

# FRISCO **All Aboard** FRISCO



FEBRUARY-MARCH

1991



# FRISCO **All Aboard** FRISCO

VOLUME 5

FEBRUARY-MARCH, 1991

NUMBER 5

## FEATURES

### Modeling Frisco's SD45's.....6

This is the second in a three part article in which Frisco Folk and Frisco Modeling Information Editor Richard Napper provides detailed, step-by-step, procedures for modeling Frisco's SD45 series road engines.

### River Division.....8

This is the fifth in our year-long series profiling the history and operations of the *River Division*. With this installment we take an in-depth look at the Hoxie sub-division.

### Down At The Depot.....15

Poplar Bluff, MO, on the River Division is the featured station in this issue.

## EXTRA RUNS

### Coach-Cabooses on the Hoxie Sub.....9

Its our first full-fledged *Center Fold* and it includes information, diagram, and photo of the Frisco's unique Coach-Caboose combinations #843 and #844.

### Research Service *Up-Date*.....12

A photo of the River Division derrick, newly acquired information of *Frisco Snow Plows*, and final disposition of Motor Car #2127 are all in the consist of this edition of our *Research Service Up-Date*.

## DEPARTMENTS

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### EDITOR'S NOTE:

Frisco Folk, and former Chief Bridge Engineer for the Frisco, George Shay has verified the location of the bridge collapse featured on the *December 1990 - January 1991* cover of the ALL ABOARD. According to Mr. Shay, the probable cause of the accident was a mid train derailment.

## ABOUT THE COVER

It was a different time, a different place, a different war. The message, however, is still the same. Let's continue to support our troops currently serving in the Middle East!

THE



RAILROAD MUSEUM Inc.



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The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 118 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

## **LETTERS TO THE EDITOR**

The museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

Micheal Bigler.....Conductor  
Arkansas  
Larry Shankles.....Conductor  
Kansas  
Donald Kenney.....Fireman  
Kansas  
Kenneth Wulfert.....Brakeman  
Missouri  
Jim Shane.....Brakeman  
Missouri  
Dale Rush.....Switchman  
Missouri  
Carl Dahlman.....Switchman  
Missouri  
Marshall Napper.....Switchman  
Kansas  
Max Herzog.....Switchman  
Georgia  
L.A. Reed.....Switchman  
Illinois  
Howard Rector.....Switchman  
Missouri  
Doug Harris.....Switchman  
Missouri  
Glenn Martin.....Switchman  
Missouri  
Ed Paschal.....Switchman  
Missouri  
John Bradbury.....Switchman  
Missouri  
James Freeman.....Switchman  
California  
Don Alderman.....Switchman  
Texas  
Dennis Kuhn.....Switchman  
California

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

David E. May.....Switchman  
Alabama  
Steve Roberts.....Switchman  
South Carolina  
Joseph W. Koch.....Switchman  
Missouri

February 18, 1991

*"Congratulations on starting to get caught up! I really enjoyed the recent issues of All Aboard... As you can see from my order, I really like your idea of printing the reference material diagrams. I'm sure these will be handy in answering questions about Frisco rolling stock that I come across from time to time."*

Vince Griesemer  
Ft. Collins, CO

◇◇◇◇◇◇◇◇

February 28, 1991

*"It is with pleasure that I renew my Frisco Museum membership. Your recent letters with explanations (and apologies) for apparent inactivity on your part were really not necessary. If I am like most members, we understood what was going on without you writing us and were just waiting for you to get out from under all the 'other' activities with which you had become involved. Your newsletters are still fantastic. I wish I lived close enough to be a volunteer at the museum, but I must continue to be a supporter from afar."*

Douglas Hughes  
Arnold, MD

◇◇◇◇◇◇◇◇

February 11, 1991

*"I would like to take this opportunity to express my surprise and pleasure at the quality of the three issues of the Frisco Magazine which you sent out. It is now a publication of professional caliber, and reflects the great amount of work that you obviously have put into it, as well as into the management and organization of the museum. You are to be congratul-*

*ated on your devotion to making it go!*

Max Herzog  
Augusta, GA

◇◇◇◇◇◇◇◇

February 11, 1991

*"Indeed, I'm happy to renew my membership in the Frisco Museum... I'm glad to see you are 'back.' For a while, I thought you and the museum had fallen prey to the Frisco lover's jinx that has previously plagued the Frisco Modeler's Information Group and our short-lived Frisco Railroad Historical Society. Anyway, its good to hear from you again."*

Kenneth Wulfert  
St. Louis, MO

◇◇◇◇◇◇◇◇

February 14, 1991

*"Let me begin by saying welcome back. I really like the new format of the All Aboard newsletter. Keep up the good work. Thanks for all the effort you and your family have put into the Museum."*

Dale Rush  
Lees Summit, MO

◇◇◇◇◇◇◇◇

February 22, 1991

*"A check for \$25 is enclosed - largely due to the fact that you have sent a years worth of material since the time the membership ran out. I might add that I really had no plan to renew the membership after being told I had a bad attitude and should not question printed material and photo evidence."*

March 13, 1991

*"Thanks for your letter, you are most gracious, and I thank you... I really enjoyed the ALL ABOARD's. You are doing a great job - it is appreciated!"*

Gale Hall  
Rogers, AR

## 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 RESEARCH SERVICE.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All request are answered individually and selected questions will appear in the MAIL CAR feature.

**QUESTION:** I recently purchased a July 1943 Frisco timetable with the red, white, & blue stars and stripes design on it. Can you tell me when this design started and for how long it lasted?

**ANSWER:** The stars & stripes "star-spangled 'V'" design first appeared on the March 1942 Frisco public timetable. The April-May issue of the **FRISCO FIRST** company magazine (see p. 20) also carried the "V" design for the first time, along with the photo and brief announcement shown on this page. According to our records, the public timetables carried the design through August 1945 and the **FRISCO FIRST** magazines displayed it through the May-June 1943 issue. The "V" design was a part of the Frisco's overall program of institutional advertising during World War II. □



"The star-spangled "V" has invaded still another field - that old stand-by, the railroad time table folder. This red, white and blue Victory-decorated Time Table is the current issue of Frisco Lines."

(From **FRISCO FIRST**, April-May, 1942, p. 12)



**SERVING**

MISSOURI  
ARKANSAS  
OKLAHOMA  
TEXAS  
KANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

•  
**March, 1942**

MISSOURI  
ARKANSAS  
OKLAHOMA  
TEXAS  
KANSAS  
TENNESSEE  
MISSISSIPPI  
ALABAMA  
FLORIDA

**August, 1945**

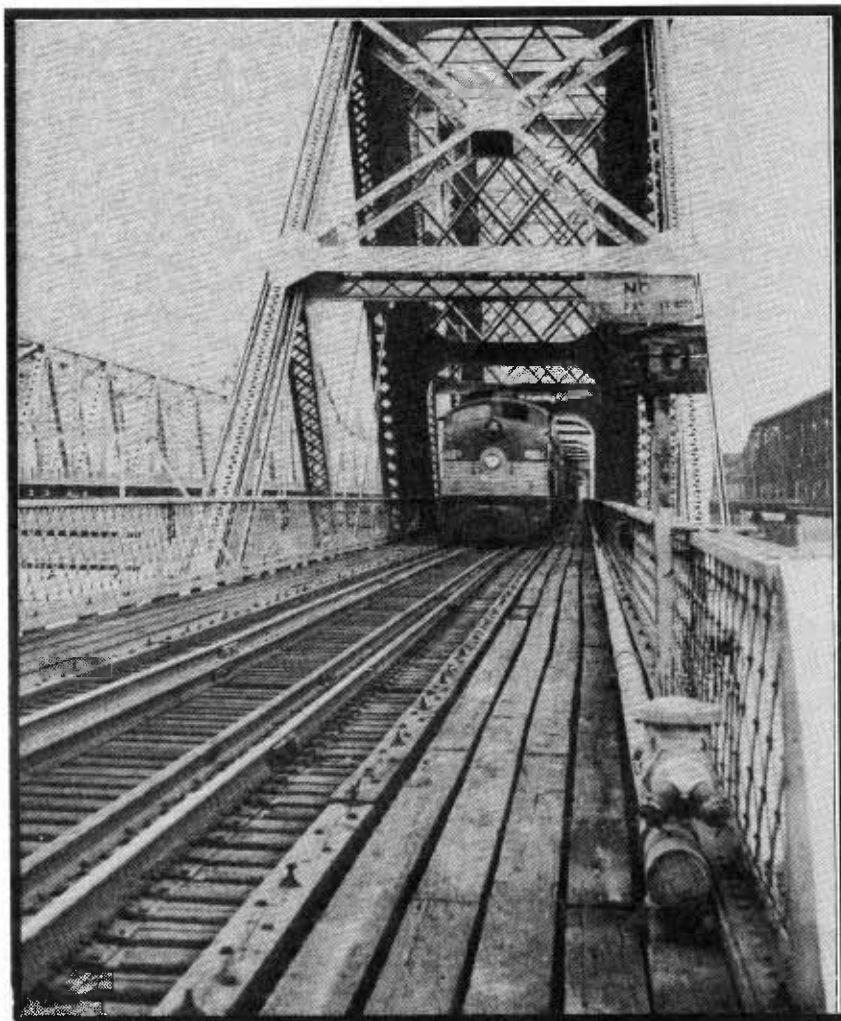


**LOOKING BACKWARD** is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

## 25 YEARS - 1966

In January & February, 1966, forty-four steel members of the Frisco's Memphis Bridge, joining Arkansas and Tennessee at Memphis, were replaced and/or raised to yield approximately two feet in additional clearance. The changes were made to accommodate the tri-level automobile cars and anticipated new car height increases.

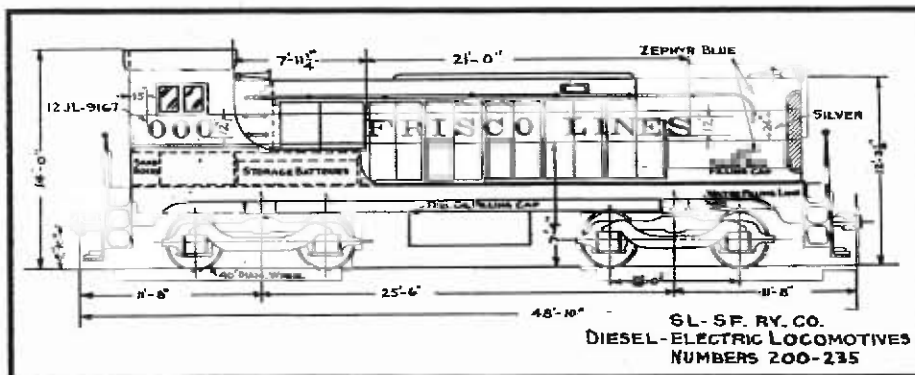
The bridge, completed in 1892, was the first bridge across the Mississippi at Memphis and the first span over the river below the Eads Bridge in St. Louis. Originally, the structure was constructed for both highway and rail traffic with planking laid outside and between the rails to accommodate wagons and horses as well as foot travelers.



*Memphis Bridge Circa. 1965 Frisco photo*

## 50 YEARS - 1941

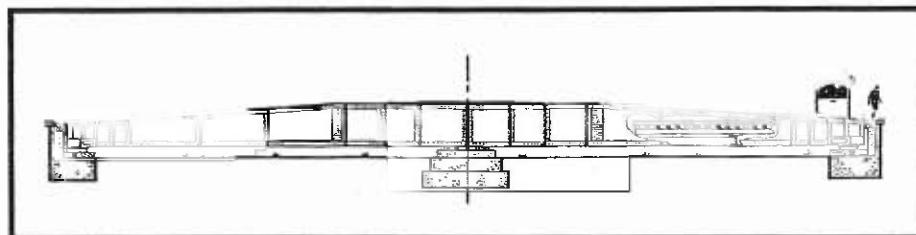
In 1941, the Frisco purchased its first diesel locomotives, five Baldwin built VO-1000, 1,000 HP Switch Engines, Nos. 200-204. When originally delivered, the units were painted in a *Zephyr Blue* and *Silver* paint livery, similar to the 4500-4502 series steam locomotives built by Baldwin in the following year. Before being scrapped in 1978 & 1979, the engines in the series (200-241) operated in two additional paint schemes.



*VO-1000 Paint & Lettering Diagram  
November, 1941*

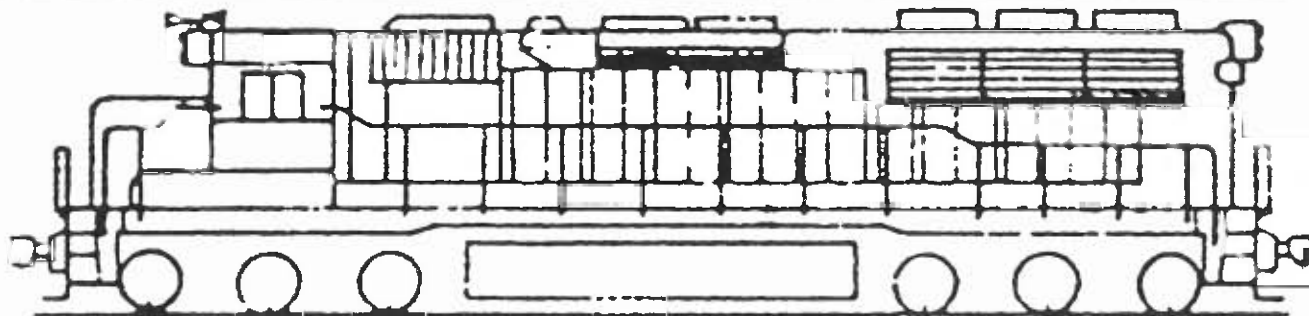
## 75 YEARS - 1916

In 1916, four new 100ft. Bethlehem Cone Bearing turntables were installed at the following locations:  
Springfield, MO - North Side Shops  
Springfield, MO - South Side Shops  
Thayer, MO  
Newburg, MO



# MODELING FRISCO'S SD45's

By Richard E. Napper



INITIALS: SL-SF  
CLASS: SD45 Road Diesel  
SERIES: 900-948



SD45 #905 Tulsa, OK September, 1980 Troy Botts photo

**EDITOR'S NOTE:** This is the second in a three part article in which Richard Napper provides detailed, step-by-step, procedures for modeling Frisco's SD45 series road engines.

On the engineers side, cut away the walkway side extension in front of the battery box and using a #79 drill, drill two holes for the grab iron. Refer to the photo of #905 on this page to see what needs to be done. Putty the frame holes on the sides of the front porch, and drill new holes for the stanchions using a #69 drill.

Cut off all cast on grab irons and drill holes for the new ones using a #79 drill. Drill out the MU hose holes on the ends of the steps using a #76 drill. Glue on the MU stands on the two porches and the two drop steps. Add the five chime air horn

to the cab roof, as well as the Firecracker antenna. Remove the cab from the shell and set it aside. Remove the window glass from the cab and glue in place the two sun shades. Cut the support out of the engineers side of the front window and file the frame to make the window "L" shaped. That's all for the cab at this time.

Now we must put the detail back on the roof of the long hood. You can buy new fans, exhaust stack, etc. if you wish, or you can use the parts you have from the two shell parts that are left over. I did the latter. First cut the fans, exhaust stack plate, and dynamic brake plate with its two fans from the old roof. You can sand these parts down if you want to do so, but I found a better way. Get a coarse rasp file, rub the parts on it, and you will have them paper thin in no time at all. Now glue the dynamic brake

section with the two fans and the exhaust fan plate onto your new roof line.

You must make a new plate for the rear three radiator fans. You can do this two ways. You can use .010" styrene or use .006" aluminum plate from any print shop. The rivets can be put on the sheet with a needle or a Northeast Shortline Riveter. Glue your new plate at the rear of the long hood and glue down the three fans. Add the curved grab iron to the plate behind the last fan. This is the only grab iron you should install before painting the shell. Glue an MU socket on the rear of the long hood for the sand filler. Using putty, blend all parts together and your long hood should be looking pretty good by this time. Drill out the four classification lights with a #56 drill. Use a #79 or #76 drill to drill out the holes for the coupler lift bar on the ends of the steps.

Now cut off all four jack pads from the shell and glue them back on where they belong according to the photos. Putty in the walkway holes that use to hold the shell to the frame: you will not use them. Add the electrical cabinet air vent to the long hood behind the dynamic brake section. Using a #79 drill, drill and install all of the lift rings on the long hood. There are thirteen of them.

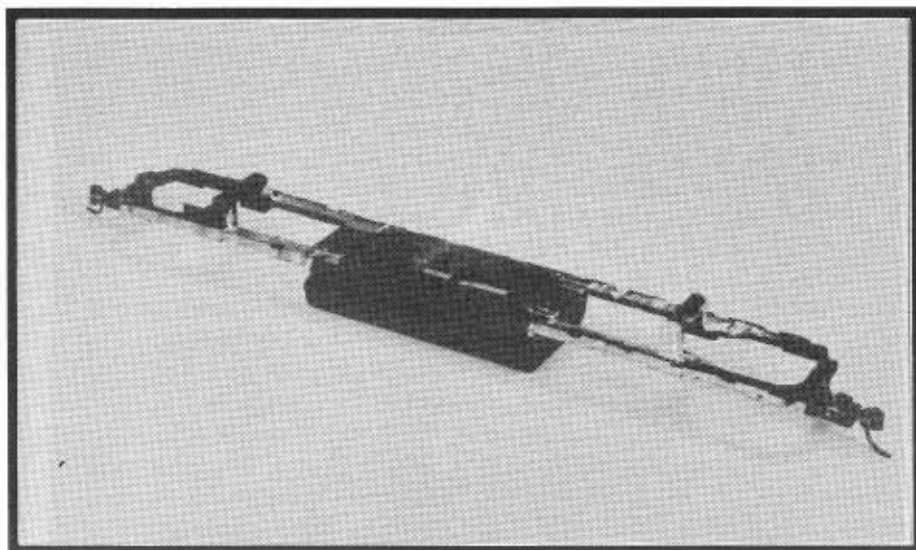
Install the clear number boards above the cab and glue them in place. Do not install the lights (glass) at this time.

When you are satisfied with the putty work, paint your shell and cab Floquil Reefer White. Set them aside for 24 hours to dry while you work on the chassis and motor.

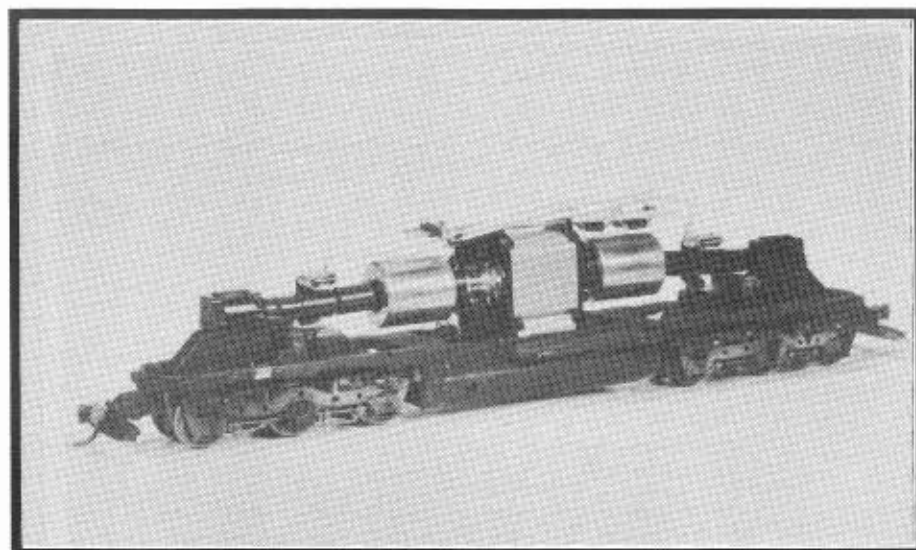
There is a lot of work to do on the chassis. First, if you bought a new Athearn SD45 you should have the new narrow motor. If you have the old flat motor style, you will have to get a replacement. Strip the motor and trucks from the chassis. I used Kadee #5 couplers, screw mounted to the frame with a 2-56 brass screw. You will need to drill and tap the hole in the two coupler mounting pads on each end of the frame. Use a #50 drill for the 2-56 tap. You will have to file the pads in order to get the correct coupler height. Cut the small loops off of the Kadee #5 boxes. I super glued the two plow pilots under the Kadee #5 boxes instead of mounting them on the shell, but you can do it either way.

Using a Dremel motor tool, grind down the rear truck mount so it will fit inside the new shell. Also grind off the sides of the frame and the rise on the frame. Refer to *Figure 7* to see what needs to come off. Cut the air tanks off the shell and glue the new tanks to the fuel tanks on the frames. The shell should now fit on the frame. Using a #55 drill, add the fuel fillers to the tank and the fuel gauges. Also drill holes into the air tanks with a #76 drill and add .020" steel wire to represent the air pipe lines. Glue a bell under the frame in front of the fuel tank on the fireman's side and a .020" wire to the front of the fuel tank to represent the engine vent pipe.

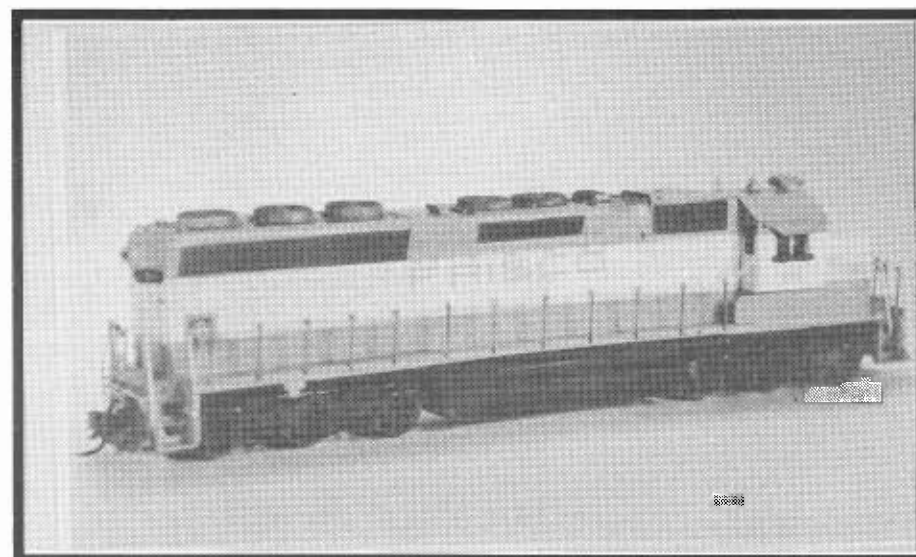
Now we turn to the trucks. Remove the side frames from the trucks. Refer to *Figure 9*. We need to add the five cast holes to the truck side frames. I think I used approximately a #50 drill to do this. Now mount the Athearn air brake cylinders to the side frames. Using a #76 drill, drill out the ends of the brake cylinders and install a 90 degree bend .020" steel wire to represent the air pipe lines. Glue the wire to the top of the side frames. Paint the truck side frames and chassis Floquil Engine Black. After the parts are dry, hand paint the brake shoes on the side frames rust. Also paint the brake cylinder shaft next to the cylinder with a dab of silver. Paint the wheels with rust also, as well as the couplers. The two plow pilots are painted wither Socony Red or SP Daylight Red. If you like, weather the truck and frame with dust, etc. Then paint it with Dull Coat. Install the trucks and motor after you have lubricated them. For the time being, we are done with the frames. Your chassis should look close to *Figure 8*.



*Figure #7*



*Figure #8*



*Figure #9*

To be continued.....

# RIVER DIVISION

This is the fifth in our year-long series profiling the history and operations of the Frisco River Division. This installment is number three of our in-depth look at each of the five sub-divisions that comprised the River Division. Our base year for listing stations and facilities is 1927, the first year the five sub-divisions were all in full operation and the point in time that the majority of facilities were built and in service. To profile freight and passenger service on the respective sub-divisions, six years have been selected to give a representative sample of operations, as follows: 1927 - 1943 - 1954 - 1961 - 1975 - 1979.

## HOXIE SUB-DIVISION

Hunter Branch  
Bloomfield Branch

### General Information

|                           |             |
|---------------------------|-------------|
| Total Mileage.....        | 174.8 miles |
| Hoxie Sub.....            | 121.0 miles |
| Hunter Branch.....        | 48.5 miles  |
| Bloomfield Branch.....    | 5.3 miles   |
| Number of Stations.....   | 78          |
| Hoxie Sub.....            | 48          |
| Hunter Branch.....        | 19          |
| Bloomfield Branch.....    | 11          |
| Maximum Grades:           |             |
| Hoxie Sub.....            | 0.9%        |
| Hunter Branch.....        | 2.0%        |
| Bloomfield Branch.....    | 1.2%        |
| Ruling Grades:            |             |
| Hoxie Sub.....            | 0.9%        |
| Hunter Branch.....        | 2.0%        |
| Bloomfield Branch.....    | 1.2%        |
| Maximum Track Curvatures: |             |
| Hoxie Sub.....            | 10°         |
| Hunter Branch.....        | 8°          |
| Bloomfield Branch.....    | 7.5°        |

## STATION NUMBERS/NAMES

### Hoxie Sub

|       |            |
|-------|------------|
| T139  | Nash       |
| TA142 | Blomeyer   |
| TA145 | Sharpsboro |
| TA146 | *Delta     |
| TA150 | Cliff      |

|       |                  |
|-------|------------------|
| TA151 | Arbor            |
| TA153 | Green Cox        |
| TA158 | *Advance         |
| TA161 | *Brownwood       |
| TA164 | Remoc            |
| TA165 | *Sturdivant      |
| TA166 | Eagelette        |
| TA170 | Kinder           |
| TA171 | Idlewild         |
| TA174 | Tygart           |
| TA175 | *Puxico          |
| TA178 | *Mingo           |
| TA180 | *Cobb            |
| TA181 | Star Switch      |
| TA183 | *Dale            |
| TA186 | *Rombauer        |
| TA189 | *Sawyer          |
| TA190 | Calvin           |
| TA194 | E. Poplar Bluff  |
| TA195 | Poplar Bluff     |
| TA196 | Alfreys          |
| TA203 | *Harviell        |
| TA207 | *Taft            |
| TA213 | *Naylor          |
| TA216 | Riga             |
| TA217 | Torch            |
| TA218 | Glenn            |
| TA220 | *Sinsabaugh      |
| TA221 | MO-AR State Line |
| TA224 | *Success         |
| TA228 | *Datto           |
| TA231 | *Reyno           |
| TA234 | *Biggers         |
| TA238 | Keller           |
| TA240 | Running Lake     |
| TA241 | Poluca           |
| TA245 | *Pocahontas      |
| TA249 | Shannon          |
| TA250 | *Manson          |
| TA252 | Elnora           |
| TA253 | Lesterville      |
| TA259 | *Walnut Ridge    |
| C398  | *Hoxie           |

**EDITOR'S NOTE:** While Hoxie was listed as a River Division point, its station number was Southern Division.

### Hunter Branch

|       |             |
|-------|-------------|
| TA175 | *Puxico     |
| TA178 | *Mingo      |
| TB182 | *Wappapello |
| TB183 | Ferrys      |

|       |                 |
|-------|-----------------|
| TB189 | Chaonia         |
| TB191 | Wilsons         |
| TB192 | Jewell          |
| TB193 | Ojibway         |
| TB196 | *Taskee         |
| TB197 | Ladero          |
| TB199 | Barrett Mine    |
| TB199 | Doubling Track  |
| TB202 | *Williamsville  |
| TB209 | Upalika         |
| TB212 | Orchard         |
| TB215 | Hill Top        |
| TB216 | *Elsinore       |
| TB220 | Junction Switch |
| S369  | *Hunter         |

**EDITOR'S NOTE:** While Hunter was listed as a River Division point, its station number was Southern Division.

### Bloomfield Branch

|       |               |
|-------|---------------|
| TC169 | *Zalma        |
| TC168 | Castor Bridge |
| TC165 | *Greenbrier   |
| TC164 | Richardson    |
| TA161 | *Brownwood    |
| TQ163 | Bluff         |
| TQ165 | *Swinton      |
| TQ167 | Zadoc         |
| TQ168 | Proffers      |
| TD177 | *Aquilla      |
| TD180 | *Bloomfield   |

### Junction Points

Missouri Pacific Crossing.....at Delta  
Missouri Pacific Crossing....at Poplar Bluff  
Missouri Pacific Crossing.....at Naylo  
Missouri Pacific Crossing at Williamsville  
Bloomfield Branch Crossing at Brownwood

### Facilities

#### Coal Stations:

Bloomfield.....Car  
Poplar Bluff.....Car

**EDITOR'S NOTE:** Cars indicates that coal was shoveled direct from coal cars to locomotive tenders.

### Water Tanks:

Brownwood - Puxico - Poplar Bluff -  
Sinsabaugh, MO/Success, AR - Pochontas  
Hoxie - Williamsville - Junction Switch -  
Aquilla

### Stock Pens:

| LOCATION      | No./SIZE    |    |
|---------------|-------------|----|
| CAR CAP.      |             |    |
| Arbor         | Chute only  |    |
| Advance       | 2 28x70     | 8  |
| Bloomfield    | 5 27x36     | 10 |
| Biggers       | 2 28x40     | 4  |
| Chaonia       | 2 32x30     | 1  |
| Delta         | Chute only  |    |
| Datto         | 2 32x64     | 4  |
| Elsinore      | 2 29x40     | 4  |
| Green Cox     | Chute only  |    |
| Harviell      | 1 28x32     | 2  |
| Hoxie         | 2 32x46     | 3  |
| Hunter        | 1 34x40     | 2  |
|               | 38x40       |    |
| Naylor        | 2 32x32     | 1  |
| Puxico        | 4 35x42     | 4  |
| Pochontas     | 4 20x33     | 8  |
| Rombauer      | 2 32x64     | 4  |
| Reyno         | 2 32x32     | 2  |
| Richardson    | 1 irregular | 1  |
| Sturdivant    | 1 28x30     | 1  |
| Success       | 2 32x64     | 2  |
| Swinton       | 1 32x32     | 1  |
| Taft          | 1 16x32     | 2  |
| Taskee        | 1 16x32     | 1  |
| Walnut Ridge  | Chute only  |    |
| Wappapello    | 2 32x32     | 4  |
| Williamsville | 2 32x32     | 2  |
| Zalma         | 1 24x38     | 1  |

### Wyes:

Nash - Brownwood - Mingo - Poplar Bluff  
Hoxie - Aquilla - Hunter

### Interlocking Plants:

Popular Junction at .....M.P. 194.5  
Williamsville at .....M.P. 202.3

### Sidings & Spurs Between Stations:

|              |            |         |
|--------------|------------|---------|
| Eaglette     | M.P. 166.5 | 9 cars  |
| Tygart       | M.P. 173.9 | 11 cars |
| Cobb         | M.P. 179.6 | 0 cars  |
| Starr Switch | M.P. 181.3 | 1 car   |
| Riga         | M.P. 215.6 | 7 cars  |
| Torch        | M.P. 217.1 | 2 cars  |
| Glenn        | M.P. 218.0 | 6 cars  |
| Keller       | M.P. 238.0 | 10 cars |
| Running Lake | M.P. 239.5 | 10 cars |
| Elnora       | M.P. 251.8 | 0 cars  |

## FREIGHT SERVICE

**EDITOR'S NOTE:** Generally speaking, northbound trains were always superior to southbound trains in terms of right of way priority.

### 1927

#### Hoxie:

866N/867S Mixed daily  
848N/849S Local. daily except Sunday  
868N/869S Local. daily except Sunday

#### Hunter Branch:

866N/867S Mixed daily

#### Bloomfield Branch:

858N/859S Mixed daily

### 1943

876N/875S Mixed Daily except Sunday

### 1954

876N/875S Mixed Daily except Sunday

### 1961

874N/873S Local. Wednesday & Saturday

876N/875S Local. Monday & Thursday

### 1975 & 1979

*Line Abandoned*

## PASSENGER SERVICE

### 1927

#### Hoxie:

823S Motor Car service daily  
824N Motor Car service daily except Sunday  
825S Motor Car service daily except Sunday  
826N Motor Car service daily  
876N/875S Motor Car service daily

#### Hunter Branch:

866N/867S Mixed daily

#### Bloomfield Branch:

858N/859S Mixed daily

### 1943

876N/875S Mixed daily

### 1954

876N/875S Mixed daily

## COACH-CABOOSES ON THE HOXIE SUB

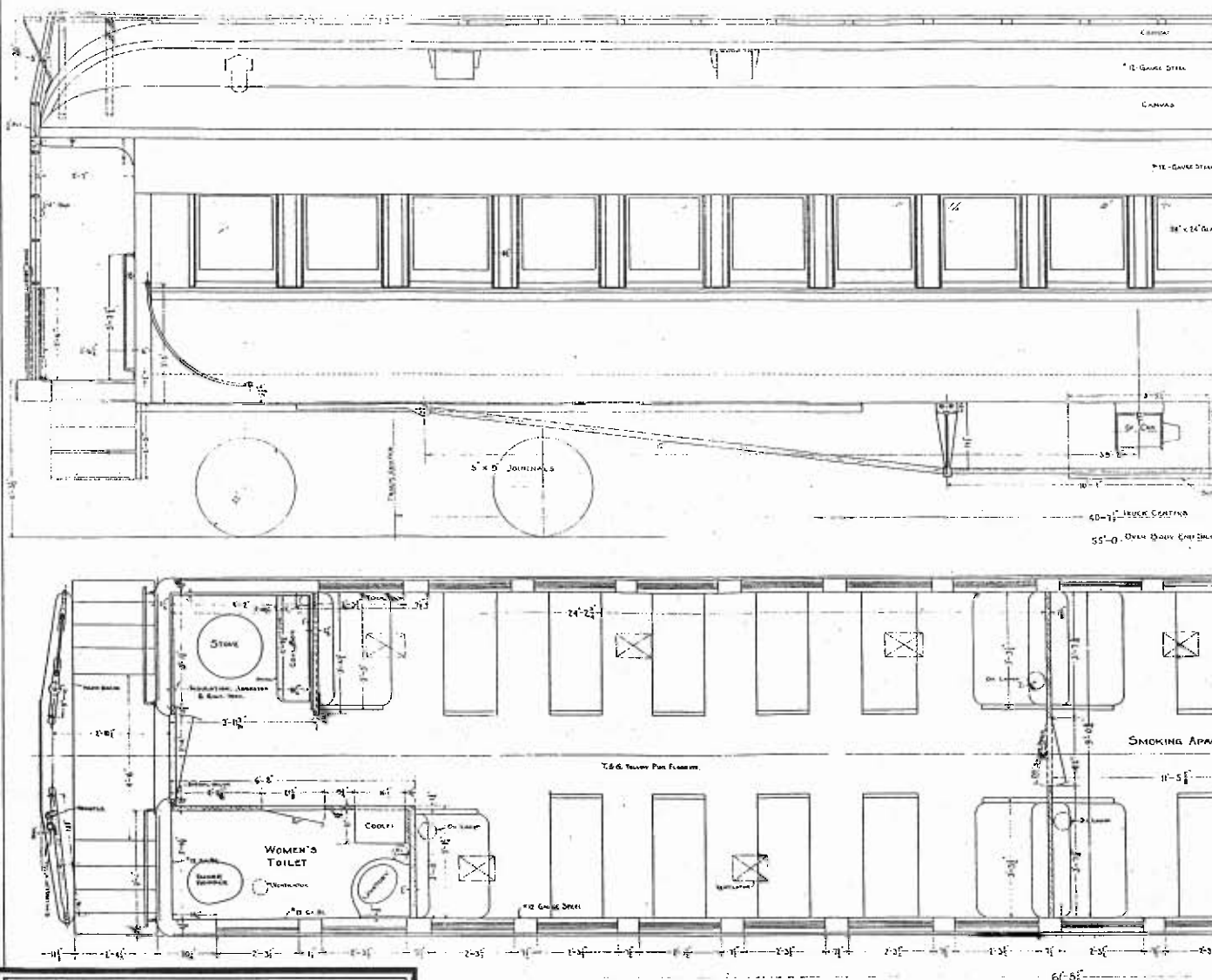
Two unique and unusual pieces of Frisco Passenger Service equipment were in operation on the Hoxie Sub-Division between 1935 and 1957. They were Coach-Caboose Combinations Nos. 843 and 844.

In the mid to late 1920's, the bulk of passenger service on the Hoxie Sub-Division was provided by motor car service, with mixed train service (freight & passenger service on the same train) limited to branch line operations. However, with the decline in passenger revenues in the early to mid 1930's and retirements of over half of its aging fleet of motor cars (*according to our records, thirteen of the twenty-four units on the roster were retired from service between 1930 and 1940*), the line started to rely more on mixed trains to provide passenger service.

Consequently, in August 1935, two ex-Kansas City, Ft. Scott & Memphis Railroad Chair Cars were rebuilt as Coach-Caboose combinations Nos. 843 and 844.

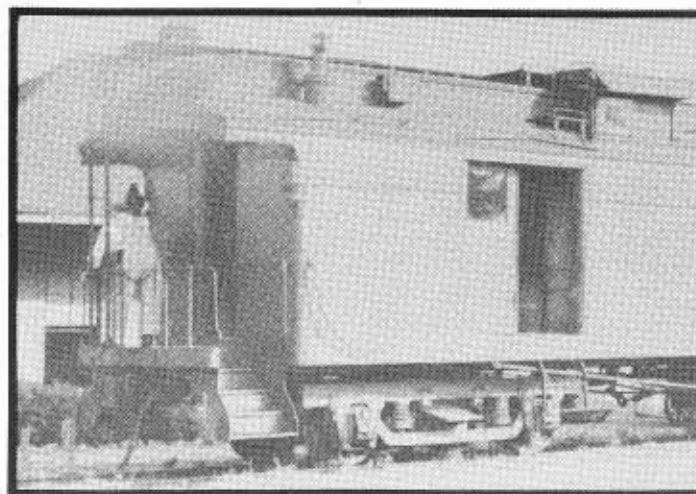
Car No. 843 was originally built by the St. Charles Car Co. in June 1898 as Chair Car #63, at a cost of \$7,095.00. The all wood unit was 55' long, weighed 64,200 lbs., had a seating capacity of forty, and was equipped with open platform vestibules on both ends. In 1908, it was renumbered #664. In August 1935, the rear 18' of the car was rebuilt into a 12' baggage compartment and a 6' caboose cupola. In this configuration, one car could accomplished the task of transporting passengers and baggage (*passenger service*) while at the same time protecting the rear of the train (*freight service*). In May 1946, steel sheathing was installed and in July 1953, steel trucks were applied at Chaffee, MO. In March 1957, #843 was dismissed from service and on May 14, 1957, it was dismantled and sold for scrap.

Car No. 844's origins are somewhat a mystery. It is known that it was originally built by the St. Charles Car Co. in June 1893, at a cost of \$7,407.00, and that it was built for the Kansas City, Ft. Scott & Memphis Line. What is currently unknown is which car in a series of three 1893 built units it was: #686 ex-K.C.F.S. & M. #72, #687 ex-K.C.F.S. & M. #73, or #688 ex-K.C.F.S. & M. #74. All three were identical in original size, construction, and equipment to car No. 664

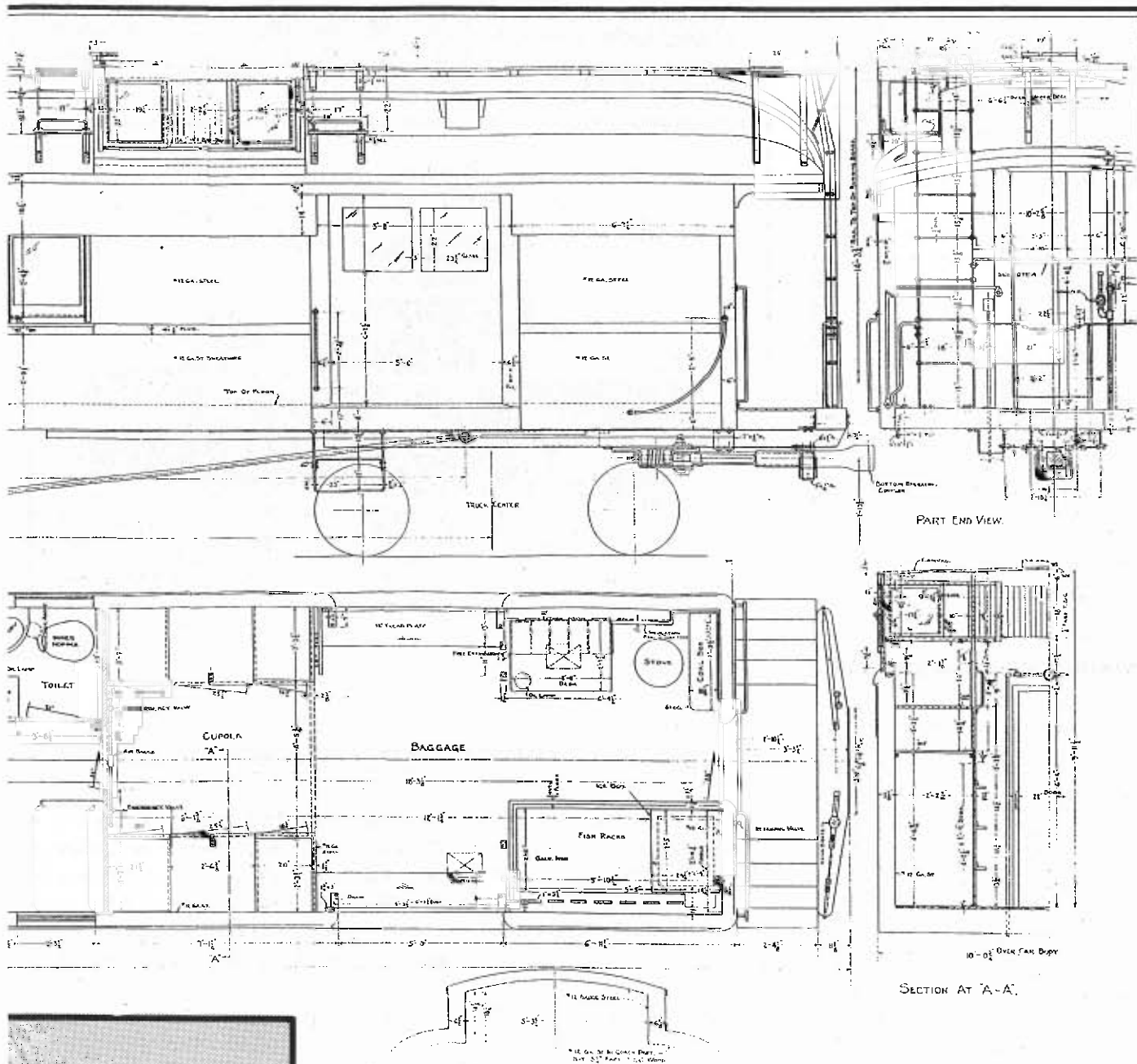


Which ever one it was, it too was rebuilt as a Coach-Caboose Combination in August 1935, identical to No. 843. In May 1946, steel sheathing was installed and in May 1953, steel trucks were applied at Springfield, MO. In March 1957, #844 was dismissed from service and on May 14, 1957, it was dismantled and sold for scrap.

It should be noted that 843 and 844 may not have been the only Coach-Cabooses in service. A.F.E. (*Authorization For Expenditure*) records for 1926 indicate that coach #583, a 51'6" car built by Pullman in September, 1882, was "converted to caboose #841." Similar records for 1936 state that Frisco Tool & Maintenance Car #102419, ex-120000 series box car, was exchanged for a Ft. Worth & Rio Grande Coach Caboose #862, a 60' car built by Pullman in 1891. No additional records of these two cars are currently available. ☐



Coach-Caboose #844 Walm  
Otto Perry photo Reprinted with permission by Kach



isco Southwest, 1982

843 - 844  
CAR NUMBERS  
SL-SF. RY. CO.  
COACH CABOOSE

## FRISCO RESEARCH SERVICE

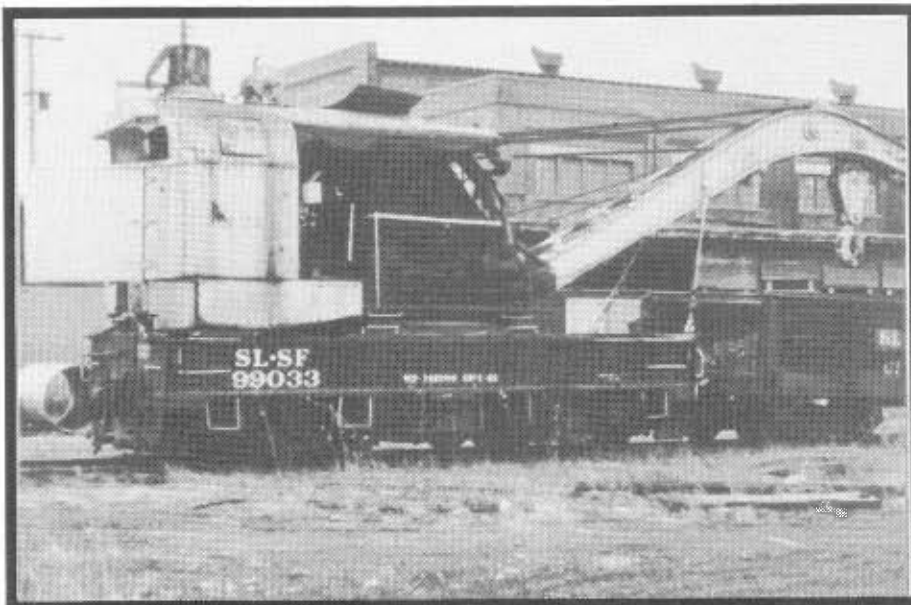
The Frisco Research Service currently has available the following related resources:

1. An 8 1/2"x 11" floor plan reprint for each of the Stations marked with an (\*) asterisk.  
**\$1.50 each.**

2. Employee Timetable reprints for the Hoxie Sub-Division for the following years:  
1917-1927-1943-1952-1954-1956-1957-1959-1961-1963-1964-1965-1967-1969-1971-1975-1976-1979.  
**\$1.50 each**

3. Public Timetable reprints of the Hoxie Sub-Division for any year 1921 to 1965.  
**\$1.50 each**

## RESEARCH SERVICE UP-DATE



*River Division derrick #99033 Springfield, MO February 15, 1970  
Mike Condren photo*

## FRISCO SNOW PLOWS

- MAIL CAR feature, October-November, 1990 ALL ABOARD, pp. 7-8.
- It was reported that an August 7, 1929 diagram of a "Snow Plow to be Applied on Flat Cars 94250-94499" did not designate which car in the series would be converted, only that its number would be 99097. Recently acquired A.F.E. records indicate that the 99097 plow was built from flat car #94456 in December, 1929, at a cost of \$1,308.98. When the car was modified, Andrews Trucks were applied.
- Recently acquired A.F.E. files show a snow plow on the Frisco subsidiary Quanah, Acme & Pacific #031 built in November, 1940, from the tender frame of steam locomotive #23, retired in May 1939. It was 20' long, 8' 6" wide and 5' 2" high.

## DOODLEBUGGING ON THE FRISCO

- ALL ABOARD, August-September, 1990, pp. 16-17
- It was reported that, "According to our records, #2127 was removed from the roster in 1935, reason unknown..." According to Frisco Folk Lee Buffington, #2127 was destroyed in a crossing accident on the A & A Ardmore/Arkinda Sub-Division, Central Division, between Ardmore, OK and Hope, AR. A grocery delivery truck from the Hall Grocery Co. ran into the side of the car. According to Mr. Buffington, in an unusual settlement, the Frisco brought suit against the grocery company, and WON!

| 875<br>Ex.<br>Sun. |       |                               | 876<br>Ex.<br>Sun. |
|--------------------|-------|-------------------------------|--------------------|
| AM                 |       |                               | PM                 |
| m7.00              | 131.5 | lv Cape Girardeau, Mo., 4, 14 | Ar 4.45            |
| f 7.20             | 134.1 | Marquette, 4                  | lv f 4.15          |
| f 7.30             | 139.3 | Nash, 4                       | f 4.05             |
| f 7.39             | 141.6 | Blumeyer                      | f 3.50             |
| f 7.58             | 146.2 | Delta                         | f 3.36             |
| f 8.10             | 151.6 | Arbor                         | f 3.11             |
| f 8.15             | 153.2 | Green Cox                     | f 3.05             |
| 8.35               | 157.9 | Advance                       | 2.50               |
| 8.50               | 161.1 | Brownwood                     | 2.30               |
| 9.02               | 164.0 | Stardivant                    | 2.17               |
| f 9.12             | 166.6 | Eaglette                      | f                  |
| f 9.16             | 169.0 | Kinder                        | f 2.04             |
| f 9.16             | 170.6 | Idleywild                     | f 2.00             |
| 9.41               | 175.5 | Ar Puxico, 18                 | 1.45               |
| 9.51               | 178.2 | Ar Mingo, 18                  | lv 1.20            |
| 9.51               | 178.2 | lv Mingo, 18                  | Ar 1.20            |
| f 10.02            | 179.6 | Cobb                          | f                  |
| 10.14              | 182.6 | Dale                          | f 1.00             |
| 10.14              | 186.2 | Rombauer                      | 12.50              |
| 11.25              | 195.5 | Poplar Bluff, 19              | 11.25              |
| f 11.55            | 202.8 | Harviell                      | 11.01              |
| f 12.10            | 207.6 | Taft                          | f 10.50            |
| f 12.35            | 212.7 | Parks                         | f                  |
| f 12.35            | 212.7 | Naylor                        | 10.30              |
| f 12.35            | 215.8 | Riga                          | f                  |
| f 12.35            | 217.3 | Torch                         | f                  |
| f 12.35            | 218.2 | Glenn                         | f                  |
| f 12.55            | 220.0 | Simsabaugh, Mo.               | f 10.10            |
| 1.05               | 223.4 | Success, Ark.                 | 10.00              |
| 1.20               | 228.3 | Datto                         | 9.45               |
| 1.30               | 230.8 | Reyno                         | 9.35               |
| 1.43               | 234.4 | Biggers                       | 9.15               |
| f 1.43             | 238.0 | Keller                        | f                  |
| f 1.43             | 239.5 | Running Lake                  | f                  |
| f 2.01             | 241.0 | Poluca                        | f 8.55             |
| 3.00               | 244.8 | Pocahontas                    | f 8.40             |
| f 3.10             | 248.3 | Shannon                       | f 8.32             |
| 3.15               | 249.8 | Manson                        | f 8.08             |
| f 3.25             | 252.0 | Clinton                       | f                  |
| f 3.25             | 252.0 | Lester ville                  | f 7.58             |
| 4.01               | 258.3 | Walnut Ridge                  | f 7.45             |
| 4.30               | 359.9 | Ar Hoxie, Ark., 7             | lv 7.30            |
| PM                 |       |                               | AM                 |

*Hoxie Sub-Division timetable  
December, 1936*

*Trains 875 & 876 were the service that the Coach-Cabooses were most likely used on.*

# MUSEUM ACQUISITIONS

Most railroad museums and historical organizations begin with one of four basic directions: 1) Acquiring and preserving motive power and/or rolling stock for static display or operational restoration. 2) Acquiring and preserving the vast assortment of non-motive power/rolling stock memorabilia that was generated by the railroads. 3) Preserving railroad history through the many facets of model railroading. 4) Acquiring and cataloguing historical and technical types of materials and resources.

When The Frisco Railroad Museum Inc. was first organized five years ago, our primary direction was the acquisition and preservation of non-motive power/rolling stock memorabilia, due largely to the twenty year collection of such items by museum President Alan Schmitt. Since then, we have acquired our first piece of rolling stock, caboose #1139, have become actively involved in promoting the preservation of railroad history through model railroading, and are amassing one of the largest single archives of historical and technical resources on the Frisco currently available to the public through our Frisco Research Service.

While we currently do not have the space and resources to acquire and preserve pieces of Frisco motive power, we have acquired a number of motive power related items. One group of particular interest is a series of diesel locomotive builder's plates.

The builder's plates were located at various places on the engines and usually listed a variety of information such as series number, date built, model, horsepower, weight, etc. The museum currently has on display five such builder's plates including the four pictured in this article, with photos of the units they were on, and a newly acquired plate of V0-1000 Switcher #204. An interesting note about the #204 plate is that it is the one that was placed on the engine after being repowered by General Motor's Electro Motive Division in April 1959. The interesting thing about the plate is that it is painted in the original *Zephyr Blue* that the locomotive was first delivered in, in 1941.

Steam locomotives also carried builder's plates. They were usually round and located on either side of the smoke box. The museum currently has on display a facsimile of the plates carried on #4202. □



*GP7L #549 Builder's Plate*



*GP7L #549 Memphis, TN April 4, 1976 Dennis Conniff photo*



*U25B #801 Builder's Plate*



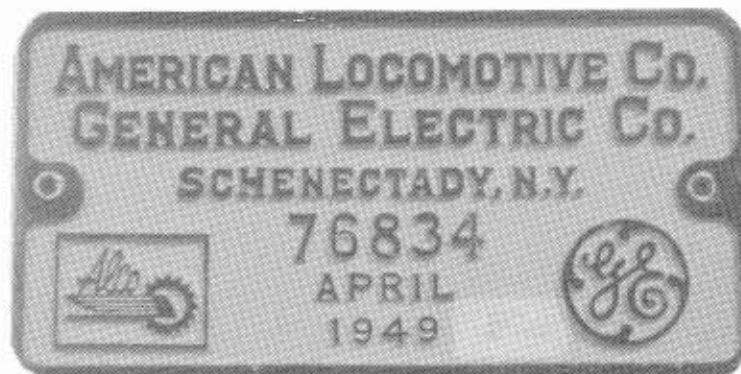
*U25B #801 Memphis, TN April 12, 1965 Dennis Conniff photo*



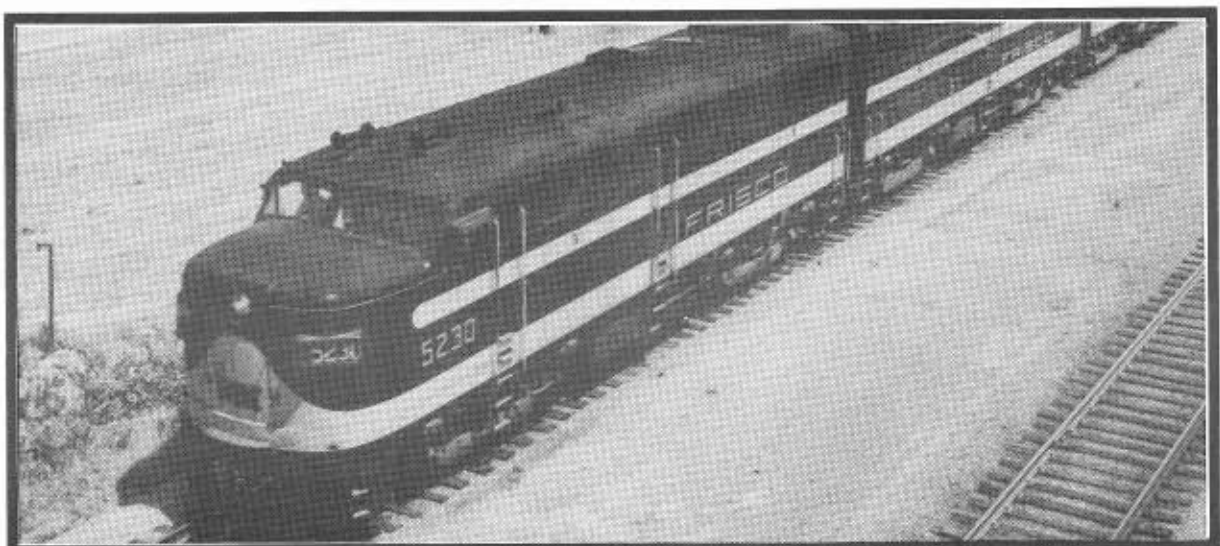
*U25B #821 Builder's Plate*



*U25B #821 Tulsa, OK June 6, 1970 Dennis Conniff collection*



*FA1 #5230 Builder's Plate*



*FA1 #5230 Frisco photo*

# DOWN AT THE DEPOT

## Poplar Bluff, MO

Station T195  
Hoxie Sub-Division  
River Division

Approximately 195 miles Southwest of St. Louis, MO is located what was Station TA195, on the Hoxie Sub-Division, River Division, at Poplar Bluff, MO. The history of the Poplar Bluff station can be traced back to May 2, 1899, when the *Southern Missouri & Arkansas Railroad Co.* was incorporated in Missouri, and May 3, 1899 in Arkansas.

The company was organized by Newman Erb, of New York, to take over the property and franchises of the *St. Louis, Cape Girardeau and Ft. Smith Railway Co.*, which he purchased at a foreclosure sale. During its entire existence, the company

was controlled by Erb, or By Erb and F.H. Prince & Company, bankers of Boston, MA.

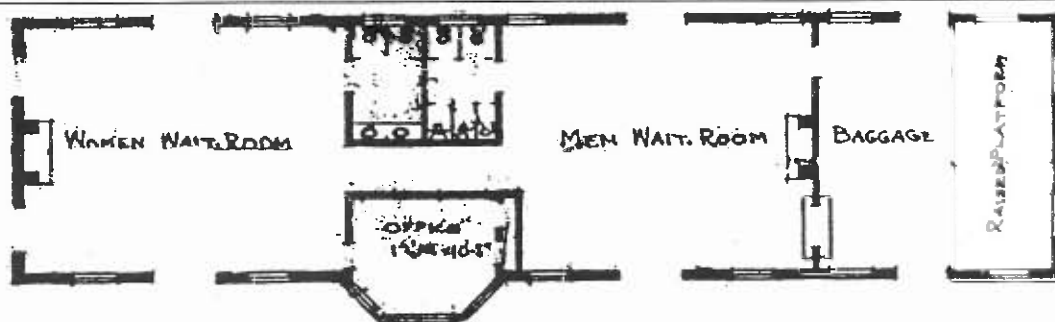
On February 1, 1902, the company executed a deed conveying its property, rights, and franchises to the *St. Louis, Memphis & Southeastern Railroad Co.* The latter also was controlled by Erb and F.H. Prince & Co. This transfer was made in furtherance of the plans of Erb and F.H. Prince & Co. to acquire and construct other railroad property, which was to be sold to the *St. Louis and San Francisco Railroad Co.* under an agreement dated January 10, 1902.

On the date of sale of its property, the company owned about 175 miles of standard gauge, single track railroad, of which about 125 miles had been completed and was in operation. About fifty miles,

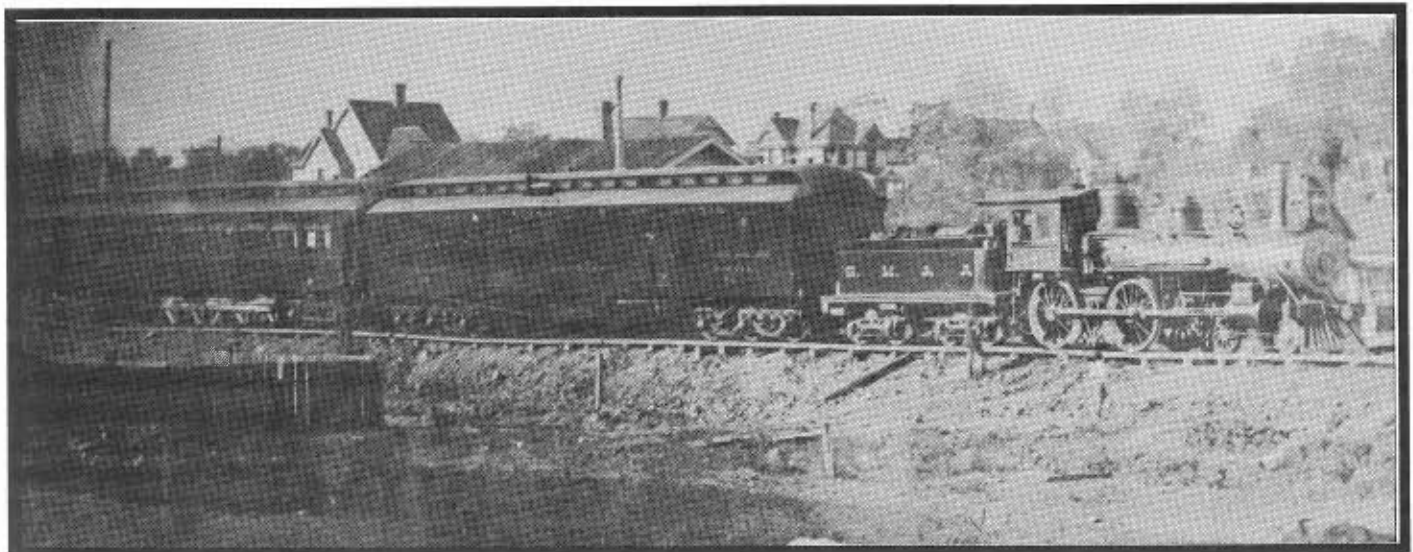
extending from Poplar Bluff, MO to Pocahontas, AR, had not been entirely completed on the date of sale, but the line was finished and placed in operation shortly thereafter by the *St. Louis, Memphis & Southeastern Company.*

In 1901, the Southern Missouri & Arkansas Company constructed a 97' brick combination station at Poplar Bluff. Its 13" thick, 13' tall walls were set on a concrete foundation. The roof was a 1/2 hip design with slate shingles, and the station had platforms on both the east and west sides. The interior was finished in plaster and was divided into a women's waiting room on the south end, men's waiting room and baggage department on the north, with the ticket office and restrooms in the middle.

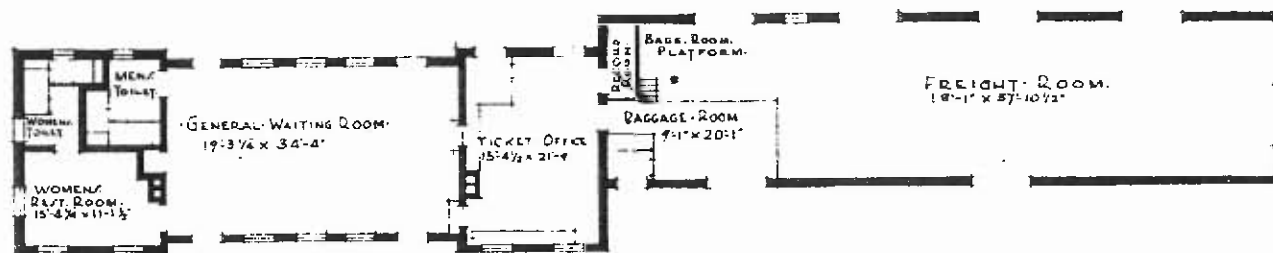
This early station served until 1928, when a new depot was built.



Combination Station  
Poplar Bluff, MO, 1901



This rare photo shows what is believed to be the first Southern Missouri & Arkansas Railroad passenger train into Poplar Bluff, sitting on what appears to be the west side of the 1901 depot. The consist included 4-4-0 #8 with a Baggage Express #50 and Coach, number unknown. Photo provided by Frisco Folk Tim Kubat and reprinted with permission from the State Historical Society of Missouri.



Combination Station  
Poplar Bluff, MO , 1928

The new depot was 147' long, 23' wide, and featured a stucco and brick combination construction set on a concrete foundation. While originally built with composition shingles, they were later replaced with clay tiles. The interior of the station was divided into restrooms and general waiting room on the north end, an 80' freight & baggage room on the south, with a large ticket office in the middle. The interior was finished in stucco and plaster with 11' 3" ceilings in the waiting room and office, and 12' 3" in the freight end. The floors in the restrooms and waiting rooms were covered with "composition" materials and the office and Freight room floors were wood. The platform on the west side was a combination slag and limestone screening with a brick and concrete curb.

During its tenure of operation, the Poplar Bluff depot was served by motor car service and mixed trains. Between 1911 and 1927, it was the junction point with the Butler County Railroad which later became the Piggot Branch of the Leachville Sub-Division.

Other facilities at Poplar Bluff included a 25,000 gal. water tank, a "Cars" coaling facility, engine watchman's house, coach supply house, and roadway materials house.

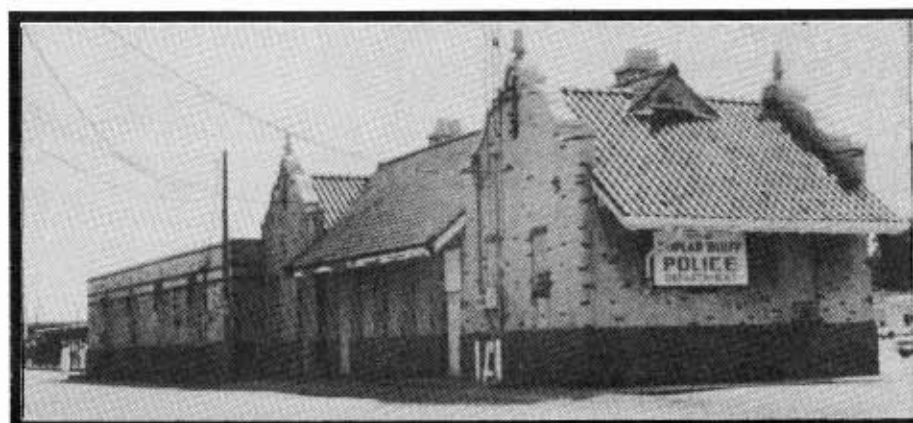
The last passenger service into Poplar Bluff was mixed trains 875 & 876, which discontinued service between Poplar Bluff and Hoxie in 1958. Fortunately, the depot has survived and is now the home of the Poplar Bluff Police Department. ☐



Poplar Bluff, MO 1962 H.D. Conner collection



Poplar Bluff "Police Station" west side, 1989 A.L. Schmitt photo



Poplar Bluff "Police Station" east side, 1989 A.L. Schmitt photo



# COLLECTING THE FRISCO

This is the fourth in a regular series of **ALL ABOARD** articles that is devoted to *COLLECTING THE FRISCO*, and is designed to be an information resource for Frisco Collectors. In this issue, we continue our examination of Advertising and Promotional items.

Another popular form of customer relations advertising and promotion, and colorful items to have in a Frisco collection, were yearly calendars. Many of the business that were served by the railroad would count on their local agent or traffic salesman to provide them with a calendar each year. While serving a practical purpose for the customer, these calendars were an excellent and visible means of advertising and promotion. Every stop along the rail route would have a wall calendar hanging some place, and the small pocket calendars were given out by the thousands. It is interesting

to note that after serving their annual purpose, many of the wall calendars were recycled for use as drawing boards, patterns, shelf liners, and church and school projects. I know an elementary teacher (*MY WIFE!*) who has a complete set of bulletin board letter patterns cut out of Frisco calendars!

The Frisco produced and distributed three different sizes of calendars. A large wall size, approximately 28" x 21" (the size would vary slightly from year to year), and a smaller wall or desk size, approximately 7" x 9". The pictorial design was usually the same on both sizes of wall calendars and it is interesting to note that the design also appeared on some memo pads produced during the same time period. (See *COLLECTING THE FRISCO*, October-November **ALL ABOARD**, p.19.)

The company also gave out a small celluloid type pocket calendar, 2" x 4".

They would usually have the pictorial design of the year on one side and the full year's calendar on the other side. The pocket size is by far the most difficult of all the calendars to find because their recyclability was limited and they usually fell victim to yearly billfold or purse cleanings.

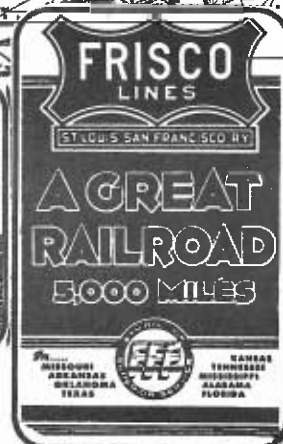
While I am sure older ones were produced, the earliest calendar year I have seen in each of the three sizes is 1946. The two larger sizes were produced through 1972. The latest date I have seen on the small size is 1960.

After the 1972 issue, the company discontinued its calendar promotion due to rising cost of paper and printing. However, in 1980, a special edition calendar, large wall size, was produced as a final tribute to the Frisco Line. Any special edition item becomes a valuable collectible, and the Frisco collector should make it a point to

1945 wall calendar



1948 pocket calendar



1946 pocket calendar



1949 pocket calendar

obtain one of the 1980 calendars for his/her collection.

**EDITOR'S NOTE:** The museum currently has some of the 1980 calendars available for sale. Cost: \$5.00 each, postage paid. Selected years of the smaller wall size are also available at \$3.50 each. Send us your want list!

There doesn't seem to be too many copies of other years available, so the collector would be wise to latch on to any he/she can find.

*Serving the Southeast and Southwest*

FREIGHT **FRISCO** PASSENGER

| S  | M  | T  | W  | T  | F  | S  |
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| 29 | 30 | 31 |    |    |    |    |

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| 29 | 30 | 31 |    |    |    |    |

**1951**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

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| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
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| S  | M  | T  | W  | T  | F  | S  |
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**1952**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

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| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
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**1953**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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**1954**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1955**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
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| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1956**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1957**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1958**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1959**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1960**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1961**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 |    |    |    |    |    |

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 |    |    |    |    |

**1962**

5000 MILES SERVING THE **FRISCO** SOUTHEAST-SOUTHWEST

| S  | M  | T  | W  | T  | F  | S  |
|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|    |    |    |    |    |    |    |



| JANUARY |    |    |    |    |    |    | FEBRUARY |    |    |    |    |    |    | MARCH |   |   |   |   |   |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|---|---|---|---|---|---|
| S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S     | M | T | W | T | F | S |
|         |    |    | 1  | 2  | 3  | 4  |          |    |    |    |    |    | 1  |       |   |   |   |   |   |   |
| 5       | 6  | 7  | 8  | 9  | 10 | 11 | 2        | 3  | 4  | 5  | 6  | 7  | 8  |       |   |   |   |   |   |   |
| 12      | 13 | 14 | 15 | 16 | 17 | 18 | 9        | 10 | 11 | 12 | 13 | 14 | 15 |       |   |   |   |   |   |   |
| 19      | 20 | 21 | 22 | 23 | 24 | 25 | 16       | 17 | 18 | 19 | 20 | 21 | 22 |       |   |   |   |   |   |   |
| 26      | 27 | 28 | 29 | 30 | 31 |    | 23       | 24 | 25 | 26 | 27 | 28 |    |       |   |   |   |   |   |   |

| APRIL |    |    |    |    |    |    | MAY |    |    |    |    |    |    | JUNE |   |   |   |   |   |   |
|-------|----|----|----|----|----|----|-----|----|----|----|----|----|----|------|---|---|---|---|---|---|
| S     | M  | T  | W  | T  | F  | S  | S   | M  | T  | W  | T  | F  | S  | S    | M | T | W | T | F | S |
|       |    |    | 1  | 2  | 3  | 4  |     |    |    |    |    |    | 1  |      |   |   |   |   |   |   |
| 6     | 7  | 8  | 9  | 10 | 11 | 12 | 4   | 5  | 6  | 7  | 8  | 9  | 10 |      |   |   |   |   |   |   |
| 13    | 14 | 15 | 16 | 17 | 18 | 19 | 11  | 12 | 13 | 14 | 15 | 16 | 17 |      |   |   |   |   |   |   |
| 20    | 21 | 22 | 23 | 24 | 25 | 26 | 18  | 19 | 20 | 21 | 22 | 23 | 24 |      |   |   |   |   |   |   |
| 27    | 28 | 29 | 30 |    |    |    | 25  | 26 | 27 | 28 | 29 | 30 | 31 |      |   |   |   |   |   |   |

| JULY |    |    |    |    |    |    | AUGUST |    |    |    |    |    |    | SEPTEMBER |   |   |   |   |   |   |
|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|-----------|---|---|---|---|---|---|
| S    | M  | T  | W  | T  | F  | S  | S      | M  | T  | W  | T  | F  | S  | S         | M | T | W | T | F | S |
|      |    |    | 1  | 2  | 3  | 4  |        |    |    |    |    |    | 1  |           |   |   |   |   |   |   |
| 6    | 7  | 8  | 9  | 10 | 11 | 12 | 3      | 4  | 5  | 6  | 7  | 8  | 9  |           |   |   |   |   |   |   |
| 13   | 14 | 15 | 16 | 17 | 18 | 19 | 10     | 11 | 12 | 13 | 14 | 15 | 16 |           |   |   |   |   |   |   |
| 20   | 21 | 22 | 23 | 24 | 25 | 26 | 17     | 18 | 19 | 20 | 21 | 22 | 23 |           |   |   |   |   |   |   |
| 27   | 28 | 29 | 30 | 31 |    |    | 24     | 25 | 26 | 27 | 28 | 29 | 30 |           |   |   |   |   |   |   |



| JANUARY |    |    |    |    |    |    | MARCH |    |    |    |    |    |    |
|---------|----|----|----|----|----|----|-------|----|----|----|----|----|----|
| S       | M  | T  | W  | T  | F  | S  | S     | M  | T  | W  | T  | F  | S  |
|         |    |    | 1  | 2  | 3  | 4  |       |    |    |    |    |    | 1  |
| 6       | 7  | 8  | 9  | 10 | 11 | 12 | 3     | 4  | 5  | 6  | 7  | 8  | 9  |
| 13      | 14 | 15 | 16 | 17 | 18 | 19 | 10    | 11 | 12 | 13 | 14 | 15 | 16 |
| 20      | 21 | 22 | 23 | 24 | 25 | 26 | 17    | 18 | 19 | 20 | 21 | 22 | 23 |
| 27      | 28 | 29 | 30 | 31 |    |    | 24    | 25 | 26 | 27 | 28 | 29 | 30 |

| AUGUST |    |    |    |    |    |    | SEPTEMBER |    |    |    |    |    |    |
|--------|----|----|----|----|----|----|-----------|----|----|----|----|----|----|
| S      | M  | T  | W  | T  | F  | S  | S         | M  | T  | W  | T  | F  | S  |
|        |    |    |    |    | 1  | 2  |           |    |    |    |    |    | 1  |
| 4      | 5  | 6  | 7  | 8  | 9  | 10 | 8         | 9  | 10 | 11 | 12 | 13 | 14 |
| 11     | 12 | 13 | 14 | 15 | 16 | 17 | 15        | 16 | 17 | 18 | 19 | 20 | 21 |

| JANUARY |    |    |    |    |    |    | FEBRUARY |    |    |    |    |    |    | MARCH |   |   |   |   |   |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|---|---|---|---|---|---|
| S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S     | M | T | W | T | F | S |
|         | 1  | 2  | 3  | 4  | 5  | 6  |          |    |    |    | 1  | 2  | 3  |       |   |   |   |   |   |   |
| 7       | 8  | 9  | 10 | 11 | 12 | 13 | 4        | 5  | 6  | 7  | 8  | 9  | 10 | 4     |   |   |   |   |   |   |
| 14      | 15 | 16 | 17 | 18 | 19 | 20 | 11       | 12 | 13 | 14 | 15 | 16 | 17 | 11    |   |   |   |   |   |   |
| 21      | 22 | 23 | 24 | 25 | 26 | 27 | 18       | 19 | 20 | 21 | 22 | 23 | 24 | 18    |   |   |   |   |   |   |
| 28      | 29 | 30 | 31 |    |    |    | 25       | 26 | 27 | 28 | 29 | 30 | 31 | 25    |   |   |   |   |   |   |

**SOUTHEAST 1966 SOUTHWEST**

*When your freight goes*



**1970**

| JANUARY |    |    |    |    |    |    | FEBRUARY |    |    |    |    |    |    | MARCH |   |   |   |   |   |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|---|---|---|---|---|---|
| S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S     | M | T | W | T | F | S |
|         |    |    |    |    |    |    |          |    |    |    |    |    |    |       |   |   |   |   |   |   |
| 6       | 7  | 8  | 9  | 10 | 11 | 12 | 6        | 7  | 8  | 9  | 10 | 11 | 12 |       |   |   |   |   |   |   |
| 13      | 14 | 15 | 16 | 17 | 18 | 19 | 13       | 14 | 15 | 16 | 17 | 18 | 19 |       |   |   |   |   |   |   |
| 20      | 21 | 22 | 23 | 24 | 25 | 26 | 20       | 21 | 22 | 23 | 24 | 25 | 26 |       |   |   |   |   |   |   |
| 27      | 28 |    |    |    |    |    | 27       | 28 | 29 | 30 | 31 |    |    |       |   |   |   |   |   |   |

| MAY |    |    |    |    |    |    | JUNE |    |    |    |    |    |    |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|
| S   | M  | T  | W  | T  | F  | S  | S    | M  | T  | W  | T  | F  | S  |
| 1   | 2  | 3  | 4  | 5  | 6  | 7  |      |    |    |    |    |    |    |
| 8   | 9  | 10 | 11 | 12 | 13 | 14 | 5    | 6  | 7  | 8  | 9  | 10 | 11 |
| 15  | 16 | 17 | 18 | 19 | 20 | 21 | 12   | 13 | 14 | 15 | 16 | 17 | 18 |
| 22  | 23 | 24 | 25 | 26 | 27 | 28 | 19   | 20 | 21 | 22 | 23 | 24 | 25 |
| 29  | 30 | 31 |    |    |    |    | 26   | 27 | 28 | 29 | 30 |    |    |



**1972**

**FRISCO**

| JANUARY |    |    |    |    |    |    | FEBRUARY |    |    |    |    |    |    | MARCH |   |   |   |   |   |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|---|---|---|---|---|---|
| S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S     | M | T | W | T | F | S |
|         |    |    |    |    |    |    |          |    |    |    |    |    |    |       |   |   |   |   |   |   |
| 6       | 7  | 8  | 9  | 10 | 11 | 12 | 4        | 5  | 6  | 7  | 8  | 9  | 10 |       |   |   |   |   |   |   |
| 13      | 14 | 15 | 16 | 17 | 18 | 19 | 11       | 12 | 13 | 14 | 15 | 16 | 17 |       |   |   |   |   |   |   |
| 20      | 21 | 22 | 23 | 24 | 25 | 26 | 18       | 19 | 20 | 21 | 22 | 23 | 24 |       |   |   |   |   |   |   |
| 27      | 28 | 29 | 30 | 31 |    |    | 25       | 26 | 27 | 28 | 29 | 30 | 31 |       |   |   |   |   |   |   |

| AUGUST |    |    |    |    |    |    | SEPTEMBER |    |    |    |    |    |    |
|--------|----|----|----|----|----|----|-----------|----|----|----|----|----|----|
| S      | M  | T  | W  | T  | F  | S  | S         | M  | T  | W  | T  | F  | S  |
|        | 1  | 2  | 3  | 4  | 5  | 6  |           |    |    |    |    | 1  | 2  |
| 7      | 8  | 9  | 10 | 11 | 12 | 13 | 4         | 5  | 6  | 7  | 8  | 9  | 10 |
| 14     | 15 | 16 | 17 | 18 | 19 | 20 | 11        | 12 | 13 | 14 | 15 | 16 | 17 |

# FRISCO FIRST



VOLUME 7, NUMBER 2

APRIL - MAY, 1942