

YOU CAN HELP SAVE!

Frisco Cost Figures Show Many Places for Expense Reduction

NUMEROUS suggestions have been made for securing more business for Frisco Lines, so that its revenue might be increased during the period of depression. When car loadings and revenues decrease, a saving must be made at some point to offset the total.

The old adage, "a dollar saved is a dollar earned", has never been so true as it is today, and feeling that the great army of Frisco employes are not aware of the tremendous expense of maintenance costs of a railroad, the following figures are submitted for careful perusal.

During 1930 \$1,320.81 was spent in the purchase of ink. Considering the amount one may secure in a five-cent bottle, this amount seems enormous. A total of \$8,432.10 was expended for carbon paper. Here is an item within the scope of every typewriter operator on Frisco Lines. How easy it is to neglect to turn the carbon upside down and secure its full worth, than to use it only on one end of the sheet. Next time, before throwing carbon paper away, be sure that you have gotten its full value.

Another item appearing on the stationery budget is pencils, and \$3,248.05 was spent for this item alone in 1930. Figuring ten thousand employes, this would mean an average of eighteen pencils per annum, per person. Here is another item where conservation may be applied, and the requisitions for additional pencils be curtailed.

The stationery department advises that an adding machine ribbon costs 87½ cents and a typewriter ribbon nearly 17 cents. When these costs are known, it is felt that every operator will not request new ribbons until the old one is completely worn out.

Other items of staggering amounts, considering their small part in the maintenance of offices, follow: Gem clips, \$292.95; mucilage and paste, \$550.97; pins, \$309.92; letter heads, \$2,379.22; twine, \$2,704.04; steno note books, \$598.65; typewriter and adding machine ribbons, \$2,419.47; envelopes, \$8,595.13.

In the maintenance of way department, approximately \$2,020,292.51 was spent for track tools and equipment during 1930. Among the items appears the following: Ballast, \$66,692.00; cross ties, \$1,540,708.03; tie plates, \$249,501.18; track spikes, \$61,537.84; track bolts, \$27,596.80; nutlocks, \$7,953.56; rail anchors, \$20,601.75; boat spikes, \$4,797.80; continuous joints,

All-Expense Tour to Washington Attracts 125



THE large group of Frisco patrons which appears above was photographed at Oklahoma City just before boarding a Frisco Lines special at 7:00 a. m., June 9, for a six-day All-Expense Educational Tour to Washington, D. C. About twenty-five additional passengers joined the group at Tulsa. This excursion, which was arranged by Frisco Lines in co-operation with the B. & O., was personally conducted by J. B. Miller, athletic director of Tulsa University, and

Hershel Emery, director of physical education in the Oklahoma City public schools. The trip was featured by a diversity of scenic and educational attractions, including the Ozark and Allegheny mountains, the historic Harper's Ferry, Mt. Vernon and the birthplace of Benjamin Harrison, and instructive trips through the Federal government buildings in Washington. The all-expense fare from Oklahoma City was \$52.50 and from Tulsa \$49.15.

\$7,754.19; derails, \$553.20; cattle guards, \$6,625.00; bumping posts and stoppers, \$3,989.40; scythes, \$1,518.00; track chisels, \$99.90; oil, \$20,363.76.

It would be interesting to know how many ties were replaced that had another six months' or a year's service in them; how many tie plates, track spikes, bolts, etc., were wasted through loss or by the failure to reuse a spike or a bolt that was still fit for service; how many spikes and bolts and other track material are lying upon the right-of-way that could be picked up and used and if not fit for use could be sent to the reclamation plant to be disposed of as scrap. Frisco dollars, spent in maintenance of way equipment would go much further if the fact were impressed on every man concerned, that a tie plate costs 18 cents; spikes, \$2.54 per cwt.; bolts, \$3.46 per cwt.; nut locks 3 cents each. It will indicate to them the importance of saving every item of this kind they possibly can.

In the one item of scythes alone, the \$1,518.00 worth represents 132 dozen or 1,584 scythes. If track

tools are taken care of in the proper manner, and the fact made known that these scythes cost approximately \$1.00 each, it is believed that more care will be taken to prolong their life.

Costs for equipment used by the mechanical department employes show that \$433,802.52 was spent for brass and bearings; \$18,259.82 for babbitt; \$13,630.59 for tubing; \$78,250.80 for bolts and \$40,987.91 for nuts. In addition to these items, \$35,785.42 was spent for grease; \$75,912.85 for waste; \$146,818.16 for lubricants for locomotives; \$401,695.14 for water for locomotives and \$4,949,497.81 for fuel.

It is the earnest desire of every officer of the Frisco Railroad to operate the railroad safely; they want to give the maximum in service and dependability, but they also want to do this with a minimum of expense. It simply simmers down to a matter of the personal co-operation of each and every employe on the Frisco System and it is that co-operation which the officers earnestly solicit at this time.

CONDUCTOR HEATH RETIRES

(Continued from Page 11)

knows practically every engineer, fireman, conductor and brakeman on the Frisco, and as General Chairman of the Conductors he became well acquainted with the officials with whom he handled adjustments for that organization.

He proudly boasts that he has never testified for or against a railroad, and never had but one passenger and one brakeman injured in his 49 years of service as a conductor.

Mr. and Mrs. Heath have three sons and one daughter. The sons are Fred L., who is with the McDonald Company, industrial engineers, of Chicago; Chauncey, a real estate man of St. Louis; Russell, with the Burroughs Adding Machine Company of Chicago, and Mrs. Vernon Baker, who resides in Wilson, Kan. They have eleven grandchildren. They also have two adopted children, Miss Anna Heath and Mr. John Heath, now living in the home with them.

Their home is located just a block from the Frisco station at Webster Groves and on the Frisco's main line. Every train over the Frisco's Eastern division is in direct view of the house. Mr. and Mrs. Heath have lived in this Webster Groves property for twenty-three years and during all that time she has been on the porch at the appointed time to wave to him as he brought his train in from the west. It is a fitting coincidence that their courtship and their married life should be marked in much the same way. Mrs. Heath was born in Pulaski, Iowa. Her home was just a short distance from the railroad and her first recollection of Mr. Heath was one day when she was standing in a nearby field and his train passed. He was then serving the Burlington as baggageman. They waved to each other. The next day she waved again and he threw off a newspaper to her. When she opened it she found his card. The next day she threw a newspaper with her name and address into the baggage car. They began to correspond, much against her parents' wishes. The correspondence continued for six years and finally ended in their marriage. During their courtship she would wave to him as he passed through the town, and now, it seems fitting that for the past twenty-three years she has stood on her Webster Groves home porch and waved him a farewell as he left on his run, and a greeting on his return.

On Friday, June 5th, a group of his

NO WHEAT CLAIMS

F. K. Shrock, agent at Carrier, Okla., and the mechanical forces of Beaumont Sub most assuredly have the careful handling of all cars as the uppermost thought in their minds. At least, their record in moving wheat during 1930 would indicate this for they went through the entire year without a claim or complaint on a single car of the 156 cars handled.

"This is splendid work," was the opinion expressed by J. L. McCormack, superintendent for freight loss and damage claims, in reporting the record to the office of the Frisco Magazine.

old friends from St. Louis journeyed to the Heath home where they presented both Mr. and Mrs. Heath with traveling bags, wishing them both great happiness in his retirement.

Due to his interest in the Veteran's Association, his O. R. C. work and his work in the Presbyterian Church, these two will find life far from dull. They are planning numerous trips to Chicago and to Wilson, Kan., to visit with their children, and they are counting on a family reunion this summer of the entire family, which numbers twenty, including the grandchildren.

As this interview was progressing at the Heath home, the crossing bell at the Webster Groves station began to ring vigorously. "That's my old train," Mr. Heath said. "I always go down and wave to the crew."

And he was standing on the corner of the Webster Groves home lot when No. 9 roared down the track. The engineer, clasping both hands together, waved to him as if congratulating him on his retirement. The brakeman waved a hearty salute and every porter on the Pullman cars, who happened to be standing in the vestibule, getting a breath of air, waved to him.

He hasn't been "weened" away from that train long enough not to experience both a tinge of regret and thrill as it passes his home; a thrill to know that he was conductor of such an outstanding train, and regret that he has reached his seventy years, and must turn the job over to other hands.

He says that he will never lose that interest, and the rumbling of the fast freights and passenger trains by house at scheduled intervals, will keep him in key daily, and his interest will always remain, even though his active service is over.

MORE FAST HANDLING

The recent instances of rapid handling of equipment related below bring additional lustre to the reputation for saving per diem which Frisco employes achieved.

On May 7, Car M-K-T 77390, loaded with flour and feed, was delivered to Frisco Lines at Durant at 10:00 a. m. and moved to Hugo on No. 748 the same day and to Fort Towson on No. 750, May 8. It was placed at 9:55 a. m. on that day and through the efforts of Q. S. Dickenson, agent at Fort Towson, it was released of its lading at 12:30 p. m. and forwarded for Hugo on No. 737 the same day it reached its destination. It arrived at Durant and was delivered back to the M-K-T at 12:30 a. m., May 9. This car moved seventy-five miles, in which it passed through the Hugo terminal.

Car C. B. & Q. 131355, loaded with mixed feed, arrived at Portageville, Mo., at 9:25 a. m., May 16. The consignee was notified five minutes later and by 4:00 p. m. had finished unloading. The car moved out at 5:00 p. m. that afternoon. J. H. Grabiel, agent at Portageville, was largely responsible for the speedy handling of this car.

Through the efforts of J. L. Stinson, agent at Rogers, Ark., Car MP 83400, loaded with automobiles, which arrived at this station in Train 733 at 1:45 p. m., May 16, was unloaded, released and forwarded for home in Extra 4005 at 10:35 p. m. on the same day it was received.

On May 23, Car IC 164039, loaded with automobiles, was received at Dora, Ala., in Extra 1202 at 1:07 p. m. and was placed at 1:09 p. m. It was released at 4:30 p. m. and interchanged to Illinois Central at 5:00 p. m. on the day it was received.

J. A. Moran, superintendent of the Eastern division, reports the splendid case of rapid handling that follows below:

Car C. B. & Q. 133548 loaded with corn, from Cambridge, Neb., was received at Aurora in train 49 the morning of April 29. It was placed at the Majestic mill elevator there at 11:00 a. m., released at 2:00 p. m., and forwarded in train 48 the same afternoon.

One of the Two

"Why is it," queried the youth, "that so many people fail to mind their own business?"

"There may be one of two reasons, or both," answered the home-grown philosopher. "They may have no mind or no business."

WINS ESSAY PRIZE

John Garner Awarded \$5.00 for Thesis on "Thrift"

FRISCO sons and daughters over the entire system have received honors during the past school year. They have been valedictorians of classes, winners of essay contests and debates and excelling in all school activities.

Among those on the Southern division to receive an honor is John Garner, 17-year-old son of Fred J. Garner, general foreman at Amory, Miss. John Garner won a cash prize offered for the best essay on Thrift. The prize of \$5.00 was offered by the High School Parent Teachers' Association of that city and seventy-five papers were submitted.

The article, in part, reads as follows:

"Thrift is denying one's self present pleasures for future gain. Thrift is the exercise of the will, the development of moral stamina, the steadfast refusal of temptation.

"Money saving is only a function; it is thrift in its most elemental sense. But the real thrift is thrift in all things and this is the thrift that should be taught in schools of America. For this is the thrift that will give our nation the type of citizens that she will need in the future. From an economic standpoint thrift is a national necessity.

"Whatever thrift is, it is not generosity and after all it is the thrifty people who are generous. All true generosity can only proceed from thrift, because it is not generosity to give money that does not belong to you as in the case of the unthrifty. And I venture to say that all of the great men of our nation were thrifty in more ways than money.

"Andrew Carnegie's definition and thought of thrift is in the following epigram: 'The first thing man should learn to do is to save his money.'

"Thrift is the surest and strongest foundation of an empire or nation and it is so sure and strong that no nation can stand without the foundation of thrift.

"Now the American Society for Thrift is making steps toward having thrift taught in the schools as a subject and is paying out large sums of money to accomplish this feat. It is suggested that in a community where thrift is not taught in schools, the parents send for outlines for teaching this topic to the children as well as learning it themselves.

"To the individual wishing to make a practice of thrift, it is suggested that a definite record of every penny be kept and how it is earned and

Celebrate Fiftieth Wedding Anniversary



THE photograph above shows thirty-two members of the family of Mr. and Mrs. Pat W. Conley, gathered to celebrate the Conley's Fiftieth Wedding Anniversary at the old home in Chicago, Ill., May 10, 1931. Mr. Conley is superintendent of terminals for the Frisco at Tower Grove, Mo., and he is seated in the second row, directly above the row of grandchildren. Mrs. Conley sits at his right. They were married in Chicago fifty years ago, and have lived in St. Louis for the past twenty-five years.

Two of the sons are now with the Frisco and one with the M-K-T Railroad. Harold is with the Frisco fuel department in St. Louis and Hobart is agent at Cheltenham station. The group pictured above is complete with the exception of John and Joe Conley, their wives and two children each. These two families, residing in Chicago, were confined at home with the flu.

There were sixty-six at the celebration, which included ten children and twenty grandchildren of the couple. Mr. Conley was 18 and his bride 17 when they were married.

spent. At the end of the month each item of the record should be gone over and from that a budget be prepared for the next month. In this budget there should be eliminated all expenditures which are considered unnecessary or wasteful. Make it a definite point to save systematically; lay aside from your earnings a fixed sum daily, weekly or monthly. Make the amount small enough so that there will be no danger of becoming disheartened and it will be found that the saving habit becomes a most useful one after one has begun it.

"Thrift in all cases is a safeguard for an individual because if he saves his money he will have something to fall back on in case of sickness or unemployment."

He: "Do you think that airplanes will ever supplant automobiles?"

She: "No. Who would want to park in a damp old cloud?"

MEET AT SPRINGFIELD

The midsummer meeting of the General System Board of the Frisco Association of Metal Crafts and Car Department employes was held at the Frisco Building, Springfield, June 11 and 12.

The major part of the time was consumed in ironing out minor kinks and comparing of working conditions at the various points. A few matters were submitted to J. W. Surles, superintendent of motive power, for his approval. These were practically all of a minor character.

Mr. Surles made an earnest appeal for economy in the purchase of material, stressing the fact that the number of dollars to be spent for supplies was limited and it was the duty of every man to save every cent possible on material. The saving on material would, he said, allow more money to be expended for labor.

TAKE MAGAZINE PICTURES Employees Invited to Send in Snap- shots for Publication

GOOD illustrations for the *Magazine* are always needed.

The unexpected picture opportunities—those little human interest episodes that happen quickly, are briefly enjoyed, then gone—are no doubt often captured with pocket cameras of our readers.

Employees who own cameras can take an active part in producing *The Frisco Employees' Magazine*, by keeping the editor in mind whenever good, clear snapshots are made of employes at work or play. Of course, it is necessary that the pictures be interesting, and have as much news value as possible.

There are but a few things to keep in mind in order to put more news value and interest into your pictures. First of all, it should be remembered that people are most interested in **other people and what they are doing**. Snapshots of general views, or scenes minus animation of any kind, may be useful for special purposes, but pictures that hold our attention longer are pictures in which real folks are playing the leading roles, so to speak.

But, the possibilities of making your snapshots interesting and valuable for illustrations in the *Magazine* have not been exhausted by merely having people the center of interest in your pictures.

The next important thing to keep in mind is to have your pictures tell a **story**. By story-telling pictures, we mean that the people, or actors in your snapshots, should be doing something, or at least acting the part in a realistic manner—not merely staring blankly into the lens of the camera.

Everyday picture chances include noon hour activities; informal groups, perhaps a daily ball game, girls' activities. There are week-end and vacation possibilities galore. Pictures showing hobbies or avocations nearly always make interesting snapshots.

A series of good pictures can tell a story of an event as well as a page or two of type. Let's suppose that a departmental outing is the outstanding event of the month. To make the picture story complete, begin by taking pictures as the groups pile into cars at the start. Then at the outing grounds, do the "news photographer" act as inconspicuously as possible to prevent attracting the attention of your subjects. This method will go a long way toward obtaining naturalness in your pictures. Avoid making pictures of stiffly posed groups. The final layout of pictures will be a great deal more interesting if there is a

Frisco Sons Graduate With Athletic Honors



T. W. BENNETT

T. W. BENNETT, general agent for Frisco Lines at Cleveland, Ohio, is decidedly proud of the honors which have been won by his two sons, Thomas W. Bennett, Jr., and Holmes T. Bennett. The two sons graduated this year, Thomas from Duke University at Durham, N. C., and Holmes from Princeton University, Princeton, N. J.

Thomas is 23 years of age and during his college career was captain of the baseball team of 1931. This team won the State Championship under his leadership. He is also a member of Kappa Alpha fraternity (Southern), The Tombs, Red Friars, and Varsity Club. Before entering college, he graduated from the Crafton High School at Crafton, Pa., also from Kiskiminetas Prep school, and was

picture of the horseshoe tournament winner in action; the "boss" starting a fire, or sinking his molars into a big, fat, juicy hot dog. Races provide lots of action, and close-up pictures of the presentation of prizes put a finish touch to the picture story.

Pretty girls always make good news picture subjects, but as we have asserted previously, the "actors" should be engaged in some form of work or play. It is said that pictures of children have the most widespread reader appeal, with good animal pictures running a close second.

Instantaneous exposures or "snapshots," as they are commonly called, are usually made while the camera is held in the hands. Before making



HOLMES T. BENNETT

the highest honor student ever graduated from "Kiski".

Holmes, better known in Eastern collegiate sports as "Trix", graduated from Princeton on June 16. He is 22 years of age and captained both the Freshman basketball team and the baseball team. He starred on the Varsity football team and played all positions on the baseball team, also took the position of forward on the basketball team. He is a member of the Varsity Club, also the Tiger Inn Club. Before entering college he graduated from the Crafton High School and the Hunn School, the latter at Princeton.

Mr. and Mrs. Bennett were privileged to attend both graduating exercises, as the exercises at Durham were on June 10, and at Princeton on June 16.

an exposure, either time or instantaneous, be sure of four things:

First—that an unexposed section of the film is in position.

Second—that, unless the camera has a fixed focus, it is properly focused on the principal object to be photographed.

Third—that the diaphragm lever is placed at the proper opening.

Fourth—that the shutter is properly adjusted for time or instantaneous exposures, as may be desired.

The camera should be held firmly pressed against the body, and, when the cable release or exposure lever is operated, the breath should be suspended for an instant. The least jar may cause a blurred picture.

WINS ORATORICAL CONTEST Herbert Foley of Enid Takes First Place in National Event

HERBERT FOLEY, 18-year-old son of W. J. Foley, master mechanic for Frisco Lines at Enid, Okla., has been announced as the winner of the National Oratorical Contest, sponsored by the Presbyterian Church, U. S. A., held at Pitts-



HERBERT FOLEY

burgh, Pa., on May 27. He represented the Southern region. Previous to this Mr. Foley had won the annual High School local oratorical contest, also the district, and state contests sponsored by this church.

Mr. Foley is a graduate of the 1931 class of the Enid High School and was president of the senior class as well as president of the student body, and of the local chapter of the National Forensic League and Debate Squad. He is a three-year-letter man on the High School football squad.

He is a member of the Oklahoma High School Honor Society and was unanimously chosen by the State Organization of the Sons of the American Revolution as the most outstanding and valuable pupil of Enid High School.

The graduation exercises at the Enid High School were held the night of May 28th, and Mr. Foley was returning from the National Oratorical Contest at Pittsburgh. He got off the train at Columbus, Ohio, and took an airplane for Tulsa. His father met him at Tulsa and drove him to Enid and they arrived at the affair just seventeen minutes before the exercises began.

HONOR J. W. MORRILL

When "Uncle Billy" Morrill, former accident prevention agent, was retired in November his friends from St. Louis and surrounding cities planned to go to his home in Pacific and present him with an arm chair and a library lamp. The day before the gathering, sleet and snow made the highway practically impassable, and the meeting was postponed. But his

PRAISES HOSPITAL STAFF

Those Frisco employes who have had occasion to visit the Frisco Employes' Hospital at St. Louis, Mo., have, without exception, given high praise to its efficient management, and the pleasing atmosphere and excellent service which they have received.

Among the most recent and enthusiastic patients was Miss Rose Resnick, secretary to J. R. Koontz, vice-president in charge of traffic. Miss Resnick wrote the following note in commendation of service received:

"The motto of the Frisco Employes' Hospital in St. Louis might well be 'Come unto me and Ye shall find peace'. When the nerves are quieted, it becomes a haven of peace and contentment.

"The writer had occasion to spend a few days in the hospital in May of this year, and those days will always be remembered. I believe in marking the time when a full realization was had of the value of the Hospital Association to the employes of the Frisco Railroad.

"Dr. Woolsey and his entire staff at the St. Louis Hospital deserve the greatest praise for their humanitarian work. The spirit of service and good will, which is so much a part of the work of the hospital organization from early morn until the day and the night is done, is something which the employes cannot prize too highly. The doctors and the nurses are ever ready and willing to extend that helping hand with which their profession has ennobled them. Their day begins with the dawn and does not end until every aching head and ailing heart is comforted and so it is that they truly live a life of service, ever blessing the unfortunate.

"With all the strife and struggle for man's supremacy in this cosmic world, we employes of the Frisco can well be thankful that we have in addition to other benefits, the Frisco Employes' Hospital Association with its call of 'Come unto me and Ye shall find peace'."

friends were determined to see that his retirement was marked by a fitting celebration however, and on June 10 approximately fifty of them went to Pacific where they tendered a banquet in honor of Mr. and Mrs. Morrill, in the basement of the Presbyterian church of Pacific.

Mr. Bob Sherry, Frisco engineer, out of St. Louis acted as toastmaster and called upon "Uncle Billy's" friends, seated at the tables, who wished both him and Mrs. Morrill continued happiness. Following the dinner the guests went to the lovely home of the Morrill's where they played games on the spacious lawn.

A DEPENDABLE BOY

Leroy Gregg, 11-year-old son of J. D. Gregg, coach cleaner at Oklahoma City, has shown that he possesses one



LEROY GREGG

trait which is valued by friends and employers above most every other, and that is dependability. He was awarded a certificate of perfect attendance by the State Board of Education of Oklahoma, when he completed Columbus Elementary School

this spring. He will go to Capitol Hill Junior High School next fall with a record of being neither absent or tardy for six and one-half years. In addition, he is a star pupil and finished Columbus with all "A's" in his school work.

WRITES SAFETY SONG

It is to be doubted if there is any employe on the entire Frisco system, not connected with the accident prevention department, more interested in the matter of accident prevention and safety first than R. L. Klein, general foreman at the Frisco's Seventh Street Freight Station.

Mr. Klein's recent contribution regarding accident prevention is in the form of a song entitled, "The Choo Choo Train". He composed the words of this song and the music was written by a cousin, Hy Baum.

This is his second song. The first was entitled "Safety or Sorrow", and had a wide distribution among Frisco employes. The air and words were both "catchy", and Mr. Klein has had the pleasure of hearing it sung by members of the various Frisco clubs.

Words to the second song, "The Choo Choo Train", are as follows:

"Think of safety all day long,
Know your onions, sing this song;
Practice caution night and day,
Don't ever get in a locomotive's way."

CHORUS:

"Stop, Look and Listen! For the Choo Choo Train,

Or you will never look natural again.
The Choo Choo train has the right of way,

So plant seeds of caution, night and day.

Stop, look and listen, or you'll pay the toll,

Playing Zum-Zum-Zum on the bass viol in St. Peter's band,

So once again,
Stop, look and listen for the Choo Choo train!"