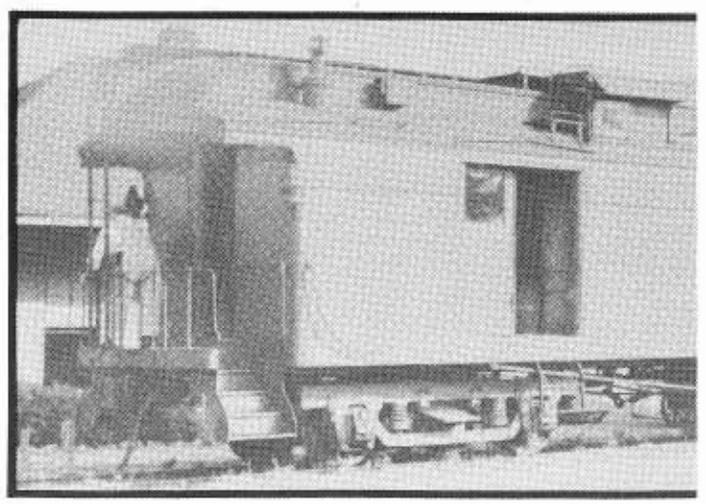
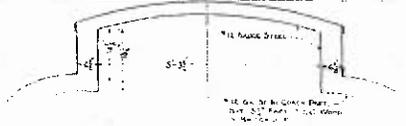
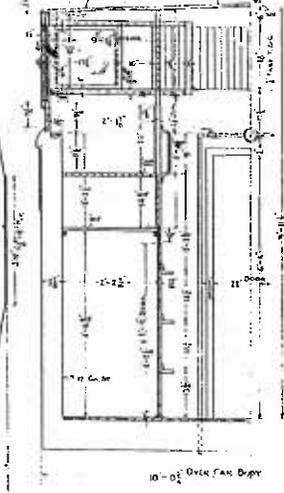
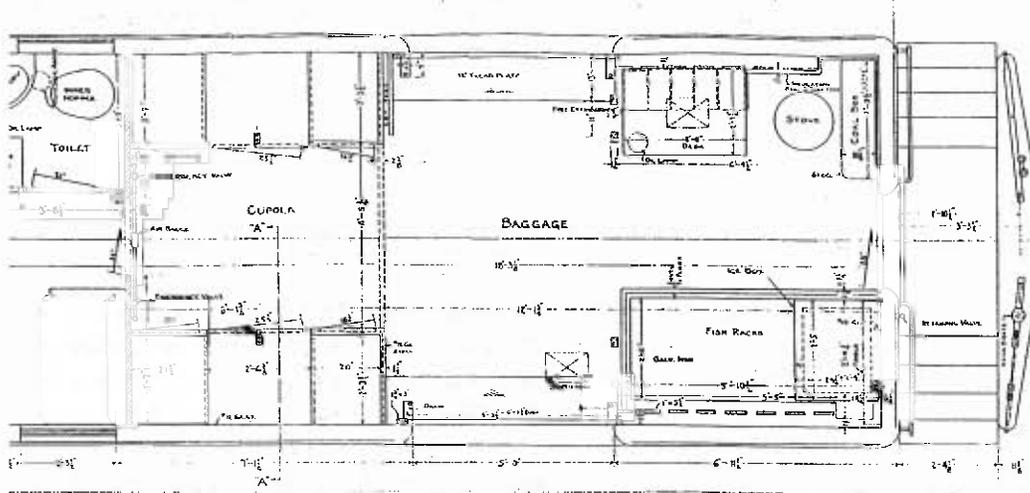
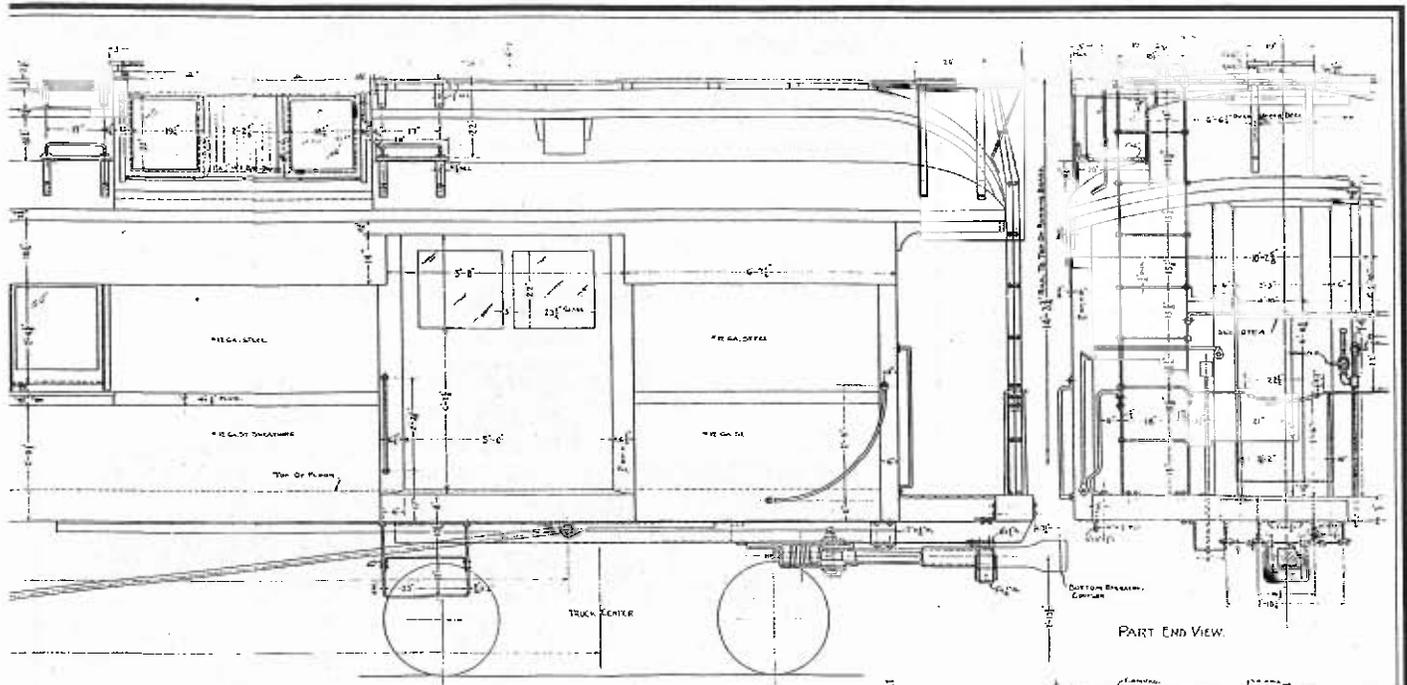


Which ever one it was, it too was rebuilt as a Coach-Caboose Combination in August 1935, identical to No. 843. In May 1946, steel sheathing was installed and in May 1953, steel trucks were applied at Springfield, MO. In March 1957, #844 was dismissed from service and on May 14, 1957, it was dismantled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

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



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



isco Southwest, 1982

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

FRISCO RESEARCH SERVICE

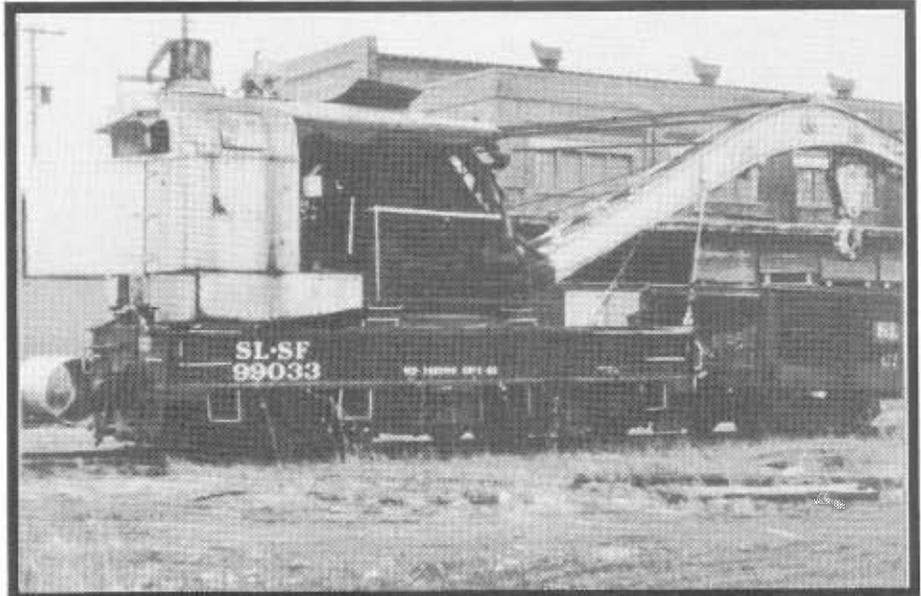
The Frisco Research Service currently has available the following related resources:

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

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

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

RESEARCH SERVICE UP-DATE



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

FRISCO SNOW PLOWS

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

DOODLEBUGGING ON THE FRISCO

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

875 Ex. Sun.			878 Ex. Sun.
AM			PM
m7.00	131.5	lv Cape Girardeau, Mo., 4, 14	Ar 4.45
f 7.20	134.1	* Marquette, 4	lv f 4.15
f 7.30	139.3	* Nash, 4	" f 4.05
f 7.39	141.8	* Blumeyer	" f 3.50
f 7.58	146.3	* Delta	" f 3.36
f 8.10	151.6	* Arbor	" f 3.11
f 8.15	153.2	* Green Cox	" f 3.05
8.35	157.9	* Advance	" 2.50
8.50	161.1	* Brownwood	" 2.30
9.02	164.0	* Sturdivant	" 2.17
f 9.12	166.6	* Eaglette	" f
f 9.16	169.0	* Kinder	" f 2.04
f 9.16	170.6	* Idetwid	" f 2.00
9.41	175.5	Ar Puxico, 18	" 1.45
9.51	178.2	Ar Mingo, 18	lv 1.20
9.51	178.2	lv Mingo, 28	Ar 1.20
f 10.02	179.6	* Cobb	lv f
f 10.02	182.6	* Dale	f 1.00
10.14	186.2	* Rombauer	" 12.00
11.25	195.3	* Poplar Bluff, 19	" 11.25
f 11.55	202.8	* Harviell	" 11.01
f 12.10	207.6	* Taft	" 10.50
f 12.35	209.4	* Parks	" f
f 12.35	212.7	* Naylor	" 10.30
f 12.35	215.8	* Riga	" f
f 12.35	217.3	* Torch	" f
f 12.35	218.2	* Glenn	" f
f 12.55	220.0	* Simsabaugh, Mo	" 10.10
1.05	223.4	* Success, Ark	" 10.00
1.20	228.3	* Datto	" 9.45
1.30	330.8	* Reyno	" 9.35
1.43	334.4	* Biggers	" 9.15
f 1.43	338.0	* Keller	" f
f 1.43	339.5	* Running Lake	" f
f 2.01	241.0	* Poluca	" f 8.55
3.00	244.8	* Pocolontas	" f 8.40
f 3.10	248.3	* Shaunon	" f 8.32
3.15	249.8	* Manson	" f 8.00
f 3.25	251.8	* Chiora	" f
f 3.25	252.6	* Lesterville	" f 7.50
4.01	258.3	* Walnut Ridge	" 7.45
4.30	359.9	Ar Hoxie, Ark., 7	lv 7.30
PM			AM

*Hoxie Sub-Division timetable
 December, 1936*

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

MUSEUM ACQUISITIONS

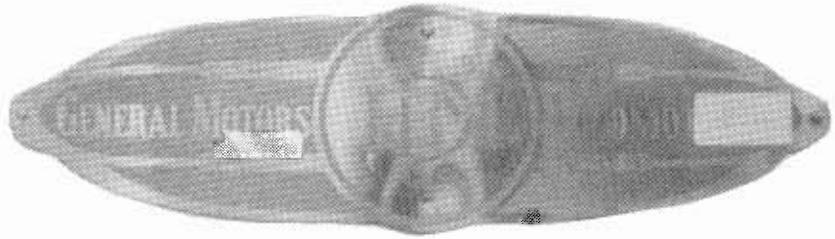
Most railroad museums and historical organizations begin with one of four basic directions: 1) Acquiring and preserving motive power and/or rolling stock for static display or operational restoration. 2) Acquiring and preserving the vast assortment of non-motive power/rolling stock memorabilia that was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

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

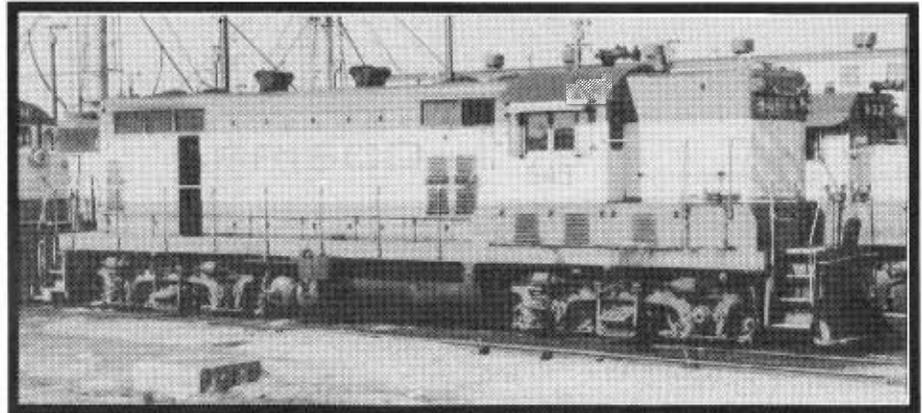
While we currently do not have the space and resources to acquire and preserve pieces of Frisco motive power, we have acquired a number of motive power related items. One group of particular interest is a series of diesel locomotive builder's plates.

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

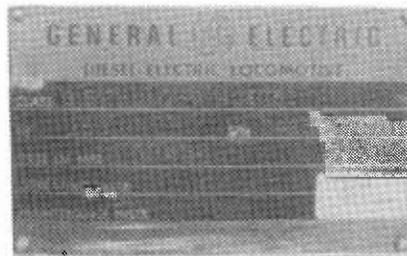
Steam locomotives also carried builder's plates. They were usually round and located on either side of the smoke box. The museum currently has on display a facsimile of the plates carried on #4202. □



GP7L #549 Builder's Plate



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



U25B #801 Builder's Plate



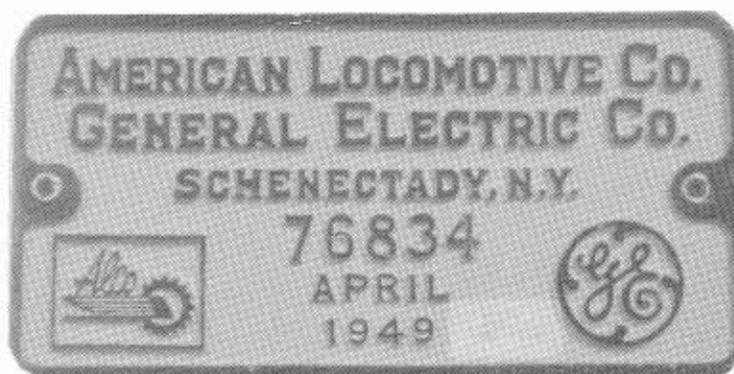
U25B #801 Memphis, TN April 12, 1965 Dennis Conniff photo



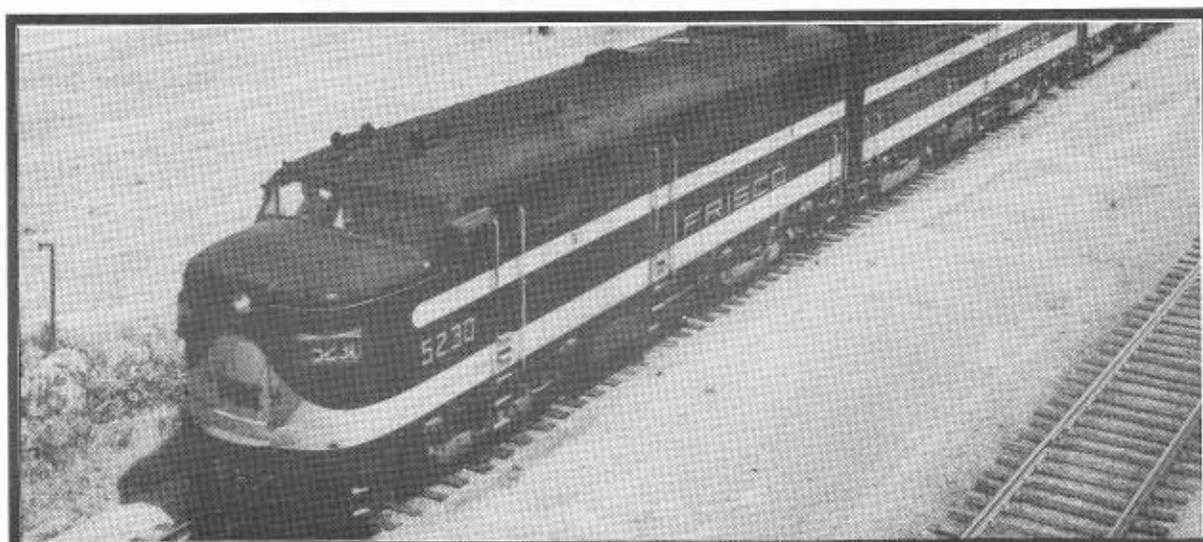
U25B #821 Builder's Plate



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



FA1 #5230 Builder's Plate



FA1 #5230 Frisco photo

DOWN AT THE DEPOT

Poplar Bluff, MO

Station T195
Hoxie Sub-Division
River Division

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

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

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

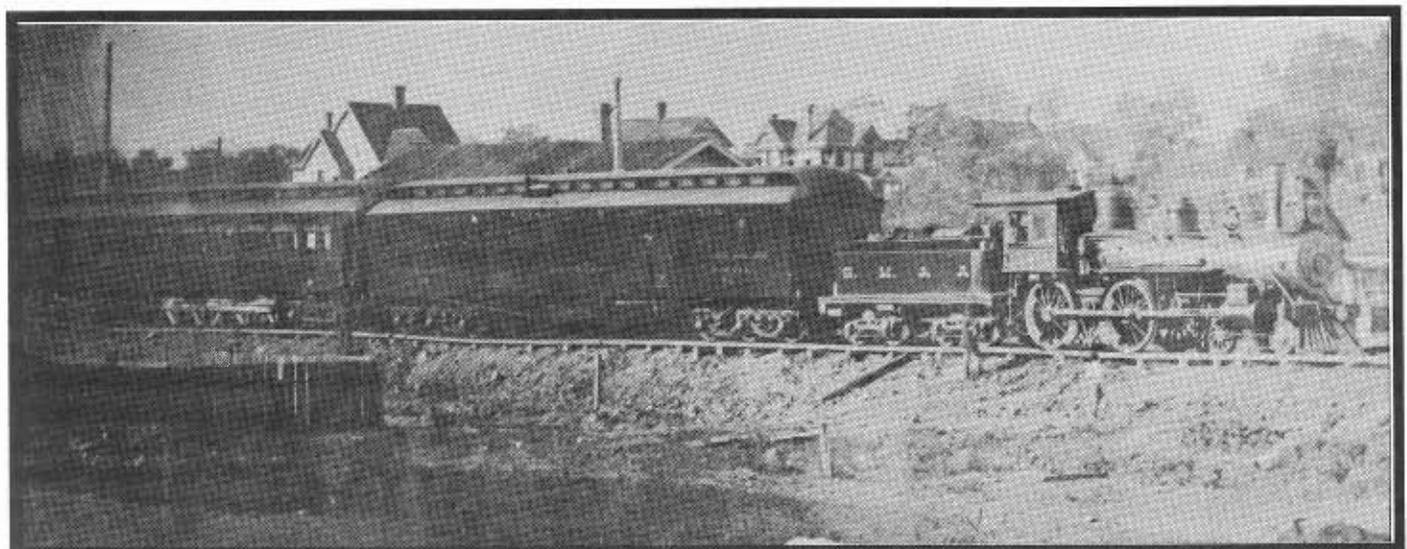
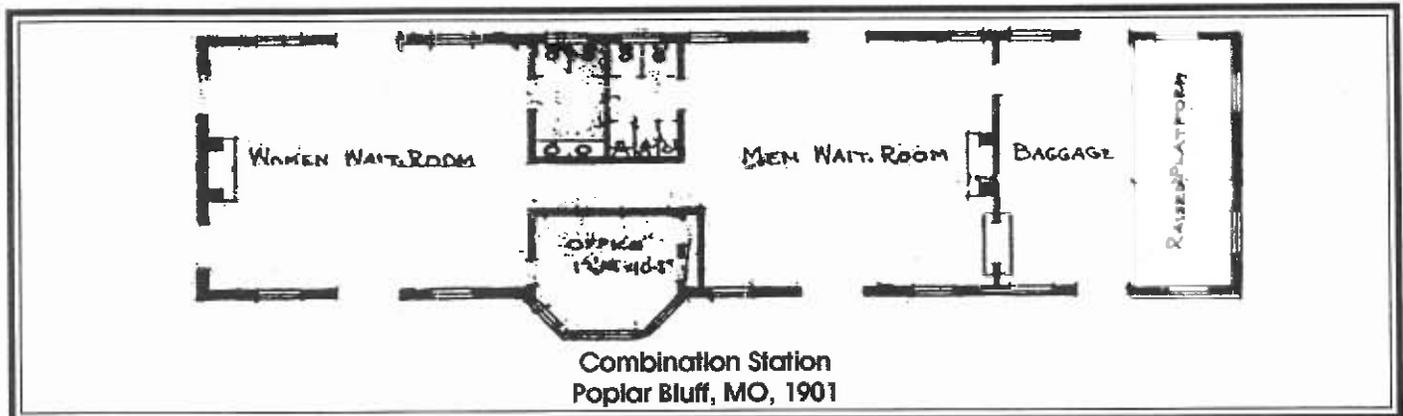
On February 1, 1902, the company executed a deed conveying its property, rights, and franchises to the *St. Louis, Memphis & Southeastern Railroad Co.* The latter also was controlled by Erb and F.H. Prince & Co. This transfer was made in furtherance of the plans of Erb and F.H. Prince & Co. to acquire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

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

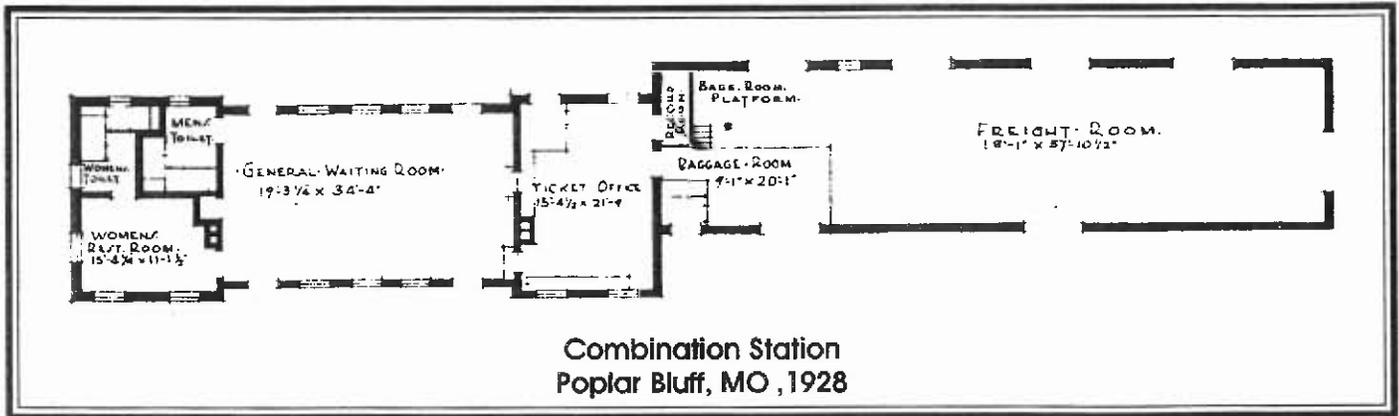
extending from Poplar Bluff, MO to Pocahontas, AR, had not been entirely completed on the date of sale, but the line was finished and placed in operation shortly there after by the *St. Louis, Memphis & Southeastern Company.*

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

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



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



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

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

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

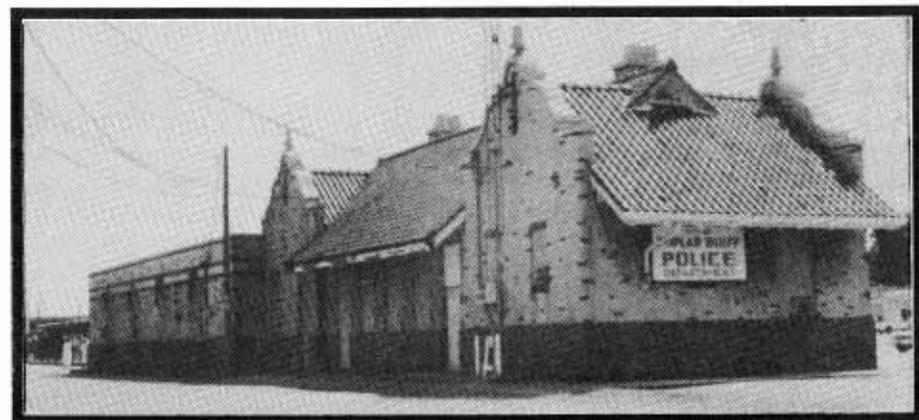
The last passenger service into Poplar Bluff was mixed trains 875 & 876, which discontinued service between Poplar Bluff and Hoxie in 1958. Fortunately, the depot has survived and is now the home of the Poplar Bluff Police Department. 🚓



Poplar Bluff, MO 1962 H.D. Conner collection



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



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



COLLECTING THE FRISCO

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

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

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

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

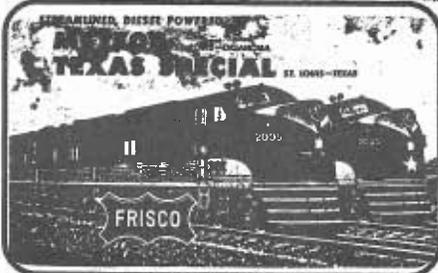
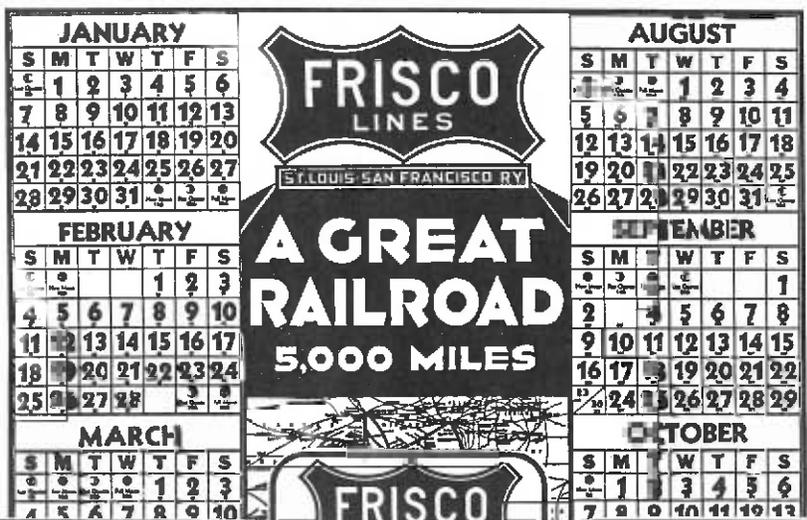
The company also gave out a small celluloid type pocket calendar, 2" x 4".

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

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

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

1945 wall calendar



1948 pocket calendar



1946 pocket calendar



1949 pocket calendar

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

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

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

Serving the Southeast and Southwest

FREIGHT **FRISCO** PASSENGER

1950

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

1951

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

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

1952

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

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

1953

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

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

SHIP IT ON THE FRISCO

1956

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

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

SHIP IT ON THE FRISCO

18



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

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



1958

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



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



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

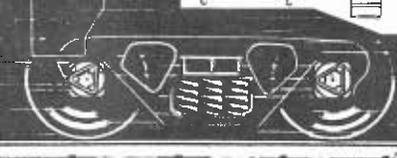
SOUTHEAST 1966 SOUTHWEST

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



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

When your freight goes



your freight goes!



JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S



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

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