

# The Pension Roll

**DAVID RICHARD DAVIES**, recheck clerk, office auditor freight accounts, St. Louis, was retired from active service June 30, 1927, due to permanent disability. He was sixty-five years of age,

born August 28, 1862, in St. Louis, Mo. His father was a contractor and builder. He received his education in the schools of St. Louis and on July 18, 1882, entered the service of the Frisco as an office boy. He held the positions of abstract clerk, statistical, revising, interline and recheck



D. R. DAVIES

clerk up to the time of his retirement. On October 30, 1889, he was married to Miss Lena Kohman of St. Louis, and to them were born two girls, Charlotte and Alice. Mr. Davies resides at 2621a St. Vincent St., St. Louis. Continuous service of forty-four years and eleven months entitles him to a pension allowance of \$69.85 a month, effective July 1, 1927.

**AUSTIN RICE FOREMAN**, switchman, P. & G. N. Railway, Paris, Texas, was retired from active service on December 18, 1926, due to total disability. He was fifty-eight years of age, born March 13, 1869 at Leavenworth, Kans.

His father was a bookkeeper and during his early years he attended the public schools at Atkinson, Kans. His first service with a railroad was with the G.C. & S.F. as brakeman.



A. R. FOREMAN

He later served on the Texas & Pacific Railroad, and entered the service of the Frisco as call boy in 1888, at Paris, Texas, and was promoted to switchman in November, 1897. He also served as yardmaster and engine foreman. On October 11, 1903, he was married to Miss Fay Grant of Paris, Texas, and to them were born seven children. Mr. Foreman resides at 625 West Kaufman Street, Paris, Texas. Continuous service of twenty-nine years and one month entitles him to a pension allowance of \$50.60, effective March 1, 1927.

Three veterans with a total of ninety-seven years and seven months' service, were placed on the Pension Roll at a meeting of the Board of Pensions held July 22, 1927, in the general offices at St. Louis, Mo.

**ROBERT EUGENE ESTUS**, section foreman, Columbus, Kans., was retired from active service June 30, 1927, due to reaching the age limit on June 14, 1927. He was born at Centerville, Mich., June 14, 1857. His father was a farmer, and he attended the schools at Montevallo, Mo. His first railroad work was as section foreman for the M.K. & T. Railroad, and his first work with the Frisco was as section foreman at Weir City, Kans., November 12, 1903. He remained in that capacity on the northern division until his retirement. On May 15, 1887, he was married to Carrie Borders of Mansfield, Mo., and to them were born three boys and five girls. Three of the boys are now in the employ of the Frisco, namely, Evart M., switchman at Afton, Okla.; Ezra, agent at Riverton, Kans.; and Willard M., relay operator at Sapulpa, Okla. Mr. and Mrs. Estus reside at 223 North Magnolia Avenue, Columbus, Kans. Continuous service of twenty-three years and seven months entitles him to a pension allowance of \$23.65 a month, effective July 1, 1927.



R. E. ESTUS

## In Memoriam

### ADAM ALBERT SCHNEIDER

**ADAM ALBERT SCHNEIDER**, pensioned locomotive engineer at Sherman, Texas, died on July 31 at a Sherman hospital. Mr. Schneider was born in Luxembourg, Luxembourg, on March 26, 1863, and after coming to this country, entered the employ of the Frisco as a wiper on the old Arkansas division in January, 1883. He was promoted to fireman and then to the position of engineer and served continuously up to the time of his retirement on February 27, 1924, which was due to total disability. His pension allowance was \$81.95 a month, and up to the time of his death he had received a total of \$3,196.05.

### CALVIN DAVIS

**CALVIN DAVIS**, pensioned machinist helper, died in Springfield on August 12. He was born at Vicksburg, Miss., June 1, 1840, and entered the service of the old Atlantic & Pacific Railroad as a wheel press operator at Pacific, Mo., in April, 1869. He was later transferred to the north shops, Springfield, and worked thereafter in various capacities up to the time of his retirement which was due to his having reached the age limit on July 1, 1913, at which time the pension plan became effective. His pension allowance was \$20.00 a month and up to the time of his death he had been paid a total of \$3,400.00. He was eighty-seven years of age and the twelfth oldest pensioner on Frisco rolls.

## THE BOOMERS

By J. B. SEARLES

'Member the days of long ago  
When you'd jack the job on a dime?  
If a guy said: "Let's quit!" you were  
ready to blow  
And could hardly wait for your time?  
Do you know of a place a boomer can  
light,  
And be good for a feed and a flop?  
After pounding his ear in a box car  
all night.  
Is he good for a job, if he'll stop?

Where are the guys with a "General  
Card"?  
At home on any job from the rail to  
the pops.  
If there when he came, you were a  
"Home guard";  
And he'd run any machine in the  
shops.  
He knew every foreman from The  
Needles to "Chi",  
And from Broncton to old Monterey;  
He was good for a job any place he'd  
apply,  
For a month or a week, or a day.

When have you seen "Milwaukee  
Bill",  
And where is old "Stuttering Tom"?  
Have those old tramps gone over the  
hill,  
To the place where boomers are  
from?  
There was Johnny Glenn and "Sloppy  
Tom",  
"Old Louse" and Neil McCue.  
You could name not a place they had  
never been from,  
Just the same as with me and with  
you.

Railway Mechanical Engineer.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## Italian Prune Crop En Route From West

**R**EFRIGERATOR cars will soon be moving the fresh Italian prune crop East from the famous producing ground of this delectable fruit, and valleys around Boise and Payette, Idaho; Walla Walla, Washington; and Milton and Freewater, Oregon. In a few weeks the housewives of the East and Middle West will be buying this fruit from the markets and grocers in prime condition and canning it for the winter's consumption.

Nowhere else do the climatic and soil conditions allow the fruit to reach the high quality that it does in these dry, mountain-walled valleys of Eastern Washington, Eastern Oregon and Southern Idaho. The volcanic soil, the abundance of sunshine, the mountain breezes, the irrigation which makes possible the control of water—each plays a part in producing a fresh Italian prune with less water content and higher sugar content, both ideal keeping qualities. This is practically the only fresh prune that can be shipped any distance and remain in good condition.

In some sections of the country this fresh Italian prune has been called a "blue plum." It is dark purple in color and of medium size—very sweet and firm. It should be fully ripe to be eaten to best advantage, either fresh or cooked, and when so it is finely flavored. Cooking changes it to a dark wine color, the sauce sprightly tart, adding zest to the housewife's program of canned fruits. The prunes are practically freestone and one of the easiest, as well as the most economical, to can—there is little spoilage and little waste in shrinkage. As housewives say, they "can farther."

The housewife is further justified in including fresh Italian prunes in her canning schedule for the reason that they are valuable in the diet. The fruit sugar supplies a high energy value and the high mineral content is especially valuable for the large amount of available iron. Mild laxative properties aid in the maintenance of health. They also add a variety to the fruit diet—its tartness being a welcome change from the all-sweet flavors of most canned fruits.

The popular ways of canning these fresh prunes are: the Cold Pack method, Open Kettle method, Oven method and by the Pressure Cooker. The Cold Pack method may be used as follows:

The first essential is that the prunes be fully ripe. If they are to be can-

ned whole, prick the skins with a darning needle, that the steam may escape without breaking the skin. If it is desired to pack more fruit in the jar, they may be halved and pitted. Do not remove skins, however. Make a syrup of sugar and water, cup for cup, and let boil five minutes. Fill the jars with the hot syrup, taking care to "paddle" well around the sides to allow air bubbles to escape, and place jars in the hot water bath. The water around the jars should boil 15 to 25 minutes, depending upon the firmness of the fruit. Jars should be sealed immediately upon removal from water. When cool, wrap in paper to prevent bleaching, and store in a dark, dry place.

There are many recipes for preparing fresh prunes for the table—Prune Conserve, Prune Pie, Prune Jelly, Sweet Pickled Prunes and a variety of other ways. Canned prunes, stoned and chopped, are delicious in steamed brown bread. A quick dessert can be made by thickening the syrup of canned fresh prunes with tapioca and lemon juice and pouring over the fruit. Fresh prunes may be added to a Waldorf salad.

### Prune Souffle

- ½ cup chopped nuts
- ½ cup grated bread crumbs
- Grated rind of 1 lemon
- 1/6 tablespoonful cinnamon
- ½ cup prune juice
- 1 tablespoonful sugar
- ¼ teaspoonful salt
- 1 tablespoonful lemon juice
- 1 cup prune pulp
- 3 eggs.

Mix the first six ingredients. Remove the stones from the cooked prunes and force the pulp through a sieve. Add lemon and prune juice. Stir in other ingredients. Add yolks of eggs which have been beaten until light and lemon colored. Fold in whites beaten until stiff. Turn into greased baking dish and bake in a slow oven.

### Prune Cornstarch Pudding

- 3 tablespoonfuls cornstarch
- ½ cup sugar
- ½ cup cold prune juice
- 1 teaspoonful cinnamon
- 1½ cups hot prune pulp and juice
- 2 tablespoonfuls lemon juice.

Mix and cook as for blanc mange. Mold and cool. Serve with cream or lemon sauce. Chopped walnut meats may be added if desired.

## ARE WE BEAUTY MAD?

Every now and then some self-constituted reformer denounces the women of today as "beauty mad" and seeks a short cut to the spotlight by deploring the tremendous sums of money which this almost insane quest for good looks diverts into the pockets of beauty parlor proprietors, milliners, dressmakers and perfume and cosmetic purveyors. The ultra-modern woman is represented as unbelievably frivolous and extravagant. In fact, her case is well-nigh hopeless.

A recent English writer takes the same position that in this sense woman always has been beauty mad and that her present obvious determination to make the most of nature's endowment is simply an evidence of her keen awareness of other people and her intense appreciation of life. In reality, the modern woman's quest for beauty is a form of altruism—the outcome of a high degree of intelligent consideration for others. As Gene Stratton-Porter cleverly observes, each face, being a part of the surrounding landscape, should be made as attractive as possible, and kept that way.

Voilà! Go to it, girls.

## A PUNCH RECIPE

Pour hot tea over sugar, and when the sugar dissolves, add fruit juices. Put ingredients in a punch bowl containing ice, and just before serving add ginger ale and carbonated water.

### Cider Punch

- 1 quart new or bottled cider,
  - ¾ cup of lemon juice,
  - sugar,
  - 1 quart of carbonated water.
- Boil cider and sugar together, add lemon juice. Strain into punch bowl over a large piece of ice. Just before serving, add carbonated water.

### Mint Julep

- Juice of 5 lemons,
  - 1 bunch of fresh mint,
  - 1½ cups of sugar,
  - ½ cup of water,
  - 3 bottles of ginger ale,
  - ice.
- Boil sugar and water together, add lemon juice and mint leaves; let stand for an hour. Pour over ice, and add ginger ale just before serving.

Furs for Miss Frisco



A striking model in Oscelet fur with brown fox collar worn by Miss Grace McCullough of the office of freight accounting department, St. Louis, (below).



Hudson Seal (dyed Muskrat) trimmed with coco ermine forms a lovely combination in the coat modeled by Miss Carrie Melton of the office of auditor of disbursements, St. Louis, (above).

(Fashions through courtesy of Alaska Fur Company, St. Louis, Mo.)

THE CHEERFUL KITCHEN

HOMES that bespeak the personality of their owners are the ones that are the most delightful and they are usually found to be the homes where strict economy has to be practiced.

It should be remembered that rooms are meant to be lived in and the sitting room, bed room or kitchen that takes on too artificial an appearance falls very short of its purpose. The ideal sitting room offers a cordial reception, the ideal bed room is permeated with an atmosphere of comfort and the ideal kitchen suggests domestic activity in the happiest of settings.

To the woman who does her own work, nothing is more essential than an attractive kitchen and it is a very simple matter in these days for any woman, no matter how limited her means, to achieve this end with very little expenditure of money.

As a considerable part of every homemaker's time is spent in her kitchen—and the happiness of the whole family is made or marred by her mood—it is up to her to plan an arrangement that will prove not only convenient, but attractive as well.

A resilient, comfortable floor, easy to care for, should be the first consideration. The use of linoleum in kitchens is by far the most popular and it may be obtained in good patterns and pleasing colors. This should harmonize with the woodwork and the color that has been chosen for walls and ceiling. Then too, there are endless novelties in the way of window curtains—and there's no doubt about it, window curtains go far in determining the "atmosphere" of any room.

Try making your kitchen bright, cheerful and sanitary and see how much easier it will be to go about the performance of your daily tasks in a light-hearted and happy mood.

Planked Fish

Shad, White Fish, Blue Fish, Haddock, Pompano and Trout are especially adapted for this method of cooking. Clean and split fish, placing skin side down on an oak plank one inch thick, (always have plank a little longer and wider than fish); sprinkle fish with salt and pepper and brush over with melted butter. For a pound fish about twenty-five minutes is required.

After removing from oven, spread with butter and garnish with parsley and lemon, serving on plank on which it was cooked. Planked fish may also be cooked in the broiler of a gas range, having the flame over the fish, but in this method the flame should not be too strong nor the fish too near it. Garnish with vegetables.

Planks may be procured at any store where cooking utensils are sold.

They Seldom Do

"May I kiss you?"  
 "I should say not."  
 —But she didn't.—Flamingo.

FRUIT SALADS

1. Pineapple and Cabbage—Shred cabbage and cut pineapple in small pieces. Mix with cream salad dressing.
2. Date and Apple—Use stoned dates, stuffed with nuts. Arrange star fashion and pile on top, firm, sweet apples cut in about 1/3 inch cubes. Serve with any desired salad dressing.
3. Cherry and Cheese—Cut fresh ripe or canned cherries in two. Remove stone and press on each side of a small ball of well-seasoned cream cheese. Arrange on leaves of lettuce

- and serve with any desired dressing.
4. Candle Salad—Place a slice of canned pineapple on a lettuce leaf. Cut a small banana in half cross-wise and set upright on the pineapple. Salad dressing can be poured sparingly down the sides of the banana to represent wax and a bright red cherry on top for the flame.
5. Stuffed Pear Salad—Fill a canned half-pear with well-seasoned cottage or cream cheese. Place pears cut side down on lettuce leaves. Stick whole cloves in the stem, sprinkle with paprika to give the appearance of a ripening pear. Serve with whipped cream or other dressing.



# The TWILIGHT HOUR

*A Page Just for Children*



## FRISCO GIRL WINS PRIZE

### Josephine West, Sapulpa, Takes First Place With Safety Essay

**J**OSEPHINE WEST, twelve year old daughter of M. E. West, trainmaster's clerk at Sapulpa, Okla., won first prize with her essay entitled, "Why I should Be Taught Street and Highway Safety at Home and at School."

Perhaps it was because Josephine had paid such strict attention to "Uncle Billy" Morrill, of the accident prevention department, who talks to the school children and who undoubtedly addressed the school which Josephine attends at Sapulpa. Josephine's father hears much of safety and accident prevention while at his work for the Frisco Lines, and he no doubt imparted to Josephine the fundamentals which inspired this very splendid article.

Josephine is an accomplished musician and is specializing in piano and violin.

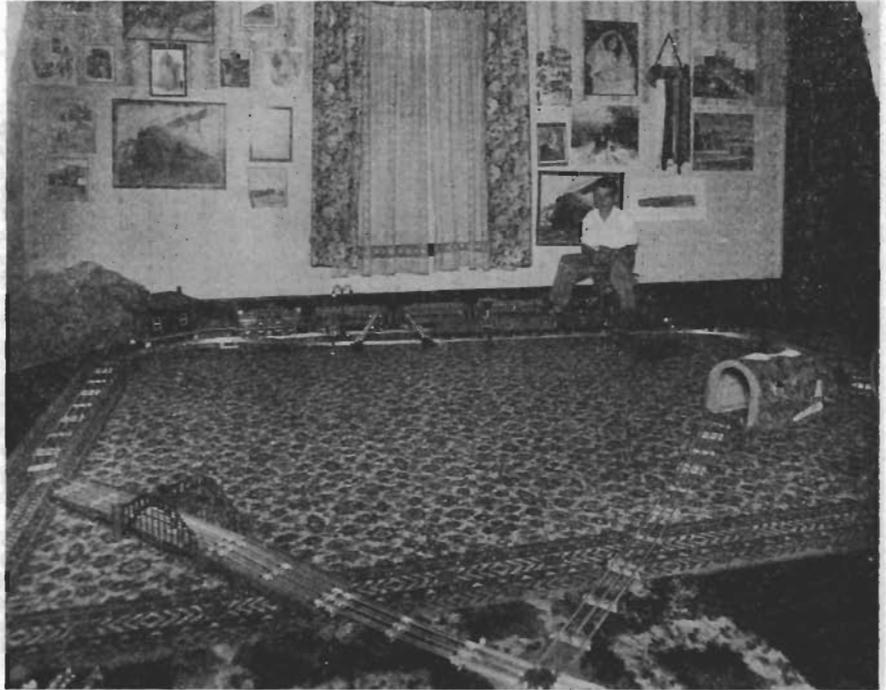
The entire prize essay is printed below, and every Frisco boy and girl will find it interesting and instructive.

"The reason why safety and precaution should be taught in school and at home is to always keep it before us that life is a precious thing. Learning to anticipate danger and then using common sense is the best recipe for keeping ourselves from having accidents. If anyone that we meet is taught safety and precaution this affords protection for us both.

"The number of fatal accidents on the streets of a city, where many are injured and often times killed, is the direct result of neglecting to observe safety rules. A car is a trivial thing compared with a human life. If a car is injured its parts can be replaced or if it is entirely wrecked it can be thrown on a junk pile, and a new one purchased. But if a human body is injured you cannot replace the parts, the brains, the heart, or the limbs. These things are not sold in the stores, and if life is gone, it cannot be replaced. Carelessness takes its toll of many lives and lack of knowledge of how to protect our lives also has its price.

"Our newspapers that come to us on Monday morning give accounts of many accidents over the week end. Some could have been avoided if proper precaution and courtesy had been observed on the highways. Someone has said, "On a highway there should be no idle people, but all watching out for someone else." This courtesy costs nothing, but pays big returns in keeping one's self-respect and perhaps

## John Binkley Has "Frisco Lines" of His Own



**J**OHAN FREDERICK BINKLEY, son of B. G. Binkley, Frisco engineer out of Oklahoma City, should by rights, choose the profession of a Frisco engineer when he reaches maturity.

Not only is his father a Frisco engineer, but his grandfather, J. W. Binkley is also an engineer and the Meteor's pilot twenty-five years ago.

Neither the father or grandfather ever complete a run into Oklahoma City that they do not find John Frederick waiting for them at the station and eager to watch while they make last minute notations on work report books. Not long ago he was watching his grandfather shut off the guide cups to the guides. His eager eyes followed every operation and as his grandfather was about to complete his task he said: "Say, grandpa, you missed one."

He has two rooms in the Binkley home fitted up until they resemble a

Frisco yard. He has an electric locomotive which pulls both a passenger and a freight train. The cars in the passenger train are all electrically lighted, and the track is laid out until it covers two rooms in a figure eight.

Hour after hour he sits at the miniature keyboard, putting down the crossing gates, ringing the bell and putting the freight train in a siding while he gives the passenger train the clear order.

The walls of both rooms are covered with photographs of engines, (mostly those which his father or grandfather have guided over Frisco rails,) and in an especially prominent place is the photograph of President Kurn which he cut from a *Frisco Magazine*.

His miniature train and track furnish amusement and fun for both himself and his playmates, and he likes nothing better than to manipulate the little-switch which moves his little trains via his own "Frisco Lines."

making it safe for the travel of others. Discourtesy could be termed stupidity.

"Accidents at railroad crossings all over the country are increasing at an alarming rate and a majority of the accidents are caused by drivers and pedestrians who neglect to take precaution when approaching and pass-

ing over railroad crossings. This carelessness on their part burdens the railroad engineer with a mental and physical strain, which makes his runs very nerve-wearing.

"The ties which bind the members of the human race together in a bond of sympathy for those in distress, are

Young America On Frisco Lines



TOP Row, left to right: Marian R. Meichel, six months old daughter of G. W. Meichel, freight traffic department, St. Louis; Raymond, Dorothy and Robert, children of A. L. Leuchtman, freight traffic department, St. Louis; James Charles Rombach, son of C. H. Rombach, freight traffic department, St. Louis; Billy Gene Bray, son of Everett Bray, lineman, Springfield; Walter, Irma, Robert, Lois, Edgar and Eihel, children of Herman Thielker, freight traffic department, St. Louis.  
 CENTER ROW: Joseph F. Jedlicka, Jr., son of J. F. Jedlicka, freight traffic department, St. Louis; Ann Elizabeth Chapman, twenty-one month old daughter of R. L. Chapman, brakeman, Birmingham; Mary Helen, age 12, and Earl Ray age twenty months, children of E. H. Montgomery, brakeman, Hugo; Cyril J. Polley, son of A. A. Polley, freight traffic department, St. Louis; Billy Pratte, eight year old son of A. A. Pratte, freight traffic department; St. Louis; Kathryn Jane Quinn, six year old daughter of C. E. Quinn, freight traffic department, St. Louis; Joan Wakefield, fifteen month old daughter of C. H. Wakefield, freight traffic department, St. Louis.  
 BOTTOM ROW: Joyce and Billie, twenty-seven months old children of B. E. Thomas, freight traffic department, St. Louis; John Edward Bardgett, three month old son of A. L. Bardgett, freight traffic department, St. Louis; Erline Nelson, Hugo; Marjorie Levona, Thelma Jaunita, Jack Edward and Murrel Louise, children of Andrew Goetz, West Tulsa; Rose Marie Braun, eight month old daughter of George H. Braun, freight traffic department, St. Louis.

urging us on to teach every school child protection to self and others.

"Our traffic laws in America do not compare favorably with those of some states of Switzerland, as in one of our papers recently an article was printed stating that at between certain hours people could lie down and sleep in the chief thoroughfares without fear of being run over by motorists."

**Old News**

Nurse—"Bobby, I have a surprise for you."

Bobby—"I know all about it, I even know their names."

Nurse—"Why, Bobby."

Bobby—"Yes I do, when the doctor told Pa he said "Twins, hell and blazes."

**Proper Caution**

Mother: "Shall we give one of your peanuts to the elephant, dear?"

Peggy (whose stock is running low): "Do you think he could eat a whole one, mamma?"—Boston Transcript.

**He Does!**

Friend—"Does the baby take after his father?"

Proud Mother—"Oh, yes indeed; why he is—he is simply crazy about his bottle."

**Oh Gee!**

Miss Teacher—"Perry, I am punishing you because I love you."

Boy—"Gee, teacher, I wisht I was big enough to return your love."

**Posting Son**

"Say, Pop, what is an echo?"  
 "An echo, my son, is the only thing that keeps a woman from having the last word."

**Not Enough for Two**

Tom: "I thought Everett had enough money to last a lifetime?"

Henry: "So he had, but he led a double life."—Selected.

There is no such thing as a bad day. Good days and bad days exist only in your own head. The weather has nothing to do with it. Each day is what you make it yourself. Bad weather is only an unfortunate opinion.