

FRISCO

All Aboard

FRISCO

January-February

1994





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VOLUME 9

January-February, 1994

NUMBER 1

Frisco's Executive Fleet 3

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

ALL ROADS LEAD TO SPRINGFIELD 4

This unique photo shows the Frisco's entire 1966 passenger fleet inbound/outbound at the same time, same place, Springfield, MO.

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A rare, possibly one-of-a-kind, photo of Frisco's first (4503) and last (4524) 4-8-4 Northern class steam locomotives double-heading a freight consist.

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The 1919 purchase of USRA box cars, 1944 *Depot Passenger Agents*, and the 1969 election of R.C. Grayson as President of the Frisco are all featured in this edition of *Looking Backward*.

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This is the first installment in a new regular series that will profile selected pieces of Frisco company service equipment. This issue features Weed Spray Car #105502.

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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 model railroad layout. This installment features how to change car numbers.

ABOUT THE COVER

Our cover this issue features a classic Bern Hill painting, commissioned by EMD, showing Frisco E8's as motive power on a passenger consist cutting through Oklahoma oil fields.

FRISCO'S EXECUTIVE FLEET



Frisco Soldier Diner #648, August 2, 1943, Springfield, MO. Frisco photo

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

Springfield

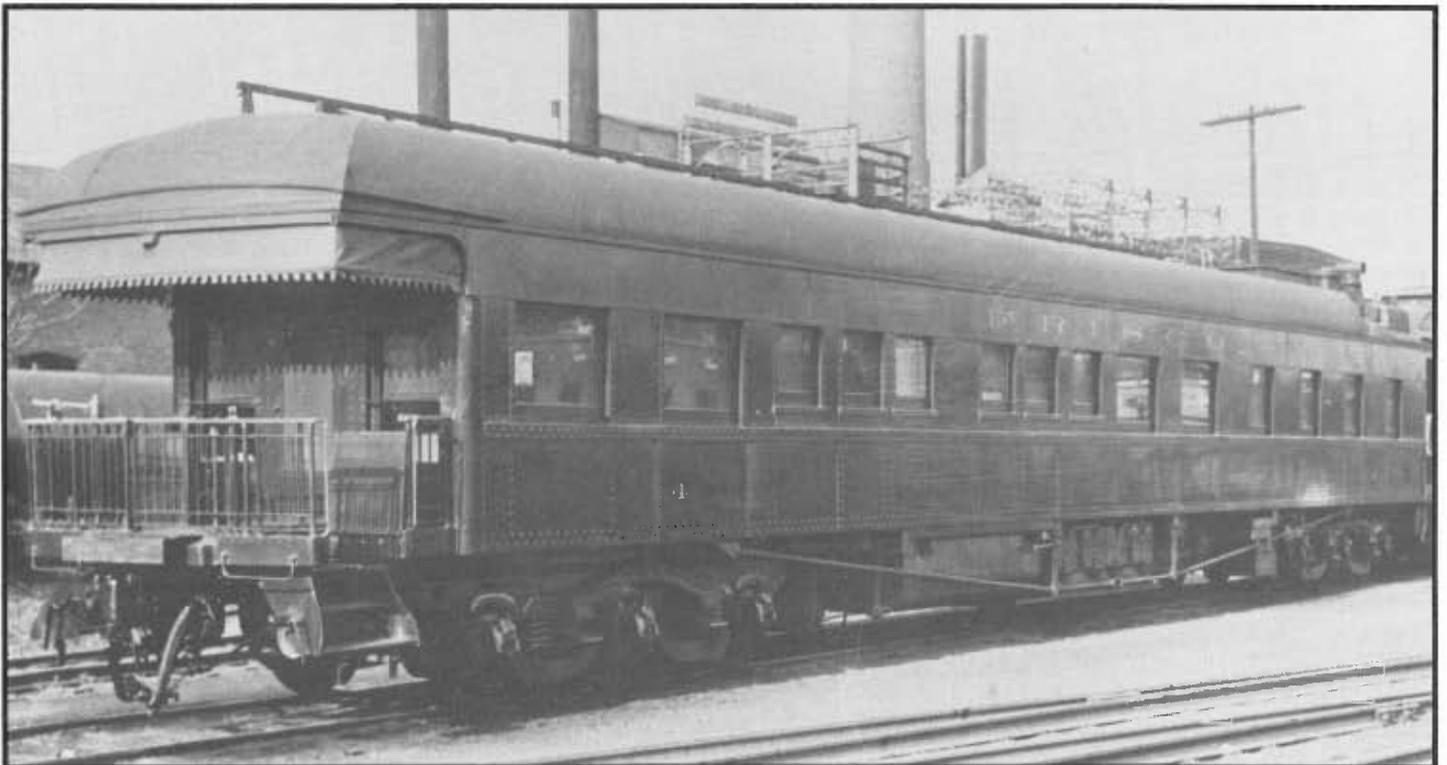
The *Springfield* Business Car was originally built in March, 1912, by the American Car & Foundry Co. as a 79 ft. all steel coach, No. 1089. In July, 1943, it was rebuilt in the Springfield, MO West Coach Shops as Dining Car No. 648, the last in a

series of five (644-648) Zephyr Blue & White Soldier Dinners.

In March, 1948, No. 648 again entered the West Coach facility and emerged as Business Car No. 4. The new executive coach was 82 ft. long, weighed 210,400 lbs., and was equipped with what was now the standard business car arrangement of a full service kitchen and crew quarters, a dining room, two large state rooms with individual baths, a secretary's quarters, and observation room on the 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 placed in service, No. 4 was assigned to the office of General Manager. In that capacity it served S.J. Frazier, R.J. Stone, L.B. Clary, and L.W. Menk. In the late 1950's, its services, and those of car No. 5, were shared jointly by Assistant General Managers R.C. Grayson and H.H. DeBerry.



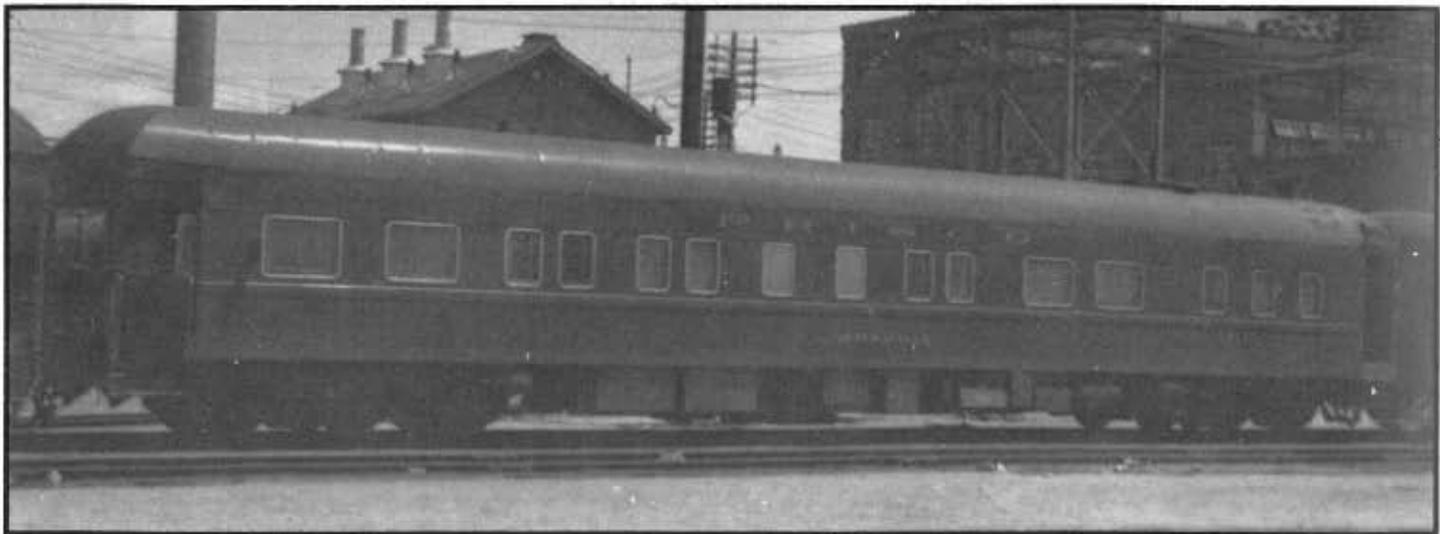
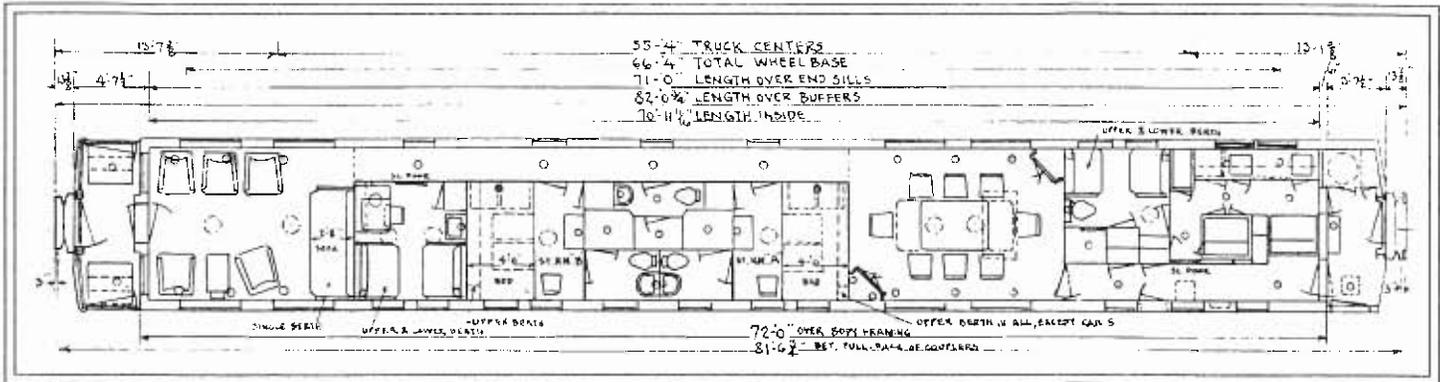
Frisco Business Car #4, Springfield, MO, April 17, 1948. A. Johnson photo

In June, 1954, the number 4 was replaced with the name *Springfield*, the only such name change not made to one of the nine states served by the Frisco. Springfield was chosen because of its central location at the hub of Frisco's operations. In his 1954 memo directing the naming of business cars, R.J. Stone noted that using the name

Springfield would, "necessitate changing the name of present diner 'Springfield.'" Mr. Stone suggested renaming the car the Memphis, which at the time was the name of one of two buffet-sleeper cars. (The other car in the series was the *Pensacola*) Existing records indicate that the old Springfield car was ultimately re-named the Memphis and the Memphis

buffet-sleeper apparently retained that name as well.

In January 1963, the Springfield business car name was replaced with the number 3, and a year later the car was placed in storage at Springfield, MO. In August 1966, the it was sold to a private individual.

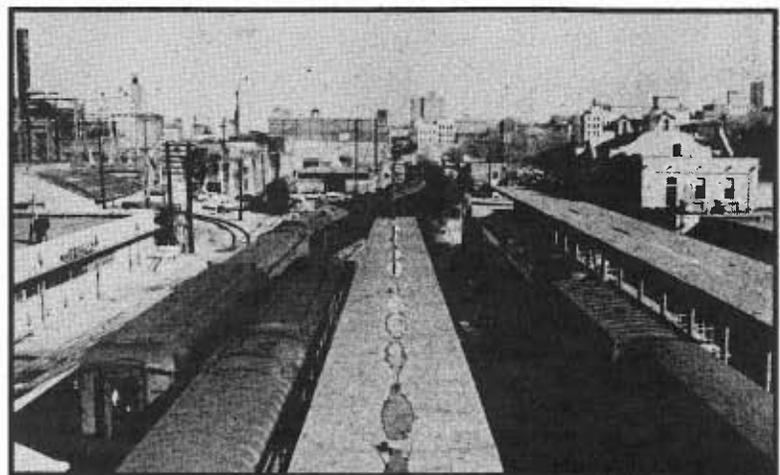


Frisco Business Car Springfield, June 15, 1957, Springfield, MO. Howard Killam photo

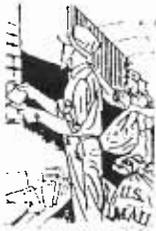


ALL ROADS LEAD TO SPRINGFIELD

Springfield's distinction as the hub of Frisco operations is readily apparent in the photo at right. In 1966, when Car Stillwell took it, the Frisco's passenger train fleet consisted of four trains: The *Oklahoman*, trains 1 & 2, St. Louis to Oklahoma City, and the *Southland*, trains 101 & 102, Kansas City to Birmingham. All four trains are shown at Springfield. From left to right, *Oklahoman* 2 & 1 and *Southland* 102 & 101.



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!

EDITOR'S NOTE: *This edition of the MAIL CAR is the second of a two part series profiling the various paint & lettering schemes applied to the Frisco's fleet of diesel passenger locomotives.*

Between February 6 and March 5, 1950, the Frisco took delivery of the first ten units in its new fleet of EMD E8A diesel passenger locomotives, series 2006-2015. Along with three apparent body style modifications from the EA7 units, series 2000-2005 (*air intake grills ran full length of body sides, round side porthole windows, and absence of fluted stainless steel sides*), the new arrivals ushered in a new paint scheme, the first of nine different designs and variations that would ultimately be applied to the fleet.

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.*

E8PS-1: *Original Series 2006-2015*
This scheme was commonly referred to as the *Cat Whiskers* design. Red Dupont Duco (254-30199) was used



Classic Frisco diesel power, ready for shipment from EMD in E8PS-1 paint scheme, February, 1950. EMD photo, courtesy John J. Wheelihan.

over the entire roof, cab, nose, pilot, rear end, and sides. The anticlimber was painted Dupont Duco Metalli-Chrome (gold) (261-30890) with red risers. The bottom batten strip was consistently painted Metalli-Chrome. The top half of the sideskirt was painted red, while Dupont Aluminum Dulux (166-220) was used for the bottom half of the sideskirt, fuel and water tanks, trucks, sidesteps, and additional underframe-mounted equipment. The red three-inch "F" was placed on the bottom of the batten strip and the two-inch Metalli-Chrome unit numbers were centered on both sides of the end between the bottom rib and bottom of the carbody. Grabirons were painted entirely red while kickplates were stainless steel.

Metalli-Chrome was used around the headlight, over most of the nose door, and for the front stripes. The front striping was 5 1/4 inches wide with 1 3/4 inch spacing between striping. The 27 3/4 inch wide by 14 inch high Frisco medallion without the bottom bar was located on the nose door and centered between the bottom of the door and the bottom of the headlight. All E8's used the same medallion with Dupont Duco Blue (254-34969) background and Dupont Duco White (254-1) lettering and striping.

A 13 inch Metalli-Chrome band was located between, and centered on, the portholes. The 9 inch high Metalli-Chrome **FRISCO** was centered on the bottom panel between the side doors. The 9 inch unit numbers on the bottom rear panels were painted in the same manner on the respective units with the number centered between the batten strips, 40 inches from the rear of the unit.

The script horse names were solid Metalli-Chrome, 9 1/3 inches high, centered approximately 2 1/4 inches beneath the cab window.

It is interesting to note that this scheme was short-lived in its original factory design and probably saw little revenue service.

E8PS-1A:

This scheme is identical to E8PS-1 with one unusual modification. Two company photos (*date & location unknown*), one of which appears to be in revenue service, show unit 2014 with a 1/2 inch white outline stripe on either side of the 13 inch Metalli-Chrome band on the sides. No other outline striping is present.

E8PS-1B:

Before we leave the original gold stripe design scheme, one additional and mysterious modification bears mention. The final seven units in the



Rare photo of Frisco E8A 2013, in E8PS-1 paint scheme, as motive power on nine-car heavyweight consist pulling into the Springfield, MO. depot, August 5, 1950. A. Johnson photo



Two rare photos of Frisco E8A 2014, in E8PS-1A paint scheme variation, date & location unknown. Notice white outline stripe on side bands only. Both units appear to have been in service when photos were taken.

Frisco photos

fleet were delivered with white outline stripes around the gold strips, bands, and lettering, (see E8PS-2), as shown in the 1950's delivery photo of 2016 on page 7. However, a January 16, 1967 (taken less than a month before its retirement) photo of 2016 shows it with gold nose stripes, gold side bands, both with no white outline stripes, and yellow horse name, FRISCO, and unit numbers!

E8PS-2:

Although some might consider this scheme a simple modification of E8PS-1, because it made such a significant change in the appearance

of the units, we have elected to consider it as a separate design. It was identical to E8PS-1 with one exception. The front stripes, bottom side panel stripe, side porthole bands, lettering, and unit numbers were all outlined with a 1/2 inch white stripe. The scheme was applied to the first ten units shortly after delivery. The last seven came from EMD with the front stripes reduced to 4 1/4 inches wide with 1/2 inch wide borders for a total stripe width of 5 1/4 inches. The side bands were reduced to 12 inches with 1/2 inch white trim, and the horse names were outlined with 1/4 inch white borders.

EDITOR'S NOTE: *In the early 1950's, the original fleet of EA7 units, series 2000-2005, were cosmetically rebuilt to match the fleet of E8A's, with paint scheme E8PS-2 applied. See photo of 2005 on page 9.*



Frisco E8A 2016, in E8PS-1B scheme at Birmingham, AL, January 16, 1967. Dennis Conniff photo.



Awaiting shipment at EMD, Frisco E8A 2016 in factory applied E8PS-2 paint scheme. Circa. 1950. Frisco photo

In the early 1960's, two new paint schemes were proposed and ultimately applied to the fleet of passenger motive power, both of which appear on a November 9, 1962 Locomotive Painting Proposal, shown below.

E8PS-3:
This scheme was identical to E8PS-1 with one major exception. All the stripes, bands, and lettering were changed from Metall-Chrome to yellow, with no outline stripes.

E8PS-3A:

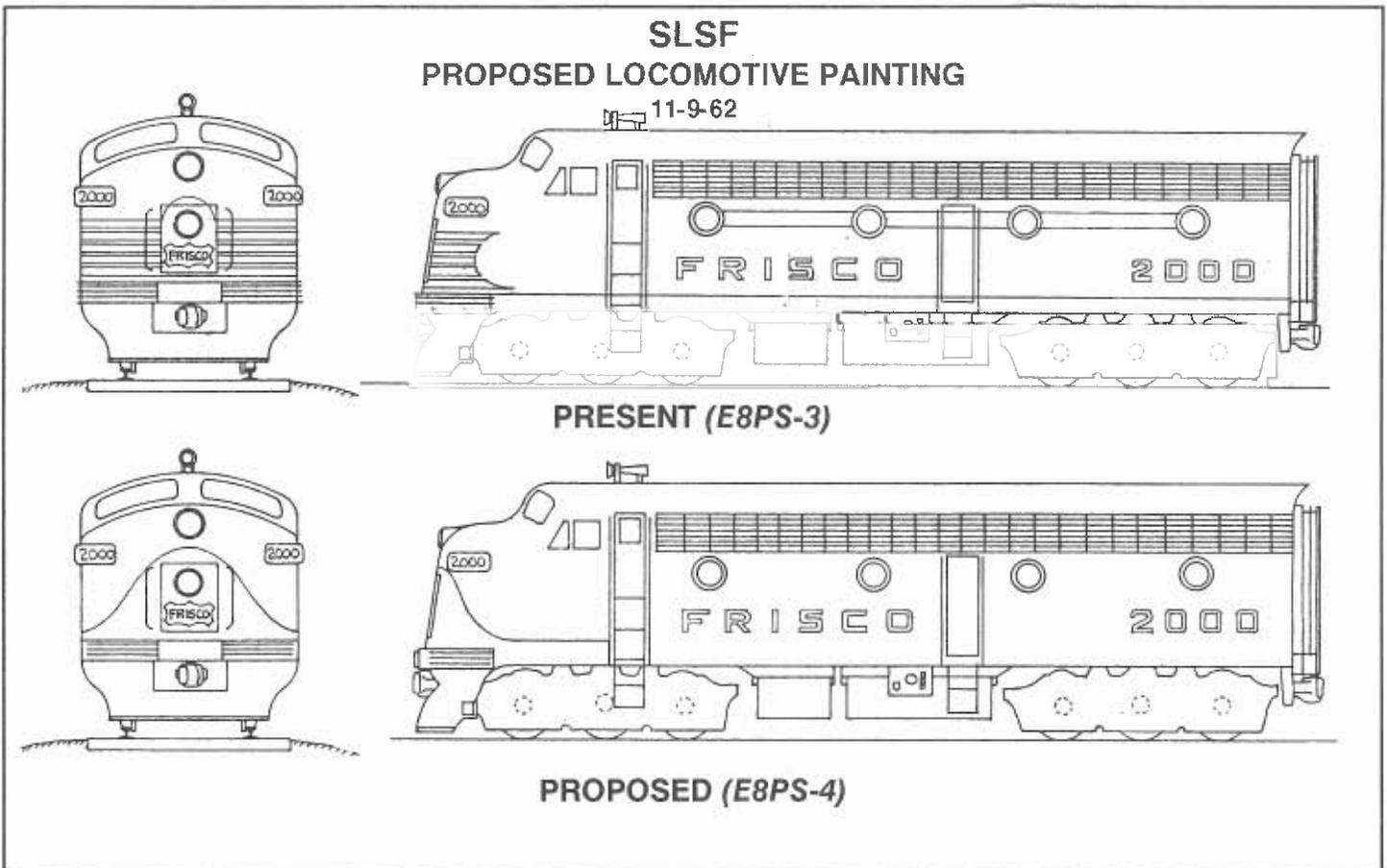
A modification of E8PS-3, this scheme shows the horse name missing from under the cab window in a May 16, 1964 Dennis Conniff photo of 2021, at Birmingham, AL. (See photo on p. 8)

E8PS-3B:

An interesting, possibly one of a kind, May 21, 1961 photo of 2013 at Birmingham, AJ., shows it with yellow side bands, yellow lettering and numbers, but no nose stripes. This modification was apparently short-lived because another Birmingham photo of the same unit shows yellow nose stripes in place. (See photos on page 8)

E8PS-4:

The most austere scheme that was ultimately applied to the fleet was commonly referred to as the *cigar band* design. The front stripes were replaced with a wide yellow band that looped down from just below the top headlight, extending to the cab ladders. Yellow *Scotchlite* patches were added for grade crossing visibility just





Frisco 2005 in E8PS-3 paint scheme, fresh from the Springfield, MO, paint shops, September 17, 1961. A. Johnson photo



Frisco 2021 in E8PS-3A paint scheme, minus horse name under cab window, Birmingham, AL, May 16, 1964. Dennis Conniff photo



Rare photo of Frisco 2013 in E8PS-3B paint scheme, minus nose stripes, Birmingham, AL, May 21, 1961. Dennis Conniff photo



Frisco 2013 in E8PS-3 paint scheme, with nose stripes in place, Birmingham, AL, December 27, 1965. Dennis Conniff photo



Frisco 2006 in E8PS-4 paint scheme, fresh from the Springfield, MO, paint shops, June 2, 1963. A. Johnson photo

above the bottom panels along the side. The numbers and lettering were still in their standard locations and the nose medallion retained its blue & white combination. Absent in this scheme was the horse names under the cab windows.

It should be noted that this scheme was the Frisco's first attempt to achieve some uniformity in their motive power fleet. This same design (black & yellow) was also applied to the EMD and ALCO freight units in service.

EDITOR'S NOTE: *Although not a paint scheme modification, it should be noted that an August 22, 1966 photo of 2020 shows it with black-on-white nose number boards, rather than the standard white-on-black design. According to our records, 2020 was the only unit with this modification.*



Frisco 2020 with black-on-white nose number boards in place, Birmingham, AL, August 22, 1966.

Dennis Conniff photo

E8PS-5:

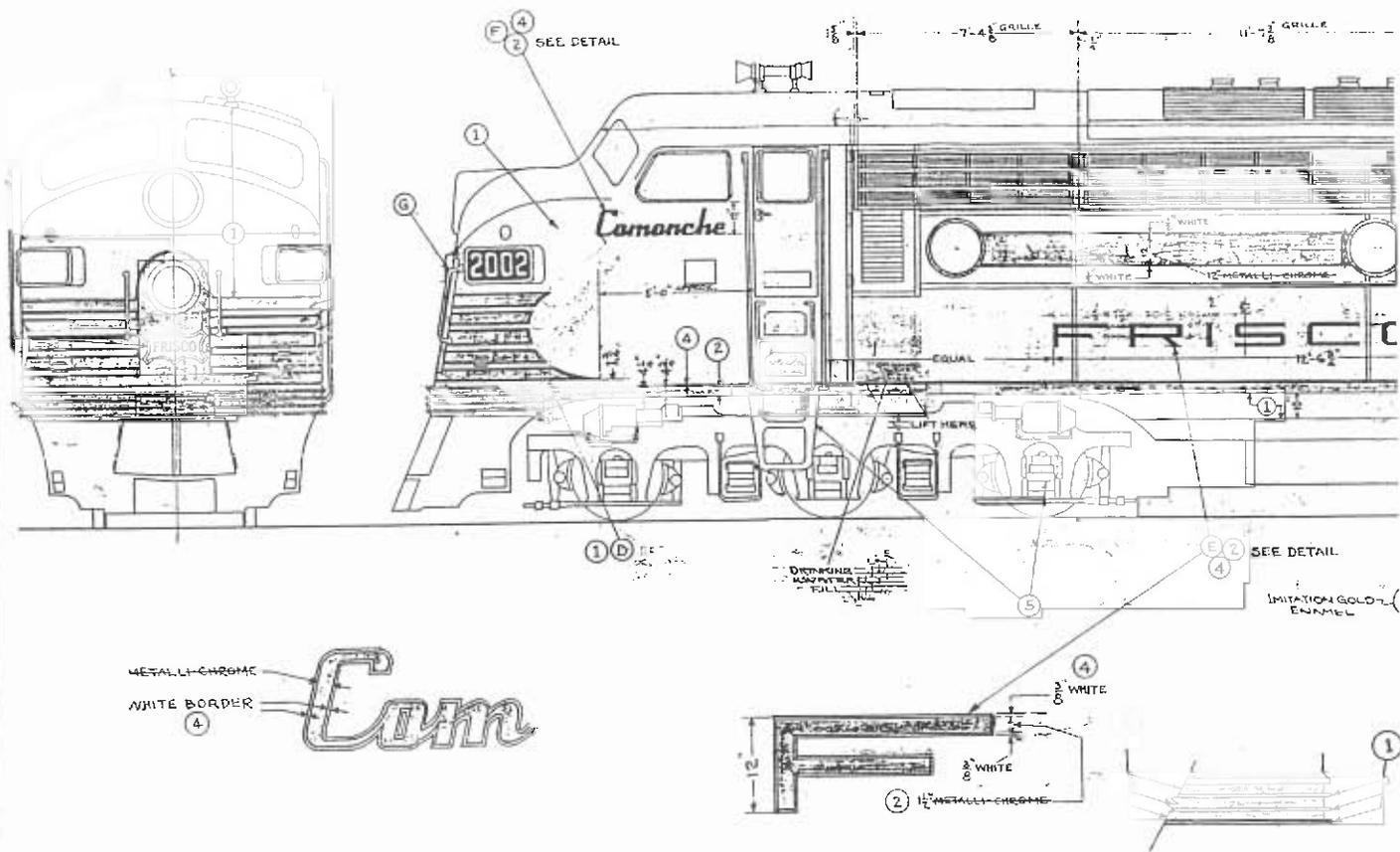
The final livery worn by the fleet of ESA's was the first universal motive power paint scheme adopted by the Frisco. It consisted of a Mandarin Orange (Dupont Lucite Acrylic Enamel 890-960 / Sherwin Williams Kemacrylic Enamel F42 E C3) unit with a white band around the center front and sides. The lettering and numbers were in orange on the white stripe. The Frisco appeared between the front two portholes and the number behind the last porthole. The herald was placed on the nose door as a white outline coonskin with white **FRISCO** against the bottom orange stripe. According to our records, the only units in this scheme were 2017, 2020, and 2022. ☺



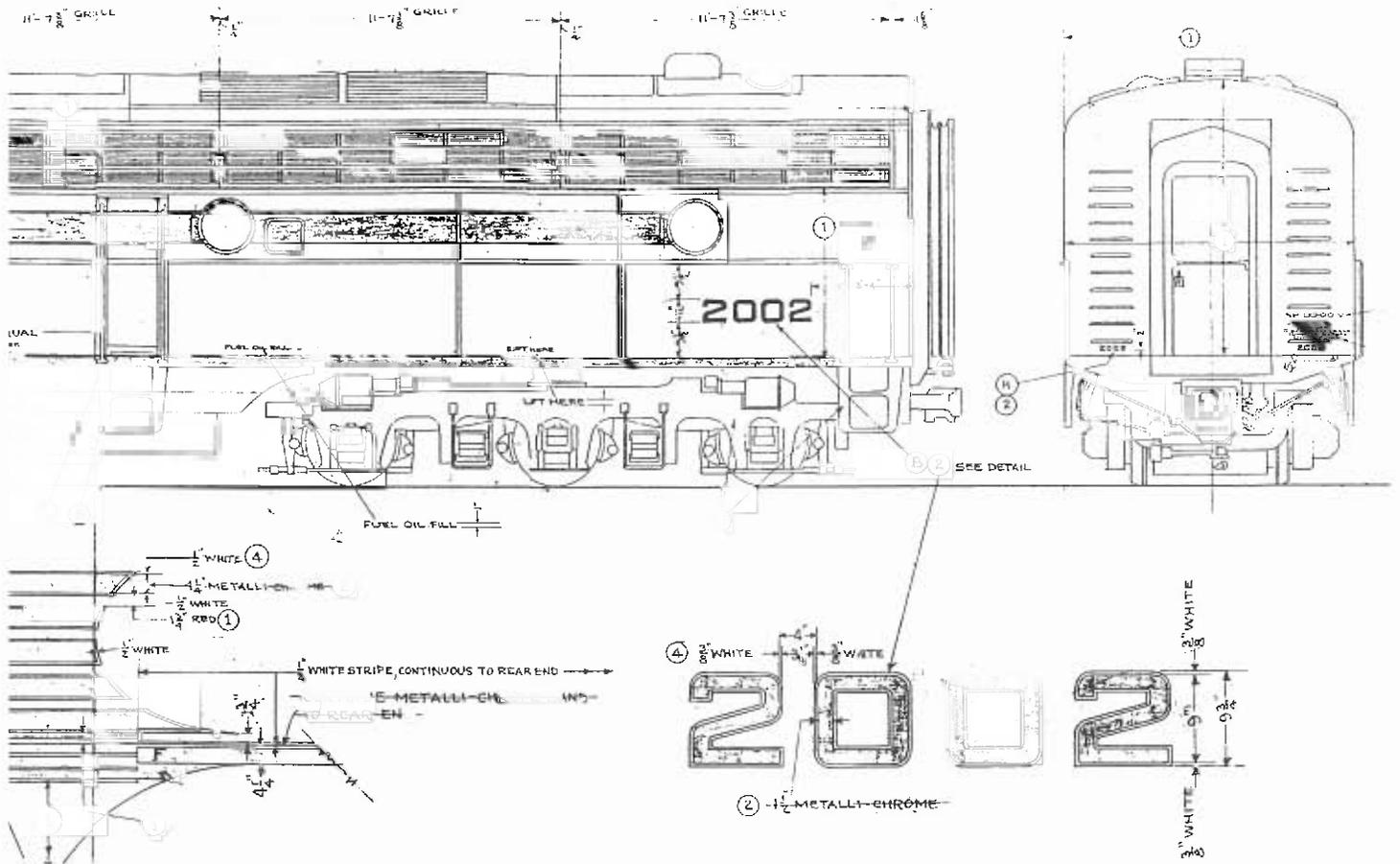
*Frisco EA7 2005, rebuilt as E8A, in E8PS-2 paint scheme, fresh from the Springfield, MO, paint shops, May 18, 1950.
Frisco photo*



*Frisco 2020 in E8PS-5 paint scheme, September 1967, Kansas City, MO.
Mike Schafer photo*



23	CHAMPION	2022
22	GALLAHADION	2021
21	BIG RED	2020
20	CAVALCADE	2019
19	PONDERA	2018
18	PENSIVE	2017
17	CITATION	2016
16	TWENTY GRAND	2015
15	TRUXTON	2014
14	SEA BISCUIT	2013
13	FLYING EBONY	2012
12	GALLANT FOX	2011
11	COUNT FLEET	2010
10	JET PILOT	2009
9	MESSANGER	2008
8	WHIRLAWAY	2007
7	TRAVELER	2006
6	WINCHESTER	2005
5	DAN PATCH	2004
4	STEEL DUST	2003
3	COMANCHE	2002
2	RANGER	2001
1	FAIR PLAY	2000
SHEET NO.	LOCO. NAMES	LOCO. NUMBERS



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