

FRISCO ANNOUNCES \$5,000,000 PROGRAM *for* SPRINGFIELD ~

New Yard, Other Improvements to Replace Present Facilities, Thompson Says

The St. Louis-San Francisco Railway (Frisco Lines) has revealed plans for a \$5,000,000 expansion and improvement program for its yards at Springfield, Mo. The project, which will include the building of new yards at a cost of \$2,288,900 and mechanical improvement to existing facilities costing approximately \$2,618,200, will be the largest single construction job ever undertaken by the Frisco.

Details of the construction program were made public October 19 when Frank A. Thompson, trustee, filed a petition with U. S. District Judge George H. Moore in St. Louis asking permission to make the expenditure for the program. Mr. Thompson asked that a special fund be set aside for the program, advising the court the railroad had sufficient cash on hand to finance it.

Mr. Thompson said the construction program proposed by the Frisco will consist of additions to the facilities of the present West Locomotive and Coach Shop and the laying of tracks parallel to the freight main line and bounded by the main line on the south and the Shops on the north. The western boundary will be a short distance east of Highway 66 by-pass and the eastern boundary near Broad Avenue.

Total trainyard trackage in the project will amount to 40.4 miles with 141 switches and a capacity of 2,960 cars—an increase of approximately 2,000 cars over present capacity, Mr. Thompson said after filing the petition. Another 13.6 miles of track with 54 switches will be used in the new mechanical facilities.

The Frisco trustee declared the proposed Springfield project will expand the yard facilities there to a greater capacity than any other point along the Frisco system and will overcome most of the objections to the present operation which have existed since the early days of the Frisco. His petition estimated the project would effect a savings of approximately \$400,000 annually in operating costs over present facilities in Springfield.

"Improvements of Frisco facilities at Springfield have not been effected for many years," Mr. Thompson said "and the present facilities are inadequate. This proposed project will overcome most of the objections to the present facilities and will bring the yards to a point of operating efficiency that has long been the goal of Frisco management."

"During the past few years the Frisco has taken many progressive steps in improving its service to the shipping and traveling public," Mr. Thompson said, "and the Springfield project is only a part of a large-scale program to keep this railroad ever in the forefront."

Of particular interest to Springfield citizens will be the

removal of the North Yard from its present location against Commercial Street, one of the principal business districts of the city, Mr. Thompson said. For several years there have been complaints from business interests of this section and from the residential sections north and south of the business district because of the smoke, fumes and soot from the locomotives and the coal chute. These objectives will be eliminated by the proposed project and Frisco officials predicted its completion will open the north side to further business and residential development while at the same time enhancing the value of present real estate holdings in that area.

To complete the project, the Frisco will ask the cooperation of city officials of Springfield and Greene County officials in relocating certain streets which otherwise would conflict with the \$5,000,000 program. The proposal would divert a portion of Division Street which conflicts with the new yards, but the Frisco, however, proposes to pave these portions of North, Fulbright and Calhoun Streets and Hutchinson Avenue and also to place an overpass over Hutchinson Avenue to handle the traffic placed on these thoroughfares by the diversion of Division Street. The Frisco officials declared the proposed relocations and rebuilding of the county and city streets will be an improvement over existing conditions and will not upset the normal use of these thoroughfares, except during actual period of construction.

The "sinkhole" immediately north of Division Street which is now handling the drainage from the area around the West Shops will be covered with the grade from the proposed new yard, officials of the railroad said, but a new opening will be provided approximately 600 feet northwest of the "sinkhole." This new opening will be drained by a ditch and contemplates better drainage than at the present time.

The enormity of the Frisco's project can well be estimated when the 1,150,000 cubic yards of grading is taken into account, officials of the railroad said. In addition to this amount of grading the officials said it was expected workmen will have to blast through 2,000 cubic yards of solid rock to make way for the building program.

A two-story restaurant will be constructed within the limits of the new yard for the convenience of Frisco employes as one of the buildings in the proposed \$5,000,000 project. The restaurant will be located near the Park Avenue grade crossing on the Clinton Line.

Work on the project is expected to get under way just as rapidly as possible if it is approved by the Federal Court, officials of the railroad declared. It is estimated two years will be required to complete the work.

FRISCO'S *Springfield* PRO

This aerial view of the territory around the present Frisco West Shops makes a good "map" of the new yards which the railroad proposes to build in Springfield. The camera here is pointed east. The Frisco's "sink-hole" area is visible just to the right of the shop buildings. And just to the right of the "sink-hole" is the point where Division street jogs across the tracks. Here, the Frisco proposes to reroute Division street traffic along the gravel streets to the right of the tracks. The railroad would pave these streets.



GRAM



This is the present Frisco north shops and north yards, with the airborne camera pointing west. The shop buildings, clustered in the foreground, would be eliminated under the proposed new set-up. The yards, choked by bottlenecks at Washington avenue on the east and Lyon avenue on the west are visible a short distance beyond the shops. The smoke and steam which almost constantly cover the area are clearly evident.

A close-up of the present Frisco north yards shows a maze of tracks dominated by a smoke-blackened coal chute. Smoke arises from several engines puffing in the yards.

