

Mr. C. H. CLAIBORNE DEAD

Widely Known Southern Division Superintendent Dies Sept. 11

Stomach Complaint Claims Frisco Veteran of Forty Years' Service After Long Illness

ON SEPTEMBER 11, 1925, after an illness of some two years and a serious illness of two weeks, death claimed C. H. Claiborne, superintendent of the southern division, at the St. Louis hospital. He was one of the most widely known and best loved men on the Frisco Railroad and had forty-three years' service with the Frisco.

He was born on a farm near Fredonia, Kansas. He was a railroad man from the start, and an early recollection of one of his most intimate friends discloses that when a boy he owned a pony named "Prince". He loved the pony, as all boys do, but the lure of a railroad career forced him to sell it, to get money enough to go to a telegraph school in Sedalia, Mo.

His first service with this company was as an operator at New Albany, Kansas. His climb was steady from that position on, and a short time later he was appointed to the position of assistant superintendent at Sapulpa, Oklahoma.

He served for some time with the construction company then building the line of Frisco track from Sapulpa, Okla., to Sherman, Texas, and from Oklahoma City to Quanah, Texas; Ardmore, Okla., to Hope, Ark., and from Tulsa to Avard, Okla. His capacity with this company was that of superintendent of transportation.

Returned in 1905 as Agent

In 1905 he returned to the Frisco as agent at Jonesboro, Ark. Some time later he served as agent, assistant superintendent, and finally superintendent of the River division at Chaffee, Mo. Then he served successfully as superintendent on the Northern and Western divisions of the Frisco Lines and finally on the Southern division, where death terminated his service.

His death, resulting from stomach trouble, came as a shock to his many friends. He had been confined in the hospital since August 16, but it was not until September 7 that an operation was deemed advisable.

Mr. Claiborne is survived by a wife and daughter, Clarius, age 12, mother and father, four brothers and two sisters. J. W. Claiborne, one brother, is assistant superintendent at Hugo, Okla.; C. O. Claiborne, a second brother, is Frisco agent at Clinton, Mo.; a third brother is with the Missouri Pacific at Nevada, Mo.; and a fourth with the Kansas City Southern at Pittsburg, Kans. Mrs. Bert McCaslin, a sister, is the wife of the oldest conductor at Monett, on the Southwestern division, of the Frisco Lines.

The funeral was held from the North

Uptown Ticket Office at Springfield, Mo.



THE accompanying picture is of the uptown ticket office of the Frisco Lines at Springfield, Mo.

Situated on South Jefferson Avenue, in the heart of the business district, it is a busy place from the time its doors are open until they close.

In the rear is the livestock department, in charge of Mr. E. F. Tillman, general agent.

The boys who deal with the public over this Springfield counter, are among the most courteous and pleasant on the system.

Forsythe in "Steam Coal Buyer"

D. L. Forsythe, general road foreman of equipment, and one of the best known men on the Frisco Lines, recently submitted to "The Steam Coal Buyer", a short article entitled: "Practical Experiences in Fuel Economy".

Perhaps no other man on the railroad is better fitted to write on fuel economy than Mr. Forsythe. He is an expert in effecting economies in railroad operation, especially that along engine and fuel lines.

He has been exceptionally busy during the past month, riding the new engines which have been received on our line, inspecting and making suggestions for better handling.

Funeral Home of Memphis, Tenn., at 4:00 p. m., Sunday, September 13, with the following honorary and active pallbearers:

Honorary: J. E. Hutchison, J. H. Fraser, M. M. Sisson, F. H. Shaffer, R. E. Buchanan, G. F. McGregor, D. E. Gelwix, J. W. Brooking, C. C. Mills, Jack Reese, C. N. Looney, H. E. Gabriel, L. Ramey, Messrs. Barnes, Blain and Hall, B. F. Cooper and Ed. Monroe.

Active: R. B. Butler, J. A. Moran, J. J. O'Neal, G. R. Carson, B. G. Gamble and E. E. Nixon.

TOURING AS SHE IS DONE

The keen observations on life in general written by Clark McAdams in the St. Louis Post-Dispatch, are a constant source of joy to many Frisco readers. T. S. Leavitt, Frisco employe at Chaffee, clipped the following from McAdams' column recently, under the heading, "Touring as She Is Done":

The average automobile tourist looks fagged out. His wife looks like a wild woman. His children haven't had their hair combed since they left home and you know as well as you know anything that if the family ever gets home alive it will never do it again. No ignis fatuus like automobile touring ever lead a happy people into a wilderness. Jason, Ulysses, Xenophon, DeSoto, Amundsen all suffered less than the automobile tourist. They saw Hell one way and another, but not Kansas and some other places we have. This is the true Anabasis. After everybody has tried it once, the road will know them no more. Then the farmer can have his own apples again. His chickens can scratch by the road. He can raise golden pumpkins just over the fence. He can have grapes except by benefit of a shotgun, and his roasting ears may bloom and burgeon in the summer sun in no peril of pillage. Not yet, but soon.

The Proper Method of Firing Oil Burning Locomotives Related by Supervisor Fuel Economy

*Whether Oil Is Luxury or Economy Depends Upon Efficiency of Crews
—Erase Question of Returning to Coal*

By G. L. SCHNEIDER

THE use of oil as a locomotive fuel is either an expensive luxury, or an economy, the classification depending, in a large measure, upon the interest shown by our engine crews and methods used by them in the operation of the engine.

As about 85 per cent of all fuel used by a railroad is handled and burned by the engine crews, it is natural to look to them first when talking fuel conservation. Every fireman and engineer operating oil-burning engines should be thoroughly familiar with the recommended methods of handling this fuel, as lack of knowledge or falling into careless habits is immediately reflected in a high fuel performance for the trip.

In starting out of the terminal, it is important that the oil be heated to the proper temperature, as cold oil does not flow freely to the burner, and atomization is poorer. The degree of heat depends upon the gravity of the oil used, and with the oil we are now burning, about 150 degrees is the proper temperature. To heat the oil, the direct heater should be used at all times. This heater serves two purposes: it gets the oil hot quickly and also stirs up the asphaltic content, thoroughly mixing it with the oil where it will flow to the firebox and burn with as great a heating value as the lighter oil. It is a very good practice to turn this direct heater on full, several times over the division, so that the oil will be kept well mixed.

Oil Must Be Divided

The next step in the economical and smokeless combustion of fuel oil requires that the oil be finely divided into spray by the atomizer. The color of the fire should be inspected through the wicket in the fire-door, and the atomizer adjusted until a white heat is obtained. Any more than just enough steam will increase the amount of oil burned. Having a burner clean and in proper alignment is essential to successful atomization, and a careful inspection of the burner at the completion of each trip should be made and any defect reported. Burners often become clogged with carbon, which is formed by oil being permitted to leak into the burner at a

time when atomizer is shut off and the burner is hot.

It is important to keep a close watch of the stack for black smoke, as dense black smoke indicates improper firing and a waste of oil, and should be avoided because it covers the flues with soot, preventing the heat of the fire from being absorbed by the water of the boiler. When, by chance, the engine has been smoked badly, it should be immediately

Month by month the loyal Frisco fuel users are besting their own records in conservation. A record set in June was promptly beaten in July. The fuel saved in that month, as related in the September Magazine, would have run a thirteen-hundred-ton train three times around the world with an extra side trip one and one-half times over the Frisco Lines. That sort of efficiency is attracting the attention of every railroad and industry which uses fuel—and credit is redounding to Frisco fuel users from all sides. The accompanying article by Mr. Schneider is a gem. Every Frisco fuel worker should read it.—W. L. H., Jr.

sanded out to clean the soot from the tubes. To properly sand out the flues, the engine should be working hard and at a speed of not less than 20 miles per hour. Engineer should drop the lever down several notches while sanding, to insure the sand being carried entirely through the flues and out of the stack. If sand is used when the engine is working lightly, it stops in the flues, and with the soot will soon clog the flues so that no draft will go through them, causing the engine to steam hard and waste fuel.

Injector Handling Is Important

Fuel oil may be saved or wasted by method of handling the injectors in supplying the boiler with water. Some authorities state that the water level should be kept high while working the engine, so that the injectors can be shut off as soon as the throttle is closed. Experience has taught us, however, that the method of supplying water to a coal burner can be used with equal success on oil burners. The water should be supplied in sufficient amount to maintain a safe water level, and not try to gain a great deal of water by heavy pumping while the engine is working hard, as it will require a great deal more oil to keep

up the steam pressure under such conditions. When using the injector while the engine is standing or drifting, a heavier fire should be carried and the blower used lightly to clear up the stack.

The blower is often a means by which fuel is wasted, and should only be used enough to clear the stack of black smoke, as a stronger draft than is necessary only absorbs and carries away heat, and cools, instead of heating, the firebox. The misuse of the blower not only wastes fuel, but injures the firebox by drawing cold air in through the flues and against the side sheets.

Crew Should Co-operate

Close attention to duty and full co-operation between the engineer and fireman is necessary to make a good fuel performance on oil-burning engines. Avoid the waste of fuel by allowing the pop valves to raise. The fire is so easily controlled that permitting the pops to raise on an oil burner is almost inexcusable and is the sign of carelessness and inattention to duty.

Let us all study our work, strive to attain the highest degree of efficiency, save every gallon of oil possible, so that its use as locomotive fuel will not be a luxury, but an economy over the use of coal, and the question of going back to coal burners may never arise.

Effect of Blows in Valves and Cylinders

Blows in valve rings or cylinder packing especially on the modern, superheated locomotive, sometimes escape the attention of the engine crew for several trips, not from any lack of interest on their part, but it may not be a very serious blow, and cannot be detected by sound nor by the manner in which the engine handles her tonnage.

Any blow, however slight it may be, is a waste of steam, and wasted steam means wasted fuel, and to avoid such waste of fuel we are making a special effort this year. Often the first intimation an engineer may have that his engine is failing slightly in efficiency, will be in the extra amount of water used from tank to tank. This will cause the engine to burn more fuel, as the extra water used must be con-

(Now turn to next page, please)

Engineer Harry Davies Keeps His Fuel Record

ENGINEER Harry A. Davies, who runs on the "TEXAS SPECIAL" and the "METEOR", is the sort of engineer who is intensely interested in the effort on the part of his railroad to save as much fuel as possible.

Davies decided to find out for himself, how his runs were comparing with others. Unknown to the four firemen he mentions below, he kept a record for thirty days, based upon careful measurements by the firemen—and a few days ago he wrote his findings to J. E. Whalen, general fuel supervisor.

Following is Engineer Davies' letter:

"I enclose herewith thirty-day fuel oil performance accomplished by four firemen and myself on trains Nos. 1 and 2, 9 and 10 in the past six weeks. While in some respects it is not really the very best average that we have been able to accomplish on these runs since the first of this year, this is the only complete record I have kept.

"If I have made no mistake it should run close to .61 gallons to the car mile. On 1 and 2 the mileage is 187. We handled nine and ten cars, with the exception of the first trip shown on train No. 1. Had nine cars Springfield to Vinita and picked up No. 21's connection and handled to Muskogee. On No. 9 handled eleven cars Springfield to Tulsa and eight cars Tulsa to Sapulpa. No. 10 han-

dled twelve cars Sapulpa to Springfield.

"I do not know how this is going to compare with other records. It has been my constant belief that by a united effort we should get our through passenger, such as 1 and 2, 9 and 10, down to nearly $\frac{1}{2}$ gallon to the car mile.

During this period, we have suffered some very heavy delays enroute, and it has been necessary to make up from ten to thirty minutes in order to arrive at terminal on time. Every delay on a fast passenger train is double its time in fuel consumption."

Fireman A. W. Gelker made 8 trips, handled 13,781 car miles using 8,041 gallons of fuel oil, or an average of .58 gallons per passenger car mile.

Fireman H. Alexander made 4 trips, handled 9,094 car miles, used 5,013 gallons of fuel oil, or an average of .55 gallons per passenger car mile.

Fireman Chas. Ely made 8 trips, handled 14,586 car miles, used 9,320 gallons fuel oil or an average of .64 gallons per passenger car mile.

Fireman W. W. Burrow made 10 trips, handled 17,391 car miles, used 11,333 gallons of fuel oil, or an average of .65 gallons per passenger car mile.

The total for the 30 trips shows average number of gallons per passenger car mile of .615, and it might be interesting to know that Fireman Gelker and Alexander were on Frisco engines each trip, while Firemen Ely and Burrow were on M-K-T engines.

Proper Method of Firing Oil Burners

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verted into steam. When an engine begins to make a poor fuel performance, and uses an excessive amount of water, a careful test of both valve rings and cylinder packing should be made, so that the blow may be located and corrected.

Valve ring or cylinder packing blows are often caused by insufficient lubrication, which allows the rings to become cut or worn in a very short time, and the lubricator should be watched carefully by the engineer. With the high degree of superheat obtained in the modern engine, dry valves or cylinders result in this temperature being raised by excessive friction to the point at which packing rings collapse, or lose their expansion, and allow the steam to blow by the valve or piston without performing any work, which is a waste of steam and fuel.

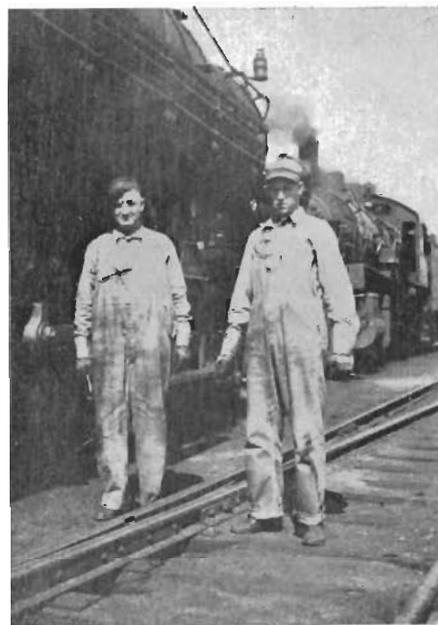
However, while poor lubrication will soon lead to a blow, it is not the only cause of this trouble, as the rings eventually become worn too small for the cylinders or valve bushings, when

blows will occur. One of the essentials of a good record on the performance sheet is for an engine to be free from blows of any kind. Frequent tests should be made, both by the engineer and by the roundhouse inspector, so that no fuel may be wasted through this channel.

To reach the goal set for this year in fuel conservation, every possible source of waste must be checked up, and the leak stopped. Watch the performance of your engine closely, and do not permit fuel losses through defective packing rings to go several trips undetected.

On August 23rd, engine 1061, breaking in between Springfield and Monett and return, with Engineer Thompson, Fireman Morrow, handled 138,248 gross ton miles—consumed 982 gallons of oil, or 7.10 gallons per 1,000 G. T. M., which reduced to coal would be 86 pounds per 1,000 G. T. M.

On September 7th, Engineer Siders, Fireman Vaughn, on engine 1502, train No. 10, Newburg to St. Louis, handled 14 cars or 1,666 car miles, used 907 gallons oil, or .54 gallons per passenger car mile.



Here is a good fuel performance made by Engineer McClellan, Fireman Dillon, on engine No. 45. On duty six (6) hours, Springfield to Newburg, 48 loads, 2,504 tons or 297,967 gross ton miles. Burned 13 tons of coal or a fuel performance of 87 pounds per 1,000 gross ton miles.

MORE GOOD FUEL RECORDS

Engine 42, train second 32, Sept. 12th, Engineer Frey, Fireman Tankersley, Newburg to Lindenwood. Called for 2:00 a. m., arrived Lindenwood 10:00 a. m. Handled 2,557 tons, consumed 16 tons coal, or a fuel performance of 110 pounds per 1,000 G. T. M.

Following is performance of engine 4139, which is one of the new engines, and this performance was made on its first trip in service. Springfield to Monett and return, September 9th. Engineer Ed. Moore, Fireman Ely, handled 225,379 gross ton miles, consumed 16 tons of coal or 142 pounds per 1,000 G. T. M. Total hours on duty, 10 hours, 30 minutes.

Think this is a very good performance considering it being the first trip of a new engine and also for the fact that they were on duty such long hours.

Following is the first break-in trip of engine No. 4137, which is also one of the new engines—Springfield to Monett and return. Engineer Blackledge, Fireman Turner, handled 74 cars westbound with 2,349 tons; 56 cars eastbound with 2,699 tons, total gross ton miles, 232,154, total tons coal consumed, 16, making a fuel performance of 138 pounds per 1,000 G. T. M. Total time on duty 11 hours, 40 minutes. This is a very good break in trip considering the long hours on duty.

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Frisco Rebuilding Program on Freight Cars Most Extensive of Any Railroad

Eighty Rebuilt Cars Put in Service From Springfield West Shops Each Month

By G. W. MOORE, Assistant Superintendent, Motive Power

THE car rebuilding program on the Frisco is one of the most extensive on any railroad and this can be realized by a trip through the west freight shops at Springfield, Mo., which is one of our largest repair points.

At the present time 650 of the Frisco's 80,000-capacity box cars are being rebuilt in series 120,000 to 125,499, and are being turned out at the rate of eighty per month.

These cars have been in continuous

This shop is an ideal repair one, having first-class mill building and other buildings to take care of the machinery, tools and material.

The car yard is absolutely clean of all rubbish. This is due to the fact that no cars are torn down on the shop tracks. They are first placed on a track provided for tear-down work and all lumber stripped off of them down to the naked steel. The next operation is sandblasting, and then they are placed on the rebuild track.



A splendid view of the freight car construction and re-building program now being carried out in the West Coach Shops at Springfield, Missouri.

service for many years and this is their first general rebuilding.

They were originally constructed with very light steel underframe and superstructure, but as they pass through the shop, cover plates are being applied on top of sills, reaching from end sill to end sill. Gusset plates are being applied to body bolster and side sill. The ends are also being strengthened by applying two cast steel buffers, reaching down and tying to fifteen-inch draft sills. The draft rigging is being lowered and 3x3 angles riveted to flange of draft sill channel to strengthen same, which makes an excellent application of draft rigging.

In rebuilding the trucks on this equipment, the oil boxes are removed from the journals and the wheels and journals closely examined and wheels renewed where necessary.

The cars are being painted with one coat of good primer and two coats of first-class red paint.

The next operation is to jack the car up and set it on trestles, remove the trucks and then the work is ready for the truck repair gangs and steel repair gangs and all steel work is completed before the car is ready for application of any wood material. The work is all classified and we have regular men to take care of each class. In other words, we have a regular gang to apply decking, side framing, regular gangs for siding, lining and roofing, and this expedites the work considerably.

There is an excellent organization of men at the west shops and the work is first-class in every respect.

We consider that these cars, after being rebuilt are as near one hundred per cent as it is possible for us to make them, and the maintenance to this class of equipment should be very small for several years. All concerned on the railroad should see to it that these cars are not abused, and especially the mechanical department em-

A BULL SNAKE DID IT!

Monster Reptile in Possession of Switch Almost Delays Train

Engineer F. S. Porter, of Neodesha,
Tells of Unique Delay on Train
328 at Menneha, Kan.

ONCE in a while, of course only when absolutely unavoidable, these good Frisco engineers have a delay.

Sometimes it is due to a hot box, sometimes a connection, sometimes a meeting with another train forces them on the siding with a ten minute delay, but to Engineer F. S. Porter, of Neodesha, Kansas, must go the title of having one of the most unique causes for a delay that has come to the attention of the Magazine.

But to let Engineer Porter tell the story in his own words:

"I have been running an engine since August 4, 1911, and never had a delay like the one that I now relate. It just shows how dangerous it is to not apply the safety first rule and be on the lookout for any and all objects that are liable to injure the employe that is performing a task.

"I was leaving Wichita, Kansas, on train 328 recently and had orders to meet train 311 at Menneha, Kan., and take the siding. The brakeman made a hurried run to get the switch so as to save delay and to his surprise found a big bull snake had possession of it.

"He was somewhat surprised as he leaned down to unlock the switch to see this monster snake and drew back hurriedly. He attempted to coax the monster to move on by throwing a stone at him and then some chat. However, the snake wouldn't move, but only raised his head and made a terrible hissing sound, as much as to say he was there first.

"The brakeman was bound to take the siding so he got a club and killed the reptile, after some little trouble. We took the siding after a five minute delay.

"I can truthfully say that this is the first time I was ever delayed by a snake, but it just shows how careful one must be, for had the brakeman not seen this snake, the bite would probably have resulted in something serious, and might have delayed our getting into the clear for meeting No. 311."

ployes connected with the car department.

All mechanical defects should be taken care of promptly to avoid their running into some very serious defects and by keeping up the small repairs, the car is kept moving and ready for service at all times.

These cars, with the proper attention, should be good for the next ten years without any general repairs.

Our Pittsburg "Terminals" in the Year 1899



Grouped around the engine are the following whom Mr. Hall is able to recognize: Rube Claiborn, switchman; Jim Heady, foreman; Mr. Yokum, engineer; Mr. Sidman, receiving clerk; J. W. Hall, agent; Jerry Livingston, chief clerk and cashier; Mr. Anderson, bill clerk, and Mr. Woodruff, passenger conductor.

ONE old scene recalls another. When Mr. J. W. Hall of Blackwell, Okla., saw the picture of the old Frisco depot in Joplin, in the September number, he found another old-timer which is of the Pittsburg, Kansas, freight station taken in 1899, with the station force.

The little engine is numbered 162,

and it was a "big" one in those days.

The engine looks rather top heavy, but notice how clean the yards and station platform look. Must have just finished a general clean-up week.

The young man at the right in the picture evidently hadn't taken to bell-bottom trousers, and outside of his turned-in foot, he is perfectly at ease.

Hold Joint Meeting

A joint meeting of Local No. 1 and the Ladies' Auxiliary was held on the evening of September 11, in their hall at Springfield, Mo.

A very successful meeting ensued, with an address of welcome by W. M. Underwood, general chairman followed by a program of exceptional interest.

The Arion Entertainers furnished musical numbers, interspersed with readings by Mrs. Frank Lampton, Miss Beak and Lillian Hanks. Two piano solos were presented by Mrs. Short and Preston Borton, while the ladies quartette, composed of Mesdames Van Winkle, Ladd, Webb and Crawford was most attractive feature.

Toward the close of the evening, Mrs. Cooper, assisted by Hrs. Harjoun, raffled off a comfort, and the lucky number was held by Mr. Amos.

It is estimated that approximately 250 members of both organizations were present, which made it one of the largest gatherings of the combined organizations.

Solomon's Wisdom

Flunkey: "Sir, a young woman waits outside. She is without food or raiment."

The King: "Oho! Feed her and bring her before me."

"SEVENTH STREET STATION, ST. LOUIS AT TEN MINUTES OF THE HOUR"

(As seen from a window by H. A. Walt, assistant accountant)

Ten minutes of eight and already the streets are teeming with traffic. Folks on their way to work in the family flivver; great tractor trucks thunder around the corner to the freight platform. There goes a party of tourists. Dad and mother in the front seat and three sleepy disheveled youngsters in the rear—amid piles of camp equipment; a sign announces Youngstown, Ohio to California. Hope they get there. A bus of the Community Motor Company flies by—more revenue from the railroad companies. A car stops and a group of Frisco maids and men hurry toward the building as it is only a few minutes of the hour.

Across the street passes "Candy Jack"—he of the push car of candies and ice cream, formerly a bill clerk at this office, probably on his way to lay in his stock for the day.

With a rumble and hiss of steam, a long passenger train pulls in over the "high line", from the east. Wonder what conflicting emotions are working in the minds of its human cargo.

CHESTER SAYS—

It's a good thing to remember that Rome wasn't built in a day. Too many try for the top before they even get a start, with the result that they waste a good deal of their time and gain nothing.

Perhaps however the way some are constructed they must of necessity go through with this ordeal before they learn the lesson.

And then Experience the best teacher of all shows the way.

The longer we live the more we see how really necessary Honesty is.

Fame and wealth ill-gained are bound to wane.

Perhaps that is what Ingersoll had in mind when he compared the life of Napoleon with that of a French peasant.

I have been told never to sermonize, but when we get away from a belief in the Divine, there isn't much left.

In all justice, however, it must be said the scientists haven't been making such a howl.

The success of the Frisco Railroad is an indication of what can be done with a properly co-ordinating organization. And it's only in its infancy.

Reserve your judgment. It is always better to be asked to give your opinion than to be told, upon giving it without being asked, to keep still.

The Arion Entertainers

The Arion Entertainers, composed of Messrs. Roy Prater, Howard Pickens, Elmer Jarratt and Loren Lawless are working up an enviable reputation at Frisco social gatherings in and around Springfield, Mo.

These boys, all working for the Frisco, are musically inclined and during the past few months have been working up a program of costumed musical numbers.

One of their interesting programs was presented on September 11 to Local No. 1, in the Springfield hall, where one of the largest gatherings of the year was entertained.

Following is the program in the order of its presentation:

- Vocal Solo.....Howard Pickens
- Elucidations by Erahastus George Washington, Abraham Jones, (Elmer Jarratt)
- Songs of the Desert....Roy Prater
- Scotch Songs.....Loren Lawless
- Male Quartette,
- Miscellaneous Selections