

LAYNE INSTALLATIONS SUPPLY WATER

— At Many Points Along the FRISCO

DEPENDABILITY—

ECONOMICAL OPERATION—

LOW MAINTENANCE—

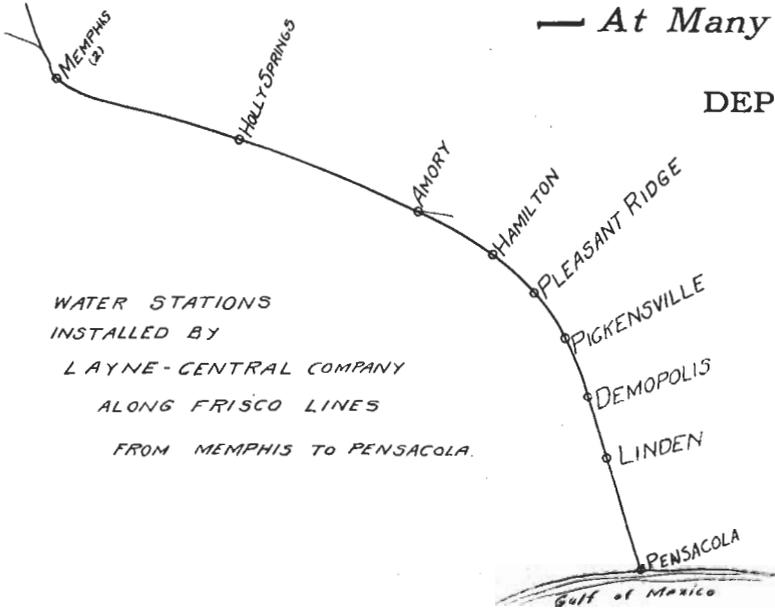
have won the confidence
of the FRISCO officials

*LAYNE Wells and Pumps
insure prompt service on
the new line to Pensacola,
Florida*

LAYNE & BOWLER

INCORPORATED

MEMPHIS, TENNESSEE



WATER STATIONS
INSTALLED BY
LAYNE-CENTRAL COMPANY
ALONG FRISCO LINES
FROM MEMPHIS TO PENSACOLA.

WE wish to compliment the St. Louis-San Francisco
Railway Company and the Country they serve
on the completion of their new line from Aberdeen,
Mississippi, to Kimbrough, Alabama, and we feel a
sense of pride for our part in the building of this line
from Aberdeen, Mississippi, to Aliceville, Alabama.



ROSS, WOGAN & COMPANY

CONTRACTORS

25th and Summit Streets

KANSAS CITY, MISSOURI

We welcome the coming of the FRISCO

JNO. MASSEY, *President*

C. L. GRIFFIN, *Secretary*

CARY & COMPANY
COAL MERCHANTS — BUILDERS' SUPPLIES
EXPORT, BUNKER AND DOMESTIC COALS

EXCLUSIVE SALE OF

MONTEVALLO
 PIPER
 BRILLIANT (on Frisco)
 PEERLESS
 DOMESTIC COALS

DISTRIBUTORS FOR

DUPONT PAINTS
 ROYAL CEMENT
 BARBER ASPHALT ROOFINGS
 U. S. GYPSUM PLASTER and SHEET ROCK
 W. S. DICKEY COMPANY SEWER PIPE

The Only Retail Coal Yard in PENSACOLA on the FRISCO

“WHEN YOU THINK OF COAL, THINK OF CARY”

Heartiest congratulations to
 the Frisco on the completion of their
 new line to Pensacola, Florida



Frisco...

we congratulate you

YOU have just completed a notable achievement and we congratulate you. It was a real pleasure for us to help in the construction of your new line to Pensacola. We hope that we will always be allowed to serve you and to share with you the pride of accomplishment.

J. A. KREIS & SONS

INCORPORATED

608-10 BURWELL BLDG.

KNOXVILLE, TENN.

THE NEWPORT COMPANY

WORKS AT
CARROLLVILLE, WISCONSIN
PASSAIC, NEW JERSEY
BAY MINETTE, ALABAMA
PENSACOLA, FLORIDA

PENSACOLA, FLORIDA

WELCOMES THE FRISCO LINES

SIX MODERN COALING STATIONS ON FRISCO LINES

By J. G. FORSTER, Vice-President
OGLE CONSTRUCTION CO. Chicago

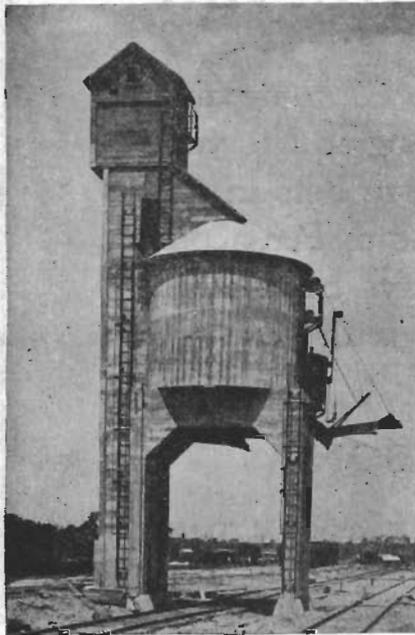


Fig. 1, Pensacola, Fla.

WITHIN the past fifteen months, Frisco Lines placed contracts for six modern coaling stations with the Ogle Construction Co. of Chicago. These at Aliceville, Local, Magnolia, Alabama, and Pensacola, Florida (similar to Figure 1) are of reinforced concrete throughout, and of 100 tons storage capacity. The plant at Cherokee, Kansas (Fig. 2) is also of reinforced concrete, but of 200 tons storage capacity. The main line facility at Yale, Tennessee, (Fig. 3) is a 50 ton capacity steel storage bin on reinforced concrete foundations. All of these coaling stations are equipped with full automatic skip hoist coal handling machinery that provides a hoisting capacity of thirty tons of coal per hour and all, except Aliceville and Magnolia, are now in service.

These coaling stations represent a substantial investment, from which Frisco Lines rightfully expect a satisfactory return. To obtain it, the plants must render dependable service at all times. Interruptions in that service will be costly, so every factor in the plants' design, construction and equipment has been carefully considered to insure maximum service—maximum return on their initial cost.

Interruptions because of fire, or structural depreciation, are remote, because all of the plants are of fireproof construction. Interruptions because of mechanical replacements are bound to

occur, either from natural wear, through constant use, or from improper operation, or both.

Interruptions because of natural wear of the machinery through usage should be few and far between, because the mechanical equipment installed in each of these coaling stations is sturdy, fool proof and reliable, and should function efficiently for a long time without requiring repairs or replacements.

No machinery will stand abuse, so if Frisco Lines is to obtain maximum service from these modern coaling plants, much will depend upon the manner in which the machinery is operated and maintained.

A thorough inspection of the plants should be made DAILY, and the operator of each plant should be instructed to do the following:

EVERY DAY BEFORE HE PLACES HIS PLANT IN SERVICE:

- (1) Fill all oil and grease cups.
- (2) Examine the hoist to make sure it is in proper working condition.
- (3) Examine the bucket and loader to make sure that all parts are free to function properly.
- (4) Examine the cables to see that they are not unduly worn and that there is no slack in them.
- (5) Examine the bucket guides to see that they are properly lined

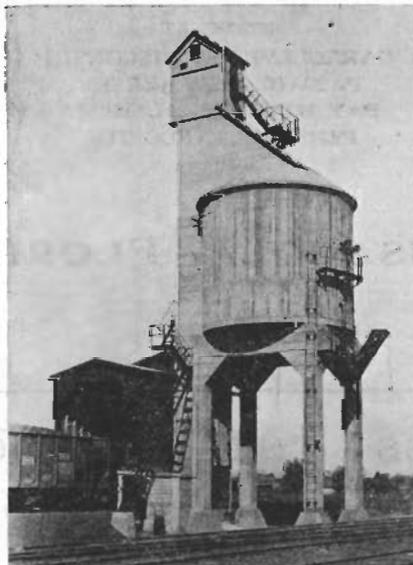


Fig. 2, Cherokee, Kan.



Fig. 3, Yale, Tenn.

up, free of obstructions and are not loose.

- (6) Examine the sheaves to see that they are free to revolve and that they are properly lubricated.

To avoid accidents, the operator should be instructed to:

Never start the machinery while anyone is in the bucket pit or hatch.

Never operate the plant with slack cables.

Never permit large obstructions, such as car wrenches, cross ties, mine pumps, and the like, to enter the receiving hopper. If they do, they will cause serious damage to the loader and bucket.

Never overflow the storage bin.

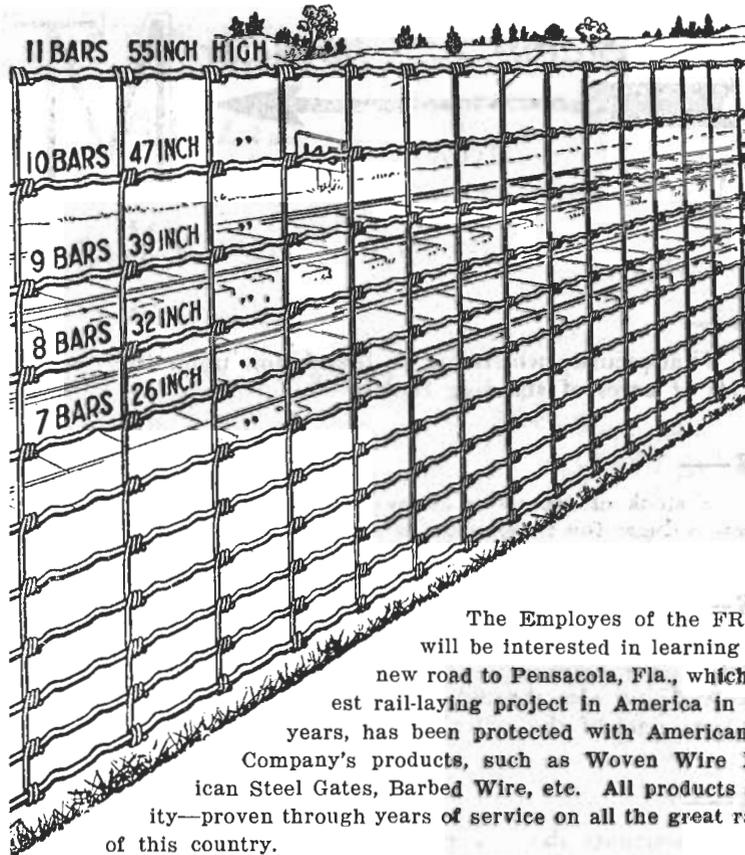
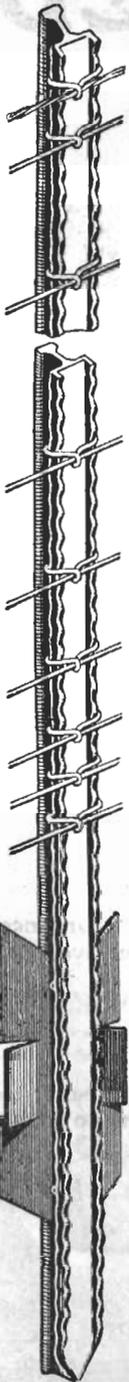
Never attempt to adjust the machinery unless he knows what to do and how to do it.

When the plant is shut down for the day, the bucket should be left in the pit beneath the loader so that all strains are removed from the hoist cable and sheaves. It is highly desirable when the plant is shut down that the receiving hopper be empty. This is especially necessary during the winter as the coal may freeze during the night and cause delay and damage when the plant is again placed in service.

These suggestions are born of years of experience in locomotive coaling station engineering. If they are conscientiously carried out by the employees who are responsible for the operation of these coaling stations, they will contribute much towards fulfilling the purpose for which the plants were constructed—"Dependable Locomotive Coaling Service at Low Cost."

(ED. ADV.)

American Railroad Fencing and Banner Steel Fence Posts for Right-of-Way Protection



The Employees of the FRISCO SYSTEM will be interested in learning that the entire new road to Pensacola, Fla., which was the greatest rail-laying project in America in the last fifteen years, has been protected with American Steel & Wire Company's products, such as Woven Wire Fencing, American Steel Gates, Barbed Wire, etc. All products of proven quality—proven through years of service on all the great railroad systems of this country.

AMERICAN RAILROAD FENCING—The Original and Genuine Hinge Joint Fence has been the standard for railroads for over twenty-five years. It is made in various heights, as indicated above and in different gauges of wire to meet all needs.

BANNER STEEL FENCE POSTS—Thousands and thousands of these splendid steel posts are in use on the railroads of this country. They are designed like a railroad rail and have unusual strength in all directions. Can be easily driven in any kind of soil and are self-anchoring. Fence or barbed wire easily and quickly attached at any point with the new open drop loop clamps.

AMERICAN STEEL GATES—Strong and Durable. Made in all standard sizes for railroad use. Galvanized or painted frames. These gates have exceptional quality and have been approved by the leading systems of the country.

FRISCO EMPLOYEES interested in Right-of-Way Protection are requested to send for catalogues fully describing these products.

Banner Steel Post
*The Post
With a Backbone*

American Steel & Wire Company

Chicago New York Boston Dallas Birmingham Denver
U. S. STEEL PRODUCTS CO. San Francisco Los Angeles Portland Seattle