The Charles J Tegeler Collection From the Skykomish Historical Society

Presented by

William Kajdzik

Mrs Clara Zielman
Concordia - 63846 - Mo

Seattle 98144 Washington.
Feb. 6th, 1968.

Dear Friend:-

It has been 66 years since I last heard of you, when we moved from Morrison Mo to Hope Mo, in Hope Mo I worked on a farm and a country stor Then in a country store in Fredericksburg Mo, then to StLouis Mo for the Majestic Range Co, then for Hugo Wellesen in his bakery for 14 months by night, then to Freidmans Shoe Co, then to Peters shoe company for 4 years.

Then to Vancouver B.C. Canada for a lumber company as head book keeper untill destroyed by a big fire, then I returned to U.S.A. to work in the harvest fields in Washington, then to long shoreman loading and unloading Ocean liners, then in several saw mills in Seattle Wn, then I hired out as a brakeman on the Great Northern Rly, and was promoted to train conductor, running on Passenger & freight trains for 42 years, my runs were from Seattle Washington to Portland Oregon 366 miles round trip, also Seattle to VVVVVV Vancouver B.C. CAnada 310 miles round trip, also toSpokane washington 660 miles round trip and on all the branchlines, I retired in 1951 May the 22nd.

I had a heart attack when I was 65 years old that is 16 years ago, I was overweight I weighed 186 pounds, in the last 6 months I lost 36 pounds and I feel just fine, I still drive my Chev 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 Potsdam Mo, 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 looker 6 Ft tall a red head with a slim figur -re she is a stewardes on the West Coast Air Lines out of Kansas City Mo, she flies all over the U.S.A. and Mexico & Canada & the U.S.A.

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

I would like to knowwhen your parents died and the cause of death and where they are burried, I think Auralia died several years ago and Otto.

How old were your parents when the died, my age is 81-½ years feel just fime. If I hear from you I have a lot more news for you, I was married in 1914 to my first wife, we lived together 24 years and 8 months when she died of doubble Pneumonia, then I married again after 27 years to Ella Tschappler 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 Rly Pension check she left for Carlsbad New Mexico, she drawed about $ 700.00 when I stopped her Rly Pension, and started divorce proceedings, as she was gone from my home one year and two months, I got my divorce August 11th, 1967

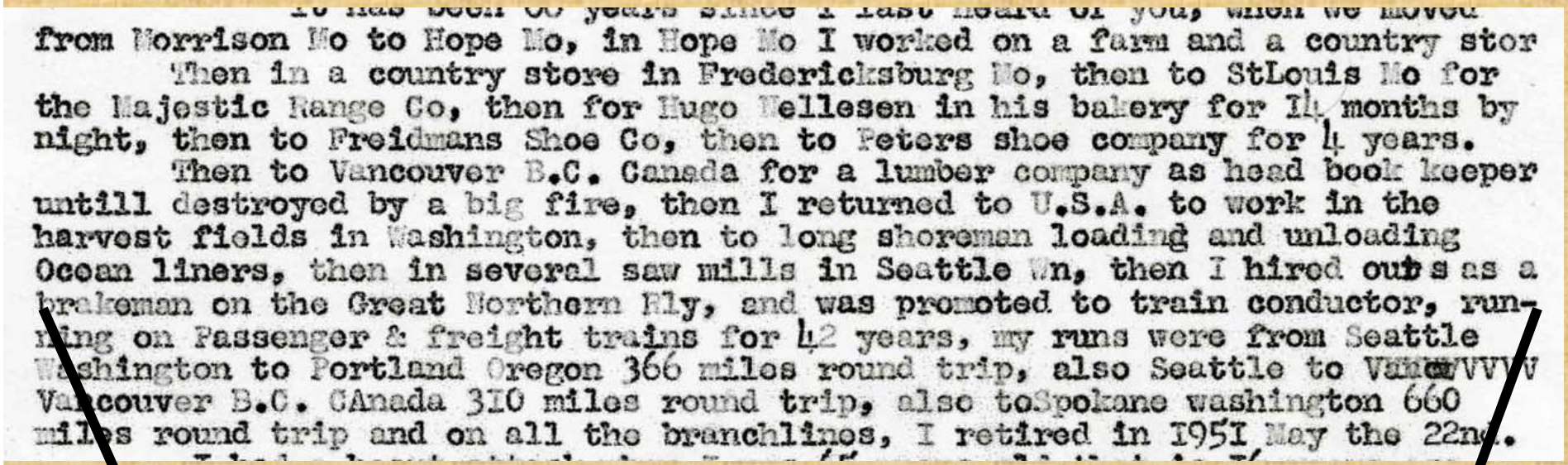
She was my school mate in Potsdam many years ago, she turned out no good never cooked one single meal during the 4 months that she lived with me. I am sure glad I got rid of her, I feel like a new person again.

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

E. J Tegeler

Johanna Died with cancer of the entestines 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 sewed her up and said there is no hope for her to survive.



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ning on Passenger & freight trains for 42 years, my runs were from Seattle
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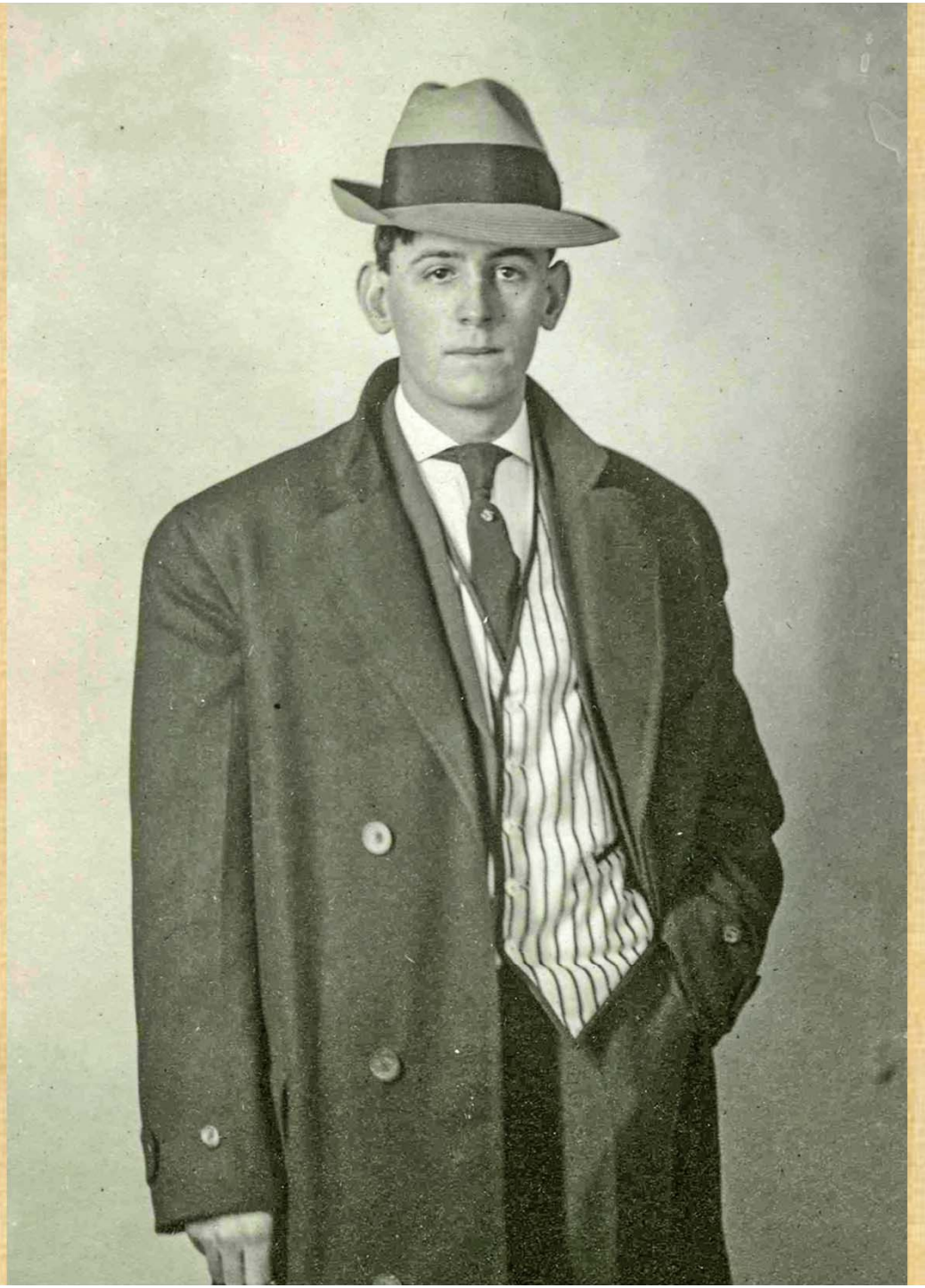
Vancouver B.C. CAnada 310 miles round trip, also toSpokane washington 660
miles round trip and on all the branchlines, I retired in 1951 May the 22nd.

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.

CONDUCTOR

Not good on Trains 1 and 2.

Great Northern Railway

Employes Time Pass

PASS C. J. Tegler

BETWEEN Stas. Spokane & West

Passenger Brakeman

ACCOUNT 1911

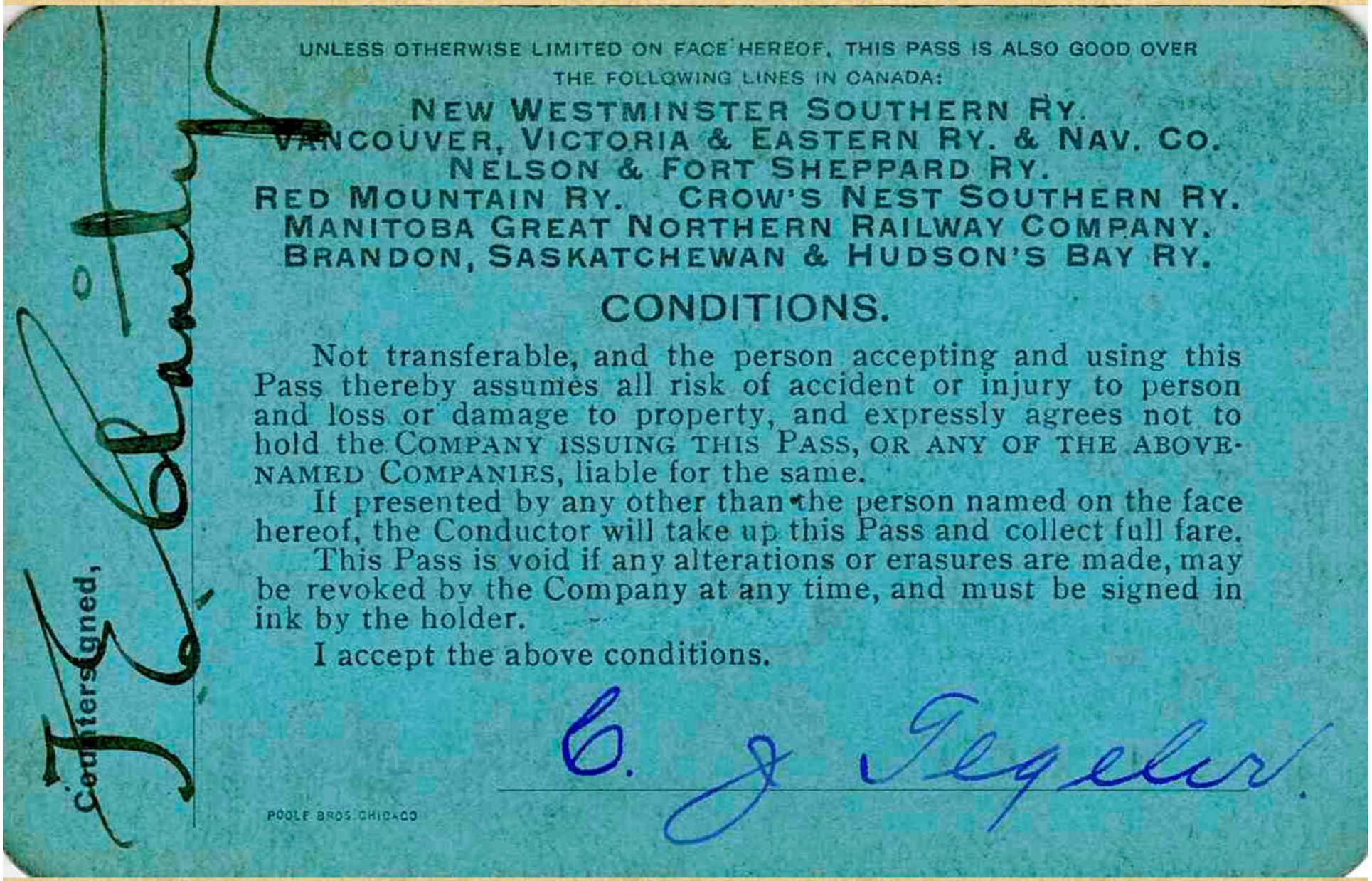
UNTIL Dec. 31 1911 UNLESS OTHERWISE ORDERED

WHEN COUNTERSIGNED BY F E Clarity

No. E 18392

J. M. Hyndman

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.

Countersigned,

POOLE BROS. CHICAGO

Costello & Grant....

HEADLIGHT OVERALLS
BROTHERHOOD GLOVES
HANSON GLOVES
SIGNAL SHIRTS

The Boston Clothing Co.
1611 Hewitt Ave., Boston Block Everett, Wash.

Herald Print Everett, Wash.

1913 - year

Cascade Lodge

No. 645

of the

Dec 15-1914

Brotherhood

of

Railroad Trainmen

OUR MOTTO:

Benevolence, Sobriety and Industry

A. E. Hutchinson - President
W. D. Bowen, - Sec.-Treas.

Resigned X

Great Northern Railway Company
Cascade Division

SENIORITY LIST OF PASSENGER BRAKEMEN

Dead –
Pension +
Fired o

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
+ 9. Carlson, Theo. W.—7-30-07
o 10. White, Ralph E.—1-30-08
11. LeRoy, Frank A.—2-9-09
o 12. Barndt, Benj. B.—4-13-09
o 13. Forrester, Thomas—4-28-09
o 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
o 20. Young, Ralph E.—4-27-10
21. Tegler, Charles—5-19-10
22. Unger, Joseph C.—6-11-10
o 23. Churchill, John H.—6-18-10
X 24. Hubbell, Lee L.—6-20-10
25. McMillan, Frank B.—7-20-10
X 26. Turner, William H.—11-9-10
X 27. Murphy, Paul H.—12-14-10
+ 28. Gearty, William H.—12-19-10
o 29. Whitehead, Carl—6-20-11
X 30. Mattocks, Albert L.—9-24-11
X 31. Bergstrom, Fred C.—10-20-11
32. Hartman, William L.—12-1-11
X 33. Bartlett, Earl H.—2-22-12
34. Geary, Edw.—4-18-12
— 35. Hickey, William L.—7-1-12
o 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 I.—10-9-12
X 38. Castle, Milton J.—10-11-12
39. Carey, Paul H.—11-26-12
X 40. Curtis, Evelin Harold—3-14-13
— 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
45. Rothans, Clarence—10-30-13
o 46. Nash, James C.—12-2-13
o 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
— 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
o 55. Gaines, James William—11-18-13. Transferred from Frt. 8-31-14
X 56. Pratt, George Lee—10-24-14

56
19
37

1914
BROTHERHOOD
OF
RAILROAD TRAINMEN
TRAVELING CARD
SEATTLE, WASH. FEB 15 1914
1914
C. J. Taylor
IS A MEMBER OF
PUGET SOUND
LODGE No.
193
SEAL
Frank C. Hanley
PRESIDENT.
T. E. Kline
GENERAL SECRETARY AND TREASURER.
SECRETARY

BROTHERHOOD
OF
RAILROAD TRAINMEN
TRAVELING CARD

1917

SEATTLE, WASH. FEB 10 1917

1917

C. F. Tigler IS A MEMBER OF

PUGET SOUND LODGE NO. 193

SEAL

T. E. Kinney
GENERAL SECRETARY AND TREASURER

John McTeigue
PRESIDENT

C. E. Arthur
SECRETARY

MONTH	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.

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.

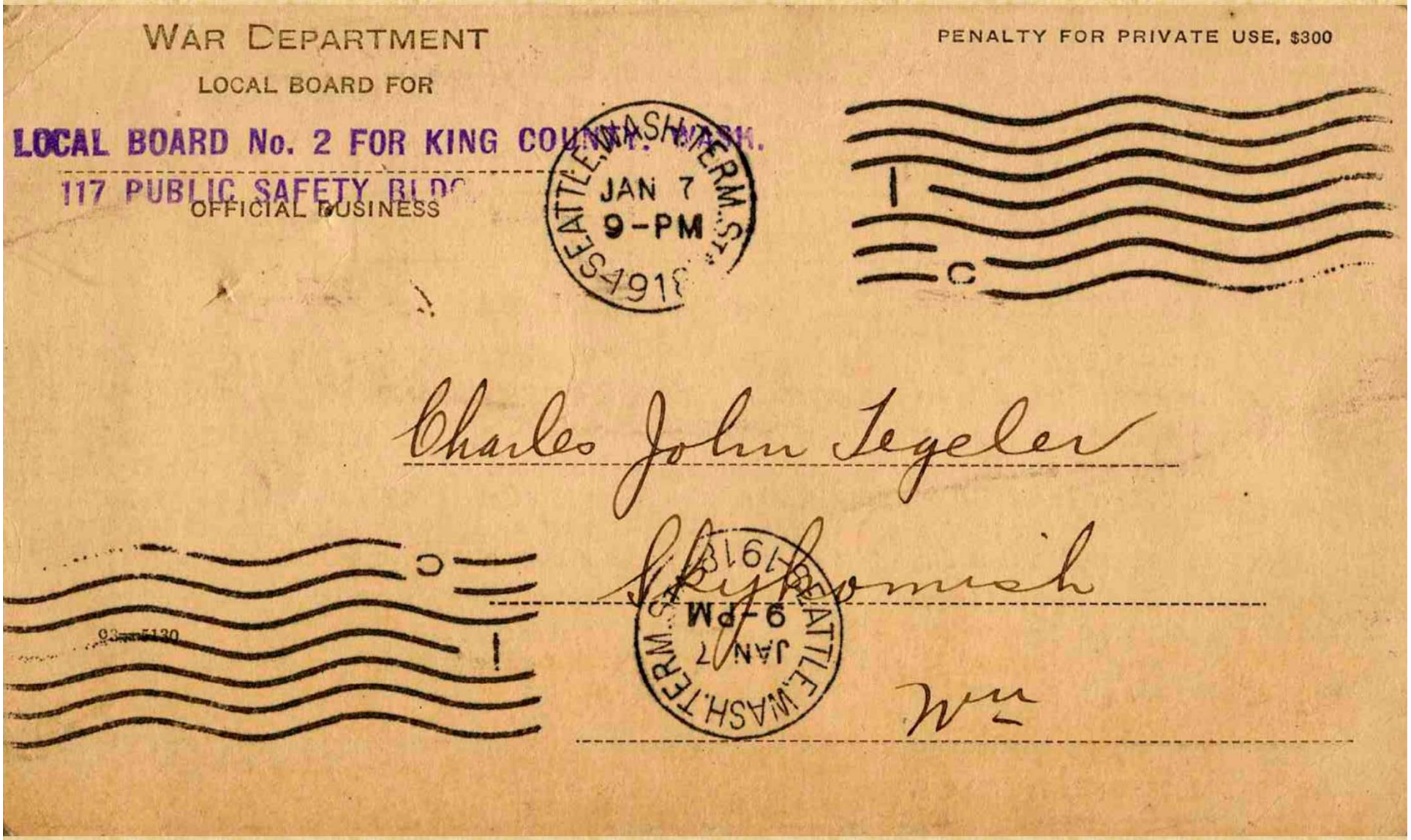
This card is not transferable. It certifies that the person named is a member of the Brotherhood in good standing and entitled to fraternal courtesies. He expressly agrees that it will not be used for other than legitimate purposes. Must be signed in ink by the person to whom it is issued, and bear the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

No. 3110

SIGNATURE

OCCUPATION _____ TIME OF SERVICE _____ YRS.

DESCRIPTION		
SIZE	SLIM	★
	MEDIUM	★
	STOUT	★
HEIGHT	TALL	★
	MEDIUM	★
	SHORT	★
HAIR	LIGHT	★
	GRAY	★
	DARK	★
	RED	★
	BALD	★


WAR DEPARTMENT

LOCAL BOARD FOR

LOCAL BOARD No. 2 FOR KING COUNTY, WASH.

117 PUBLIC SAFETY BLDG.

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE, $300

SEATTLE, WASH. TERM. STA. JAN 7 9-PM 1918

1 C

Charles John Segeler

Silvernale

SEATTLE, WASH. TERM. STA. JAN 7 9-PM 1918

Wn

93-5130

Local Board for LOCAL BOARD No. 2 FOR KING COUNTY, WASH.
117 PUBLIC SAFETY BLDG., SEATTLE, WN.

NOTICE OF CLASSIFICATION

I	II	III	IV	V
			A	

Chas. John Tegeler Order No. 638 Serial No. 1043 has been classified by the {Local / District} Board {on appeal / on original claim} 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.

1/7/18 (Date.)

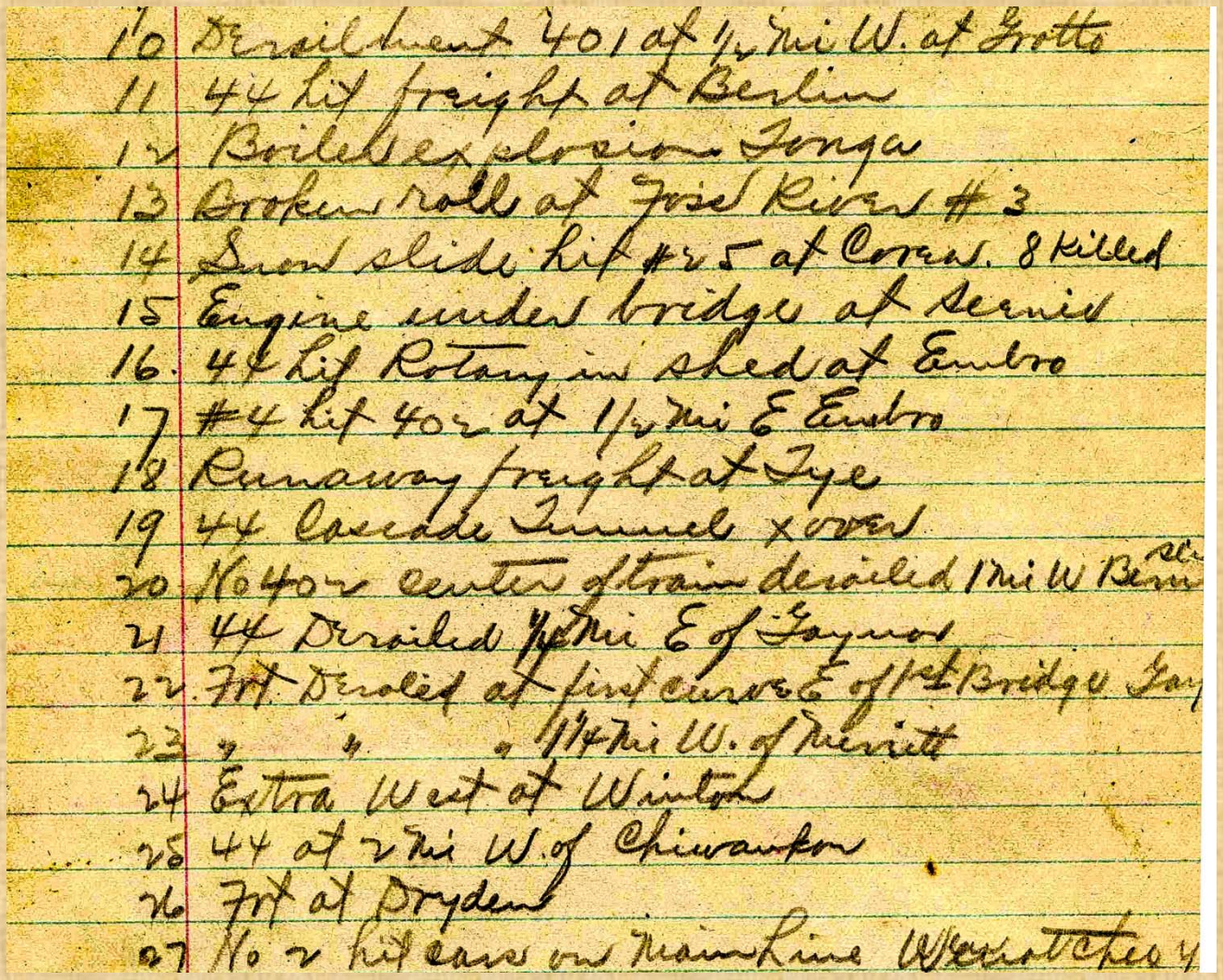
A. C. Wilson *Member of Local Board.*

FORM 1005—PMGO. (See Sec. 103, S. S. R.) c3—5133

Record of wrecks G.N.Rly.

1 Fraser River bridge
2 Burnaby. Reported to Royal City
3 Boiler explosion S. Bellingham
4 Freight at S. Bellingham
5 Coal lit slide N End Lindberg
6 Crater lit baggage Car Barling
7 Mc Cabe, Everett Jct Wreck
8 Derailment #4 Mukilteo
9 B.B.T.R Spun Extra West lit Local
10 Derailment 401 at ½ mi W. at Grotto
11 44 lit freight at Berlin
12 Boiler explosion Tonga
13 Broken rail at Frasier River #3
14 Snow slide lit #25 at Corral. 8 killed
15 Engine under bridge at Bernid
16. 44 lit Rotary in shed at Embro
17 #4 lit 40 at 1½ mi E Embro
18 Runaway freight at Tye
19 44 Cascade Tunnel x over
20 No 40 center of train derailed 1 mi W Bernie
21 44 Derailed ½ mi E of Taynor
22. Frt Derailed at first curve E of 1st Bridge Tay
23 " " " 1¼ mi W. of Merritt
24 Extra West at Winton
25 44 at 2 mi W. of Chiwawkon
26 Frt at Dryden
27 No 2 hit cars on main Line Westbound Chesley
28 44 and frt at 2 mi E Moncton Engt Yard
29 Extra fruit Special & Frt at 1½ mi W of Malaga
30 No 4 Derailed at Tunnel 1½ Cobalt Rivers Sta
31 Fruit Spl at 2 mi E of Ephrata Derailed
32 No 44 and 1 at Odessa
33 #43 Eng Tender & B Car Helen from Twin Falls
34

34 Axel Broke on ⅀ car 14 mi E of Dudley.
35 No 2 - 1½ W Startup washout culvert.
36 " 27 Trinidad Hill Killed DeRush.
37 Eng Tipped over Ardley Spur Killed Fireman
38 #357 Own Davis. Eng's Hudson Head On with ⅀.
39 " ⅀ Gouge Derailed. Also Runaway cars End Josh Bridge
40 Sedro Woolley
41 Snohomish # 2 Derailed.
42 401 Ran through Shed on Hill. 3-18-18.
43 27 Derailed near Gravel Bunkers at Reiter 3-24-18.
44 Extra West 1760 Lit Rear of 715 at 500 ft East Monroe.
45 No 27 at Holford 4th of July Eng Viggin
46 " 27 " Millers River Bridge
47 Broken Wheel at ½ mi East of Haybrook
48 " " " Millers River Station
49 Sunshine Engine Clear up
50 #28 at Reiter Monnett Kirkland, Johnson Brown
51 #28 Apple Gate Larvine Killed 28 turned over
52 East Spokane 4 Killed 97 cars ht Rock slide
Engr Barrett, Blewan Holgrove Fireman Kruger.
53 Cashmere 15 stock cars pile up
54 Fish train Head on at Cassby
55 No 27 at 2 mi E of Monroe in Rain Sucker Downs
56 Visitor - Pilot, Sky Rocket - work train Lindley
57 N.P Spears ⅀ #67 2 at Auburn
58 ⅀ Hits rear of N.P. at Wildridge Clarkmeade
59 ⅀ Side swiped N P Lake yard



10 Derailment 401 at ½ mi W. at Grotto
11 44 hit freight at Berlin
12 Boiler explosion Tonga
13 Broken rails at Trout Rivers #3
14 Snow slide hit #25 at Corrs. 8 killed
15 Engine under bridge at Sernia
16. 44 hit Rotary in shed at Embro
17 #4 hit 40 at ½ mi E Embro
18 Runaway freight at Tye
19 44 Cascade Tunnel x overs
20 No 40 center of train derailed 1 mi W Bern Cl
21 44 Derailed ½ mi E of Gaynor
22 Frt. Derailed at first curve E of Pt Bridge Gay
23 " 4 " 1¼ mi W. of Merritt
24 Extra West at Winton
25 44 at 2 mi W. of Chiwaukon
26 Frt at Dryden
27 No 2 hit cars on Main Line Westwood Tres 4

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)

SERVICE REQUIRED	MARK HERE
NIGHT LETTER	
DAY LETTER	
FAST MESSAGE	

Form 1153

Printed in U. S. A.

TELEGRAM

GREAT NORTHERN

TIME FILED

Seattle, Wn. August 15, 1946

FAST MESSAGE - RUSH

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?

Mr R N Whitmann Interbay
Mr H B Bassett Seattle
Mr C A Manthe Seattle

Seattle Wash. Sept,5th 1946.

Mr R N Whitman Interbay.

In answer to your letter Aug 29th about Mr C A Manthe complaining of lead being blocked, by G.N. Extra 2122 West at a time when pegr trains are being made up and trains arriveing, so engines can return to Interbay.

When the train known as first 671 arrives at Holgate st to be switched at a time when trains are using lead, and trains are made up, there is only one way out get in the clear, or go to Interbay. When the switch engine is coupled to this train it is then in charge of the switch crew, who should be instructed by officials to pull train clear of main tracks, and pull in on mud track when clear and back far enough to let the head end back in which sometimes has Interbay cars next to the engine so the switch engine does not have to handle these cars, sometimes there are 10 cars next to the engine and there is no place to go except the mud track. When switch engine backs or pulls train into clear they should take the whole train including engine with cars attached on the lead, unless the engine and one or two cars can get in the clear.on stub trk

No overtime is allowed for switch crews and when it is 8 A.M. a nother crew goes on duty and some times it is a long time before this engine shows up to finish the switching.

On Sept,4th G.N.Extra 2117 West arrived at Holgate St. at 600 A.M. Departed at 815 A.M. Had 67 cars ~~to switch~~ 2nd trains were due and only 10 cars were switched out in this time when 6 more should have been switched out, it was eight A.M. and the switch crew went off duty, instructing us to take 6 Nose house cars to go through to Interbay, in this case it would be better to let the train go to Interbay if the switching is not complete.
We could have been there thirty mins earlier but as train approached curve at Black River station, a knuckle broke 21 cars from head end 46 cars from rear end, it was a clean break on theknuckle.

I have no authority to tell the switchmen what to do or when to clear trains, or to pull head end off lead with the rest of the train, or use the opposite main track while westward firstCtrains are arriveing on westward track.

Sept 4th the eastward track was used to switch train, blocking train known as second 672, switchmen should be notified when this train is due so that second 672 can go, and clear the track for them. We could not head in on mud track Sept 4th as25 cars were on this track, a circular letter should be sent to the round house as some of the engineers are in doubt as to the safety of this trak with these large engines.

Condr

C. J Tegeler

Why was the lead blocked? I have no authority …..

Seattle, Wash. June 20, 1947.

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 Condr. 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. B. Bassett.

Who ran through the switch?

SEE IMPORTANT NOTICE ON BACK

No. 225 Everett Div. No. 456

Order of Railway Conductors

OCT 10 1942 19

Received from Brother C J Jegeler

Grand Dues to	DEC 31 1942	$ 3.00
Local Dues to	DEC 31 1942 19	$ 1.50
Legislative Committee Assessment	DEC 31 1942	$ .50
Sinking Fund Assessment	DEC 31 1942	$ 3.00
General Committee Assessment		$
Division Card	Initiation Fees	$ 2.00
Special	Wage DEC 31 1942	$ 50
Local Committee Assessment		$
	Total	$ 10.50

3 PRINTED IN U.S.A.

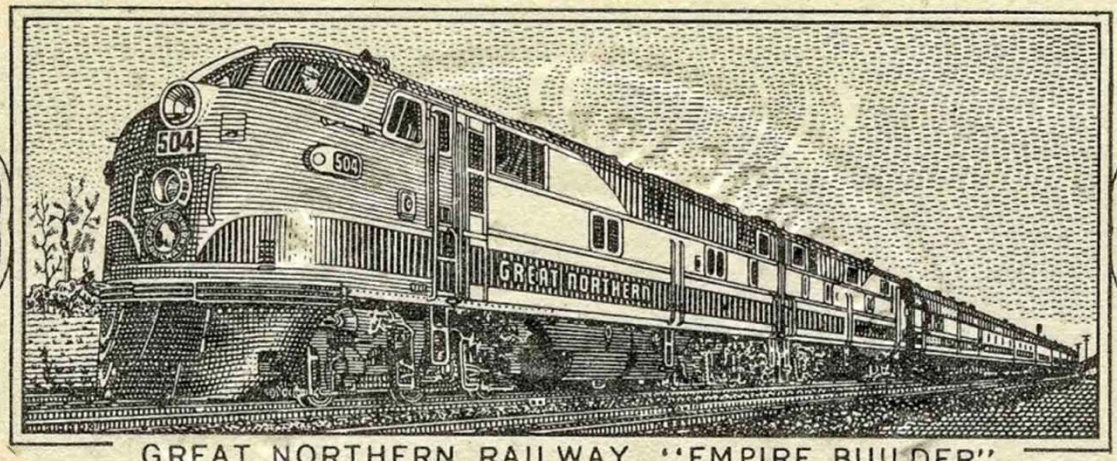
M Joselyn Secretary.

VOID AFTER MONTH AND YEAR PUNCHED

Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. D[illegible]. 1941 1[illegible]2 1943

OFFICIAL DIVISION RECEIPT MUST ACCOMPANY THIS CARD

1951



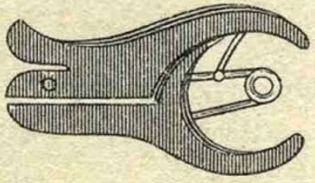
1951

GREAT NORTHERN RAILWAY. "EMPIRE BUILDER"

ORDER OF RAILWAY CONDUCTORS OF AMERICA

ISSUED TO Mr. C.J. Tegeler DIV. No. 456

EXPIRES DECEMBER 31ST 1951



No. 787

J.N. Rodgers

GENERAL SECRETARY

This is the year he retired

PRINTED IN U.S.A.

BROTHERHOOD OF RAILROAD TRAINMEN

Cascade Lodge No. 645 Seattle 2/18/46

Brother Angeles.

Replying to your letter of 2/14/46 requesting a withdrawal card and 35 year pin.

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

With best wishes, I remain

Fraternally yours,

Leo Walsh

Treas

Reply to withdrawal request

FORM 109

Brotherhood of Railroad Trainmen

No 2 AMALGAMATED UNION LABEL PITTSBURGH REGISTERED

WITHDRAWAL CARD

This Certifies That Mr. 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 With-
drawal from the Brotherhood, which was granted on the 1st
day of March 1946

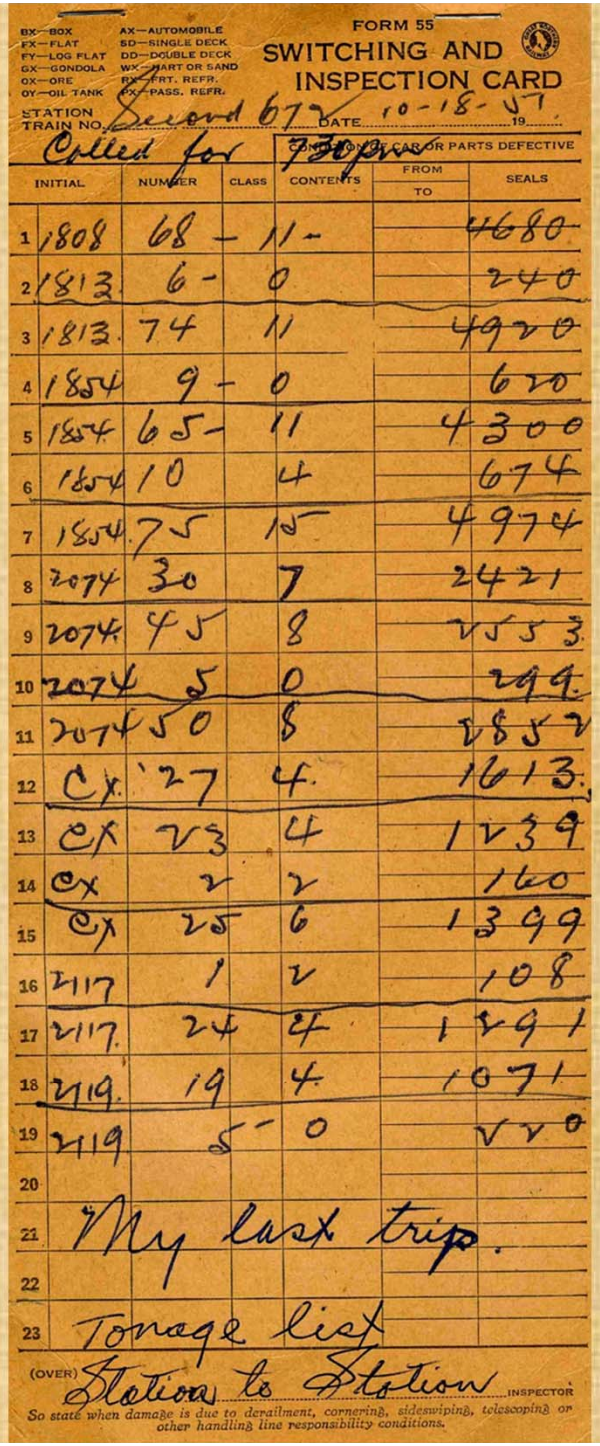
Given under our hands and the seal of our Lodge this
18th day of Feb. 1946

SEAL

R. H. Snider
President

G. H. Bingham
Secretary

Last trip switching and inspection card



BX—BOX FX—FLAT FY—LOG FLAT GX—GONDOLA OX—ORE OY—OIL TANK
AX—AUTOMOBILE SD—SINGLE DECK DD—DOUBLE DECK WX—MART OR SAND RX—FRT. REFR. PX—PASS. REFR.

FORM 55

SWITCHING AND INSPECTION CARD

STATION Second 67 TRAIN NO. DATE 10-18-37 19

Called for 730 pm

CONDITION CAR OR PARTS DEFECTIVE

	INITIAL	NUMBER	CLASS	CONTENTS	FROM / TO	SEALS
1	1808	68	11			4680
2	1813	6	0			240
3	1813	74	11			4920
4	1854	9	0			620
5	1854	65	11			4300
6	1854	10	4			674
7	1854	75	15			4974
8	2074	30	7			2421
9	2074	45	8			2553
10	2074	5	0			299
11	2074	50	8			2852
12	CX	27	4			1613
13	CX	23	4			1239
14	CX	2	2			160
15	CX	25	6			1399
16	2117	1	2			108
17	2117	24	4			1291
18	2119	19	4			1071
19	2119	5	0			270
20						
21	My last trip.					
22						
23	Tonnage list					

(OVER) Station to Station INSPECTOR

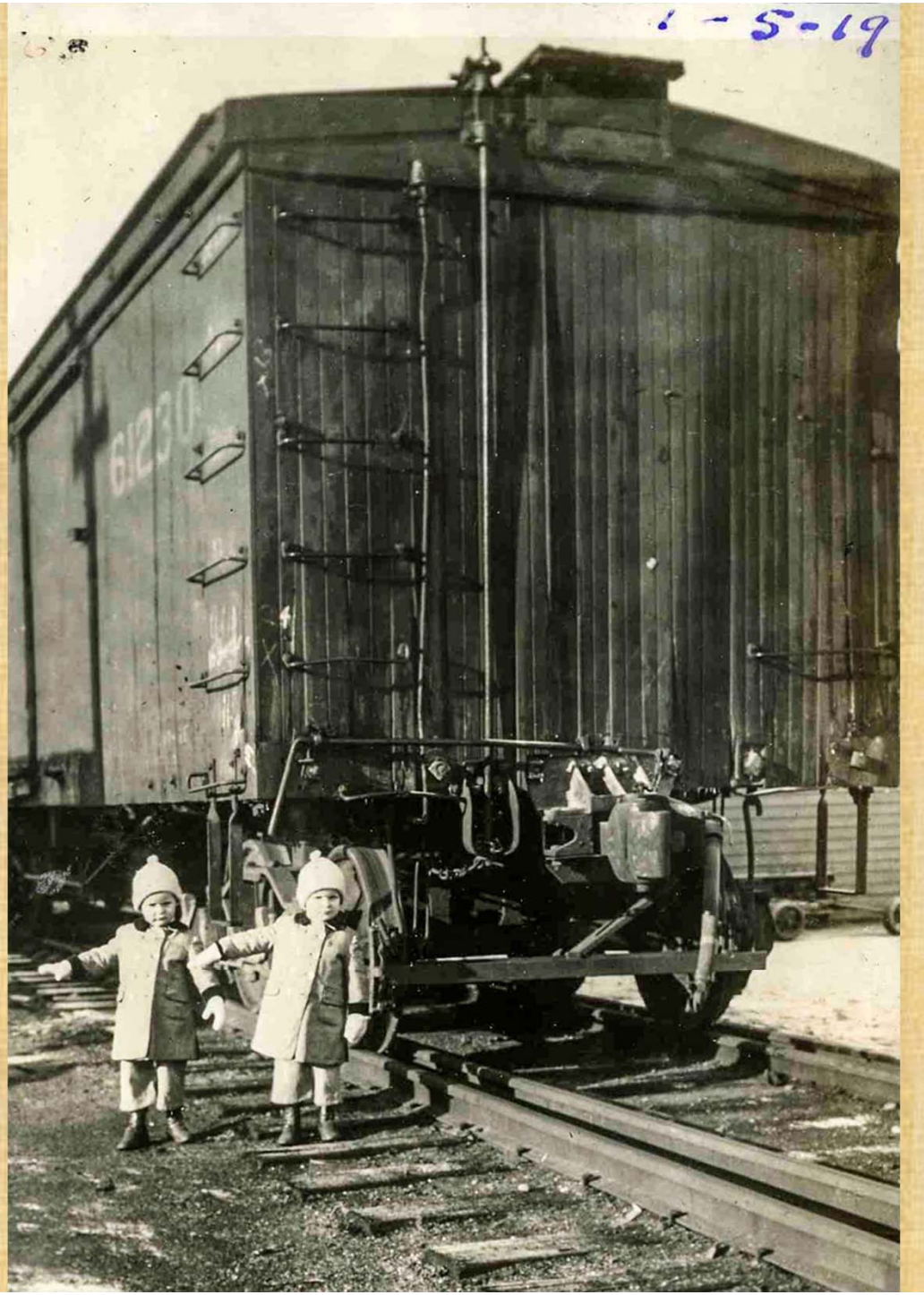
So state when damage is due to derailment, cornering, sideswiping, telescoping or other handling line responsibility conditions.

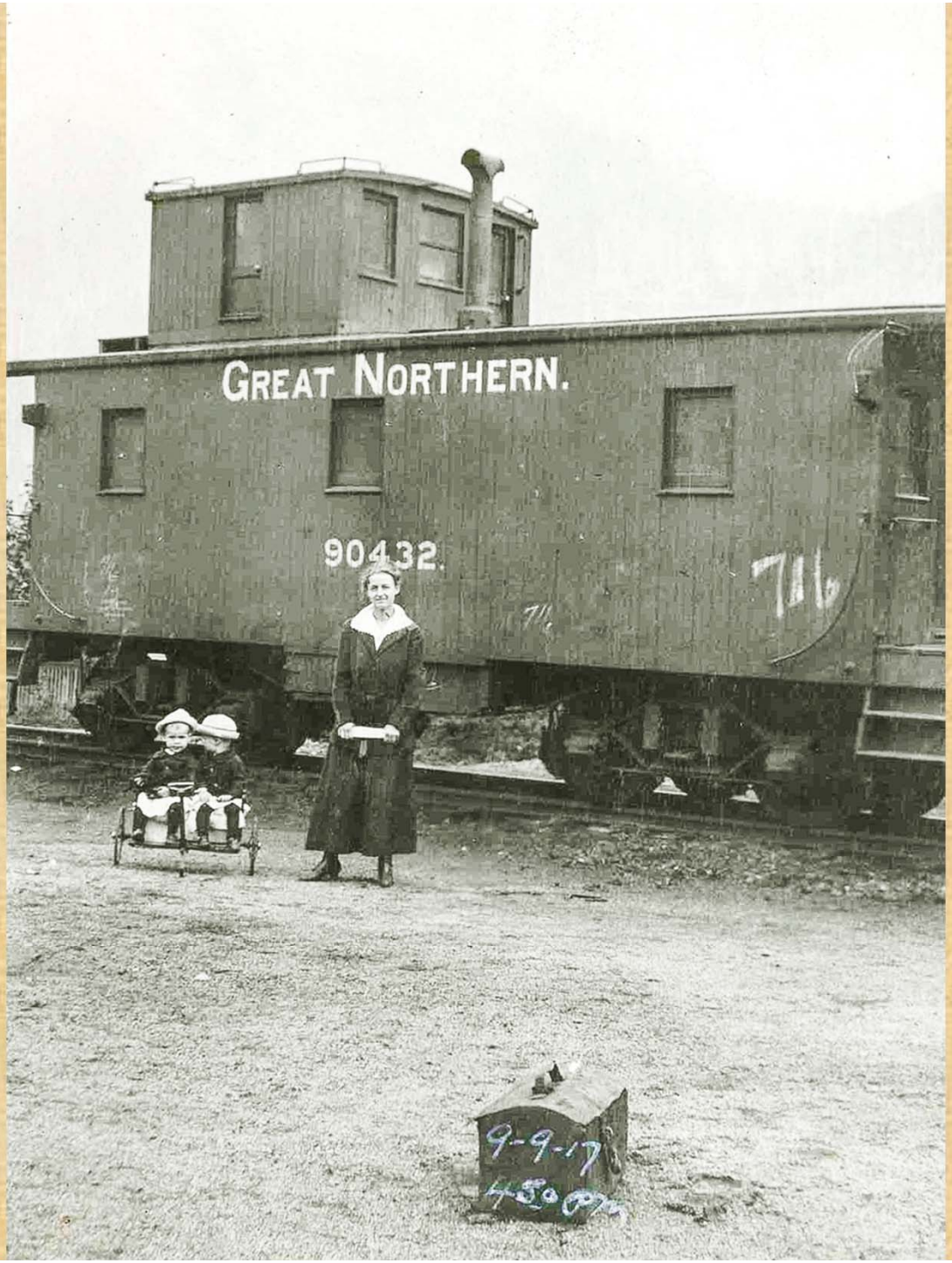
Views look south, Maloney Creek flooding in right photo

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


1-5-19

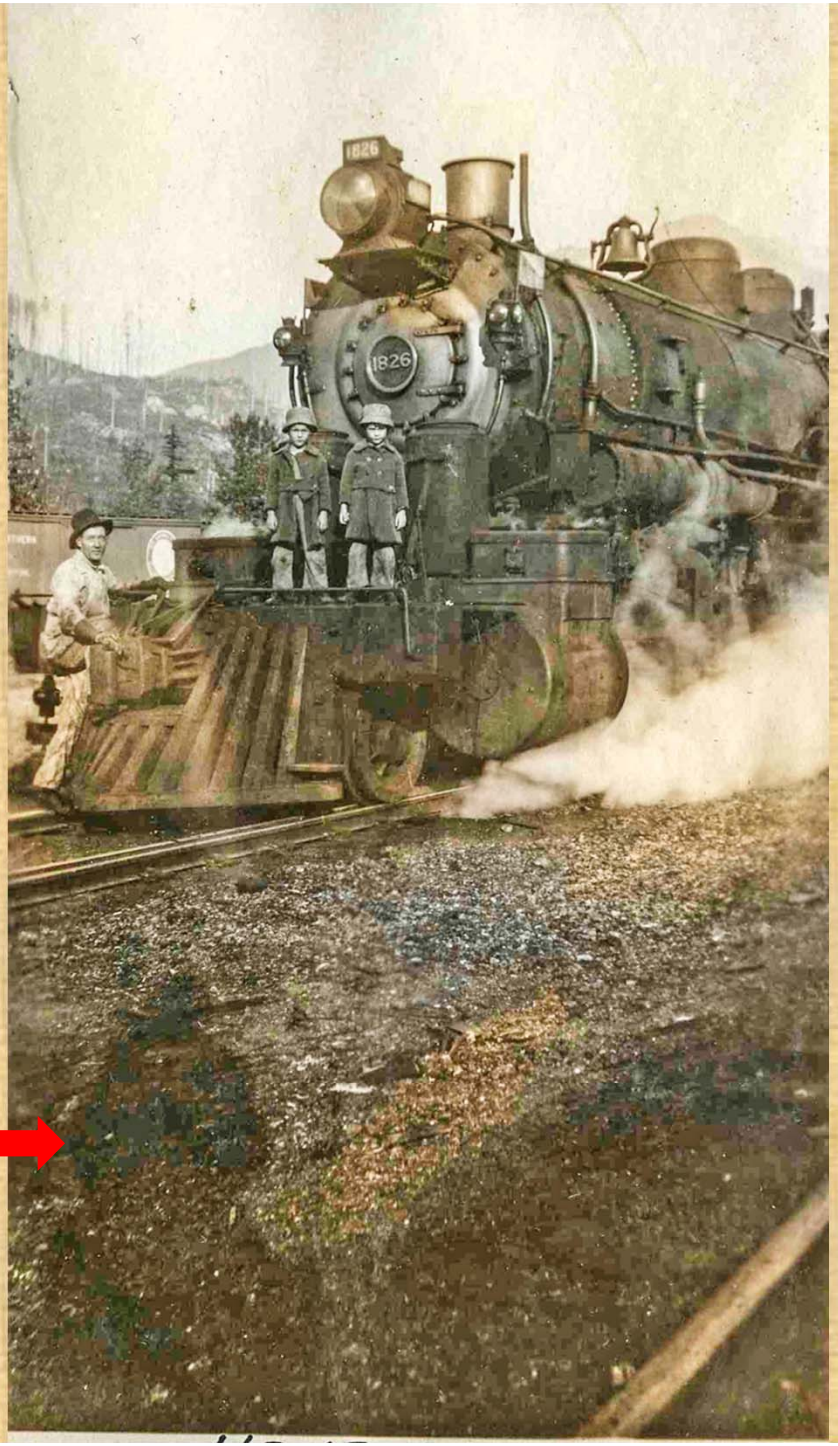

GREAT NORTHERN.
90432
9-9-17

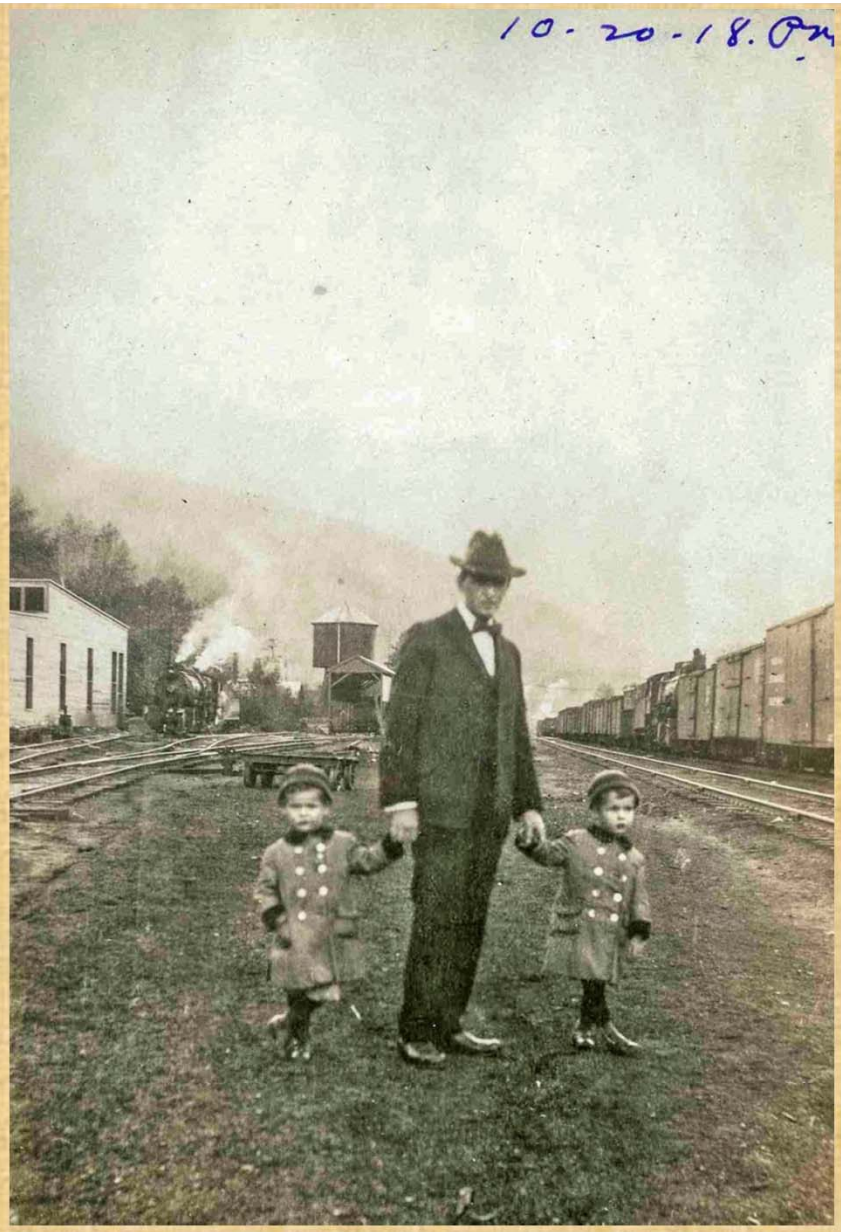
952 E-7 4-6-0
Brooks 4/30/1893
Scrap 1/1927

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”

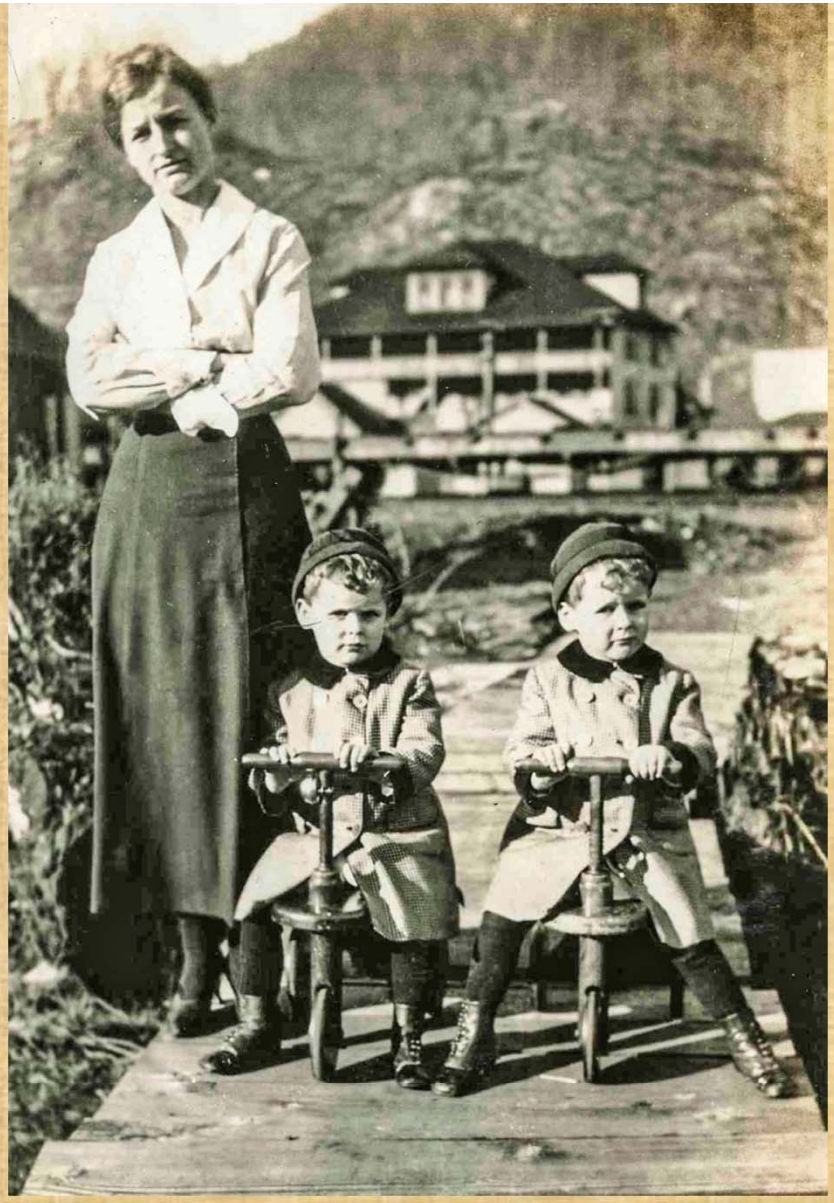




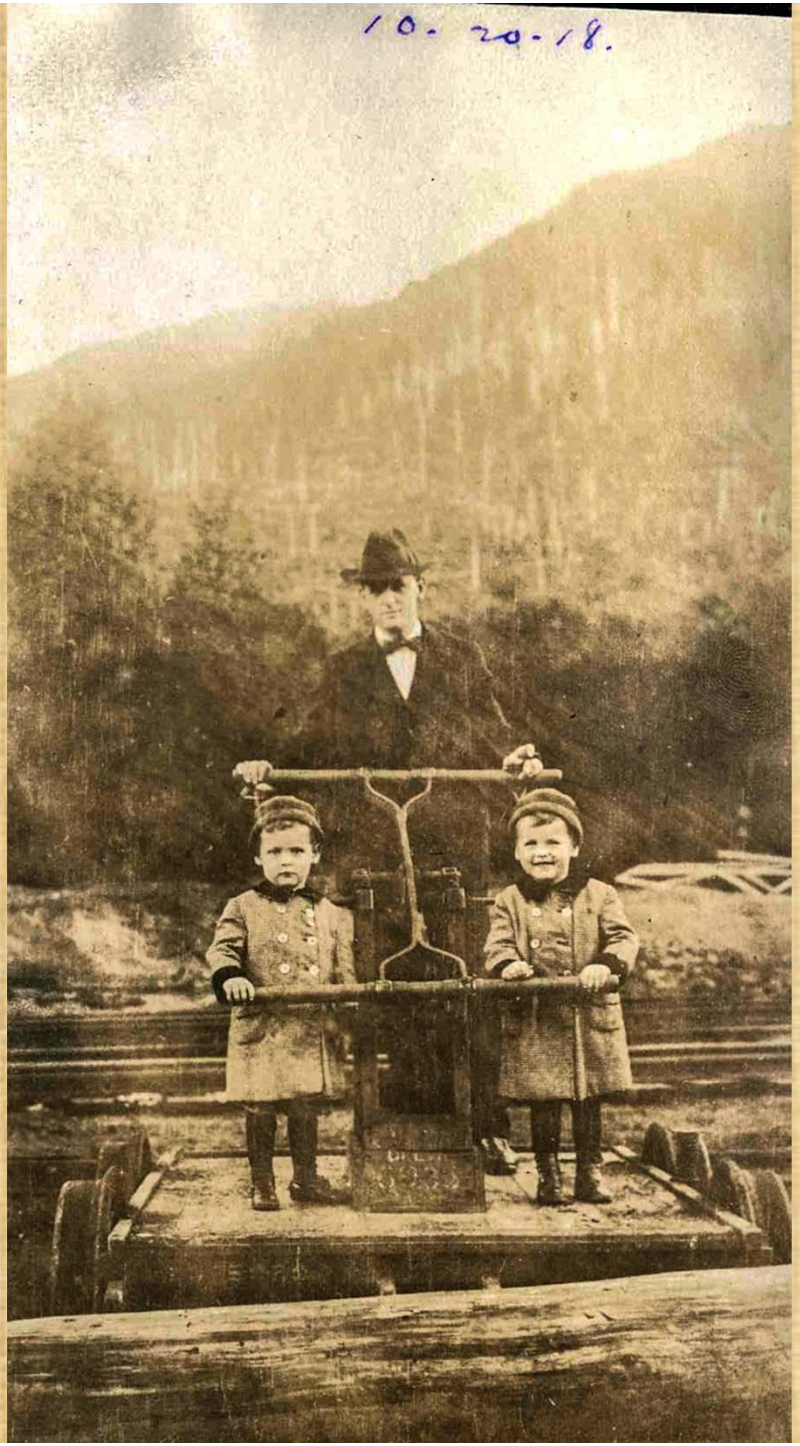
September 20, 1918, the Sky engine house on the left.

Mrs. Selma Tegeler, Delmar, and Teddy at East Skykomish switch. Right background is small house belonging to Jack Maine GN employee

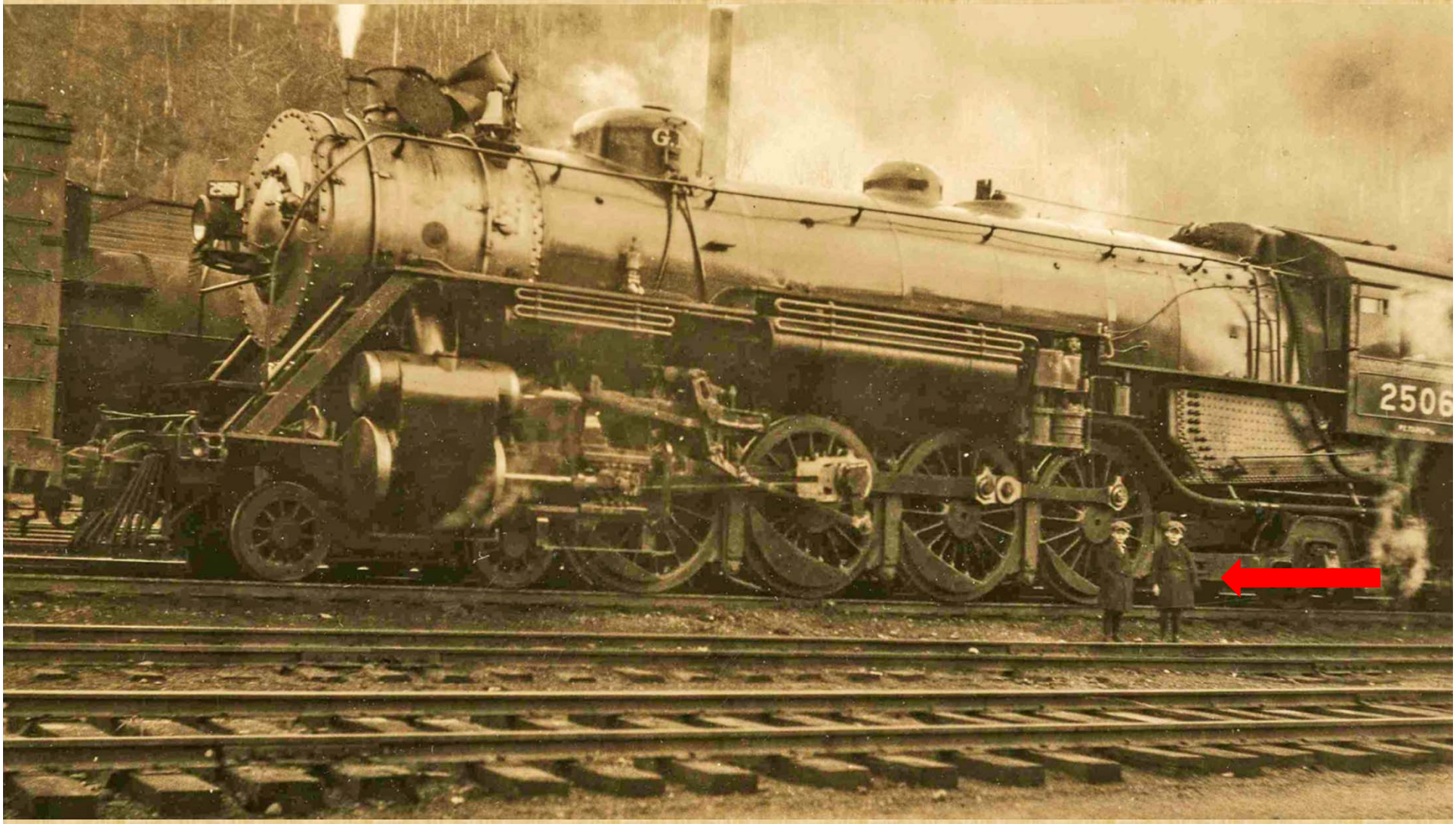
Mrs. Selma Tegeler with Delmar and Teddy, Skykomish Depot in background



On the walk way to the Tegeler home, looking north at the Skykomish Hotel

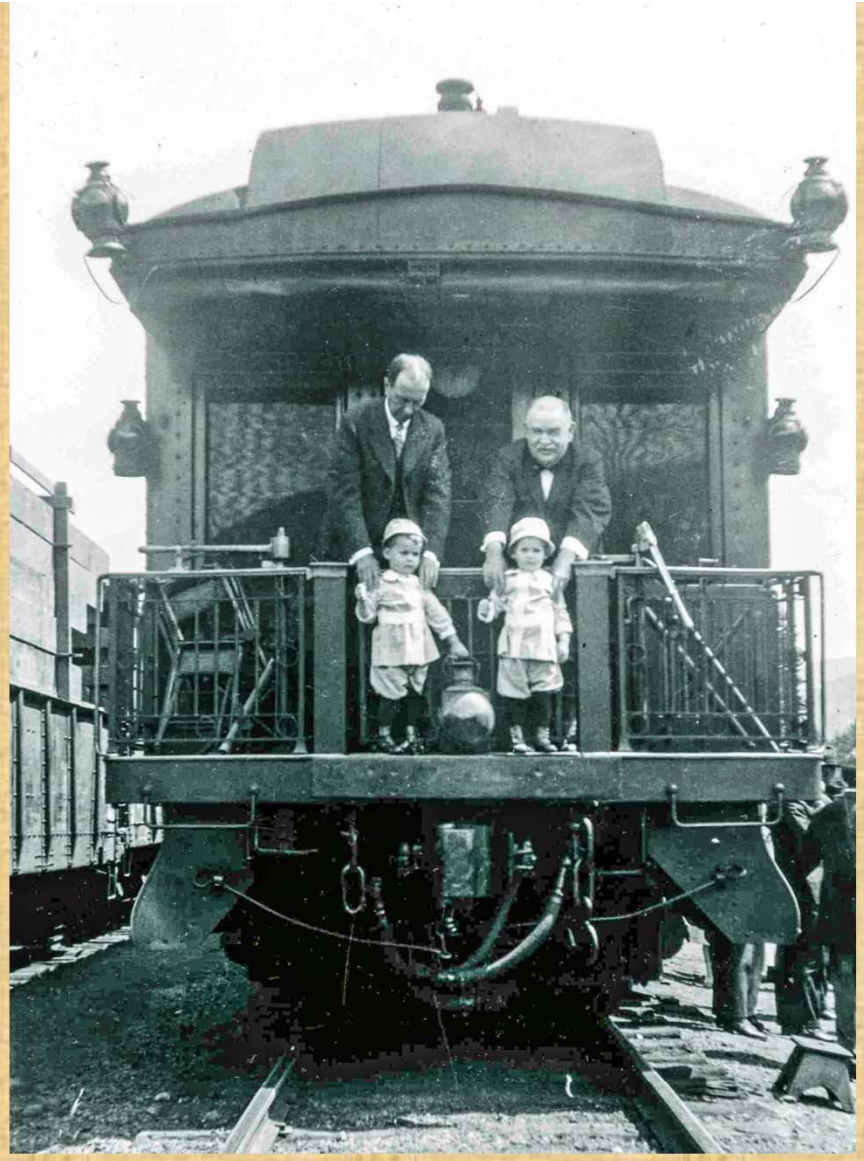

10-20-18.

9 - 3 - 22



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

12-22-18-a

9-15-18.

The Seattle Star
NATION GOES DRY!
LABOR AND POLICE PLAN STORM
PREPARE FOR BIG FIGHT MONDAY
MEETING TONIGHT NEXT MAY 1
AMENDMENT GOES
IN EFFECT IN YEAR
WAR BILL JULY 1
The Seattle Star
NATION GOES DRY!
LABOR AND POLICE PLAN STORM
PREPARE FOR BIG FIGHT MONDAY
MEETING TONIGHT NEXT MAY 1
AMENDMENT GOES
IN EFFECT IN YEAR
WAR BILL JULY 1

Kellogg's
TOASTED
CORN
FLAKES
THE ORIGINAL HAS THIS SIGNATURE
W. K. Kellogg
KELLOGG TOASTED CORN FLAKE CO.
BATTLE CREEK, MICH. AND TORONTO, CAN.

9-15-18.
Kellogg's
TOASTED
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TOASTED
CORN
FLAKES
Kellogg
OASTE
CORN
FLAKES
THE ORIGINAL HAS THIS SIGNATURE
W. K. Kellogg
KELLOGG TOASTED CORN FLAKE CO.
BATTLE CREEK, MICH. AND TORONTO, CAN.

Corn Flakes box hats with the Sky oil tank in the back

Won its Favor Through its Flavor.

KELLOGG TOASTED CORN FLAKE CO.

BATTLE CREEK, MICH.
November 4, 1918.

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,

WKK-BF

W. K. Kellogg

Won its Favor Through its Flavor.

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W. K. Kellogg

THE SEATTLE DAILY TIMES, TUESDAY EVENING, MAY 11,

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 Daily Times.

2—Voting must be done exclusively on the ballot blank appearing each day on the first page of The 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—The last blank ballot will appear in The Times of May 31, 1920.

8—Voting ends at 5 p. m. June 5, 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.

SKYKOMISH is a very small city. And Skykomish has some very small boys.

But said small boys, when they get their small brains to working and their small legs to running can do a lot of things and cover a lot of territory.

The particular brains and 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.

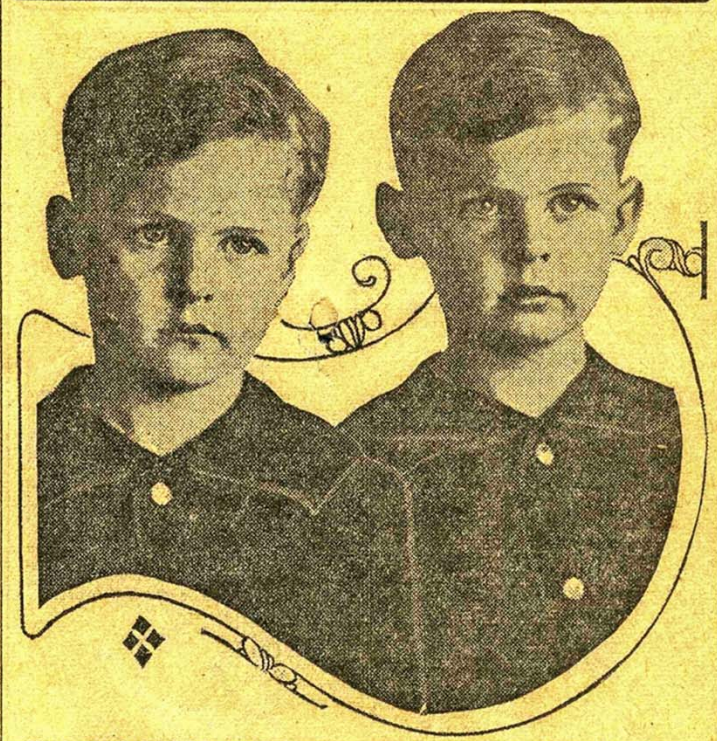
The pair of them take a side of the street each, and, working that way, the comb Skykomish from end to end. They collect every vote from every Times subscriber in that little city.

"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 county and city districts lined up. Mercer School is the pioneer in advocating her selection as a member of The Times party touring Europe and along with Mercer is lined up Leschi, Latona and a host of others.

In the Colman district the children have recently placed boxes bearing signs, "Place Votes Here for Miss Tacy Clark," and that district, too, is doing its share.

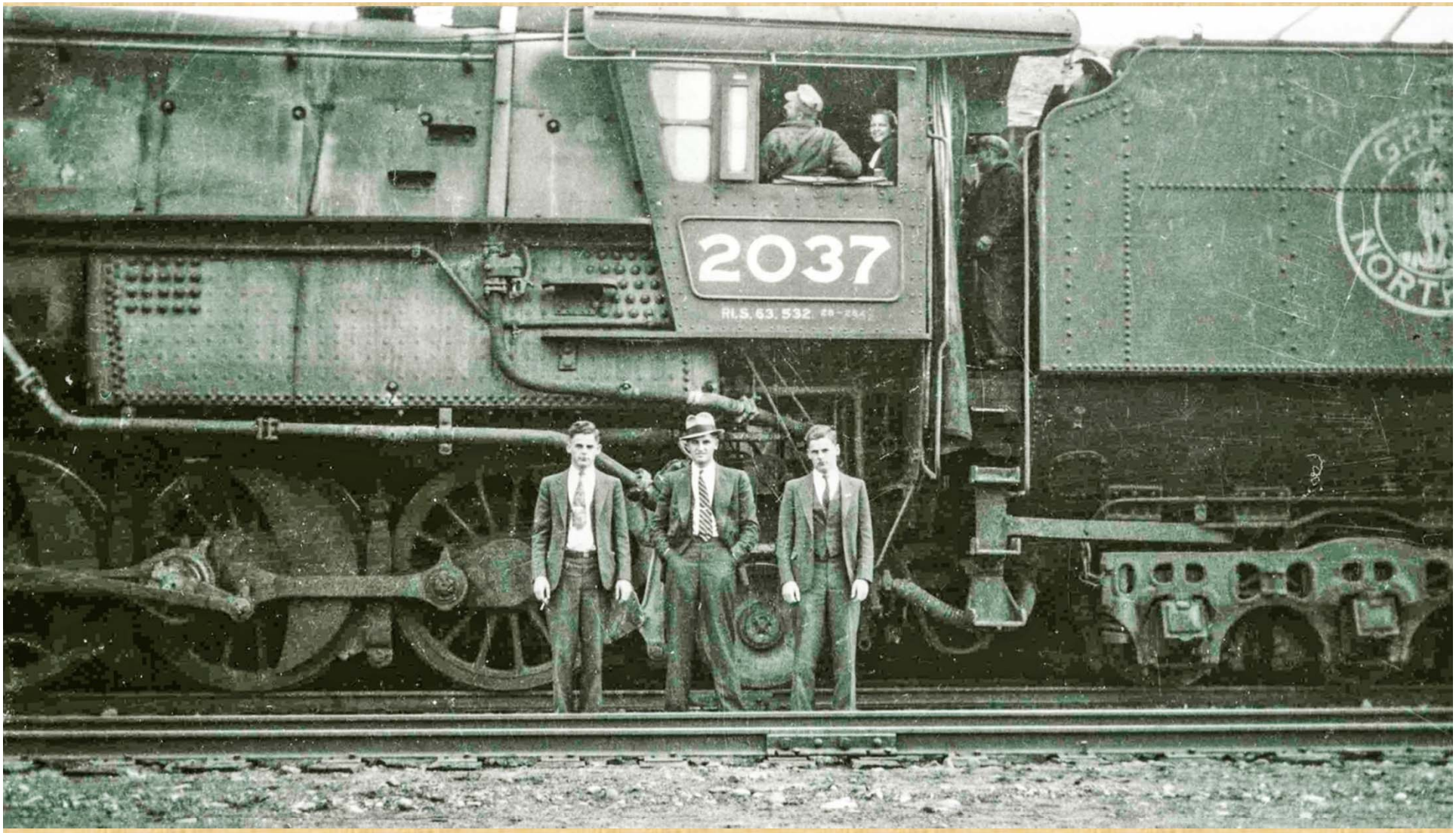
4½-YEAR-OLD CLARK BOOSTERS



—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.

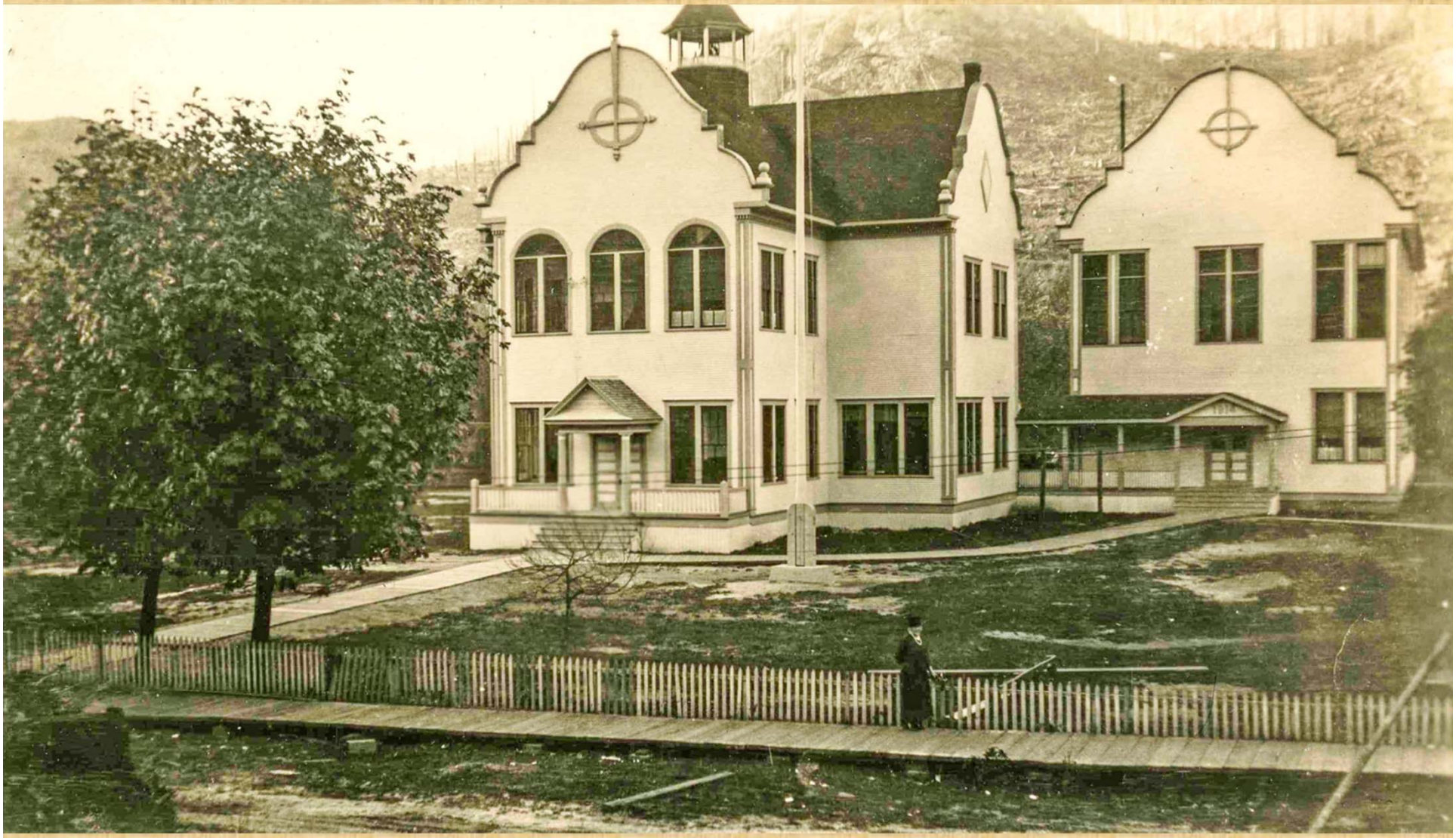


Charles Tegeler? with Delmar and Teddy, unidentified woman in cab of GN locomotive #2037

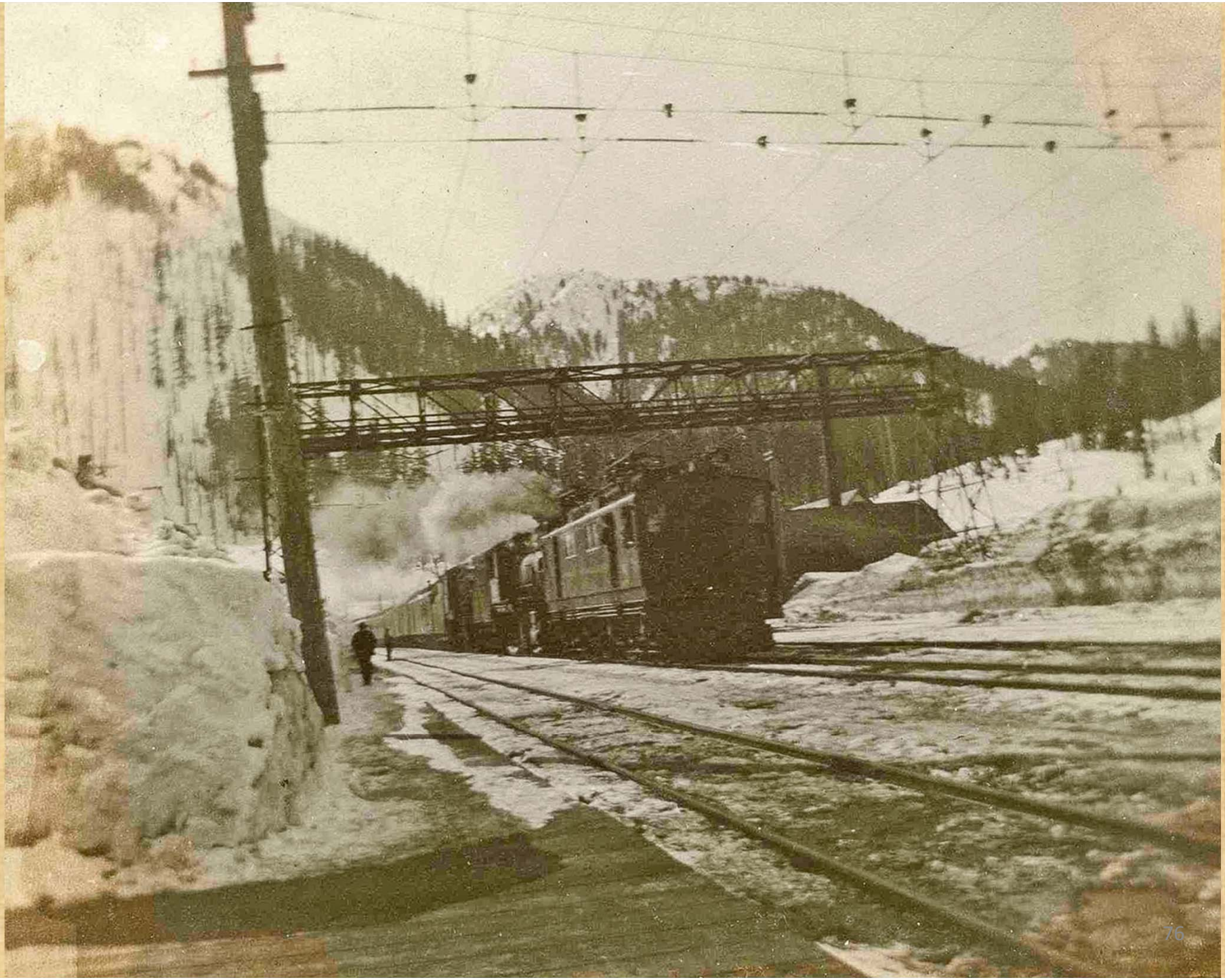
2037 R-1 2- 8-8-2
Hillyard 12/19/1927
Scrap 11/20/1955

2536 S-2 4-8-4
Baldwin 3/12/1930
Scrap 6/24/1956

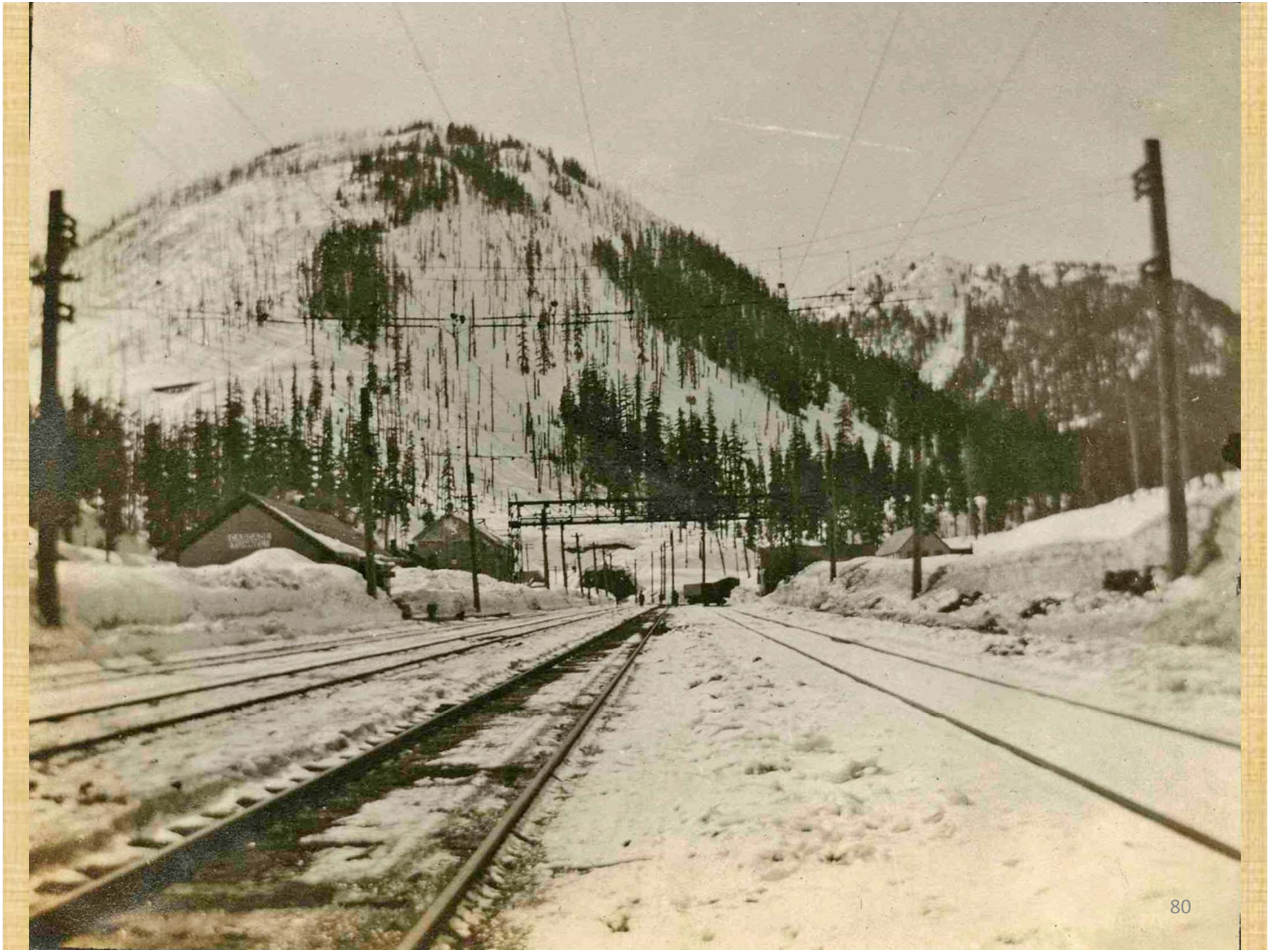
2032 R-1 2-8-8-2
Baldwin 8/24/1925
Scrap 6/9/1952



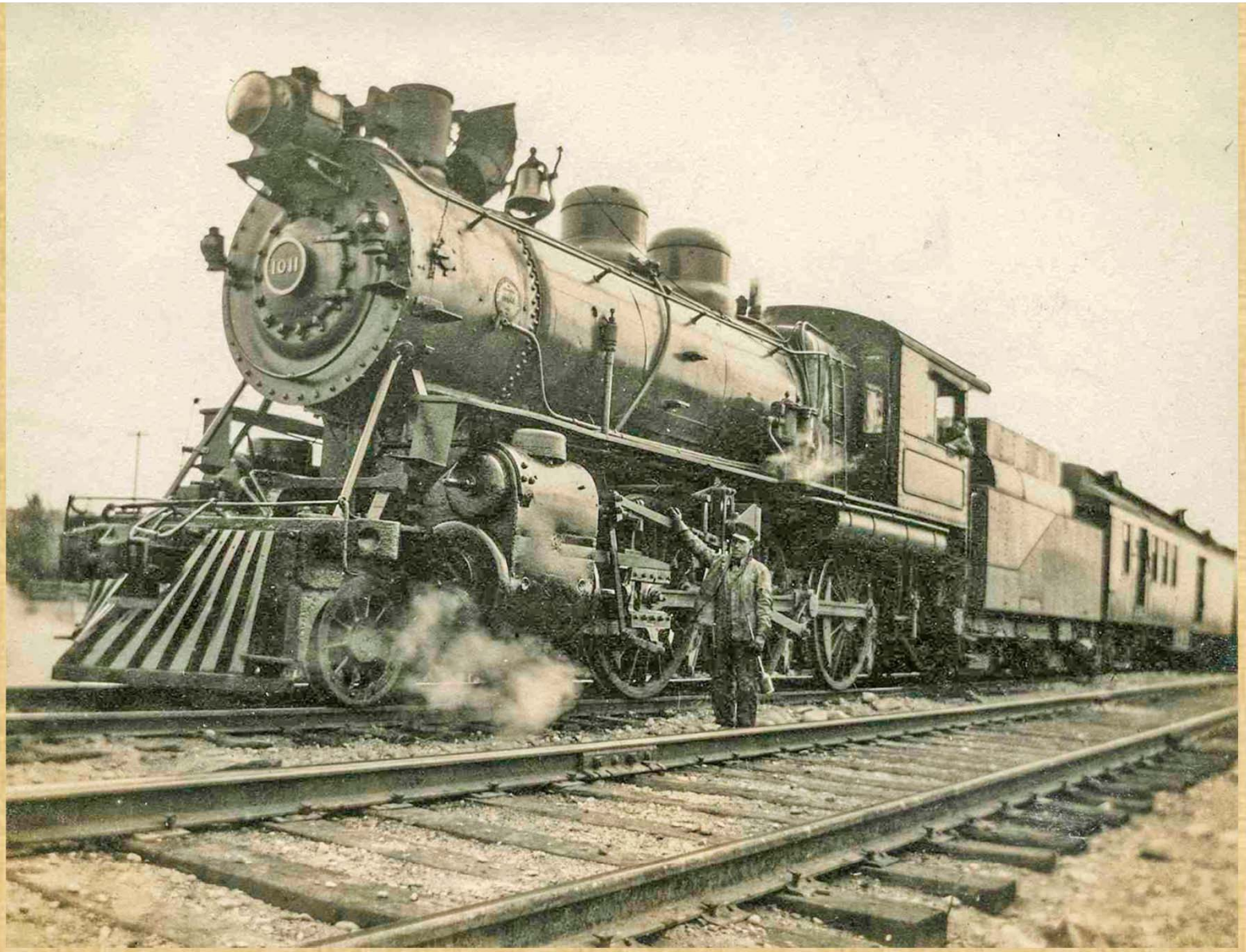
The 1902 Skykomish school, where the twins would have gone to school



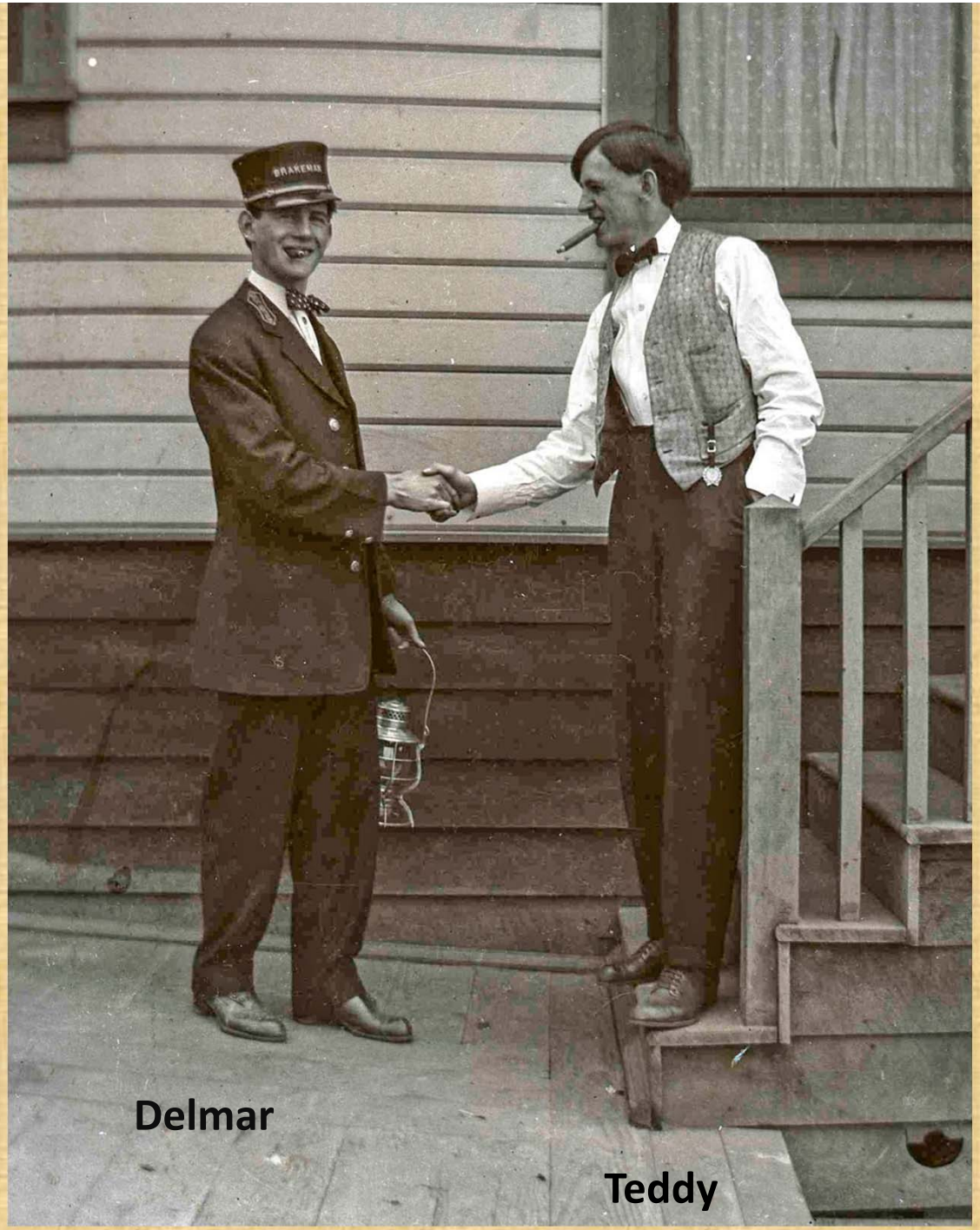
CASCADE
TUNNEL



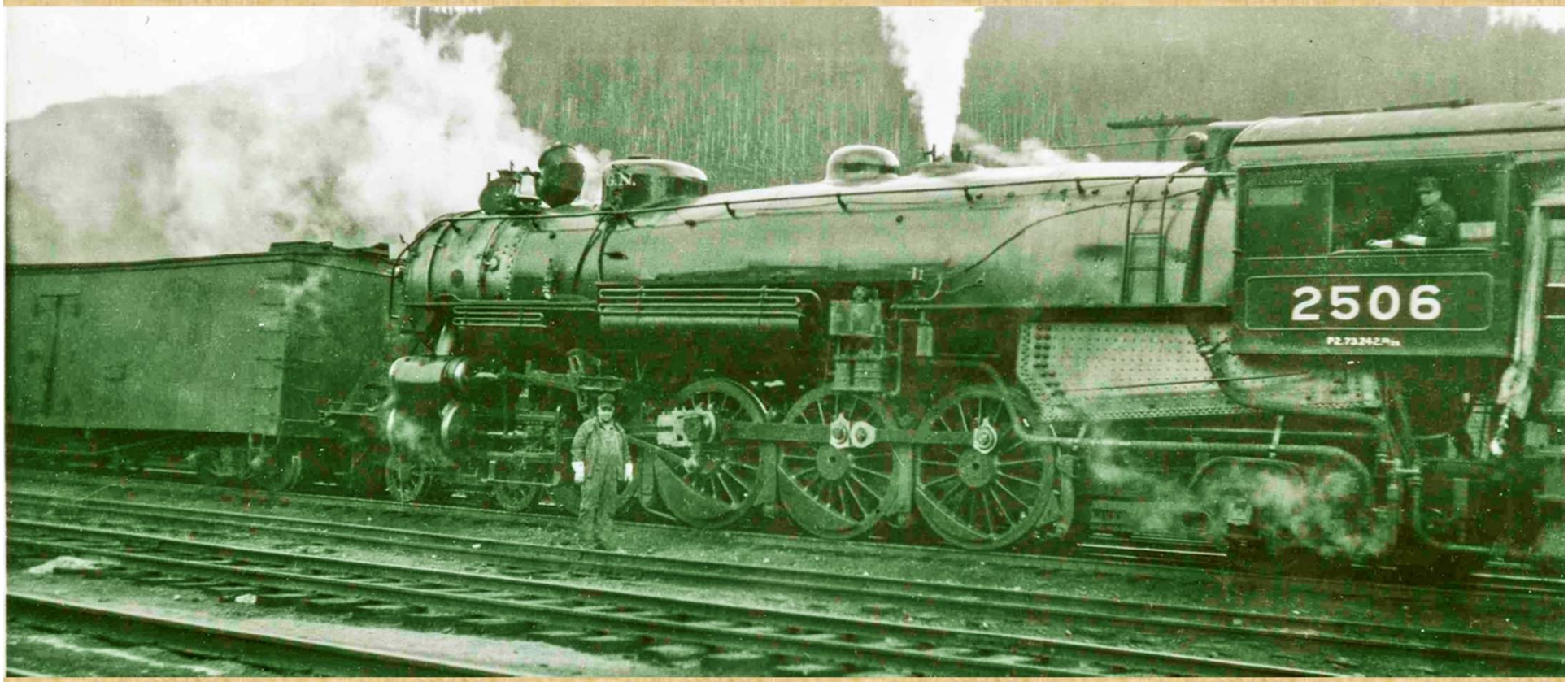
Stevens Pass looking west Eleveation 4061 ft.



1011 E-14 4-6-0
Baldwin 10/31/1919
Rebuilt H-5 1370

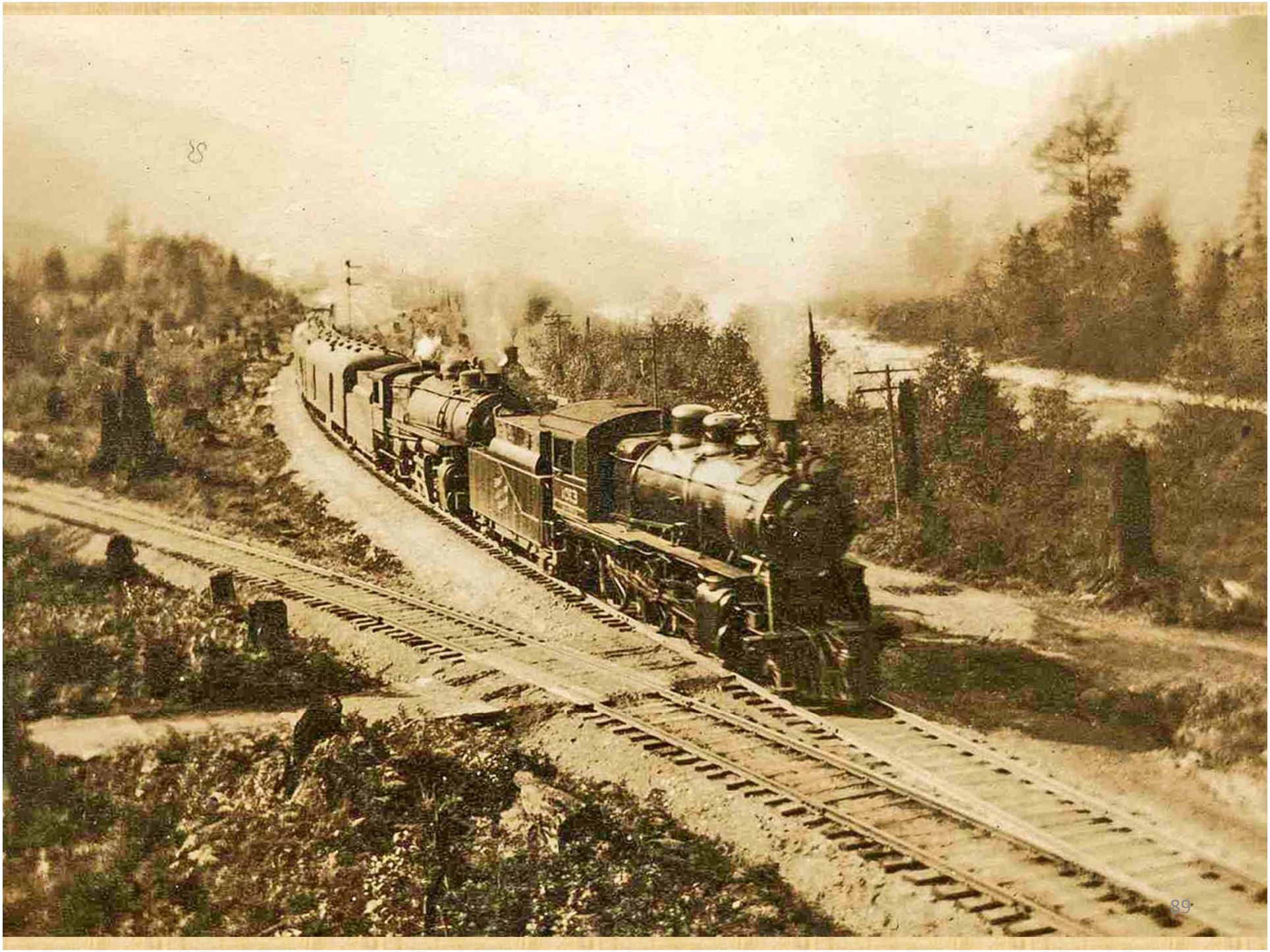

BRAKEMAN
Delmar
Teddy

1901 L-1 2-6-6-2
Baldwin 9/11/1906
Dismantled 11/7/1925



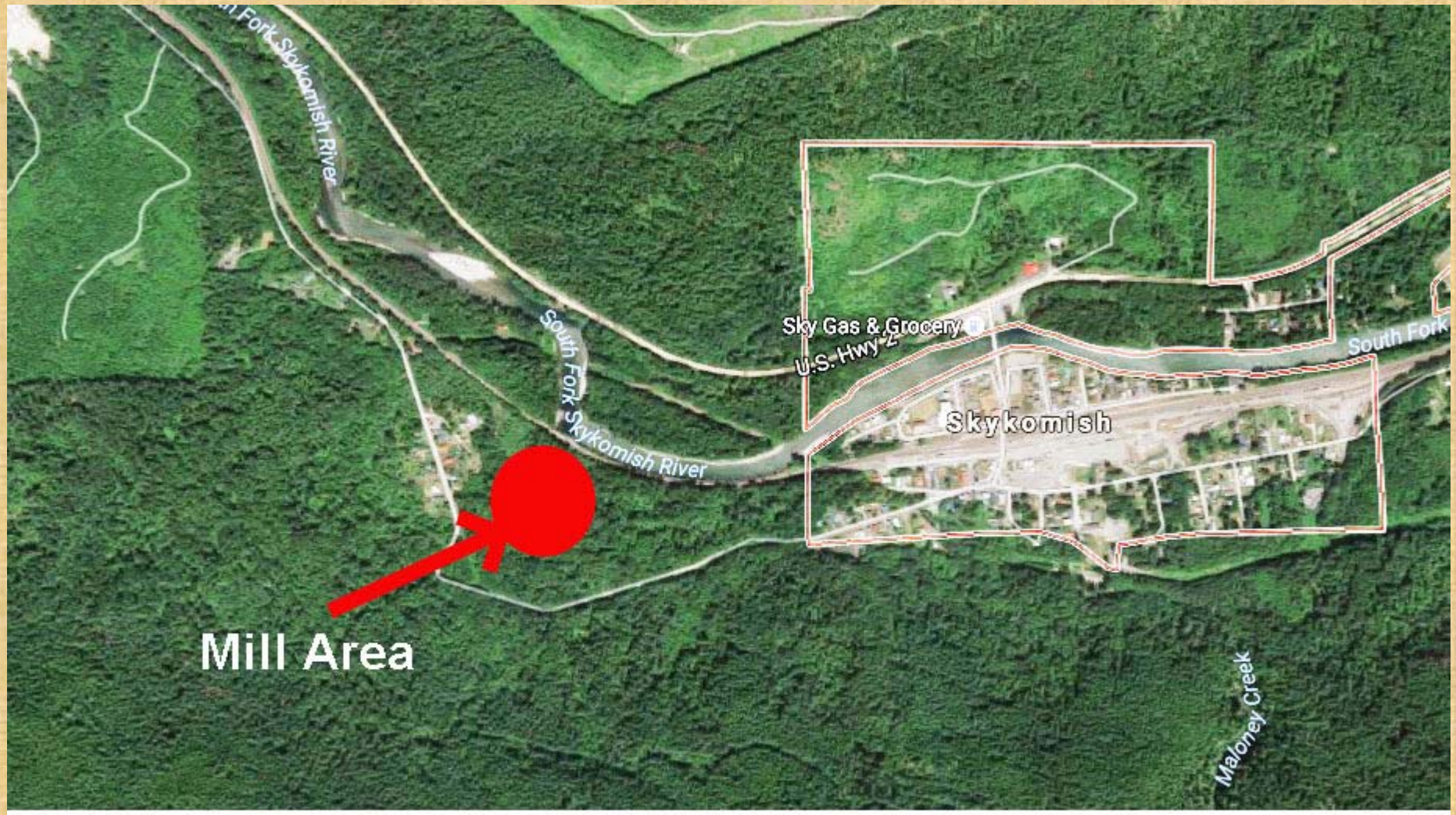
2506 P-2 4-8-2
Baldwin 10/24/1923
Scrap 10/31/1955

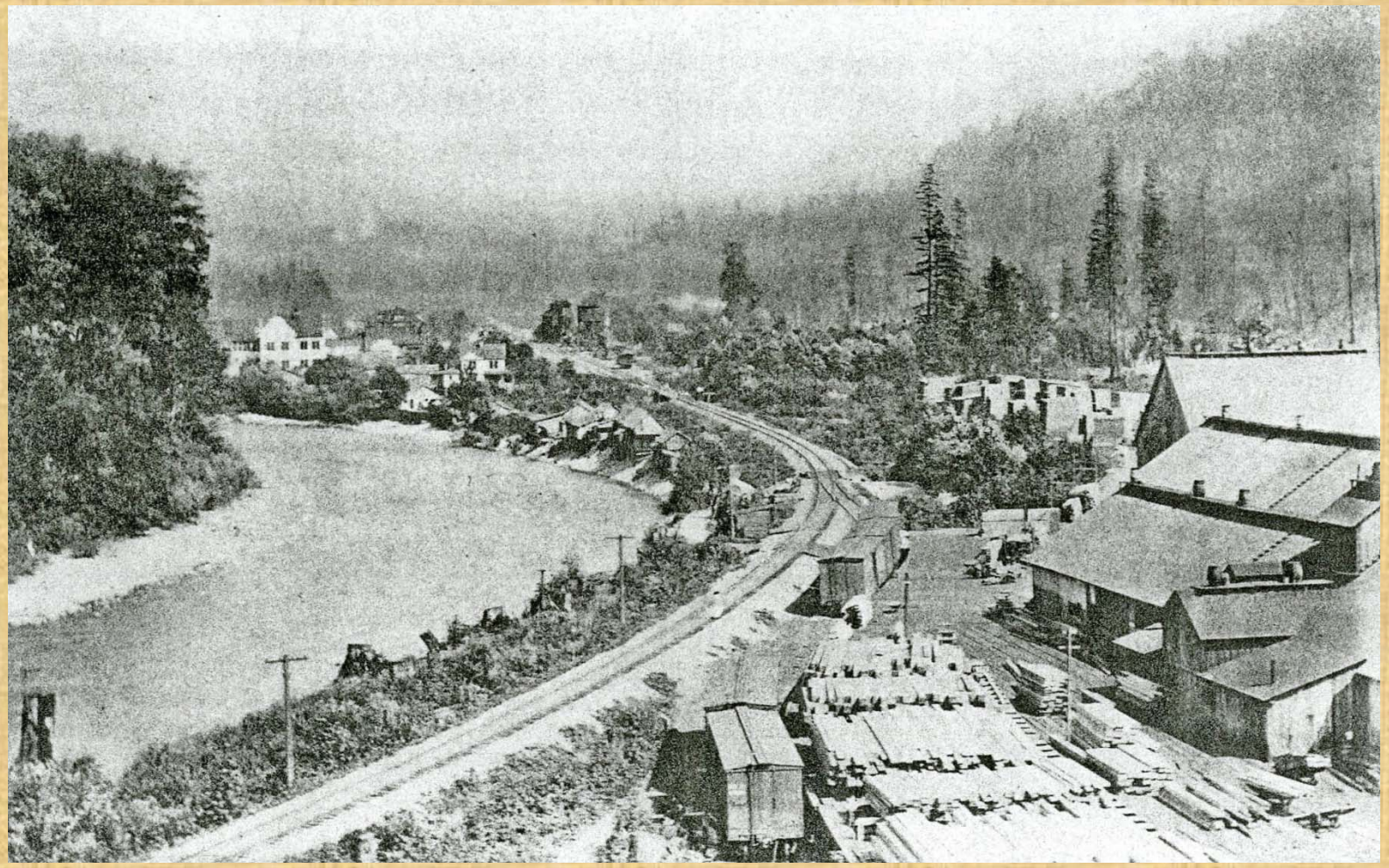
GREAT NORTHERN
UNITED STATES MAIL
RAILWAY POST OFFICE



Haybrook Lumber Co
Near Index, WA

Milltown Mill log pond


South Fork Skykomish River
Sky Gas & Grocery
U.S. Hwy 2
South Fork
Skykomish
South Fork Skykomish River
Mill Area
Maloney Creek



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 railroading in those days - the days of the old staff system, the old Mallet 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, Nason Creek, Merritt, Winton, Chiwaukum, Drury, 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 laying 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.

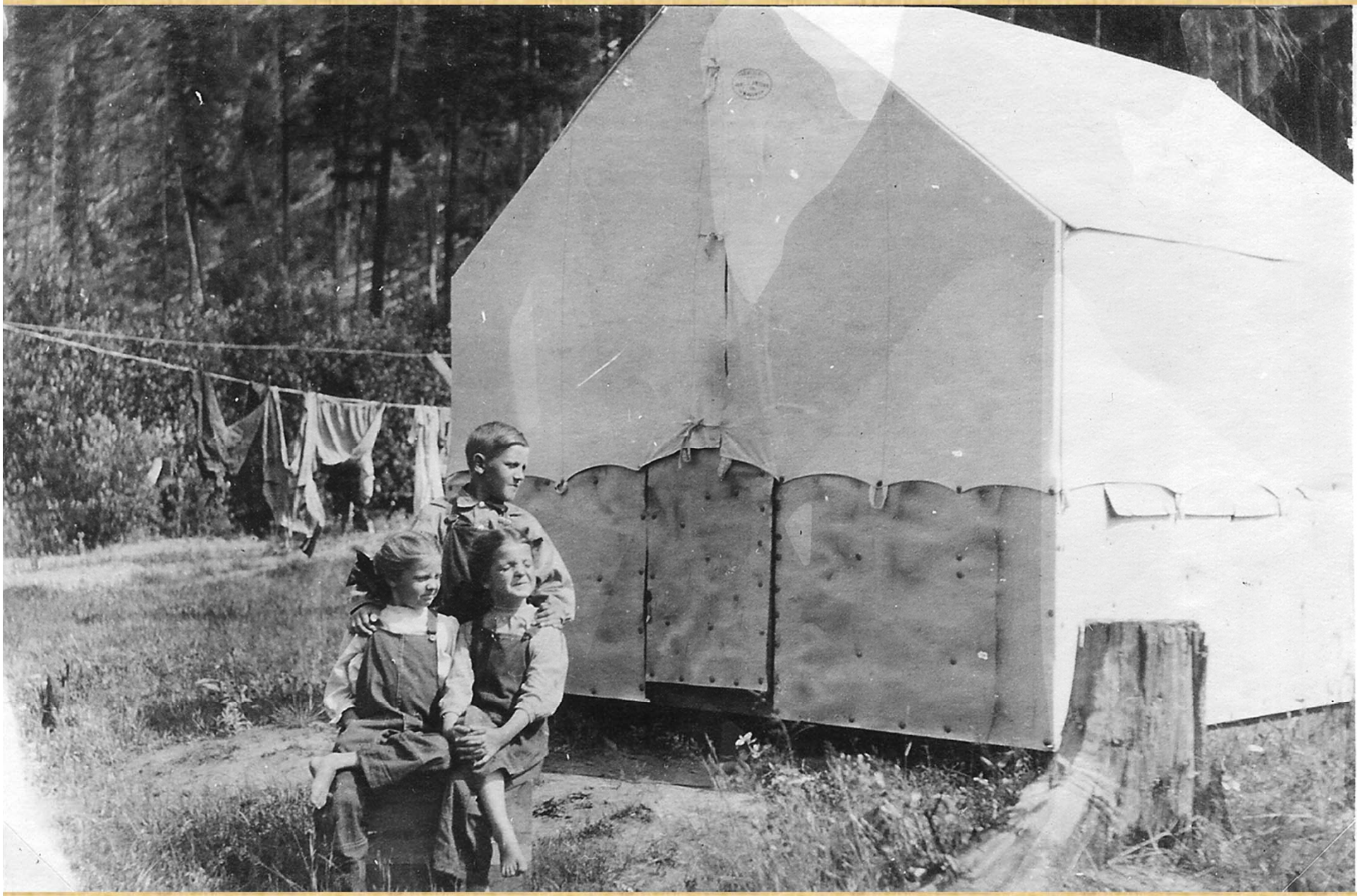
At Gaynor and Chiwaukum, the trainmen used to call us "The Overall Kids."

Mr. H. A. Batchelder was telegraph operator, and is now living at Route 3, Box 582, 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

GAYNOR



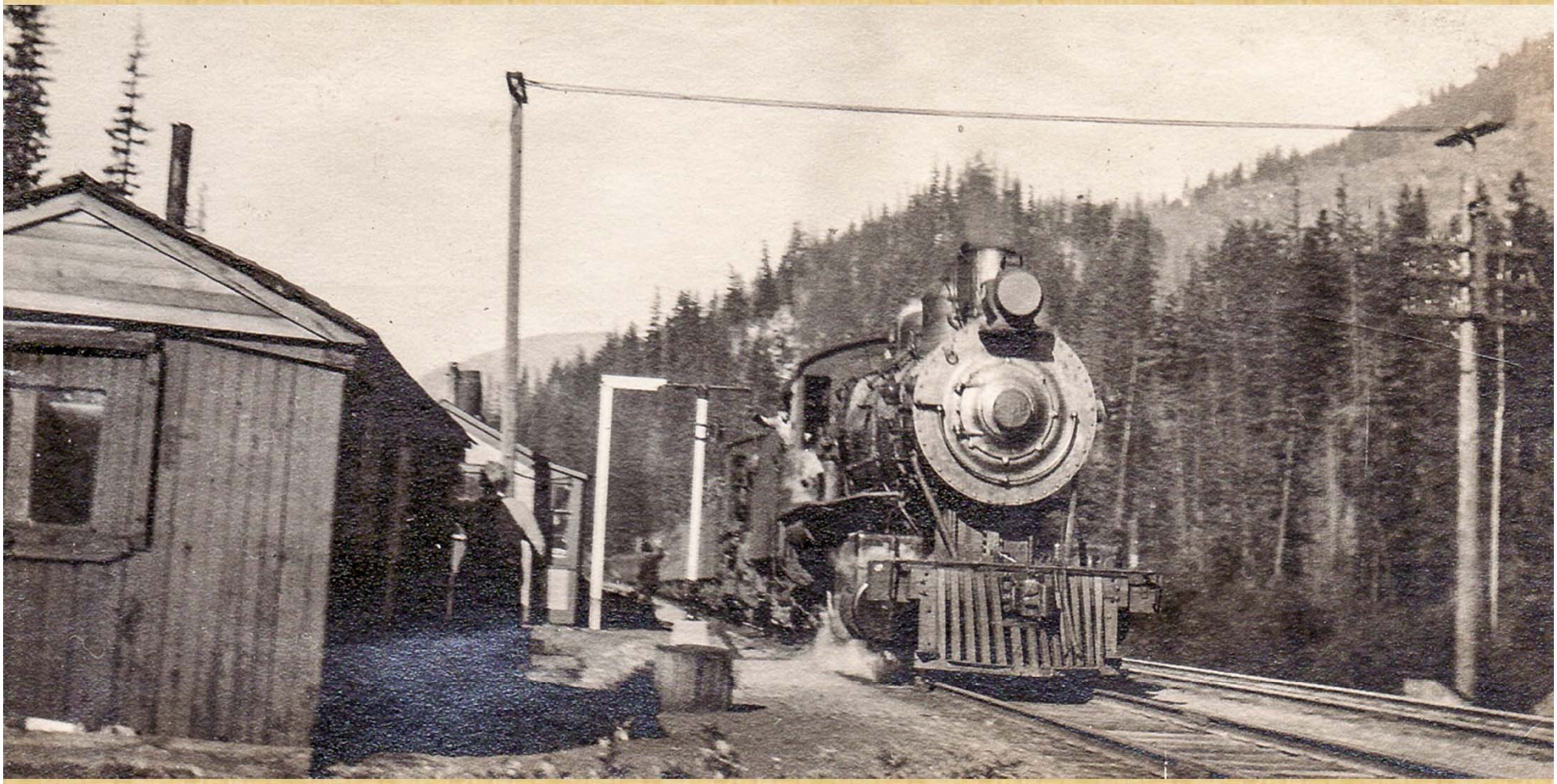
SEPTEMBER

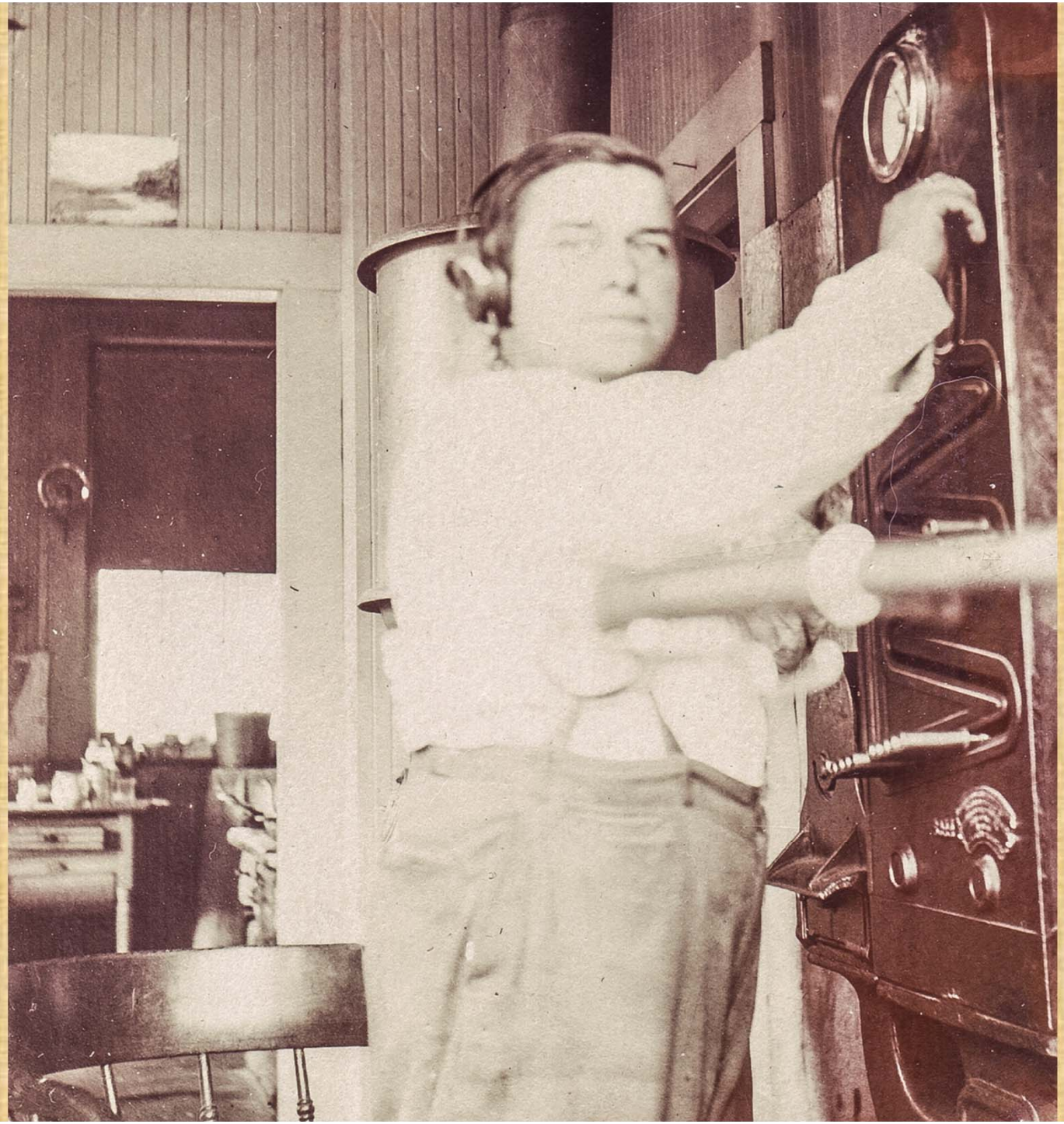
REMEMBER
·BELGIUM·
Buy Bonds
Fourth
Liberty
Loan

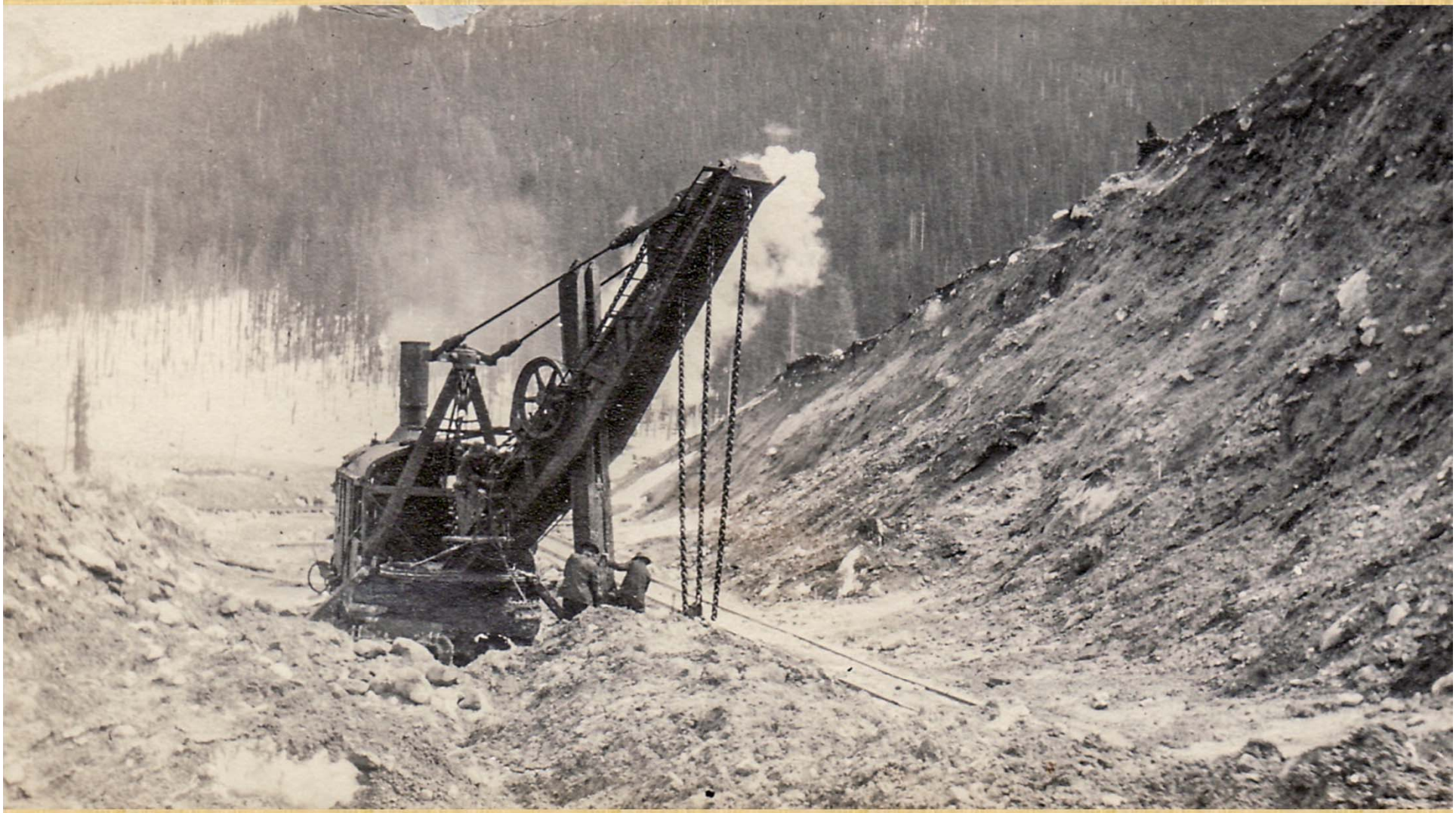
Thelma recalls that during huckleberry season Aunt Marie would take them berry picking. "We would get on the 2 a.m. westbound train and ride to the east end of the Cascade Tunnel where we would sit and wait for daylight." Then came a morning of picking. "Buckets full, we would flag down the eastbound train about 2 p.m. and return to Chiwaukum. Aunt Marie would make blue huckleberry pies and huckleberry puddings in empty baking powder cans."

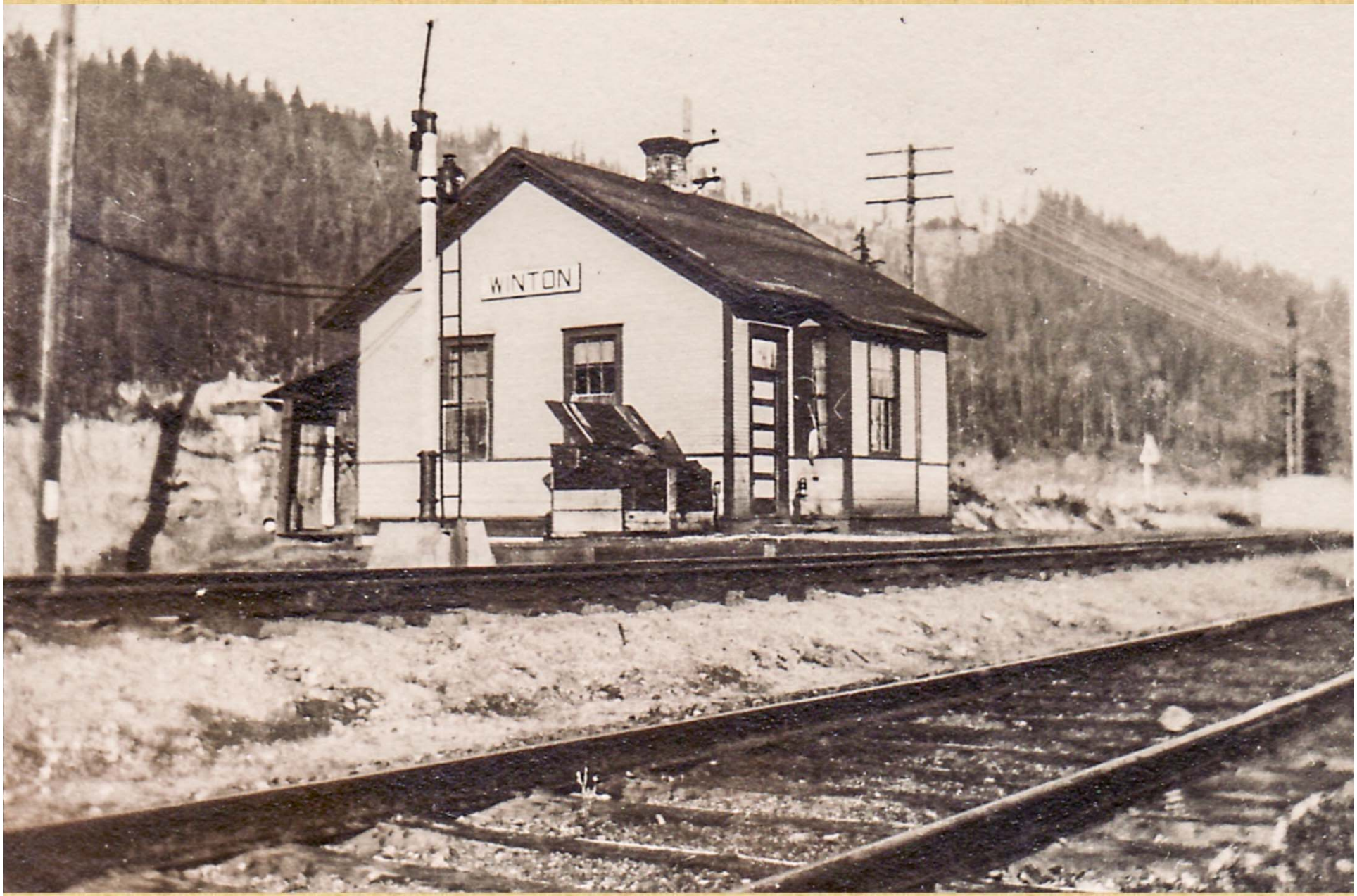
ASON CREEK

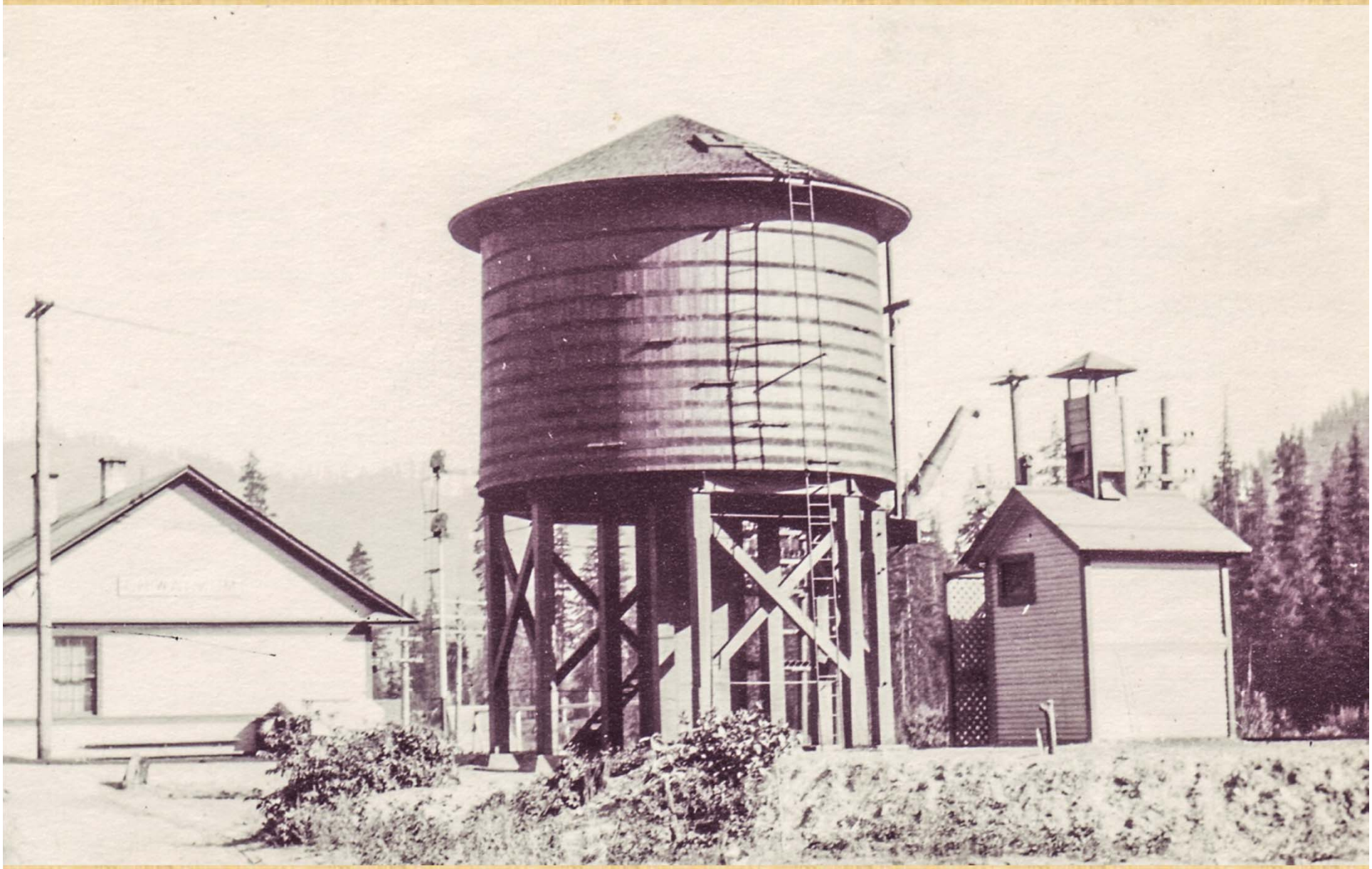
BERNE

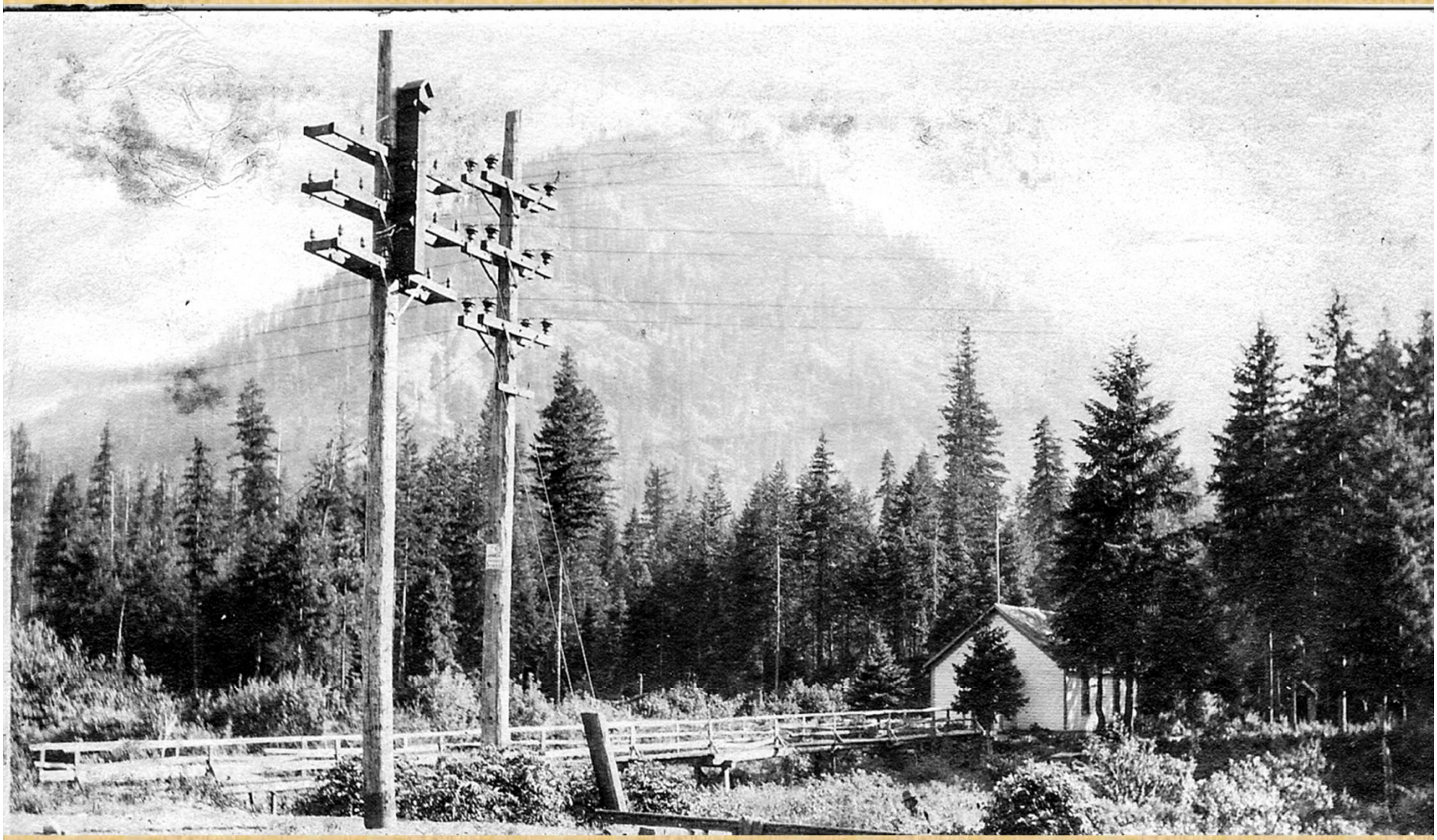






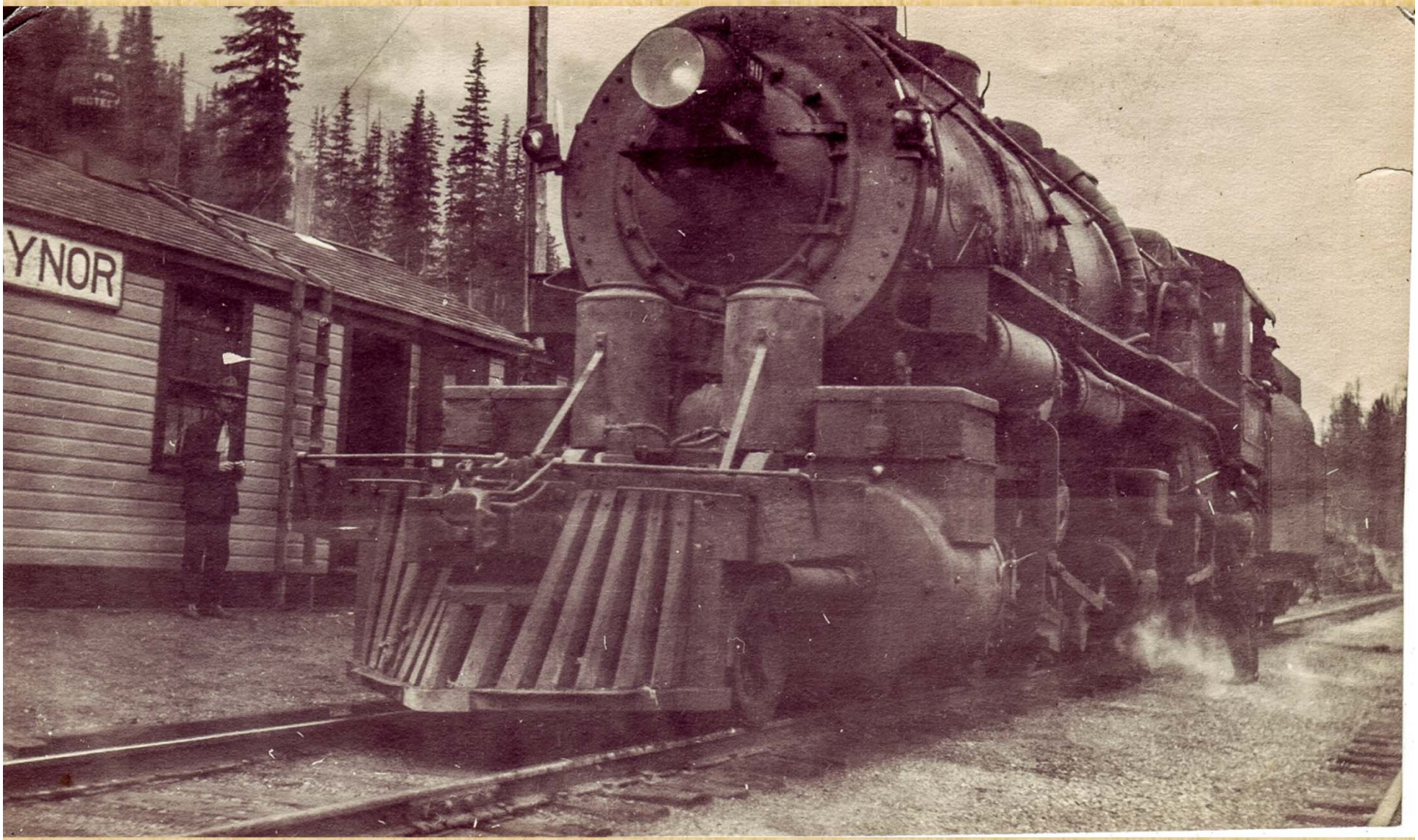

WINTON





GAYNOR

C.W.
HASTINGS.
GENERAL MERCHANDISE


YNOR

GAYNOR