

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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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.

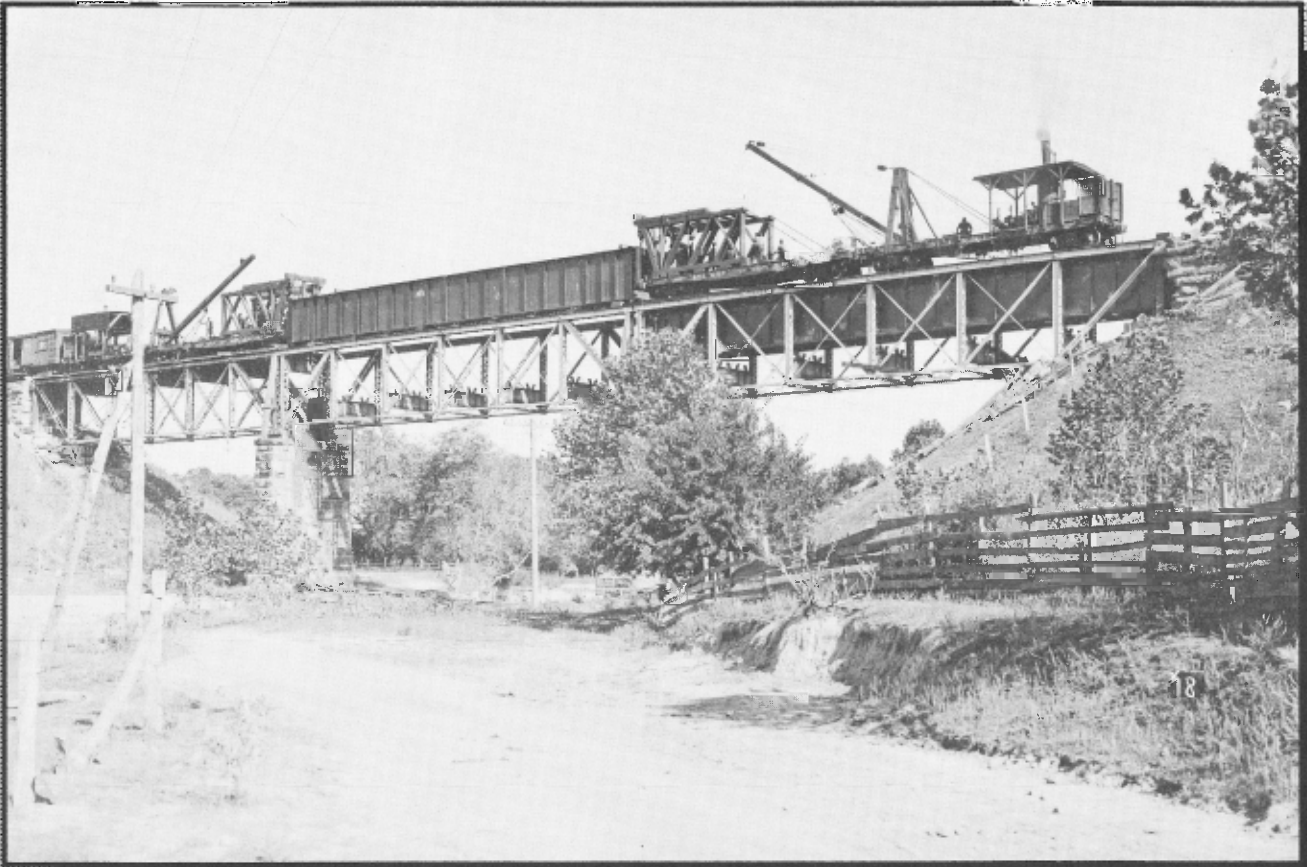


FRISCO MYSTERY BRIDGE

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



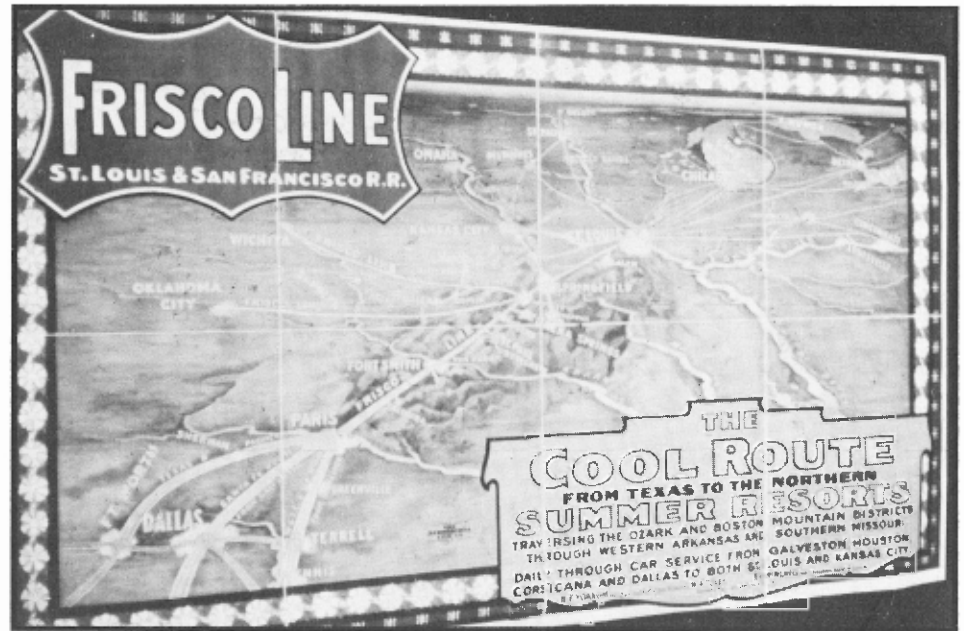
The MAIL CAR is a feature of the ALL ABOARD in which we attempt to answer some of the many questions that are submitted to our FRISCO RESEARCH SERVICE.

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?

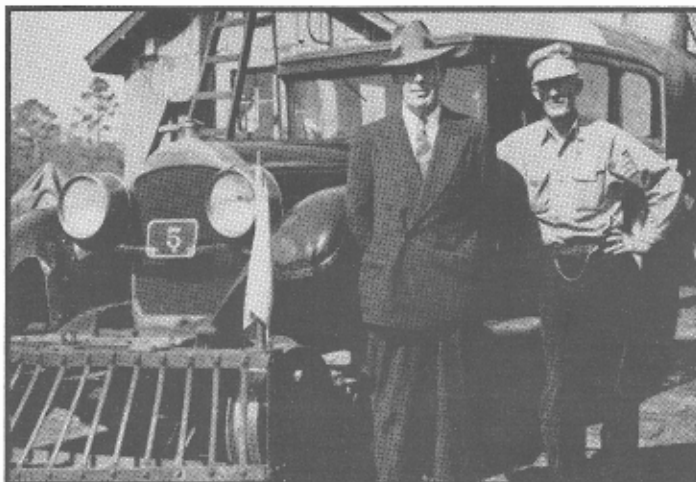
ANSWER: Yes! The FRISCO LINE *The Cool Route from Texas to the Northern Summer Resorts* was a four-color lithograph produced for the Frisco by the Strobridge Litho Co. in 1898. 📄



*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.



COMPANY SERVICE ROSTER

This is the fourth in our *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, road-bed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

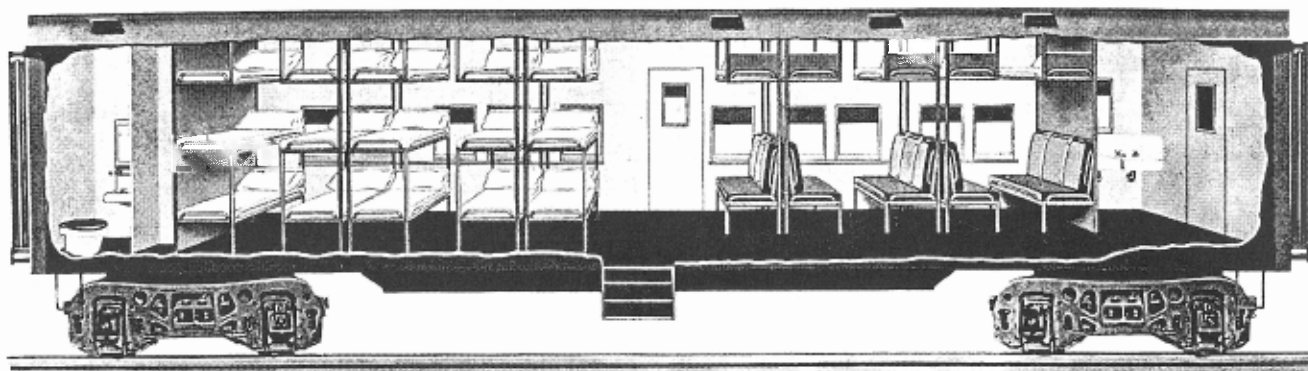
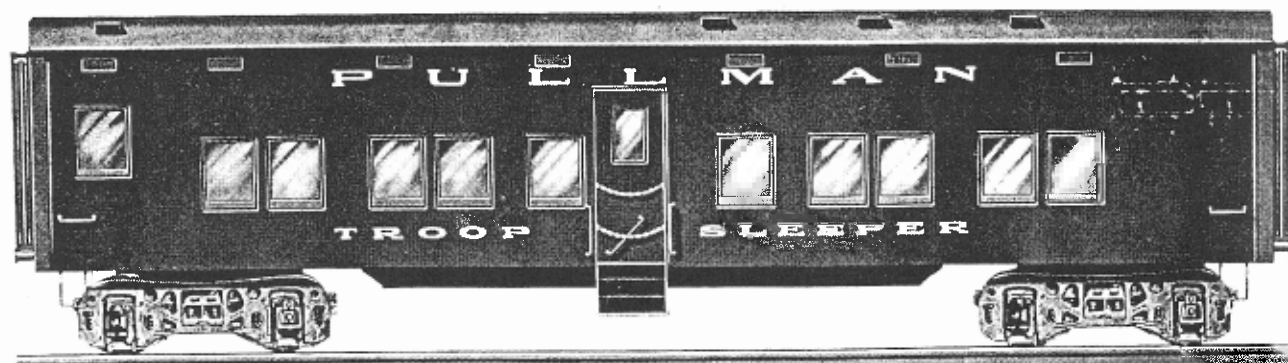
SLSF Ex-World War II Troop Sleepers

When the United States became actively involved in World War II, the demand for passenger equipment to handle troop movements far exceeded the supply of suitable cars. Consequently, in 1943 the federal government agreed to purchase 1,200 Pullman built Troop Sleepers if Pullman would operate them. By 1945, the new fleet of boxcar like, utilitarian design units were in service. They were 51' long, had two center doors, two end doors (*with diaphragms*) and twelve small side windows.

The cars could accommodate

twenty-nine soldiers and one porter in three-tiered open berths set across the cars. It should be noted that the American Car & Foundry Co. built 400 kitchen cars of similar design to support the new fleet of Pullman Troop Sleepers.

After the war, the cars were sold to various railroads including the Frisco who, between 1948 and 1950, purchased and rebuilt fifteen of the cars into two *Working Baggage* and thirteen *Storage Baggage* cars. Aside from variations in inside equipment and arrangements, the most noticeable differences were the



Pullman Troop Sleeper illustration from 1943 Car Builders' Cyclopedia

side doors, placement of lettering, and underbody equipment. Both designs in service on the Frisco were painted in the standard heavy weight passenger era Pullman Green, with gold lettering.

With the exception of one car, the Frisco's fleet of ex-Troop Sleepers remained in revenue service until December, 1967. No. 456 received extensive damage on January 14, 1951, in a crossing accident with the Missouri, Kansas, & Texas Railroad at Scott Junction in Ft. Scott, KS.

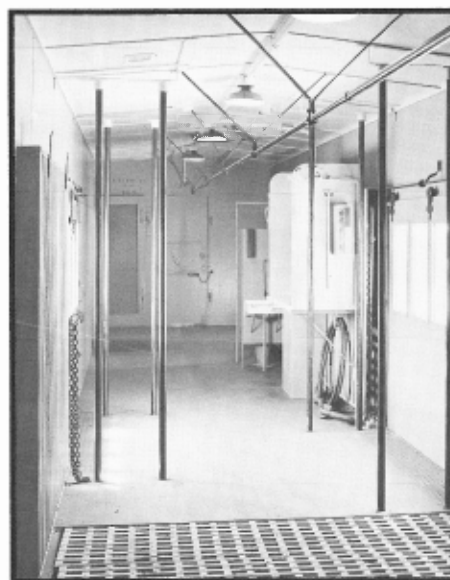
Although a complete roster is not currently available, existing company records and photographic evidence indicates that in the early 1970's, at least seven of the cars were converted to company service, Nos. 109148, 109149, 109154, 109157, 109158, 109159, and 109164. Two July 27, 1979 photos show Nos. 109157 and 109159 still in Pullman Green livery with new numbers. Photos of 109149, 109154, 109158, and 109164 show the cars painted in the standard company service silver gray with black lettering. No. 109157 is pictured in service on a grouting gang, 109158 listed as a scale car, and 109164 shown as a tool car. ☞



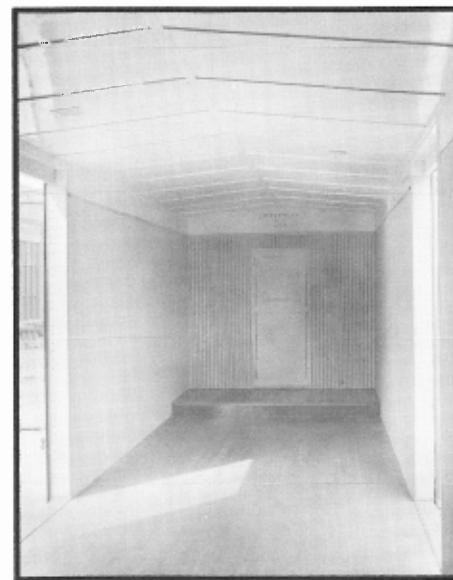
Frisco Company Service Car No. 109157, Springfield, MO, July 27, 1979, Dave Fields photo.



Frisco Working Baggage Car No. 450, ex-Troop Sleeper No. 9826, Springfield, MO, May 14, 1948. Frisco photo



Interior, Frisco Working Baggage Car No. 450, Springfield, MO, May 14, 1948. Frisco photo



Interior, Frisco Storage Baggage Car No. 455, Springfield, MO, September 28, 1948. Frisco photo



Frisco Storage Baggage Car No. 455, ex-Troop Sleeper No. 9785, Springfield, MO, September 28, 1948. Frisco photo



Frisco Company Service Car No. 109149, in work train consist with No. 109114, ex-Baggage Express car No. 439, Springfield, MO. A. Schmitt, photo

Frisco Company Service Car No. 109154, in work train consist with ex-Box Car No. 109204. Date & location unknown.



Frisco Company Service Car No. 109158, October, 1979, Springfield, MO. E. Stoll photo

Frisco Company Service Car No. 109159, Springfield, MO, July 27, 1979. Dave Fields photo.





Frisco Company Service Car No. 109164, June 13, 1988, Ft. Scott, KS. R.E. Napper photo

Ex- Pullman Troop Sleeper - Frisco Baggage Car Conversion Roster

<u>Pullman Number</u>	<u>Frisco Number</u>	<u>Date Converted</u>	<u>Car Type</u>
9826	450	6-48	Working Baggage
9784	451	6-48	Working Baggage
9734	452	9-50	Storage Baggage
9846	453	9-50	Storage Baggage
9863	454	10-50	Storage Baggage
9785	455	9-48	Storage Baggage
9719	456	9-48	Storage Baggage
9991	457	10-48	Storage Baggage
9930	458	10-48	Storage Baggage
9752	459	10-48	Storage Baggage
9764	460	10-48	Storage Baggage
9837	461	11-48	Storage Baggage
9914	462	11-48	Storage Baggage
9740	463	11-48	Storage Baggage
9874	464	11-48	Storage Baggage

The Testimony of Boomer Bill

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, submitted by retired Frisco employee and Frisco Folk Art Lindeman.

For those of you that cannot speak *early railroad*, the following translation key is provided.

quid: tobacco
456: engine number
2: train number
149: mile post
dynamitter: bad air brake
drag: cars
stab: delay
broncho: bad car
hogger: engineer
cold: opposite
closed: switched
drifted: eased
target: switch
grounded: stopped
kettle: engine
hoghead: engineer
ankles: rods
tallowpot: fireman
diamonds: coal
Cap: conductor
crummie: caboose
tissues: train orders
hind-shack: brakeman
dog house: caboose cupola
Yahoo: immigrant
deadheadin': riding free
Zulu: immigrant car
pilot: cow catcher
twist: throw
monkey's tail: switch
feather: cap valve
greasin': easy
ponies: front wheels
bigholed: emergency braking
rabbit: rail
bird: jump
Spread yer wings: jump off
scratchin': running
palace: depot
brass pounder: telegrapher
tickle: send a message
Supe.: Superintendent

There had been a railroad accident in which several people were injured. Some lawsuits resulted and in the trail of the first case, the Attorney for the defense had as one of his principal witnesses an old "boomer" brakeman. After properly identifying him and establishing his status as a witness, the attorney said: "Now Bill, I want you to tell this jury all you know about this alleged accident. Where you were and why you were there; where the other members of your train crew were, and what they were doing; where the train was located and all other facts and circumstances in connection with the affair. Just turn right to the jury and tell them the whole story in your own words.

Bill was rather embarrassed and looked doubtfully at the Judge, who nodded to him and indicated he should proceed. Bill switched his quid over into the other jaw, turned to the jury, and told this story:

"We was headin' South with the 465- 32 loads and 10 empties and we had a meet order with 2 for 149 at 4:15. There was a dynamiter in the drag and it looked like we was goin' to stab 2 for about 15 but the broncho quit buckin' and the hogger wheeled them so we got to 149 at 4:10. We went in on the cold end of the passin' track and closed the gate, drifted down to about ten lengths from the South target and grounded the kettle.

"The hoghead got down and went to greasin' her ankles and the tallowpot was in the cab hustlin' diamonds. Cap was back in the crummie shufflin' tissues and the hind-shack was in the dog house bullin' a Yahoo that was deadheadin' on a Zulu outfit. Me, I was sitting on the pilot waitin' to twist the monkey's tail and head out on the main when 2 cleared.

"I seen her comin' through the cut and she was workin' steam and putting up a feather. Hogger cut her off at the limit board and she came greasin' at about 25. When she passed the target, the ponies split the switch and took sown the siding. The hogger bigholed her but she jumped the rabbit and took to the country.

"I seen a smash was comin' and joined the bird gang. I hit the cinders, yelling, 'Spread yer wings fellers' and when they came together, I was on the other side of the main scratchin' gravel. I dodged into the palace and told the brass pounder to tickle the Supe, and tell him we had two on one spot, and there was Hell to pay." ☐

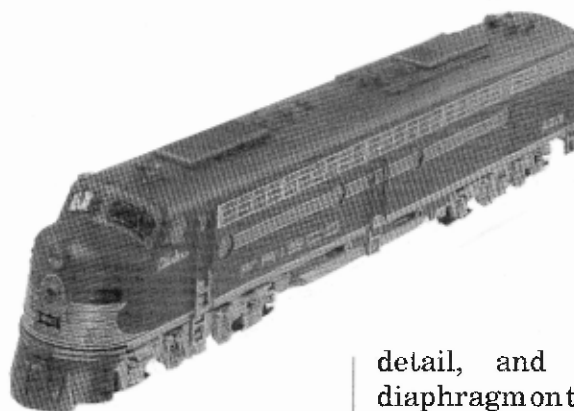
New Product Review HO Scale



Life-Like Products Inc. **PROTO 2000 E8/E9**

Life-Like has recently released, at long last, the Frisco version of their fine HO Proto 2000 Series E-8/E-9 passenger diesel locomotives. I had been impressed with the earlier releases of this model, and almost succumbed to buying a PRR unit this past spring and again, almost bought MoPac and Wabash units this summer. When the Frisco units were released in early November, I was glad I waited! Following is a brief review of the two different Frisco *Race Horse* E-8's that are now available to the Frisco faithful.

Two Frisco E-8's are available - road number 2016 *Citation* and road number 2020 *Big Red*. These were two of the all time favorite E-8's on the Frisco - bearing the names of two of the most renowned race horses of all time. The detail and finish on these locomotives is exceptional, and they are among the finest running locomotives available. The complex Frisco *Race Horse* paint scheme is very well done. The shade of red looks right to me, though I do not have a color photo of a new unit to compare against. The locomotives are painted in the early, white outlined, gold striped scheme, designated as the E8PS-2 scheme in the January-February, 1994, issue of the *All Aboard*. The gold stripes are well done, and the



white outline is delicate and centered, even around the lettering and numbers. One slight error is the front coonskin herald, which is black & white. I believe these units had a blue & white herald when new. A set of Herald King Frisco E-8 decals will solve that minor problem if it bothers you as they contain the correct coonskin herald color.

I have not had a chance to run the E-8's yet, as my layout is out of service due to a basement remodeling project. I am told they are among the best running locomotives available, comparable to Kato smoothness. All six wheels on each truck are powered, and electric power is picked up from all wheels. The locomotive is heavy, and should be an excellent puller.

In addition to the very well done decoration, the locomotives are loaded with details. Most of them are very well done - hand rails, lifting rings, cut levers, pilot coupler doors, air hoses, metal side grills, good truck and fan

detail, and a neat working diaphragm on the rear door. There are no steam line hoses or M/U hoses. Life-Like did a good job of capturing some specific Frisco E-8 features, such as no dynamic brake fan, a passenger pilot with doors, the dual steam generators, and the twin headlights with Mars light. The nose door and the four side doors are all spring loaded and open is desired. There is no back up light on the rear end panel (*left side looking at the rear*) which Frisco added later after a minor collision while backing up one night.

Some of the details are not so good, but these are minor. The windshield wipers are oversize and should be replaced. The engine exhausts are round, not oval in cross section, and I believe most modelers will want to replace the horn with one of the many fine detail diesel horns that are available. In any event, the horns on the model are not the same style (*blat horns*) that came on the original units. One other problem is with the pilot - which attaches to the frame instead of the body. Unfortunately, it leaves a small gap between the anti-

climber and the body. A simple solution is to ACC the pilot directly to the body after removing the tabs that mount it to the frame. There is a crew inside the cab, but they need to be painted.

Good as it is (*excellent!*), the locomotive still looks like a plastic model when taken from the box. Improvements in realism can be easily added by modifying and adding details as noted above, painting and weathering the trucks, adding black background to the plastic grills and vents on the roof, and by changing a few of the details to their prototype color rather than the uniform red on the model. The Frisco kept these locomotives clean, but some mild weathering to the body and some exhaust stains on the roof would be appropriate. The model comes with a dummy knuckle coupler in the pilot, and an X2F horn-hook on the rear. I have not yet added Kadee couplers, but it looks like it will be easy to do.

This model, I believe, lists for \$85.00, which is a fair price for a locomotive of this quality and detail. However, these units are already deeply discounted. They are available at most shops in St. Louis at \$69.95, and are at \$64.95 at the shop at Union Station. A real bargain! I bought both *Citation* and *Big Red* and am thinking of one or two more. Using the Herald King decals, the job of changing the road numbers and horse names to favorites, *Ponder* (2018) and *Pensive* (2017), which often ran together on the METEOR and the WILL ROGERS when I saw them come through Rolla in the early 1960's, are in my mind!

Life-Like has done a tremendous job on these E-8's. All Frisco modelers who want to pull a passenger train from the 1950's era should consider one of both of these fine models. ☞



Frisco E-8 2016, Citation, ready for delivery at EMD, 5-1950. Frisco photo

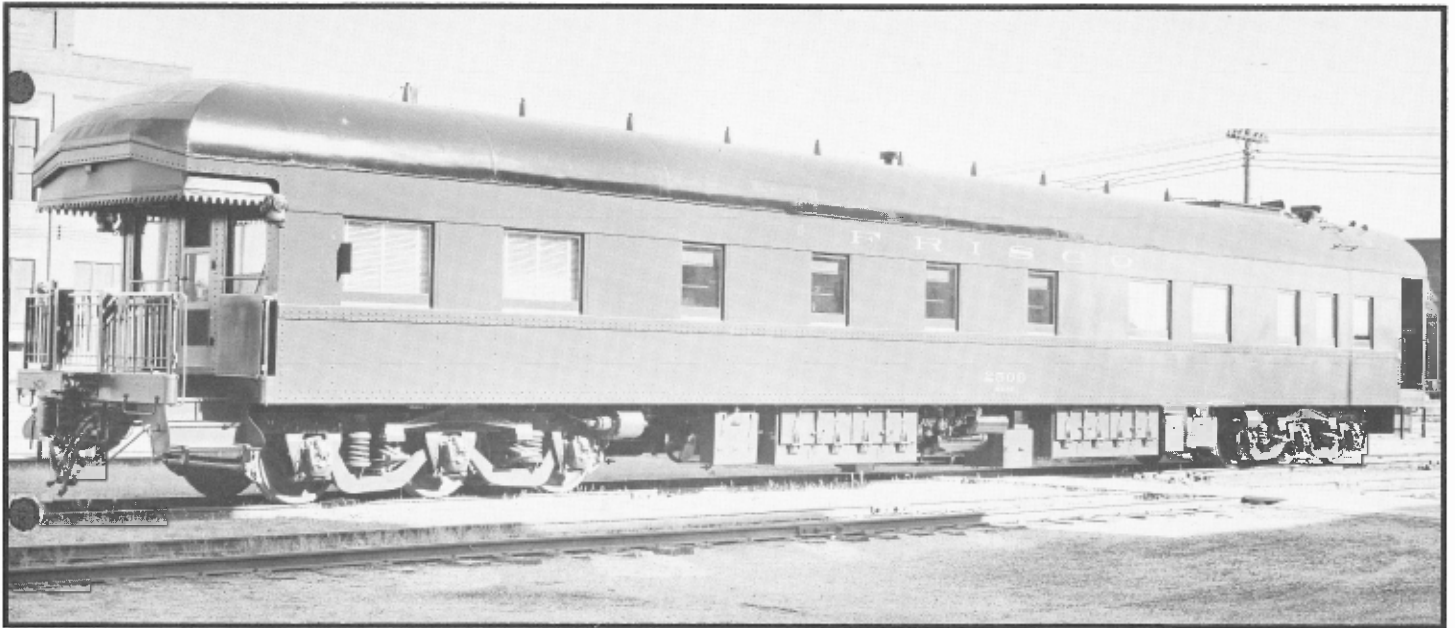


Frisco E-8 2020, Big Red, Springfield, MO, August 23, 1952. A. Johnson photo



Big Red and Citation, in service on Frisco Folk Richard Dowlings layout.

FRISCO'S EXECUTIVE FLEET



Frisko Business Car 2500, Springfield, MO, September 24, 1946. Frisko photo

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

Kansas

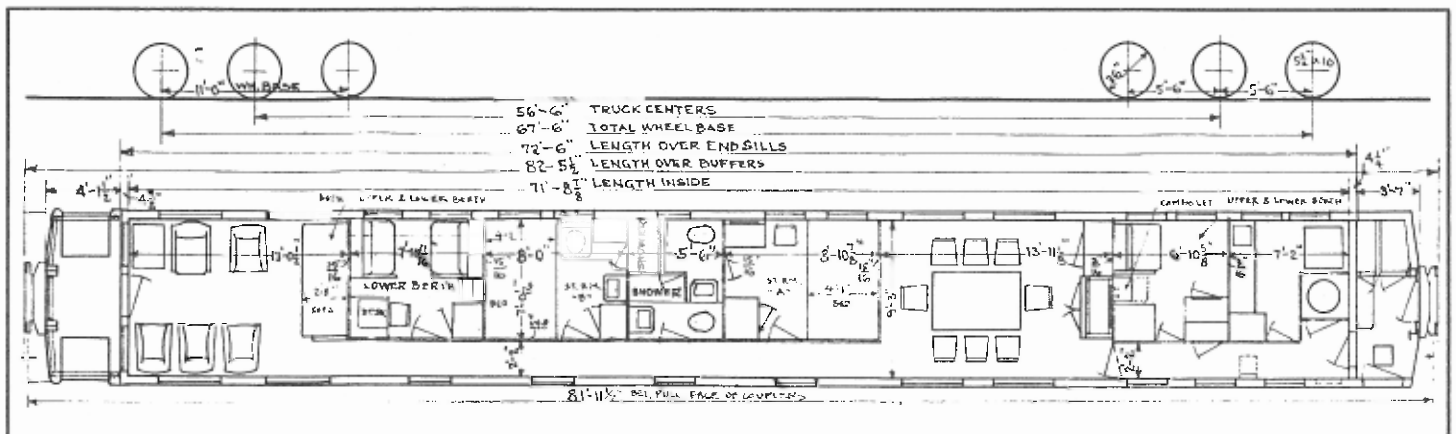
The *Kansas Business Car* was built in February, 1913, by the Ohio Falls Car Co. as a 70 ft. composite Executive Car, No. 2500. Composite refers to a car built with a steel under frame, wood superstructure, and steel plating. In 1944, while traveling east bound on train No. 2, the *Texas Special*, the car broke a front axle, derailed cross-wise in

a deep cut, and was severely damaged. Composite cars did not hold up well in high speed derailments. Rather than scrapping the car, the Springfield West Coach Shops took the under frame of a unknown coach, salvaged what they could from the old car, built a new business car No. 2500, and *boot-legged* it into the roster as though nothing had ever happened.

The new 2500 was 82 ft. long and weighed 210,100 lbs. While it was equipped with the standard kitchen and crew quarters, dining room, state

rooms, and observation room, the arrangement was somewhat different than the majority of executive coaches. The most noticeable was a through hallway, a departure from its contemporaries whose passageway jogged to the opposite side of the car at the dining room. The interior was paneled with quarter inch fyrwood, with steel painted accessories. The exterior was standard Pullman green with a black roof and gold lettering and details.

When the rebuilt 2500 was placed in service, it was



assigned to the office of Chief Mechanical Officer. In that capacity, it served W.B. Berry, W.H. Gimson, and E.F. Tuck.

In May, 1947, the number 2500 was changed to No. 5, and in June, 1948, it was again re-

numbered No. 7, to make room for rebuilt soldier diner No. 647 (*Alabama*) entering the executive fleet as No. 5. In June, 1954, No. 7 was assigned the name **Kansas**.

In 1958, the car was removed from the executive fleet

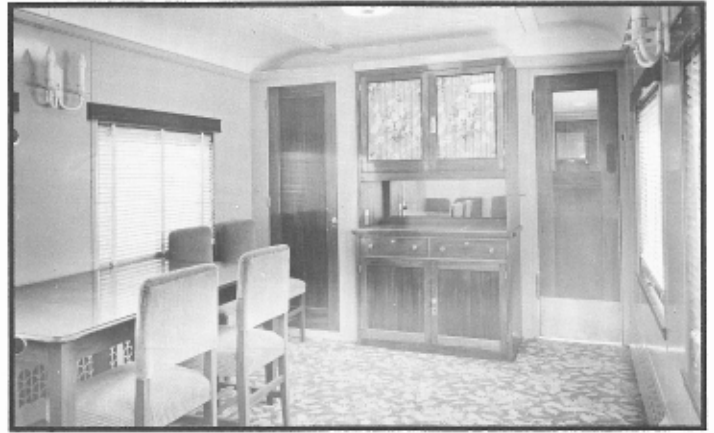
and stored in the Springfield Coach Shop. It was converted for limited use as an instruction car until September, 1966, when it was purchased by a private individual. ☞



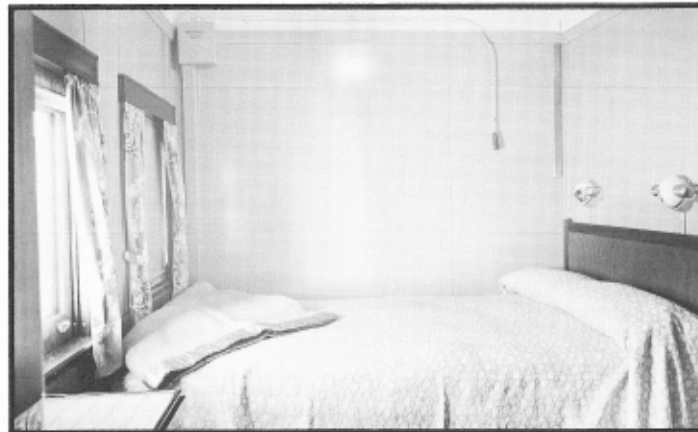
*Frisco Business Car No. 2500, observation platform end, Springfield, MO, September 24, 1946
Frisco photo*



*Frisco Business Car No. 2500, observation room looking toward platform, Springfield, MO, September 24, 1946
Frisco photo*



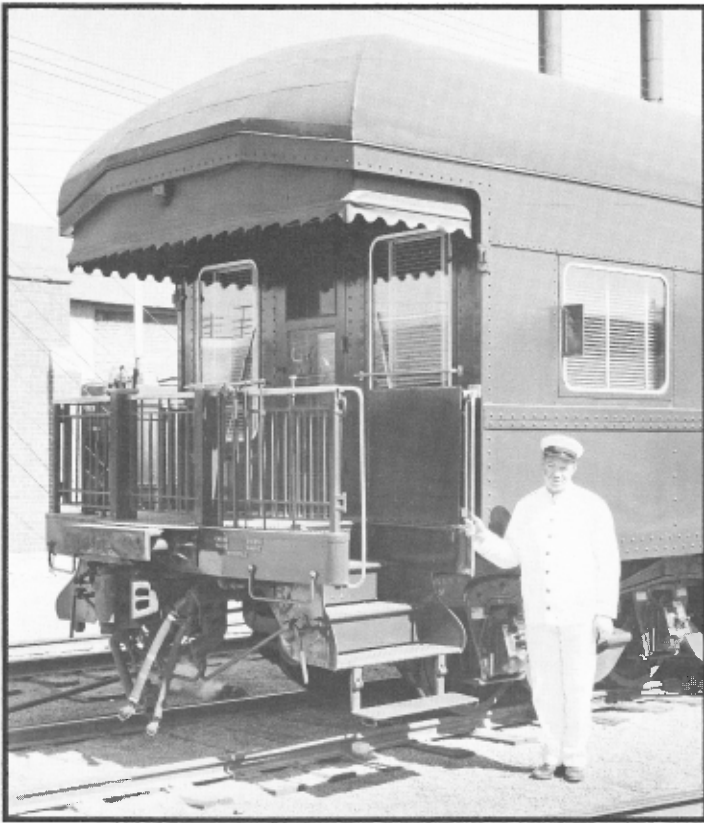
*Frisco Business Car No. 2500, dining room looking toward B end, Springfield, MO, September 24, 1946
Frisco photo*



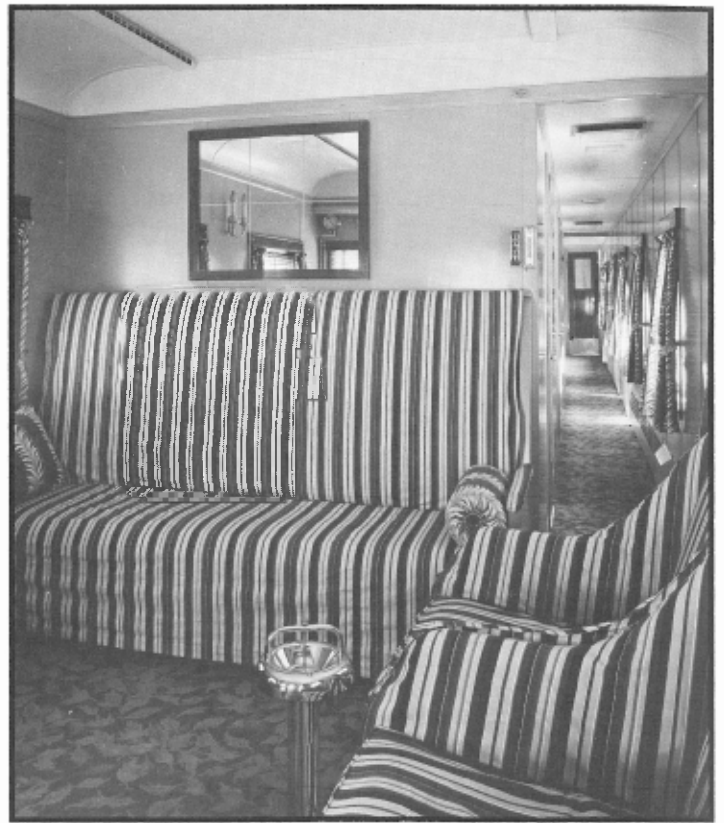
*Frisco Business Car No. 2500, state room A, looking toward B end, Springfield, MO, September 24, 1946
Frisco photo*



Frisco Business Car No. 7, Springfield, MO, September 29, 1949. Frisco photo



*Frisco Business Car No. 7, observation platform end,
Springfield, MO, September 29, 1949
Frisco photo*



*Frisco Business Car No. 7, Observation room, looking
toward B end, Springfield, MO, September 9, 1949
Frisco photo*



*Frisco Business Car No. 7, observation room looking toward platform, Springfield, MO, September 9, 1949
Frisco photo*

MAIL CAR



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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.



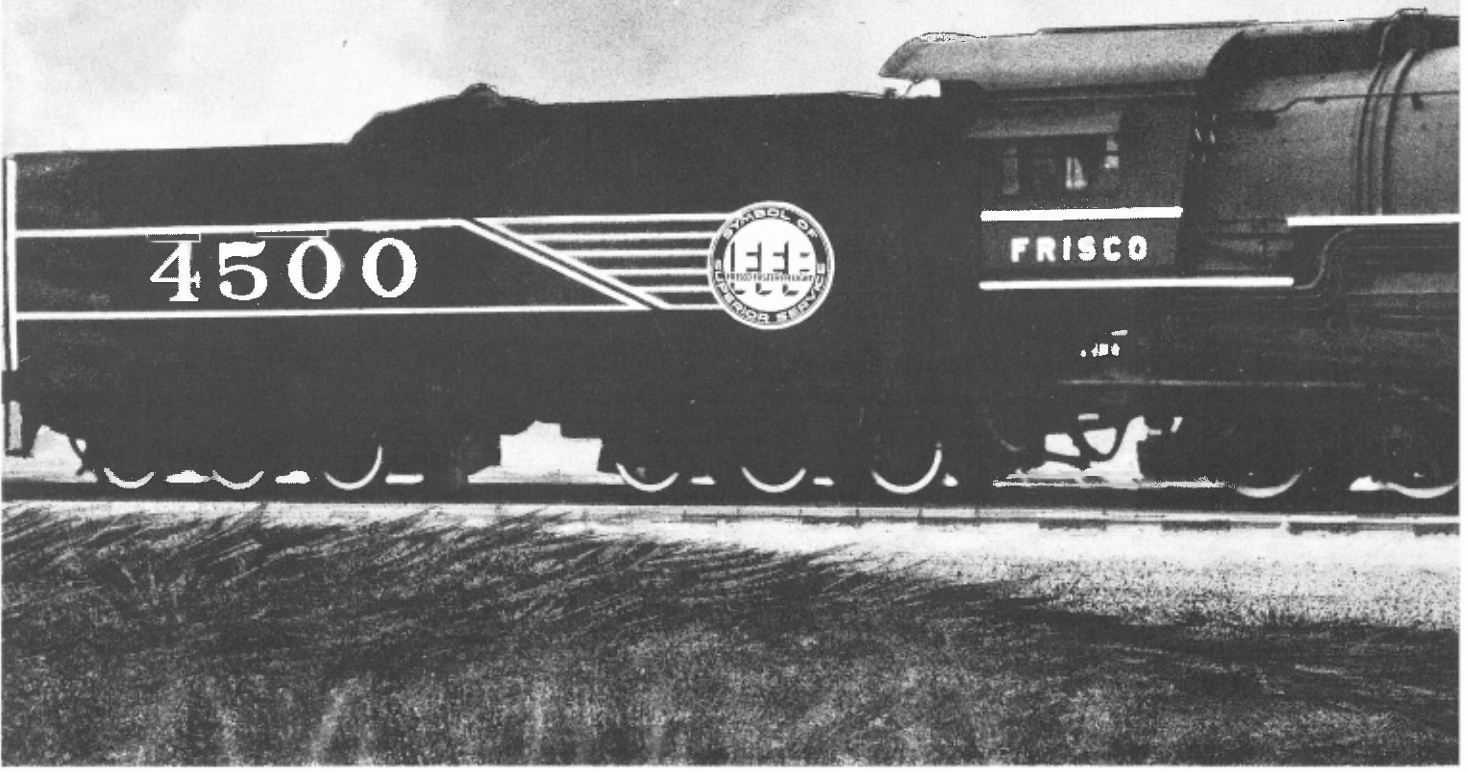
Frisco steam locomotive 4500, in austere locomotive black, Springfield, MO, July 8, 1950, A. Johnson photo.

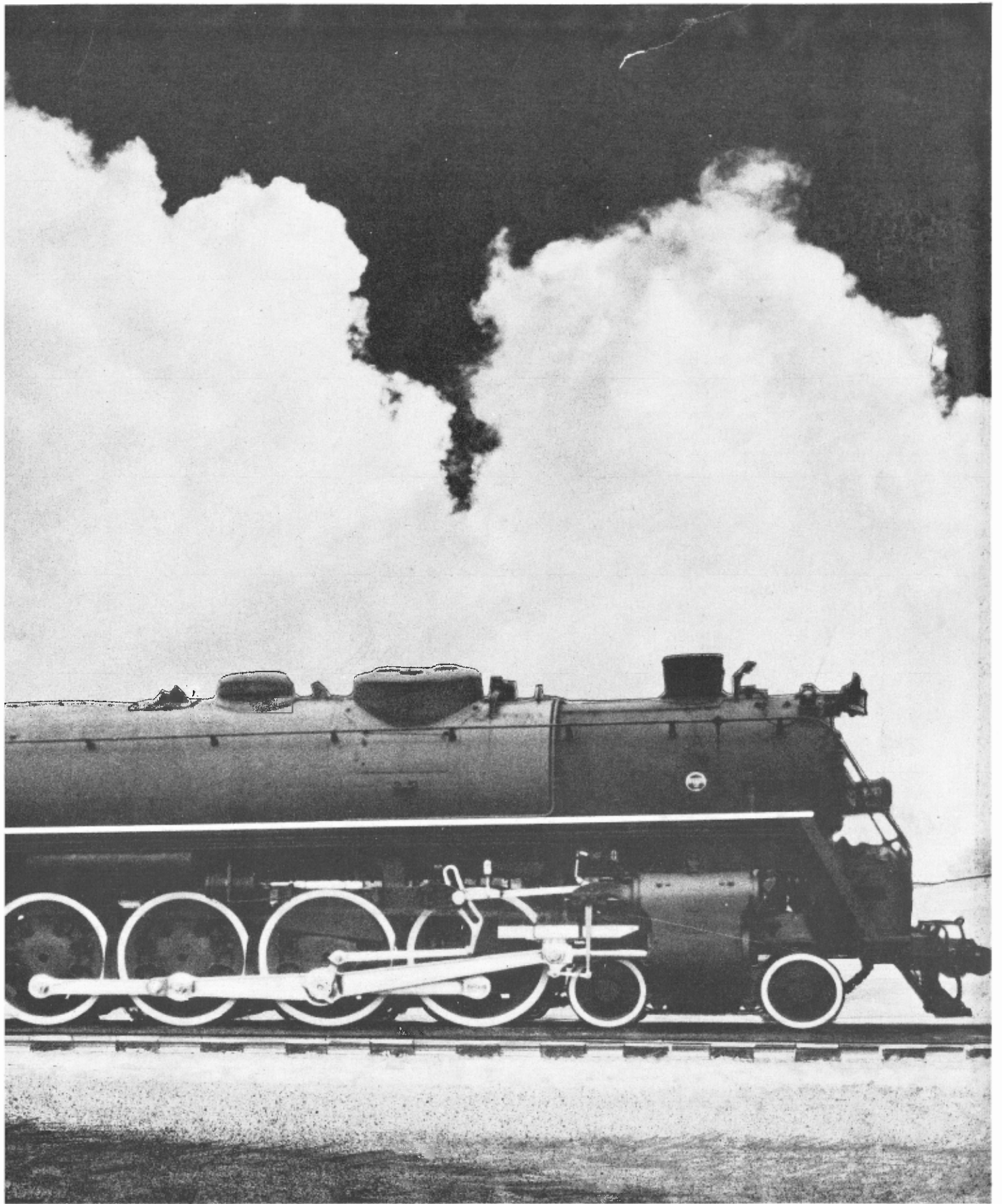


Frisco steam locomotive 4503, Baldwin builder's photo, Philadelphia, PA, October 1, 1942.

FRISCO LINES

ST. LOUIS - SAN FRANCISCO RY.





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: 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?

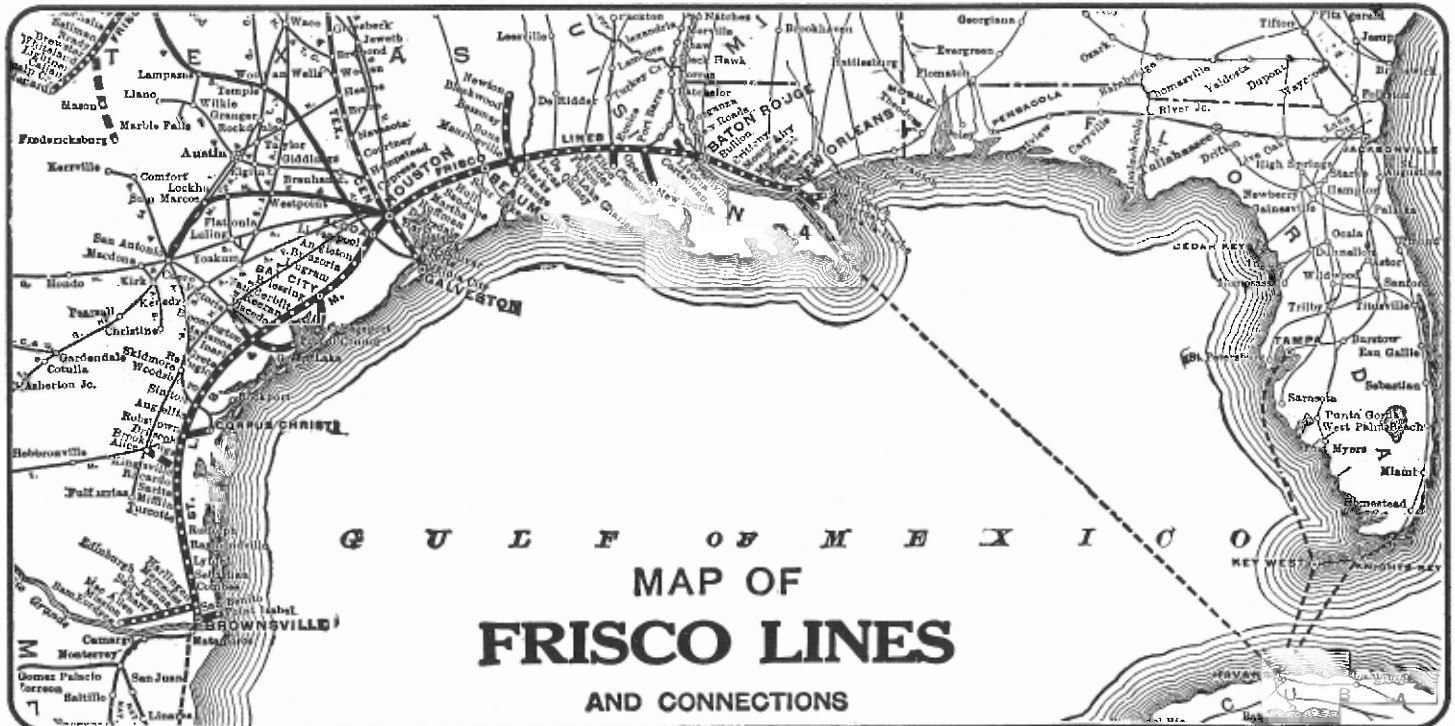
ANSWER: During the *Yoakum Era* of the Frisco - 1896-1915, the company controlled a group of railroads known as the Gulf Coast Lines. They included the New Orleans, Texas & Mexico Railroad, Beaumont, Sour Lake & Western Railway, Orange & Northwestern Railroad, St. Louis, Brownsville & Mexico Railway,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

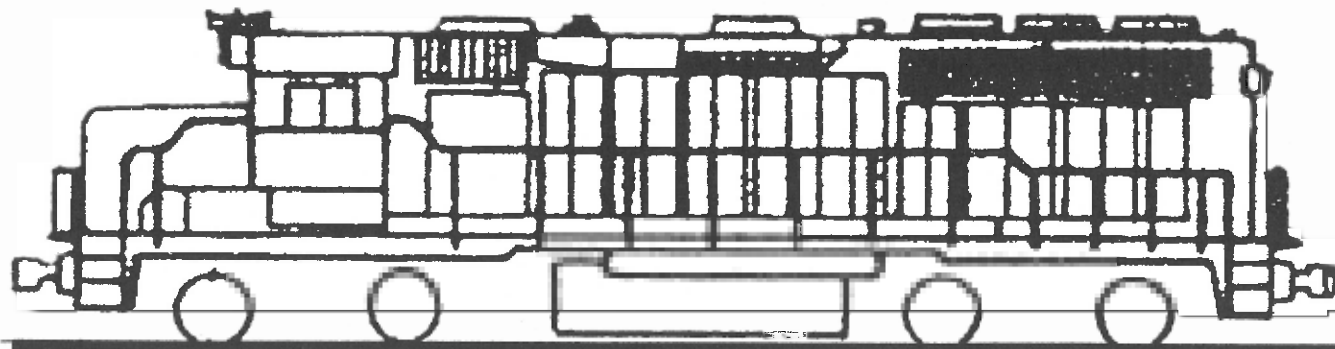
1912, postcard submitted by Frisco Folk Robert McMillian, the Frisco built a new passenger station at Houston. The printed inscription on the back of the card reads: "Dear Sir... The new Frisco Lines Passenger Station at Houston Texas is considered to be the finest in the Southwest. All Frisco trains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

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



HO Scale Modeling A Frisco GP-40-2 Diesel

By Brad Stone



The Frisco GP-40-2's represented the last chapter in the company's long tradition of fast freights with modern motive power. A total of twenty-five (750-774) units were ordered and as quickly as they were delivered in 1979, they were placed in service.

The GP-40's, along with B-30-7 series, shared assignments on automobile and piggyback movements. In this role, they were commonly found in 4-unit lash ups providing plenty of power for the Ozark hills to ensure on time connections. The units quickly put on the miles as they had a very fast turn around time between trips from St. Louis to Irving, TX. Because the GP-40 model had been offered by EMD for a number of years, by the time the Frisco added them to its roster, the class had evolved into several phases with the SLSF units representing the third phase similar to the GP-50's. The features that distinguished these units from earlier models included jumbo anticlimbers, slightly longer short hood, and the newer style of radiator grills.



Frisco GP-40-2 754, Tulsa, OK, September, 1980. Troy Botts photo.



Frisco GP-40-2 755, Tulsa, OK, September, 1980. Troy Botts photo.

An accurate model of the Frisco's GP-40 is not difficult to make, using parts available from Athearn and other manufactures. As a way to clarify the descriptions I will refer to the photos and for questions about the parts or manufactures, please refer to the parts list on page 26.

To begin the model remove the shell from the frame. If you plan to use the Cannon Co. cab, go ahead and remove the stock Athearn cab at this time. Now with an xacto knife and a chisel blade carefully remove the waffle style radiator grills from the shell, taking care not to damage the adjacent plastic and to leave the ends of the grills in the middle. (See *Figures 1 & 2*)

With the grills removed and the area fairly smooth, its is time to put the Cannon Co. grills back in their place. To do this set the grill on the shell and cut off the portion that extends past where the original was located. When they are cut to the right size go ahead and glue them to the shell. I use Testors liquid plastic cement. Next it is time to remove the original pilots from the shell. Using a razor saw cut the sill right behind the steps and cut the deck back to where you made the first cut. (See *Figure 2*) For the replacements I cut the pilots from an Athearn GP-50 shell, using the same technique as described above. Take this part and sand the deck smooth and install the Details West buffer plate cover. While I had the pilots off I drilled the holes for the snowplow. With the pilot ready, glue it to the shell, applying plenty of glue for a strong bond. Before the glue sets, check to make sure that the pilot is square with the frame. After the pilot has set, use filler puddy to fill any cracks in the

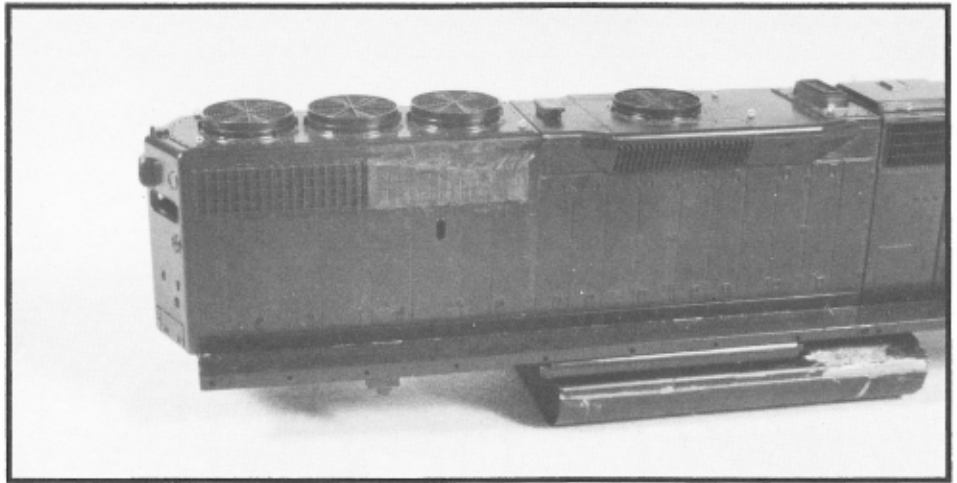


Figure 1

seam on the nose and deck, and sand smooth, as shown in *Figure three*, page 24.

From here you can start to add the detail parts to the shell and go ahead and glue the cab to the shell as shown in *Figures 3 & 4*. On my unit I planned to add grab irons, eye bolts and coupler lift bars, so at this time I went ahead and drilled the holes and installed them along with the snow plow. I also installed the gyalight in the nose, sand filler hatch behind the light, and toilet hatch on the engineers side of the nose. Next was a cab vent to the fireman's side of the unit, along with the cab shades on both sides. On the cab roof I

added a warning beacon and radio antenna, along with the horn and headlight shields on the number board piece. The final detailing step was drilling the holes for the classification lights, to accept MV Products lenses once the unit was finished.

Now I started on the inside of the shell, building up a pad of styrene as a way to mount the couplers to the shell. To do this cut a piece of .20 styrene to fit the area just behind the pilot, extending far enough back to lap over the seam between the pilot and frame. By putting such a large piece here, it will not only give you a solid base for the couplers, but also strengthen

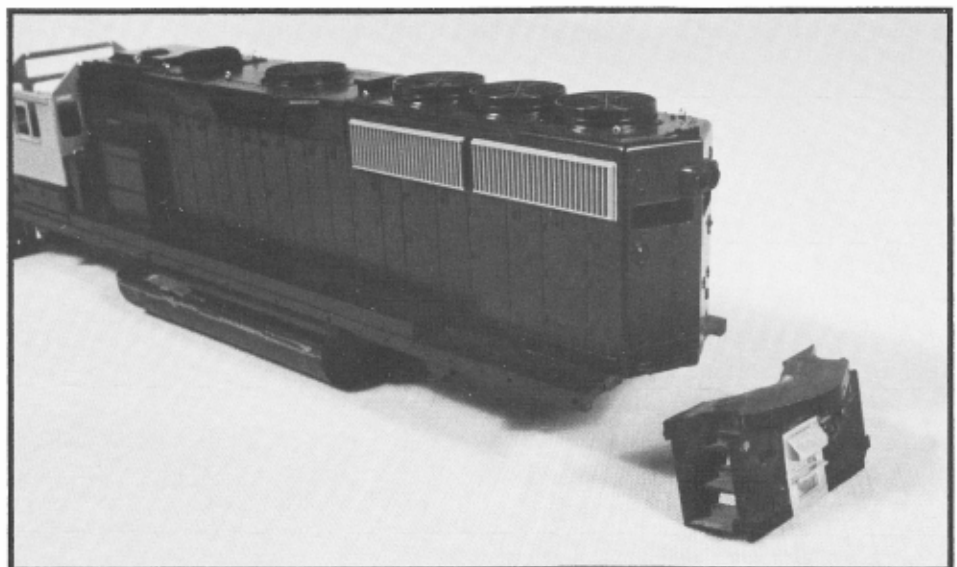


Figure 2

the glue seam of the pilot. With this piece set, start building up the base with .40 styrene cut to the size of a Kadec coupler box and glue it underneath the opening for the coupler. When you get the styrene built up level the opening, glue the top of the Kadec box to the base, and drill a hole to accept a screw to hold everything in place.

With everything on the shell ready for paint it is time to turn our attention to the trucks and frame. For the trucks I added piping to the cylinders by using .012 dia. pipe. On the fireman's side lead truck I attached a speed recorder to the front axle. Next I worked on the frame. I took a motor tool and cut off all the cast on the fuel filler detail with the coupler mounting pads, as they will no longer be needed with the shell mounted couplers. Once this was done I took a grinding stone and lightly ground off the casting seams in the tank and finally finish sanding the tank with emery cloth.

With all the details added to your degree of satisfaction it is time to paint the unit. The GP-40 can be painted and decaled the same way any other mandran orange unit was painted, however don't forget the reflectors along the sill or the grey headlight shields. With the painting finished, the handrails can be attached. Be sure to use the handrails from the GP-50 for the pilots. Now that the handrails are on you can weather the unit. I lightly weather mine with chalk to represent a fairly new unit. To give the grills more depth, I used black paint that was thinned and let it run into the low spots on the grill. With the paint so thin it flows off the high points and gives a realistic appearance.



Figure 3

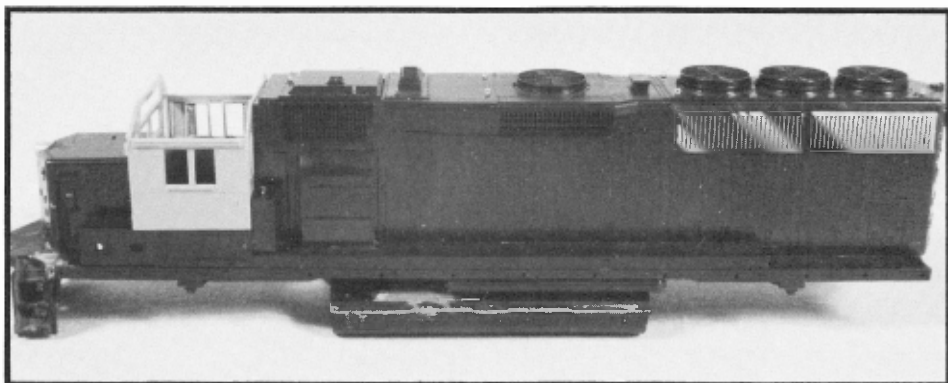


Figure 4

Finally, install the headlight lenses, MU hoses, cab glass, and couplers. This should complete the unit. The engine makes a fine example of Frisco motive power at its prime, that no SLSF modeler should not have

an example of. With a lash up of four of these units you will be ready to pull the Frisco's hottest pig train all the way to Irving and back, high balling the whole way! ☞



**Frisco GP-40-2 756, as lead unit on crack Frisco pig train.
Photo by author**

PARTS LIST

GP-40-2

Athearn

GP-40-2
(with dynamic brakes)
GP-50 shell

MV Products

LS 18

Cannon Co.

1503 Cab
1401 CP-38 Radiator Grills

Utah Pacific

85 Nose Gyalight

Details Associates

1902 Cab Vent Flat
1508 MU Hoses
6206 Air Hoses
2211 Coupler Lift Bars AAR Type
1003 Headlight Dual Pyle
2202 Grab Irons
2206 Eye Bolts
3101 Fuel Guage
1802 Radio Antennas Base
2504 .012 dia. Wire
2808 Speed Recorder
1301 Cab Shades
2001 Sand Filler
1202 Bell

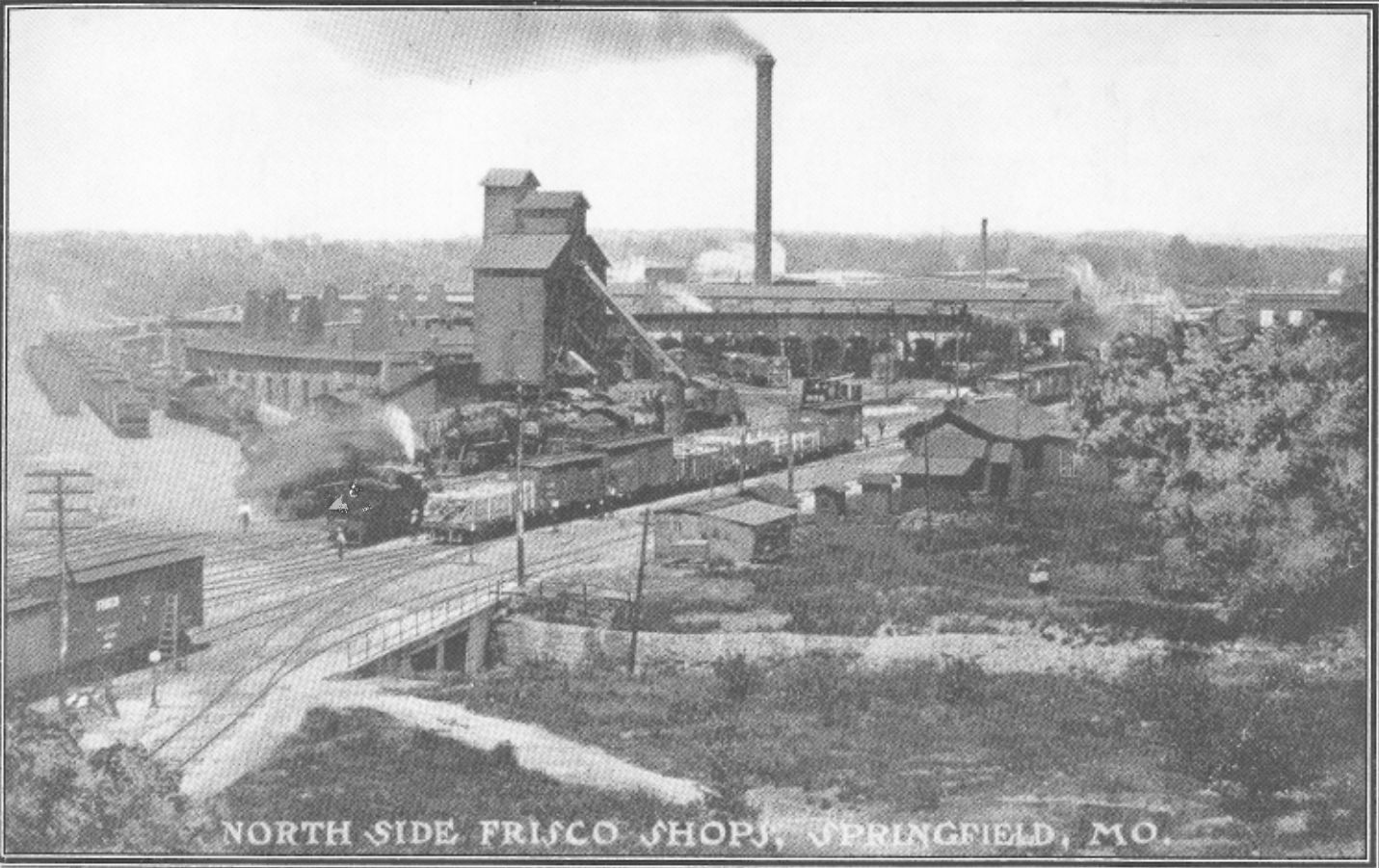
Details West

191 Leslie 5 Chime Horn
166 Fuel Filler
106 Rotary Beacon
130 Snow Plow
195 Buffer Plate



Frisco Billboard, December, 1956, Memphis, TN. Frisco photo

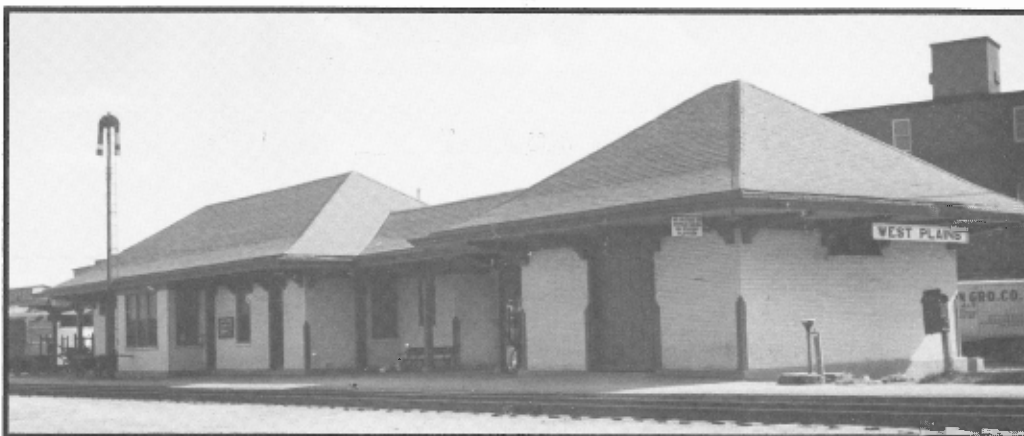
Classic Frisco



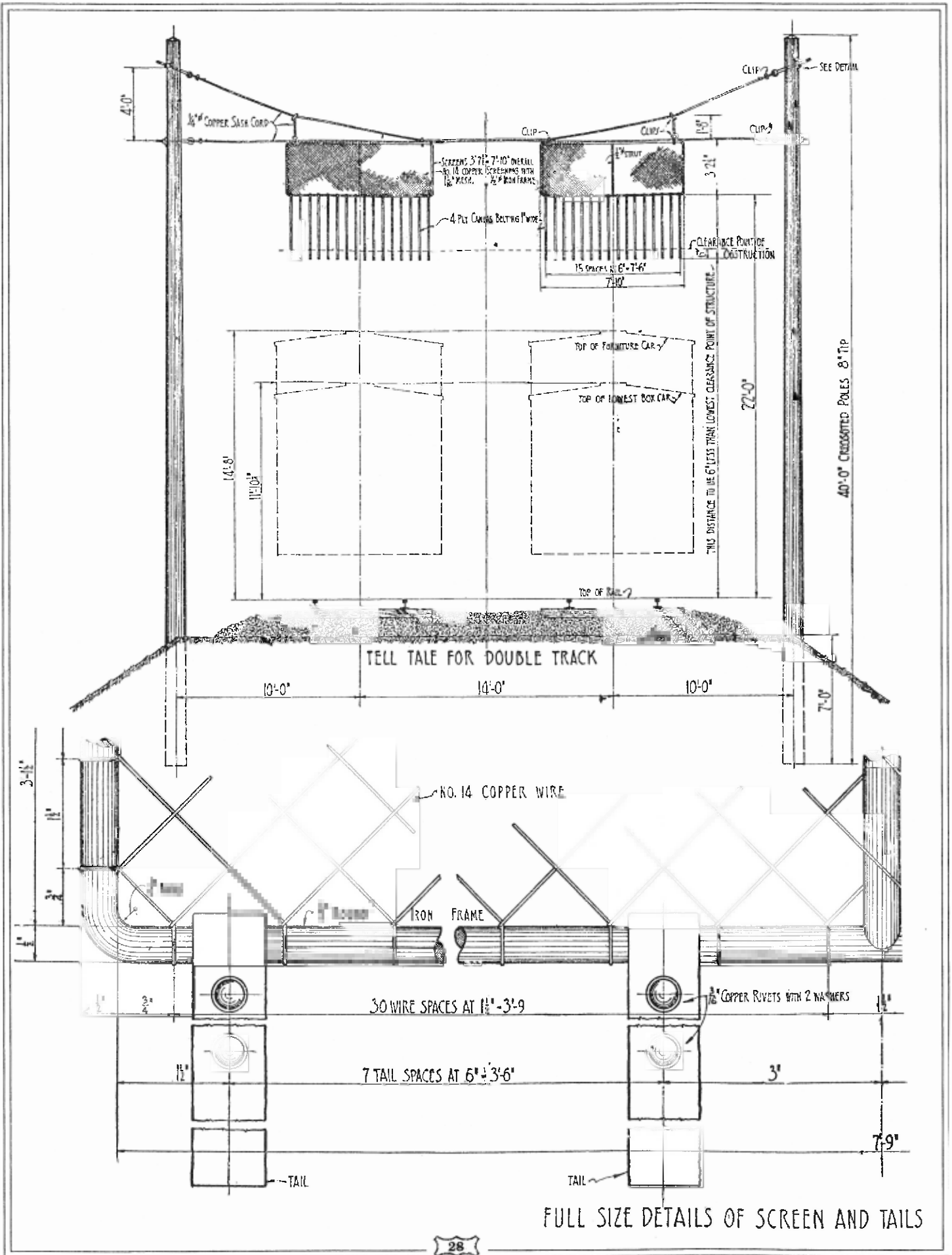
Frisco North Side Shops, Springfield, MO, looking northeast, circa. 1900. The Frisco Railroad Museum Inc. is currently located on the property shown in the lower right corner of the photo.

GETTING IT CORRECT

In the May-June/July-August, 1994, *All Aboard*, page 17, the West Plains, MO captioned depot photo was that of the station at Rogersville, MO. Printer error! The correct West Plains photo is pictured below.



Frisco Depot, West Plains, MO, October 16, 1949. A. Johnson photo



BILL OF MATERIAL FOR ONE SINGLE TRACK TELL TALE

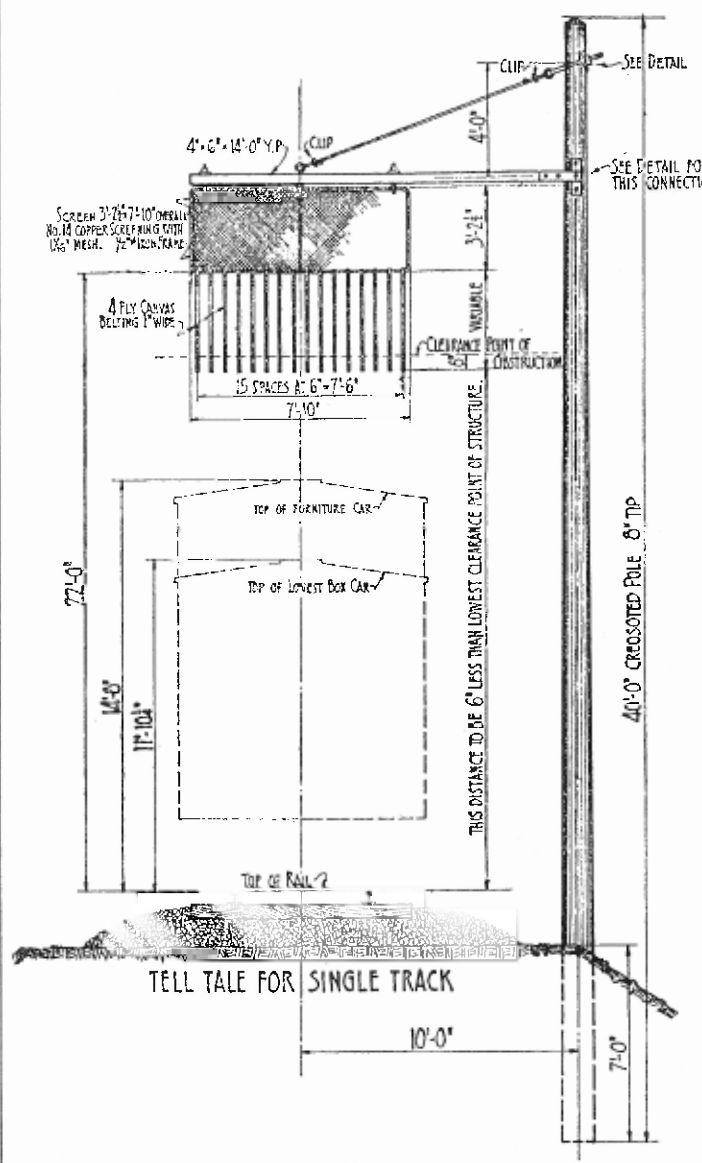
- 1 CREOSOTED POLE 8" TIP, 40 FT. LONG.
- 1 LENGTH 1/4" COPPER SASH CORD 11 FT. LONG.
- 1 EYE BOLT 5/8" x 24" WITH WELDED EYE, NUT & O.G. WASHER.
- 2 GALVANIZED WIRE ROPE CLIPS.
- 2 PLS. 4" x 3/8" x 1'-3"
- 2 BENT PLS. 4" x 3/8" x 1'-5 1/2"
- 1 COPPER SCREEN (SEE DETAIL) WITH 2 - 3/4" x 6" EYE BOLTS & WASHERS
- 16 TAILS, 4 PLY x 1" CANVAS BELTING. (SEE GENERAL NOTES)
- 32 3/16" COPPER RIVETS WITH WASHERS.
- 3 BOLTS 3/4" x 12"
- 2 BOLTS 3/4" x 9"
- 1 EYE BOLT 5/8" x 5" WITH WELDED EYE & WASHER.
- 1 PC. 4" x 6" x 14'-0" Y.P.

BILL OF MATERIAL FOR ONE DOUBLE TRACK TELL TALE

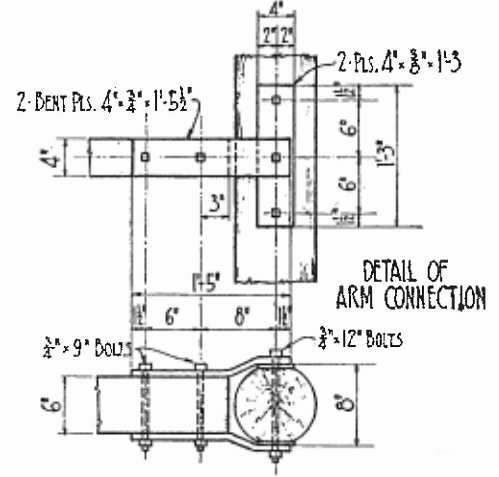
- 2 CREOSOTED POLES 8" TIP, 40 FT. LONG.
- 2 LENGTHS 1/4" COPPER SASH CORD 36 FT. LG.
- 2 PIECES 1/4" x 2 FT.
- 4 EYE BOLTS 5/8" x 24" WITH WELDED EYE, NUT & O.G. WASHER.
- 10 GALVANIZED WIRE ROPE CLIPS.
- 2 COPPER SCREENS (SEE DETAIL) EACH WITH 2 - 3/4" x 6" EYE BOLTS
- 32 TAILS 4 PLY x 1" CANVAS BELTING. (SEE GENERAL NOTES)
- 64 3/16" COPPER RIVETS WITH WASHERS.

- GENERAL NOTES -

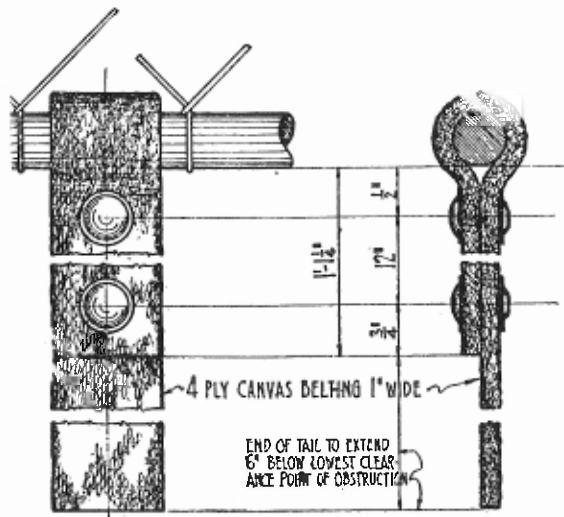
TELL TALES ARE TO BE PLACED ON EACH SIDE OF OVERHEAD STRUCTURES HAVING LESS THAN 22 FEET CLEARANCE ABOVE TOP OF RAIL.
 ON MAIN LINE TRACK PLACE TELL TALE 300 FEET EACH SIDE OF OBSTRUCTION.
 IN TERMINALS AND WHERE MOVEMENT IS SLOW, PLACE TELL TALE 150 FEET EACH SIDE OF STRUCTURE.
 DOUBLE TRACK IS TO BE PROTECTED IN BOTH DIRECTIONS.
 THE LENGTH OF TAILS ON SCREEN WILL VARY ACCORDING TO HEIGHT OF OBSTRUCTION.



TELL TALE FOR SINGLE TRACK



DETAIL OF ARM CONNECTION



END OF TAIL TO EXTEND 6" BELOW LOWEST CLEARANCE POINT OF OBSTRUCTION

ST. LOUIS - SAN FRANCISCO RAILWAY CO.
TELL TALE
 ELEVATIONS AND DETAILS

OFFICE OF BRIDGE ENGINEER
 ST. LOUIS, MO., JUNE 10, 1922.

APPROVED: *[Signature]* CHIEF ENGINEER
 APPROVED: *[Signature]* GENERAL MANAGER
 APPROVED: *[Signature]* VICE-PRESIDENT
 APPROVED: *[Signature]* PRESIDENT

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 purchased from the United States Railroad Administration thirty-three light Mikado steam locomotives and tenders, series 4000-4032, at an average cost of \$51,478.00, and seven light six-wheeled switch engines and tenders, series 3800-3806, at an average cost of \$33,864.00.

50 YEARS - 1944

In 1944, the Frisco's Centralized Traffic Control between Pacific and Springfield, MO, was placed in operation in a newly constructed brick building at 543 E. Commercial St., the current home of The Frisco Railroad Museum Inc.

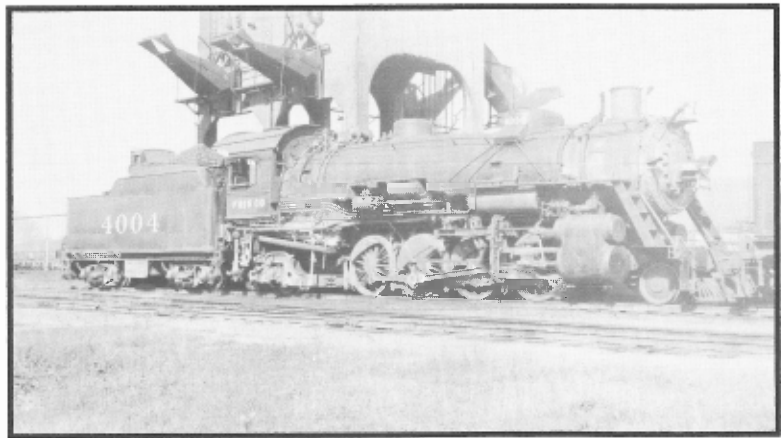


25 YEARS - 1969

In an effort to reduce schedule time and improve operations, on December 1, 1969, the Frisco, Union Pacific, and Seaboard Coast Line

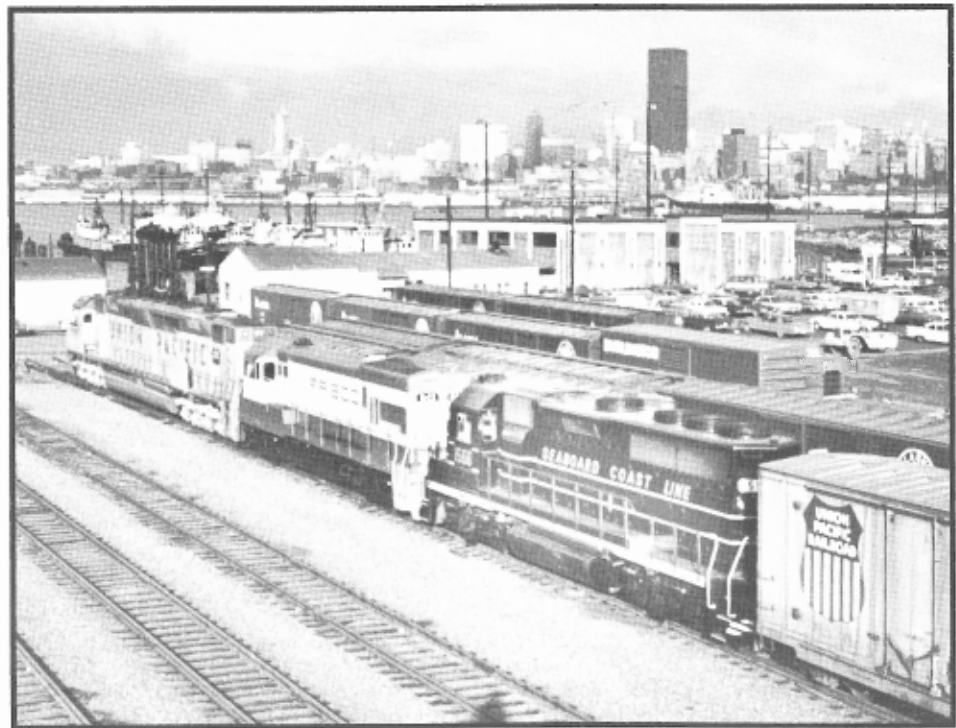


Frisco Switch Engine No. 3800, Tulsa, OK, January 4, 1947.



Frisco Mikado Engine No. 4004, taking on coal at Ft. Smith, AR, August, 1948. Collection of Harold K. Vollrath.

commenced a run-through operation | hump yard at North Platte, NE, and between the Union Pacific's new | Jacksonville, FL. 🇺🇸



Union Pacific, Frisco, & Seaboard Coast Line motive power, awaiting assignment on 1969 run-through train service. Frisco photo

DOWN AT THE DEPOT

Fayetteville, AR
Station 352
Ft. Smith Subdivision
Central Division

EDITOR'S NOTE: *Our Down At The Depot feature in this issue will profile two depots, both located at the same station.*

The St. Louis, Arkansas, and Texas Railway Co. (of Arkansas) was incorporated July 17, 1880. The company did not keep a set of general books, all of its transactions having been recorded on the books of the St. Louis and San Francisco Railway Co. During its entire existence, it was controlled by the latter.

On June 10, 1881, this company consolidated with the St. Louis, Arkansas, and Texas Railway Co. (of Missouri) and the Missouri, Arkansas, and Southern Railway Co. to form a new company by the same name as the former. On that date, it owned about thirty-seven miles of standard gauge, single track railroad located entirely in Arkansas, extending from a point on the Missouri-Arkansas state line to Fayetteville. This property was constructed by the forces of the St. Louis and San Francisco Railway Co. and by various independent contractors, between September 1880, and June, 1891, and was placed in operation on June 8, 1881, by the Frisco.

According to our records the first permanent depot built at station 352 on this line was completed in 1898 at Fayetteville, AR. The brick and stone structure was originally 162' long and 30' wide, and featured a general waiting room on the south end, large office, indoor restrooms



Original Frisco depot, Fayetteville, AR, circa. 1900. H.D. Connor Collection

and Negro waiting room in the center, and separate baggage and freight rooms on the north end. Sometime between 1910 and 1915, an 18' extension was added to the south end, increasing the size of the general waiting room and adding a news stand on the

features of the building was the round agents bay with its cone shaped pinnacle roof design.

The walls were 13" thick, inside walls finished in natural brick, and the floors were maple. Ceilings were 12'6" high.

This unique depot, the only

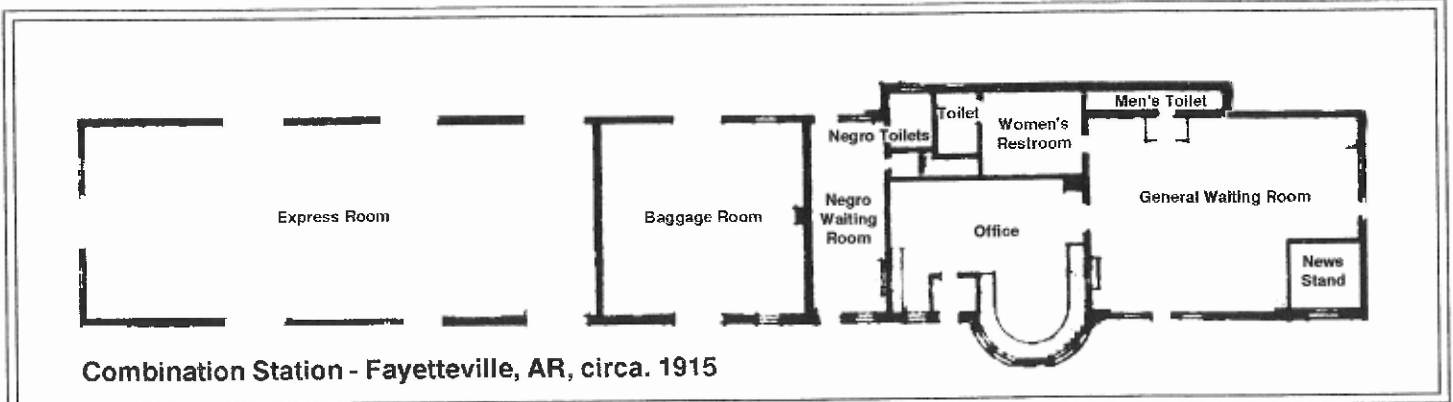


Fayetteville depot showing general waiting room and news stand extension. Frisco photo

south west corner. The roof was a 1/3 pitch hip style covered with slate shingles.

One of the most distinctive

one of its kind on the Frisco, served the traveling needs of the Fayetteville community for over twenty five years.



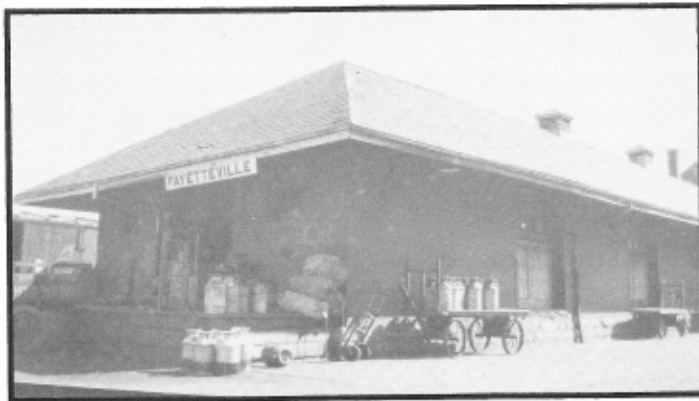
Combination Station - Fayetteville, AR, circa. 1915



Fayetteville depot, showing round agents bay design.
Frisco photo



Fayetteville depot, northwest corner looking south.
Frisco photo



Fayetteville depot, northeast corner, express room dock.
Frisco photo

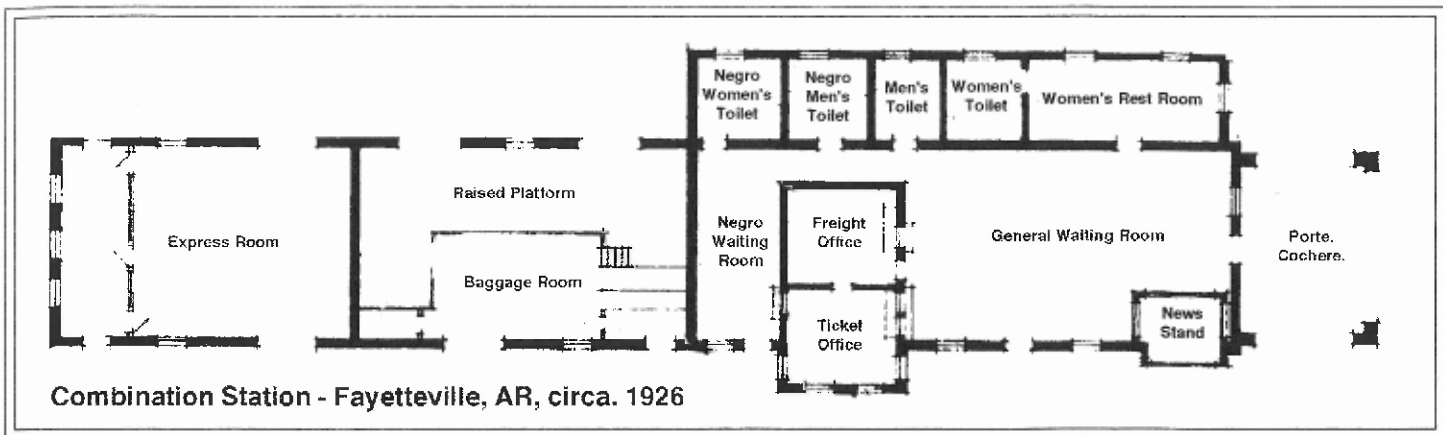


Fayetteville depot, northwest corner, express room dock.
Frisco photo



Fayetteville depot, southeast corner, street side view.

Frisco photo



In 1926, a new brick and stucco Spanish style facility was built to replace the original station. It was 143' long, 26' wide, and was divided into a general waiting room and news stand on the south end, separate freight and ticket offices in the middle, Negro waiting room, baggage room with raised platform on the east side, and an express room on the north end.

The roof was 1/3 pitch with tile shingles. The walls were 13" thick, finished on the inside with plaster and stucco. The waiting room floors were wood covered with asbestolith, the offices wood, and the baggage and express room floors were concrete. Along the east side of the building were a women's lounge and toilets for both Negro and white men and women. Lighting was electric and heat was provided by a steam boiler located in the adjacent freight house. The platform was brick with a concrete curb.

It is interesting to note that the Fayetteville depot was similar in design to two other replacement depots built around the same time at Rolla and Neosho, MO.

In addition to the two depots, the Fayetteville facility also included a 114' x 20' freight station and FTC warehouse, located to the north of the depot, an auto dock, and four 28' x 32' stock pens

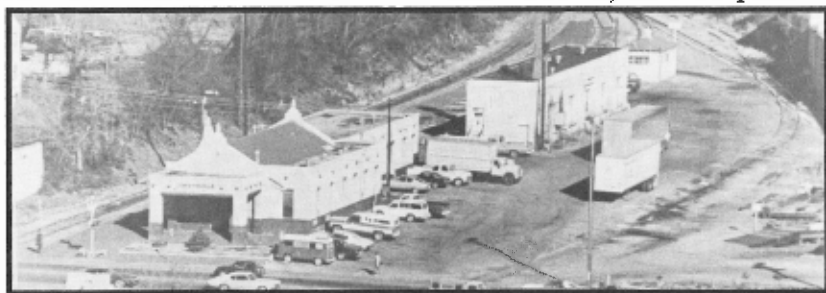


Replacement Frisco depot, Fayetteville, AR, 1979. H.D. Connor Collection

with chutes for both single and double-deck stock cars. Fayetteville was also designated as an emergency icing station.

Two miles south of the depot at Fayette Junction (*St. Paul Branch line*) the facilities included a 40' 80 ton Fairbanks track scale, a two-pocket 150 ton Williams & White mechanical coal chute, a 50,000 gals. water tank, sand house, fuel oil pump house, and storeroom and machineshop. The Williams & White coal chute was later replaced with a Red Devil concrete coaler.

During their tenure of service, the Fayetteville depots were served by a variety of passenger trains including trains 1 & 7, daily through service between St. Louis and Paris, TX in the early 1900's. In 1910, four daily trains were available, Nos. 3-4, 5-6, 11-12, & 720-721. By the 1940's, service had been reduced to 709-710, daily, which continued to serve the community up to the 1960's. On September 18, 1965, the last passenger train departed the depot, No. 710 northbound, at 9:30 p.m. ☐

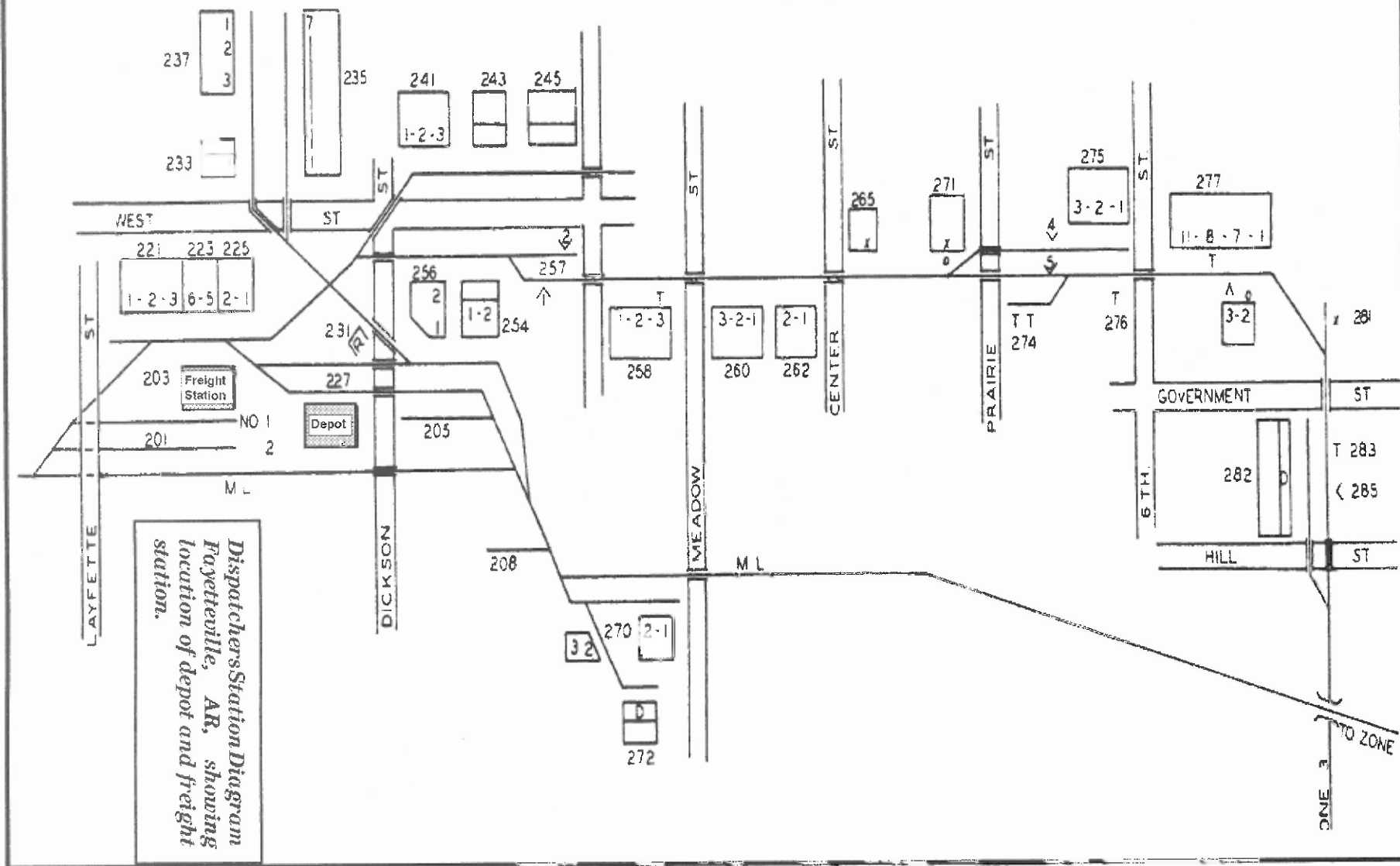


Fayetteville depot and freight station, looking north.

CENTRAL DIVISION FT SMITH SUBDIVISION
FAYETTEVILLE

NORTH

34



Dispatcher's Station Diagram
Fayetteville, AR, showing
location of depot and freight
station.

**Songs of the Frisco**
Up-Date

In response to our feature on **Songs of the Frisco, *All Aboard***, March-April, 1994, p.18, Frisco Folk Tom Moody sent us yet another Frisco tune. This one, ***All Aboard Frisco*** was written to commemorate the arrival of the Frisco system to Pensacola, FL, June 28, 1928.

*I must tell you before it is too late,
About the Frisco that came June twenty-eight.
Pensacolians welcomed it with great delight,
To think what it would mean to them o'er night.*

CHORUS

*All Aboard Frisco we are with you for all time.
All Aboard Frisco our work will be for all mankind.
Welcome to the Frisco a friendship never to fall,
Hail to the Frisco President Kurn and all.*

*Businessmen from the north, south, east and west,
Say our future will be the very best.
How the horns did toot and shrill whistles did blow,
The very thought made hearts with happiness glow.*

CHORUS

*President Kurn from his private car did step,
Waking every ambition that had slept.
We will never forget that all important date,
Just mark the word great for this state.*

ALL ABOARD FRISCO

A SONG

Commemorating the advent of the Frisco System to its Southern Terminal, on the Gulf of Mexico, at Pensacola, Fla. June 28, 1928

Words by

ROBERT D. RUBEN

Music by

M. G. RUNYAN



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.

Layout Fascia

Most model railroads are built above 1" x 4" grid or "L" girder benchwork. Although some benchwork and wiring is beautiful, we usually want to have all of the attention on the railroad. The focus on the railroad can best be achieved by applying a simple fascia to the benchwork. In addition, the fascia can serve as a surface on which control panels can be mounted.

The material used for fascia can vary, however, most modelers use 1/8" tempered Masonite. The advantages of Masonite is that it is flexible for cornering, it is affordable, and it has one very smooth surface for painting. Other layouts use hardwood paneling for a more built-in look. Unfortunately, paneling requires more cutting since it is not flexible for rounded corners.

On the Springfield Terminal Division, Masonite cut in 1' x 8' strips is used and is glued to the 1" x 4" benchwork. I used a bead of construction adhesive between the fascia and the benchwork with my wife, Jo, holding the fascia in position while "clamps" were applied. My clamps were drywall screws

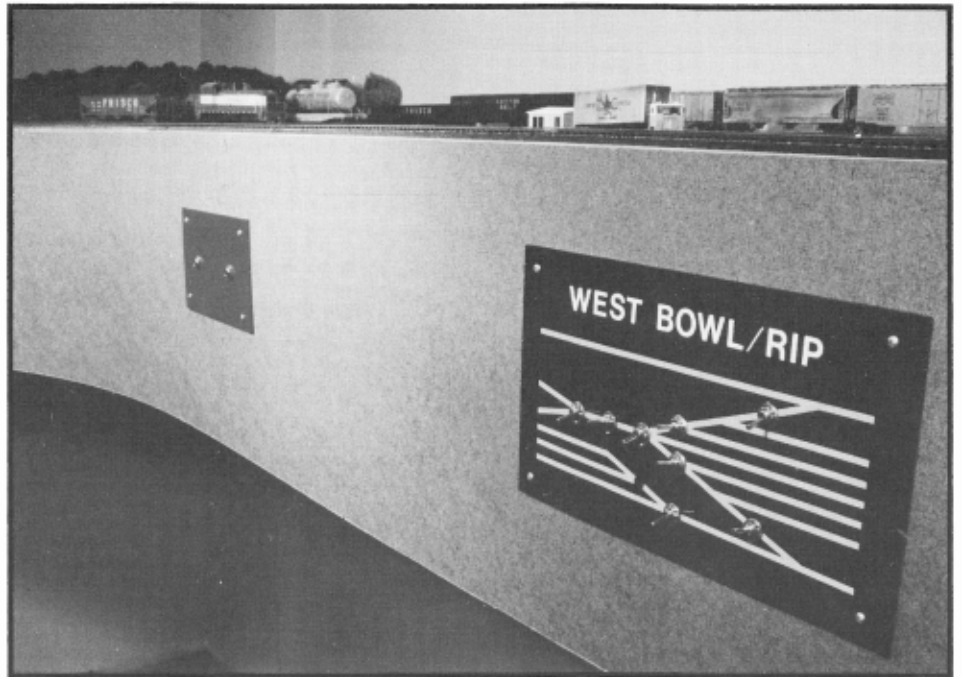


Figure 1

driven through scrap 1" x 2" and the Masonite and into the benchwork. This holds the fascia in place until the glue is dry. The clamps are removed and the holes are filled with water putty and sanded smooth.

Next, the location of any cutouts needed in the fascia are determined and cut out with a jigsaw. After making the needed openings in the fascia, the final step is to paint the surface the color of your choice. Most modelers use a non-descript brown or green. The fascia on the Springfield Terminal Division is painted a buff color similar to the one applied to modern Frisco structures in the 1970's. (see an unpainted but otherwise finished section of fascia in Figure 1)

If the clamping and gluing seems too time consuming, consider using screws with finish type washers. These look just fine. I originally had these on the Springfield Terminal Division but had to remove them because of their similarity to the phone jack used in the command control system. One disadvantage

of Masonite fascia is that it does absorb moisture and may "wave" in unsupported areas. This can be remedied by either sealing all surfaces of the Masonite with paint or by gluing a 1" x 2" behind the Masonite to act as a stiffener.

Once the fascia is in place, control panels can be prepared. I like to use 1/8" acrylic plastic from Cadillac Plastic of Lenexa, KS. It comes in a wide variety of colors and can be cut to size for reasonable prices (I bought 8' x 10" sections for \$1.75 and 4' x 6" sections for \$.75 which included the cutting) Two colors are used on the Springfield Terminal Division, black for turnout control panels and red for command control throttle jacks. The schematic needed for the turnout control panels is marked on the paper covering and holes are drilled using a sharp, pointed drill bit. Be sure that the plastic is supported underneath or the acrylic will fracture in an unpredictable manner. I have found that the best way to drill acrylic is to clamp it to a piece of wood

and drill all the way through the plastic into the wood below. This will leave a nice smooth hole.

After all the holes are drilled, including the ones for the mounting screws, the protective paper cover can be peeled back and the track schematic can be applied using chart tape or auto striping tape. I noticed that Chuck Hitchcock used a vinyl lettering on his ATSF Argentine Division control panels and decided they would look good on the Springfield Terminal Division as well. I found these at my Hobby Lobby and they are inexpensive (*less than \$2.00 per set, and easy to apply*). This allowed me to letter panels with their geographic location (*see Figures 2 & 3*) for additional realism and less operator confusion.

The command control throttle jacks are also mounted on a piece of red acrylic for easy location during operation. I first saw this done on Chuck Hitchcock's Argentine Division and saw it as a solution for my layout as well (*see Figure 4*). Now there is no mistaking where the throttle jacks are located on the layout.

Before mounting the acrylic panels to the fascia, note that it is too thin to hold the mounting screws (*I use 1" screws*). This problem can be solved by gluing scrap 1" x 2" material behind the fascia close to the opening for the mounting screws to be driven into.

The most surprising aspect of this project is how easy it is. Most modelers already possess most of the tools needed and the materials are simple and reasonably priced. The impact on the appearance of the layout is tremendous.

Nice looking fascia will be an asset to the physical plant of *your* Frisco layout as well.

Customers will recognize this is a first class railroad and when they need rail service they will without question decide to ...

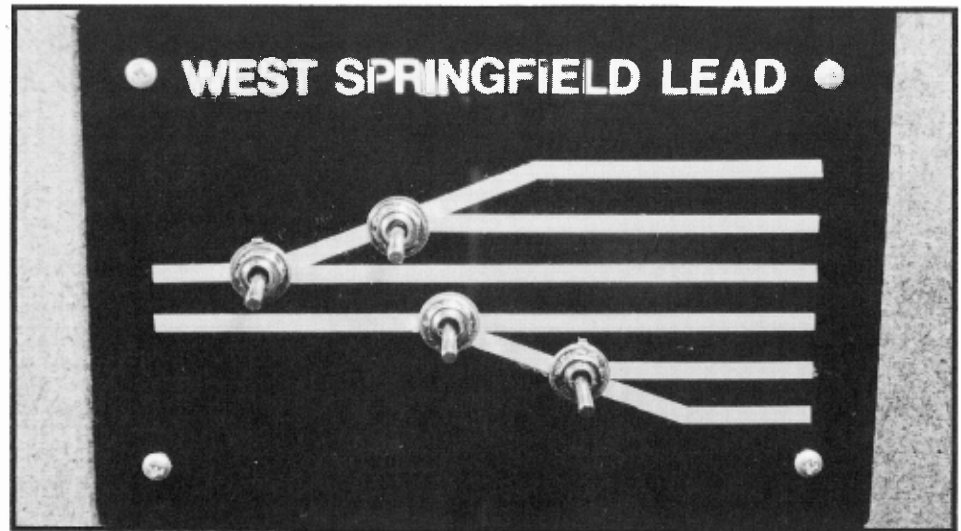


Figure 2

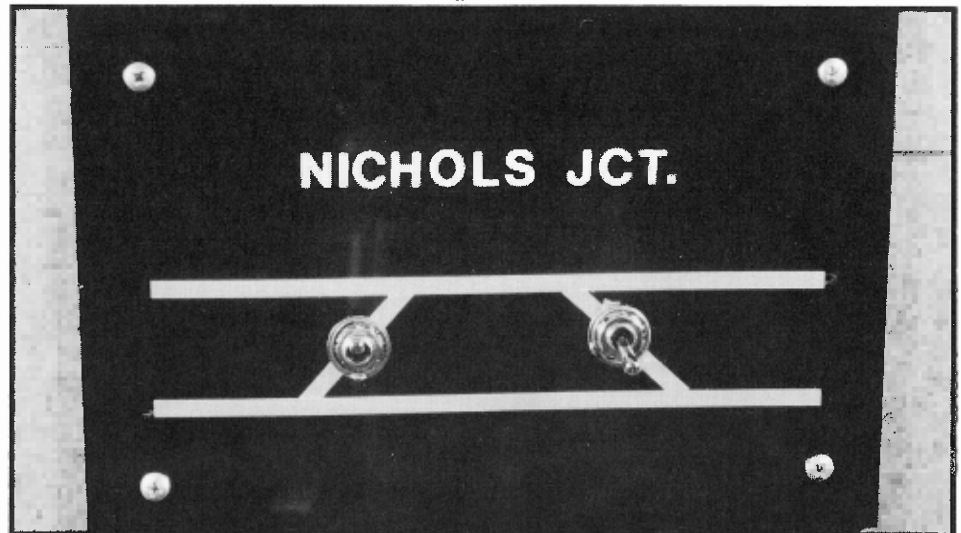


Figure 3

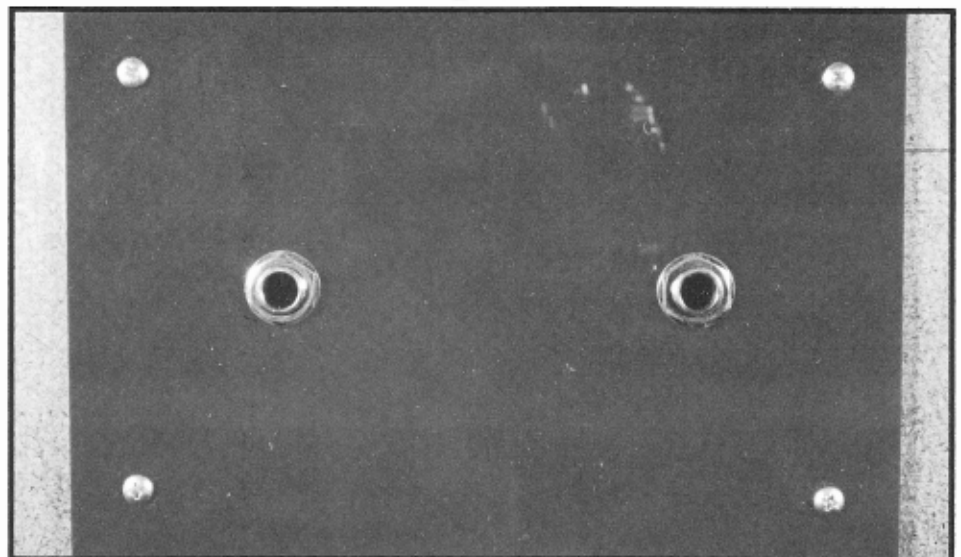


Figure 4

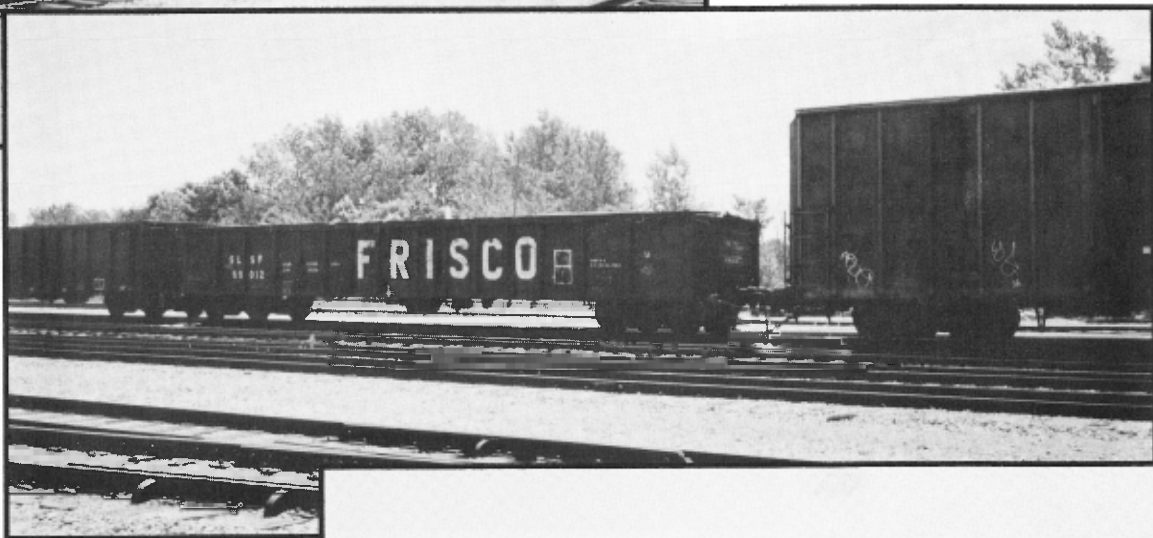
FRISCO IN THE 90'S

Frisco in the 90's is a photo feature of the *All Aboard* in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



Frisco Folk Dennis Sullivan caught SL-SF 44276 in service at Snyder, OK, on June 21, 1994.



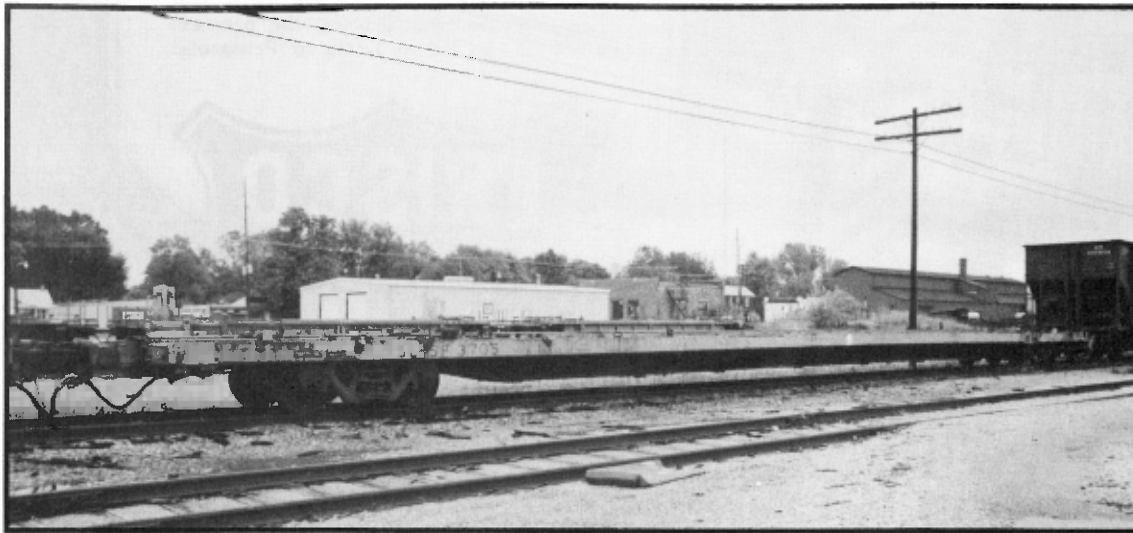
Frisco Folk Dennis Sullivan found Frisco Gondola 69012 still in service at Joplin, MO, June 26, 1994.



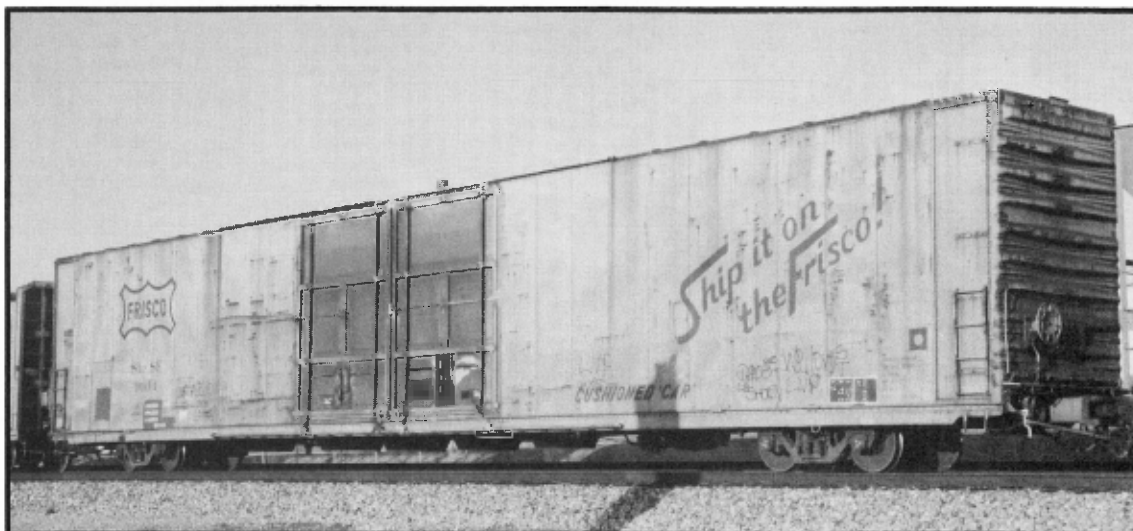
Frisco Folk Dennis Sullivan photographed SL-SF 555658 with load at Hugo, OK, June 19, 1994.



Frisco Folk Rick McClellan caught SL-SF 79767 in service at Lenexa, KS, in March, 1994.



Frisco Folk Rick McClellan found Frisco Flat 3705 still in service at Springfield, MO, September 25, 1993.



Frisco Folk Rick McClellan photographed SL-SF 9104 at Olathe, KS, in March, 1994.



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And over all, the genial southern sun, in skies of glorious blue, welcomes the health seeker and bids the pleasure lover play at fishing, swimming, boating, golf, on the incomparable gulf coast.

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**FRISCO
LINES**

Our back cover for this issue is taken from the back cover of the August, 1928, edition of the Frisco Employee's Magazine, in which was announced the official arrival of the Frisco at Pensacola, FL.