

LET'S LAUGH

There are lots of funny things along the Frisco and THE FRISCO-MAN wants to hear about them in order that it may print them in this department.

Not What He Seemed

She was very stout and must have weighed nearly three hundred pounds. She was learning roller skating, when she had the misfortune to fall. Several attendants rushed to her side, but were unable to raise her at once. One said soothingly:

"We'll get you up all right, madame. Do not be alarmed."

"Oh, I'm not alarmed at all, but your floor is so terribly lumpy."

And then from underneath came a small voice which said: "I am not a lump. I am an attendant."—*Ladies' Home Journal.*

Details

Judge: "Describe what passed between you in the quarrel with your wife."

Man on stand: "The plates were regular dinner size, your honor, and the teapot had a broken spout."—*Boston Transcript.*

Was Compelled to Stay

A good railroad story has started on its rounds, says the *Kansas City Star*. A man was exasperated because of the slow speed of the train. Finally he could control himself no longer, and said to the conductor: "Can't you go any faster than this?" "Yes, sir," politely replied the conductor, "but you see I have to stay with my car."

In the Smoking Compartment

"Going far?" asked the talkative one.

"To Chicago," roared the traveler. "I'm in the dry goods line. Thirty-



*Theodore ROOSEVELT BIRKENHOUER
"EASTERN DIVISION ACCOUNTANT"
"ONE GAIT RAIN OR SHINE"*

six. Married. Name Horatio Brown. Son nineteen years old. In the Civil Service. He gets thirty a week. Father died last July. Mother is still living. One of my nieces has red hair. Our cook left, but we got a new one. Anything else?"

The talkative man thought for a moment. "What oil do you use on your tongue?" he inquired slowly.

Ever See This One Before?

A rabbi was riding in a tramcar, and rose to offer his seat to a lady. Before she could take it, a young man

plumped himself down in the vacated seat. The rabbi said nothing, but gazed at him in disgusted silence.

"What's the matter?" suddenly demanded the young man in a gruff voice. "What are you glaring at me for like that! You look as if you would like to eat me."

"I am forbidden to eat you," answered the rabbi. "I am a Jew."—*Canterbury (Australia) Times*.



Guess Who?

Impoliteness of Curiosity

The goose had been carved, and everybody had tasted it. It was excellent. The negro minister, who was the guest of honor, could not restrain his enthusiasm.

"Dat's as fine a goose as I evah see, Bruddah Williams," he said to his host. "Whar did you get such a fine goose?"

"Well, now pahson," replied the carver of the goose, exhibiting a great

dignity and reticence, "when you preaches a speshul good sermon, I never axes you whar you got it. I hopes you will show me de same consideration."—*Popular Magazine*.

Too Much Ball

"Why did you move away from Chicago?"

"The doctor advised my husband to move to some town with only one team to worry about."—*Louisville Courier-Journal*.

Wail of a Distraught Owner

A man who possessed more money than brains, owned a number of small cottages in the foreign section of the city, and was much troubled with tenants who moved out and others who moved in without formal notice.

He posted the following sign on the doors of all his unoccupied cottages:

Notice: any Person or Persons that Moves into A house Without my Consent shall be Put out Without eney Cemmony.

"Dam it I Must and Will have some Sistom."—T. Square.

"Bill's going to sue the company for damages."

"Why, what did they do to him?"

"They blew the quittin' whistle when 'e was carryin' a heavy piece of iron, and 'e dropped it on 'is foot."—*Everybody's*.

It Was Easily Kept

"What animal," asked the teacher, "is satisfied with the least nourishment?"

Looking over the raised hands, she said: "Well, Harry, you may answer."

"Please, ma'am, the moth. It eats nothing but holes."

Veteran Salsman

Section Foreman Riley Salsman of Crescent, and his two daughters, the Misses Grace and Clara Salsman, are shown in the accompanying reproduction.



Mr. Salsman has been continuously employed by the Frisco for the last twenty-three years, serving as section foreman for twelve years. He has been in charge of the section at Crescent for six years.

“The soul that sinneth, it shall die,” is not more true than that the unsafe man or chance-taker will be eliminated from the railroad service. Not because the Superintendent, or the General Manager, or the Directors want it so, but because an enlightened and awakened public interest requires it and it has to come.”

Kenney and Ryker

Engineers J. J. Kenney of Monett, and Fireman Ryker of Springfield, were snapped by Herron Westbay at Monett, Mo., January 1, just before leaving that station in charge of engine 1406, train 715.

Engineer Kenney (to the left) has been continuously employed by the Frisco for thirty-six years, as locomotive engineer for twenty-six years.



Mr. Kenney began his railroad career as section hand and after holding that position for a year, took a job firing, in which capacity he served until he was promoted to engineer.

Fireman Ryker (to the right) has been with the Frisco as fireman for the last seven years.

“Do not forget that we are all fighting to safeguard the persons and the property entrusted to our care, and in order to do so successfully each must do his part.

Alsop Home

The cottage shown in the accompanying reproduction is the home of F. C. Alsop, clerk in the machine department of the New Shops, at Springfield, Mo.

Through thrift and saving a little each month, Mr. Alsop has been able



to purchase this home for himself, and it is an example of what can be accomplished by employes of every rank, where the proper efforts are put forth, to lay by small sums each month for the proverbial rainy day.

K. C. Improvements

Many of the improvements made at Kansas City shops and terminals during the last two months are the result of the individual efforts of the foremen of the different departments.

Among these improvements may be mentioned the installation of two new 400-horsepower boilers of the Iffine pattern, with feed water heaters and stokers of the latest design, supplanting the six obsolete boilers used for-

merly for stationary purposes. Two new stacks, eighty-five feet high, carry the smoke from these boilers.

Sanitary wash rooms are in course of construction at the round house, machine, boiler and blacksmith shops, as well as the coach yard.

A coat of white-wash inside and red paint outside makes the old shops delightfully clean and healthy.

An Oxy-Acetylene plant has been installed and is running full capacity.

A system of education, started some time ago, is now bearing fruit and the men have learned to place tools and other things where they belong. Employes who before would be highly indignant when told of their mistakes, now take pride in doing things correctly and will listen attentively when told of their errors.

Through the co-operation of the men in all departments of the Kansas City shops, much good is being accomplished both for the company and the employes.

Clinton Yards

The reproduction herewith is from a photograph taken in the Clinton, Okla., yards. To the right may be



seen David Daniels; in the center, Foreman J. Belford; and to the left Dan Stewart. Foreman Belford's little daughter Audrey may be seen sitting on the water keg.

Bridge Builders

If the calculations prove true, the bridge and building department of the Western Division is to be materially strengthened in a very few years.

The boys are Harry K. and David B. Kengle, youngest children of H. V.



Kengle, general foreman bridge and building and water service, Western Division.

Mr. Kengle is an "old timer" in point of service, having been connected with the road continuously for the last five years.

Two Vets

Division Roadmaster Pat Herd of Carl Junction, Mo., was "caught" in company with M. D. Gibbs, general foreman B. & B. department, Neodesha, Kans., recently, in the Joplin, Mo., Sixth Street yard, where Mr. Herd is supervising the construction of new track.

Mr. Herd entered the employ of the

Frisco June 1, 1877, when the line extended from Saint Louis to Vinita only. During the first year of his connection with the road, Mr. Herd



was obliged to lay off for several months because of illness, but since June, 1878, Pat has never missed a pay day.

Mr. Gibbs also ranks well up among our veterans in point of service, coming to the Frisco from the "Old Memphis" at the time the two roads consolidated.

Powell-Hayden

G. W. Hayden is appointed assistant to chief purchasing officer, with headquarters Frisco Building, St. Louis, Mo., effective April 15.

T. J. Powell having resigned, the office of purchasing agent is abolished. Mr. Powell, who has been with the Frisco four years, has accepted position of Manager of the Railway Sales Department of the Pierce Oil Corporation.

E. Gengenbach is appointed general agent of the freight and passenger departments, effective April 1.