

THE 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 mailed to our RESEARCH SERVICE.

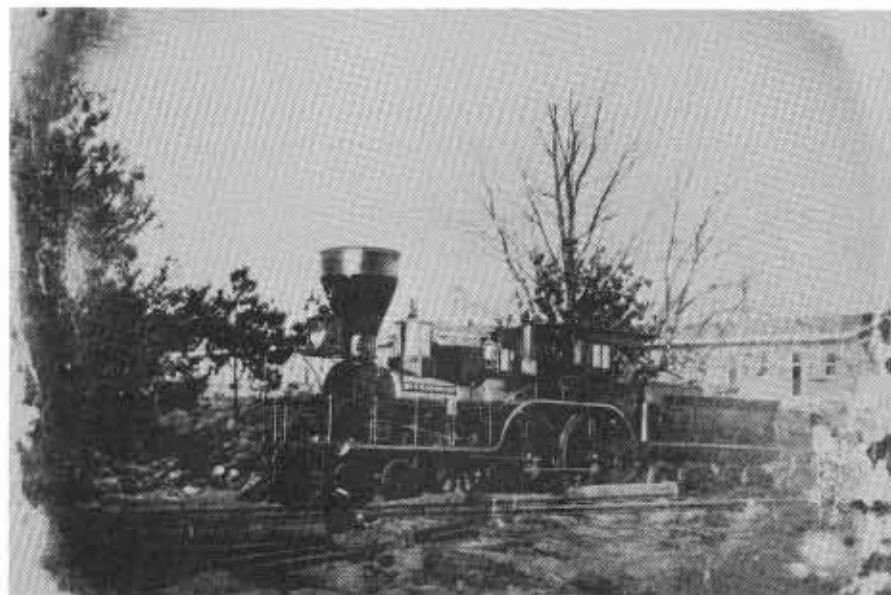
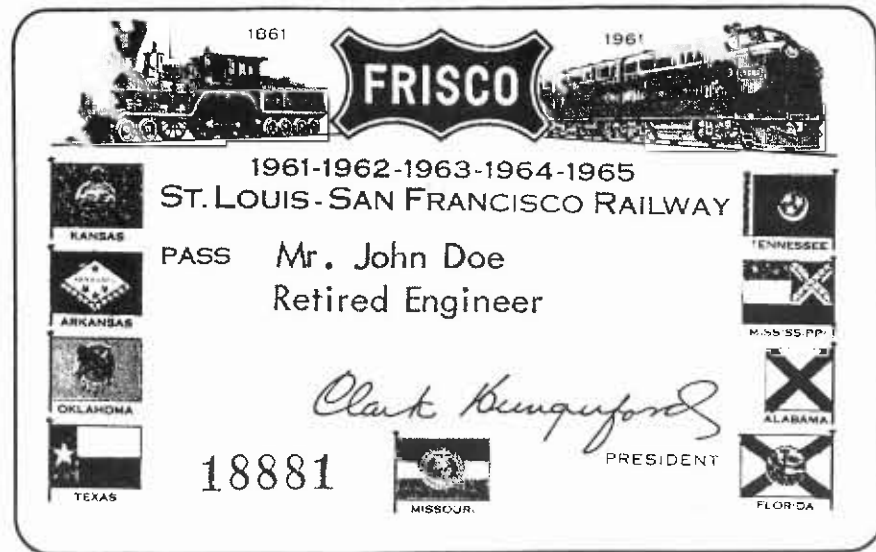
If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All request are answered individually and selected questions will appear in the MAIL CAR feature.

QUESTION: The membership card you recently sent me shows a diesel and a ballooned stacked steamer. Is the steamer a Frisco or predecessor line?

ANSWER: Our membership cards are patterned from the last annual pass issued by the Frisco in 1961. If you will examine the locomotive to the left of the logo, you will notice that it is an exact copy of the locomotive in the photo on this page.

Engine #8, the *Gasconade*, was originally an Atlantic & Pacific Railroad engine. It, along with sister engine #7, the *St. James*, was built by Hinkley Locomotive Works in 1869. It weighed 70,800 lbs, had 15x22 cylinders, 60" driving wheels, and could produce 9,488 lbs. of tractive force at 135 lbs steam pressure.

In 1876, the locomotive became Frisco #8 and remained in service until being removed from the roster in 1882.



4-4-0 #8 Gasconade circa. 1870 Frisco photo

FRISCO TRAILERLINERS

In 1943, the Frisco's West Springfield Shops created three of the most unique and ingenious pieces of non-rail transportation equipment ever to carry the Frisco name.

Faced with an increase in travel in and out of Ft. Leonard Wood, MO, brought on by World War II, and a scarcity in supply of conventional equipment, the Springfield Shops converted three double deck highway automobile carriers into *Trailerliner* trailer buses.

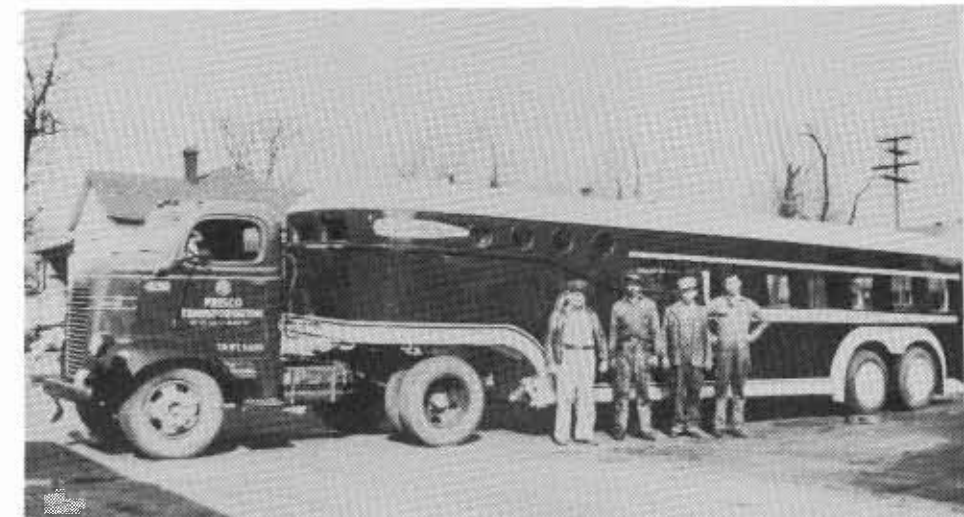
The top decks were removed, bodies were built, and seats and interior fittings were installed. Each trailer bus had a seating capacity of forty-five, including a semi-circle seat located at the front over the fifth wheel hitch. The trailers were thirty-three ft. long, eight ft. wide, and were pulled by two-ton tractors. In addition to the driver, each unit was manned by a *conductor* who took care of tickets and passenger needs.

When placed in service, the trailer buses were operated by the Frisco Transportation Company, the truck and bus subsidiary line of the Frisco, between Newburg, MO and Ft. Leonard Wood.

According to our records, once the war was over, one of the *Trailerliners* saw limited service in

southeast Missouri and northeast Arkansas (*River Division*). The trailer buses were eventually taken out of

service and their final disposition is currently unknown. ☐



Frisco Trailerliner Springfield, MO circa 1943 Warren Hardecke photo

B-47's ON THE FRISCO

The Fall 1990, issue of the *BN News*, the company publication of the Burlington Northern Railroad, featured a cover photo and lead story about the BN shipping aircraft parts for the Boeing Company in Seattle. The five-page article is very informative and list's an impressive BN fleet of cars specially equipped for transporting aircraft parts. The article is very interesting... if you happen to be a BN railfan! However, for those of us who are Frisco railfans (*the best kind!*) we can take satisfaction in knowing that the Frisco was transporting Boeing aircraft

parts long before the BN was ever the BN! (The BN officially became a corporate entity in March, 1970)

Our files have revealed that in 1952, the Frisco modified seven of its 95800-95899 series flat cars for transporting B-47 wings. The specially equipped cars were Nos. 95833, 95837, 95841, 95867, 95877, 95879, & 95896. The 42'6" cars, built in 1951, were used as the trail cars in a two-car articulated unit. The lead cars were provided by the Wabash Railroad, series 25500-25549. ☐

