

DIVISION	TUB-DIV BRANCH	SYMBOL	FROM	STA
EASTERN	ROLLA SUB	A	ST. LOUIS	716
	SALEM BR.	AC	CUBA	87
	LEAD BR.	A	LEAD JCT.	A-103
	LEBANON SUB	A	NEWBURG	101
	OZARK BR.	B	SPRINGFIELD	231
	SPRINGFIELD SUB	F	AURORA	261
	MT. VERNON DR.	F	AURORA	261
WESTERN	CHEROKEE SUB	G	MONETT	282
	AFTON SUB.	L	EDWARD	C-103
	MIAMI BR.	LB	MIAMI	L-173
	HOCKERVILLE BR.	LC	PICHER	B-181
	PARSONS SUB.	M	ARCADIA	C-116
	GIRARD BR.	MB	PITTSBURG	M-157
	PERRY SUB.	Z	CHEROKEE YARD	G-425
SOUTHWESTERN	OKLAHOMA SUB	C	CHEROKEE YARD	G-425
	OKLAHOMA CITY	C	OKLAHOMA CITY	C-541
	SAPOULZA	EA	SAPOULZA	C-438
	MAURKOCHE BR.	EA	FRANCIS	E-539
	STEWART SUB.	EA	MAD LEE	E-503
	FT. WORTH SUB.	EA	FT. WORTH	E-644
	DALLAS	EA	IRVING	E-111
Q & A P R Y				
CENTRAL	FT. SMITH SUB.	M	FT. SMITH	133
	BENTONVILLE BR.	M	BENTONVILLE	133
	ARTHUR SUB.	M	ARTHUR	133
	CENTRAL BR.	M	CENTRAL	133
NORTHERN	KANSAS CITY SUB.	D	KANSAS CITY	C-499
	FT. SCOTT	D	FT. SCOTT	C-253
	SPRINGFIELD	D	SPRINGFIELD	C-253
	WILLOW SPRINGS	D	WILLOW SPRINGS	C-253
RIVER	ST. LOUIS SUB.	T	LINDENWOOD	T-144
	CHAFFEE SUB.	T	CHAFFEE	T-144
	KENNETT BR.	TC	HAYT	T-231
	LEACHVILLE BR.	TR	LEACHVILLE	T-231
SOUTHERN	TUPELO SUB.	C	BRIDGE JCT	C-480
	BIRMINGHAM SUB.	C	AMORY	C-611
	BRIGHT BR.	NB	BIRMINGHAM	C-655
	DEBARD BR.	N	DEBARD	C-707
	SEAFORD BR.	R	FRISCO CITY	C-729
	COLUMBUS SUB.	R	AMORY	C-611
	PENSACOLA SUB.	R	MAGNOLIA	R-764

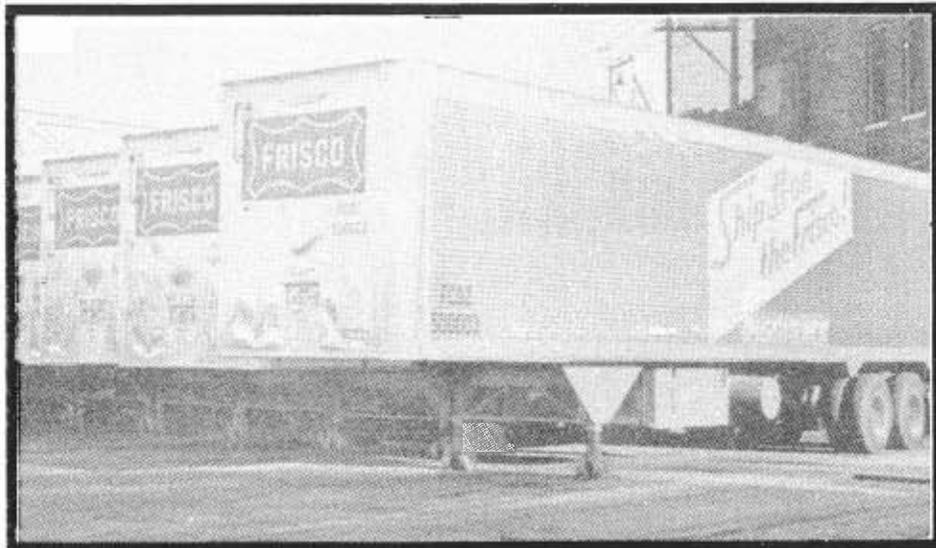
PRESIDENT & EXECUTIVE OFFICES ST. LOUIS, MO
 GENERAL OFFICE SPRINGFIELD, MO



St. Louis San Francisco Railway Company
SYSTEM MAP
January 1, 1977

Two years later, on September 1, 1965, "For even greater efficiency, a more cohesive working group and improved service to its customers," the Operating Department was again reorganized, this time into three Divisions: Eastern, Southwestern, & Southern. (See map on p. 9)

On January 1, 1975, the Operating Department was reorganized back to the pre-1963 seven-Division system as shown on the 1977 map on pp. 10-11.



Frisco TOFC Trailer #500003 "and company," November, 1966. Frisco photo



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

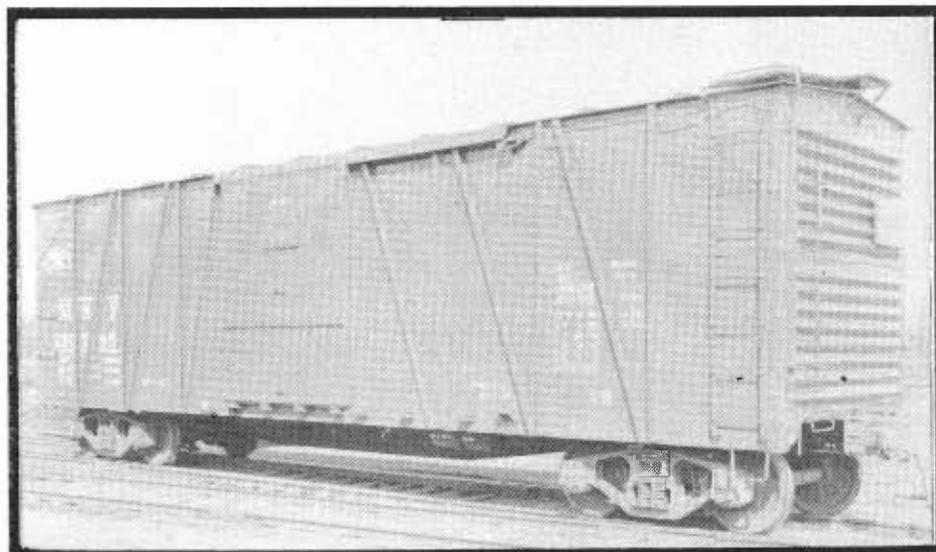
In November, 1966, thirty new insulated refrigerator TOFC (*Trailer On Flat Car*) trailers were placed into service on the Frisco. The 40-foot reefers were equipped with an underslung 10-ton Transcold diesel unit capable of cooling or heating the customers product to required temperatures in transit. The units were built by the Trailmobile Company at Longview, TX.

50 YEARS - 1941

In 1941, 1,381 Box Cars were rebuilt in company shops including series 145,000 and 146,000 40 ft. box cars as pictured on this page.

75 YEARS - 1916

In accordance with a November



Frisco Box Car #145785, North Springfield Shops, February 15, 1941. Frisco photo

1, 1915 "Plan for Reorganization," and Missouri incorporation on August 24, 1916, on November 1, 1916, the St.

Louis and San Francisco Railroad Company became the **St. Louis - San Francisco Railway Company.** ☐



St. Louis and San Francisco Railroad Company



ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY

MODELING THE FRISCO IN 'N' SCALE

By Larry Shankles

This is the second article on modeling the Frisco in "N" Scale. The following table is a listing of all factory lettered rolling stock. The importer/manufacturer column lists the company which markets the item first, and the company which actually makes the item second. If there is only one name, the marketer actually makes the item at its own facilities. The year produced refers to the year the item was first made lettered Frisco. The color column has the car color listed first and the lettering color listed second.

<u>IMPORTER/ MANUFACTURER</u>	<u>YEAR PRODUCED</u>	<u>CAR TYPE</u>	<u>COLOR</u>	<u>REPORTING NUMBER</u>	<u>NOTE</u>
Atlas/ Rivarossi	1969	Auto Rack	yellow/ red	none	1
Atlas	1976*	40' Box plug door	orange/ black	15048	
Atlas	1977*	40' Box PS-1	lt. blue/ black	16302	
Atlas	1977*	40' Gondola	box car red/ white	55086	
Atlas	1980*	Caboose steel	box car red/ white	350	
Atlas	1989*	50' flat	box car red/ white	2012	
Bachmann	1973	42' Gondola outside braced composite	box car red/	6140	
Concor/Kato	1969	40' Box PS-1	box car red/ white	18429	
Concor/Kato	1969	40' Box PS-1	yellow/ black	18429	2
Concor/Kato	1969	3 bay open Hopper	box car red/ white	91734	
Concor/Rivarossi	1985	Fluted Pass. Coach	silver/ red	Olivette	3
Concor/Kato	1985	Fluted Pass. Dome	silver/ red	none	3, 4
Concor	1990*	Wide Vision Caboose	red/ white	1409	
Concor	1991*	40' Box plug & sl. door	box car red/ white	40019	
Concor	1991*	40' Box plug & sl. door	box car red/ white	40298	
Kadee	1976	50' Box plug door	yellow/ black	12071	5
Kadee	1976	50' Box plug door	yellow/ black	12074	
Kadee	1984	40' box plug door	box car red/ white	52065	
Kadee	1984	33' 2 bay offset side Hopper	box car red/ white	91735	

<u>IMPORTER/ MANUFACTURER</u>	<u>YEAR PRODUCED</u>	<u>CAR TYPE</u>	<u>COLOR</u>	<u>REPORTING NUMBER</u>	<u>NOTE</u>
Kadee	1985	50' Gondola fish-belly	box car red/ white	51243	
Kadee	1985	50' Box ribbed side	box car red/ white	42473	
Minitrix/Roco	1967	50' Box double door	yellow/ black	152705	
Minitrix/ Mehanotechnica	1969	40' Box wooden	brown/ white	126053	6
Arnold Rapido	1964	40' Box	med. brown or dark brown	none	7
Revell/ Arnold Rapido	1969	50' Gondola wooden	lt. gray	none	8
Revell/ Arnold Rapido	1969	50' Gondola wooden	silver	none	
Revell/ Arnold Rapido	1969	40' Box	yellow/ black	8030	
Arnold Rapido	1969	Crane	silver/ black	57512	8
Arnold Rapido	1969	Crane	red	none	8
Arnold Rapido	1969	Boom Tender	silver	none	8
Arnold Rapido	1969	Boom Tender	red	none	8
MDC	1982*	50' Box ribbed side	box car red/ white	44208	
MDC	1982*	52'6" Gondola straight sides	box car red/ white	66000	9
Walthers/Roco	1986*	40' Box outside braced	brown/	126876	
JnJ/Atlas	1988*	3 bay open Hopper	black/ white	87985	
JnJ/Atlas	1988*	3 bay open Hopper	black/ white	88142	
? / ? Mehanotechnica	?	40' Box	box car red/ white	?	10

NOTES:

1. This may be the same car that MRC advertised but never actually produced. Rivarossi also marketed this car directly, after Atlas dropped it.
2. I can not find any reference to this version in any Concor catalog or in any of the "N" Scale references. Only the box car red version is listed, however, I have seen two of these yellow cars.
3. This is part of the Special Edition Collectors Set of the Frisco/Katy Texas Special.
4. This is a totally fictitious car. I replaced the dome roof with a Concor coach roof painted with Floquil Signal Red. The windows of this car make it a fair facsimile of the Lounge-Buffer Car, the *Sterling Price*.
5. This reporting number was produced in a very small quantity and this car is a very valuable collectors item.
6. This was originally imported by MRC. The "N" Scale references list two reporting numbers for the MRC version: 120053 & 126053. The lettering is barely legible. I personally doubt that there was a 120053, the 6 & 0 being nearly impossible to distinguish.
7. This car was produced undecorated and came with a decal set to letter is as any one of three railroads: WP, Frisco, or Buffalo.
8. All these cars are listed in the "N" Scale references as having no reporting numbers. However, I own the silver version of the crane, and it has the number 57512. Since I have never seen any of these other cars, I can not verify that they do not have numbers.

9. See the January 1990 issue of the *ALL ABOARD*, p. 4, for a discussion of the HO version of this car.
10. I have seen one of these cars although it is not listed in any of the references. The owner of the only one I have seen misplaced it while remodeling his house, thus I was not able to get the reporting number from him in time for this article.

Items marked with * are readily available new and everything else is available only as "used" at swap meets or auctions. This is the complete list of all Frisco lettered rolling stock to the best of my knowledge. If anyone has any corrections or additions, please contact me. ☐



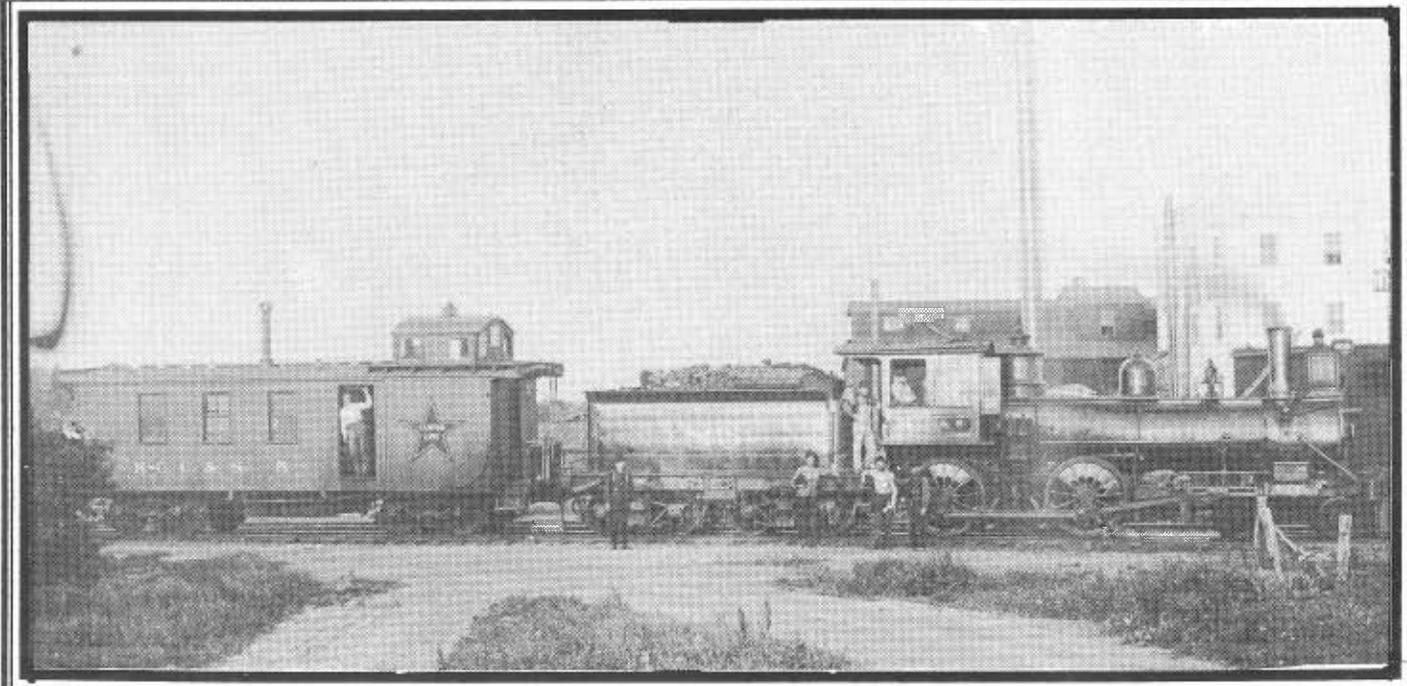
November 7 - December 15

Classic Frisco Up-Date

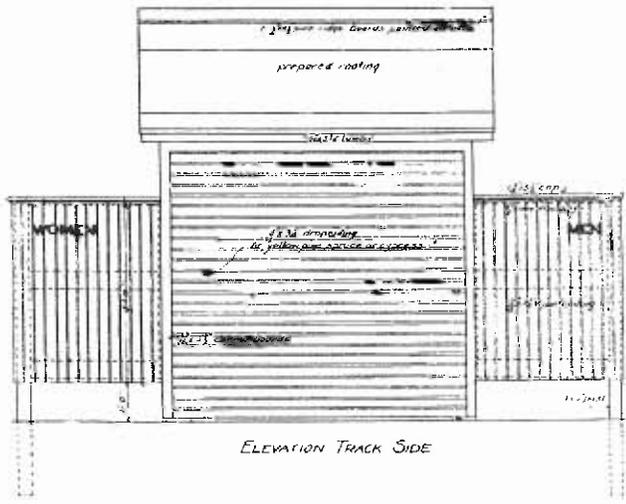
Mystery Frisco locomotive #88 (*ALL ABOARD*, August-September, 1991, p.5) may have been a C&EI (*Chicago & Eastern Illinois*) engine. Frisco Folk Gale Hall has submitted a "Roster to Frisco Steam Locomotives," that was printed in "A Supplement to Midwest Railroader", 1964, that shows a 2-6-0 locomotive built in 1892, builder's number #3349, by Schenectady Locomotive Works. The roster lists the original C&EI number as #88 and new number (*renumbered in 1911*) as 304. ☐



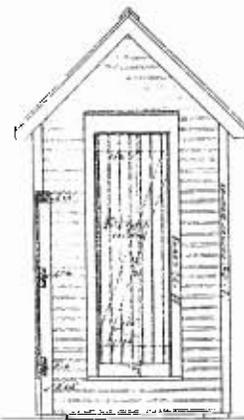
Classic Frisco



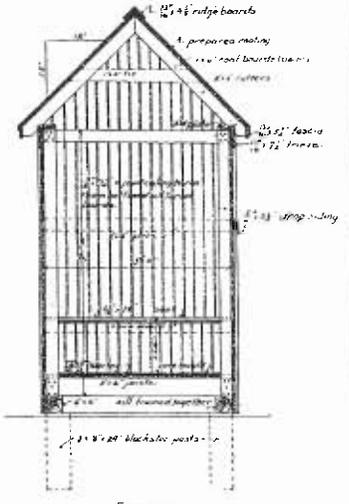
Kansas City, Clinton & Springfield Railway Co. "Leaky Roof" train #64 awaiting orders at Clinton, MO, June 1, 1905.
Photo from the Harry B. Alley collection



ELEVATION TRACK SIDE

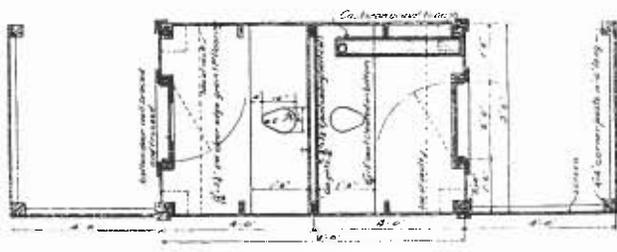


END ELEVATION

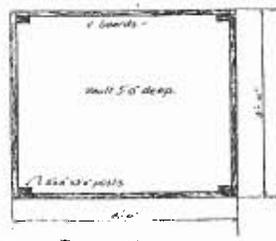


SECTION

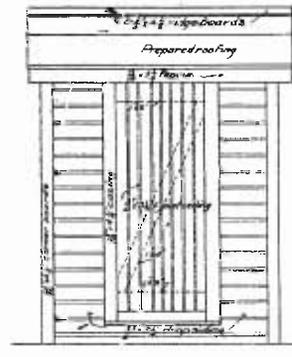
NOTE: Furnish both sides with substandard for lumber, pole material, long studs, being on two 4' long bays.



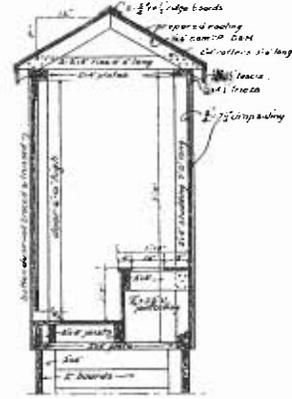
PLAN PRIVY FOR STATIONS



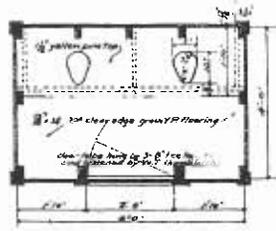
PLAN OF VAULT



ELEVATION



SECTION



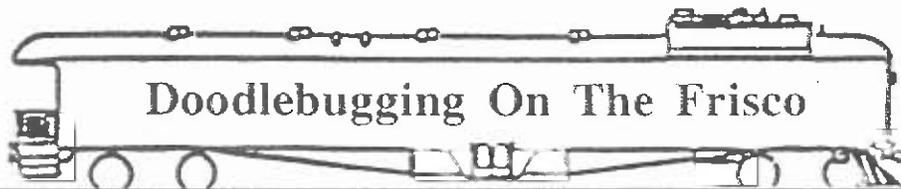
PLAN PRIVY FOR SECTION HEADQUARTERS



PLAN OF VAULT

FRISCO LINES
STANDARD PRIVIES
 FOR STATIONS AND SECTION HEADQUARTERS

ADOPTED November 10, 1906



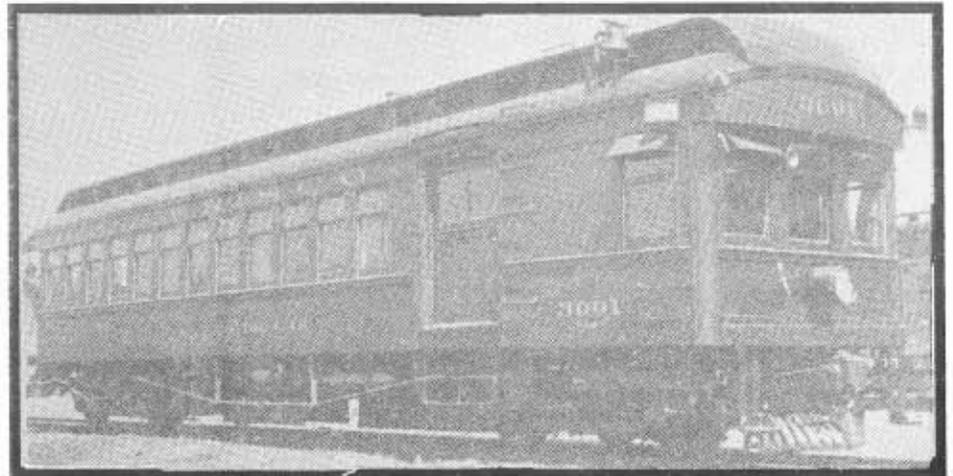
In October, 1922, the Frisco took delivery of Motor Car #3000 from the J.G. Brill Company, on AFE #3527, for a total cost of \$12,963.06. The 42' 6" unit was a Service Motor Truck Co. Model 55 Baggage-Coach combination with an enclosed rear vestibule entrance. It was originally built as a steel composite car (*steel truck frame, steel underframe, wood sides & top*) and was equipped with a 68 HP Midwest gasoline engine and mechanical transmission.

The forward operator/baggage compartment was 14' 5" long and the sixteen coach seats were divided into two sections with a seating capacity of ten forward and twenty-two in the rear compartment.

The interior featured yellow pine floors, cherry woodwork, and brown artificial leather seats.

The exterior roof was canvas covered and during a 1931 Frisco shop rebuilding, steel siding was added.

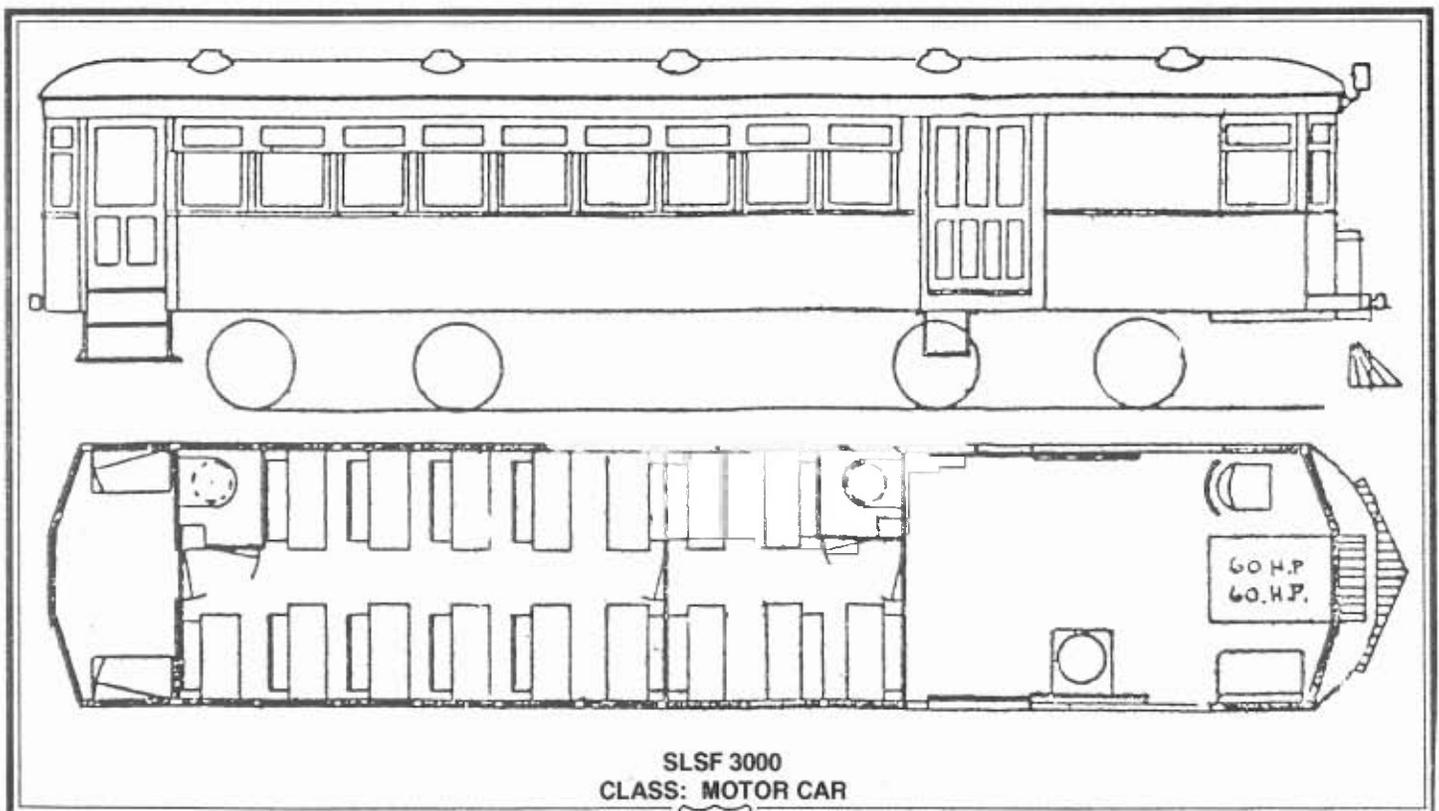
According to our records, #3000 was retired from revenue service in August, 1935. ☐



Frisco Motor Car #3001, June, 1926. Frisco photo

PHOTO UP-DATE

Soon after publication of our article on Motor Car #3001, (*ALL ABOARD, August-September, 1991, p. 13*) the above photo of the unit was acquired.

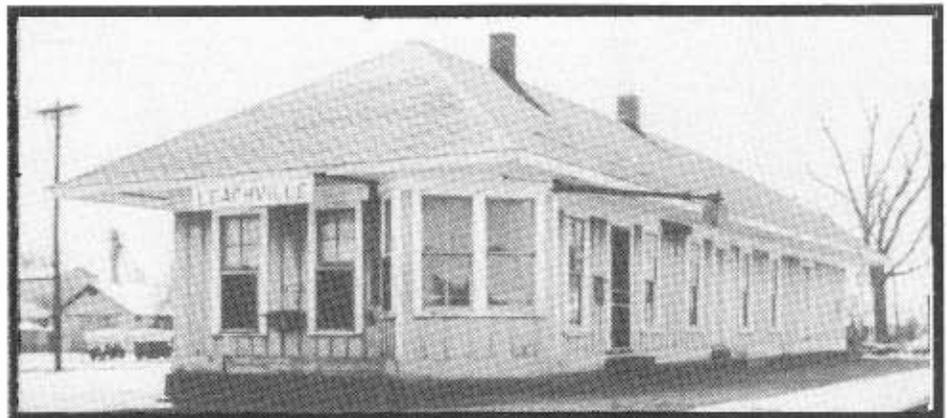


Leachville, AR

Station T252
Leachville Sub-Division
River Division

Frisco Folk Bill Pollard has graciously provided our RESEARCH SERVICE with additional materials on the Frisco depot at Leachville, AR. (*ALL ABOARD*, April-May, 1991, pp. 18-19). The information is from his upcoming book on northeast Arkansas branchlines and logging railroads.

"The Leachville, AR station was the original JLC&E (Jonesboro, Lake City, & Eastern Railroad) station as



Leachville, AR 1976 H.D. Connor collection

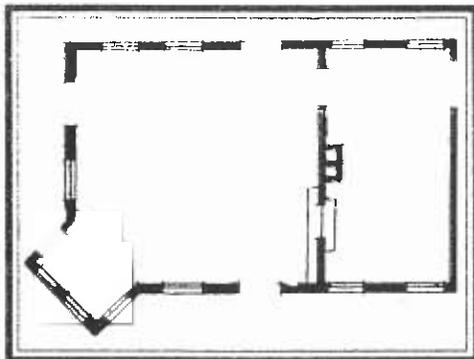
constructed in conjunction with the JLC&E's arrival in Leachville in late 1898. Arkansas tax records filed by the JLC&E show the depot originally constructed in 1899 with dimensions of 18x35 (which included roof overhang), although the building was lengthened at least twice after being built.

"The Kennett & Osceola constructed what was apparently considered an industrial spur from Boynton- the official end of the branch into Leachville in early 1898, but no

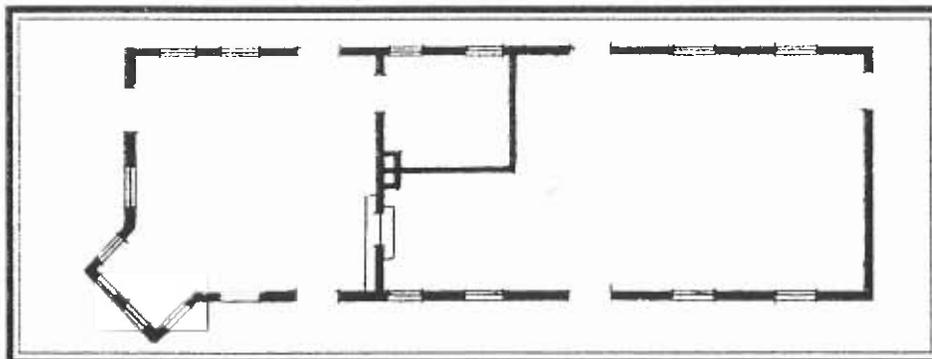
regular passenger service was yet provided on this 3.3 mile segment, and no depot was constructed at Leachville. The Kennett & Osceola eventually became part of the St. Louis & Gulf, and Leachville was shown for the first time in that road's Official Guide listing in June, 1902, with a footnote that passenger service had not yet been established.

"St. Louis & Gulf passenger service to Leachville began on October 5, 1902, at which time the JLC&E station became a joint station. With the incorporation of Chicago Mill & Lumber's Blytheville, Leachville, & Arkansas Southern as a common carrier, the station was divided among all three railroads as far as ownership and staffing expenses.

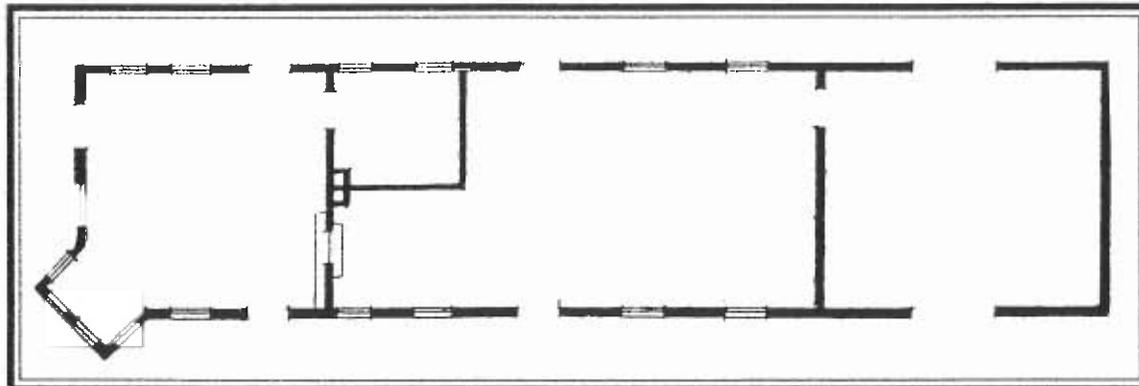
"In 1917 and again in 1920, lengthy cases were presented before the Arkansas Railroad Commission by the citizens of Leachville, demanding a 'new brick station.' As a compromise, an addition, approximately 25', was added to the west end of the station, and sometime after Frisco gained control of the JLC&E an additional 20' freight room was added, bringing the station to its maximum size ..."



Leachville, AR circa. 1898



Leachville, AR circa. 1920



Leachville, AR circa 1926

COLLECTING THE FRISCO

This is the sixth in our 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 & Promotional items.

One of the oldest forms of entertainment known to modern man is the playing card. A multitude of volumes could be written depicting the diverse collection of people who have shuffled, dealt, and played the familiar "fifty-two." Another edition of books could be penned describing the many different situations, circumstances, and locations in which card playing has been accomplished. Kings in palaces and prisoners in jails have all confronted the numbers, aces, and the royal court of the card deck.

The first playing cards were Chinese sheet dice, believed to have originated in the tenth century A.D. When the early European explorers returned from the Far East with spices, they also brought with them this early form of entertainment. The earliest known playing cards printed in Europe, and the earliest to bear the four suits of the modern deck, were found in 1841. European immigration to the U.S. brought with it the popularity of playing cards, and since then, card playing has become a prevalent part of American entertainment.

As rail travel increased in the U.S. and people spent more and more time on the trains, playing cards became a popular diversion to help pass the long hours of a cross-country journey. The railroads were quick to accommodate their passengers by providing plenty of fresh decks for them to play with. The early railroad playing cards were very elaborate in their design. The deck usually had a picture or design on the backs of the cards and many early styles had a different photographic view of some scenic place along the railroad system, printed on the face of

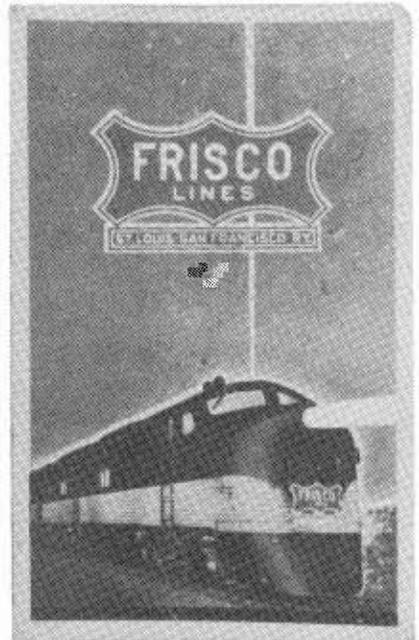
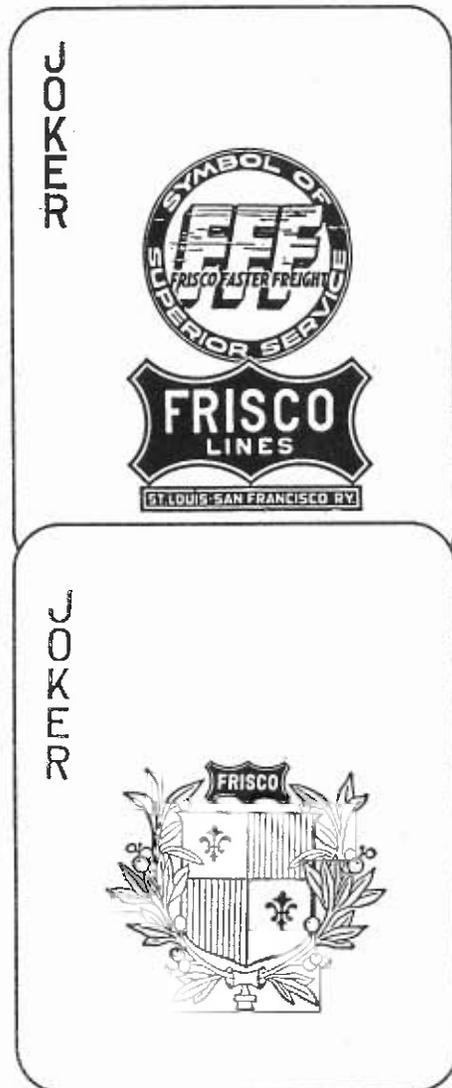
each card.

As needs and tastes changed, so did the appearance of railroad playing cards. In the 1890's, the railroads began issuing regular decks with standard faces. It was also in the late 1800's that the railroads started using cards as a means of advertising and promotion. In particular, the **JOKER** and **ACE** started carrying the company's logo.



In the early 1900's, the railroads resumed the practice of providing company decks with a named train, company logo, or slogan printed on the back of each card.

The Frisco issued many different designs of playing cards and some of the newer styles are still in circulation.



Late 1940's style passenger train playing card with picture of new streamlined diesel motive power on back of each card. These cards were issued in two color formats. One with a dark blue background and one in turquoise.

