

or bearing. Weighmasters should be very careful to see that cars are placed on the scale standing free and clear; neither air nor hand brakes should be set on car when set for weighing.

Freight house and baggage scales are much more lightly constructed, and care should be used to see that heavy boxes and trunks are not thrown on them. The pivots on these scales are small and easily broken. They should be kept

under cover and out of the weather to prevent rusting. Small scales that are being used constantly by trucks and heavy loads should be balanced several times daily to see that they are in working order.

A scale is built on the same principle as a watch, and must have the same consideration in proportion to its mechanism, and when it gets the care it deserves it will give the results expected.

The Crew of No. 8.



Just before the departure of train No. 8, engine 162, from Elsworth, Kans., June 6, 1911, the accompanying picture was snapped by Herron Westbay, of Monett, Mo.

Reading from left to right the men shown in the picture are: Fireman Toney E. Bach, Wichita, Kans.; Road-

master J. P. Sheehan, Wichita, Kans.; Engineer E. N. Walker, Wichita, Kans.; Collector J. B. Tremayne, St. Louis; Foreman Terminals S. Wahl, Ellsworth, Kans., and Express Messenger George E. Feist, Monett, Mo. All of these men, with the exception of Mr. Tremayne, are old-timers in point of service.

New Equipment.

The Frisco has recently placed orders for fifty-one new steel passenger cars and twenty-eight large Pacific type passenger locomotives.

This equipment is to make up the St. Louis-New Orleans and the St. Louis-Pacific Coast trains.

In the last three years the Frisco has not ordered a single wooden passenger coach, and with this additional number of cars 25 per cent of its passenger equipment will be of steel.

Eighteen new all-steel postal cars will be delivered to the Frisco next month.

TO THE FRISCO-MAN:

"Never play another man's game" is good advice, but the railroad boys have the reputation of being good sports and going against anything once anyway.

We want to get the readers of THE FRISCO-MAN to play the traffic game and see how they like it, and what is more will guarantee that they can't lose, and if they don't like the goods they can return them and get their money back.

Vice-President Nixon (when he was "catching car numbers" he was known as Billy), is asking the boys to try and get along with a little less coal and others are suggesting ways by which saving can be made or the service improved.

We want them to spend a little of their time with the fellow who gets the freight, or tries to get it.

(I suppose Bro. Hilton would add "and the passenger").

Suppose every reader of THE FRISCO MAN should see that anything coming to his notice that affected the welfare of the Company was *put where it would do the most good*.

If a friend were shipping a baby carriage or an automobile, find out if he wouldn't give it to *his road*, or put the freight man *on*.

Ask his grocer or the man he buys his chicken feed of if he ships his stuff over *his road*; if not, why-not?

If he hears any one knocking and he can't land him himself, let him tell George, the station agent, and let him do it.

Briefly and seriously, if everyone of the 23,000 (?) men in this great family were all trying in every way to help the other 22,999, it would be a potent factor for good railroading in more ways than one—

Wouldn't cost any of us a cent, nor take any time.

A year of this team work would mean thousands of ton of new freight business and many additional passengers—many new friends made, and add to the already enviable reputation that THE FRISCO-MAN has for loyalty to *his Road*.

The Traffic boys need your help and besides we think you will like the game.

Suppose you cut in for one deal anyway?

Yours truly,

ONE OF THE TRAFFIC BOYS.

The Brown Hoist.

The cut herewith shows the Brown Hoist in operation at Memphis, Tenn.



The photograph was forwarded to THE FRISCO-MAN by W. A. Gillespie, of that point.

L. S. Leased.

President Winchell announced that the Frisco Lines has acquired, under long-time lease, the Louisiana Southern Railway. Commencing July 1 this line, which connects with the Frisco's extensive New Orleans terminals and follows the east bank of the Mississippi River from New Orleans south to Belair, thirty miles, with a line from New Orleans to Shell Beach on Lake Borgne, a dis-

tance of thirty miles, will be operated as a part of the Frisco.

The property will at once be reconstructed and put in first-class condition. The line down the river will be extended some twenty miles, thereby providing fifty miles of deep water river frontage below New Orleans, affording opportunity for endless wharves for rail and steamship connection and admirable locations, with both rail and water facilities for manufacturing enterprises.

The line traverses in great part rich and finely-developed sugar, fruit and truck plantations and farms producing heavy freight tonnage, and the remainder is mostly virgin cypress forests.

The terminals at Lake Borgne will be extensively improved and made an attractive seaside resort, which, with the good service afforded, will prove an added attraction to New Orleans.

The acquisition of the Louisiana Southern will furnish the Frisco with such opportunities for economically transferring export and import traffic that it is bound to add greatly to the volume of traffic passing over its lines in all directions.

Koonce at the Hoist.

John F. Long, general foreman, Sapulpa, Okla., sent to THE FRISCO-MAN



the photograph herewith reproduced, showing Labor Foreman Frank Koonce and the air hoist at Sapulpa.

Another Kodaker.

F. G. Gissler, an employe of the traffic department, St. Louis, Mo., may be seen in the accompanying cut. Mr. Gissler



has furnished THE FRISCO-MAN with several pictures of scenes on the line, which will be published at a later date.

"Jerry" Poses.

Walter O. Egbert, night round-house foreman, Springfield, Mo., was snapped by our correspondent recently on his way to work. "Jerry," as he is known



to the boys, posed at the corner of College and Evans Streets.

Babcock, of 108.

Conductor A. F. Babcock, who runs on train No. 108, was snapped by THE



FRISCO-MAN's correspondent May 7, 1911, just as he was ready to leave Springfield, Mo., for Fort Scott, Kans.

Conductor Babcock has the reputation of always wearing a pleasant smile, and is popular among the boys on the road.

Five Fair "Heads."

The accompanying reproduction shows a squad of "Hello" girls and stenogra-



phers employed at the general store-room, Springfield, Mo. "Two Maximum Loads of Beauty" has been suggested as a title for the picture.

Can't Escape Us.

Baggage Master W. H. Jordan was snapped at Springfield, Mo., just as he



had turned away from the truck load of baggage, which may be seen at his left.

Despite the warning from Mr. Jordan our Springfield correspondent is still able to use his camera.

An Old-Timer.

Engine No. 157, the engine used by McCabe & Steer, contractors in building the Red River Division, is reproduced herewith from a photograph taken at Holdenville, Okla., January, 1901.

Attention is called to the many appliances on this engine that are not in use in any of the Frisco engines of



today, namely, the pilot bar, cinder chute (operated by water), large head-

light cage, old style number plate, boot-leg stack, old style whistle, main reservoir on rear tank, oil cups on rods, and front end door of old pattern.

Standing along side of the engine, with hand oiler, may be seen Engineer Renchen, but it is regretted that Engineer Harley, who sent the picture to THE FRISCO-MAN, could not recall the names of the other boys shown.

A Chaffee Group.

The accompanying reproduction shows some of the men employed at the round house at Chaffee, Mo.

Reading from left to right, first row: Joe Gagner, blacksmith; Pete Underwood, machinist; Machinist Crist, Helper



Steve Mattingly, Machinist John Lay, Front End Man Hicks, Coppersmith Ehler, Stationary Engineer Paxton, Helper Tanner.

Back Row: Machinist Fauber, Machinist Lawson, B. M. Donel, Machinist Tom Lyons, Boilermaker J. Flynn, Jr., Boilermaker J. Lehne, Machinist Charles Baron, Round House Foreman F. H. Couchman, Former General Foreman W. F. Sweany, Boilermaker T. Davis, Boilermaker Foreman J. P. Flynn, Blacksmith L. Hunt, Helpers W. Bell and R. Bell.