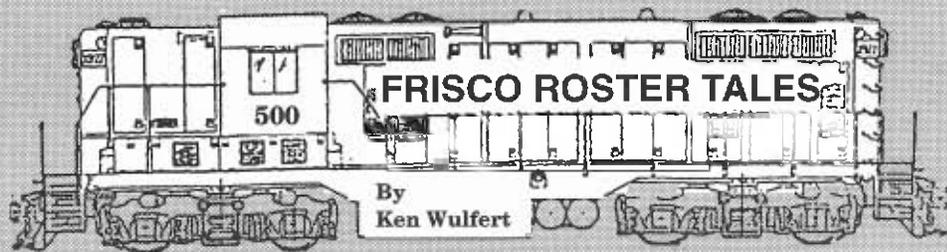


YARD POWER

Part Nine

Frisko's First Diesels



In the last *Roster Tale* (*All Aboard*, Summer 1995), we discussed the group of 38 Baldwin VO-1000 switch locomotives, the first group of diesels received and put into service by the Frisco. This *Roster Tale* will follow up with some additional information on these locomotives and on the many modifications - including the repowering of some - that were done by the Frisco. We will also discuss a follow up order of four more diesel switchers that the Frisco obtained from Baldwin in 1948, the DS-4-4-1000's, which were, so to speak, "new improved" versions of the VO-1000's.

The four DS-4-4-1000's were the last four Baldwin products purchased by the Frisco, ending a long and distinguished series of successful locomotives supplied to the SLSF from that builder. The four were numbered SLSF 238-241, and were obtained at the end of 1948. They served long and well until 1969, when they were traded in to EMD, probably on replacement SW-1500's. Like the VO-1000's, they were 1000HP, end cab, front radiator switchers with a high mounted headlight and AAR Type A trucks. They were similar in appearance to the VO's, except were a bit more squared off, and had a flat front radiator grill instead of the bowed radiator grills on the VO's. The diesel engine was known as a



DS-4-4-1000 239, awaiting service at Springfield, MO, October 8, 1949.
A. Johnson photo

606SC and like the other Baldwins, these locomotives would pull almost anything coupled up to them. I never heard much about them - indicative of the fact that they served much of their time at Springfield. Like the VO's, they carried their road number in the middle of a Frisco "coonskin" plate mounted below the headlight. They served in the familiar black and yellow decor, with at least two different styles of lettering, and at least one, SLSF 241, was painted in the newer red/orange and white scheme in its final days. An interesting bit of trivia is that this same type DS-4-4-1000 from Baldwin was the very first diesel locomotive put into service by the Katy, Frisco's long

time rival over much of the system.

A good HO-scale model of the Frisco DS-4-4-1000's can be made from an Athearn Baldwin S-12. The S-12 was an even newer version of the DS-4-4-1000, and is quite similar in exterior appearance.

Several items of interest regarding the Frisco's Baldwin diesels were noted for me by Frisco Folk Lee Buffington, who worked with the Frisco's locomotive fleet for many years during a long and distinguished career with the SLSF. (*see All Aboard*, Farewell Mr. Frisco, Fall 1995) Lee noted that Baldwin had quite a sales force in St. Louis and built a good product, hence finding favor with the Frisco's VP-Operations. After the first VO's were placed

in service, it became evident that the locomotives needed a wheel slip device to prevent excessive wheel wear, needed automatic shutter controls for the cooling system instead of the manual shutters provided by Baldwin, and needed more resistance in the first throttle notch to prevent a tendency to lurch forward as the engine was placed in run one. The Frisco's shop people designed devices to accomplish all of these functions, which were so successful that Baldwin subsequently adopted them as standard equipment for their future production from late 1942 on. The SLSF and Baldwin also worked together later to improve the wheel bearings.

Lee further noted that the Baldwins would move almost anything that was tied up to them and were quite reliable, going a long time between overhauls. All of the VO's had cast steel frames, and would withstand virtually any kind of collision or hard impact - as opposed to the Frisco's ALCo and EMD switchers, which had fabricated frames and were a bit more delicate if a crunch occurred. Baldwin also switched to a fabricated frame on the DS-4-4-1000's, but the Frisco never experienced a problem.

In the mid-1950's, the VO engines started to show their age given the heavy service they had provided. During those years, it was believed that it would be economical to repower older locomotives which were in good shape otherwise. The Frisco demonstrated this by first repowering several ALCo FA's, FB's, and RS-2's (a future *Roster Tale* topic) and followed up by repowering some of the VO-1000's. In 1957,



The first Frisco DS-4-4-1000 in service, #238, awaiting the scrappers torch at McCook, IL, August 2, 1970. Photo from the collection of Jim Woznicka.

three of the VO's, SLSF 205, 210, and 215 were sent to EMD where a new 567-series diesel power plant was installed, giving these now revised Baldwins the same type of diesel that the EMD NW-2's, SW-7's, and SW-9's carried. The new power plant was of a different dimension than the old VO, so the rebuilt locomotives also carried a typical EMD hood from the cab forward to the pilot, giving the rebuilds a distinctive "mixed family" look. In 1959, six more VO's were repowered, SLSF 200, 201, 202, 203, 204, and 206. These locomotives also had multiple unit equipment installed, becoming the only Frisco Baldwins that could run in M/U. Frisco's cost on the repowering project apparently was more than first thought, and no more Baldwins received a new EMD engine.

The 42 1000HP Baldwin switchers employed by the Frisco, be they VO, 606SC or EMD 567 powered, continued to serve well into the late 1960's or 1970's. The last of them, which were the repowered ones, were not removed from service and retired until 1979. Most were traded to GM with a few going to GE or sold to others. It is particularly noteworthy that SLSF 200, Frisco's first Baldwin VO-1000, entered service in late 1941 and served well, with the help of a new EMD engine in its later years, until 1979 - a 38 year career of routine service. The Frisco's likeness for Baldwin's products was thus well justified.

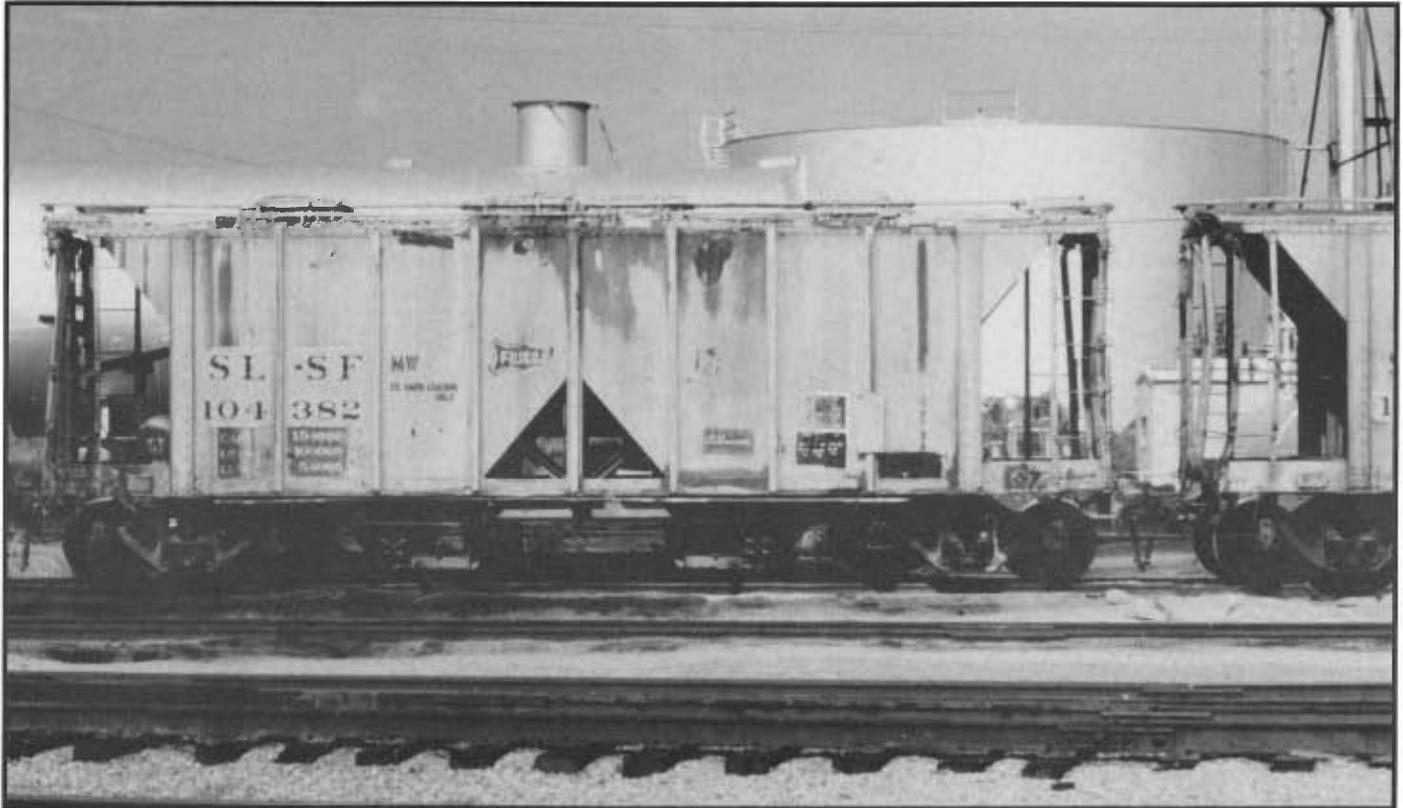
These were fine locomotives and, as I noted in the last *Roster Tale*, a good HC model of them is needed. ☐



Repowered Frisco VO-1000 206, Springfield, MO, August 5, 1972. Photo from collection of Walter Evans

Frisco Covered Hopper #104382

By Curtis Baker



SL-SF 104382, in company service at Tulsa, OK, July, 1980. Curtis Baker photo

In the summer of 1980, I was fortunate to have the opportunity to work for the Frisco as a "summer college help" track worker, in Tulsa, OK. That summer, working in 100+ degree heat, I discovered that for me railroading made a better avocation than vocation. The heat alone forced many of my co-workers to stay indoors on their day off. Much to the dismay of many, I spent my days off in and around the confines of the Tulsa Terminal taking photos.

One of my favorite photo locations was the diesel service facility. Diesel locomotives (and steamers as well) need fuel, water, and sand to operate and get the trains over

the road. Diesel fuel comes to the service facility in tank cars especially assigned to that service, and sand comes in covered hoppers assigned to that specific task. The sand cars are the subject of this article.

On the Frisco, sand hoppers are reclassified cement cars. Locomotive sand and cement have some common aspects for shipping purposes. Both are cheapest handled in bulk form, both must be kept dry, and both are heavy! Some of the earliest covered hoppers were designed and built for the cement industry, so it is only natural that after a useful revenue life, a cement car could

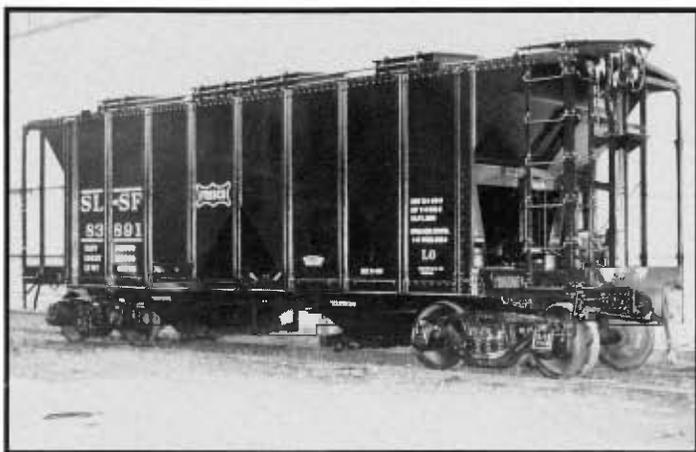
find new life in non-revenue service. Most Frisco sand cars came from series 83650-83984. These cars were 35' 2" long, 12' 9" tall, and had a capacity of 75 tons. Short, squat, and very strong!

83650-83849 were built by Mt. Vernon Car Co. in 1948, lot #10708.

83850-83889 were built by Pullman Standard in 1950, lot #5962.

83890-83984 were built by Pullman Standard in 1950, lot #5974.

EDITOR'S NOTE: *For those of you who are interested in modeling the revenue version of the 83890-83984 Pullman cars, according to our records*



SL-SF 83891, in white on black livery, September, 1950. Pullman Standard photo



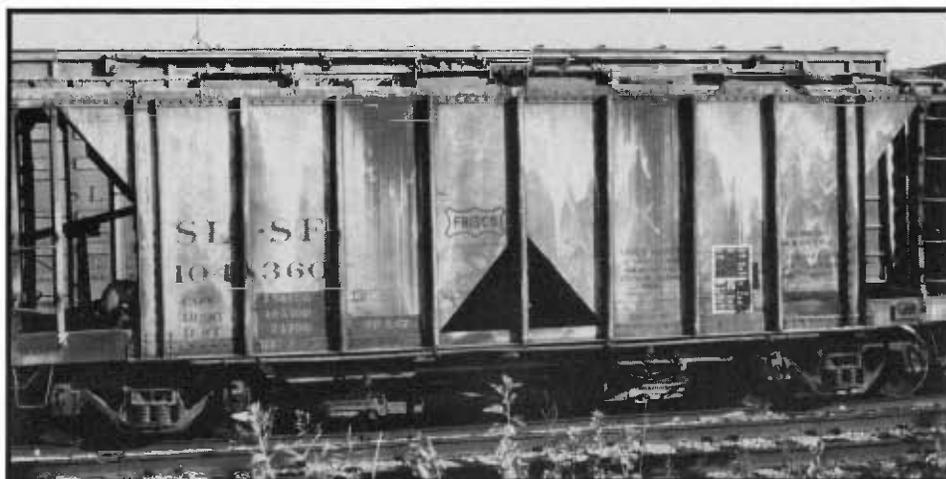
SL-SF 83941, in black on gray livery, September, 1950. Pullman Standard photo

they were delivered in two different paint schemes, as shown in the above photos.

Car #104382 sports an unusual lettering scheme, which prompted me to take the photo, and inspired me to build the model as well. I shot the photo of #104368 as an after thought, and am glad that I did, as it displays the more common, bold Frisco lettering scheme.

EDITOR'S NOTE: According to our records, the company service version of the sand cars carried as many as three different lettering designs, as shown by the photos on the previous page and to the right.

Modeling these cars is fairly easy, as a kit exists which is a very close match for the prototypes. Eastern Car Works Kit #2000 represents a car built by ACF, but is the same basic design as the cars which the Frisco owned. One of the best things about the kit is that it only requires the addition of Kadee #5 couplers and possibly a set of Detail Associates wire coupler cut levers to make a really beautiful model. One of the great things about this kit is that the casting quality



SL-SF 104360, Ft., Smith, AR, July, 1982. E. Stoll photo



SL-SF 104368, Tulsa, OK, July, 1980. C. Baker photo

is excellent and the parts fit together well. I found very little flash on the parts in my kit and was pleased with how well it assembled. Always follow the directions in the kit for easy assembly, and add the cut levers if you wish to use them. You may also want to

add about two ounces of weight for good tracking quality. After assembly, send your car to the paint shop. I recommend Accu Flex paints because they apply so well and give an excellent finish surface for decal application. A good color choice would be S.P. Lettering Grey, but as I have said before, use

the color that looks right to you. Paint the trucks with Polly-S Grimy Black and the couplers Polly-S Rust.

Choice of decals depends on which lettering scheme that you wish to duplicate. Car #104368 can be decaled using Herald King set #H-461, although the dimensional data is for a larger, 100 ton capacity car. Car #104382 was decaled using the reporting marks from the Herald King set, dimensional data from Micro Scale set #87-193, and the coonskin logo came from Micro Scale set #87-85.

The "paint outs" were done using a small detail brush and boxcar red paint. The black "paint outs" were done with a Sharpie fine point marker. Sharpie markers come

in numerous colors and work well for this kind of paint detail. After the decals have set, overspray the car with flat finish. Weathering car #104382 was accomplished using a wash of alcohol and India ink and dry brushing Polly-S concrete near the hatchways. A light overspray of Floquil in Grime

will tone down the effects if you feel that the weathering is too bold.

Whether you decide to build the car in revenue form, or as a non-revenue sand service car, you will have a unique model to help you Ship It On The Frisco! ☐



SL-SF 104382, ready for service on Curtis Baker's Frisco Line.

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: I am confused! I recently saw an ad in a model magazine advertising a Frisco HO Scale E-8 Diesel B unit. I ask a modeling friend about it and he said he didn't think the Frisco ever had any such engines. Then I saw a Frisco timetable that showed a B unit in operation on a passenger train going around a rock bluff.

Now I am really confused. Can you help?

ANSWER: Yes! Let's first set the record straight. The Frisco Railway never had any E-8 diesel B units on its roster. They operated only E-8 A units, usually coupled end to end to avoid having to turn the engines at terminal points.

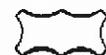
Unfortunately model manufacturers and advertising agencies are not always as concerned with prototypical accuracy as are railfans and model railroaders.

The HO scale E-8 diesel B unit in question was manufactured in quantity for sale under a number of different roads, some of which ran B units, and was simply painted in Frisco colors. Another model manufacturer we know of sells Frisco passenger train sets that include a dome car. The Frisco never had any dome cars on its roster. Same thing. Sets

run in quantity and simply painted in a variety of road names, irregardless of any prototypical accuracy.

It should be noted, in defense of the model railroad industry, that the majority of companies are interested in accuracy and many are currently producing some fine Frisco equipment. In particular, Life Like and Athearn have produced units that were first researched for them by the museum.

The timetable design you refer to was used on the Frisco from 1954 to 1967. It was designed by an advertising agency who took a 1910 era color postcard of the Frisco main line passing along the Meramec River at Mincke, MO, and inserted a modern passenger train, complete with an E-8 B unit. (see *All Aboard, Mail Car, July-August, 1993*)





Frisco-land

Its Men and Its Rails

BRAINS and brawn and steel—these are the raw materials that make a railroad. The quality and quantity of these ingredients measure the ability of a railroad to serve its patrons and its territory.

If you or your goods must move from, to or thru Frisco-land, the Frisco Lines offer a highly efficient transportation unit big in manpower, big in its thousands of miles of gleaming rails. An army of 25,000 employees and 5800 miles of road serve your needs. Here is one of America's greatest railroads—conspicuous in size but most favorably known because of its reputation for fast, courteous, dependable transportation service. Be sure that you specify "via Frisco Lines."

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