

## Some Pointers For Young Section Foremen By An Old-Timer

By J. A. SOLLARS, Section Foreman, Chaonia, Mo.

**I** BELIEVE that a few remarks on track work by a veteran section foreman might be of some interest and value to some of my fellow section foremen who have been in charge of a section only a short time, and so I am setting down a few ideas in regard to the important business of running a section.

I have learned in many years of experience, that it pays well to discharge my duty as a section foreman in the very best way possible by doing good work, using material to the best possible advantage, and cultivating the good will of the people who live along the right of way or who patronize the railroad. All these things bring good returns. The foreman makes his job better by improving his section to where it is not a source of worry, and continually in need of emergency work that costs unnecessary money and calls for criticism.

A foreman should take great pains to show his men how to do their work properly, explaining the work and assisting the men in understanding the proper methods. This is just as essential to the smooth running of a section, as oil is to a locomotive. Lack of oil will cause the locomotive to heat; lack of understanding and cooperation between foreman and men will bring about friction that will slow down the work.

### Must Plan Work Ahead

Planning the work ahead of time will save many hours and much lost motion. When the work is finally started, the tools are ready, the material is on the site, the men have been told what to do and the work moves on in a smooth manner.

There is great responsibility resting on a foreman to properly supervise the use of material. We all know that materials cost a great deal at the present time. Ties, for instance, cost three or four times as much as they did when some of us started railroading forty years ago, and while we are reasonably well cared for in the way of material issues, we know that there will be no more material furnished us than is absolutely needed, therefore, if we waste any, our section will suffer accordingly.

The largest item of expense on the average section is that of ties. A section foreman by properly supervising his tie renewals can save his company a lot of money, some of which will come back to him for

other material on his own section, and will also allow him to get his section up in shape where he can be proud of it and he will sleep better at night, knowing that he has performed his duty well.

A foreman should see to it that all ties are placed straight across the track; that the rail has a good full bearing on the ties; that the ties are spaced uniformly so that each will carry its full share of the load and no more. Ties should be properly spiked by spreading the inside and outside spikes to cover the tie to best advantage, but keeping spikes out of the sap wood and out of season cracks. Spikes should also be driven straight. Driving a spike on a slant, then straightening it, is bad for the spike, the tie and the rail. Nothing a foreman and his gang can do will go farther toward making a good looking and good riding railroad than ties well spaced, neatly spiked, and the proper number to each rail.

The care of rail is largely a matter of caring for ties and joints in a proper manner. Ties properly placed across the track, properly adzed, spaced and spiked, do not put unequal strains on the rail. If you will study your rail failures, you will find, except where there is a flaw or bad material in the rail, that the failure can nearly always be traced to bad track conditions existing at the time of the failure or at some previous time.

### Tight Bolts—Good Joints Important

Tight bolts and good joint conditions are two very important matters for section foremen to watch. It is a hard matter to put on a pair of angle bars and get them tight the first time. It usually requires two or three additional times going over the joint to get the joint to fit up snugly into the web of the rail and to get the bolt firmly seated to where it will not work loose. Tight bolts prevent battered end rails, pumping joints, wear and tear on ties and road bed, and will go a long way toward giving good riding track.

I have recently heard the expression that the same class of section foreman is not being made today, as was twenty or thirty years ago, and with the idea of helping a little to pass ideas on to the rising generation, I have written this article. There is no reason in my mind why men now being promoted to foremen, experience considered, cannot make as good foremen as those of former years, providing they show the same interest in their work.

## IS OLDEST ENGINEER

### C. W. Shank Has Service Seniority On Eastern Division

**C.** W. SHANK, of Newburg is the oldest engineer in point of years service on the eastern division. He claims forty-five years.

"I've been with the Frisco a long time," he remarked. "I started in the roundhouse at Pacific, Missouri, in 1880. I fired awhile from Pacific to Dixon, or rather until 1887 when I was promoted to the position of engineer."

Shank is now running on what is known as Group One of the passenger runs, between Newburg and St. Louis on trains 5 and 2, 9 and 18, 3 and 4.

He met many of his friends whom he had not seen for years, at the Veterans' Reunion in Springfield, and he was lavish in his praise of the affair which brought so many veterans of years gone by to one central point where they could exchange reminiscences.

## HOW TO AVOID TRACK MOTOR CAR FAILURES

(Continued from Page 33)

plug points, and if more than one plug is required for a motor, it is well to have all the plugs of the same make, as different makes of plugs have electrodes of various sizes, etc., which has an effect upon the size and kind of spark which jumps between them. While this is not a very important matter, it is preferable to use the same kind of plug in each cylinder, if possible. A spark plug must never be screwed into a motor too tightly, as it may be extremely hard to remove, especially if put in when the motor is hot.

Considerable attention should be given to the wiring of a motor car, as poor connections decrease the efficiency of the current and the ignition system generally. All terminals should be soldered to the wires, and terminal nuts kept screwed down tightly. An intermittent missing is frequently caused by a partially broken wire or by shorting of the current where the insulation has been worn off. If the insulation becomes worn off the wires, they should be thoroughly examined to see that the wire itself is not broken, and then either replaced by new wire or taped. It often happens that a wire breaks inside the insulation and only makes contact part of the time. To locate this trouble, try another wire until the break is located.

The timer on most motor cars is very simple and to avoid having trouble with it, keep it clean and lubricated properly at all times.

If operators of motor cars apply the above mentioned suggestions they will overcome many a delay.



**IN TEMPORARY SLUMP**

**Frisco Team Drops Three Games During the Month of July in Manufacturers' League**

THE Frisco ball club of St. Louis has had several reverses in the past few weeks, but the playing members are hopeful of retrieving what few games they have lost in the remaining games which they will play.

In the Manufacturers' League game of July 3, the Frisco Club lost to the Royal Arc team, 8 to 6. On July 10, in a ten-inning game, the Frisco Club lost to the Triple A team, with a final score of 10 to 7. The More-Jones nine won on July 17, with a score of 13 to 6. Practically all the games lost by the club this season have been by one and two-run margins.

The club is asking again for the hearty support as to attendance of all officers and employes of the Frisco Lines. There is nothing so fine as to know that there is a crowd of your own folk on the side lines.

The time and place of the games are announced in advance of the combat, and every member of the St. Louis Frisco family is urged to attend.

George Grellner, president of the club, wishes to challenge any team on the Frisco System to a match game. The St. Louis Frisco Club is eager to play any of the teams on the Frisco Lines and promises to make the match game an interesting one.

Managers of other teams interested may address Grellner, c-o paymaster's office, St. Louis, Mo.

**WICHITANS ARE WINNING**

The Wichita, Kansas, Frisco team has made a splendid showing in the several games which they have played in June and July.

On June 15, they lost a game to the Missouri Pacific team, but recovered on June 18, when they won from the All-Stars, a Wichita team, with a score of 12 to 5.

The Standard Oil team fell on June 22, with a final score of 6 to 1.

The game with the Turner Coal Company on June 24 was postponed, due to rain.

On July 1, the Frisco team lost a hard-fought game to the Missouri Pacific team with a score of 6 to 5.

**Not So Bad**

Woman Novice—But don't you find that horseback riding gives one a headache?

Instructor—No, madam. Just the reverse.

**THE "FRISCO BOOSTERS"**

Memphis, Tennessee, employes, although getting a late start, are well under way with a ball team known as the "Frisco Boosters."

This team made up for lost time by winning a game from the Rock Island boys on June 26, at Hulbert, Ark., with a score of 2 to 1.

On July 10, they played Rock Island again and the final score was 9 to 4 in favor of the Frisco Boosters.

**TIGERS BEAT MONETT**

**Springfielders Take Rivals 22 to 3 in Game of June 27**

THE Frisco Tigers of Springfield, Mo., defeated the Monett club, of White River League, 22 to 3, in a game played June 27, in Monett, Missouri. The hitting and fielding of the Tigers was the feature of the day.

Lloyd McNally, third sacker for the Tigers, hit a home run and Hamilton, first baseman, got a triple. The winning club also drove out eight doubles, making a total of forty bases for a league record.

The Tigers have won eleven and lost two games this season, being second only to the Branson team.

The box score:

MONETT		AB	R	H	E
Ragsdale, cf	.....	4	1	2	0
Wallner, ss-p	.....	4	1	2	0
Springer, rf	.....	4	1	2	0
Fisher, 2b	.....	4	0	1	0
Archdale, c	.....	4	0	1	0
Gray, 1b	.....	4	0	2	0
J. Wood, 3b-p	.....	4	0	0	1
Bramer, lf	.....	4	0	0	2
Timmons, p	.....	3	0	0	0
Harbour, p	.....	0	0	0	0
Gulick, p	.....	0	0	0	0
Totals	.....	35	3	10	3
TIGERS		AB	R	H	E
McNally, 3b	.....	4	3	2	0
Frizell, 2b	.....	4	2	2	0
De Noon, c	.....	6	1	4	0
Busch, cf	.....	6	2	3	0
Kirk, lf	.....	5	4	3	0
Cowden, p	.....	6	2	4	0
Kiener, ss	.....	6	3	4	0
Hamilton, 1b	.....	6	2	2	0
Cruse, rf	.....	5	3	3	0
Totals	.....	48	22	27	0

**FRISCO BALLSTERS SAIL**

Over one hundred and sixty Frisco employes and members of their families boarded the steamer "J. S." on the night of July 7, for the moonlight ride down the Mississippi. The trip was sponsored by the Frisco Ball Club of the St. Louis offices. Besides this number, the regular Wednesday night crowd was present, which added to the throng of merrymakers.

There was no unusual form of en-

**RULES FOR A SAFE SUMMER**

**Don't Be a "Jay Picnicker" if You Want to Keep Well**

NOW that the season for swimming and picnicking is in full sway, and many of us are spending our week-ends and any available hour off in the woods or down by the swimming hole, it may be well for the "jay picnickers" to stop and consider. Such picnickers are often careless, not only of their own persons, but of forest and woods, more often, however, through thoughtlessness than maliciousness.

A day spent by the shore or on a picnic is very beneficial to one's health if the after-effects are good. Often, however, the end of such a day brings with it a serious sunburn, or with a badly upset stomach, or a summer cold.

A bad sunburn may result in any of the following:

Sunstroke, painful discomfort necessitating treatment in bed, stomach disorders, intestinal disorders, headache, fever, freckles or permanent tanning of skin.

"Prevention," as regards sunburn, is worth far more than a "pound of cure," and this prevention is very readily accomplished by:

(a) Thoroughly greasing the skin with cold cream before going to the beach.

(b) Wearing appropriate clothing.

(c) Keeping in the shade.

Other unpleasant after-effects of a picnic come from drinking the wrong kind of water, or eating the wrong sort of food. The "jay picnicker" seldom stops to consider if the water he is drinking is fit to drink. He drinks water about old camp sites, never thinking it may be polluted. Abandoned wells are often his watering places. One should be especially careful of drinking water on a picnic, and if in doubt should boil it.

If we all observe "a safe summer" we will be much better fitted for our jobs for the rest of the year.

ertainment, but a good jazz orchestra kept the dance floor filled to capacity the entire evening.

The committee in charge of the sale of tickets wishes to express their appreciation and thanks, on behalf of the team for the hearty support of those who participated in any way.

**Improving**

Simpson—How is Flubly getting along with his golf lessons?

Jimpson—Great! He's reached the stage now where he can use swear words of only one syllable.

# A View of the Crowd at the Annual Reunion of F



# of Frisco Veterans, Springfield, Mo., June 28-29



**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

827 Frisco Building St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 3

AUGUST, 1926

No. 11

**The Greatest Calling**

A FAMOUS man stood on the outskirts of a large crowd of veterans at the Frisco Veteran Employes' Association picnic and barbecue at Springfield, June 28. There was a reminiscent look on his face, for he was a former railroad man. The measure of success he has won in another field has made him a national figure. His name is on the front pages of newspapers. But this man was musing of other days and there was regret in his voice as he said:

"This is wonderful. I have attended two Frisco reunions now, and they have left a twinge of regret with me that I deserted the railroad game. I don't know of a profession or a calling that gives so great a satisfaction to the man in the harness as railroading. I don't know of a more exalted calling than railroading—that work of transporting persons to all parts of the world, of hauling in swift, silent efficiency long trains of freight for the nation's need.

"These veterans have lived life to the fullest. They may not have wealth in the sense that we commonly mean it, but they possess treasures undreamed of by men who have rounded out lives in other callings.

"Two retired passenger engineers here today have said to me, 'I never had an accident.' A conductor, retired but with clear eye and steady hand, told me 'I never missed an order.' There are many others in various departments of your railroad who are making similar records today as the years carry them on toward the time of pension and retirement.

"What a satisfaction that must be! What a

feeling it must give a man as he steps calmly onto the pension roll to know that he has given twenty-five, thirty, forty or fifty years to a service which deals in the safe transportation of human life, without sacrificing one person to the altar of carelessness or mishap.

"The people of your railroad are honoring these veterans today but I tell you there is not honor enough for these grand old timers.

"The woman who steps on your 'Meteor', your 'Sunnyland', your 'Florida Special'—is escorted to her berth by an efficient porter, has her ticket taken by a polite conductor, is served a tasty meal in your diner while the trains proceed silently and swiftly on its way, and sleeps soundly in a comfortable bed; does not think enough of the tremendous vitality, the red-blooded man power which these men of the transportation game are giving to insure her a pleasant, peaceful journey.

"We all don't realize enough, that men have toiled, sweated, and even died, that these great American railroads of today are what they are.

"And it is to these veterans here today, many of whom can remember those infantile, short-pants days of railroading that seem so far away to us today, that a great part of this glory goes.

"I am an enthusiast for the Frisco Veteran Employes' Association and an enthusiast for Frisco Lines.

"And I know that railroading is the greatest game in the world—the most exalted calling to which man can aspire."

**A Train-Time Dispatch**

AS delighted as two girls at a Sunday School picnic and as charmingly gowned as the stores of St. Louis and Springfield could afford, Misses Anna Willigan and Agnes King, Frisco contest winners in the Jefferson Memorial contest, left at 9 o'clock the morning of July 21 for New York and the Birthday Tour of Europe. At the station the photographer recorded the departure of the happy group, and the editor of this publication was promised a true "diary" of events. Written as only two care-free girl of events. It will be sent the Magazine offices from various points en route and appear in subsequent issues. From New York, Paris, Rome, Venice, Frankfort, London and many other places these two Frisco workers will send their "copy." Through their eyes Frisco employes will obtain an insight into the glories of famous European capitals. The story will be told in true "Frisco" language. We think Misses King and Willigan will tell their experiences truly and well.