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Details of Engine No. 7,000 are Explained

In a recent number of Railway Age, a considerable space is devoted to a description of locomotive No. 7000 of the Union Pacific system, which made a trip to Portland last week, passing through La Grande on the return also. The locomotive, a new type designed especially for hauling passenger trains at a high speed over the mountainous section between Cheyenne, Wyoming, and Ogden, Utah, attracted much attention here; nearly 400 railroad men and others looking to the station to inspect it when it passed through here on No. 17 last Sunday morning. A portion of the description in the Railway Age, is reprinted below:

The first Mountain Type locomotive to be employed on its line was recently acquired by the Union Pacific by the American Locomotive Company. This locomotive is the lightest in proportion to maximum horse power capacity of any locomotive of this type which has yet been built and the design is the result of an unusually painstaking study both by the railroad staff and by the builders.

The locomotive has a total weight of 345,000 lbs., of which 230,000 lbs. is on the drivers. It has a maximum tractive effort of 64,800 lbs. and, using Cole's ratios as a basis of comparison, has a maximum horsepower capacity of 3,992 with a 98.5 per cent boiler and a grate area about 4 per cent greater than that used by Cole's ratios, in proportion to the evaporative capacity. The locomotives will burn a semi-bituminous coal, low in ash but high in moisture, which has a heat value of 13,700 B. T. U. per lb. In point of weight per unit of capacity the new locomotive compares very favorably with No. 60006, the American Locomotive Company experimental Pacific type. This engine established a record of 110.8 lb. total weight of locomotive in working order per cylinder horsepower, by Cole's method of calculation. The new Union Pacific locomotive weighs 134.9 lb. per cylinder horsepower. The No. 60006, with a 92 per cent boiler, weighs 125.5 lb. per boiler horsepower.

The new Mountain Type locomotive is intended primarily for use on passenger service between Cheyenne, Wyo., and Ogden, Utah, in distance of 484 miles, over which, because of the long and frequent grades encountered, passenger trains are now hauled by the Mikado type locomotives.

With trains varying from 8 to 12 cars the time card calls for schedules averaging from 28 to 31 miles an hour between Cheyenne and Laramie and from 36 to 43 miles per hour between Evanston and Ogden.

Although the net difference in elevations between Laramie and Evanston is not as great as on either of the above named districts the grades are long and numerous. Westward the schedules vary from 33.7 to 43.7 miles an hour between Laramie and Rawlins, from 25 to 32.5 miles an hour from Rawlins to Green River and from 30.9 to 36.4 miles an hour from Green River to Evanston.

function chamber. The firebox is fitted with F. C. B. welded staybolt sleeves and bolts of reduced body diameter.

Steam distribution is controlled by the Young valve gear, and the Alco power reverse gear. The Young valve motion provides a maximum travel of 9 in., and drives a 14-in. piston valve. The locomotive is also equipped with a Potters automatic drifting valve. This device insures constant admission of a small supply of saturated steam to the cylinders as long as the locomotive is in motion with the throttle closed. The admission of saturated steam is controlled by a diaphragm operated valve, one side of the diaphragm being located at a pressure of 45 lb. per square in. by a small oil pump driven from the valve motion link train, and the other acted on by the dry pipe pressure. Either the opening of the throttle or the stopping of the engine cuts off this saturated steam supply, thus making the device entirely automatic.

The frames are of straightforward, rugged design, in general following the practice of the builders as to the dimensions of the sections. Between the cylinder saddle and the front pedestal the frame takes the form of a deep slab section. This, however, has been lightened by coring out the middle portion of the slab for a part of the thickness on the outside, the result being of considerable advantage in the foundry. The finders of the main pedestal are fitted with three bolts, and heavy ties have been provided on the front and main jaws.

A notable feature of the frame construction is the location of the furnace bearer-supports, directly under the sides of the mudrins. The bearers forming a part of the cradle casting. The furnace bearers are fitted with compression grease cups.

Several features of the running gear are of particular interest. The forward pair of drivers are fitted with the Franklin lateral motion device, which has recently been designed to effect a material saving in weight. The forward driving boxes are not joined together, as was the case in the former design, each being provided with a limited lateral movement by spreading the shoe and wedge flanges of the boxes to provide clearance for both inside and outside the frame jaw. When not operating under lateral thrust each box is retained in a normal central position by means of an ingenious bell crank arrangement, the trunnions of which are carried on lugs projecting from the top of the box inside the frames.

The horizontal arm of this bell crank extends laterally across the top of the box and forms the seat for the inside leg of the spring saddle. Normally, it rests on the top of the box. The vertical arm of the bell crank is carried down on either side of the axle, lugs on the lower ends fitting in recessed between the inside face of the frame and flanges on the cross braces bolted to the pedestal faces. The clearance in these recesses permits the movement of the box forward without operating the bell

for the employment of effective clamps, subjected to the minimum of vibration. The main reservoirs are located well down under the barrel of the boiler, to which they are securely attached. The distributing valve, instead of being attached to the running board, where it is subjected to considerable vibration, is carried on a heavy plate bracket, which is secured directly to the cradle casting. The driver brake cylinders are bolted to pads which are cast integral with the main frames, each forming in effect an extension of the inside face of the frame just back of the cylinder casting.

Each side of the cab in front of the window opening is hinged at the front and may be opened outward to facilitate staybolt work or other jobs requiring access to the narrow space at the sides of the boiler. When the locomotive is in service and the doors do not need to be opened they are permanently closed with bolts.

The tender is of the Vanderbilt type with a water capacity of 13,000 gallons and a coal capacity of 20 tons. The tank is carried on a Commonwealth cast steel underframe. The transverse members of the underframe, which form the tank saddles, are cored out to receive thin filler blocks of wood which are accurately planed and the other acted on by the dry pipe pressure. Either the opening of the throttle or the stopping of the engine cuts off this saturated steam supply, thus making the device entirely automatic.

The frames are of straightforward, rugged design, in general following the practice of the builders as to the dimensions of the sections. Between the cylinder saddle and the front pedestal the frame takes the form of a deep slab section. This, however, has been lightened by coring out the middle portion of the slab for a part of the thickness on the outside, the result being of considerable advantage in the foundry. The finders of the main pedestal are fitted with three bolts, and heavy ties have been provided on the front and main jaws.

A notable feature of the frame construction is the location of the furnace bearer-supports, directly under the sides of the mudrins. The bearers forming a part of the cradle casting. The furnace bearers are fitted with compression grease cups.

Several features of the running gear are of particular interest. The forward pair of drivers are fitted with the Franklin lateral motion device, which has recently been designed to effect a material saving in weight. The forward driving boxes are not joined together, as was the case in the former design, each being provided with a limited lateral movement by spreading the shoe and wedge flanges of the boxes to provide clearance for both inside and outside the frame jaw. When not operating under lateral thrust each box is retained in a normal central position by means of an ingenious bell crank arrangement, the trunnions of which are carried on lugs projecting from the top of the box inside the frames.

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Fighting Schoolmarm Wins Raise in Pay

By Roy Tibbons
CHICAGO, July 1.—Jeanne D'Arc of pedagogy!
Margaret A. Haley of this city has earned the title.

For 20 years she has been fighting for school teachers all over the country.

That's why, to untold thousands she is known as the "fighting schoolmarm."

The other day Miss Haley headed Chicago's grade and high school instructors a \$4,000,000 yearly salary increase.

How?
By fighting for it.
Federation Official.

Her official title is business representative of the Chicago Teachers Federation, an organization which she aided in establishing.

Her long series of battles for better pay and working conditions brought her into national prominence.

Whenever called upon, she has journeyed to San Francisco, New York, Boston and other cities to direct the fights of school teachers in those places for a square deal.

And Margaret Haley just loves a good scrap.

"I've been in plenty of them," she says, "but up to date there's not a scratch on me."

"For my teachers," Miss Haley has forewarned marriage and sacrificed other comforts, "until freedom is achieved—freedom from fear or authority and political domination."

56 Battles Royal.
The fighting schoolmarm's figure she has been mixed in 56 major engagements and scenes of minor skirmishes during her 20 years of constant vigil.

Bosses—employing teachers. Miss Haley is also interested in the development and welfare of women generally. She was one of the pioneers in the suffrage movement. "I want teachers to have better pay and better working conditions because such things mean better teachers," says Miss Haley.

"And better teachers mean better children."

"It is for the children I am really fighting. I love them even if I haven't any of my own—as I wish I had."



Margaret A. Haley
MARKS UNDER RECORD

NEW YORK — German marks Thursday fell to the lowest level in their history here, being quoted at a fraction under .027 or the equivalent of 100 marks less than 27 cents. The normal value of the mark before the war was 22 8-16 cents.

IDAHO PLAYERS TO GO ON TOUR

(By Associated Press.)
MOSCOW, July 1.—The Varsity Players, a dramatic troupe composed of University of Idaho students, will leave here this week on a ten weeks' tour of the north-west.

Their offering on this year's tour will be "Her Money Man."

The play is under the direction of Professor John Gustafson of the English department of the University of Idaho and the entire cast is made up of regularly enrolled students who are interested in dramatics.

The players take their own scenery, settings and properties with them, all of which have been made in Moscow especially for the production.

WEDDING DAY SUICIDE
RENO, Nev.—To escape marrying the man selected by her parents, Iris Williams, aged 18, committed suicide on her wedding day.

HEARST STILL BUYING PAPERS

NEW YORK, July 1.—William Randolph Hearst has purchased the Albany Times-Union, as part of his campaign to capture the democratic nomination for governor this fall as a stepping stone to the presidency. The paper was the property of ex-Governor Martin H. Glynn.

William J. Connors, political director of the Hearst forces, announced:

"This is the second paper Mr. Hearst owns up-state. The other one, which started last week in Rochester as a Sunday paper, will soon be converted into a daily. And before long we'll have one in Syracuse and others."

SHIP ASHORE FLOATED AGAIN

CLEVELAND, O., July 1.—After being aground four hours on a sand bar near Kelleys Island, in Lake Erie, the steamer South American, with 500 passengers aboard, was floated at daybreak this morning and started for Cleveland. The steamer went aground about midnight in a dense fog that blanketed the lake and made shore lights unreliable.

BODY OF BOY IS IDENTIFIED

(By Associated Press.)
EVANSTON, Wash., July 1.—Clifford Brown has identified the body found on the beach at Orestad several days ago as that of his brother, Andrew Brown of Everett, who disappeared last December. He and a companion, Richard Schapler, also of Everett, were on the boat, the launch Mischah, bound south from Vancouver. Schapler's body was found on the beach near Bellingham. It is believed now that the boat foundered in the Gulf of Georgia.

FOREIGN BLOOD IS INCREASING

WASHINGTON, July 1.—The total white population of the country, foreign born or with one or both parents foreign born on January 1, 1920, was 35,328,928, the department of commerce announced today in a compilation of the 1920 census figures. This was an increase in the "foreign white stock" of the year, the launch Mischah, bound south from Vancouver. Schapler's body was found on the beach near Bellingham. It is believed now that the boat foundered in the Gulf of Georgia.

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Is your assurance that you are getting the Best in Cured Meats

The Grande Ronde Meat Co.

Yes one rod extends the entire width of the room—isn't the effect just wonderful?

Kirsch CURTAIN RODS

With the Kirsch patented extension section, it is a simple matter to build up the rod to any length desired. A Kirsch double rod secured the effective result pictured.

Flat in shape—No sag, rust, tarnish

Kirsch Curtain Rods come single, double triple; to secure any draping effect. The finish stays like new for years.

We carry full lines of Kirsch Curtain Rods, also of draping materials and invite your attention.

W. H. Bohnenkamp Company

EFFICIENCY WITH WHICH WE HAVE A NUMBER OF MEN WHOSE SENSE OF DUTY HAS BEEN SO HIGHLY DEVELOPED BY INTENSIVE TRAINING THAT THEY WILL DEFLECT THE GEAR OF HOME AFFAIRS AT ANY INSTANT.

TRAFFIC COPS SHOULD BE ARMED WITH LONG HANDS TO BE USED ON RESTLESS CHAUFFEURS.

THE GAMBLING SQUAD OF THE POLICE DEPARTMENT SHOULD CARRY LADDERS SO THAT THEY MAY BE ABLE TO REACH THE SECOND STORY WINDOWS OF HOUSES MANY GAMES OF CHANCE SUCH AS POKER AND PENNANT COULD BE STOPPED.

POLICE IN FULL ARMS SHOULD BE DETAIL GUARD MEN HANDS.

Try our Home-made SANDWICH BUNS!

Just an instant to halve them through and spread in the filling of butter, jelly, cheese or meat.

Every family that goes on picnics will want to be introduced to our Sandwich Buns the making of any picnic luncheon.

Count the number going and then multiply by three or four—it's a mighty poor picnicker who won't enjoy that many.

Baked Goods Fresh and Delicious.

Macpherson's Bakery

SEND IT TO THE MODERN LAUNDRY

"Send your laundry to The Modern Laundry, Mary. They're efficient and dependable. I have been using The Modern for quite a while, and find them entirely satisfactory."

"I shouldn't know what to do without them."

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THE MODERN LAUNDRY