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The Weisell Nut-Lock is not a spring. It is not a washer. It is a perfect wedge. It decreases maintenance work and lost and broken bolts on both track, equipment and power more than 50%.

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THE WEISELL NUT-LOCK

Depends solely for its efficiency upon the wedge principle, a principle which has hitherto been overlooked when trying to solve the problem of loose bolts and loose nuts.

This device was thought out and perfected with an intimate knowledge of the conditions and necessities of maintenance of track, equipment and power.

Its correctness of principle has been proven by the fact that it has never scored a single failure to receive approval when thoroughly tested on track cars, car trucks, locomotives, gas engines, automobiles and car truck frames.

The WEISELL NUT-LOCK consists, as shown by the cut, of a piece of steel, square or hexagonal, of sufficient thickness to withstand the necessary wrench strain, with convex flange, its center punched out to the size required to fit the bolt and then "tapped" or threaded.

When being applied, the thread of the nut-lock follows the thread of the bolt into the head of the nut. As the nut-lock forces its way in, the nut "rides" the flange of the nut-lock for about three-quarters of its circumference. This forces the nut to one side, driving a wedge, viz.: the flange of the nut-lock between it and the bolt; the wedge causes the opposite side of the nut to bind against the bolt, the flange of the nut-lock operating as a fulcrum wedge. The flange of the nut-lock also wedges itself between two threads of the bolt, which prevents it from vibrating loose. The wedging process is so thorough that the nut may be "backed" against the nut-lock until the threads of the bolt are stripped—the nut-lock remaining tight, which accounts for vibration having little or no effect.

Reduces Wear on Rail Joints.

The WEISELL NUT-LOCK does more than to keep a nut from backing off, it reduces wear. So perfectly does the WEISELL NUT-LOCKS hold the nuts in place that the oscillation of the rail-joint is minimized, thereby greatly retarding the wear of the parts composing the joint.

Therefore, in using the Weisell Nut-lock it is not necessary to go over the bolts with the frequency with which they must be gone over when using any and all other devices. By remembering this, the principal benefit of the lock, viz.: decreased maintenance work. On crossings, for example, the bolts need not be tightened for periods of from eight weeks to three months. On main line track the joints need not be gone over from ten to twelve months.

A few of the points of superiority of the WEISELL NUT-LOCK over all other devices may be summarized as follows:

Simplicity: It is easier to apply than the nut itself. It does away with washers, permitting a shorter bolt.

It is easily taken off.

It does not injure the bolt or nut.

It can be reapplied, even though its threads be partially stripped.

When bolts are tightened, the nut-lock does not have to be taken off and it may be relocked an indefinite number of times.

On new rail it may be applied during track laying or after track has been finally drawn into place.

It saves the loss of material which takes place when small parts must be distributed prior to rail laying.

It saves time and material in its application and its reapplication.

Its life is greater than that of any other nut-lock and it prevents broken bolts and loss of material caused by frequent tightening of rail joints.

There is no breaking and consequent loss of bolts and nuts when renewing Weisell Nut-Locks, such as frequently occurs when using spring washers.

How To Put On The Weisell Nut-Lock.

1. BE SURE that there is nothing on the bolt except the nut, not even a washer.
2. Screw the nut tightly to the angle bar, tap the head of the bolt and again screw the nut to the angle bar as TIGHTLY AS POSSIBLE.
3. Screw the nut-lock on the bolt with the convex or flange side (see illustration), toward the nut. Screw the nut-lock INTO the head of the nut AS TIGHTLY AS POSSIBLE without stripping the thread on the nut-lock.

Note This.

Whenever it becomes necessary to tighten the bolts, do it like this.

1. Tighten the bolts exactly as instructed above in ("2"), but in doing so, it is not necessary to touch the nut-lock.
2. Screw the nut-lock into the head of the nut in exactly the same manner as described above in ("3").

Rail Renewals or Construction.

When new rail is laid in renewal or construct work, several tightenings of joints are required before angle bars are fully drawn into place. On such work Weisell Nut-Locks MAY, if so desired, be put on the first time after final tightening.

Especial Attention.

There are only two things which can prevent the utmost efficiency of the Weisell Nut-Lock. One of these is failure to use sufficient wrench force to drive the nut-lock into the head of the nut until it is as tight as it can be without stripping the threads of the nut-lock. The other is to use too much wrench force and thereby strip the threads of the nut-lock. Neither of these things should happen, provided the men are told that they should simply make the nut-lock wrench tight.



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April, 1911

Loyalty.

At the March meeting of The Frisco Railroad Club, Mr. J. E. Hannegan, chairman of the Southwestern Passenger Association, delivered an address upon "Loyalty," which has been pronounced one of the best speeches made before the Club for a long while. It is herewith presented:

Mr. Chairman and Gentlemen:

When your president interviewed me a few days ago on the subject of an address before the Frisco Railroad Club, I decided that in talking to a representative body of railway men, as good a subject as could be selected, would be the one embraced in the term "loyalty."

This has a peculiar significance to the railroad man. Of the different qualities for reaching success in the business, by all those who have reached eminence, those possessing this quality in the highest degree have been paramount.

To my mind there is no more admirable figure in history than the one of the King's Champion; the armored knight, who at the coronation of the king, threw his lance against any who denied his loyalty.

There are different kinds of loyalty, and they are all important to the railroad man who is an intelligent servant of the public—and I use the term in its

truest and highest sense—because in the last analysis we are all public servants.

The first aspect of loyalty that I want to draw your attention to is the sentiment of loyalty to the business. In these days of denunciation of railroading by certain elements, there may be a feeling on the part of some people in the railway business, that it is a thing put under the ban, and that it is a business not to be especially proud of. No greater mistake can be made. Paraphrasing the utterance of St. Paul that "he was a citizen of no mean city," the intelligent railroad man sees just occasion for great pride in the profession with which he is identified. It is the second largest industry in America, agriculture being the first.

Intelligent operation and management of railroads performs, within each twenty-four hours, miracles in the movement of passengers and products, and so smoothly is this done and with so lit-

tle friction, that it is easy to minimize. the greatness of the achievement; in fact, there is no single business of any kind approaching the magnitude of its achievement.

For instance: The recent movement of the United States troops to the Mexican border, threw upon the railroads without notice an immense task, which has been successfully coped with by them, so that the mobilization of the United States Army, brought about chiefly by the admirable railway arrangements, is a source of universal pride to the citizens of this country, and should be doubly so to railroad men.

Intelligent railway men should, therefore, be loyal to their business and be proud of it, and realize that they are, in every way, factors in an honorable, dignified and important branch of the country's commerce.

The next aspect of loyalty that I emphasize is, loyalty to the railway profession, as distinct from the railway business, for railroading is at once a business and a profession.

We are rapidly approaching a period of complete specialization in railway business. We are becoming a lot of experts in the particular branches of the business to which we are devoting our time. But not enough attention is given in these days to the production of all around railway men, and not enough study and thought is given by the employes of one department to the knowledge that can be gained in the study of other departments.

All around railway men are needed, and the need never was so great as today for study by intelligent railway men of the problems underlying railway operation, other than those in the sphere of their own department.

The literature of railroading is becoming extensive and in all respects highly

intelligent. Passenger men can with profit study questions relating to freight problems, freight men can study passenger propositions, and both of them can also think of operating and accounting questions.

Libraries are full of valuable works upon railway operation in every detail, and public discussion regarding tariff and other related questions never was so great. From this the intelligent railway man, desirous of his advancement, could very profitably get a large amount of valuable information, which will assist in emphasizing his loyalty to, and his desire for advancement in, the profession of railroading. Besides this it will assist in the co-relation of the work of the various departments and will increase the unit of efficiency. The managers have this question to consider very seriously now, but in any effort to increase that unit, the employes must bear their proper share.

The next phase of loyalty to which I desire to call to notice is possibly the most important one; loyalty to the company. You know that the great Napoleon said that the bravest soldier was the one who was possessed of what he called "five o'clock in the morning courage." Translating that phrase to the railway business, would urge that the most loyal man to the company would be the man who always did his duty, no matter whether his superior was around or not; who always felt that his personal effort was necessary to be exerted in the highest degree to bring about the best possible results, and that effort was to be exerted, not only in the immediate operation of his work, but also with respect to all the different activities of his life. That means, I take it, that on a well-handled railroad, the spirit of loyalty to the company would include loyal co-operation between all the departments of the service.