The Charles J Tegeler Collection From the Skykomish Historical Society

Presented by
William Kajdzik
Dear Friend,

It has been 66 years since I last heard of you, when we moved from Morrison No to Hope No, in Hope No I worked on a farm and a country store. Then in a country store in Fredericksburg No, then to St. Louis No for the Majestic Range Co, then for Hugo Wellness in his bakery for 11 months by night, then to Fredman Shoe Co., then to Peters shoe company for 4 years. Then to Vancouver B.C. Canada for a lumber company as head book keeper until that burned by a big fire, then I returned to U.S.A. to work in the harvest fields in Washington, then to long shoremen loading and unloading ocean liners, then in several saw mills in Seattle Wa, then I hired out as a fenderman on the Great Northern Ry, and was promoted to train conductor, running on passenger & freight trains for 12 years. My runs were from Seattle Washington to Portland Oregon 366 miles round trip, also Seattle to Vancouver B.C. Canada 320 miles round trip, also to Spokane Washington 660 miles round trip and on all the branchlines, I retired in 1952 May 22nd.

I had a heart attack when I was 65 years old that is 16 years ago, I was overweight I weighed 166 pounds, in the last 6 months I lost 36 pounds and I feel just fine, I still drive my Chevy Sedan on the Free ways and city streets, Seattle is going to be as large as Los Angeles some day, they expect 750,000 people to arrive next year, to live in Seattle, it is the most scenic city in the U.S.A., a million places to go.

I married a girl from Pullman Washington born in Potadum No, we had twin boys; one died at the age of 35 years just before his wedding day, the other boy is Vice President of a large Seattle Bank.

His daughter is a swell looking 6 Ft tall a red head with a slim figure -re she is a stewardess on the West Coast Air Lines out of Kansas City No, she flies all over the U.S.A. and Mexico & Canada & the U.S.A.

His son is studying for his masters degree in the University of Washington in Seattle Washington he married a swell looking girl.

I would like to know when your parents died and the cause of death and where they are buried, I think Edna died several years ago and Otto.

How old were your parents when the died, my age is 81-2 years feel just fine. If I hear from you I have a lot more news for you, I was married in 1924 to my first wife, we lived together 23 years and 8 months when she died of double pneumonia, then I married again after 27 years to Ella Eckelbrecher of Carlsbad New Mexico, but all she married me for is to get that Railroad Pension of $100.00 per month after 4 months when she got the first My Pension check she left for Carlsbad New Mexico, she drew about $700.00 when I stopped her My Pension, and started divorce proceedings, as she was gone from my home one year and two months, I got my divorce August 11th, 1967.

She was my school mate in Potadum many years ago, she turned out no good never cooked one single meal during the 4 months that she lived with me. I am sure glad I got rid of her, I feel like a new person again.

Let me know how you are, if you are not able to write get one of the nurses to write for you, I hope there is nothing seriously wrong with you.

With Best Wishes, Your Friend & Schoolmate

Sincerely,

Georgina

Johanna died of cancer of the intestines in 1952 in hospital one year and three months, Mother died in 1952 age 86 years old, sister Clara was operated on last July the doctors found cancer saved her up and said there is no hope for her to survive.
I hired out as a brakeman on the Great Northern and was promoted to train conductor .... For 42 years.

I retired in 1951, May the 22nd.
• Farm and Country Store Clerk – Hope, Missouri
• Country Store Clerk – Frederickson, Missouri
• Majestic Range Co – St Louis, Missouri
• Hugo Nellesen Bakery – St Louis, Missouri
• Freidman Shoe Co – St Louis, Missouri
• Peters Shoe Co – St Louis, Missouri
• Lumber Co Book Keeper – Vancouver BC
• Harvest Field Hand – Washington
• Long Shoreman – Seattle, Washington
• Saw Mills – Seattle, Washington
• Brakeman/Conductor Great Northern Railway for 42 Years
“I don’t know where I am going but I am on my way” Charles Tegeler
Fred Gust and Charles J Tegeler
Photo taken in front of the Tegeler home looking north at the Sky oil tank. The unloading shelter is to the right.
Great Northern Railway

Employees Time Pass

Pass: C. J. Tegler

Between Stas. Spokane & West

Passenger Brakeman

Account

Until Dec. 31, 1911

When countersigned by F. E. Clarity

No. E 18392

1911 unless otherwise ordered

Member

GENERAL MANAGER.
UNLESS OTHERWISE LIMITED ON FACE HEREOF, THIS PASS IS ALSO GOOD OVER
THE FOLLOWING LINES IN CANADA:
NEW WESTMINSTER SOUTHERN RY.
VANCOUVER, VICTORIA & EASTERN RY. & NAV. CO.
NELSON & FORT SHEPPARD RY.
RED MOUNTAIN RY. CROW'S NEST SOUTHERN RY.
MANITOBA GREAT NORTHERN RAILWAY COMPANY.
BRANDON, SASKATCHEWAN & HUDSON'S BAY RY.

CONDITIONS.
Not transferable, and the person accepting and using this Pass thereby assumes all risk of accident or injury to person and loss or damage to property, and expressly agrees not to hold the COMPANY ISSUING THIS PASS, OR ANY OF THE ABOVE-NAMED COMPANIES, liable for the same.
If presented by any other than the person named on the face hereof, the Conductor will take up this Pass and collect full fare.
This Pass is void if any alterations or erasures are made, may be revoked by the Company at any time, and must be signed in ink by the holder.
I accept the above conditions.

[Signature]

[Handwritten date]
Cascade Lodge No. 645
of the Brotherhood
of Railroad Trainmen

OUR MOTTO:
Benevolence, Sobriety and Industry

A. E. Hutchinson - President
W. D. Bowen - Sec.-Treas.
Great Northern Railway Company
Cascade Division

SENIORITY LIST OF PASSENGER BRAKEMEN

DECEMBER 15, 1914

1. Latham, John F.—7-5-98
2. Hunter, William—5-1-01
3. Bechtel, John H.—1-6-02
4. Fitzgerald, Michael J.—5-20-02
5. Wilkinson, Charles E.—9-23-02
6. Murphy, James Daniel—11-3-03
7. Johnson, James P.—3-20-07
8. Russell, Arley A.—7-22-07
10. White, Ralph E.—1-30-08
11. LeRoy, Frank A.—2-9-09
12. Barndt, Benj. B.—4-13-09
13. Forrester, Thomas—4-28-09
14. Phillips, Roslin—5-10-09
15. Seavey, Frank C.—9-7-09
16. Torrell, Carl M.—9-23-09
17. Mingo, J. J.—11-16-09
18. Perkins, Ellis B.—3-19-10
19. Paulson, Otto A.—4-2-10
20. Young, Ralph E.—4-27-10
21. Tegler, Charles J.—19-10
22. Unger, Joseph C.—6-11-10
24. Hubbell, Lee L.—6-20-10
25. McMillan, Frank B.—7-20-10
27. Murphy, Paul H.—12-14-10
29. Whitehead, Carl—6-20-11
30. Mattocks, Albert L.—9-24-11
31. Bergstrom, Fred C.—10-20-11
32. Hartman, William L.—12-1-11
33. Bartlett, Earl H.—2-22-12
34. Geary, Edw.—4-18-12
35. Hickey, William L.—7-1-12
36. Neal, Ernest E.—7-26-12

Great Northern Railway Company
Cascade Division

SENIORITY LIST OF PASSENGER BRAKEMEN

DECEMBER 15, 1914—Continued

X 37. Hamilton, James L.—10-9-12
X 38. Castle, Milton J.—10-11-12
X 39. Carey, Paul H.—11-26-12
X 40. Curtis, Evelyn Harold—3-14-13
X 41. Macrae John B.—4-6-13
X 42. Dennison, Herbert A.—4-20-13
X 43. Miller, Lewis L.—5-10-13
X 44. Darnley, William C.—10-18-13
X 45. Rothans, Clarence—10-30-13
X 46. Nash, James C.—12-2-13
X 47. Nash, Joseph R.—11-4-13
X 48. Bass, Alfred R.—12-3-13
X 49. Moore, William J.—5-13-13

Transferred from Frt. 1

X 50. McLean, Duncan Rankin—5-21-13. Transferred from Frt. 12-17-13

51. Morton, Eugene Irving—1-21-14
52. Lockwood, Benson—4-16-14
53. Pulver, Peter John—316-13

Transferred from Frt. 6-14-14

X 54. Wallace, Harry Richard—7-8-14
X 55. Gaines, James William—11-8-14

Transferred from Frt. 8-31-14

X 56. Pratt, George Lee—10-24-14

56
19
37
BROTHERHOOD
OF
RAILROAD TRAINMEN

TRAVELING CARD

SEATTLE, WASH. FEB 15 1914

C. J. STAGLER IS A MEMBER OF

PUGET SOUND LODGE No. 196

SEAL

FRANK C. HAMLEY PRESIDENT

N. E. KING GENERAL SECRETARY AND TREASURER

EGGERTON SECRETARY
Brotherhood of Railroad Trainmen
Traveling Card

Seattle, Wash. Feb 10 1917

C. J. Ingles is a member of
Puget Sound Lodge No. 196

Seal

T. E. King General Secretary and Treasurer

J. W. Kelley President

C. E. Arthurs Secretary

1917
Traveling Cards can only be granted for 30 or 60 days. Expiration of Card must be punched when issued; also punch star opposite indicating size, height, etc., descriptive of holder of card. Any erasure or alteration voids the card; 30 day cards expire last day of month of issue; 60 day cards expire last day of month following date of issue.

This card is not transferable. It certifies that the person named is a member of the Brotherhood in good standing and entitled to fraternal courtesies. He expressly agrees that it will not be used for other than legitimate purposes. Must be signed in ink by the person to whom it is issued, and bear the Lodge seal.

No. 3110

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<td>TALL</td>
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OCCUPATION   TIME OF SERVICE YRS.

SIGNATURE

HAIR
Local Board for

NOTICE OF CLASSIFICATION

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<tr>
<th>I</th>
<th>II</th>
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John Jeggeler Order No. 638, Serial No. 1043 has been classified by the Local Board in the classes under which letters are placed on the above schedule, and on the grounds indicated by such letters (see Form 1001-A for key to meaning of letters). This entitles him to a place in Class 4 and he has been so recorded on the Classification List of this Local Board. Appeals may be taken from classification by a Local Board, within five days from the date of this notice, by any person who filed a claim with this Local Board. Appeals may be taken from classification by a District Board within five days from the date of this notice only in certain cases specified in section 103 of Selective Service Regulations and when claimed by a person who filed a claim of classification with the District Board. To file an appeal it is only necessary to go to the office of the Local Board and write your claim of appeal in the place provided on the registrant's questionnaire.

Date: 7/1/18

A. C. Wilson
Member of Local Board.

FORM 1005—PMGO. (See Sec. 103, S. S. R.)
Record of worked GNRly.

1. Fraser River bridge
2. Benenden Reported to RE 1st City
3. Boiler explosion S. Billingham
4. Freight at S. Billingham
5. Coal by siding 49th Street
6. Record 1st baggage Car Billing
7. No. 2 other freight not found
8. Direct west to 49th Street
9. RRK Frezen Extra West to Local
10. Pencil head 401 at Jimi W. of Sophie
11. 441d freight at Berlin
12. Blasted explosion Longa
13. Central mills of Fred River #3
14. Send slide list for 5 at Oppen. Skilled
15. Engine unneeded bridge at Derwent
16. 441d freight in shed at Edmonton
17. 441d freight at 11th Ave. Edmonton
18. Runaway freight at Tyne
19. 441d car with Annandale for rail
20. 441d freight train derails at 9th Ave. Bear
21. 441d freight strike of Toronto
22. 441d freight strike of Toronto
23. 441d freight strike of Toronto
24. Extra West of Ward
25. 441d freight strike of Edmonton
26. 441d freight strike of Edmonton
27. 441d freight strike of Edmonton
28. Extra freight strike of Edmonton
29. 441d freight strike of Edmonton
30. 441d freight strike of Edmonton
31. Extra freight strike of Edmonton
32. 441d freight strike of Edmonton
33. 441d freight strike of Edmonton
34. 441d freight strike of Edmonton
34. Axel Brodski might bad men fire ahead.
35. No 2 - 1/200 shelling went out east.
36. 27 Standard helps killed 1, 1 dead.
37. Eng fired over Arthur against killed 1 man.
38. On 35 of men's ships 1 dead and 1 hurt with 777.
39. 1 of gunner poised. Alice ran away east behind boys.
40. Peter Wisker
41. Abraham 47 of regiment.
42. No 1 fire through ships on 1 3/8 18.
43. 27 Standard near head Ricken. 20 24 18.
44. Picked up 760 list men of 715 of E, 1st division.
45. No 37 at Harbour 4th of July Free HH.
46. 27 " Miller River Bridge.
47. Broken wheel of mine coal of a boat.
48. " " " Miller River Station.
49. New 44 engine blew up.
50. No 18 of Ricken. Moncrieff, Kirkwood, Johnson.
51. No. 78 1st boat, men killed. 1 turned over.
52. East Stream and killed 9 men at west side.

Eugene Barrett, Blumenfeld, Farnham, Banger.

53. Coal fired 15 tank and killed 8.
54. Field train head and 67 cavalry.
55. No 71 of 1st 7th 2nd in front.
56. No 19 2nd 2nd 7th in front.
57. N.P. Spain 3N 4673 on lumber.
58. 3N 57 near of N.P. at Marblehead Ulwood.
59. 5N 60 gave N.P. high yard.
10. Derailment 401 at 4 mi W. of Seattle
11. 42 ft. freight at Berlin
12. Bridge explosion Tongue
13. Broken roll at Fried River #3
14. Snowslide hit 70-5 at Corn. 8 killed
15. Engine underrides bridge at Dernie
16. 47 ft. Rotary in shed at Emma
17. #4 hit 40-2 at 1½ mi E. Emma
18. Runaway freight at Tye
19. 44 Cascade Tunnel x007
20. 1640–en. Center of train derailed 1½ mi W. Brem.
21. 44 Derailed 1½ mi E. of Tumwater
22. 3½ derailed at first curve of 1st bridge, Tum.
23. 7 ft. 4½ mi W. of Riddett
24. Extra West of Wintler
25. 44 at 2½ mi W. of Chinook
26. 7½ at Dryden
27. No hit cars on main line W. of Riddett.
10. Derailment 401 at ½ mile west of Grotto
11. 44 hit freight at Berlin
12. Boiler explosion Tonga
13. Broken rail at Foss River #3
14. Snow slide hit #25 at Corea 8 killed (1916)
15. Engine under bridge at Scenic
16. 44 hit rotary in shed at Embro
17. #4 hit 402 at ½ mile E Embro
18. Runaway freight at Tye
19. 44 Cascade Tunnel Xover
20. No 402 center of train derailed 1 mile W Berne
21. 44 derailed ¼ mile E of Gaynor
22. Frt derailed at first curve E of 1st bridge Gaynor
23. Frt derailed at 1 ¼ mile W of Merritt
24. Extra west at Winton
25. 44 at 2 mile W of Chiwaukem
26. Frt at Dryden
27. No 2 1½ W Startup wash out culvert
28. 44 and frt at 2 mile E Monitor engine yard
34. Axel broke on frt car 1¼ mile E of Index
35. No 2 – 1½ mile W Startup wash out culvert
39. No 27 at Tonga derailed also runaway car end Foss River bridge
   (early 1940’s)
Seattle, Wn. August 15, 1946

Condr. C. J. Tegeler – Interbay

On July 30th you went caboose hop and ran around UP Extra East at Centralia. Mr. Burgess claims you did not wait three minutes after switches were lined at Centralia before you fouled main track. Please advise fully why this was not done. Answer by phone. A-9

C. A. Manthe

Why didn’t you wait three minutes?
Why was the lead blocked? I have no authority ....

Conductor C. J. Tegeler - Interbay
Conductor F. W. Schepler - Interbay

Section Foreman at Tacoma reports that the high stand crossover switch near the viaduct was run through some time between 2:40 A.M. and 3:20 A.M. June 15. He states Conductor Schepler’s train was on the crossover about 2:40 A.M. that Conductor Tegeler’s train then came into Tacoma yard about 2:50 A.M., and was followed out by 997 through the crossover at 3:00 A.M.

Switch crew claims it was not near the switch and they discovered it when they were unable to throw it for main line.

Will you please advise if you have any knowledge of who ran through this switch.

H. E. Bassett
Order of Railway Conductors

Received from Brother: C. J. Jegeler

Grand Dues to DEC 31 1942 - $3.00
Local Dues to DEC 31 1942 - $1.50
Legislative Committee Assessment DEC 31 1942 - $0.50
Sinking Fund Assessment DEC 31 1942 - $3.00
General Committee Assessment - $0
Division Card - $2.00
Special Wage DEC 31 1942 - $5.00
Local Committee Assessment - $0

Total $10.50

Secretary: J. Josephyn

VOID AFTER MONTH AND YEAR PUNCHED
Jan. 1941
Feb. 1941
Mar. 1941
Apr. 1941
May 1941
June 1941
July 1941
Aug. 1941
Sept. 1941
Oct. 1941
Nov. 1941
Dec. 1941

No. 225

Everett Div. No. 456

OCT 10 1942
This is the year he retired
64th Seattle 7/3/46

Brother Agius,

Replying to your letter of 7/3/46 regarding the withdrawal card and 35-year pin.

Please find enclosed card defective March 1, 1946. I have filmed the matter of the pin to our Secretary, who will have it sent to you by the Grand Lodge.

With best wishes I remain,

Sincerely yours,

[Signature]

Reply to withdrawal request
Brotherhood of Railroad Trainmen

WITHDRAWAL CARD

This Certifies That Mr. C. J. Tegeler was a member in good standing of Cascade Lodge No. 645 and of his own free will requested this Card of Withdrawal from the Brotherhood, which was granted on the 1st day of March 1946.

Given under our hands and the seal of our Lodge this 18th day of Feb. 1946.

R.H. Spidle
President

G.A. Brigham
Secretary
### Last trip switching and inspection card

<table>
<thead>
<tr>
<th>Initial</th>
<th>Number</th>
<th>Class</th>
<th>Tons</th>
<th>Reason for Parts Defective</th>
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<td>21</td>
<td></td>
<td></td>
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<td>My last trip.</td>
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<td>22</td>
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<tr>
<td>23</td>
<td></td>
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<td></td>
<td>Tonnage list.</td>
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</tbody>
</table>

*Note: Tonnage list includes all tonnage loaded at station. The statement is due to the railway's responsibility for the goods.*
Views look south, Maloney Creek flooding in right photo

Charles J. Tegeler home in Skykomish, WA circa 1918

Views looks north, Maloney Creek in foreground, Skykomish Hotel in background
Standing by with the fire hose ready to defend the Tegeler home
952 E-7 4-6-0
Brooks 4/30/1893
Scrap 1/1927
1058 E-8 4-6-0
Rogers 12/22/1901
Dismantled 11/9/1929
November of 1921
1826 L-2 2-6-6-2
Baldwin 7/21/1907
Renovated to O-5 in 1924
Early “Selfie”
September 20, 1918, the Sky engine house on the left.
Mrs. Selma Tegeler, Delmar, and Teddy at East Skykomish switch. Right background is small house belonging to Jack Maine GN employee.
Mrs. Selma Tegeler with Delmar and Teddy, Skykomish Depot in background
On the walk way to the Tegeler home, looking north at the Skykomish Hotel
2506 P-2 4-8-2
Baldwin 10/24/1923
Scrap 10/31/1955
Family picnic portrait on a Climax engine
Teddy and Delmer Tegeler on rear of passenger train car. Unidentified men are holding the twins
The Tegeler twins playing on the west side of their home, Maloney creek was to the right of the photographer
Corn Flakes box hats with the Sky oil tank in the back
Mr. C. J. Tegler,
Skykomish, Washington.

Dear Sir:-

I have yours of October 28th, with postal photographs of twins.

First of all I want to congratulate you on these fine looking boys. I am sure that I would be proud to be the father of the twins and I know that you must be. I have six grand-children all under twelve years of age. One of the twins looks very much like a four year old white-headed grandson of mine, the son of my only daughter.

In regard to making use of the photographs. Some years ago we purchased quite a number of photographs and made use of them in our advertisements. Recently we have been making use of Leyendecker paintings. Oil paintings which are made from life studies are found to be the most satisfactory and reproduce better in print than ordinary photographs.

We have received hundreds of photographs of children who have been using our Corn Flakes for some time and we have a collection, to which I would like to add these photographs, but of course I cannot do this without your permission. In the event that the pictures were ever made use of at any time for advertising you would be communicated with and a satisfactory price arranged.

I have asked our Seattle office to send you for the use of the twins some of our products which they have in stock. Please accept same with my compliments and best wishes.

Yours very truly,

W. K. Kellogg
Mr. C. J. Tegler,  
Skykomish, Washington.

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Yours very truly,

W. K. Kellogg
SKYKOMISH TWINS WORK FOR PLAY TEACHER
Small Boys Comb Little Town for Times Votes

WANT Favorites TO VISIT EUROPE
Enthusiastic Youngsters Doing Utmost to Have Miss Clark Make Big Tour.

Teachers' Selection Details in Brief

1-Six teachers are to be selected for a visit to the battlefields of Europe and four for a two weeks' vacation trip to Yellowstone Park, all at the expense of The Seattle Times.

2-Voting must be done exclusively on the ballot blank appearing each day on the first page of The Seattle Times, except in cases of new subscribers.

3-Ballots must be neatly clipped, not torn from the paper.
4-Each ballot blank is good for only five days and must be deposited within that period or it cannot be counted.
5-The voting day closes at 5 p.m. All ballots cast after that hour are recorded for the following day.
6-Each new subscriber to the Daily and Sunday Times is entitled to cast fifteen votes at the time of his subscription on a special blank provided for the purpose.
7-Ballots must be signed.
8-Voting ends at 5 p.m. June 3, 1920.
9-Teachers of either public or private schools may be voted for, but no vote will be counted for a teacher in an institution of higher grade than the high schools of Seattle.

Photograph by Webster & Stevens, Times Staff Photographers.

Delmer and Teddy Tegeler.

This photograph shows Delmer (left) and Teddy Tegeler, 4½-year-old twins of Skykomish, who are enthusiastic supporters of Miss Tacy Clark, Seattle play teacher, in The Times Teachers' Selection.

The particular legs of Delmer and Teddy Tegeler, 4½-year-old twins, have the little town of Skykomish all worked up over the possibility of Miss Tacy Clark, Seattle play teacher, taking a trip to Europe as a guest of The Seattle Times.

The pair of them take a side of the street each, and, working that way, the comb Skykomish from end to end. They collect every vote from every Times subscriber in that little city.

"They are the most enthusiastic youngsters you ever saw," declared Miss Clark today, in talking of her young admirers. "And for boys so young they surely bring in a raft of ballots. If I had a few more like them at work for me I'd make that trip to Europe without a doubt.

Miss Clark surely has a wide field of workers. With Skykomish added to the list she has both country and city districts lined up. Mercer School is the pioneer in advocating her selection as a member of The Times party touring Europe and alone with Mercer is lined up Leschi, Latona and a host of others.

In the Gilman district the children have recently placed boxes bearing signs. "Place Votes Here for Miss Tacy Clark," and that district, too, is doing its share.
Charles Tegeler? with Delmar and Teddy, unidentified woman in cab of GN locomotive #2037
2037  R-1 2- 8-8-2
Hillyard 12/19/1927
Scrap 11/20/1955
2536 S-2 4-8-4
Baldwin 3/12/1930
Scrap 6/24/1956

2032 R-1 2-8-8-2
Baldwin 8/24/1925
Scrap 6/9/1952
The 1902 Skykomish school, where the twins would have gone to school
Stevens Pass looking west. Elevation 4061 ft.
1011 E-14 4-6-0
Baldwin 10/31/1919
Rebuilt H-5 1370
Delmar

Teddy
1901 L-1 2-6-6-2
Baldwin 9/11/1906
Dismantled 11/7/1925
2506  P-2  4-8-2
Baldwin 10/24/1923
Scrap 10/31/1955
Haybrook Lumber Co
Near Index, WA
Milltown Mill log pond
Skykomish as viewed from Milltown
THE END

Thanks for your attention and participation

Time now for

• Lunch
• Sky Market
• Great Northern & Cascade Railway
• Tour the Depot
• Skykomish Historical Society Museum
• Tour of GN caboose X228

Return at 1:30 PM for GN/BN Home Movies
The Batchelder Collection From the Skykomish Historical Society
Featuring The Overall Kids

Presented by William Kajdzik
The Overall Kids

• Our mother with Uncle Allan and Aunt Marie Batchelder agreed we kids should spend the summer with them.
• The trainmen watched over the kids carefully, bringing them to Gaynor and transporting them back to Seattle at the end of summer.
"THE OVERALL KIDS"

April 11, 1967

Mr. R. H. Shober

I am fortunate in having a neighbor who works for the G. N. and gives me his "Cascadian," where I saw the article "Where Are They?" and asking for information.

I was lucky in having an aunt and uncle working for the G. N. Ry. and got to spend my summers with them in the mountains on the G. N. thru the years 1911 to 1920.

I started putting together a story about the time spent there as I had so many pictures that I felt shouldn't go to waste. That was quite a different era of railroadin' in those days - the days of the old staff system, the old Mallac engines, and the old water tanks for the engines.

Last year I looked high and low for a map showing the stations under that system. I couldn't find one anywhere, so I wrote to Mr. Budd and asked him if there might be one in the archives. He turned my letter over to the advertising dept. who provided me two of the most beautiful blueprint maps you ever saw. Underlined in red on it were all the stations I had asked for: Berne, Gaynor, Mason Creek, Merrill, Winton, Chiwaukum, Dury, Tumwater Canyon, then Leavenworth. That really fixed up my story.

Gaynor and Chiwaukum are the two places my time was spent at.

Last year my sister and I went over there to see if we could find where the station last stood. We did and also took pictures of the little old one-room schoolhouse that is still standing in the woods. Also the ranger's house is still there with the horse corral and all. Even the old spout from the water tank is lying alongside what is now Stevens Pass. The old railroad bridge is now an automobile bridge. The old station house we lived in was moved to Winton and is still there.

At Gaynor and Chiwaukum, the trainmen used to call us "The Overall Kids."

Mr. H. A. Batchelder was telegraph operator, and is now living at Route 3, Box 587, Poulsbo, Wash., 98370. All the trainmen called him "Batch" and as soon as he can move to Seattle, he will be looking up some of the oldtimers that are still here.

Mrs. Batchelder, who was second trick operator, passed away Jan. 3, 1966.

Mrs. W. H. Noyes
268 N. W. 44th
Seattle, Wash. 98107
Thelma recalls that during huckleberry season Aunt Marie would take them berry picking. "We would get on the 2 a.m. west-bound train and ride to the east end of the Cascade Tunnel where we would sit and wait for daylight." Then came a morning of picking. "Buckets full, we would flag down the eastbound train about 2 p.m. and return to Chiwaukum. Aunt Marie would make blue huckleberry pies and huckleberry puddings in empty baking powder cans."