

The Tribune Railroad Supplement.

14th Year.

McCook, Nebraska, October 18th, 1895.

Number 22.

Local News.

Freight traffic is booming.

The round house whistle is suffering with a severe cold.

Lineman Brown was at Oberlin, making repairs, first of the week.

Engineer and Mrs. A. J. Chambers arrived home, Saturday evening.

Engineer Jack Moore has been under the weather, part of the week.

F. B. Lewis drives a handsome team of bays. Have you seen them?

Mrs. C. A. Dixon made a visit to her sister in Denver, fore part of the week.

Dave Hulse made a flying visit from Oxford, Friday night, between trains.

Miss Clara Kleven of Culbertson was the guest of Mrs. T. M. Mundy over Sunday.

C. H. Weible had charge of the Arapahoe station, during Agent Edwards' absence.

David Hulse is day operator at Oxford now vice E. L. Cann, transferred recently to McCook.

Mrs. A. L. Knowland arrived home, Monday night, from a long visit to relatives in Montana.

Mrs. C. W. Bronson arrived home, last Friday night, from quite a long visit to her mother in Iowa.

Maurice Heafy left for Goodland, Kas., last Saturday morning. He has charge of the Rock Island tin shop.

Dispatcher and Mrs. J. E. Robinson went up to Denver, Sunday night, to take a squint at the "Messiah".

Mrs. Frank Kendlen and sister, Miss Lizzie Stevens of Hastings, who is visiting her, went up to Denver, last Friday night, to see the wonder-working Schlatter.

Mrs. V. H. Sollday was summoned to Red Cloud, last week, by a telegram announcing the illness of her brother, who was thought to be threatened with typhoid fever.

Barney Sharkey's youngest child has been quite sick for some time, and for the past week its life was despaired of. At this writing, however, the child is getting along finely.

Mrs. George E. Leming, wife of the agent at Gillette, Wyo., and who has been visiting relatives at Red Cloud, has returned home. Her sister, Miss Sarah Knowles, accompanied her.

The Western railroads are making a special effort and announce their expectation of having a heavy immigration to Nebraska, this fall. This is reported to have been a disastrous year for eastern renters. This fact will swell the exodus.

It transpires that Edward Smith "the wealthy bachelor of Lincoln, Neb.," who married a Pennsylvania girl in response to an advertisement for a wife who was not a new woman, is Edward Smith, an employe of the Burlington shops at Plattsmouth.

"Banda", the Pullman coach on No. 4, last Thursday night, was badly scorched, near Exeter. It was discovered on fire, probably set by the explosion of a lamp. The fire spread rapidly and only prompt action prevented a serious fire. The train was stopped and water carried from the engine to subdue the flames. The car went on through.

About nine o'clock last Thursday night the large B. & M. ice house at this place was discovered on fire and in a short time was reduced to ashes. The flames are supposed to have originated from a torch carried by one of the employes who entered the building a short time before for ice. The man has since been discharged for his supposed carelessness. Owing to the large amount of ice consumed here it is taken as a matter of course that the house will be rebuilt. One thousand dollars will hardly cover the loss.—Oxford Standard.

There was quite a celebration at Havlock, this afternoon, which attracted a crowd of people, many from this city. The occasion was the dedication of the first engine ever built in the Burlington shops. The locomotive is one of the largest on the system and was completed, to day, ready to go out on the track. Every workman in the shops had taken an interest in the construction of the engine and the "launching of the huge machine was an event". The celebration will be continued, tonight, when a grand ball will be given by the Burlington band at Walton's hall. The ball promises to be a social success of no small magnitude, and many Lincoln people have expressed a determination to attend.—Lincoln Evening News, Friday.

McLean is firing 317 on freight.

O. P. Yarger is firing 315 on passenger.

O. P. Yarger is operating at Akron again.

Mrs. Sheber returned home on No. 5, Sunday night.

Brakeman W. D. Beyrer is on the sick list, this week.

Mrs. J. H. Burns was a Hastings visitor, Monday.

Mrs. Will Brown is entertaining her father from Colorado.

210 is on the Red Cloud run while 66 is in the shops for repairs.

Assist. Supt. C. H. Harman was down from Holyoke, Wednesday.

Caller Blanding, wife and mother went up to Denver on No. 5, Monday night.

There are no men on the Trainmen's extra list now. The boys are all at work.

Frank Harris is expected home tomorrow or Sunday, much improved in health.

W. W. Webster made his first trip as a passenger brakeman, Tuesday evening on No. 5.

G. A. Noren made a trip on the 315 on No. 3, while Engineer Bailey was in Lincoln.

Brakeman Cox of Republican City is braking for Conductor Washburn during the rush.

Roadmaster Hagberg has quite a reputation among the railroad men as a sportsman.

Mrs. Sam Gildner went up to Haigler, Tuesday evening on No. 5. Sam is there as extra agent.

The Holbrook Herald says that all the section men but the bosses have been discharged, as is the custom, in each October.

Engineer Dunavan attended the Potato Day celebration at Greeley, this week; and Jack Burton pulled the throttle on the 238 during Dunavan's absence.

Ananias and Robert Paver are not "in it" with Culbertson, night foreman, for anecdotes and railroad lies. All of them are pastmasters in that line, however.

Freight business is looking up wonderfully since the inauguration of cut rates. There were two sections of No. 77, a special from Red Cloud, and 63, Sunday afternoon, and they all arrived within a short time.

Train robbers, last week, in Indian Territory, held up a train and after three hours hard work secured 85 cents for their trouble. If they had tackled the "peanut" they might have got more.

The Russian government has placed with the Baldwin Locomotive works an order for forty engines, twenty each for passenger and freight service. This does the Eagle gradually encircle the earth.

Storage charges upon baggage were lately abolished by the Burlington. It seems strange not to get your leg pulled now when you go after your "turkey". Remember this or you'll get your head bumped just the same.

On October 6th the C., B. & Q. put on a new train from Chicago to Texas points via the M., K. & T. from Hannibal. It leaves Chicago at 1 p. m., arriving at Dallas on the evening of the second day, and at Houston on the following morning.

The drought in the region of Altoona, Pa., is so severe that the Pennsylvania railroad company is drawing eleven train loads of water daily to that city from Hollidaysburg, which is the only town for miles around that has water to spare. All the wells in several districts are going dry.

At Sioux City, Iowa, they are building the Pacific Short Line bridge which, when finished, will be the handsomest bridge over the Missouri river. Its length is 1,900 feet, four spans, two fixed spans in the center of 500 feet each, with a draw span on each side of the river of 470 feet each. The two draw spans will obviate the expense of keeping the channel at one point.

DIFFERENT METHODS OF EXPRESSION. The Foundry is responsible for the following:

The German—Dunder und blitzen! Run me the stairs down, shut me der water off, its leaking a whole lot much!!

The Frenchman—Zounds! Stop ze watair. Ve air so foolish zat ve work not right!!

The Englishman—Shut haff the water! The bloody pipe his leaken hall hover the blooming 'ouse!!

The American—!!! Shut off the stop, the water is squirting all over —!!!

Special Rates.

General Missionary Convention of the Christian Church, October 18-25. Texas State Fair and Dallas Exposition, October 31st to November 4th. Corbett-Fitzsimmons Fistic Exhibition, October 31st, 1895. For the above meetings, to be held at Dallas, Texas, we will sell round trip tickets to that point at one limited first-class fare. Tickets on sale October 16th to 31st, inclusive, limited for return to November 10th.

C. E. MAGNER, Agent.

General R. R. News.

The Pennsylvania railroad company will build a \$2,000,000 passenger station at Pittsburgh.

The Pennsylvania road lately made a run from Landover to Anacosta, 5.1 miles in 3 minutes, even, a rate of 102 miles an hour.

The use of green lights to indicate "all clear" at night is approved by the American Railway association. Hurrah for progression.

The "Panhandle" has a rule that requires trainmen to report the kind of coupling when a train brakes in two on the road.

The new bridge of the Gulf, Colorado & Santa Fe across the West bay at Galveston, Texas, was completed and opened for traffic the first of the month.

Chicago has 1,352 trains leave and arrive daily. Of these 294 are mail and express, 640 are accommodation, and 418 are miscellaneous freight trains.

The depot and roundhouse of the R. W. & O. at Cape Vincent on Lake Ontario were wrecked by a storm, lately, injuring twenty people, two fatally.

Engineers on the "Big Four" are in cover owing to the revival of business. They are earning \$130 to \$160 per month, while conductors earn \$120 to \$130.

Russian interests have secured charters and will build several railroads in Persia. Turkey will sooner or later be gobbled up by the Bear. England's not in it for all the bluffing.

The Erie canal will shortly have a trolley equipment and the tow-path mule will be canned for European consumption. Everything obsolete goes to the "scrap heap", nowadays.

THE TRIBUNE is nothing if not at the head of the process. What do you think of our railroad supplement? To keep in the "head-set" you must subscribe for this household necessity.

It is reported that a Russo-American company will establish a locomotive manufacturing in Russia, to be managed by Americans. Their first order from the government is for 300 locomotives.

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THE LONGEST LOCOMOTIVE RUN.

A correspondent in London has sent us the following announcement of a long distance run by a locomotive, which has been published in several English papers:

"The longest continuous run of a locomotive was accomplished by a Webb compound engine, the Ionic, on the London & North Western railway, September 8th. In the recent races between London and Aberdeen the trains on this road stopped at Crewe to change engines, losing three minutes by stoppage and about two minutes more in stopping and starting. On the date named the unparalleled feat of running from Euston to Carlisle, a distance of 299 1/4 miles, without changing engines or stopping a moment on the road was accomplished. The experimental train, consisting of a guard's van, two composite carriages, two sleeping saloons, another composite carriage and guard's van, weighing in all about 112 tons. It left Euston at 8:45 p. m. and reached Carlisle at 2:38 a. m., having performed the journey in seven minutes less than the scheduled time of six hours. The speed averaged nearly 51 miles an hour. The only alteration made to adapt the engine for its long run was to fit larger oil boxes on the larger parts, but it was afterward decided even that was an unnecessary precaution. Mr. Whale and Mr. Earl, assistant locomotive superintendents from Crewe, traveled on the train. There were no passengers on the train except the officials. The previous record long distance run was between London and Crewe—158 miles. The officials expressed the opinion that the journey could have been accomplished in an hour less time if high speed had been attempted."

We dislike very much to strip this "unparalleled feat" of its glory, but the fact is that a continuous run of nearly twice the distance was made on the Pennsylvania railroad nearly 19 years ago. To be accurate, it was 438.5 miles, the distance between Jersey City and Pittsburgh. The train was the Jarrett and Palmer transcontinental special train, which left New York on June 1, 1876, and made the run of 3,313 miles to San Francisco in 84 hours and 17 minutes, with 72 stops, at the rate of 40 miles an hour.

We are indebted to Mr. Theodore N. Ely, chief of motive power of the Pennsylvania railroad, for our information concerning this performance.

The special train which was to be used for the trip was taken from Pittsburgh to Jersey City, 438 1/2 miles, without a stop, in about 11 hours. No special mention was made of this run at the time, as it was only incidental to the Jarrett and Palmer trip. The west bound run of the special train, from New York to Pittsburgh, a copy of the schedule for which appears below, was also made without a stop, and at no time was the speed of the train less than 30 miles an hour. The schedule was not very fast, it being part of the through schedule from New York to San Francisco. The same locomotive and cars, which were brought east from Pittsburgh, hauled the Jarrett and Palmer Company westward, but one locomotive being used for the entire round trip of 877 miles, and but one stop being made in this distance.

Miles.	Actual time.	Schedule.
0	Left New York 12:40 a. m.	12:40 a. m.
10	" Jersey City 12:51 "	12:50 "
56.8	" Trenton 2:00 "	2:02 "
88.2	" Mantua 2:39 "	2:40 "
154.4	" Lancaster 4:26 "	4:26 "
191.2	" Harrisburg 5:18 "	5:20 "
322.8	" Altoona 8:12 "	8:15 "
439.5	Arrived Pittsburgh 10:58 "	11:00 "

A WIDE RAILROAD.

Colonel James Andrew, general manager of the Pittsburgh Steel & Iron Co., is said to have devised a novel means for the transportation of freight between Pittsburgh and Lake Erie. His plan is described as follows: There would be four rails laid equi-distant, at the present gauge. The cars would be wholly of iron and steel, and have trucks with 8 or 12 wheels, placed under each corner of the car. Thus each car would have from 32 to 48 wheels, carrying from 200 to 250 tons each. The locomotives would each consist of three boilers, with from 24 to 30 driving wheels of small diameter. This would give great hauling power but slow speed. They would be capable of hauling a train of from 3,000 to 5,000 tons at a speed of from 10 to 12 miles an hour. The inventor figures that the cost would be less than a double track road and that the capacity for traffic would be four times greater than at present.—The Railway Age.

The New York, Pennsylvania & Ohio railroad at Cleveland has built a novel unloading chute for handling cars of coal in unloading vessels. It has a long cylinder into which cars run and are fastened, then the cylinder is revolved sufficiently to tip the cars so they will unload immediately, when the cylinder is rolled to its former position and cars withdrawn. 18 cars an hour, though 5 cars were unloaded in 11 minutes, is its record.

The Russian government has had five church cars built for use on the Trans-Siberian railroad. They make two stops a day and are embellished with the accessories of the Greek church.

So many workmen in the Columbus shops of the P., C. & St. L. came to their work on bicycles that a stable had to be built to accommodate the steeds. 150 are housed and checked each day.

China has authorized a railroad to be constructed from Peking to Chin Kiang, and possibly to Shanghai, a distance of 750 miles. Crossing the Yangtze river will be the principal engineering obstacle in the way.

The Santa Fe will put on a limited train from Chicago to Los Angeles, Cal., on October 29th, to make the run in three days. This is in opposition to the Southern Pacific's Sunset Limited train from New Orleans.

The Railway Gazette published, last week, a record of accidents upon railroads in the United States for the month of August last. It includes 53 collisions, 71 derailments, and 8 other accidents, a total of 132, in which 49 persons were killed outright and 140 injured.

The "Big Four" has issued instructions that if a married man is killed in the company's employ his wife, or children, if old enough, shall be given employment, wherever possible, to aid in supporting the family. A number of widows are now employed under this order.

The British government will construct a line of railroad in Africa from Mombasa on the Indian ocean to Victoria Nyanza, a distance of 650 miles, at a cost of \$9,000,000. It now costs that government \$185,000 per year to transport its stores to the lake. Labor from India will be used.

In England, after the Dorchester races in September, is an annual difficulty for the traffic managers, owing to the enormous crowds in attendance. Some idea of the mass of people handled can be realized by the following. Between 3:30 and 11 p. m. 120 ordinary and special trains were dispatched to all parts of the country in one day.

The Pennsylvania railroad operates a line of cabs in connection with its depot in Philadelphia, to protect its patrons from the exorbitant charges of the city hackmen. With the opening of their new station at New York City a similar service will be established. A cab costs 25 cents for a mile and a half, four wheelers 40 cents, same distance; baggage extra.

The C., B. & Q. at Aurora, Ill., has established a novel brass foundry, exclusively for truck journals, in connection with their shops. It contains six furnaces whose tops are flush with the floor as usual. The draft is supplied by a fan. The plant is practically an out-of-door affair, although perfect in all its appointments, and has a capacity of 300 brasses per day.

On the Paris-Lyons-Mediterranean railway in France they have recently fixed clocks outside of its locomotives, on the side of the locomotive next to the station platform, in order that passengers can observe the time and that agents can more conveniently note the exact time of arrival and departure. In spite of the great vibration the clocks are said to show no variation.

In 1841 the Great Western railroad, of England, made a contract with a firm at Bristol to stop all passenger trains ten minutes at Swindon for 99 years, in consideration of the erection of suitable refreshment rooms for which a rent of a penny a year was to be paid. This has become such a burden that, as they could not break the contract by law, they paid \$500,000 to the firm to release them.

A high wind at Milwaukee, September 23d, caused a fatal and most unusual accident. While a laboring man was returning home from work, in the evening, and walking a half a block away from the C., M. & St. tracks, he was picked up by the wind and blown down the hill over the track. Just as he landed on the track a switch engine with five came cars along and passed over him, killing him instantly.

Festival of Mountain and Plain.

Denver, Colorado, October 16th to 19th, 1895. For the above occasion we will sell round trip tickets, October 16th to 19th, inclusive, good for return to October 21st, for \$9.40.

C. E. MAGNER, Agent.



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