

YARD POWER

PART SIX

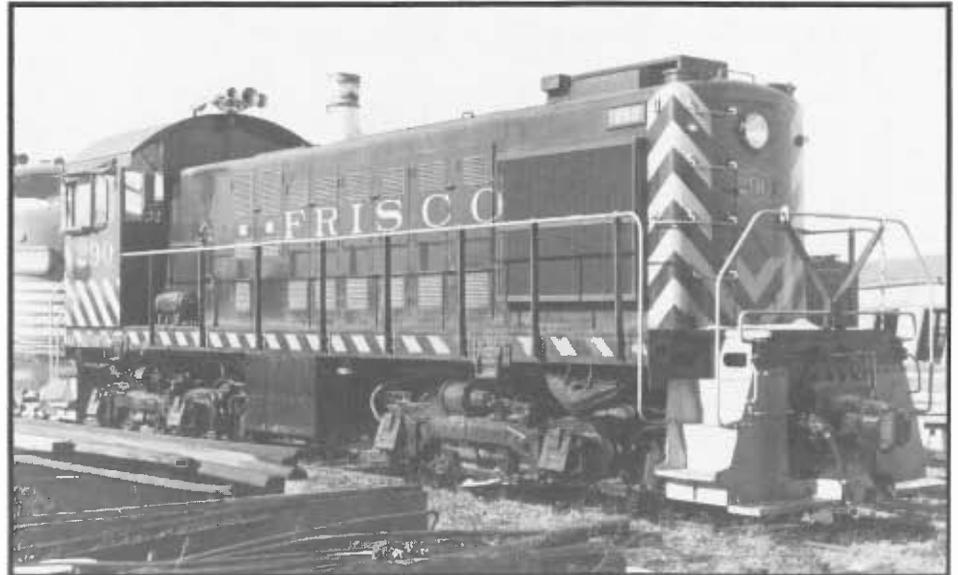
ALCO Favorites

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

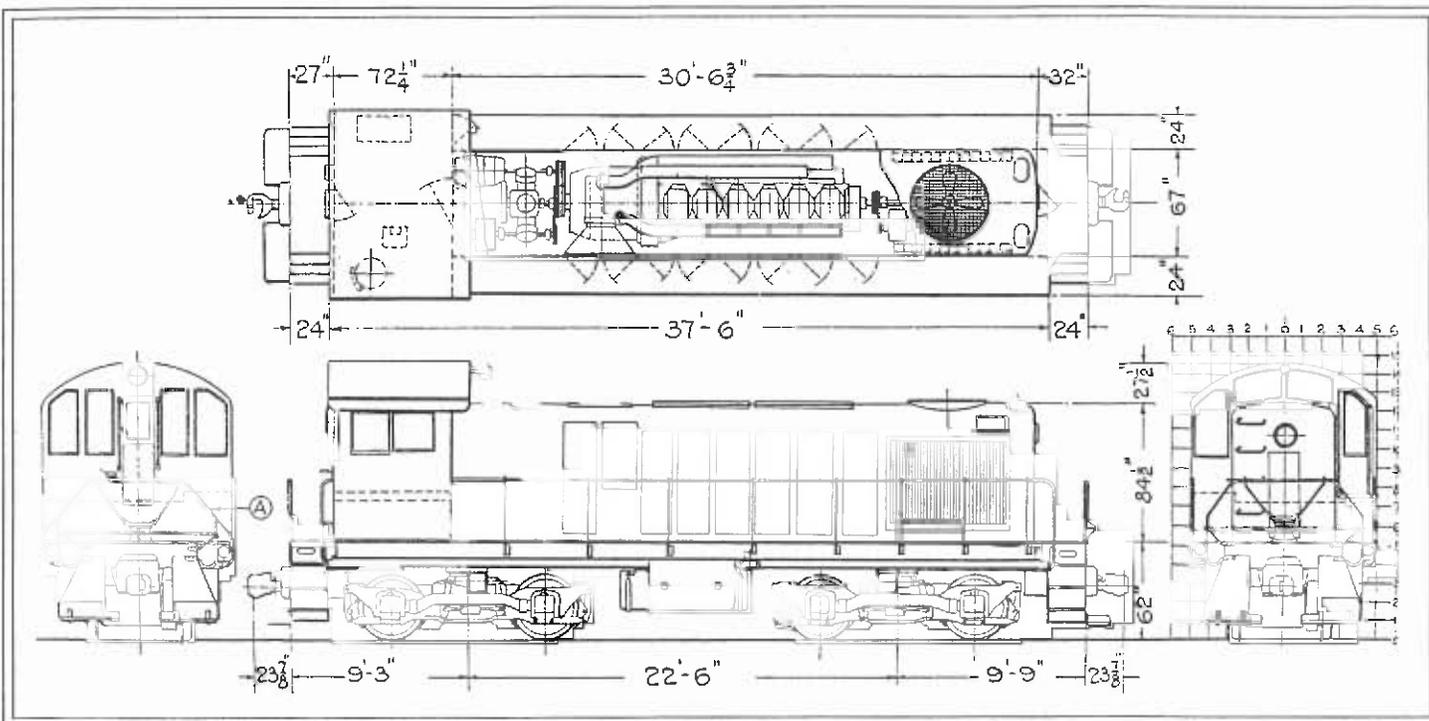
ALCO's: Three S-2's, (NEO 703-705) which became SLSF 295-297, and one S-4, (NEO 706) which became SLSF 298. These newer examples also enjoyed success, and were not retired until 1971. An interesting feature of the NEO units is that they were never repainted into the Frisco black and yellow paint scheme 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



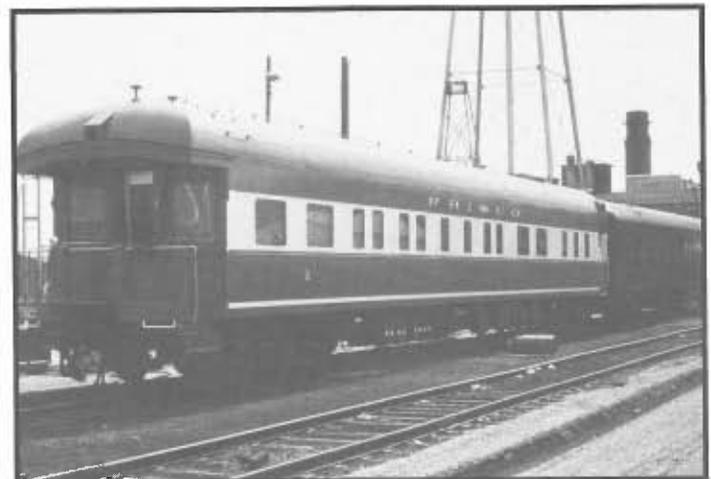
Dining Room looking toward A end of car, Springfield Coach Shops, February 9, 1950. Frisco photo



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.

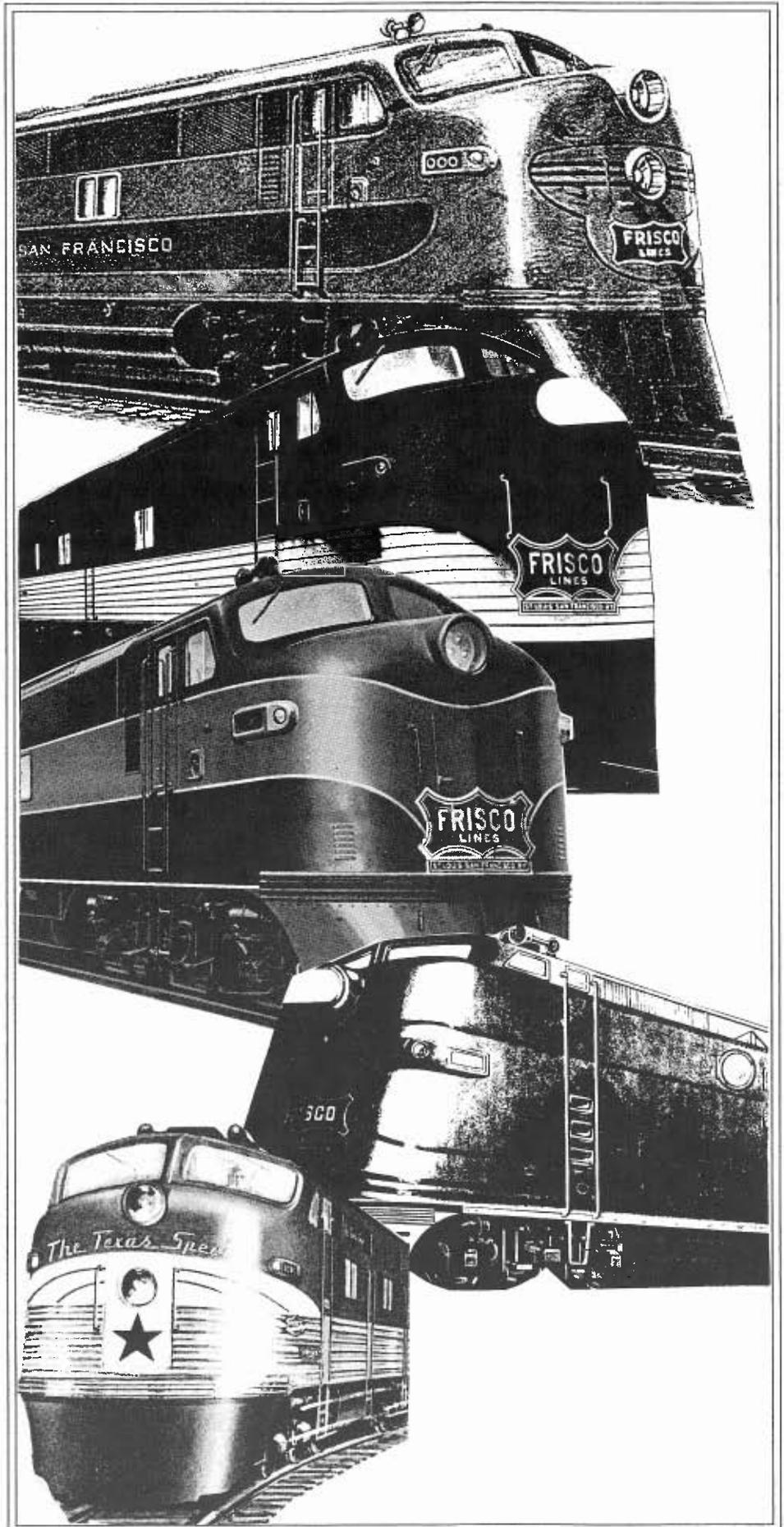
QUESTION: Can you give me some idea of how the Frisco painted and lettered their diesel passenger locomotives?

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.