

FRISCO

All Aboard

FRISCO

September-October/November-December

1994



THE

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 **All Aboard** 

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The museum recently acquired a series of photos showing the replacement of a deck pin connected truss bridge with three deck plate girder spans. Help is needed in locating the bridge.

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The first of three Mail Car features in this issue identifies an 1898 Frisco System map.

Aristocrat Rides AT&N Rails - AT&N's New Railmobile... 7

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COMPANY SERVICE ROSTER 8

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The Testimony of Boomer Bill..... 12

While all professions tend to develop a language unique to their needs, early railroaders were some of the most colorful, as witnessed by The Testimony of Boomer Bill.

Frisco Roster Tales 13

In this installment of *Roster Tales* Frisco Folk Ken Wulfert provides us with a New Product Review of Life-Like's new HO scale Proto 2000 E8/E9 Frisco diesel passenger locomotives.

Frisco's Executive Fleet 15

This is the ninth in our series of articles profiling the history of Frisco Business Cars. This installment features the *Kansas* car.

MAIL CAR 19

Our second Mail Car feature in this issue solves the mystery of a poster print of Frisco steam locomotive 4500 in *Frisco Faster Freight* paint livery.

MAIL CAR 22

The third Mail Car feature in this issue answers the question, "Did the Frisco ever run to Houston, Texas?" and includes a rare photo of the Frisco Passenger Station at Houston.

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ABOUT THE COVERS

Our front cover for this issue features GP15 No. 114 as the lead unit in a Frisco winter freight photo taken from the cover of the 1979 Frisco Annual Report, the last issued by the company prior to the 1980 merger with the BN.

Our back cover is taken from the back cover of the August, 1928, edition of the Frisco Employees' Magazine.

Great things
are happening
on the

FRISCO
LINES

ST. LOUIS - SAN FRANCISCO RY.

Close your eyes and just imagine ... enjoying Frisco's famous food served in dining cars of new Frisco rail luxury streamliners! ... So new, so different they belong to an entirely new age of travel. Sensational trains! ... Ready soon! ... New through and through, from Diesel to observation car ... And, as usual, Frisco friendly service—warm hospitality.

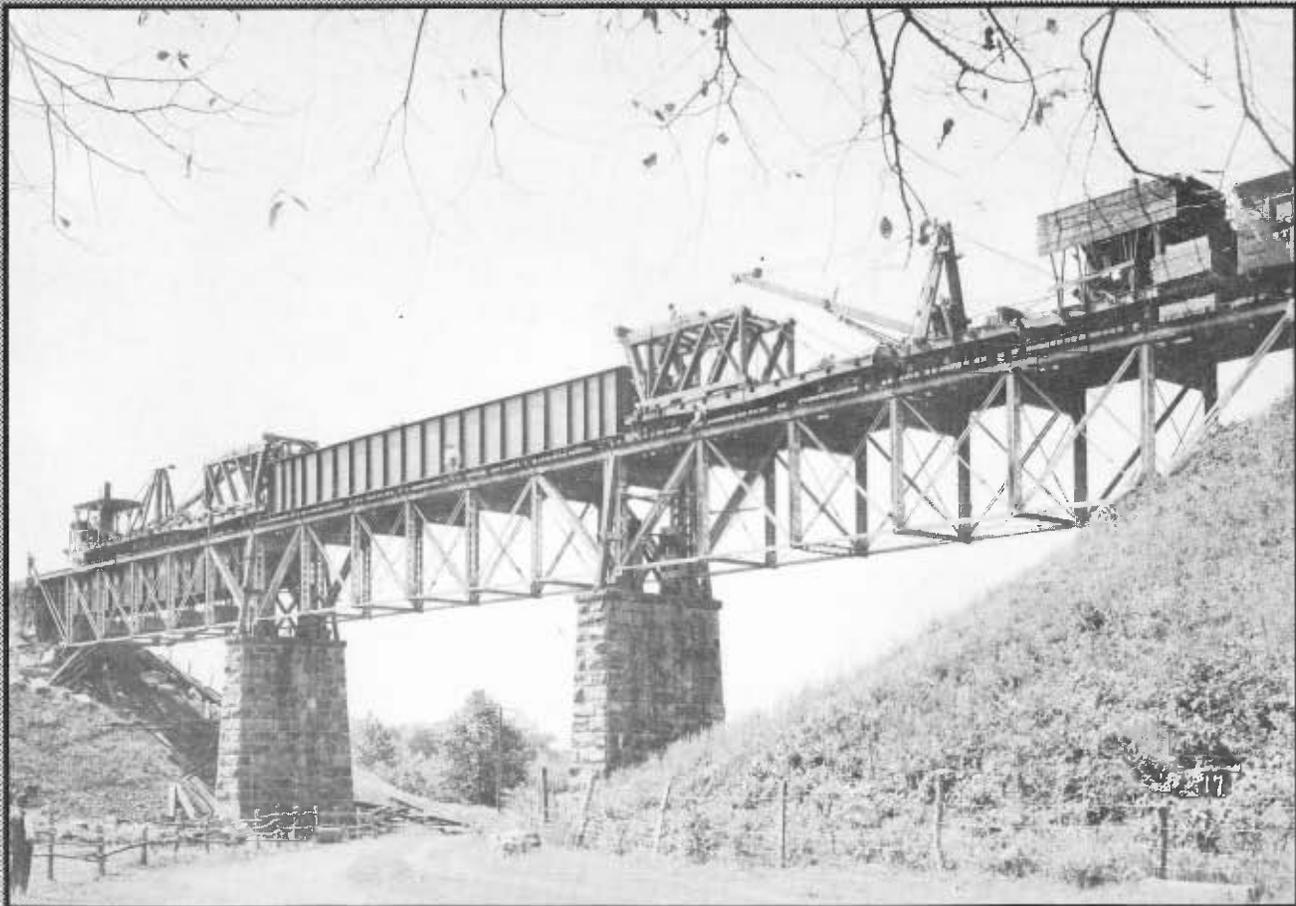
Time Magazine, 1946. Submitted by Frisco Folk Lee Reed.

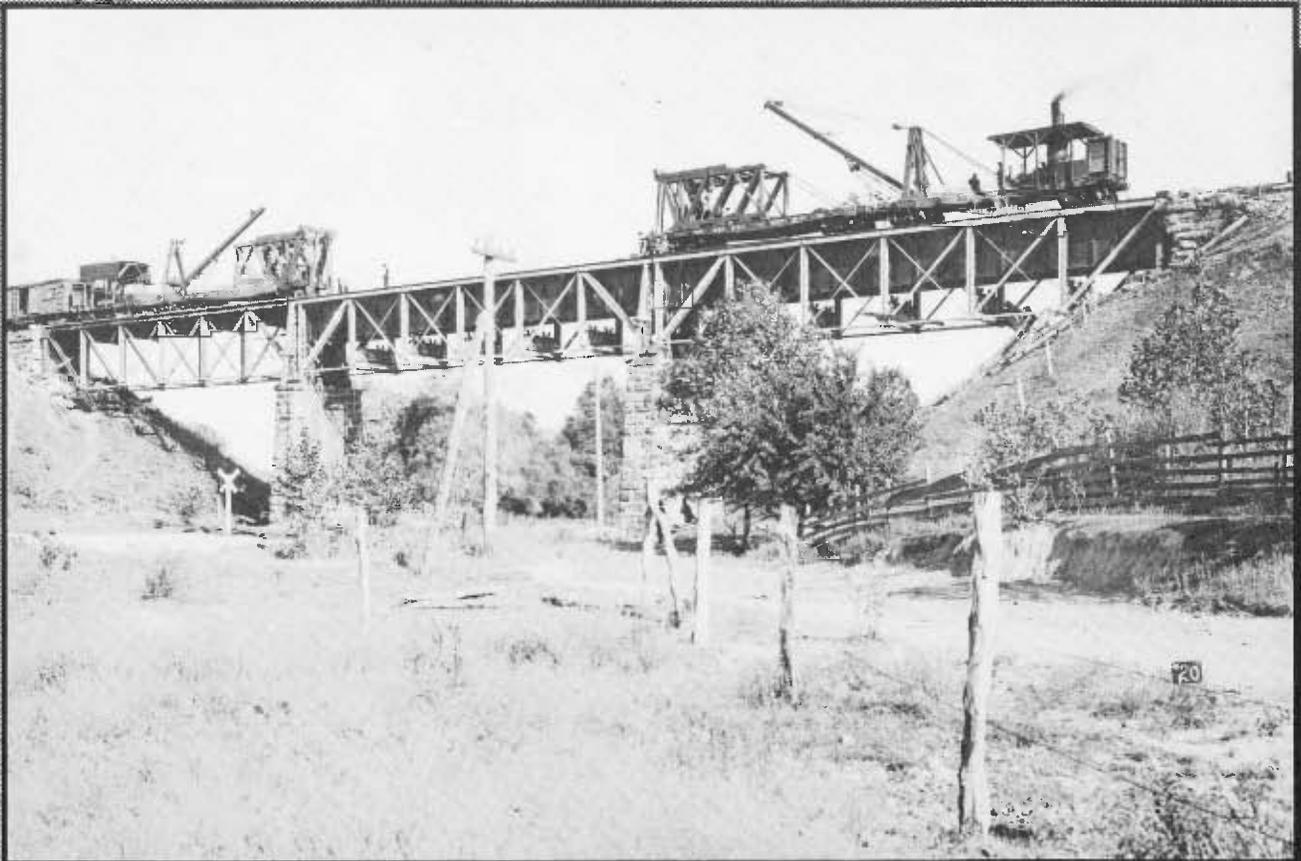


FRISCO MYSTERY BRIDGE

The museum recently acquired a series of photos showing the replacement of a deck pin connected truss bridge with three deck plate girder spans. There is no date or location listed. The only information we can find on the photos is that they were taken by Duncan Studio, Springfield, MO; The new deck plates were built by American Bridge Co.; The date built on one of the two derrick cars (93778) is 6-20-07. The **ST. L. & S.F.** on the derrick cars and steam wreckers suggests a time period up to the 1915 reorganization.

If you have any idea where our **Mystery Bridge** is located, please contact the museum office at 543 E. Commercial St., Springfield, MO, 65803, 866-7573 or 1-800-637-4726.







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 request are answered individually and selected questions will appear in the MAIL CAR feature.



QUESTION: I recently saw a picture of an old Frisco Line map that called the line "The Cool Route." Can you tell me anything about the map and possibly when it was printed?

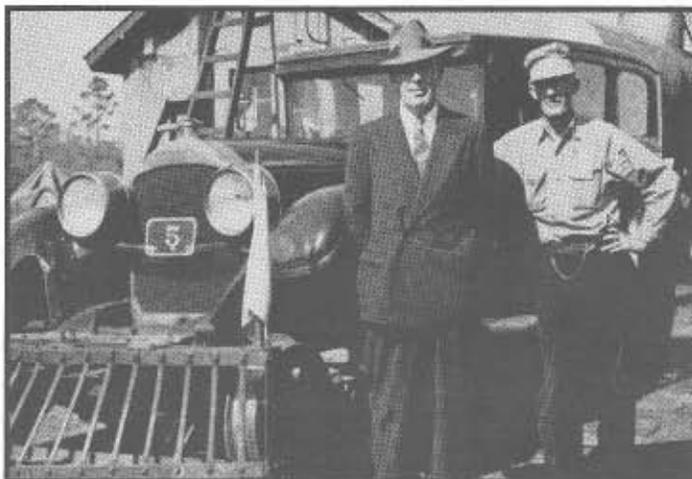
ANSWER: Yes! The FRISCO LINE *The Cool Route from Texas to the Northern Summer Resorts* was a four-color lithograph produced for the Frisco by the Strobridge Litho Co. in 1898. 📄



*The Cool Route From Texas to the Northern Summer Resorts., circa. 1898.
Frisco photo*

Aristocrat Rides AT&N Rails

An aristocrat of the auto world is now earning its keep on the Alabama, Tennessee and Northern Railroad. That was how the AT&N's new 1928 Packard railcar was described when it was placed in service in 1930. The custom made auto was fitted with flanged wheels, special hand brake mechanism, was assigned the No. 5, and was used on the line for making inspection runs. During its twenty-one year tenure, the car logged over 200,000 miles.



Frisco photo, July, 1950.

AT&N's New Railmobile

In August, 1951, the AT&N's aging 1928 Packard railcar was replaced with a new Chevrolet station wagon. The new No. 5, modified at the York, AL shops, was equipped with three speeds forward, three speeds backward, front and rear marker lights, luggage rack, spotlight, and twin horns. Like its predecessor, the car was fitted with flanged wheels to operate on rail. According to our records the 1951 Railmobile is now on display at the Eureka Springs & North Arkansas Railroad, Eureka Springs, AR.



Frisco photo, September, 1951.