



ROY BELL



FLOSSIE BELL



MABEL LUCILE HURT



AMELIA ALICE FLYNN



JAMES HOBBS



Air Men and Derrick Men—North Shops, Springfield, Mo.

Our "Truck Gardens."

One of the most notable "truck gardens" on the Frisco Lines is to be found at the North Side Plant, Springfield, Mo., according to the air men and derrick men employed at that point.

This garden may be seen to the left, in the photograph reproduced in the opposite column, and while it is true the spot does not produce the usual palatable edibles to be gathered from such gardens, it is equally true that it has not been misnamed, as a glance at the photograph will prove.

The air men and derrick men employed at the North Side Plant are also shown in the picture. Reading from left to right are:

G. L. Alsup, J. B. Stiles, Tom Akins, Joseph Vicsniray, Bob McClintoe, G. W. Cooper, W. R. Fields, A. J. Goes, L. J. Conn, Andy Hanson, Grover Stovall, foreman of derrick; T. L. Bryant, foreman air room; G. Peiler, W. E. Waley, C. Gaffener, Lee Morris, C. C. McCrackin, H. Gaffener, H. Bray and B. Bates.

Tiffany-Essary.

News has reached *The Frisco-Man* of the marriage, October 13, of Bert Tiffany and Miss Ida Essary, both of Thayer, Mo. The ceremony was performed at the Methodist Church at 8:00 p. m., the Reverend Mr. Taylor officiating.

Mr. Tiffany is employed as accountant in office of Superintendent Baltzell.

There Are Many Ways.

to make money—if you have even a small capital. Saving some money each week or month furnishes the capital.

Your savings earn 4 per cent interest at this bank.

THE CENTRAL NATIONAL BANK
OF TULSA, OKLA.

LET'S LAUGH

That Accounts for It.

A correspondent sends a despatch from Hoboken, a small town three miles southwest of Antwerp, describing the attack of the Germans. He states that he stood on a gas tank during the engagement.

Nothing like being close to one's supplies.

What the Injured Railroad Employee Said.

One of the Southern roads has a printed accident report form, on which foremen are required to report mishaps which befall their men. One of the questions is: "What does the injured person say?"

Some of the road's carpenters were working on a bridge over the Chicago River, and one of them fell off. On the report in the office was the following:

"What does the injured person say?"

"He says it was a darn good thing he could swim."—*Chicago Tribune*.

An Irishman who was too old for active work was offered the position of crossing tender at a small railroad station. He looked dubious as the duties of the office were explained to him and the meaning of the various flags was clearly stated.

"In the case of danger with a train coming, of course, you wave the red flag," said his friend, proceeding with his explanation.

A hard old hand grasped his arm.

"Man, dear, it'll never do," said Patrick, shaking his head solemnly. "I could never trust myself to remember

to wave a red flag when there was a green wan handy."—*Current Literature*.

Round Trip.

The attorney of a street railroad company in a Kentucky town was examining a skinny sixteen-year-old negro boy who had sued for injuries ostensibly incurred in a collision on the highway, relates the *Saturday Evening Post*.

"You say," he asked, "that when this street car hit that wagon you were riding on the front seat of the wagon?"

"Dat's whut I said," answered the little negro.

"And you say the force of the blow knocked you up in the air?"

"Yes, suh—'way up in de air."

"Well, how long did you stay up there?" demanded the lawyer.

"Not no longer dan it tuck me to git down!" answered the truthful complainant, promptly.

As the early morning Missouri Pacific train out of Kansas City drew up at a station one morning, a pleasant-looking old gentleman stepped out on the platform, and, inhaling the fresh air, enthusiastically observed to the brakeman:

"Isn't this invigorating?"

"No, sir," replied the conscientious employe, "it's Pleasant Hill."—*Exchange*.

He Does It.

"Pa, what does a censor do?"

"Oh, incenses everybody, my son."—*Baltimore American*.



The above reproduction represents the oldest and newest type of engine in use on the Frisco lines. Engine 31, on train 754, on the Bentonville Branch, and engine 1654, on train No. 4—Both engines were standing at the Union Station, Rogers, Ark., when the above picture was taken.

The Rabbit and the Dog.

A man who boasted of the qualities of his hunting dog was somewhat crestfallen when it failed to catch a rabbit after a hard chase. A neighbor twitted him about the dog, whereupon the owner of the latter replied: "Don't be hard on my dog. Remember that the rabbit was running for his life and the dog was only running for a meal."

This story has an application. The near-statesmen all over this country who are trying to regulate the railways and the industrial and banking corporations are surprised because the latter are not more complacent and not more willing to accept and try the experimental legislation offered for their regulation and control. The reason is obvious.

Our so-called statesmen have only their reputations to lose if the experiments they suggest fail, but the railways, the industrial corporations and the bankers have everything at stake, and that means not only the fortunes of the owners of these large proper-

ties, but also of the millions of small investors, including the depositors in savings banks, which are largely secured by investments in corporations. —*Leslie's.*

The confidence afforded a man who starts at the bottom and gradually climbs up, is invaluable. The employe's first duty is to think. Your position may be ever so mechanical, yet you should think. Act under orders, but think for yourself. Be sure you can do the little things well and you will be able to do the big things better.

The man who keeps ahead of his job, holds it and gets a better one. "Those who have achieved success are the ones who have worked, read, thought more than absolutely necessary; who have not been content with knowledge sufficient, but have sought additional knowledge and stored it away for emergency reserve. It is the superfluous labor that equips a man for everything that counts in life."—*P. L. Howe.*

A Good Sign.

In the northwest portion of the Memphis yards, overlooking the river, a sign bearing the words, "Prevent Loss and Damage to Freight and Avoid Claims," has been erected. The sign can be seen from the boats on the river coming in either direction, as well as from the bridge.

The accompanying reproduction shows the attractive garden in the



Memphis yards in which the sign has been erected.

To the right of this garden is a small building on which our Safety emblem has been painted in colors and shows up very handsomely. It also can be seen from the bridge and river boats.

This work was done under the supervision of J. W. Coker.

Quit.

If you can't be loyal to a man, don't work for him. Resign. Quit. Get your time. Disappear.

He has a right to expect absolute loyalty from you, among friends and enemies, in and out of doors, while he is present and when his back is turned, just as you have a right to expect loyalty from him.

He pays you in money. His pay check is evidence of his loyalty. Your work is evidence of yours.

But you have more at stake than

the pay check you get, just as he has more at stake than your routine work represents. The success of his business and your progress in it both depend upon a loyalty deeper within you than your eye, your ear or your hand—a sincerity that reaches into your heart; for where your heart is, there you will find your treasure also.

No unwilling worker ever yet achieved great success, for men only succeed where they think deeply, work cheerfully and rejoice at the success of what they are working at.

Business presents untold opportunities, magnificent possibilities; but the only man who ever succeeds for himself or deserves promotion from any one else is the man who is loyal.—*Harland Read.*

On the Bridge.

The group of employes shown in the accompanying reproduction were "caught" on the Memphis Bridge.



Reading from left to right they are: H. H. Snow, B. & B. foreman; L. J. Leysaht, general foreman shops; J. K. Bagley, chief clerk to division storekeeper; J. A. Herr, chief car inspector.