

# The Wichita Daily Eagle

VOL. XII, NO. 139.

WICHITA, KANSAS, SUNDAY MORNING APRIL 27, 1890.

WHOLE NO. 1849

## THE BURTON CAR WORKS.

### ONE OF THE LARGEST PLANTS OF THE KIND IN THE WEST.

One Hundred and Sixty Men Employed—Pay Roll Over Eight Thousand Dollars Per Month—An Increase of Orders, and Soon Force to be Increased.

**A**MONG the leading manufacturing establishments in the west may be mentioned the Burton Stock Car company, with extensive plant in the north part of the city. It is one of Wichita's industries which advertises the city far and wide. The solid trains of Burton stock cars going in every direction, on every road from the Pacific to the Atlantic, and from the Gulf to the Great Lakes with the name of the city in the cars, are a fact which is well known to all. The fact that the cars were manufactured in Wichita is a bold statement, may give some idea of the importance of the young commercial center of the great southwest, and in this

less had results make the car more valuable to horsemen, and hence the high price it commands, and the value of the car is not only to the owner of fine horses but also most valuable to the company owning and controlling them. In the shipment of any stock should an accident occur from defective work and construction of the car or cars the Burton Stock Car company stands the loss, but should the damage come from any other cause the railroad handling the cars at the time are held responsible. With this agreement the company is always anxious to secure the very best material and also the very best workmen so there will be no very defects traceable to the shop as possible. General Superintendent Caswell does not explain this effort at the matter, but from a purely "yankee" business standpoint. So careful have they been and succeed so well in their efforts to avoid accident that not a single loss so far has been accounted for by bad construction of cars and not a single loss had been forced on the company. After the cars leave the shop for service they are watched carefully by agents of the company at every prominent railroad point, who keep a special watch of the cars as they come in and should any thing be wrong it is immediately given attention and in this way many accidents are prevented. While the company has at present about twenty-three hundred cattle and horse cars in the service they are much behind the demand. General Superintendent Caswell stated yesterday that the demand for the cars at present was such that the rental agent of the company could have on the road within ten days at least five hundred cars more than they have now. The situation was such that the company was getting a fair profit on the cars in the service but could be getting much more by being able

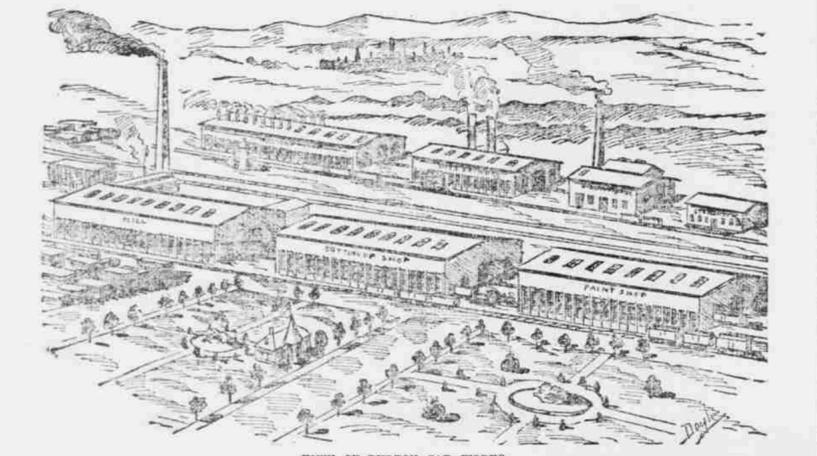
holders would be disobeyed. At the next meeting the kick would not be so strong and the management would hesitate less about using the Burton car—and so the introduction of the improved car went on and on until all the roads and the public became acquainted with the change and as a result the demand increasing. As an instance showing the demand for the cars Mr. Caswell recalls that on the first of this month the cars recently finished and repaired at the plant number one hundred and fifty and that within eight days after they were ready for use they were turning in mileage and hence turning in money as rental to the company. The cattle cars are supplied with all feeding and watering appliances which are most practical in bringing about the desired result. The cattle supplied with hay and water they are naturally better contented and less injury from shipments are observed. The troughs for water are handled easily and supplied readily at points along the road when the cattle demand water. The horse cars are designed especially for shippers of fancy horses. Having fancy horses they are as a rule, willing to pay fancy prices for fancy treatment and go over the country in a "fancy" style. In response to the demand for something "fancy" and to give rapid shipment with great care the horse car was designed by Mr. Caswell and is being manufactured by the Burton company. The horse rides lengthways and is assisted by petitions in standing the motion of the car with little difficulty; so adjusted as to accommodate a horse of any size and in addition to easy riding the fancy animal is supplied with water, feed and an inviting room for the groom is set apart in the car, so the animal is quite at home while in transit. The car in many respects resem-

bles an express or passenger coach, being built on the same kind of trucks, provided with air brakes, whistle signals, and in fact all the accommodations known to a first class passenger coach. The car is so constructed that it forms a part of a regular passenger train and can be handled just like a coach and no one suspects he is riding behind a car filled with horses. It does not contain in the least passenger travel and no instance in the service has any complaint been made. The patents for the car are owned by Mr. Caswell and the car has created as great a demand for itself as the cattle car, and the company in manufacturing the same have had as great a success as they have had with the cattle car. The construction of cattle and horse cars simply extends about the same facilities to cattle and horses that the Pullman car does to the suffering night traveling public. It was nearly eight years ago when Mr. Geo. D. Burton, an inventor of Boston, secured some patents for the cattle car which he has since been improving his patents and the watering troughs and making improvements as they occurred to him. As a result of constant and earnest attention given the subject fully satisfied that he had got a start in a line which if followed up would make him a clever fellow, he has his name. He was not ready yet to quit investigating but proposes to continue in his improvements, expecting that the company a year or two hence will be making a much better car than at present. The improvements of today over two years ago consists mostly of the method of distributing the water, and saving time in watering the cattle. As may be recalled a saving of time in cattle shipments is quite important and well worth giving attention. The improvement in this line within the last two years has brought about a saving of an hour and a half in watering a train load of cattle. The late improvements in watering devices, gives greater capacity, more freedom to cattle while the openings in the roof to receive the hay are more than double the size first suggested, which enables the train men to save time in placing the supply of hay. The company is having some trouble in keeping other companies from infringing on patents and several cases involving much money are now in eastern courts. The company, however, are not in the least alarmed over the result. They think they can establish the priority of the patent and hold exclusive control of all the minor points involved in the patents coming up for litigation. There are infringers also on the patents for the horse car, which will be tackled in a legal way as soon as possible. Some eastern companies have caught on to the fact that the improved horse cars are quite valuable and there is a growing demand and are commencing to try to get something similar, just as much like those of the Burton make as possible, to give the service and at the same time keep out of any legal difficulty. They will be interviewed on the question in due time. When Mr. Burton had secured his patents on the cattle car and had reached a point where he was satisfied that there was some merit about his patents he made the fact known to some Boston capitalists. About this time, early in the year of '87, Mr. J. O. Davidson met Mr. Burton in Boston, and becoming acquainted with the patents and the car which they called

which are used to enable the men to work ten hours on short days and also to enable night work when necessary. In addition to lighting the buildings they are so placed as to accommodate the grounds around the plant and assist the watchmen in protecting the property at night. Considerable attention has been given to fire protection. A pump is provided which is able to pump six streams, one hundred and eighty feet high and over eighteen hundred feet of water mains have been put down with hydrant attachments and hose distributed so it can be used on short notice. In addition the buildings are supplied with portable fire extinguishers and the men are drilled to use them and also the hose. A squad of fire men are organized in each building and practice for fire emergencies. A hydrant

is now being placed and will be set up which can be used by the fire department should a general fire break out and the department be called. By way of sewer system also special attention has been given in this line. An outlet is secured to Chisholm creek calling for a main eighteen inches in diameter into a sewer system. The entire plant is reached by a system of mains and laterals and all possible effort made to make a perfect system. The leading main as first put down was given an irregular grade and some trouble was experienced. The grade was made uniform and no trouble has since been experienced. The laterals are flushed regularly and disinfectants used every few days which gives complete satisfaction. The plant at night is watched by two men and they in turn are watched by electric clocks, which have no hesitation in reporting any failure of duty on the part of the watchmen. And this recent improvement for guarding the plant by a system of electric wires will soon be followed up by a system of wires leading out from the general superintendent's office to the office of foremen for the various shops, which will enable prompt calls of the various departments to the general office, and in this way greatly facilitate the smooth working of the plant. The work, which is handled many times and finally goes into the construction of a car, comes from the Arkansas valley down in Arkansas, with the exception of the heavy sills which come from Georgia. The only kinds used are oak and pine. No fancy woods or fancy work, but from the start an effort to secure service. The high grades of iron are used; in fact the very best to be found in the market, as this decreases loss of company from accidents and adds to the durability of the car. The wheels are received from Missouri in the rough, axles of steel and come from Indiana; springs from Chicago and the general hardware and trimmings also from Chicago. The material yard covers one acre of ground and adjoins the mill and blacksmith shop on the north. In the yard is a kiln twenty by fifty feet, used in drying certain parts of the car, such as doors and windows with casings. It is thought best to allow the air and sun to season the braces and sills. Arrangements are being made to place the sills under cover, at least all except such as may be used for sills. The boiler room located between the mill and blacksmith shop, is 30x40 feet and contains three tubular boilers, forty-eight inches in diameter and twenty feet long. Two are used at one time, the third held in reserve. The brick smoke stack, one hundred feet high, with the volume of black smoke at the top is a fair sign of business going on somewhere in the vicinity. A single engine supplies the power for the entire plant. It is 250 horse power, a Fieldberg engine, four feet stroke drive wheel of iron twenty feet in diameter and weighing ten tons. It makes fifty revolutions per minute and the engine in producing the power makes less noise than even a bull dog at his favorite sport. The power is communicated from the engine to the network of shafting in mill, blacksmith and machine shop by a thirty-inch double belt. The engine and boiler rooms are being improved in order to decrease the dust, which has been doing some damage to the modest big engine. A glance on the inside of the mill shows many machines handling the wood in various ways. The first is the shaper, which shapes all material for doors and transoms, mortiser, which mortises all heavy timbers; boring machine; large and small planers dressing all the lumber; two rip saws and one cut-off saw; hand saw, emery grinders, and in short a machine for each kind of wood work found in a car. The capacity of the machinery is from eight to ten cars per day, and room provided for duplicating present capacity. Mr. J. N. Doff has charge of the mill and at present has under him thirty-five men. The pattern shop adjoins the mill on the east, where all patterns are made for the wood work of the cars. From two to four men are employed in this department. The demand for this department is called for by constant changes being made in the work. In due time, it is thought, the patterns will be made, providing hammocks for the boxes, and a number of similar sort will be added. The blacksmith work is superintended directly by Mr. John Cross, who has under him forty men. All the iron work connected with the construction of the cars is done here. In the list of machinery is the top-hammer, for forging heavy work; shear and punch, which handles the iron as well cold as hot, and goes at it in a cold blooded manner; three furnaces, one for large iron, and two for small; the "bull-dog", which shapes iron cold or hot; bolt header, and thirty-six forges. The shop has a capacity of about eight cars daily. The machine shop is superintended by Mr. M. A. Dow, who has fifteen men. The upright drills, boring and tapping machine, grinders, planers, axle turning machine, lathes, wheel borer and wheel press. The machine shop dresses and fits the iron as it comes from the foundry or blacksmith shop. It is here the car wheels are placed on the axles. The press for doing the work has an "embracing capacity of seventy-

twenty-eight thousand pounds. They weigh only a thousand pounds or more than double the cattle cars. Supplied with the Miller platforms and interchangeable automatic couplings. There is space provided for one attendant for each horse. The door space is seven feet wide and is occupied sometimes by three hammocks and a greater number of attendants. Under the car is a storage box for grain, buckets and the traps necessary in shipping horses. When the car is set up it is sent to the paint room where it is first oiled on the inside and the outside painted yellow. Great care is taken that the inside surface in no place presents a sharp edge or anything that would in any way prove an injury to a horse. On the sides is painted "Burton Stock Car Company, Wichita, Kan. Offices, Boston, New York, Chicago and Wichita." Down in the yards are eighteen men in charge of Captain George Vidler, who take care of all lumber, iron and coal. They take charge of the distribution of the yard materials, build and change the tracks around the plant and take charge of the general work. The plant at present is employing 160 men and last month's pay roll was over \$7,000 and this month's pay will not be less than \$8,500. Owing to the rapidly increasing demand for the cars, according to General Superintendent Caswell, the company contemplate seriously increasing the force soon, possibly employing within four or five weeks 300 men. With this so important improvements are also contemplated. Adjoining south of the machine shop it is proposed to erect a building six feet or setting up the tracks which will be built by the foundry adjoining on the south. It is also expected that a blue print department will occupy the upper part of an office building. This will place the original plans near the office of the general superintendent and after approval will transmit to the pattern room and thence to the foundry. The company gets four cents per mile for each horse car for four hundred miles or over and \$16 rental for four hundred or less. For cattle cars one and a half cents per mile for any distance. Also the railroads pay three cents a cent per mile for the use of both cattle and horse cars. The general superintendent was not prepared to tell how much the cars had paid the company annually, but somewhere in the vicinity was the cause for the big company, big plant and extensive business. Mr. Caswell estimates that the company will make one thousand cars this year and possibly more. The recent reduction of freight on incoming material has been quite a saving to the company. This may be fully understood when it is known that last year 868 car loads of material was used by the plant and this year over 400 will be required. This amount of business enjoys a reduction of freight very much. Mr. Caswell is purchaser of material as well as general superintendent of the plant. He is assisted in his work by Chief Clerk R. Hallowell. It is quite a busy place around the offices. To secure material, look after a variety of men, some of them knowing no more about their work than they should, is not exactly a soft snap, but in fact far from it and little time to entertain the public. Mr. Caswell came here in spring of '88, remained nearly a year and was made superintendent of the plant at the shop at Chicago. Mr. Chamberlain, who had been superintendent of the plant for two years, resigning in March, he succeeded by Mr. Caswell, who took charge the first of this month. He has been in the business some years and settles the many difficult questions which come up in the matter of improving the facilities for reaching the plant from the city. The matter has been brought up by the committee of the public improvement committee of the council and an effort will be made to have a meadow street or an improved driveway constructed from the city to the plant. A councilman suggested that the city engineer report on the most available street, which would probably be Lawrence street, and make an opening driveway for heavy and light teams, most of the work being done by tin street commissioner's force. The public works department of the city would do very much in bringing about the desired improvement. Should the improvement be made more of the Burton people would come down to the city and the material used by the car works would be purchased down town. Mr. Caswell says that often he is in need of certain kinds of lumber, which he would purchase in the city if there was a hard road to Burton which would facilitate cheap hauling.



VIEW OF BURTON CAR WORKS.

way do, silently but effectively, considerably for the city of Wichita. They enter into the carrying trade of the country without the slightest apology for having been made at Wichita, and the fact that they are made here and the business carried on most successfully is thought to be a favorable argument that Wichita offers sufficient inducement for manufacturing on an extensive scale and in a profitable manner. It was long since conceded that the city was a most suitable location for a jobbing center, but some had to be convinced later that Wichita offered inducements for a wide range of manufacturing business. The history and make up of the great Burton Stock Car company's plant would be incomplete without something concerning the company itself, the names of those concerned in the business being sufficient to cause any one to suspect that the plant is not of a moderate kind and that the concept calls for many hundreds of thousands of dollars and the pay roll would be a benefit to any city. The capital stock calls for the modest sum of two millions of dollars, which of itself might suggest the beginning for an extensive business. Mr. J. C. Moore, of Boston, is president of the company; Charles Howard, of Boston, general manager and treasurer; George D. Burton, of Boston, assistant general manager; J. W. Fellows, of Boston, general solicitor; M. A. Caswell, formerly of Chicago, but now of this city, is superintendent and master mechanic. The directors is as follows: J. C. Moore, E. H. Winchester, Frank Jones, Chas. A. Sinclair, J. P. Cook, Ed Spaulding, Virgil C. Gilman, Chas. Francis Adams, Geo. D. Burton, W. S. Reed, M. V. Livingston, of Boston, and Mr. J. O. Davidson, of Wichita. A glance at the directory would no doubt cause the reverend man to conclude that a company with such men for a directory and with such a large capital stock was in all probability organized for business and that favorable financial results would attend their efforts. The only construction plant of this company is in this city and one something over \$200,000 while \$200,000 more is interested in the business. One may suspect that \$400,000 would put in a large amount of machinery for just any kind of business but no one can gain a fair conclusion of the size, magnitude and importance of the Burton car works without having spent some hours around the plant in company with some one who could explain the various machinery and accompany it with an outline of the business of the company. The company has a terminal repair shop at Chicago which calls for a capital of \$80,000. It is for the use of the company in keeping their own rolling stock repaired. The repairing of wheels and rolling damages from wheels and all that sort of work needed on the cars nearer Chicago than Wichita are given attention at the repair shops; should repairs be needed on cars nearer Wichita they are brought here. The terminal repair shops are located within thirty miles of the plant in Chicago, and the company have all the facilities extended by the Union Railroad Switching association.



INTERIOR OF STOCK CAR.

The company does not rent cars to so much per mile. They make a car on one pattern for cattle and on another for horses. The rental for the latter is much higher than for the former. The two years the plant has been in operation here has resulted in having today more than two thousand cars rented out for transportation of cattle and between two and three hundred of the horse cars in the service. A cattle car costs about \$600 while a horse car costs \$1,400, which may to some extent explain the difference in the rentals and also the fact that possibly better care is taken of the horses than of the cattle and that a greater desire to ship horses with

being more generally introduced to the shippers and to the people. It was not an uncommon thing two years ago for the stockholders of a railroad at a meeting to make a howl about seeing an amount for cattle car rentals while the old time cars were left in the yards all over the country, doing little service. The meeting would discuss the question, and some of the kickers would howl about the invasion and the change and insisted on using the rolling stock on hand instead of renting cars from any other company. The resolution to side track the Burton cars would pass after an all round howl from the fellows who know little about doing business. The meeting ended, the orders given the management would start out for a few days and insist on the shippers using the old time cars. The shippers would object, call for better accommodations and offer the price and if one road failed to furnish what they wanted they would go to another. The next fellow who wanted the Burton car from the management would have received positive orders would come very near getting what he wanted and the resolution of the stock-

holders would be disobeyed. At the next meeting the kick would not be so strong and the management would hesitate less about using the Burton car—and so the introduction of the improved car went on and on until all the roads and the public became acquainted with the change and as a result the demand increasing. As an instance showing the demand for the cars Mr. Caswell recalls that on the first of this month the cars recently finished and repaired at the plant number one hundred and fifty and that within eight days after they were ready for use they were turning in mileage and hence turning in money as rental to the company. The cattle cars are supplied with all feeding and watering appliances which are most practical in bringing about the desired result. The cattle supplied with hay and water they are naturally better contented and less injury from shipments are observed. The troughs for water are handled easily and supplied readily at points along the road when the cattle demand water. The horse cars are designed especially for shippers of fancy horses. Having fancy horses they are as a rule, willing to pay fancy prices for fancy treatment and go over the country in a "fancy" style. In response to the demand for something "fancy" and to give rapid shipment with great care the horse car was designed by Mr. Caswell and is being manufactured by the Burton company. The horse rides lengthways and is assisted by petitions in standing the motion of the car with little difficulty; so adjusted as to accommodate a horse of any size and in addition to easy riding the fancy animal is supplied with water, feed and an inviting room for the groom is set apart in the car, so the animal is quite at home while in transit. The car in many respects resem-

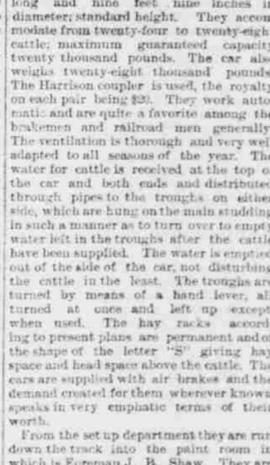
bles an express or passenger coach, being built on the same kind of trucks, provided with air brakes, whistle signals, and in fact all the accommodations known to a first class passenger coach. The car is so constructed that it forms a part of a regular passenger train and can be handled just like a coach and no one suspects he is riding behind a car filled with horses. It does not contain in the least passenger travel and no instance in the service has any complaint been made. The patents for the car are owned by Mr. Caswell and the car has created as great a demand for itself as the cattle car, and the company in manufacturing the same have had as great a success as they have had with the cattle car. The construction of cattle and horse cars simply extends about the same facilities to cattle and horses that the Pullman car does to the suffering night traveling public. It was nearly eight years ago when Mr. Geo. D. Burton, an inventor of Boston, secured some patents for the cattle car which he has since been improving his patents and the watering troughs and making improvements as they occurred to him. As a result of constant and earnest attention given the subject fully satisfied that he had got a start in a line which if followed up would make him a clever fellow, he has his name. He was not ready yet to quit investigating but proposes to continue in his improvements, expecting that the company a year or two hence will be making a much better car than at present. The improvements of today over two years ago consists mostly of the method of distributing the water, and saving time in watering the cattle. As may be recalled a saving of time in cattle shipments is quite important and well worth giving attention. The improvement in this line within the last two years has brought about a saving of an hour and a half in watering a train load of cattle. The late improvements in watering devices, gives greater capacity, more freedom to cattle while the openings in the roof to receive the hay are more than double the size first suggested, which enables the train men to save time in placing the supply of hay. The company is having some trouble in keeping other companies from infringing on patents and several cases involving much money are now in eastern courts. The company, however, are not in the least alarmed over the result. They think they can establish the priority of the patent and hold exclusive control of all the minor points involved in the patents coming up for litigation. There are infringers also on the patents for the horse car, which will be tackled in a legal way as soon as possible. Some eastern companies have caught on to the fact that the improved horse cars are quite valuable and there is a growing demand and are commencing to try to get something similar, just as much like those of the Burton make as possible, to give the service and at the same time keep out of any legal difficulty. They will be interviewed on the question in due time. When Mr. Burton had secured his patents on the cattle car and had reached a point where he was satisfied that there was some merit about his patents he made the fact known to some Boston capitalists. About this time, early in the year of '87, Mr. J. O. Davidson met Mr. Burton in Boston, and becoming acquainted with the patents and the car which they called

which are used to enable the men to work ten hours on short days and also to enable night work when necessary. In addition to lighting the buildings they are so placed as to accommodate the grounds around the plant and assist the watchmen in protecting the property at night. Considerable attention has been given to fire protection. A pump is provided which is able to pump six streams, one hundred and eighty feet high and over eighteen hundred feet of water mains have been put down with hydrant attachments and hose distributed so it can be used on short notice. In addition the buildings are supplied with portable fire extinguishers and the men are drilled to use them and also the hose. A squad of fire men are organized in each building and practice for fire emergencies. A hydrant is now being placed and will be set up which can be used by the fire department should a general fire break out and the department be called. By way of sewer system also special attention has been given in this line. An outlet is secured to Chisholm creek calling for a main eighteen inches in diameter into a sewer system. The entire plant is reached by a system of mains and laterals and all possible effort made to make a perfect system. The leading main as first put down was given an irregular grade and some trouble was experienced. The grade was made uniform and no trouble has since been experienced. The laterals are flushed regularly and disinfectants used every few days which gives complete satisfaction. The plant at night is watched by two men and they in turn are watched by electric clocks, which have no hesitation in reporting any failure of duty on the part of the watchmen. And this recent improvement for guarding the plant by a system of electric wires will soon be followed up by a system of wires leading out from the general superintendent's office to the office of foremen for the various shops, which will enable prompt calls of the various departments to the general office, and in this way greatly facilitate the smooth working of the plant. The work, which is handled many times and finally goes into the construction of a car, comes from the Arkansas valley down in Arkansas, with the exception of the heavy sills which come from Georgia. The only kinds used are oak and pine. No fancy woods or fancy work, but from the start an effort to secure service. The high grades of iron are used; in fact the very best to be found in the market, as this decreases loss of company from accidents and adds to the durability of the car. The wheels are received from Missouri in the rough, axles of steel and come from Indiana; springs from Chicago and the general hardware and trimmings also from Chicago. The material yard covers one acre of ground and adjoins the mill and blacksmith shop on the north. In the yard is a kiln twenty by fifty feet, used in drying certain parts of the car, such as doors and windows with casings. It is thought best to allow the air and sun to season the braces and sills. Arrangements are being made to place the sills under cover, at least all except such as may be used for sills. The boiler room located between the mill and blacksmith shop, is 30x40 feet and contains three tubular boilers, forty-eight inches in diameter and twenty feet long. Two are used at one time, the third held in reserve. The brick smoke stack, one hundred feet high, with the volume of black smoke at the top is a fair sign of business going on somewhere in the vicinity. A single engine supplies the power for the entire plant. It is 250 horse power, a Fieldberg engine, four feet stroke drive wheel of iron twenty feet in diameter and weighing ten tons. It makes fifty revolutions per minute and the engine in producing the power makes less noise than even a bull dog at his favorite sport. The power is communicated from the engine to the network of shafting in mill, blacksmith and machine shop by a thirty-inch double belt. The engine and boiler rooms are being improved in order to decrease the dust, which has been doing some damage to the modest big engine. A glance on the inside of the mill shows many machines handling the wood in various ways. The first is the shaper, which shapes all material for doors and transoms, mortiser, which mortises all heavy timbers; boring machine; large and small planers dressing all the lumber; two rip saws and one cut-off saw; hand saw, emery grinders, and in short a machine for each kind of wood work found in a car. The capacity of the machinery is from eight to ten cars per day, and room provided for duplicating present capacity. Mr. J. N. Doff has charge of the mill and at present has under him thirty-five men. The pattern shop adjoins the mill on the east, where all patterns are made for the wood work of the cars. From two to four men are employed in this department. The demand for this department is called for by constant changes being made in the work. In due time, it is thought, the patterns will be made, providing hammocks for the boxes, and a number of similar sort will be added. The blacksmith work is superintended directly by Mr. John Cross, who has under him forty men. All the iron work connected with the construction of the cars is done here. In the list of machinery is the top-hammer, for forging heavy work; shear and punch, which handles the iron as well cold as hot, and goes at it in a cold blooded manner; three furnaces, one for large iron, and two for small; the "bull-dog", which shapes iron cold or hot; bolt header, and thirty-six forges. The shop has a capacity of about eight cars daily. The machine shop is superintended by Mr. M. A. Dow, who has fifteen men. The upright drills, boring and tapping machine, grinders, planers, axle turning machine, lathes, wheel borer and wheel press. The machine shop dresses and fits the iron as it comes from the foundry or blacksmith shop. It is here the car wheels are placed on the axles. The press for doing the work has an "embracing capacity of seventy-

twenty-eight thousand pounds. They weigh only a thousand pounds or more than double the cattle cars. Supplied with the Miller platforms and interchangeable automatic couplings. There is space provided for one attendant for each horse. The door space is seven feet wide and is occupied sometimes by three hammocks and a greater number of attendants. Under the car is a storage box for grain, buckets and the traps necessary in shipping horses. When the car is set up it is sent to the paint room where it is first oiled on the inside and the outside painted yellow. Great care is taken that the inside surface in no place presents a sharp edge or anything that would in any way prove an injury to a horse. On the sides is painted "Burton Stock Car Company, Wichita, Kan. Offices, Boston, New York, Chicago and Wichita." Down in the yards are eighteen men in charge of Captain George Vidler, who take care of all lumber, iron and coal. They take charge of the distribution of the yard materials, build and change the tracks around the plant and take charge of the general work. The plant at present is employing 160 men and last month's pay roll was over \$7,000 and this month's pay will not be less than \$8,500. Owing to the rapidly increasing demand for the cars, according to General Superintendent Caswell, the company contemplate seriously increasing the force soon, possibly employing within four or five weeks 300 men. With this so important improvements are also contemplated. Adjoining south of the machine shop it is proposed to erect a building six feet or setting up the tracks which will be built by the foundry adjoining on the south. It is also expected that a blue print department will occupy the upper part of an office building. This will place the original plans near the office of the general superintendent and after approval will transmit to the pattern room and thence to the foundry. The company gets four cents per mile for each horse car for four hundred miles or over and \$16 rental for four hundred or less. For cattle cars one and a half cents per mile for any distance. Also the railroads pay three cents a cent per mile for the use of both cattle and horse cars. The general superintendent was not prepared to tell how much the cars had paid the company annually, but somewhere in the vicinity was the cause for the big company, big plant and extensive business. Mr. Caswell estimates that the company will make one thousand cars this year and possibly more. The recent reduction of freight on incoming material has been quite a saving to the company. This may be fully understood when it is known that last year 868 car loads of material was used by the plant and this year over 400 will be required. This amount of business enjoys a reduction of freight very much. Mr. Caswell is purchaser of material as well as general superintendent of the plant. He is assisted in his work by Chief Clerk R. Hallowell. It is quite a busy place around the offices. To secure material, look after a variety of men, some of them knowing no more about their work than they should, is not exactly a soft snap, but in fact far from it and little time to entertain the public. Mr. Caswell came here in spring of '88, remained nearly a year and was made superintendent of the plant at the shop at Chicago. Mr. Chamberlain, who had been superintendent of the plant for two years, resigning in March, he succeeded by Mr. Caswell, who took charge the first of this month. He has been in the business some years and settles the many difficult questions which come up in the matter of improving the facilities for reaching the plant from the city. The matter has been brought up by the committee of the public improvement committee of the council and an effort will be made to have a meadow street or an improved driveway constructed from the city to the plant. A councilman suggested that the city engineer report on the most available street, which would probably be Lawrence street, and make an opening driveway for heavy and light teams, most of the work being done by tin street commissioner's force. The public works department of the city would do very much in bringing about the desired improvement. Should the improvement be made more of the Burton people would come down to the city and the material used by the car works would be purchased down town. Mr. Caswell says that often he is in need of certain kinds of lumber, which he would purchase in the city if there was a hard road to Burton which would facilitate cheap hauling.

tion in freight rates increase the inducements for starting the foundry which had greatly added to the serious consideration for making the necessary changes in that department and making nearly all the castings. If the change is made the company will likely make its own car wheels, and in fact everything except axles. The furnaces in the brass foundry have a capacity of a half ton daily. The shop has also been idle for a similar reason to the one given for the foundry, but will be started within four weeks. This matter has been decided upon. The storehouse, in charge of Mr. Robert McNair, contains all supplies for the different departments used in the manufacture of both cattle and horse cars. He is assisted by four men who distribute supplies wherever needed. In the basement are the oils and great care is kept to keep ventilation perfect to prevent formation of gasses and damage from fire. Mr. Charles Sannings has charge of tin shop in which is employed fourteen men. The shop is equipped with all the machinery necessary to do the work of making troughs and covering the cars. The material prepared in the various departments and shops for the cars are conveyed to the erecting department in the easiest manner possible. Mr. Henry Slocum is foreman in this department. The troughs for the cattle cars are known as the "Standard" and are set up ready for service. The body of the car is then constructed and is thirty-six feet long and nine feet nine inches in diameter; standard height. They accommodate from twenty-four to twenty-eight cattle; maximum guaranteed capacity twenty thousand pounds. The car also weighs twenty-eight thousand pounds. The Harrison coupler is used, the royalty on each pair being \$30. They work automatic and are quite a favorite among the brakemen and railroad men generally. The ventilation is thorough and very well adapted to all seasons of the year. The daily quantity of water for the car and both ends and distributed through pipes to the troughs on either side, which are hung on the main studding in such a manner as to turn over to empty water left in the troughs after the cattle have been supplied. The water is emptied out of the side of the car, not disturbing the cattle in the least. The troughs are turned by means of a hand lever, all turned at once and left up except when used. The hay racks according to present plans are permanent and of the shape of the letter "S" giving hay space and head space above the cattle. The cars are supplied with all brakes and the demand created for them wherever known speaks in very emphatic terms of their worth. From the setup department they are run down the track into the paint room in which is Foreman J. B. Shaw. They are rubbed down, primed, painted, four times and the finish is yellow. The lettering on the sides show "Built by the Burton Stock Car Company at Wichita, Kan." Under patents of Burton Stock Car Company" accompanied by number of car, its weight and capacity. In the setup department the work on the horse car is some what different. The car is forty-four feet long, ten feet wide, height to conform to transfer car builders, standard, monitor roof having in it adjustable transoms for light and ventilation and unlike cattle car is based upon the sides looking like an express car or with windows would look very much like passenger coach. It is equipped with Westinghouse air brakes, steam heat connections, whistle signals. The partitions forming stalls are adjustable and made to

accommodate any horse. Also adjustable troughs are provided for grain and water. Water tanks holding four and five barrels of water are at each end and staked with ease wherever needed. The car is supported by first class passenger trucks having equalizers and springing, which makes the car ride quite easy. The car will accommodate sixteen horses



LIGHT LEON FORCE.

**IN SHORT ORDER.**  
A New Town Named El Reno Founded and Organized.  
Special Dispatch to the Daily Eagle.  
EL RENO, Okla., April 26.—About 6 o'clock last evening it was made known that a new town was to be started in this vicinity and to be known as El Reno. The news spread rapidly and men, women and children were noticed rushing in every direction to ascertain the location. Anvils were thrown, windows were broken, and pandemonium reigned supreme. It was finally learned that the location was on the southeast quarter of section 31, northeast of this city, and that a town was to be made for the covered spot. Men on foot, on horseback and in wagons, all intent on securing a corner lot, appeared upon the scene, and a great commotion was made of the mud and water through which they had to wade, as it had been raining for three days. Out of this seeming chaos order was restored by the city council, which was formed and the following officers elected: Mayor, Colonel A. Long; councilmen, Mr. H. H. Jenkins and H. V. Clements; register, A. T. Wood; treasurer, Ed Long; city attorney, E. E. Wilson. The site has been surveyed and filed in the land office at Kingfisher as El Reno, being the only legal town of the name in Oklahoma and the only one so named. Just as the excitement subsided by the above began to wane news was received that Reno City had been designated as the county seat of the southwestern county of Oklahoma. This news, however, was the people of this city to rejoice. The way they went at it was enough to awaken the sleeping savages who have been interfering with the peace of this city, and Reno valley hasn't had such a shaking up since the memorable '2nd. The fight was a long and hard one but the people of Reno City were finally victorious.

**THE PURCELL CASE.**  
TOPKA, Kan., April 26.—A transcript of the case of E. B. Purcell vs. the British Lumber Mortgage Company, limited, from the district court of Riley county, was filed in the United States circuit court. This is the suit brought by Mr. Purcell to enjoin the sale of certain real estate, which was sold by the defendant company to secure the payment of a loan of \$20,000, and also for \$100,000 damages for offering the same for sale.  
**FOR WEBB'S FALL.**  
SOUTH CRISTINA, Kan., April 26.—The Republican county convention in this city today elected delegates to the Colby convention favorable to Webb McNeil for congress.