

24 hours at the crossroads of the Frisco

DAN OVERBEY AND PATRICK D. HIATTE

photos / STEVEN SQUIBB

I THERE is a biting west wind blowing straight up the yard on this late winter's night, shredding the mist around the red-brick corners of the shops and making the yard office a welcome oasis of warmth and yellow light. Inside, 24-hour digital clocks are winking through the 2300's to 0000 and the start of another day at Springfield Yard, crossroads of the St. Louis-San Francisco Railway.

This is not the Frisco's biggest yard; that honor goes jointly to Tennessee Yard at Memphis and Cherokee Yard at Tulsa. But on this March 3, 1980, when 43 trains, one-third of Frisco's road diesels, and 20 per cent of the company's cabooses will pass beneath the tower, it surely seems that all roads must lead to Springfield.

Like Pine Bluff, Ark., on the Cotton Belt; North Little Rock, Ark., on the Missouri Pacific; Shreveport, La., on the Kansas City Southern; and Denison, Tex., on the Katy, Springfield, Mo., on the Frisco is hometown to a railroad—a hot spot where a visitor can get a feel for the entire 4508-mile Frisco system.

The Queen City of the Ozarks, as Springfield calls itself, has been Frisco's operating hub since the early years of the century, with spokes of mainline steel radiating to St. Louis, Kansas City, Tulsa, and Memphis. Branch lines to Bolivar and Ozark, Mo., leave the main stems at Springfield, and trains operating over two nearby secondary main lines, to Wichita, Kans., and Fort Smith, Ark., also originate and terminate here.

More than one-fourth of Frisco's 8400 employees call Springfield—a city of 128,000—home, and well over half of Frisco's through freight trains pass through Springfield Yard. This

yard, on the city's northwest edge, dates from the early 1950's when then-Frisco President Clark Hungerford launched a major renovation of the railroad's facilities and equipment. Focal point of the yard is the three-story Lexington Avenue office building, a yellow-brick structure completed in 1950 and refurbished several times since. In the yardmaster's tower on top of the office building, at what would be the fourth- or fifth-floor level, the digital clock reads 2330—time for shift change—on this March 7, 1980, evening.

TRAINMASTER Jim Godfrey is leaving, having given his turnover to Trainmaster Ron Speir at 2300. At the yardmaster's desk, Steve Adkins is assessing the situation in the yard, getting ready to take the hot seat at 2359. Speir—who began his career as a switchman, worked his way up to yardmaster, and now is trainmaster—knows yard operations literally from the ground up. Adkins, his partner in the tower, is considered among the best at his complicated job despite his youth.

Although more cars are classified and more through trains are dispatched from the big humps at Memphis and Tulsa, Springfield Yard's location in the center of the Frisco system makes it the major terminal for secondary, extra, and local trains, ensuring that the two men in the tower have plenty to do. They preside over a 40-track flat yard containing 31 classification tracks with a total capacity of about 1900 cars. Flanking the bowl are four 150-car receiving and departure ("R&D") tracks on each side, known as long tracks. Those to the north are usually used for west-

bound trains, while eastbounds use the south tracks. The R&D tracks are referred to in shorthand fashion; L4N, for example, designates the long track fourth from the bowl on the north side of the yard.

A fifth track on the north edge of the yard provides access from the yard's west end to the engine servicing facility at the east end. Dual switching leads and crossovers at each end of the yard allow up to four switch engines to work simultaneously. This morning, as usual, however, the yard is being worked by three switchers: the west-end, east-end-north, and east-end-south jobs. Industrial switching requirements in the Springfield area keep three more switch engines busy around the clock, with a fourth added between 0700 and 1500 hours.

By now the digital clock in the yard tower is showing 0001 on March 8, and Speir and Adkins are concerned with the consists of four through freight trains in the yard: FSE-2, KCTY-2, 337, and 731.

FSE-2, a scheduled companion to Frisco's "Florida Southeastern" train, sits on L2S track (the second long track south of the bowl) as one of its diesels (one Union Pacific and three Frisco units), which are just below the tower, is watered and jump-started. KCTY-2, an extra from Kansas City to Tennessee Yard at Memphis, rests briefly on the "wrong" side of the yard on L4N track as one of its GP38's is swapped for an SD45 whose power will be needed on the pull up Norwood Hill between here and the crew-change point of Thayer, Mo.

Trains 337 for Wichita and 731 for Fort Smith sit on L3N and L1S, respectively, ready to roll but awaiting power. Despite continued forecasts of



1300: In the last hour, three trains have brought in 214 cars, so Springfield Yardmaster Ralph Clinker has calculating to do.

a recession, there seems at this point to be more—not less—traffic over the Frisco. Through trains are moving as usual, but some secondary and local trains are experiencing delays as the railroad stretches its motive power and cabooses to handle the rush. Here at Springfield Yard, the "tight but fluid" situation means some crowding, a little frustration in the tower, and some harassed personnel at the engine servicing facility.

At 0030, however, FSE-2 is rolling out of the yard on its way to Memphis with a healthy 2.3 h.p. per ton to carry it southeastward 298 miles to Tennessee Yard. No sooner has FSE-2 vacated L2S than a headlight appears at the west end of the yard and train 34 pulls into the same track, its GP40-2's slowing to a stop under the yard tower to change crews. In a few minutes it will begin the last lap of its run from the Dallas-Fort Worth metroplex to Lindenwood Yard in St. Louis.

Since the drag freight era ended in the 1920's, Frisco has devoted its newest power—such as these GP40-2's delivered in 1979—to meeting the demands of the Texas market. Time-sensitive TOFC (including mail and UPS), autos, auto parts, and merchan-

dise are the mainstays of this market. The competition is stiff, for Frisco battles with MoPac, Cotton Belt, and numerous truck lines.

A quick crew change accomplished, train 34's TOFC, empty auto racks, and merchandise are rolling out right behind FSE-2 for the 4.6-mile eastward run to Teed Junction at the edge of Springfield. Here, FSE-2 turns right to head for Memphis, while 34 will continue ahead toward Lindenwood. And at 0055, KCTY-2, its engine swap completed, becomes the third member of the parade as far as Teed.

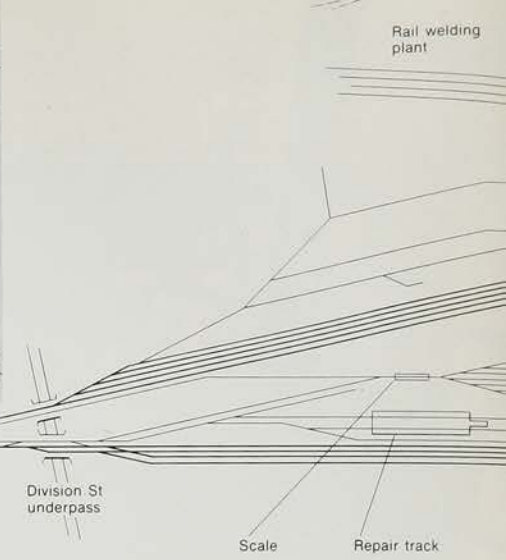
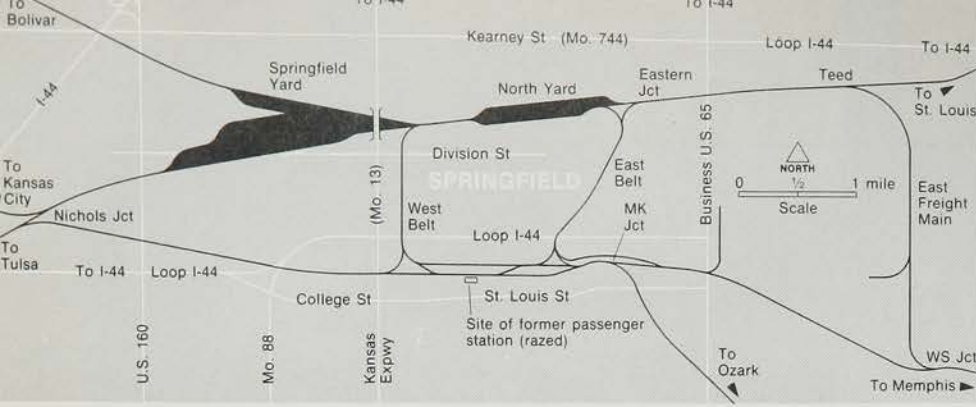
Although there's a chill in the night air, action continues hot and heavy as KCTY-2's caboose slithers through the crossovers at the east end of the yard to reveal the wigwag light (as Gyralites are known on the Frisco) of train 437-A, Tulsa-bound after leaving St. Louis yesterday in late afternoon and making a stop at suburban Valley Park to pick up autos from the Chrysler plant there.

While some of those autos are being set out so they can be moved to Kansas City on a later train, the headlights of Cushman carts are stabbing the misty darkness near 437-A as

carmen inspect the train. As in the hump yards at Memphis and Tulsa, the R&D tracks here in Springfield were rebuilt on wide centers in the 1970's to accommodate these inspectors. The Mechanical Department crews ride between the long tracks on the Cushman vehicles, small tractors, and pickup trucks to inspect and make light repairs to locomotives and cars while they remain in the train. Often a bad-order car can be repaired in the time it would take to set it out—a cost-efficient method as well as a way of helping the railroad maintain its service edge in a highly competitive market.

The setout completed and light repairs made to one car, 437-A rolls westward a scant 2 minutes before regular 437 pulls into L4N at 0247. Up in the tower, Adkins will mark 437 out again at 0248, and 437-A will be held on double track just west of the yard so 437 can run around it. Train 437 is another of the Texas hotshots, and the dispatcher can't risk delaying it or even having it slowed by one of 437-A's yellow blocks.

Ten minutes after 437 leaves L4N, a TYCY (Tennessee Yard-Cherokee Yard) extra with a pair of SD45's rolls



Frisco crossroads

into the same track for a crew change before resuming its run between the hump yards of Memphis and Tulsa. This particular "YY" (as Speir and Adkins call the extra trains) is punctuated by one of Frisco's 1200-series International Car extended-vision cabooses, the most numerous on the railroad. These 1200's are being overhauled and repainted in the scheme of mandarin red with white stripe that matches the one used on Frisco engines and business cars, but many cabooses still wear brown or the fire-engine-red paint of the mid-1960's. Other road-caboose types are the 1700-class cupola and 10 1730-class bay-window cars (nicknamed flattops), both types built in the Springfield Shops utilizing box-car frames and components. Local cabooses (non-radio-equipped) include the 1400 class, a fairly standard cupola type, and a few 1100-class former Santa Fe cabooses whose heritage is obvious from their appearance.

With 437's runaround of 437-A com-

pleted west of the yard, TYCY follows the latter through Nichols Junction, the point 2.3 miles beyond the yard where the lines for Kansas City and Tulsa split. As soon as the YY clears Brookline, a little further west, the XCU train moves onto the main line there and heads east.

XCU is the designation for the empty run of a 31-car unit coal train (with two locomotives) that shuttles between a Springfield City Utilities plant at Brookline and a coal mine near Garland, Kans. It does not enter Springfield Yard. At Nichols Junction, its engines will run around the train, then lead it up the Kansas City line to Garland. This evening, the train will return as the GCU (Garland-City Utilities) loaded train. Frisco operating and marketing officials are proud of the asset utilization of this small package, which began operating in 1978 with 40 cars. The 40-car length required more switching at the mine, however, and after consideration of several alternatives including a sin-

gle-diesel/15-car consist, the present size of the GCU/XCU was found to be the optimum. Since the train can make a round trip in less than 24 hours, its utilization compares favorably with the industry average of 2 or 3 loads per car per month.

THE clock digits 0300 usher in an hour-long lull broken only by the workings of the three switch-engine jobs. Cold moonlight seeping through a slit in the clouds serves only to heighten the chill produced by the 33-degree temperature, wind from the northwest, and a clammy mist hanging over the yard.

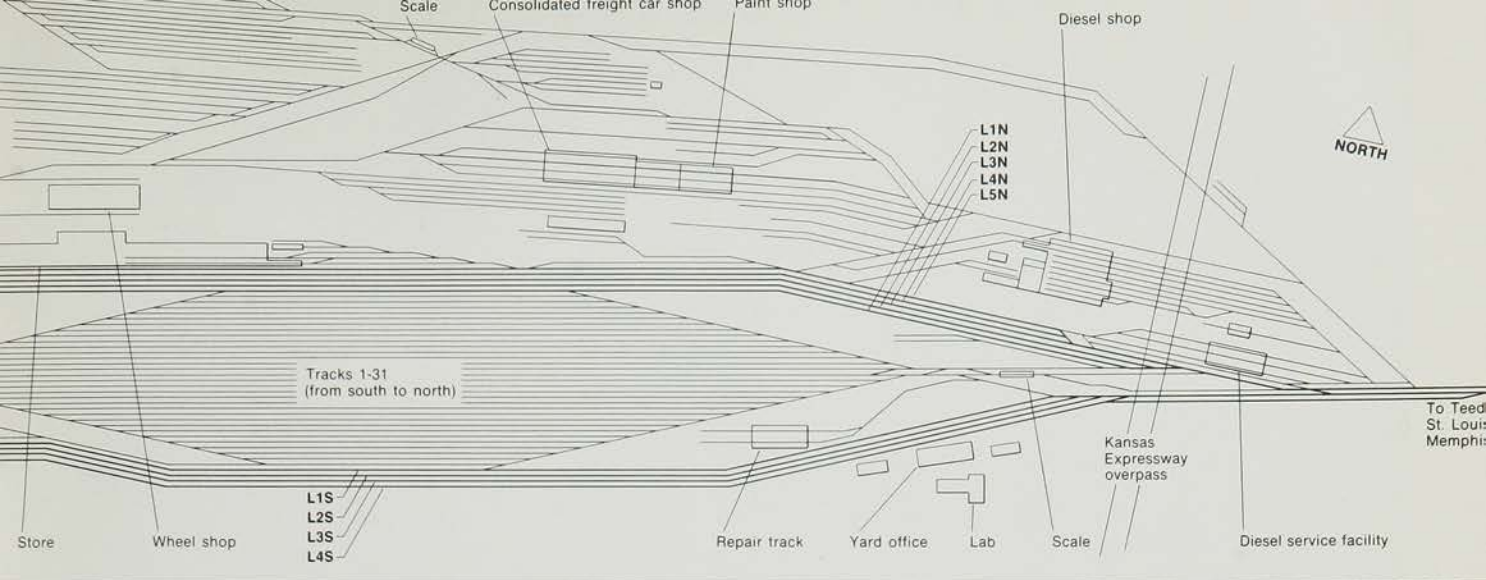
Across the yard, the Consolidated Freight Car Shop is quiet in the pre-dawn darkness. Frisco has operated shops in Springfield since the early 1870's, and this facility has occupied the same site since it was built in 1909 as a steam-locomotive shop. The car shop was rebuilt in the 1970's and now handles everything from light repairs to construction of new cars on an



0130: Attesting to tight power supply, only two units occupy the service facility. GE's will go to Wichita with a GP15-1.



0200: NW2 on an extra west-end job pauses over Division Street. Switchlamp owes longevity to a nearby TV camera.



assembly-line basis. In 1979 and early 1980, three of the lines were busy rebuilding several series of freight cars and repairing heavily damaged equipment, while the fourth line turned out auto racks, 100-ton open hoppers, and covered hoppers, as well as the 10 flattop cabooses.

The pause in train movements through Springfield Yard ends at 0400 as QLA-A (Advance QLA) from Memphis enters L4N with 49 cars behind its three units, one of which is an SD40-2. The eight 1978-built SD40-2's, Frisco's first new six-motor diesels since 1969, were bought for coal traffic, but until it develops they are powering through freights. The Advance QLA makes just a quick crew

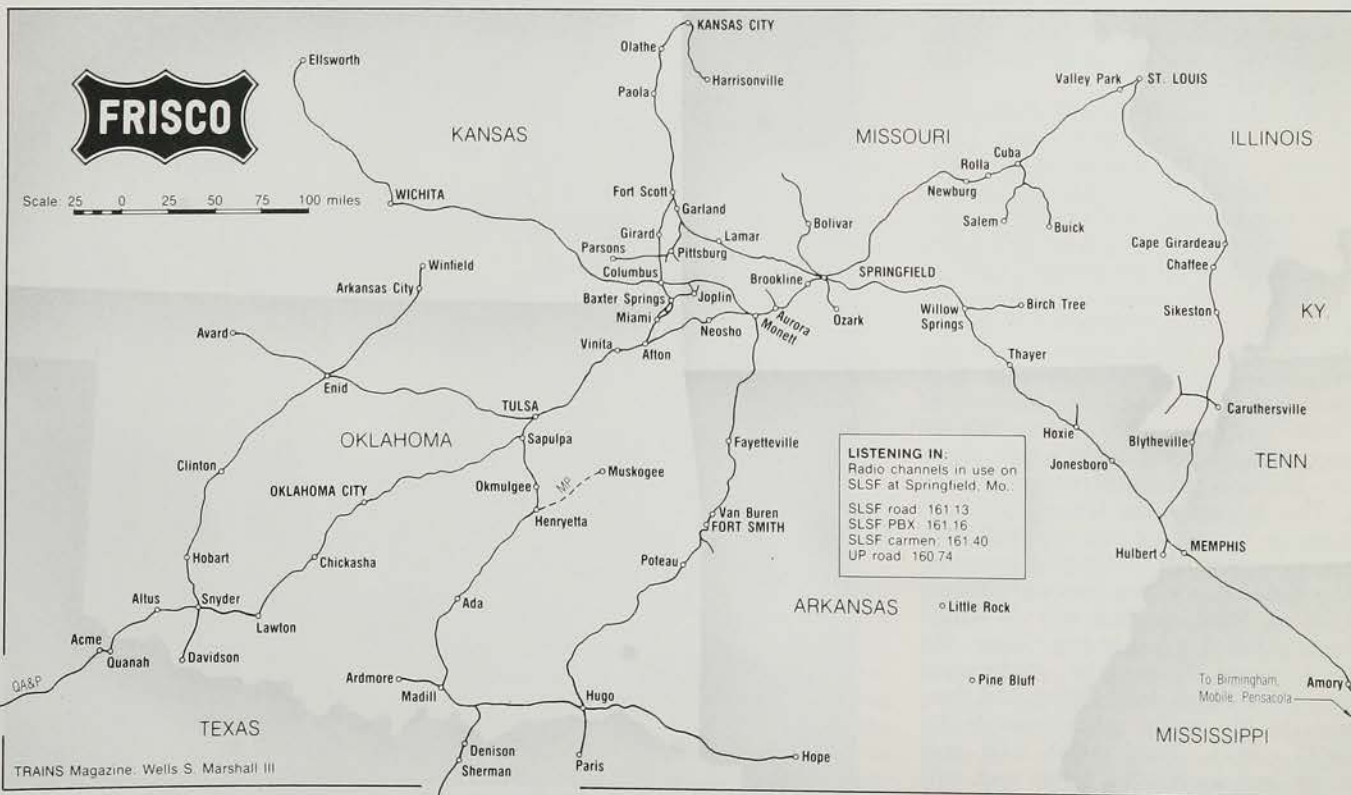
change and is "on and off" (in at 0400, out at 0401) through L4N and on its way to Tulsa.

Shortly after the Advance QLA departs the yard and clears Nichols, a KCSY extra pulls into L2S. Downstairs, the yard clerks are making lists of the extra's 98 cars for switching, since KCSY originated at Kansas City and terminates here. Its four units cut off and go to the engine servicing facility, where they will be readied as quickly as possible to take out train 731 for Fort Smith. The Wichita train has finished its wait for power and is out of the yard at 0435. One of the east-end switchers is shoving the 105 cars of Springfield-Memphis train 235 into L3S, where they

will wait for inbound power to arrive. As dawn nears, all three switchers are busy making up the locals which will leave shortly after daylight.

Even though the switching is progressing nicely, there is an almost palpable air of tension in the yard tower as 0600 approaches and train QLA, called for 0530, does not. The "Queen Lady," as she's known across the system, is running a little bit late and that is something that is just not done. She's one of the Frisco's hottest trains, moving perishables, freight-forwarder traffic, TOFC, merchandise, and autos from the East Coast to the Pacific.

She's also a good illustration of how the Frisco has changed. As late as the





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Dan Overbey.

mid-1960's, Frisco service was built around traffic moving from St. Louis to Oklahoma and Texas, and from Kansas City to Birmingham and the Gulf ports of Mobile, Ala., and Pensacola, Fla. Since then, Frisco has developed another role as a primary bridge carrier between railroads in the Southeast and Southwest. The train's QLA symbol signifies Quanah-Los Angeles, referring to the Santa Fe run-through connection which at first was made via Quanah, Tex., over Frisco's subsidiary Quanah, Acme & Pacific. The run-through trains switched to the more direct onetime passenger route through Avard, Okla., in the early 1970's, but the established QLA name was retained.

The QLA begins her run at Hamlet, N. C., on the Seaboard Coast Line, coming onto the Frisco at Birmingham, Ala. At Memphis, she pauses only to get a hot cut of interchange direct from the Southern at KC Junction and pick up west-coast TOFC at Yale Yard near downtown. Frisco radios crackle as the Memphis Train Director moves other trains out of the way, hustling the QLA through that terminal and over the Mississippi River bridge by 2000 (Frisco has its own bridge there; other roads share the MoPac's parallel structure).

This morning, the Queen Lady arrives in Springfield late, at 0603. But she's "on and off," changing crews at the diesel house and leaving through L4N at 0604, on her way to Tulsa with a flat 3 h.p. per ton. When the QLA nears Tulsa, the yardmaster there will finish one last cut and then wait briefly as she pulls through the R&D tracks. Road units will pull away, and an SD38-2 hump unit will





Patrick D. Hiatte.

POWER at SY, night and day: Above left, a set of three GP38's and a U25B off a KC extra waits on track L2S for a trip to the service facility. At 0710, they'll take 731 to Fort Smith, Ark. Above, train 33, the Texas Special, rolls into SY at 1655 past the east-end-north switcher and UP power for FSE.

RUSS MAHAN, yardmaster in the tower for second trick, from 1600 to midnight, will oversee more than 500 cars being switched—about an even one-third of what the switcher jobs will handle for the day.

shove the train caboose-first to the crest. The train will be blocked in Santa Fe order and given a Santa Fe caboose and (usually) Santa Fe SD45's for the last lap over Frisco iron to Avard, then on to the Santa Fe itself for the run to the west coast.

DAWN comes slowly to Springfield Yard under the leaden skies of this early March day, and with it comes the 0710 departure of 731 for Fort Smith, moved by the power—now serviced and ready—which came into the yard exactly 3 hours before on the KCSY extra. In the tower, Ron Speir is going off duty after giving his turnover to day Trainmaster Bill Davis.

Down below, train 32 is rolling into L4S behind three GP40-2's assigned to the "precision pool" that also supplies power for St. Louis-Texas hotshots 34, 33, and 437. The pool is strictly Frisco, no run-throughs, and uses new power to maximize reliability. The units ping-pong back and forth over the 700-mile route, turning in the kind of utilization that makes everyone happy. Engines assigned to the

pool are serviced regularly at the Lindenwood Yard enginehouse in St. Louis. This three-track brick facility was built for Frisco's racehorse passenger diesels but now stables a new breed of steed whose 750 h.p. per axle makes them right at home on the fast track between St. Louis and Dallas-Fort Worth. With the exception of QLA, Texas trains 32 and 33 are the only 60-mph runs on the Frisco.

Crews are changed, and 32 leaves for St. Louis with no delay at 0713. By now, Steve Adkins is turning over the yardmaster's chair to Ralph Klinker. The yard is in good shape, and the day will be a busy one. Klinker and Davis sort through the track lists, train lists, and train lineups to plan the first shift's work. Both Frisco veterans, the two men in the tower are accustomed to busy days. A fresh pot of hot coffee starts the shift off right. Outside the tower it's still cloudy and windy; the mercury has risen only to 37 degrees. In addition to the usual industry switch jobs, one switcher and crew will spend the day spreading ballast on terminal trackage. Local 9142, the Bolivar Turn, picks its way out of the yard along the north edge of the diesel-shop area with nine cars and a flattop caboose behind its GP38-2; it's out at 0841.

Utilizing a video monitor connected to a camera on a light tower at the west end of the yard, Davis and Klinker watch RC60, a hi-rail crane, rearrange a shifted load on a company wheel car down in the bowl. The RC60 stays in the yard track for the arrival of local 5331 from Aurora, Mo., behind a pair of U25B's. As the mobile crane gets off the track and heads back to the shop on its street wheels, three

Union Pacific SD units lead the NWF train into Long 4 North. This Memphis-North Platte, Nebr., "Northwest Forwarder" will pick up the auto racks that arrived early this morning on 437-A. At Kansas City, NWF will run through direct to the UP and have its autos in Bailey Yard in North Platte well before this time tomorrow. Even with the pickup, NWF spends only 38 minutes in Springfield and is out again at 1022.

While the autos are being added to NWF, train 131 slows to a stop on L4S for a crew change and is blue-flagged while a troublesome caboose door (reported over the radio by the inbound conductor) is repaired. A key link between the Union Pacific at Kansas City and Seaboard Coast Line at Birmingham, 131 is on its way again at 1055 behind four units evenly split between EMD and GE products.

While 131's caboose is being put right, engine 260 arrives light from St. Louis for regular maintenance at the system diesel shop. If it wasn't for the 25 mph maximum speed permitted the 1949-vintage NW2, the light-engine move through the Ozarks would have been an engineer's delight.

LUNCH TIME up in the tower comes at about 1100. Davis heads down to the trainmaster's office to look at the mail and get a bite to eat. Klinker washes up in the tower restroom and returns to his desk for sandwiches and switching. In the hour between noon and 1300, three secondary trains will arrive in the yard and two more will depart, so Ralph demonstrates his ability to speak intelligibly while chewing—a skill acquired with practice, and an absolute necessity for a



1430: As a van rolls across the Kansas Expressway overpass, OBX starts to move east behind a 9000 h.p. lashup.



1445: North of yard office, rear end of train 35 awaits attention by yard jobs. Crews like 1200-series cabooses best.



1545: In a Cushman cart, diesel-service-track personnel head back after checking the ailing UP GP30B on FSE.

yardmaster. That the art is necessary is clear from a glance at his desk, which is occupied in large part by a communications console with controls for several radio channels (yard, carmen, supervisors, Frisco road, and Union Pacific road), 82 talk-back speakers, and intercoms to the yard office, diesel facility, and six loudspeakers scattered throughout the yard.

At noon, train 35 arrives, ending its

run from Lindenwood and leaving its 69 cars in the yard. At 1210 the Fort Scott local, 5810, departs with eight cars led by GP15 121 running backwards, *i.e.*, long hood first. Train 235, switched before dawn, receives its needed power (including the two U25's from local 5331) and rolls for Memphis at 1222. Local 5211 from Newburg, Mo., follows train 35 in at 1225, and Klinker sends the local's single GP38-

2 and 20 cars into track 27 to keep congestion in the long tracks to a minimum. Train 730 from Fort Smith comes into L2N behind three GP15's and a GP38-2 and ends its run at 1235, having traversed some of the most rugged mainline territory on the Frisco. On its way north, it came through the Boston Mountains of Arkansas and Frisco's only mainline tunnel (near Winslow), and it climbed

SV train log 03-08-80

Trains in yard at 0001, 03-08-80:

Trains, times	Locomotives, caboose(s), consist, track	Remarks
KCTY-2 Ar 2140 CF 2245 Lv 0055	421/828/709/697 in; 421/828/709/947 out Cab 1222 In 59-15-5757 Out same; track L4N	Kansas City-Tennessee Yard Engines to house for setout and pickup
FSE-2 Ar 2325 CF 2310 Lv 0030	UP 3553/837/944/850 Cab 1202 In 58-9-5435 Out same; track L2S	"Florida Southeastern" UP North Platte-Kansas City-Birmingham-SCL Miami Water engine 837; battery dead so jump start, 2.3 hp/ton
337 CF 0350 Lv 0435	821/843/119 Cab 1233 Out 20-32-2476; track L3N	Springfield-Wichita Switched 2210, no power 2350, engines out ut 0400
731 CF 0550 Lv 0710	634/444/825/638 Cab 1241 Out 73-33-7755; track L1S	Springfield-Fort Smith Switched 2335, no power 0130, engines out ut 0600

Trains arriving, originating, or terminating 03-08-80:

34 Ar 0041 CF 0045 Lv 0045	757/761/764 Cab 1228 In 20-47-3810 Out same; track L2S	Fort Worth-Lindenwood 2.4 hp/ton
437-A Ar 0100 CF 0115 Lv 0245	419/478/818/702 Cab 1731 In 54-27-4811 Out 28-24-2728; track L1N	"Advance 437" Lindenwood-Cherokee Yard Set out block for NWF; set out and pickup; repair bad-order air on one car
437 Ar 0247 CF 0215 Lv 0248	952/950/768 Cab 1248 In 48-3-3996 Out same; track L4N	Lindenwood-Fort Worth Will run around 437-A west of SV 2.3 hp/ton
TYCY-1 Ar 0258 CF 0135 Lv 0300	945/939 Cab 1252 In 26-63-4203 Out same; track L4N	Tennessee Yard-Cherokee Yard Change crews at diesel house 12 cars company fuel in consist
XCU CF 0130 Lv 0320	429/715 Cab 1733 Out 0-32-960	"Empty City Utilities" unit coal train Springfield-Garland, Kans
QLA-A Ar 0400 CF 0320 Lv 0401	956/922/430 Cab 1234 In 48-1-3561 Out same; track L4N	"Quanah-Los Angeles Advance" Birmingham-Cherokee Yard 2.4 hp/ton
KCSY-1 Ar 0410	444/634/638/825 In 85-13-7559; track L2S	Kansas City-Springfield Yard Engines to 731
QLA Ar 0603 CF 0530 Lv 0604	456/955/936/662 Cab 1273 In 55-1-3498 Out same; track L4N	"Quanah-Los Angeles," "The Queen Lady" nickname SCL Hamlet, N.C.-Birmingham-Avard AT&SF (Frisco Los Angeles); 3.0 hp/ton Irving-Lindenwood
32 Ar 0712 CF 0650 Lv 0713	773/772/763 Cab 1242 In 34-15-2336 Out same; track L4S	
9142 CF 0800 Lv 0841	445 Cab 1729 Out 5-4-485; north ice track	Springfield-Boivar branch turn Switched 0630
5316 Ar 0900	816/814 Cab 1434 In 32-29-4778; track 17	Springfield-Aurora local turn Mobile crane RC60, arranging shifted load on wheel car in yard, held for 5331
NWF Ar 0938 CF 0915 Lv 1022	UP 3504/UP 3462/UP 3024 Cab 1712 In 40-36-4434 Out 47-37-4736; track L4N	"Northwest Forwarder" Tennessee Yard-Kansas City-UP-North Platte Pick up UP-1 block from 437-A Consist includes 28 TOFC
131 Ar 1006 CF 1010 Lv 1055	866/810/721/756 Cab 1215 In 66-22-5554 Out same; track L4S	Kansas City-Birmingham-SCL-Hamlet, N.C. Repair bad-order caboose door

Trains, times	Locomotives, caboose(s), consist, track	Remarks	Trains, times	Locomotives, caboose(s), consist, track	Remarks
Light engine 260 Ar 1030	Service track	Lindenwood-SY diesel shop	SYCY-1 CF 1830 Lv 1936	682/669/647 Cab 1282 Out 62-24-5794, track L3N	Springfield-Cherokee Yard Switched 1100, no power Use cab from inbound 730
35 Ar 1200	811/642/827/672 Cab 1236 In 22-47-2966	Lindenwood-Springfield	CITY-7 Ar 2107 CF 2215 Lv 2255	107/456/939/827 Cab 1234 In 54-1-5625 Out same, track L3S	Cherokee Yard-Tennessee Yard Chat train with SLSF, GN, NP ballast cars
5810 CF 1200 Lv 1210	121 Cab 1410 Out 4-4-478, track 20	Springfield-Fort Scott local Switched 0705, no power 0800	36 CF 2115 Lv 2145	445/697/454 Cab 1724 Out 29-23-3031, track L2S	Springfield-Lindenwood
235 CF 1045 Lv 1222	816/814/928/723 Cab 1263 (1464 dh) Out 66-39-6377, track L3S	Springfield-Tennessee Yard Switched and no power 0430, engines out 1125, cabooses on track 2 set over to 3 One bad-order car fixed	34 Ar 2225 CF 2300 Lv 2318	766/762/753 Cab 1273 In 49-52-5335 Out same, track L1S	Fort Worth-Lindenwood
5211 Ar 1225	425 Cab 1413 In 20 cars, track 27	Newburg-Springfield local	KCSY-1 Ar 2350	905/911/849 Cab 1269 In 49-3-5124, track L2S	Kansas City-Springfield
730 Ar 1235	105/428/107/111 Cab 1282 In 48-77-5334, track L2N	Fort Smith-Springfield	330 Ar (2235)	101/831/864 In 100 cars	Wichita-Springfield "Hoglawed" at 2235 at Republic, Mo.
TYKC-1 Ar 1305 CF 1415	842/448/900/678/937 in; 842/448/900 out Cab 1713 (1249 dh)	Tennessee Yard-Kansas City Set out and pick up, engines to house In consist: 30 hoppers, grain; 5 gons castly 1635 iron pipe	CTB Ar 0030 CF 0015 Lv 0035	702/818/478/419 Cab 1257 In 67-11-5206 Out same, track L4S	"California-Tulsa-Birmingham" Cherokee Yard-Birmingham
30 Ar 1330 CF 1430 Lv 1515	681/771/774/836/700/640 in; 681/771/774 out Cab 1719 In 40-60-5639, track L3S Out 42-36-4640, track L1S	Oklahoma City-Lindenwood Into L3S, set rear of train behind pickup in L1S Set out, pick up, engines to house	Notes: Key to abbreviations: Cab, Caboose, Ar, Arrive, CF, Crew called for, Lv, Leave, Dh, Deadhead. Consists list loads, empties, tonnage. Engines not necessarily listed in actual lineup order, all units Frisco unless noted (UP).		
OBX Ar 1335 CF 1415 Lv 1420	844/643/470/400 Cab 1283 In 47-41-4862 Out same, track L4S	"Oklahoma-Birmingham Express" Cherokee Yard-Birmingham	Train lineup at 0030, 03-09-80: 731 called for 0015; no power, use power off 330 when arrives 437-A called for 0030; holding at Broadway Street for clear track, engines 420/820/927, cab 1201		
9142 Ar 1415	445 Cab 1729 In 12 cars, track 18	Springfield-Bolivar branch turn	234 expected 0235 FSE-2 expected 0100; engines UP 3016/903/913/UP 726B TYKC-1 expected 0115 437 expected 0130 131 expected 0300 XCU no time listed QLA expected 0400 NWF expected 0630		
RHKC-1 Ar 1433 CF 1345 Lv 1435	UP 3551/UP 3565/UP 3576 Cab 1223 In 0-107-3531 Out same, track L5N	Rush Tower-Kansas City Empty UP coal train from Union Electric plant south of St. Louis	Locomotives in diesel shop 1400, 03-08-80: Track 2: 729 Track 3: 645 Track 4: 834, 722, 454 (Lv on 36) Track 5: 907, 935, 854 Track 6: 661, 925, 252 Track 7: 824, 257, 918 Track 8: 697, 901 Track 9: 352, 347 (to yard assignment)		
FSE Ar 1530 CF 1455 Lv 1815	UP 3285/UP 3196/UP 711B Cab 1725 In 50-32-5836 Out 57-19-5596, track L4S	"Florida Southeastern" UP North Platte-Kansas City-Birmingham SCL-Miami Water UP 711B, set out and pick up	Locomotives outside diesel shop 1400, 03-08-80: 915, 726, 639, 710, 841, 867, 637, 115, 846, 640 832, 413, 260, 811, 827, 105, 937, 678, 836, 700		
62 CF 1400 Lv 1630	425/642/672 Cab 1236 Out 26-83-4577, track L1N	Springfield-Kansas City No power 0845, engines out 1500 Engines from 35 and 5211	Switchers assigned Springfield 03-08-80: 349/348, 345/351, 329/344, 327, 251, 256, 347/352		
5910 Ar 1610	669/682 Cab 1250 In 34 cars, track 13	Thayer-Springfield local	Cars switched 03-08-80 (excludes through traffic): 2330-0730 hours, 525, 0730-1530, 481, 1530-2330, 525, Total: 1531		
BTX-S Ar 1640 CF 1555 Lv 1642	852/724/451/716 Cab 1717 In 51-43-5005 Out same, track L1S	"Birmingham-Tulsa Express Stub" Tennessee Yard-Cherokee Yard Run out of TY ahead of BTX	Officials on duty 03-08-80: Superintendent: W. R. Wallace Trainmasters: Ron Speir 2300-0700 Bill Davis 0700-1500 Jim Godfrey 1500-2300 Yardmasters: Steve Adkins 0001-0800 Ralph Klinker 0800-1600 Russell Mahan 1600-0001		
33 Ar 1655 CF 1640 Lv 1657	757/761/764 Cab 1717 In 39-16-3566 Out same, track L1S	"Texas Special," nicknamed "Superhog" Lindenwood-Irving 2.5 hp/ton Connection for ICG "Slingshots"			
CITY-1 Ar 1750 CF 1835 Lv 1910	430/922/956 in; 430/922/956/428 out Cab 1203 In 54-17-6827 Out same, track L1S	Cherokee Yard-Tennessee Yard Held at Brookline for clear track Engines to house Consist includes 43 potash covered hoppers			
KCX-S Ar 1828 CF 1745 Lv 1830	UP 2932/UP 2430/UP 3005 Cab 1735 In 29-58-4314 Out same, track L4N	"Kansas City Express Stub" Tennessee Yard-Kansas City			
GCU Ar 1915	715/429 Cab 1733 In 31-1-4156	"Garland-City Utilities" Garland, Kans.-Springfield unit coal train Ar 1820 Nichols Jct on KC line, engines run around west of SY, train ties up at Brookline			

the road's steepest mainline grade. West of the yard, Missouri Pacific's local from Carthage, Mo., is coming into town on the Frisco main. When the Mop abandoned its own branch from Crane to Springfield in 1977 or so, it obtained trackage rights from Aurora on the Frisco. Avoiding the busy Frisco yard area, Extra MP 2039 North rounds the bend onto the old Frisco passenger main at Nichols and

heads toward the MoPac's remaining industrial trackage near downtown. Skies clear, and the early afternoon sun warms the yard. A TYKC extra arrives at 1305 with five units, two of which are taken off at the diesel shop. One of the switchers pulls the extra's setout and fills the Kansas City-bound train with an outbound cut. Train 30, headed from Oklahoma City to Lindenwood with cars for the Conrail in-

terchange at St. Louis, is into L3S at 1330. Its six units pull away and go to the servicing shed; three are due for shop work, and the other three will be fueled and returned to the train. A pickup block is added by a switcher. The diesel servicing facility sits at the east end of the yard, just north of the lead tracks and east of the Kansas Avenue overpass. A huge tan metal shed covers three servicing tracks,

each holding four units. Two of the tracks have pits for inspections and repairs. The diesel shop and its related facilities are housed in a modern brown brick building between the servicing shed and the car shops. With nine tracks accommodating four units each, the shop performs all heavy repairs and much of the routine locomotive maintenance for the entire system. The running repair tracks have two-level platforms for easier access. Built in 1950 as part of the modernization program carried out during the Hungerford administration, the facility has been expanded several times since.

RIGHT on 30's tail is OBX (Oklahoma-Birmingham Express) from Tulsa, which rolls into adjacent track L4S for inspection at 1335, only 5 minutes behind 30. While 30 pulls through the east-end lead, the Bolivar Turn comes back into the yard, tying up at 1415. Five minutes later, OBX departs.

Westbound empty Union Pacific coal train RHKC-1 enters L5N, the running track, at 1433 for a crew change. Springfield is about the midway point of its run over the Frisco from a Union Electric power plant at Rush Tower (just south of St. Louis) on Frisco's River Division to UP tracks at Kansas City. A quick crew change is made, and the three UP 3500-series SD40-2's lead 106 UP brown hoppers and a Frisco caboose toward Nichols. Meanwhile, train 30,

its six units halved, leaves for Lindenwood at 1515.

At Nichols, UP meets UP as southbound FSE's yellow lashup of two SD40's and a GP30B coasts by the empty coal train. The "Florida Southeastern" stops its TOFC and UPFE reefers in L4S at 1530. The GP30B takes water without cutting off from the train, while a switcher pulls a Springfield cut off the rear and adds cars for Memphis. FSE, which runs on Frisco rails as far as Birmingham, is ultimately destined for Miami and other Florida points via SCL.

At 1500, power for train 62, a trio of GP38-2's, leaves the servicing facility and joins its train in L1N. The Kansas City-bound train had been switched and ready to go at 0845, but it had no power; engines from trains 35 and 5211 are utilized.

At 1610, the Thayer local, train 5910, arrives with two GP38-2's and 34 cars and heads into yard track 13, again leaving the long tracks as open as possible. Twenty minutes later, 62 finally leaves, and hot on its heels the TYKC extra departs L4N at 1635. Five minutes later, BTX-S rolls westward through L1S for an on-and-off crew change at the yard office. The S stands for Stub, an advance train run out of an intermediate terminal. In this case, Memphis had enough traffic to run a stub ahead without waiting for the regular Birmingham-Tulsa Express. BTX-S has four units, 94 cars, and 5005 tons—quite a stub!



1600: Nerve center of Springfield Yard reflects afternoon sun. As Frisco's flag falls upon the planned takeover by BN, letters on roof will surely come down.

Mandarin motive power

Road Nos.	Model	H.P.	Builder, year(s)	Qty.	BN Nos.
10	SW1	600	EMD 1941	1	70
100-124	GP15-1	1500	EMD 1977	25	1375-1399
250-265	NW2	1000	EMD 1948-1949	16	410-425
296-299	SD38-2	2000	EMD 1979	4	6260-6263
300-304	SW7	1200	EMD 1952	5	75-79
305-314	SW9	1200	EMD 1952	10	260-269
315-360	SW1500	1500	EMD 1968-1973	46	20-65
361-365	MP15	1500	EMD 1975	5	4000-4004
400-478	GP38-2	2000	EMD 1973-1976	79	2255-2333
633-662	GP38AC	2000	EMD 1971	29	2110-2138
663-699	GP38-2	2000	EMD 1972	36	2334-2369
700-732	GP35	2500	EMD 1964-1965	33	2550-2582
750-774	GP40-2	3000	EMD 1979	25	3040-3064
808-831	U25B	2500	GE 1963-1966	24	5210-5233
832-843	U30B	3000	GE 1968-1969	12	5770-5781
844-862	U30BXR	3000	GE 1973-1975	18	5782-5799
863-870	B30-7	3000	GE 1977	8	5485-5492
900-948	SD45	3600	EMD 1967-1969	47	6650-6695
950-957	SD40-2	3000	EMD 1978	8	6840-6847

Notes:

SW1 No. 10 ex-BN 77, nee Great Northern 77, acquired 1978 for industrial trackage on Blakely Island, Mobile, Ala., replacing 45-ton GE No. 11.

All Baldwin switchers (re-engined with EMD prime movers) and all EMD GP7's retired in 1979. The following units no longer are on the roster: 651, 674, 856, 909, 926.

Roster effective February 1980. Source: SLSF (proposed BN renumbering from MPS)—P.D.H.



1630: Tattered "torpedo boat" GP35 716 (so-called for roof air tanks), a 16-year veteran, leads BTX-S through North Yard, a facility east of SY which serves local industries and the three city TOFC ramps. North Yard is usually worked by one switcher.

Less than 15 minutes behind BTX-S, train 33 pulls into L1S for yet another quick crew change. Fast it will be, for this train is officially the *Texas Special*—and unofficially the “Superhog”—because of its TOFC traffic. By any name, it is one of Frisco’s top trains. In fact, further south on its St. Louis-Irving (Tex.) run, it’s known as the “Bumblebee”: delay it and you get stung! The three GP40-2’s that supply 2.5 h.p. per ton for this Superhog are the same ones that went east 16 hours earlier this day on train 34, their 462-mile turnaround a good example of the “precision” in Frisco’s precision pool. Usually there are four GP40-2’s in a set for these runs, but today the pool is short while units are having fuel-saver devices installed at Lindenwood Shop. These allow the engineer to cut one or more trailing units down to idle, running the remaining units at full throttle (which is more efficient) yet retaining the ability to bring the idling units back on line instantly when the full 12,000 h.p. of a four-unit locomotive is needed.

Superhog rolls out toward Tulsa on what seems to be twin ribbons of fire as the polished rails reflect the red sun sitting on the horizon to the west of the yard. It won’t be long before the dark-hours chill of 03-08-80 once again begins to overpower the feeble warmth of the day. In the tower, Trainmaster Jim Godfrey is relieving Bill Davis, and Russ Mahan is taking over from Yardmaster Ralph Klinker. A month ago, Godfrey went through Springfield’s big blizzard, when 20 inches of snow driven by strong winds plugged the yard within hours. Employees with four-wheel-drive vehicles ferried train crews, and a special train brought the system’s rail gang in from out west to help clear the yard. The city was virtually closed and the National Guard was called out, but the Frisco—which bills itself as “Sunbelt Central” in industrial development advertising—kept going. Godfrey does not care to see such a storm again.

At 1750, the power of a CYTY extra parks on L1S beneath the tower. More than half of its 71 cars are covered hoppers loaded with potash. There are no pickups or setouts for the extra this day, but its three units—the same ones that took QLA-A to Tulsa this morning—cut off and head for the shed where another unit (off train 730) will be added for the trip over the hills to Thayer.

Once the CYTY’s engines clear the trackage at the east end of the yard, FSE gets a highball for Memphis at 1815 and roars east past KCX-S, which is inbound on the north lead for L4N behind Union Pacific power, two GE’s and an SD40. This “Kansas City Express” stub from Tennessee Yard is in at 1828 and out at 1830 after a

crew change. While this is going on, the GCU coal train has arrived at Nichols Junction at 1820, and the units are making their runaround.

CYTY’s engines return to their train; an air test is made; and the YY heads southeast at 1910. At the west end of the yard, an SYCY extra is ready to go at 1936. It was switched 8 hours ago at 1100 but had to wait for two units from the Thayer local to complete its consist of three GP38’s. The extra need fear no delay from the GCU, though, for at 1915 it already was in the clear at the City Utilities plant at Brookline. A yard clerk in a company van will pick up the train’s crew while City Utilities personnel unload the consist and ready it for a return trip to the Garland mine a few hours after midnight. This is the same equipment, of course, which went north as XCU at 0320 this morning.

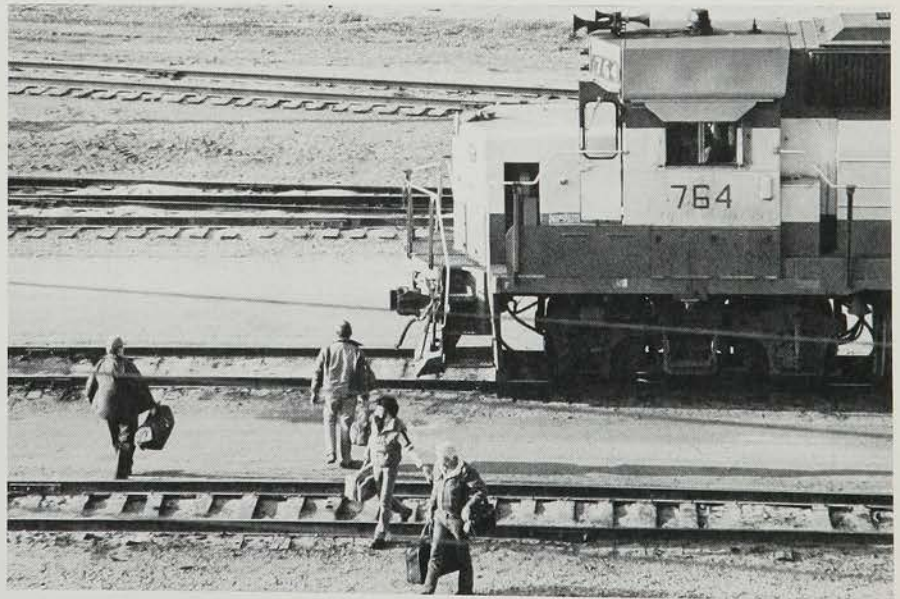
Beneath the tower in Long 2 South, three GP38-2’s on train 36 are just about ready to start their run to Lindenwood at 2145. Of the three units, two were in the diesel shop only a few hours ago for routine maintenance (one of them had been set off KCTY-2 at the beginning of the day) and the other made the Bolivar Turn earlier today. Next to 36 on L3S, another CYTY extra arrives with 54 hoppers of company ballast. Its mixture of SLSF, GN, and NP cars are a preview of things to come—after the merger of the Frisco into the Burlington Northern. This extra’s power also illustrates Frisco’s fluidity. Two of the units are making their second pass of the day through Springfield, one having gone to Cherokee Yard on QLA and another on TYCY-1, while the other two are being picked up here, one that had come in on train 730 and the other on

train 35 with a side trip to the shop.

AFTER train 34’s arrival at 2225, the view from the yard tower is pure Frisco, led off by the four units of the CYTY ballast train and the matched GP40-2’s of 34 on the south long tracks. On the yard leads, the two east-end switchers rest momentarily while the second shift crews break for lunch. Behind the two pairs of sporty looking SW1500’s sits a Springfield-built 1400-class caboose in the new paint scheme. The darker freight cars seem to fade away while the mandarin red and white looks like neon in the bluish glow of the floodlights. The vision is a fleeting one as the game resumes.

It’s almost anticlimactic as the CYTY extra departs at 2255, followed as far as Teed by train 34, out at 2318. Another KCSY extra arrives at 2350, terminating in L2S. The next shift can handle the KCSY’s switching today; Godfrey and Mahan are calling it a night. Twelve miles west of the yard, the crew of train 330 from Wichita has “hoglawned,” and their train won’t be in until well after midnight. Train CTB, the “California-Tulsa-Birmingham” run-through from the Santa Fe—with the same units that took 437-A west 22 hours ago—is due in shortly after 0000 and will usher in another day at Springfield Yard. Advance 437’s headlight is visible to the east, but it will have to wait at Broadway Street while a track is cleared for it. At his desk in the tower, Ron Speir is on duty again as trainmaster. He totes up the score for 03-08-80: 1531 cars switched, not counting those in through trains.

A clean sheet starts off the day for 03-09-80. I



1700: On “wrong side” track L4S, crews for westbound 33 are “on and off” in two minutes. Power is usual GP40-2’s, but there are only three today instead of four.