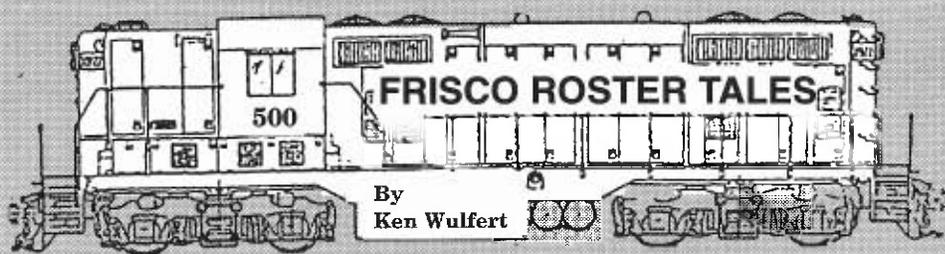


YARD POWER

Part Eight

Frisco's First Diesels



This **Roster Tale** and the next to follow, will conclude the series on Frisco diesel yard power with a discussion of the first diesels received and put into service by the Frisco - the 38 Baldwin VO-1000's, which provided reliable service from 1941 until the last of their kind were retired in the 1970's. Their road numbers were SLSF 200-237. This article will discuss the VO-1000's as they were received and used for many years. The follow-up article will cover the repowering of several of the VO-1000's with EMD engines, plus will cover the four Baldwin DS-4-4-1000's, a model that followed the VO-1000's, obtained by the Frisco in 1948. These later Baldwin's were numbered SLSF 238-241.

In November of 1941, while world tensions were rising rapidly with the on-going war in Europe and the approaching war in the Pacific, the Frisco took delivery of five Baldwin VO-1000 diesel switching locomotives, SLSF 200-204. These were the first diesel locomotives purchased and received by the Frisco, and, in fact, were the first new locomotives on the railroad in over ten years, following the twenty SLSF 4200 series 2-8-2 Mikado's, which appeared in 1930 at the peak of the depression. Baldwin was long a favorite locomotive supplier to the Frisco, so it was logical that the first diesel on the



*VO-1000 No. 204, June 30, 1944, Lindenwood Yards, St. Louis, MO.
Frisco photo*

railroad would come from that same builder. Following the first five VO-1000's, 33 more were purchased, with the last, SLSF 237, arriving in June, 1946, well after the war ended. As discussed already in a previous **Roster Tales** (*March-April, 1993*), two smaller Baldwin's, VO-660's SLSF 600-601, were also purchased in 1942.

The VO-1000 was a rather large, hefty switcher locomotive when compared to its competitors from EMD, Alco, F-M, and Lima. The VO-1000, as the name indicates, developed 1,000 HP from an in-line, four cycle, eight cylinder "VO" engine which ran at a relatively low 625 maximum RPM. They were of the traditional end-cab design, with a front

mounted radiator and high mounted headlight. They rode on four-wheel AARType A trucks.

The Baldwin Locomotive Works often changed small details of their locomotives almost randomly, even within the same series. So it was with the VO-1000's - as typified by the 38 owned by the Frisco. Some, including the first, came with one exhaust stack. However, others carried four stacks, and yet others had only two. They were, however, well built, rugged, tough locomotives which possessed great pulling power and were well liked by both management and the operating crews.

The first VO-1000's on the Frisco were decorated in what must have been a very

attractive paint scheme - painted dark blue, with a white (light gray?) stripe running the length of each side. Within the white band, the name **FRISCO LINES** appeared in red letters on the side of the engine hood, with the road number appearing on the side of the cab below the window, also in red. That colorful paint scheme must have been judged too expensive to maintain, however, as the locomotives were repainted to the familiar solid black with yellow lettering as they were shopped. According to the museum's photo archives, there were at least four black and yellow variations applied to the Baldwin's. At the end of their lives, some appeared in the Frisco's Mandarin Orange & White livery. I do not know how many of the VO-1000's were delivered in the original blue & white paint scheme before the black & yellow became standard. The museum's photo archives have evidence of up to No. 225 in the blue & white. If any of our **All Aboard** readers can provide additional information, please contact the museum office. One feature of the VO-1000 decor followed in the footsteps of Frisco's steam locomotive roster - each VO-1000 had its road number displayed proudly at the top of its radiator, right below the headlight, inside a Frisco "coonskin" emblem.

The 38 VO-1000's represented the largest roster in terms of numbers of any single diesel switcher on the Frisco until the 46 SW 1500's were purchased from EMD starting in 1968. The big Baldwin's were easy to like and found their way to almost all parts of the SLSF system after the first five were delivered for use at



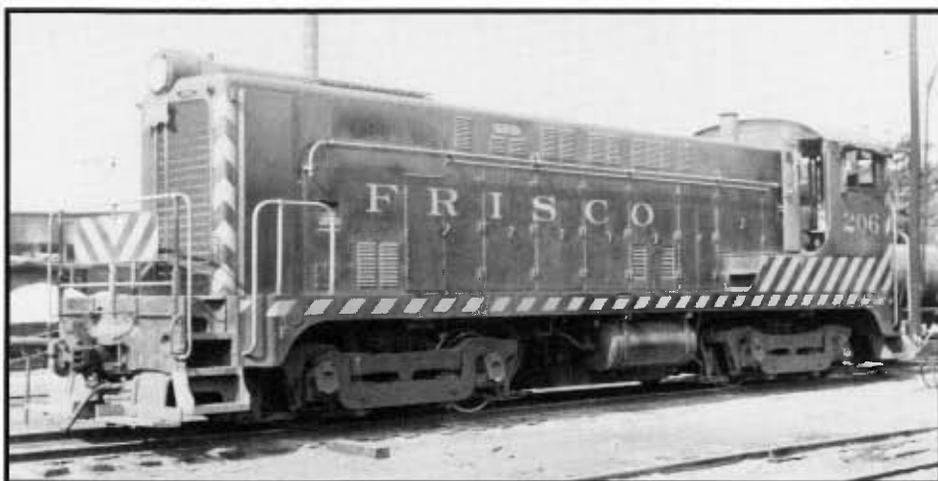
Frisco No. 204, as originally delivered from Baldwin, June 30, 1944, Lindenwood Yards, St. Louis, MO. Frisco photo



Frisco No. 227, in what appears to be first black & yellow paint scheme. Note the FRISCO LINES lettering and number still in original lettering style, steps, grab irons, and railings in black, and solid yellow stripe along walkway edge. The black was Black Duco #254-2234 and all yellow was Target Yellow Duco #249-3404. Photo taken by Arthur Johnson, November 31, 1947, Springfield, MO.



Frisco No. 200, in what appears to be second black & yellow paint scheme. Note the FRISCO LINES lettering and number still in original lettering style, steps, grab irons, and railings in black, and diagonal yellow striping along walkway edge. All the diagonal stripes were 6" wide and spaced 6" apart. The FRISCO LINES lettering and number were 12" high. Photo taken by Arthur Johnson, August 21, 1948, Springfield, MO.



Frisco No. 206, in what appears to be variation number three of the black & yellow paint scheme. Note the FRISCO LINES has been shortened to FRISCO, still in original lettering style, and the steps, grab irons, and railings are now yellow. Photo taken by Arthur Johnson, June 7, 1948, Springfield, MO.



Frisco No. 223, in black & yellow paint scheme number four. Note the change in lettering and number style. The diagonal side stripes are now spaced 12" apart, the front corner stripes have been reduced to three down from the top, and the front railing panel has only two stripes. Frisco company photo taken outside Springfield, MO diesel shop, circa. 1960.



Frisco No. 222 in final Mandarin Orange & White paint scheme. Photo from the collection of Larry Thomas, taken October, 1968, at Fayetteville, AR.

Lindenwood Yard in St. Louis. In their late years on the Frisco, the VO-1000's spent their last days of service working in and around Kansas City before being retired and sold in 1979.

The Baldwin VO-1000 was popular not only on the Frisco - 548 units were built in total, making them one of the more successful diesel switcher types. Several are still in service today serving small railroads or industrial firms.

There is no good HO model available beyond the four different runs from Hallmark in the 1970's-1980's. The VO-1000's represent the last, highly popular type of early diesel switcher locomotive that has yet to be produced in quantity by today's major HO locomotive manufacturers. Perhaps Athearn, Atlas, Kato or Walthers will read this article and rectify this problem! I hope so, as the VO-1000's were a major part of the Frisco's diesel history, and were one of my personal favorites.

The next **Roster Tale** will finish the saga of Frisco's first diesels by discussing the repowering that was given to some of them, plus will review the four "new improved" VO's that the Frisco bought - the Baldwin DS-4-4-1000's, which were much more graceful in real life than their awkward name would imply. ☺

Editor's Note:

According to the January 10, 1995, issue of *Flimsies* #181, published by the Shasta Rail Group, ex-Frisco VO-1000 diesel locomotives 206 and 215 are included in the current US military locomotive roster for California. Ex-Frisco 206 is now US #65-00625 and 215 is US #65-0095.

Frisco On The Map

For free distribution

MISSOURI
Official
Highway Map
1995-96

Congratulations to the St. Louis Steam Train Association for Frisco 1522 being selected as the cover photo for the 1995-96 Official Highway Map of Missouri!



Photo by David Nelson
Engine 1522 on display
Museum of Transportation, St. Louis



Passenger Train Consists

EDITOR'S NOTE: *This is the second in a new series in which we will list selected passenger train consists with descriptions of each unit and photos when available.*

May 1, 1963
Train 9
Meteor
Westbound
Tulsa, OK
to
Oklahoma City, OK

Motive Power

E8 Diesel 2013 *Sea Biscuit*
 E8 Diesel 2018 *Ponder*

Consist

SLSF Baggage #430

74' Baggage/Express built by ACF in 1930

SLSF Baggage #353

60'9" Baggage/Express built by Pullman in 1908, rebuilt by SLSF in 1951

SLSF Mail #251

70' Streamline Mail/Baggage/Express *Normandy* built by Pullman in 1947

SLSF Coach/Lounge #1650

85'6" Streamline Coach/Lounge/ Buffet *Sterling Price* built by Pullman in 1948 for service on the Texas Special

SLSF Coach #1254

85' Streamline Coach *Ferguson* built by Pullman in 1947

SLSF Diner #1550

83' Streamline Diner/Lounge/Observation *Tulsa* built by Pullman in 1948, squared off for mid-train service by SLSF 1960

SLSF Sleeper #1465

85' Streamline Sleeper *Spring River* built by Pullman in 1948



Frisko Baggage/Express series 337-361 (355) as rebuilt by SLSF, Springfield, MO, April 13, 1951. Frisko photo



Frisko 1650 Texas Special Coach/Lounge/ Buffet Sterling Price Pullman builder photo, 1948.



Frisko 1254 Coach Ferguson. Date & location of photo unknown

May 2, 1963
Train 10
Meteor
Eastbound
Oklahoma City, OK
to
Tulsa, OK

Motive Power

E8 Diesel 2020 *Big Red*
 E8 Diesel 2012 *Flying Ebony*

Consist

SLSF Postal #2043

60' 10" Postal built by ACF in 1911

SLSF Baggage #385

74' Baggage/Express built by ACF in 1925

SLSF Baggage #389

74' Baggage/Express built by ACF in 1925

SLSF Mail #252

70' Streamline Mail/Baggage/Express *Valley Park* built by Pullman in 1948

SLSF Coach/Lounge #1651

85'6" Streamline Coach/Lounge/ Buffet *Ladue* built by Pullman in 1947

SLSF Coach #1256

85' Streamline Coach *Richmond Heights* built by Pullman in 1947

SLSF Diner #1551

83' Streamline Diner/Lounge/Observation *Oklahoma City* built by Pullman in 1948, squared off for mid-train service by SLSF 1960

SLSF Sleeper #1452

85' Streamline Sleeper *Henry Shaw* built for service on the Texas Special by Pullman in 1948

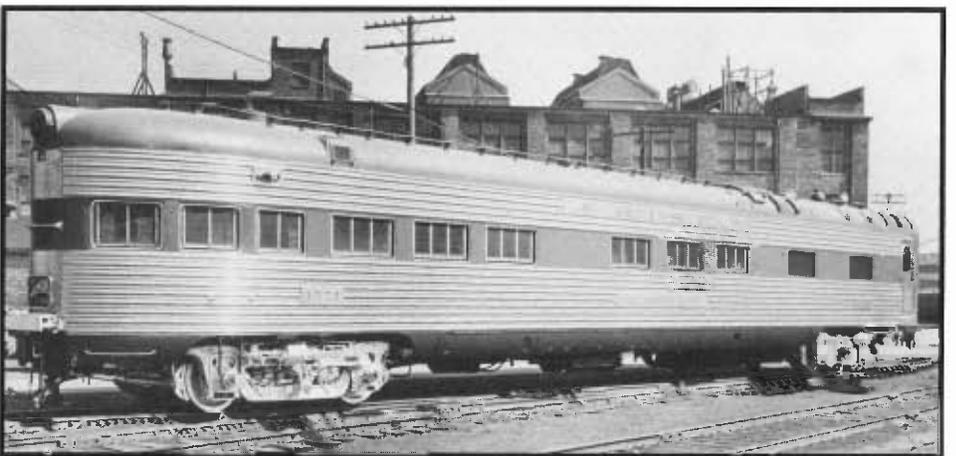
SLSF Business Car #3



Frisco Postal series 2037-2055 (2055), July, 1968, Newburg, MO.



Frisco 252 Mail/Baggage/ Express Valley Park, Pullman builder photo, 1947.



Frisco 1551 Diner/Lounge/Observation Oklahoma City Pullman builder photo, 1948.

May 1, 1963

Train 36

Eastbound between

Oklahoma City & Tulsa, OK

F9Am 5007 F9B 5142

F9B 5146 F9B 5149

F9Am 5005

24 loads - 84 empties

Freight Train Consists

EDITOR'S NOTE: *When available, we are also listing selected freight train consist information. Because actual car numbers are not available, we can only list motive power and number of loads & empties.*

May 2, 1963

Train 31

Westbound between

Tulsa & Oklahoma City, OK

GP7L 509 GP7L 560

GP7L 514 GP7L 512

31 loads - 1 empty

Disaster At Cedar Bluff

MANGLED BODIES OF FRISCO TRAIN CREW TAKEN FROM WRECK

Thus was the headline in the July 19, 1918, edition of the *Springfield Daily Leader* newspaper as it reported the July 18 wreck of Frisco Passenger train No. 105, the Kansas City-Florida Special, at Cedar Bluff cut near Fickinger, AR.

The southbound train was pulled by a Pacific class 4-6-2 locomotive, No. 1059, and included a mail car, baggage/express, coach/lounge (smoker) car, chair car, two sleepers, and an open platform observation dining car.

According to the *Daily Leader* article, "The enginemen (Engineer & Fireman) were carried to speedy death. The train was making between 40 and 50 miles per hour. The force was so great that both the engine and coal tender were almost buried in an embankment that was mainly rock and gravel. The baggage coach was hurled probably 150 feet before it struck the river.

"The track was cleared at 7 o'clock last night. About 200 feet had been badly damaged so that it was necessary to reconstruct the track before any attempt was made to replace the derailed equipment.

"Reports from the Springfield hospital of the Frisco this morning indicated that the injured passengers and members of the train crew were improving and it is believed all will recover...

"Passengers on the train made much of the assistance given by army officers who



happened to be on the wrecked train, and also army recruits who were north-bound on a special train which met the derailed train at the scene of the accident.

"The foresight of one of the Frisco employes who happened to be on the train is said to have saved the troop train from a long list of fatalities."

It was dark and misty at the time No. 105 was derailed and the train's lights were all out. To secure a light, train crew and passengers who were not injured hastily secured waste from the journal boxes of the coaches and set it on fire.

"One member of the crew was hurriedly dispatched with a handful of the blazing waste



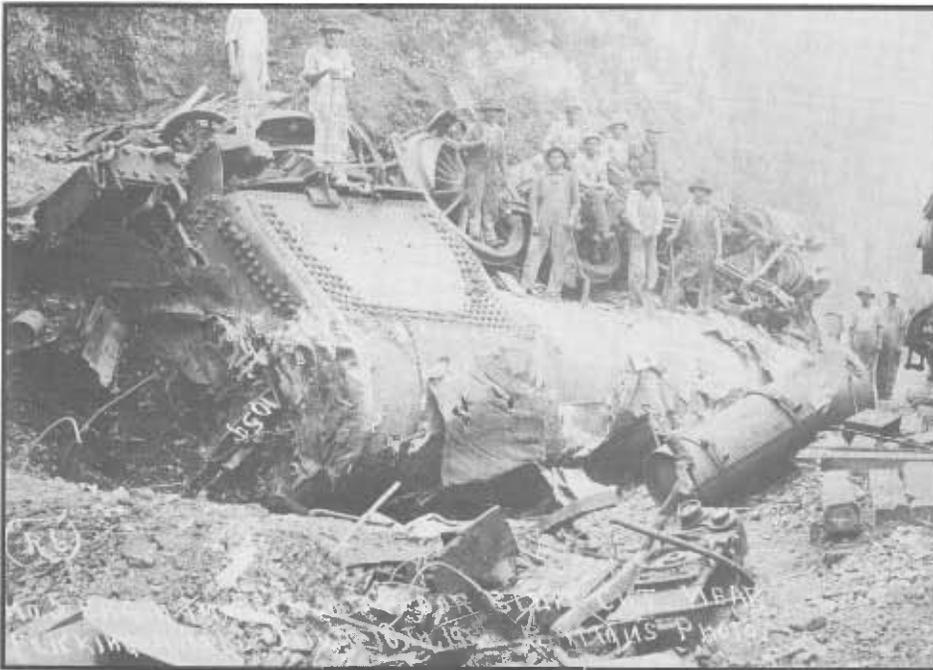
to warn the approaching troop train. He was just in time to prevent a second and probably more serious accident.

"Major Welch, of Dockery, Miss, and Lieutenant E.B. Ryder and wife of Camp Cody, Wyo., merited great praise for the heroic efforts they made to relieve other injured passengers. All three were on the wrecked train and were slightly injured. Both are skilled in first aid and are understood to have been with the medical corps of the army. Mrs. Ryder, after recovering from a nervous shock, hastily donned her clothing and went to the front of the train where the dead and injured were being removed from the demolished cars. In making bandages for the persons who were

cut by glass and broken timbers, she tore her underskirt to strips.

"The most seriously injured were placed in the Pullman berths of the two coaches that remained on the track. The less seriously injured were placed aboard the troop train and hurried to Memphis. The more seriously injured were brought to the Frisco employees' hospital here (Springfield)."

Frank Amsler was a mail clerk on the train and suffered a permanent left shoulder injury in the wreck. Knowing that news of the accident would quickly be reported in the local newspaper, he sent the telegram shown on the following page to his wife, assuring her that he was all right. ☺



FRICTO, SPRINGFIELD, MEMPHIS, BIRMINGHAM		
105 Daily	Mile	Frisco Lines
PM 6:30	8	to KANSAS CITY
	9	to Kansas
	10	to Leavenworth
	11	to Olathe
	12	to Dodge
	13	to Olathe
	14	to Springfield
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	100	to Springfield

Frisco public timetable May, 1918

CLASS OF SERVICE	SYM.
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 304 COLLEGE STREET, SPRINGFIELD, MO. ALWAYS OPEN

74A PM 12 COLLECT

MAMMOTHSPRINGS ARK 1110AM JUL 18 1918

MRS FRANK B AM

~~101 END CHARTER ST SPRINGFIELD MO~~

NUMBER 5 WRECKED THIS MORNING SLIGHTLY HURT WILL BE HOME SOON

FRANK AMBLER

1154AM



This was the mail car that Mr. Amsler was working in at the time of the wreck