

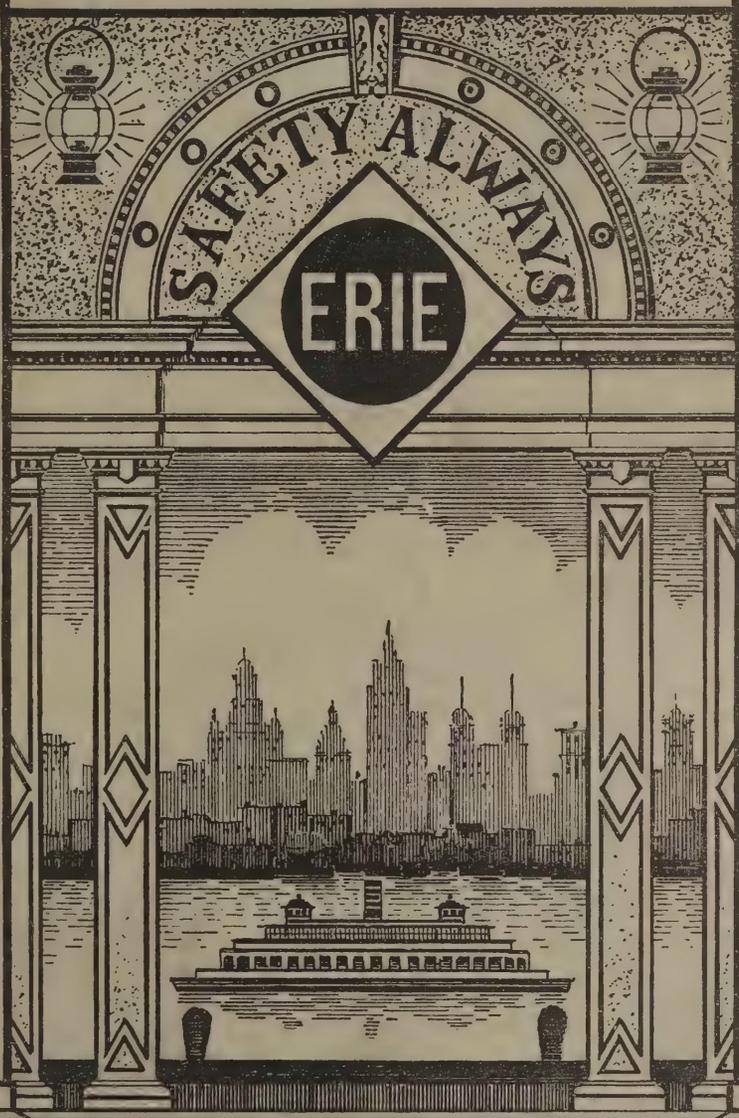
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# ERIE

# RAILROAD

SAFETY ALWAYS  
**ERIE**



## EMPLOYEES MAGAZINE



### APRIL

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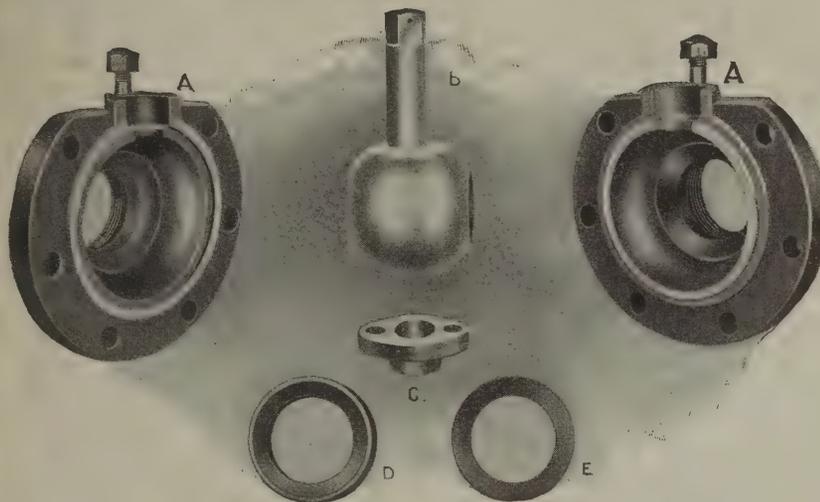
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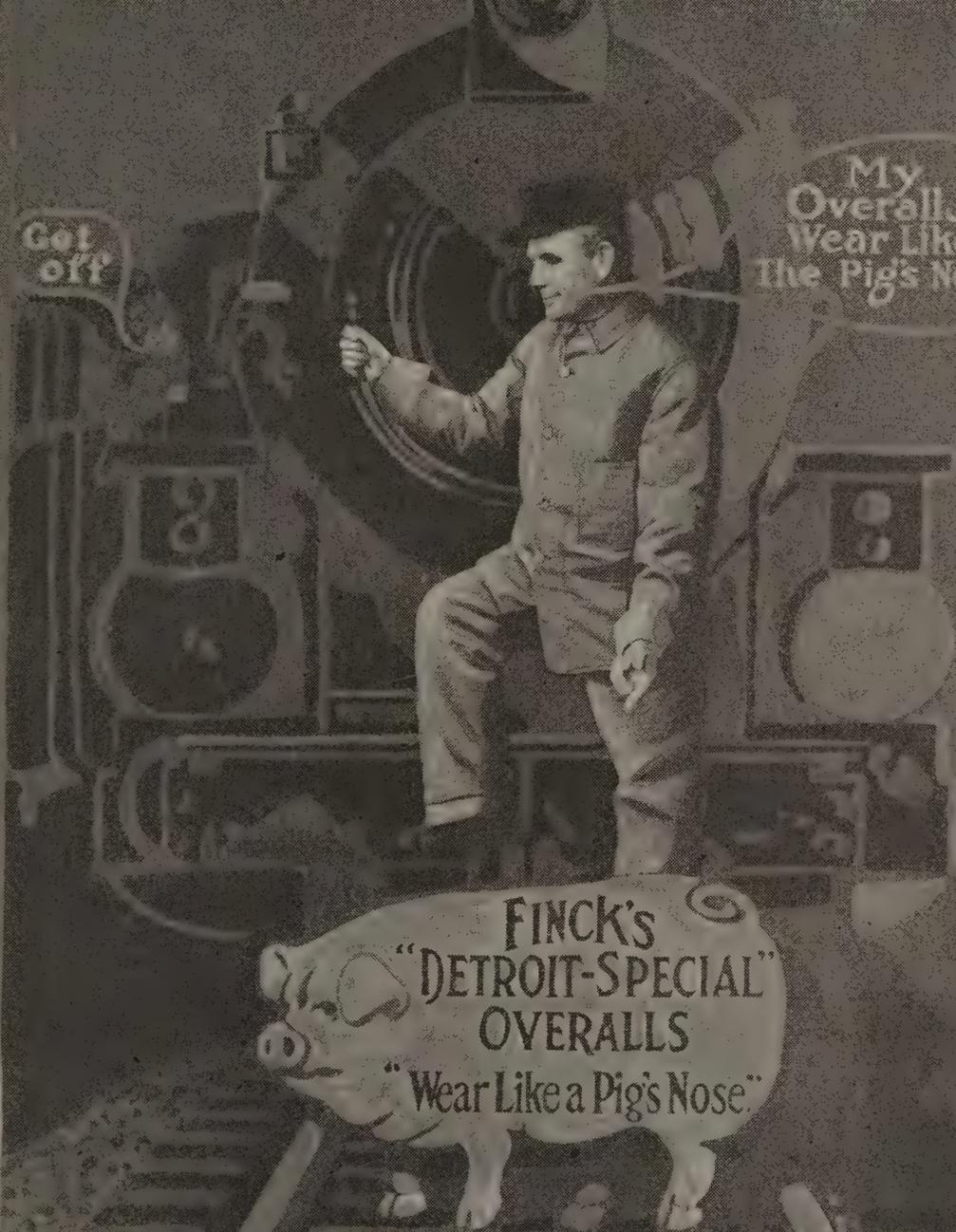
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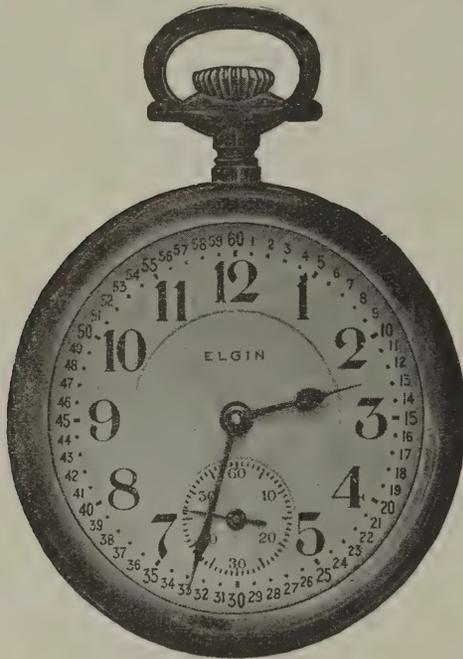
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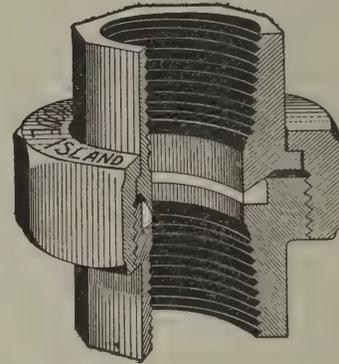
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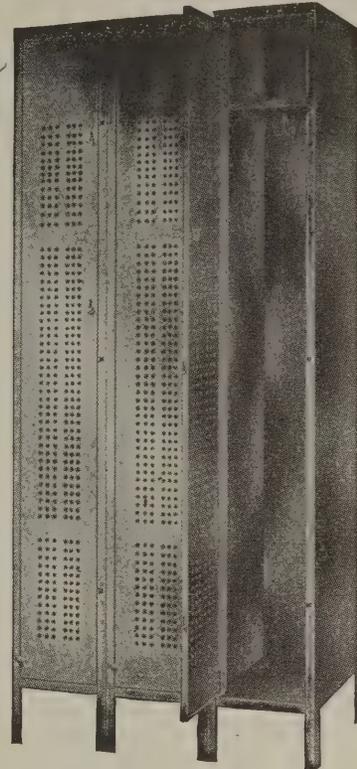
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# Schedules

## —Yours and Ours

THAT word "schedule" has no doubt cost you a lot of sleep, but with us it is a comparatively new thing. We are just beginning to realize what it really means and you railroad men all have our sympathy.

Of course, our business has always been run on more less of a schedule, but only in the last couple of years has it become a sore spot to us. To be sure, it isn't a case of life and death with us, but "behind time" means somebody's scalp just the same.

Your schedule is such an old and well established thing by now that "on time" is second nature with you. Doesn't even cause a flutter. Well, we are getting there, too. The frowns and scowls are beginning to disappear and every thought is given to getting those 4:10 orders through at 4:10 and not 4:15.

It is a combination of these two schedules—yours and ours, that has won such a host of friends for us all over the country. But they never stop to think that schedule has anything to do with it. They make out their orders and send them in, and in a couple of days get their goods—or send in a kick.

Of course, the goods have to be satisfactory both as to quality and price but that is all taken care of before schedule plays any part in the game. How well it was taken care of was shown by the way the orders flocked in here during January and February. February was the biggest month in the history of this business. Thursday, Feb. 25th, was the largest day we ever had. On that day we had a total of 47,399 orders.

It was the most severe test that our schedule had ever been put to, and the way we came through was a wonder. When things were at their worst (or should we say best?) we got behind some, but then—if a landslide gets in the track, there is going to be a blockade somewhere. That is just the way it caught us, and we just simply dug our way out the same as you would.

Well, it is over now and the kicks are mighty few. That speaks well for your and our schedules as well as for the quality and prices of the goods themselves. You know, it is just one continuous fight to get the quality of goods that we demand at prices that will please our customers. But we are doing it.

The way people are going for our new catalogue proves that. By the way did you get a copy? You certainly should have one. It will show how to get more for your dollar in first-class merchandise than you will get anywhere else. That's "straight goods." Get our new Catalog 83 and let it speak for itself. You will find it one of the most interesting books that you ever saw. And besides, you will find it a wonderful money-saver.

**Montgomery Ward & Company**

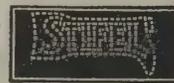
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# THE ERIE RAILROAD EMPLOYEES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, \$1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.  
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. II.

APRIL, 1915.

No. 2.

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance

## THE ACTUAL POSITION OF THE RAILROADS OF THIS COUNTRY TODAY.

A clear, concise statement of facts, set forth in a calm, dispassionate manner, and telling just how our railroads are owned and by whom, how finances are obtained for their maintenance, by whom operated, the relative rights of stock and bondholders, a hoped for time when railroaders will see the wisdom of purchasing bonds issued in small denominations, the railroad man's ability to help stop unfair legislation, that railroads are the largest spenders of money in the country, and when they stop spending, the reaction shows in all branches of industry.

**W**E BEG to call the attention of Erie men to the following letter in this number, written to his former associates on the C., M. & St. P., by the President.

It fits the Erie, so far as standing by the Company against its enemies is concerned.—Editor.

Dear Editor:

Thank you for the opportunity and space to put forth my ideas as to the relations of the holders of railway securities to each other and the property.

In the way of expression it is well to go back to simple things. Hence, it is hoped what follows is so put, that those who read it may be given a clearer understanding of the several relations of the security holders to railroad properties.

It is a widespread conclusion that railroads are owned by what is called the "Company." This is an inaccuracy. The association of stockholders, designated as the "Company," are tenants and not owners, and when they fail to pay the agreed rent to the owners, out they go, and the landlord bondholder takes the property until a new tenant is found.

A good comparison as to the relations of shareholders commonly called "The Company" and the railroad property, would be the case of a ship putting to sea with a crew, every member of which had an

interest in the venture; that is, in the cargo, but not a cent's worth of interest in the ship. Taking the ship made it the duty of the crew, both from a moral and selfish point of view, to navigate her in the safest manner possible, defend her against all unlawful encroachment, and divide equitably the profits of the voyage, after paying the owners the agreed rent for the ship.

It follows that railroads—that is the material of which they are made, i. e., right-of-way, ties, rails, shops, stations and all their property we see and use—are owned by the bondholders, a headless body not associated, scattered throughout the world, constantly changing, and who never (except the stockholders fail) meet, or have any representation in the transactions, that are the hourly life of a railroad.

The bondholders having put in the money to construct and equip a railroad—for the investment takes as security a mortgage—for convenience put in the form of a bond, that runs for a term of years, twenty-five, fifty or a hundred, or longer. The bonds bear interest at an agreed rate, usually paid semi-yearly in cash, at an agreed place, or by a coupon which is equivalent to cash.

A bond of established value is readily salable at its face value, and that of a well-managed, solvent railway, at a price above par.

There are bonds on the "Milwaukee" selling well above par, for the reason that they are a mortgage on property that is worth much more money than it is mortgaged for. The owners of them are in a "can't lose" business.

With the growth of, and consequent increases in railroad traffic, railroads often need more money, for terminal yards, shops, double-track, heavier bridges, etc., the cost of all these adding to its intrinsic value.

The new money borrowed, to create the above necessary things, is generally secured through a second mortgage covering the property already mortgaged and the new property purchased and created. As more money is required, a third or fourth mortgage can be placed on the railroad and be a safe investment. In fact, the numerical character of a bond is not an index of its value, the main thing being for investors to see to it that the property under mortgage is worth the outstanding loans against it.

The first and other mortgage bonds on many roads, including the "Milwaukee," are as good as government bonds. No one, employe or otherwise, could have a better investment. Under the laws and supervision now in force, regulating the issuance of railroad bonds, the dangers of an over-issue of bonds have passed.

We have now the railroad built and paid for with borrowed money, and, in consequence, mortgaged to the lenders, and, so far as an organization for working it goes, headless. A way is to be found to set it at work, to serve the public, to earn money, to promote and conserve its receipts, to pay interest on the mortgage, wages, taxes of all kinds, the vast amounts needed for material, the upkeep of the property. These things cost much money, which must be earned, and being earned, accounted for to the bondholders, the Federal Government, the several State Governments, and annually to the stockholders.

To illustrate: Suppose a railway has an earning power of Fifty Million Dollars per year, and a stock issue of One Million shares. One thousand people buy the stock shares, at one hundred dollars each;

each one has a thousand shares. This stock purchase gives them the right to the gross earnings of the road.

To do the things the shareholders find necessary, to preserve and conserve their rights and investment, they elect, by ballot, a Board of Directors, and in order that there may be a perpetual Board in power, its members are elected for varying terms.

The Directors can elect a President, the necessary Vice-Presidents, Secretary, Treasurer and Comptroller, and do any and all things subject to the charter and the laws. Other officers in the several departments are appointed by the President, or by whom he delegates his appointing power.

When the interest due the bondholders—say 5%—is paid, the stockholders have 95 cents on each dollar earned, to pay for taxes, wages, insurance, material, repairs to roadway, stations, engines and cars. They are manufacturers, supervising the railroad, which is a factory in which transportation is made; when made, to be sold to the Government for mail transportation (for which it refuses to pay a fair price), Express Companies for express service; and by far the greater portion manufactured to the public, for the carriage of their persons and freight.

The stock is not secured by land or other property. Its value is in the money earning power of the railroad. If crops fail, if floods or other things that cannot be foreseen or helped, happen, if wages go up and business goes down, the shareholder is like the merchant, farmer or manufacturer, and has a "bad year." A bad year for the railroad, is when the profit goes wholly, or in part.

From the foregoing crude description, one can gain an idea of the standing of the bond and stockholders of railroads, as to their respective rights in the property.

Coming back to the text—the relative rights of the bond and stockholders:

It will be seen that the bonds are primarily a steady, non-fluctuating investment, as to interest. In the case of long-established lines that have a permanent business, a stock dividend may be as regular as is the bond interest, as to payment, and higher as to rate. In that case there is no need for the investor to distinguish between them. As a stockholder, the money is put into the business; as a bondholder, into the property. The chances for bigger returns to the stockholders are present, which is fair, for there is an element of risk, that cannot always be avoided.

It is to be hoped that the time is approaching when bonds will be issued in denominations of, say, \$50, \$100, \$500, and that railroaders will see the business wisdom of owning them. When that time comes and the small investor in your home town and the general public, own railroad bonds, two things will happen:

They will be pleased with the character of their investment, it being safe and capable of being turned into gold on short notice, or used as security for a loan. Second, bond owners, being a solid portion of the community, will exert a healthy influence on legislators and professional reformers, who have in the past and are yet (aided by State and Federal laws illy conceived) unjustly attacking the property of others, who are powerless to defend themselves, by reason,

as beforesaid, of being widely scattered and non-residential; that is, they are not voters, as we employ the word. (The average politician, with his ear to the ground, will be careful not to go too hard against the wishes, or the property-rights of any proportion of his voting employers—the public.) A sure remedy for this is: Buy railroad bonds, get your neighbors and friends to buy them. If you wish to venture, as men do who own ships, mills and numerous other businesses, buy its stock, and should you own stock, don't grumble too much if the railroad has a bad year; they come but one at a time, and by your help they can be made rarer.

Further, every employe is interested in having his railroad pay dividends, though he may have no money interest in its bonds or stock. All of us want a better chance at more money. Given a good roadbed, equipped with block signals, heavy rails, modern engines and cars, good shops, yards and stations, and all hands of us do the day's work easier and safer. We last longer.

When the Directors, for the stockholders, do not have to cut corners to pay with their 95 cents, the things before shown, that *they must pay for*, they are not as hard-fisted as when the reverse case rules. Hence, it stands all employes in good hand, to help prevent the plucking of the railroads, by too high taxes, too low rates, too many bad laws, fool laws, that cost it money and do neither you, nor the public, good. Money diverted from the Treasury for any purpose, that is not for the physical benefit of the road, *does you harm*. Railroaders, with their friends and influence can, by a concerted effort, stop many of the bad laws that now seriously threaten the welfare of every employe, and in the end, to a small degree, the public.

You can have a larger influence in your relations with the shareholders by becoming one. You can help make bad law-makers good, by calling them down, and should they fail to hear the call, unite with your friends and send to the Legislature of your State, and to Washington, law-makers who have "ears to hear."

You can enlist the merchants, the manufacturers and the farmers in your home towns. All of them have a vital interest in railroads, for it is a sure thing several times proved, that when the railroads do well the whole community does well, and the reverse is, that when the railroads do badly, hard times for the public *and you*, follow. Railroads are the biggest spenders of money in the United States. When, as now, for reasons they cannot control, they stop spending, the reaction shows quickly in all branches of industry. This is a fact that the political doctors are just beginning to find out. It is for us, the railroaders of the United States, to keep our eyes fixed on the target, and see that the bad usage had at their hands, heretofore accorded our Companies, "does not happen again."

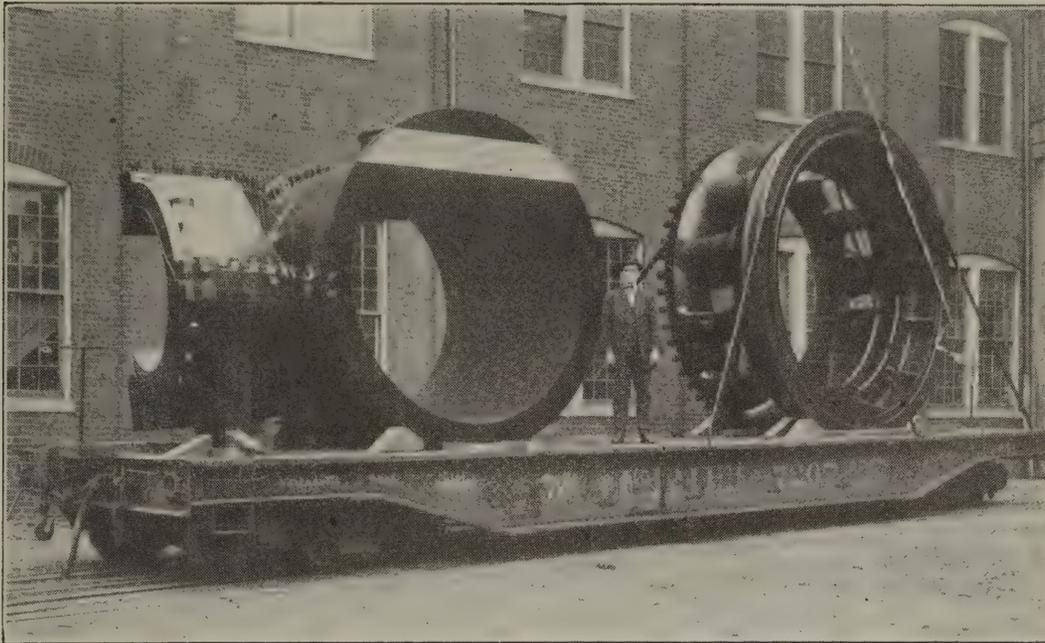
Faithfully yours,

Late Employe, C., M. & St. P. Ry.

#### THE ENGLISH LANGUAGE.

The English language contains about 600,000 words, but of this total nearly one-half consists of scientific terminology—that is, seldom met with outside of text books—and of archaic terms. An examination of 100,000

words shows them to comprise 60,000 words of Teutonic origin, 30,000 of Greek or Latin origin, and 10,000 words derived from miscellaneous sources. Milton wrote his "Paradise Lost" with 8,000 words, and Shakespeare got up his plays with 16,000.—New York "American."



#### ERIE'S MOST RECENT BIG TRAFFIC ACHIEVEMENT.

**T**HE Erie Railroad Company, with its usual enterprise, excellence of equipment and capacity to meet the needs and requirements of its patrons, has secured, through its ability to furnish promptly, special equipment of the size and capacity required, the immense water wheels, or turbines, being constructed at the plant of the S. Morgan Smith Co., York, Penna., for the Montana Power Company.

There are six of these wheels, of 16,000 horse power each, to be installed at the Great Falls of the Missouri River, in Montana. They will be connected to generators, which will generate current, to operate the Chicago, Milwaukee and Puget Sound Railway, across the State of Montana. The locomotives on this line will have a capacity of 5,000 horse-power each.

These turbines are built of one solid steel casting, 12 feet, 8 inches in diameter, by 4 feet, 8 inches, in width, and weigh about 40,000 pounds apiece. Equipment of special shape and capacity, was required to handle them and the Erie, in competition with all the other trunk lines, secured the contract, with its splendidly built, well-bottom flat cars, of the 7200 series.

The S. Morgan Smith Company, manufacturers of Hydraulic Turbines and accessories, etc., the shippers, are recognized as one of the leading turbine builders of the world. This Company's plant at York, Penna., is one

of the most perfectly equipped of its kind to be found anywhere. It covers, approximately, ten acres of ground and is of modern brick and steel construction; equipped with eighteen travelling cranes, of 5 to 50 tons capacity, all driven by electricity. They employ over six hundred men, and the annual output is about 7,000 tons of the finished product per annum. Turbines to meet any practical conditions, are manufactured from one to thirty thousand horse-power capacity, with castings weighing upward to eighty thousand pounds.

They are equipping the largest new power projects in the south and west, with their machinery, and this plant in Montana will alone require over 3,000,000 pounds of equipment.

The attached picture of the first casting shipped, will serve to illustrate the capacity and size of the turbines, as they appear loaded and ready for shipment over the Pittsburgh-Erie Despatch East Freight Line, consigned to the Great Falls Power Company, Volta, Mont., which is the contractor handling the construction work.

Mr. James T. Strayer, Traffic Manager of the S. Morgan Smith Company, appears very diminutive alongside the turbine, but in reality he is a six-footer in his fighting clothes, and a mighty good friend of the Old Erie.

Many a man who proudly boasts that every dollar he has was made honestly is worth about 98 cents.

### AN ERIE ENCOUNTER.

Did the Erie train run into Frank Wilkinson's horse and wagon, or did Frank Wilkinson's horse and wagon run into the Erie train? The assault seems to have been reciprocal, to judge from the counter charges now before a Newark justice, but the court must decide which took the initiative.

Fortunately for the Erie's case, its trains have a wide and well established reputation for watchful waiting, for timidity of approach. As a rule, one must plague and torment them, tweak their cow-catchers, snap one's fingers under their headlights and tap their boilers in the solar plexus before they retaliate. Mr. Parker, the Erie counsel, very properly lays emphasis on this undoubted propensity to pacifism in seeking \$100 damages for the injury done the locomotive.

On the other hand, Mr. Wilkinson has testified: "That train came at me like a bolt of lightning." Manifestly, whether or not he courted the encounter, he was totally unprepared for such immediate aggressiveness. There is that in his testimony which shows he has not yet recovered from the shock of surprise at such a change in an old acquaintance. And it seems certain either that Mr. Wilkinson is exaggerating or that the worm has at last turned.

—N. Y. Tribune, March 12, 1915.

The above editorial was read by an Erie commuter, who has ridden on the road 14 years.

The impartial reply he made to it, as given below, is greatly appreciated by Erie officials and men, alike, for the credit it gives the former for the "excellent train service, due to a skillful management," and the tribute it pays train crews, for their courteous bearing, even at times when conditions were most trying.

### PRAISE FOR THE ERIE.

To the Editor of The Tribune:

Sir: Your extremely amusing editorial of this morning regarding the collision between Mr. Wilkinson's wagon and the Erie locomotive has led me to thinking seriously enough about the Erie to make it seem worth while to say a few words about the road as seen from the commuter's point of view.

The Erie is and has been for years the railroad "goat," and during fourteen of those years I have been a commuter on it. The stations are shabby in the extreme, the cars are in many cases aged and the through trains are

slow. Right here justifiable criticism of the train service stops. There is no railroad running out of New York which makes better speed on its suburban trains, no railroad which has so great a proportion of its trains on time, and very few railroads whose trains are so conveniently arranged for the commuter and so frequent at the commuter's hours. To this it can be added that during the fourteen years of my use of the railroad I have never seen a single instance of discourtesy on the part of any one of the train crews, and I have seen very many instances where objectionable passengers were treated with the utmost forbearance, courtesy and patience.

The poor equipment and the poor stations are, as every one knows, due to the fact that the road is and has been for many years on the verge of bankruptcy, but the excellent train service is due to a skilful and intelligent management; and when one considers the limited facilities that the road has for handling traffic and the lack of money for improvements and expansion, the promptness and efficiency of the service are beyond comparison with any other railroad running out of New York City.

Practically every employe of this road is paid a little less than the men who hold similar positions in the other more fortunate railroads operating out of New York, and every patron of this road is using outworn stations and outworn rolling stock, not because the road is inefficient but because it is poor.

AYMAR EMBURY II.

N. Y. Tribune, Mar. 14, 1915.

### WATCH YOUR WATCH.

It is very apparent that Conductors, Engineers and others do not understand the instructions regarding inspection of watches.

The rule calls for a comparison every two weeks; a total of six comparisons each quarter. It is considered this is not a hardship, and attention of all concerned is called to the importance of properly carrying out this rule.

### PLENTY OF COLLARS.

A young man went into a clothing store and asked for a collar. The clerk waited on him and said: "They are 15 cents each, two for 25 cents. Want two?"

The young man replied, "No, I have plenty of collars, but they are both in the laundry."—Indianapolis News.

**"FUEL ECONOMY," WASTE THROUGH "POP" VALVE, AS WELL AS FROM OTHER SOURCES.**

By Mr. J. A. Cooper, Supervisor Locomotive Operation, C. & E. Division, Huntington, Ind.

**I**T is conceded by all conversant with the subject, that fifteen pounds of coal is wasted through a 2½ or 3 inch "pop" valve every minute that it remains open, and a "pop" valve rarely opens and closes in less than one minute.

In order to overcome this extravagant leak at the "pop" valve, the Engineer and Fireman must work in perfect harmony and closely co-operate in every detail of the operation of the engine. The Engineer should be the leader, be very careful in starting from a state of rest and from terminals, and when forcing his train, to treat the fire as lightly as possible. He should always keep in mind that a good Engineer always figures on allowing his Fireman to build up his fire before putting the injector to work when starting from stations or other points.

When the train is brought to a stop, the Fireman should be given every advantage, to enable him to build up his fire to a point where a maximum steam pressure can be maintained.

As water is supplied to the boiler almost as fast as the engine uses it, in no case should water be supplied faster than it is being used. The Engineer should so regulate the water in the boiler, as to have a sufficient quantity to enable him to start from a station and shut off the injector while his train is being brought into speed, in order that the fire may be given every advantage and steam pressure maintained at the maximum.

It should be remembered that the Engineer and Fireman must work together. The Fireman may be ever so capable and may do his best to make a good coal record, but if the Engineer does not co-operate with him and perform his work, with a view to fuel economy, the Fireman's efforts will prove futile—the Fireman may save by the ounce, while the Engineer wastes by the pound.

The Engineer should never work his engine harder than is necessary, consistent with the size and weight of the train to be handled and the time to be made.

It is not always the man who makes the most noise pulling out of a station, who makes the best record on the trip, because by that very act, the draft on the fire may be of such a

character as to cause his engine to fail for steam before he gets to the next station. At the time, he generally will not be able to assign a cause for the failure, but a little reflection later, will doubtless disclose the real cause.

HEAVY FIRING is wasteful and should always be avoided. The introduction of large quantities of coal at one firing, absorbs very large quantities of heat and reduces the temperature of the fire box below the igniting point of the volatile gases, allowing them to pass off unconsumed in the form of Black Smoke. Also, the greater the volume of gases, the more difficult it is to mix them with air, which is absolutely necessary in order to effect combustion.

Variations in the temperature of the fire box, also has bad effects, causing alternate contractions and expansions of the sheets, which in due time result in leaky flues—the next step being engine failures.

Coal should be broken into uniform lumps, about the size of an apple, and fired in small quantities. The amount to be used at one time depends largely on the work to be performed. Firing should be done at regular intervals and the fire box door closed after the introduction of each scoop of coal into the fire box. In passenger service, it is good practice to leave the fire box door on latch a few seconds, so that sufficient oxygen may be admitted into the fire to prevent smoke.

Exhaust nozzles should be as large as consistent with steam making and exhaust kept square. Shoveling sheets on tenders should be kept in good repair, leaks from pop valves, whistles, steam chests and cylinder head joints, should be kept tight. Leaks from tanks should be stopped, as they interfere materially with proper firing.

Assuming that the mileage for the C. & E. Division is 350,000 miles per month, and that each and every Fireman saved one shovelful of coal for every mile he fired, there would be a saving to the Erie Railroad Company of 5,250,000 lbs., or 2,625 tons of coal per month, which, reduced to a money basis, would amount to \$5,250.00 per month and \$63,000.00 per year. It certainly is worth the effort.

Another way in which large savings can be made, is by eliminating waste

through the pop valve. Some other wasteful practices are, overloading tenders and allowing coal to rattle off, firing too heavily, engineers having reverse lever in corner too long and not working steam as expansively as possible when running; not supplying water to the boiler at the proper time; running too fast between stations and then waiting for time

(especially on local passenger trains); working steam longer than necessary and then checking speed with the brakes.

All of the above facts enter into the question of Fuel Economy, but there are still many other ways by which the Engineer and Fireman with a little more care and thought, can produce great economies.

### SOME OF THE ESSENTIALS OF A "SUCCESSFUL FIREMAN."

By W. D. Cooper, Supervisor, Locomotive Operation, Cincinnati Division, Marion, Ohio.

**T**HE "Successful Fireman" must be a man of active mind, good character, calm judgment and general all-round ability, who considers it essential to abstain from the use of intoxicating liquors and to work to the best of his ability for his own interest, as well as that of his employer.

He should report promptly at the engine house at or before the specified time and examine the bulletin board for new orders or instructions. On reaching the engine, he should note the water level in the boiler; the pressure indicated by the steam gauge; examine fire box and flues and see that there is a foundation for a good fire on the grates; sweep and dust out the cab; see that grates are level and grate shaking arrangement in good order; see that ash pan is clean and slides are closed; see that the proper supply of coal and water is in tender and that the proper tools and supplies are on the engine; see that lamps and hand lanterns are filled and ready for use.

To avoid waste at the safety valve; if steam pressure is sufficient and the boiler is reasonably full of water, the fire should not be spread until the engine arrives in the yard. It should be borne in mind that for each minute the safety valve is open, at least **fifteen pounds of coal is wasted.**

The actual trip of a locomotive begins before it leaves the terminal and the preliminary precautions generally determine whether or not a successful trip is to be made. Shortly before the start is to be made, the fire should be spread and built up sufficiently heavy, so that holes will not be torn in it by the exhaust resultant on the exertion of starting.

After the start is made, the proper method of firing should be resorted to, i. e., the "light and level" system of cross firing should be followed, as exemplified by instruction chart 4919-B,

being sure to close the fire box door after the introduction of each scoop of coal. On the trip, he should use his judgment as to firing according to the physical layout of the division, i. e., grades, curves, stations, etc. When approaching the summit of a grade, the steam pressure should be reduced to prevent its raising to the blowing-off point when the throttle is closed.

Upon arrival at the terminal, if any classification signals were carried, they should be taken in, tools wiped clean and put away and the boiler left reasonably full of water and with good coke fire.

A fireman who does his work with skill and intelligence and strictly follows instructions, will not only be successful, but is a promoter of harmony and general good feeling and a paying investment to his employer.

### WHEN THE KAISER WAS A BOY.

The marriage of Queen Alexandra was the first ceremonial function which the kaiser was allowed to attend. He was then a small and fidgety boy of five, and during the ceremony his uncles, the Dukes of Connaught and Edinburgh, were told often to sit on either side of him and keep him in order. Presently he began to shuffle his feet, and a warning nudge admonished him, whereupon, according to Bishop Wilberforce, who witnessed the incident, the future war lord knelt down and bit both uncles in the calves of their legs so savagely that they had much ado to keep from crying out.—London Mail.

### WISE WILLIE.

Teacher—Willie, why don't you keep your hair combed? Willie—'Cause I ain't got no comb. Teacher—Why don't you ask your mother to buy one? Willie—'Cause then I'd have to keep my hair combed.—Dallas News.



SECTION OF DELAWARE DIVISION THAT TWICE WON PRIZE.

**TWO TIMES PRIZE WINNER.**

The accompanying picture shows Delaware Division Track Foreman, Jno. Brown, and Sectionmen W. Gill, M. Cudey and D. Fisher, and the sign indicating the section decided to have been the prize winner, which was won by them. This is the second reward to the integrity and ability of Mr. Brown and his efficient men, he having won the Erie Grand Prize two years before. Mr. Brown was born June 22, 1857, and entered the service of the Erie in May, 1885, as laborer, being promoted to Section Foreman in May, 1903. The capturing of such prizes twice by the same section, certainly speaks well for the ability of the men concerned, and much credit is due the winners.

**EMPLOYEES, TAKE NOTICE.**

The Erie & Jersey Railroad and the Genesee River R. R. have been merged with the Erie R. R.

The Erie & Jersey R. R. will hereafter be called the Graham Line.

The New York Division will be called the Main Line.

The Genesee River R. R. will be called the River Line.

The junction of the Genesee River R. R. and the Buffalo Division will hereafter be called River Junction.

The junction with the Genesee River R. R. and Allegheny Division will hereafter be called Cuba Junction.

The junction with the Erie & Jersey and Main Line at the west end will be called Graham Junction and at the east end Newburgh Junction.

On February 17, 1915, by resolution duly adopted, the Genesee River Railroad Company was merged with the Erie Railroad Company, the certificate of merger being dated March 11, 1915, and filed in the office of the State Secretary of the State of New York on March 12, 1915, and recorded in the office of the clerk of the County of New York, March 12, 1915 at which time its existence as a corporation ceased. It is now known as the River Line of the Erie Railroad.

On February 17, 1915, by resolution duly adopted, the Erie & Jersey Railroad Company was merged with the Erie Railroad Company, the certificate of merger being dated February 25, 1915, and filed in the office of the Secretary of State of the State of New York, February 26, 1915, at which time its existence as a corporation ceased. It is now known as the Graham Line of the Erie Railroad.

**God Give Us Men.**

God give us men. The time demands  
Strong minds, great hearts, true faith, and  
willing hands;  
Men whom the lust of office does not kill;  
Men whom the spoils of office cannot buy;  
Men who possess opinions and a will;  
Men who have honor; men who will not lie;  
Men who can stand before a demagogue  
And damn his treacherous flatteries without  
winking;  
Tall men, sun-crowned, who live above the  
fog  
In public duty and in private thinking.  
—Holland.

"Men never grow up," says Harriot Stanton Blatch. And women never grow old. Its a beautiful old world, after all.

### NO PASSENGER ENGINE FAILURES ON BUFFALO DIVISION FOR 2½ MONTHS.

**P**ASSENGER engine performance, as referring to engine failures on the Buffalo Division, Buffalo & South Western Division and Niagara Falls Branch, is herewith presented. Record has been made between Buffalo, Hornell, Jamestown and Suspension Bridge, where only one passenger engine failed, from January 1st, 1915, to March 15, inclusive. This makes a record of 2½ months without a failure chargeable to passenger engines—one that all concerned should feel proud of.

This good performance and record, has been brought about by careful operation on the part of enginemen, and maintenance at Buffalo, Hornell and Jamestown, and it is hoped all concerned will continue to keep up the good work.

This is the only advertisement which we can offer, to increase our patronage and business, together with cour-

teous and fair treatment the commuters receive from the employes of this company.

The object of this article is to give all due credit to engineers, firemen, Supervisor of Locomotive Operation, Road Foreman of Engines, Hornell, Jamestown and Buffalo Machine Shop forces. It was not brought about by any one man, but by the co-operation of all, pulling together and striving for a good record.

On March 9th, Master Mechanic Tuma called a staff meeting of Engineers and Firemen, together with the Supervisor of Locomotive Operation and Road Foreman of Engines, for the purpose of discussing operation, cost of maintenance, tools and equipment, and fuel economy. The Supervisor and Road Foreman also went into details in regard to fuel economy, tool equipment on the engines, and necessity for fuel saving.

### PRAISES ERIE FOR FAST TIME.

The following letter, addressed to Mr. W. R. Busenbark, General Agent of the Erie R. R. at Akron, O., is very pleasing to the Traffic Dept., as well as all Erie men who are proud of the Company's achievements.

THE B. F. GOODRICH COMPANY.

Akron, Ohio, March 5, 1915.

Mr. W. R. Busenbark,

G. A., The Erie R. R. Co.,  
City.

Dear Sir:

We wish to congratulate you and also to thank you, for the excellent service you have given us on our recent export shipments consigned to the White Star Line, at New York City. The time made on these shipments was remarkable, to say the least, especially so, in view of the fact that not one of the cars was delayed in reaching New York.

We very much appreciate the efforts extended by all the Erie employees, in giving us their assistance, in connection with these shipments.

Very truly yours,

(Signed) The B. F. Goodrich Company,  
E. L. Tragesser,  
Traffic Manager.

### SPEC'L NOTICE TO TRACKMEN.

The following notice was found in the Richwood, O., Tool house and sent to the Magazine by Supt. Woodruff for publication. What applied to trackmen 44 years ago, is practically standard today—or it should be, if the men are doing their duty.

Hereafter you must collect daily and deposit in your Hand Car-Houses all

Draw-Heads, Links, Pins, Spike and Scrap Iron of every description, except Railway Iron, found upon your respective sections. All Fish-Plates and Bolts not in use, must be carefully housed. Chairs and heavy Castings must be gathered up and placed in the nearest Station House, and when only fit for scrap, due notice will be given where to ship. A strict observance of this order is enjoined, as no excuse will be taken for its neglect.

L. D. Rucker,  
General Supt.

H. M. Grout, Engineer,  
Meadville, Pa., March, 1869.

Keep this order posted in your Hand Car-House.

### DOME OF THE ROCK.

The name "Dome of the Rock" is one that has been conferred on the celebrated mosque of Omar, at Jerusalem. It stands on Mount Moriah, on the site once occupied by the temple of Solomon. Immediately under its dome an irregular shaped rock projects above the pavement. This rock was the scene of many Scriptural events and has been greatly revered for ages by Jews and Mohammedans.

One suggested improvement for the canoe is an automatic distress signal that will go off when the canoe turns over.

**"LITTLE THINGS THAT COUNT IN RAILROAD SERVICE.**

A Paper Prepared and Read by Mr. A. L. Cottrell, Agent, Corry, Pa., at a Recent Meadville Division Freight Agents' Meeting.

**I**T has been said that the little things in life are really the most important, and we all know that attention to details, without dwelling on them, is one of the chief corner stones in the foundation of every great business career, as is evidenced by the record of many names that are familiar in history. And there is no other business to which this can be better applied than the one in which we are engaged. The topic is so closely related to the subject of "Good Housekeeping" and "Efficiency" that it is difficult to discuss one without considering all three, to some extent.

There are so many little things that count, that it is not an easy matter to arrange them in any systematic order, but let us begin with the approach to the freight house. It is a little thing to have the walk and steps cleared of snow and ice, in order that patrons may get to it in comfort and safety. We now go inside of the warehouse, and note that the walls are placarded with the names of patrons, in order that freight for each may be always in the same location, thus avoiding confusion in making deliveries, besides other obvious advantages. We also note a broom or two in convenient holders, and evidences that they are frequently used. There are always some parts of the warehouse floor not occupied, which can be swept frequently, and when there is a lull in the work, a systematic sweeping can be done in connection with the regulation check of warehouse, by moving the freight as checking is done. Bran and sawdust gathered from car floors and stored in a barrel convenient for use in connection with similar shipments, is a little thing, but will save many dollars in claims, besides the satisfaction of delivering goods to patrons in as perfect condition as when received at shipping point. A box with hammer and nails convenient, for light repair on boxes of canned goods, etc., which are not in perfect order for delivery, is a little thing, but makes a satisfied customer, which more than pays for the nails and saves the "hammer" on the other end of the deal.

A stated weekly "clean up" hour on floors and windows in office, is not a big thing, but is a good habit to acquire; pays big returns, and will

spread to a fixed tidy condition in other things, and makes an office homelike and livable.

Let us look at the passenger station: The floors and windows are fairly clean, but the man who did the janitor work left the broom standing outside by the door, and possibly a coal pail, or snow shovel near by to keep it company. Not a big thing, but "straws show which way the wind blows." Step inside, and for the purpose of illustration, we will say it is Corry, Pa.: A passenger rushes in from a connecting line and calls for a ticket to Jamestown. The ticket seller says the morning train did not make this connection, and that the next train goes at four o'clock in the afternoon. The passenger says "Hallelujah" or something that sounds like that. Then "I want about three hours in Jamestown and must be in Chicago tomorrow morning." The agent, instead of stating that the next train goes at four o'clock advises the passenger that he can make it yet, by getting back on the train he just came from, going to Warren, Pa., and by trolley to Jamestown, and be ready to go to Chicago, as planned. The passenger runs for the train; says "Thank You" while on the way, and is happy. Was a 70 cent fare lost to the company? No. More than that, many dollars are liable to find their way into our coffers, because an employe told a patron what he could do, instead of arguing with him as to what he could not do, and another satisfied customer is singing the praises of the Erie R. R., and deciding that the Erie man knows what the buttons on his uniform stand for.

Another little thing that can be made to count, is to make use of paper usually considered worthless, such as discarded or spoiled blanks, and put it to some good use. I know one office that saves the blank sheets from cancelled tariffs, stamps them up and uses them for replies to tracers, claim papers and pencil correspondence. This is a small item taken at one office, but if practiced generally would save a great many dollars annually in stationery bills. Here is where co-operation and team work counts. Small items of economy will not amount to much, if the many waste more than the few are able to save.

We might go on and enumerate many more little things that count, but I will mention only one more; about the smallest thing to be considered is a minute, but it can be made to do wonders if properly used. Some one has said plan your work, which is good advice, but let me add, do not spend so much time planning the work as to be rushed for time to work the plan.

The details for a great many periodical reports can be written up by piecemeal during the week or month, and be ready for completion in a few minutes, when due. For instance; a station is making 2,000 way bills per month and perhaps a dozen during that time, with stop-off privilege. If the bill maker jots down the detail as bills are made, this part of the re-

port is practically done at the end of the month, instead of going over 2,000 way bills to pick out the few items.

Good natured rivalry will develop lots of time savers, and bring better results than night and Sunday overtime.

The one who is habitually submerged with work is not usually the one who is doing the most. "Oysters work well in a stew," but it is different with men, and the fellow who does all things decently and in order and does not overlook the little things that count, is usually on good terms with his work and enjoys it. He also has some time left for recreation and enjoys that as well, is successful, gets a lot out of life, and instead of being a slave, is a free man in the largest sense of the word.

#### BEST RESULTS ACCOMPLISHED BY TEAM WORK.

**A** "FELLOW - HUMAN - BEING" railroad is one where, from the President, down to the humblest employe, things of mutual concern, and the best interests of the company, are accomplished by team work.

It will be observed that the above contains a broad thesis. That is, everything necessary to the development of a big, broad man, devoid of all things narrow and selfish. There is nothing so distasteful to a man as the accusation of narrowness. We all dislike it. Then, why not root this noxious and obnoxious thing out of the system, that is so baneful and disagreeable to all, alike, and absolutely prevents successful "Fellow-human-being" team work.

Men who do shrewd team work,

help their employer, to make a success of his business and likewise make more money, which he is always ready to share with those who help him to obtain it; at least, he is in better position to share it than the man who is handicapped by the destructive influence of ill will and unfriendly relations between himself and his employes, and the community.

It doesn't cost a cent to be a man, but it does cost a whole lot not to be. One should be a gentleman at all times, not because the other fellow ought to be, but because you ought to be.

Time works wonders. Many a young widow is really older than many an old maid.

#### WAR'S DEATHS A MERE TRIFLE.

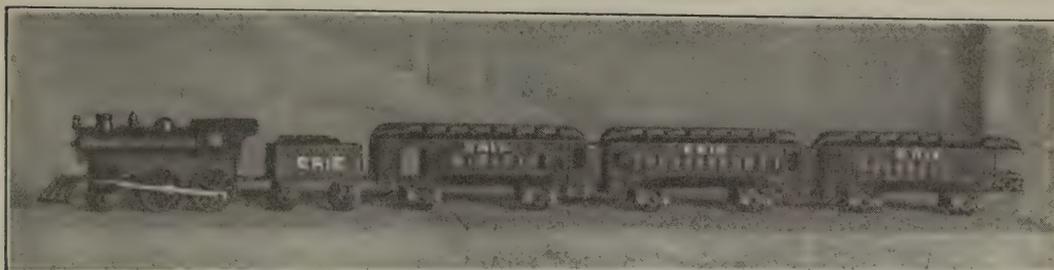
The total population of the earth is about 1,800,000,000. Annually there are added to it 14,000,000 souls. Every year at least 80,000,000 are born and 60,000,000 or 70,000,000 die. This means a daily birth rate of about 220,000, a death rate of 180,000. The daily increase in population is 40,000. In comparison with this irresistible swelling tide what are the greatest battles, wars or earthquakes but almost microscopic ripples? If we imagine that the power were given to some despot to order a wholesale slaughter and that guillotines were kept busy beheading one man every minute, night and day, this would add only three-quarters of 1 per cent to the existing death rate!—Scientific American.

#### 1812 PENNY FOUND IN LOG.

While splitting wood on his farm near Newton, N. J., Amzi Cosner saw a piece of copper fall from one of the logs. He found that it was a penny, dated 1812. The coin was in a remarkable state of preservation, the figures on it being as easily distinguished as those on a newly minted coin.

#### SLITTING A PEN.

The center slit in a pen is cut by a machine which seems almost to think. It consists of two chisels which barely pass each other when the slit is made, and the exact way in which the pen is poised so as to place the chisels in the proper position for cutting is one of the marvels of pen-making.



### ERIE REMEMBERED BY LITTLE TOY TRAINS.

**T**HE finest and most ingeniously-made toys are believed to be manufactured in Europe, but a ruthless and brutal war has, for the time being, closed the toy factories and all other factories in the war zone, that clever mechanics may join the colors with their brethren, and kill, instead of work. So, dear Old America will have to make her own toys for the kiddies, or they will have to go without. It occurs, too, that America is quite busy in the manufacture of toys and they are just as good toys as ever were packed in the hold of a trans-Atlantic liner. Maybe it is a case of "Necessity is the Mother of Invention."

But, what American kiddie does not love a train of toy cars, coupled to an engine, and what railroad man did not get his first hankering for the fascinating game, by playing with his little toy train in the old home of his birth?

This toy train business has made a wonderful and well deserved hit. Every toy store has them on sale, and every department store includes several trains in its stock. They are not strong at all on freight trains, because the kiddie wants the real thing—the passenger train, of which he can imagine himself either Conductor or Engineer. In fact, the money-making freight train is something quite remote from the childish imagination of what a railroad train should be.

The manufacturers of toy railroad trains, (which are American-made) must, of course, attach the name of some great trunk line to their products, and, in so doing, choose the most popular and prominent among them. The "Old Reliable" Erie, as is natural to suppose, has been paid the deserved compliment of being placed in the official guide of Toyland roads, in imitation of the great road it represents. This is as it should be and shows fair play. It pleases Erie men to see the name of their road on little toy trains, for it demonstrates that the toy makers cannot be fooled, when

it comes to a knowledge of the really great railroads of the United States.

If anyone thinks the toy makers can be fooled, all he has to do, is look at the picture accompanying this story. The word "ERIE" stands out boldly on the engine and cars, indicating this to be an Erie train. The concern that manufactures these Erie trains, is The Kenton Hardware Co., Kenton, Hardin Co., Ohio, and they are as life-like and faithful to the requirements of the real article, as any made.

Erie men, in buying toy trains for your kiddies, why not demand that they shall be Erie trains. It will intensify the loyal spirit and engender it in the minds of the rising generation, many of whom will be Erie employes, for that is proverbial of the old road.

Insist that your kiddie's toy train must be an Erie train and take no other. Don't allow the dealer to sell you the "Just as Good" kind, but insist it must be Erie. That spirit creates business for the manufacturer and dealer and helps the Company, just that much, as advertising the road. Besides, the child will tell everybody he knows, that his is an Erie train and "my Papa works on the Erie." The kiddie will love his train, because it runs on his Papa's road.

When the Erie men and their families read this story, they should tell their neighbors about it, thereby creating the spirit among people in Erie towns. That is a splendid way to keep your road in the public eye, for it is most certain that residents of Erie towns would rather see their kiddies playing with an Erie toy train, than one belonging to a foreign road.

Try this plan, boys, if you would help the Erie, and when the demand is created, you will find Erie toy trains galore on the counter of every enterprising toy and department store on the line.

Occasionally you meet a man who would rather be happy than be in love.

## HOW THE ERIE AND OTHER RAILROADS, IN THE WOOD-BURNING DAYS OF THE EARLY SIXTIES, REACHED JERSEY CITY THROUGH THE "BERGEN CUT."

By John S. Bell, Ex-Erie Engineer and now Vice-President of a New Jersey Railroad.

**B**ECAUSE, at one time in my younger days, I was connected with the Erie Railroad Company (and am still interested as Vice-President of a small railroad), many of the latter day railroad men, with whom I am acquainted, write me to relate some occurrences happening in the history of the old-time railroads hereabouts, hence I have concluded to scribble these few lines, hoping they may interest some of the present day railroaders.

Speaking of the "Old Bergen Cut," about which most railroad men seem to know very little, and some never even heard of, I find as well there are railroad men who don't even know where it is located.

It was through the Bergen Cut, after the Piermont Terminal was abandoned, that Erie trains reached New York. Or, in other words, before any railroad ever entered New York City, there were Erie passenger trains running through the Bergen Cut to Jersey City, thence to New York by ferry. And, until April, 1861, all passenger trains, over every road running to Jersey City, ran through the "Cut."

The Bergen Cut extends from West End, now Marion Station, Jersey City, on the line of the Pennsylvania Railroad entering Jersey City, to the Waldo Avenue Round House, where once stood the "Point of Rocks" at the eastern end of the Cut, and is about two-thirds of a mile in distance.

It was built in the early thirties by the New Jersey Railroad & Transportation Company, whose road ran through Newark, Elizabeth and Rahway, to New Brunswick, N. J., a distance of thirty-one miles, and is now controlled by the Pennsylvania Railroad Company; and until the latter company made its terminus at Seventh Avenue and Thirty-second Street, New York City, a few years ago, it was the main line of that road to Jersey City, thence via ferry to New York.

At the present time, the Pennsylvania Railroad still runs some trains (mostly locals) through the Cut, to the Jersey City terminal.

The Hudson & Manhattan road, also runs its trains from the Park Place Station, Newark, to New York City, at

Cortlandt and Church Streets, as well as uptown, but they all go through the Bergen Cut, and when they emerge at the former Point of Rocks, dive under the ground at Brunswick Street, for a mile through Jersey City, and, after stopping at the underground station of the Pennsylvania Railroad, run under the river to New York.

Since the building of the Cut, ten different railroads ran through it, namely:

New Jersey Railroad & Transportation Co. (now Penna. R. R.); New York & Erie R. R. (now Erie); Northern Railroad of N. J. (now Erie); Morris & Essex Railroad (now Lackawanna Railroad); Central Railroad of New Jersey, Hackensack & New York Railroad (now Erie); Lehigh Valley Railroad Co., West Shore Railroad, New York, Susquehanna & Western R. R. (now Erie); Pennsylvania Railroad Company.

In fact, all Railroads having their terminal on the Jersey City side of the Hudson River, opposite New York City, ran passenger trains through the Bergen Cut, either with their own locomotives, or by their trains being hauled through the Cut by locomotives of other roads.

The only one of the above named roads that did not, at one time or another, run trains through the Cut with their own locomotives, was the Central Railroad of New Jersey. Their cars were coupled on to the New Jersey Railroad & Transportation Company's trains at Elizabeth, and taken through the Cut to Jersey City.

The Morris & Essex Railroad trains, at one time in the early fifties, were coupled to the New Jersey trains at the foot of Centre Street, Newark, N. J. But, finally, the M. & E. built a bridge over the Passaic River at Newark, and then ran trains to East Newark (now Harrison), and for a short time ran over the New Jersey Road, through the Cut to Jersey City. But that was finally discontinued, and at East Newark their trains were coupled to the New Jersey trains and taken through the Cut to Jersey City. This continued until the Spring of 1863, when they ran through the Erie tunnel, and in 1876 they commenced running through their own tunnel, to Hoboken, N. J.

The Erie road ran through the Cut from 1853 until April, 1861, when it began running through its own tunnel, to what was then called the "Long Dock," Pavonia Avenue, Jersey City.

The Hackensack & New York Railroad left the Cut at the same time. The Northern Railroad of New Jersey left in 1869, and began running through the Erie Tunnel. The New York, Susquehanna & Western Railroad left two or more years ago, and is now running passenger trains through the Erie's Bergen Archways, to Jersey City, in common with the Main and Side Lines.

The West Shore Railroad left several years ago, and the Lehigh Valley during the past year, and now has its terminal at the Central Railroad of New Jersey terminal, Communipaw, Jersey City.

With the exception of a few trains each way, daily, for all practical purposes, the Pennsylvania Railroad has left the Cut.

What was at one time the only entrance to Jersey City, for all roads, is now, with the exception of the Hudson & Manhattan road from Newark, (so far as the passenger train service is concerned) practically deserted.

At one time, in the history of railroading, all trains running from Jersey City to Newark, Elizabeth, Rahway, New Brunswick and Trenton, N. J., Philadelphia, Pa., Wilmington, Del., Baltimore Md., Washington, D. C. and the South, Harrisburg, Pa., Pittsburgh, Pa., Chicago, Cincinnati, St. Louis, and the Western Country; Paterson, Elmira, Binghamton, Buffalo, and all points on the Erie, Englewood, Hackensack, Nyack, and all points on the northern road; the Oranges, Summit, Chatham, Morristown, Dover, Phillipsburg, and all points on the Morris & Essex Railroad. Plainfield, and all points on the Central Railroad of New Jersey, passed through the Bergen Cut.

Presidents, Senators, Congressmen, Diplomats, Military, and Naval Officers, Soldiers, Sailors, Government Employes, and all doing business with the United States Government; tourists, going to and from Washington, passed through the Bergen Cut.

At the outbreak of the Civil War, and for several years thereafter, thousands of soldiers on their way to the front, passed through the Cut.

When all the roads entering Jersey City passed through the Cut, the number of passenger trains, arriving and departing, did not exceed 100. At the

present time there are over 1,300, as follows:

Erie, including Branch Roads....	336
Central Railroad, main line and branch trains and the Lehigh Valley Railroad .....	304
Lackawanna, including branches.	250
West Shore .....	54
New York, Ontario & Western..	14
Penna. Railroad "Up Town".....	121
Penna. Railroad, Jersey City....	70
Penna. Railroad, H. & M. (tube)	225

Total .....

1,374

At the time trains ran through the Cut, there were no coal-burning locomotives. They were all wood-burners. Comparatively small engines and passenger cars. The Erie, Northern of New Jersey and the Hackensack & New York, were of the broad gauge (six feet).

The Erie, at that time, had the greater number of, and the largest locomotives. Its line was from Jersey City to Dunkirk, N. Y., on Lake Erie. But, finally, Buffalo became the terminus. It was the only line from New York to Buffalo, without change of cars. There was only one other line running from New York to Buffalo, and then only in conjunction with another road.

The Hudson River Railroad was a distinct line, running from West Broadway and Chambers Street, New York, to East Albany, where passengers changed to the ferry boats for Albany, and thence by New York Central Railroad to Buffalo.

All broad gauge roads, running through Bergen Cut ran on one rail of the New Jersey road, and one rail of the Erie Road.

In order to distinguish the New Jersey Railroad trains at a distance, entering Jersey City, or leaving, the Bell shaped smoke stacks were painted red, and the broad gauge locomotive stacks (Bell shaped stacks), were painted black.

Upon entering the Cut at West End, or leaving Jersey City, all trains ran on the left hand track, as that was the custom of the New Jersey Railroad, for the entire length of its road.

The whistle signals on the latter road were: one whistle, for "off brakes" and two whistles for "on brakes." You must remember that at that time there were no air brakes. The brakemen and firemen on all trains brought the train to a stop at the different stations, by applying the hand brakes and they were expert at it, too.

The firemen, at that time, oiled the valves from the top of the board, not from the cab, as now.

And at one time in the history of railroading (and as a boy I can well remember it) if it were necessary to open the cylinder cocks when leaving a station, it was done by the fireman. First, by opening the cylinder cocks on both sides of the engine, and then closing one side, after which the fireman would run far enough ahead of the engine to avoid being run over, and then closing the other side and jumping on the engine. "Can you beat that?"

At the outbreak of the Civil War and for many years thereafter, there were no sleeping or dining cars.

The time between Jersey City and Washington, was twelve hours, and the single fare, \$10.00. In order to reach Washington, it required, first, a ferry boat from Cortlandt Street, New York to Jersey City; thence by New Jersey Railroad & Transportation Company, to New Brunswick, N. J., when a locomotive of the Camden & Amboy Railroad hauled the train to Trenton, then the train was taken over the Philadelphia & Trenton Railroad to Kensington Street depot, Philadelphia, where passengers and baggage were transferred, either by street cars, cab or stage, a distance of four miles, to the depot of the Philadelphia, Wilmington & Baltimore Railroad, corner of South Broad and Pine Streets, and by the latter road was hauled to Perryville, Md., when the train (exclusive of locomotive), was ferried across the Susquehanna River to Havre de Grace, Md., where another locomotive of the same road hauled the train to Baltimore, when it was taken through the streets by horses and mules, to the depot of the Baltimore & Ohio Railroad, and by that road hauled to Washington, D. C.

Now the trains make the journey in less than six hours, and the round trip fare is about what the single fare was then. And what else? Why, there are dining, parlor and sleeping cars; a fine road bed; more trains running now in one day than there were at that time in a week, in addition to having stopover privileges; baggage called for at hotels, or private residences, and checked through to destination.

"Gee"! when you come to think of it, one gets more now for less money than they did fifty years ago, and yet they are looking for more.

#### HEAVIEST CAR MOVEMENT.

The record number of cars handled on Meadville Division for 24 hours, which was 3,887 cars handled one day in March, 1907, was recently exceeded, as on Feb. 20, 1915, there were 4,043 cars moved, which is certainly a heavy movement. The former record of 3,887 cars was made with mostly single track and some lighter power. The car movement for the month of February, 1915, which was 98,628 cars, was the heaviest movement for that month on record.

#### WAS IT THE FIRST?

"The Pennsylvania Railroad, which was the first to use airbrakes, has adopted for its passenger equipment a new style of airbrake, which will stop a train of twelve steel cars, weighing more than 1,000 tons, in its own length of 1,000 feet," says an exchange. The question nevertheless arises, "Was the Pennsylvania Railroad the first to use air brakes?" The Erie put air brakes on the Middletown Way train in the Summer of 1869. That was the first instance of the practical use of automatic brakes on the Erie. It would be interesting to know if the Pennsylvania had them in use earlier than that date. Who knows?

—Goshen Independent.

#### LEARN TO FORGET.

Caesar was so ready to forgive that even Cicero, who was by no means a constant friend to him, relates, as a singular proof of his noble heart, that he never used to forget anything except the wrong done to him. Indeed, to pardon is a most beautiful revenge; but to forget is still more beautiful.—Petrarch.

#### Life's But a Day or Two.

Why worry when your luck seems bad?  
 Why seek the things you've never had?  
 How many men have less than you  
 In life that lasts a day or two?  
 Not glory, nor the hoards of wealth  
 Are equal to your perfect health;  
 Enrich your mind with ideals new  
 In life that lasts a day or two.  
 While happiness is each one's goal,  
 Misfortune come to every soul;  
 But peace attends the favored few  
 Who feel that life's a day or two.  
 Contentment lies within the mind,  
 That views the world as good and kind;  
 Why should there be another view,  
 When life is just a day or two?  
 So, know no fear, and laugh at care!  
 Oh, life is sweet to those who dare  
 Ignore the hurts and pass on through  
 A life that lasts a day or two.  
 And you who join your power with greed,  
 Specks on a billion worlds, take heed!  
 It's not what you get—it's what you do  
 In life that lasts a day or two.

## THE ERIE ROLL OF HONOR

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

- |   |  |
|---|--|
| <p>D. Reynolds, Operator,<br/>New York Division.</p>                | <p>P. Hickey, Engineer,<br/>Susquehanna Division.</p>            |
| <p>C. W. Lorgan, Brakeman,<br/>New York Division.</p>               | <p>C. H. Pettis, Engineer,<br/>Susquehanna Division.</p>         |
| <p>B. P. Leavy, Brakeman,<br/>New York Division.</p>                | <p>Fred. Hoffman, Engineer,<br/>Susquehanna Division.</p>        |
| <p>F. C. Erhardt, Baggage-man,<br/>New York Division.</p>           | <p>D. E. McCarthy, Engineer,<br/>Susquehanna Division.</p>       |
| <p>T. Clifford, Station Agent,<br/>New York Division.</p>           | <p>R. Pierce, Master Carpenter,<br/>Allegheny Division.</p>      |
| <p>H. A. Westfall, Asst. Yardmaster,<br/>Delaware Division.</p>     | <p>R. M. Shane, Engineer,<br/>Mahoning Division.</p>             |
| <p>C. J. Plath, Conductor,<br/>Jefferson Division.</p>              | <p>G. E. Dill, Fireman,<br/>Mahoning Division.</p>               |
| <p>W. H. McGrath, Signal Maintainer,<br/>Susquehanna Division.</p>  | <p>M. L. Forbes, Engineer,<br/>Mahoning Division.</p>            |
| <p>W. T. Thomas, Crossing Watchman,<br/>Susquehanna Division.</p>   | <p>William Weber, Fireman,<br/>Mahoning Division.</p>            |
| <p>L. D. Johnson, Station Agent,<br/>Susquehanna Division.</p>      | <p>H. F. Oppenlander, Conductor,<br/>Mahoning Division.</p>      |
| <p>E. A. Campbell, Crossing Watchman,<br/>Susquehanna Division.</p> | <p>Peter Basso, Crossing Watchman,<br/>Cincinnati Division.</p>  |
| <p>C. S. Poyneer, Crossing Watchman,<br/>Susquehanna Division.</p>  | <p>J. C. Holthouse, Conductor,<br/>Cincinnati Division.</p>      |
| <p>A. Shapley, Section Foreman,<br/>Susquehanna Division.</p>       | <p>F. J. Condon, Conductor,<br/>Cincinnati Division.</p>         |
| <p>J. A. Taylor, Signalman,<br/>Susquehanna Division.</p>           | <p>Harry A. Lang, Conductor,<br/>N. Y. S. &amp; W. Division.</p> |
| <p>Fred. Miller, Engineer,<br/>Susquehanna Division.</p>            | <p>E. W. Flynn, Brakeman,<br/>N. Y. S. &amp; W. Division.</p>    |
| <p>G. E. Lynn, Engineer,<br/>Susquehanna Division.</p>              | <p>G. Chamberlain, Engineer,<br/>N. Y. S. &amp; W. Division.</p> |
| <p>E. L. Jack, Engineer,<br/>Susquehanna Division.</p>              | <p>G. Mann, Engineer,<br/>N. Y. S. &amp; W. Division.</p>        |
| <p>I. A. Graves, Engineer,<br/>Susquehanna Division.</p>            | <p>Henry Tice, Engineer,<br/>N. Y. S. &amp; W. Division.</p>     |
| <p>E. A. Finn, Engineer,<br/>Susquehanna Division.</p>              | <p>M. R. Carey, Engineer,<br/>N. Y. S. &amp; W. Division.</p>    |
| <p>G. W. Estabrook, Engineer,<br/>Susquehanna Division.</p>         | <p>Peter Kays, Engineer,<br/>N. Y. S. &amp; W. Division.</p>     |

Isaac Spitzer, Engineer,  
N. Y. S. & W. Division.  
James Lee, Engineer,  
N. Y. S. & W. Division.

J. H. Jones, Engineer,  
N. Y. S. & W. Division.  
J. A. Smith, Engineer,  
N. Y. S. & W. Division.

D. Reynolds, Operator, Ridgewood Junction, New York Division, observed brakebeam dragging under Erie car 48397 in Train Extra 3086, east, while passing tower on a recent date, and reported same, when train was stopped and defect taken care of.

C. W. Lorgan, Brakeman, New York Division, noticed a journal box lying on the inside rail of eastbound track, just east of signal 38-2, while working west on Train Extra 3043, recently, and reported the fact to his Conductor, which permitted of Train Extra 3055, east, being flagged at Southfields and he notified of the obstruction on rail, thereby eliminating a possibility of derailment.

B. P. Leavy, Brakeman, New York Division, noticed a broken truck bolster on Erie car 49520 in Train Extra 3054, east, while passing Newburgh Junction, recently, and notified Conductor of Train, so that car was switched at the Junction and danger of accident averted. Brakeman Leavy was one of the crew of Train 3086, west.

C. J. Plath, Conductor, Jefferson Division, discovered rock close to track, near Northwest, and promptly reported same, so that it was removed before causing an accident. Recognition was given Conductor Plath at the request of Superintendent C. A. Morgan of the D. & H. Railroad, who reported the happening to Superintendent Eckels of the Erie.

H. A. Westfall, Asst. Yardmaster at Susquehanna, Delaware Division, discovered brakebeam down under Erie car 28152 in Train Extra 1521, when passing station, recently, and had train stopped and defective beam removed, before it caused trouble.

F. C. Erhardt, Baggage-man, Harri-man, N. Y., New York Division, discovered brakebeam down under N. Y., O. & W. Car 13988, while Train Extra 3051 was passing station, recently, and reported the fact, so that train could be stopped and broken part removed, before further damage occurred.

T. Clifford, Station Agent, Arden, N. Y., New York Division, discovered brakebeam down under C., M. & St. P. Car 204221, in Train 73, recently, while passing his station, and reported same, permitting of train being stopped and defect remedied.

L. D. Johnson, Station Agent at Chemung, Susquehanna Division, discovered brakerod dropping under Mo. Pacific Car 4022 in Train 14, passing his station, recently, and promptly notified Dispatcher of the situation, who had train stopped west of Waverly and brakerod adjusted by train crew.

E. A. Campbell, Crossing Watchman, 14th Street, Elmira Heights, Susquehanna Division, discovered broken wheel under car M. R. X. 5540, in Train 1st 78, passing over 14th Street crossing, recently, and promptly notified Operator at "V. O." Tower, who had train stopped at Fifth Street and car cut out for repairs.

C. S. Poyneer, Crossing Watchman, Binghamton, N. Y., Susquehanna Division, noticed brakebeam dragging under Erie Car 102965, in Train 77, passing Charles Street, and took necessary steps to have train stopped at "J. B." and defective rigging removed from car.

A. Shapley, Section Foreman, Tioga Center, Susquehanna Division, discovered brake rigging down under C. R. R. of N. J. Car 10530 in Train 77, passing Tioga Center on a recent date, and promptly notified Dispatcher, of the situation, and the latter had train stopped at "B. S." Tower and defective rigging adjusted.

J. A. Taylor, Signalman, Fifth Street, Elmira, N. Y., Susquehanna Division, discovered brake rigging down under C., M. & St. P. Car 502030, in Train Extra 2023, west, passing his tower and promptly notified Dispatcher of same, and the latter had train stopped at "V. O." and defect remedied.

The following engineers in Freight Service of the Susquehanna Division, have received credit marks for having made unusual mileage between dates, as given, without engine failures: Fred Miller, 22,667 miles, from October 14, 1913, to February 20, 1915; G. E. Lynn, 25,748 miles, from March 21, 1914, to February 20, 1915; E. L. Jack, 23,464 miles, from May 25, 1914, to February 25, 1915; I. A. Graves, 29,208 miles, from November 3, 1913, to February 20, 1915; E. A. Finn, 23,964 miles, from December 24, 1913, to February 20, 1915; G. W. Estabrook, 22,526 miles, from May 25, 1914, to February 20,

1915. Switching Service, F. Hickey, 20,013 miles, from May 25, 1914, to February 25, 1915; C. H. Pettis, 20,701 miles, from October 14, 1913, to February 25, 1915; Fred Hoffman, 21,188 miles, from July 31, 1913, to February 25, 1915; D. E. McCarthy, 23,067 miles from October 14, 1913, to February 20, 1915.

R. Pierce, Master Carpenter, Allegheny Division, discovered a bent journal on truck of Allegheny Division caboose 03535, recently, and reported same to Superintendent's office.

R. M. Shane, Engineer, Mahoning Division, and G. E. Dill, Fireman, were in charge of Train 624, with engine 2524 on a recent date. Stay bolts in boiler head of engine broke, when train was east of Todd Street, Cleveland, O. Both Engineer and Fireman handled train to destination, Youngstown, with but 10 minutes delay to schedule.

M. L. Forbes, Engineer and Wm. Weber, Fireman, Mahoning Division, were handling Train 626 with engine 545, on a recent date, when engine failed on account of grate bars dropping. Instead of abandoning train, Engineer and Fireman procured some old splice bars, patched up grate and brought train to Youngstown, with but very little delay.

H. F. Oppenlander, Conductor, Mahoning Division, Train 1868, east, while at Phalanx on a recent date, noticed two men getting into a merchandise car. He immediately closed door and after locking it, brought train to Warren, notifying Superintendent's office, which, in turn, notified Police Dept. Result, both men were arrested and bound over to court.

Harry A. Lang, Conductor, N. Y. S. & W. Division, discovered broken rail 400 feet east of Sixth Ave. crossing, Riverside, N. J. recently, and promptly reported condition, when repairs were made.

E. W. Flynn, Brakeman, N. Y. S. & W. Division, while on his way home from work, recently, discovered brake rigging down under Erie car 10204 in Train Extra 1878, east. He signalled train to stop and defect was remedied.

The following engineers on the N. Y. S. & W. Division, have been given credit marks, for having made unusual mileage between dates, as given, without an engine failure. G. Chamberlain, 30,302 miles, from April 1, 1914, to January 31, 1915; G. Mann, 31,593 miles, from February 1, 1914, to January 31, 1915, Passenger Service; Henry Tice, 23,663 miles, from

February 1, 1914, to January 31, 1915; M. R. Carey, 22,045 miles, from July 1, 1914, to January 31, 1915; Peter Kays, 22,764 miles, from March 1, 1914, to January 31, 1915; James Lee, 22,581 miles, from March 1, 1914 to January 31, 1915; Isaac Spitzer, 23,769 miles, from March 1, 1914, to January 31, 1915; J. A. Smith, 22,381 miles, from March 1, 1914 to January 31, 1915, Freight Service; J. H. Jones, 20,046 miles, from February 1, 1914, to January 31, 1915, Yard Service.

Peter Basso, Crossing Watchman, Cincinnati Division, noticed something dragging under car in Train Extra 3025, recently, and notified despatcher, who had train stopped and repairs made, before any damage was done.

J. C. Holtshouse, Conductor, Cincinnati Division, receives recognition for having worked the entire month of February, without making any overtime.

F. J. Condon, Conductor, Cincinnati Division, also gets recognition for having worked the entire month of February, without making any overtime.

Walter E. Thomas, Crossing Watchman at 2nd Street, Elmira, N. Y., discovered fire under baggage car in Train 6 on a recent date, as it was passing over his crossing, and promptly notified Operator at "J. F.," who had train stopped, when Conductor advised him that fire was due to Baggage man thawing out a frozen drip on car.

W. H. McGrath, Signal Maintainer, Elmira, Susquehanna Division, discovered truss rod dragging under Big Four car 20678 in Train 1st 80, passing "J. F." Tower, recently and took prompt steps to have train stopped at Southport Coaling Station, where rod was removed.

#### 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.

"You should love your neighbor as yourself," advised the sage.

"I know that," replied the fool, "but the fathead is an amateur cornet player."— Cincinnati Enquirer.

STATEMENT SHOWING NUMBER OF CORRECTIONS MADE ON  
BILLED WEIGHTS DURING FEBRUARY, 1915, AND  
GAIN IN WEIGHT AND REVENUE.

(Continued From March)

**B**ELOW is a detailed statement showing the number of corrections made on billed weights at the various stations on the system during February. It will be noted that the gain in revenue, as compared with the January and December record, is very favorable. It is hoped that Agents will keep up the good work and, in addition, see that they are given credit in the statements for all of the good work they do.

New York Terminal.

Station Correcting.	Number of corrections made	Weight	Gain— Revenue
Duane Street .....	28	49,797	\$262.98
Long Dock .....	200	474,785	907.36
N. Y. City, 28th St. ....	1	10	.30
Pier 7, Erie Railroad .....	1	3,963	19.22
Weehawken .....	24	5,475	183.44
Wallabout .....	2	68	.25
<b>Total .....</b>	<b>256</b>	<b>534,098</b>	<b>\$1,373.55</b>

New York Division.

Bloomfield .....	1	1,320	\$ .78
Dundee .....	5	11,250	18.86
East Orange .....	1	266	.54
Essex .....	1	404	1.01
Hackensack .....	1	600	.48
Maybrook .....	29	41,698	104.12
Middletown .....	3	1,702	3.59
Montgomery .....	1	1,812	3.44
Newark .....	11	5,609	13.93
Newburgh .....	2	5,660	5.15
North Newark .....	2	171	.42
Nyack .....	2	1,300	1.12
Passaic .....	7	30,319	87.64
Paterson .....	24	46,047	69.29
Port Jervis .....	2	580	.89
Rutherford .....	2	1,200	1.36
Upper Montclair .....	1	16,900	5.07
Wanaque-Midvale .....	1	600	.42
West Haverstraw .....	3	1,009	1.49
West Orange .....	1	3,600	5.40
<b>Total .....</b>	<b>100</b>	<b>172,047</b>	<b>\$325.00</b>

Delaware & Jefferson Division.

Deposit .....	3	16,280	9.94
Forest City .....	1	5,100	6.89
<b>Total .....</b>	<b>4</b>	<b>21,380</b>	<b>16.83</b>

Wyoming Division.

Dunmore .....	4	22,245	25.53
Pittston .....	2	2,560	2.22
Scranton .....	2	1,100	.83
<b>Total .....</b>	<b>8</b>	<b>25,905</b>	<b>28.58</b>

Susquehanna and Tioga Divisions.

Addison .....	2	285	\$ .86
Binghamton .....	15	33,420	59.73
Barton .....	1	120	.25
Blossburg .....	1	160	.72

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
Corning .....	2	1,310	.27
Canisteo .....	3	638	8.66
Campville .....	2	1,900	.57
Elmira .....	24	18,474	69.87
Endicott .....	2	90	.89
Hornell .....	3	1,080	1.17
Hoytsville .....	1	175	.79
Lestershire .....	7	112,025	130.73
Owego .....	2	125	.22
Waverly .....	2	2,000	1.03
<b>Total</b> .....	<b>67</b>	<b>171,802</b>	<b>\$275.76</b>
<b>Rochester Division.</b>			
Avoca .....	1	17,200	\$34.40
Bath .....	1	36	.13
Batavia .....	2	11,771	10.53
Conesus .....	1	130	.70
Geneseo .....	6	2,520	3.76
Kanona .....	2	2,206	3.24
Le Roy .....	1	1,000	.64
Rochester .....	8	3,015	7.79
<b>Total</b> .....	<b>22</b>	<b>37,878</b>	<b>\$61.19</b>
<b>Buffalo Division.</b>			
Alden .....	1	1,000	\$1.60
Buffalo .....	8	20,260	93.48
Black Rock .....	4	38,300	25.97
Depew .....	1	3,068	4.21
East Buffalo .....	16	128,875	241.79
Gowanda .....	1	2,420	3.56
Lancaster .....	1	1,450	3.27
Lockport .....	2	3,510	8.57
Niagara Falls .....	2	6,780	3.69
North Collins .....	3	2,493	1.19
North Tonawanda .....	3	45,820	43.46
Silver Springs .....	1	100	.06
<b>Total</b> .....	<b>43</b>	<b>254,076</b>	<b>\$430.85</b>
<b>Allegheny and Bradford Divisions.</b>			
Bradford .....	3	58,300	\$118.54
Dunkirk .....	1	10,000	5.50
Friendship .....	1	9,260	3.89
Hydes .....	1	16,000	8.00
Lewis Run .....	1	48,900	20.78
Mt. Jewett .....	1	100	11.12
Olean .....	3	20,784	6.07
Salamanca .....	5	99,898	50.55
<b>Total</b> .....	<b>16</b>	<b>263,242</b>	<b>\$224.45</b>
<b>Meadville Division.</b>			
Cochrannton .....	1	83	\$ .22
Cortland .....	7	10,350	23.37
Corry .....	5	4,670	1.37
Franklin .....	2	25,585	36.11
Greenville .....	1	535	.22
Jamestown .....	11	37,118	53.79
Meadville .....	2	10,925	15.96
Oil City .....	2	560	1.31
Randolph .....	1	1,200	.53
Ravenna .....	1	4,400	1.32
Reno .....	1	2,494	1.97
Warren, M. L. ....	1	....	1.59
<b>Total</b> .....	<b>35</b>	<b>97,920</b>	<b>137.76</b>

Station Correcting.	Number of corrections made	Weight	Gain— Revenue
<b>Mahoning Division.</b>			
Cleveland .....	23	86,596	28.19
Garrettsville .....	1	7,700	2.70
Hubbard .....	2	10,000	3.59
Mahoning .....	2	500	.58
Mantua .....	2	2,400	.85
Newburg .....	4	12,700	22.12
New Castle .....	1	20	-1.00
Niles .....	1	440	.97
Phalanx .....	1	10,000	3.70
Sharon .....	3	11,374	6.39
Youngstown .....	11	83,200	102.04
Total .....	51	224,930	172.13
<b>Cincinnati Division.</b>			
Akron .....	19	63,757	160.08
Ashland .....	1	100	.15
Barberton .....	10	62,022	51.11
Cincinnati .....	2	20,000	58.99
Creston .....	2	261	.58
Dayton .....	3	7,184	18.70
Galion .....	1	140	.69
Indianapolis .....	1	1,170	2.52
Ivorydale .....	1	2,897	4.40
Kent .....	3	7,020	8.19
Lockland .....	2	59,950	46.88
Marion .....	5	69,318	38.13
Mansfield .....	2	390	7.59
Pavonia .....	1	2,080	1.35
Polk .....	1	40	.12
Springfield .....	1	754	22.84
Tallmadge .....	1	1,000	.47
Urbana .....	2	3,035	3.37
Wadsworth .....	1	18,500	5.37
Total .....	59	319,618	431.53
<b>Lima Division.</b>			
Harrods .....	1	42,080	13.47
Huntington .....	3	42,255	24.82
McGuffey .....	1	200	.33
Total .....	5	84,535	38.62
<b>Chicago Division.</b>			
Rochester .....	2	1,779	2.02
<b>Chicago Terminal.</b>			
Chicago .....	37	44,231	144.66
Chicago Tfr. ....	84	103,376	708.07
Hammond .....	3	170,626	71.89
Total .....	124	318,233	924.62
<b>N. Y., S. &amp; W. R. R.</b>			
Blairstown .....	1	500	.62
Edgewater .....	40	10,840	39.00
Homestead .....	2	590	.62
Pocono Lake .....	1	112	.10
Pompton Lakes .....	2	110	.49
Stockholm .....	2	3,500	1.06
Stroudsburg .....	1	1,300	1.17
Tannersville .....	1	147	.35
Undercliff .....	28	30,251	25.17
Total .....	78	47,350	68.58

Summary.			
New York Terminal .....	256	534,098	1,373.55
New York Division .....	..	..	..
Side Lines & Branches .....	100	172,047	325.00
Delaware & Jefferson Divisions .....	4	21,380	16.83
Wyoming Division .....	8	25,905	28.58
Susquehanna Division .....	67	171,802	275.76
Rochester Division .....	22	37,878	61.19
Buffalo Division .....	43	254,076	430.85
Allegheny & Bradford Divisions.....	16	263,242	224.45
Meadville Division .....	35	97,920	137.76
Mahoning Division .....	51	224,930	172.13
Cincinnati Division .....	59	319,618	431.53
Lima Division .....	5	84,535	38.62
Chicago Division .....	2	1,779	2.02
Chicago Terminal .....	124	318,233	924.62
N. Y., S. & W. R. R. ....	78	47,350	68.58
<b>Total .....</b>	<b>870</b>	<b>2,574,793</b>	<b>\$4,511.47</b>

CHICAGO TUNNEL COMPANY INSPECTION TRIP.

THE Chicago Warehouse and Terminal Company, (Chicago Tunnel Company), extended an invitation to the employes of the various transportation companies, to attend an inspection trip over its line and terminals, which took place Sunday, February 21, 1915.

The party, numbering twenty-five, was conducted by Mr. J. C. Foster, Agent, Universal Station, No. 1.

Of the lines represented, the Erie made the best turnouts, as ten of our boys availed themselves of the opportunity as follows:

M. S. Allison, Chief Rate Clerk; F. W. Fisher, Clerk; E. J. Frankland, Rate Clerk; H. R. Frankland, Clerk; C. E. Johnson, Rate Clerk; E. C. Julius, Contracting Agent; G. A. Lamb, Chief Clerk, Dairy Department; E. A. Maguire, Chief Clerk, Division Freight Office; T. E. McHugh, Chief Clerk, Traffic Extension Bureau; H. S. Wilson, Contracting Agent.

The bore is about fifty feet below the street level and is about six feet wide, where it rounds up to the highest point of about seven and one-half feet and covers, approximately, sixty miles, with three-foot gauge track, through the "Loop" and outlying districts, connecting the various railroad freight houses, the larger store, office and manufacturing buildings.

Four public receiving and delivery stations are maintained as follows:

Universal Freight Station, No. 1, 746 W. Jackson Boulevard, (Near Halsted St.) Universal Freight Station, No. 2, Corner Dearborn Ave. and W. North Water St., (Steele Wedeles Co. Building.) Universal Freight Sta-

tion, No. 3, 233 E. North Water St., (Pugh Terminal Warehouse Building.) Universal Freight Station, No. 4, Canal and 12th Streets, (M. St. P. & S. S. M. Ry.)

At these stations, freight is received from shipper and forwarded to railroads; they also receive freight from railroads for delivery to consignees. This is called "Universal Station Freight."

Connection is made with various railroads by elevator service, of which fifty-nine are now in operation. Connection is also made by elevator service with twenty-two commercial houses for forwarding and receiving freight from railroads for delivery to various consignees. This is called "Commercial Freight."

C. & A. and C. & E. I. coal team tracks, are connected with the tunnel by chutes for the handling of coal; connections are made with sixteen buildings for delivering their coal supply, and thirty-four connections are made with buildings for disposing of ashes and refuse.

Package freight is handled, when not exceeding nine feet in length.

Lake Front Disposal Station, Thirteenth Street and Lake Michigan, is maintained as an outlet for excavated material from buildings in course of construction. Such material is used in filling that portion of Grant Park, where the Field Museum is to be located.

The system is operated by electricity from an overhead trolley, equipped with a block signal system, and the crew of each train consists of a motorman and a conductor.

Equipment, consisting of 132 electric motors, 2402 merchandise cars, 350 excavation cars and 235 coal and ash cars, is of all metal construction, probably ten feet in length and about five feet high from top of rail.

That for package freight, is a flat car with iron stakes supported at the ends by sheet-iron bands and at the sides by chains.

The net weight is eighteen hundred pounds, although the average loading is about five thousand pounds, as the elevators will not carry a much greater weight.

The gondolas have a slightly heavier net weight and are loaded with from two and one-half to three tons of screenings.

Approaches to the elevators are protected with bumping posts, which disappear in the floor when the elevator is on a level therewith and rise to position when the elevator is lowered, thus preventing any possibility of a car dropping down the shaft.

Start was made from Universal Station, No. 1, located at West Jackson Boulevard and Halsted Street, at 9:45 A. M., proceeding to Universal Station, No. 2, located in the Steele Wedeles Company Building (Dearborn and North Water Streets.)

The Tunnel Company occupies the three basements under this building, beneath which is the tunnel.

The first basement is used at the loading and unloading floor, from and to which cars are lowered and raised by elevator.

Steele Wedeles have a private shaft to the tunnel for their own traffic.

The next stop made was at the Boston Store (State and Madison Streets), and third basement (forty-eight feet below the street), being on a level with the tunnel.

In this basement are the immense-boilers, engines and other machinery necessary to heat and ventilate the buildings, and also to generate the power for lighting and to operate the elevators.

The third and last stop was at the C. & E. I. coal chutes (Fifteenth and Dearborn Streets). Here the bore is probably twenty-five feet wide for a distance of about one hundred feet, in which is double-track, and the twenty-four chutes make it possible to load twenty-four cars at one time.

The party then returned to the starting point, which was reached at 12:15 P. M., after having traveled about thirty miles.

## OBITUARY.

### John Houghtaling.

John Houghtaling died at his home, 29 First St., Warren, O., March 11, 1915, after a four weeks' illness, due to grippe and heart trouble.

He was born October 7, 1880, in Union City, Pa., and had always lived there or nearby until two years ago, when he moved to Warren with his parents, and entered the employ of the Erie, May 1, 1914, as gateman at "W. A." tower, where he will be much missed by all, account of his pleasant personality and strict observance of "safety first," in the performance of his duties.

He was an active member of the Associated Students Class of his city. Interment was in Oakwood Cemetery at Warren.

### "THE RIVER," BY EDNAH AIKEN.

With the above title, the Bobbs-Merrill Co., Publishers, Indianapolis, Ind., have issued a real red blood story, in book form, its author being Ednah Aiken.

It is a romance of Western America, the plot being built around the damming of the Colorado River, in which two young engineers, who have been chums, are engaged. Of course, there is a love affair intermingling, which involves the two engineers, as well as a marriage. There is also Mexican intrigue involved in connection with the contract, But, why expose the ingeniously devised plot and spoil the interest of readers?

This is a splendid book and the plot being laid in the always absorbingly interesting West, will, naturally, be attractive to American readers, to whose attention the book is directed, merely as a hint that there is something new just off the press, that will be well worth reading and recommending to friends. The book costs \$1.50.

### A FINANCIER.

"Why did you give that \$10 you owed me back before the entire company?"

"So as to re-establish my credit with the others."—Philadelphia Ledger.

### LONDON CLUBS & STRANGERS.

The Athenaeum Club of London has rescinded its rule forbidding members to invite strangers to luncheon and dinner in its public rooms. Only two clubs now remain in the British metropolis where a visitor cannot be entertained, the Guards and the Beef-steak.

## THE STOVE COMMITTEE

### Appointments.

#### Terminals Superintendent.

Mr. Eugene R. Allen, Superintendent of Terminals, vice Mr. Jessie G. June, transferred.

#### Jersey City Terminal.

Mr. Dennis R. Crowley, Terminal Trainmaster; headquarters at Jersey City. The office of Assistant Superintendent of Terminals is abolished.

#### New York Division.

Dr. Henry A. Bonyng, No. 97 Prospect St., Ridgewood, N. J., Company Surgeon at that point.

#### Wyoming Division.

A. B. Baker, Watch Inspector at 177 Cherry St., Dunmore, Pa., succeeding A. N. Jay.

#### Allegheny & Bradford Divisions.

Mr. Jessie G. June, Superintendent of the Allegheny and Bradford Divisions, vice Mr. Fred M. Hawley, deceased.

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

E. H. Smith, Watch Inspector at Blairstown, N. J., succeeding E. H. Freeman.

### Mechanical Dept.

G. A. O'Dell, Supervisor of Locomotives Operation, Susquehanna, resigned to resume position as Engineer.

F. E. Blake, Road Foreman of Engines, Susquehanna, resigned to resume position as Engineer.

#### Cleveland.

J. S. Wells, Roundhouse Foreman, vice L. Hendricks transferred.

#### Meadville.

C. E. Crandall, formerly clerk in Storekeeper's office at Marion, Chief Clerk office of Master Mechanic and Storekeeper, Meadville.

#### Maintenance of Way Dept.

H. D. Harlow, Master Carpenter at Huntington, Ind., vice J. Orcutt, transferred.

J. Orcutt, Master Carpenter at Marion, O., vice W. Pelham, transferred.

W. Pelham, Inspector of Bridges and Buildings, Cleveland, O.

R. T. Davis, Supervisor, Jersey City, vice W. F. Nichols, resigned.

H. M. Righter, Supervisor, Dunmore, Pa., vice T. B. Shaffer.

R. E. Kriesien, asst. Engineer, Supervisor, N. R. R. and N. J. & N. Y. Division, vice R. T. Davis, transferred.

### GARY'S RULE FOR SUCCESS.

Judge Gary has set forth for the edification of young America the following requisites of success as he sees them:

"First—A young man should be thoroughly honest, frank and sincere. When he says anything he should tell the truth.

"Second—He should be considerate of the interests of others. Of course, he should seek to protect and promote his own interests, but never to the undue or unfair prejudice of others. This he will find wise from the standpoint of good morals and good business.

"Third—He should have a good education. First of all, he should be educated in the fundamentals, including particularly grammar, rhetoric, spelling, arithmetic, geography and history.

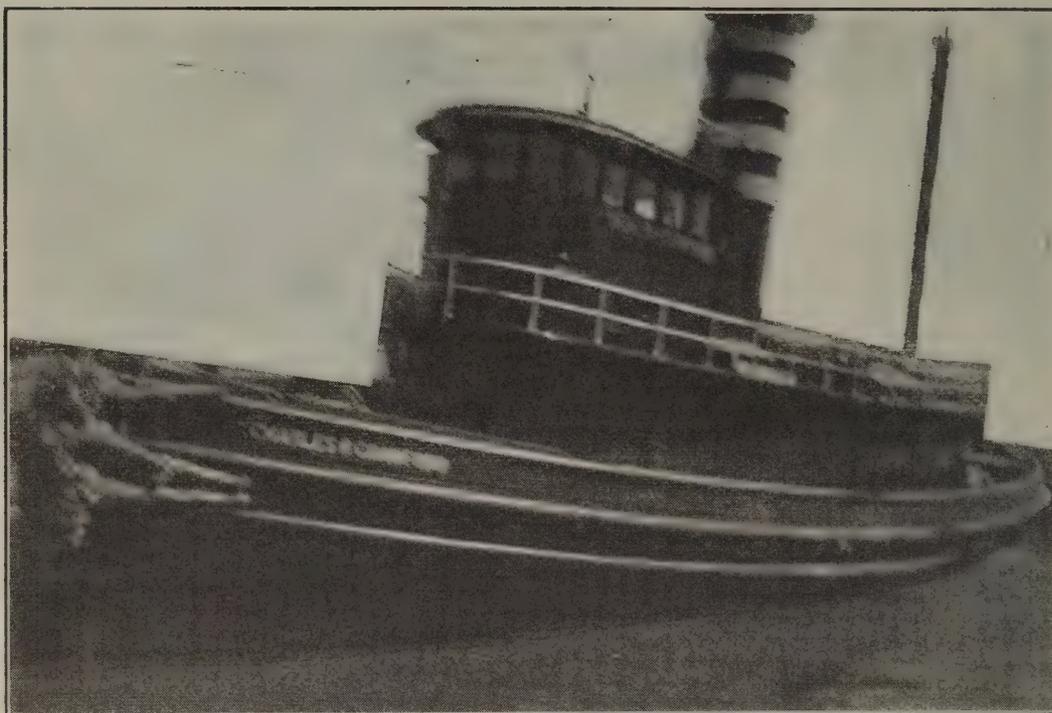
The more he knows in other lines, including the classics, so much the better.

"Fourth—He should be consistent and careful in looking after his health, both physically and morally.

"Fifth—He should be ambitious to succeed in every respect that is honorable. He should be energetic, persistent, studious, thoughtful and faithful to all the interests he represents.

"Sixth—The young man should be patriotic and loyal to his own country; but he should avoid any feeling or disposition of hostility toward people of any other country or nation, save only for the purpose of self-defense.

"Finally, and above everything else, he should adopt as his religion the Golden Rule and practice it, whatever may be his profession or avocation."



#### ERIE'S NEW HARBOR TUG CHARLES P. CRAWFORD

ON the afternoon of Saturday, March 27th, under a blue sky and with a cold wind blowing from the West, the Erie's new tug, Charles P. Crawford, was given a trial trip, or rather made a short run up the North River, having aboard a number of the Company's officials and others.

It was the kind of day land-lubbers prefer to remain on virgin soil, but no kind of unpropitious weather has yet deterred the Erie's officials from being present on the initial trip of a new craft. Not only that, but they delight in conferring a compliment, as well, on the worthy official, in whose honor the craft is named.

In this instance the craft is named after Mr. Charles P. Crawford, Comptroller of the Erie Railroad Company, a most excellent and democratic gentleman, who is very highly esteemed by his fellow offices and the rank and file, alike. Mr. Crawford had any number of compliments bestowed on him on account of having as a namesake, so fine and sturdy a tug as the "Charles P. Crawford," and he accepted them graciously.

The start was made from Pier 14, N. R., at 1 o'clock. The run up the river concluded at Weehawken, where the tug turned about and returned to Pier 14, where several disembarked, after which the trip was continued down around Governor's Island, up

through Buttermilk Channel and around the Battery into the North River, thence to the foot of Pavonia Avenue, where the party dispersed at 4 P. M. A fine luncheon was served aboard in the mess room. The newcomer got the usual warm welcome from craft on the river, each of which blew the three-whistle signal of greeting. Every blast was quickly answered by Captain Hall, whose hand was tired responding.

The new tug was built by the Staten Island Shipbuilding Co. It is 100 feet, 2 inches long; length between perpendiculars, 90 feet, 2 inches; beam amidships, 24 feet; depth, 12 feet, 9 inches. The hull is built of steel. Engine is of the compound type and of 750 H. P., 18x38x26, making 125 revolutions per minute. The steel boiler is 14 feet, 6 inches in diameter, by 12 feet long and carries 155 pounds of steam. The tug is equipped with Wager Improved Bridge Walls. The coal bunkers have a capacity for 63 tons, furnishing fuel for the 3 furnaces. The water tanks hold 35 tons.

The Charles P. Crawford is a harbor tug and will do duty about New York Harbor. She is a graceful and beautiful craft and her fine lines called forth many words of praise from those who had the privilege of looking her over. She is commanded by Captain

Howard Hall, formerly of the Buffalo. Edward E. Blandow is her Engineer.

The officials of the Erie Railroad Company, who participated in the outing were, F. D. Underwood, President; D. Bosman, Vice-President and Secretary; C. P. Crawford, Comptroller; D. W. Bigoney, Treasurer; H. C. Hooker, Assistant to the President; C. L. Chapman, Assistant General Traffic Manager; F. A. Clark, General Auditor; R. H. Wallace, General Passenger Agent; Henry Adams, General Freight Agent; W. S. Cowie, General Eastern Freight Agent; E. J. Bauer, Manager Lighterage and Foreign Freight Department; F. B. Lincoln, General Superintendent, Erie Division; W. H. Baldwin, Assistant

General Superintendent, Erie Division; E. R. Allen, Terminal Superintendent; William Schlafge, General Mechanical Superintendent; E. P. Griffith, Superintendent of Telegraph; G. H. Minor, Assistant General Solicitor; C. E. Hildum, Auditor Freight Accounts; A. J. Moran, Assistant Auditor, Freight Accounts; A. P. Disbrow, Auditor of Disbursements; P. J. Reilly, Auditor of Passenger Accounts; C. R. Stewart, Superintendent Marine Department; P. M. Coyne, Chief Clerk, Marine Department; Wm. H. Holcomb, Boat Dispatcher; J. N. Brundage, Assistant Freight Claim Adjuster; Mr. Lee Richards, Chicago; W. J. Davidson, President, S. I. Shipbuilding Co.

#### PIECE-WORK CHECKING AND TIME-KEEPING AT NORTH PATERSON, N. J. SHOPS.

**N**OT for having prevented some catastrophe on the rail, nor for any particular heroic deed, but for accuracy and efficiency in performing their daily work, it is desired to bring the names of J. H. Maher and George Woodruff, time-keeper and piece-work checker, respectively, at North Paterson, N. J. Car Shop, before the readers of this magazine.

One of the Company's Traveling Auditors recently checked the time-keeping and piece-work records of North Paterson Shop for the month of January, 1915. After completing a thorough check of these records, he reported that he could find not a single mistake in the time-keeping and only a few small errors in the piece-work accounting, the sum of which amounted to less than one dollar.

This is a record of which these men may justly feel proud, and the management wishes to compliment them on the high efficiency of their work.

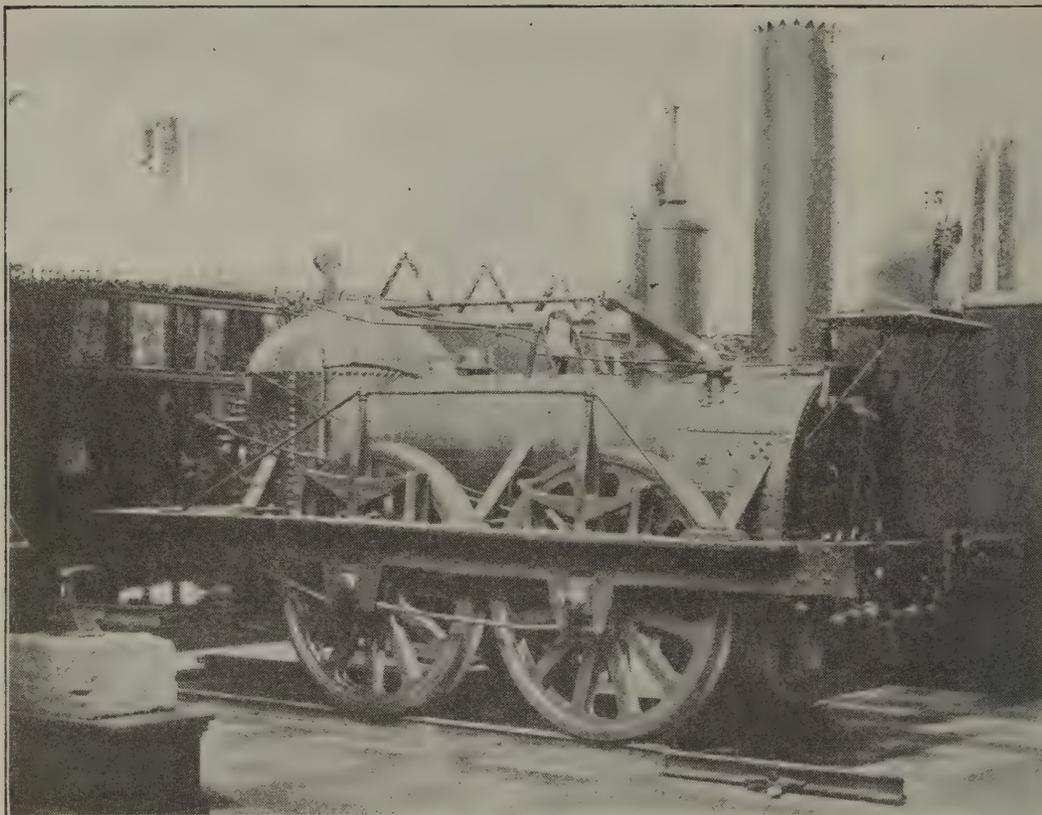
Mr. George Woodruff, Piece-work Checker, entered the service of this Company, December 15, 1895 and until December 28, 1907, was employed as Operator and Agent by the N. Y., S. & W. R. R. From December 28, 1907, until August 7, 1909, he was employed in the same capacity at New Durham, and from August 7, 1909, until December 12, 1912, as Operator at Granton Junction. From July 26, 1913, up to the present time, he has been employed as Piece-work Checker at North Paterson Shop.

Mr. J. Maher, Time-keeper, entered the service of this Company on July 16, 1908, as clerk in the office of Mr. F. A. Clark, then Auditor of Traffic at New York. He later worked in the offices of Mr. A. J. Stone, General Manager; Mr. J. C. Stuart, Vice-President, and Mr. H. S. Burr, Superintendent of Stores, and on January 16, 1913, he assumed the duties of Time-keeper at North Paterson Shop.

There is no doubt that these men will render a good account of themselves in the future, and we hope to hear from them again.

#### WHY IT IS THE ST LAWRENCE.

The St. Lawrence River owes its name to the accidental conjunction of the festival of St. Lawrence with the day upon which the first explorer imagined he had discovered the river. Jacques Cartier in 1534 heard from the natives of the Magdalen Islands of a mighty stream threading the continent to an unknown source, and it was while testing this legend that he sailed up the gulf until he could see the land on each side. In the following year he made a bolder expedition with three ships and the blessing of the Bishop of St. Malo. He sailed past Rimouski and on to Quebec, then known by the Indians as Stadacona. Here the fleet anchored. The French, however, failed in their efforts to colonize the country until a century had passed, largely owing to their high handed treatment of the Indians.—London Chronicle.



THE "JOHN BULL," A CHERISHED RELIC OF RAILROADING IN 1830.

#### TYPES OF ENGINES USED IN THE EARLY DAYS OF RAILROADING.

**T**HIS article deals entirely with motive power, as used by the railroads of the United States two-thirds of a century ago, or thereabouts. This feature of railroad operation is always of interest to railroad men, while, at the same time, the world at large is and always has been interested in railroads.

Among the antiquated types of locomotives is the famous "John Bull," the first to haul a train in the State of New Jersey. It was built in England for the Camden & Amboy Railroad, now a part of the Pennsylvania System. A picture of it is presented here in connection with this article, not because it was never shown before, but for the reason that the photograph from which the picture was made, was taken from an old negative in the National Museum at Washington, D. C., for presentation in the Erie Employee's Magazine.

There is a very strong Erie sentiment connected with this write-up. Mr. John S. Bell, who contributes it, was once an engineer on the Northern Railroad of New Jersey Division. At present he is Vice-President of the Morristown & Erie Railroad and Gen-

eral Manager of the Union Ice Company of Newark, N. J.

Mr. Bell admits the Erie sentiment still, and always will preclude his being, so in arranging for this write-up he had but one object in mind, that of furnishing something readable and interesting for Erie men.

When he conceived the idea of procuring a photograph of the "John Bull," he wrote to his friend Joseph P. Tumulty, Secretary to President Wilson, but Mr. Tumulty not being in possession of one, promptly replied as follows:

THE WHITE HOUSE  
Washington

February 16, 1915.

My dear Mr. Bell:

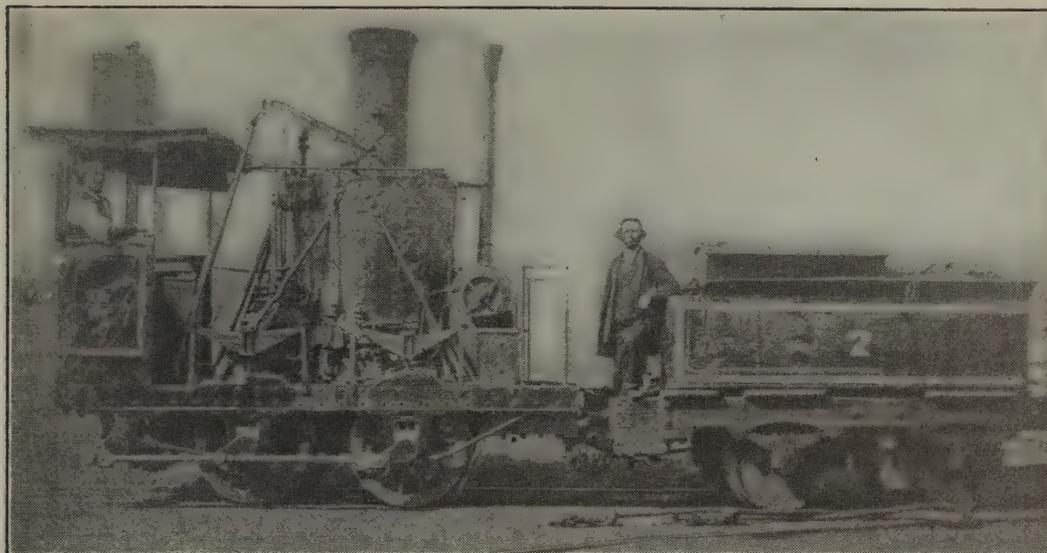
Referring to your letter, I am advised by Dr. Walcott, Secretary of the Smithsonian Institution, that he has had pleasure in sending you a photograph of the John Bull locomotive.

Sincerely yours,

(Signed) J. P. Tumulty,  
Secretary to the President.

Mr. John S. Bell,  
776 Broad Street,  
Newark, N. J.

In due time Mr. Bell received the following letter from Secretary Walcott, enclosing the photograph of the famous engine:



A "GRASSHOPPER," IN SERVICE ON THE BALTIMORE & OHIO IN 1831.

SMITHSONIAN INSTITUTION  
Washington, U. S. A.

February 15, 1915.

Dear Sir:

Replying to your letter of February 5, 1915, addressed to the Hon. J. P. Tumulty, it gives me pleasure to send you herewith a photographic print of the old John Bull locomotive made from a negative in the files of the National Museum. I trust you will not find it too large for your purpose, I would add that this engine is now the property of the United States and not the Pennsylvania Railroad.

Very truly yours,

(Signed) C. W. Walcott.

The John Bull was ordered by Robert L. Stevens, President of the Camden & Amboy Railroad, from Messrs. Stephenson & Company of Newcastle-on-Tyne, England, in December, 1830, and was shipped to Bordentown, N. J., where it arrived in August, 1831.

The engine was originally named "Stevens," but on its arrival in this country the Railroad Company called it "John Bull" and was entered in their books as No. 1. It was put in service November 12, 1831, at Bordentown, N. J.

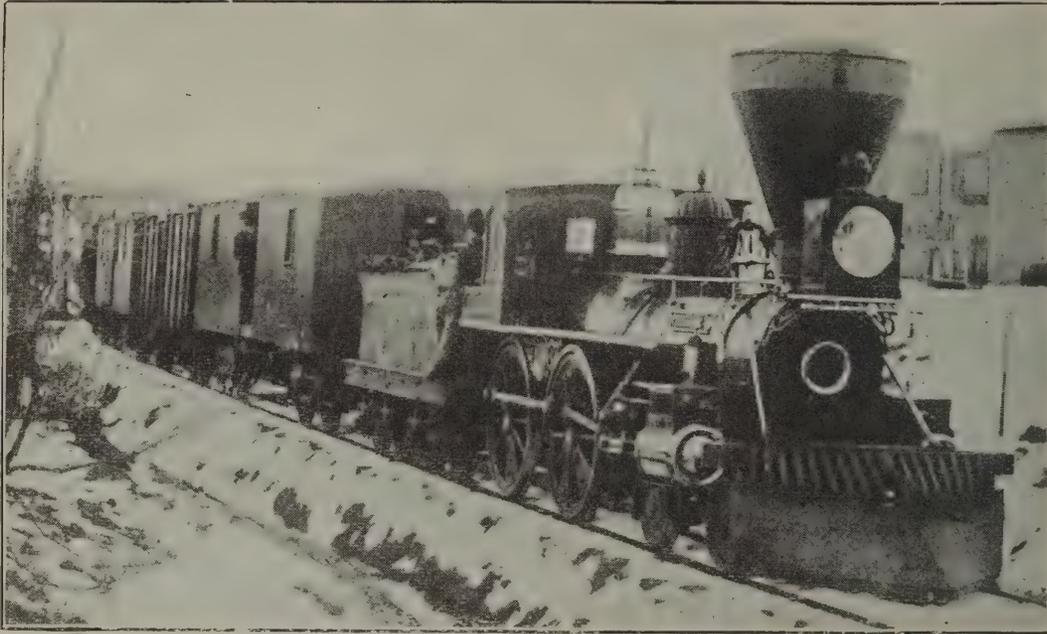
This locomotive was exhibited at the Philadelphia Exposition in 1876, and again at the Chicago Exposition of Railway Appliances in 1883, and lastly at the Columbian Exposition in Chicago in 1893.

The leading dimensions are as follows:

Weight about 10 tons; boiler 3 ft. 6 in. in diameter; Cylinders, 9 in. diameter by 20 in. stroke. Four coupled wheels, 4 ft. 6 in. diameter, with cast iron hubs and locust wood spokes and felloes. Tires of wrought iron,  $\frac{3}{4}$  in. thick; 62 tubes, 7 ft. 6 in. long by 2 in. diameter. Furnace, 3 ft.

7 in long by 3 ft. 2 in. high, for burning wood. Heating surface of tubes, 213 sq. ft.; of firebox, 36 sq. ft. Total heating surface, 249 sq. ft. The firebox was of the dome or Bury pattern. The reversing gear was complicated, the two eccentrics being secured to a sleeve or barrel, which fitted loosely on the crank shaft. A treadle was used to change the position of this loose eccentric sleeve, moving it to the right or left, lengthwise on the shaft. Two carriers were secured firmly to the shaft (one on each side of the eccentrics); one carrier worked the engine ahead, the other back, so that when the eccentrics were half way, the engine was out of gear. In order to reverse, the engine driver placed his foot on the treadle (which is between the firebox and the handle of the feed water cock), thereby disengaging the eccentrics from the carriers; he then pulled a small handle on the right side of the boiler and so lifted the small ends of the eccentric rods (which passed forward to the rocking shaft on the front of the engine) clear of the valve stems, after which he took hold of the two valve levers on the foot plate, and by moving them back and forth admitted steam to the cylinders by the hand gear; when the engine was fairly started, he, by means of the treadle, caused the eccentrics to engage with the opposite carrier, and it continued to actuate the valves.

In the year 1831, a curious design of locomotive was introduced by Messrs. Davis & Gartner of York, Pa. A picture is presented, herewith. It was run on the Baltimore & Ohio



PALISADE No. 4, NORTHERN RAILROAD OF NEW JERSEY, 1862.

Railroad. In consequence of the peculiar shape and movement of the beams, the engines were called "Grasshoppers." The boiler and cylinders were upright, with four coupled wheels, 30 in. in diameter, but it was altered considerably after being placed on the road. The Atlantic was afterward built by the same firm, and was a much improved engine. Its boiler and cylinders were also vertical, beams being used to transmit power to the cranks, which were on a shaft connected by toothed wheels to an intermediate shaft having outside cranks coupled to the driving wheels, which were 36 in. in diameter; boiler, 52 in. in diameter, containing 400 tubes 1 in. in diameter and 3 ft., 2 in. long. Diameter of cylinders, 10 in. by 24 in. stroke. Weight of engine and tender, 7 tons, 5 cwt., empty. The circular structure at the base of the small chimney is a fan which was driven by the exhaust steam before it escaped. This fan was for urging the fire. It was, however, subsequently removed and the exhaust steam turned into the large chimney in the usual way.

Another relic of by-gone days, is the "Palisade," No. 4, which did service on the Northern Railroad of New Jersey in 1862. It was a wood burner and among the best of its day.

The photograph, from which the accompanying picture was made, was taken at Monsey, N. Y., in 1867. This engine did excellent service on the

Northern Railroad of New Jersey, now part of the Erie system, and was built at the Rogers Locomotive Works, Paterson, N. J., in 1862, for use in passenger service. The engineer, James Powles, is shown in the cab of the engine. The conductor, Abram Blauvelt, known as the "Dominie," from his clerical appearance and manner—one of the best known railroad men of his time in the United States—is shown in the second car. The photograph was obtained from Mr. William Blauvelt, son of "Dominie" Blauvelt. The younger Mr. Blauvelt is now one of the most popular conductors on the Northern Railroad of New Jersey, and amply sustains the popularity of his worthy father.

#### LURING THE BEES.

The Arabs and Bedouins of Tripolitania profit by the industry of bees wherever vegetation abounds. At the swarming season empty hives are placed close to the old ones, and a trail of honey laid at each entrance. If a queen is disposed to fly away with her subjects lemon rind is rubbed on a wall near the hive; the quickly diffused, pungent odor attracts the bees, arrests their flight, and the lure of the honey at the portal completes their capture.

We are sometimes accused of not listening to reason when we really have no reason to listen.

**A MERIT RECORD TOWERMAN.**

In the "C. N." Tower at Cameron, New York, on the Susquehanna Division, is a Towerman of the name of John Edward Wezloski, who is also a capable telegrapher.

This brief sketch of his career, together with his picture, is printed because he happens to be something beyond the ordinary in the keenness of his vision, for he has discovered more unavoidable defects in rolling stock contained in trains passing his tower, than any other man so employed.

It is the aim of all Towermen and Operators to have their names presented on the "Roll of Honor" page in this magazine, which privilege is granted all who discover defects in



WIDE-AWAKE WEZLOSKI.

rolling stock, track, etc., and report them to the proper source, with the purpose of having them remedied before they cause accidents. In this connection it is believed all Erie men are on the alert, which is proved by the long and growing list of names appearing in the magazine each month.

Mr. Wezloski, however, seems to have his mind centered on this important duty all the time he is on duty, for his Superintendent has been impelled to state that he has made five discoveries of defective rolling stock in one month, which breaks all previous records, as far as is known, on the Erie line.

This young man, for such he is, attended the Elmira Training School, where he learned telegraphy, after which he worked, practically, at it in the Elmira Telegraph Office. He has been in the Erie service as Operator and Towerman since May, 1910.

It may be stated also that Wezloski has but one arm, and yet he handles conditions in interlocking towers better than a great many men with both arms.

**ROSEVILLE ILLUSTRATED.**

Mr. I. C. Eagles, of the Erie's Bridge and Building Department, is the author of "Roseville," a profusely illustrated booklet, which tells about the pretty suburb of Newark, N. J., and pictures innumerable fine homes contained in it.

The booklet is historical in its intent, and in that particular, covers the subject so well, as to be invaluable to those interested in Roseville. Mr. Eagles is an Architect and among the illustrations contained in his book, is one of a dwelling designed by himself. "Roseville Illustrated," contains 50 pages, which it takes to tell the story.

**CLEVELAND OFFICES MOVED.**

The following Cleveland offices of the Erie Railroad, formerly located in the Garfield Building, have been removed to the new "Swetland Building," 910 Euclid Avenue:

Traffic Department: H. E. Gilpin, General Agent; J. D. Brown, Assistant General Passenger Agent; L. H. Geller, Division Freight Agent; Ninth Floor.

The Operating, Mechanical and Land & Tax Departments are located together on the Tenth Floor.

**CONTRIBUTED BY A. NUTT.**

At Pittsburgh the Club's the Duquesne;

And Dave Wells—he can sure entertuesne.

That he stands ace heigh

Not a man can denigh.

They all want to go there aguesne.

**ORDER OF THE RED SPOT.  
Chicago & Erie Division.  
March Membership.**

**FIRST DISTRICT**

Engine No.	Engineer.	Fireman.
463	W. T. Fields	W. G. Sutton
796	S. M. Oswalt	G. E. Tallman
2555	John Cull	W. C. Belding
	T. O. McIlvaine	G. F. Steller
2557	F. H. Lee	W. L. Chalmers
	Geo. Marston	J. H. Flanagan
2551	L. O'Brien	F. H. Philley
	A. H. Dymman	E. J. Wahrer
1742	C. E. Scott	C. E. Lewis
1748	I. L. Sparks	J. H. Rosenberry
1751	H. M. Young	E. H. Christ
1753	R. F. Barnes	A. J. Helvie
1754	R. M. Erehart	L. Dolby
2024	H. L. Palmer	H. E. Dailey
2077	W. H. C. LaBar	E. J. Griswold

**SECOND DISTRICT.**

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	H. C. Henderson
806	J. W. Shearer	R. E. Swihart
2554	John Wonderly	Wm. Wagoner
	L. F. Truman	K. M. Suttle
2560	Geo. Kehler	R. E. Overmyer
1746	R. M. Dungan	H. Cone
1767	Wm. O'Laughlin	P. R. Wright
1761	D. Colclessor	F. J. Dunn
2007	F. H. Happy	H. C. Forst
2020	H. M. Sprinkle	M. E. Williams
2053	E. C. Schepper	A. F. Miller
2050	G. W. Davis	J. H. Thomas

**Susquehanna & Tioga Divisions.  
March Membership.**

2565	J. A. Hammond	H. D. Argetsinger
	Jas. Richardson	
2567	A. C. VanDemark	W. P. Brown
	E. A. Brink	J. C. Bright
2564	John Haire	C. H. O'Lonnell
	S. E. Mason	H. N. Foulke
528	G. C. Redfield	G. W. Kosinsky
	A. Jordan	
617	W. C. Mattison	J. W. Monaghan
	D. Chapman	J. L. Ross
84	G. Watson	F. Kinney
	L. E. Coleman	L. C. Clair
1070	P. Hickey	P. J. Canny
600	T. J. Smith	W. G. Cuthbert
1076	J. M. O'Loughlin	B. J. Brick
1616	G. N. Herrnecker	G. P. Lounsberry
1626	J. W. McCarthy	A. H. Lohn
1654	F. M. Halstead	A. L. Hendrickson
1662	E. MacMullen	J. E. Lohn
1675	G. E. Cline	J. O. Bender
1679	Jas. MacMurray	P. P. Slater
1681	G. I. Thomas	C. E. Gillette
1684	G. W. Aldrich	A. E. Miller
1690	E. J. Moore	J. M. Decker
1752	Jos. Hallett	
2009	H. S. McCannon	F. W. Chamberlain
2023	H. B. Garrett	W. A. Codner
2025	G. A. O'Neil	F. H. Slack
2032	J. M. Kelly	L. W. Scott

**Tioga Division.**

401	Frank Hebe	
	<b>New York Central Division</b>	
1659	C. J. Doolittle	J. A. Baker

**Cincinnati Division.**

**February Membership.**

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. H. 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	

Engine No.	Engineer	Fireman
3136	J. E. Hill	M. H. Melby
3151	Geo. Keihl	L. B. Strausbaugh
3153	J. F. Spraw	C. E. Bonecutter
1800	C. Hulme	J. Houseman
1686	M. G. Richards	
1172	F. J. Conlon	M. Feight

**Mahoning Division.  
April 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. Whelan	T. Scanlon
545	M. L. Forbes	W. Weber
558	S. G. Corlett	C. H. Williams
1864	I. W. Morgan	H. Booth
1824	W. B. Kolb	F. J. Tamplin
Eng.		

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

11	J. H. Linley	F. Daley
12	J. M. Hagerty	
105	G. Cowan	J. Pender
118	E. T. Reed	J. Gilshion
513	B. Walsh	
514	W. A. Johnson	
515	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	
820	E. M. Carlough	
824	C. Voorhis	
825	G. Beatty	
831	T. Duffy	E. M. Jacobus
844	H. Eberling	C. Rickle
911	W. E. Captain	
918	F. M. Ferrell	
937	H. M. Palmer	
955	D. O'Brien	W. McMahon
958	W. O. Cutler	J. J. Reilly
964	B. Schedler	
973	H. Springstead	F. M. Vernon
972	W. F. Looney	
1050	F. Howe	
1071	J. Knaub	
1472	C. Landmesser	
1473	W. McKeon	
2503	J. Downs	J. Ruegger
2718	W. H. Menner	
2723	E. T. Reed	C. O. Wheeling
3038	J. Fitzgibbons	J. W. Wellon
3045	F. Beatty	H. Paffenroth
3030	D. Brahaney	M. Grathwohl
3064	E. J. Murphy	

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

**April 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	George Mann	Jos. Lawler
25	John Klopman	J. Anderson
28	John Whitty	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	Chas. C. Nystrand
12	J. W. Pugh	John Woodward
45	O. Montayne	Wm. Buist
33	Wm. Daley	I. E. Kinney
33	Geo. Titus	J. D. Bosschieter

**W. B. & E. 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

**Meadville Division.  
February Membership.**

Engine No.	Engineer.	Fireman.
1448	J. N. Hunsicker	F. B. Campbell
672	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. Holsbaugh
732	S. Cochran	R. R. Rudd
2725	B. Benson and B. L. Luce	W. B. Norton and W. J. Lupher
2514	C. Dunbar and G. Winegar	H. J. Thompson and C. A. See

**HEADQUARTERS' BOWLING**

Two five-men teams, selected from the Freight Claim and Auditor's Department, bowled a match at the Entre Nous Club Alleys at Paterson, N. J., on Saturday afternoon, March 20, 1915.

The match was won by the Freight Claim Department team, but only after a very interesting series of games. The second game, which was won by the Auditor's Department, by a seven-pin margin, was practically decided in the last frame, when Mr. Mulrooney was left with seven and ten standing.

The features of the match, were the several wonderful strikes by the veteran bowler, Mr. Simmons, and

the volume of noise emanating from the general direction of Mr. Roach.

The score:

Payne	196	134	150
Obermeyer	159	169	129
Simmons	161	124	137
Kieviet	103	161	119
Gertner	152	158	179
<b>Total</b>	<b>771</b>	<b>746</b>	<b>714</b>
McDermott	147	96	149
Quinn	116	106	125
McCourt	174	194	165
Roach	172	164	140
Mulrooney	183	179	196

**Total** .....792 739 775

On Saturday afternoon, March 27th, a three-man team from the Freight Claim Department, met and defeated three of the boys from the office of the General Eastern Freight Agent, No. 399 Broadway. The match was rolled at the Imperial Alleys, Jersey City, N. J., and the winning team scored three out of four games.

The bowling team of the Freight Claim Department is open to challenge; address F. D. Livingston, Manager, Freight Claim Department, Room 280, 50 Church St., New York City.

**ERIE TRAIN CREW RENDERS VALUABLE SERVICE.**

**A**T 12:30 A. M., March 17th, when train 141 arrived at LeRoy, the crew discovered the LeRoy Salt Works on fire. They immediately cut off their engine from train and removed a number of Erie box cars which were placed on siding adjoining the Salt Company's building, thereby preventing a loss to this Company.

After they had performed this service they crossed to adjoining switch, where it was possible, with the use of a stake, to push a number of New York Central cars, which were on opposite side of the building, to a safe location, preventing cars from being destroyed.

At the same time a number of Buffalo, Rochester & Pittsburgh R. R. cars, which were on the siding and which could not be reached by crew of 141, were totally destroyed.

Supt. Bowen has written each member of the crew a letter thanking him for his prompt action in removing the cars of this Company, and has also conveyed to each the thanks of Mr. S. J. Kearns, Supt. of the New York Central R. R., who wrote, ex-

pressing his thanks and appreciation of timely removal of N. Y. C. equipment, from siding of the LeRoy Salt Works, which prevented loss.

The crew of Train 141 consisted of the following:

E. P. Sutcliffe, Conductor; E. G. Sackett, Engineer; M. H. Herron, Fireman; H. J. Craig, Brakeman; A. F. Klick, Brakeman; W. I. Laverty, Brakeman.

**THEY KEEP THE KEYS.**

Visitors to Tangier and other settlements of Morocco notice the keys that are carefully kept in safety in the houses of some of the families of ancient descent. These keys belong to the houses in Spain once occupied by the Moors before their expulsion from their homes many centuries ago. The Spaniards occupy these old houses, but the descendants of the Moorish owners still guard the keys in the hope that the day will come when they can return to Granada and once more resume control of the property from which they were driven.

## COAL, ITS POWER, USEFULNESS AND CONSERVATION.

By D. J. Madden, Supervisor of Locomotive Operation.

**T**O take a commonplace subject, and make the nucleus of it a thing of interest, is an accomplishment attained by few and wished for by many. All of us, with an effort, may, if the subject be pleasing, create an interest in the most prosaic of articles, if we are permitted the use of a sufficient number of adjectives, and a profuse number of superlatives.

Coal, that most useful of all minerals, is the harbinger of warmth, comfort, and good cheer. Although the synonym for light, heat and radiation of geniality, it is not a thing which permits of eulogization, the use of flowery language, word pictures, or imagery, all the artifices of the orator, actor and the writer used, in gripping and holding the attention of their audience.

Yet, however, at a meeting held on the 9th of March at Holmes St., Mr. D. J. Madden, Supervisor of Locomotive Operation, headquarters at Youngstown, and one of our latest and most pleasing personal acquisitions, held the interest of fifty or more Erie Employes, consisting of Enginemen, Firemen, and Hostlers, on the subject of "Coal, its Power, Usefulness and Conservation." He spoke at some length, dealing exhaustively with the more technical and little known properties of the mineral. Although not an orator, in any sense the word may imply, he gradually unfolded to his hearers a fund of knowledge, the scope of which made it quite obvious, that only wide reading, a studious nature, an interest in his line of work, and a tendency to promote the interest of his employers, had made it possible.

On the Erie's vast system, he explained, that however humble, however undignified the position, the watchword of success and the precursor of promotion, was **Conservation**. Speaking to them collectively, all were made to feel that they were being spoken to individually. The idea being predominant, of the help that each one, acting separately, might be in bringing about an efficiency, coupled with economy, that is now being exemplified by just such men as our Mr. Madden.

In a most pleasing manner, he spoke of the waste of coal now going on, due, not to carelessness or lack of interest, but to the lack of

knowledge. Holding a block of coal, the weight of which was exactly one pound, he told his hearers, not in words of three or four syllables, but in simple, straightforward sentences, just exactly what, intelligently used, it could be made to do.

In concluding his talk, which was all too short for his hearers, he earnestly petitioned and requested them to co-operate in carrying out his plan of conservation, which would mean thousands of dollars yearly to his employers.

Mr. J. A. Boyden, Master Mechanic at Cleveland, who was present at the meeting, and enjoyed it to the utmost, spoke on the general line of work, which was of vital interest to all present. He discussed the efficiency and economy necessary in the upkeep, cost, and general shop practices, as inaugurated in Cleveland. He spoke convincingly, and with a knowledge garnered by close attention to business for many years. His address was followed closely by those present. In closing, he spoke of the necessity of co-operation between Employer and Employe, a closer and deeper feeling, which could result in naught but success for both.

Mr. J. J. McNeal, former Supervisor of Locomotive Operation, now Road Foreman of Engines at Cleveland, in his kindly and inimitable manner, followed Mr. Boyden in his address to the boys. His discourse consisted largely of the work directly under his supervision, and was of extreme interest to his hearers. While not lengthy, his speech was pithy, and carried with it a conviction, that he was in close touch with and had a thorough understanding of his work.

In closing, he spoke of the rapid strides of civilization, as it applied to Railroads, the necessity of modernism, alertness, and a full appreciation of what is most desirable and economical in Railroading, expressing the hope that another meeting which would be the most successful of its kind ever held in Youngstown, would follow in the near future.

Men are valuable just in proportion as they are able and willing to work in harmony with other men. When a person loses his ability to co-operate with others, he has joined the Down-and-Out Club.

## From Correspondents Along the Line

### PORT JERVIS SHOP.

Mechanical Superintendent E. S. Fitzsimmons, and Room Inspector A. G. Callahan, visited our shop lately.

Officials from the Central Railroad of New England paid us a visit last month.

"Mike" is keeping up a fine scrappy record.

"Cotty" is getting his reels and flies in shape for Mr. and Mrs. Trout.

Bob Holt is becoming quite a city chap.

John B. Quinn, Night Engine Dispatcher, called on the boys last week.

There seems to be some attraction in West End for Machinist Helper Jones.

Bill Kane, it is rumored, is considering becoming a benedict.

Jos. Curtis is off with an attack of blood poisoning in his right arm.

Geo. H. has worn a smile lately; wonder why!

"Nick" seems to be dropping off since putting on double harness.

Kesk is going to join the "Order of Benedicts" soon. We look forward to celebrating with him.

Our Shop Slogan is —"Material Saved is Wages Earned."

Graduate Machinist R. Cole, has had an addition to his family—by way of a young boy.

William Hoffmann, our local messenger, is wide-awake. He discovered a fire in cab of engine 537 the other day and reported it promptly.

### BRADFORD ITEMS.

L. W. Nephew, Assistant Storekeeper at the shop, has been transferred to Meadville. C. J. Rider has been appointed Assistant Storekeeper, to fill the vacancy of Mr. Nephew. R. Wheeler has succeeded Mr. Rider as clerk.

W. L. Wells, who has been sick for the past month, is rapidly improving. His many friends will be glad to see him back on the job again with his cheerful disposition.

Edward Stroeber, Dispatcher, is enjoying a leave of absence. Harry Moss of Salamanca is taking Mr. Stroeber's place.

A few nights ago, R. J. McQuilkin, the shop hustler, received a telephone call from a neighbor, asking for assistance, as there were burglars about. Mr. McQuilkin, equipped with two large guns and a flashlight, went in search of the intruders. After thoroughly

searching the neighbor's house the rescuer heard a voice just outside. Opening the door, with his guns at long-distance range, McQuilkin shouted, "Whose there." Who was there Robert?

Glenn Hinzeman, our well-known caller and engine repairer, has purchased a player piano, and lately, has been very busy practising. Glenn would like to get into an endurance contest with any one on the Erie, he bars no one.

J. A. Mills, Engine Inspector, and Harry Robinson, the little hostler, are very much interested in marbles. It must be that they have never seen any before.

### BUFFALO MACHINE SHOP.

Henry Kreitner, has again fully recovered from his injury which he sustained at the Buffalo Passenger Depot, recently, and is again in our midst working as hard as ever.

Mr. Joseph Sibley of the Galena Signal Oil Co., was a recent caller at this shop, checking up lubricants and schedules of oil.

Assistant Time-keeper W. L. Mustard, is making numerous week end trips to Lockport. Wonder what the attraction is. But, we understand that all of Lockport is dancing to the tune of "Too much Mustard."

Loco. Fireman R. S. Carey, has joined the ranks of benedicts. Thanks for the cigars Roy, we enjoyed them and smoked to your future success and happiness.

Engineer Oscar Saalfield, has also joined the ranks, it is rumored.

W. H. Claus, Storehouse man has been transferred to Buffalo Car Shop as a clerk in the office of Storekeeper Davis.

Wm. Duzen, Machinist at this shop for the past 40 years, recently celebrated the 50th Anniversary of his wedding. Mr. Duzen is still hale and hearty and we hope he may be able to celebrate many more anniversaries.

### SUSQUEHANNA SHOP.

A prominent shop employe, while on his way home from work a few evenings ago, was mistaken for a citizen of the road by a police officer and narrowly escaped arrest. Enough said.

Henry Sperl, Tool Room Foreman, was a recent visitor to Hornell Shop.

New Santa Fe Type engine No. 4000, "W. C. Hayes," arrived at Sus-

quehanna, March 8th in train No. 96 from Elmira, at which point it was delivered to the Erie R. R., from the Pennsylvania R. R. This engine was recently constructed at the Baldwin Locomotive Works and was enroute to Dunmore, where it will be fitted up for service on the Wyoming Division. Engine is Class "R-1," 2-10-2; 2 engine truck wheels, 10 driving wheels, and 2 trailer wheels. It is equipped with Baker Valve Gear, Superheater, Street Mechanical Stoker and other improvements. Engine is said to develop 87,000 tractive power, making it probably the most powerful simple engine in the world, and it develops a greater tractive power than many Mallet compound engines. Engine No. 4,000 weighs as follows:

Weight on Eng. Truck ..	21,800 lbs.
Weight on Drivers .....	279,500 lbs.
Weight on Trailers .....	41,200 lbs.

Total weight .....	342,500 lbs.
Weight of Tender .....	60,000 lbs.

Total Wgt. Eng. & Ten. .402,500 lbs.

Engine is equipped with solid back end main rod, instead of the usual strap construction. Length of engine, 77½ ft. from center line of engine truck wheel, to center line of rear tender wheel.

#### MARION SHOP NOTES.

Mr. H. Manigault, Night Round House Foreman, has been appointed Instructor of Apprentices at Meadville, Pa.

We join in wishing him success in his new position.

Mr. E. Joyce, Night Round House Foreman of Kent, has taken the position of Night Round House Foreman, vice Mr. Manigault, promoted.

Mr. Joyce is well-known here, as he was foreman at Galion Shop for several years.

Mr. John Wells, Leading Machinist, has been promoted to Round House Foreman at Briar Hill.

#### MEADVILLE SHOPS.

Meadville has entered the last lap of an Evangelical Campaign, under the leadership of Dr. William Biedewolf, the Evangelist. His methods are the same as those of Billy Sunday. Many have hit the Saw Dust Trail. Services were held in the Shops during the noon hour. Several quartets have been formed, notably one composed of Gen. Foreman Suth-

erby, Foreman, James Smith, J. F. Lockie and H. Mason. Much feeling has been brought out and it is hoped some good may result. The campaign closes on the 29th inst.

Mr. James, Mechanical Supt., spent several day in Meadville.

The new air compressor is giving entire satisfaction.

Michael Breen, Piece-work Checker, is still confined to his home through illness.

Bert. Lebanon is again on the job as Foreman of the Tank Shop. His trip to Florida has greatly benefitted him.

Mr. Manigault succeeds Mr. De-saussure, as Instructor of Apprentices.

#### MEADVILLE DIVISION.

Veteran Engineer Sam Cochran, has resumed duty, after being laid up several days with rheumatism.

Among those attending Air Brake School at Meadville, we note Condr. J. O'Donnell and Engineer Wm. Barry, from Corry, Pa.

Engineer Jim McKee, who has been incapacitated from duty for some months account illness, is reported as improving and hopes in time to resume work.

Engineer P. J. Eckert, who was laid up several weeks with blood poisoning, has resumed work.

Mr. F. W. Bligh, Train Master of the second district, who has been a sufferer from Typhoid Fever for past three months, is again able to resume his duties. We are all glad to see him back at his post again and hope he improves rapidly.

Mr. W. V. Stearns, a former Car Distributor, who was also Demurrage Agent on Meadville and Mahoning Divisions, died at his home, Jamestown, N. Y., recently, of acute indigestion.

Retired Engineer "Del" Burgess, who lives on his Country Place near Cambridge Springs, was renewing acquaintances at Meadville last week.

Traveling Auditor A. L. Greenleaf, who has completed six weeks work at Meadville has left for Huntington.

Claude S. Blystone, our Car Distributor, wears a happy smile on account of the arrival of a little son at his home.

Mr. Frank Krider, formerly employed as Head Accountant of M. of W. Department, Meadville Office, has accepted a position in M. of W. Department, Cleveland Office. This pro-

motion will be acceptable news to his many friends.

On March 15th, tramps cooking breakfast in the stored box cars, that were set off on the old line between Venango and Saegertown, set them on fire and seven of the cars were consumed before engines with fire quenching apparatus could be dispatched from Meadville.

The readers of the Erie R. R. Magazine, will no doubt be interested to learn that the building known as the old "York" or "Terry" house, later, the east end of Restaurant Building, which served as offices for the Division Freight Agent, Police, and Lineman, was so badly damaged by fire on January 29th, that it is necessary to dispense with the rear portion of the building. Its removal will add greatly to the improvement of our City; also to the beauty of Mead Park, in which the Erie R. R. Officials and Employes are greatly interested.

#### RIPPLES FROM RAVENNA.

This morning, also, Mr. E. P. Joyce, Night Foreman at Kent Round House, accompanied by his estimable wife, departed on No. 3 for Marion, in the line of preferment, to assume somewhat similar duties, but of wider scope. That he will measure up to the expectations of his advances, goes without saying, for railroad mechanics have been his avocation since boyhood. Some time ago he was regarded as a most available candidate for a position with the National Public Utilities Valuation Commission, in the motive power branch. But, railroad regulation, which too frequently is quasi to railroad persecution seems to look askance at a man who is practical and who knows, as a member of such commissions, and in this case, what would be the commission's gain would be the Erie's loss. Mr. Joyce's transfer puts Mr. J. W. McDonough in charge of Kent roundhouse, nights. This gentleman hails from Hornell, coming to Kent with a splendid record, which he has commendably maintained. This change also promotes Mr. Charles Wooster to the day foremanship, an advancement welcomed by the entire roundhouse force and highly appreciated by the running men and all Kent, for he was born and raised just across the Cuyahoga river, scarcely a stone's throw from the roundhouse, where he began his career as a "call boy," only 15 years ago, and his rise in this short period

to roundhouse foreman, speaks louder than volumes, of his abilities, application and fidelity.

Our flag was suspended at half-mast in March, out of respect and in token of sorrow for two Erie veterans in Kent, whom the death angel suddenly summoned from life's activities, to their eternal rest, where, "after life's fitful fever, they sleep well." One was Mr. John J. Correy, with a record with the Erie, of 40 years, mostly as hostler at Kent round house, who succumbed to paralysis, March 13, and was laid to his final rest by loving hands in Standing Rock cemetery on the west bank of the Cuyahoga river, just opposite Kent yards and roundhouse. The other was Mr. Frank E. Trask, with a record of 35 years in the train service, more recently on 13 and 14. He was the victim of an apoplectic stroke, which caused his sudden demise, March 10. Interment also in Standing Rock Cemetery, March 12. There the traffic sounds of the mighty Erie will murmur their requiem and keep their memory fresh until all who knew them join them. They were model employes, honored with the respect of all men and rendered happy by the deep affection of relatives and friends.

J. J. Shanley.

#### BUFFALO CAR SHOP.

Chas. Schuette, late Passenger Car Foreman, has severed his connection with the Good "Old Reliable" at Buffalo Car Shop. Although Mr. Schuette was here only for a period of six months he won a host of friends. During his administration he surely made things hum. We all sincerely wish him success, for he is well worthy of it. Messrs. Goldsmith, Duffin, Sr. and Jr., Polhemus, Hammersmith, Krause, Hammelman and, in fact, all Foremen, are chipping in to buy a Jitney Car in Kent.

A good thing, in the form of insurance, has been placed before Erie employes. This insurance has been in existence for 43 yrs., and is one of the finest things ever offered for the protection of Erie employes and their families, and those grasping the opportunity will never regret it. The expense for joining, as well as the monthly assessment, are so small that it is hardly noticeable. Remember the scriptural quotation that "In the Midst of Life We are in Death." This insurance will help some.

Otto Truhn is very busy these nights adding a veranda to his already

beautiful home on Northampton St. Quite an industrious young man—this Otto.

Just think, Allie Volk, Dolly Winterberg, Ed. Schallmo, Otto Deuchler, John Neil and the rest of the bunch, it is only sixty days more before you can parade the board walk at Crystal Beach and keep some of the promises you made last year to your affinities.

Rod Duffin, son of W. T. Duffin, Mill Foreman and brother of F. E. Duffin, Electrician Foreman, and Howard Duffin, paid us a visit to renew old acquaintances. Rod was at one time employed at this shop, but is now Secretary of a large Roofing Concern in St. Louis, Mo.

The bowling match mentioned in the foregoing, Piece-work Checkers versus Pipe-fitters, resulted as follows: Total score for Piece-work Checkers, 2931; Pipe-fitters total score, 2452, leaving a balance of 479. Pins in favor of the Piece-work Checker. High man for Piece-work Checker, Otto Truhn, with a score of 525. High man for Pipe-fitters, Geo. Schottin, with a score of 479. Next in line are the Painters and Piece-work Checkers, who will bowl in the near future.

Work has again started at the Erie Coal Dock, for the season of 1915, and expectations are that it will be a busy season.

J. Smith, Machinist, J. Curtis and Jas. Dresher took a trip to Rochester in their auto last Sunday. The roads were bad, but they arrived home safely the same day.

Walter Gaston has entered his baby in the contest for the best formed and perfect child, and he stands a good chance of winning the first prize.

H. Schaefer, has started his spring gardening on Hillside Ave.

J. McGrath, C. Schottin and H. Lenz, hiked to Hamburg and returned last Sunday, to see Elon Nott, but Elon was not home. Some weary boys when they arrived home.

Mr. R. Gunn, formerly Supt. of Buffalo Car Shop, is still on deck feeling well and is always glad to see any of his old friends.

Thomas Gibbons, Watchman, completed forty years consecutive service with the good "Old Reliable" on March 19th. Some term of service and he looks good for another forty years.

### BUFFALO ITEMS.

The talent at "B. X." gave a charming and entertaining Minstrel Show at Plendenis Hall on March 17th, for the benefit of the "B. X." Athletic Association.

The hall was beautifully decorated with shamrock-green banners and decorations tastefully interwoven with the Stars and Stripes, which had a pleasing effect. The delightful odor of American Roses, of which there was an abundance, permeated the air, and coupled with the surroundings, gave that real exhilarating spirit, that can only be manifested on an occasion such as this.

The crowded hall, where rank and file sat listening with glistening eyes and eager countenances, inspired the Local Stars, and it seemed as if some experience or incident were recalled from the depths of the fleeting epochs, as that large assemblage was swayed in unconstrained ecstasy.

The End Men, particularly Andy Godd and Al Binkert, would be envied by the old-time minstrels, Hugh Doherty, Frank Dumont, Victor Richards and Eddie Leonard. These gentlemen are certainly first-class performers and are entitled to a place among the professionals.

The line-up was as follows:

#### INTERLOCUTOR.

W. V. Kelly.

#### End Men.

Chas. Pockrandt—On the old B. & S. W. Line.

D. E. Haddick—Where the River Junction Flows.

T. J. Murphy—Alexander's Rag Time Band.

A. L. Codd—If it don't concern you; Let it alone.

John Quinlan—I am afraid to go home in the dark.

Albert Binkert—I like Moose Milk.

W. J. Daley—Chinatown.

C. F. Brookmier—Take me Back to Buffalo Lake.

#### Soloists.

James Brennan—My Wild Irish Rose.

Emil A. Kratzer—When I wore a Tulip and you wore a big Red Rose.

Geo. Mample—Sweet Rosey O'Grady.

D. J. Canty—The Good Old Erie.

John Sheean—And Old Fashioned Mother.

Leon Memn—We have much to be Thankful for.

John Hanrahan—My Daddy's Old Duddeen.

Hugh Welch—The Hat My Father Wore.

J. J. Reardon—Carolina and you.

John Ortner—I love you most of all.

### HORNELL SHOPS.

A relative of James and William Tappenden, Machinists, employed in this shop, was one of the crew of an English cruiser that was blown up a few weeks ago. After being for a time in a hospital he has been assigned to duty on the torpedo boat-destroyer, "Angler."

Machinist John Knapp, who has for many years operated one of the large wheel lathes, is shut in at his home on Ontario St., by a prolonged attack of rheumatism.

Our Machinist, Victor Jonas, is a native of the City of Limoille, near the eastern boundary of France. The name of this city has often appeared in the war dispatches.

We understand that another man has been induced to try Green Mountain salve, on the recommendation of Fred Green, the promotor of this medicine, as a remedy for fleas. The result was the same as in a former case, the dog died; the fleas, however, are still lively.

The work of razing the last two ice-houses of large group, has been resumed, after a suspension during the severe weather. The work of bringing these great structures to the ground has been immense. The question now is, what will next occupy the ground now being cleared of the third group of buildings, devoted to railroad purposes, within the memory of men now living. After the railroad acquired the land, it was first used as a wood yard, and was yearly filled with long ranks of 4-foot wood, piled 8 feet high. This wood was once or twice a year cut up by a portable sawing machine, that went from place to place, cutting up cord wood and rendering it more "digestible" for the old wood-burning locomotives, that awoke the echoes of the forests primeval before the days of bituminous coal, as fuel. A Mr. Gorman, brother of our "Jack" Gorman of Crosby Street, was prominently identified with the wood-sawing industry on the Erie in those days.

Much Spring cleaning is being done about the shops, and the unsightly accumulations of winter litter, has disappeared. The offices and the power house have all received much needed and well deserved attention from the painters. The bath room connected with the engineer's bunk room and rest room, has been put into fine shape, with baths, wash-basins, steam heater for lunches, hot and cold water, etc.

Sylvester Moyer, formerly a member of the office force and for many years an employe of the Erie, in various capacities, was a caller at the shops recently. Mr. Moyer left the service of the Erie about two years ago, and has since resided in Sagerstown, Pa., which was his early home.

The death of George Wildner of the roundhouse force, takes from railroad circles one of the employes whose service with the Erie began more than thirty years ago. He was the first to clean the parts of engines under repair by potash in these new shops, and the work was done in one of the engine pits in the back shops.

We hear that Bill McKinley has left the Erie service, to engage in cultivating the soil. If this is true, it proves that Mr McKinley is wise to see the way the tide is going and to take advantage of it.

It is interesting to watch the railroad managements firmly and quietly adopt prohibition, as a matter of business, while the country monkeys work it as a matter of politics.

### CINCINNATI DIVISION.

Superintendent R. E. Woodruff, has returned to Marion, after a week's business trip to New York.

E. H. Buhlman, chief clerk to the Assistant General Manager, was a caller at the Division Office, last month.

Frank Gerard, stenographer to Division Chief Clerk, has resumed his duties, after a vacation of several weeks in Chicago.

Vern Burden, stenographer to the Superintendent, has returned to duty, after being off account sickness for about a week.

The condition of F. P. Motsinger, Engineer, who is suffering with blood poisoning, is in a critical condition and his physicians fear that an amputation of his left leg may be necessary, in order to save his life.

A change has been made in the style of uniforms to be worn during the coming summer by passenger conductors of the Erie. The conductors will wear blue serge vests to match their coats, instead of wearing white duck vests, as previously arranged.

During February the Cincinnati Division established its best record for the average miles per day for car movement. The average for all cars, including shop cars, damaged cars and cars held for loading and unload-

ing during the month, was 26.89 miles per car per day.

At a recent reception, the engagement of Miss Florence Frank of Galion, to Carl Shaw, well-known clerk in the Erie Superintendent's Office, was announced. Wedding will take place at the home of the bride's parents, May 19th. Everybody remember the date! Shaw is counting the days.

"I'm not afraid to go home in the dark," was sung by passengers on passenger train No. 11 one night last month. This had to be the popular song, as the gas supply failed in one of the coaches between Galion and Marion and the car was in absolute darkness until the train reached Marion and was re-supplied.

A number of advancements have been made in the force of the Master Mechanic's Office at Marion. C. E. Crandall, the present chief clerk, will go to Meadville to hold the same position on that division. Mr. Crandall will be succeeded by Charles Artman, now time-keeper. Artman will be succeeded by Gilbert Beam. Miss Edna Gugler will take Beam's place and Miss Clara Poister will succeed Miss Gugler. L. D. Stouffer will take Miss Poister's position and the vacancy and position of Stouffer will be filled by T. Kellog.

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My method reduces weight **3 to 6 Pounds a Week**, turns ill health into robustness, sluggishness into activity, relieves that feeling of fullness and oppression and gives other benefits in a great number of cases of over-stoutness. No starvation, no tedious exercising, no absurd "drugless" lessons, nothing to ruin the stomach.

I am a **regular practicing physician** and a specialist in the successful reduction of superfluous fat.

Scientifically perfected method strengthens the heart, enabling easy breathing, quickly removes double chin, large stomach and fat hips. Write to-day for proof treatment, book of valuable advice and testimonials, **all sent free.** Address: **Dr. F. T. BROUGH,** 20 East 22d St., 47A, New York.



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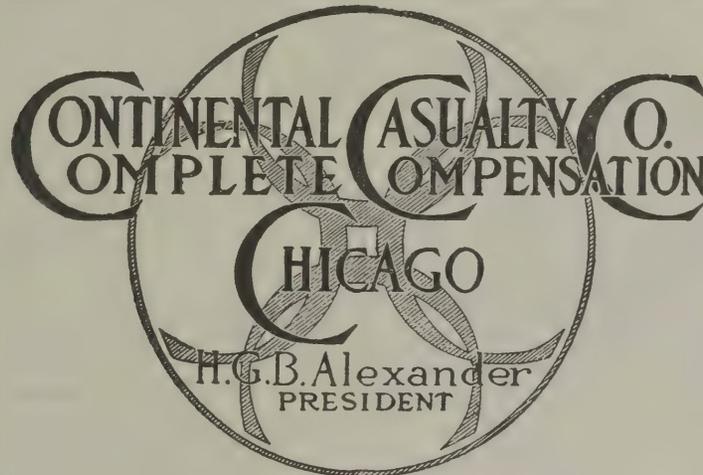
**OUR FIRST CENT.**

The first American cent was struck off and put in circulation in 1783. Previous to that date pattern pieces had been made, but they were experiments only and were never put in circulation. The so-called Washington cents, which existed previous to the date above given, were not issued by the government and were, therefore, only medals. The cent of 1793 was very similar to the large copper cents of later date, with the exception that the face of Liberty was turned to the right and the legend "One Cent" was inclosed in a chain of thirteen links.

# Tobacco Habit Easily Conquered

A New Yorker of wide experience, has written a book telling how the tobacco or snuff habit may be easily and completely banished in three days with delightful benefit. The author, Edward J. Woods, 897 A, Station E, New York City, will mail his book free on request.

The health improves wonderfully after the nicotine poison is out of the system. Calmness, tranquil sleep, clear eyes, normal appetite, good digestion, manly vigor, strong memory and a general gain in efficiency are among the many benefits reported. Get rid of that nervous feeling; no more need of pipe, cigar, cigarette, snuff or chewing tobacco to pacify morbid desire.



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**DOGS ON BATTLEFIELDS.**

While man goes forth to kill his fellow man in Europe, dogs, silent, unprotesting, guarded from flying bullets only by a symbol, search the battlefields for maimed and wounded men, taking them the promise of comfort and help.

These Red Cross dogs are especially trained for this service. The entrance requirements are high. The preference is usually given to sheep-dogs, those of good temper and brains. This does not necessarily mean that every German sheepdog will make a good ambulance dog. Shy or aggressive dogs are useless, as are also those which hunt game or lack character.

There are various ways in which these dogs hunt for the wounded and make their reports to headquarters. Some wear bells, and when a dog's bell ceases ringing the master follows its last direction and comes upon the dog keeping watch besides a wounded soldier. Other dogs have been trained to bark as soon as they find soldiers who need assistance. Another will take a man's cap and retrieve it to his master.

The Belgian Club of Ambulance Dogs has for some time past been making a special duty of these various methods of training by holding competitive contests. The trainers of these ambulance dogs are given free transportation to the place where the contests are held, and special prizes are offered. Only registered dogs are eligible for prizes.

Before war was declared it was planned that such a contest should be held in Holland. These dogs today, however, are using their intelligence to gain honors for their country, and are putting into actual practice the lessons taught them. They are in a measure helping to alleviate the human suffering raging throughout Europe.—Our Dumb Animals

**HANDED HIM A JOLT.**

Sapleigh—They say one should learn from the mistakes he had made and from the foolish things he had done.

Miss Keen—If you followed that advice, Mr. Sapleigh, you would be one of the brightest men on earth.—Boston Transcript.

When pterodactyls everywhere  
Pursued their ways extensive  
The meat was flying through the air  
And very inexpensive.

**SEVENTEEN YEAR LOCUSTS.**

The song of the cicada is the noisiest in the insect world. The seventeen-year cicada has been called the Rip Van Winkle of the insect world. From its tiny eggs there issues a creature with soft white body and mole-like front legs. It hurries to the ground and disappears beneath its surface sometimes to a depth of twenty feet. For seventeen years it digs its way around in absolute darkness and then comes to the surface to join in a marriage revelry of a few brief weeks. It is a full-fledged creature of the air, though encased still in grave clothes of parchment, but it soon splits these up the back, pulls itself out, dries its powerful wings and flies away with the whirr of an aeroplane to live but a few brief weeks.—National Geographical Society Bulletin.

**INDEPENDENCE.**

"Johnny," queried the teacher, "do you know the meaning of independence?"

"Yes, ma'am," answered the little fellow. "It's when you don't owe nobody nothin' an can look 'em in the eye and tell 'em to go to blazes."—Chicago News.



## 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.

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## 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.

**A**M 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. Theñe, Box 315, Gowanda, N. C.

**B**REEDER 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.

**A** COLUMBIA Rock Hen now holds world's record—286 eggs in 365 consecutive days. Unexcelled for beauty and utility; also Belgian Hares, Persian and Angora Cats, Guinea Pigs, all at reasonable prices. Write for circulars. C. R. Deardorff, Operator, North Judson, Ind.

**F**OR SALE—Would like to sell one pair of baseball shoes, one pair of boxing gloves, one pair of baseball shoe clamps, one baseball mask and one Brownie camera. All in A1 condition. Address J. F. Hutton, 81 Pavia Ave., Jersey City.

**F**OR SALE—One Cyphers 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.

**F**OR SALE—At Lake View, N. J., 6-room house, all improvements, on plot improved ground; price, \$2,100. At Clifton: 6-room house, all improvements; price, \$2,600. Both convenient to train and trolley. Can be bought on easy terms. J. H. Hilton, 1 Hillman St., Clifton, N. J.

**F**OR SALE—Silver Pencilled Plymouth Rock eggs for hatching. Chickens have all the good points of the barred rock and are very pretty. Eggs from fine healthy birds, January to May, \$2.00 per 15; May to July, \$1.50; July to January, \$1.00. W. D. Parker, 722 Oak St., New Castle, Pa.

**F**OR RENT—House, 60 Park Ave., Passaic Park. Nine rooms, bath, all conveniences. Block from Erie station and trolley car line; reasonable rent to desirable tenant. L. A. S., 960, 50 Church St., New York.

**E**GGs for Hatching—Single comb Black Minorcas. Write for booklet, "Big Ben's Simple Life of a Hen." B. J. Beeman, 2d trick Operator, Wavland, N. Y.

**F**OR 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.

**D**OG—Desire to purchase either French or Boston Bull Dog. French preferred. J. A. Buysse, 310 East 18th St., Paterson, N. J.

**S**END 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.

**F**OR 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.

**F**OR 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.

**F**OR SALE—S. C. White Leghorn eggs for hatching, Ferris and Tom Barron English strain, \$1.00 for 15 eggs. Address A. G. Miller, Box 202, Hamburg, N. Y.

**F**OR SALE—Models—2 scale model engines (not toys), marine and horizontal, in gun-metal and steel also a few model boiler fittings, locomotive and car wheels, all new and to perfect scale. Model engineer handbooks and publications. T. J. Bray, 144 Myrtle Avenue, Jersey City, N. J.

**F**OR SALE—Phonograph, disc style, with large brass horn in O. K. condition. Will sell very cheap. Good bargain. Address, Box 53, Pearl River, N. Y.

**E**GGs—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.

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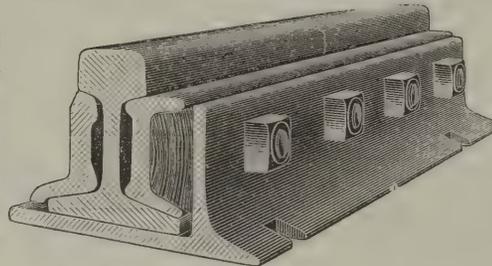
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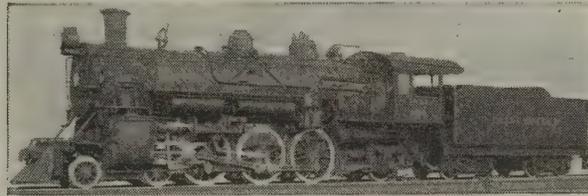
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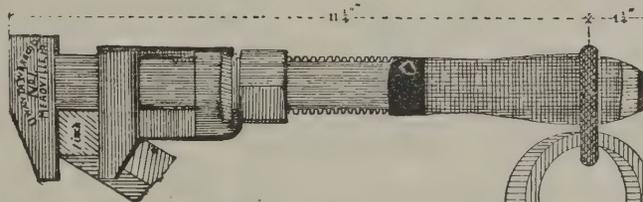
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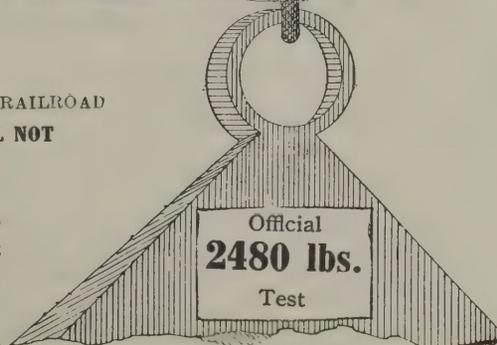


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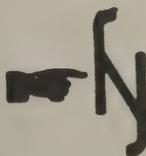
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x263	41½	33	11½	8	6	300	....
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