Installed in the cab of the lead locomotive, the THI displayed to the locomotive engineer the precise position of the entire train - from cab to caboose - along a continuously moving track profile tape which portrayed the railroad right-of-way up to five miles ahead.

Synchronized with the speed of the locomotive's wheels, the tape would unwind before the locomotive engineer's eyes and show degree of curvature, ascending and descending grades, crossings, speed restrictions, and the location of bridges and signals.

Developers of the THI were Kenneth Dyche, Superintendent Freight Car Shops, Charles Battaile, Rules Examiner, and Ray Rtlr, General Road Foreman - Equipment.



Dixon Hill track profile following relocation.



Shown in diesel locomotive cab with THI in operation are developers, from left to right, Kenneth Dyche, Superintendent Freight Car Shops, Charles Battaile, Rules Examiner, and Ray Rtlr, General Road Foreman - Equipment. Frisco photo

FRISCO'S EXECUTIVE FLEET



Frisco Business Car #5, Springfield, MO, June 12, 1948. Frisco photo

EDITOR'S NOTE: This is the seventh in our series profiling the Frisco's fleet of Business Cars.

Alabama

The *Alabama* Business Car was originally built in March, 1912, by the American Car & Foundry Co. as a 79 ft. all steel coach, No. 1088. In June, 1943, it was rebuilt in the Springfield, MO West Coach Shops as Soldier Dining Car No. 647.

In June, 1948, No. 647 again entered the West Coach facility and emerged as Business Car No. 5. The new executive coach was 82 ft. long, weighed 211,700 lbs., and was equipped with the standard kitchen and crew quarters, dining room, two

large state rooms with individual baths, a secretary's quarters, and observation room on the A end of the car.

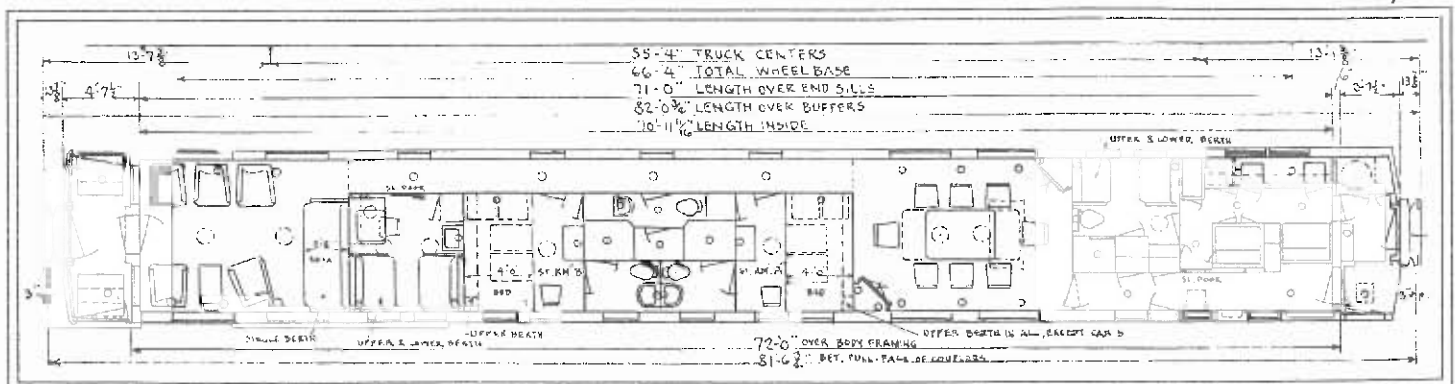
The interior finish was a painted all steel finish, a departure from the standard mahogany paneling design. The exterior finish was a standard Pullman Green with black roof, and gold lettering & details. With some minor exceptions, cars number 2 through 6 were all rebuilt according to the same basic floor plan.

When placed in service, No. 5 was assigned to the office of Assistant General 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 by 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.



Rare photo of interior of Soldier Diner #647, June 16, 1943, Springfield, MO, Frisco photo





*Observation Room looking toward A-end of car, Frisco Business Car Alabama, June 12, 1948, Springfield, MO.
Frisco photo*



*Observation Room looking toward B-end of car, Frisco Business Car Alabama, June 12, 1948, Springfield, MO.
Frisco photo*



Dining Room looking toward B-end of car, Frisco Business Car Alabama, June 12, 1948, Springfield, MO. Frisco photo



State Room A looking toward B-end of car, Frisco Business Car Alabama, June 12, 1948, Springfield, MO. Frisco photo

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: Can you tell me the number of the last locomotive that was delivered in a Frisco paint scheme?

ANSWER: Yes! It was No. 3100. The last diesel locomotives ordered by the Frisco were ten 3500 H.P. EMD built GP50 units, that were to be numbered Frisco series 791-799. However, because they were delivered following the 1980 BN merger, they arrived on property in December, 1980, with BN numbers in place, series 3100-3109. Although the BN requested otherwise, No. 3100 was delivered in Frisco mandarin orange & white, the only one in the series to be so painted. Thus, it has the distinction of being the last locomotive delivered in a Frisco paint scheme.



*Frisco (791) 3100, fresh from EMD paint shop, LaGrange, IL, December, 1980
EMD photo, courtesy John J. Wheelihan*



*BN 3101, fresh from EMD paint shop, LaGrange, IL, December, 1980
EMD photo, courtesy John J. Wheelihan*

FIRST FOR FOLKS
AND FREIGHT



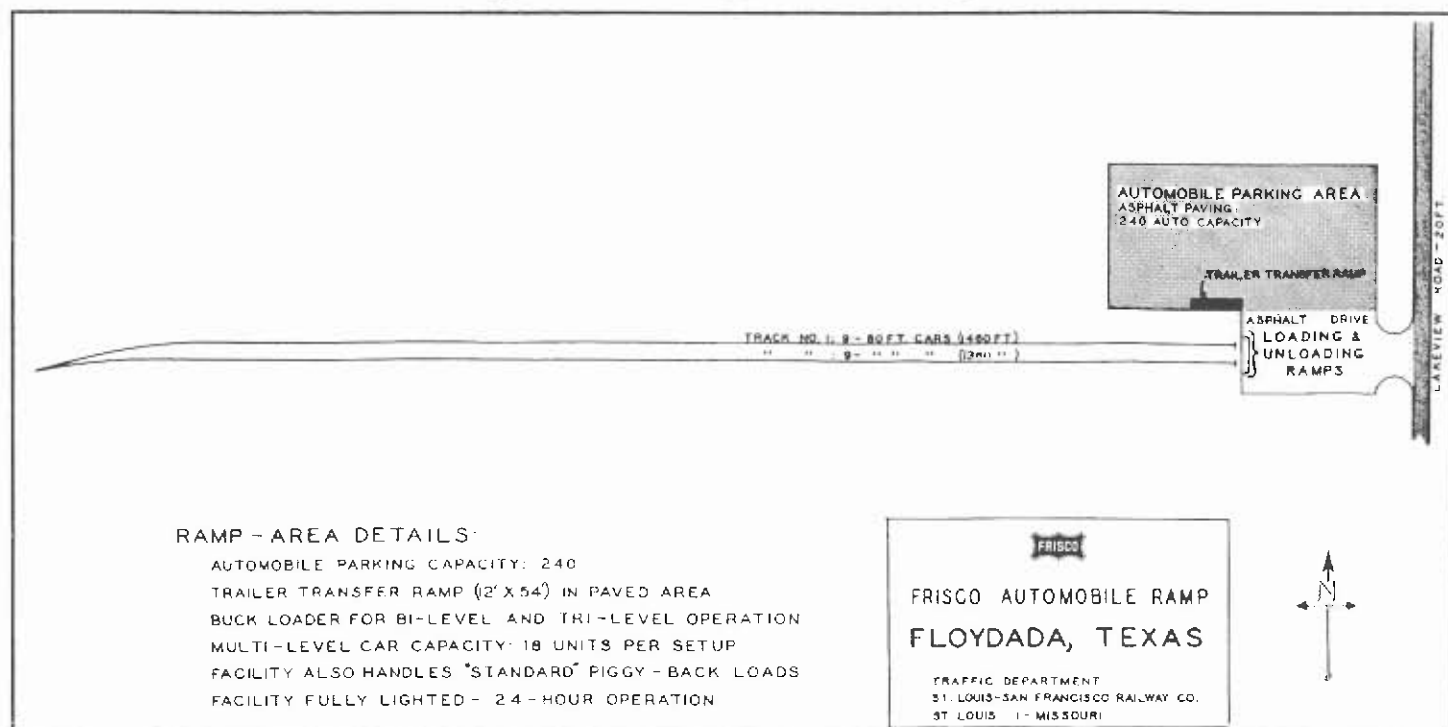
Passenger ticket envelope, circa. 1949



Automobile Handling Facilities

IN 1962, the Frisco had in service five automobile handling facilities located at St. Louis, MO, Tulsa, OK, Irving, TX, Birmingham, AL, and Floydada, TX. This is the final installment in a series of features profiling the automobile facilities with layout diagrams and photos.

Floydada, TX



Frisco's Floydada, TX, automobile unloading ramp and storage area. Frisco photo



COMPANY SERVICE ROSTER

This is the second in our new *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

The uniqueness of the Frisco's company service was most apparent in the vast assortment of both speciality and recycled equipment that was assigned to an equally vast assortment of uses on the system.

One of the most versatile, adaptable, and recycled cars in use on any railroad was the flat car and the Frisco's creative use of such a common piece of equipment was no exception. Of the 1,000 listings in our *Research Service Company Service Equipment Conversion Roster 1921-1958*, over 300 units were recycled flat cars, three of which were converted to Tractor Ditcher cars in 1945.

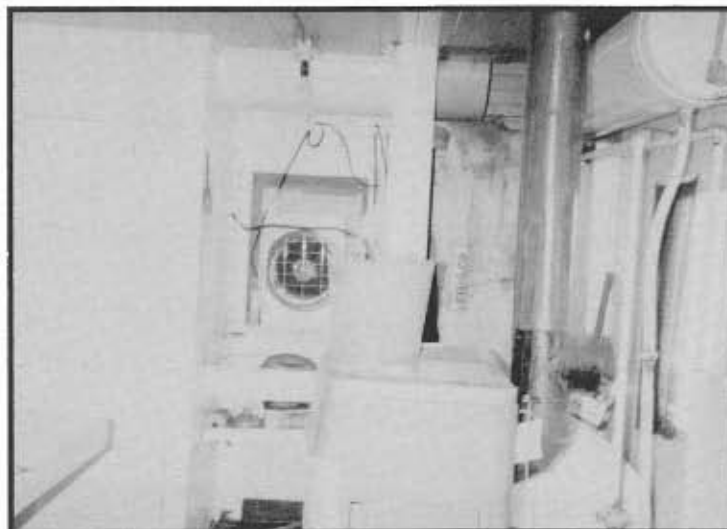
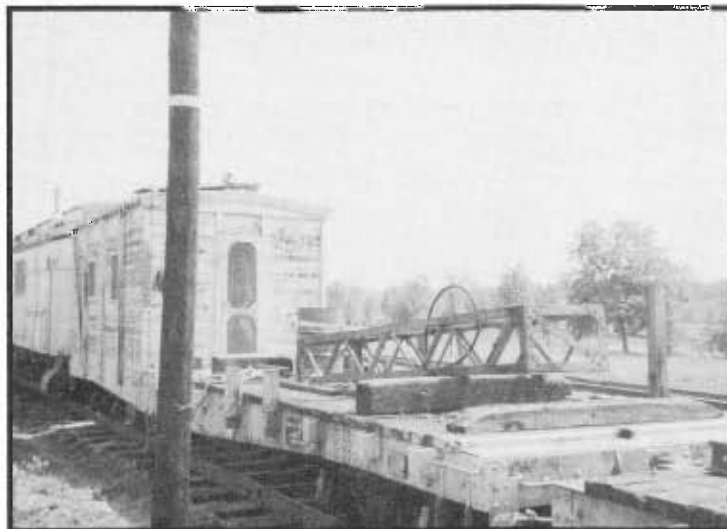
SLSF

TRACTOR DITCHER CARS 102956-102957-102958

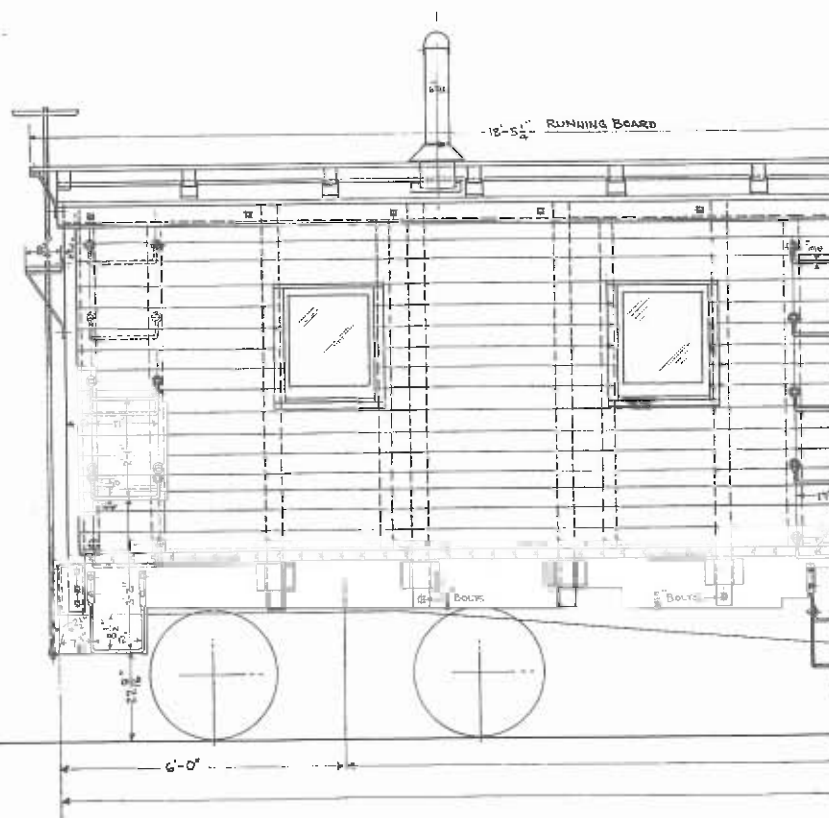
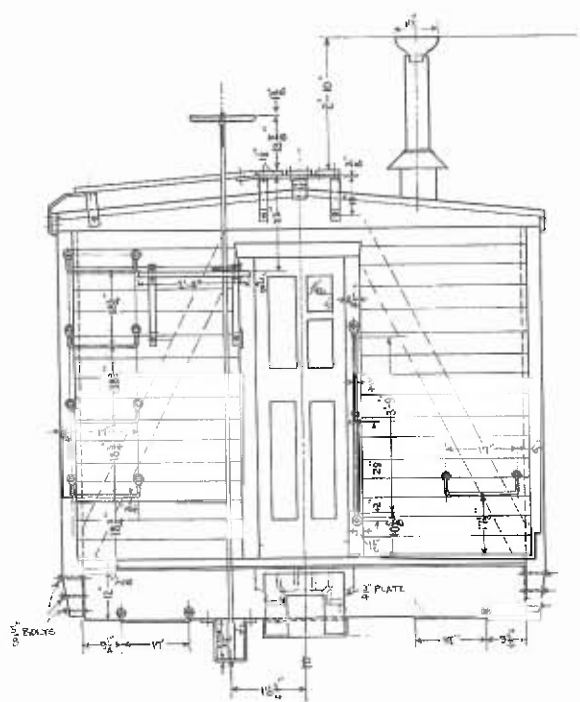
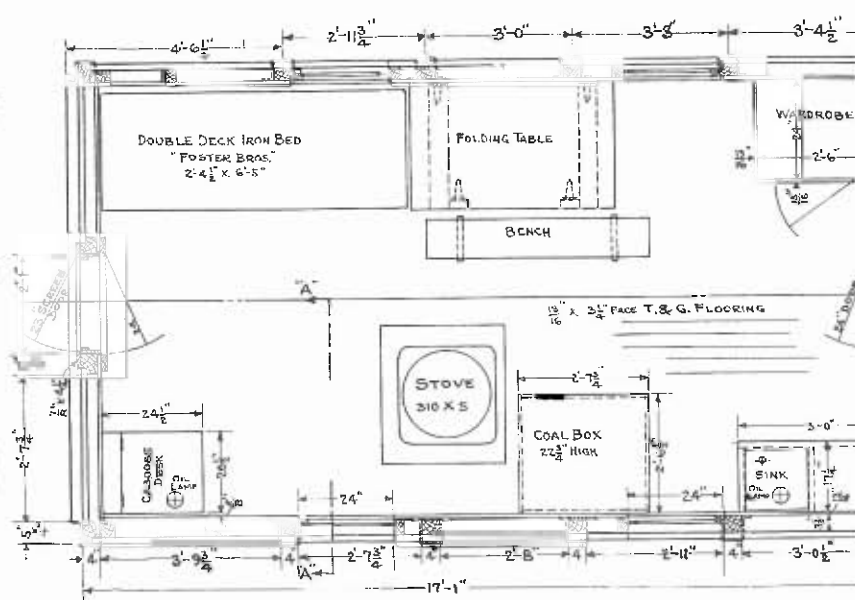
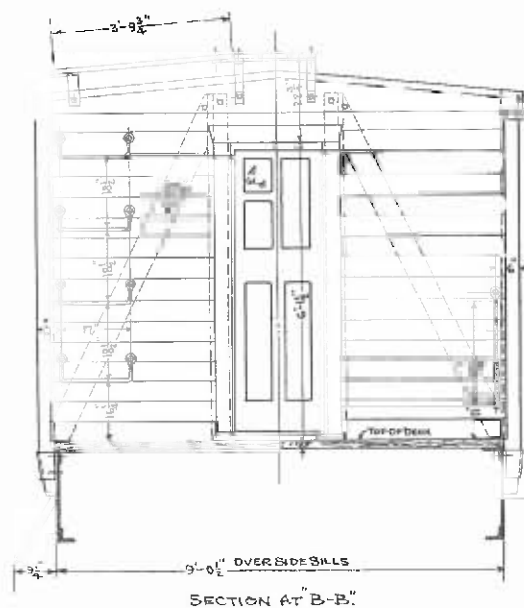
Tractor Ditcher Cars (sometimes referred to as *Flat-Bunk* or *T-M-Flat*) 102956-102958 began their rail career in 1906 as part of a group of 250 43' steel underframe flat cars built by American Car & Foundry under Lot #4420, series 93750-93999, and delivered to the Frisco between December, 1906 and January, 1907.

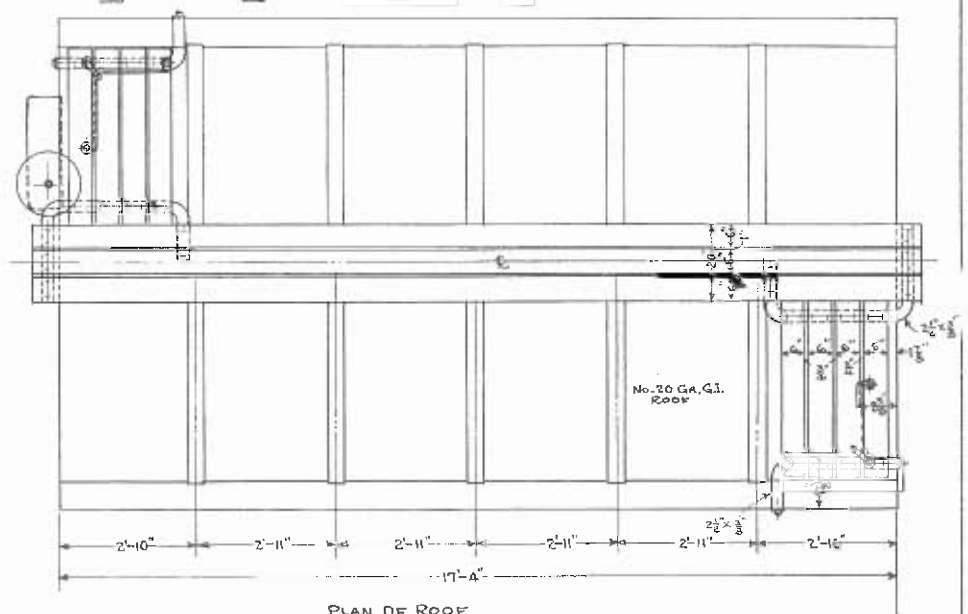
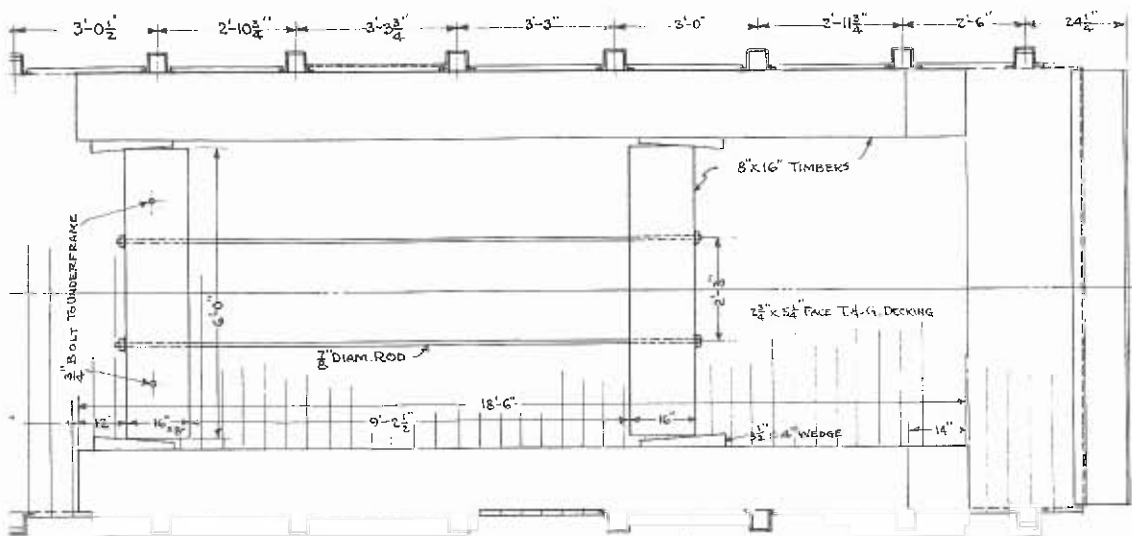
EDITOR'S NOTE: According to our records, by 1958 eighty-four of the 93750-93999 units were in company service use.

In July, 1945, Nos. 93751, 93800, and 93887 were converted to Tractor Ditcher Cars 102958, 102957, and 102956. A 17'1" x 9'0 1/2" x 8'4 1/4" (from top of deck to top of running

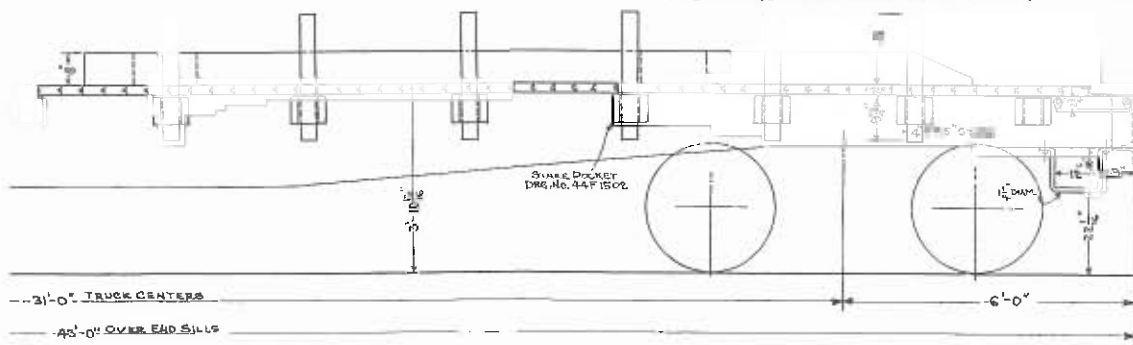


All photos of SLSF Tractor Ditcher Car #102956, Cabool, MO, August 3, 1962. Frisco photos





PLAN OF ROOF
MURPHY PIVOTED SOLID STEEL ROOF
INTERMEDIATE PANELS STANDARD, END PANELS & END RIDGE CAPS, SPECIAL.



102955
102957
102956
CAR NUMBERS

SL-SF. RY. CO. GENERAL ARRANGEMENT TRACTOR DITCHER CAR

CORRECT

APPROVED

MECH. ENGR.

SUPPLEMENTARY POWER

MADE JULY 7, 1945

DR. C. M. W.

board) cabin was attached on one end of the cars providing office and sleeping accommodations for two persons.

Apparently the July 7, 1945 plans shown on pp. 10-11 were not the final design that was used on the cars or they were modified sometime over their next twenty years of company service. As indicated by the accompanying photos of 102956 (1962) and 102957 (1963) both show a similar floor plan arrangement that differs from the original design. In particular, the absence of the rear door and placement of the sink and stove. It is also interesting to note that outside bracing was applied to the cabins. All three units were painted in the Frisco standard gray with black lettering paint scheme.

Although our records do not currently indicate when these three units were taken out of service, the *Condition Reports* that accompany the photos of 102956 and 102957 do provide some interesting information. In 1962, 102956 was assigned to RL-31 System Steel Gang and had been "repaired" at Monett, MO in March of that year. The report on 102957 stated that "the car assigned Rwy. Machine has not been used in some time."

EDITOR'S NOTE: In the next issue of our *Company Service Roster*, we will profile a curious looking creature known as a Jordan Spreader-Ditcher.



All photos of SLSF Tractor Ditcher Car #102957, Chaffee, MO, January 16, 1963. Frisco photos



DOWN AT THE DEPOT

Wentworth, MO Station F293 Carthage Subdivision Northern Division

EDITOR'S NOTE: This installment of our *Down At The Depot* feature was researched and written by Michael Hirsch as partial requirement for a summer internship program sponsored by the museum. Mr. Hirsch is currently a senior at College of The Ozarks, Point Lookout, MO.

On July 24, 1871 the Memphis, Carthage and Northwestern Railroad Company was incorporated in the state of Missouri and under the terms of its articles was authorized to have perpetual existence. It was organized and controlled by L. P. Cunningham of Carthage, MO. On April 8, 1872, it entered into an agreement of consolidation with The State Line, Oswego and Southern Kansas Railway Company to form a new company by the same name, the Memphis, Carthage and Northwestern Railroad Company. Articles of Consolidation were filed in Missouri on April 13, 1872, and in Kansas on April 12, 1872. During its existence,



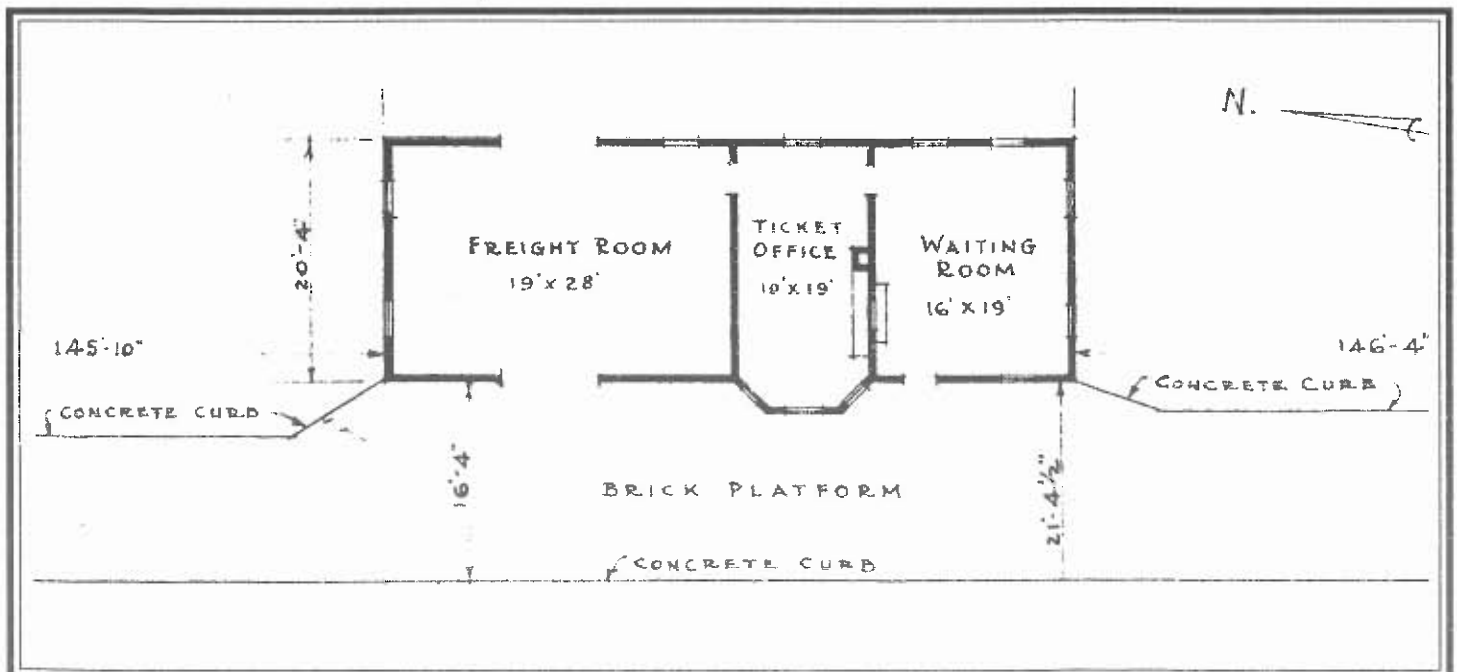
Frisco Depot, Wentworth, MO, 1955. H.D. Connor Collection

this company constructed a railroad from Pierce City, MO, to Carthage, MO, a distance of about 26 miles, and placed it in operation following the date of consolidation.

Located six miles to the northwest of Pierce City was the depot at Wentworth, MO. Originally on the mainline of the old Western Division it later became part of the Carthage Subdivision of the Northern Division. The consolidated Memphis, Carthage and Northwestern Railroad Company was sold to the

Missouri and Western Railway Company in 1877, which in turn became part of the Frisco in 1879.

In 1910 a new 56' 5" x 20' 4" wood depot was built to replace the old depot, built in 1874, which was destroyed by fire. The new depot had a concrete foundation with 2" x 6" walls with a 1/3 pitch, hip shingled roof. The exterior walls had 4" lap siding and 7/8" x 5 1/4" drop siding. The interior of the depot included a freight room on the north end, a ticket office in the middle and a waiting room on the south end.



room on the south end. The interior floor of the depot was 7/8" x 2 1/4" maple wood and had a ceiling height of 11' 6" throughout. Heating for the depot came from wood stoves and lighting from oil lamps. Sanitary facilities were located outside. The platform was brick and included a concrete curb surrounding it. This platform extended 16 feet from the depot and was 348 feet in length. Frisco Folks member Leon Stephens, longtime resident of Wentworth, tells us that this depot was torn down in the late 1960's or early 1970's and the wood was used to build a local barn.

In addition to the depot there was also a section car house, section house, coal house and two 32' x 33' stock pens with loading chute, all located south of the depot.

The first agent at the Wentworth depot that the museum has record of was Michael Vincent Nolan, who was appointed on February 26, 1901. The Nolan family had a long-lasting connection with the station at Wentworth that lasted more than forty years. In 1896,

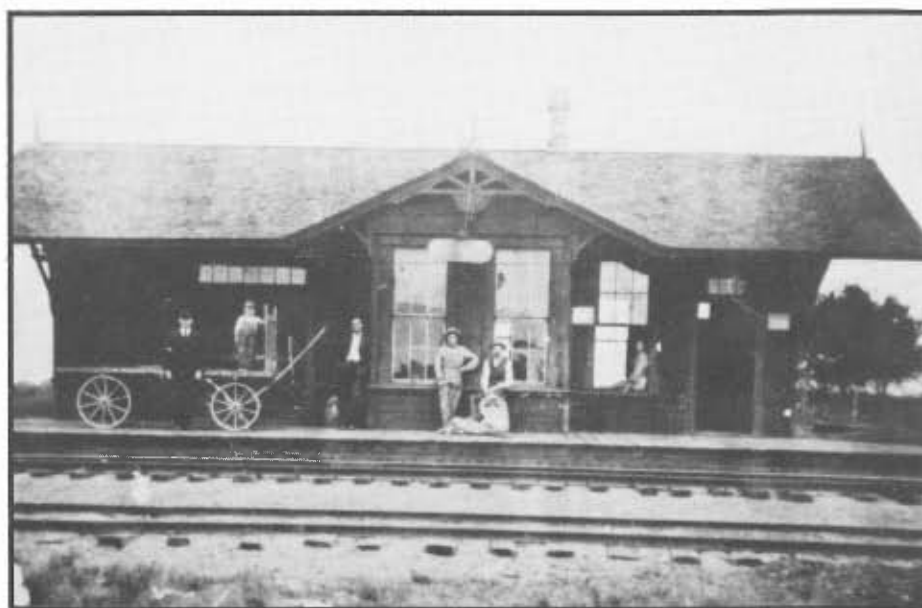


Wentworth, MO facility, looking south, with depot shown at left center, circa. 1920.
Photo from the collection of Frisco Folk Leon Stephens

Michael Nolan and his wife Elizabeth moved to Wentworth where he worked for the Frisco. When Mr. Nolan died in October 1940 his son Joe took over as the station agent. Joe's wife, Gertrude Gorman Nolan, held the position after Joe. In 1950 she became ill with cancer and died at the Frisco

hospital in St. Louis. And so ended the forty plus years of service by the Nolan family at the Wentworth depot.

The depot was serviced by a number of passenger trains over the years with the last one being #309-310 which left Wentworth at 11:39 AM on October 15, 1960. ☞



Rare photo of original 1874 built depot at Wentworth, MO. Pictured from left to right are depot agent Michael Nolan (in front of baggage cart), his son Joe (on cart), unknown passenger, John Sweeney (later married Mr. Nolan's daughter Marie), and J. William Robb, local postmaster (both standing under train order board). Seated in the window to the right of the agent's bay is Mr. Nolan's Wife, Elizabeth.

Photo from the collection of Frisco Folk Leon Stephens

Passenger Train Consist

Eastern Division
Rolla Sub-Division
July 12, 1945
Train No. 3

The Will Rogers

4516 4-8-4 Northern class coal fired steam locomotive

207 1928 ACF built 70' Mail/Baggage/Express

***2054** 1911 ACF built 60'10" Postal Car

399 1902 70' Baggage/Express

364 1910 ACF built 70' Baggage/Express

191 1910 ACF built 70' Coach/Baggage

Smith College 1914 Pullman built 10-2-1 Sleeper

Red Buttes 1925 Pullman built 12-1 Sleeper

Edwardsville 1914 Pullman built 12-1 Sleeper

1080 1912 ACF built 70' Coach

772 1923 ACF built 70' Chair Car

***1083** 1912 ACF built 70' Coach

2363 Unknown

1676 Unknown

2500 Frisco Business Car

418 Frisco composite Caboose

* Indicates that car was painted in Zephyr Blue paint scheme

CHICAGO—ST. LOUIS TO OKLAHOMA

No. 3 THE WILL ROGERS

Sleeping Cars:

Chicago to Oklahoma City (10-Sec., 1-Compt., 2 Bedrooms), Car 5. Open at St. Louis at 10.00 p. m.

★St. Louis to Tulsa (12-Sec., 1-D. R.), Car 10. Open 9.30 p. m. Eastbound on No. 10.

★St. Louis to Springfield (12-Sec., 1-D. R.), Car 15. Open 9.30 p. m. Occupancy until 8 a. m. Eastbound on No. 10.

★Temporarily discontinued by O.D.T. Order No. 53

Lounge-Diner:

Chicago to St. Louis

Newburg to Oklahoma City

Reclining Chair Cars, seats free:

Chicago to St. Louis

St. Louis to Oklahoma City (Ready for passengers at St. Louis 11.00 p.m.)

ALTON NO. 3

Lv Chicago..... 4.50PM
Ar St. Louis..... 10.00PM

Lv St. Louis..... 11.57PM
Lv Tower Grove..... 12.08AM
Ar Rolla..... 2.35AM
Ar Newburg..... 2.55AM
Ar Lebanon..... 5.07AM
Ar Springfield..... 6.43AM
Ar Aurora..... 8.06AM
Ar Vinita..... 10.40AM
Ar Tulsa..... 12.05PM
Lv Tulsa..... 12.25PM
Ar Bristow..... 1.18PM
Ar Oklahoma City..... 3.00PM

A Frisco Nocturnal Stowaway

EDITOR'S NOTE: The following series of letters submitted by Frisco Folk Lloyd Stagner, from the files of Frisco Folk Lee Buffington, describes the investigation of a unique Frisco Nocturnal Stowaway.

January 8, 1952 From Mr. Baker to Mr. Gamble:

Yesterday we received a 'phone report that a live possum was seen in the nose compartment of Diesel unit 2019 and no one has seen it leave.

According to my information the fireman on unit 2019 on Train 107 on January 7 was the first to see the possum. Understand that the engineer and conductor also saw the animal and tried to dislodge it, but were unsuccessful. It seems that some one at Birmingham also saw it in the unit, but no one, as stated above, has said that they have seen it leave.

We notified the Roundhouse Foreman at Yale yesterday afternoon to make a search on the arrival of Train 106, but the information at hand indicates that nothing was found. We are going to have further search made, but we certainly do not want an animal of this kind prowling around the Diesel where it may cause some damage.

Am wondering how the animal got on the Diesel in the first place. Was some one attempting to carry it in a box or bag and it got loose, or was it some one's idea of a joke to place the possum in the unit?

Anything you can learn about this incident will be appreciated.

January 11, 1952 From Mr. Gamble to Mr. Baker:

Your letter January 8, without file, with reference to report that a live possum was seen in the nose compartment of Diesel unit 2019, at Jasper, Alabama, January 7, Train 107.

The possum was finally found in the nose of the unit at Amory this morning. After being cornered, he was caught, still alive.

We have no way of knowing how the possum got on to the Diesel locomotive, I am quite sure that it was not carried on the locomotive by anyone.

January 21, 1952 From Mr. Gimson to the guilty party, an engineer from Sherman, TX.

-PERSONAL-

Much to my embarrassment, we spent considerable time and money trying to locate a possum which was running loose in one of our passenger units. The first complaint we had was on the Southern Division, where one of the engine crews observed a possum in the engine room. They endeavored to catch it, but were unsuccessful, the possum crawling back in under the locomotive cab.

You can readily see that this could have caused a lot of trouble and no doubt considerable expense had this possum got in around any of the high voltage electrical equipment.

After finally locating the possum, and endeavoring to learn how it got in the cab, I was informed that you had this possum on the locomotive and it got away from you. I am in hopes that you will not resort to such a practice again, and if you have any kind of things like this, it would be better to put them in a crate in the baggage car, rather than carrying it on the diesel locomotive, and I am in hopes that things of this sort will not be called to my attention again.

February 3, 1952 From engineer to Mr. Gimson.

To your letter about the opossum, I sure am glad no damage was done. I really wanted that possum with sweet potatoes on him. I didn't know he could get out of nose and get back in eng. room. No one could find him when he would go back. The Mars head light charmed him at the switch and the porter caught him for me. The only excuse I have to offer is the Truman administration and the high cost of living drove me to looking for any kind of meat. Give my regards to Mrs. Gimson even if you fire me about the possum.

The Switchtender

Letter to the Editor:

RE: November-December issue of All Aboard on Watchmen's Shanties by Michael Holt, I found quite interesting; however, little was said about those dedicated men who occupied this small space.

In the early days these jobs were set aside for rehabilitating "Rails" who because of their disability from an on-the-job injury, were unable to return to their original assignment. Railroads may have been the pioneer of Rehab as we know it today.

We are happy that because of better equipment and training, railroad jobs are safer. These jobs are not considered high risk by commercial insurance companies as they once were. In the early days, railroad men's unions were their only source of obtaining life insurance i.e. Brotherhood of Railroad Trainmen, etc.

Before the turn of the century, life expectancy of the switchman was seven years. I'm enclosing a poem by James P. Burns fitting to those bygone days and these small shanties.

Guy S. Pollard

Former Director Safety, Frisco Railway

EDITOR'S NOTE: Mr. Pollard is a longtime Frisco Folk, member of the museum Board of Directors, and Co-Chair of our Springfield facility Strategic Planning Committee.



The Switchtender



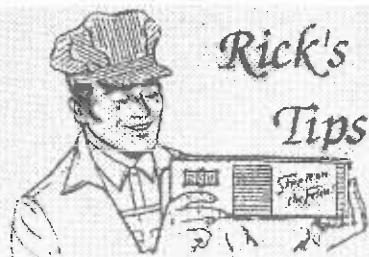
By James P. Burns

A little red shack built close to the track, With a window in either end;
A little red door and ten feet of floor, And plenty of switches to tend.
A little old man with only one hand, And a little old pipe made of clay;
And a little old smile from old Erin's isle, He's a happy old fellow all day.

In this little red shack built close to the track, There are memories of by-gone years;
When youth in its prime was all summertime, Now gone amid sorrow and tears.
When this little old man with only one hand, In the days of the old link and pin,
While coupling up cars was caught in the bars, And the hand of fate turned him in.

In this little red shack, turn life's pages back, To when youth to success looked ahead;
Since those balmy days the future's bright rays, I have changed like the hair on his head.
As he sits there tonight in the glare of the light, That shines through the little stove door;
You can easily trace, by the lines on his face, The sadness and gladness of yore.

So when you come along and the switches are wrong, And the lights all around you show red;
Don't curse and abuse, don't shout and misuse, Have respect for that weary grey head.
For this little old man with only one hand, May soon pass away from your view.
And the iron hand of fate may not hesitate, To make a switchtender of you.



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.

General Modeling Tips

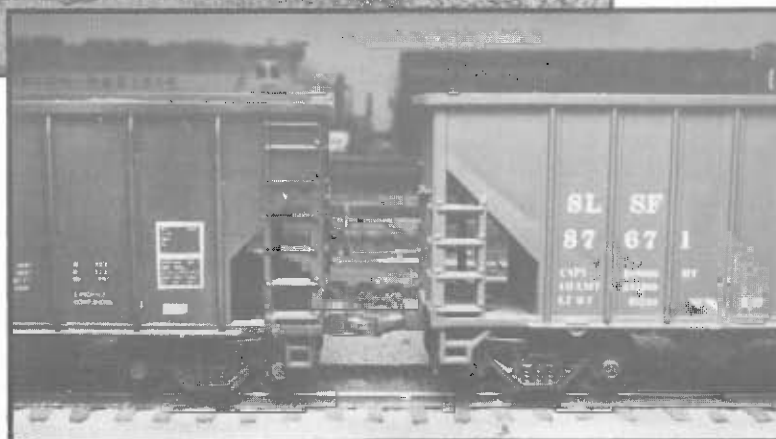
From time to time I run across a good idea that helps in some phase of modeling. This installment will give some general modeling tips that I have used with success (*but usually after much failure*).

- Several major model railroading magazines have stated that plastic models can be stripped with various commercial pine cleaners. I have found that the generic brands perform as well as the name brands at a lower cost (*this leaves more money to purchase additional railroad equipment*). I have found that pine cleaners will strip paint on MDC, Athearn, Atlas, Kato, Stewart, and Walthers models with little or no difficulty. I use a gallon jar full of pine cleaner and dip the car body for anywhere from two hours to over night. I would caution modelers about leaving plastic models in pine cleaner for long periods of time as it eventually makes the plastic soft and distorts the features cast into the plastic.

- I normally get paint on my hands whether I am painting with a brush or an air brush. Rather than clean up with paint thinners, which can be absorbed through the skin, I have found that hand cleaning compounds will remove the paint! These hand cleaners, normally used to remove automotive grease and oil, can be found at any store with an automotive department and contain lanolin which makes your hands feel good as well.



Kadee Super Magnet in place under track ballast.



Kadee dummy couplers in service on unit coal train.

- I like to buy decals but do not always get an opportunity to use them before they age, dry out and disintegrate when I try to apply them. Decals are quite fragile and do crack with age and become useless. In order to keep them from drying out, I place them in a zipper type storage bag normally used to store food in. They can be purchased in a variety of sizes which can accommodate any decals being marketed today and can fit in a drawer very nicely until they are needed.

- I like the operation of Kadee couplers for all of my cars and engines. However, they are not inexpensive and equipping hundreds of cars can run into some investment. To minimize the coupler investment, I have saved all of the dummy couplers that came with McKen (now Sky-Lim), Stewart, etc. models previously assembled and use them on my unit coal train hoppers. The train will never be disassembled and the couplers look and work just fine.

- Kadee couplers are made to operate with their uncoupling magnets and I really enjoy smooth working

couplers and magnets for that *Hands-off* feeling. I never did like the appearance of those magnets though. I have since decided to hide all of my Kadee Super Magnets under the ties and cover them with ballast for a more realistic look. In order to remember where the magnets are, I put a yellow dot of paint on the rail above each end of the magnet. In addition, I cut the Super Magnets in half with a razor saw to double the number of magnets and reduce their size. The reduced magnets work just fine and still provide enough size to uncouple cars.

I hope these ideas will help your paint shop foreman, car men, and track crew keep your section of the Frisco operating smoothly and realistically.

Good Luck!... and don't forget to...

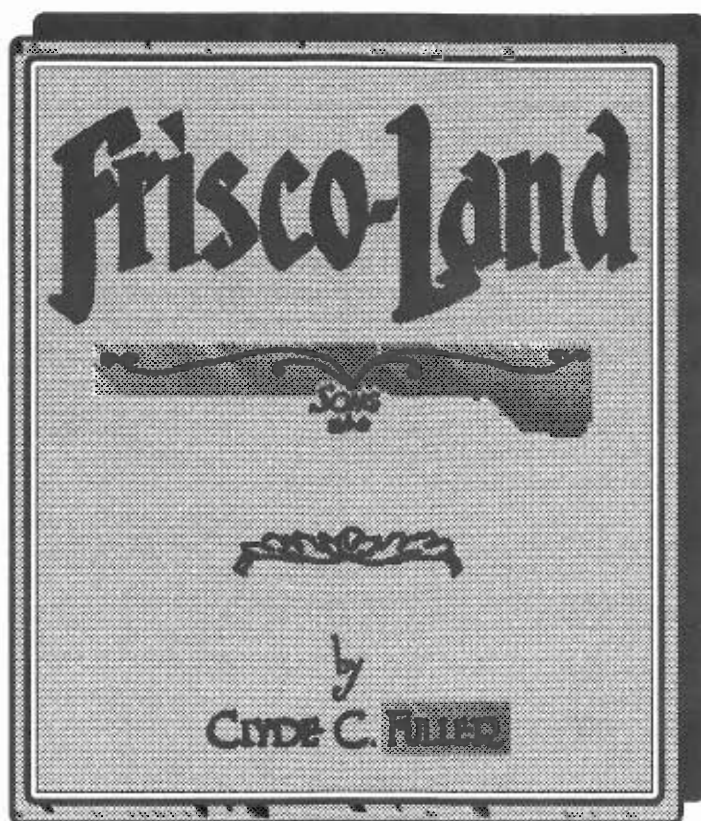
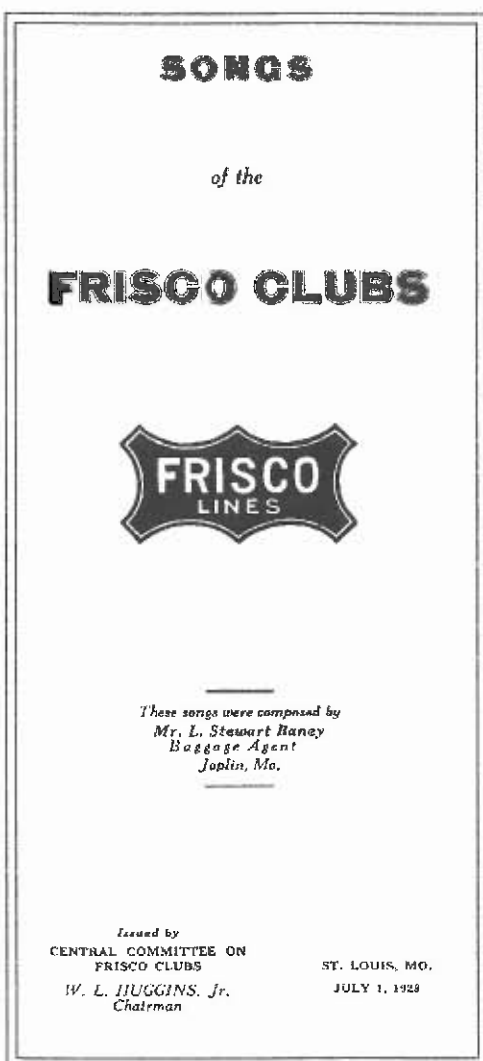
SOUTHEAST ... SOUTHWEST

Ship it on the Frisco!

Songs of the Frisco

Songs about American railroads have been around almost as long as there have been railroads in America! According to our records, the oldest known song about railroading was *The Railroad*, published in 1828. Since then, countless thousands of songs have been composed in honor of railroads and those colorful folks who have worked for them. Some notable selections have been *Casey Jones-The Brave Engineer*, *The Wreck of The Old '97*, *Wabash Cannonball*, *I've Been Working on The Railroad*, *Chattanooga Choo-Choo*, *Orange Blossom Special*, etc., etc., etc.

Although maybe not as well known, the Frisco has also been immortalized in lyrics & melody with such renditions as *Frisco-Land*, *On The Frisco*, and *The Meteor March*. While these titles were original compositions, according to our records there were at least eighteen other songs with Frisco words written to the tune of popular songs, and printed in **SONGS of the FRISCO CLUBS**, July 1, 1928.



'Way out West in Kansas thru a sea of rolling grain,
Down thru Oklahoma that ebon gold's domain,
Far away in Texas towards the silo'ry Rio Grande.
And down thru the "Mozark" in that milk and honey
land.
"Sunny Tenn" and dear "Ole Miss" where that snowy
cotton grows,
Distant Alabama where the old Tombigbee flows.
Then to Pensacola on the Gulfo' Mexico,
Now that's Frisco Land along the old Frisco.

Frisco inland empire forms a mighty mighty state,
'Long the Mississippi there roars the Lindbergh
freight.
Now here comes the "Bonnet" and the Meteor number
nine,
While the old Red Raven flies the frisky Frisco line.
North and East or South and West there's a busy busy
hive,
Here's the Texas Special thirty six and thirty five.
There the wild-wood flowers by the millions millions
grow,
For that's Frisco Land along the old Frisco.

CHORUS:

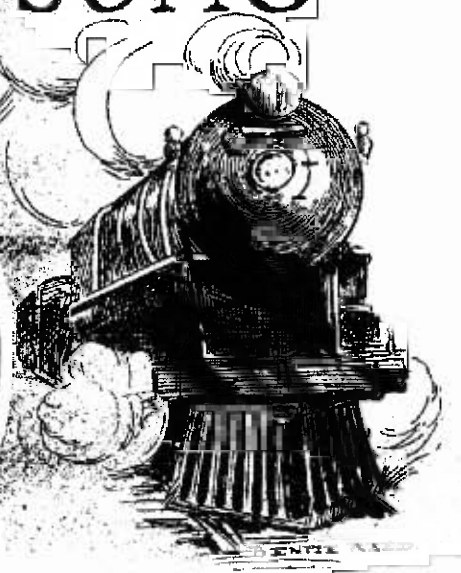
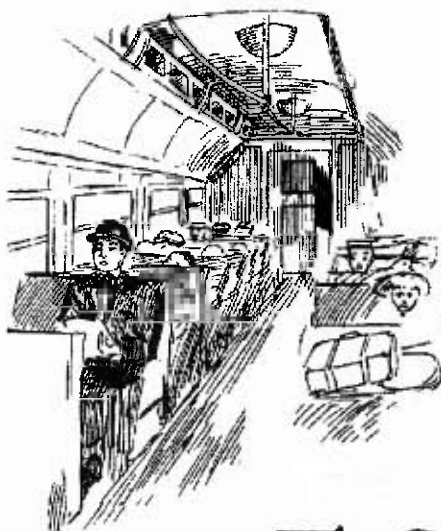
Come with me to Frisco Land, There's a promised
promised land.
Come with me thru Frisco Land, on that Frisco
"Sunnyland!"
F-R-I-S-C-O! That's just the way to go,
To the promised promised land, Oh so grand!
Come with me to Frisco Land, Down into the promised
land.
That's the place to see! F-R-I-S-C-O!
There's just one way to go, down thru Frisco Land!

RESPECTFULLY DEDICATED TO ALEXANDER HILTON

ON THE FRISCO

MARCH and SONG

BY



E.O. ROARK

WROTE WHILE RIDING ON A FRISCO TRAIN

5

E.O. ROARK
SPRINGFIELD MO.

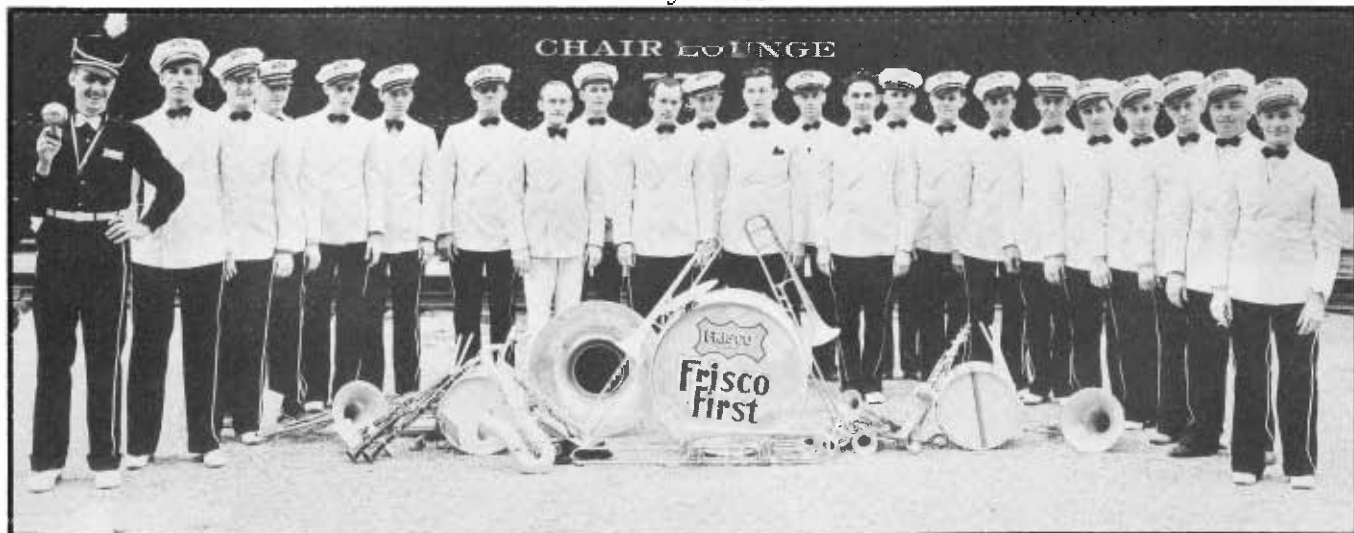
FRISCO BANDS



Frisco Band, Springfield, MO, May 9, 1920. Photo courtesy of Jesse Bradley



Frisco Mechanical Department Band No. 1, Springfield, MO, 1925. Photo courtesy of Mrs. Henry Wines



Frisco Mechanical Department Band, Springfield, MO, June 5, 1936. Frisco photo