

MONEY IN CHICKENS


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| $\begin{aligned} & \text { Ohto in years. The train bound for } \\ & \text { Ashland lost its whistle while still } \\ & \text { many miles up the valley, and was } \end{aligned}$ |  |
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| forced to stop and back up slmost theentire distance, looking for that whis | tim |
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| point until ten o'clock that night. Trains have been known to lose their switchmen, their cabooses and sonve- |  |
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| run back over many miles of trackto locate the lost object.-PikesvilleAdvocate. |  |
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| PROTECTION FOR THE CARS |  |
| Wind Gauge Used on English Railroad <br> to Prevent Accident While Cross <br> ing Over Viaduct. <br> A singular device for the protection |  |
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| of railroad train trains crossing a via-duct exposed to heavy winds has been | suffered terr |
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| wind gauge fixed at the west end of |  |
| When the wind pressure reaches 32pounds to the square foot an electrical |  |
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| contact is made automatically, and |  |
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| the wind abates. The interruption istelegraphed along the line. In the |  |
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| telegraphed along the line. In themonth of February one year a veloc- |  |
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| duct has been more than once trag-ically demonstrated both in Englandand in this country. |  |
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| build and provided each with a largesail. These cars not only accommo- |  |
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| engers naturally were greatly alarm- ed, and there was much rejoicing at the narrow escape from a dreadful death. |  |
| Cratioris Adeventuraus Ride |  |
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| Columbus Union station. When the train pulled into Columbus after its |  |
| run from Indianapolis the kitten jump- |  |
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| Telephone on Trains.It is reported that the Pennsylvantarallroad is experimenting with the |  |
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| the caboose of long freight trains.This will do away with the necessityof signaling by means of lamps, hand |  |
|  | \%en |
| signals and whistles. In foggy weath-er and at night such a means of com-munication would expedite the bandling of freight. |  |
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| A Weak Evelanation |  |
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| he do in a crisis?" <br> "He <br> simply fiashes a big roll of |  |
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