

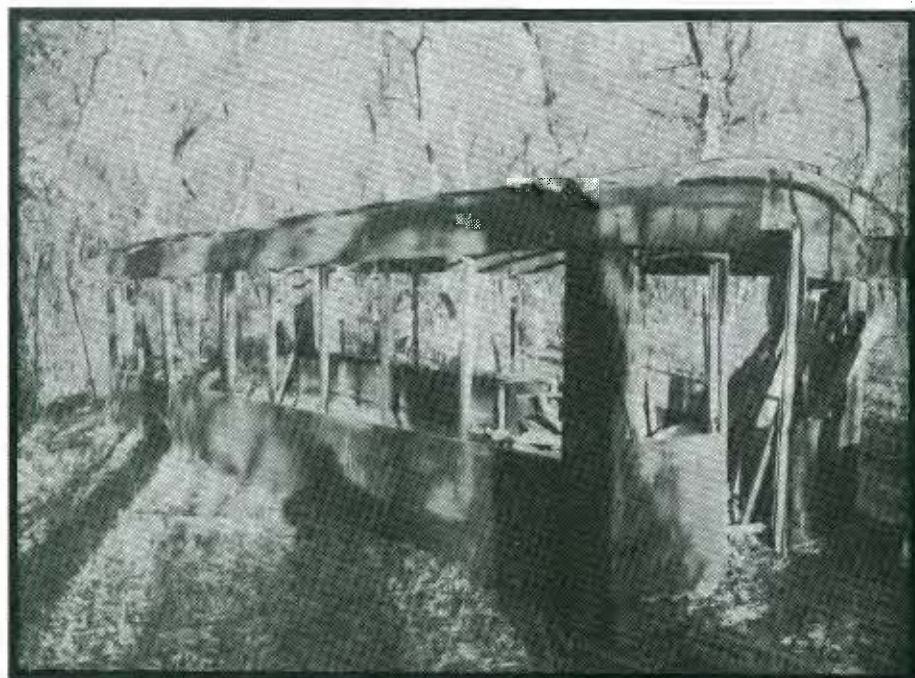
FRISCO **All Aboard** FRISCO

APRIL-MAY

1991



Frisco Motor Car Trailer #81 *January, 1928*



Frisco Motor Car Trailer #81 *January, 1991*

FRISCO **All Aboard** FRISCO

VOLUME 5

APRIL-MAY, 1991

NUMBER 6

FEATURES

River Division.....12

This is the sixth 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 Leachville Sub-Division.

Modeling Frisco's SD45's.....17

This is the third and final installment 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.

Down At The Depot.....18

Leachville, AR, on the River Division is the featured station in this issue.

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Our Doodlebugging on the Frisco and MUSEUM ACQUISITIONS features are combined in this issue in order to profile the museum's newest and most exciting arrival.

SLSF IN 1991.....7

A January, 1991, *Official Equipment Register* gives us a detailed look at Frisco freight equipment still in service ten years after the Frisco/BN merger.

Classic Frisco.....19

Classic Frisco is a new photo feature that will appear in future issues of the *ALL ABOARD*. Our April-May *Classic* was taken at Kiefer, I.T. (OK) in 1906.

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ABOUT THE FRONT COVER

A study in "Before & After" photos of the museum's latest acquisition is featured as our April-May cover. See story and additional photos on pages 4-6.

IN THE MIDDLE

A map of the Frisco System showing "*Lines Taken Up or Sold January 1, 1930 - June 15, 1955*", is featured in this issue.

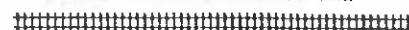
ABOUT THE BACK COVER

The August, 1933, issue of the *Frisco Employees Magazine* was the source for this *Spectacular example of Frisco service...*"

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.

FRISCO FOLKS

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

Richard Brockelmeyer.....	Conductor
Missouri	
William Botzow.....	Brakeman
Missouri	
Robert Dye.....	Brakeman
Missouri	
William White II.....	Brakeman
Iowa	
Don Niewald.....	Brakeman
Missouri	
Ralph Pilkenton.....	Brakeman
New Mexico	
Mark Evans.....	Switchman
Kansas	
James Mills.....	Switchman
North Carolina	
J.W. Jordan.....	Switchman
Arkansas	
Danny Nigh.....	Switchman
Missouri	
Douglas Hughes.....	Switchman
Maryland	
Harold Harker.....	Switchman
England	
P. Allen Copeland.....	Switchman
California	
Bruce Danielson.....	Switchman
Minnesota	
Dennis Hogan.....	Switchman
Texas	
James Priest.....	Switchman
Maryland	
W.B. Fletcher.....	Switchman
California	
Gale Hall.....	Switchman
Arkansas	
James Black.....	Switchman
Florida	
Martin Lofton Jr.....	Switchman
California	
Robert Zucco.....	Switchman
Missouri	
Stacey Jones Humble.....	Switchman
North Carolina	
Rodney Zona.....	Switchman
Michigan	
Eric Fogg.....	Switchman
Iowa	

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

Jack McCullough.....	Conductor
Texas	
Rick Delaney.....	Brakeman
Florida	
Robert Hosutt.....	Brakeman
Missouri	
Tom Olansen.....	Switchman
North Carolina	
Roger Cottrell.....	Switchman
Kansas	
George Shay.....	Switchman
Missouri	
Mike Sypult.....	Switchman
Arkansas	
Wallace McMillian.....	Switchman
Maryland	
Steve Manhard.....	Switchman
California	
Jim T. Martin.....	Switchman
Florida	
Lucille Manning.....	Switchman
Missouri	
John F. Milz.....	Switchman
Illinois	
Michael A. Corley.....	Switchman
Georgia	
Robert J. Wintle.....	Switchman
Kansas	
Robert Still.....	Switchman
Missouri	

LETTERS TO THE EDITOR

April 30, 1991

Dear Alan,

Your publication is first class! I thoroughly enjoy each issue. The Frisco left us with much fascinating history - your organization is doing a superb job of preserving that history for future generations of "Frisco Folks." Thanks again!

Sincerely,
M. Sypult

Caboose Kibitzer

Congratulations to Frisco Folk Rick McClellan for publishing an excellent article on the operations and equipment of the Frisco in the March 1991 issue of the **Caboose Kibitzer**, the official publication of the *Mid-Continent Region of the National Model Railroad Association*. For information concerning membership in MCoR contact Dean Windsor, 801 Valerie Ln., Gardner, KS 66030.

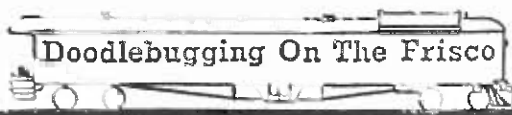
Thanks and an appreciative tip of the Frisco hat to Rick for mention of the museum in his article. ☐

FMIG LINES

Another *Thanks* and tip of the Frisco hat goes to Frisco Folk Doug Hughes for his museum "promo" in the Spring 1991 issue of his **FMIG LINES**. If you are a Frisco modeler, Doug would like to hear from you. His address is 1212 Finneans Run, Arnold, MD 21012. ☐



Limited quantities of our 1990 commemorative *Gone But Not Forgotten* embroidered patches are still available. Help honor the work that has been accomplished over the past ten years to keep the memory of the Frisco alive, and order yours today! The patch is 3" in diameter and is available for \$3.00 each, including postage. ☐



MUSEUM ACQUISITIONS

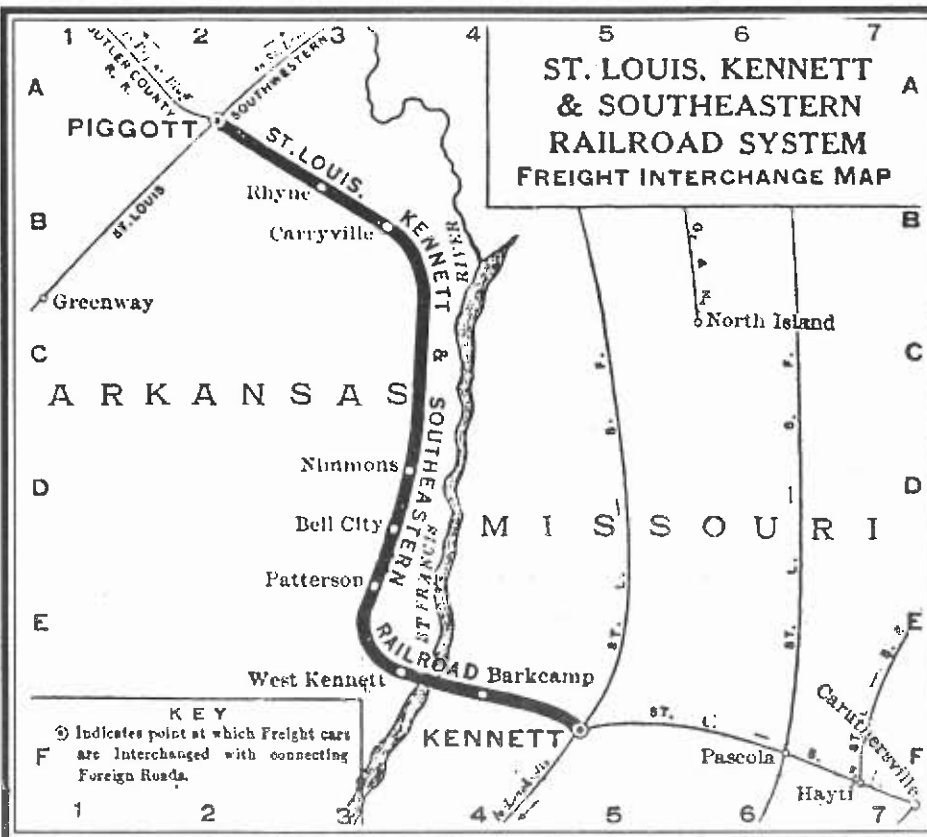
Our Doodlebugging On The Frisco and MUSEUM ACQUISITIONS features are combined in this issue in order to profile the museum's newest and most exciting arrival.

In February, 1924, the *St. Louis, Kennett & Southeastern Railroad* (a Frisco River Division predecessor line) took delivery of what would be two of the most unique pieces of Motor Car equipment ever to operate on Frisco rails. They were built by the Edwards Railway Motor Car Co. of Sanford, NC, as Motor Car #80 and Motor Car Trailer #81.

A drastic departure from the standard size and design of Frisco's Doodlebug fleet, the basic structure of both units was relatively identical. They were all steel vestibule cars 25'4" long, 8' wide, and rode on 4-wheel trucks with 24" cast iron wheels that resembled over-sized "roller skates." The roofs were radial design wood covered with canvas, and the interiors were finished in oak with yellow pine floors and cane seats. No. 80 was powered by a 100 hp gasoline Buda engine, had a seating capacity of twenty-two, and cost \$7,514.20. No. 81 had room for thirty-four passengers and was built for \$5,053.40.

When placed in service, the cars were the main-stay of passenger service on the twenty-seven mile line from Piggott, AR to Kennett, MO.

Following the lease of the line by the Frisco on August 29, 1927, No. 80 was converted to a baggage trailer in May, 1928. According to our records, both cars were



St. Louis, Kennett & Southeastern Freight Interchange Map, January, 1924
The St. L. K. & S. E. was incorporated March 29, 1906. On August 29, 1927, the line was leased to the Frisco and on January 1, 1950, ownership was officially transferred.

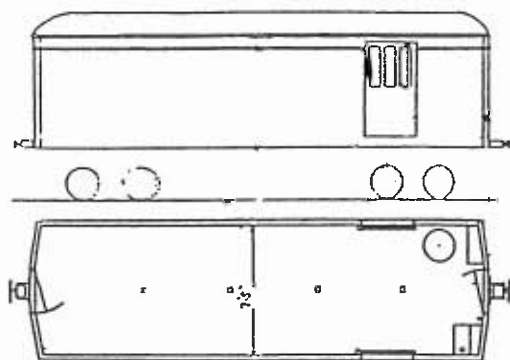
Coal	806, 807, 808	30	9	3	8	11	8	11		
"	809, 810	30	9	3	8	11	8	11		
Flat	901, 902	30	9						4	2
"	903, 904	25	9						4	2

PASSENGER EQUIPMENT.

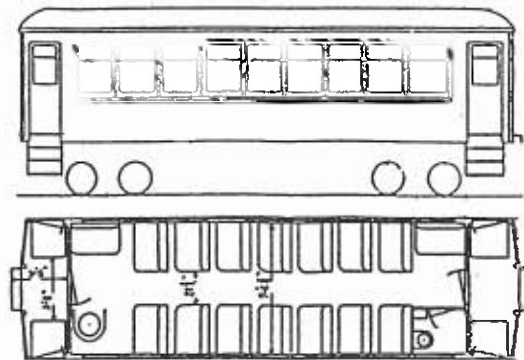
Passenger—4	1	Trailer—81	1	FREIGHT CONT
Motor Car—80	1			

For application of embargoes under Per Diem Rule 18 see Embargo Regulations and Instructions issued by American Railway Association.
Address embargo notices embargo regulations and notices of cars held
Butler County—
Piggott, Ark.
St. Louis, Mo. Frisco—

August, 1926, Equipment Register showing Nos. 80 & 81 in service



St. L. K. & S. E. Motor Car #80
(after 1928 rebuild to Baggage Trailer)



St. L. K. & S. E. Motor Car Trailer #81

removed from revenue service in 1931. Both were presumed to have been scrapped. While the final disposition of No. 80 remains unknown, the Museum is pleased to announce that No. 81 is now officially among the ranks of *Frisco Survivors*, and will soon undergo restoration for display inside our new museum facility.

In November, 1991, while on a search for the remains of a Springfield traction car, Frisco Folk John Sanders discovered the remains of something *"unlike any street car he had ever seen,"* in a wooded area north of Springfield, MO. While all that remained was the steel frame, closer examination revealed that it was Frisco Motor Car Trailer #81. Some of the original "FRISCO" gold leaf lettering was still visible on the name board on one side, and with the light just right "ST. L. K. & S. E." was visible on the other side.

After locating the current owner of the land, it was learned that in 1931 his father purchased No. 81, along with a Frisco box car, and moved them to his property north of Springfield. Because of the economic conditions of the time, some of his relatives lived in the car until more suitable housing could be secured. Since then the car has sat, slowly deteriorating, as an obscure monument to Frisco Motor Car service.

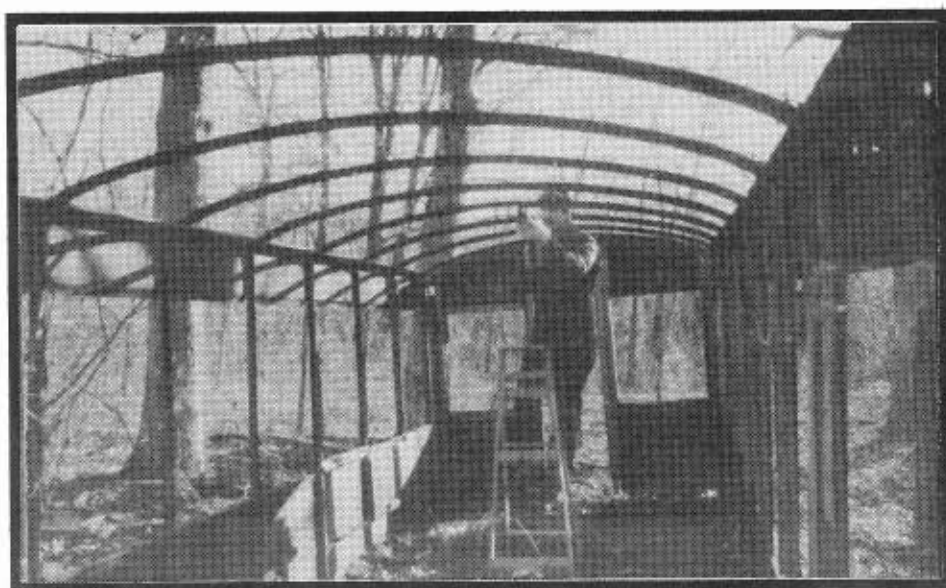
Thanks to the generosity of the current land owner, and his family, the car became the property of the Museum on January 4, 1991, and on February 19, 1991, sixty-seven years after it was delivered to the *St. L. K. & S. E.*, No. 81 was moved to the shop of Frisco Folk Matt Collins, where it will undergo initial restoration and repair.

When placed in the museum, the car will house our Pullman, Dining Car, and General Passenger Service displays. □

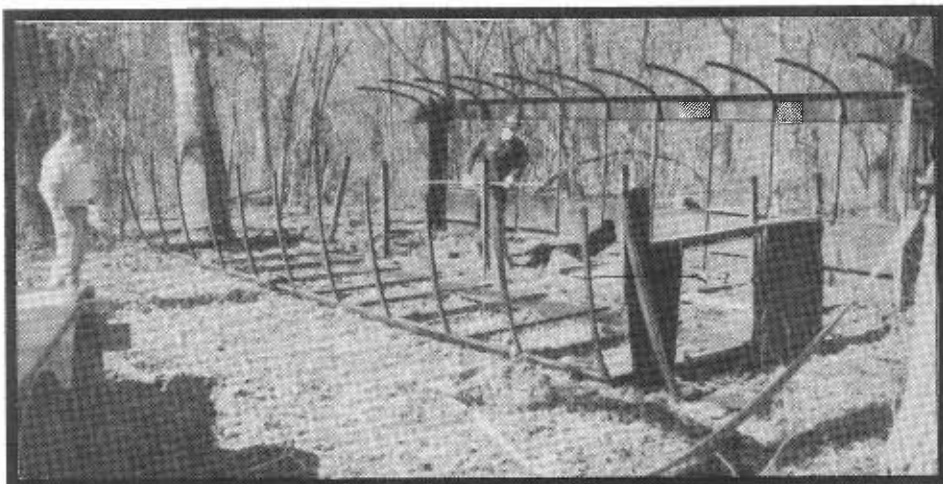
EDITOR'S NOTE: Thanks and a big tip of the Frisco hat to Frisco Folks John Sanders and Matt Collins for their time and efforts in locating and moving No. 81.



Frisco Motor Car Trailer #81, as Frisco Folk John Sanders first saw it, January 1991

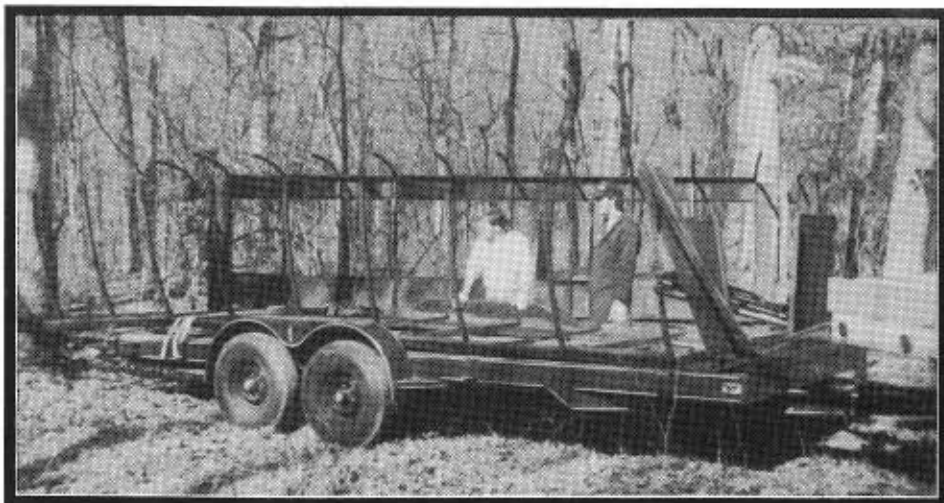


Frisco Folk Matt Collins begins process of cutting car into two sections. The "path" into the woods where the car was located was too narrow to move it in one piece.

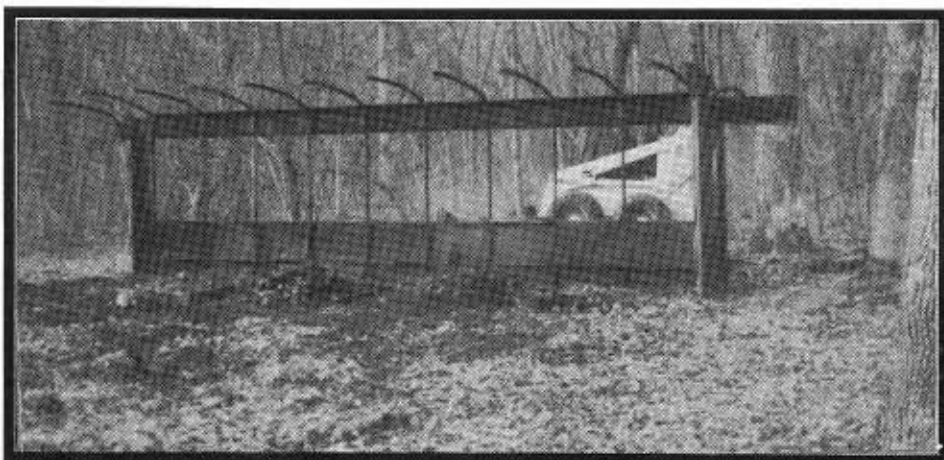


Frisco Folk John Sanders "supervises" as first half of car is readied for loading.

The Officers and Board of Directors of the Frisco Railroad Museum Inc. would like to thank and publicly acknowledge with grateful appreciation the donation of Motor Car Trailer #81 by Charles Buchanan, Alice Serrano, and Wilma Goodale, in loving memory of their parents Leo & Nellie Buchanan.



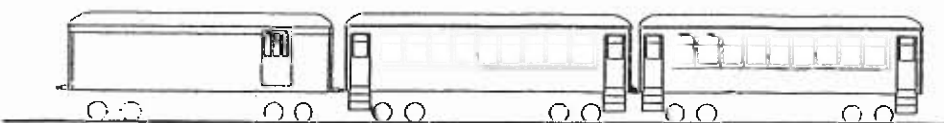
"One down, one to go" could be an appropriate caption for this photo, as John & Matt examine first side of the car loaded and ready for moving.



Matt maneuvers equipment to move second half of car.



"Task almost accomplished," second half of car being prepared for loading.



MAIL CAR



The MAIL CAR is a regular 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 requests are answered individually and selected questions will appear in the MAIL CAR feature.

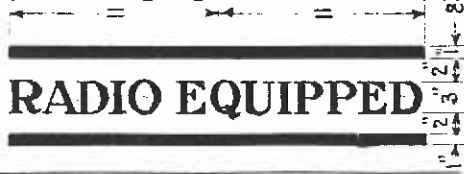
QUESTION: I am modeling the Frisco in the mid 40's to early 50's (*steam to diesel transition era*) and want to run some of the early "RADIO EQUIPPED" cabooses. Can you give me any idea when they started equipping their cabooses with radios and anything on stencil size and placement?

ANSWER: Radio communication on Frisco motive power equipment and cabooses was first installed in the fall of 1945, when the Bendix Radio Corporation installed two-way radio sets on various pieces of Frisco equipment, to carry on experiments in radio communication.

According to our records, two-way radios similar to those manufactured by Bendix for use on B-29 aircraft were first installed in Springfield, MO on two diesel switch engines (*one of which was VO-1000 #225*), one steam locomotive (*#4511*), and in caboose #38. A base unit was also installed at the General Office building to relay messages between the north, west, and south yards.

EDITOR'S NOTE: It is interesting to note, considering current communication technology, that the initial radio experiment was deemed a success because train crews could maintain radio communication with the main office, "for a distance of 20 miles..."

The Stencil used on the early cabooses was white, 22" long, 9" high, and was located 8" below the center side window on each side. The stencil displayed below was taken directly from a Frisco caboose paint/lettering diagram.



On November 21, 1980, 3:11 P.M. CST, the Frisco officially became the Burlington Northern. By January, 1981, the BN had all but completed a program of re-numbering all motive power, freight, and company service equipment. Over the past ten years, the majority of Frisco equipment has been repainted, re-lettered, and re-numbered accordingly. With a few scattered exceptions, the only equipment that is still operating in Frisco livery, that we have seen lately, are covered hopper cars, series 81000 through 86000 and the 87000-88000 series hopper (coal) cars. We have also seen some of the tan 51' box cars, series 600000 and 700000.

What many folks may not be aware of is that while Frisco equipment has been assigned BN numbers, various *Equipment Trust Purchase Agreements* require that the equipment be "officially" registered according to its original Frisco numbers until retirement from service. Consequently, while the Frisco has not been operating as the Frisco for over ten years, Frisco equipment - under Frisco registry - is still in operation in 1991!

The following January, 1991, *Official Railway Equipment Register* gives a detailed look at the... S L S F IN 1991.

The Museum has been granted permission by the publishers of *The Official Railway Equipment Register* to make available to our members reprints of Frisco equipment lists. Sixty-Three issues are currently available from 1897 to 1980. The registers list all freight equipment on the Frisco roster including type, number series, dimensions, capacities, number of units in service, etc. They also included limited listings of company service equipment and the early years (up to 1931) also include passenger equipment rosters. The list of available years is \$1.00 and the complete rosters are available for \$2.50 each.

DESCRIPTION	A.A.R. Car Type Code	NUMBERS »Change from Previous Issue	DIMENSIONS												CAPACITY		No. of Cars
			INSIDE			OUTSIDE						DOORS			Cubic Feet Level Full	Lbs. (000)	
			Length	Width	Height	Length	Width		Height from Rail		Side						
							At Eaves or Top of Sides or Platform	Extreme Width	To Extreme Width	To Eaves or Top of Sides or Platform	To Extreme Height	Width of Open'g	Height of Open'g				
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
See Explanation Pages for Abbreviations & Symbols																	
Flat, Std., Load Limit Cap.: 74% Concentrated Across Car at Center Line & 79% Uniformly Distributed Over 6' & 86% Uniformly Distributed Over 12' & 100% Uniformly Distributed Over 18', Axle Spac. 5'6", Truck Ctrs. 43'3"	F102	2000-2154	53 6	10 6	.....	56 9	.....	10 6	3 6	3 6	3 6	.....	.....	.....	.....	110	9
Flat, Std., Special, Axle Spac. 5'8", Truck Ctrs. 70', 20" Travel, Tie-Down Chains	F126	3700	89	8 7	.....	95 8	.....	10 2	5 6	3 4	6 1	.....	.....	.....	.....	136	1
Flat, Std., Special, Axle Spac. 5'8", Truck Ctrs. 70', 20" Travel, Tie-Down Chains	F126	3702-3707	89	8 4	.....	95 8	.....	9 11	5 6	3 4	6 1	.....	.....	.....	.....	135	3
Flat, Std., (Auto Frames), Axle Spac. 5'8", Truck Ctrs.46'3", 10" Travel	F223	3802-3805	60	9 4	.....	64 6	.....	10 6	3 6	3 6	3 6	.....	.....	.....	.....	154	2
Flat, Std., 15" Travel Cush. Underfr., (Aircraft Parts), Considered Part of Car: Canopy & Shipping Cradles & Skids & Racks, Axle Spac. 5'8", Truck Ctrs. 50'5"	F122	3806	59 6	11	.....	15 6	68 3	11 2	12 2	3 6	3 6	19 1	.....	.....	.....	75	1
Flat, Std., 15" Travel Cush. Underfr., (Aircraft Parts), Considered Part of Car: Canopy & Shipping Cradles & Skids & Racks, Axle Spac. 5'8", Truck Ctrs. 50'5"	F122	3807	59 6	11	.....	15 6	68 3	11 2	11 2	3 6	3 6	19 1	.....	.....	.....	84	1
Flat, Bkhd, Lading Band Anchors, 12 Sets Chain Tie-Downs with Load Binders, Axle Spac. 5'10", Truck Ctrs. 62', 10" Travel	F253	4107-4142	70	8 10	10 8	81	9	9 9	3 10	4	14 8	.....	.....	.....	.....	170	2
Flat, Bkhd, V-Deck, Std., (Pulpwood)	L026	4500-4687	45 3	8 8	8 6	52 11	8 8	9 3	12 3	4 1	12 7	.....	.....	.....	.....	154	1
Flat, Bkhd, Axle Spac. 5'6", Truck Ctrs. 43'3"	F141	5200-5249	48 6	10 4	8 6	56 11	10	10 6	3 6	3 9	12 3	.....	.....	.....	.....	110	4
Flat, Bkhd, V-Deck, Std., (Pulpwood)	L026	5300-5549	45 3	8 8	8 6	52 11	8 8	9 3	12 3	4 1	12 7	.....	.....	.....	.....	154	1
Flat, Bkhd, 12 Sets Laterally Adjustable Chain Tie-Downs with Load Binders, Axle Spac. 5'8", Truck Ctrs. 43'3"	F151	5611	48 6	10 6	8 6	56 11	10	10 6	3 9	3 9	12 3	.....	.....	.....	.....	140	1
Flat, Bkhd, Lading Band Anchors, Axle Spac. 5'8", Truck Ctrs. 43'3"	F141	5668	48 6	10 4	8 6	56 11	10	10 6	3 9	3 9	12 3	.....	.....	.....	.....	140	1
Flat, Bkhd, Lading Band Anchors, 12 Sets Chain Tie-Downs with Load Binders, Axle Spac. 5'8", Truck Ctrs. 42', 10" Travel	F151	5700-5749	48 6	10 4	8 6	57 11	10	10 6	3 9	3 9	12 3	.....	.....	.....	.....	140	6
Flat, Bkhd, Lading Band Anchors, 12 Sets Laterally Adjustable Chain Tie-Downs with Load Binders, Axle Spac. 5'8", Truck Ctrs. 42'	F151	5750-5799	48 6	10 4	8 6	57 2	10	10 6	3 9	3 9	12 3	.....	.....	.....	.....	140	3
Box, Std., Insulated, 20" Cush. Underfr., Side Fillers, DF-B Bkhd, 50K, Car Numbered SLSF 6780 and 6808 Have Had Side Wall Fillers Removed	A445	6765-6840	50 1	9 3	9 10	58 1	10	10 5	14	14 3	15	10 6	9 4	4360	143	6	
Box, Std., Insulated, 20" Cush. Underfr., 50K	R400	6789, 6816	50 1	9 3	9 10	58 1	10	10 5	14	14 3	15	10 6	9 4	4360	143	2	
Box, Std., 20" Cush. Underfr., 50K	B424	6798	50 1	9 3	9 10	58 1	10	10 5	14	14 3	15	10 6	9 4	4360	143	1	
Box, Std., Insulated, 20" Cush. Underfr., Side Fillers, DF-B Bkhd, 50K, Cars Numbered SLSF 6847, 6866 and 6891 Have Had Side Wall Fillers Removed	A445	6842-6912	50 1	9 2	9 10	58 1	10	10 8	13 8	14 4	15	10 6	9 4	4325	140	8	
Box, Std., Insulated, 20" Cush. Underfr., 50K	B474	6843	50 1	9 2	9 10	58 1	10	10 8	13 8	14 4	15	10 6	9 4	4325	140	1	
Box, Std., Insulated, 20" Cush. Underfr., Dual Air-Pac Bkhd, 50K	A445	6976	50 1	9 4	9 10	58 1	10	10 8	13 8	14 4	15	10 6	9 4	4400	144	1	
Box, Std., Insulated, 20" Cush. Underfr., Dual Air-Pac Bkhd, 50K	A445	6977-6998	50 1	9 4	9 10	58 1	10	10 5	14	14 3	15	10 6	9 4	4400	143	1	
Box, Std., Belt Rails, Lading Band Anchors, 20" Cush. Underfr., 25K	A432	8050-8121	50 6	9 4	10 5	59 3	10	10 8	13 7	14 5	15 1	10	9 10	4928	152	2	
Box, Std., 20" Cush. Underfr., DF-B Bkhd, Plug Doors, 25K	A435	8155	50 6	9 4	10 2	58 1	10 2	10 5	13 11	14 5	15	10	9 8	4735	140	1	
Box, (Auto Parts), 50K, 15" Travel	A636	9026-9035	60 9	9 1	10 9	68 2	10	10 7	14 4	14 11	15 2	16	10 9	6000	163	2	
Box, Load Dividers, (Auto Stampings), 20" Cush. Underfr., Truck Ctrs. 64"	A836	9100-9119	86 6	9 2	12 9	93 8	9 10	9 11	16 10	16 11	17	20	12 9	10000	100	3	
Box, Std., 20" Cush. Underfr., Truck Ctrs. 64"	A806	9104	86 6	9 2	12 9	93 8	9 10	9 11	16 10	16 11	17	20	12 9	10000	100	1	
Box, Load Dividers, (Auto Stampings), 20" Cush. Underfr.	A836	9120-9133	86 6	9 2	12 9	93 11	9 3	9 11	16 10	16 11	17	20	12 9	10000	144	4	
Box, Load Dividers, (Auto Stampings), 20" Cush. Underfr.	A836	9134-9147	86 6	9 2	12 9	92 7	9 3	9 11	16 10	16 11	17	20	12 9	10000	150	1	

DESCRIPTION	A.A.R. Car Type Code	NUMBERS	DIMENSIONS												CAPACITY		No. of Cars
			INSIDE			OUTSIDE						DOORS			Cubic Feet Level Full	Lbs. (000)	
			Length	Width	Height	Length		Width		Height from Rail		Side					
						At Eaves or Top of Sides or Platform	Extremity Width	To Extreme Width	To Eaves or Top of Sides or Platform	To Extreme Height	Width of Opening	Height of Opening					
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
See Explanation Pages for Abbreviations & Symbols																	
Box, Std., 15' Cush. Underfr., Designed for Special High Loads & Loading Platforms, Not to be Used in General Service, 50K, Nailable Std. Flrs. ....F	A605	9300-9314	60 8	9 6	12 10	67 8	10	10 8	14 1	16 7	16 10	10	12	7451	183	7	
Ibox, Insulated, 20' Cush. Underfr., Side Fillers, DF-B Bklds, 50K ....F+	A645	9501	60 1	9	9 11	68 2	10	10 10	12 7	14 5	14 9	10 6	9 5	5371	160	1	
Ibox, Std., (Appliances), Not to be Used in General Service, 50K, 20' Cush. Underfr., Nailable Std. Flrs. ....F	A402	11919-11967	50 6	9 6	12 10	58 1	10	10 8	15 11	16 7	16 10	10 6	12 2	6175	152	2	
Ibox, Std., Belt Rails, Lading Band Anchors, Plug Doors, Single Air-Pac (Available Bklds, 50K)	A335	12008-12009	50 6	9 4	9 10	55 6	10 6	10 8	13 8	14 3	15	10	9 9	4655	152	2	
Box, Std., Nailable Std. Flrs., Belt Rails, 50K	A332	13585	50 6	9 6	11	55 5	10	10 8	14 3	14 8	14 11	10	10 4	5277	154	1	
Box, Std., Nailable Std. Flrs.	B102	22053-22059	40 6	9 2	10 6	44 4	9 10	10 8	5 8	14 5	15	8	9 10	3903	110	1	
Box, Std., 50K	B314	42000-42499	50 6	9 6	10 7	55 7	10	10 8	13 8	14 4	15	10	9 11	5080	154	7	
Box, Std., Nailable Std. Flrs., 50K	B314	44000-44299	50 6	9 6	11	55 5	10	10 8	14 3	14 8	15 5	10	10 4	5277	154	18	
Box, Std., Insulated, Spanton 9 Belt SEL Loading Device, 25K	A345	46019-46093	50 1	9 3	9 6	55 2	10	10 8	12 10	14 5	15	9	9 1	4430	146	1	
Box, Std., Nailable Std. Flr.	B303	47205	50 6	9 2	10 6	54 4	9 10	10 5	13 7	14 5	15	9	9 10	4863	110	1	
Gond., Std., Std. Flr., Mill, Drop End Doors: Width B End 8'5" + A End 8'7" + Height 3', Axle Spac. 5'8", Truck Ctrs. 44'1"	G523	61000-61899	52 6	9 6	3 6	57 7	10 4	10 4	7 1	7 1	7 3	.....	.....	1745	154	5	
Gond., Std., 9 DF Belt Rails, (Electrodes), Axle Spac. 5'10", Truck Ctrs. 43'6"	E530	63500-63502	52	9 3	6 8	57 1	10 6	10 6	10 5	10 5	10 5	.....	.....	3207	180	3	
Gond., 10' Travel, Truck Ctrs. 43'6"	E430	63512	51 10	8 10	4 10	60	10 4	10 6	8 4	8 6	8 6	.....	.....	2212	190	1	
Gond., Std., Axle Spac. 5'10", Truck Ctrs. 43'6", (Axles), 10' Travel ...	E430	63514	51 10	8 10	4 10	60	10 4	10 6	8 4	8 6	8 6	.....	.....	2212	180	1	
Gond., Std., Wood Lined, Axle Spac. 5'8", Truck Ctrs. 43'6"	G538	64000-64039	52	9 6	4 11	57	10	10 8	9 1	9 6	10 1	.....	.....	2217	140	2	
Gond., Std., Wood Lined, Axle Spac. 5'8", Truck Ctrs. 43'6"	G518	64043	52 6	9 6	5 6	57	10 5	10 8	8 3	11 3	15 6	.....	.....	2328	154	1	
Gond., Cradles, Truck Ctrs. 43'6"	G518	64048	52 6	9 6	5 6	57	10 5	10 8	8 3	11 3	15 6	.....	.....	2328	154	1	
Gond., Truck Ctrs. 43'6"	G518	64058	52 6	9 6	5 6	57	10 5	10 8	8 3	11 3	15 6	.....	.....	2328	154	1	
Gond., Fixed Ends, Std. Flr., Axle Spac. 5'8", Truck Ctrs. 43'6"	G516	64060-64399	52 6	9 6	4 8	57	10 4	10 5	2 11	8 3	8 5	.....	.....	2328	140	30	
Gond., Fixed Ends, Std. Flr., Axle Spac. 5'8", Truck Ctrs. 43'6"	G515	64369	52 6	9 6	4 8	57	10 4	10 5	2 11	8 3	8 5	.....	.....	2328	154	1	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65000-65049	52 6	9 6	4 8	56 11	10 5	10 5	8 3	8 3	8 3	.....	.....	2327	190	22	
Gond., Std., Fixed Ends, Std. Flr. & Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65050-65099	52 1	9 6	4 6	57 1	10 5	10 5	8 4	8 4	8 4	.....	.....	2327	190	15	
Gond., Std., Fixed Ends, Wood Flr., Axle Spac. 5'10", Truck Ctrs. 43'6"	G537	65065-65070	52 1	9 6	4 6	57 1	10 5	10 5	8 4	8 4	8 4	.....	.....	2327	190	2	
Gond., Std., Fixed Ends, Std. Flr. & Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", (Coil Steel)	E531	65069	52 1	9 6	4 6	57 1	10 5	10 5	8 4	8 4	8 4	.....	.....	2327	195	1	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65110-65299	52 6	9 6	4 8	57 1	10 5	10 5	8 3	8 3	8 3	.....	.....	2328	195	8	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65300-65499	52 6	9 6	4 8	57 1	10 5	10 6	8 3	8 2	8 4	.....	.....	2327	195	10	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", Belt Rails	E530	65350	52 6	9 6	4 8	57 1	10 5	10 6	8 3	8 2	8 4	.....	.....	2327	195	1	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65500-65599	52 6	9 6	4 8	57 1	10 5	10 5	8 3	8 3	8 3	.....	.....	2327	193	28	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65600-65749	52 6	9 6	4 8	57 1	10 5	10 6	8 3	8 2	8 5	.....	.....	2327	195	40	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", (Coil Steel)	E531	65657-65660, 65709	52 6	9 6	4 8	57 1	10 5	10 6	8 3	8 2	8 5	.....	.....	2327	195	3	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	65750-65949	52 6	9 6	4 8	57 1	10 5	10 5	8 3	8 3	8 5	.....	.....	2328	189	97	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", Belt Rails	E530	65766-65907	52 6	9 6	4 8	57 1	10 5	10 5	8 3	8 3	8 5	.....	.....	2328	195	2	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", (Coil Steel)	E531	65783-65790, 65798-65827, 65915	52 6	9 6	4 8	57 1	10 5	10 5	8 3	8 3	8 5	.....	.....	2328	190	5	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6"	G517	66000-66199	52 6	9 6	4 6	57 1	10 6	10 6	8 1	8 1	8 4	.....	.....	2244	189	166	
Gond., Std., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 43'6", (Coil Steel)	E531	66025-66168, 66192-66199	52 6	9 6	4 6	57 1	10 6	10 6	8 1	8 1	8 4	.....	.....	2244	197	4	
Gond., (Axle Loading), Axle Spac. 5'10", Truck Ctrs. 43'6"	E430	69007	51 6	8 10	5 8	58 7	10 4	10 5	9 8	12 2	12 10	.....	.....	2314	175	1	
Gond., Full Length Cradles, Maximum Diameter Coil 84", Effective Loading Length of Cradles 47'8", Fiberglass Covers, 10' Travel	G219	69010-69019	51 6	8 10	5 10	58 7	10 4	10 5	9 8	12 2	12 10	.....	.....	2314	175	5	
Gond., Full Length Cradles, Maximum Diameter Coil 84", Effective Loading Length of Cradles 47'8", 10' Travel	E430	69010-69018	51 6	8 10	5 10	58 7	10 4	10 5	9 8	12 2	12 10	.....	.....	2314	180	2	
Gond., Fiberglass Cover, 10' Travel	E420	69014	51 6	8 10	5 10	58 7	10 4	10 5	9 8	12 2	12 10	.....	.....	2314	189	1	
Gond., 10' Travel	G218	69015	51 6	8 10	5 10	58 7	10 4	10 5	9 8	12 2	12 10	.....	.....	2314	179	1	
Gond., Std., Cush. Underfr., Fabricated Std. Covers, Trough Flr., (Coil Std.), Load with First Coil in Each Trough at Outboard Ends with Progressive Loading Toward Center of Car & Odd Coils Load Near Center Partition when Necessary to Prevent Overloading Trucks, Truck Ctrs. 40'6", Restricted to 50% Ld. Lmt. Uniformly Distributed over 13' at Center of Car	E441	69050-69079	48	7 4	7 2	57 8	8 3	10 1	3 7	11 9	13 10	.....	.....	2024	195	18	
Gond., Std., Drop Ends, Std. Flr., Mill, End Doors: Width 7'7" & Height 3'1", Axle Spac. 5'8", Truck Ctrs. 57'1"	G623	70051-70249	65 6	7 9	3 6	70 7	8 7	8 7	7 1	7 3	7 4	.....	.....	1777	151	11	
Gond., Std., Drop Ends, Std. Flr., Mill, End Doors: Width 7'7" & Height 3'1", Axle Spac. 5'8", Truck Ctrs. 57'1"	G622	70086-70113, 70133-70209	65 6	7 9	3 6	70 7	8 7	8 7	7 1	7 3	7 4	.....	.....	1777	153	4	
Gond., Std., Solid Ends, Std. Flr., Axle Spac. 5'8", Truck Ctrs. 57'1"	G613	70132	65 6	7 9	3 6	70 7	8 7	8 7	7 1	7 3	7 4	.....	.....	1777	154	1	
Covered Hop., Std., Std. Roof	C112	78000-78199	.....	.....	.....	46	10	10 7	3 6	14	14 7	.....	.....	3010	200	10	
Covered Hop., Std., Std. Roof	C112	78200-78399	.....	.....	.....	46	9 10	10 8	13 1	13 6	13 9	.....	.....	3010	200	163	
Covered Hop., Std., Std. Roof	C111	78500-78749	.....	.....	.....	45 1	8 4	10 6	8 3	14 5	14 10	.....	.....	2971	200	17	
Covered Hop., Std., Std. Roof	C112	78750-78974	.....	.....	.....	46	9 10	10 8	13 1	13 6	13 9	.....	.....	3010	200	165	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	79000-79299	.....	.....	.....	54 3	9 11	10 8	13 6	14 3	15 1	.....	.....	4427	196	114	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	79300-79499	.....	.....	.....	54 3	9 11	10 8	13 6	14 3	15 ....	.....	.....	4427	200	60	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	79500-79799	.....	.....	.....	60	10 1	10 8	8 3	13 6	15 ....	.....	.....	4750	200	115	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	79800-79999	.....	.....	.....	60	10 6	10 8	8 5	13 5	15 ....	.....	.....	4750	200	138	
Covered Hop., Std., Std. Roof, Trough Hatches	C313	79937	.....	.....	.....	60	10 6	10 8	8 5	13 5	15 ....	.....	.....	4750	200	1	
Covered Hop., Pressure Differential	C611	81050-81052	.....	.....	.....	49	7 8	10 4	8 3	13 5	13 11	.....	.....	2785	200	2	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	81100-81199	.....	.....	.....	60	10 6	10 8	8 5	13 5	15 ....	.....	.....	4750	200	76	
Covered Hop., Std., Std. Roof, Trough Hatches	C113	81200-81349	.....	.....</													

DESCRIPTION	A.A.R. Car Type Code	NUMBERS	DIMENSIONS											CAPACITY		No. of Cars									
			INSIDE			OUTSIDE					DOORS			Cubic Feet Level Full	Lbs. (000)										
			Length	Width	Height	Length	Width	Height from Rail	Side																
									Width of Open'g	Height of Open'g															
See Explanation Pages for Abbreviations & Symbols			» Change from Previous Issue			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.										
Hop., Stil., Self-Clearing	H350	87000-87399				53	1	10	6	10	5	11	10	11	10		3407	200	2						
Hop., Stil., Self-Clearing	H350	87400-87799				48	9	10	8	10	8	12	2	12	2		3420	200	171						
Hop., Stil., Self-Clearing	H350	87800-89179				48	9	10	7	10	7	12	4	12	4		3433	197	337						
Covered Hop., Stil., Stil. Roof	C111	182000-182396				49	7	10	3	10	3	12	3	12	3		2893	154	30						
Flat, Bkhd., V-Deck, Stil., (Pulpwood)	L026	555604-555699	49	1	9	7	7	1	56	11	8	3	9	4	11	4		140	2						
Box, Insulated, 20'' Cush. Underfr., Bkhd., 50K	C A445	600000-600164	51	6	9	4	10	5	59	5	10	2	10	8	13	5	14	7	15	10	6	10	4829	134	94
Box, Insulated, 20'' Cush. Underfr., 50K	C B474	600001, 600006, 600009, 600117	51	6	9	4	10	5	59	5	10	2	10	8	13	5	14	7	15	10	6	10	4829	136	4
Box, Stil., Insulated, 20'' Cush. Underfr., Bkhd., 50K, Cars Numbered 600215 and 600263 Have Pallets	A445	600165-600264	51	6	9	4	10	5	59	5	10	2	10	8	13	5	14	7	15	10	6	10	4861	136	65
Box, Insulated, 20'' Cush. Underfr., Dual Air-Pac Bkhd., 50K	C A445	700000-700099	51	6	9	4	10	5	59	5	10	2	10	8	13	5	14	7	15	10	6	10	4856	130	66
Box, Insulated, 20'' Cush. Underfr., Dual Air-Pac Bkhd., 50K	C A445	700100-700299	52	4	9	4	10	6	60	1	10	8	13	5	14	8	15	1	10	6	10	4856	136	129	
Box, Insulated, 20'' Cush. Underfr., Dual Air-Pac Bkhd., 50K	C A445	700100, 700101-700102, 700104-700105, 700107-700114, 700117-700123	51	6	9	4	10	5	59	5	10	2	10	8	13	5	14	7	15	10	6	10	4856	139	20

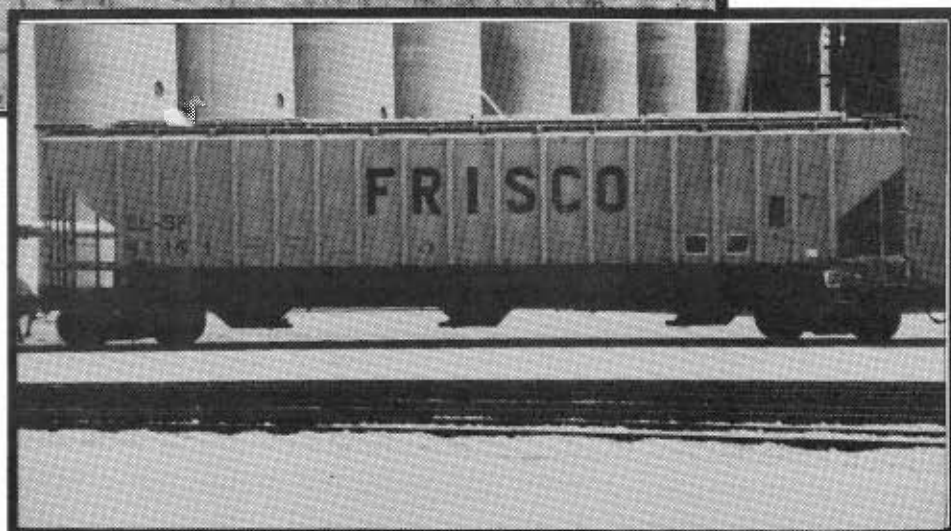


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ATTENTION FRISCO TRAIN WATCHERS

Have you seen a piece of "real" Frisco equipment lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication in the **ALL ABOARD!**

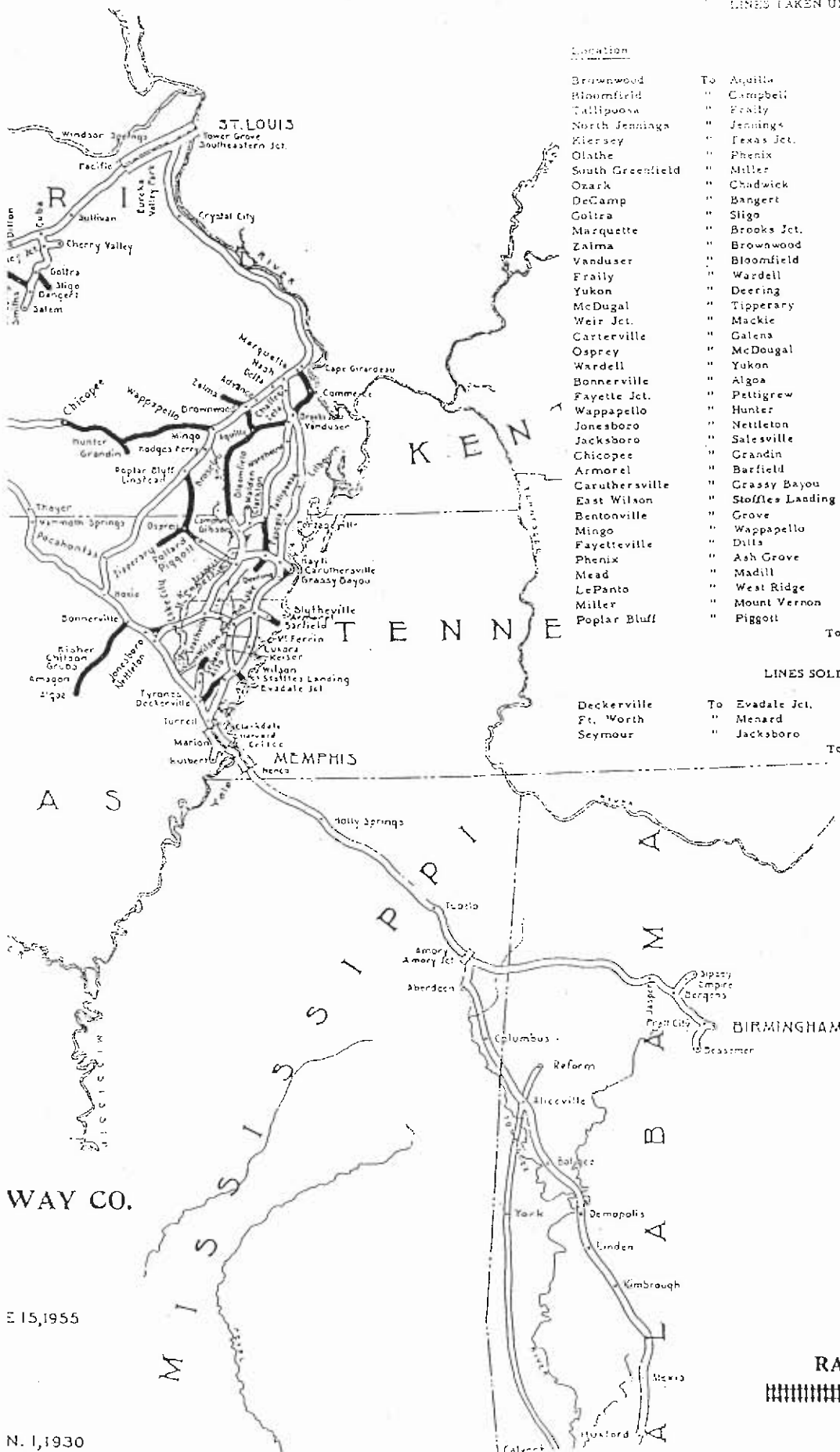


LINES TAKEN UP SINCE 1930

Location		State	Miles	Year
Brownwood	To Ardilla	Mo.	9.41	1930
Bloomfield	" Campbell	Mo.	33.58	1935
Tallapoosa	" Fraily	Mo.	2.59	1935
North Jennings	" Jennings	Okla.	1.40	1933
Kiersey	" Texas Jct.	Okla.	9.24	1934
Olathe	" Phenix	Kans.-Mo.	135.23	1934
South Greenfield	" Miller	Mo.	11.76	1934
Ozark	" Chadwick	Mo.	15.71	1934
DeCamp	" Bangert	Mo.	12.46	1934
Goltra	" Sligo	Mo.	6.29	1934
Marquette	" Brooks Jct.	Mo.	25.62	1934
Zalma	" Brownwood	Mo.	8.57	1934
Vanduser	" Bloomfield	Mo.	17.62	1934
Fraily	" Wardell	Mo.	8.11	1934
Yukon	" Deering	Mo.	9.37	1934
McDugal	" Tipperary	Ark.	9.37	1934
Weir Jct.	" Mackie	Kans.	5.36	1934
Cartersville	" Galena	Mo.-Kans.	15.33	1934
Osprey	" McDougal	Ark.	6.60	1935
Wardell	" Yukon	Mo.	8.97	1935
Bonnerville	" Algoa	Ark.	35.75	1935
Fayette Jct.	" Pettigrew	Ark.	41.32	1937
Wappapello	" Hunter	Mo.	41.10	1939
Jonesboro	" Nettleton	Ark.	4.42	1939
Jacksboro	" Salesville	Tex.	23.11	1939
Chicopee	" Grandin	Mo.	19.25	1939
Armored	" Barfield	Ark.	2.06	1940
Caruthersville	" Grassy Bayou	Mo.	6.41	1940
East Wilson	" Stoffles Landing	Ark.	1.52	1940
Bentonville	" Grove	Ark.-Mo.-Okla.	41.01	1940
Mingo	" Wappapello	Mo.	4.50	1941
Fayetteville	" Dilla	Ark.-Okla.	91.16	1942
Phenix	" Ash Grove	Mo.	5.91	1942
Mead	" Madill	Okla.	16.63	1943
LePanto	" West Ridge	Ark.	6.49	1943
Miller	" Mount Vernon	Mo.	8.23	1950
Poplar Bluff	" Piggott	Mo.	32.76	1951
Total			735.04	

LINES SOLD SINCE 1930

Deckerville	To Evadale Jct.	Ark.	17.80	1934
Ft. Worth	" Menard	Tex.	221.68	1937
Seymour	" Jacksboro	Tex.	75.80	1940
Total			315.28	



WAY CO.

E 15, 1955

N. 1, 1930



RAILROAD MUSEUM Inc.



P.O. Box 276
Ash Grove, MO 65604



RIVER DIVISION



This is the sixth in our year-long series profiling the history and operations of the Frisco River Division. This installment is number four 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.

LEACHVILLE SUB-DIVISION

Campbell Branch
Caruthersville Branch
Deering Branch
Malden Branch

General Information

Total Mileage.....	209.8 miles
Leachville Sub.....	120.8 miles
Campbell Branch.....	56.0 miles
Caruthersville Branch.....	2.4 miles
Deering Branch.....	22.6 miles
Malden Branch.....	8.0 miles
Number of Stations.....	106
Leachville Sub.....	56
Campbell Branch.....	21
Caruthersville Branch.....	14
Deering Branch.....	11
Malden Branch.....	4
Maximum Grades:	
Leachville Sub.....	
1.0%	
Campbell Branch.....	0.8%
Caruthersville Branch.....	0.5%
Deering Branch.....	0.04%
Malden Branch.....	0.5%
Ruling Grades:	
Leachville Sub.....	0.8%
Campbell Branch.....	0.5%
Caruthersville Branch.....	0.5%
Deering Branch.....	0.04%
Malden Branch.....	0.5%
Maximum Track Curvatures:	
Leachville Sub.....	16.8°
Campbell Branch.....	7°
Caruthersville Branch.....	7.5°

Deering Branch.....	4°
Malden Branch.....	12°

STATION NUMBERS/NAMES

Leachville Sub

T131	*Cape Girardeau
T134	Marquette
TE136	Massey
TE137	*Illmo
TE138	*Fremsdorf
TE142	Wrays
TE144	Lilydale
TE145	*Commerce
TE146	Wasatch
TE150	Redman
TE152	*Benton
TE155	Lemleys
TE157	*Morley
TE159	Sand Pit
T155	*Brooks Junction
TE163	*Vanduser
TE165	*Crowder
TE168	Carlston
TE169	Tanner
TE170	Salcedo
TE171	Vanor
TE173	*Morehouse
TE177	Tram Switch
TE177A	Deshler
TE180	*Canalou
TE183	Charter Oak
TE183A	Hoosier
TE184	Claude
TE187	*La Valle
TE190	*Maulsby
TE192	*Parma
TE196	*Risco
TE200	*Tallipoosa
TE202	Hartzell
TE206	*Gideon
TE209	*Clarkton
TE211	Baird
TE213	*Gibson
TE215	*Holcomb
TE217	Pine City
TE219	*Frisbee
TE221	White Oak
TE223	Ipley
TE225	Owens
TE227	*Kennett
TE229	Udora
TE232	*Dillman

TE233
TE236
TE241
TE244
TE246
TE248A
TE248
TE249
TE252

Octa
*Senath
*Bucoda
*Arbyrd
*Paulding
Charles
MO-AR State line
Boytnton
*Leachville

Campbell Branch

TE163	*Vanduser
TD166	Bridwell
TD167	Himmel
TD168	Indiana Spur
TD169	Shawan
TD170	Durnell
TD172	Toppertown
TD174	*Zeta
TD177	*Aquilla
TD180	*Bloomfield
TD187	*Aid
TD189	*Redd
TD194	*Dudley
TD198	Bradyville
TD201	Shover
TD203	*Powe
TD204	Shreve
TD206	Bryan
TD209	Valley Ridge
TD215	*Campbell
TE213	*Gibson

Caruthersville Branch

TE227	*Kennett
TE228	Mackeys
TE226	Kirk
TE225	New Yama
TE225	Yama
TE223	Ogdon
TE222	*Bragg City
TE218	*Pascola
T213	*Hayti
TX217	Cunningham
TX220	*Caruthersville
TX224	Dayton
TX227	Canady
T219	Grassy Bayou

Deering Branch

TE200	*Tallipoosa
TH205	Fraily
TH207	Garver
TH211	Wardell
TH213	Tully
TH219	*Pascola
TH220	American Spur
TH219	Yukon
TH220	Hawkins
TH221	Littles
TH222	Deering Junction

Malden Branch

TE209	*Clarkton
TK213	McGuire
TK214	Providence
TK217	*Malden

Junction Points

Leachville Sub

St. Louis Southwestern.....	at Fremdsdorf
Missouri Pacific.....	at Morley
Missouri Pacific.....	at Morehouse
St. Louis Southwestern.....	at Parma
Gideon & North Island.....	at Gideon
St. Louis Southwestern.....	at Arbyrd

Campbell Branch

St. Louis Southwestern.....	at Zeta
Missouri Pacific.....	at Dudley
St. Louis Southwestern.....	at Campbell

Caruthersville Branch

Deering Branch.....	at Pascola
Chaffee Sub.....	at Hayti
Deering Southwestern.....	at Caruthersville

Deering Branch

Caruthersville Branch.....	at Pascola
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Malden Branch

St. Louis Southwestern.....	at Malden
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Facilities

Coal Stations:

Kennett.....	Cars
Campbell.....	Cars

Hayti.....Mechanical *Roberts Schafer*

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

Water Tanks:

Brooks Junction - Morehouse - Parma -
Gibson - Kennett - Arbyrd - Aquilla -
Bradyville - Hayti - Caruthersville

Stock Pens:

<u>Location</u>	<u>No./Size</u>	<u>Car Cap.</u>
Benton	2 32x32	4
Commerce	Chute only	
Morley	2 32x64	2
Clarkton	2 21x40	2
Gibson	2 32x32	4
Holcomb	2 32x64	4
Kennett	1 56x23	
	1 26x30	
	1 27x32	
Morehouse	2 42x44	
Parma	2 32x64	2
Risco	Chute only	
Senath	1 24x26	
	1 25x30	
	1 26x28	
	1 26x27	
Tanner	1 16x32	2
Vanduser	2 32x64	2
Himmel	Chute only	
Bloomfield	5 27x36	10
Bradyville	1 32x30	2
Campbell	2 32x64	4
Caruthersville	2 32x40	4
	2 30x40	
Dudley	2 32x32	6
Hayti	1 27x32	4
	1 28x31	
Powe	2 32x64	2
McGuire	Chute only	
Malden	2 16x64	3

Wyes:

Brooks Junction - Morehouse - Parma -
Gibson - Kennett - Arbyrd - Aquilla -
Bradyville - Hayti - Caruthersville

Interlocking Plants:

Dudley at.....M.P. 193.6

Sidings & Spurs Between Stations:

Massey	M.P. 135.8	15 cars
Wrays	M.P. 141.7	2 cars
Lilydale	M.P. 144.2	9 cars
Wasatch	M.P. 146.7	7 cars
Lemleys	M.P. 154.7	22 cars
Sand Pit	M.P. 158.7	49 cars

Carlston	M.P. 176.1	5 cars
Tanner	M.P. 168.0	9 cars
Vanor	M.P. 170.7	3 cars
Deshler	M.P. 177.3	0 cars
Hoosier	M.P. 183.5	6 cars
Claude	M.P. 184.8	12 cars
Maulsby	M.P. 189.3	12 cars
Hartzell	M.P. 202.2	4 cars
Pine City	M.P. 216.8	10 cars
Owens	M.P. 224.9	10 cars
Udora	M.P. 229.5	12 cars
Octa	M.P. 233.5	13 cars
Ferrys	M.P. 183.4	5 cars
Wilsons	M.P. 191.0	0 cars
Jewell	M.P. 192.4	4 cars
Ojibway	M.P. 192.5	0 cars
Ladero	M.P. 196.8	0 cars
Barrett Mine	M.P. 198.6	3 cars
Orchard	M.P. 212.4	4 cars
New Yama	M.P. 224.7	9 cars
Dayton	M.P. 223.8	12 cars
Yukon	M.P. 218.2	10 cars

FREIGHT SERVICE

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

1927

Leachville Sub:

833S Local. Daily except Sunday
850N/851S Local. Daily except Sunday
853N Local. Daily except Sunday
854N Local. Daily except Sunday
857S Local. Daily except Sunday
860N/861S Local. Mon-Wed-Fri
862N/863S Local. Daily except Sunday

Campbell Branch:

852N Local. Daily except Sunday
857S Local. Daily except Sunday
858N/859S Mixed. Tue-Thur-Sat
860N/861S Mixed. Mon-Wed-Fri

Caruthersville Branch:

852N Local. Daily except Sunday
857S Local. Daily except Sunday

Deering Branch:

Freight Service provided by extras.

Malden Branch:

852N Local. Daily except Sunday
857S Local. Daily except Sunday

1943

Leachville Sub:

850N Local. Tue-Thur-Sat

851S Local. Mon-Wed-Fri
 862N Local. Tue-Thur-Sat
 863S Local. Mon-Wed-Fri
Campbell Branch:
 858N/859S Local. Daily except Sunday
Caruthersville Branch:
 830N/831S Local. Daily except Sunday
Malden Branch:
 860N/861S Local. Daily except Sunday

1954

Leachville Sub:

850N Local. Tue-Thur-Sat
 851S Local. Mon-Wed-Fri
 862N Local. Tue-Thur-Sat
 863S Local. Mon-Wed-Fri
Campbell Branch:
 858N/859S Local. Mon-Wed-Fri
Caruthersville Branch:
 830N/831S Local. Daily except Sunday
Malden Branch:
 860N/861S Local. Daily except Sunday

1961

Leachville Sub:

850N Local. Wed. & Sat.
 851S Local. Mon. & Thur.
Campbell Branch:
 Freight Service provided by extras
Caruthersville Branch:
 830N Local. Tue-Thur-Sat
 831S Local. Mon-Thur-Fri
Malden Branch:
 Freight Service provided by extras

1975 & 1979

Line Abandoned

PASSENGER SERVICE

1927

Leachville Sub:

881S/882N Motor Car Service daily
 893S/894N Motor Car Service daily
Campbell Branch:
 879S/880N Motor Car Service daily
 886N/887S Motor Car Service daily
Caruthersville Branch:
 811S Motor Car Service daily
 812N/813S Motor Car Service daily
 814N/815S Motor Car Service daily ex Sun
 816N/817S Motor Car Service daily
 818N/819S Motor Car Service daily

820N Motor Car Service daily
 822N Motor Car Service daily
 881S Motor Car Service daily
 882N/883S Motor Car Service daily
 897S Motor Car Service daily
Deering Branch:
 814N/815S Motor Car Service daily
Malden Branch:
 884N/885S Motor Car Service daily
 877S/878N Motor Car Service daily

1943

Leachville Sub:

881S/882N Motor Car Service daily
Campbell Branch:
 879S/880N Motor Car Service daily
 886N/887S Motor Car Service daily
Caruthersville Branch:
 881S/882N Motor Car Service daily
Deering Branch:
 Passenger Service discontinued
Malden Branch:
 877S/878N Motor Car Service daily
 884N/885S Motor Car Service daily

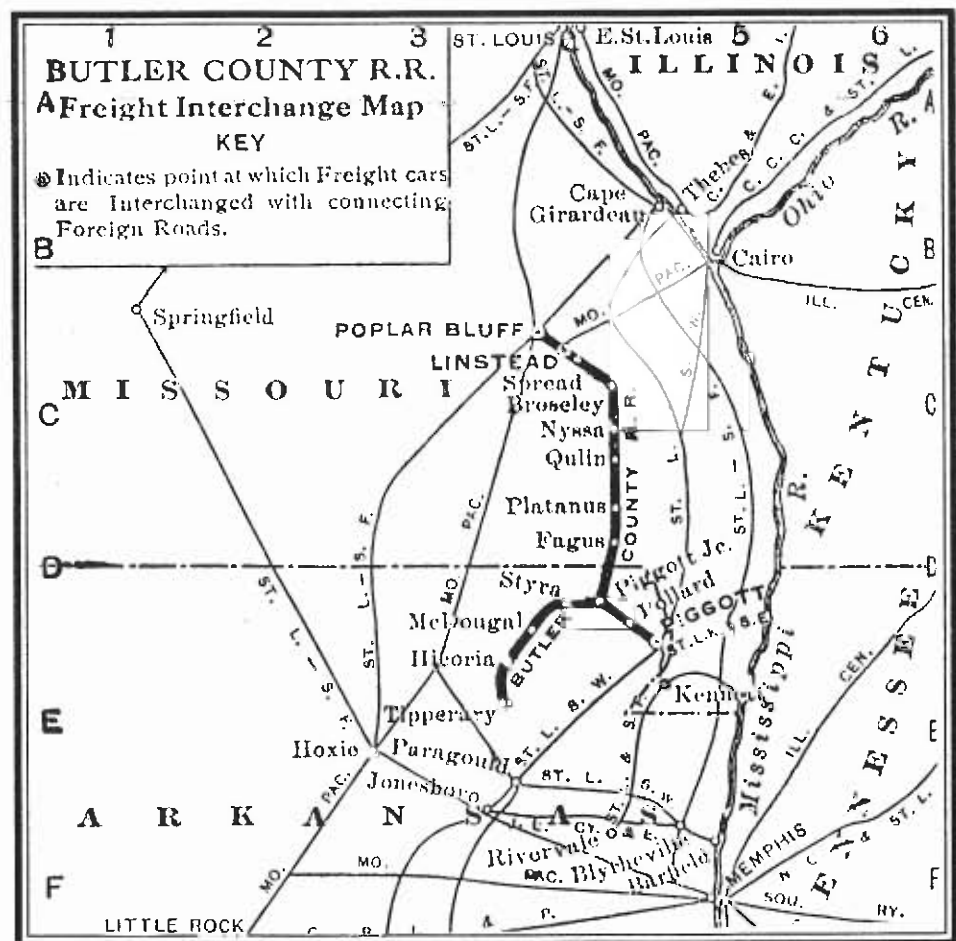
While we have already seen that the River Division was created by the acquisition and consolidation of a number

of individual companies and lines, (see **ALL ABOARD, River Division**, June-July 1990) two of the three that maintained their corporate identity the longest, and were the last additions to the River Division family, made up the **Piggott Branch** of the Leachville Sub-Division.

The **Butler County Railroad** was incorporated on September 1, 1905. Between 1911 and 1915 the company completed a line from Poplar Bluff, MO, southeast to the junction with the **St. Louis Southwestern** at Piggott, AR. A fifteen-mile branch line was also completed between Ospery Junction southwest to Tipperary, AR. This line was abandoned in 1935.

The **St. Louis, Kennett & Southeastern Railroad** was incorporated on March 29, 1906 and completed a twenty-seven mile line from Piggott, AR to Kennett, MO. (see map on page 4).

On August 29, 1927, both the **Butler County Line** and the **St. Louis, Kennett & Southeastern** were leased to the Frisco and on January 1, 1950, ownership was officially transferred to the company.



Butler County Railroad Freight Interchange Map, April 1920

LEACHVILLE SUB-DIVISION

Piggott Branch

STATION NUMBERS/NAMES

TA195	Poplar Bluff
TA194	Poplar Junction
TM204	Broseley
TM209	Qulin
TM216	Fagus
TM219	Osprey Junction, AR
TM222	Pollard
TM228	Piggott Junction
TM228	Piggott
TM233	Carryville
TM236	Nimmons
TM240	West Kennett
TM244	Kennett Junction
TE227	Kennett
TM219	Osprey Junction
TV226	McDougal
TV235	Tipperary

Junction Points

Missouri Pacific.....at Poplar Bluff
St. Louis Southwestern.....at Piggott

Facilities

Coal Stations:

Poplar Bluff.....Cars
Kennett.....Cars

Water Tanks:

Poplar Bluff - Qulin - Piggott - Kennett -
McDougal - Tipperary

Wyes:

Poplar Junction - Osprey Junction - Piggott
Junction - Kennett

Interlocking Plants:

Poplar Bluff atM.P. 195.0
Kennett at.....M.P. 227.8

Sidings & Spurs Between Stations:

Morocco	M.P. 197.5	0 cars
Holley	M.P. 199.2	4 cars
Spread	M.P. 200.8	23 cars
Nyssa	M.P. 206.5	7 cars
Caterpillar Spur	M.P. 208.3	0 cars
West Branch	M.P. 211.0	0 cars
Ilex	M.P. 212.1	0 cars
Platanus	M.P. 213.9	38 cars
Tango	M.P. 225.0	27 cars
Rhyme	M.P. 231.6	0 cars

Bell City	M.P. 237.7	11 cars
Patterson	M.P. 239.0	3 cars
Bark Camp	M.P. 242.0	6 cars
Styra	M.P. 220.3	8 cars
Branch No. 4	M.P. 223.7	18 cars
Branch No. 9	M.P. 225.2	0 cars
Branch No. 11	M.P. 226.8	0 cars
Hicoria	M.P. 230.1	33 cars
Buffalo Spur	M.P. 230.8	0 cars
Branch No. 8	M.P. 235.3	0 cars

FREIGHT SERVICE

1927

830N/831S Local. Daily except Sunday
(*Osprey to Tipperary*)
834N Local. Mon-Wed-Fri
831S Local. Mon-Wed-Fri

1943

852N Local. Tue-Thur-Sat
853S Local. Mon-Wed-Fri

1954

Freight Service provided by extras

PASSENGER SERVICE

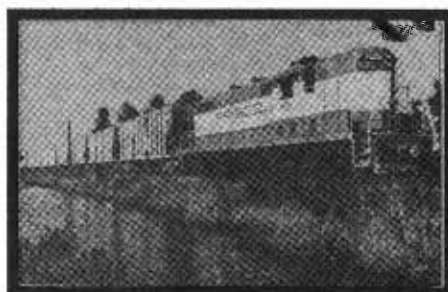
1927

894N/895S Motor Car Service daily
896N/897S Motor Car Service daily ex Sun
(*Osprey to Tipperary*)
890N/891S Motor Car Service daily
892N Motor Car Service daily
899S Motor Car Service daily

1943

Passenger Service discontinued.

EDITOR'S NOTE: Poplar Bluff to Piggott was abandoned in 1951 and Piggott to Kennett was abandoned in 1958. ☐



GP7L #581 is all the motive power needed to pull this 1966 all-aluminum unit train.

FRISCO RESEARCH SERVICE

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

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 Leachville 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 Leachville Sub-Division for any year 1921 to 1965.
\$1.50 each



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

25 YEARS - 1966

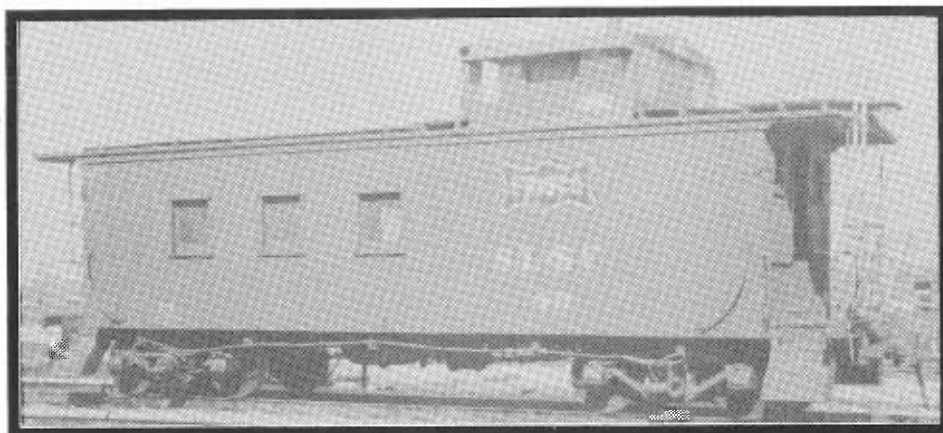
On March 29, 1966, the Frisco and its subsidiary, the *Alabama, Tennessee & Northern Railroad* moved the world's first long-distance, all-aluminum, unit train on an historic journey from the bauxite refining works of the Aluminum Company of America at Mobile, AL, to St. Louis, MO. The all-aluminum, ultra lightweight unit freight train, almost one-half mile long and consisting of fifty cars of alumina, left Mobile on the *A.T. & N.*, connecting with the Frisco at Alilceville, AL. The Frisco then carried the train to St. Louis for delivery to the New York Central, which moved it to its final destination at Messina, NY.

50 YEARS - 1941

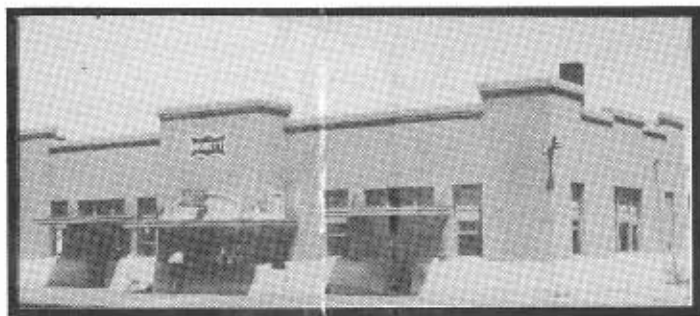
In 1941, twenty-eight cabooses were built in the West Springfield Car Shops, Nos. 49-58, at a cost of \$2,636.71 each. ➡

75 YEARS - 1916

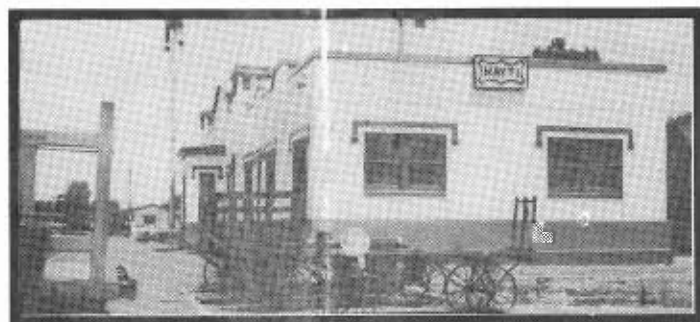
In 1916, three new passenger stations were constructed on the Frisco at Monett, MO, Hayti, MO, and Claremore, OK. It should be noted that the Monett and Hayti depots were the only ones on the Frisco line to display the station name inside the coonskin logo. ☐



1941 built Frisco Caboose #49 Springfield, MO October 22, 1961 A. Johnson collection



Frisco Depot Monett, MO July 24, 1949 A. Johnson collection



Frisco Depot Hayti, MO 1962 H.D. Conner collection

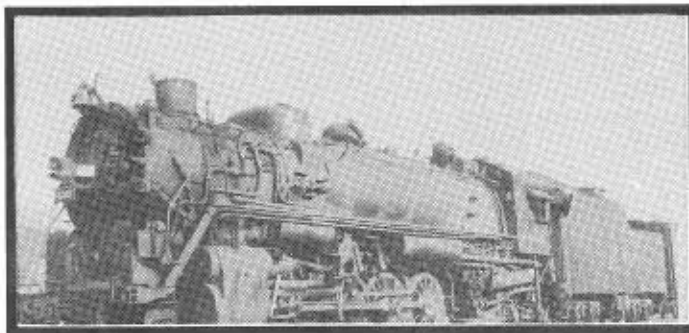


Frisco Depot Claremore, OK 1978 H.D. Conner collection



MUSEUM ACQUISITIONS UP-DATE

In the 1991 February-March ALL ABOARD, MUSEUM ACQUISITIONS feature, it was noted that "the museum currently has on display a facsimile of the (builder's) plates carried on (Frisco steam locomotive) #4202. We are pleased to announce that thanks to Frisco Folk Ron Wagoner, we now have one of the actual builder's plates from Frisco locomotive #4209. ☐

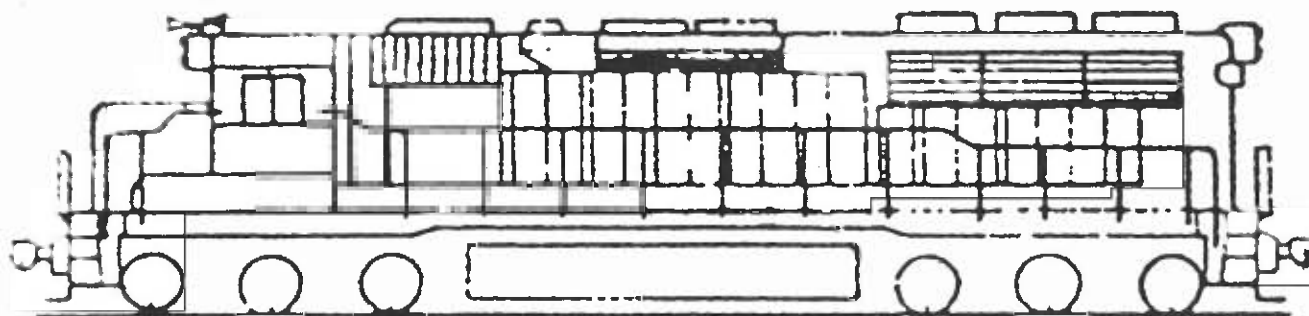


#4209 Kansas City, MO November, 1939 Charles Winters photo

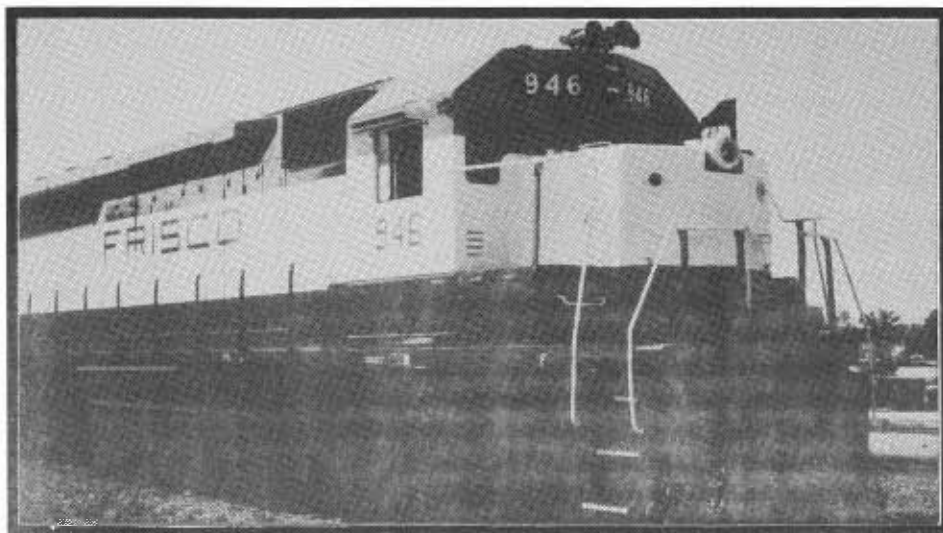


MODELING FRISCO'S SD45's

By Richard E. Napper



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



SD45 #946, with Gyro-Lite in place, soon after arrival, December, 1969. Wayne Porter photo

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

Back to the shell and cab. They should be dry enough to mask them for the Mandarin Orange. I use 1/2" masking tape to do this. The separation line is even with the bottom of the cab and the top separation line is the bottom of the rear radiators. I paint and mask the cab separately from the frames.

Most of my models have been painted with Floquil *SP Daylight Red* #110135 which is a Red/Orange color that matches the decals very well. Another possibility for painting is Floquil *Socony Red* #110187. I always spray paint my models. After painting, remove the tape as

soon as possible. Let the shell dry again, then paint it with Crystal Cote. Be sure to note that the rear brake stand is painted all red.

Apply the decals of your choice. I use *Herald King* #L-461 with *Walthers* number board decals for the number boards. By the way, you will need to hand paint the four number boards with *Engine Black* before you apply the numbers of your unit.

There is one option, depending on your road number, that you might have to add and that is the Gyro-Lite in the nose of the short hood.

EDITOR'S NOTE: According to our records, Nos. 943-948 came equipped with the Gyro-Lite.

One added touch you might want to consider is placing a red Frisco logo on

low nose. They are included in the Micro Scale decal set for modern hood units.

EDITOR'S NOTE: According to our records, three SD45's carried a nose logo: Nos. 911, 912, and 915.

After the decals have set, paint the shell and cab with *Dull Cote*. At this point, you are ready to install the beacon, head lights, grab irons, and MU hoses to the shell. Do not forget the grab iron on the engineers side in front of the battery box. Hand paint all grab irons Floquil *Reefer White* #110011. Do not paint the roof grab iron on the rear of the long hood roof. It is the only one painted red. Install the classification light jewels, either white, red, or green.

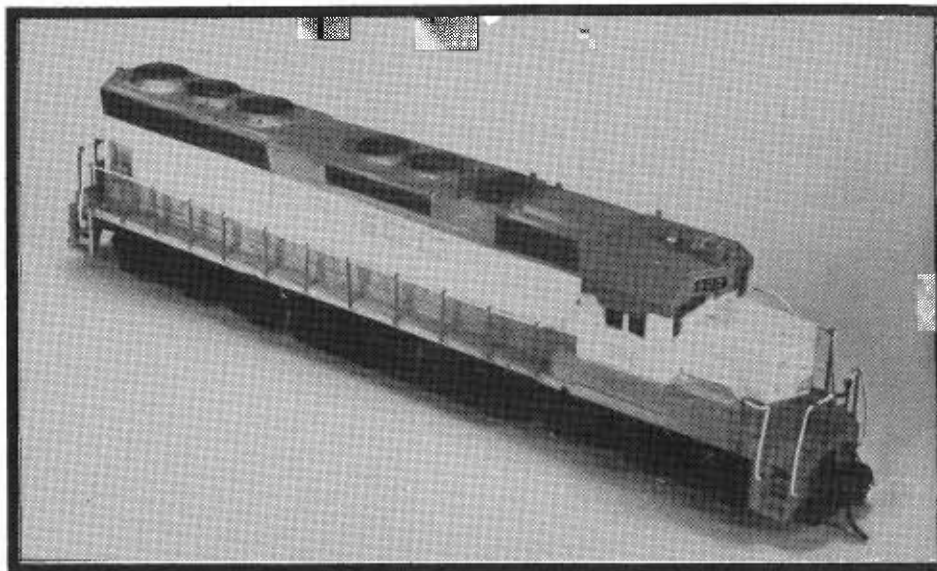
Using the SD45 parts, install the handrails. You will have to cut the two long hood handrails short just a little at the cab end only. Paint all handrails *Reefer White*, but paint the stanchions red. Cut the center out of the end handrails and install *Campbell Chain* #200-256 across the drop steps. Install the cab window glass if you have not already done so. If you do not weather your models, then you are finished with your SD45.

I prefer to add more detail with paint. Mask off the engine air intake filters, and the dynamic brake and rear radiator vents on both sides of the long hood. Now paint these areas with *Grimy Black* #110013. Free hand spray the exhaust and all rood fans as well to weather the shell. Hand paint the cab side window frames with *Old Silver* #110100 and the cab arm rest with

Roof Brown #110070. Paint the ends of the MU hoses and Kadec coupler pin with Old Silver. Paint the couplers Rust #110073. Spray Dust #110006 on the truck side frames and end of the fuel tanks. Paint the fuel tank filler cap Signal Red #110065. Paint a spill on the side of the fuel tank under the filler with Gloss Black or just use Crystal Cote. I stop at this point, but you could dust the shell in a heavy coat of Mud #110083, Dust #110006, or Dirt #110081 (Earth).

Now you are DONE! All that's left is to couple your unit to a string of freight and let her run!! ☐

FRISCO



SD45 #900, fresh from the diesel shops and ready for its first assignment.

DOWN AT THE DEPOT

Leachville, AR Station TE252 Leachville Sub-Division River Division

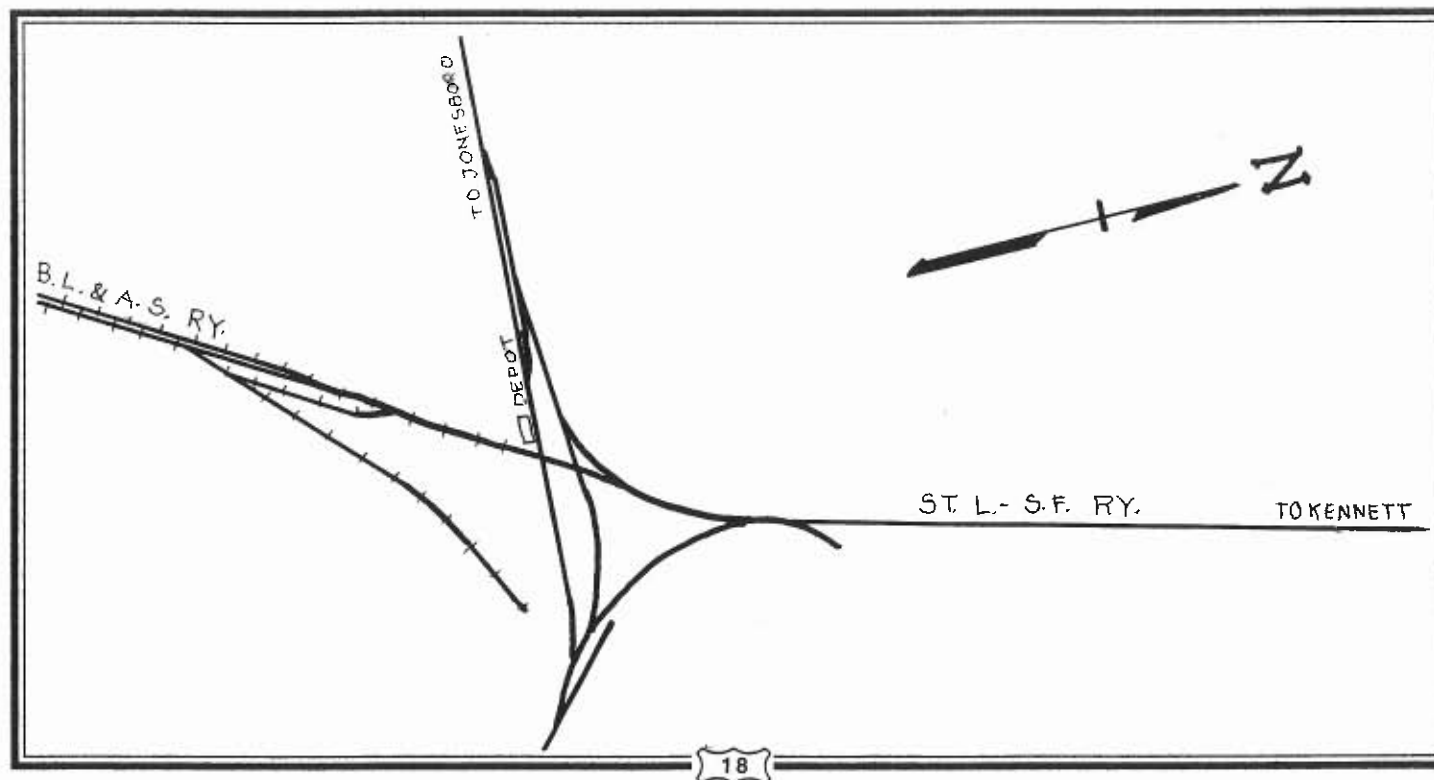
The *Kennett & Osceola Railroad* was incorporated on December 28, 1896, and by the end of 1897 it had completed a twenty-one mile line between Kennett, MO and the Missouri-Arkansas State Line. Between 1897 and 1905, the *St. Louis, Kennett & Southern* completed the line

from the Missouri-Arkansas State Line to a junction point with the *Jonesboro, Lake City & Eastern* and the *Blytheville, Leachville & Arkansas Southern*, at Leachville, AR.

While current records do not indicate when the Leachville Station was constructed or which specific company built it, it is known from *Junction Points & Joint Operations Diagrams* (like the one shown below) that it was located at the southwest corner of the junction of the three lines into Leachville.

The frame structure was 74' 2" long, 18' wide, and sat on a block foundation. The walls were constructed of 2"x 4" framing with boxing and battens siding. The roof was a gable design, with a 1/2 pitch, covered with green composition shingles. The exterior was painted "Frisco Gray" with white trim.

The interior was divided into an Office with a corner agent's bay on the northeast end, General Waiting Room, and Freight department on the southwest end. A 9' 4"x 8' 6" portion of the southeast corner



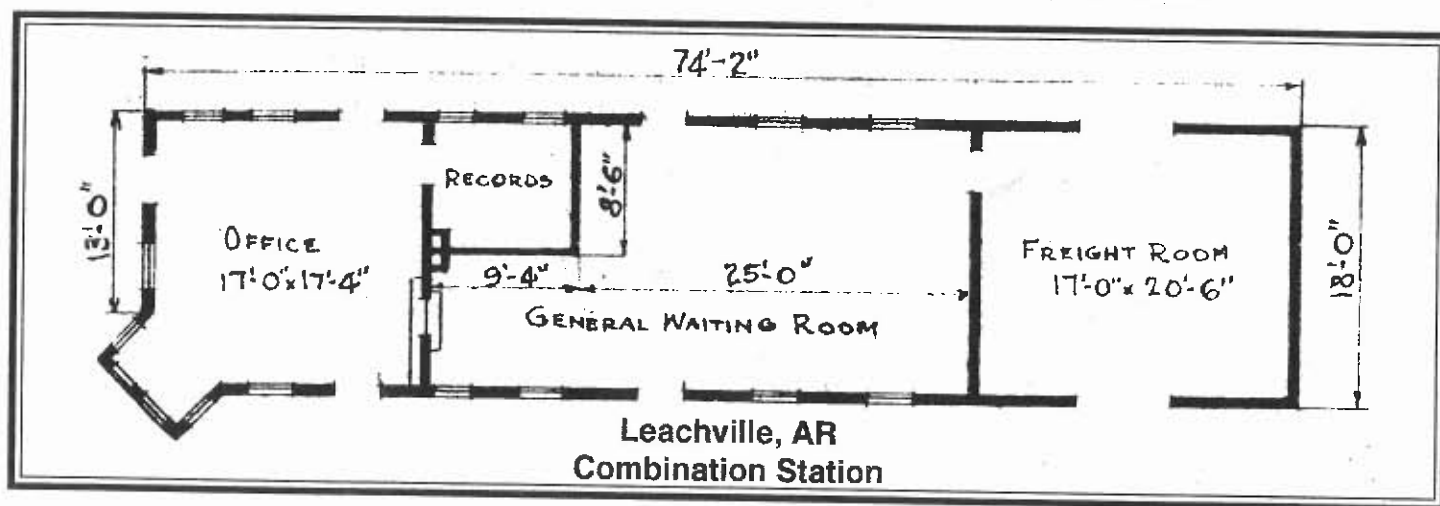
of the waiting room was devoted to a Records room with access to the office area.

The interior ceilings were 11' high with 7/8" x 3 1/4" yellow pine floors and 7/8" x 3 1/4" match wall boards. The cinder platform extended 18' to the north side track and 16' 4" to the east line.

As indicated on page 14 of the *River Division* feature, the Leachville Station was served primarily by Motor Car service. ☐



Leachville, AR 1976 H. D. Connor collection

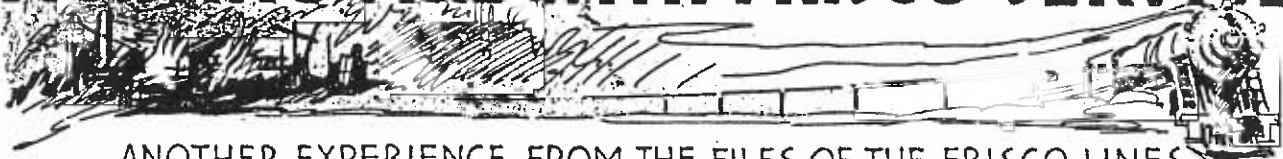


Classic Frisco



The place is Kiefer I.T. and the date is 1906, as the Kiefer switch crew with 4-6-0 #677 position an oil train for loading. Its **Classic Frisco!** R.E. Napper collection

FIGHTING FIRE WITH FRISCO SERVICE



ANOTHER EXPERIENCE FROM THE FILES OF THE FRISCO LINES



A SPECTACULAR example of Frisco service, but in keeping with the Frisco policy of always doing the best possible job for shippers and passengers regardless of conditions. Here's what the manager of the burned mill wrote:— "Please accept this as our most sincere thanks for the extreme courtesy your company extended us during our very damaging fire early Tuesday morning. I know no act of friendship greater than was extended us by your company, when someone in your organization ordered one of

your fast passenger and mail trains to stop here and pull all cars from our tracks. We appreciate this and want our most sincere thanks to reach every man in your organization that had anything to do with such a courtesy."

With courtesy and service, let Frisco speed your shipment or shorten your journey from, to and thru Frisco-land.

