

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 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'm confused! I recently saw a black & white poster print of Frisco steam locomotive 4500 in the Frisco Faster Freight paint scheme. I thought the 4500 was an oil burner used in passenger service. Can you solve my dilemma?

ANSWER: Yes! Frisco steam locomotives 4500-4502 were oil burning engines built for the Frisco in 1942 for service on the *Meteor*. They were delivered from Baldwin in a distinctive Zephyr Blue and gray paint livery with the *Meteor* in red letters on the tender sides. According to our records, the only other paint scheme used on No. 4500 was the more austere and utilitarian locomotive black policy introduced in 1947 by President Clark Hungerford.

If you look closely at the poster print in question, you will quickly notice that it is the product of an advertising agency's art department. The actual photo used for the print was a Baldwin builder print of 4503 that was "re-lettered" to 4500, and not a very good re-touch job at that! The FFF medallion is crooked, the white stripes on the engine sides are not even, and the cross ties and grass are obviously drawn in.

Our retired Frisco sources tell us that the print was a promotional item given to shippers to advertise the Frisco's new "4500 Class" freight locomotives. Nos. 4503-4514, all coal burning freight engines, were the first of the class delivered. ☞



Frisco steam locomotive 4500, as delivered from Baldwin, for service on the Meteor, St. Louis, MO, November, 1944, A. Johnson photo.



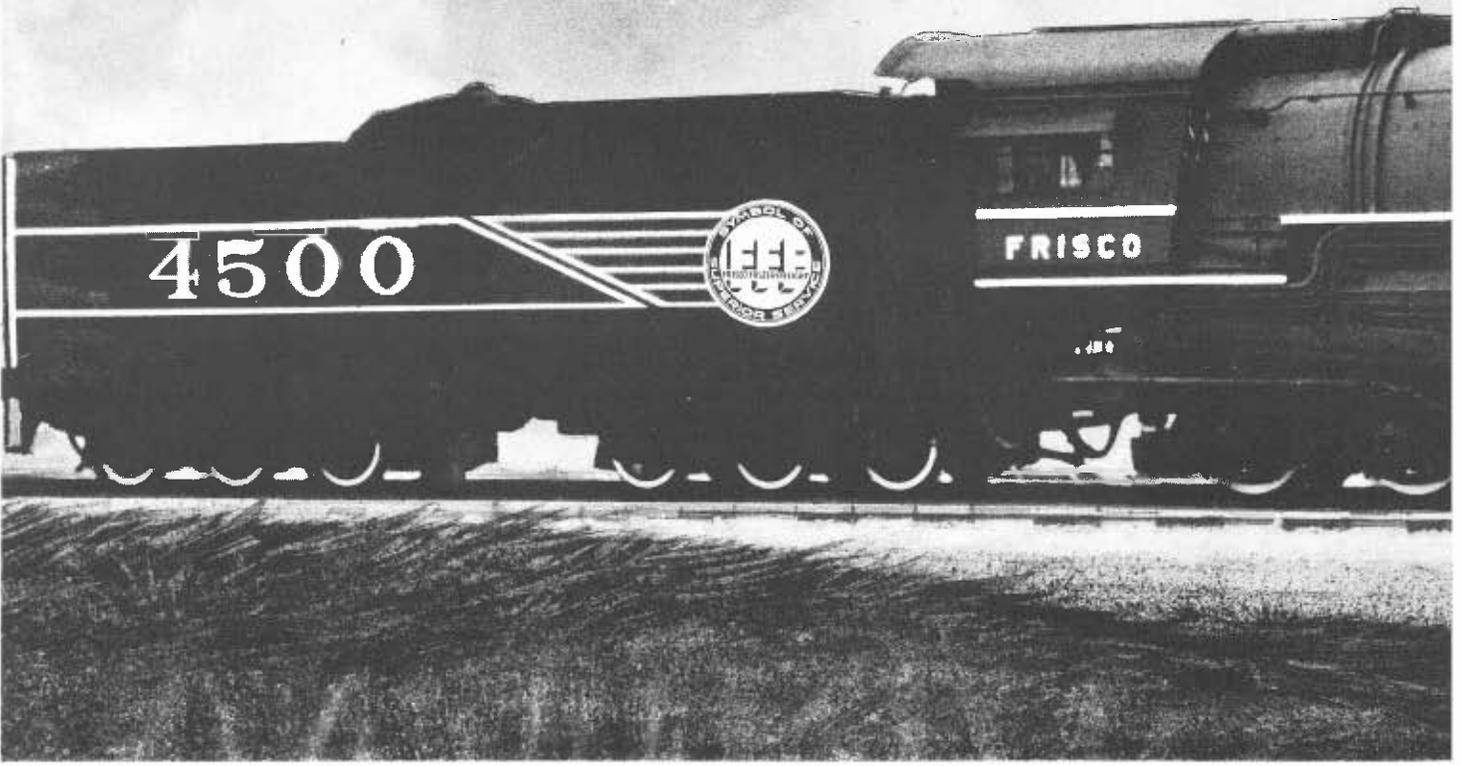
Frisco steam locomotive 4500, in austere locomotive black, Springfield, MO, July 8, 1950, A. Johnson photo.

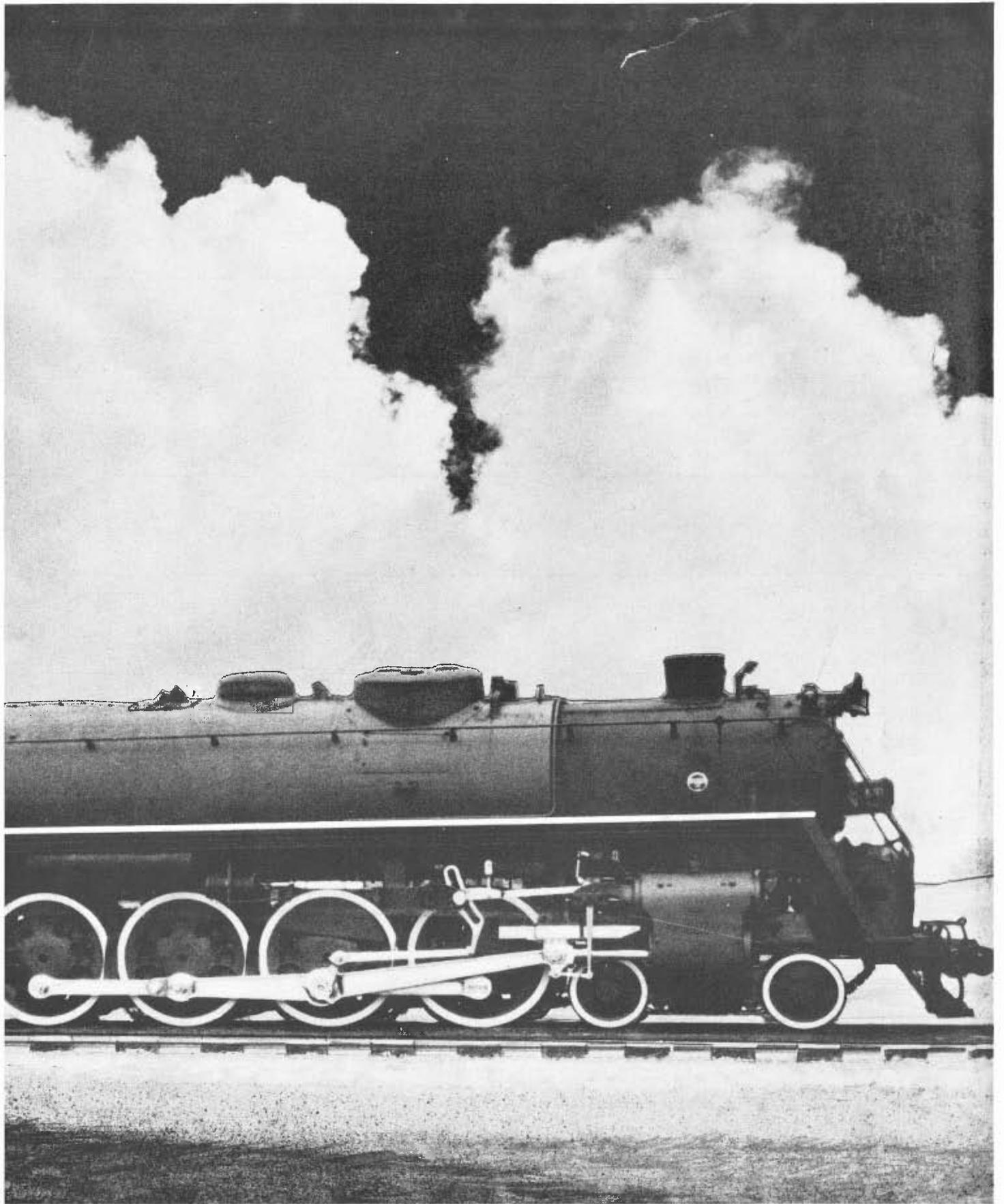


Frisco steam locomotive 4503, Baldwin builder's photo, Philadelphia, PA, October 1, 1942.

FRISCO LINES

ST. LOUIS - SAN FRANCISCO RY.





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QUESTION: Please settle an argument for me. I say the Frisco once ran to Houston, Texas and my friend says they did not. What's the official word?

ANSWER: During the *Yoakum Era* of the Frisco - 1896-1915, the company controlled a group of railroads known as the Gulf Coast Lines. They included the New Orleans, Texas & Mexico Railroad, Beaumont, Sour Lake & Western Railway, Orange & Northwestern Railroad, St. Louis, Brownsville & Mexico Railway, Rio Grande Railway, and Louisiana Southern Railway.

The Frisco/Gulf Coast Lines ran from New Orleans, via Houston, to Brownsville. In 1912, trains 1-2-3-4 ran daily service from New Orleans to Houston, with 3 & 4 running through service to Brownsville. Trains 5-6 ran daily from Houston to Brownsville. The Frisco's north-south connection with Houston was via the Houston & Texas Central which ran from Dallas to Houston.

According to a December,

1912, postcard submitted by Frisco Folk Robert McMillian, the Frisco built a new passenger station at Houston. The printed inscription on the back of the card reads: "Dear Sir... The new Frisco Lines Passenger Station at Houston Texas is considered to be the finest in the Southwest. All Frisco trains to and from Houston use this new station."

Did the Frisco run to Houston? The official word is Yes! 🚂

