

How To Keep Track Bolts Tight

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

ONE of the most important items of track work is keeping bolts tight. Failure to give the proper attention to this work will probably do more irreparable damage than the neglect of any other job required of track forces. The fact that failure to properly handle this matter is not apparent to the majority of those who ride over the railroad until after there is permanent damage done, makes it doubly important that we all give this our closest attention.

In the first place, the life of a rail depends almost entirely on the way in which the joints are maintained. All track men having any amount of experience, have seen rail changed out, due to the bad condition of the joints, while other rail of the same age is left in and still gives good service, because the joints have all been properly maintained. A difference in road conditions, amount of ballast, character of ties, etc., may have had something to do with removing part of the rail and leaving the balance in the track, but the probabilities are that failure to give the same attention to the bolts in both instances is primarily the cause for the difference in the condition of the rail at the joints.

Loose bolts not only cause damage to rail, but also to angle bars, ties, roadbed and bolts, bringing about excessive and unnecessary expense in the maintenance expense of these various items. The combination of these bad conditions brings about bad riding track, heavy expense of maintaining surface of track at joints, and a lot of criticism for everyone responsible for the track.

Tighten Immediately

There is only one time to properly start tightening bolts, and that is the day the angle bar is first applied. Allowing the bolts to run loose for even a short time starts the damage to various parts of the track structure as above mentioned, and this damage can never be entirely repaired except through the application of new rail, bars, etc. Many a foreman is having trouble today keeping bolts tight because he or some other foreman has, in the past, neglected to keep bolts properly tightened in these same joints.

I feel sure no track man of any experience will disagree with me on any of these statements, yet it is not uncommon to see joints raised, ties tamped, track lined and dressed and nothing done to tighten the bolts. The loose bolts in the joints are primarily the cause for the joints getting low, yet the foreman will go away and leave the bolts loose. He has corrected the effect, but not the cause, and as long as the cause exists, the effect will be repeated and the work will all have to be done over again in a short time.

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 track, that they did not feel they could spare the time necessary to tighten bolts. This is like being out in the timber looking for the forest 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 foremen to the men is necessary. The labor connected with tightening bolts is not easy, and in some cases men will slight the work if they know they will not be checked up on.

In addition to tightening bolts whenever surfacing or spotting is done, all bolts should be gone over periodically, probably twice a year, preferably in the spring and in the fall, when an expansion of the joints occurs. This will enable the foreman to catch any bolts that are slightly loose.

Sounds Bolts With Hammer

When I tighten bolts out of face, I follow the plan of going ahead of my men and sounding all bolts with a hammer. Where a bolt is very loose I make a mark on the head of the rail, directly over the loose bolt, using keel or lumber crayon and make the bolt is not so loose as in the first ing the mark about an inch long. If case, I make a shorter mark, and if only loose enough to require a one-eighth or one-quarter turn, a very short mark. My men are instructed as to just what these marks mean, and they do their wrenching accordingly. In most cases, if it is necessary to tighten one bolt in the joint, all of the others should be tightened a little, as tightening the loose bolt will probably loosen the tight ones slightly.

A foreman who has a run-down section will be surprised, in most cases, at the improvement he can make in his track by getting his bolts tight and keeping them tight. He will also find that the second time he goes over his bolts, he will not have so much work putting them in good condition, and will not find so many broken ones.

The job of foreman can be made much easier and much more pleasant by keeping the bolts tight in the track. It is a matter of economy on which every foreman should keep close check. We are laying rail and working with joints today that are going to have to be maintained by other foremen later, and we owe it to those who will come after us to take care of our section.

GOOD FUEL RECORDS

(Continued from preceding Page)

8:30 a. m. with 67 loads, 3,304 tons, arrived Afton 12:55 p. m., departed 2:20 p. m. with 68 loads, 3,347 tons, arrived Monett 5:55 p. m., tied up 6:15 p. m., delayed total of 3 hours. Booster was used only at top of Niles Hill and about one mile west of Belfast. Made total of 478,680 gross ton miles and consumed 26 tons of coal, average performance 108 pounds per 1,000 gross ton miles.

WESTERN DIVISION

As will be noted, some very creditable records were made on this division during the month of June:

Engine 133, engineer ART HARLEY, fireman HERMAN HAMM, train 637, June 14th, West Tulsa to Pawnee, handled 28 loads, 15 empties, 1,500 tons, handled 79,500 gross ton miles, used 585 gallons oil, performance 7.4 gallons or 88 pounds per 1,000 gross ton miles.

Engine 1317, train 634, June 15th, engineer W. BLADES, fireman W. L. WILSON, Enid to West Tulsa, handled 186,198 gross ton miles, used 1,314 gallons oil, performance 7 gallons or 83 pounds per 1,000 gross ton miles.

Engine 1331, train 634, June 17th, engineer ART HARLEY, fireman H. HAMM, Enid to West Tulsa, handled 209,620 gross ton miles, used 1,560 gallons oil, performance 7.4 gallons or 88 pounds per 1,000 gross ton miles.

THE LYONS



Tom Lyons, of Springfield, 47 years' service, and his brother Jim Lyons, of Hugo, 41 years' service—total 88 years; both engineers and both at the Remmon.

One of the very best safeguards against financial adversity is the practice of economy in time of prosperity.

The Pension Roll

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 Middleport, Pa. His father was a contractor, and he was educated in the schools at Mahoney City, Pa. At the age of 14 he worked on a farm south of Pierce City, Mo., and in the fall of 1885 he began his service with the Frisco wiping engines in the roundhouse at that point. He also served two years as a hostler at Monett and made his first trip as a fireman on extra, June 4, 1888. He fired until May 5, 1893, when he was promoted to the position of engineer. On January 25, 1898, he was married to Miss Maggi Hefferman at Pierce City, Mo. Mr. and Mrs. Murphy reside at 221 North Locust St., Fayetteville, Arkansas. Continuous service of 41 years and 2 months entitles him to a pension allowance, \$95.60 a month.



J. P. MURPHY

JOHN WESLEY BRADFORD, section foreman, Baxter Springs, Kansas, was retired from active service May 31, 1927, due to total disability. He was 59 years of age, born January 10, 1868, at Mount Vernon, Mo. His father was a farmer, and during his early days he helped with the farm work and attended school at Richland, Mo. On February 15, 1898, he began his service with the Frisco as section laborer at Carl Junction, Mo. On July 1, 1904, he was promoted to the position of section foreman and stationed at Baxter Springs, Kans., where he served the remainder of his active service. He was married to Mary Jane Kissinger on March 4, 1891, at Richland, Mo., and to them were born a boy and a girl. On June 17, 1913, his first wife died and he was married on August 11, 1914, to Mrs. Ada Manes at Lebanon, Mo. Mr. and Mrs. Bradford reside at 307 East Avenue, Baxter Springs, Kansas. Continuous service of 27 years 3 months entitles him to a pension allowance of \$28.15 a month.



J. W. BRADFORD

Five veterans, with a total of one hundred fifty years and one month of service were placed on the Pension Roll at the meeting of the Board of Pensions held June 25, 1927, in the offices at St. Louis, Mo.

GALE BISHOP BEDWELL, conductor, northern division was retired from active service on December 29, 1926, due to total disability. He was 57 years of age. He was born February 26, 1870, at Atchison, Kansas. His father was a doctor and he received his education at Leavenworth, Kansas. At the age of nineteen he began his service as a brakeman on the Union Pacific Railroad out of Leavenworth. He began his service with the Frisco on January 18, 1893, as a brakeman, Kansas City to Ft. Scott. In 1901 he was promoted to the position of freight conductor and in 1920 to that of passenger conductor. In 1898 he was married to Lula Maud Morrison, of Kansas City. Mr. Bedwell resides at 1024 West 17th Street, Kansas City, Mo. Continuous service of 33 years and 11 months, entitles him to a pension allowance of \$40.15 a month.



G. B. BEDWELL

JOSEPH ALLEN BREECE, depot master at Springfield terminals, was retired from active service on March 31, 1927, due to total disability. He was born January 4, 1875, at Ransom, Ill., and was 52 years of age. He was educated in the schools near his home and at the age of sixteen, began work as a farm hand. He served in various capacities in Monett, Missouri, but in 1900 came to the Frisco in the capacity of train crew caller, at that point. He was given a position as brakeman in September, 1902, out of Monett and in 1905 was promoted to the position of freight conductor. He also served as an extra passenger man in 1916. In November, 1903, he was married to Louise Woolsey at Monett, Mo., and to them was born one daughter, Fern



J. A. BREECE

Breece. Mr. and Mrs. Breece reside at 302 Euclid Avenue, Monett, Mo. Continuous service of 25 years, 8 months entitles him to a pension allowance of \$47.20 a month.

FRANK JOHN NERUD, cabinet maker, Springfield, Mo., was retired May 31, 1927, due to his having reached the age limit. He was born May 6, 1857, at Budweisler, Bohemia, but the family moved to Wisconsin, U. S. A., in 1858. His father was a stone mason. He was educated at La Crove, Wis., and at the age of fourteen years began his career as a cabinet maker with a firm in Wisconsin. In 1901 he came to the Frisco at the south side shops, Springfield. His entire service has been at Springfield. On March 26, 1883, he was married to Mary Shafranek at Wilber, Neb., and to them were born four girls and three boys. Mr. and Mrs. Nerud reside at 839 New Avenue, Springfield, Mo. Continuous service of 22 years and one month, entitles him to a pension allowance of \$31.40 a month.



F. J. NERUD

In Memoriam

WALTER ORLANDO EGBERT

WALTER ORLANDO EGBERT, pensioned night roundhouse foreman, died in St. John's hospital at Springfield, Mo., June 30. He was born at Loxey, Cole County, Illinois, January 13, 1866, and entered the service of the Frisco in October, 1889, at Ft. Scott where he served as wiper, blacksmith-helper, machinist-helper, machinist, engine inspector and night roundhouse foreman up to the time of his retirement, February 9, 1922, which was due to physical disability. He leaves a widow, Nettie L. Egbert. His pension allowance was \$53.55 a month and up to the time of his death he had been paid a total of \$3,427.20.

JOHN THOMAS McWILLIAMS

JOHN THOMAS McWILLIAMS, former locomotive engineer, who was pensioned in May, 1926, died at his home at Marland, Oklahoma, July 3. His pension allowance was \$35.60 a month, and up to the time of his death he had been paid a total of \$71.20.

WILEY PAUL McNAIR, one of the oldest, best known and best loved pensioners of the Frisco Lines, died July 19, at his home at Fayetteville, Ark., in his eightieth year. He was in the service approximately 42 years and was retired on account of age limit in June, 1918. During his entire career with the Frisco Lines he served as agent.



WILEY PAUL McNAIR

Mr. McNair was born June 21, 1848, near Charleston, Miss. He entered the service in September, 1876, as agent and operator at Jerome, Mo., and served as agent at Ozark, Dixon, Cuba and Verona, all in Missouri, and at Vinita, Okla. He was transferred to Fayetteville in October, 1882, and remained there until November, 1885, when he was transferred to Peirce City, Mo. In November, 1886, he was returned to Fayetteville where he remained until his retirement.

He is survived by his widow, Mrs. Nancy A. McNair, and by a son, Wiley P. McNair, both of Fayetteville. Another son, W. D. McNair, who succeeded his father as agent at Fayetteville, died December 18, 1926.

When fifteen years old Wiley Paul McNair 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 his life was lived in a quiet way. In 1925, in an interview for the *Frisco Employes' Magazine*, he said: "My wife 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, '36, our children all lived here, our home is here and we are within five minutes call from every one of them."

Mr. McNair began his railroad career in '76 with the Beaver Iron Mine, having charge of the commissary. He then went with the Ozark Iron Works, west of Newburg, Mo., an old stage stand. He was also agent and operator

for the old Atlantic & Pacific, which was later incorporated in the Frisco Lines, but was paid through the iron works and his name did not appear on the roll of the railroad company.

Always willing to lend a helping hand to the younger railroad employes, Mr. McNair, at Fayetteville, trained Mr. Carl Gray, now president of the Union Pacific railroad, in the art of telegraphy, when Gray was a "cub" messenger boy, fourteen years old, in the office where Mr. McNair was agent.

In 1925, in reminiscing about Mr. McNair, President Gray said: "He was one of the best types of the old-school agent, and occupied a unique position in the affairs of the town—sort of an elder statesman. His constant friendship through all the years has been a very great gratification and assistance to me."

EDWARD ALOYSIUS HUGHES

EDWARD ALOYSIUS HUGHES, pensioned passenger conductor, died at his home in Bentonville, Arkansas, on July 16. He was born at Atlanta, Ga., February 28, 1864, and entered the service of the Frisco as a freight brakeman on the St. Louis division in November, 1896. He was later promoted to the position of passenger conductor and served on the central division out of Bentonville, Ark., where he was serving at the time of his retirement in May, 1924, which was due to physical disability. He leaves a widow. His pension allowance was \$37.05 a month and up to the time of his death he had been paid a total of \$1,333.80.

DR. W. H. WILDER, widely known physician of Birmingham, Alabama, and local surgeon for the Frisco and Illinois Central Railroads and the Pullman Company, died at St. Vincent's hospital June 30, following a severe heart attack.



DR. W. H. WILDER

Dr. Wilder was born in Raleigh, N. C., in 1864. He came to Birmingham following his graduation from New York City Medical College and started practicing medicine in 1892. He was appointed to the medical board of St. Vincent's Hospital when it was founded in 1898, and remained an active member until he became ill in March. He was also a member of the Knights of Pythias and was at one time grand chancellor of that organization. He was president of the Jefferson County Medical Society and was a founder of the Birmingham Surgical Society.

He is survived by his widow, mother, a sister and two brothers. Burial was in Elmwood Cemetery.

DANIEL GUINNEY

DANIEL GUINNEY, pensioned passenger conductor, died July 18 at his home at Monett, Mo. He was born at Stafford Street, Tolland County, Conn., October 10, 1852, and entered the service as a freight brakeman in May, 1880. He was promoted to freight and then to passenger conductor, serving on the old Kansas division, the western division and the northern division. He was retired June 7, 1922, because of physical infirmities. He is survived by his widow, Mrs. Rebecca E. Guinney. Mr. Guinney's pension allowance was \$71.00 a month and a total of \$4,331 pension allowance had been paid him.

IS AUXILIARY PRESIDENT

Mrs. H. A. Van Ness, newly elected president of the auxiliary to the Frisco Veterans' Association, claims Oklahoma City as her home.

Mrs. Van Ness was elected unanimously at the annual meeting of the auxiliary, held in Springfield June 6-7.



MRS. H. A. VAN NESS

She has always been an ardent booster for the Frisco and an earnest worker in many of Oklahoma City's organizations, both for the good of the Frisco and the city.

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 Michigan in 1890, and came with the Frisco at Sapulpa in 1902.

Like Father

"Wot you doin', chile?"
 "Nothin', mammy."
 "My, but you is gettin' like yo' father."—Boston Transcript.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

COOLING PUNCH FOR HOT DAYS

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, cider 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 truly on a par with that which our grandparents enjoyed.

There are a few things most essential to the successful mixing of 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 the punch.

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

Fourth: Never let great pieces of freshly cut 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,
- ½ cup of orange juice,
- ⅓ cup of lemon juice,

Late Summer and Early Fall Models



A striking sports outfit in black and white combination. Either a straight flannel or a silk pleated skirt may be worn with the little silk vestee. White hat and white shoes, both plain in design, go nicely with the outfit. Lucille Cole of the auditor freight accounts office, St. Louis, is the model.

(Fashions through courtesy of E. Nugent and Bros. Dry Goods Co., St. Louis.)

Loyola McLaughlin, of the agents account department, St. Louis, has chosen to display a conservative early fall and late summer dark blue georgette dress, with cream lace trimming and a three-tier rhinestone buckle trimming. This dress is plain and yet may be worn for both dress and business. Light hose and tan pumps, with dark tan trimmings blend with the costume.



- 1 pint of ginger ale,
- 1 pint of carbonated water,
- thin slices of orange.

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



Frisco Best Service Club Plays Winning Ball

WITH excellent success crowning their efforts the members of the Frisco Best Service Club baseball team, composed of employes of the Seventh Street station, St. Louis, are speeding 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 June the team won two games and dropped one and in July to and including July 10, the team won twice and lost once. The team has been playing every week or oftener.

The club defeated the St. Charles Tigers, 7-4, June 12, lost to the Herculaneum nine 2-4, June 19, and bested the Pacific aggregation, 5-4, June 26. Frisco Best Service nine swamped the St. Charles Boosters, 10-2, July 3, but lost to the same team, July 4, 3-4. On July 10, the Frisco Best Service club diamond men trimmed the Frisco team of Hayti, 6-2.

The St. Louis aggregation played all these games away from home, and was scheduled to play the Ashley, Ill.,

team July 17; the Ste. Genevieve nine July 24, and the Knights of Pythias team of Granite City, Ill., July 25.

The Frisco Best Service Club team, and the St. Louis rooters who went to Hayti to see the game, July 10, were very enthusiastic in their praise of the Hayti team and of citizens of Hayti, because of the manner in which the visitors were treated during their stay. Approximately 250 persons saw that game.

The St. Louis delegation wishes to thank particularly Mr. Charles Morgan, manager of the Hayti Ice and Cold Storage company; Mr. Snider, manager of Snider's pool room; Mr. Lamar Thompson, cotton dealer; Mr. F. X. Schumacher, ticket agent, and "Old" Sidney Dowd, south-end brakeman, who furnished automobiles in which the visitors were carried through adjoining towns on a sight-seeing tour, after which a chicken dinner was served by Mrs. Mitchell, proprietress of the Mitchell hotel.

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

HAYTI		AB	R	H	O	A	E
Crabtree, 2b.....	4	0	3	0	1	0	
Hillin, ss.....	4	0	0	0	0	1	
C. Moore, cf.....	4	0	0	0	0	1	
Hawkins, 3b.....	3	1	1	0	0	5	
Bracken, 1b.....	4	0	0	0	1	0	
Gardner, lf.....	4	1	1	0	0	1	
Davis, rf.....	4	0	2	0	0	0	
Clayton, p.....	2	0	0	0	0	0	
Alsop, c.....	1	0	0	0	0	0	
Totals	30	2	7	0	2	8	
Innings	1	2	3	4	5	6	7
HAYTI	0	0	0	1	0	0	2
ST. LOUIS	2	0	2	0	0	2	6

ST. LOUIS		AB	R	H	O	A	E
C. Schnell, ss.....	4	2	1	0	0	0	
J. Schnell, lf.....	5	1	2	0	0	1	
D. Moore, 2b.....	5	0	1	0	0	0	
L. Glore, c.....	5	1	2	0	0	0	
N. Glore, cf.....	5	0	1	0	0	0	
E. Burke, rf.....	5	1	2	0	0	0	
M. Kehnell, 1b.....	5	1	0	0	1	0	
J. McLaughlin, 3b.....	5	0	0	0	0	1	
J. Muellen, p.....	4	0	1	0	0	1	
Totals	43	6	10	0	1	3	
Innings	1	2	3	4	5	6	7
HAYTI	0	0	0	1	0	0	2
ST. LOUIS	2	0	2	0	0	2	6

HUGO DEFEATS FORT SMITH

The Frisco baseball team of Hugo, Okla., defeated the Frisco nine of Fort Smith, Ark., at Hugo July 3, 10-4. The Fort Smith batsmen failed to connect with Pitcher "Shorty" Bramlett's offerings.

Rain prevented the two teams playing at Fort Smith, July 16.

Still another victory was added to the Frisco Best Service Clubs' winning streak of this season when the team, on July 17 at Ashley, Ill., defeated the Ashley business men's team, 10-2, due mainly to the pitching of "Kid" Casey, who piled up 14 strike-outs. He was ably supported by his fellow players. Only one error being marked up against the team.

WATERMELON FESTIVAL

Frisco employes and the general public are cordially invited to attend the Watermelon Festival at Hope, Ark., on August 9. This is the second annual festival, but the first one in which the Frisco has officially participated. It is understood that the Frisco will have a decorated car in the parade. On the day of the first Festival, a year ago, every train which passed through Hope was stopped, and every passenger given a slice of watermelon from the vines and patches around Hope. The territory is rapidly gaining recognition as one of Arkansas' most important watermelon districts.

VERSATILE BALLPLAYER

By MISS EDNA WOODEN

Mose Poolow, Kiowa Indian, manager of the Frisco Baseball team at Tulsa, can successfully play any position on the diamond.



MOSE POLOW

He started his baseball career in 1917 as captain of the diamond men of Haskell Institute, Lawrence, Kans. In 1918-1919 he was in the army, during which time he played ball. He went with the Houston, Tex., team in 1920, played infield with the Chickasha, Okla., club in the Western Association in 1921, was with the Little Rock club of the Southern League in 1922, with the Joplin club in 1923-1924 and with the Bartlesville, Okla., club in 1925. He has played also with the following clubs: Independence, Kans.; Cushing, Okla.; Bloomington, Ill.; Kalamazoo, Mich., and McAlester, Okla. Poolow was manager of the latter club, which is in the Western Association. During his career he has pitched two no-hit, no-run games.

Frisco fans at Tulsa are confident that before this season is over Mose will add many more stars to his baseball crown and that the Frisco will be proud of him.

ENROUTE TO THE MUNY CHAMPIONSHIP

The Frisco Lines baseball club of the Fort Worth, Tex., Municipal Twilight League, is well on the way toward clinching the second half of the Muny race.

Beaten by a close margin in the first half by Montgomery Ward's fast team, the Frisco boys are coming back like a house afire, and in July were "sitting on top of the world."

Pitchers Helton and Harris are going strong and the whole team is pepped up over the prospect of winning not only the Muny flag, but the city championship as well.

Standing of the clubs for the second half was, in July, as follows:

	W	L
Frisco Lines.....	5	2
Ft. Worth Steel & Mch.....	3	3
Montgomery Ward.....	2	2
Hub Furniture.....	0	3