

## FOR MERITORIOUS SERVICE

(Continued from Page 20)

loss. His personal record has been credited with five merit marks.

Jess Thompson, brakeman, Oklahoma City, during high water on Chickasha sub, walked from Cyril to Gladys and materially assisted in cribbing up and repairing the track. His personal record has been credited with ten merit marks.

J. A. Dillon, brakeman, Oklahoma City, while looking over train extra 4103 east, October 4, found broken arch bar on car SF 71601 and car was set out at Stroud. His personal record has been credited with five merit marks.

W. B. LeGrande, brakeman, West Tulsa, Okla., discovered broken arch bar on car in train extra 4118, west, October 4, and flagged the train. His personal record has been credited with ten merit marks.

## EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

J. W. Carroll, brakeman, Springfield, assisted J. Kemmerling with engine 40 between Springfield and Newburg, Mo., October 2, because this fireman was not familiar with the working of the stoker. Mr. Carroll has been commended.

Lee J. Wilson, operator, Swedeborg, Mo., noticed, September 13, brakes sticking on car SSW 28080, and caused notice to be given conductor at Crocker, who found that the car had a broken wheel and that it was necessary to set car out at Purdon for repairs. He has been commended.

Julius Marling, yard clerk, Cuba, Mo., found in yard a broken wheel on a car which had been set out by a local train to be picked up by a through train. Car was held until repairs could be made. He has been commended.

Joseph Brockmeier, section foreman, Eureka, Mo., flagged extra 22 west, October 4, when he noticed a broken wheel which damaged a number of rails before train stopped. His personal record has been credited with ten merit marks.

## CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

B. Bishop, brakeman, fired engine 1285, train 734, Garfield, Ark., to Monett, Mo., after the fireman had become overheated on Garfield hill. The train contained a number of cars of perishable freight. Mr. Bishop has been commended.

A. C. Ebright, brakeman, found gasoline leaking from car MPCX 633 enroute between Rogers, Ark., and Springdale, Ark. He borrowed a large wrench and tightened the outlet valve which practically stopped the leak, and on arrival at Fort Smith, reported the condition to car men. His personal record was credited with five merit marks.

S. A. Gregory, conductor, and W. I.

## Frisco Employes' Hospital Association

(Continued from Page 28)

St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955).....	5,000.00
	<u>\$312,500.00</u>

St. Louis, Mo., Oct. 4, 1927.

F. H. HAMILTON,  
Treasurer.

Vick, T. E. Curnutt and C. H. Reed, brakemen, found, September 2, tie bar and carrier iron down on car SF 123718, train 746, at Kosoma, Okla. This crew made a cut at this car, secured some poles and a heavy piece of timber and pried the draw bar back in place, put in the bolts and made permanent repairs to this car as well as saving delay to the car, which was under load. The personal record of each of these men was credited with five merit marks.

## WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

Charles W. Reynolds, crossing watchman, Enid, Okla., has been commended for his alertness and diligence in preventing accidents at Frisco and Santa Fe crossings at Independence Avenue, Enid. Mr. Reynolds has been stationed at this point for fifteen years, during which time there has not been an accident.

W. Blades, engineer; L. E. Breesawitz, fireman; G. C. Tribble, brakeman, and Bert Erwin, conductor, all of Enid, Okla., assisted in getting oil pump to function on engine 765 after it had been tied up at Thomas, Okla., September 13. These men have been commended.

## MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following cases of meritorious service:

H. V. Hall, engine foreman; H. L. Cowling, engineer; P. D. Chapin, fireman, and F. Brandenburg, H. W. Carmical and W. C. Tapp, switchmen, while helping transfer 11:05 p. m., September 25, discovered a fire in coal bin at Bridge Junction, Ark., and assisted in putting out the fire. These men have been commended.

Lillard Watts, engineer, discovered, September 29, insufficiently spiked rail in main line at Harvard, Ark., and caused section men to spike the rail. His personal record has been credited with ten merit marks.

The first carload of green shrimp ever sent to Kansas City arrived there October 7 from Port Lavaca, Texas, for the Mid-Central Fish Company. The Frisco handled this car from Sherman, Texas, to Kansas City.

## LIKES FRISCO POWER

"Like an elephant standing by a peanut" is the largest engine on the Frisco Lines today compared with those on this railroad back in '85 and thereabouts.

This is a simile expressed by W. M. Johnson, retired Frisco "hogger", as a result of a recent visit he paid to the shops and the roundhouse of this railroad at East Thomas, Ala.

During this visit Mr. Johnson said he discovered that the only way an engineer of one of these monster engines could talk to his fireman is by telephone and Mr. Johnson added that the next time he visits these shops he will take a pair of field glasses and will try to find "some of the things around those engines I have used and I will take along a stepladder to get acquainted with a real engine on the Frisco."

When Mr. Johnson made this visit to the shops he was astonished, he said at the orderliness and cleanliness of the shops. He expressed praise for L. M. Westerhouse, roundhouse foreman at East Thomas, for the courtesy with which Mr. Westerhouse gave Mr. Johnson permission to inspect the roundhouse.

Mr. Johnson entered the service as a hostler at Birmingham in November, 1889. He became a fireman in September, 1890 on the old Kansas City, Memphis & Birmingham, now a part of the Frisco. In October, 1891, he became a fireman on the Kansas City, Fort Scott & Memphis, also now a part of the Frisco. Later he became an engineer on the K. C., F. C. & M. In February, 1903, he was transferred to the Western division of the Frisco and remained on that division until he was retired November 28, 1922, because of total disability. His home is now at Winter Haven, Fla.

For years he had been terribly henpecked. One morning at breakfast he said to his wife: "My dear, I had a queer dream last night. I thought I saw another man running off with you."

"Indeed," said his wife. "And what did you say to him?"

"Oh," he answered, "I asked him why he was running."—Tattler.

# The Pension Roll

**HARRY PEARL COLVIN**, switchman, eastern division was retired from active service April 28, 1927, due to total disability. He was 62 years of age, born August 27, 1865 at Big Sand Furnace, Venton County, Ohio. His father was a foundry man and he was educated in the schools at Steelville, Mo. At the age of 20 he began his railroad career as a brakeman on the Frisco. He served as brakeman from 1884 to 1893 when he was promoted to the position of conductor in hill service out of Newburg. The position was taken off and he returned to his former position of brakeman. He also served in the Newburg yard as switchman, yardmaster and at the time his health failed, he was working as engine foreman. In 1889 he was married to Miss Jennie Bennett of Belgrade, Mo., who died in 1919.



HARRY P. COLVIN

In 1921 he was married to Miss Lela Hazel of Bowling Green, Ky. Mr. and Mrs. Colvin reside in Newburg, Mo. Continuous service of 41 years and 11 months entitles him to a pension allowance of \$65.05 a month, effective from August 1, 1927.

**CHARLES GRANVILLE MILLER**, locomotive engineer, western division, was retired from active service due to his having reached the age limit of 70 years. He was born July 9, 1857, at Shenandoah County, Va. His father was a farmer and cabinetmaker. He attended the country school near his home, and also the schools at Ligonier, Ind. In 1876, at the age of 19 he began his railroad career as a locomotive fireman on the B. & O. railroad. He also served as fireman for the Missouri Pacific until November 17, 1887, when he came to the Frisco in that capacity and fired out of Bluff City, Kans. He was promoted to the position of engineer on October 3, 1900. On August 11, 1878, he was married to Mary Henry of Hamilton, Mo., who died some years later. He was then mar-



CHAS. G. MILLER

*Nine Frisco Lines veteran employes with combined service of 285 years, were retired and placed on the Pension Roll at the meeting of the Board of Pensions held September 23, at the St. Louis general offices.*

ried to Ocie Potter on December 17, 1917. Mr. Miller had a son by his first wife, who also died. Mr. and Mrs. Miller reside at 310 West Oak St., Enid, Okla. Continuous service of 39 years, 6 months entitles him to a pension allowance of \$49.85 a month, effective from August 1, 1927.

**NOAH PIERPONT**, crossing watchman, eastern division, was retired from active service March 3, 1927, due to total disability. He was 66 years of age, born November 27, 1861, at Gasconade, Mo. His father was a farmer. At the age of 21 he began his railroad service as a brakeman with the old K. C. F. S. & M. On July 8, 1888 he began serving the Frisco as brakeman at Ft. Smith, where he remained until he took the position of crossing watchman at Springfield. On May 18, 1882, he was married to Bell F. Shaw of Springfield, Mo., and to them were born five boys and two girls. One son is now a Frisco conductor. Mr. and Mrs. Pierpont reside at 2050 North Jefferson Avenue, Springfield. Continuous service of 30 years 9 months entitles him to a pension allowance of \$32.95 a month, effective from August 1, 1927.



NOAH PIERPONT

**JOHN NATHAN GODFREY**, section foreman, South Greenfield, Mo., was retired from active service on April 7, 1927, due to permanent disability. He was 61 years of age, born September 11, 1866, in Marion County, Iowa. His father was a farmer. During his early years he attended the public school near his home. He farmed for a few years and on October 18, 1889, he began his service with the Frisco as section laborer at Arcadia, Kans. He was pro-



J. N. GODFREY

moted to the position of section foreman August 15, 1895. He also served in the B. & B. Department, but returned to the position of section foreman September 1, 1908. On November 15, 1886, he was married to Laura B. Nickell of Leavenworth, Kans., and to them were born five boys and two girls. One of the boys, Lester, is a Frisco operator and a second one, Oattie, is a section laborer for the Frisco. Mr. and Mrs. Godfrey reside in South Greenfield, Mo. Continuous service of 36 years 11 months entitles him to a pension allowance of \$38.05 a month, effective from August 1, 1927.

**HENRY CURRIE STEVENSON, Sr.**, locomotive engineer, southern division, age 55 years was born December 18, 1872 at Columbus, Ga. His father was a baker. During his early years he attended the schools near his home and at the age of 13 years began his railroad service as a machinist apprentice. On July 1, 1889, he took his first Frisco job as a yard fireman at Birmingham, Ala. He also served as hostler, road fireman and on April 21, 1898, was promoted to the position of engineer on the Tupelo Sub-division. On January 20, 1898, he was married to Elizabeth A. Tschudi, and to them were born three boys and one girl. The daughter and one boy are deceased, and the other two sons are employed by the Frisco as yard clerk and car clerk, both at Amory, Miss. Mr. and Mrs. Stevenson reside on South Main St., Amory, Miss. Continuous service of 36 years 5 months entitles him to a pension allowance of \$98.65 a month, effective from August 1, 1927. He was retired account of total disability.



H. C. STEVENSON

**EDWIN BAILEY SAMS**, brakeman, southern division was retired from active service October 4, 1926, due to total disability. He was 64 years of age, born June 27, 1863, at Farmington, Mo. His father was a carpenter. At the age of 25 years he was employed as a helper in the Frisco roundhouse at Thayer, Mo. He was later promoted to the position of brakeman, and worked out of Thayer during his entire railroad career. On December 6, 1888, he was married to Mollie Williams of Thayer, and to them were born three girls and one

boy. Mr. and Mrs. Sams reside at 1021 Looney Ave., Memphis, Tenn. Continuous service of 30 years 7



EDW. B. SAMS  
and Grandchildren

months entitles him to a pension allowance of \$42.75 a month, effective from August 1, 1927.

ISAAC NEWTON TAGUE, section foreman, Neosho, Mo., was retired from active service January 14, 1927, due to total disability. He was 66 years of age, born September 14, 1861, at Vevay, Ind. His father was a farmer and during his early years he helped with the work on the farm and also attended the schools near his home. He served for both the Missouri Pacific and the Santa Fe, and on May 21, 1894, took a job with the Frisco as section laborer at Winfield, Kans. On July 8, 1894, he was promoted to section foreman and served at various points on the line. In June, 1883, he was married to Katie I. Lugin of Sedalia, Mo., and to them were born three girls and two boys. Mrs. Tague and two of the children are deceased. Mr. Tague resides at Neosho, Mo. Continuous service of 17 years 9 months entitles him to a pension allowance of \$20.50 a month, effective from April 1, 1927.



ISAAC N. TAGUE

HENRY WARD, switchman, northern division was retired from active service June 23, 1927, due to total disability. He was 69 years of age, born at Knoxville, Iowa on April 8, 1858. His father was a doctor. He received his education in the schools near his home, and at the age of 12 years he worked at setting type in a newspaper office. He served as brakeman for four railroads before coming to the K.



HENRY WARD

C. F. S. & M. at Kansas City, Mo. His first Frisco position was that of switchman at Ft. Scott, Kans., in January, 1904. He also served as engine foreman, assistant night yardmaster and then again returned to his position as switchman. On June 14, 1899, he was married to Miss Laura E. Conner of Ft. Scott, Kans., and to them were born a son and daughter. Mr. and Mrs. Ward reside at Ft. Scott, Kans. Continuous service of 23 years 4 months entitles him to a pension allowance of \$28.55 a month, effective from August 1, 1927.

THOMAS EDWARD BURGESS, locomotive engineer, eastern division was retired from active service on July 30, 1927, due to total disability. He was 68 years of age, born at New Albany, Ind., August 23, 1859. His father was a farmer and gardener. During his early days he attended the schools near his home. At the age of fifteen years he served with the Davis Contracting Company at Springfield and on March 23, 1882, began his Frisco service as a boilermaker helper at Springfield. He later served as blacksmith helper, was transferred to locomotive fireman, eastern division and on September 4, 1898, was promoted to the position of engineer. On July 23, 1883, he was married to Fannie L. Twigger of Springfield, and to them were born three girls and two boys. Mr. and Mrs. Burgess reside at 991 East Pacific St., Springfield. Continuous service of 28 years and 9 months entitles him to a pension allowance of \$57.45 a month, effective from September 1, 1927.



T. E. BURGESS

8. He was born on September 4, 1848, at Tunnel Hill, Allegheny County, Maryland, and entered the service of the old K. C. F. S. & M. railroad as an engineer in May, 1893, serving continuously as such until his retirement on October 9, 1917, which was due to physical disability. He received a pension allowance of \$28.40 a month and up to the time of his retirement had been paid a total of \$3,322.80. He leaves a widow, Elizabeth F. Crawford who resides at the family residence, 367 Walker, Memphis, Tenn.

#### NELS ANDREW TANDVIG

NELS ANDREW TANDVIG, pensioned truckman, who resided at 4110 College Avenue, Kansas City, died at his home on October 17. He was born in Trondgen, Norway, December 8, 1841, and was one of the forty-seven original pensioners when the Pension Bureau was inaugurated July 1, 1913. A written questionnaire concerning his life history was not required at that time and records only show that he entered the service as car carpenter at Kansas City in May, 1878, and worked continuously until the date of his retirement. His pension allowance was \$20.00 a month and the total amount paid him was \$3,440.00. He leaves a widow, Lena B. Tandvig.

#### "THE SIGN OF SERVICE"



E. F. Tuck, general foreman at the Ft. Worth Shops believes in advertising the Frisco, even when on pleasure trips. The accompanying snapshot shows the decoration on his tire cover. The lettering, just below the Frisco insignia, which is partly covered by the rear bumper, reads "The Sign of Service." Mr. Tuck is an ardent worker in the new traffic campaign and a booster for the Frisco in his daily work and pleasure.

#### In Memoriam

##### WILLIAM HENRY NEIGHBORS

WILLIAM HENRY NEIGHBORS, pensioned section laborer of St. James, Mo., died at his home on September 29. He was born near St. James on June 24, 1852, and entered the service of the Frisco at St. Louis as section laborer in May 1902, working continuously in the St. Louis terminals as section laborer and section foreman until his retirement in March 1924, which was due to his having reached the age limit. He was a widower. During his entire service he never missed a pay day. His pension allowance was \$20.00 a month and up to the date of his death he had received a total of \$820.00.

##### GEORGE ROBERT CRAWFORD

GEORGE ROBERT CRAWFORD, pensioned engineer, died on October



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor



MRS. CLYDE E. HUNTER

EUROPEANS who give thought to such things, marvel at the domination of the American homes by the American women. It occurs to us that a partial explanation of the exalted position accorded women in this land of the free may lie in the fact that American husbands are the best fed men in the world. Every magazine (save a few which do business with the highbrows) bears ample proof of the American woman's unflagging interest in new recipes. No culinary effort is too great if it adds surprise and new moments of pleasure to the family meal.

For example: A cooking school was conducted recently at Clinton, Mo. Among those who attended was the woman whose picture appears on this page. A cake baking contest marked the closing session. There were twenty-six contestants and Mrs. Clyde E. Hunter's delicious entry was awarded first prize—an electric urn set.

Mrs. Hunter is the wife of Conductor Clyde Hunter, who has had sixteen years' service with the Frisco. She has shown the true Frisco spirit by passing her prize winning recipe to our readers—so let's try our luck:

## Angel Food Cake

- 1 glass full egg whites (10 to 12 eggs),
- 1 level teaspoon cream of tartar,
- 1 1/4 glass full granulated sugar,
- 1 glass full Swans Down Cake



PRIZE WINNING CAKE

Flour, sifted once, measured and then sifted 4 times with the sugar,

Pinch of salt,

3/4 ths teaspoon vanilla,

Juice of one-half lemon.

Beat egg whites until foamy, add cream of tartar and continue beating until eggs are stiff enough to hold up, but not too dry. Add lemon juice and vanilla. Fold in sugar and flour, which have been sifted together. Pour in ungreased pan and bake in very slow oven 50 or 60 minutes, increasing the heat when cake is almost done.

## AUTUMN VEGETABLES

Autumn, with its usual startling suddenness, is again upon us and with the coming of cooler days appetites have taken on a keener edge. Hence, at this season, the wise homemaker is on the alert for new recipes, no matter how extensive her collection, nor how celebrated her menus may already be. The concocting of a new dish is an adventure; it is an antidote to ennui; it brings pleasure and enthusiasm to what might otherwise become merely a part of the daily grind.

With this thought in mind, we are submitting a few recipes guaranteed to produce results equally acceptable to the more fastidious members of

the family, as well as those blessed with honest appetites.

In the preparation of fall menus, the possibilities of the turnip, the parsnip and the squash must never be overlooked.

### Stuffed Turnips

Cooked turnips may be hollowed out and stuffed. Bread crumbs, chopped, cooked meat, a mixture of other vegetables, cracker crumbs moistened with milk and mixed with ground nuts, parsley and cheese; dry cereal such as corn flakes, puffed rice mixed with chopped cooked meat; chopped apple and lamb; brown bread crumbs mixed with corn and cheese are some of the combinations which make for flavorful stuffings. After the turnips are cooked hollow them out and stuff, then bake for about half an hour in a flat pan, the bottom of which is covered with a little of the water in which the turnips boiled. Drain off the liquid and let the stuffed vegetables brown for five to ten minutes before serving.

### Shrimp-Stuffed Squash

Cut a cooked squash in two, remove the inside and strain it through a fine sieve, then add to it twice as much shrimps and an equal amount of cracker crumbs. To every two cups of this mixture add one tablespoon of butter, one tablespoon of finely chopped green pepper, one small tomato, cut in pieces, and the beaten yolk of an egg; cook ten minutes, fill the squash shell and bake ten minutes.

### Parsnip Timbales

- 2 cups mashed cooked parsnips,
- 1/4 cup bread crumbs,
- 2 eggs,
- 1/4 cup milk,
- 1 teaspoon chopped parsley,
- 1/2 teaspoon butter.

Mix the parsnips, bread crumbs and seasonings of salt and pepper together. Beat the eggs and stir into the mixture. Then add the milk. Stir well. Fill buttered timbale cups with the mixture. Set them in a pan of hot water and bake in a moderate oven (325 F.) for about thirty minutes, or until they are firm. Turn out and serve with cream sauce. Four or five timbales, according to size.

## THE NEWER LINENS

Even though the prevalent craze for the efficiency apartment and the family hotel may tend to imperil the future of the formal dining room, it is safe to wager that dainty and novel table accessories are in no danger—at any rate, not so long as mere mortals continue to eat after the approved fashion. The table itself may be a makeshift, but the average woman will still continue to use all the art and napery at her command to transform it into the festive board. Nothing contributes so much to that elusive atmosphere of comfort, hospitality and distinction, which is the goal of every homemaker's ambition, as a well-appointed table.

The quality and quantity of linen, silverware and other accessories is, of course, to a large extent determined by the size of the budget, but judicious buying and the habit of making additions as funds and opportunities permit, will accomplish wonders. Besides, no matter how lavishly furnished, no room is ever really complete. Our homes are in a state of flux. They are the outward expression of ourselves and keep pace with our own growth in knowledge and appreciation of the beautiful. Each successive purchase should be guided by riper experience in buying and surer taste in selection. Where table linens are concerned, a lean purse, however, need never be a handicap to a deft needlewoman.

Right now the newer linens are designed to meet the needs of the long tables. The shops are showing elegant dinner cloths of ivory or white linen, finished with shallow scallops along the edge. The more elaborate ones have a wide cutwork scarf effect through the center, running lengthwise from end to end. Cutwork looks difficult to do, but in reality it is not. The embroidery is merely a matter of firm buttonhole stitching.

A cutwork runner could be worked as a separate unit and combined with place mats for a luncheon set. Oblong napkins, with decorations at the center of one side, are preferred by today's discriminating hostess.

## A HOME-MADE TONIC

Our fore-fathers did less dosing than we do, perhaps because there was no well-stocked drug store on every other corner, and perhaps because they had a nervous dread of calling in the "leech," whose pleasant specialty was blood-letting! But they made at home all manner of wholesome and helpful tonics, using often the herbs of their own gardens, or of the fields and woods. It might be well if some of us today would rely less on the doctor's frequent visits, and seek health in fresh air, sane diet, healthful exercise and simple remedies to be found in our own kitchens. Hot water, lemon juice, baking soda—what better remedies has the doctor to offer for constipation, rheumatism, sour stomach? Thousands are today eating up moth-

## Two Models for the Fall Wardrobe



Miss Gladys Cherry, of the auditor's office, St. Louis, poses in this afternoon frock of blue transparent velvet with flare skirt. A drape hangs becomingly from the left side.

A dainty evening dress of black silk and tulle combination, with rhinestone trimming around the hips. The white gardenias, on the shoulder and at the bottom of the skirt, furnish a pleasing contrast. High-heeled, black satin pumps with sheer hose complete the frock. The model is Miss Catherine Meekhan, of the Seventh Street Freight Station, St. Louis.



(Fashions through courtesy of B. Nugent and Bros. Dry Goods Co., St. Louis)

er's yeast cakes and finding benefit. Buttermilk has cured many a stubborn case of indigestion.

Here is a simple home method of making a most beneficial and pleasant-tasting citrate of magnesia. Buy at any drug store Magnesium Carbonate in powder form and each morning on arising mix a teaspoonful of this powder with the juice of a lemon, fill up the glass with cold water, and drink. This may be sweetened with sugar if desired, though the magnesium neutralizes the acidity of the lemon and the drink is not unpleasantly tart without sugar. By increasing the strength of this mild dose it can be made as strongly purgative as

desired, but a stronger dose is seldom needed if the mild dose is taken regularly, each morning by those whose sedentary habits have resulted in sluggish elimination.

Lord Babbington was instructing the new colored servant in his duties, addressing: "Now, Zeke, when I ring for you, you must answer me by saying, 'My Lord, what will you have?'"

A few hours afterwards, having occasion to summon his servant, his lordship was astonished with the following:

"My Gawd, what does you want now?"