The trouble with, so many of the
foremen is that they do not put into
practical use, their knowledge of such
matters. I have known foremen who
were so busy picking up low joints in
their tracks, that they did not feel
they could spare the time necessary
to tighten bolts. This is like being out
in the timber letting for the for-
net and not being able to see it for
the trees.

A bolt cannot be properly tightened
the day it is put in the track. It must
be given attention one or more times
later, depending on the traffic, the
type of angle bar, whether or not
nut locks are used, and the ability of
the man doing the work. Good
wrenches are essential, and proper
instructions from the foreman to the
man is necessary. The labor con-
sumed with tightening bolts is not
small, and in some cases of foremen
will slight the work if they know
they will not have to do it again.

In addition to tightening bolts, the
foreman should make up a spotting
list, all bolts should be gone over
periodically, probably two or three
years, preferably in the spring and in
October. This will enable the foreman
to catch any bolts that are slightly
loose.

Bolts Ditize With Hammer

When I tighten bolts, bolts end of face,
I follow the plan of giving each of
my men, and marking all bolts with
a hammer. Where a bolt is very
loose, I make a mark on the head of
the bolt, directly over the loose
bolt. This mark will enable the
man doing the work, to catch
loose joints. In most cases. If it is
necessary, they will see that the bolt
is not so loose as in the first
instance, and will not And so many
men working with joints today that are
loose. My men are instructed
as to just what these marks mean,
and they do their wrenching accord-
antly I make a shorter mark, and if
the bolt is not so loose as in the first
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JAMES PATRICK MURPHY, locomotive engineer, central division, was retired from active service on February 17, 1927, due to total disability. He was 64 years of age, born May 4, 1863, at Ridgetop, Pa. His father was a contractor, and he was educated in the schools at Mahoning City, Pa. At the age of 14 he worked on a farm south of Pierce City, Mo., and in the fall of 1883 he began his service with the Frisco, working engine in the roundhouse at that point. He also served two years as a helper at Monett and made his first trip as a fireman on extra, June 4, 1888. He died until May 6, 1889, when he was promoted to the position of engineer. On January 25, 1890, he was married to Miss Mary Hefferman at Pierce City, Mo., and Mrs. Murphy resides at 213 North Locust St., Fayetteville, Arkansas. Continuous service of 43 years and 11 months entitles him to a pension allowance of $89.60 a month.

JOHN VESLEY BRADFORD, sec- tion foreman, Baxter Springs, Kansas, was retired from active service May 17, 1913, due to total disability. He was 70 years of age, born January 19, 1843, at Mount Vernon, Ill., and was married at the home of his parents to Mrs. Martha bowl of the farm where he was reared, and attended school at Richland. On February 14, 1863, he began his service with the Frisco as a section foreman at Junction, Mo. On July 1, 1904, he was promoted to the position of assistant foreman and stationed at Palestine Springs, Kansas, where he served as the remainder of his active service. He was married to Mary Jane Bloomager on March 4, 1911, at South Bend, Ind., and three boys and two girls were born to him. On June 21, 1912, his first wife died, and he was married on August 12, 1914, to Mrs. Ada Manea at Lebanon, Ill. Mr. Bradford resides at 307 East Avenue, Baxter Springs, Kansas. Continuous service of 33 years and 1 months entitles him to a pension allowance of $29.15 a month.

JOSEPH ALLEN BREECE, depot master at Springfield terminal, was retired from active service on March 31, 1913, due to total disability. He was born January 4, 1850, at Mattoon, Ill., and was married at the home of his parents to Miss Edna Smith at Mattoon. He was educated at Lebanon, Ill., and worked in various capacities in Missouri, Illinois, and Indiana. In 1920 he came to the Frisco in the capacity of train crew engineer at that point. He was given a position as brakeman in September, 1923, out of Monett and in 1926 he was promoted to the position of freight conductor. He also served as an extra passenger man in 1926. In November, 1930, he was married to Louisa Woolsey at Monett, Mo., and to them was born one daughter, Fern.

WALTER ORLANDO EGBERT, pensioned night roundhouse foreman, was retired from active service on June 6, 1927, due to total disability. He was born January 4, 1850, at Lancaster, Ohio, and was married at the home of his parents to Miss Edna Smith at Mattoon. He was educated at Lebanon, Ill., and worked in various capacities in Missouri, Illinois, and Indiana. In 1920 he came to the Frisco in the capacity of train crew engineer at that point. He was given a position as brakeman in September, 1923, out of Monett and in 1926 he was promoted to the position of freight conductor. He also served as an extra passenger man in 1926. In November, 1930, he was married to Louisa Woolsey at Monett, Mo., and to them was born one daughter, Fern.

JOHN THOMAS McWILLIAMS, former locomotive engineer, central division, was retired from active service on March 26, 1927, due to total disability. He was born May 6, 1851, at Bedford, Ohio, and was married to Mary Shafranck at Wellington, Ohio, and to them were born two girls and three boys, Mr. and Mrs. Nerud reside at 800 North Avenue, Springfield, Mo. Continuous service of 23 years and one month, entitles him to a pension allowance of $91.40 a month.

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WILEY PAUL McNAIR, one of the oldest, best known and best loved pensioners of the Frisco Lines, died July 18 at his home in Fayetteville, Ark., in his eightieth year. He was in the service approximately 43 years, and was a resident of that part of the State since June, 1818. During his entire career with the Frisco Lines he served as agent.

Mr. McNaïr was born June 21, 1844, near Chariton, Iow. He joined the service in September, 1871, as agent and operator at Osceola, Mo., and served as agent at Osceola, Cuna and Verona, all in Missouri, and at Virden, Ill. He was transferred to Fayetteville in October, 1872, and remained there until November, 1878, when he was transferred to Poteau, Okla., in 1879. He was then transferred to Fayetteville where he remained until his retirement.

He was survived by his widow, Mrs. Nancy A. McNaïr, and by a son, Wiley P. McNaïr, both of Fayetteville, and another son, W. D. McNaïr, who succeeded his father as agent at Fayetteville, died December 19, 1924.

When fifteen years old Wiley Paul McNaïr ran off to the Civil War, he was sent back by his father to school in Kentucky, but he again ran away to the army where he remained until the war ended.

Except for his war service he was bred in a quiet way. In 1875, in an interview for the Prince Christmas Magazine, he said: "City with and I often talk things over and I guess we should be the most thankful people in the world. We have lived in Fayetteville, Ark., since November, '66, our children all lived here, our home is here and we are within five minutes call from every one of them."

Mr. McNaïr began his railroad career in '70 with the Beaver Iron Mine having charge of the commodity. He was also a member of the Knights of Pythias and was at one time grand secretary of the Grand Lodge of the State of Okla., president of the Jefferson County Medical Society and also a member of the Frisco Lines Iron Works at Sapulpa in 1902.

Mr. Van Ness, well known southwestern division conductor, is vice-president of the Oklahoma City traffic club. He began his railroad career in Indiana, 1880, and then to passenger service on the old Kansas division, the western division and the northern division. He was retired July 6, 1932, because of physical infirmity. He is survived by his widow, Mrs. Rebecca E. Van Ness's pension allowance was $2,331 a month and a total of $4,331 in pensions allowances had been paid him.

Mr. H. A. Van Ness, newly elected president of the auxiliary to the Prince Veterans' Association, claims Oklahoma City as his home.

Mrs. Van Ness was elected unanimously at the annual meeting of the auxiliary, held in Springfield June 6.

DANIEL QUINNEN

DANIEL QUINNEN, pensioned passenger conductor, died July 18 at his home at Monett, Mo. She has been active in the work conducted by the auxiliary to the Brotherhood of Railway Conductors and is a member of other fraternal organizations.

Mr. Van Ness, well known southwestern division conductor is vice-president of the Oklahoma City traffic club. He began his railroad career in Indiana, 1880, and came with the Frisco at Sapulpa in 1889.

"Like Father "Wet you doin', chile?" "Nothin', mammy." "My, but you is gettin' like yo' father."-Boston Transcript.
In the days of our forebears, making punch was an art. To be sure, there was more actual “punch” in the beverage then than our Volstead laws permit us today, but the foundation was pretty much the same.

Today punch may not be as popular a winter evening drink as it was years ago, but as a summer beverage or a party refreshment it has no equal. Many and varied are the methods of brewing, and punch may be quite as delightful in taste today as in former years.

Ginger ale, carbonated waters, tea, grape juice, Ober and all kinds of fruit juices are used for flavoring, but the basis of all punch is lemonade. With lemon juice as a foundation and a bit of imagination, a subtle kind of a beverage may be put together which is not only a par with that which our grandparents enjoyed.

There are a few things most essential to the successful mixing of all fruit beverage.

First: Lemon juice is the basis to which all other flavors are added.

Second: Sugar and water should be boiled ten or twelve minutes to make a syrup, then used to sweeten. It is well to make the syrup a day or two earlier than it is to be served.

Third: Never try to put your fruit beverage together at the last minute. The various flavors will blend and ripple if the punch is made several hours earlier than it is to be served.

Fourth: Never let great pieces of fresh or fruit float around on the top of the punch bowl; it looks more like a fruit salad than a tempting, cooling drink. Small, thinly cut slices of orange, lemon, pineapple and other fruits may be used, but with reason and judgment, not indiscriminately.

Here are a few recipes for party punches:

**Pineapple Lemonade**
1 pint of water, 
1 cup of sugar, 
boiled together 10 or 12 minutes; 
juice of 3 lemons, 
1 can grated pineapple. 
1 quart of water.
Mix ingredients and pour over cracked ice.

**Fruit Punch**
1 cup of sugar, 
1 cup of hot tea, 
8 cup of orange juice, 
1/2 cup of lemon juice.

**Ginger Ale and Orange Punch**
1 pint of ginger ale, 
1 pint of carbonated water, 
thin slices of orange.

“Is he a loud dresser?”
“Is he? You should hear him hunting for his collar button!”

**Late Summer and Early Fall Models**
Legends McLaughlin, of the women’s attire department, St. Louis, has chosen to display a conservative early fall and late summer dark blue georgette dress, with spars lace trimming and a three-tiered white lace buckle trimming. This dress is plain and yet may be worn for both dress and business. Light hose and tan pumps, with dark tan trimming, blend with the costume.
WITH excellent records crowning their efforts the members of the Frisco Best Service Clubs baseball team, composed of employees of the Frisco Lines, are holding the lead. They are sending through the season with a long string of "wins" behind them and with the determination to pile up as many more victories as is possible before the season ends.

In fact the team has two games already in the can of July 26 and July 30, and with many others in the bag during the week ending July 10, the team was pronounced the best club of the district.

The team defeated the Ashley business men's nine at Fort Smith, July 26, and the Frisco Best Service Clubs' win.

FINANCIAL DIFFICULTIES

His excellency is rapidly gaining on the diamond.

This is the second season that the Frisco will have a decorated car in the annual festival, but the first one in which the visitors were carried through the city.

Still another victory was added to the Frisco Best Service Clubs' credit sheet when they defeated the Ashley business men's nine at Fort Smith, July 26.

PITCHERS "SHORTY" BRAMLETT'S or ALSUP, the Frisco Best Service Clubs' win.

VERSATILE BALLPLAYER

The boss score of the Hayti-St. Louis game, which the visitors were carried through the city, was served by Mrs. Mitchell, proprietress of the Mitchell hotel.

Half by Montgomery Ward's fast team, derailing the second half of the Fort Worth, Ten., Municipal Twilight League.

WATERMELON FESTIVAL

Hugo defeated Fort Smith.

Still another victory was added to the Frisco Best Service Clubs' credit sheet when they defeated the Ashley business men's nine at Fort Smith, July 26 in the Can.

The Frisco Baseball team of Hayti, 6-2.

The box score of the Hayti-St. Louis game:

Hugo defeated Fort Smith.

The St. Louis aggregation played all the Fort Worth, Ten., Municipal Twilight League.

ENROUTE TO THE MUNY CHAMPIONSHIP

The Frisco baseball team of Hugo, Okla., defeated the Frisco nine of Fort Smith, Ark., at Tulsa, July 10, 1923. In the army, during which time he played in the Central League, is well on the way to reaching the second half of the Muny race.

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