

News of the Railroads and of Railroad Men

PREVENTING NOISE ON NEW BURLINGTON CARS

Another riddle, "How to Reduce the Noise Incident to Train Operation and Make Travel More Pleasant," has been solved. Although car builders have been sitting up nights for years trying to solve this baffling proposition, no particular and practical headway has been made. After much experimenting, C. B. Young, chief mechanical engineer of the Burlington route, announced the production of a car floor that possessed unusual insulation properties. This new car flooring, together with a number of other unusual features for the comfort of travelers, has been embodied in a lot of new steel chair cars, coaches, and smoking cars, just placed in service on the Burlington through trains.

A sub-floor, consisting of sixteenth inch steel plate is first applied, next a layer of insulating paper on top of which is laid a one-inch course of specially prepared hair felt; then comes an air space of -16 inch over which is placed a specially constructed 1/2-inch metal flooring, so shaped as to provide an anchorage for the composition flooring which is spread over it. This flooring is in reality a magnesite cement, laid in a plaster state. It sets, after standing, but always remains more or less flexible, and is not, therefore, subject to disintegration due to the continual vibration. The aisles are laid with strips of interlocking rubber, placed flush with the composition flooring. "It is obvious," said Mr. Young, "that a floor with a high sound and weather insulation, which can be kept clean and in a sanitary condition and at the same time possesses economical and durable qualities, is an ideal flooring. That we are on the right track and have increased the joy of traveling is plainly evidenced by the gratifying remarks which passengers have made about these new Burlington cars."

TRANSPORTATION MEN FEAR PROPOSED BILL

Railroad men say that it is no secret that of all the eighty or more bills affecting the railroads now before the state legislature that one most feared is that introduced at the request of Victor Wilson, state railway commissioner. Notwithstanding that the senate has acted adversely on the general file in the house and the bill provides that the cost of making investigations on complaints may be charged up to the railroads at the rate of \$10 per day. That would enable the railway commission to put as many men in the field at the expense of the railroads as the complaints received might call for and to charge the expense up to the road, says one writer. A Nebraska railroad official says: "The day after that bill becomes a law the commission could put one hundred men in the field at an expense of \$1,000 a day to roads, and by the use of any army of investigators could build up a political machine that nothing could defeat. The railroads have much reason to fear this bill."

The text of the bill follows: "Section 1. Every public service corporation, common carrier, incorporation, company, dealer or person subject to the jurisdiction or authority of the state railway commission, or concerning which said commission is charged with the enforcement of any law or duty, upon any investigation, examination or inspection being made of its, his or their books, accounts, records, property, effects or affairs of any and every nature by any of the examiners, experts, special agents or other employees of said commission, thereto specially authorized by said commission, shall pay fees and expenses of such investigation, examination or inspection as follows, to-wit: A fee of ten (\$10) dollars per day or major fraction thereof for the time each person is so employed, in-

cluding the time of going to and from the place where such examination is made and the time required to make a report thereof to said commission; and in addition thereto the traveling and hotel expenses of such person incurred outside of the state of Nebraska while so employed.

"Section 2. Immediately after the completion of such work and report, the person making the same shall prepare a sworn itemized statement of the fees and expenses due therefor, and after such statement shall have been approved as correct by said commission, it shall be sent to the corporation, company or person from who shall immediately remit the amount so found due in the name of the state treasurer to said commission, on receipt of which remittance said commission shall pay the same into the state treasury. Provided, that said commission may in its discretion require the deposit with it of monies sufficient in its judgment to cover the fees and expenses of any contemplated investigation as aforesaid, the same to be returned to the depositor on payment of amount subsequently found due or in lieu of such deposit, to require the giving of security for the same to be approved by said commission.

"Section 3. The funds arising from the aforesaid provisions shall be used to defray or assist in defraying the salaries and expenses of employees of said commission, and the auditor of public-accounts is hereby authorized to draw his warrants therefor against the general fund in the same manner in which warrants are drawn for the payment of other bills.

"Section 4. Whereas an emergency exists, this act shall take effect and be in force from and after its passage and approval."

Mrs. E. A. Strand wife of engineer Strand of Maryland, left Saturday to spend a few weeks with her parents in Missouri.

H. S. Melton, operator at Seneca, leaves Sunday for a business trip to Sedalia, Mo.

Trainmaster J. E. Johnson left Wednesday for Lincoln where he will resume his old duties as engineer on passenger. F. G. Guerley will take his place as trainmaster here.

F. A. Hively intends leaving the service about March 10th. L. L. Smith of Sheridan will take his place as Chief Clerk at Alliance. Perry Buckles goes to Sheridan as Chief Clerk, and his place here will be filled by George Keough, who has been private secretary to W. F. Thiehoff of Omaha, for the past few months.

J. P. Phelan of Sheridan has been assigned to the position of trainmaster on the Casper Division.

F. L. Givin has taken a position as clerk in the division superintendent's office.

Mrs. J. L. Bederman left Wednesday for Casper after a week's visit with Mrs. Harry Thiele.

C. C. Dye of Lakeside came into Alliance Wednesday, to be given the operator's examination, preparatory to going out on the road as operator.

Max Fountain of Berwyn was examined as an operator Thursday.

General Superintendent E. E. Young left Wednesday on No. 303 for Sterling, returning on No. 302 Thursday morning.

H. J. Hoagland, of W. F. Thiehoff's office in Omaha, was in Alliance Saturday, talking over the new car service rules.

BURLINGTON BRIDGE BURNS, TRAFFIC WAS HELD UP

A Burlington bridge near McDonald's spur, a short distance west of Grand Island caught fire from sparks from a passing engine before noon Monday and burned. It caught Nos. 40 and 42, eastbound passenger train behind it and made them somewhat late. The bridge was soon cribbed up and these trains proceeded two to four hours late.

BURLINGTON BUYS 115 ACRES MORE LAND

Within the past week the Burlington closed a deal with Woods Bros., of Lincoln for 115 acres of land adjoining the material yards at Havelock. The land lies west of the tracks and most of it north of the material yards with a small strip on the west. The deal was known to have been in progress for some time. Burlington officials will not talk regarding the purchase more than to say that the land was bought and will be made use of by the company in some manner at some time. The purchase of 115 acres added to what the company already owned in Havelock gives it a total of 425 acres. Business men at Havelock believe the Burlington intends to add new departments to the shops at Havelock.

PICKED UP IN PASSING

Dispatchers O. E. Dowell and C. A. Sprague, who have been working trips in Alliance the past few months, left Sunday for Deadwood to take permanent positions there.

Dispatcher A. Gregory and son Clifford left Tuesday noon for an extended trip through the east. They will visit Chicago, New York and other cities, and also to visit some of the large naval yards.

Dispatcher O. H. Newman and wife arrived in Alliance Tuesday to make this their home. Mr. Newman will take the position of Extra Dispatcher here.

R. V. Cox, who has been acting as dispatcher at Deadwood for the past several weeks, returned to Custer Thursday to resume his regular duties as agent at that place.

Dispatcher A. J. Welch returned this week from an extended trip thru the south. He spent several weeks in St. Petersburg and other points in Florida.

R. E. Jones, agent at Theford, transfers Saturday to agent at Seneca, on account of W. P. Wagner, former agent at that place leaving the service. Mr. Wagner has accepted a position with the Homestake Mining Co., at Lead, S. D.

R. B. VanVoorhis, agent at Edgemont spent Sunday with his parents at Crawford.

Leo O. Wilcek checks in as agent at Theford temporarily, on account of agent R. E. Jones being transferred to Seneca.

Engine 4007, an oil burner just out of the shops at Havelock went into service on the Deadwood line Tuesday.

T. Roope, superintendent of Motive Power, of Lincoln was in Alliance Monday morning, and left on 43 for Edgemont.

Brakeman J. H. Riggs left Tuesday night for a few days visit in Denver.

Conductor R. U. Marks has been off the last few days on account of sickness.

Conductor C. D. Reed went over to Torrington last week to spend a few days on his ranch.

Conductor M. E. Lander returned to work Sunday after being off several days on account of illness.

Brakeman W. L. Reddington returned to work Sunday after a few days off on account of sickness.

Brakeman M. U. Porter left yesterday for Ashby to spend several weeks on his ranch.

Conductor C. D. Rider returned to work Tuesday after being off sick.

NEWSY NOTES FROM EDMONT ENTERPRISE

J. R. Drent, Chief Electrician of Lincoln, was here Tuesday.

C. J. VanDuzen returned Saturday from Douglas where he filed on a 640 acre homestead.

Claim Agent J. E. Tunnell and Roadmaster Jack Gillmore were here Wednesday and Thursday.

Conductor M. J. Colvin is laying off and has gone to Tacoma, Wash., for a six weeks visit with his folks.

Brakeman A. B. Bishop received severe injuries about the head and also injured his arm when he fell from the top of a box car at Newcastle Saturday.

Mr. and Mrs. Henry Barger left this week for Sheridan where they will reside in the future as Mr. Barger will work out of Sheridan instead of Edgemont.

Operator Biggerstaff went to Alliance Saturday to meet his wife and two children who came up from Ravenna and who will remain here as long as Mr. Biggerstaff works here.

Mrs. Harry Shedden and little three weeks old son returned last Friday from the northern Hills much to the satisfaction of Harry who has been keeping bachelor's quarters for some time and who was becoming impatient to form a better acquaintance with his little son.

Brakeman James Lynch and wife departed Saturday for their long planned vacation trip at Chicago, Minneapolis and Omaha and are looking forward for an enjoyable vacation trip. James has had strenuous labor on the railroad for a long time while Mrs. Lynch has faithfully performed her ranch duties near Argentine and consequently both feel they are entitled to this vacation.

Safeguard Your Child
If your child is pale, dull, at times flushed, irritable and fretful you should attend to this condition at once as the chances are your little one is suffering from worms. Kick-appee Worm Killer is what you should get. This well known remedy in lozenge form is pleasant to take and expels the worms at once, the cause of your child's suffering. Only 25c, at all druggists. Adv-3

GREAT EVANGELISTIC CAMPAIGN SOON

Indications that Final Revival Meeting of Season in Alliance Will Be Well Attended

A number of revival campaigns have been put on in Alliance within the last few months, each of them attracting much attention and being intensely interesting to those who attended. Indications are now that the series of revival meetings that will be the most largely attended of any in Alliance during this season are yet to be held.

On Sunday, March 25, Dr. C. S. Nusbaum of Colorado Springs, one of the most noted evangelists of America, will begin a revival campaign in the First Methodist Episcopal church, Alliance. The singing, which is such an important part of modern revival meetings, will be conducted by Mr. Folsom Jackson, a popular evangelistic singer who has achieved a reputation for successful work in this line.

A more detailed announcement will be made later, but two newspaper clippings here will suffice for the present to show the estimate that is put upon Dr. Nusbaum and his work where he has conducted revivals.

OWN YOUR OWN HOME
Make a start by buying a Lot on monthly payments. See Snoddy & Mollring, agents for the Nebraska State Building & Loan Co. if

Cold Sores and Fever Blisters



are only outward manifestations of the inflammation of the mucous surface that lines the lungs, the stomach and all the digestive tract, but they give you evidence of how sore a membrane may become as a result of inflammation, which is stagnation of the blood, rightfully called acute catarrh.

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Mrs. L. A. Patterson, 223 Utah Avenue, Memphis, Tenn., says: "I have been a friend of Peruna for many years. I have used it off and on for catarrhal complaints and found it a very excellent remedy. I have a small family of children. Times are hard with us, but I can scarcely afford to do without Peruna, especially during the season of the year when coughs and colds are prevalent. We always recommend Peruna to our neighbors, for I believe it has done us good."

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