



All Aboard

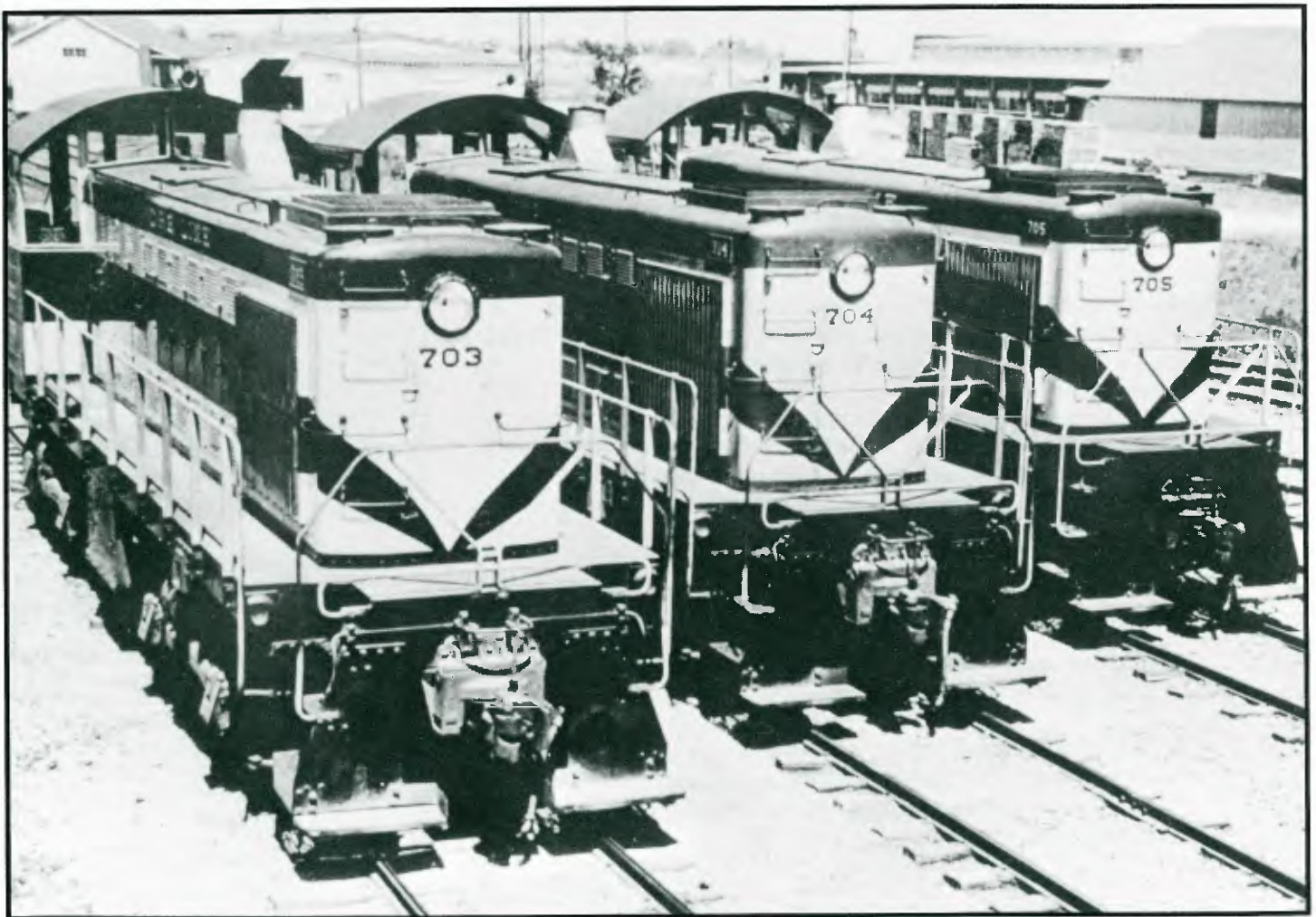


NOVEMBER-DECEMBER

1993



Northeast Oklahoma Railroad Company





All Aboard



VOLUME 8

November-December, 1993

NUMBER 6

FEATURES

DOWN AT THE DEPOT 3

Wittenberg, MO, on the St. Louis Sub-Division, River Division, is the featured station in this issue.

Beaumont Tower on National Register..... 4

The 108 year old Beaumont, KS, water tank, the only surviving one of its kind from the Frisco, has been placed on the National Register of Historic Places.

FRISCO Automobile Handling Facilities6

This is the third in our series featuring the automobile handling facilities that were in service on the Frisco in the early 1960's. In this issue we visit Irving, TX.

Classic Frisco7

Golden City, MO, circa. 1911, Section Gang No. 27, and its **CLASSIC FRISCO!**

Modeling A Frisco Street Watchman's House.....8

Frisco Folk Michael Holt provides detailed instructions to recreate a common way-side structure on the Frisco. Although Michael built his watchman's house in HO Scale, N, HO, & O-Scale templates are provided on pp. 10-11.

Frisco Roster Tales 12

In this installment of *Roster Tales* Frisco Folk Ken Wulfert continues his discussion of Frisco Yard Power, Part 6, *ALCO Favorites*.

Frisco's Executive Fleet14

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

MAIL CAR16

Our MAIL CAR feature in this issue is the first in a two-part series that provides a comprehensive look at the various paint & lettering schemes used on the Frisco's fleet of E7 & E8 diesel passenger locomotives.

FRISCO IN THE 90's 20

An assortment of Frisco equipment in the 1990's is captured for us in this photo feature by the cameras of Frisco Folks Larry Crowe, Wayne Porter, and Chris Bowles.

ABOUT THE COVER

Our cover photo was taken at Miami, OK, in the Spring of 1950, featuring the Northeast Oklahoma Railroad's fleet of ALCO S-2 diesel locomotives that became Frisco 295-296-297 in 1964. See *Roster Tales* feature, pp. 12-13.

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DOWN AT THE DEPOT

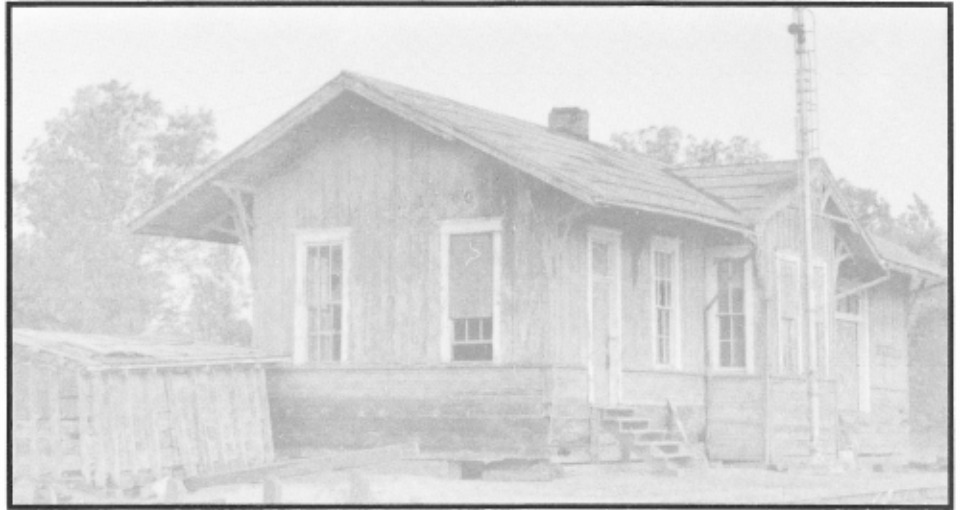
WITTENBERG, MO

Station T103
St. Louis Sub-Division
River Division

The *St. Louis, Memphis, & Southeastern Railroad Co.* was incorporated on January 8, 1902. Corporate control of the company was assumed by the Frisco on November 1, 1902, and by 1904, the company had constructed 124 miles of main line track between Southeastern Junction and Cape Girardeau, forty-six miles from Nash to Lilburn, and sixteen miles between Hayti and Grassy Bayou, all in Missouri.

In the Spring of 1904, a 60' x 20' frame combination station was constructed 103 miles south of St. Louis, Station No. T-103, at Wittenberg, MO, on the old St. Louis Division between Afton and Cape Girardeau. (Later became the *St. Louis Sub-Division, River Division*) According to our records, the first agent assigned to Wittenberg was C.E. Hubbell, who reported to work on May 27, 1904.

The wood depot was built on an elevated pile head foundation with 2" x 6" walls and a 1/3 pitch gable roof that was first covered with composition shingles and later with rolled roofing. The interior was divided into a Freight/Baggage



Wittenberg, MO, September 19, 1969.

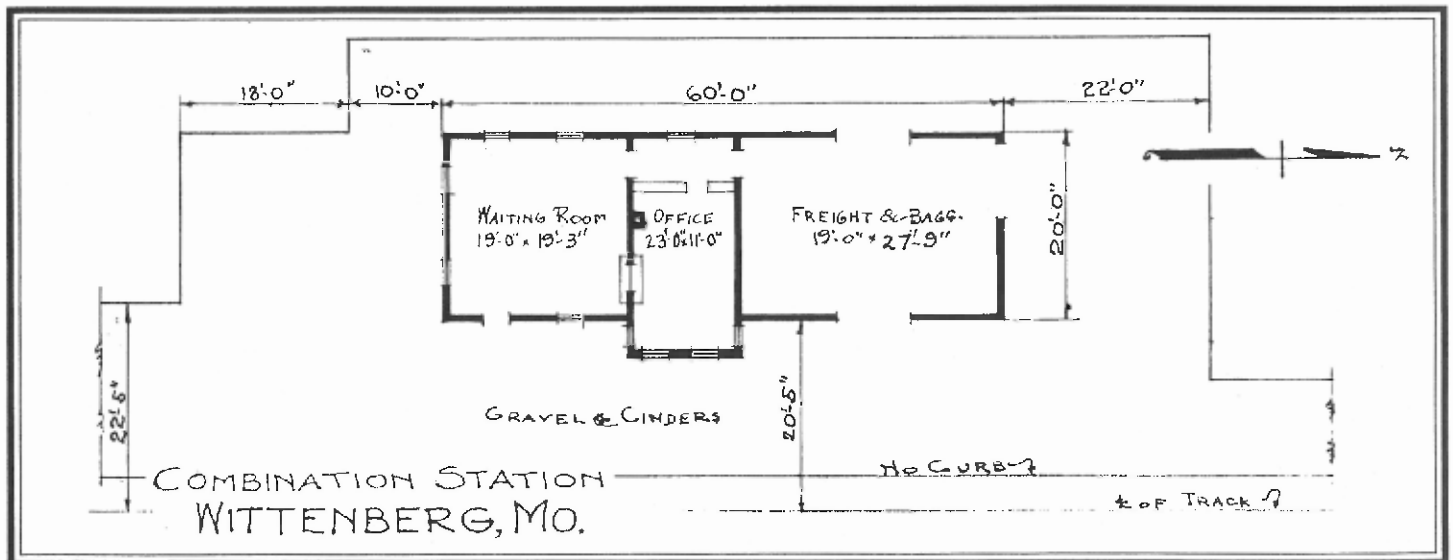
Howard Killam photo

room on the north, Office in the middle, and a passenger Waiting room on the south end. The ceilings were 12' high, the floor was 3 3/4" x 3/4" yellow pine, and the walls were covered with 3 3/4" x 3/4" beed board. The exterior finish was a combination of boards & batten and 1" x 6" drop siding. The station name was painted directly on the siding and the last paint scheme was Frisco standard gray with white trim. The platform was gravel and cinders with no curb.

In addition to the depot, the Wittenberg facility included a section house, signal department supply house, and a pump house.

When first opened, Wittenberg was served by three daily trains: 801-803-805 southbound and 802-804-806 northbound. In 1920, service was reduced to 801-805 south and 802-806 north. In 1930, while three daily trains still passed through the station, including the *Memphian* and *Sunnyland*, only 801-802 made a stop.

In 1940, Wittenberg service was limited to the *Sunnyland*, 807-808. On October 25, 1958, the *Memphian* was discontinued between St. Louis and Memphis. On September 17, 1965, the last passenger train on the *Sunnyland* departed the Wittenberg depot.





Although the great floods of 1993 put much of the River Division under water, it was nothing new to the folks along the Mississippi River, as witnessed by the rare photo above, showing the Wittenberg depot during an April, 1922, flood. Photo from the collection of Frisco Folk Kevin Johnson.

Beaumont Tower On National Register

According to the September 23, 1993, edition of *THE WICHITA EAGLE*, the 108 year old Frisco water tank at Beaumont, KS, has been placed on the National Register of Historic Places. According to the article, "Margaret Rodriguez, one of several Beaumont residents who have worked to preserve the historic tower, said the designation was 'wonderful'. The tower has fallen into disrepair because it is no longer used. Bob Burgess, director of the Butler County Historical Society Museum in El Dorado, said the distinction would increase the likelihood of obtaining money that could be used to preserve the tower.

We're real excited about it and really anxious to get started on it, said Marce Brewer, chairman of the Friends of the Beaumont Water Tower. Brewer's group has worked for more than a year to help preserve the 50,000 gallon tower, which provided water for steam locomotives and for the Beaumont Hotel in the unincorporated Flint Hills town.

The tower stopped being used when a rural water district was completed in 1983. The railroad used it until the conversion to diesel fuel in the 1950's.

The tower was the subject of an article late last summer in the Kansas Historic Preservation Office Newsletter."

The Frisco Railroad Museum's Research Service provided information and materials to the Beaumont group and the Kansas State Historic Preservation Office for use in the Register nomination.

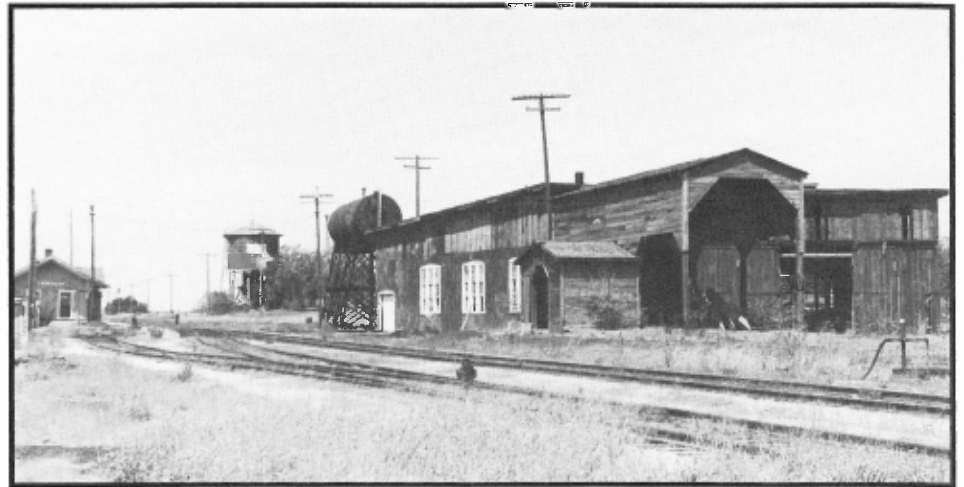
Thanks and a tip of the Frisco hat to Frisco Folk Larry Parrish for providing the Beaumont Tower news!



Frisko Beaumont, KS, Water Tower, May 16, 1963. Lee Clerico photo



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 - 1918

In 1918, Engineer F.M. Galloway and Fireman H.E. Hinton arrived at Beaumont Junction, KS, on extra 1272 east and found there was no coal on chute. This was in extremely cold weather and one of the coal chute men was sick. Consequently, Galloway and Hinton shoveled five tons of coal, thus avoiding a serious delay.

L.L. Clerico photo



50 YEARS - 1943

In 1943, the Frisco combination station was enlarged at Camp Maxey, TX, Station 576 on the Arthur Sub-Division, Central Division.

Frisco photo

25 YEARS - 1968

In 1968, the Frisco took delivery of the first shipment of its new fleet of SW1500 diesel switchers, series 315-365. Nos. 315-330 arrived on company property in October, 1968.

Frisco photo

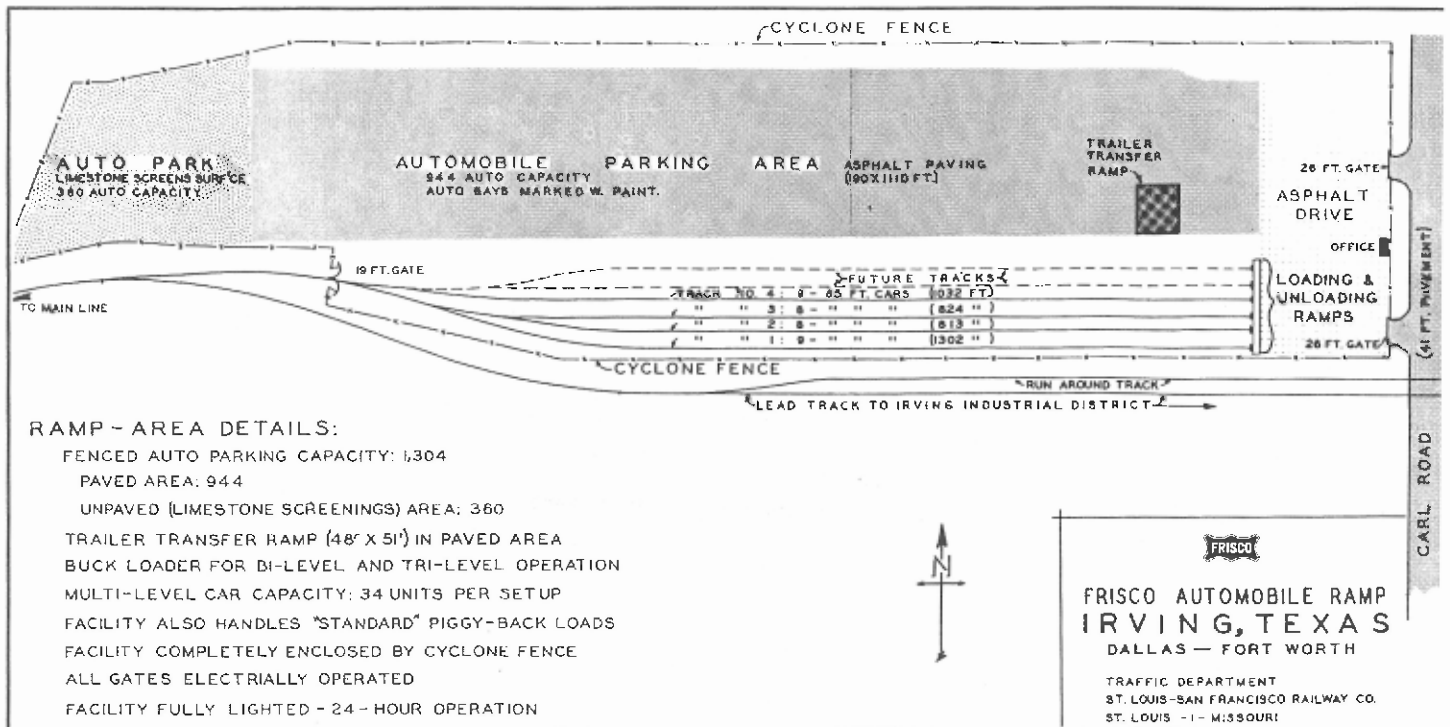




Automobile Handling Facilities

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 third in a series of features profiling the automobile facilities with layout diagrams and photos.

Irving, TX

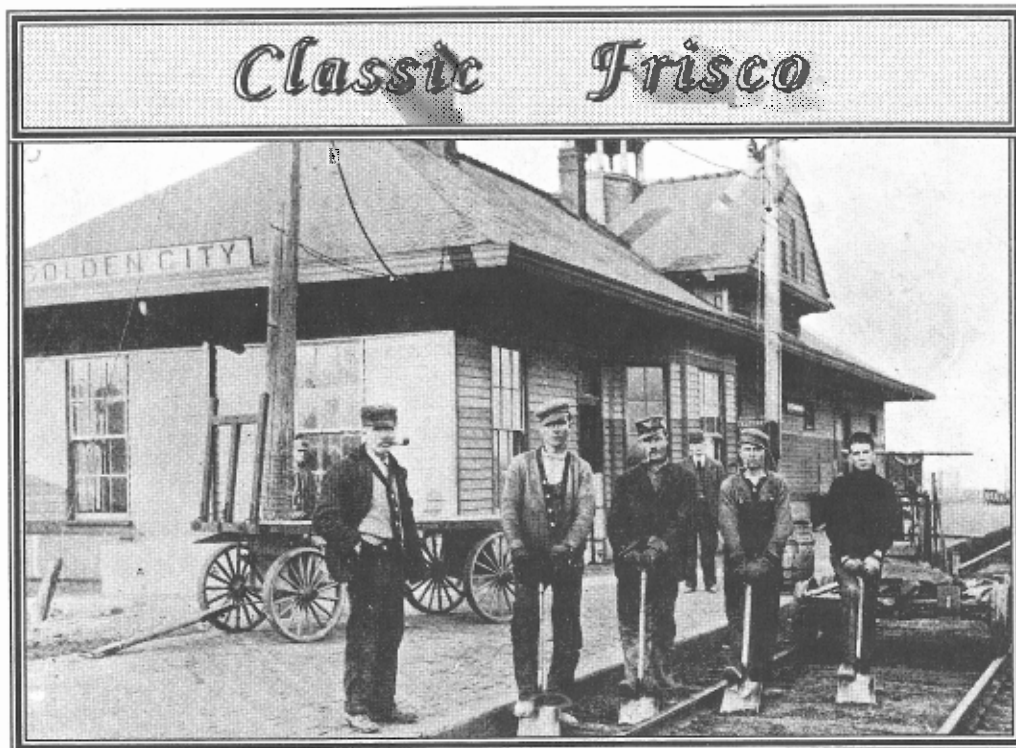


Frisko's Irving, TX automobile ramp showing Buck Unloader.

Frisko photo



Frisco's Irving, TX, facility showing automobile storage area with marked and numbered bays for trailer load make-up. Concrete trailer loading dock in center left. Frisco photo



The above photo shows Section Foreman Edward Lock (on platform with pipe in his mouth) and Section Gang No. 27 raising the Northern Division main line at Golden City, MO, circa 1911. Frisco photo

HO Scale

Modeling A Frisco Street Watchman's House

By Michael Holt

This article is for Frisco modelers who think scratch-building is for somebody else. The project is a watchman's shanty used on the Frisco railroad around 1906 - before signals were installed. A man would sit inside waiting for a train. When it came, he would step outside and signal to prevent an accident involving pedestrians.

If your layout reflects the modern era, the shanty would add charm as an old tool shed, a small passenger stop, or an old deserted shack. The building has a small number of parts and no complicated fixtures, making it an excellent project for the first time scratch builder. The project also provides practice in innovation and detail refinement.

For plans, I used an original *Frisco Lines - Street Watchman's House Plans, Elevations and*

Sections - November, 10, 1906, provided by the museum's Research Service. (See pp. 10-11). Unless otherwise noted, all part numbers are for HO, Evergreen stock styrene.

First, cut a piece of scribed styrene (#4040) scaled to 5'4" x 6' for the floor. For the floor joist, cut five pieces of 2"x4" strip (8204). The measurement is 5'4" long, and glue the pieces an equal distance apart on the nonscribed side of the styrene. This gives practice in making details.

For the front and rear walls, cut two pieces of scribed styrene 10' x 5'4". Experience suggests making these pieces wider about two thicknesses of .040 styrene. This aids in making better corners.

When completed, choose one of the pieces to be the front. Most Grandt Line doors for buildings would not look nice on this

structure. For a lesson in innovation, use a Grandt Line caboose door (#5063). Now, cut an opening for the door.

For the sides, cut two pieces of scribed styrene 8' x 6'. Cut an opening in the middle for a Campbell window (#901). Repeat the process for the second piece.

Use Floquil Primer #11009 to prime all sides of the walls, floor, door, and windows. When the primer is dry, paint the floor a Roof Brown (*Polly S 410070*), the windows Reefer White (*Polly S 41001*), while painting outside walls red. I used Scony Red, a discontinued Floquil color. The primer is excellent for the interior. After the paint has dried, install windows and door.

Now assemble the walls to the floor. To cover the corners on the exterior, cut strips of 1"x4" (*Evergreen #8104*). For the interior



The above Street Watchman's House was located at the Mill St. crossing, Springfield, MO, just east of the passenger depot. circa. 1910.

detail, assemble a Grandt Line #5008 stove. Now cut two pieces of styrene just bigger than the stove body and paint black (*Polly S Engine Black #410010*). When the paint has dried, glue one piece to the floor in the middle against the back wall. Glue the second piece of black styrene on the back wall against the first black piece. This is for fire protection.

For the roof assembly, cut two pieces of styrene 4' x 8'. For more practice in detailing, cut eight strips of 2"x4" (*Evergreen #8204*) for rafters. Glue both sets of rafters to the roof and the roof pieces together. Try to fit the roof to the building and trim to proper fit.

For a realistic look, cut two pieces of sandpaper, 220 grit or better, and paint Engine Black. When dry, glue to the roof. Cut a third piece of the same sandpaper big enough to cover the peak. Paint black and glue to the peak.

The building will sit on four concrete pillars. To construct, cut eight pieces of styrene into one foot squares. Glue two pieces on top of each other and paint concrete (*Polly S #410082*). Glue each piece to a corner of the building.

For the final touches, cut strips of 1"x4" Evergreen #8104 to cover and trim along the roof. The final step is placing the roof on the building. Now it is ready for your layout! ☺

FRISCO STREET WATCHMAN'S HOUSE PARTS LIST

Evergreen Scribed Styrene	#4040
Evergreen Strip Styrene 2"x4"	#8204
Evergreen Strip Styrene 1"x4"	#8104
Evergreen Stock Styrene .040	#9040
Polly S Concrete Paint	#410082
Polly S Engine Black Paint	#410010
Polly S Roof Brown Paint	#410070
Polly S Reefer White Paint	#410011
Floquil Primer Paint	#11009
Floquil Sconony Red Paint	
Grandt Line Door	#5063
Grandt Line Stove	#5008
Campbell Windows	#901



Frisco Crossing Watchman James Hill, on duty at Sapulpa, OK, circa. 1915. Frisco photo



One of the first crossing flagwomen employed on the Frisco, Mrs. Johnson, shown on duty at Rosedale, KS, circa. 1917. Frisco photo



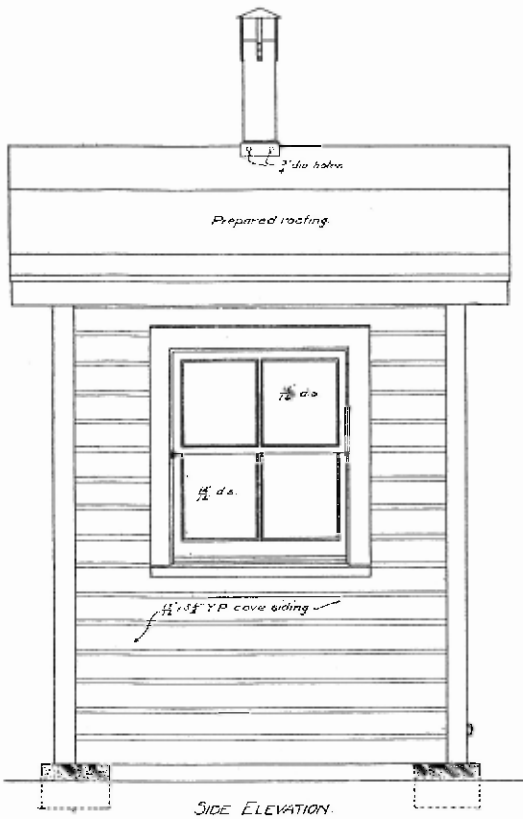
Frisco Crossing Watchman Albert Harmon, on duty at the Mill St. crossing, Springfield, MO, standing outside Watchman's House shown on p. 8. circa. 1911. Frisco photo



Frisco Crossing Watchman William Elliott, on duty at Pittsburg, KS, circa. 1915. Frisco photo



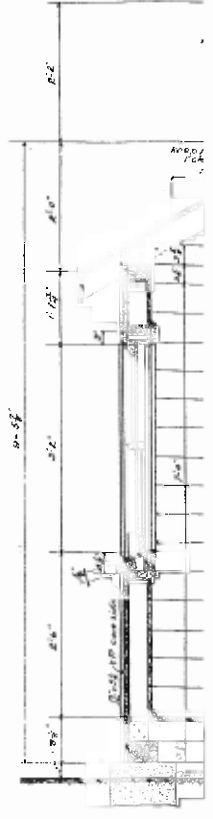
The Watchman's crossing "STOP" sign, shown hanging by the door of the Springfield Watchman's House in the photo on p. 8, is currently on display in our museum. Note upper right hand corner of above photo.



SIDE ELEVATION

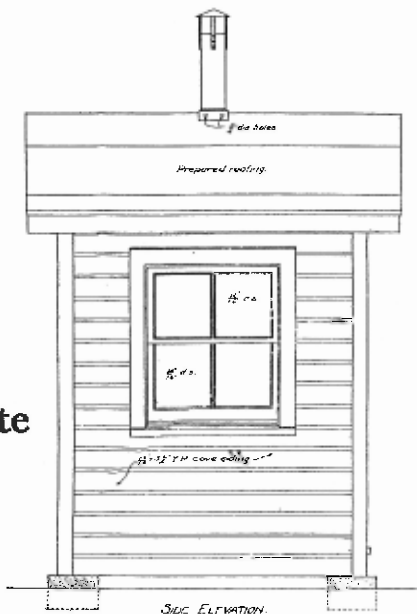


ENTRANCE ELEVATION



SECTION

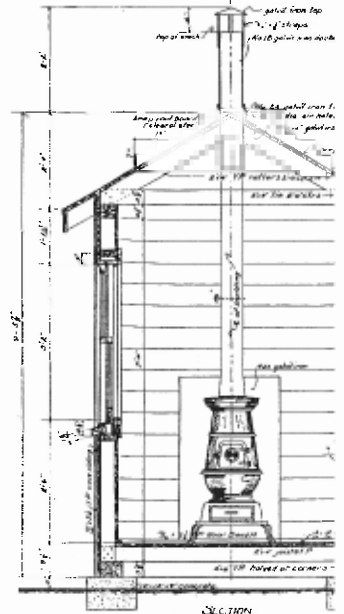
**O Scale
Template**



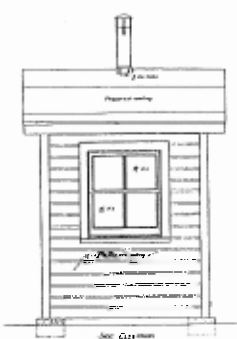
SIDE ELEVATION



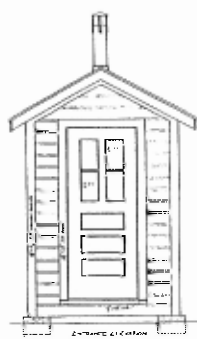
ENTRANCE ELEVATION



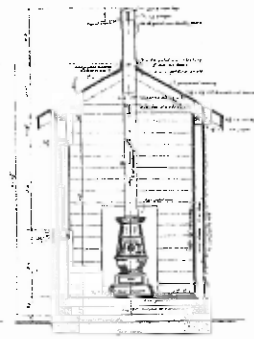
**HO Scale
Template**



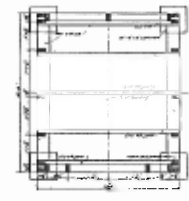
SIDE ELEVATION



ENTRANCE ELEVATION

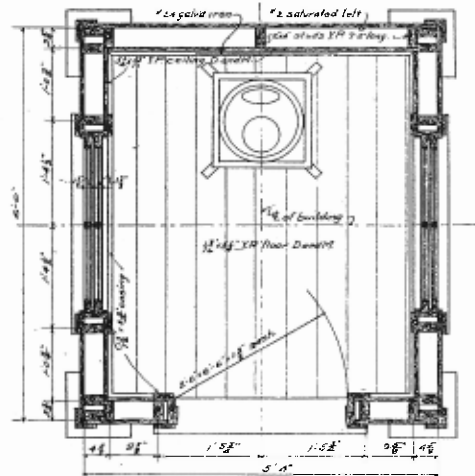
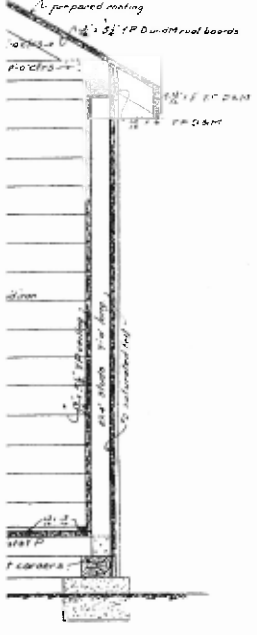


SECTION

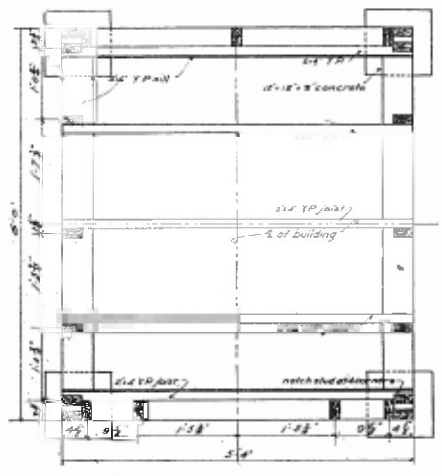


iron top
traps.
with iron double stork.

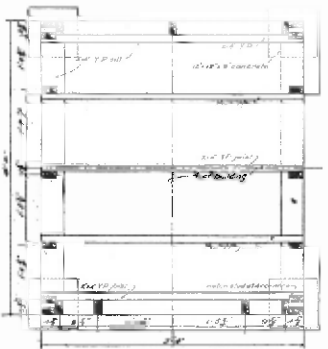
solid iron flashing
with iron bolts.
1/2" galvanized shield



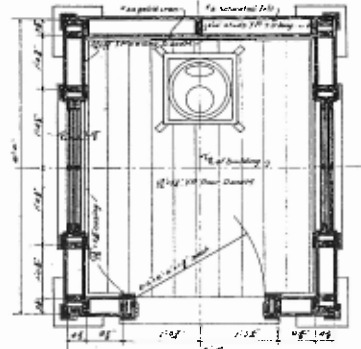
FLOOR PLAN



FRAMING PLAN

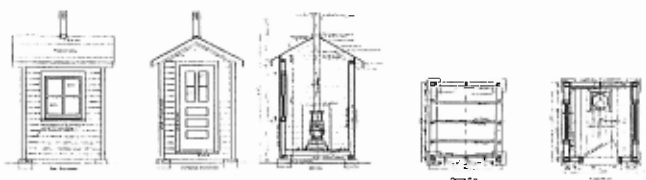


FRAMING PLAN



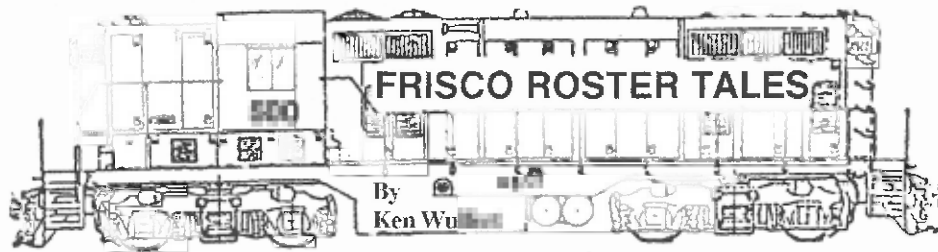
FLOOR PLAN

**N Scale
Template**



FRISCO LINES
STREET WATCHMAN'S HOUSE.
Plans, Elevations and Sections.

ADOPTED Nov. 10 1906
W. B. Davis
W. B. Davis
C. B. Davis



YARD POWER

PART SIX

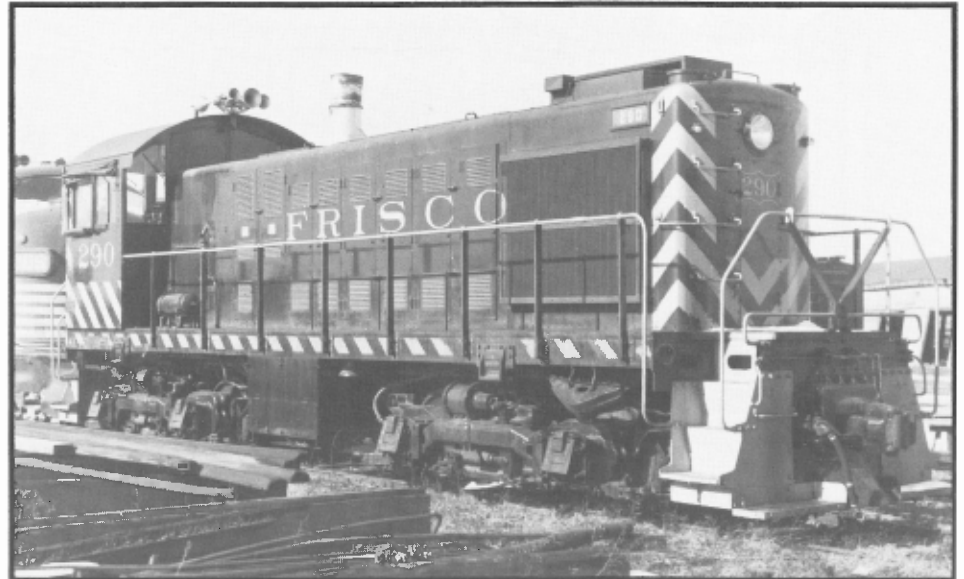
ALCO Favorites

Around 1939-1940, as diesel switchers were just starting to become popular and appear in mass production, the American Locomotive Company (ALCO) introduced a line of diesel switcher locomotives which proved to be an immense success. These were the **ALCO S-1, S-2, S-3, and S-4** series: four-axle 660 HP and 1000 HP locomotives available with either AAR Type-A or Blunt trucks. The line-up ALCO offered was as follows:

ALCO S-1	660 HP	Blunt Trucks
ALCO S-2	1000 HP	Blunt Trucks
ALCO S-3	660 HP	AAR Trucks
ALCO S-4	1000 HP	AAR Trucks

These ALCO's were end-cab switchers with a classic body style that is one of my personal favorites. All four types were of very similar appearance, with the 1000 HP S-2's and S-4's having larger side radiator shutters than the 660 HP S-1's and S-3's. They were powered by ALCO's very sturdy and reliable Model 539 engine. ALCO sold in excess of 2500 units and enjoyed a long production run from 1940 to 1961, making these the most popular diesel switcher built. Many are still operating faithfully today, including an S-2 and S-4 at St. Louis Union Station, both still in Manufacturers Railroad red and green colors.

True to form, the Frisco, who tried most of the different types of switchers that were introduced in the early diesel days, purchased five ALCO S-2's in 1948-1949, **SLSF 290-294**. They were used at Frisco's yards at Springfield, Memphis, and later, St. Louis. They worked



Frisco S-2 #290, Springfield, MO, December 24, 1961. A. Johnson photo

faithfully until the late 1960's, and were well liked. The success of these ALCO locomotives was an interesting paradox on the Frisco, as ALCO suffered quite the opposite reputation with three other types of diesels they supplied to the SLSF - the ALCO FA's, FB's, and RS-2's, which we have not yet discussed in **Roster Tales**. These road locomotives were powered by ALCO's 244B engine, and the Frisco had no end of trouble with them. The S-2's, however, were quite reliable.

One S-2, SLSF 292, had quite an unusual life on the Frisco. It suffered massive cab damage in an accident at Springfield and was rebuilt into a cabless "B-unit" in 1958, after which it served as a hump booster at Tennessee Yard in Memphis until retired. (See **Roster Tales**, "The Headless Humpster", *All Aboard*, June, 1988, p. 2.)

In 1964, the Frisco acquired the North East Oklahoma Railroad and merged it into the SLSF system. Along with the NEO came four more

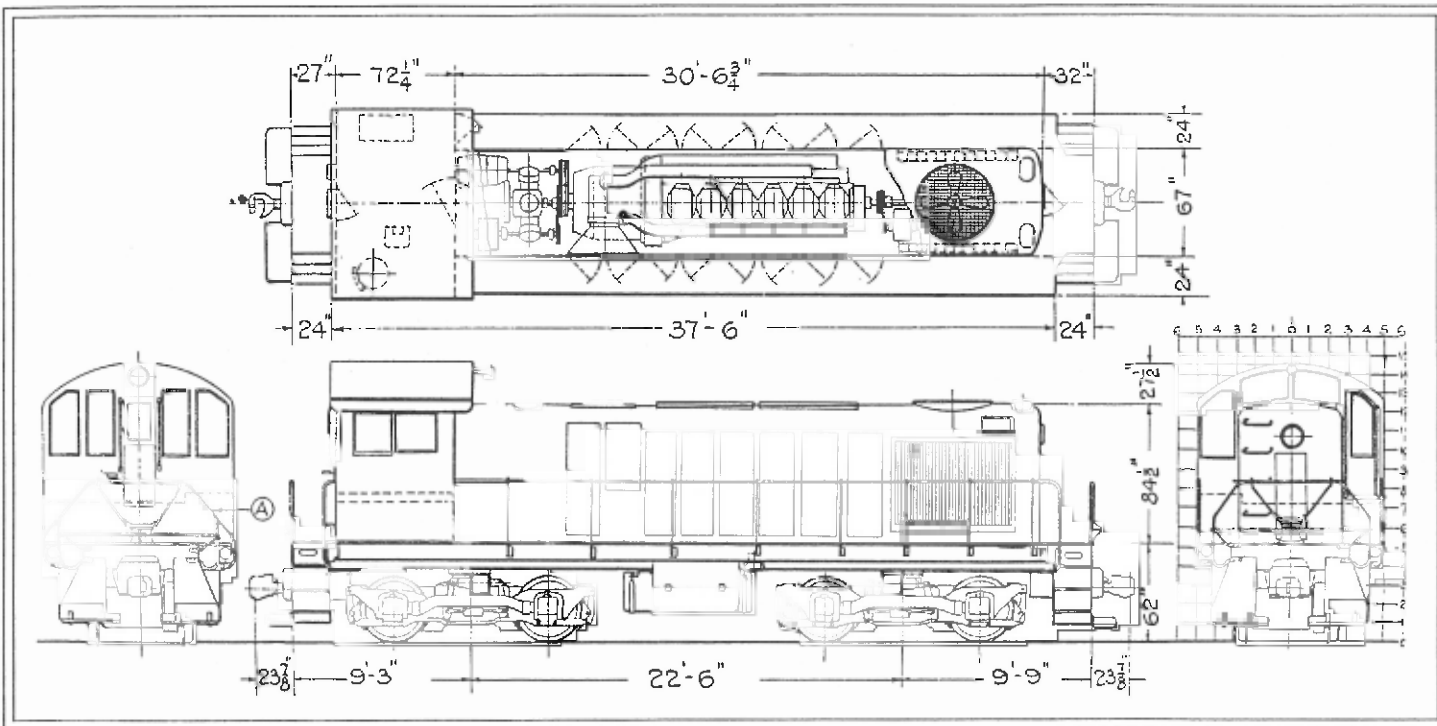
ALCO's: Three S-2's, (NEO 703-705) which became SLSF 295-297, and one S-4, (NEO 706) which became SLSF 298. These newer examples also enjoyed success, and were not retired until 1971. An interesting feature of the NEO units is that they were never repainted into the Frisco black and yellow paint scheme like their original Frisco S-2 cousins, but instead stayed in the NEO colors of maroon and light gray for their entire service life on the Frisco. The only Frisco markings were the SLSF road numbers painted on the cab sides and nose of the locomotives, plus the initials **SL-SF** placed, unusually, above the road number on the cab sides. In their last years on the Frisco, the NEO ALCO's were assigned to the Lindenwood Yard in St. Louis, which is the only place I ever saw one of them in person.

To my knowledge, the original S-2's, SLSF 290-294, served their entire career in the black and yellow paint colors. I have never seen a photo of one of them in the later orange & white colors, though they certainly served long enough

to have been repainted in the new scheme. If any **All Aboard** reader knows if any of the original Frisco S-2's made it into the orange & white colors, please advise!

It is easy to model any of the Frisco ALCO S-2's, or the lone S-4, in HO Scale, as these popular locomotives have been available many times in brass and, recently,

by the excellent examples of both types offered in plastic by Atlas. AHM has an HO S-2 that has been available for several years. ☐



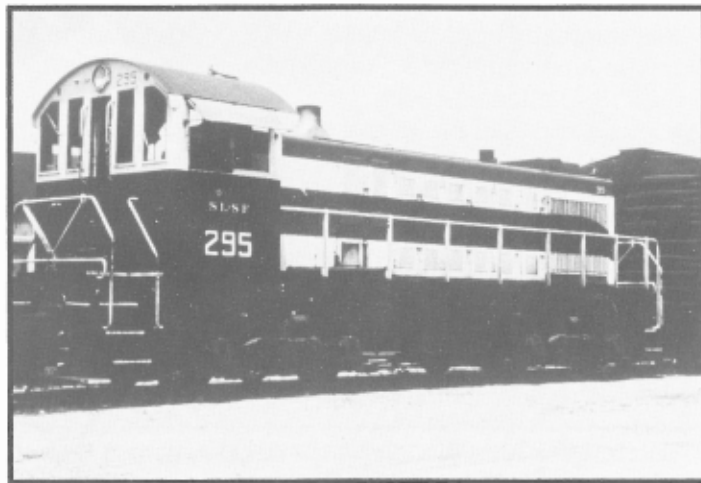
Frisco ALCO S-2 #292, Springfield, MO, January 27, 1950.
A. Johnson photo



Frisco ALCO S-2 #292, Springfield, MO, April 2, 1961
A. Johnson photo

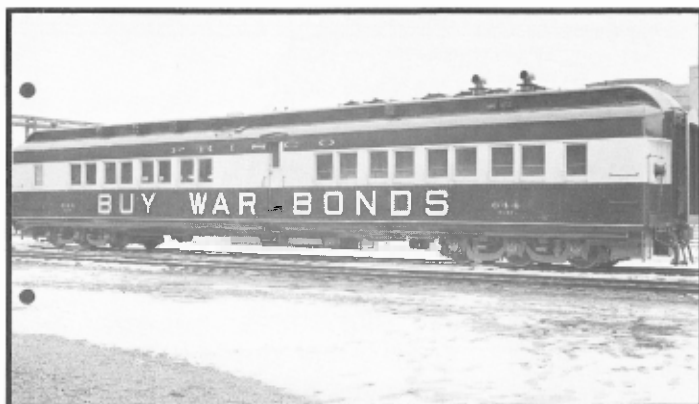


NEO ALCO S-2 #703, location & date unknown.



Frisco ALCO S-2 #295, location & date unknown.

FRISCO'S EXECUTIVE FLEET



Frisco Soldier Diner #644, December 7, 1942, Springfield, MO
Frisco photo



Interior, Frisco Soldier Diner #644, December 7, 1942, Springfield, MO
Frisco photo



Frisco Business Car #3, Springfield, MO, February 9, 1950.

Frisco photo

EDITOR'S NOTE: This is the fifth in our series on the *Frisco's Executive Fleet of Business Cars*.

Missouri

The *Missouri* Business Car was originally built in March, 1912, by the American Car & Foundry Co. as a 79 ft. all steel coach, No. 1082, one of a series of fifteen such units, Nos. 1074-1088, built under lot #6335. In December, 1942, No. 1082 was rebuilt in the Springfield, MO West Coach Shops as Dining Car No. 644, the first in a series of five (644-648) Zephyr Blue & White Soldier Diners. (See *All Aboard*, April-May, 1992, pp. 18-20)

In 1949, No. 644 once again entered the West Coach Shops and emerged in January, 1940, as

Business Car No. 3. The new executive coach was 82 ft. long, weighed 214,880 lbs., and was equipped with a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, a secretary's quarters, and the standard observation room on the platform or A end of the car. The interior finish was mahogany paneling with ivory colored steel accessories. The exterior finish was a standard Pullman Green with black roof, and gold lettering & details.

When completed, car No. 3 was assigned to the office of Vice-President of Traffic. In that capacity, it served J.E. Payne, T.H. Banister, and J.E. Gilliland, the last executive to use it in that office.

In June, 1954, the numerical designation of No. 3 was replaced with the name *Missouri*. In January, 1963, following the fire that destroyed the San Francisco Business Car, the *Missouri* was remodeled and re-numbered No. 1, for use by then company President L.W. Menk.

In 1965, the car was repainted in the new Frisco mandarin orange and white color scheme and served, along with car No. 2, as the primary executive fleet for the company until 1980.

In February, 1981, following the Frisco/BN merger, the car was re-numbered BNA-8, re-painted BN green, and renamed the *Canadian River*.





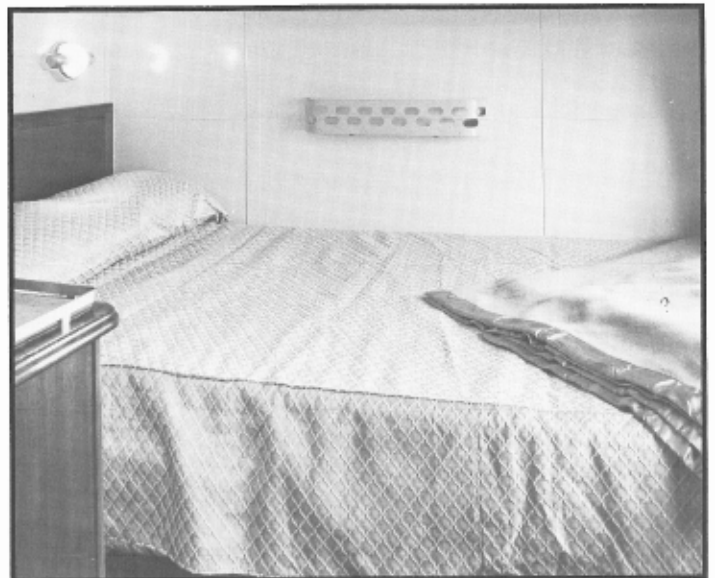
Observation Room looking toward A end of car, Springfield Coach Shops, February 9, 1950. Frisco photo



Observation Room looking toward B end of car, Springfield Coach Shops, February 9, 1950. Frisco photo



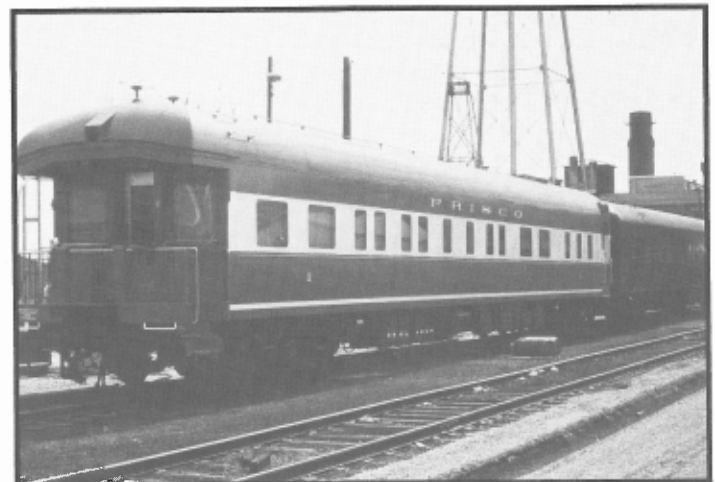
Dining Room looking toward A end of car, Springfield Coach Shops, February 9, 1950. Frisco photo



Interior of bedroom, Springfield Coach Shops, February 9, 1950. Frisco photo



Frisco Business Car #1, Ft. Smith, AR, April 22, 1965. Mike Condren photo



Frisco Business Car #1, Springfield, MO, May 30, 1975. Mike Condren 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.

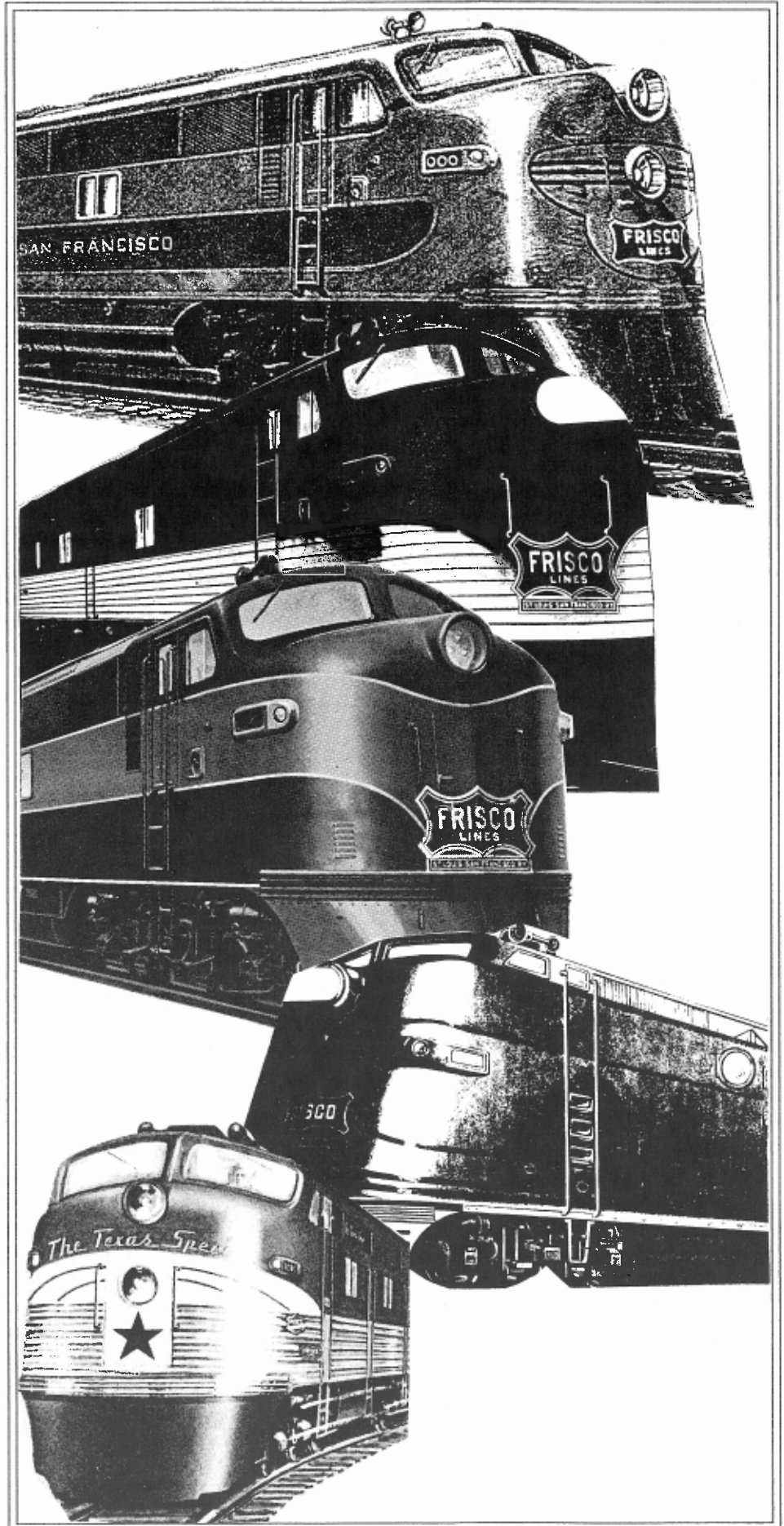
QUESTION: Can you give me some idea of how the Frisco painted and lettered their diesel passenger locomotives?

ANSWER: Yes, if you're ready for a long answer to a short question!

The Frisco's initial order of diesel passenger locomotives consisted of six EA7 2,000 h.p. units, series 2000-2005, delivered between March 25 & 30, 1947. Nos. 2000 and 2003 were designated for service on the joint Frisco-Katy *Texas Special*, trains 1 & 2, and Nos. 2001-2002-2004-2005 were assigned to the *Meteor*, trains 9 & 10. All six were generally painted and lettered the same, with some notable variations.

It is interesting to note that a number of early design proposals for the new locomotives appeared in the mid 1940's, including those submitted by the locomotive company, others proposed by the car company, and a few that appeared in various company publications such as annual reports, *Frisco First* magazines, and public timetables. While they all represented an interesting assortment of possibilities, it wasn't until after World War II that a final design was adopted.

Following the end of World War II, the Frisco made the decision to proceed with plans for dieselizing



and streamlining the *Meteor* and *Texas Special* trains. As was common during the late 1940's, when new passenger trains were being designed, a representative from the car manufacturer was selected to coordinate the styling of the locomotive along with personnel from the locomotive manufacturer and railroad company. Because the new streamlined *Texas Special* was to continue as a joint operation between the Frisco & Katy, Ralph Haman, Engineer of Color & Design for Pullman-Standard worked with John Markenstein of EMD, E.G. Baker of the Frisco, and E.A. Bowmeyer of the Katy, to ensure that all parties followed the same standards. By September, 1946, the color scheme for the new locomotives and cars had been finalized.

Frisco locomotives 2000 and 2003 were painted identical to Katy units 101A and 101C, for use on the *Texas Special*. The same scheme, with some variation, was to be used on the remaining four EA7 locomotives assigned to the *Meteor*.

EDITOR'S NOTE: The following paint schemes (*our numbers*) are based on examination of company documents, review of photographic evidence, and the combined research efforts of Bruce Meyer & Robert L. Hundman of *Mainline Modeler Magazine*, Mike Condren, and the staff of our Frisco Research Service.

E7PS-1: *Original Texas Special*
Cardinal Red (MC2460 DK860) was used as the base color for the entire car body including the

rear end. The fuel tank skirts and pilot were painted Light Maroon (Dupont Duco MC51823 DK960). Three 4-inch yellow (Dupont Duco MC242 DK310) stripes were placed six inches apart on the pilot with the bottom stripe 9 3/4" from the bottom of the pilot. The same yellow was used for the pattern on top of the nose. Aluminum (Dupont Dulux 166-220) paint was used on the anti-climber and all equipment under the locomotive including the trucks, underframe, fuel & water tanks, and steps. The *Texas Special* script lettering located on both sides of the nose was also painted aluminum and was placed 16 3/8" above the anti-climber. The *Texas Special* on the sides was aluminum and was centered on the top front panels between the batten strips, with the small letters



Frisco Texas Special EA7 #2000, ready for delivery from EMD, circa 1947. EMD photo

centered vertically. The 3-inch "F" on the units was aluminum, located 1/2" above and 2" in front of the end of the anticlimber. The 23 1/8" wide by 22 1/16" inch high stainless steel star on the nose door was painted aluminum with a 5/8" red border, somewhat darker than the body color.

Fluted stainless steel, 31 1/4" high, was used along with a 3 1/2" stainless lower batten strip on the side of the units. Fluted stainless was also used between both door frames and from the back rear door frame to the rear of the unit. The stainless lower batten strip ran from the anticlimber to the rear of the unit. Stainless was also used for kickplates at the rear doors, side steps, and grabirons.

The large stainless plate at the front side of the engines stood the same height as the fluted stainless side panels and was trimmed to fit from the anticlimber to the batten strip at the rear of the front door.

E7PS-1A: Texas Special Variation

This E7 paint scheme was identical to E7PS-1, with two variations:

1. The only way to tell which **Texas Special** locomotive belonged to which company was by their numbers. Simple for operation but a definite no-no for public relations! Consequently, this oversight was soon corrected with the placement of heralds for each company on the stainless steel plate located at the front sides of the units, with the respective owners logo appearing in front. The Frisco medallion was the 1938-1947 era **Frisco Lines** coonskin with a bar below displaying **ST. LOUIS-SAN FRANCISCO RY.** The heralds were stainless steel, painted dark blue (*Dupont Duco MC23192 DK2030*) with white letters and bands. These were trimmed with narrow stripes of unpainted natural stainless steel.

2. Two photos of No. 2000 show the star on the nose of the engine to be a dark color (*possibly red*) outlined



Frisco Texas Special EA7 #2000, in E7PS-1A paint scheme with dark red nose star. Photo first printed in company Annual Report, 1947.



Frisco Texas Special EA7 #2003, in E7PS-1A paint scheme with original design nose star. Springfield, MO, June 18, 1947. A. Johnson photo

in aluminum, the reverse of the original EMD factory design.

One of the photos appeared in the 1947 Frisco Annual Report and the other is a May 18, 1947, J.L. Hoffman shot that appears in the book *Frisco Power*, p. 67. This modification was apparently applied only to No. 2000 because a June 18, 1947, Authur Johnson photo of 2003 shows the factory design star still in place.

E7PS-2: Original Meteor

This scheme was applied to Nos. 2001-2002-2004-2005 for service on the **Meteor**, and was identical to E7PS-1 with three variations:


1. The **Texas Special** lettering on the nose corners and side top panels was omitted. According to Bruce Meyer, early EMD drawings for the four **Meteor** E7's show the train name - **The Meteor Flash** - in the four front and side locations. However, during February, 1947, the railroad requested that the train name be removed. Because the **Meteor** had been the flag ship of Frisco's passenger fleet since 1902, under that name, the company apparently felt that its lineage should be perpetuated.

2. In place of the nose door star was a stainless steel Frisco Lines coonskin medallion painted dark blue with white letters and bands.

These were trimmed in the blue background with narrow stripes of unpainted natural stainless steel.
3. Only the Frisco Lines herald was displayed on the stainless steel

plates on the front sides of the engines.

EDITOR'S NOTE: The *Mail Car* feature in the next issue of the *All*

Aboard will examine the nine different paint schemes that were used on the Frisco's fleet of E8A diesel locomotives. 



Frisco EA7 #2001, March 26, 1947, Springfield, MO. A. Johnson photo



Frisco EA7 #2002, circa. 1947. Frisco photo



Frisco EA7 #2004, March 27, 1947, Springfield, MO. A. Johnson photo



Frisco EA7 #2005, circa. 1947. Frisco photo

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 Larry Crowe caught SL-SF 600003 in service at Vienna, GA, on October 3, 1993. The 6000000-600164 series of 52', 70 ton box cars were built for the Frisco by the Pacific Car & Foundry Co. in 1971.



Frisco company service tank cars, series 191000-191129, were built by American Car & Foundry in July 1949. They were 36' units with a capacity of 10,000 gals. and were used for transporting diesel fuel. Frisco Folk Wayne Porter found 191089 & 191006 still in service at Lincoln, NE, November 19, 1993.



Frisco Folk Christopher Bowles photographed SL-SF 44165 on a siding at Charlotte, NC, March, 1993. The 44000-44299 American Car & Foundry built 50', 70 ton box cars were placed in service in 1974.