FEATURES

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

EXTRA RUNS

Doodlebugging on the Frisco
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
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
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.

DEPARTMENTS

Frisco Folks
Mail Car
Looking Backward
Museum Acquisitions Up-Date

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 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 Manhardt		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

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

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.
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
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.
"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.

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

Matt maneuvers equipment to move second half of car.

**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 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.
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<tr>
<th>DESCRIPTION</th>
<th>A.R. Car Type Code</th>
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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!
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%
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

TE200 *Tallipoosa
TE205 Fraisey
TH207 Garver
TH211 Wardell
TH213 Tully
TH219 *Pascola
TH220 American Spur
TH221 Coy
TH222 Deering Junction

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:

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

Coal Stations:
Wasatch M.P. 146.7 7 cars

Coal Stations:
Kennett..........................Cars
Campbell..........................Cars

Leachville Sub

St. Louis Southwestern.......at Fremdorff
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

Malden Branch

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

Facilities

Coal Stations:
Kennett..........................Cars
Campbell..........................Cars

Coal Stations:
Lemley M.P. 154.7 22 cars
Sand Pit M.P. 158.7 49 cars

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

Caruthersville Branch:
852N Local. Daily except Sunday
857S Local. Daily except Sunday
860N/861S Local. Mon-Wed-Fri

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

Caruthersville Branch:
852N Local. Daily except Sunday
857S Local. Daily except Sunday
860N/861S Local. Mon-Wed-Fri

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:**
830N 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

**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
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:**
811S Motor Car Service daily
812N/813S Motor Car Service daily
**Deering Branch:**
Passenger Service discontinued
**Malden Branch:**
877S/878N Motor Car Service daily
883N/884S 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 Piggot 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.
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:
$1.50 each

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

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**LEACHVILLE SUB-DIVISION**

**Piggott Branch**

**STATION NUMBERS/NAMES**

<table>
<thead>
<tr>
<th>TA195</th>
<th>Poplar Bluff</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA194</td>
<td>Poplar Junction</td>
</tr>
<tr>
<td>TM204</td>
<td>Broseley</td>
</tr>
<tr>
<td>TM209</td>
<td>Qulin</td>
</tr>
<tr>
<td>TM216</td>
<td>Fagus</td>
</tr>
<tr>
<td>TM219</td>
<td>Osprey Junction, AR</td>
</tr>
<tr>
<td>TM222</td>
<td>Pollard</td>
</tr>
<tr>
<td>TM228</td>
<td>Piggott Junction</td>
</tr>
<tr>
<td>TM228</td>
<td>Piggott</td>
</tr>
<tr>
<td>TM233</td>
<td>Carryville</td>
</tr>
<tr>
<td>TM236</td>
<td>Nimmons</td>
</tr>
<tr>
<td>TM240</td>
<td>West Kennett</td>
</tr>
<tr>
<td>TM244</td>
<td>Kennett Junction</td>
</tr>
<tr>
<td>TE227</td>
<td>Kennett</td>
</tr>
<tr>
<td>TM219</td>
<td>Osprey Junction</td>
</tr>
<tr>
<td>TV226</td>
<td>McDougal</td>
</tr>
<tr>
<td>TV235</td>
<td>Tipperary</td>
</tr>
</tbody>
</table>

**Junction Points**

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

**Facilities**

<table>
<thead>
<tr>
<th>Coal Stations:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poplar Bluff....................................Cars</td>
</tr>
<tr>
<td>Kennett........................................Cars</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water Tanks:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poplar Bluff - Qulin - Piggott - Kennett - McDougal - Tipperary</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wyes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poplar Junction - Osprey Junction - Piggott Junction - Kennett</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interlocking Plants:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poplar Bluff at .............M.P. 195.0</td>
</tr>
<tr>
<td>Kennett at................M.P. 227.8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Siding &amp; Spur Between Stations:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morocco M.P. 197.5 0 cars</td>
</tr>
<tr>
<td>Holley M.P. 199.2 4 cars</td>
</tr>
<tr>
<td>Spread M.P. 200.8 23 cars</td>
</tr>
<tr>
<td>Nysa M.P. 206.5 7 cars</td>
</tr>
<tr>
<td>Caterpillar Spur M.P. 208.3 0 cars</td>
</tr>
<tr>
<td>West Branch M.P. 211.0 0 cars</td>
</tr>
<tr>
<td>Ilex M.P. 212.1 0 cars</td>
</tr>
<tr>
<td>Platanus M.P. 213.9 38 cars</td>
</tr>
<tr>
<td>Tango M.P. 225.0 27 cars</td>
</tr>
<tr>
<td>Rhynie M.P. 231.6 0 cars</td>
</tr>
</tbody>
</table>

Bell City M.P. 237.7 11 cars
Patterson M.P. 239.0 3 cars
Bark Camp M.P. 242.0 6 cars
Strya 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. 225.3 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.

**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 Alliceville, 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 Messena, NY.

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

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."
MODELING FRISCO'S SD45's

By Richard E. Napper

EDITORS 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. 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 road fans as well to weather the shell. Hand paint the cab side window frames with Old Silver #110100 and the cab arm rest with low nose. They are included in the Micro Scale decal set for modern hood units.

EDITOR'S NOTE: According to our records, Nos. 943-948 came equipped with the Gyro-Lite.
Roof Brown #110070. Paint the ends of the MU hoses and Kadee 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' 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.

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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
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.