

Offices in New Building at Springfield, Mo.



GENERAL OFFICE OF CAR ACCOUNTANT.



PER DIEM DEPARTMENT, CAR ACCOUNTANT'S OFFICE.



STATISTICAL DEPARTMENT, CAR ACCOUNTANT'S OFFICE.

In their new quarters in office building just completed.

Office Force.

The group herewith presented represents the South Side, Springfield, Mo., office force, and was snapped recently by F. P. Wilmarth, Sr., FRISCO-MAN cor-



respondent at that point. Those shown in the picture from left to right are: Tom Chapman, clerk; Harry Bissett, chief clerk; W. H. Scarbrough, time-keeper, and Ed. Hicks, Clerk.

Puxico.

The photograph herewith reproduced is of our station at Puxico, Mo. Those



shown in the picture, from left to right, are, E. Swallows, drayman; E. L. Cowgill, clerk; A. Luckman, agent.

Memphis Mill Gang.

The Memphis, Tenn., mill gang are the Frisco men shown in the accompanying



reproduction. From left to right they are: L. D. Orr, mill foreman; R. C. Guthrie, assistant mill foreman; J. H. Cartwright, scratch boss; P. N. Brennan, cabinet-maker.

The photograph was taken just outside of the mill shop.

New Taneha Station.

Our new station at New Taneha, Okla., was opened May 25, 1910. In the photograph herewith reproduced No. 412 may



be seen in the siding, waiting to meet No. 407.

J. P. Scott, agent at New Taneha, sent the picture to THE FRISCO-MAN.

Fayetteville Crew.

The accompanying reproduction is from a snap shot of our yard crew at Fayetteville, Ark., with engine 2737. Reading from left to right they are as



follows: J. W. Miller, fireman; G. C. Goff, switchman; R. E. Sharp, yard-master; W. E. Alexander, engineer, and Watt Mooreing, switchman.

The picture was sent to THE FRISCO-MAN by S. W. Brink, car foreman at Fayetteville.

Harvard Day Crew.

The accompanying group represents the day crew at Harvard, Ark. Those shown in the picture, reading from left to right, are: R. H. Brown, C. H. Dan-



forth, L. J. Orman, W. C. Yates and Bun Rutherford.

Loading Record.

J. H. White, foreman, Ft. Smith, Ark., with three of his men loaded fifteen



yards of dry sand into a box car in two hours and ten minutes with General Foreman T. W. Anderson's model sand loader.

Brown Hoist.

The accompanying is a snap shot of the Brown Hoist at Memphis, Tenn., showing Engineer R. M. Jones.



This machine was recently overhauled at the Memphis shops and is now practically in new condition.

At Pocahontas.

The Frisco station grounds at Pocahontas, Ark., are shown in the accompanying reproduction. The photograph was taken from the top of the water tank, looking north.

The platform seen in the picture is the freight platform, at the far end of which was the freight depot, which



burned down last October. The freight office is now in the passenger station, the box cars on the spur track being used to store freight in.

The picture was sent to THE FRISCO-MAN by H. Stephans, freight cashier at that point.

At Cordell.

Herewith is reproduced a picture of our station at Cordell, Okla. Those shown in the photograph, reading from left to right, are: W. E. Bayfield, express driver; J. A. Reed, freight clerk;



H. A. Gray, cashier; Elmer Reed, helper; J. E. Kerr, agent; J. A. Cook, express cashier, and Mr. Kerr's three children.

Handling Household Goods.

BILLING AGENT.

When handling a shipment of household goods, whether it be carload or less, the agent or his representative should see that the goods are in proper shape and condition for shipment.

While the classification does not require it, stoves should be crated, all fixtures should be detached and boxed, or securely tied with wire inside the stove; kitchen safes, cabinets, etc., also should be crated. These articles are very frail, generally glued together and glue dried out, and will not stand ordinary transportation without something to hold them together. While, of course, an agent can not demand this, if he will put the facts up to the shipper I think he will generally find him willing to fix up his stuff in such shape as to insure its getting to destination without being broken up.

On less than carload shipments shipper should be furnished with marking pot and brush in all instances. Tags will not get them there. Tell Mr. Shipper that all old marks must be entirely erased. Each article must be plainly marked with brush where space permits, and all other articles should be plainly tagged, fastened on with strong wire or cord. Each article should be listed on bill of lading, being sure to call each article by its proper name. All exceptions should be noted, such as broken castings on stoves, broken rockers on rocking chairs, and all scars and bruises on furniture, etc.

If a shipment is moving at the reduced rate, which nine-tenths of them do, this released clause should be inserted on bill of lading, also billing. This feature is very essential at times in settling household goods claims.

The writer has just used a block of one hundred vouchers in the settlement of household goods claims. A great many of them were for lost freight. I have made it a point, where claims are for lost articles, to ask the claimant how he marked his goods. His reply in every instance has been, "The agent gave me tags and I tied them on."

I think this tells a story which can be written in a very few words, "marking pot and brush."

Local conductors should see that all articles are properly marked. Do not load a box, barrel or crate that is marked with a tag, or has any old marks on it, when there is room on the article for proper marking with a brush. The first time it is slid over the car floor, or a box is jammed close beside it, the tag is knocked off, the article loses its identity, and he is called on later for his loading record, etc. He should note all exceptions against freight as it is loaded into the car. This will enable him in many cases to clear his record of handling, which in many instances might reflect on the train crew handling as to the responsibility for the damage or loss.

Delivering agent should note very carefully all exceptions on his O. S. & D., being particular in cases of breakage or damage to state whether breakage is old or new.

The weighing of all household goods is very necessary as matter of revenue, also compliance with the law, and often bears a very important feature to determine certain losses.

By all giving this matter the consideration it deserves, these claims could be reduced very materially, which would mean quite a large item of revenue.

R.P.C.

To Frisco Employees:

In the limited time before leaving it is impossible for me personally to say "Good bye and good luck" to all those with whom I have served during the past thirty years.

Whatever success has come to me has been mostly due to a cheerful and unflinching support by the employees and it is to them, that my heart turns affectionately and gratefully at the time of approaching departure.

I wish you all Health, Success, and great Happiness.

C. R. Day.