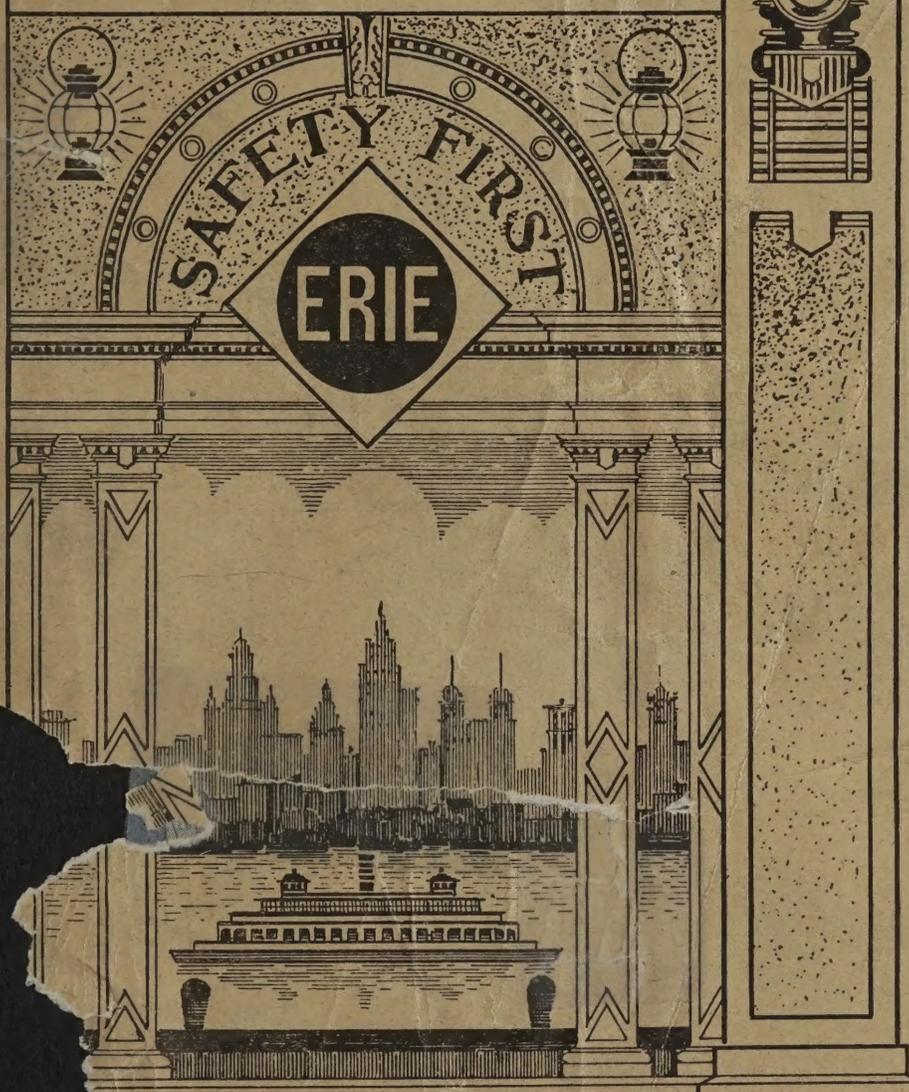


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MAR 1915

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MAGAZINE

MARCH



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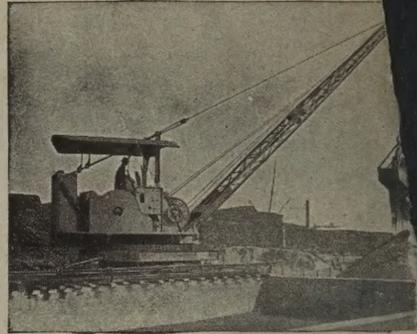
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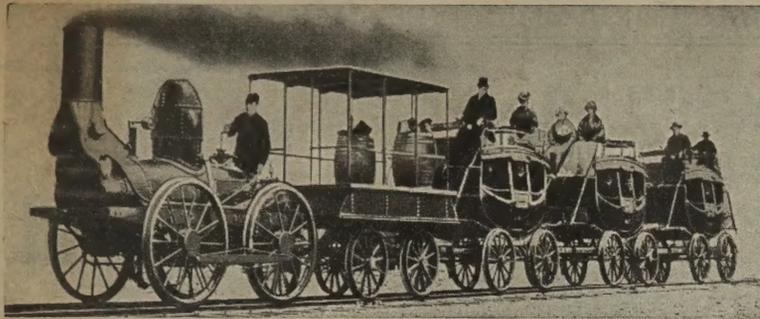
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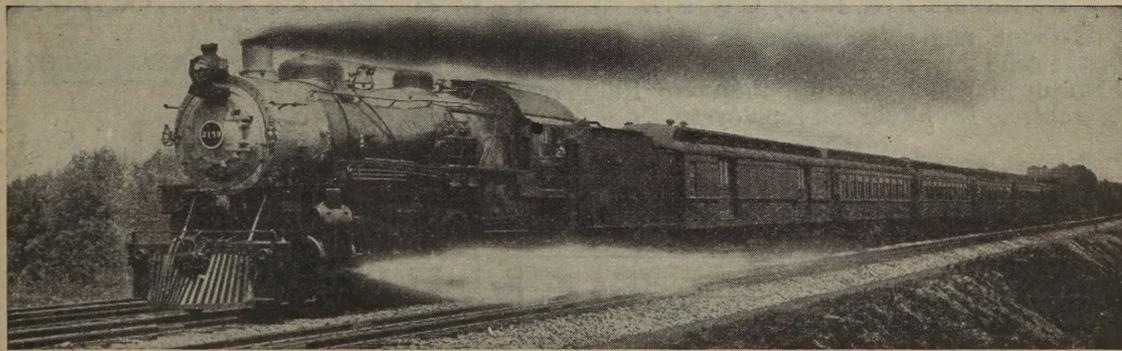
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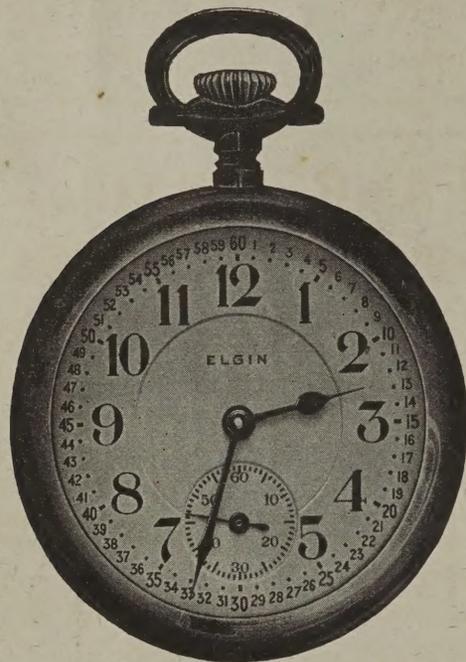


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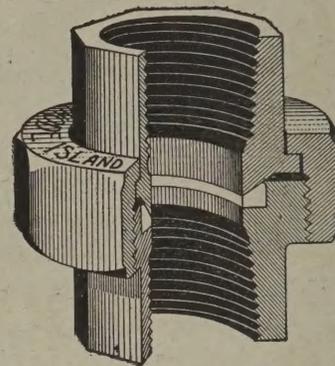
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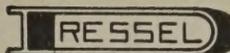
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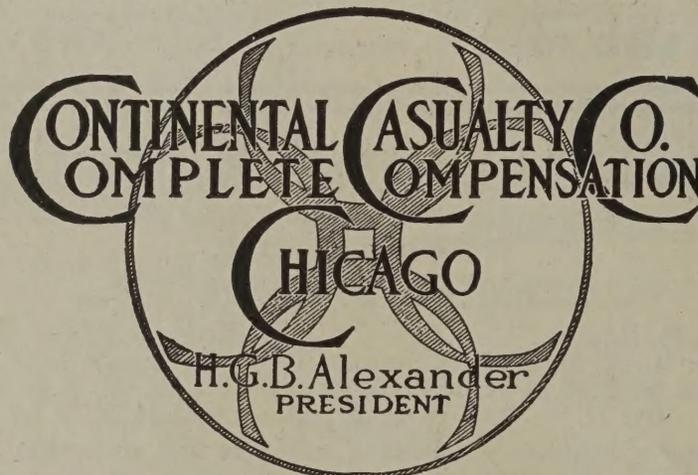
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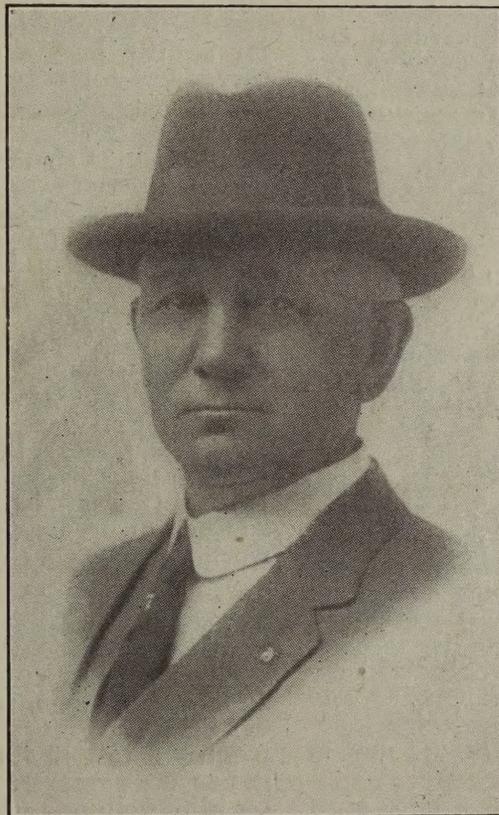
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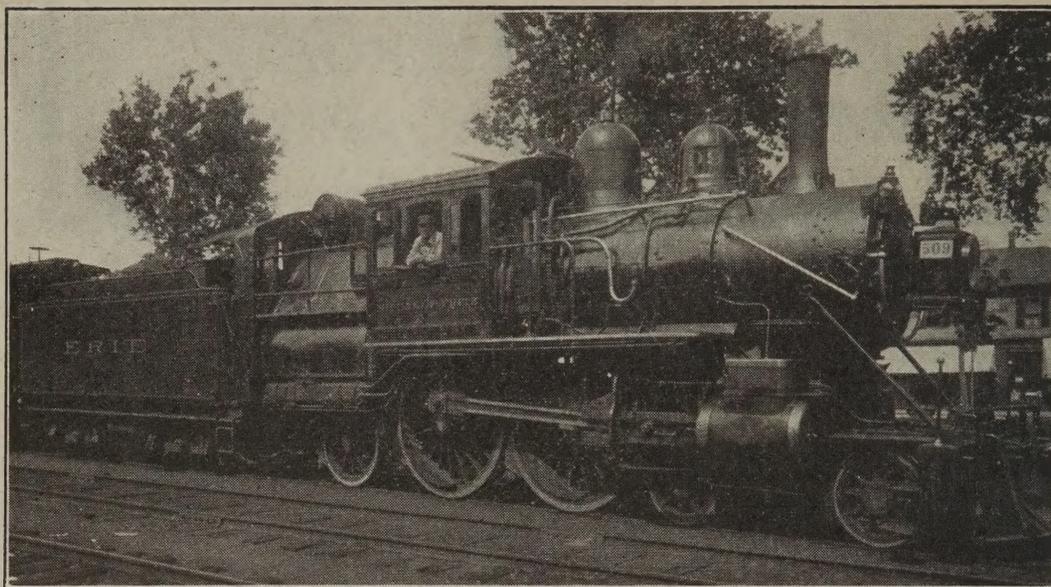
MARCH, 1915.

No. 1

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance



MICHAEL F. FRITZ
(100 Per Cent. Engineer)



THE MICHAEL F. FRITZ, MEMBER OF THE ORDER OF THE RED SPOT.

100 PER CENT. M. F. FRITZ.

Running between Honesdale and Lackawaxen, Pa., seven days of the week, is a 100 per cent. locomotive with a 100 per cent. man in the cab. The locomotive—it is in the fast passenger service—is named "Michael F. Fritz." It's the only Erie locomotive on the above run bearing a personal name. Michael F. Fritz is no railroad president, no war hero, no poet. He's the man in the cab of the locomotive that bears his name. Recently the government officials inspected this locomotive and pronounced her 100 per cent. There is an understanding between Michael F. Fritz and the locomotive. One seems to know the other. They are never out of harmony. Mr. Fritz loves the engine as a mother loves her child. He keeps her shining. He looks her over morning and night. He sees she gets the best treatment. His care of this engine is so pronounced that it was recognized by the Erie officials several years ago and that is why this particular locomotive bears the name of the man in the cab.

Mr. Fritz is a Corning boy: "I was born in Corning, N. Y., September 14, 1853," he said. "At the age of sixteen I was a brakeman on the Delaware Division of the Erie. At the age of eighteen I was a flagman and extra conductor. At twenty I was a fireman. At twenty-six I made my first trip as an engineer. At the age of thirty-six I was a passenger

engineer, and that is what I have been since. I have pulled passenger trains for a little over a quarter of a century. My pleasure is keeping my engine neat and tidy, so nicely dolled up that people will take notice. Michael F. Fritz, the engineer, has personal letters from general managers, superintendents and directors congratulating him on the neatness and efficiency of his engine. Mr. Fritz is proud of his locomotive, but in all other things he is an extremely modest man. He's one of the best known railroad engineers in the country. He was personally acquainted with all the great men of the Erie. He knew James Fiske, Jay Gould and many other presidents of the Erie. He is an optimist of a very fine type, and one of the happiest men in all the world.—Elmira Telegram.

ONE NEW YORK TINY STREET.

New York has some queer streets, and Edgar Street is one of them. It has been built up solidly on both sides from end to end for generations, but it has no numbers, and no one lives on it, and no one does business there. The letter carrier never stops. It has only one door, and that is kept locked and never used. Fifteen long steps take one along the sidewalk from one end to the other. Queer little thoroughfare is Edgar Street, lying between Broadway and the Hudson below Rector Street, in oldest old New York.—New York World.

ARE YOU MAKING FRIENDS FOR YOUR RAILROAD?

By Roy V. Wright, Managing Editor, Railway Age Gazette.

THE following extracts were taken from an address delivered by Mr. Roy V. Wright, before the New England Railroad Club, on January 12, 1915, and reprinted in the Railway Age Gazette of January 22d:

President Rea, of the Pennsylvania Railroad, in an address before the New York Chamber of Commerce last month, made this statement: "The railroads, as an act of self-preservation, will always endeavor to make their service and facilities satisfactory and rates reasonable, because only in this way can they make friends, encourage business and earn profits."

The business of the railroads is to sell transportation, and to carry on this work effectively they must follow the same fundamental principles that have made for the success of any other business which depends upon successful salesmanship.

The railway's sole business is to give service to the public, and with its forces scattered over hundreds or thousands of miles, it must depend on the good will and friendship of the people along the line to even a greater extent than does the department store or other commercial business; and this is true even where there is no competition.

The politician, for instance, stands ever ready to push himself into the limelight, and where the attitude of even a small part of the community is antagonistic to the railway, and the others are largely indifferent, untold damage may be done almost thoughtlessly by the promotion of unwise legislation or regulation. We all know also of the unreasonable and often ridiculous jury awards which have been made against the railways in unfriendly communities.

It therefore behooves railway executives to bend every energy toward making friends with the public. This is a stupendous task—a man's job—and yet not an impossible one; nor can it be accomplished in a brief period of time. Every employe who comes at all in contact with the public in the discharge of his duties—and practically all of them do to a greater or less extent—must be made to feel a broad and, at the same time, intense interest in the work of the road and must realize the necessity of dealing courteously with those with whom he comes in contact, thus do-

ing his part to develop a friendly feeling toward the road. If the employe is unaccommodating or too busy to be courteous, or, as is true in some cases, is willing to criticize and abuse his employer, then the public is sure to develop a feeling of indifference, an antagonism toward the road. We may express this in even stronger terms and say that ordinary acts are sure to cause friction unless courtesy is used as a lubricant. THE PUBLIC KNOWS THE SPIRIT OF THE RAILROAD ONLY AS IT IS REFLECTED THROUGH THE ACTION AND ATTITUDE OF ITS EMPLOYEES.

Courtesy as a Real Asset.

It is a realization of this that has inspired the railway employes' magazines to unceasingly preach courtesy and to draw attention to especially noteworthy acts of thoughtfulness or courtesy on the part of employes.

Every employe in every department can help make friends for the railroad, and the examples which follow are intended to be suggestive to that end. The field, however, is entirely too broad to be covered in any single article or discussion. My only hope is to bring out not so much the concrete methods which should be followed by the members of each department, as the spirit which should dominate every one of the employes of a progressive railroad.

The other morning, while crossing the Hudson River on a ferryboat, I met a friend who is in business in New York City and receives a large amount of material in carload lots. He has always impressed me with his good business judgment and broad-minded views. Much to my surprise, when the question came up as to the railway situation, he expressed himself strongly as being entirely out of sympathy with the roads. Questioning soon developed the reason for this. Much of the material which he receives is shipped in standard size packages which are practically uniform in weight. Because of errors which have been made in the past in the freight bills, it is the custom before accepting a car to check over the bill carefully. If there is an overcharge it is the practice to refuse to accept the car, because if it is accepted and the freight is paid it requires many months, possibly more than a year, to secure the rebate, and even then it is not always paid. If the

car is refused, some one higher up gets busy and has the weights checked at once and the freight bill is corrected accordingly. Can you blame the merchant for looking at things as he does?

The fence along the right-of-way of a certain railway became defective, and a cow strayed out on the track and was killed. The station agent, who was authorized to settle the claim, interviewed the owner. It is the practice on this road in this particular district to settle with the farmers on the basis of \$75 a head for cattle thus killed.

Much to the surprise of the agent the farmer made this proposition: He said that two or three years before he had had the opportunity of buying the cow at a big bargain, and that while he considered it to be worth from \$75 to \$100, he would be glad to call the deal square if the railroad would pay him \$50, or the amount he had paid for the cow in the first place; this because the demonstrator for the railroad had assisted him greatly in securing better results from his land, and he felt that it was only fair to deal with the road in the same spirit.

The Timid Traveler.

Railroad men become so accustomed to traveling that it is difficult for them to realize the timidity and fear with which the occasional traveler starts out on a journey. The chief operating officer of one of the large systems, in speaking to a group of his subordinates, emphasized the necessity for keeping a lookout for these timid people, both in the stations and on the trains, and trying to make them feel at home. A pleasant word or a little friendly advice to travelers of this kind may often be returned many times over in the friendly interest which may be created toward the railroads.

A surly conductor or a grouchy station employe may often needlessly drive business away by a simple act of discourtesy—business which the traffic representatives can only regain at a considerable expenditure of time and energy, if at all. It is difficult to train and coach the thousands of employes scattered over hundreds of miles of railroad to be courteous. It can only be done by making a distinct matter of policy and having it religiously observed from the highest officer down. The employe in trying to deal courteously with the public

often has his good nature strained near the breaking point, let alone the elastic limit. He must remember, however, that there are many small people in this world and that he cannot afford to let himself drop to their level.

Regular Service Makes Friends.

One way in which the operating officers can do much to hold the confidence of the public is to be very jealous of anything which interferes with the giving of good service.

Far greater care should be given to the selection and training of employes. In the first place, men should be selected from the immediate territory served by the railroad. Every employe should be carefully trained and his qualifications and progress should be a matter of record, so that he can have every opportunity for advancement and not be pushed aside to make way for a newcomer from some other road.

This will accomplish two things: Not only will it encourage the best type of young men to enter the service and strive for advancement, but the communities from which they come will watch their progress with constant interest and will naturally be more friendly to the railroad.

Railroads have been known to place their medical staffs at the disposal of communities in efforts to drive out infectious diseases. We know also of their generosity when floods, earthquakes or fires have come, in rescuing the imperiled people and their goods and bringing them to places of safety. All of these things have been influential in making good friends.

Nothing is more annoying to a merchant than to receive a shipment of goods in a damaged condition, and this even if his claim is paid immediately and in cash. Much of this damage is caused by the carelessness of employes in handling and loading the freight, rough handling in switching, or the use of defective cars. What a wonderful thing it would be from the standpoint of making and keeping friends for the road if all the employes would co-operate to better these conditions. The St. Louis and San Francisco has already started a movement for the prevention of freight claims along the lines the safety first campaign. I am wondering whether the actual saving in money, much as it may be, will not be of less importance than the satisfied patrons

who will be protected from the annoyance of useless delays and damage.

The Maintenance of Way Man's Part.

Very little has been said in the foregoing as to how the employes of the maintenance of way and mechanical departments may lend their aid in making friends for the railroad. This does not mean, however, that these men cannot give very valuable service in that direction. For instance, the division engineer, roadmasters, section foremen and section men continually come in contact with the people along the line, and by their attitude can do much to encourage a friendly feeling on the part of the public.

Railway employes should also be encouraged to take an active interest in the welfare and upbuilding of the community in which they work and live.

Have you ever had a glow which warmed you up all over when the man behind the stamp window at the post office said "Thank you," or really acted as if he were human? Government employes can possibly afford to act like autocrats, but railway employes cannot. What a shock it would be to some railroad officers if they could disguise themselves and drop into the reception rooms of their offices and try to call on themselves or secure information from their clerks and door tenders.

STROUDSBURG BOYS BANQUET.

The annual banquet of the Mutual Aid Association of the N. Y., S. & W. Shops was held Friday evening, Feb. 19th, at the G. A. R. Hall on North Eighth Street. A large number of the members and their wives and sweethearts were present.

After a general reception a banquet was served. The tables were loaded with all the palatable things to please the inner man. Mr. W. H. Snyder, our popular Master Mechanic, acted as toastmaster, and proved equal to all occasions at every point of the game. The following were called upon to speak: Mr. Ralph Richardson, President of the Mutual Aid; Mr. W. H. Snyder, Mr. W. L. Will, Mr. C. L. Edinger, and others. After the speeches the room was cleared for dancing and various games, in which all joined heartily. A seven-piece orchestra, which was composed of Shop

Business Friendship.

In July, 1911, a large group of distinguished representatives of the iron and steel industry from all over the world met in Brussels to consider the formation of an organization to discuss the economical, ethical and sociological problems connected with their business. Judge Elbert H. Gary, Chairman of the United States Steel Corporation, was asked to preside over the meeting, and in an address in which he advocated the very highest ideals in business, and as a matter of business, he said: "There should be established and continuously maintained a business friendship which compels one to feel the same concern for his neighbor that he has for himself. It is no less in principle, than the Golden Rule applied to business."

One thing we must realize, and that is that the day of sharp practice in business is fast passing away—in fact, is already a matter of history with many of our better class institutions and commercial organizations. There can be no question as to the handwriting on the wall. To my mind the really vital problems of our railroads today is a full realization of the necessity for "making friends" of the public by inspiring each one of the employes to follow the spirit of the slogan, "The Public be Pleased," which, after all, is only a literal application of the Golden Rule to the transportation business.

men, furnished the music throughout the evening.

The Mutual Aid was organized at the Shops several years ago for the purpose of giving relief to any employes who are injured or ill. The members of the society are confined to shop employes only. During its existence much good has been done, many worthy members having received financial, as well as social aid during their sickness.

Following is the committee who had charge of and so successfully arranged the above banquet:

Messrs. Samuel Wolf, Richard Groner, Harvey Smith, Chas. Rodimer, E. H. Lomax and Geo. Biggs. A rising vote of thanks was tendered the above committee, and every one agreed this was the best banquet, ever. The banquet broke up at a late hour, and all returned to their respective homes, satiated with joy and looking hopefully forward to the next annual banquet in 1916.

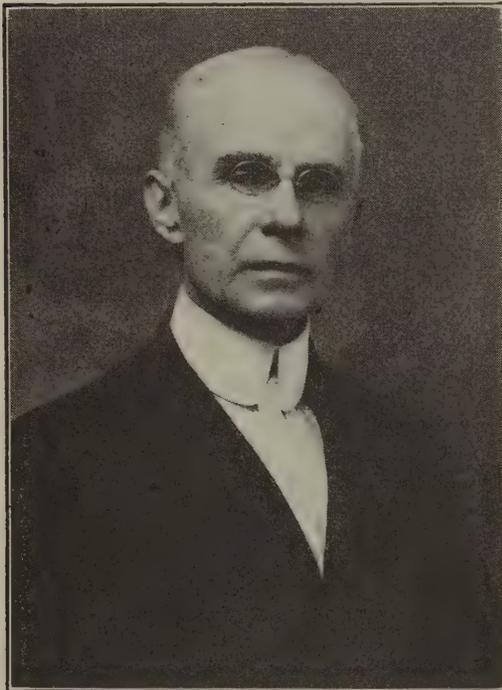
B. O. WEST, VETERAN AGENT.

The subject of this sketch is B. O. West, the Erie's veteran Station Agent at Rochester, Indiana, which is one of the most important stations on the Chicago & Erie Division.

Mr. West has been in the employ of the Company nearly thirty-three years and is still one of the old reliable's of the road.

He was born in Washington, D. C., January 9th, 1857, and lived in Washington and Prince George County until he was 25 years old. The last eight years of this time he was a tiller of the soil.

In the year of 1881 he was employed by the Mutual Union Telegraph Company, during the construction of a telegraph line from Baltimore, Md., to Richmond, Va., as Contracting Agent and Inspector of telegraph poles. After the completion of this telegraph line he was given a position and commenced work as Civil



B. O. WEST.
(Agent, Rochester, Ind.)

Engineer on the Chicago & Atlantic, now Chicago & Erie, at Kenton, O., on June 1, 1882, in which capacity he worked until March 27, 1883, when he was appointed Agent at Rochester, Indiana, and has served there as such up to the present time, rejoicing in the progress of the Erie Railroad and its upbuilding and double-tracking.

BIG MESS OF PICKEREL.

On Saturday, February 13th, two chronic fishermen, Harry Clawson, Chief Clerk to Assistant General Manager Stickney, and Roy Harrison, Bookkeeper in the office of Comptroller Crawford, went up the road to engage in a day's fishing through the ice.

The place chosen was a lake back of Shohola, and they had unusually good luck. There was no hearsay about it, either, for the fish were sent to headquarters in a barrel and a sufficient number of admirers looked over the catch to justify Harry and Roy in going around boasting of it, without fear of having their word questioned.

The fact is the pickerel were placed on exhibition, counted, measured and weighed. The total was 64 fish; weight 125 pounds; largest, 3 lbs., 12 ounces; smallest, 1 lb. 2 ounces; length of largest, 25 inches; length of smallest, 15 inches.

Harry explained that while the weather in Manhattan was mild and balmy, it was so cold at the lake, that heavy coats hardly kept them warm and the ice was 18 inches thick and skating simply delightful.

The catch was distributed among fish lovers at Headquarters, and every fish lover, except the fish lovers in the magazine publication office, received a sample, it being assumed that the magazine would feel amply well paid in getting the story, without expecting fish.

This was one of the most successful fishing trips enjoyed by Headquarters fishermen, and Martin Quick is still kicking himself because he said, when asked to go along, "I guess I'll duck this time."

FAILED TO GIVE CREDIT.

In the February issue of this magazine (Page 718), was printed a poem, entitled, "The House With Nobody In It." Credit should have been given The Dilineator, to which the poem belonged, but through an oversight it was omitted. It is now our pleasure to express regret, that the omission should have occurred and trust this explanation will prove satisfactory to the publishers of The Dilineator.

We admire some men for the enemies they have made unless we happen to be numbered among their enemies.

KIND ERIE EMPLOYEES.

February 2nd, Superintendent Ferguson of the Meadville Division, boarded Train No. 8 at Youngstown, O. It developed there was a case of illness in one of the day coaches. The Company's Surgeon, Dr. Hamaker, was on train, and, after making an investigation, pronounced it measles. It was a woman named Mrs. K. Jacobsen, with two small children, holding ticket, Chicago to Copenhagen, Denmark. She was removed from train at Meadville and taken to Emergency Hospital.

Messrs. Alvin I. Levien of Watertown, Wis.; James A. Beattie, 235 South Highland Ave., Pittsburgh, Pa., and Denton C. Crowl of the Lyceum Bureau, Cleveland, O., were passengers on train. When they learned of the occurrence and made inquiries, finding that the woman was in poor circumstances, financially, they passed through the train and took up a collection.

One of the first men to contribute, was conductor T. H. Klean, who was in charge of the train, contributing \$1.00; also Head Passenger Trainman P. H. O'Day. They received \$32.50 and gave it to the woman before arriving at Meadville.

This coach was cut out at Meadville and, as stated, the woman and children were taken to the Emergency Hospital and coach disinfected.

The matter of extending tickets, Meadville to Copenhagen, Denmark, was taken up with General Passenger Agent Wallace, who ordered them made good until holder was ready to proceed.

THE N. Y., S. & W. SPIRIT.

The good old N. Y., S. & W. is moving finely just now. Our freight traffic, including coal, ice and all other commodities, is on the increase and promises to continue its good growth.

This continuance of prosperity is in a large measure directly up to we employes. Get busy brothers, and boost the N. Y., S. & W. wherever you go; she gives us our living and it is up to us to show our thanks by boosting her upward and onward.

We have good freight service from New York and we handle shipments of the best coal mined. With these arguments in hand, get out among the business men you know with the slogan "Ship over the N. Y., S. & W." and bring to our road the business that it deserves.

Success never comes unless employers and employes each deserve it; it never comes fully to capital unless it is willing to recognize the part the employes have had in creating it, and it never comes to employes unless they help and support the men who stand back of the organization.

These are the fundamentals of success in business, and without them failure is only a question of time. Co-operation is the secret of prosperity.

All demagogues who preach to the contrary, are a disturbance to the public peace, and as such, should be cast from out our midst. Remember that no demagogue ever filled a pay envelope. We can help fill our envelopes by boosting our road. Let us all get on record as boosters for good times for all.

MORE CONSCIENCE MONEY.

The following letter was received last month by the Treasurer's Department of the Erie Railroad, having been mailed in one of the large cities of California. It is self-explanatory and illustrates once more, the fact, that every man has in his heart, to some extent, the "milk of human kindness" and the desire to be honest and upright.

Dear Sir:

About 12 or 13 years ago, one of the Erie conductors carried me from Huntington, Ind., to Chicago, Ill. I cannot recall his name. He was a freight conductor, and he carried me free. I am an honest man and a Christian, and I feel I owe it to the Erie R. R. Co. to make this right. The regular fare was \$4.25, but I enclose a postoffice money order for \$8.00, which I trust will be satisfactory.

Yours most respectfully,

ERIE MAGAZINE APPRECIATED.

Campbell, N. Y., Feb. 15, 1915.
The Erie R. R. Magazine,
New York, N. Y.

Sirs:

I do not think it will be necessary to run my advertisement for sending machine, as I have purchased one. This advertisement appears next to last on page 754 February issue.

Judging from the vast number of letters I have had, I can see very plainly that the magazine is read by hundreds of employes. Thanking you for the insertion of this advertisement, I am,

Yours truly,

B. J. Beeman, Operator.

OVER THE LIMIT.

Husband (reading from his paper)—Here, they say, is a comet coming toward the earth, traveling at the rate of a million miles a minute. Wife (awaking from a doze)—Why don't they enforce the speed laws better?—Exchange.



ERIE'S GREAT ENGINE "MATT H. SHAY," HAULING A 250-CAR TRAIN OF LOADED 50-TON COAL CARS 1.6 MILES LONG, BETWEEN BINGHAMTON, N. Y. AND SUSQUEHANNA, PA., July 23, 1914. (See Page 15).

ERIE'S 250-CAR TEST TRAIN.

On July 23, 1914, the Erie's great engine "Matt H. Shay," the largest in the world, was coupled to a train of 250 loaded coal cars, a dynamometer car and caboose and sent forward from Binghamton, N. Y. to Susquehanna, Pa., a distance of 23 miles.

This was a test run and was successful in not only breaking all previous records for train loads hauled by one locomotive, but established a new record, which is destined to remain unbroken, it is believed, for some time to come.

The train weighed 35,824 Ms (17,912), exclusive of locomotive. Its total length was 8,547 feet, or 1.6 miles.

The grade between the two stations is gradually ascending, the worst condition being a combination of .69% dg. grade and 5 dg. of curvature.

Pushers were used to assist in getting the train under way. They pushed the slack forward until the Triplex lead locomotive had all the cars moving, after which they were uncoupled and followed the train, in case they should be needed again. This operation eliminated the danger of pulling out drawheads in starting, which otherwise would undoubtedly, have occurred with a train of such length. Portable telephones were used to communicate from the head end to the rear of the train, and this made it possible for the pushers to do their work in unison with lead engine in starting the train.

A summary of this record-breaking haul, which appeared in the August, 1914 issue of this magazine, is repeated for the benefit of those who may not have seen it.

Number of cars in train, 250; with caboose and dynamometer car, 252.

Total weight of train (excluding locomotive), 35,874 Ms.

Total length of train 1.6 miles.

Maximum speed attained, 14 M. P. H.

Maximum drawbar pull, 130,000 lbs.

Minimum drawbar pull, 67,000 lbs.

The photograph, from which the picture on opposite page was made, was taken about 2½ miles east of Great Bend on the Susquehanna Division, on what is known as "Red Rock Curve."

It will be noted, that the train when photographed, was on three curves, being on the "S" and part of another.

The conditions were not as desired at the time the camera was at work,

hence the photograph was somewhat blurred, which accounts for it not standing out sharp in the picture.

Nevertheless, it is one of the most wonderful pictures appearing in this magazine, not only from a scenic standpoint, but as illustrating the actual performance of the greatest locomotive ever built for moving heavy tonnage.

AGENTS MEET AT BRADFORD.

The Erie Freight Agents association, which held its annual convention at the Hotel Holley, Bradford, Pa., February 20th, found time between business sessions on the evening previous, to enjoy a social hour, during which the members threw off the cares of business and assumed the obligations of good fellowship and formed and renewed friendships with their fellows. At 7 o'clock, a special dinner was served in the main dining hall of the hotel and the pleasure of the occasion was added to by an instrumental and vocal program furnished by Bradford's premier entertainers, Sorrentino & Husted. The work of this talented team made a big hit with the large audience and a special feature of the evening's fun was the singing of an original parody, written by Tim Collins and sung by the entire assemblage to the tune of "Tipperary," entitled, "On the Erie." The poetic effusion of the fat and cheerful local freight agent of the railroad, is reproduced below:

Into New York City came Jimmy Fisk one day,
And his mind was bent upon a new steel way;
The New York and Lake Erie was given as its name,
Now it's changed to Erie and is rising fast to fame.

CHORUS:

Took a long time to build the Erie,
It's the route freight should go;
Took the long green to build the Erie,
It's the greatest road I know.
Farewell, competition; good-bye, all short-haul,
There's no road like the Great New Erie,
When Agents play ball.

Up to an Erie Agent came a shipperman one day,
Telling of his pleasure in a very happy way;
How he found the Erie to be always on the square,
Till he got excited, and shouted then and there. (Chorus.)

The Agent's heart was filled with glee, and to the shipper said:
"The man that quit the Erie is the one that's long been dead.
We've got the 'pep' and all that go to make the Erie great,
Just watch and see what we will do with five per cent. in rate."

During the morning, resolutions were adopted expressing the regret of the association over the serious illness of Superintendent F. M. Hawley and Local Agent W. L. Wells, and

tendered the sincere sympathy of the assemblage with the hope of their speedy recovery. Agent T. W. Collins was authorized to convey written copies of the resolution to Mr. Hawley and Mr. Wells.

THE PROPER HANDLING OF BRAKES.

By Mr. J. Coots, Supervisor, Locomotive Operation, New York Division.

IN modern times when everything possible is done by the railroads to enhance the safety and comfort of passengers, and every breach of which, naturally, brings severe criticism upon their Management, it is essential that every engineer, especially those running passenger trains, be well versed in the proper operation of air brakes.

With all brakes, valves, levers, connections, etc., in good condition, there is no reason whatever why any train cannot be stopped without the least jar or jerk. Nevertheless, I have ridden on trains where the braking system was perfect, yet upon application of the brakes, the resultant jar was often sufficient to throw people from their seats. It is just such little incidents—an abrupt stop or a jerky start, that makes a trip on a railroad train uncomfortable, as well as placing the service in a bad light. It will be seen, therefore, that the improper or imperfect application of the brakes, is often due to the carelessness of the engineer.

Sometimes the cause of faulty braking is due to faulty brakes. Often brakes get out of proportion by a brake lever breaking and another lever being substituted, which looks similar, but when applied differs from the broken one so much that the power of the brake is changed and bad braking will result. This phase of the question should be watched by the Brake Inspection Department.

Then, again, a "kicking" triple valve, due to the valve being dirty, will often cause a sudden stop—the valve does not respond on the first reduction, and on the second reduction will "fly" into emergency, resulting in a bad jerk and usually stops the train before the point where it is intended to stop is reached. Releases should be made by raising the train pipe pressure above that in the auxiliary.

The piston travel should, in all cases, be taken into consideration. Some cars will be found to travel 5 in., some 7 in. and some as high as

10 in., and reductions have to be made accordingly. Otherwise an uncomfortable lurch is likely to occur.

If an engineer finds he has a train with a "sticky" triple valve, resulting in poor stops, he should first see that the faulty valve is not on the engine; have the triple of both driver and tank brake cleaned; see that the feed valve works properly and is free from dirt and gum; see if the train pipe on the tank is not partially closed with sediment and ice (in winter) in the trap just ahead of brake pipe, where the crossover pipe connects to the triple valve. After all these precautions have been taken, and the brakes do not work perfectly, a report should be made immediately, to the proper officials upon arrival at the terminal. All reports should be as specific as possible, and if the car on which the faulty brake is located can be ascertained, it should be indicated on the report, as it will not only save unnecessary labor for the Inspection Department, but will also aid in getting the defect repaired as quickly as possible.

If the engineer will make a careful examination and test of all brakes before leaving the terminal, use the utmost care and judgment in applying and releasing the brakes while on the road, and make immediate and proper report of all defects discovered, a great many of the evils resultant from bad braking, will be entirely eliminated.

NOT VERY FLATTERING.

When the artist had finished his scenic sketch of the stretch of woods skirting the suburban road he looked up and beheld a serious faced Irishman whom he had previously noticed digging in a trench by the roadside gazing queerly at his canvas.

"Well," said the artist familiarly, "do you suppose you could make a picture like that?"

The Irishman mopped his forehead a moment and, with a deep sigh, answered. "Sure; a mon c'n do anything if he's driv to ut!"—Argonaut.

TESTIMONIAL TO GENERAL GEORGE J. SCHOEFFEL.

ON February 7th, a number of representatives of the Erie's Police and Fire Departments, assembled in the office of Inspector of Police Daly, New York City, the purpose being to present General George J. Schoeffel, the retiring head of these departments, with a handsome Testimonial of their personal regard and esteem.

After the General's old friends had assembled, Inspector Daly, a real veteran of the Erie's Police Department, arose and presented General Schoeffel with the handsome and costly Testimonial. This beautiful and artistic creation is done on a silver plate, the heading being written in German Text, with other styles intermingling making a supremely beautiful effect. The Testimonial, itself, is in script. It is enclosed in a large gold frame, with an outer frame of hard wood covered with glass.

The wording is as follows:

General George J. Schoeffel,
Directing the
Police and Fire Departments
of the
Erie Railroad Company.

The membership of our respective departments that you have so ably directed for the past ten years, learn with profound sorrow of your decision to embark in other business. We wish to express to you our feeling of regret that we are to lose your leadership, which has always been to uplift the service by your example and advice, for while the discipline has always been of the strictest, it has been just, and we all appreciate that the efficiency attained has been achieved by your unceasing vigilance and consistent energy to bring both departments to as near perfection as circumstances would permit.

The officers and men who have served under you offer this token of love and esteem with the wish that your new venture will prove a success, and wherever you go our best wishes will follow you, we beg you to believe us always your friend.

Martin Daly
Edward H. Burke
Martin Dugan
Robert S. Inglis
Guy R. Relph
James W. Stewart
Orson L. Wilde
Michael J. Purdy
Patrick J. Ryder
Joseph T. Patricks
John R. Nolan
George W. Koch
John J. Hughes
John T. Corbett
Thos. F. Armstrong
William B. Reidy
John V. Ryerson
George Breitenbach
Joseph H. Huber
Alfred T. Smith
Costello L. Warner
Eugene J. Reilly
Jos. E. Cleary
Harry F. Hickman

Fred J. Foley
L. J. Yohannes
Martin Koscielniak
Frederick D. Sund
Chas. W. Werth
John P. Campbell
Frank J. Dunbar
Cosner J. Metzler
Daniel W. Riordan
Jacob L. Raisor
Albert D. Randall
Robert N. Johnston
John E. Duryea
Nathan R. Henz
John Daly
Dennis J. Collins
William Kane
John T. Thornton
James J. Tobin
Harry Gunther
Chas. N. Alm
Stephen J. Sullivan
Frank Feigel
Patrick J. Hanley

Alfred B. Lindeman
John M. Malone
Patrick T. O'Hara
Roscoe C. Taylor
Jacob Love
George L. Dawson
William C. Edsell
Albert L. Brunner

Henry E. Walsh
Fred Landseadel
Bernard H. Piggott
Jacob Miller
Chas. E. McPeck
Albert Lockwood
William W. Stearns

After the presentation, General Schoeffel responded as follows:

You have taken me so completely by surprise, not only by presenting me with so beautiful a token, but from the fact that even after the harshest treatment, you prove that the discipline enforced left no ill will or resentment.

When I left the Department in July, 1911, the losses from pilferages and robberies were at the lowest ebb, and when I took up the work again was surprised to find they had multiplied by several times. It proved to me that something was radically wrong, and investigation proved that someone was "Asleep at the Switch." Inspector Daly was the first assistance I had to co-operate with me in weeding out the drones in the hive, and by perseverance we got the whole force out on the firing line, until the "Thieves and Crooks" found the Erie property guarded so vigilantly that they sought other fields for their activity. The losses gradually reduced until they again assumed normal proportions, at least on the Erie Division, and you men are responsible for it, proving conclusively that straight police work minus "Sleuthing and Gum Shoeing" will accomplish wonders. This is the third time I have been surprised by my associates, but the present will be cherished as long as I live, not only for its intrinsic value, but the kindly sentiment it conveys, which after all is more precious than gold.

In conclusion, I want to ask you to give your loyal support to my successor, Inspector Daly, who, as you all know, is one of the salt of the earth, and will stand by you as I have, so long as you do your full duty, but will surely discipline you without fear or favor if he thinks you deserve it. With the spirit of "team work" now pervading the ranks, I predict even better success than any yet achieved.

There were present at the gathering, R. S. Inglis, Sergeant of Police, Buffalo, N. Y.; J. W. Stuart, Sergeant of Police, Rochester, N. Y.; O. L. Wilde, Sergeant of Police, Salamanca, N. Y.; M. J. Purdy, Sergeant of Police, Elmira, N. Y.; G. R. Relph, Sergeant of Police, Dunmore, Pa.; M. Dugan, Sergeant of Police, Days, Jersey City, N. J.; J. Patrick, Sergeant of Police, Nights, Jersey City, N. J.; P. J. Ryder, Sergeant of Police, N. Y., S. & W. R. R., Jersey City; J. R. Nolan, Detective Sergeant, New York City; E. H. Burke, Lieutenant of Police, Jersey City, N. J.; E. J. Reilly, Chief Fire Inspector, New York City; G. W. Kock, Stenographer, New York Office.

All the Sergeants, who represented the men of the Erie Police Department on the Eastern end, felt very proud of having the pleasure of meeting General Schoeffel on this occasion.

Realizing he was always strict and expected the men to do their work without any favors, whatsoever, he was kind in many ways, and protected the interest of the men who worked under him, which fact is well-known to all the men who served under him, and it was with the greatest of pleasure that they listened to his fatherly voice once more.

A "SAFETY FIRST" GATEMAN.

The "Star-Gazette," Elmira, New York, received and published a reminder from Walter E. Thomas, who is a night gateman at one of the downtown railroad crossings where there is much travel and he takes up a point in connection with Safety First which is deserving of attention from the whole public, a dangerous practice which is altogether too common, that of "ducking under" railroad crossing gates. Mr. Thomas says:

Mr. Editor:

I am very much interested in the pictures and writings on Safety First and would like to have a piece put in your paper on the above subject. And that refers to Safety First on the railroad crossings in the city.

I am a crossing watchman for the Erie Railroad and have noticed a number of times how persons wishing to cross ahead of a train will take chances.

Now people do not stop to think that they are violating a law and are subject to a fine or imprisonment by throwing the gates up while waiting for a train to pass. Not only do they injure the gates by so doing while gates are locked down but some child or grown person is apt not to notice a train coming in another direction as trains often pass on crossings.

For instance, on the crossing where I am employed, I let the gates down for a train one evening going East. As the train was nearby some kind-hearted person who wished to save me a little work by throwing the gates and about a half dozen people ran on to the crossing and would have been struck by a west-bound train if I had not yelled to them to keep back. Some people who did not see the person who threw the gates up, blamed me for it. Now we are paid to protect the crossings and people using same, and are not paid to hold up traffic, and everyone of us will raise our gates when it is safe for the public to cross. But it is not safe for a person to take the chances some do by running in under the gates and then stop on the other side to watch the entire train go by.

Some people think that the gateman does not know his business and kick about having to wait, but we always go by the order given us, "Safety First."

If some person or persons think they are held up longer than there is any need it is not their duty to tamper with the gates and thereby lay themselves liable, but report us to the superintendent of the road, who will deal with us. The gates are always raised and lowered on the Safety First plan, and all reasonable people should realize and obey the law, and also stop, look and listen although the gates are down.

Very respectfully yours,
A Crossing Watchman,
W. E. T.

Mr. Thomas has charge of the gates at Market Street.—Editor.

THE GLOBE ALMANAC, 1915.

The clean, crisp, newsy and up-to-date New York "Globe and Commercial Advertiser," has sprung into the foreground with a 1915 Almanac, enclosed with bright red covers, which contain one inch thickness of the most valuable information.

The almanac contains 576 pages of real meat, and it would be difficult to propound a question that it cannot answer "right off the reel." When the word "Almanac" is spoken, it means, of course, a book containing everything worth knowing, and that's just what the Globe's 1915 offering contains. The wonder is how such a book could be compiled and distributed, without one word of boast or bombast.

It would be ineffective to attempt to enumerate the subjects covered so thoroughly and intelligently by this book, so we will leave it to those whose good judgment leads them to obtain a copy, to decide the matter for themselves, after they have perused the big 10-page index of subjects treated.

The editor of this magazine extends his sincere thanks for the copy received for review, with the assurance that, as a ready reference, it will be a valuable acquisition to his desk.

MURINE EYE REMEDY.

Murine Allays Irritation Caused by Smoke-Cinders-Alkali Dust-Strong Winds-Reflected Sunlight-Eye Strain and in fact should be used for all Eyes that Need Care. These Suggestions most surely Appeal to Men in all branches of Railway Service. See Murine Eye Remedy Co., Adv. in this issue and write for their Book of the Eye.

ANTIQUITY OF TIN.

We find that brass, and consequently tin, existed in Tyre, the great seaport town of the Phoenicians, on the coast of Syria, about 1000 B. C. They are frequently referred to in all works relating to tin or to Cornwall. The Phoenicians were merchants and carried on an important trade from the ports of Tyre and Sidon. These cities rivaled each other in magnitude, fame and antiquity.

Many a fellow who waits for something to turn up ends by marrying a girl with a pug nose.



ERIE ENGINES THAT WERE IN SERVICE IN THE EIGHTIES.

ERIE ENGINES 25 YEARS AGO.

The group of engines shown in the above picture, represent a class, that were in favor on the Jefferson Division of the Erie Railroad 25 years ago. It will prove of interest to Erie men in looking them over and enable them to make a comparison with the engines used on that division today.

The photograph from which this picture was made, was taken at the Carbondale roundhouse by a local resident at the request of Elwood Regan, who at that time was Night Engine Dispatcher, but now an Engineer on the Jefferson Division.

Two different types of engines are shown in the group—the diamond stack, used in freight service and known as “Erie Modocs”; the straight stacks with netting in the front end, instead of the top, as in the diamond stack, and known as “Bootleg Stacks,” burning hard coal; the “Mother Hubbard” type, built at the Baldwin Works, Philadelphia and known as “Culm Burners,” were also used in 1889. One is shown in the picture standing back of the engine on turntable. The Erie purchased eight of the latter type, the first arriving in 1888. They were the first Erie engines, so states Engineer Regan, that were equipped with Wootten boilers. They were used in freight service.

In 1889 the Port Jervis men came through to Carbondale and there were from 10 to 12 engines kept at that point. The Carbondale roundhouse, has long since been abandoned and both engines and crews have been transferred to Avoca, Pa.

BUNKER HILL PASSING.

The anniversary of the battle of Bunker Hill which has just passed recalls one glory of that monument now gone forever. That is the distinction which Webster set forth when he expressed the hope “that this column be the last object to the sight of him who leaves his native shore and the first to gladden him who re-visits it.” When Webster said this the age of skyscrapers had not come. The “pointed spires of temples dedicated to God” then towered far above the buildings of the city, and it was but natural that he should think this column would forever hold supremacy.

But Bunker Hill Monument was not destined to remain long the last object in the sight of those leaving Boston Harbor. First came the high buildings, forming more of a background against the sky. Years followed and in time the monument itself was obscured behind the towering grain elevators of the Charlestown water front. And now the custom house tower rears its graceful lines far above all others. As the returning voyager now nears his native land the tower is the first object to show itself. At Boston Lightship, fifteen miles out, the pinnacle peers above the horizon. Slowly the full dimensions of the tower become more and more visible. It is seven miles before any other evidence of the city itself comes into view. And it is far within the harbor before the monument on Bunker Hill gets within range of the voyager's sight.—Boston Herald.

SOMETHING OF RAVENNA, OHIO, SEAT OF PORTAGE COUNTY

By J. J. Shanley Sr., Erie Third Trick Operator.

THE author of this article, it is safe to refer to, as one of most versatile employes on the Ohio Division, as well as one of the best known.

Mr. Shanley is a man possessed of a splendid education and is much sought after, on account of his ability as a speaker at public functions. For years he has been dabbling in printer's ink, as correspondent of several newspapers and has a grip on the poetic muse, as well as prose. He has served two terms in the Ohio Legislature and did fine work as a public official.

His first ambition in life was to fill the pulpit, but the lure of railroading got the better of him, even after he received the education that fitted him for the more serious profession, and he will likely stick to the rail until his working days have passed.

Mr. Shanley has this to say:

Congratulations are certainly in order for the "Erie Magazine" on its splendid issue of January, which should augur well for its own prestige and usefulness, the continued success and prosperity of the Erie, and the further edification of its contented, happy employes. In addition to many pages of perennial information and entertainment, the articles in the opening number for 1915 by Messrs R. D. Williams, Wm. Schlafge, F. B. Lincoln, C. A. Allen, P. E. Van Noy, J. B. Nary and W. C. Hayes, are most commendable, radiating as they do, the true Erie spirit, which should, and will, imbue, impress and influence every one of us.

The perusal of said articles proved an incentive to your humble scribe, to try and emulate these unquestionable apostles of efficiency and other desirable qualities, by attempting something worth while.

But, at the very first essay, I became sadly conscious of my inability to soar to the heights of these gentlemen, who have demonstrated that even in the world of letters, they are luminous planets, in comparison with whom I am but an imperceptible star of the "Milkyway," or railway, if you would so construe it. But, at this point at every recurring approach of Winter tickets a respectable colony to Los Angeles, that able part of the above mentioned symposium by Mr. Williams, relative to the City of the Angels, impelled me to expatiate to some extent, at least, on "Ravenna

Beautiful," one of the many, imposing, radiant cities, with which our incomparable line—the greatest commercial steel highway in the Western hemisphere—is thickly studded, and which have in no small degree won for the road the significant designation of "The Picturesque Erie."

Ravenna is the county seat of Portage, the queen county of the renowned Western Reserve, world famed for intelligence, culture, morality and prosperity. It is a superb little municipality of, approximately, six thousand inhabitants, modern and up-to-date, as respects churches, schools, libraries, places of amusement, spacious business blocks, diversified industries, paved streets, water and light plants, a grand courthouse, etc., etc. It is saloonless, hence crimeless, and not a culprit in its bastille.

It is the center of the richest agricultural and dairy portion of our grand old "Buckeye" State, which we delight to regard as the paragon star of the 48, that illumine the blue field of our resplendent banner. It is exceedingly rich in historical mental pabulum.

Benjamin Tappan, Jr., of New England, was the first to settle here, in 1799, when a solitary log cabin in each place marked the sites of Buffalo and Cleveland, which latter is now the sixth city of the nation. In 1808 Mr. Tappan laid the foundation of the town; Hon. Marvin Kent, the projector, promoter and first president of the A. & G. W. Ry., now the Meadville and Cincinnati divisions of the Erie, was born here Sept. 1, 1816. A tannery was conducted here in the early days by Mr. Jesse Grant, father of U. S., the "Hero of Appomattox."

Judge Wm. Day, the solon of the U. S. Supreme Court, is a Ravenna production, as was also Judge Rufus P. Ranney, the constitutional Lycurgus, of Ohio.

Mr. D. C. Coolman, who was chief engineer of the staff that surveyed and constructed the A. & G. W. Ry., settled here on the completion of that road and is today one of our most honored citizens, and, though aged and stricken with blindness, he is an alert participant in any movement for Ravenna's betterment.

Two of the Erie's most erudite attorneys, Hon. J. T. Siddall and Hon. J. F. Hanselman, are also of us.

The town was named after the City

of Ravenna in central Italy, noted for its educational proclivities, in which its namesake is analogous. The name, no doubt, was one attraction for the sons and daughters of "Sunny Italy," who constitute a considerable portion of the inhabitants; they were readily assimilated, several are in business and all doing well. The foreman of our Section 47, East, is one of them, and as an evidence of his ability and adaptability, "Joe" St. John, as he is known, was recently awarded the prize for the best section on Supervisor Pierson's division.

Statuesque, jovial A. B. Walsh, is foreman of Section 48 West, and is also most capable, but is at a disadvantage, as for several miles, his East and West bound tracks are not contiguous. The proverbial antipathy between the Celtic and Latin races, does not hold good in this instance, for "Dinny" and Joe are the best of friends and gladly cooperate at all times, and fortunate is the Erie in its possession of two such faithful, efficient trackmen.

The first regular passenger train on the Erie, to gladden and give impetus to Ravenna, entered its precincts March 7, 1863, while now, even at this untoward season of the year, passenger and freights, together, average 60 every 24 hours, with some of the freights containing 65 and 85 cars, a marked contrast to the trains of the old "Broad Gauge," when 18 loads, or 30 empties, were thought wonderful, while today the "Mile of Cars," is a mere matter of course.

Ravenna's transportation facilities, in addition to the Erie, are supplemented by the Penna. Co., the B. & O. and the latest aspirant as a sharer of the Mahoning Valley traffic, the I. E. & P., but, nevertheless, the Erie is "it."

Our station is a large brick structure of classic architectural lines, with all needful conveniences inside and out. The freight house, both commodious and spacious, stands opposite, across the tracks. The local force comprises Mr. A. G. Rice, who supervises as agent, the Erie's destinies here, guards its interests and those of the patrons, as well. He is recognized by all as a "live wire" and is of the material from which division and general freight agents are selected.

Mr. Francis Boosinger is assistant clerk and baggage master, and, though young in years and experience, is rapidly measuring up to the Erie standard of loyalty and efficiency.

The entire freight house is jubilant

over the fact, that December and January, just passed, show a large increase in tonnage and revenue over the same months a year ago, and with the raise to 2½ cents per mile on tickets, which is hoped for, we will all be happy yet.

The telegraph and ticket departments, are in charge of three, 8-hour trick men, the first of whom is Mr. Eugene H. Spencer, who has a splendid record of 30 years with the Erie and is a most efficient employe in his line of work.

The second trick man, Mr. A. E. Mosher, hails from Union City, the furniture town. He is a son-in-law of Mr. Spencer, and by reason of the intimate association he is absorbing the characteristics of his respected father-in-law.

The third trick man is one of the "old guard," who lost his right arm 39 years ago, when in the train service, which is one of the reasons he prefers the obscurity of night.

HUMBLING THE POOR INDIAN.

To what depths of humiliation and self-abasement have the laws of the white man carried the once proud red man of America! The last chief of the once powerful Miami Indians, a tribe that won ample glory in war and was great in peace, was reported arraigned a few days ago in an Indiana police court to answer the charge of making ribald and drunken remarks relative to the baggy trousers worn by a policeman. There in court the man whose ancestors sat about the council fire and decided great questions, haled there by a white man, was fined and had his fine suspended if he would publicly apologize to the officer whose trousers were alleged to bag at the knee. In the old days the proud and arrogant Miami warrior would have defied fate and maintained his standing. Did the last chief emulate the inspiring example of his forbears? Rather he chose liberty at the price of humiliation. He apologized. The red man bent his knee to the pale face, whose law he may not always understand, and whose penalties spare not the chieftain's pride.—Cleveland Plain-dealer.

It is quite possible that the foreign missionaries would be more fully appreciated if we sent them canned.

The one thing in the world that is pretty sure to get on your nerves is the nerve of other people.

THE ERIE ROLL OF HONOR

EMPLOYEES, WHOSE NAMES APPEAR BELOW, HAVE BEEN
AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

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| <p>H. J. Quick, Fireman,
New York Division.</p> <p>E. R. Brooks, Operator,
New York Division.</p> <p>J. E. Johnson, Operator,
New York Division.</p> <p>F. Warsel, Track Foreman,
New York Division.</p> <p>J. E. Ward, Station Agent,
New York Division.</p> <p>L. S. Wakean, Brakeman,
New York Division.</p> <p>D. C. Bush, Brakeman,
New York Division.</p> <p>W. Smith, Baggage-master,
N. Y. Terminal Division.</p> <p>J. Andrews, Engineer,
Delaware Division.</p> <p>M. T. Reap, Brakeman,
Wyoming Division.</p> <p>V. B. Tuthill, Engineer,
Wyoming Division.</p> <p>Chas. Swingle, Engineer,
Wyoming Division.</p> <p>D. A. Kennedy, Engineer,
Susquehanna Division.</p> <p>(2) T. W. McMahon, Cross'g W'hman,
Susquehanna Division.</p> <p>James Murray, Engineer,
Susquehanna Division.</p> <p>L. G. Henry, Engineer,
Susquehanna Division.</p> <p>E. C. Wilsey, Brakeman,
Susquehanna Division.</p> <p>J. F. Donahue, Yard Brakeman,
Susquehanna Division.</p> <p>J. A. Hammond, Engineer,
Susquehanna Division.</p> <p>M. A. Lynch, Engineer,
Susquehanna Division.</p> | <p>Ira Brooks, Operator,
Susquehanna Division.</p> <p>(2) J. E. Wesloski, Operator,
Susquehanna Division.</p> <p>D. McGrath, Plumber,
Susquehanna Division.</p> <p>E. Crandall, Section Foreman,
Susquehanna Division.</p> <p>J. H. Millage, Section Foreman,
Susquehanna Division.</p> <p>Frank Bailey, Yard Brakeman,
Susquehanna Division.</p> <p>L. E. Haynes, Engineer,
Susquehanna Division.</p> <p>H. D. Argetsinger, Engineer,
Susquehanna Division.</p> <p>J. J. Lyons, Engineer,
Susquehanna Division.</p> <p>J. J. McAndrews, Engineer,
Susquehanna Division.</p> <p>J. F. Leonard, Track Foreman,
Tioga Division.</p> <p>T. O'Donnell, Section Foreman,
Buffalo Division.</p> <p>C. D. W. Smith, Station Agent,
Meadville Division.</p> <p>R. W. Smith, Leverman,
Meadville Division.</p> <p>A. J. Ray, Conductor,
Cincinnati Division.</p> <p>E. W. Kear, Yard Conductor,
Cincinnati Division.</p> <p>J. Harris, Engineer,
Cincinnati Division.</p> <p>R. Patterson, Conductor,
Cincinnati Division.</p> <p>C. L. Alheit, Conductor,
Cincinnati Division.</p> <p>Peter Basso, Gross'g Watchman,
Cincinnati Division.</p> |
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L. C. Miller, Yard Clerk,
Cincinnati Division.

Chas. Kunkler, Sec. Foreman,
Cincinnati Division.

H. L. Horner, Towerman,
Chicago Terminal Division.

E. Whitford, Brakeman,
N. Y., S. & W. Division.

H. Rodenbaugh, Conductor,
N. Y., S. & W. Division.

James Sheldom, Engineer,
N. Y., S. & W. Division.

Daniel Laden, Engineer,
N. Y., S. & W. Division.

James Flood, Engineer,
N. Y., S. & W. Division.

John Plattenburg, Engineer,
N. Y., S. & W. Division.

Ernest Naethen, Engineer,
N. Y., S. & W. Division.

Judson Potter, Engineer,
N. Y., S. & W. Division.

George Bartow, Engineer,
N. Y., S. & W. Division.

William Courtright, Engineer,
N. Y., S. & W. Division.

Fred Staples, Engineer,
N. Y., S. & W. Division.

James Farrell, Engineer,
N. Y., S. & W. Division.

W. Smith, Baggage-master, New York Terminal Division, on a recent date conveyed information to proper officials, concerning defective conditions noticed on Train 704 at Monroe, N. Y. By so doing he defined his loyalty and interest in the Company's welfare.

J. E. Ward, Station Agent at Sterlington, New York Division, on a recent date observed a fallen brake rigging under car in Train Extra 3036, west, while passing his station, and advised Sloatsburg of the trouble, resulting in train being stopped and brake rigging removed.

D. C. Bush, Brakeman, New York Division, observed wheels sliding under second coach in Train 172, passing Monroe Street, Passaic, N. J., on a recent date, and notified the Bridgeman at Passaic Drawbridge, so that train was stopped and brakes released, thereby eliminating possibility of further damage.

L. S. Wakeman, Brakeman, New York Division, on a recent date noticed stones falling on the westbound track near Highland Mills, while he was passing that point on Train Extra 3048, and jumping off, removed stones, making track safe for trains.

J. E. Johnson, Operator, "X. K." Tower, Bergen County Short Cut, New York Division, discovered a bent axle on car in Train Extra 3085, on a recent date, and notified operator at Rutherford Jc., permitting train to be stopped and defective car switched at the Junction, thereby eliminating the possibility of an accident from this source.

E. R. Brooks, Operator, at Englewood, on the Northern Railroad of New Jersey Division, observed a Brakebeam down under Erie car 108,-

282 in Train 1189, passing station, and reported same, so that train was stopped and broken parts removed.

E. J. Quick, Fireman, New York Division, observed a fallen brakebeam under car Erie 25661 in Train Extra 3049, west passing Port Jervis on a recent date. Fireman Quick, at the time, was standing at a point where he saw the trouble, and took prompt action in having train stopped and defective parts removed, before an accident resulted.

F. Warsel, Track Foreman, New York Division, noticed a fallen brakebeam under Erie car 51397 in Train Extra 2704, west, as it was passing a point where he stood at Howells Junction, recently, and reported same, so that train was examined and defective parts removed, before further damage resulted.

John Andrews, Engineer, Delaware Division, successfully operated an engine in freight service, until a total of 22,063 miles was made in that class work, without an engine failure.

M. T. Reap, Brakeman, Wyoming Division, discovered broken rail at Upper Pond Eddy, recently, and made prompt report of same.

V. P. Tuthill, Engineer, Wyoming Division, discovered and made prompt report of broken rail on crossing, west of "W. N." Tower, recently.

Charles Swingle, Engineer, Wyoming Division, while backing from Avoca, recently, discovered rails parted about 8 inches on eastbound track, between M. P. 10 and 11, which he promptly reported.

E. C. Wilsey, Brakeman, Susquehanna Division, discovered coach 1066 off center in Train 47, recently, and took proper action in reporting same, thereby protecting the situation.

J. A. Hammond, Engineer, Susquehanna Division, made 34,478 miles in Passenger service, from May 17th, 1914, to January 15th, 1915, without an engine failure. L. G. Henry, Engineer, made 25,719 miles in freight service, from January 15th, 1914, to January 15th, 1915, without an engine failure. D. A. Kennedy, Engineer, Susquehanna Division, made 20,228 miles in freight service, February 26, 1914, to January 1, 1915, without an engine failure. M. A. Lynch, Engineer, Susquehanna Division, made 38,189 miles in Passenger service, from March 22, 1914, to December 23, 1914, without an engine failure. James Murray, Engineer, Susquehanna Division, made 23,594 miles in freight service, from March 26, 1914, to January 15, 1915, without an engine failure.

J. E. Wezloski, Operator, Susquehanna Division, discovered fire flying from truck on car K. L. S. E. 8786 in Train 86, passing Cameron, on a recent date, and took prompt action to have train stopped at "U. O.," where sand board was found down on car, which was switched at Rathbone for repairs.

J. E. Wezloski, Operator at Cameron, N. Y., Susquehanna Division, discovered brake rod dragging under car Erie 109313 in Train Extra 2541, west, when pulling into Cameron for Train 3, and promptly notified Conductor, who had defective rod adjusted.

T. W. McMahon, Crossing Watchman, Susquehanna Division, discovered brakebeam down under car Erie 105659 in Train Extra 1650, east, on a recent date, while passing Chestnut Street, Corning, and promptly notified Dispatcher, who had train stopped at Magees and brakebeam removed.

T. W. McMahon, for a second time won for himself a credit mark, when he discovered stay strap down on rear truck of tender of engine 2546, Train 77, passing over crossing at Corning, N. Y., and giving hand signal to Fireman, who had train stopped, and found arch bar strap on rear truck, right side, falling off, account of no box bolt or column bolt nuts on bolts.

D. McGrath, Plumber, Elmira, N. Y., Susquehanna Division, discovered brakebeam down under C., B. & Q. car 36961 in Train 80, passing Elmira, recently, and promptly notified Dispatcher, who had train stopped at "J. F.," and brakebeam removed.

Frank Bailey, Yard Brakeman, Elmira, N. Y., Susquehanna Division,

discovered piece broken from wheel on Erie car 112433 in Train 81, passing Elmira, recently, and promptly notified Operator at "J. F.," Tower, who stopped train at "V. O.," and had car switched out and returned to Elmira, where new pair of wheels were applied.

J. J. McAndrews, Engineer, Susquehanna Division, made 24,014 miles in freight service, from April 30th, 1914, to February 5th, 1915, without an engine failure.

J. J. Lyons, Engineer, Susquehanna Division, made 21,601 miles in switching service, from October 14th, 1914, to February 5th, 1915, without an engine failure.

L. M. Haynes, Engineer, Susquehanna Division, made 23,946 miles in freight service, from December 24th, 1913, to January 31st, 1915, without an engine failure.

H. D. Argetsinger, Engineer, Susquehanna Division, made 23,103 miles in freight service, from November 8th, 1913, to February 7th, 1915, without an engine failure.

J. F. Leonard, Track Foreman, Tioga Division, discovered brakebeam down under car 54561 in Train at Blossburg, recently, and promptly reported same.

Ira Brooks, Operator at Waverly, Susquehanna Division, discovered brake rigging down under Erie car 66537 in Train 1st 78, passing Waverly, recently, and took proper measures to have train stopped at "X. Y.," where defective rigging was removed.

J. F. Donahue, Yard Brakeman, Hornell, N. Y., boarded caboose of Train 1st 77, as it was pulling out of yard, and reported to Conductor that brakebeam was down under N. O. M. C. car 1321. This resulted in train being stopped and brake hanger bolt being applied, after train cleared Main Street.

H. Millage, Section Foreman, at Barton, N. Y., Susquehanna Division, discovered wheels wobbling under M. O. P. car 33649 in Train Extra 1663, west, as it was passing Barton, recently, and reported same to Operator at Waverly, who had train stopped at "X. Y." and inspected by Conductor, who advised that journal was bent. Car was cut out at Waverly for repairs.

E. Crandall, Section Foreman, Big Flats, Susquehanna Division, discovered brake rigging down under car about 5 cars from engine in Train 77, passing "X. U." Tower, recently, and promptly reported same to Dispatch-

er, who had train stopped at Big Flats, where defective rod was removed.

T. O'Donnell, Section Foreman, Buffalo Division, discovered brake-beam dragging under Erie car 16576 in Train Extra 3036, east, at Hunts, recently, and took proper measures to have train stopped.

C. D. W. Smith, Station Agent at Burghill, Meadville Division, discovered truss rod hanging loose on car in Train Extra 3003, east, when passing station. He promptly notified Operator at Orangeville, who stopped train, when crew took care of situation.

R. W. Smith, Leverman at "S. N." Tower, Meadville Division, reported brake rigging down under car in Train Extra 3075, west, passing his tower. Operator at Braceville was notified and stopped train, when crew removed defective beam.

A. J. Ray, Conductor, Cincinnati Division, on a recent date, took prompt action and brought his train into Kent in good time, thereby making it possible for train to make running time over the Division.

J. Harris, Engineer, Cincinnati Division, on a recent date had defective engine. It broke down between Caledonia and Slicks. He was quick in obtaining pipe cutters, etc., and made a new fitting, being ready to proceed in 45 minutes. The work done in this instance was considered most commendable.

E. W. Kear, Yard Conductor, Cincinnati Division, noticed brakebeam down under car in Train Extra 3149 and notified Dispatcher, who had train stopped, when defective beam was given attention.

R. Patterson, Conductor, Cincinnati Division, worked an entire month without overtime.

C. L. Alheit, Conductor, Cincinnati Division, worked an entire month, without overtime.

Peter Basso, Crossing Watchman, Wadsworth, O., Cincinnati Division, ran ahead of Train 13, recently, when he saw a little girl fall upon the track, when train was approaching close by, and rescued her from being struck.

Charles Kunkler, Section Foreman, at Wadsworth, received a credit mark for participation in the same occurrence as Peter Basso, Crossing Watchman.

L. C. Miller, Yard Clerk, Galion, O., Cincinnati Division, discovered broken down car in Train Extra 3025

and took proper action to have same given attention.

H. L. Horner, Towerman, at "H. Y.," Hammond, Ind., reported fire flying from under car in Train 76 on a recent date. Conductor was notified and found brakebeam down under Erie car 111016, same being given proper attention.

James Sheldon, Engineer, N. Y., S. & W. Division, made 32,436 miles in passenger service, from February 1st, 1914, to December 31st, 1914, without an engine failure; Daniel Laden, 23,828 miles in freight service, from April 1st, 1914, to December 31st, 1914, without an engine failure; Ernest Nothen, 22,081 miles in freight service, from March 1, 1914, to December 31st, 1914, without an engine failure; John Plattenburg, 23,219 miles, from January 1st, 1914, to December 31st, 1914, without an engine failure; Judson Potter, 23,148 miles in freight service, from February 1st, 1914, to December 31st, 1914, without an engine failure; Fred. Staples, 24,242 miles in freight service from February 1st, 1914, to December 31st, 1914, without an engine failure; Geo. Bartow, 20,980 miles in Yard service, from February 1st, 1914, to December 31, 1914, without an engine failure; William Courtright, 20,998 miles in Yard service, from February 1, 1914, to December 31, 1914, without an engine failure; James Farrell, 20,818 miles in Yard service, from February 1st, 1914, to December 31st, 1914, without an engine failure; James Flood, 20,894 miles in Yard service, from April 1st, 1914, to December 31st, 1914, without an engine failure.

Harry Rodenbaugh, Conductor, N. Y., S. & W. Division, discovered broken truck under car Erie 49340 at Bloomingdale, N. J., in Train Extra 96-94. Car was switched at that point.

Ethelbert Hubbard, Brakeman, N. Y., S. & W. Division, while at work on Train Extra 1840, on a recent date discovered broken switch point on number 8 switch, Little Ferry Junction, N. J. Yard, and promptly reported same for repairs.

A CURIOUS LEGEND.

At Painswick churchyard, a pretty spot between Stroud and Gloucester, England, there are ninety-nine yew trees. The hundredth always dies, though it has been planted many times. A local story says that "when the hundredth lives after it has been planted the world will end."

OBITUARY.

DEATH OF SUPT. HAWLEY.

Mr. Frederick M. Hawley, Superintendent of the Allegheny and Bradford Divisions of the Erie Railroad, died at Bradford, Pa., on Thursday, March 4th, after an illness covering a long period, during which he stuck to his post like a soldier and continued to give the Company the best that was in him, at last being obliged to quit, when nature made the call.

Deceased was a man of genial nature who had the respect of his subordinates and was a good and popular citizen of the town in which he resided and had his headquarters.

Funeral services were held at Bradford; also interment, on Monday, March 8th.

The eight Division Superintendents of the Erie Division acted as pallbearers.

Vice-President Stone caused the following bulletin to be posted on the Erie Divisions:

"Officers and Employes: With sorrow you are advised of the death at Bradford last evening of Frederick M. Hawley, Superintendent of the Allegheny and Bradford Divisions. Mr. Hawley's entire railroad service was with this Company. He has served with distinction and merit on the Allegheny, Bradford, Susquehanna and Delaware Divisions. The Company has lost a valued officer, and the officers feel keenly the loss of a friend and associate.

This is Mr. Hawley's railroad record:

Entered the service June 21, 1879, as telegraph operator on the Western Division (now Allegheny Division), at Andover, N. Y. December, 1882, train dispatcher on Bradford Division. April, 1889, chief dispatcher on the Bradford Division. March to November, 1901, passenger trainmaster, Delaware, Susquehanna and Allegheny divisions, on account of Pan-American Exposition. November, 1901, to June, 1906, chief dispatcher, Bradford Division. June, 1906, to January, 1907, chief dispatcher, Allegheny and Bradford divisions. January, 1907, to October, 1907, trainmaster Allegheny Division. October, 1907, to May, 1912, trainmaster of Delaware and Susquehanna divisions. May 16, 1912, superintendent Allegheny Division.

John J. Caraway.

John J. Caraway died at the home of his daughter, Mrs. B. L. Singley,

166 Spring Street, Meadville, Pa. Mr. Caraway was one of Meadville's oldest citizens having lived there 50 years.

He was born in 1840, at Florence, South Carolina. After the war he came North with some of his companions and stopped at Meadville, then a little town, where he went to work on the old A. and G. W. Railroad, first as fireman and later as machinist. From that time up to his recent illness and death, a period of 50 years, he was a faithful and trusted employee of the railroad, now the Erie.

Deceased was a member of the First Methodist Church and an active member of the Men's Bible Class, where his presence and activity will be greatly missed.

Martin Kuppler.

Martin Kuppler died at his home, No. 710 North Park Avenue, Meadville, Pa., of Pneumonia. The death of Mr. Kuppler meant the passing of a man who to the utmost did his duty as he saw it, and who filled his place in the world with fidelity year in and year out and clear down to the end; a man who tried to be guided by the faith of his church, his love for his home and family, his duty to his fellow men, and fidelity to the interests of his employers.

Mr. Kuppler was born in Moesengen, Wurtemberg, Germany, Sept. 26, 1850. He came to America at the age of 18 and located in Meadville. He worked for the A. and G. W. Railroad, continuing through changes which made it the Erie, for a period of 46 years. For many years and up to the time of his death he was foreman of a gang in the shops. A giant in strength in his active life and a man of unusually keen perception, he was a valuable man for the Erie, and because of his appreciation of the rights of others he was admired and esteemed by the men under his direction, and by all others who knew him.

In his religious life, Mr. Kuppler was a faithful member of Trinity Lutheran Church for many years.

In the early days he was Captain of the old Cussewago fire company, along with C. M. Boush and Henry Oster and others of the then younger German element of the town. Mr. Kuppler served a term as a member of the City Council, and might have continued in that service had he been willing to stand for re-election.

TALKS with the OLD MAN



"The way some railroad now, it seems," quoth the Old Man one day, "is having accidents galore, at least it seems that way. To use the modern slangy phrase one hears most every day; 'one darned thing after another,' then there is the deuce to pay."

The Old Man does not wish it thought, he always thinks this so, but merely argued as above, to let all employes know, that oftentimes mishaps take place, that should not be, in fact, if all our men were on the job, possessed of thought and tact.

"You know," said he, "these little things, oft give me great distress, because I know down in my heart, they're caused through carelessness. That's why I said when first I spoke and angry to the core, 'the way they railroad now it seems, causes accidents galore.'"

The Old Man then called Gaffney in, gazed at him with disdain; said he, "My boy, these accidents, can you to me explain?"

"Man failures, Boss," said Gaffney as he looked the Old Man o'er; "sixty per cent., yes, sixty-five, from this cause, maybe more."

And here Gaffney, tried to compare, mankind with sturdy steel; said he, "now Boss, I've often thought, and even yet I feel; mankind, like steel, can only stand a pressure great or small; and when that pressure's overtaxed, it's sure to give and fall. Although in solving problems like this one it's hard to see, how one can place an estimate, on frail humanity. You see, now Boss, it's just this way, man sure is strangely made; unlike hard steel you cannot find, his real strength or grade."

The old man scanned the ceiling first, then gazed upon the floor, at Gaffney's quaint philosophy, he marvelled more and more. "You're right," said he and then I find; I mean I see

again, that steel is but a lifeless mass, while man's possessed of brain."

The Old Man's chief lieutenant rose, he saw the argument; he indorsed what the Old Man said, and both were then content.

A moment's pause was then enjoyed, when Gaffney with a smile, advised the Old Man that he had some other things on file.

The Old Man's face changed like a flash, said he. "What, something new?" I thought when we had ceased to talk, that both of use were through." To which thought Gaffney did reply: "No, Boss, not for awhile; you know I said I still retained, some other things on file."

"Well, go ahead," the Old Man said, "pray clean your tainted slate;" then Gaffney with a cherub smile, went on with soul elate.

Said he, "now Boss, I want to state, and then the matter rests; I'm going to tell a little tale, about the surprise tests. That way of telling how the men, watch out is quite a stunt; they must be strictly on the job, with eyes cast to the front. Or else some trouble will arise, to cause a big sensation, and this, perchance, may lead unto a strict investigation."

Then laughed the Old Man merrily, said he to Gaffney, "verily, my boy, now I'll be blessed, if every surprise test, isn't making every engineer do his very level best."

"Good for you" laughed Gaffney, noticing the rhythmic trend of the Old Man's sentences.

"But, the men, I have been told, are not impressed a bit, they do not like these tests, they're tough they do admit. They even claim they'd try, the patience of a saint, that's why I often hear, they make such grave complaint."

The Old Man smiled his best, with a twinkle in his eye, he turned within

his chair, and heaved a gentle sigh. Said he, "at any rate, protection now is rife, the frequent surprise tests, are protecting human life. So to that extent I know, the idea is very good, the railroads all, I know, wouldn't change things, if they could."

"And again," retorted Gaffney, as he lighted his cigar, "these tests are all far-reaching, and they often cause a jar. They cause the men in towers, as well as in the cabs, to be alert and careful, and keep the closest tabs. On everything that's moving, and hauled by motive power; and do their duty rightly, and do it every hour.

"They must watch the markers, all,

each passing train, in fact; and see there's no break in twos, and that trains are intact."

"While engineers should be alert," suggested the Old Man, "each employe along the line, each passing train should scan. And if our men their duty do, 'Twill quickly be evolved, that accidents will soon decline, and there the problem solved."

And when the Old Man had his say, and Gaffney had his, too, each fired up a new cigar, and all the talk was through. Then Gaffney to his sanctum fled, his mind was much relieved; the Old Man, too, was happy, for the news he had received.

WHAT IS THE MATTER WITH THE UNITED STATES?

By Herbert N. Casson

My old friend, Herbert N. Casson, now in England, says some things that are so pat and to the point in the following little article, that I want every one of our friends and correspondents to read it. It is a good thing for us to read in this first part of the year 1915.—E. St. Elmo Lewis.

As I have been residing in London since the beginning of the war, I have been hearing the question asked on all sides. I have never heard any satisfactory answer. No one seems to know.

Why are the American factories not running night and day? Why are the railroads not opening up new territories and getting ready for the millions of immigrants who have already made up their minds to leave Europe as soon as the war is over?

Why are there not fifty American drummers in London right now trying to sell \$200,000,000 worth of American goods in place of the goods that were bought last year from Germany and Austria?

Why have advertisers become quitters, just at the time when their advertisements were most needed and most effective in cheering on the business forces of the United States?

From the European point of view, the United States is a haven of peace and security and prosperity. It has no troubles that it dares to mention to Belgium, or Austria, or France, or Germany, or Servia, or Great Britain, or Russia.

Every tenth Briton has enlisted. Every tenth Frenchman is at the front. Every tenth Belgian is dead. What does the United States know about trouble?

If I could afford it, I would charter the "Mauretania" and "Lusitania" and convey a party of 5,000 American advertisers to Europe for a trip of education. I would give them a week in London, a week in Paris and a week in Antwerp.

I would let them look at the United States from the scene of war. I would give them a look at real trouble. I would let them see trains, ten at a time, five minutes apart, packed with the maimed and dying.

I would let them hear from fragmentary survivors, the incredible story of battlefields 150 miles wide and armies that are greater than the entire population of Texas.

I would let them see graves 100 yards long and full, and Belgium, the country that was, nothing now but 12,000 square miles of wreckage.

Then when they began to understand, to some slight extent, the magnitude and awfulness of this war, I would say to them:

"Now go back and appreciate the United States, realize your opportunities. Don't start digging trenches when nobody is firing at you. Don't fall down when you have not been hit. Don't be blind to the most glorious chance you have ever had in your life.

"Go back and advertise. Get ready for the most tremendous boom that any nation ever had. Build your factories bigger. Train more salesmen. Borrow more money. Go ahead and thank God you are alive and that your family is alive, and that you are living in a land that is at peace, at a time when nearly the whole world is at war."

ERIE'S NEW WEIGHING BUREAU IS SECURING FULL REVENUE TO COVER TONNAGE HANDLED.

THE Weighing Bureau, which was organized by the Transportation Department in July, 1913, under the direct charge of W. H. Westfall, Supervisor of Scales and Weighing, has been bringing about splendid results in the matter of securing full revenue to cover tonnage handled.

Below is shown amounts added to our earnings during December, 1914

and January, 1915, as indicated by Agent's corrections.

The statement does not show increased revenue resulting from the adjustment of minimum weights and correction of long standing, but erroneous practices which runs well into the thousands monthly.

There is still room for much improvement, and the co-operation of all Agents and their staffs is solicited.

New York Terminal.

Stations Correcting.	Number of cor- rections made.		Gain in weight and revenue.			
	Dec.	Jan.	December.		January.	
			Weight.	Revenue.	Weight.	Revenue.
Croxtton	2	1	719	\$.11	.....	\$ .97
Duane St., N. Y.....	25	16	14,313	103.02	12,215	103.89
Jersey City Local.....	10	..	81,408	25.83	.....	.....
Long Dock	108	192	209,495	447.40	378,541	821.23
N. Y. City, 28th St.....	1	1	238	.19	885	4.43
Pier 7, E. R.—N. Y.....	..	1	.....	..	4,200	2.73
Weehawken	44	39	17,115	289.18	16,348	331.72
Wallabout	2	..	50	.17	.....	.....
Total	192	250	323,338	\$865.90	412,189	\$1,264.97

New York Division.

Arden	1	..	4,700	\$ 7.05	.....	\$.....
Arlington .....	..	1	.....	.....	3,700	5.55
Dundee	2	1	4,700	8.76	3,500	5.25
East Orange	1	..	250	.89	.....	.....
Essex .....	..	1	.....	.....	29	.13
Garfield .....	..	2	.....	.....	.....	3.24
Goshen	1	..	2,200	1.10	.....	.....
Hackensack	1	..	20	.07	.....	.....
Leonia .....	..	1	.....	.....	.....	.53
Maybrook	6	8	11,022	39.66	5,443	19.84
Middletown .....	..	3	.....	.....	63,300	23.48
Monsey .....	..	1	.....	.....	90	.15
Monroe	1	..	1,000	.99	.....	.....
Newark	6	5	16,220	7.55	4,472	10.55
Newburgh .....	..	1	.....	.....	300	.36
No. Newark	2	..	6,719	10.11	.....	.....
Nordhoff .....	..	1	.....	.....	251	.28
Orange	2	..	7,599	9.18	.....	.....
Port Jervis	8	2	15,440	20.47	4,650	6.55
Passaic	4	4	3,790	11.68	4,500	7.52
Paterson	9	8	57,900	35.25	11,075	18.93
Rutherford	4	2	15,215	15.12	6,700	35.71
Tuxedo	1	1	4,100	6.15	19,000	29.40
Total	49	42	150,875	\$174.03	127,010	\$167.47

Delaware and Jefferson Divisions.

Deposit	3	1	1,650	\$29.05	2,080	\$3.18
Forest City	2	..	60,550	33.43	.....	.....
Hancock	2	..	1,380	8.69	.....	.....
Susquehanna	1	1	750	1.35	640	.86
Total	8	2	64,330	\$72.52	2,720	\$4.04

Wyoming Division.

Stations Correcting.	Number of cor- rections made.		Gain in weight and revenue.			
	Dec.	Jan.	December.		January.	
			Weight.	Revenue.	Weight.	Revenue.
Dunmore	2	2	4,440	\$5.07	21,620	\$7.94
Pittston	1	..	401	.41	.....	.....
Scranton	3	2	5,648	.91	5,505	5.60
Total	6	4	10,489	\$6.39	27,125	\$13.54

Susquehanna and Tioga Divisions.

Binghamton	8	4	7,410	\$ 6.56	3,950	\$11.43
Corning	1	1	19,900	16.92	77	.31
Elmira	5	18	41,353	51.12	5,600	9.41
Endicott .....	..	1	.....	.....	400	1.12
Great Bend	1	..	950	1.14	.....	.....
Hornell	5	4	5,515	12.51	3,000	7.38
Lestershire	1	4	28,640	21.40	2,167	1.65
Mansfield	1	..	160	.42	.....	.....
Owego	3	1	335	1.28	1,231	2.70
Painted Post	1	3	236	.35	30,900	44.44
Union	1	..	55	.36	.....	.....
Waverly .....	..	1	.....	.....	800	.48
Wellsburg .....	..	1	.....	.....	95	.10
Total	27	38	104,554	\$112.06	48,220	\$79.02

Rochester Division.

Avon	2	..	6,400	9.96	.....	.....
Bath	1	..	320	1.05	.....	.....
Batavia	2	..	2,360	1.54	.....	.....
Cohocton .....	..	1	.....	.....	6,300	11.97
Conesus	1	..	100	.20	.....	.....
Geneseo	2	..	1,555	1.83	.....	.....
Kanona .....	..	1	.....	.....	400	.48
Mt. Morris	3	..	2,260	19.63	.....	.....
Rochester	18	13	20,715	49.41	8,045	18.11
Total	29	15	33,710	\$83.62	14,745	\$30.56

Buffalo Division.

Attica .....	..	1	.....	.....	1,000	\$ 1.12
Buffalo	6	5	1,875	5.44	19,210	64.48
Black Rock	1	2	.....	5.00	390	.63
Depew	2	..	1,515	2.97	.....	.....
East Buffalo	19	20	15,849	111.26	23,620	29.66
Gowanda .....	..	1	.....	.....	.....	1.54
Lockport	1	1	70	.20	100	.25
Linden .....	..	1	.....	.....	470	.53
Niagara Falls .....	..	5	.....	.....	2,545	4.80
Suspension Bridge	1	..	.....	.49	.....	.....
Total	30	36	19,309	\$125.36	47,335	\$103.01

Allegheny and Bradford Divisions.

Almond	1	1	50	\$.11	50	\$.28
Andover	1	..	18,800	18.80	.....	.....
Bradford	1	3	24,000	49.20	34,700	70.76
Brockwayville	2	..	2,100	2.80	.....	.....
Custer City .....	..	1	.....	.....	24,000	38.40
Dunkirk .....	..	1	.....	.....	1,200	1.22
Friendship .....	..	4	.....	.....	43,600	39.76
Johnsonburg	3	..	20,450	18.41	.....	.....

Stations Correcting.	Number of cor- rections made.		Gain in weight and revenue.			
	Dec.	Jan.	Weight.	Revenue.	Weight.	Revenue.
Olean	2	12	21,277	17.14	8,978	13.49
Salamanca	2	3	4,130	5.66	1,868	4.46
Wellsville .....	..	2	.....	.....	497	.57
Total	12	27	90,807	\$112.12	114,893	\$168.94
Meadville Division.						
Atlantic	1	..	100	\$.07	.....	\$.....
Cortland	1	3	.....	19.15	22,680	5.93
Falconer .....	..	1	.....	.....	9,100	3.82
Franklin	3	..	10,840	10.17	.....	.....
Greenville .....	..	2	.....	.....	6,415	8.74
Jamestown	5	13	6,030	19.20	18,392	40.34
Kennedy	1	..	1,900	2.79	.....	.....
Leavittsburg	1	..	2,300	27.14	.....	.....
Meadville .....	..	3	.....	.....	11,290	6.92
Oil City .....	..	1	.....	.....	3,700	8.04
Randolph	3	2	1,260	1.37	485	.81
Ravenna	1	..	800	.12	.....	.....
Reno	1	..	1,994	2.58	.....	.....
Saegertown .....	..	3	.....	.....	10,940	19.24
Union City .....	..	2	.....	.....	1,610	4.95
Warren, M. L. ....	..	1	.....	.....	25	.06
Total	17	31	25,224	\$82.59	84,637	\$98.85
Mahoning Division.						
Cleveland	7	7	48,460	\$ 37.17	15,181	\$ 9.50
Cleveland, 55th St.	15	..	8,632	16.05	.....	.....
Farrell	2	2	129,700	35.67	17,900	13.74
Geauga Lake	1	..	305	.24	.....	.....
Garrettsville	2	3	7,000	2.80	14,400	6.04
Lisbon .....	..	1	.....	.....	30	.05
Mantua	1	1	3,300	1.16	7,200	3.60
Newburg	1	..	7,800	2.73	.....	.....
New Castle	1	1	35	.05	2,000	.90
Niles .....	..	2	.....	.....	2,347	2.25
North Randall	1	..	39,700	13.90	.....	.....
Warren, M. D.	1	..	.....	.52	.....	.....
Washingtonville	1	1	6,900	1.61	410	.99
Youngstown	1	7	3,800	1.33	17,310	8.17
Total	34	25	255,632	\$113.23	76,778	\$44.64
Cincinnati Division.						
Akron	11	9	46,793	\$101.79	30,095	\$18.18
Ashland .....	..	4	.....	.....	23,330	11.04
Barberton .....	..	7	.....	.....	30,867	56.30
Brighton	1	..	35	.04	.....	.....
Burbank .....	..	1	.....	.....	2,400	1.01
Cincinnati .....	..	2	.....	.....	4,720	5.14
Creston	1	..	.....	1.08	.....	.....
Dayton	2	1	1,508	1.75	2,270	3.33
Galion	1	..	24,800	22.07	.....	.....
Kent	1	4	.....	22.19	43,450	8.22
Kings Creek .....	..	1	.....	.....	3,700	4.29
Marion .....	..	9	.....	.....	27,319	22.59
Marion Tfr.	1	1	.....	.05	170	.61
Pavonia	1	..	3,960	3.59	.....	.....
Richwood .....	..	1	.....	.....	2,140	10.70
Tallmadge .....	..	1	.....	.....	1,100	.72
Urbana	2	..	1,722	1.63	.....	.....
Wadsworth	1	1	2,800	2.94	1,000	1.05
Total	22	42	81,618	\$157.13	172,561	\$143.18

C. & E. Division.

Stations Correcting.	Number of cor- rections made.		Gain in weight and revenue.			
	Dec.	Jan.	December.		January.	
			Weight.	Revenue.	Weight.	Revenue.
Bippus	1	..	150	\$.19	.....	\$.....
Lima	2	..	100	6.97	.....	.....
Total	3	..	250	\$ 7.16	.....	.....

Chicago Terminals.

Chicago	56	62	57,895	\$163.96	54,528	\$128.03
Chicago Transfer	25	14	26,325	79.19	16,770	13.18
Highlands	3	..	24,870	32.33	.....	.....
Total	84	76	109,090	\$275.48	71,298	\$141.21

N. Y. S. & W. R. R.

Lodi .....	..	1	.....	\$.....	1,865	\$ 3.73
Newfoundland	1	..	40	.10	.....	.....
Pocono Lake .....	..	1	.....	.....	100	.18
Prompton Junction .....	..	1	.....	.....	332	.53
Undercliff	30	19	254,591	368.90	225,209	273.09
Total	31	22	254,631	\$369.00	227,506	\$277.53

Summary.

New York Terminal.....	192	250	323,338	\$865.90	412,189	\$1,264.97
New York Division, Side Lines and Branches.....	49	42	150,875	174.03	127,010	167.47
Del. and Jeff. Divs.....	8	2	64,330	72.52	2,720	4.04
Wyoming Division	6	4	10,489	6.39	27,125	13.54
Susquehanna & Tioga.....	27	38	104,554	112.06	48,220	79.02
Rochester Division	29	15	33,710	83.62	14,745	30.56
Buffalo Division	30	36	19,309	125.36	47,335	103.01
Allegheny & Bradford.....	12	27	90,807	112.12	114,893	168.94
Meadville Division	17	31	25,224	82.59	84,637	98.85
Mahoning Division	34	25	255,632	113.23	76,778	44.64
Cincinnati Division	22	42	81,618	157.13	172,561	143.18
Chicago & Erie Division...	3	..	250	7.16	.....	.....
Chicago Terminals	84	76	109,090	275.48	71,298	141.21
N. Y. S. & W. R. R.....	31	22	254,631	369.00	227,506	277.53
Total	544	610	1,523,857	\$2,556.59	1,427,017	\$2,536.96

AN IMPORTANT OBSERVATION.

The following extract from a letter received from an Erie patron, who is a member of a prominent New York City law firm, and who has known the road and its methods well for more than 50 years, having observed them closely, is published with his permission.

It is very suggestive in the manner of its praise and most sincerely appreciated, for the reference made to the courteousness observed

among the Company's trainmen, a feature of the Erie Railroad's service, of which it is extremely proud.

"One thing I have noticed which pleased me greatly, is that the employes have improved in character, appearance and manners. Of course, my acquaintance with the Erie goes over a period of much more than fifty years, and it will not take much to prove to me that it will become a good paying investment."

(Signed) A. S. Murray, Jr.

THE STOVE COMMITTEE

Appointments.

Allegheny Division.

Dr. Frank E. Howard of Cuba, New York, Company Surgeon at that point.

Wyoming Division.

H. P. Finch, Agent at Kimbles, Pa., vice C. A. Decker, resigned.

Dr. H. F. Smith, Company Surgeon at Dunmore, Pa.

Mechanical Dept.

E. G. Dailey, Foreman, Akron, O., succeeding M. J. Harrison, transferred to Machinist.

C. E. Miller, Marion, O., Boilermaker Foreman, succeeding J. H. Shue, transferred to Boilermaker.

THE COLUMBUS, OHIO, AGENCY.

By W. R. Sibley, Agent, Erie Despatch.

IT must have been an inspiring sight to have floated down the Ohio River from Pittsburgh to Cincinnati in the days of our pioneer fathers and have seen it in all the settings of its wild grandeur. The French called it the "La Bella" River; the Indian, the "Oyo" River. Most Ohio towns and streams, as well as those of West Virginia, have retained their Indian names of peculiar significance and beauty. Even the railroad that has figured in the span of our existence these twenty-four years, takes the name indirectly from a tribe of Indians who lived in northwestern Ohio.

The discovery, conquest and exploitation of the Ohio Valley, form a chapter of intense interest, full of all the colorings of adventure, heroism, sacrifice and endurance, with plenty of both comedy and tragedy, together with a spectacular diplomacy that developed some of our greatest statesmen.

The drainage basin of the Ohio Valley, as now covered by the Columbus agency, in almost its exact geographical boundary, was the bone of contention between France and England, which brought about the French and Indian war. Wonderful in its beauty, fertility of soil, wealth of forest, mine, mineral and clay productions, it has been a prize worthy of the greatest effort to possess. Its waterways furnish the greatest system of natural transportation in the world.

Transportation is the first requisite in the development of a country, and the topography of the Ohio Valley was designed by her Creator for a most complete system of both natu-

ral and artificial highways. The Ohio River was the main artery. Draining into it, with broad fertile valleys, from the eastern Ohio side, are the Muskingum; central, Scioto, and from the western, the Miami Rivers. From the West Virginia side, the Guyandotte, Big Sandy and Great Kanawha Rivers. Then, finding their rise in the same Ohio watershed and draining into Lake Erie, we have the Cuyahoga, the Sandusky and the Maunee Rivers. There is a barn in Richland County (near Mansfield, Ohio), so situated that the water falling on one side of the roof finds its way to the Gulf of St. Lawrence, while the other side of the roof drains into the Gulf of Mexico. It was up the Sandusky River from Lake Erie, that the Indian paddled his canoe, portaged across a short distance in Richland County to the headquarters of the Muskingum and floated down to the great Ohio. Across the ridge of this watershed we now find the great artificial highway, the Erie, Penna. and B. & O. Railways, making the crest of the watershed, the gateway through which flows both east and west the traffic of a nation.

Canals were the first artificial highways of transportation. The Ohio & Erie Canal, completed in 1833, Cleveland to Portsmouth, 309 miles. The Miami & Erie Canal, completed in 1845. The canal system was enlarged until Ohio had 1,023 miles, which for 30 years was the principal means of transportation. An interesting fact is the financial outcome of the canal enterprise. In the 35 years of their active use, the construction and operating expense was \$29,023,663.00, and the receipts \$17,225,337.00. The de-

mand for rapid transit has paralleled every waterway in Ohio with a low-grade railroad, until there is scarcely a spot in the State from which on a clear day you cannot see the smoke of a railroad train or hear the hum of a trolley car. We have 70 steam roads with main line mileage of 9,224 miles; 78 interurban roads with 2,746 miles, to which, if we add the double track mileage, would give us, approximately, 16,000 miles.

The first charter issued for a railroad in Ohio contained a provision looking to the appointment of a commission, whose business would be to fix the tolls and issue permits for the



W. R. SIBLEY,
(Agent, Erie Despatch)

use of the rails, to any shipper who could furnish his own engine and cars, which would indicate that wise men were not confined to the legislative halls of the present day.

The first railroad built in Ohio was the Mad River and Lake Erie, running from Dayton via Springfield to Sandusky, and is now a part of the Big Four Railroad. The first railroad built out of Columbus was the Columbus & Xenia, in 1873, and is now a part of the Little Miami Division of the Pennsylvania R. R. Columbus was the center of the railroad propaganda and in 1836 no less than 39 charters were issued. On March 10th, 1851, a charter was taken out for the

Franklin & Warren R. R. The name of this road was changed in 1854 to Atlantic & Great Western; work began in 1853 and opened to the public in 1863. It was the beginning of the Erie R. R. in Ohio. August 19th, 1865, roads of this same name in Ohio, Pennsylvania and New York, were consolidated and organized into one company. The Erie was completed to the Great Lakes in 1851; two years later the Lake Shore & Michigan Southern was completed, and Ohio had her first railway line from the Ohio River to the seaboard.

In addition to her waterways, canals, railroads and trolley lines, Ohio has a system of public highways with a total mileage of 83,700 miles, 30,000 of which have been improved with concrete, brick, macadam and limestone, and is adding to these improved roads at the rate of 500 miles per annum, having the most comprehensive road system in progress of construction of any State in the Union, which is bringing the farmer to the market, increasing land values and intensity of production. It is interesting to note the effect of adequate transportation on the price of crops. In 1822 the Ohio farmer received for his wheat 25c. per bushel; corn, 12½c.; oats 14c., and eggs 4c. per dozen. A little study of relation of prices to transportation would lead to a more considerate attitude toward our transportation companies.

Ohio is the most densely populated State west of the Alleghany Mountains, having approximately 5,000,000 people, and lies close to the center of population of the United States. Columbus, at the center of the State, on a plateau 1,000 feet above the sea level, has a population of about 250,000. One-fourth of the population of the United States live within 300 miles and two-thirds within 500 miles. Sixteen steam and eleven interurban lines center here. We have 900 manufacturing institutions, employing 35,000 people. Building permits in 1913 were \$5,000,000, and in 1914 were \$8,000,000. Columbus has a university of national and international fame. The Ohio State University has 250 professors and instructors—50 departments and 38 spacious buildings with 440 acres of campus and a student body of 4,500. Industrially, commercially, residentially and educationally, Columbus has the long end of it.

The Erie Despatch was the first Fast Freight Line to establish an agency in Columbus, and Edward A. Fitch was the first agent, the writer

having spent two years in his employ. Tradition says that he was employed on a commission basis and that his outfit consisted of one good cane-bottomed chair, which was transferred from caboose to caboose, and a rubber stamp reading "Via Erie Despatch." Thus equipped he rode up and down the old Scioto Valley Railway assisting the conductors in handling card waybills and incidentally using the rubber stamp vigorously. As grain in those days moved out in train lots, business was exceedingly prosperous, and when his commissions rose to the height of a number of hundred dollars per month, the Line Manager immediately arranged an adjustment to salary basis. It's nae soe aizy now.

The tonnage handled by the Erie Railroad has steadily increased since the opening of our agency. During the past year over 28,000 carloads moved to and from this territory. We have working arrangements from practically 90 per cent. of the Ohio shipping points, to points both east and west. From Columbus our routes are as follows:

Hocking Valley R. R., via Marion; Pennsylvania Lines, via Akron or Marion; Toledo & Ohio Central R. R., via Peoria, Kenton and Martel; Baltimore & Ohio, via Mansfield; Cleveland, Cincinnati, Chicago & St. Louis R. R., via Galion.

From Charlestown, W. Va.:

Chesapeake & Ohio R. R., via Cincinnati; Cleveland, Cincinnati, Chicago & St. Louis R. R., via Kenton; Chesapeake & Ohio R. R., via Cincinnati, N. & W. Ry. and Hocking Valley; Chesapeake & Ohio R. R., via Charleston, K. & M., T. & C. or Hocking Valley, via Marion and Martel; Chesapeake & Ohio R. R., via Huntington, W. Va. and B. & O., via Sterling; Chesapeake & Ohio R. R., via Ironton, D., T. & I., via Maitland or Lima.

From Zanesville, Ohio:

Zanesville & Western R. R., via T. & C. C., via Kenton; Zanesville & Western R. R., via Martel; Pennsylvania R. R., via Lancaster; Hocking Valley R. R., via Marion; Baltimore & Ohio R. R., via Mansfield.

From Canton and Massillon, Ohio: Wheeling & Lake Erie R. R., via Kent or Creston; Baltimore & Ohio R. R., via Akron, Cleveland or Sterling; Pennsylvania, via Transfer, Pa., Youngstown or Ravenna.

Wheeling and Steubenville District: Wheeling & Lake Erie R. R., via

Kent or Creston; Baltimore & Ohio R. R., via Sterling; Baltimore & Ohio R. R., via Mt. Jewett; C. & P. Division of the Pennsylvania, via Transfer, Pa., or Youngstown.

We mention but briefly the products that interest transportation. The hills and rich valleys of Ohio are cut up into 273,000 farms, whose annual productions of crops net us \$225,000,000.00, 25% of which is corn, 18% hay, 14% wheat and 10% oats; balance in vegetables and fruits. Live stock add \$200,000,000.00 more, and we stand third as a sheep-raising State. Draw a line from Sandusky to Ironton, and the grain belt will lie west thereof with the intensity of production centering to a line due west from Columbus. Export and New England markets formerly took this grain, but the Southern States are now taking an increasing amount of Ohio grains.

The clay productions of the United States exceed her gold value, and Ohio leads every other State in the value and variety of her clay productions. The first wealth taken from Ohio soil was at Flint Ridge, west of Newark, Ohio, where the Indian quarried the flint rock to make tomahawks and arrow heads; beautiful stones showing every color of the rainbow, nor did he dream of the wealth that lay hidden in the earth awaiting the arrival of his pale faced brother. Valuable veins of clay and shale are found throughout southern and southeastern Ohio, from which are made the finest vitrified paving and fire brick. The demand for good roads has given this industry a wonderful growth, and we have concerns in Ohio whose annual shipments exceed 12,000 to 14,000 cars; one of the latest companies being incorporated, with a capital of \$2,500,000.00. Zanesville is the center of art pottery, and her wares are known all over Europe. Here, also, is found the largest floor and interior decoration tile plants in the world, which products find a market at home and abroad. Southern Ohio produces unlimited quantities of the best grade of face brick, which find a market from Maine to far away Calgary; New York, Montreal and Chicago being the principal markets. Here, also, are produced, in train lots, sewer pipe, fireproofing, bottles, glass and glass products. Limestone for fluxing, road building and burning for lime, add millions to Ohio's wealth. 35,000,000 tons of coal were mined in 1912, which found a market with Ohio factories and in the great northwest. As a manufacturing State, Ohio ranks fifth; her more than 15,000 fac-

tories reporting products annually of \$15,000,000,000.00. Her production of iron and steel ranks second only to Pennsylvania, whose "workshop of the world" extends over into eastern Ohio. Plants in the Wheeling-Steubenville district, convert the raw material into pig iron, billets, bars, plate, galvanized sheets and tin plate. At Canton and Alliance is another group of factories which take much of the product of the former district and manufacture into roofing, steel ceiling, steel furniture, art metal work, plows, auto parts, and a long list of iron and steel articles ready for the consumer. Tiffin, Findlay and Fostoria are also large manufacturers of iron and steel articles. Columbus, Lancaster and Portsmouth are centers of the shoe manufacturing industry. There are more than 1,600 factories in Ohio using wood entirely as their raw material. They require 915,000,000 feet annually; approximately 50,000 carloads, a very nice item of traffic. 5,250,000 feet is imported and 14,000,000 feet comes from the Pacific Coast.

Forest products, petroleum and coal will cover 90% of the traffic from our West Virginia territory. When the State was admitted to the Union, in 1853, she had 15,500,000 acres of virgin forest, practically the entire state, and in the last thirty years more than 18 billion feet have been cut from her forests. West Virginia will probably always be a lumber state, as there is at least 8,000,000 acres of mountain land unfit for farming, with climatic conditions favorable for forest growth, on which, the conservationists say, will yield at least 1,600,000,000 feet annually, and this seems to be borne out by the fact that they are now cutting over the acreage of twenty years ago. In 1912 West Virginia was second only to Pennsylvania in the output of coal, having produced 66,786,687 tons. Perhaps the most outstanding feature of her industrial development is the glass industry; window, plate glass, bottles and other glass articles are produced in large quantities. Cheap natural gas is attracting these and other industries, where fuel is a large item in the cost of production. One of the most interesting developments in West Virginia is the electric power plant. Mountain streams are being harnessed, and large hydro-electric plants are in process of construction, some already furnishing power to operate mines, light towns and run trolley cars. One plant in the New River district is building a dam to develop electric current and string its wires from Cincinnati to Washington,

D. C. Trunk lines through West Virginia are electrifying their mountain divisions, and 'ere long the electric-driven train will hum its way through the clear mountain air, free from coal dirt and smoke, over the scenic routes that trace the streams and climb the mountain pass. And what of the future? Radiant with promise! The Ohio Valley from Pittsburg to Cincinnati, peopled by the most aggressive men on earth, and plenty of them. Fuel for five hundred years. Both natural and artificial transportation, unexcelled, and when the government completes its lock and dam system in the Ohio River, we shall have water connection with all the world. Here can be gathered raw material, manufactured into articles of commerce and distributed to all people, at the least cost of transportation, manufacture and time. The period of exploitation has passed, but science is leading the way, and the inventive genius, the agricultural and industrial chemist, are men of the hour.

ORDER OF THE RED SPOT.

Cincinnati Division.

January Membership.

Engine No.	Engineer.	Fireman.
2709	W. R. Shade	F. L. Haislet
2709	J. Haley	J. E. Strausbaugh
550	C. F. Hall	O. D. Hummer
553	F. E. Smythe	J. W. Henderson
554	J. B. Murphy	E. Hosler
555	W. A. Walker	C. H. Lowe
667	E. M. Jones	J. A. Bechtel
854	J. F. McManamy	Wm. Hurley
3135	L. L. Hoffman	
3136	J. E. Hill	W. H. Melby
3151	Geo. Keihl	L. B. Strausbaugh
3153	J. F. Spraw	C. E. Bonecutter
1800	C. Hulme	J. Houseman

Meadville Division.

January Membership.

1448	J. N. Hunsicker	F. B. Campbell
1105	H. E. Lane	F. E. Carr
2035	R. T. Bell	G. S. Mangel
2045	J. Fix	P. J. O'Connor
3069	B. Bailey	J. A. Holabaugh
732	S. Cochran	R. R. Rudd
2725	B. Benson and	W. B. Norton and
	B. L. Luce	W. J. Luper
1695	B. B. Byers	C. E. Ferguson

Mahoning Division.

February Membership.

102	W. H. Forney	H. O. Munnell
665	Ed. Alexander	R. Leiber
720	W. C. Dunn	J. H. Vogan
2535	R. M. Shane	J. Swab
1814	J. Gerlach	M. Miller
1817	B. C. Whalen	T. Scanlon
545	M. L. Forbes	W. Weber
558	S. G. Corlett	C. H. Williams
1864	I. W. Morgan	H. Booth

**Chicago & Erie Division.
February Membership.
FIRST DISTRICT.**

Engine No.	Engineer.	Fireman.
463	W. T. Fields	G. E. Tallman
796	S. M. Oswalt	C. Wentz
2555	John Cull	A. A. Bitner
	T. O. McIlvaine	B. Lewis
2557	F. H. Lee	C. F. Plummer
	Geo. Marston	R. R. Lewis
2551	L. O'Brien	C. W. Shoemaker
	A. H. Wyman	E. L. Pence
1742	C. E. Scott	H. E. Dailey
1748	I. L. Sparks	H. E. Tuthill
1753	R. F. Barnes	E. Ebersole
1754	R. M. Erehart	P. W. Wright
2003	W. H. C. LaBar	C. E. Lewis
2024	H. L. Palmer	A. F. Miller

SECOND DISTRICT.

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	H. C. Henderson
806	J. W. Shearer	E. Prine
2554	John Wonderly	F. H. Philly
	L. F. Truman	J. M. Goudy
2560	Geo. Kehler	M. E. Farmer
1746	R. M. Dungan	H. Cone
1767	W. O'Laughlin	E. H. Christ
1761	D. Cloclesser	A. F. Dinius
2007	F. H. Happy	S. L. Perry

**Susquehanna & Tioga Divisions.
March Memberships.**

2565	J. A. Hammond	J. C. Bright
	James Richardson	Fred Buck
2567	E. A. Brink	J. F. Cleveland
	A. C. VanDemark	W. P. Brown
2564	John Haire	Leon Havens
	S. E. Mason	Frank Marunda
518	J. C. Miller	J. D. McIntosh
	M. A. Lynch	H. S. Bellis
528	A. Jordan	F. P. Ickes
	G. C. Redfield	B. J. Brick
1065	J. M. O'Loughlin	J. E. Foley
1094	S. F. Miller	J. Donellan
1073	R. Ploutz	P. C. Canney
1070	P. Hickey	T. N. Kinney
1059	J. R. Saunders	W. G. Cuthbert
610	T. J. Smith	E. McMillen
1666	L. E. Haynes	H. Gregory
617	Wm. Mattison	F. Kinney
84	Geo. Watson	

Tioga Division.

401 Frank Hebe

New York Central.

1664 C. J. Doolittle
1644 F. S. Bragg

**New York Division & Branches.
March Membership.**

11	J. H. Linley	F. Daley
12	J. M. Hagerty	M. R. Moran
105	G. Cowan	J. Render
116	H. E. Reed	J. Gilshion
513	N. Walsh	
514	W. A. Johnson	
516	H. S. Robertson	F. Knarich
517	D. J. Ackerman	
526	W. G. Cole	J. J. Coneys
548	J. L. Van Orden	W. H. Myers
591	A. Bell	G. Clegg
598	J. Walker	T. Gleassey
809	M. Prendergast	A. W. Smith
820	E. M. Carlough	
824	C. Voorhis	
825	G. Beatty	E. Ritter
831	T. Duffy	E. N. Jacobs
844	R. Eberling	C. Rickle

Engine No.	Engineer	Fireman
911	W. E. Captain	
918	F. M. Farrell	
937	H. H. Palmer	
955	D. O'Brien	W. McMahon
958	W. O. Cutler	E. F. Doty
964	G. Shedler	E. G. Marsh
973	H. Springstead	F. M. Vernon
972	W. F. Looney	
1050	F. Howe	P. Daley
1071	J. Knaub	
1472	C. Landmesser	
1473	W. McKeon	
2503	J. Downs	J. Ruegger
2718	W. H. Henner	
2723	E. T. Reed	C. O. Wheeling
3038	J. Fitzgibbons	J. W. Wellon
3045	F. Beatty	H. Paffenroth
3050	D. Brahaney	M. Grathwohl
3064	E. J. Murphy	

**N. Y., S. & W. Division.
March Membership.**

N. Y., S. & W. R. R. Division.

23	P. Nixon	A. C. Oakley
9	C. C. Marean	Geo. Houser
9-10	Geo. Chamberlain	S. M. Gunderman
10	Geo. Mann	Jos. Lawler
25	John Klopman	J. Anderson
28	John Witty	Frank Barton
26	Jas. Havens	M. L. Kinney
29	G. Voorman	A. Laggner
18	Samuel Cox	Walter Loney
13	M. Carroll	John D. Smith
6	M. Snover	C. C. Nystrand
12	J. W. Pugh	John Woodward
45	O. Montayne	Wm. Buist

W. B. & R. R. Division.

52	J. C. Sullivan	Chas. F. Hill
58	Geo. Jopling	J. F. Smith
57	Wm. Steele	B. L. Scott
59	M. R. Carey	S. W. Rinehart
63	Jas. Stetler	Arthur Heller

"IT IS LONG TAILED."

An individual at Headquarters, 50 Church Street, N. Y., has discovered in delving into the literature of the Aborigine, that the word "Erie," as defined by the Huron tribe of indians, meant "It is long Tailed," referring particularly to the Panther.

It seems quite appropriate, too, for the 250-car train recently hauled by the engine "Matt H. Shay," would make, at least, a modest tail, if not a long one for any panther.

WRITTEN BY A NUTT.

There was a young man from Port Jervis,
Whose bad habits made him most nervis;
He'd have made a fine clerk,
But, fell off in his work,
And now he is out of the service.

"Go After It."

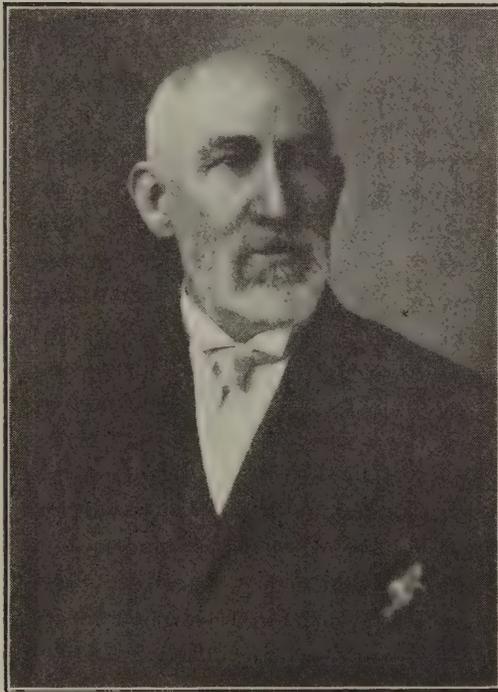
The man who simply sits and waits,
Fur good to coma along
Ain't worth the breath that one would take,
To tell him he is wrong.
Fur good ain't flowin' 'round this world,
Fur every fool to sup;
You've got to put your see-ers on,
An' go and hunt it up.

GEORGE L. JORALEMON.

Associated with the Auditor of Passenger Receipts of the Erie Railroad at 50 Church Street, New York, is an employe of the name of George L. Joralemon, who for versatility, has the merry laugh beaten many a mile.

He has had a lot of experience in the railroad game, officially and otherwise. From 1888 to 1889 he was Superintendent of the Seashore Electric Railroad at Long Branch, N. J. Prior to that he was Ticket Agent of the New York & Long Branch Railroad, 1885, 1887, inclusive. He entered the service of the Erie Railroad December 12, 1890 and still remains in the office as stated above.

Quite some fads has Mr. Joralemon,



A VERSATILE ERIE MAN.

so says his biographer. One of these is his love for fishing. Again he is Manager of the Kenmore Baseball Club, a dog fancier, especially Scotch Terriers; so nimble a dancer, that "the Vernon Castle of Long Island" is often applied to him; a skillful Cribbage player and widely known on Long Island. In the exclusive village of Whitestone he is known as Mayor and has a personal acquaintance with everybody who has resided there any length of time. Not only that, but it is said he even knows many people who travel on the ele-

vated trains, including some "big guns."

Some time ago Mr. Joralemon won a popularity contest conducted by a New York newspaper, and that shows he steps lively and always watches his step. Winning this contest awarded him the right to witness the World's Series in 1913.

A survey of the accompanying picture will indicate the resemblance of Mr. Joralemon to the late Mayor Gaynor of New York City, for whom he was often taken and pointed out. This distinction he greatly enjoyed and didn't go out of his way to deny.

MOVEMENT OF GOLD.

Thousands of wealthy Americans, some of them persons of substantially unlimited means and credit, have lately been reduced to distress in Europe, because neither bills of exchange, bank checks, nor any other form of credit was available as means of payment. Only gold coin would pass; and the travelers had no gold coin until our Government sent them five millions in battleships by way of relief.

Beside the movement of gold from one country to another, there is the hoarding, or entire disappearance, of gold to be considered. France, Germany, Austria and Russia have devoted to their war chests no less a sum than 2,250 millions dollars in gold coin; France, 800 millions; Germany, 400 millions; Austria, 250 millions, and Russia, 800 millions, all of which is withdrawn from circulation, or earmarked in bank reserves; nothing being left for the operations of commerce but silver coin and paper money. Even Great Britain has issued 20-shilling and 10-shilling bank notes. Gold has disappeared from circulation in Austria and Hungary, where even silver is scarce; Italy is issuing silver notes; in Spain, gold coin bears a premium of 10 per cent.; Denmark has only a paper circulation, gold having entirely disappeared; Switzerland, declaring that she has "no fluid money," has applied to the United States for a loan of gold; in Mexico and in many of the Latin-American States there is no other money in circulation but paper notes. In short, gold has disappeared from the circulation of the commercial world, avoiding plunder, hiding from insecurity, or reserving its powerful influence to preserve the peace of nations.—Alex. Del Mar, in The Engineering Magazine.

SAFETY HINTS TO SECTION FOREMAN.

By A. W. Ross, Roadmaster, A. T. & S. F. Ry. in Railway Review.

EACH foreman should see that his hand car is in good order when put on the track in the morning, and that all tools are so placed on the cars that they will not fall off, get under the levers, or get in the cog wheels. Jacks never should be laid on the front end of a hand car. Through the day foreman should notice all tools that are used and see that they are in condition to handle the work. Any tool that is defective—which is liable to slip and cause injury to a party using it—should be sent in promptly to be repaired. This includes a jack that will slip or jump cogs, a clawbar that is a little wide or with a piece broken off one or both claws, a wrench that will not fit the taps, a spike maul with a round or spawled face. All these are dangerous to work with and should be watched closely.

See to it, when breaking bolts out of angle bars, that everybody is in the clear, so the end broken off will not injure someone in its flight. See that laborers when driving spikes keep themselves in the right position to strike accurately. Warn them to be careful not to make spikes fly, as it is dangerous for themselves as well as for others. When you have occasion to handle rails, to be put on hand cars, or a carload to load or unload, you should teach the men the "safety first" way. Warn them to hold the rail until everyone is ready to throw it or let go of it at the same time. A foreman should explain to his men all he can about the work and how it is to be done; keep his men familiar with his way of handling all material, and teach them to look out for one another. If they will do this there will be fewer injuries to report.

Another word or two regarding hand cars: We had an accident recently where a hand car was struck by a train when the fog was so dense the section men did not see the engine far enough away to do anything but jump, which was the proper thing to do at that stage. All foremen know it is very dangerous to run a hand car in a fog, and that it should not be done except in case of emergency, and then with a flagman far enough ahead for protection. Never allow a new man to ride on the front of a hand car. A foreman should know his men well enough to select the

ones that are the safest to ride the front end of the car. Both foreman and men cannot be too careful or too watchful when they have hand or push cars on the track. Foremen or others should not get too careless in leaving cars on the rails just because they can see a train each way one or more miles. Frequently a train slips up unobserved in spite of this fact.

Section foremen should see that all material is piled at a safe distance from the track; that cinders and any other object liable to cause a person to stumble or fall are promptly removed; also see that, when setting out "slow" flags, no part of the staff or flagpost is closer than six feet from the nearest rail.

I herein have enumerated situations that come before section foremen almost every day, and I know that there are a great many more things that come to their attention that are just as important as those I have mentioned.

In reference to tools: A track jack never should be set inside the rails unless it is impossible to work the jack on the outside or in cases where a switch is being raised. There have been a few cases where section men have left a lining bar standing so close to the track that the foot of a brakeman or conductor sitting in the way car door has struck the bar. This thing should be watched by foremen, as it is sheer carelessness to leave tools close enough for anything of that nature to happen. Another time when we should be very careful is when serving with a work train, no matter what kind of work we are doing. The more men we have on the train the more watchful we should be. There always are some laborers who will be climbing between or over cars or riding on top with their feet swinging over the ends, or sitting so close to the end of a car that if the air should be applied they will fall between the cars. I have noticed, when with trains picking up old ties, that there always are some men who never make a move to get on until the train starts. After the work is done, instead of getting into the cars when we start home, some of the men will get on top. These things should be gotten after vigorously and stopped as far as possible.

MOTOR CARS IN USE.

According to the latest census figures covering automobile registration in the various states, there are now 1,735,369 automobiles in use in the United States. There has been a steady gain since the first of the year. These figures are both for gasoline and electric pleasure and freight vehicles. On Jan. 1, 1914, there were 1,253,875 cars in use. By the latest census New York is far in the lead with 160,475 cars registered. Illinois is next with 126,681, and there are only four other states in which the figure runs 100,000 or over. These are Pennsylvania, Ohio, California and Iowa, in that order. The state of Nevada has the fewest cars, the registration showing but 1,523 in use.

OUR DINING-CAR STEWARDS.

Daniel A. Coneys.—Entered service of Erie Railroad Company November 24th, 1913, as Clerk; promoted to Dining-Car Steward January 25th, 1914.



DANIEL A. CONEYS,

Prior to entering the service of the Erie Mr. Coneys was engaged in business at Piermont, N. Y., for about four years; also had six years' experience in catering business at Yonkers,

N. Y., and Newark, N. J. By his cheerful disposition and courteous manner, Mr. Coneys has won many friends since entering the service of the Company.



A. J. HARMS.

A. J. Harms.—Entered service of Erie Railroad Company January 14th, 1914, as Clerk; promoted to Dining-Car Steward February 14th, 1914. For ten years prior to January, 1914, he was engaged in catering business in New York City; also one year with P. R. R. Company. Like Mr. Coneys, Mr. Harms has also won many friends for himself since entering the service of the Erie.

"TIPPERARY" IN GERMAN.

There is already a French version of "Tipperary," and now there is a German translation. It runs as follows:

Es ist sehr weit zu Tipperary,
 Es ist sehr weit zu geh'n;
 Es ist sehr weit zu Tipperary,
 Un den lieben Schatz zu sehn.
 B'hut Gott Piccadilly,
 Adieu Leicester-square.
 Es ist sehr, sehr weit zu Tipperary,
 Und mein Herz ist so schwer (oder
 "hehr").

OUR OLD FRIEND WEYMER.

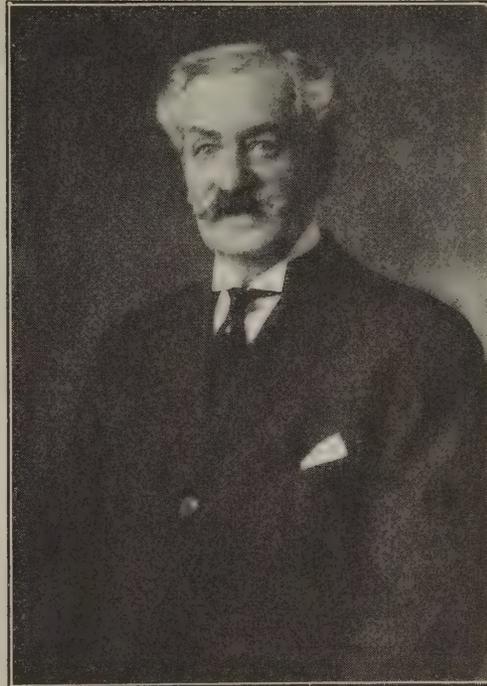
In the machine shop of the Erie Railroad, Jersey City, there is employed a very popular individual of the name of Charles Weymer, affectionately called "Doc" by the clan surrounding him, as well as by others on the outside.

Doc has been employed by the Erie for about forty-one years and looks to be good for many years to come; at least, that is the way he feels.

He entered the service of the Erie as Machinist Apprentice, at Newburgh, N. Y., in 1870, his father being Master Mechanic at that point at the time. A portion of Newburg Shops were transferred to Jersey City same year and Mr. Weymer was transferred with forces to Jersey City.

He completed his apprenticeship in 1874 and has been in continuous service since that date, having served under every Master Mechanic at Jersey City since 1870.

Mr. Weymer is now 63 years of age and is just as vigorous and hearty as ever and can be seen daily at his work on wheel lathe, north side shop.



CHARLES WEYMER,
(Machinist)

From Correspondents Along the Line

DELAWARE DIVISION.

Twenty-eight Erie men of Susquehanna journeyed to Binghamton to attend one of a series of Bible study classes in the Lackawanna R. R. Y. M. C. A., Erie Ticket Agent Colburn in the role of teacher. The large delegation from Susquehanna came as a complete surprise to the officials of the class and was the result of the efforts of Secretary Wm. Epes of the local Susquehanna association. A very fine meal was provided for the 140 present and after several songs and a vocal solo, the lesson was unfolded by Mr. Colburn in a manner which left nothing to be desired but more time. The meeting was then open for discussion, followed by a short talk by a prominent Binghamton lawyer. The meeting was adjourned promptly at eight o'clock, enabling the Susquehanna men to return on train 26. The thanks of the Erie men were extended to Lackawanna Superintendent Cizek and Secretary of the Binghamton Association for the splendid time accorded the visitors. It might be added that the Susquehanna delegation contributed largely toward the musical end of the meeting, both vocally and instrumentally.

Much credit and thanks are due the Signal maintenance forces of the Delaware Division for the great work they have done during the past three months. This organization is made up of the following gentlemen. Maintainers, C. P. Carpenter, L. H. Taylor, B. Brockland, A. DuBoise, Arthur Dreyer, C. E. Schneider, Alfred Canning, C. V. Crane; Battery men, J. Sisco, G. L. King, W. D. Austin, E. P. Laraway, J. Werner, D. F. Squires, H. Coughlin and J. Zwerz. Through the endeavors of this very efficient force the months of November, December and January were passed with a total of seven failures, of which but two were charged to the Signal Department. Below are figures which speak for themselves:

	No Signal	Total Failures				
November	176	3	Total Signal Movements	Movements per Signal	Movements per Failures	Failures per Sig Per Cent.
December	176	3	162,872	925	54,291	.017
January	176	3	161,037	915	53,679	.017
			162,302	922	162,302	.006

Failure per signal for three months P. C. .010. This record places the Delaware Division far ahead of any other of the seven divisions now equipped with the automatic Block signals.

STROUDSBURG, PA., SHOP.

All eyes are set on Dan Wolbert (King of the Cab Shop), for Silas says he heard a peculiar noise, such as Cupid makes before claiming his victim. Whether it was Cupid's wings Silas heard we do not know, but Dan has that lost look. It may be on account of the amputation of that brushy growth on his upper lip. At any rate we have decided to give Dan the benefit of a doubt.

R. T. Court ight and Ralph Richardson will pay a good price for smokeless cigars. Anyone knowing of such a cigar kindly notify the above named gentlemen.

C. C. Berrv, of the Boiler Department, has taken unto himself a wife. "Funny" says, "Just the thing. Every one needs someone to advise him during war times."

Frank Hill, our Storehouse Foreman, says Germany will win in about four weeks, if the papers keep quiet. Frank says Charlie doesn't know it all. "—:—:—:—:—:—" Words that Frank said which cannot be printed.)

Harry E. West, General Foreman's clerk, wants it distinctly understood that he did not go to the burlesque show every night to see the girls. He claims he just wanted to see who attended. Should think he would have taken a back seat instead of the front row, wouldn't you?

Bert Lamb, of the Cab Shop, was injured recently and has since been confined to his bed. Bert is Secretary of the Shop Fire Team, and very popular among the shop employes, who join in wishing him a speedy recovery.

Tom (Bones) Phillips, office boy in the Master Mechanic's office, claims to hold the championship of the whole Erie system in the line of endurance. Bones is 6 ft. 2 in. tall, weighs 79¾ lbs., bust measure 14½ in., has taken so many of Dr. "Pete's" pills, that all his joints are ball bearing. He guarantees to swallow a piece of macaroni 36 in. long, without bending it. Bones will be 18 years old in the Spring.

"Emmy," one of the popular stenogs at the Master Mechanic's office, while crossing the cemetery during noon hour was given an ice-cold bath,

caused by the little girl going too near the danger zone. "Emmy" thought the ice would surely hold a light weight. "Billy" says the boots did it. At any rate, dampness brooded over the office force, while Helen used her best efforts to dry Emmy's tears, as well as her clothes. Both girls have now decided to vote dry.

The Master Mechanic wishes to express his sincere appreciation for the excellent showing made during this month. Keep it up boys! It looks good.

The following is the output and the class of repairs: Engines—25—T. B. M. F. 2½ SS, ½ DS, BFS, BF. Full set of flues welded.

107—T. B. M. F. BFS, FFS, Smoke box and broken frame.

117—T. B. M. F. BFS and full set of flues welded.

29—T. B. M. BF and part set of flues.

85—T. B. M.

90—T. B. M.

91—T. B. M. and part set of flues.

102—T. B. M. and part set of flues.

136—T. B. M.

Industrial Commissioner A. B. Hoff of the Erie R. R. was a welcome visitor to our city recently. It is the practice of the Erie R. R. to look out for the welfare of all towns and cities on its lines, and the object of Mr. Hoff's visit was to take notes of our need of manufactories and industries, in order that we may be placed upon the list of industrial towns to be presented to different business men, when desirous of selecting a place to start a manufacturing establishment. Mr. Hoff was well pleased with Stroudsburg and appreciated very much the courtesy accorded him by shop men and towns-people alike. He was the guest of the Stroudsburg Industrial Club on an auto ride in and about the town, being accompanied by the Industrial Committee, who gave their best efforts to make Mr. Hoff's visit with us a pleasant one. Glad to have you with us, Mr. Hoff, and trust we will have the pleasure of seeing you soon and often.

The weekly religious meetings being held at the shop are well attended, and it is believed are producing good results. The ministers of the different churches of the towns give their services freely and cheerfully to the work here, and their presence is greatly appreciated by the men. Our boys are always interested in good works, as evidenced by their attendance. The meeting last week was in charge of

Milton Imbt, Tank Shop Foreman, who delivered a short address, in addition to his other duties as presiding officer. Every shop man should attend these meetings. We are all in need of the gospel and none of us is so blessed that he can afford to stay away from Divine services. Let us pull together to make the meetings more than ever joyous and beneficial to ourselves and to our fellow-workers.

BRIER HILL SHOP NOTES.

J. Gongaware, Boiler Maker Foreman, has resumed his duties after a week's illness, caused by inflammatory rheumatism.

B. S. Klein, who has been in a Sanatorium at Roscoe, Pa., for the treatment of inflammatory rheumatism, has notified us that he will be back in the near future. We are all glad to hear this, as his genial ways were much appreciated by everybody.

We are pleased to call attention to the recent visit of Mr. H. A. Kelly to this place. Mr. Kelly is Chairman of B. of L. E., with headquarters at Port Jervis, N. Y. He belies his pugnacious name, as he is one of the most genial persons it has been our pleasure to meet. As arbiter of the destinies of engineers, he found things at this point in a very peaceful state. It is a pleasure to meet gentlemen of this type, and we anticipate, with great satisfaction, another visit from him.

The pugilistic rivalry between Cleveland and Brier Hill Shops, received its death blow when Cleveland, after vaunting its 158 lb. heavyweight to the skies, vacillated to the extent of accusing our fight promoter of being a mercenary, and of putting in a ringer not on the pay rolls. Without taking the trouble to investigate, they immediately started the calamitous howl of "Wolf." The fact of the matter is, that we have a little fellow here who will lick his weight in wild cats, not to mention the Cleveland Champion. It has ever been thus with Cleveland and Brier Hill. Remember the Fire Team episode? Our promoter is thoroughly disgusted with the unfounded suspicions, and will have nothing further to do with the staging of the fight. Money is the silver-tongued orator of Youngstown, and until we hear the matchless voice of some Cleveland money and feel its silken texture, we are through.

The Iron Cross, emblematic of courage in action, will be conferred

on "Butch" Fleisgarten, our valorous time-keeper. The material and workmanship of this mark of honor will be furnished by our craftsman, Carl Dusing, while Reed and Davis will extol and panegyryze him with all the pomp and glory of an old-world court. As a reason for this honor, it is given out that Butch nearly proposed to his girl, getting as far as the front door, and retreating under an attack of heart failure. Heretofore he had never given any consideration to the matter, whatever. In view of the high cost of living, we consider the butcher highly deserving of this honor.

"Yes," said Red, gazing with lustrous eyes at the check booth man, "I am late again and I got a darn good reason." Said hardened individual in booth, with a wicked look in his eye, "Go ahead, spring it. If its good your stock rises. If its not, "Well! Laying a large club ostentatiously within easy reach, Heaven help you." "Well, you see 'twas this way," says the unhappy and luckless Red, spitting in a sadly impersonal way at an unoffending knot hole close by. "I buys one of them cheap alarm clocks, marked down to 69c., and for a time she runs right pretty, didn't require no coddling nohow, and I was out on time every morning. "Am I right? With a questioning look at the now relaxed form of the checker. Being assured of the utter fidelity of this statement, he went on in a more assured manner. "Bye and bye comes a cold night. She sits by my bed singing along like Melba. All of a sudden a gasp, gurgle and rattle and she quits cold. I shakes her, punches and rattles, and abuses her worse than a mother-in-law. No use, nothing doing. All at once it comes to me that she is frozen up, and I takes her to bed. Well! With a far-a-way look, something short of fifteen minutes she starts doing business and I fades to sleep. Now I am dreaming that a big Boa Constrictor is rubbing his clammy hide over my back, and I am naturally in what you might call a perturbed state, and I am figuring on departing right hastily, when, Whang! I'm shot in seventeen different places, and acting on my previous inclination, shouts out, inadvertently, at the top of my voice, departing from the bed at the same time. "Hell is out for noon." Now our cat, as peaceful a critter as ever sneaked a piece of fish from the table, was sleeping at the foot of the

bed, and edging further away from the checker, whose hand was straying towards the club, I lit square on her tail. With one squall of anguish, she went right through the window, with claws distended onto poor old Tige. Scared almost to death, with a howl of terror, he skidded, cat and all, under the washing machine, upsetting tubs, wash-boiler and kettles, punctuating every crash with yaps and squalls of fright." "And all this time, what are you doing?" inquires the arbiter of the booth. "Me," with a pained and hurt look. "Why I'm picking the inards of that cursed clock out of my system. Now don't do that," as the checker reached for his club, "Its God's truth, that spring was wrapped around my ankle, and pressing it like a sweet girl graduate hugs her beau. I fished the hair spring out of my ear, where it was gently reposing, and dug cog wheels out of my system for a plumb hour." "And what have you been doing since then?" "Doing, who me?" reaching the outside door, "Why I'm looking for a cat and a dog with shattered nervous systems." Restoratives were applied to the Booth man and he is now about his duties.

GALION, OHIO.

Foreman painter, Joseph Schnautz, has been chosen to mix all of the engine jacket paint to be used over the entire system. Joe has acquired quite a reputation as an engine painter among the officials of the Erie and they made no mistake in their choice. The paint will be mixed at Galion shop and shipped to the various terminals.

Packing knives and hooks can now be made at Galion shop as fast as you can count one, two, three. A special machine for this sort of work was built by Galion shop mechanics and the entire system is being supplied from this point.

Thos. O'Neil, South St. crossing watchman, called our attention to the fact that on February 11, 1863, 52 years ago, the first crossing frogs over the C., C., C. and Bee Line (now Big 4) railroads, were laid. The work was done under the supervision of "Bat" Cusick, who was the first roadmaster on the old A. & G. W. (now Erie), between Galion and Dayton. These crossings are now known as Burt and A towers.

S. S. More, of Ft. Wayne, Ind., has taken a position in the motor car de-

partment. We are now turning out 5 cars a month. They are beauties, too.

Engines 2026, 3096, 2051, 3033, 1806, 1810, were turned out of Galion shop in February.

Two of the oldest employes of the shop, Ben Schupple and Wm. Heihl, have retired from the Company's service, after many years of active duties.

SUSQUEHANNA SHOP.

Engines 1684 and 2025, equipped with Baker valve gear, superheater, modified frames, Talmage ash-pans, new cylinders with outside steam pipes and Franklin pneumatic fire doors, have been turned out of Susquehanna shop for service on the Susquehanna Division, and have been assigned to Engineers G. W. Aldrich and G. A. O'Dell, respectively.

Mr. and Mrs. Leland Tingley were recent visitors in New York.

Engines 920 and 929 are in the shop at Susquehanna, being changed from compound to simple engines. These engines were originally Vaucel 4-cylinder compounds and are among the last of this type of engine now in service on this railroad.

Messrs. Grimm and Fratch, of the Baldwin Locomotive Works, are officially engaged at Susquehanna.

Mr. J. G. Glazier, Special Agent, was officially engaged at this point February 25th. Incidentally, Mr. Glazier renewed many of his pleasant acquaintances formed while acting as General Yard Master at Susquehanna. The many railroad men at this point are always pleased to meet men of Mr. Glazier's type, as he is not only a very competent railroad man, but is also endowed with a very genial personality.

General Foreman Granger was called to Hornell February 20th, on account of the death of his father. The sympathy of the entire shop force is extended to Mr. Granger in his bereavement.

Chas. Shofkom, who was employed for a number of years in the local shops, recently died at his home in Lanesboro.

Mr. M. Impf, from Stroudsburg, recently brought engine 123 to Susquehanna shop and while here took advantage of the opportunity to visit the Sayre shops of the Lehigh Valley; also made a special trip to look over the Starrucca viaduct, east of Susquehanna.

The recent successful entertain-

ment given under the auspices of the Erie Hose Co., at Susquehanna, recalls to many of the old time railroad men at this point the days when many dramatic artists worked in the local shops as mechanics and railroad men.

Foreman John Campion, of Corning, recently paid us a visit; also Foreman I. F. Deitrick, of Carbondale.

Twenty-seven employes attended the Lackawanna Y. M. C. A. Bible class at Binghamton, February 22, 1915.

Fuel Inspector W. T. Lytle, of Meadville, was a recent caller at the local shops.

We are hearing considerable about the new Erie engine 4000, Santa Fe or 2-10-2 type engine, being built at the Baldwin Locomotive Works, for the Erie Railroad, and are curious to see the engine and note its performance, after it is turned out of the shop.

CINCINNATI DIVISION.

During the closing days of last January the sun failed to appear with its bright rays until the 30th of the month, when it chose to shine in all its glory. On that day Clarence Sanden, a young man of sterling qualities, who hangs his coat and hat on a hook in the Superintendent's office, decided to lay off and take a little trip to the Capital City of Ohio. But, that little day proved to be a most eventful one for Sanden, as he returned not as one of us, but as a very happy married man. Now we comprehend why Sanden was so regular a visitor to the city of Norton, for there he met his bride. He wears a happy smile every day and pleads with the bachelors in the office to follow his example, as he says they don't know what real life is like. Everybody is now anxious to read a little blue book of the zodiac, which Clarence says is O. K. Well, Sanden, your many friends extend their heartiest congratulations.

Over 175 couples enjoyed the annual ball given by the Brotherhood of Railway Trainmen, in Schwinger's Hall at Marion. The music for dancing was furnished by McNeal's orchestra; a program of twenty numbers was enjoyed. The Lodge spared no expense in making this annual affair a banner one in the history of the organization. The ball proved a success in every way, the proceeds going to the sick relief benefit fund.

Division officials in the M. of W. department recently held a staff meeting, and the subject of spring work

was thoroughly discussed. These gatherings are becoming a regular occurrence and much benefit is derived from them.

Mr. W. P. Kimble, Division Engineer, and Mrs. Kimble, are taking a month's trip to California and other points of interest in the west. He writes that he is having one grand time, and if anyone can get out of life all the joy there is in it, Mr. Kimble ranks at the top.

Mr. E. C. Robbins, Dispatcher, and Mrs. Robbins, are enjoying the splendid weather in the Southern States and report they are making the most of their two weeks' trip.

Samuel Jones, Engineer, and Mrs. Jones, are making an extended trip to Florida and other southern points. They write they are enjoying their trip and both are in the best of health.

BRADFORD ITEMS.

H. W. Williams, a retired engineer of the Bradford Division, died at his home in Bradford, Thursday, February 4th. Mr. Williams was a very faithful engineer for a number of years, retired from service about a year ago. On Saturday, February 6, his remains were taken to Salamanca, where burial took place.

William Johnston, of the Division Freight Office, and Eugene Wright of the Freight Office, are becoming very popular as actors. These young men have made good in several home-talent productions at our local theatre.

Brakeman, J. L. Sweet has resigned to enlist in a European army.

Clarence Ledden has developed into a proficient dancing master. All those who desire to take lessons in the modern dance, kindly send in your names at once.

BUFFALO CAR SHOPS.

J. Horosko, employed in the blacksmith shop, tied a knot with his tongue (which he cannot untie with his teeth) on Jan. 17th. He was tied in the bonds of matrimony. More power to you, John.

Mrs. S. Kolash presented her husband with an addition to their already numerous family. Mr. Kolash is steam hammer Blacksmith—6 feet of brain and muscle. This new son is the eleventh.

There has been an epidemic of marriages at the car shop, especially in the blacksmith shop; another one due, Mr. Steve Sadouski.

W. Coward, Foreman Blacksmith, and wife, made a flying trip to Oakville, Can., Sunday, Feb. 8th, and renewed acquaintances with relatives, whom they had not seen in twenty-two years. Mr. and Mrs. Coward were royally entertained, but Bill says one day is too short for a job like that.

A. Dennis, formerly lumber foreman, is contentedly singing, "I love the chickens, the cows and the bees." Mr. Dennis, for many years employed at the car shop, got a "Back to the Farm" idea and resigned his position in January. He is now owner of a 100-acre tract at Eckertsville, N. Y., where he will always extend the glad hand to his old pals.

We are sorry to say that George Rixinger is still unable to be with us. It was mentioned in the January issue that he was severely burnt at his home.

George Goldsmith, Fire Chief, is keeping the fire team jacked up. With a little patience, perseverance, and some sweet oil rubbed into their stiff joints, they may be able to break the hoodoo this year.

Drum Major L. Schwab, lately employed in our mill, has resigned and gone into business for himself, and will display fine bowling alleys.

A very interesting bowling match took place Feb. 20th between the Clerks and Piece-Work Checkers. Following are the piece-work checkers who competed. C. Schottin, Captain; W. Gaston, J. Mahoney, J. McGrath, F. Gurney, O. Truhn, H. C. Lenz. Clerks: J. R. Dambach, W. Winterberg, O. Deuchler, J. Neil, E. Schallmo, J. Koehler, and the old warhorse, C. W. Woolley. H. C. Lenz was high man for the piece-work checkers and Captain Dambach was high man for the clerks. Score for piece-work checkers, 3,274; for clerks, 2,841, leaving a shortage of 433 against the clerks, which they hope to overcome in the near future.

L. J. Hammelman has been appointed Foreman of Freight Carpenters in the field, succeeding Charles Krause, who has been promoted to Lumber Foreman.

MEADVILLE SHOPS.

The Shops were partly closed to observe Washington's Birthday.

Charles Sweetman, retired engineer, has been assigned to yard service at Corry. He has been given a lucrative position.

Charles Spofford, also retired, who has been doing yard service, has not recovered from his recent illness.

Since the last issue, fire has again destroyed a part of the building adjoining the station. The offices occupied by the Division Freight Agent, Police Department, Telegraph and Dispatcher's room, were gutted. They will be rebuilt.

Fire destroyed part of the building occupied by the Labor Foreman, the late Mr. Ruppler, used also for tool storage.

Mr. Hargett, the electrician, is a very busy man. He has completed the electric system at the Lower West End Shops, making it the most complete Shop on the System. A few more machines will be installed, making it completely independent of the main Shop. Workmen are now replacing cables with heavier ones. The Blacksmith Shop and Boiler Shop, with the flue cleaners, will be electrified. The meters will be placed on the Company's grounds, between the Power House and Shops, which will be a great saving in losses to the Company.

Engine 1764, the reconstructed Class H-21, has been completed and is now in service East. 1615 and 1790 were completed March 1st, 1915.



A Local Surgeon

of the Santa Fe Railroad writes:

"Kindly send me another Physician's bottle of Murine Eye Remedy and one application bottle for office use. Murine

is a common and excellent Eye Remedy with the Railroad "Boys." You will find it in many engines and cabooses. I take pleasure in recommending Murine as a reliable relief for all eyes that need care."

Murine doesn't smart. Soothes eye pain. Try Murine in your eyes after exposure to Smoke, Cinders, Wind and Dust. You will like Murine. All Druggists sell Murine at 25c and 50c. Try Murine Eye Salve for your Eyelids. In Aseptic Tubes, 25c. Send for Book of the Eye—mailed free.

MURINE EYE REMEDY CO., Chicago

SECURITY SECTIONAL ARCHES

Arch Engines are always the best steamers

AMERICAN ARCH COMPANY

30 Church Street, New York

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Additional Safety and Economy in Track Maintenance has been Proved in the Use of Our Base Supported Rail Joints

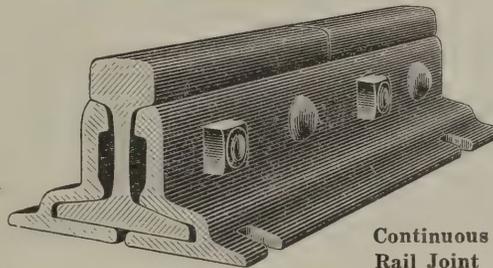
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GENERAL OFFICES:

Murphy Varnish Costs Less

by the Job than Varnish that
 Costs Less by the Gallon

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GALENA-SIGNAL OIL COMPANY

FRANKLIN, PENNA.

Sole Manufacturers of the Celebrated

Galena Coach, Engine and Car Oils, and Perfection Valve and Signal Oils

QUALITY

SERVICE

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ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Railway Safety Oil "B"

for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE,
 MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.

GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and
 all lamps for long time burning, avoiding smoked and cracked chimneys and crusted
 wicks.

Tests and correspondence solicited.

S. A. MEGEATH, President

The Division Stores Superintendent, Mr. Shaughnessy, offices are now being moved. They will be located on the second floor of the Main Shop building. The change will be much appreciated by the young women clerks; in fact by all.

The Apprentices School Room has been moved to the Head House, or Stores Building.

J. L. Merkt, General Foreman, Jamestown, R. H., was shaking hands with the boys.

Under date of Feb. 10, at Fuller Park Refectory, the Clerks of the Erie Local Freight Office, 14th & Clark Streets, gave their first annual dance, which was attended by their numerous friends to the number of 700. A real pleasant time was had by all, as proven by the numerous assertions to the effect that many hoped the Erie boys would make it a monthly, instead of an annual affair.

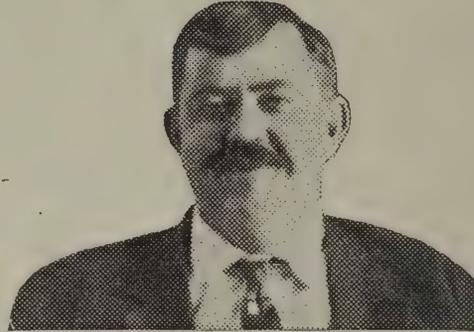
The success of the dance was due principally to the zealous work of our industrious friend, Joseph Mistrofsky, and the co-operation of members of the different committees. Acting in accordance with the wishes of those attending our dance, that we entertain soon again, the Erie Boys wish to announce their Safety First Dance at St. Anne's Auditorium, 55th & La Salle Streets, on April 10, 1915. Music by Blake's Orchestra.

Walter McCracken and Ed. Wise are at the rudder directing the coming affair, and all knowing these boys are assured that everything in the way of pleasure and entertainment will be furnished. If all those of the masculine gender who attend are as liberal in the bringing of female companions as Joe Dailey, Tom Jordon, George Reidy, Ray McGrath, Charlie Norton and John Vonesh, who escorted at least four ladies each, you can see that success is assured, even at this early date.

On their way home from the New York "meeting," Mr. C. W. Colby, Pacific Coast Agent at San Francisco, and Mr. R. S. Williams, General Agent at Los Angeles, dropped in to see the boys at 14th Street. We were mighty glad to see them and hope when the Expositions are over, they will come again and tell us all about it.

George Jones looks happy now-a-days, all on account of becoming a citizen of this country. Wouldn't it be great (if we should be drawn into the war) to see George lined up against his dad in merrie old England.

GOT RID OF TOBACCO HABIT



See the photo of H. B. McCulloch. He's a happy man since becoming freed from the slavery of tobacco that was making him miserable and shortening his life—the same as it is doing to others. Now he writes:

"I was a tobacco user for many years, wanted to quit, but couldn't find anything to help me. I smoked continually until nervous, sleepless and almost down-and-out. Now I am completely rid of the habit, sleep well and am telling these facts for the good of humanity." Whoever wants to get rid of the habit of smoking or chewing should write to Edward J. Woods, 897 F, Station E, New York City, and get the valuable book that will be mailed free.

The N. J. Fertilizer & Chemical Co.

136 Water St., New York

Works: Croxton, Jersey City, N. J.

Manufacturers

of all grades of

Complete Fertilizers

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Prepared Poultry Manure

Recommended particularly for lawns, greenhouses, etc.

Also Dealers in FERTILIZER CHEMICALS, FISH MEAL for feeding poultry, hogs, etc. Stable Manure in car lots, f. o. b. Erie R. R., Jersey City.

Slightly used lumber, slats for crates, etc., at much reduced prices.

Booklet and samples upon request.

CHANGED ABOUT.

A hardy son of toil who had been converted was after twelve months asked by a ministerial friend if he could point to any tangible evidences of the change for the better in his life.

"Yes; two," he promptly replied, and conducted the wondering minister to the bottom of his now neatly cultivated little garden plot.

"There they are," he proudly pre-claimed, extending a work hardened thumb in the direction of a sty in which two well-fed pigs were grunting their contentment. "Before I was converted," he added, "I used to go across the road to the Pig and Whistle; now I come here and whistle, and there are two pigs."—London Answers.

DEPTH OF THE OCEAN.

The greatest known ocean depth is approximately the same as the greatest land height, but the average depth of the ocean bed is about 12,000 feet as against land height above sea level of 2,300 feet. Following are the greatest depths and areas of the five oceans:

Oceans' Greatest Depth	Area Sq. Mi.
Pacific .....31,000 feet	71,000,000
Atlantic .....27,366 feet	34,000,000
Antarctic .....25,200 feet	7,500,000
Indian .....18,582 feet	28,000,000
Arctic 9,000 feet	4,000,000

The maximum depth of the Pacific Ocean is near the Island of Mindanao, while the Atlantic a spot off the coast of Porto Rico holds the record. The oceans, including the inland seas connected with them, cover about 144,500,000 square miles, or 73.39 per cent. of the total surface of the earth, and the volume of water estimated to be contained in them is 232,800,000 cubic miles.

IMMENSE GOLD DEPOSITS.

More than nineteen tons of gold bullion, valued at \$8,770,058, were deposited at the Seattle United States Assay Office during 1914. Alaska sent 300,565 ounces, valued at \$6,271,441. Nome led all other districts by sending 131,177 ounces, valued at \$2,711,685; Iditarod was second with 65,851 ounces; valued at \$1,361,273 and Tanana was third with 44,447 ounces, worth \$918,819. The Yukon Territory sent \$1,018,521. California, Colorado, Idaho, Montana, Nevada, Oregon and Washington contributed

\$149,509, of which Oregon sent \$111,507 and Washington \$27,907. Since the Assay Office was established in 1898 there has been deposited in gold bullion \$227,539,656.

THE ORIGIN OF JOHN BULL.

In March, 1712, there was published in London a satirical brochure dealing with the events of the previous year and bringing prominently into light the doings of Spain, Louis XIV., Holland and England, the last named country being represented by "John Bull." The original of the character was John Bolingbroke, minister of Queen Anne, who in the first edition was spoken of as "Lord Bullingbrook" and "John Bullingbrook" alternately, the title of the brochure subsequently becoming abbreviated to plain "John Bull." It was the production of a Scotch writer. Dr. John Arbuthnot, and not Swift, as some have stated.—London Standard.

BORE AND CALIBER.

The bore of a shotgun is determined by the circumference of any one of a given number of lead balls of equal weight, the total weight of which is one pound. For instance, the circumference of the barrel of a ten bore shotgun is equal to the circumference of any one of ten lead balls of equal weight the total weight of which is one pound.

The caliber of a rifle is the diameter of the bore of its barrel measured in hundredths of an inch. The diameter of the bore of a 32 caliber rifle is thirty-two hundredths of an inch.—Philadelphia Press.

LAKE SUPERIOR IRON ORE.

Lake Superior iron ore generally averages between 50 per cent. and 55 per cent. in iron, and large quantities have run over 60 per cent. in iron with phosphorus below the bessemer limit. However, the average grade is perceptibly lowering each year. The high-grade ores are being depleted, but there are thousands of millions of tons of medium and low-grade iron ores at Lake Superior, which must eventually come into use. Indeed, a start on them is already being made not only with the siliceous ores for mixing with the high-grade varieties, but with ordinary 40 per cent. to 50 per cent. ore, some of which is being concentrated or experimented upon.—Engineering Magazine.

FOR ALL ERIE EMPLOYEES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYEES' MAGAZINE

Room 1077, No. 50 Church St. - - - New York City

These advertisements are FREE to all Erie Employes.

AM BREEDER of Silver Pencil Rocks exclusively for ten years. Great laying strain; red-eyed males, five point comb. Few setters' eggs in season, \$2.00 per setting.—Geo. Thene, Box 315, Gowanda, N. Y.

BREEDER of Silver-laced Wyandottes, Partridge Rocks, S. C. Buff Leghorns, eggs and stock in season. Silver Campines direct from Fred J. Kennedy, limited, number of settings. Prices reasonable. C. B. Dahl, R. R. 8, Meadville, Pa.

FOR SALE—Small donkey weight about four hundred pounds, kind and gentle and a good worker both under saddle or in harness. A fine companion for children not afraid of automobiles or cars. Price \$25.00. G. M. Carpenter, Agent, Glen Eyre, Pa.

THE Ladies Home Journal, The Saturday Evening Post, or the Country Gentleman, mailed to any point in the United States for \$1.50 per year, post-paid. Send new subscriptions or renewals to T. E. Hamblin, 444 Wayne Street, Jersey City, N. J.

FOR SALE—One Ciphers incubator, 1913 model, holds two hundred and forty eggs, in use only short time. Sell reasonable. Address, Geo. Chamberlain, c/o F. G. Menzel, Box 44, Ogdensburg, New Jersey.

FOR SALE—1914 5-horsepower Thor Motorcycle, ridden about 200 miles; good running order; equipped with Presto Light tank, head and tail lights, horn and miscellaneous equipment. Tires in good condition. Machine good as new. Price \$135.00. Gimbert, 708 E. 124th St., Cleveland, O.

FOR SALE—1914 Excelsior Motorcycle, twin-cylinder, 7 horsepower chain drive, in excellent condition, complete with all tools, lamp, lock, cyclometer, carrier, etc. Enameling and plating good as new. Price \$160. H. Nicholas, care of Erie R. R., 720 Metropolitan Life Bldg., Minneapolis, Minn.

FOR SALE—Canopy top, two-seated sur-rev; rubber tires; in first-class condition. Cost to build \$350.00, will sacrifice for \$75.00, including set of harness. J. F. Miller, Box 57, Pequannock, N. J.

AUTO FOR SALE—Will sell for \$650.00. Overland Touring Car, 1913 model, in first class condition. Address J. P. Merkle, care Supervisor, Lima, O.

FOR SALE—Orpingtons. Am now mating my pens for 1915. Will sell S. C. White Orpington settings (15 eggs) for \$2.50. G. C. Cormany, 7777 Springfield Pike, Hartwell, Ohio.

FANCY—S. C. Rhode Island Reds, heavy laying strain eggs for hatching, \$1.00 per 13. H. R. Swetland, Cattaraugus, N. Y.

SEND 25c. in stamps and receive postpaid a 4-ounce bottle of "Handy" Furniture Polish, or a 4-ounce bottle of Homing's Liquid Shampoo. Far apart in use but each a wonder. C. Homing, P. O. Box 304, Castile, N. Y.

FOR SALE—1 trio full-blooded Buff Cochins, 1 White Orpington Cockerel. Will exchange one Black Minorca Cockerel for one of same breed. M. Malzahn, Box 19, Sparrowbush, N. Y.

FOR SALE—3 Cyphers Incubators, 240-egg size. 1 Prairie State Incubator, 390-egg size. Cheap to quick buyer. C. H. Ward, Jersey Ave., Suffern, N. Y., or Room 1162, 50 Church St., New York City.

MOTOR CYCLE—Twin cylinder 1912 model motor cycle with tandem attachment in good running condition, for sale cheap. R. Stephenson, Room 5, Jersey City, N. J.

FOR SALE—Eggs for hatching, pen bred to lay. Thompson Ringlet, Barred Plymouth Rocks; also one pen specially selected White Wyandottes. Eggs \$1.50 per sitting. These pens are all selected stock and are A1 in every respect. Inspection invited. G. W. Pulis, Agent, Caldwell, N. J.

BREEDER of S. C. Black Minorcas and R. C. Rhode Island Reds. Great laying strains, eggs in season 75 cents per 15. Guy M. Simmons, Ticket Clerk, Corry, Pa.

EGGS—Single Combed White Leghorns; Premier Partridge Wyandottes; superior quality: fine egg producers, fertility guaranteed. For beautiful pets for children, get setting my Black Tailed Japanese Bantams. All eggs \$1.50 per 15. H. P. Hall, Sheridan, N. Y.

FOR SALE—The Bacon Self-Poultry Feeder. Will increase your amount of Eggs and cut down your feed bills. No waste. Rain, sparrow and mice proof. Can be used in and out of doors. Write for circulars. E. D. Bacon, Telegraph Operator, No. Randall, O.

FOR SALE—Owner needs money; will sacrifice five (5) acres—80 city lots; full price \$1,100.00; only \$100.00 cash, balance small monthly payments; immediate possession, about 1200 ft. on Railroad track, 200 ft. on road, at Whitehouse, N. J. Apply Geo. E. Jones, 298 12th Avenue, Paterson, N. J.

SIGNS! SIGNS! SIGNS! To the Erie's large family. Signs and Show Cards of every description. No sign too small or too large. Send dimensions of sign wanted and estimate will follow by return mail. Special attention to Real Estate and Property signs. Address Edward P. Spalding, 60 Jackson Ave., Jersey City, N. J.

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Erie R. R. Employes

A Special Discount
of Ten Per Cent.
Will Be Allowed

On All Vegetable
And Flower Seeds



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114 CHAMBERS STREET
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For more than half a century
the Watchword of the
Oldest Bank in Chicago



Interest
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High
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112 West Adams Street - Chicago
CAPITAL and SURPLUS - \$10,000,000

Erie Railroad Dining Car Service

(A LA CARTE PLAN)

Order whatever you wish
from Menu Card

*Pay only for what you
order*

Every item marked in plain
figures

Seasonable food, well cooked
and attractively served, to
be had on the Dining Cars
of the

Erie Railroad

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Capital and Surplus \$2,800,000.00 Resources . \$12 300,000.00	

<h1 style="font-size: 2.5em;">Commercial Trust Company</h1> <p style="text-align: center;">OF NEW JERSEY</p>	
Opposite Pennsylvania Railroad Ferry and Exchange Place Station Hudson Tunnels JERSEY CITY, N. J.	
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INTEREST ON DEPOSITS SAFE DEPOSIT VAULTS	Four Per Cent. Interest on Savings up to \$5,000 Deposited in the Special Deposit Department.
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The First National Bank

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MEN all along the line do their Banking business with us. Delaware and Susquehanna Division men find this Bank a great convenience.

WE SOLICIT YOUR ACCOUNT



DEPOSITS OVER - - \$1,000,000

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RAILWAY TIES—LUMBER

332 Michigan Avenue CHICAGO

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**THE
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**GIVES BOLSTER
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STANDARD CAR TRUCK COMPANY, 1522 McCormick Bldg., CHICAGO

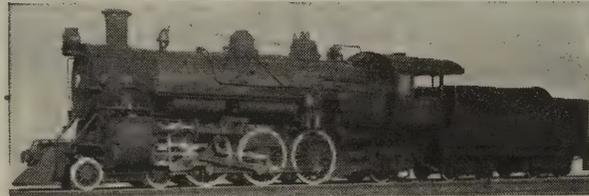
PEABODY COAL COMPANY

GENERAL OFFICES:

332 South Michigan Avenue, Chicago, Illinois.

**Operating Mines in the Hocking Valley, Ohio, Sullivan County, Indiana, and in the
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**THE BALDWIN LOCOMOTIVE WORKS
PHILADELPHIA, PA.**



LOCOMOTIVES

HAYWARD BUCKETS



for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Haywood Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this advertisement No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

THE HAYWARD COMPANY
Manufacturers of Buckets and Digging Machinery
50 Church St., New York

Richard G. Wood, President.
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W. W. Lukens, Sec. and Asst. Treas.
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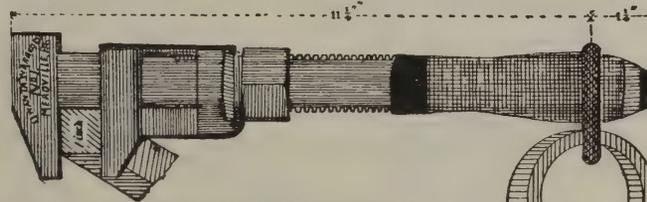
Established 1826

**PIG IRON BILLETS SHEETS
HEAVY SHEARED PLATES**

NEW YORK OFFICE
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