

**FRISCO**

# All Aboard

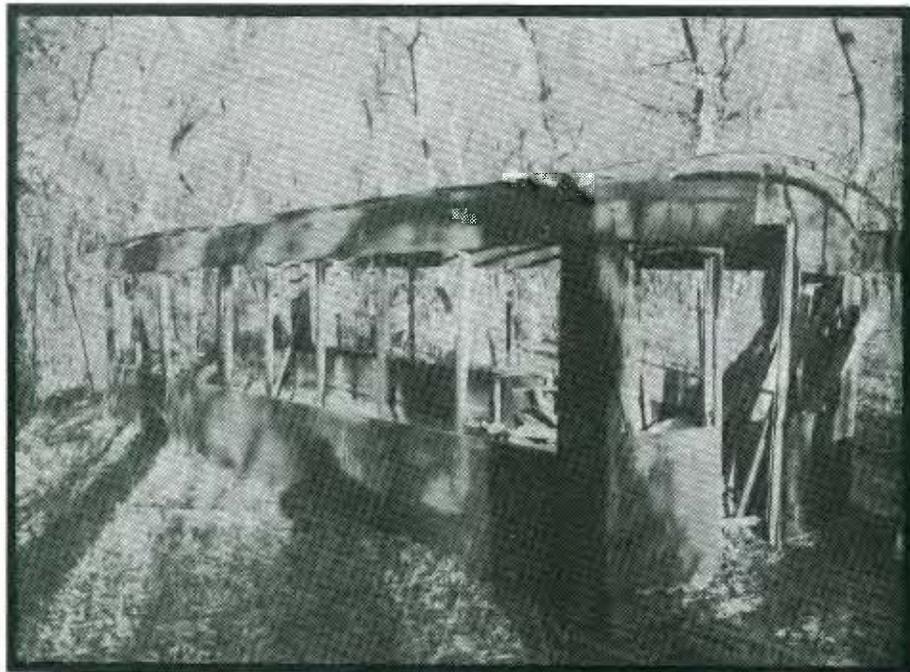
**FRISCO**

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.

## EXTRA RUNS

- Doodlebugging on the Frisco.....4**  
 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.

## DEPARTMENTS

- Frisco Folks.....3**  
**Mail Car.....6**  
**Looking Backward.....15**  
**Museum Acquisitions *Up-Date*.....16**

## 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...*"



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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.

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  
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Kansas  
James Mills.....Switchman  
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California  
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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.

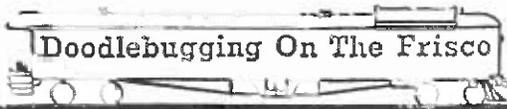
*Thanks* and an appreciative tip of the Frisco hat to Rick for mention of the museum in his article. ☐



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

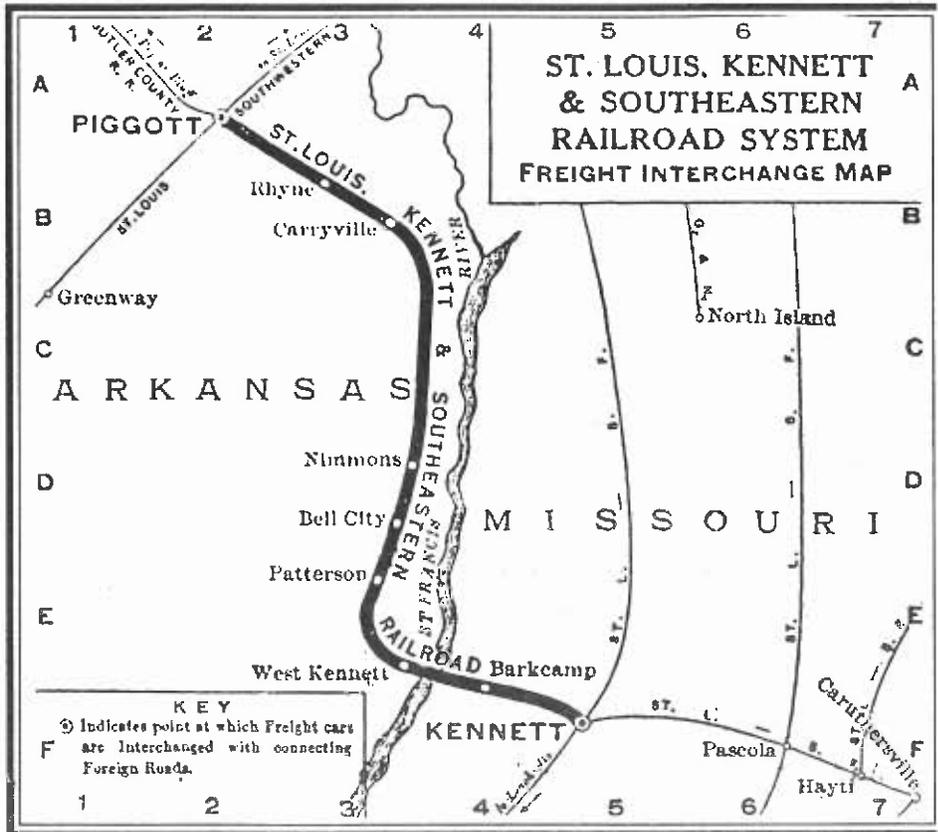
Our Doodlebugging On The Frisco and MUSEUM ACQUISITIONS features are combined in this issue in order to profile the museum's newest and most exciting arrival.

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 Buca 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.

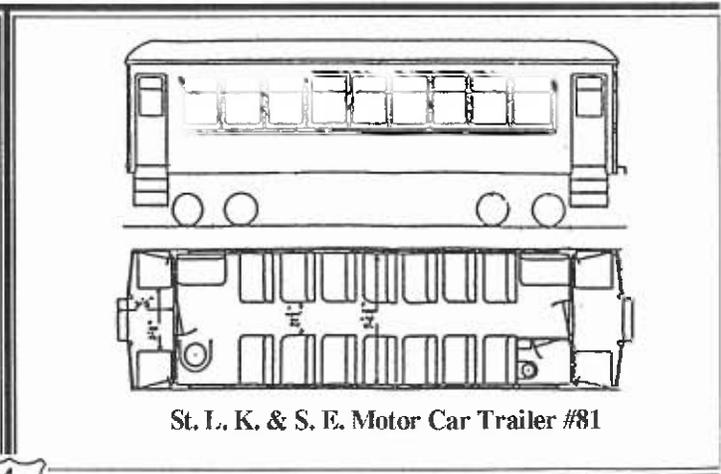
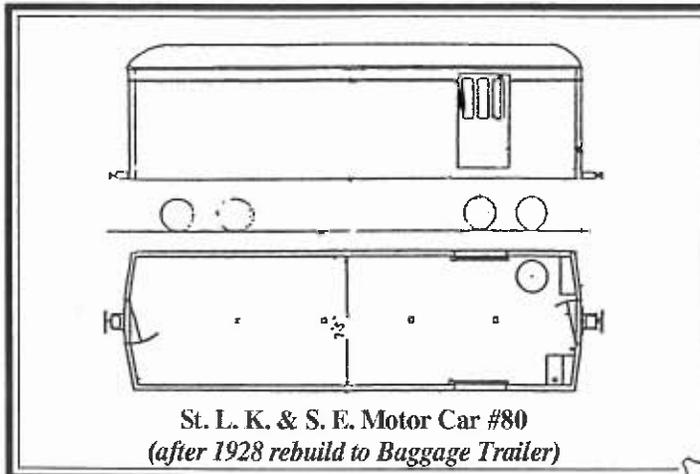
Coal .....	806, 807, 808	36	9	3	46	8 11	8 11	.....
" .....	809, 810	36	9	3	36	8 11	8 11	.....
Flat .....	901, 902	36	9	.....	.....	.....	.....	4 2
" .....	903, 904	36	9	.....	.....	.....	.....	4 2

PASSENGER EQUIPMENT.

Passenger-4 .....	1	Trailer-31 .....	1
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 receipts and notices of cars held  
Butler County—Piggott, Ark.  
St. Louis—San Francisco—

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



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.

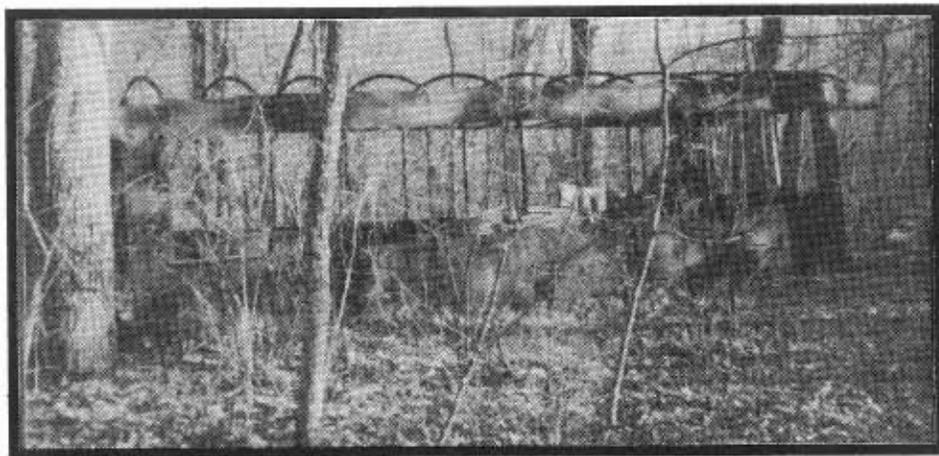
In November, 1991, while on a search for the remains of a Springfield traction car, Frisco Folk John Sanders discovered the remains of something "unlike any street car he had ever seen," in a wooded area north of Springfield, MO. While all that remained was the steel frame, closer examination revealed 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. ☐

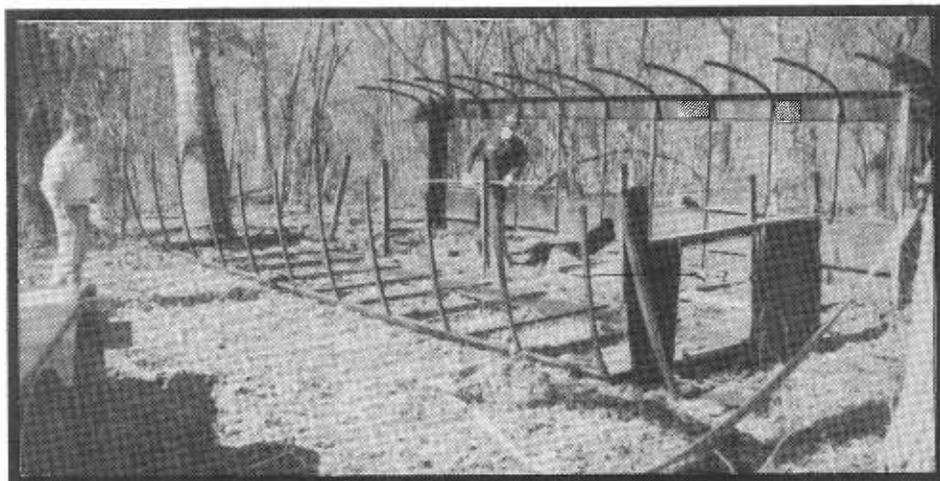
**EDITOR'S NOTE:** Thanks and a big tip of the Frisco hat to Frisco Folks John Sanders and Matt Collins for their time and efforts in locating and moving No. 81.



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.

# 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.

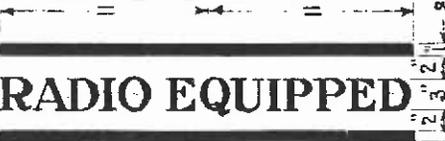
**QUESTION:** I am modeling the Frisco in the mid 40's to early 50's (*steam to diesel transition era*) and want to run some of the early "RADIO EQUIPPED" cabooses. Can you give me any idea when they started equipping their cabooses with radios and anything on stencil size and placement?

**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.

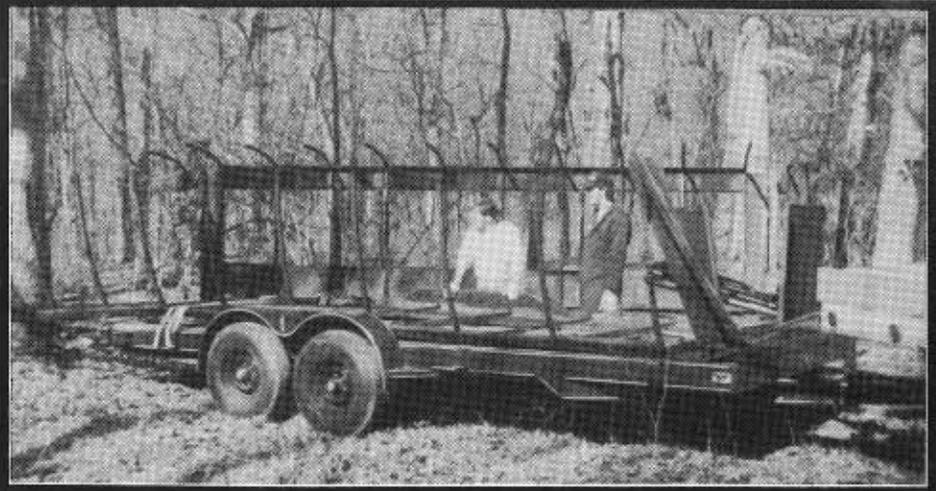
According to our records, two-way radios similar to those manufactured by Bendix for use on B-29 aircraft were first installed in Springfield, MO on two diesel switch engines (*one of which was VO-1000 #225*), one steam locomotive (*#4511*), and in caboose #38. A base unit was also installed at the General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

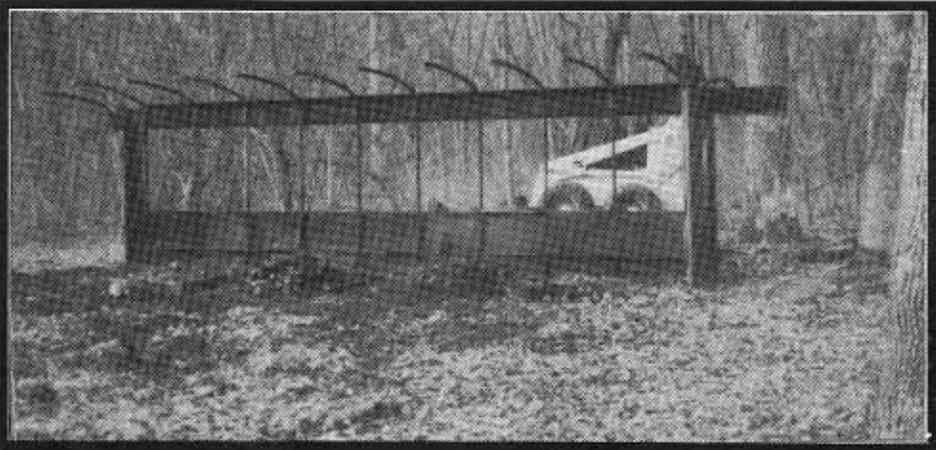
The Stencil used on the early cabooses was white, 22" long, 9" high, and was located 8" below the center side window on each side. The stencil displayed below was taken directly from a Frisco caboose paint/lettering diagram. □



**RADIO EQUIPPED**



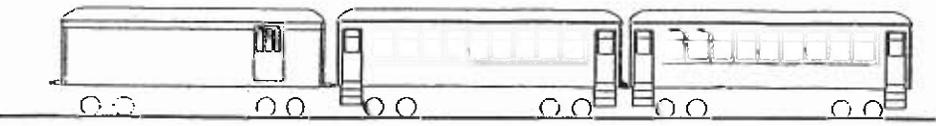
"One down, one to go" could be an appropriate caption for this photo, as John & Matt examine first side of the car loaded and ready for moving.



Matt maneuvers equipment to move second half of car.



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





# SLSF IN 1991

## FRISCO RESEARCH SERVICE

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 60000 and 70000.

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... **SLSF 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.

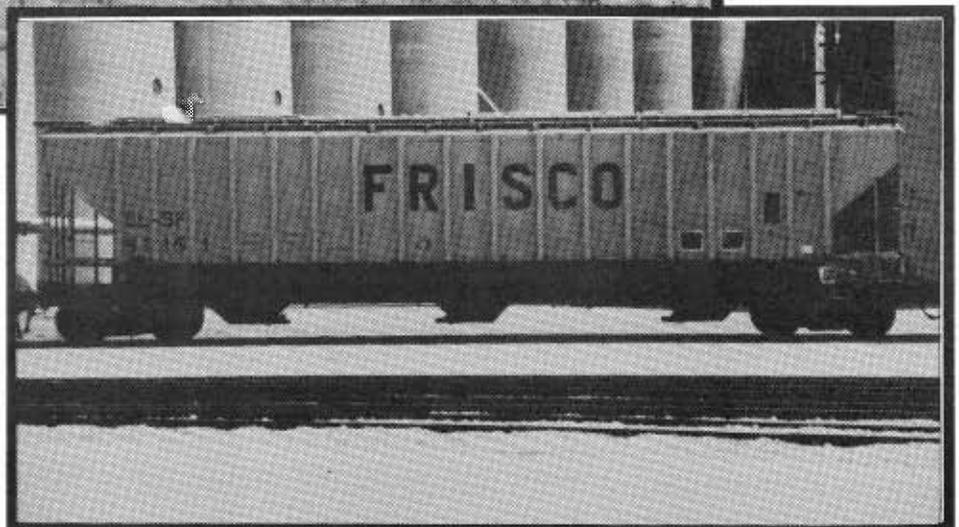
DESCRIPTION	A.A.R. Car Type Code	NUMBERS  ↳ Change from Previous Issue	DIMENSIONS											CAPACITY		No. of Cars
			INSIDE			OUTSIDE					DOORS			Cubic Feet Level Full	Lbs. (000)	
			Length	Width	Height	Length	Width	Height from Rail			Side	Side				
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
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	11 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 <i>Change from Previous Issue</i>	DIMENSIONS											CAPACITY		No. of Cars			
			INSIDE			OUTSIDE					DOORS			Cubic Feet Level Full	Lbs. (000)				
			Length	Width	Height	Length		Width		Height from Rail			Side						
						ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		ft. in.	ft. in.					
<i>See Explanation Pages for Abbreviations &amp; Symbols</i>																			
Box, Stl., 15' Cush. Underfr., Designed for Special High Loads & Loading Patterns, Not to be Used in General Service, 50K, Nailable Stl. 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 Bkhd's, 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, Stl., (Appliances), Not to be Used in General Service, 50K, 20' Cush. Underfr., Nailable Stl. 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, Stl., Belt Rails, Lading Band Anchors, Plug Doors, Single Air-Pac (Nailable Bkhd's, 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, Stl., Nailable Stl. 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, Stl., Nailable Stl. 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, Stl., 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, Stl., Nailable Stl. 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, Stl., Insulated, Sparton 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, Stl., Nailable Stl. 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., Stl., Stl. Flr., Mill, Drop End Doors: Width B End 8'5" + A End 8'7" + Height 3', Axle Spac. 5'8", Truck Ctrs. 4'1" .....	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., Stl., 9 DF Belt Rais. (Electrodes), Axle Spac. 5'10", Truck Ctrs. 4'3"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. 4'3'6" .....	E430	63512	51 10	8 10	4 10	60 ....	10 4	10 6	8 4	8 6	8 6			2212	190			1	
Gond., Stl., Axle Spac. 5'10", Truck Ctrs. 4'3'6", (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., Stl., Wood Lined, Axle Spac. 5'8", Truck Ctrs. 4'3'6" .....	G538	64000-64039	52 ....	9 6	4 11	57 ....	10 ....	10 8	9 1	9 6	10 1			2217	140			2	
Gond., Stl., Wood Lined, Axle Spac. 5'8", Truck Ctrs. 4'3'6" .....	G518	64043	52 6	9 6	5 6	57 ....	10 6	10 8	8 3	11 3	15 6			2328	154			1	
Gond., Cradles, Truck Ctrs. 4'3'6" .....	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. 4'3'6" .....	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, Stl. Flr., Axle Spac. 5'8", Truck Ctrs. 4'3'6" .....	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, Stl. Flr., Axle Spac. 5'8", Truck Ctrs. 4'3'6" .....	G515	64369	52 6	9 6	4 8	57 ....	10 4	10 5	2 11	8 3	8 5			2328	154			1	
Gond., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Stl. Flr. & Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Wood Flr., Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Stl. Flr. & Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" (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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6", Belt Rails .....	E530	65500	52 6	9 6	4 8	57 1	10 5	10 6	8 3	8 2	8 4			2327	196			1	
Gond., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6", (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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6", 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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6", (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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6" .....	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., Stl., Fixed Ends, Axle Spac. 5'10", Truck Ctrs. 4'3'6", (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. 4'3'6" .....	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., Stl., Cush. Underfr., Fabricated Stl. Covers, Trough Flr., (Coil Stl.), 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., Stl., Drop Ends, Stl. Flr., Mill, End Doors: Width 7'7" & Height 3'1", Axle Spac. 5'8", Truck Ctrs. 5'7"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., Stl., Drop Ends, Stl. Flr., Mill, End Doors: Width 7'7" & Height 3'1", Axle Spac. 5'8", Truck Ctrs. 5'7"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., Stl., Solid Ends, Stl. Flr., Axle Spac. 5'8", Truck Ctrs. 5'7"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., Stl., Stl. Roof .....	C112	78000-78199	46 ....	10 ....	10 7	3 6	14 ....	14 7						3010	200			10	
Covered Hop., Stl., Stl. Roof .....	C112	78200-78399	46 ....	9 10	10 8	13 1	13 6	13 9						3010	200			163	
Covered Hop., Stl., Stl. Roof .....	C111	78500-78749	45 1	8 4	10 6	8 3	14 5	14 10						2971	200			17	
Covered Hop., Stl., Stl. Roof .....	C112	78750-78974	46 ....	9 10	10 8	13 1	13 6	13 9						3010	200			165	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	79000-79299	54 3	9 11	10 8	13 6	14 3	15 1						4427	196			114	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	79300-79499	54 3	9 11	10 8	13 6	14 3	15 ....						4427	200			60	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	79500-79799	60 ....	10 1	10 8	8 3	13 6	15 ....						4750	200			115	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	79800-79999	60 ....	10 6	10 8	8 5	13 5	15 ....						4750	200			138	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C313	79937	60 ....	10 6	10 8	8 5	13 5	15 ....						4750	200			1	
Covered Hop., Pressure Differential .....	O611	81050-81052	49 ....	7 8	10 4	8 3	13 5	13 11						2785	200			2	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	81100-81199	60 ....	10 6	10 8	8 5	13 5	15 ....						4750	200			78	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	81200-81349	53 3	9 11	10 8	13 6	14 3	15 ....						4427	200			33	
Covered Hop., Stl., Stl. Roof, Trough Hatches .....	C113	81350-81424	53 3	9 11	10 8	13 6	14 3	15 ....						4427	199			8	
Covered Hop., Airlside .....	C411	81523-81601	42 1	10 2	10 7	13 5	13 11	14 6						2600	154			13	
Covered Hop., Stl., Stl. Roof .....	C111	82000-82399	49 7	10 3	10 3	12 3	12 3	13 2						2893	154			33	
Covered Hop., Stl., Stl. Roof .....	C111	84000-84099	37 9	10 3	10 3	12 7	12 7	13 4						2003	154			3	
Covered Hop., Stl., Stl. Roof .....	C111	84100-84199	37 9</																

DESCRIPTION  <i>See Explanation Pages for Abbreviations &amp; Symbols</i>	A.A.R. Car Type Code	NUMBERS  <i>Change from Previous Issue</i>	DIMENSIONS										CAPACITY		No. of Cars	
			INSIDE			OUTSIDE					DOORS		Cubic Feet Lev'l Full	Lbs. (000)		
			Length	Width	Height	Length		Width		Height from Rail		Side				
						ft. in.	ft. in.	ft. in.	At Eaves or Top of Sides or Platform	Extreme Width	To Extreme Width	To Eaves or Top of Sides of Platform	To Extreme Height	Width of Open'g		Height of Open'g
Hop., Stil., Self-Clearing	H350	87000-87399				53 1	10 6	10 5	11 10	11 10	11 10			3407	200	2
Hop., Stil., Self-Clearing	H350	87400-87799				48 9	10 8	10 8	12 2	12 2	12 2			3420	200	171
Hop., Stil., Self-Clearing	H350	87800-89179				48 9	10 7	10 7	12 4	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	13 2			2893	154	30
Flat, Bkhd., V-Deck, Stil., (Pulpwood)	L026	555604-555699	49 1	9 7	7 1	56 11	8 3	10 6	3 9	4 3	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	C 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	10 8	13 5	14 8	15 1	10 6	10	5159	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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