

On July 16, 1953, Frisco's Chief Engineer E.L. Anderson received a phone call from President Clark Hungerford. He requested the Chief Engineer to initiate a study with reference to constructing and locating a retarder yard outside the city of Memphis to replace the Yale Yard. Four years later, June 24, 1957, Frisco's new electronic Tennessee Yard went into operation.

The first task of the project was to find a suitable location. Three possible sites were considered. One was the existing Yale Yard location outside Memphis, one was the old Harvard Yard site across the Arkansas River, and the third possibility was a 333 acre site south of Memphis at Capleville, TN. The Yale site was not large enough and the Harvard location was judged unacceptable for operational reasons. Thus, the Capleville location was chosen.

In January, 1954, the first cost estimate was submitted for approximately \$9.5 million. The final construction figure was closer to \$10 million. In July, 1954, Frisco officials reached an agreement on development of the site with the planning boards of Memphis and Shelby County. In return for zoning rights to the site, the Company agreed to construct Hungerford Road as a link for motorists from Highway 78 at the yard's north end to Capleville-White Haven Road at the south end. The four-lane underpass at the latter road was also built by Frisco to provide for a proposed outer

belt highway around Memphis in the future. Also, the Company agreed to provide sewage facilities for two churches and a public school at Capleville from the yard's sewage disposal plant.

On June 3, 1955, the Board of Directors met and officially appropriated the funds for construction of the Tennessee Yard and the Cherokee Yard, a similar but smaller facility to be located at Tulsa, OK. The Cherokee Yard went into operation in March, 1960.

In January 1955, a scale model of the entire Tennessee Yard layout and operation was started on by Frisco engineers in Springfield. Completed in March, it was the first time any railroad had used such a completely detailed yard model.

The Tennessee Yard was designed to be a "pullback" type of yard; that is, the receiving and departure tracks are parallel to the classification tracks instead of end to end. When the receiving and departure tracks

are in the same yard area as the classification tracks, the cars must be pulled back around the hump. The hump engine then reverses direction and pushes the cars one by one to the hump where they roll free when the pin is pulled.

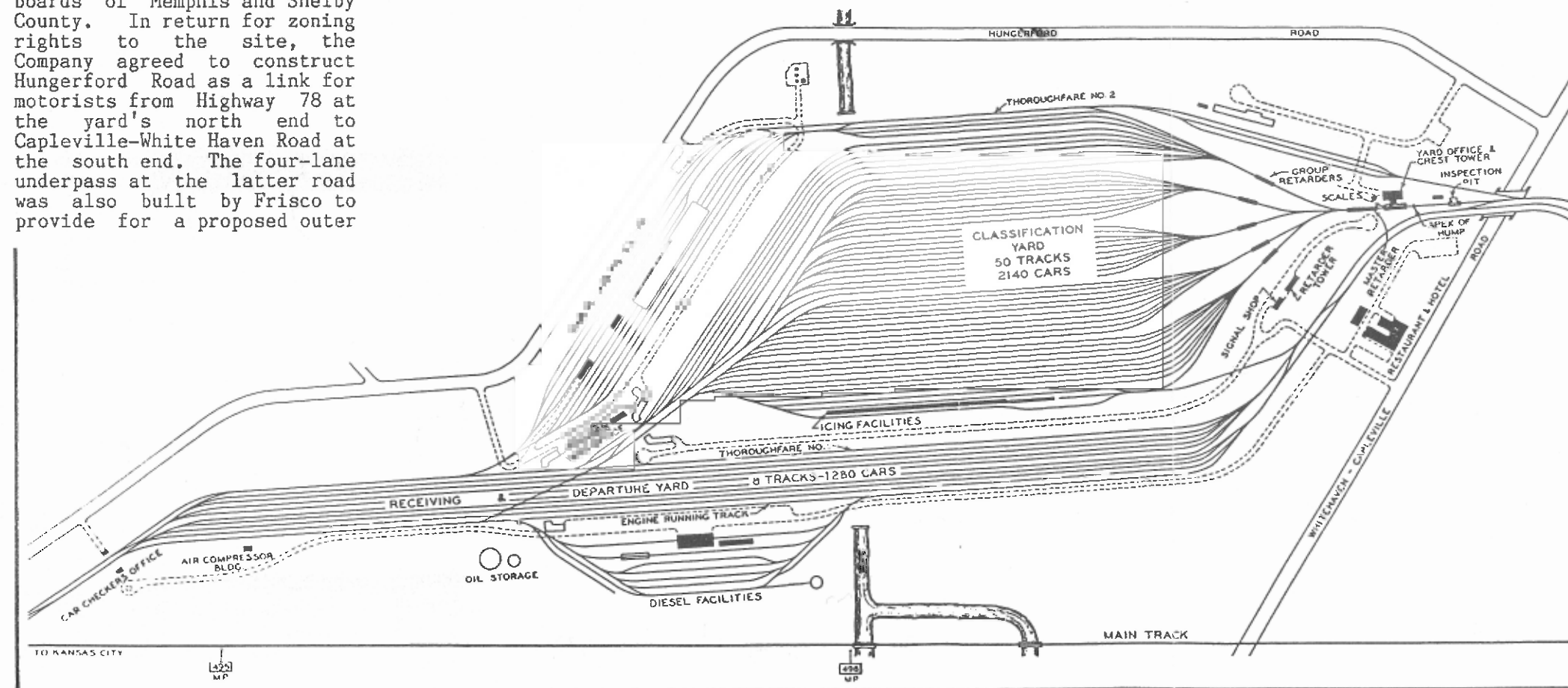
The yard was composed of two main components. One was the fifty-track classification yard, arranged in five groups of ten tracks each, capable of handling a total of 2,140 cars, big enough to classify a freight train eighteen miles long! The second component of the yard was the receiving and departure (R&D) yard, consisting of eight tracks with a total capacity of 1,280 cars. Here inbound trains were received and outbound trains made up without delay or interference in the classification process. ☐

EDITOR'S NOTE: Next month, Part 2 of our feature on the Tennessee Yard will include information on how the "hump" classification operated and photos of various facilities within the yard complex.



The MAIL CAR is a regular feature of the Modelers Information Pages in which we attempt to answer some of the many questions that are mailed 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 request are answered individually and selected questions will appear in the MAIL CAR feature.

TENNESSEE YARD



QUESTION: Did the Frisco ever have any orange and white diesel road engines with a red Frisco logo on the nose?

ANSWER: A qualified no. After looking at hundreds of photos, we can find only four orange and white engines with the logo anywhere. One is a color photo of GP38-2 #460 crossing the Trace Creek alongside Cold Springs south of Thayer, MO, that was featured on the 1980 Frisco wall calendar. A red logo is located on the nose of the engine. However, the same photo appears in black & white on the cover of the June-July, 1977, ALL ABOARD Magazine, without logo. In addition, a company photo of the same engine farther along on the same bridge, at the same time, also shows #460 without logo. A similar logo placement is found on a photo of SD45 #912 used on a series of informational "FRISCO FACTS" brochures printed between 1976 and 1979. Our engine service sources tell us that the logos appeared on these engines for promotional purposes only. A similar promotional use of the Frisco logo is found on a merger photo of BN SD 40-2 #7260 coupled nose to nose with Frisco SD 40-2 #956. In this photo a red outline logo is located under the cab window in place of the engine number.

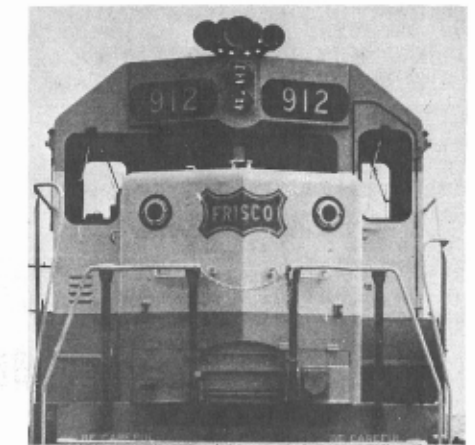
The only orange and white engines that carried the "coonskin" as a part of their standard livery were the few F-3A, F-7A, and FP-7A engines that survived after the 1965 repainting and subsequent renumbering. The logo with "FRISCO" inside was located on the nose of the engines either along the top edge of the bottom orange band or just below the bottom edge of the top orange band. ☐



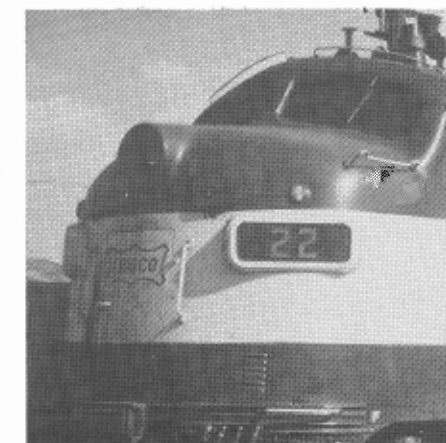
Frisco Photo



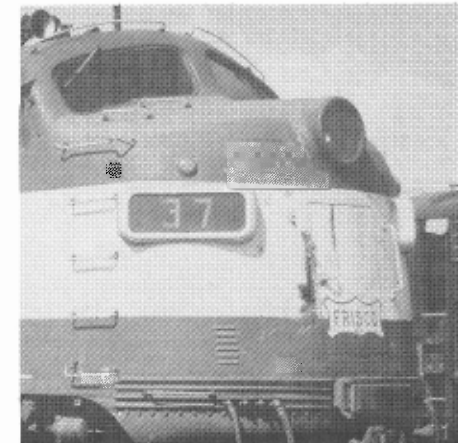
Frisco Photo



Frisco Photo



Dennis E. Conniff, Jr. Photo



Dennis E. Conniff, Jr. Photo