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Phone 31 **McCook Hardware Co.**

Time Card	
McCook, Neb.	
MAIN LINE EAST-DEPART:	
No. 8. (Central Time)	11:40 P. M.
10. " " "	5:30 A. M.
12. " " "	5:30 A. M.
12 arr. 6:15 p.m.	7:15 A. M.
14. " " "	9:42 P. M.
10. " " "	6:00 P. M.
MAIN LINE WEST-DEPART:	
No. 1. (Mountain Time)	1:20 P. M.
3. " " "	11:42 P. M.
5 arr. 8:50 p.m.	9:30 A. M.
13. " " "	9:05 A. M.
15. " " "	12:30 A. M.
9 arr. 9:10 a.m.	8:20 A. M.
IMPERIAL LINE	
No. 176 arrives. (Mountain Time)	4:20 P. M.
No. 175 departs. " " "	7:10 A. M.

Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked at any point in the United States or Canada.

For information, time tables, maps and tickets, call on or write D. F. Hostetter, Agent, McCook, Nebraska, or L. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

Brakeman Phillips visited the folks at Minden, last Sunday.

Mrs. W. J. Russell returned, last Friday evening, from her visit in Waterloo, Iowa.

Mrs. J. Stenner of Plattsmouth was the guest of Mrs. Will Hegenberger, close of last week.

C. H. Ricketts has returned from Colorado and resumed work at the bolt machine in the blacksmith shop.

Miss Maud Jones resumed work in the headquarters building, Tuesday morning, after an absence several weeks.

Machinist H. O. Swenson has transferred to Alliance in the company's service. He has been employed here for several years, and is a first-class mechanic.

The Burlington roundhouse at Omaha was burned, last Saturday night, with a loss of \$50,000. Three engines—one a new engine just in from Havelock—were burned.

Engineer and Mrs. William Deere returned, Monday morning, from their outing at Deadwood and Lead and other South Dakota points, having had a most enjoyable trip. He brought home with him some pears grown in that section and states that they were just harvesting the oats crop when he was there.

The Burlington had a pretty lively experience, last Saturday night, near Stamford. The heavy rain had washed out the track near that point, and when the train was brought to a standstill the train was within a few feet of the washout, and before the train could be backed away from the hole the water had commenced running over the track behind the train. This caused some uneasiness to the passengers, but they got out in good shape and safe.

One lathe will be overhauled in the shops here.

C. E. Cox of Hartley has moved to Mascot and is in charge of that section.

Engine 1074 is receiving front end, driving brass and other minor repair work, this week.

A new stack, cylinder and driving brass work are among the light repairs given the 322, this week.

Four machines, one planer and three lathes, have been shipped to Havelock for overhauling and repairs.

A check system has been established for handling the tools taken from the tool room. Con Yost will be in charge and will operate the bolt machine in connection.

The machine shop boys have been provided with generous-size wash trough—an improvement over the bucket system—which will be properly connected with hot and cold water and the sewer. An appreciated convenience and comfort.

The Burlington has for some days been enjoying a fine run on fruit special from the Grand valley, Colorado. No. 77 is being run in two sections, one of them carrying from 15 to 25 cars of fruit, and they are run at passenger train speed.

The tool room has been considerably enlarged in the machine shop "house cleaning," this week. Another of the smaller machines has been moved into tool room, making four of that class now within the enclosure. Another large con shape tool stand will be added also. J. W. Chase will continue in general charge.

No. one, Sunday, reached Lincoln about two hours late. The train, however, went in to Denver but one half hour late. For the 453 miles the speed rate maintained was 46 miles an hour—10½ hours between the two cities, including all stops. Considering stops, the speed was at least 50 miles an hour. It will be remembered, too, that the running time between these two cities was recently reduced 1½ hours.

In the interest of uniformity and of increased convenience, Machine Shop Foreman Langston is having several changes made in the backshop, this week. Sort of fall house cleaning stunt. This includes rearrangement of machines, realignment of shafting, etc. The blue print racks are placed adjoining the foreman's den. Tool shop has been enlarged. Additional bench facilities will be placed near the airbrake and electrical department. When everything is back in shape, conditions will be considerably improved and Langston may be expected to inscribe a sonnet to somebody in celebration of the event.

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Both the Sixth Avenue Boulevard and Parkway, 200 feet wide; Monaco Boulevard, 190 feet wide, and the Syracuse Boulevard and Parkway, 100 feet wide, run directly through this favored district. The famous Montclair district in the City of Denver can be reached by two electric car lines, either by the Colfax Avenue or the Eighth Avenue lines. A magnificent view of the Rockies, reaching for 200 miles, can be had from any part of Montclair.

Several of our Agents will be in this district for some time. Kindly accord them an interview as the proposition is a meritorious one.

ACKERMAN & STEPHENS

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