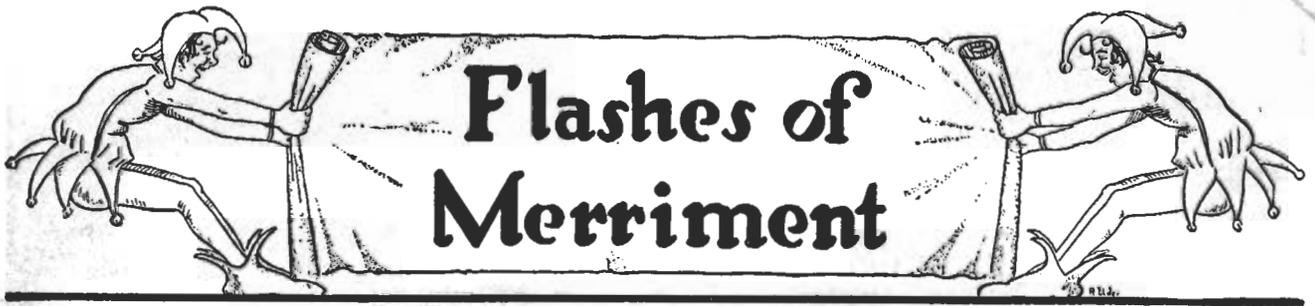




FRISCO BABIES

1.—Mary Ellen, age 8 months; daughter of E. D. Chaudet, Springfield, Mo. 2.—John Henry, Jr., age 3; son of John H. Hays, West Plains, Mo. 3.—Dennis Lee Grimes, age 3 months; grandson of Lee W. Tankersley, Memphis. 4.—Francis and John; sons of J. L. Longworth, Amory, Miss. 5.—Marjorie Snyder, age 4; daughter of Mrs. Irene Snyder, comptometer operator. 6.—E. W. and Lenore; children of L. J. Thomas, Bacone, Okla. 7.—“Buddy” Rex, age 4; son of E. O. Daughtrey, Chaffee, Mo. 8.—Charlotte, age 9; daughter of D. E. Gelwix, Chaffee, Mo. 9.—Catherine May, age 6 months; daughter of A. A. Loeffel, Memphis. 10.—Lucille and Louise, age 3; twin daughters of Walter Paul, Van Buren, Ark. 11.—Doris Elizabeth, age 4 months; daughter of E. B. Taylor, Memphis. 12.—Jimmie Lee, age 3 years; daughter of Jimmie Honaker, Sherman, Tex. 13.—Frank, Jr.; son of Frank Upshaw, Sapulpa, Okla.



Flashes of Merriment

FRISCO FRIVOLITIES

H. H. Brown, superintendent of the Northern Division at Fort Scott, issued a requisition for a lawn mower recently, almost against his will. It happened this way:

A certain pumper was proud of the lawn surrounding his pump house. He asked Mr. Brown for a lawn mower.

"What do you want with a lawn mower?" snorted the superintendent. "Why, I could eat all the grass that grows in that little yard."

"All right," the pumper returned quietly, "when it gets a little higher I'll send for you."

He got his lawn mower!

The Dallas Times-Herald suggests the following as an improvement on roadside sign boards:

"Here lies the body of Wild Harry Hare, He drove like the wind past here on a dare—

And thought this sign lied when upon it he read:

"GO SLOWLY—DRIVE SAFELY—BAD CURVE DEAD AHEAD."

(Keep in mind SMITH & BROWN Undertakers.)

"How sad was the fate of a girl and her shiek;

He drove with one arm while she rode cheek to cheek.

'Til one night a bee sat right down on his hand—

And the shiek and the flapper departed this land."

(Use "Never Fail" Insect Repeller and Avoid Bee Stings.)

"Uncover your head for poor Horace McFinn,

He had plenty of fun in a flivver of tin,

Until the sad morning that you may recall—

His fliv tried to battle a train—AND THAT'S ALL."

(Sell your fliv and buy a 5-ton Bull-Dog Truck—It will give any train an argument.)

All wild flowers fade quickly except the blooming idiots.

He Knows Mr. Wrigley!

"Look here, niggah, all you have to do is to get in that cage with that lion and have your picture taken and you get \$10.00."

"No, sah, boss; I'se still gwine live some time yet—I ain't gonna git in dere."

"Now, lissen, Mose, that lion hasn't any teeth."

"Don't make no difference, boss, I ain't gonna get gummed to death by no ole cat!"

"2 x 4"

"Why do you call your twins two by four?"

"Because you feed 'em at two and by four they're hungry again!"

"But—Oh Boy!"

Wife: "Darling, if I died I don't believe you would live a year."

Hubby: "Maybe not, but how I would live that year!"



Oh—Sister!

There was a young man named Slants, Who bought and wore bell-bottom pants,

One night in the park, Some bird—for a lark,

Said, "Sister, may I have this dance?"

This One Blew Up!

There was a young lady named Spratt, Who wanted to put on some fat,

She first would eat yeast, Then on raisins she'd feast!

All they've found up to date is her hat.

Held Up!

Hubby: "Were you ever held up?" Chubby: "I'll say. Took two chorus girls to dinner once."

Mary! The Rouge!

Sign on a dilapidated Ford owned by a student at the University of Kansas: "Don't laugh, girls—you'd look like hell, too, without any paint."

Advanced

The very modern artist was explaining his theories.

"You see," he said, "what we aim at is the elimination of the egocentric vision, without destroying the essential unity of the subconscious reflex. Do you follow me?"

"I am well ahead of you," said his friend. "I came out of the asylum yesterday."—Boston Traveler.

Common Cents

O'Brien (to clerk): "If ol lave yez security equal to what ol take away will yez trust me till next wake?"

Clerk: "Sure."

O'Brien: "Well, thin, sell me two o' them hams an' kape wan o' them till ol call again."—Bibb Recorder.

What good is your past if you do not use it for your future?

Good-night!

Editor: "Have you read 'The Lost Manuscript'?"

Reporter: "No, sir; how could I if it's lost?"

Forewarned!

Boss: "Well, Mose, I see your mule has U. S. branded on his hip. I suppose he served in the war?"

Mose: "Yes, sir, boss, several wars, but he started 'em hisself. That thar US don't mean nothin' 'cept UNSAFE!"

In a Bad Way

This is told on a couple of laborers on the River Division. Said one to the other:

"Poor ole Bill! He's so shortsighted he's working hisself to death."

"Ee-yah," returned the other. "What's his short sight got to do with it?"

"Well, he can't see when the boss ain't lookin', so he's got to keep on shovelin' all th' time."

Put His Life in Danger

Rastus Jackson, a thoroughly married ducky, was one day approached by a life insurance agent.

"Better let me write you a policy, Rastus," suggested the agent.

"No, sah," declared Rastus emphatically. "Ah ain't any too safe at home as it is!"

Frisco Pension Plan Most Generous and Comprehensive of Railroads in America

Although Seventy Is Positive Retirement Age, Veterans Receive Pension Based on Years of Service

By W. D. BASSETT

Because the pension plan under operation on the Frisco Railway is one of the most generous and comprehensive used by any railway in the world, we want the employes to thoroughly understand its working principles. Apparently a great many of the members of the Frisco family do not realize in just what manner pensions are computed. We have asked W. D. Bassett, secretary of the board of pensions, St. Louis, to write the following brief explanation and history of the cardinal working points in the pension plan, and point out its superiorities over other plans now in existence on other railways.—W. L. H., Jr.

On July 1st, 1913, a new era dawned in the history of the Frisco Lines—an era of hope for and of confidence in the future for the aged and infirm employe. Instead of being thrown into the scrap heap, discarded because of age or infirmity, with perhaps no financial prop to ease his declining years, the veteran for the first time could look forward to an honorable retirement with a financial reward for his long years of loyal, faithful service. And, with the welfare of the employe at heart, those who formulated the pension plan wisely provided that the acceptance of a pension would not debar the recipient from accepting employment elsewhere. We do not claim to be the first railroad to adopt a pension plan, but we do claim ours to be much more liberal in its provisions than those which many other companies have adopted.

Although the plan has been widely disseminated, having been distributed in pamphlet form twice and printed in this magazine several times, there is so much misinformation abroad concerning its operation that it seems wise at this time again to sketch briefly the important features.

All Retire at Seventy

The rules positively require that all officers and employes be retired when the age of seventy years is reached, and there are no exceptions made. Those who have had fifteen years or more continuous service at the time of retirement are eligible to pension allowances. Liberality of the Frisco Lines is to be observed here, for a large number of other railroads having pension systems require twenty years rather than fifteen years continuity.

For certain specified hazardous classes of employment, viz., locomotive engineers and firemen, conductors, flagmen and brakemen, train baggage-

men, yardmasters, switchmen, roadmasters, bridge foremen and section foremen, there is provided the option of retirement at the age of sixty-five years if the applicant has had fifteen years of continual service, and physical examination proves him unfit for service.

Any officer or employe becoming totally and permanently disabled from performing his duties at any age may be retired and pensioned, provided twenty years of continuous service have been rendered. Here again is our plan noticeably liberal, many other roads requiring twenty-five years of service.

Two absolute requirements for eligibility to an allowance are, (1) that the entire time of the applicant has been given to the service of the Frisco Lines, or to those lines and to some other railroad or express company in joint service; and (2) that a continuous and unbroken record has been made as evidence by the pay rolls. Continuity is not considered to have been broken by (1) a leave of absence granted by the proper officer on the form provided for that purpose; (2) a temporary reduction in force; or (3) a dismissal followed by reinstatement, provided the time out of service in any case does not exceed one year.

Method of Computing

The method of computing the pension allowance is:

(1) Ascertain from the pay rolls the number of years of continuous service, and allow 1 per cent for each year thereof. For example, thirty-five years service means 35 per cent.

(2) Ascertain the average regular monthly pay for the ten years next preceding date of retirement as disclosed by the pay rolls.

(3) Multiply item No. 2 by item No. 1.

The minimum amount paid is \$20.00 per month and the maximum is \$150.00 per month. The liberality of the Frisco plan is again noted in a comparison of the minimum and maximum allowances with other lines. Several large companies have a minimum of \$12.50 and a maximum of \$75.00.

It is in the figuring of the allowance that employes, especially those paid on other than a monthly basis, fail to understand the rules. Many have the mistaken notion that the allowance is based upon a full year's pay; others think that even though they lay off frequently their allowance is not thereby affected. It is the employe who puts in full time who is the gainer.

Two Contrasting Cases

For example, let us take the hypothetical cases of two employes, William Brown and John Smith, each earning approximately \$200.00 per month, and each has worked for the company forty or more years. Illness overtakes and so disables them that they are forced to retire permanently. Now, William was an active, energetic, loyal employe, never missing a pay day, always on the job; and so, when his record was checked with the pay rolls he was found to have worked steadily forty years and four months, and the fractional part of the year being less than six months it was, under the rules, eliminated, giving him 40 per cent as one factor in computing his allowance. The pay rolls showed his actual earnings for the ten years just preceding his retirement to have totalled \$24,618.00, or an average per month for the 120 months of the period of \$205.15, this being the other factor needed to determine the allowance. William's monthly pension was therefore 40 per cent of \$205.15, or \$82.05.

Pensioners are permitted to retain their hospital privileges by authorizing the usual deductions from their monthly pension checks, and they are also given free transportation for themselves, their wives, and their dependent minor children, the same regulations respecting free transportation being observed for pensioners as for employes in service.

John was a different type of man. Though thoroughly loyal and dependable, he loved to fish and hunt, and so was wont to ask for a leave of absence frequently that he might indulge in his favorite sports. A check of his pay roll record showed he worked forty-one years and seven months, and under the rule providing that six months service or more is to be counted as a full year, it will be seen John was entitled to 42 per cent of whatever his monthly average earnings were. Apparently his pension should have been larger than William's, but the pay rolls showed absences of two and three months in each year of the preceding ten, and so, while the daily rate of both was the same, the total earnings for the determining period were \$18,526.43, or a monthly average of \$154.39. Pension allowance was 42 per cent of \$154.39 or \$64.85 per month.

It cannot be too strongly stated that the pay rolls alone are the proof of continuity and of the average monthly pay. Seniority records, or the recollections of someone else are of no avail—the pay roll record alone is the measure of service. Only a few days ago an employe, who had long claimed five years more of service than could be found, and who had repeatedly stated the pay rolls must certainly be wrong, came into the office, and, to satisfy him, the old pay rolls back in the early eighties were again examined in his presence for the five claimed years. Finally he sighed and said, "Well, I guess you are right, but I sure thought I worked."

FRISCO CLUB COMING

Four Hundred and Twenty-four Endorse Idea for Family Summer Camp

Response Largely from General
Offices Due to Club Location
Near St. Louis

The success of the Frisco Club, the organization of which has been planned in the general offices in St. Louis for the past two months, is almost assured, according to E. B. Rives, voucher clerk, and R. J. Steele, of the passenger accounting department, who have been working on the plans.

A total of 424 signatures of members of the Frisco family employed in and around St. Louis, have been appended to a petition endorsing the club, according to a report made by Rives on June 17 to the Magazine department. Only a slight interest was shown in the Frisco Club idea from over the system as a whole. This however, was anticipated, due to the fact that the club would be located in close proximity to St. Louis.

When the petition for the club was circulated throughout the general offices, terminal yards and Seventh Street Station, it came back with hearty endorsement. Following is a list of the departments and the number of people from each department to enthuse to the plan: Traffic, 101; Engineering, 31; Special Agents, 3; Seventh Street, 37; Treasurer's, 37; Purchasing, 24; President's, 13; Accounting, 131; St. Louis Terminals, 22. The Legal Department yielded thirty-five enthusiasts following a canvas of the department, although their signatures were not available.

A meeting of signers will be held early in July, Rives stated, and officers will be elected. A committee on real estate and architecture and location will be appointed to decide on a site on the Meramec River. It is hoped that the club will be under way by the first of August. Present plans call for a summer camp with club house, bathing beaches, tennis courts and other amusement and recreational features.

H. F. Sanborn Broadcasts Safety First Talk Over Radio

Assistant to Traffic Vice-President On
Station KSD for "Safety at Rail-
road Crossings" Campaign

The attitude of railroads generally

EARL SIMONSON LOSES LIFE IN NORMAN DISASTER

The accompanying picture is the only one of his deceased son in the possession of Herman Simonson, for many years cab and tank car foreman for the Frisco at the Memphis shops.



EARL SIMONSON

Earl Simonson, the son, was a fireman on the government steamer Norman, and went down with that vessel when it sank in the Mississippi River, below Memphis on May 9th. Approximately 1,000 persons attended the funeral of the boy, which was held from the home, 903 Pennsylvania Avenue, Memphis, on May 14. Acting pall-bearers were: Alfred Bartholomew, Ferris Bollings, Curtis Turner, William Smith, Robert Richardson and Houston Howe, all Earl's closest friends. Earl was an all-round athlete, playing with the Christian College soccer team last season, and although considered an excellent swimmer, the current of the Mississippi at the point where the Norman sank, was too much for him.

on the much discussed problem of "safety at railroad crossings", and the splendid attitude of the Frisco in particular, was given uncounted thousands of radio fans the night of June 5th by Henry F. Sanborn, assistant to J. R. Koontz, traffic vice-president.

Mr. Sanborn's address was made on the occasion of the "Safety at Railroad Crossings" campaign, which is

Frisco Folks Hospital

(Continued from Page 16.)

Following is a list of patients now in the St. Louis Frisco Employees' Hospital, who would like to hear from their friends:

Frank Buckley, conductor, Monett, Mo.; L. Traw, laborer, Ft. Scott, Kansas; Roy Robb, blacksmith, Springfield, Mo.; L. C. Moore, conductor, Springfield, Mo.; Edgar Washburn, section foreman, Marston, Mo.; J. T. Brant, switchman, Sapulpa, Okla.; H. L. Martin, engineer, Memphis, Tenn.; Ira McCracken, store helper, Monett, Mo.; C. F. Thomas, switchman, Thayer, Mo.; John Harris, counterman, Sapulpa, Okla.; T. E. Williams, engineer, Chaffee, Mo.; J. H. Engledorf, car repairer, Monett, Mo.; C. W. Nichols, B&B carpenter, Cape Girardeau, Mo.; Pete Costello, laborer, Kansas City, Mo.; Thos. Canteros, laborer, Winfield, Kans.; E. D. Thompson, grease cup man, Neodesha, Kans.; Chas. Lee, brakeman, Monett, Mo.; E. T. Disney, engineer, Oklahoma City, Okla.; Chas. Long, section foreman, Brooks, Kans.; Geo. Pyle, second class machinist, Neodesha, Kans.; G. L. Stroud, switchman, Ft. Scott, Kans.; J. M. Jenkins, car repairer, St. Louis, Mo.; E. F. Gullion, engineer, Ft. Worth, Texas; L. Eckerle, car carpenter, Memphis, Tenn.; C. F. Allen, engineer, Enid, Okla.; A. M. Sibet, brakeman, Enid, Okla.; Dick Ford, brakeman, Chaffee, Mo.; Cirilo Olivan, section laborer, West Tulsa, Okla.; Jack O. Fields, third class upholsterer, Springfield, Mo.; R. L. Stephens, pumper, Jonesboro, Ark.; Noah Frease, section foreman, Ft. Scott, Kans.; D. R. Atkinson, tool room man, Neodesha, Kans.; J. J. Santry, switchman, Kansas City, Mo.; C. H. O'Neal, pensioner, Springfield, Mo.; Joseph Edlin, laborer, Jones, Okla.; E. C. Cale, engineer, St. Louis, Mo.; L. E. Martin, assistant to president, St. Louis, Mo.; Ben Brooks, water service, Springfield, Mo.; W. O. Batts, agent, Wilmore, Kans.; O. E. Wyatt, switchman, Fayetteville, Ark.; C. Potter, laborer, Warwick, Okla.; B. T. Lovett, tank truckman, Amory, Miss.; Miss Virginia Merritt, clerk, Chaffee, Mo.; J. R. Johnson, agent, Weaubleau, Mo.; J. C. Estes, section foreman, Carbon Hill, Ala.; Wm. Everage, B&B foreman, Okmulgee, Okla.; A. J. Kabrick, engineer, Kansas City, Mo.; W. H. Fryer, pensioner, St. Clair, Mo.; J. P. Harrison, engineer, Chaffee, Mo.; F. E. Huntsinger, operator, Neelys, Mo.

being observed by all the railroads in America during the months of June, July and August.

He spoke over the station of the St. Louis Post-Dispatch, the justly famous "KSD", and judging from the response by letter, telephone and telegram, his address was well received throughout the large territory served by the powerful broadcasting station.

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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WM. UNDERWOODChairman
HOWARD PICKENS.....Secretary

The Editor will be glad to receive
interesting contributions at all times.

HAS NEW CLUB ROOMS

Frisco Association of Metal Crafts Moves to New Quarters

Two Thousand Members Now Meet
at 214 Commercial Street,
Springfield, Mo.

The members of the Frisco Association of Metal Crafts and Car Department Employes have just filled a long felt want, in that they now have their own club rooms, completely furnished, occupying two large rooms at 214½ East Commercial Street, Springfield, Mo.

One of these rooms is used for a lodge room for the men and the other, for the newly created ladies' auxiliary.

The rooms were furnished by donations from the merchants of Springfield. The ladies have an especially attractive lodge room, with kitchen adjoining where they serve light refreshments in connection with dances and social evenings.

Hold Separate Meeting

Both the men and their wives meet each Friday night—the ladies in their room and the men in their lodge rooms, and when the business meeting is concluded, they end the evening with a social of some kind.

Mrs. A. W. Skelton has been president of the Ladies' Auxiliary until about April 15th, when she resigned in favor of Mrs. Joe Brennan.

At present the membership in the Ladies' Auxiliary consists of about 50 members, each assessed 10 cents a month, while the total membership is nearly 2,000.

The ladies are working to promote the spirit of good fellowship and to interest the wives of the employes in the Association.

It is expected that the membership will be equal to that of the Association for the men in a short time.

The Crack Frisco Orchestra



The twelve hundred veterans who attended the third annual reunion of their association, at Springfield, will not soon forget the splendid Frisco orchestra of seven pieces which entertained them in the pavilion at Sequoita Park on the afternoon of the barbecue, at the dancing that night at the Colonial Hotel, and at the banquet the next night in the Shrine Mosque. The orchestra is composed entirely of Frisco employes (most of them are shop men), and is led by John E. Foster, chief clerk to the superintendent of the West Shops at Springfield. In the above picture, the members of the orchestra, their instruments and their occupations are as follows:

From left to right—Leader Foster, trumpet; E. M. Hasler, clarinet, machinist; C. K. Ruxton, drums, "mule-skinner"; Mrs. E. M. Hasler, piano, clerk mechanical department; G. B. Hasler, saxophone, machinist foreman; L. G. Gibbs, violin; boilermaker; William Reece, saxophone, boilermaker.

Youngest Frisco Mechanic Drives Motor at Two Years

But Jimmie Quinn Was Impressed
With His Folly by Maternal Hand!

Meet the youngest mechanic on the Frisco Railroad, Jimmie Quinn, age two years, seen in the accompanying picture with his older brother Pat! These boys are the sons of Pat. Quinn, storekeeper at Chouteau Avenue, St. Louis.

Mechanic Jimmie was left alone in an automobile not so long ago. He decided to see if the wheels really go around and so he released the emergency brake.

Fortunately, the car headed for the curbing and as the motor was not running, it stopped. Jimmie was lifted out by a frantic mother and after being assured that he was not hurt, the incident was impressed on his mind (?) so well that Jimmie promised to stick to his toys for a while yet.



PAT AND JIMMIE QUINN