



All Aboard



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Northeast Oklahoma Railroad Company





All Aboard



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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.

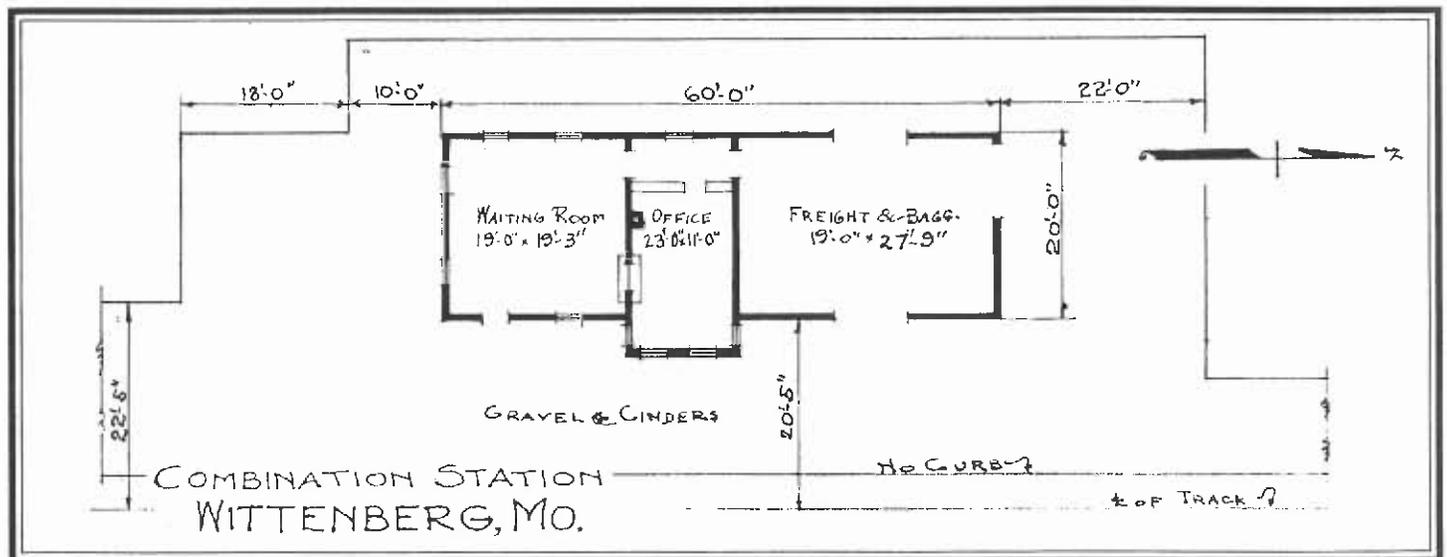
Howard Killam photo

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!



Frisco 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

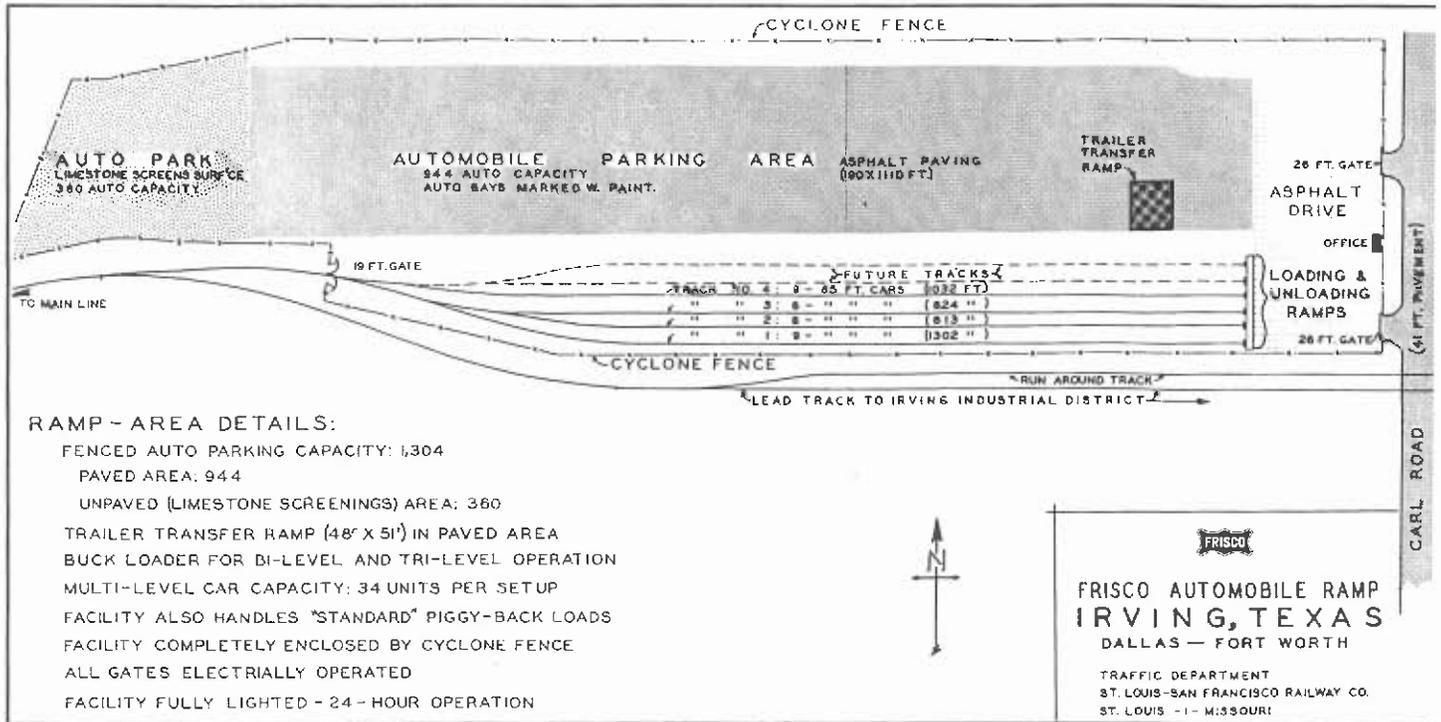




Automobile Handling Facilities

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

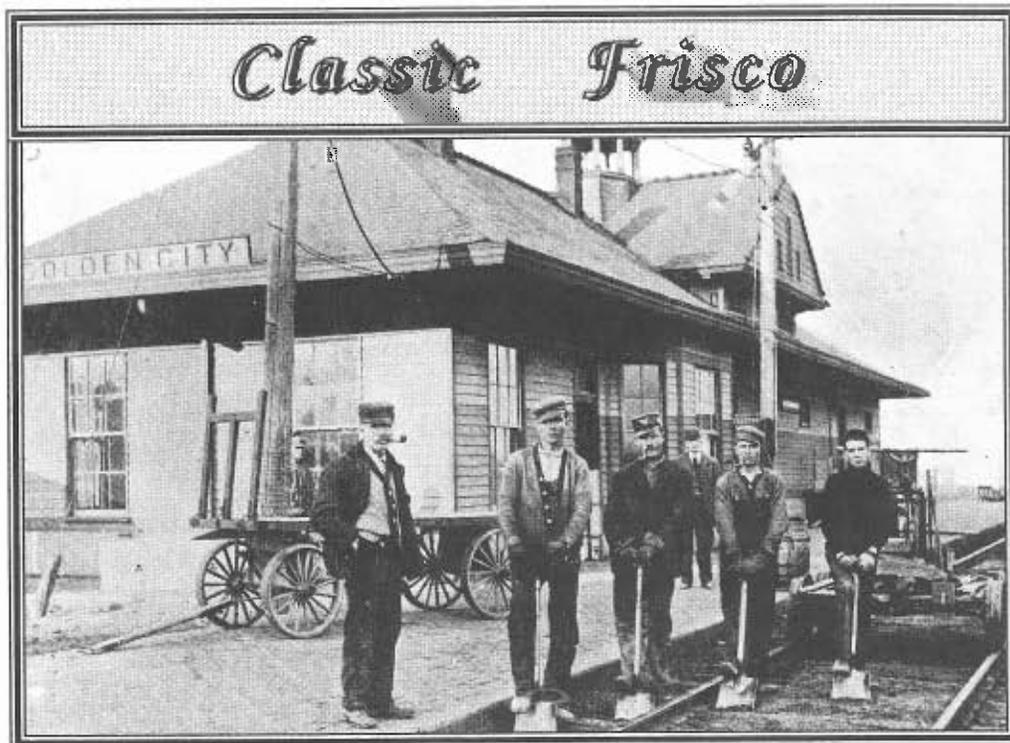


Frisko's Irving, TX automobile ramp showing Buck Unloader.

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 Sconony 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



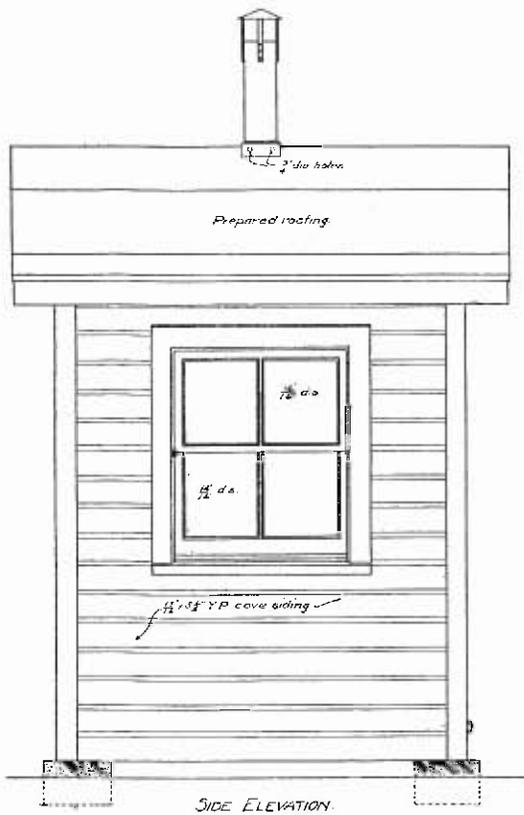
Frisco Crossing Watchman Albert Harmon, on duty at the Mill St. crossing, Springfield, MO, standing outside Watchman's House shown on p. 8. circa. 1911. Frisco photo



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



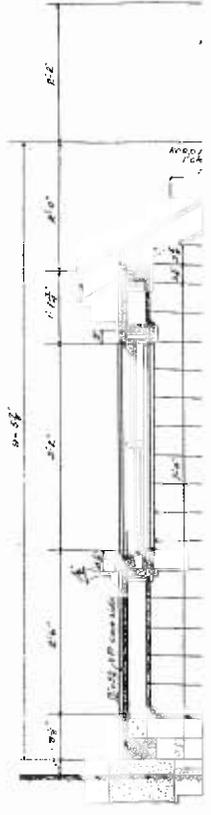
The Watchman's crossing "STOP" sign, shown hanging by the door of the Springfield Watchman's House in the photo on p. 8, is currently on display in our museum. Note upper right hand corner of above photo.



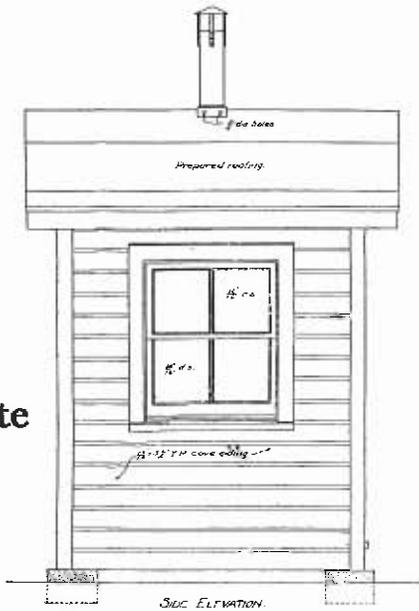
SIDE ELEVATION



ENTRANCE ELEVATION



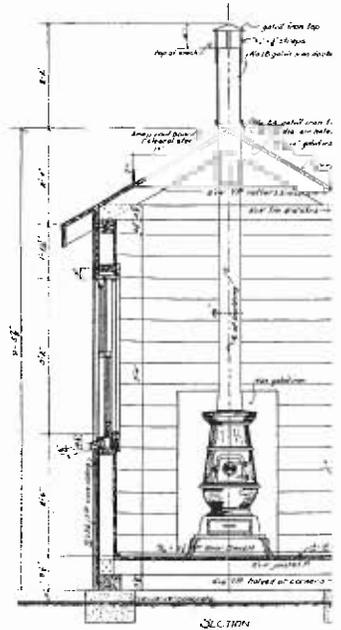
**O Scale
Template**



SIDE ELEVATION

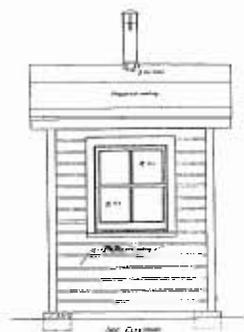


ENTRANCE ELEVATION

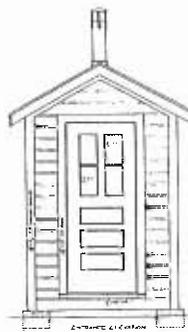


SECTION

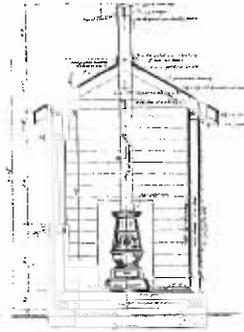
**HO Scale
Template**



SIDE ELEVATION



ENTRANCE ELEVATION



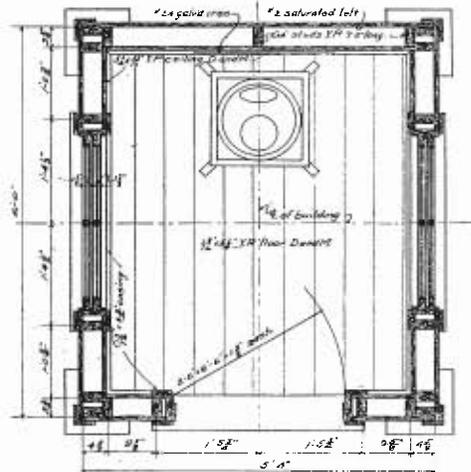
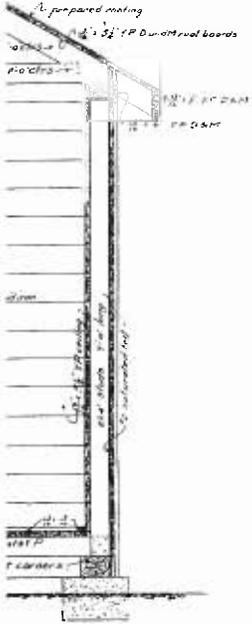
FLOOR PLAN



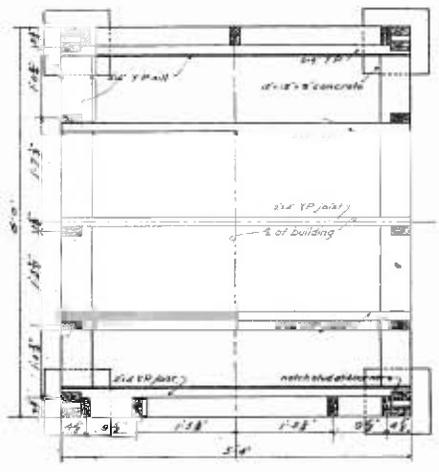
FLOOR PLAN

iron top
traps
and iron double stork.

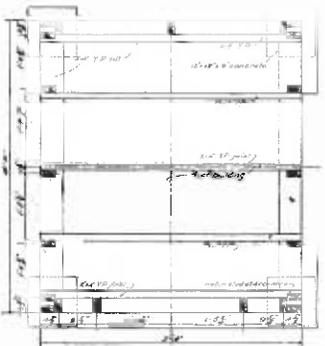
solid iron flashing
and iron sole.
1/2" galvanized shield



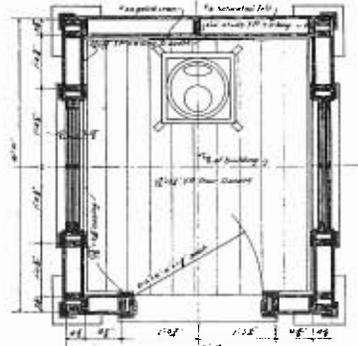
FLOOR PLAN



FRAMING PLAN

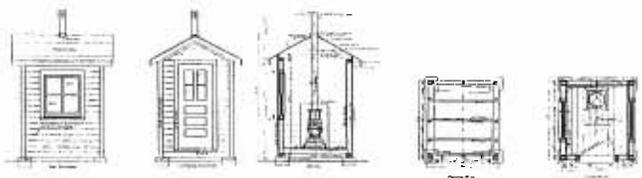


FRAMING PLAN



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