



# The Pension Roll

**JOHN FRANKLIN SILVER**, locomotive engineer, eastern division, age 67 years, was retired on August 3, 1927, due to total disability, after 24 years and 2 months' continuous service. He



J. F. SILVER

was born May 3, 1860, at Haverhill, Mass., and educated in the schools near his home. His father was a farmer. At the age of 17 years he was employed as water boy on the Boston & Maine Railroad. He also served as switchman, brakeman and fireman on this road and others before he came with the Frisco in June, 1884, in the capacity of a fireman out of Kansas City. He was promoted to the position of engineer and served on the northern division, was later transferred to the KCC&S, where he served out of Olathe, Clinton and Ash Grove, also Kansas City and Springfield. He later worked on the Osceola Sub. On October 1, 1889, he was married to Loula M. Swinney of Ash Grove, Mo., and to them were born two girls and two boys. Mr. Silver lost his first wife and was married in November, 1925, to Mrs. Ida M. Morris of Kansas City. Mr. and Mrs. Silver reside at 218 N. Pine Street, Olathe, Kans. His pension allowance is \$114.10 a month, effective October 1, 1927.

**CHARLES WESLEY CARTER**, master painter, Springfield, was retired from active service on October 15, 1927, due to total disability. He was 54 years of age, born near Lebanon, Mo., January 21, 1874, and educated in the schools near his home. His father was a farmer, and in February, 1892, he came to Springfield and worked as a house carpenter apprentice until March 6, 1893, when he secured work as a laborer with the Frisco. He was placed in the paint department



C. W. CARTER

*Four Frisco Lines veteran employes, with combined service of 117 years, 11 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held November 17, 1927, at the St. Louis general office.*

**May 13, 1893**, and worked his way through the car, locomotive and B&B department at Springfield. He was made locomotive paint foreman July 9, 1909, and master painter April 16, 1914. On January 23, 1895, he was married to Ida May Wright of Springfield and to them were born two sons and a daughter. Both sons are employed at the Frisco's West Springfield shops. Mr. and Mrs. Carter reside at 739 N. Main Street, Springfield. Continuous service of 34 years and six months entitles him to a pension allowance of \$88.25, effective November 1, 1927.

**STINE TAYLOR**, laborer, mechanical department, Enid, Okla., was retired from service October 31, 1927,



S. TAYLOR

due to his having reached the age limit. He was born October 25, 1857, at Bedford, Iowa, and received his education in the schools near his home. He helped with the farm work on his father's farm until he was 24 years of age, and in 1901 he worked his own farm. On August 17, 1911, he went to work for the Frisco as a laborer at Enid. He served also as locomotive wiper and engine watchman. On January 1, 1882, he was married to Laura O. Hatfield, of Bedford, Iowa. Mr. and Mrs. Taylor reside at 909 West Elm Street, Enid. Continuous service of 16 years and 1 month entitles him to a pension allowance of \$20.00 a month, effective November 1, 1927.

**FILEY D. MOORE**, yard engineer, Kansas City terminal, was retired from active service on April 14, 1927, due to total disability. Mr. Moore was 50 years of age, born January 1, 1878, at Warrensburg, Mo., and educated at Junction City, Kans. He was employed by the Belt Line Railway at

Kansas City from 1902 until 1903, when he came with the Frisco as a wiper and fire knocker. He was promoted to the position of fireman and in 1919 to that of engineer. On July 1, 1906, he was married to Margaret H. Kaplinger of Kansas City and to them were born four boys and two girls. Mr. and Mrs. Moore reside at 1828 Belleview Avenue, Kansas City. Continuous service of 24 years 2 months entitles him to a pension allowance of \$35.55 a month, effective September 1, 1927.

## In Memoriam

### HARRY PEAL COLVIN

**HARRY PEAL COLVIN**, pensioned switchman, died at his home at Newburg, on November 29. He was pensioned by the Pension Board in September, 1927, and had been paid a total of \$260.20 during his lifetime.

### JOSHUA STEPHENS

**JOSHUA STEPHENS**, pensioned section laborer, died at his home in Stoutland, Mo., on December 11. He was sixty years of age, born near Lebanon, June 30, 1867. He entered the service of the Frisco on April 1, 1901, at the age of thirty-four years and continued in service as section man for twenty-four years and two months. His pension allowance was \$20.00 a month and up to the time of his death he had been paid a total of \$220.00.

### FRED MARION ABEEL

**FRED MARION ABEEL**, pensioned clerk, died in the St. Louis Frisco Hospital on December 6. He was born on March 18, 1851, at Janesville, Wis., and entered the service as a carpenter at Kansas City shops in August, 1879, working in various capacities in Kansas City car department until September, 1907, when he was promoted to assistant foreman car department, at that point, and in which capacity he was employed when he was retired on account of total disability in November, 1916. He leaves a widow, Alice P. Abeel, who resides at 3949 Central, Kansas City. Mr. Abeel's pension allowance was \$27.05 a month, and up to the date of his death he had been paid a total of \$3,489.45.

## HENRY FICKINGER DIES

Henry M. Fickinger, who served with the Frisco in many supervisory capacities and who, when he retired in March, 1906, was vice-president and general superintendent of the Texas Lines of the Frisco, died at Boulder, Colo., December 2.

He was born November 18, 1848, at Kingsville, O. He entered railway service in 1869 as a telegraph operator for the Cleveland & Erie (now part of the New York Central). In 1872 he was promoted to chief dispatcher for that railroad and occupied this position until 1882.

During the succeeding 18 years he served with several railroads and then with the Frisco passenger department in several responsible positions. In December, 1900, he was appointed superintendent of the Southern division of the Kansas City, Memphis & Birmingham (now a part of the Frisco) with headquarters at Memphis. In December, 1903, he became general superintendent of the Fort Worth & Rio Grande and the Red River, Texas & Southern (merged with the former) with headquarters at Fort Worth.

He was elected vice-president and general superintendent of the Texas Lines April 4, 1904, which position he held until his retirement. Since then until his death Mr. Fickinger spent most of his time at Boulder.

## WILLIAM FRANKLIN HINKLE

WILLIAM FRANKLIN HINKLE, pensioned roadmaster, died at his home in Wichita on December 7. He was born June 7, 1868, at Union, W. Va., and entered the service of the Frisco as a section laborer at Andover in December, 1893. He was promoted to the position of section foreman at Bentley in March, 1897, working as such at that point and various places on the Southwestern and Kansas divisions until July, 1907, when he was promoted to roadmaster, working at various points in that capacity until December, 1926, when he was retired, due to total disability. He leaves a widow, Mary E. Hinkle. His pension allowance was \$70.35 a month and up to the date of his death he had been paid a total of \$773.85.

## ROBERT SNEAD KEENER

ROBERT SNEAD KEENER, 72, pensioned B. & B. carpenter, died in the Frisco hospital at Springfield, Mo., December 17, following an operation. He was born in Severe County, Tenn., September 30, 1855, and entered the service of the Frisco as a B. & B. laborer in June, 1882. He served in that department in various capacities and also at the north shops, Springfield,

## A Million Dollars in Pensions, Records Show

By W. D. BASSETT, Secretary, Board of Pensions

THE pension system has now been in existence fourteen and one-half years and during that time, 805 applications for pension have been received, of which 693 have been granted. Two hundred and eighty-nine pensioners have passed away, leaving 404 on the pension roll as of December 31, 1927. These divide into 151 retired on account of having reached the age limit and 253 on account of disability.

These 404 men served an aggregate of 11,659 years, or an average per man of 28 years and 10 months. Grouping their service into decennial periods we find: 46 had service under twenty years, 174 had twenty to twenty-nine years' service, 140 had thirty to thirty-nine years' service, 43 had forty to forty-nine years' service, and one had fifty years' service. The average age of these 404 veterans is 69 years and eight months, and grouping them similarly, there are: 5 under fifty years of age, 20 from fifty to fifty-nine years of age, 134 from sixty to sixty-nine years of age, 206 from seventy to seventy-nine years of age, and 29 from eighty to eighty-six years of age.

These have been paid a total of \$829,829.00 or an average of \$2,054.00 per man. The average monthly allowance is \$40.14.

The youngest pensioner when retired was Parnell Quick, 38 years of age, with twenty years' service. He was a clerk in the accounting department and resides in Webster Groves, Mo. The oldest living pensioner is William Lotan Holt, machinist,

Springfield, born at Rockenham, N. C., December 14, 1841, with 23 years' service to his credit when retired. He is one of the 44 men who appeared on the first pension roll for July, 1913, and two others of them are still alive: John Clark, crossing flagman, Kansas City, born in Caxton, Cambridgeshire, England, June 18, 1842, with a service record of 41 years and six months, and Henry Miller, wiper, Springfield, born June 22, 1842, and serving 24 years.

A classification of the 404 men shows 91 engineers, 6 firemen, 31 conductors, 15 brakemen, 3 train porters, 2 pilots, 2 superintendents, 1 assistant superintendent, 2 yardmasters, 3 dispatchers, 6 switchmen, 23 crossing watchmen, 8 roadmasters, 29 section foremen, 5 section laborers, 8 bridge and building men, 2 water service foremen, 12 pumpers, 23 agents, 9 operators, 2 station employes, 80 shop and roundhouse men, 18 clerks, 10 minor officials and 13 miscellaneous employes.

During the year 1927 there were added to the pension rolls, 50 employes having a combined service record of 1,451 years or an average of 29 years per man, and to these men is paid an average pension allowance per month of \$47.89 per man.

During the entire period of its existence, the company has paid out to its retired employes, \$1,251,163.07. The first pension roll had 44 names and its total was \$1,216. The December, 1927, roll had 404 names and its total is \$16,322.70. During the year of 1927, 38 deaths have occurred.

and had a continuous service record of forty-one years and ten months. He was retired March 31, 1924, because of physical disability. He was a widower with no children. His pension allowance was \$42.50 a month and he received a total of \$1,870.

## ERNEST PAGE

ERNEST PAGE, veteran Frisco conductor of thirty-two years' service, died at his home 612½ West Walnut Street, Springfield, on December 19. Mr. Page was born in Washington, D. C., January 3, 1869, and entered the service of the Frisco Lines July 14, 1895, as a freight brakeman. He was promoted to freight conductor on March 11, 1900, and to passenger conductor on July 18, 1917. He made his last trip, leaving St. Louis on No. 15 the night of December 12, and died from pneumonia on the night of December 19.

## RETIRED—BUT GETS BUSINESS

Although R. P. Martin, of Chickasha, former Frisco agent there, was retired several years ago at the age of seventy, he recently succeeded, as secretary of Chickasha Lodge No. 44, I. O. O. F., in routing eighteen cars and many tons of L. C. L. shipments of materials used in the almost-completed new Odd Fellows hall at Chickasha, via Frisco Lines.

In a letter to Mr. H. C. Conley, A. & F. A. at Oklahoma City, Mr. Martin said in part:

"I want you to know that I have been deeply interested in the Frisco and routed every pound (of material for the new hall) that I could over our lines. I have routed eighteen cars via the Frisco and given them the long hauls; also many tons of L. C. L. shipments.

"We have a lot of furniture for our hall now on the way, routed St. Louis and the Frisco.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## Begin Taking Your Spring Tonic Now

**W**HAT is a tonic? Not necessarily something in a tall bottle. It is anything that imparts vigor, increases "pep", makes one feel better. And a spring tonic is something to tone one up in the spring.

But why wait until spring? Now is the time to take the daily outdoor exercise, sleep in a well-ventilated room, and eat the type of food that will bring one up to spring with a maximum of vim and enthusiasm.

Diet is most important in the fall and winter health regime, for too often the tendency is to hug the fire, evade outdoor exercise, and eat a heavy, concentrated diet of meat and potatoes, bread and butter, pie and cheese, omitting the fresh green things and the fresh fruits that are needed for their vitamin content, as well as their excellent laxative qualities.

Canned vegetables are mighty good food, and improved canning methods bring to the farmer's table, in winter, nearly all the vegetables that make summer menus a delight. Indeed, one farmer of our acquaintance finally begged his good wife not to can beans and peas, corn and squash. "Fresh summer vegetables are no treat if you can have them all winter," he declared. Few men would go so far as that, for most farmers are proud of their wives' skill in preserving for winter use the finest of the summer's garden offerings.

But even the most expert canner cannot make her canned vegetables and fruits retain all the precious vitamins they had when fresh. Cooking destroys some of the vitamins—on that all authorities agree. And so, no matter if you are able to serve six or eight kinds of the most beautifully canned vegetables each week, in addition to the fine potatoes, beets, parsnips and Hubbard squash you fetch out of your cellar, your family needs

a fresh fruit or a fresh vegetable daily.

Fortunately, two of the most beneficial fruits are to be had the year around. They are apples and oranges. Don't think of apples as something to eat casually, just once in awhile. And don't think of oranges as a luxury to buy just when you wish to fix a big centerpiece of handsome, bright fruits for Thanksgiving, or something nice to tuck into the children's Christmas stockings. Oranges, like their citrus cousins, the lemons, are simply packed with two important things—vitamines, that produce vigor, and valuable mineral salts that are highly important, especially to growing children, as these mineral salts are needed to make strong bone and tooth material.

For little children and feeble, old persons, who do not or cannot chew perfectly, the orange is more appealing than the apple, as it can so easily be squeezed into a glass. The weakest stomach can digest orange juice; it is now given to babies three or four months old, and the diet specialists say it should be given daily until the last of the second teeth are cut. It is given to sick people in hospitals when no solid food at all can be taken.

The properties of the lemon are very much like those of the orange, though it is more tart in flavor. While it seems acid, its effect in the body is alkaline, and it is a good neutralizer of any acid condition, particularly rheumatism. A pint of lemonade a day is a most excellent drink for the rheumatic, hot in winter, cold in summer, with little or no sugar in it. Indeed, if everybody would eat an orange every day all winter, and drink lemonade, there would be small need of bottled tonics in the spring.

When obtainable, fresh lettuce, celery and other greens should be eaten as often as possible in winter, also for their tonic effect.

## KITCHEN COSMETICS

Every woman who has good sense tries to make herself as attractive as possible; this is not necessarily vanity, but in many cases humility. It is not necessary to patronize expensive beauty shops to get beauty aids, and the woman who has not much money to spend on creams and lotions will look about her own kitchen and find there a number of safe and efficient beauty helps.

Corn meal is a most excellent cleanser and softener of the skin, particularly for the hands and the neck which may have got darkened from a fur neckpiece. Used with or without soap, the wet meal is just rough enough to clean the skin without hurting it. Use warm water first, then rinse with cold water. Olive oil or mutton tallow will heal chapped hands and prevent chapping.

The kitchen offers several good substitutes when the tooth paste tube goes dry. Salt, baking soda, or lemon juice are all good as a dentifrice. The humble lemon also is an excellent skin bleach, freckle lotion, and remover of fruit and vegetable stains from the fingers. Many women keep half a lemon handy at the sink or on the wash stand at all times, to remove vegetable stains from their fingers. Lemon juice in the third or final rinse water is also a beauty parlor touch which can easily and cheaply be had in the home shampoo. It leaves the hair clean and glossy, effectively cutting that slight film which soap sometimes leaves on oily hair.

If the finger nails are brittle and break easily, rub in a little salad oil after the hands are washed for the last time at night; this will toughen the nail as well as give it a glossy shine.

## Cream of Spinach Soup

Pick over spinach and cut off the root. Wash carefully and thoroughly to remove all grit. Cook in a large kettle with tightly fitting lid. (Shake each handful of spinach as it is removed from the last water.) Do not add water. Cook ten minutes and remove from fire immediately. Cut finely with two knives. Add this finely cut spinach to the medium white sauce. Allow one cup of cooked spinach to 2 cups white sauce. Season and serve hot.

### Seized His Opportunity

"How dare you kiss the maid while I'm out?"

"Why, my dear! That's the only chance I have."

### Insufficient Funds

Busy Father (testily): "Well, what do you want? Be short!"

Prodigal Son (rising to the occasion): "I will! I am!"

## Styles for the Early New Year

Miss Elizabeth Doyle, of the Correspondence Bureau, St. Louis, poses in a black transparent velvet dress, with ecru lace trimming. The dress is made in a simple design, with slightly rippled skirt, caught up in front with a rhinestone buckle. Black satin shoes and a black felt hat complete the outfit.



A combination dress, with silk knitted waist and brown velvet skirt, modeled by Miss Dorothy Berryman of the Machine Bureau, St. Louis. Trimmings on the waist are of velvet with a tiny gold belt at the hips.

(Fashions from B. Nugent & Bros., St. Louis)

## FROM A "SAFE" STUDENT

Enthusiasm of school children in the accident prevention work of Frisco Lines has been evidenced in many ways for several years, but it remained for pupils of the Custer City, Okla., public school to hit upon the plan of submitting for publication in *The Frisco Employes' Magazine* a write-up by a pupil of that school of an accident prevention program given there recently by this railroad. The speakers were C. C. Mills, accident prevention agent, St. Louis, and R. C. Canady, assistant superintendent of the western division, Enid, Okla.

This is what the pupil wrote:

"Come out of the fog and watch your driving", impressed C. C. Mills, accident prevention agent of the Frisco Railroad, in an address which he recently made before the pupils of Custer City schools. Mills is addressing the schools of the state in the interest of Safety First.

"Put on the car brakes at least 50 feet from a railroad track—a train approaching at the rate of 60 miles an hour goes 88 feet in a second and the risk of beating it is hazardous", Mills advised.

"The speaker cautioned against the practice of placing obstructions on the rails—believed to be the work of school children—which is the cause of many accidents. He discredited the practice of boys bumming freight train rides, emphasizing the number that are thereby killed.

"This talk by Mr. Mills was very much appreciated by all who were fortunate enough to hear him. Mr. Mills is humorous enough to put over any point and make it stick. All the students are heeding his advice and will, without doubt, exert much more caution in the future.

"Accompanying Mr. Mills when he was in Custer City was Mr. R. C. Canady, assistant superintendent of this division of the Frisco. Mr. Canady is rather well known in Custer City, for he makes the town quite often. All who have met him admire him so much that what he said in assembly will have a great influence on them. Both men have given much sound advice and exerted much influence on the community. Custer City would appreciate having them make another visit at any time."

### How Old Is Ann?

Teacher—"When I was your age I could name all the presidents off by heart."

Tommy—"Yeah, but there was only about ten to remember then."—*Railway Life.*

## TRIED AND TESTED RECIPES

### Cornstarch Pudding

- 5 tablespoons cornstarch
- ½ cup milk
- 6 tablespoons sugar
- 2 cups milk
- Juice of ½ lemon
- 2 egg whites

Put two cups milk in double boiler. Mix sugar, cornstarch and salt and when well blended, pour on gradually one-fourth cup milk. Add to milk

which has scalded and cook fifteen minutes, stirring constantly until mixture thickens. Then add whites of eggs, beaten until stiff, and lemon juice. Chill and serve.

### Sauce

- Apricots (1 cup dried fruit)
- Sugar
- 3 cups water

Wash and soak dried fruit. Cook it in 3 cups of water until very soft. Rub thru a sieve and put back into a saucepan, add sugar to taste and a bit of lemon juice.



# The TWILIGHT HOUR

*A Page Just for Children*

## BOY WRITES SAFETY PAPER

Ellsworth Chunn of Jonesboro Believes in Accident Prevention

**E**LLSWORTH CHUNN, son of J. C. Chunn, engineer in the Jonesboro Yard, is an enthusiastic believer in preventing accidents.

Recently the Junior High School asked for an essay to be written on "Safety First", and Ellsworth submitted an extra fine one, which, in part, is quoted below. He is the winner of the spelling championship in the ward schools of Jonesboro and holds a splendid school record on attendance. He has also served on the safety first committee of his school.

"Safety First problem No. 5 in the Junior High mathematics states that in 1908 there were 5,460 persons injured in Fourth of July accidents, and in 1916 but 820. This shows a decrease of 84.98 per cent.

"The safety first movements have shown a large percentage in reduction of accidents in personal, home and community interests. It has stopped the man from blowing into the muzzle of a gun to see if it was loaded; it picks up the broken glass and bends the protruding nails; it opens the school house doors on the outside so they cannot be jammed by children in case of fire; it keeps the sick ones from taking a dose of the wrong medicine and stops the careless housewife from keeping poison medicine in the cupboard with her baking powders; it vaccinates dogs against hydrophobia, digs the storm cellar and causes school buses to stop at all railroad crossings.

"A train traveling fifty miles an hour covers a half mile in thirty-six seconds and a passenger train of ordinary length will pass a crossing in about six seconds. It does not take long to wait thirty-six seconds when life is at stake. Every school boy and girl, when riding in an automobile, should call attention of the driver at railroad crossings so that they may 'Cross Crossings Cautiously'."

## THE FAIRY'S GIFT

By RUTH ERVIN, Chaffee, Mo.,  
13 years old.

Going down the street one very cold night, a very small boy trudged along. He was barefooted and was just going home from a hard day's work. He was thinking of the fine gifts the boys would get, because the next day was Christmas.

The lad's father was dead and this meant that he would have to keep his mother in clothes and food.

Soon he reached his old home. His worn mother greeted him at the door, and then they went in to their humble supper. The mother asked the blessing and then they ate with relish the poor meal. As soon as the night's work was finished, they read their Bible and then said a prayer, (for they never forgot God), and went to bed.

The next day was Christmas, and everyone was happy, even this young boy, for he didn't have to work and could stay at home with his mother.

He had just awakened and as soon as his eyes were open, he gazed about him in mild wonder at the house.

It was changed from one end to the other. It was very beautiful to look at. While he was gazing at all the wonderful changes which had taken place in his humble abode during the night, a fairy appeared and told him that that was his Christmas gift for himself and his mother, given to him because he trusted in God.

After that they worshipped God more than ever.

Ruth Ervin, the daughter of a Frisco employe at Chaffee, has often contributed to the Twilight Page. Her poems have been published, at intervals and this Christmas story was sent to the *Magazine* for reprinting.

Ruth hopes some day to be able to write for big magazines and newspapers, and she has an enviable collection of little poems and stories which she has written and which she hopes to preserve for future reference.

### What Did He Mean

Caddie Master (to new recruit): "Now then, young feller, hop to it, and don't just stand aroun' lookin' dumb like as if you was a member of th' club!"

## TAKES PART IN PROGRAM

A letter from Ernestine Hall of Bluffdale, Texas, informs the Twilight Lady that she is going to perform on the Christmas program at her school, and give the little piece which was printed on the Twilight Page for December, "The Marriage of Santa Claus."

Ernestine says: "This is the first time I have written you so I want to get acquainted. My sister's name is Jacqueline. She has been writing you, and she got me in the notion of writing to you, too.

"I am ten years old and in the sixth grade. My teacher's name is Mrs. Emmett. I wish you could spend the holidays with me. We are going to have a lovely Christmas program and I am going to say the reading 'The Marriage of Santa Claus' which was on the Children's Page in the *Frisco Magazine*. My dad is agent here."

The Twilight Lady was certainly delighted to hear from Ernestine and hopes that she had a lovely Christmas, that the reading went off very smoothly, and that she'll write again soon.

## THE WARM COIN TRICK



Place nine or ten coins in a hat

Allow one of your audience to pick a coin from the

hat, holding it two or three minutes then dropping it back into the hat. Shake the hat so that the coins are mixed up.

Have one of your audience to blind-fold you.

The chosen coin is detected by the warmth it has contracted from the persons hand.

