

## ENID

(Continued from page 6.)

Enid has two flour mills with a total capacity of 1,500 barrels of flour daily, and for the current year of 1922 bought wheat in wagon lots totaling 132,144 bushels; in car lots, 1,289,953 bushels; shipped out total cars of wheat, 615; total cars of mill products shipped out, 780; bushels of wheat ground, 828,110; barrels of flour ground, 180,433.

Enid has four wholesale grocery stores that are represented by a total of 41 traveling salesmen, who cover all the western half of Oklahoma, a good portion of Northern and North-western Texas, a large portion of Southern and Southwestern Kansas, or a total area of territory larger than the entire State of Oklahoma or Kansas. These four wholesale grocery firms have a total of 4,050 customers throughout their trade territory.

Enid has ingress and egress by rail in ten different ways and directions.

Enid oil territory produces the finest crude oil found anywhere in the United States, except in Pennsylvania. It stands the highest test and sells in the market for more money by the barrel.

Statistics for 1922 show a total production of 9,490,000 barrels; cash value of same, \$21,352,500; four refineries in Enid; total cash invested in same, including pipe lines, \$3,250,000; total number of employes required to operate same, who live here in Enid and receive their pay checks in Enid, 450; total amount monthly payroll for employes, \$67,500; total number of cars of petroleum oil and by-products shipped from Enid during 1922, 19,200; total value of same, \$12,480,000; total number of tank cars used for shipping oil and gasoline out of Enid, 1,600.

Enid is known to be the "wheat center of the Southwest," and is also known to be the "present best wheat market in the Southwest." To give the total number of carloads of wheat or the total number of bushels of wheat handled at Enid in the year of 1922 would not only be a herculean task, but would be almost or quite an impossible task. However, there are nineteen different firms in Enid whose exclusive business is buying and selling grain at wholesale. Two of these firms during the year 1922 handled 5,147 carlots or an aggregate of 6,176,588 bushels.

Enid is the metropolitan city of Northwestern Oklahoma. No city within a hundred miles of here is a competitor. People are drawn here to trade from distances of 100 miles over fine natural and modern paved roads which radiate from our city like the spokes of a wheel. Lines of trucks distribute merchandise from our wholesale houses to the country retail dealers regularly and almost to the exclusion of railway distribution.

Enid has five wholesale firms that handle poultry, eggs, cream, butter and milk. They employ a total average of 160 assistants, with a total

monthly payroll of \$16,000, and their total volume of business for the year 1922 was approximately \$3,500,000.

Enid has four industries, namely, refineries, electric power plant, poultry, egg and cream companies, and the railroad companies, that require an average of 1,504 employes to conduct their business, with an average monthly payroll of \$241,350, or a total payroll of \$2,896,200 for the year 1922.

Enid city water is second to none on earth and its supply is unlimited. It is soft snow water from the Rocky Mountains, percolating as it does through a substrata of sand, and is supplied to the city from a system of wells directly into the water mains without being exposed to daylight until it passes through the faucet. It has been chemically tested a number of times and demonstrated to be more nearly perfectly pure than bottled milk.

Enid has thirty-eight miles of paved streets within the corporate limits; sanitary sewer, 42 miles; storm sewers, 32 miles, and water mains, 65 miles.

Enid is an ideal city for commercial purposes, and is without doubt the best in the state in which to make a home and rear a family, there being twenty-five churches of different denominations, with a total enrollment of 9,340 members; average Sunday school attendance, 4,732; and total value of church property, \$836,705.

Enid city public schools have a total enrollment of 4,222 pupils, and a total of 146 teachers, who receive an average monthly payroll of \$16,000.

Enid city's St. Joseph Institute (Catholic) has a total number of pupils enrolled, in grade, 198; in high school, 51, and employs nine teachers.

Enid city has nine two-story perfectly modern brick ward public school buildings, besides its present high school building and two other junior high school buildings, now almost completed, at a cost of \$114,000 and \$62,000, respectively.

Phillips University at Enid has exquisitely beautiful buildings and grounds, entirely adequate, and has a total enrollment of 1,157 pupils, distributed as follows:

City of Enid, 587; Garfield County, 70; total from 47 other counties in Oklahoma, 318; besides from the outside 19 states of Arizona, Arkansas, California, Colorado, Illinois, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Nebraska, New York, Ohio, Pennsylvania and Texas, 182—making the total of 1,157. Phillips University employes 41 teachers, with an average monthly payroll of \$6,150.

## Some Fuel Records

(Continued from page 10.)

July 9th—Engine 29, train 136, Carbon Hill to Amory, Engineer Cook, Conductor Keenan, 124,816 Gross Ton Miles, consumed 5 tons of coal or 80 pounds per 1,000 G. T. M.

May 1st—Engine 798, extra north, Ft. Worth to Sherman, Engineer Wyatt, Fireman Crain, 121,582 Gross Ton Miles, used 1,346 gallons of oil, equivalent to 122 pounds of coal per 1,000 G. T. M.

May 8th—Engine 741, extra south, Sherman to Ft. Worth, Engineer Wyatt, Fireman Crain, 97,280 Gross Ton Miles, 988 gallons of oil equivalent to 122 pounds of coal per 1,000 G. T. M.

June 3rd—Engine 1,028, 2nd 106, Birmingham to Amory, Engineer McGowan, Fireman Hollowell, 1,198 passenger car miles, consumed 6 tons of coal or 10 pounds per passenger car mile.

June 4th—Engine 1,060, train 105, Holly Springs to Amory, Engineer Reese, Fireman Pruett, 820 passenger car miles, consumed 4 tons of coal or 9.6 pounds per passenger car mile.

July 1st—Engine 698, extra south, Jonesboro to Harvard, Engineer Bower, Fireman Judkin, 92,508 Gross Ton Miles, 4,800 pounds of coal or 51.8 pounds per 1,000 G. T. M.

June 19th—Engine 712, extra south, Jonesboro to Harvard, Engineer Fisher, Fireman Millman, 98,329 Gross Ton Miles, used 6,300 pounds of coal or 64 pounds per 1,000 G. T. M.

## How to Treat Your Railroad Agent

R. G. Sauk, Agent, Elsmore, Mo.

Don't talk about him to his back. If you don't think he gives you satisfactory service, tell him, and maybe he will not mistreat you again.

Don't bother him when he is busy, as his work must be done on time. He has regular report days and hours and has to do those things at that time.

Don't think he is not friendly with you if he does not ask you into his office, as his office is a complete record of all freight, express and Western Union business done by everybody, and you might find out something about somebody else's business if he let you have access to his office.

If he quotes you a wrong rate, don't try to tell someone else he is right and that you are not going to pay the corrected rate, and don't think he made a mistake in the rates for his personal benefit, as that would jeopardize his job.

Feel free to ask all the questions you want to about rates, train times, train connections, etc., but try to find a time when the agent does not look and act like he had more to do than he would ever get done.

Don't expectorate and throw trash on the waiting room floor. Help him keep things in a neat and clean condition.

Your railroad agent is, or should be, one of your best citizens, ready to help and be helped at any time, so treat and make him treat you as such.

## IN WHICH THE MAGAZINE GETS LOVINGLY SPANKED

By BEN B. LEWIS

EVERYBODY, accordin' to a custom o' great antiquity, whenever they has a birthday, gits spanked.

Our own litle Mag is a personality. She's vivid an' alive, an' pulsates with th' joyous blood o' youth. Seein' she has accumulated herself a birthday, it is fit an' proper at this time, t' give her a good, sound spankin'.

Howsomever, a lovin' hand hits light, like a young mother patten' her firstborn's well-padded spankin' place—an' we wouldn't be true t' our real emotions if we acted any different.

So, here's fer her Year.

May, yore breezy, cheerful disposition has endeared yuh t' all of us. Yore "instructive" articles have been well-thought, well-written an' timely. Yore "descriptive" articles have been plum interestin'. Yore "human interest" stuff deserved th' name. Yore various "departments" have developed beautifully, month by month, like th' chubby legs an' arms an' body of a healthy baby girl, an' fer some similar reasons—"Exercise" (each contributor's *trying t' do his bit*) an' "Nourishment" (Each reader's loyalty t' his "very own" Magazine).

Yuh may have yore faults, Mag; an' I ain't doubtin' but what yuh have. Yuh may have stepped on somebody's toes pretty frequent, in yore first attempts at usin' yore own fer walkin' purposes. But that invigorating grin o' yore's—th' frank eyes gazin' straight into those o' twenty-five thousand employes, proclaiming yore genuine good-will—forces us t' overlook whatever shortcomin's yuh may have, just as a tolerant big brother merely chuckles indulgently when his baby sister pokes a experimentin' finger into his favorite eye.

We're plum partial t' yuh, Mag. Yuh shore are one doggone cute li'l rascal. An' fer a youngster, yuh are hard t' beat!

An' now—one t' grow on!

Yuh kain't please everybody, Mag; as yuh'll learn when yuh grow older. Some there will be t' carp an' cavil, criticise an' condemn. Don't pay 'em no min', Mag—leave 'em alone!

Do th' best yuh kin, t' th' satisfaction o' yore own conscience. Work hard, play fast—an' don't forget t' laugh!

An' a third one—jus' fer Luck!

Dad gum yore li'l ole hide, I'm bettin' th' comin' year makes yuh th' best railroad Magazine in th' United States!

Now run along an' behave yorese'f!

## OPERATOR SHOWS COURAGE DURING A TORNADO

Wetumka, Okla., May 31st, 1924.

Editor Frisco Magazine,  
St. Louis, Missouri.

Dear Sir :-

The cyclone hit this booming little oil city at 5:30 p. m., May 28th. About one minute before that time the wires to the south of town went down and our second trick operator, James W. Garner, happened to ask the dispatcher some question and was told by him to stay on the phone because he could not ring him and expected to need him and he stayed at the table with the phone on his head while he watched the twister wipe out the southeastern part of the town, not knowing what direction it was going to move.

I think this instance is worthy of mention in the Frisco Magazine.

Yours truly,  
S. G. SMITH, Agent.

## HERE WE HAVE "CHESTER"

So many have inquired as to the author of "Chester Says," that we take pleasure in herewith presenting Mr. Chester M. Kratky—secretary to President J. M. Kurn.



The Author of "Chester Says" Takes a Bit of Exercise

# An Engineer's Ideas On Saving of Fuel

By G. J. BUSHINO, Engineer on Southern Division

AS YOU have asked for an expression of my ideas as to the conservation of fuel on the Frisco, I will say this is rather a weighty question for an ordinary engineer to handle. One thing I would have you understand is that when it comes to expressing myself, I handle English about like a country boy does his feet at a dance, and if I get on any one's toes, you will please excuse me.

To illustrate my ideas, we will suppose we have a large, bulky, badly balanced object we wish to raise to a higher plane. In order to do this it will take the united effort of all officials and employes. To get this co-operation is the first thing to be considered, which can only be brought about by organization. This, of course, will fall to the officials to do. After this is perfected, I am sure the co-operation of the men will be easily obtained. The next step would be to place your men around this object, so to speak, so as to bring it up evenly and steadily. No one department, just because they have a lighter part, should lift too hard to make a showing and throw the weight on some less fortunate department, or worse still, not lift at all, thinking they had so little to do that if they didn't lift it would not be noticed. For this reason a man should be placed at the head of the organization to see that the proper efforts were put forth at all points to bring it up evenly and keep it balanced. I don't believe it would be necessary for this man to understand all the chemical analysis of coal or the scientific methods of extracting the heat, but, I do believe he should be a man with practical experience, a whole lot of common sense, a good judge of human nature, and room in his head for more, for the best man you could get would find out lots of things after he starts out for which it would not be possible to lay down any set rules covering the case. The object is to get something out of everyone for the cause. This will depend on his own judgment and ability to handle men. Therein lies the secret. If I could tell you where to find this man I don't feel it would be necessary to go farther than to give him the authority and start him out.

Taking it for granted that you don't find this man I will endeavor to give him a little advice. There will be several stages to raise this object through, and I would suggest that we call the first one "elimination of waste" (as we common people understand it without employing any scientific principles). I would use the word "waste" because I believe it would appeal to most men. You know there is no one who wants to be accused of wasting, while on the other hand when they are asked to save they imagine that it will be for the benefit

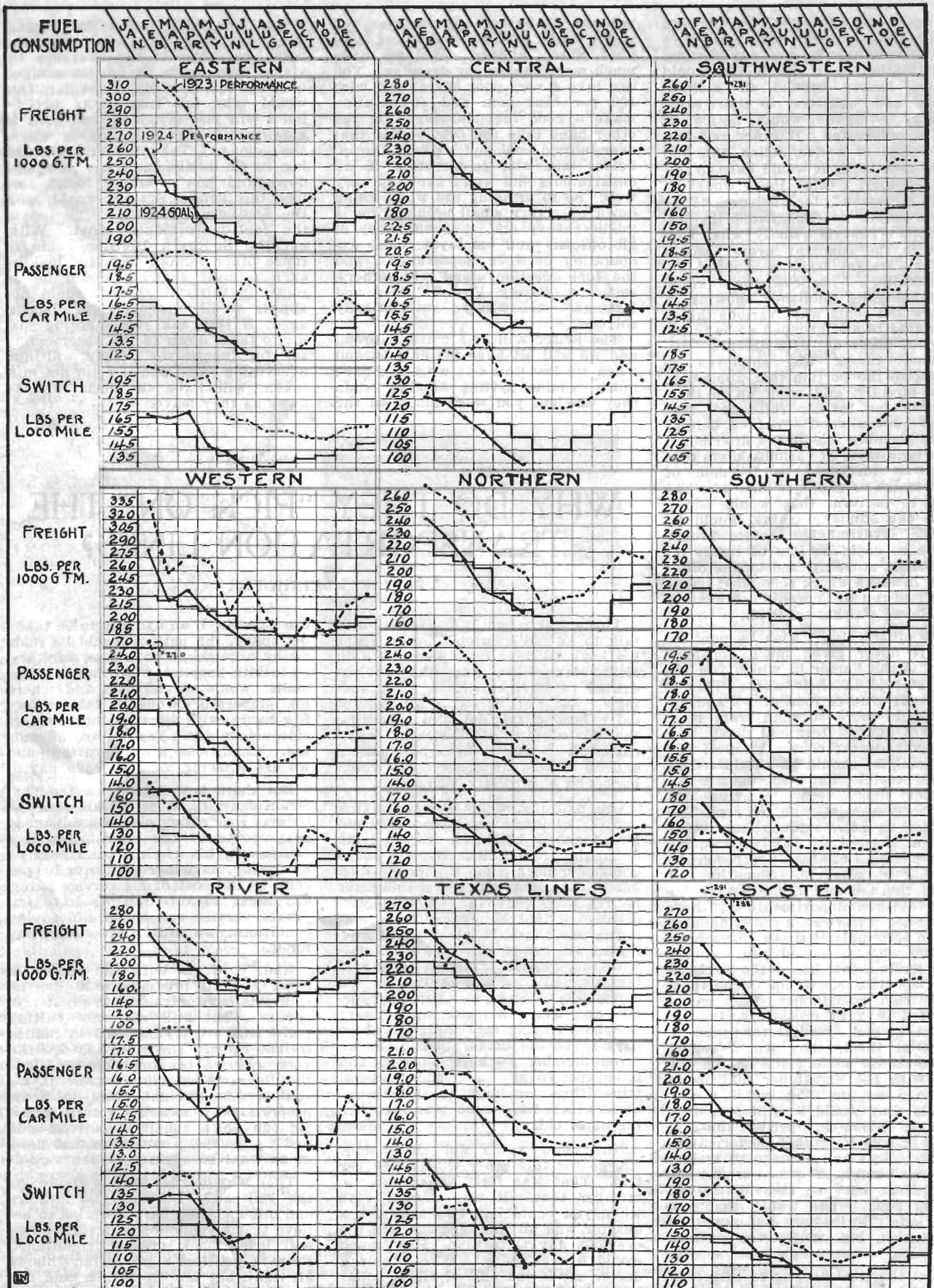
of some one else. Now there is not an employe who cannot help in this first lift. I have stated this object is not evenly balanced, and we all realize the Mechanical Department has the heavier side and if they are not able to raise it, it should be reinforced. While I do not wish to criticize anyone for the efforts that have been put forth in the past for the conservation of fuel, and I know quite a bit has been accomplished, I do believe that other departments, realizing the mechanical side was so heavy and being so sympathetic, have gotten over on that side too often to help them out, and the result is their own side is not kept up. One thing that must be realized by all is to hold what is accomplished and accomplish as much as possible. For instance: if you get an engine in first-class shape, don't neglect her just because she is good, but keep a close watch on same and in that way keep her good. The same will apply to men. This is one thing I don't believe has been given the attention it should have. The general idea seems to be to concentrate on certain things and when they have been accomplished leave them to take care of themselves, and the result is they are allowed to slip back in the same old rut, and what was accomplished is allowed to go to waste. To hold what we accomplish and accomplish as much as possible is the object.

Coming right down to the conservation of fuel, as I have said, is a deep subject and to itemize each suggestion I might make and comment on them would make too lengthy an article. I always believe in setting a goal close enough that it can be reached and when we reach it set at elimination of waste there will be very little to save. I believe any business should be systemized, but unless it is lived up to, it doesn't amount to much. I do not want to be misunderstood and what I say will apply to the Mechanical Department, as I am on that side, but probably would have the same ideas if on another side. One thing that I have in mind is the handling of new firemen just coming into the service. Now you know if a farmer has a young horse he wishes to keep he will be mighty particular what kind of a horse he hitches it up with and what kind of vehicle he hitches it to to break it in. Anyone knows a young horse properly handled and broken is a more efficient horse than one you have to try to change later on. The same applies to men. This can be brought about without one cent of expense and a very little trouble, and would not only be beneficial to the company but to the men themselves, as experience teaches us, work to the man who has been properly trained is a good deal

easier for him than to the one who has not had proper training.

One other thing I believe the company could do in the educational line, without any expense, that would be beneficial to both the company and men, and appreciated by the men I know, would be to have some of their competent men hold a meeting about once a week for the purpose of instructing engine men in the performance of their work. I think every fireman on the Memphis Sub has taken out a course in the Scranton School, and as the men have gone to this expense it would be a fine thing for the company to encourage them to keep it up by furnishing an instructor to keep them interested and also a benefit to the men who are already running engines. With the increased size of motive power, length of trains and various appliances, there is more and more being required of engine men, and to keep them up with the improvements, education is necessary, and this ought to be kept up and not let lag behind, and by the time the fuel question is getting up out of reach of a good many of us you will have a large bunch of younger men coming on who will be capable of taking hold and raising it higher. You will find in your travels over the system a lot of good conscientious men, willing to give you their co-operation, but of course as they don't have anything to do with the burning of fuel, don't see how they can help save any. You must be able to show them that there is a reason for the consumption of fuel, and point out to them the reasons they are responsible for it. It is this class of employes who have never been brought face to face with the problem where a great saving can be made. For example: Take the dispatcher, who would undertake to drag him into such a dirty job as saving coal with his white collar and palm beach suit on. But I venture to say the night man can go on any division on the Frisco and in thirty days show him where he has been responsible for the waste of more coal than his salary amounts to, and he will realize something he probably never did before. Now I would not advise you to discharge him but have your facts and figures to lay before him and he will be interested, then compromise with him on a fifty-fifty basis, or whatever conditions will permit; leave him a nice little memo fixed up for future reference, and as a reminder that you are on the job and will call again soon. He will be interested.

I believe there is lots of room for improvement among this class of employes who are not directly responsible for the consumption of fuel, but are responsible for the causes that lead up to it. Now you know there



FUEL CHART FOR JULY

are not many employes who see coal laying around to the value of 5 cents and up to that, who pay any particular attention to it, but if you would scatter money around in nickles, dimes and quarters to the same amount, everyone would notice it, and be interested. If every red flag was made of a five dollar bill, and the person using it would have to furnish another, I think there would be quite a demand for instructions as to its proper use and avoid its destruction. That is exactly what happens to the company every time a tonnage freight train is stopped unnecessarily. I believe there could be a pamphlet published showing in dollars and cents what various things amounted to and grouped so as to apply to different departments, distributed among the employes to memorize the portion that applied to them directly, and stick up in their cranium for further reference, that would have a good effect. I believe a few portable telephones distributed over the system at various points that could be furnished to foremen of work trains or gangs of men who had work to perform that would necessitate the stopping trains, would be a good investment. By its proper use there could be lots of trains let by without stopping, and on the other hand, in cases where scheduled trains were late the work would not have to be delayed waiting on them.

One other thing I wish to mention, that is never given much consideration, is the humor in which you get men started at their work. This is especially true of road crews and engine men, more so than train men. Now, of course, terminal delay is a vital point in the conservation of fuel and one that should be eliminated as far as possible, but sometimes a few minutes' delay before starting will save a greater delay on the road. The question is not so much how quick you get started as it is how quick and what kind of shape you reach the opposite terminal in. Sometimes it seems there is not the harmony between different departments that there should be. I have seen crews handled around terminals at times (have been myself) when it looked like we were being made a foot ball of the Mechanical Department; would kick them away from roundhouse, they would land out in yard crossways, the air inspector and yardmaster take a punch at them, they would regain consciousness some place out on the road with the dispatcher diagnosing the case as just "bulling". Consequently they would be still preparing to leave. When they arrived the 1111 report shows poor fuel performance, overtime, loss and damage to freight and equipment, a poor crew, etc. Why? Just because they didn't get started right. The things that you might apply to this are too numerous to mention, but are worthy of consideration.

From the time an engine arrives at a terminal until she starts on her first

mile on the return trip is what you might term "dead time," and like dead water is deep, could be made much more shallow by draining. You can take a very poor engine and with 100 per cent men and co-operation make a good fuel showing. On the other hand take the best engine that ever burned coal and without the efficient men and co-operation in all departments she won't show up very well. So to bringing the whole thing down to a very small problem, but a mighty heavy one, it is efficiency of all officials and employes, close co-operation between departments, and the fuel question along with others, such as "Safety First," "Loss and Damage," etc., will be automatically solved.

The Frisco will be a better railroad and we will all have better jobs and when we lose this one we won't have much trouble getting another when they find out you were made on the

Frisco something worth considering. This may be a little away from the point, but some of the Southern Division men seem to be discouraged over our fuel showing. To explain this would take too lengthy an article, but I will just say, if anyone goes to kidding me about it, that is where she belongs. Take the Frisco Building in St. Louis and turn it upside down and how would it look? Just like the Frisco System would with the Southern Division at the top of the fuel performance sheet. Without the Southern Division some of these other fellows that are making such a good showing would be so raged in thirty days they could not appear at all. So don't get discouraged; if they ask you anything just invite them down to the basement to see for themselves. They will find everything clean and if I am not mistaken, will have as much to take away as they leave.

## WHY DO THEY "PICK ON" THE TRANSPORTATION LINES?

By G. F. KLEINHOFER

The writer recently had occasion to talk to an old gentleman, who spent his boyhood days on a farm back in New Hampshire, and the subject drifted to dairy cattle. I, after finding he was well versed in all lines of dairy breeds, quizzed him regarding the advisability of dehorning dairy cattle as a safety first proposition, and he related an occurrence, which happened about forty years ago.

One morning, while he was milking one of the long-horned cows, the old girl reached back, as it were, no doubt to caress a little fly, and in so doing, her horn came in contact with one of the young man's eyes and after he realized what had happened, he discovered that his eye-ball was resting on his cheek. Not a pleasant feeling at all, but it was still connected with the ignition system. After asking his dad's advice he ran to the closest doctor, who was the only doctor, and who lived one mile away; telephones being rare things in those days. The old doctor placed the injured member back in position and later the young man made several trips (three or four) to the doctor, after which time same was functioning as of old.

Now, how much did the doctor charge for this job? One dollar per trip. That was forty years ago, remember that. It was in the days when you could buy two hens for a quarter, and all the eggs she laid the previous day thrown in. How much would it cost today? What would a doctor say if you offered him a dollar bill today? But, remember those days

are passed. If an eye was to be taken out today, the patient would be rushed by automobile to a fine, sanitary, up-to-date hospital, where an eye specialist would attend him and where his temperature would be taken every few hours, with a trained nurse at his side constantly. Yes we are advancing. Conditions are improving, and we are growing smarter each day.

But there is a reason for the physician charging more for his services today. Everything else has advanced in proportion. His instruments and equipment, his clothing and that of his family, have increased over 100 per cent, so the cost of his service naturally must advance. If we have improved service and better life saving conditions, we must necessarily pay for it.

And, so it is with the railroads. Steel and all products used by the railroads have advanced in great proportions, but still our rate cutting politicians are trying hard to reduce freight rates. The railroads are the very arteries of commerce and are the Servants of the People. If we shall reduce freight rates to great proportions, it means a return to the old run down condition of road-beds and equipment, a condition that none of us want to again see.

Then why do they always single out the railroad? Because the farmers and other classes have been led to believe that a reduction in freight rates will bring back pre-war conditions. From a political stand point, this is all right, but for the farmer and the railroads, it spells destruction.