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EMPLOYEES MAGAZINE

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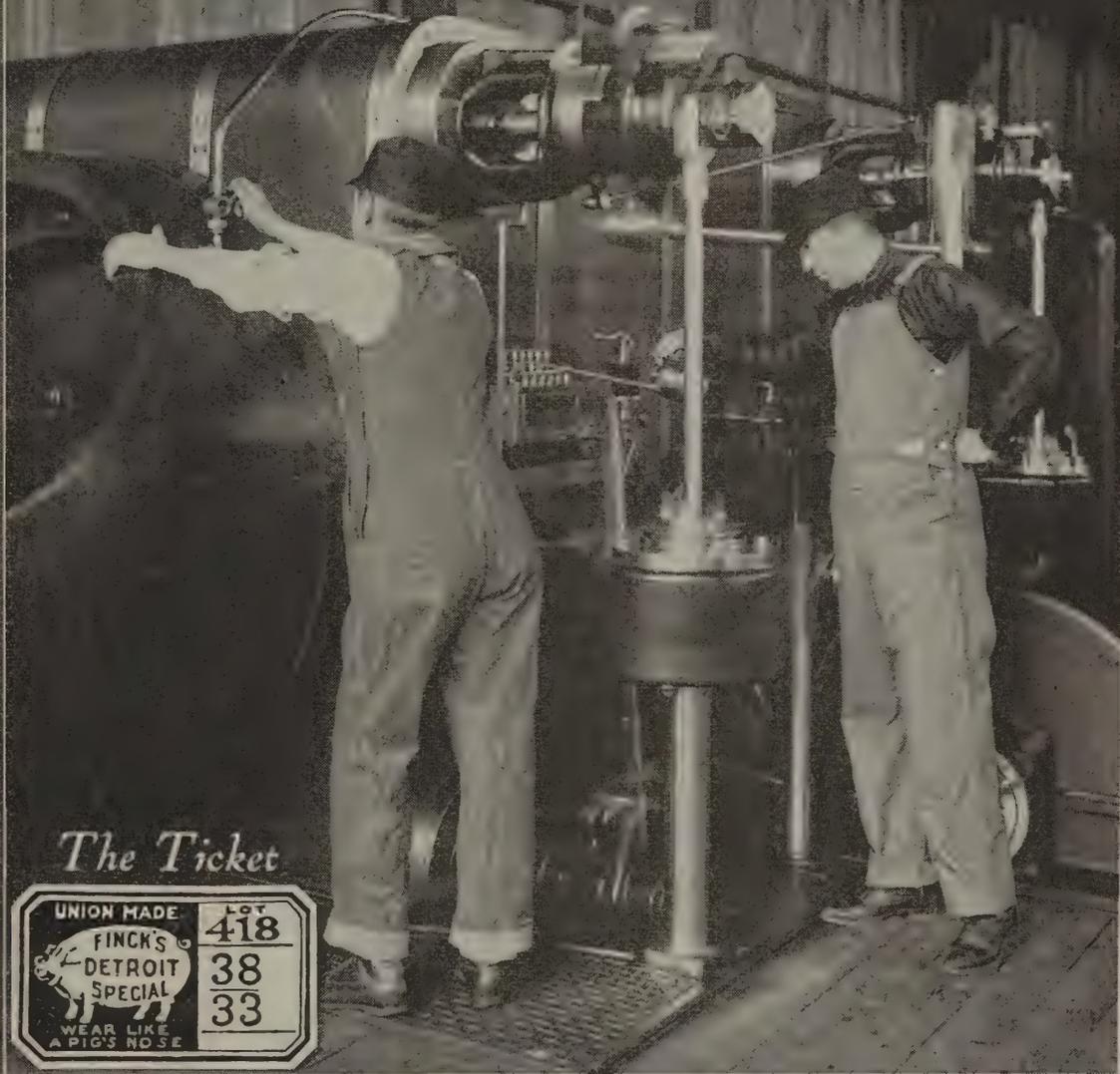
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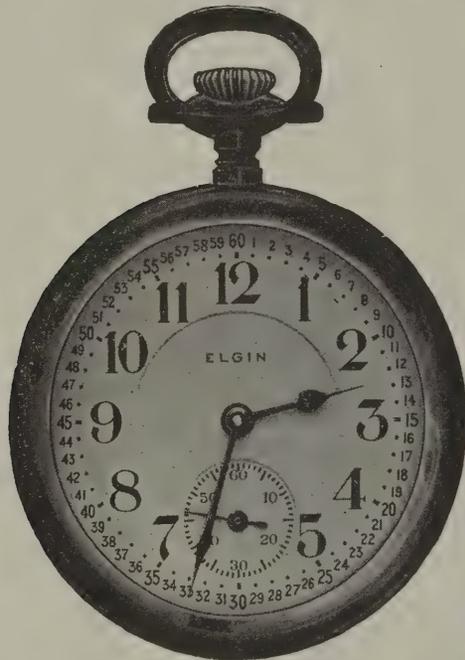
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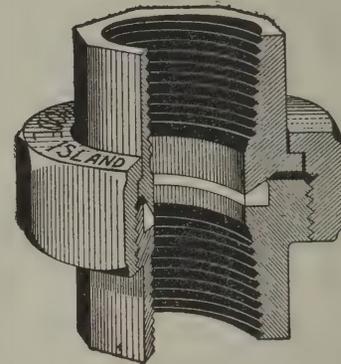
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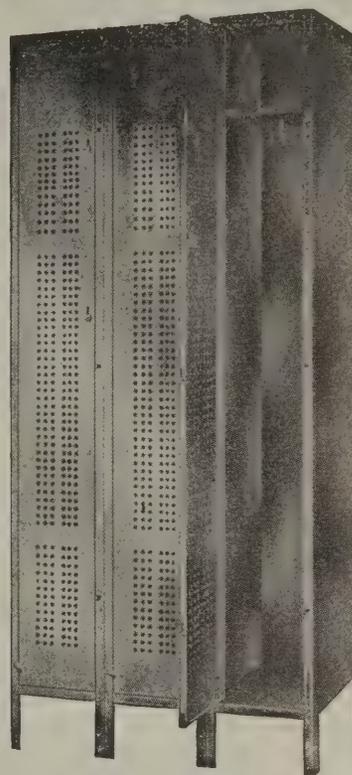
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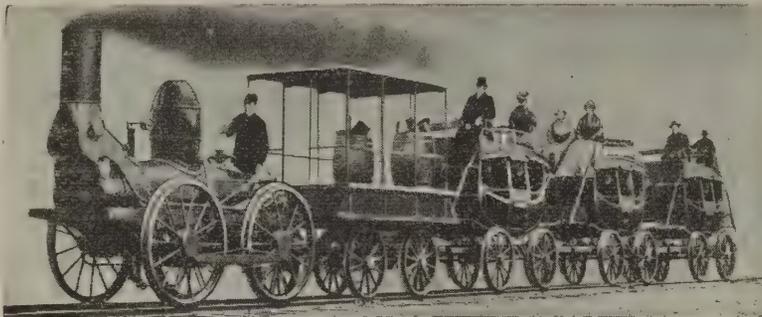
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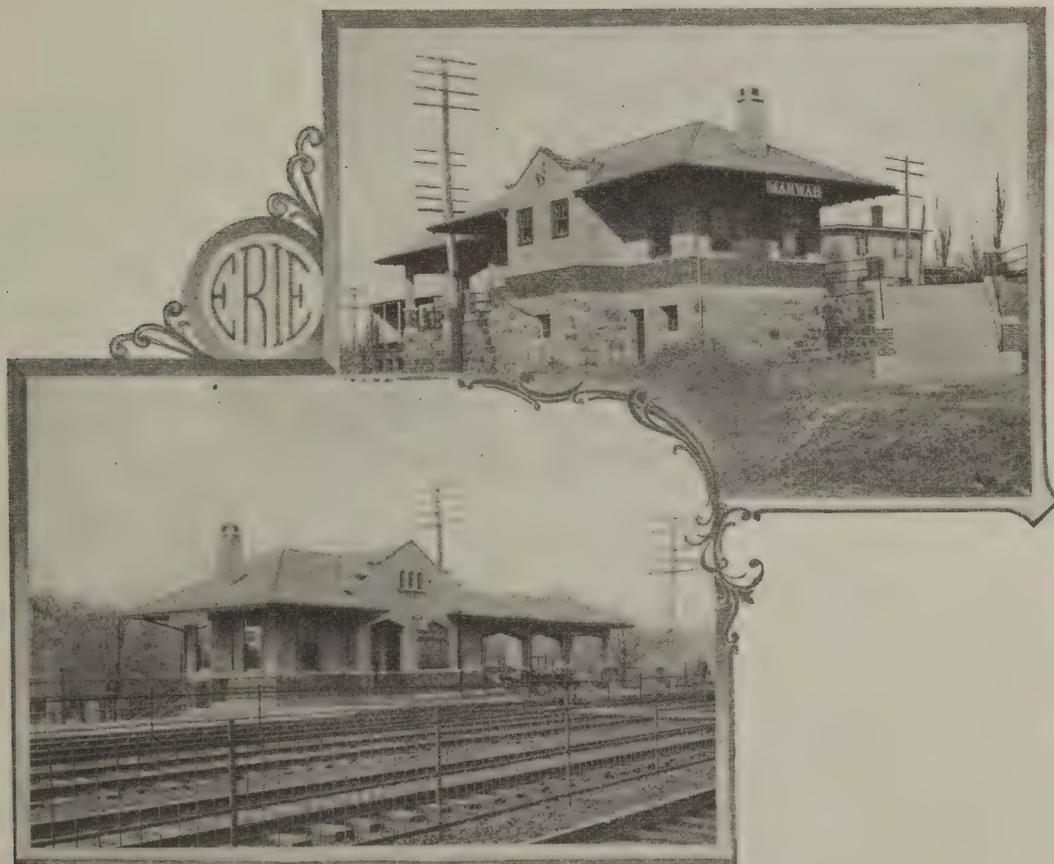
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VOL. II.

MAY, 1915.

No. 3.

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance



ERIE'S NEW STATION AT MAHWAH, N. J., NEW YORK DIVISION.

(See Page 136)

NEW STATION AT MAHWAH, N. J.

With all due regard for facts, it can be said that the Erie Railroad has erected at Mahwah, New Jersey, on the New York Division, Main Line, as fine and artistic a passenger station, as any railroad in this county can boast.

This light and airy, up-to-date structure, takes the place of a former one, that fire destroyed some time ago, and it is located a short distance east of the former station, commands a fine site and is convenient for all purposes; in fact, as one who had to do with its design, says, "It seems to fit right in place."

The plan is arranged with a general waiting room, two toilet rooms, a ticket office and a baggage room.

Protection from the weather is provided for by general overhangs and a canopy. The architectural style is modern mission, and special attention has been paid to color value. The base above platform is of tapestry brick in four shades of red, laid with wide, deep joints. The walls above are stucco, with a spatter-dash finish. The roof is of red asbestos shingles, with red terra-cotta hips and ridges.

Interior walls are plastered on wire lath and the doors and interior trim, are finished in dull brown.

Hot water heat and all modern station improvements, have been installed.

The plans and supervision of the work, were carried out by Erie employes, and could not be improved on.

THE RAILROAD AGENT AND THE PUBLIC.

By A. E. De Wilton, Erie Agent, Canisteo, N. Y.

SOME philosopher once said, "our attitude toward the world shapes its treatment of us, and the returns come as quietly and as swiftly as the still pool reflects the stars."

The public sees the railroad from the view-point of individualism. People do not see the gigantic corporation. They conceive only individual interest, personal experience, knowledge and action. Their attitude toward the transportation world is based on their individual experience with individual representatives of the Company. It is because of this fact, that I am firm in the belief that representative agents for the railroad company, can control the attitude of the public toward that company, solely and absolutely, by the treatment such representatives or agents accord the public, with whom they come in contact.

I do not wish to infer, even delicately, that we as agents, are not doing our duty, or our duty as we see it; but, there are occasions in all our lives, when duty becomes so relative a word, that its meaning is almost lost in explanation.

The neglect or inability of a minor transportation official, to give a certain corporation definite knowledge of the location of several cars, caused the diversion of hundreds of cars of that concern's freight. It took years on part of the railroad and much personal attention, to get this business back. In a social way I once met the

traffic manager of the concern interested, and as I knew, personally, all the parties involved, I asked him the real reason that occasioned such an action. He answered, "Young fellow, when you have had more experience in your line, you will be due to understand that we pay sufficient money for a certain service, and, while every allowance is made for accident and delay, we expect in return exact information; and above all, courteous treatment from the individual representatives of the line over which we are routing our business."

This incident happened a long time ago, but it illustrates the important part individual action plays in shaping the sentiment of the public.

The agent in the smaller town is, perhaps, more closely in touch with the public, than any other representative of a railroad; it is to him that the commercial interests turn for all transportation service, and it is his treatment, attitude and personal address, that decides the opinion held by his fellow townsmen, of the interests he represents.

Therefore, he should be always courteous, tactful and obliging. Tact and courtesy are business assets, too important to be treated lightly; their possession is an absolute necessity for the successful agent, dealing with varied temperaments.

The diplomatic handling of an irascible shipper, often makes a friend for the company.

I am aware that an agent has much to contend with; things go wrong, clerks make errors and many things occur daily to annoy him. The criticism of superiors in various departments, who may not understand local conditions, may be exasperating, but if he can meet all this in the true spirit of conscientious, social service, he has performed his duty and is rendering a service to his company.

The agent's very position makes him a natural traffic man. His acquaintanceship puts him in touch with a prospectus, which should be ever before him. He should have a full knowledge of the business interests of his town, the decisions of its local board, that he may keep in touch with suggested municipal improvements, such as paving, etc., with a view of securing the traffic which improvements of that nature represent.

The largest routing order I ever secured, was gotten in a rather original way.

I am telling about it, not ostentatiously, but because it may interest readers, and from their comments, I may receive instruction from those longer in the service, who have met with similar incidents.

Some time ago a twelve-mile state road was voted to be constructed and the contract was let. My local competitor had many advantages. One day the contractor was in my office waiting for a train, which, fortunately, was two hours late. I got him talking about himself—his business. He told me all about it, how it started, how it grew and how his interests became a controlling factor in it. Of course, we became more intimate and I seized this psychological moment and explained to him how urgently we needed his freight, told him all about the improvements the Erie was making out West, how these and other improvements then under way, would make the service more efficient, etc., and before he left he had signed routing orders for all the freight, to be shipped to that job, which amounted to several thousand dollars. I secured those routing orders in the face of strong opposition, by winning the business and moral confidence of that man.

I believe we could all get more business, if we got after it in the right way; and there are so many ways and so many things that an agent can do, to build up the revenue at his station. Of course, everyone that is alive at all, has enemies, more or less bitter.

There are "knockers" in every town, that won't like you personally, nor will they like the road you represent. It is your duty to smooth out these natural social missfits, if the end at all justifies the means; that is, if they are liable to be taken seriously by business interests, that could be instrumental in diverting traffic.

A tactful agent can do this. It really doesn't make so much difference just what an irascible patron calls you, or any other man, for that matter, if what he says is not true and you are conscientiously performing your duty.

The utter and absolute fallaciousness of hot temper, is no more prominently illustrated, than in the case of a quick tempered employe, who fancies, because he represents locally, a big railroad or express company, that his opinion is infallible and the weight of his mere decision overbalances all objections, just or unjust, as well as all complaints, chimerical or real, brought to his attention.

The man who always and under all conditions, maintains an even poise, who, no matter how exasperating the occasion, never allows the heat of anger to distort his features, is the man who gets business, by making a friend of the man with whom he happens to be doing business. We see men every day that we are forced to admire and respect, because of their poise of character, and that seems to be the chief reason for their success.

What I wish to convey here is, that this evenness of disposition, is the biggest business asset an employe can possess. It is particularly true in the passenger department, where employes are in close touch with the most exacting and eccentric element of railroad patrons. The old lady in front of a ticket window, unused to the ways of a traveling world, not understanding the rules of procedure, becomes easily embarrassed when she does not receive courteous treatment from a ticket clerk, and these cases are so frequent that they deserve attention.

The passenger service is the gilded end of a railroad, and proper respect for the personal feelings of others, should be obligatory on the part of every employe connected with that branch of the service.

The revenue in that department could be increased by personal attention. I know an agent who in his summer prospectus, lined up thirteen passengers for the California Exposition, and all will travel Erie to

Chicago, and he secured the long haul by personal attention, alone.

If you work for a man, in Heaven's name, work for him, speak well of him and stand by the institution he represents.

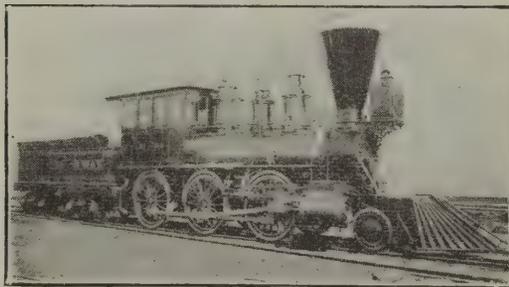
Remember, an ounce of loyalty is worth a pound of cleverness. If you must growl, condemn and eternally find fault, why, resign your position, and when you are on the outside, damn to your heart's content, but as long as you are a part of that institution, do not condemn it; if you do, the first high wind that comes along, will blow you away and, probably, you will never know why.

TWO OLD-TIME ERIE ENGINES.

The pictures accompanying this writeup, illustrate two types of engine in service on the Erie Railroad in 1864 and 1868.

It will be noticed they are very different from the various modern types of today, but in the years when they attracted attention, as splendid engines, it will be remembered that neither the cars, nor rails were as heavy as now, so they did all that was expected of them and acquitted themselves in a very commendable way.

The person from whom the photographs responsible for these pictures, were procured, announced that the "George G. Barnard," number 164,

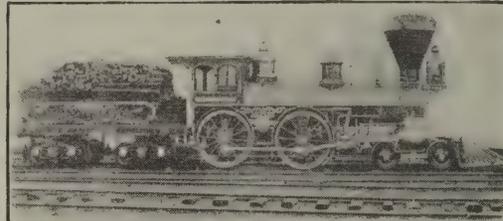


NUMBER 264, BUILT IN 1864.

was built by the Erie Railroad, September, 1868, and had cylinders 17x22, and driving wheels 66 inches in diameter. Engine 264 was built in 1864 by the Danforth & Cooke Works, Paterson, N. J. Both, of course, were wood burners.

An effort has been made through the Mechanical Department of the Erie Railroad, to obtain some data concerning these two ancient and honorable engines, but it was found impossible. The archives at the

Meadville Shops were diligently searched, but the records made no reference to either of them, and that being the case all hope was abandoned, Meadville being the place appealed to for such data, as it would be found there, if anywhere.



"GEORGE G. BARNARD," NO. 164.

At any rate the two old timers can be seen and studied by all interested, and it is pretty certain that neither of them will receive adverse criticism, both being very fine types and models of a half century ago.

A CLEVER BAGGAGE MASTER.

On Sunday, March 28th, a short time before train 5 was due at Meadville, Baggage Master Jas. Bragg had his attention called to an Italian running around to rear of Baggage Room and a native-born running after him calling out, "he has robbed me."

Mr. Bragg ran after the Italian, Bragg going up Chestnut St. and down River St. to rear of City Building, where he met the Italian coming from rear of City Building.

He grabbed him and was soon assisted by Mr. Fleming, Restaurant Keeper of the Erie. The Italian had \$40 in money and ticket, Meadville to Franklin, in his hand.

He was turned over to City Police and locked up, and the money given back to the owner, Mr. H. A. Mackelroy, living near Sugar Creek, Wayne Township, and from whom the Italian, whose name is Dominic Murdock, living on West St., Meadville, had snatched it, while Mackelroy was counting it in waiting room at Station.

Murdock was given a hearing before Squire Pytcher, and held for the Grand Jury without bail.

Superintendent Ferguson wrote a letter to Baggage Master Bragg, commending him for the manner in which he handled the case.

The world is full of people who are running forty horse power automobiles on five horse power salaries.

REALLY HONEST SENTIMENT.

A RAILROAD is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

A RAILROAD has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

A RAILROAD is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety.

LEGISLATION VS. PROSPERITY.

THE crying need of the hour, as applied to our common humanity, is Social Peace, Industrial Peace, Peace! Peace!; and not a continued warfare of restrictive influences, that have caused the stoppage of the wheels of industry, and thrown into the ranks of the unemployed thousands of men who, with their families, are suffering for the necessities of life. It is estimated, there are three hundred and fifty thousand men in New York City, out of work. Other large cities and communities are confronted with the monstrous anomaly of armies of unemployed, in our glorious land of plenty.

Will further burdens by restrictive and punitive legislation, or otherwise, reduce the Bread Line? Will it fill the dinner pail which has long been empty, and bring employment to the bread winner who has long been idle, and which conditions deprive him of his part in the domestic tranquility, of the general welfare, and the blessings of liberty, pledged every citizen under the organic laws of our nation?

Let us exert every effort to restore confidence and get business in all lines, started. When accomplished, those who have contributed to this humane and noble end, can point with pride and satisfaction to the benefaction they have bestowed on humanity. The exploitation through legislation, of interests inimical to our common weal, by those urging the passage of laws adverse to large interests, now stagnant, is not conducive to the general welfare, and peace and prosperity.

Work, not laws; plenty, not poverty; peace, not discord; co-operation, not strife; contentment, not dis-

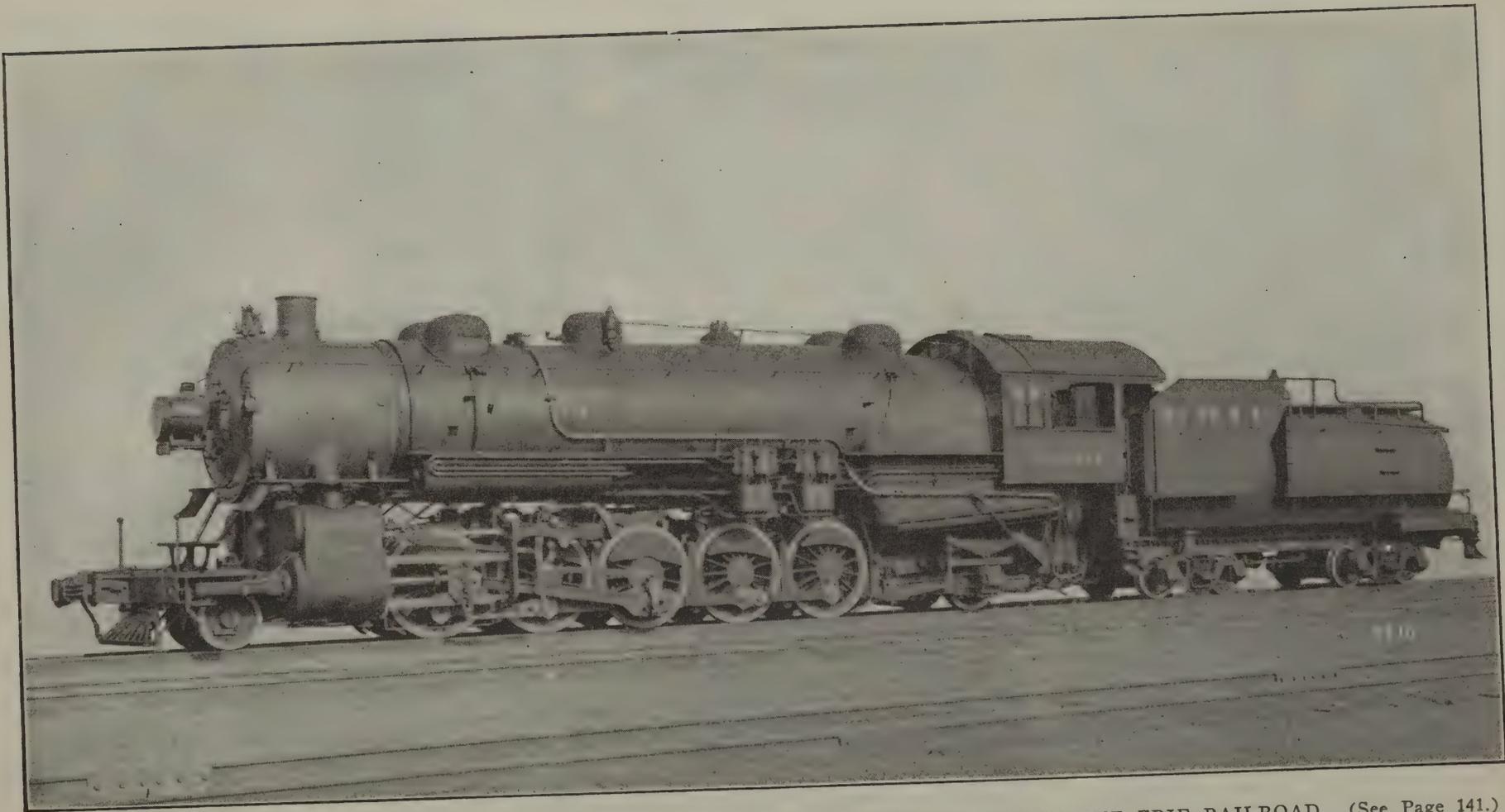
couragement, are the ends much desired by the common people. Constructive and helpful legislation should be welcome and fostered by every true and loyal American citizen, regardless of politics, creed or religion, neither of which should yield influence in the decision of a public, moral and common duty, to all the people.

The railroads, in particular, are at the point where their financial integrity is discredited, and their future prosperity menaced. As their management is entirely under legal regulation, they have to abide by whatever our legislators see fit to do for them.

ERIE INTEREST IN EMPLOYEES.

The Erie rest-room on Kenton Ave., Marion, Ohio, which has been operated for the past eighteen months for the benefit of the company employes, is to have a cut made in its rates. The place has a sleeping capacity for forty persons, with berths and other accommodations. Company employes have been given lodging for twenty-five cents a night and this rate has now been reduced to twenty cents. In the past the price of a bath at the place has been fifteen cents, which covers the cost of the soap and towel. Railroad men furnishing their own soap and towel can in the future take a bath without charge. The company has maintained the place for the benefit of the employes and it has been conducted without any aim for making money.—Marion "Star."

The man who is placed on a pedestal must take a certain amount of pride in his very loneliness.



THE "W. C. HAYES," HEAVIEST AND MOST POWERFUL NON-ARTICULATED ENGINE ON THE ERIE RAILROAD. (See Page 141.)

NEW ERIE FREIGHT LOCOMOTIVE, "W. C. HAYES."

A new freight locomotive of the 2-10-2 type, has recently been received from the Baldwin Locomotive Works and placed in service on the Wyoming Division. This locomotive is the heaviest and most powerful non-articulated locomotive on the Erie, and is among the largest locomotives of this type ever constructed. It has been named in honor of Mr. W. C. Hayes, Superintendent of Locomotive Operation, whose name appears on the sides of cab. Its number is 4,000.

The locomotive is equipped with a Street Stoker, Schmidt Superheater, Security brick arch, Baker valve gear, Ragonnet reverse gear, extended piston rods and Vanderbilt tender.

The weights and principal dimensions are given in the following table:

General Data.

Tractive effort, 82,980 lbs.; weight in working order, 407,700 lbs.; weight on drivers, 327,250 lbs.; weight on leading truck, 24,450 lbs.; weight on trailing truck, 56,000 lbs. weight on engine and tender in working order, 586,310 lbs.; wheel base, driving, 22 ft.; wheel base, total engine, 41 ft. 3 in.; wheel base, total engine and tender 77 ft. 4½ in.

Cylinders.

Diameter and stroke, 31 in. x 32 in.

Wheels.

Drivers, diameter, 63 in.; engine truck wheels, diameter, 34 in.; trailing truck wheels, diameter, 42 in.; driving journals, main, 13 in. x 22 in.; driving journals, others, 11 in. x 13 in.

Boiler.

Style, Conical; working pressure, 200 lbs.; diameter at first ring, 90 in.; firebox, length and width, 132¼ in. x 96 in.; tubes, number and diameter, 269—2¼ in.; flues, number and diameter, 48—5½ in.; length of tubes and flues, 24 ft.; heating surface, tubes and flues, 5,443 sq. ft.; heating surface, firebox, 258 sq. ft.; heating surface, combustion chamber, 63 sq. ft.; heating surface, arch tubes, 37 sq. ft.; total heating surface, 5,801 sq. ft.; superheating surface, 1,377 sq. ft.; total equivalent heating surface, 7,866 sq. ft.; grate area, 88.1 sq. ft.

Tender.

Style, Vanderbilt; wheels, number and diameter, 8—33 in.; journals, 6 in. x 11 in.; water capacity, 10,000 gals.; coal capacity, 16 tons; type of stoker, Street.

"DON'TS" FOR THE DINING CAR DEPARTMENT.

Don't fail to assume a pleasant attitude toward your guests. Make them feel at home.

Don't present a look of disapproval to a guest, who does not "tip." It won't get you anything, and you may find yourself in the Paddock of some other road looking for a position.

Don't engage in loud conversation while guests are in the Dining Room, as it does not sound well.

Don't use slang terms in giving orders to the kitchen, lest your guests hear you and think they are in a "Hash House."

Don't be important, but at the same time be dignified.

Don't exert your faculties trying to find out if the Boss is on the line. Have your work in good shape, so that if he does get on at the next station, you will be glad to see him, instead of climbing up on the Bell Cord.

Don't act provoked at a guest if he makes an unreasonable complaint. Make him think you are sorry, and try to get him in good humor before he leaves the car.

"Humble yourself in the eyes of your guests, and it will help to hold you up."

Don't pass by something you see undone, just because you think it is someone else's work. Do it. Harmony is imperative for our success, and President Underwood says: "LET'S ALL PULL TOGETHER."

Don't get the idea that you know it all. No matter how well you may be posted, there is always something for you to learn, and the sooner you find it out the better it will be for yourself, the Company, and your superiors in office.

Don't exercise economy where it will be at the expense of the service, or where it will belittle the department in the eyes of the public, whose attention is attracted to your acts. Such would be "FALSE ECONOMY."

Don't talk too much.

Don't make meal announcements like a huckster, but use a moderate, gentle tone.

Don't forget that all employes are salesmen, and a good salesmen sells goods.

HANDLING OF FREIGHT IN NEW YORK HARBOR.

(Long Dock Station.)

An Address Delivered at a Recent Meeting of New York Division Agents Association, Suffern, N. Y.

By B. C. Wedd, Agent, Jersey City Local and Long Dock.

THE name "Long Dock" originated as far back as 1850. It was a long, open pier, or dock. As other piers were built, or acquired, to take care of the business handled through Jersey City Terminal for harbor delivery, such piers became a part of the Long Dock Agency, so at the present time there are five covered docks at Jersey City; five covered and two open docks at Weehawken, all under the supervision of Long Dock Station.

"Lighterage Free" Freight.

In order that you may thoroughly understand how lighterage free freight is handled at the New York Terminal, I will go somewhat into detail:

Lighterage is the trans-shipment or handling of freight by means of lighters, barges or car floats, hence the term "Lighterage Free," implies that freight will be handled to or from the rail terminal within the free lighterage limits at the rate applicable to or from New York.

Lighterage and Terminal Regulations authorize the holding at Jersey City or Weehawken, in cars or on docks, for a specified period without additional charge, freight entitled to lighterage free delivery, and permits a consignee to order such freight to any regular station or accessible pier in the harbor, and also grants a shipper the privilege of forwarding from any pier or steamship dock, lighterage free freight.

A shipment consigned to John Smith, New York, "Lighterage Free," may be ordered by him, within the specified "free time," either to "The Brooklyn E. D. Terminal Station" Pier, foot 104th St., East River, New York, or a steamship docked at any Pier in the Harbor without additional cost.

"Lighterage Free Limits," are defined territory between which points freight may be received or delivered at the New York rates; an additional charge is assessed when shipments are ordered delivered beyond the lighterage free limits.

The "Lighterage Free" notation on a bill of lading, requires a R. R. Company to perform such service, even though a specific station is shown and

car reaches that point; for instance; a shipment consigned to Atlantic Terminal, Brooklyn, Ltge. Free, reaches that station, the consignee, for some reason, desires a public dock delivery in Brooklyn, the "Ltge. Free" notation obligates this company to return the shipment to Long Dock, J. C., for Lighterage delivery, and as the New York Dock Co. floats its own cars, it charges us for the return movement.

In accepting carload shipments of freight for New York Harbor stations, the very first and most important thing to obtain from the shipper, is the local address of the consignee and the specific station delivery required.

If the shipper is unable for any reason, to furnish you with this information and consigns carload freight to "New York" or "Brooklyn," card waybill and waybill the shipment to Long Dock, Jersey City. Under no circumstances should freight consigned lighterage free, be billed to any station in New York City or Brooklyn.

When a specific station is shown on a shipping order, the shipment should be billed to that station and not to Long Dock, and when so consigned, notation, "Lighterage Free," must not appear on the bill of lading.

If a bill of lading specifies a station delivery and the shipper insists on the lighterage free notation being shown, the only course to pursue is to card waybill, and waybill the car to Long Dock. However, it is not proper to issue bills of lading calling for a specific station delivery and, at the same time, show the lighterage free notation.

Bulk freight and articles of a heavy or bulky nature, as well as restricted articles, must not be billed to our pier stations, such as Duane Street, Pier 7, West Houston St., Pier 80, 131st St., and Wallabout, Brooklyn. These stations have no yard and such freight cannot be unloaded from cars on floats. Bulk freight and freight not entitled to lighterage delivery, should not be billed to Long Dock. Shippers of such commodities should be required to furnish you with specific station delivery.

If at any time you are in doubt and shipper is unable to furnish sufficient information, as to what station in New York Terminal he desires delivery, the safest course would be to card waybill, and waybill to Long Dock Station.

Less carload shipments should not be billed to Long Dock, except in cases where the shipper agrees to the minimum lighterage charge of \$6 per car, if for export delivery, or \$9 per car, if for domestic delivery.

In case shipper is unable or has failed to furnish street address of a "L. C. L." shipment, when for New York, waybill to Duane Street, and when for Brooklyn, waybill to Wallabout Station.

Shipments consigned c/o Long Island R. R. from L. I. R. R. stations in Brooklyn or for Long Island City, should be waybilled to Long Dock Station, and division of rates shown.

Long Island City is located within the free lighterage limits and a number of industries demand lighterage delivery, therefore, if L. I. R. R. delivery is not specified, shipment should be waybilled to Long Dock.

Carload freight for stations on the N. Y. C. & H. in New York City, should not be accepted for delivery via Long Dock. The N. Y. C. & H. will not accept carloads on which they do not receive a road haul.

Carload freight for line points on this road, are floated by us to the 68th St. Float-bridge. However, if shipment is routed via West Shore R. R., it should be billed to Weehawken Local, and West Shore R. R. shown on billing.

L. C. L. shipments for Yonkers, N. Y. and other N. Y. C. & H. local stations in vicinity of New York, should be waybilled to Duane St, or Weehawken Local, and for points on the West Shore Division to Weehawken, unless combination of rates via other junction points are cheaper. In no case should such shipments be billed to Long Dock.

Care should be taken in locating correct delivery stations in New York and Brooklyn, from alphabetical list of street addresses. There are many streets and avenues of the same name in both Boroughs.

Shipments of 10,000 lbs. or more, consigned to the Merchants Refg. Co., P. R. R. delivery and Eastern States Refg. Co., D. L. & W. R. R. delivery, should be card waybilled to Croxton and waybilled to Long Dock. This company absorbs the

switching charges to those two industries.

Less than 10,000 lbs., should be waybilled to Jersey City Local.

Cars arriving at Croxton, are classified and carded for the respective docks on which the various commodities are handled; for instance; hay is carded Dock 2; export freight, Docks 8 and 9; flour, Docks C. and D.; rough freight, Dock G. and H. (Open docks), etc.

As cars arrive at Jersey City or Weehawken, they are ordered switched to the docks, as required, or as space will permit, and unloaded, there to be held, for orders from consignees. When ordered for delivery, the freight is either reloaded to cars, if for station delivery, or to lighters or barges, if for harbor or steamship delivery. Many carloads of freight are handled direct from cars to boats, over the docks.

Heavy freight, such as stone, structural iron, iron pipe, and machinery, is unloaded on the ground at Weehawken by locomotive cranes, which move on the same or adjoining track and lift the freight out of the car to the ground. When such freight is ordered for delivery it is picked up by the locomotive crane and moved to the bulk head and deposited on the deck of a lighter. If the freight is stored some distance from the bulk head, it is reloaded on to cars and moved to the open docks and there handled by locomotive crane from the car to the boat.

Hay is handled in a similar way to other freight, except that the weight of each bale is taken and the actual weight of the shipment is determined by a test and tally, when unloaded. A licensed weigher weighs fifteen bales of large-size, or twenty of small-size, and the averages ascertained. Hay is only unloaded as room on Dock 2 Hay Shed will permit, and cars which have arrived and are held at Croxton, are brought to Jersey City in their turn of arrival at that point; for instance, if there are two hundred cars of hay at Croxton, a car shipped today from one of your stations, will not be moved to the Hay Shed until the two hundred cars ahead have been unloaded or otherwise disposed of, except the car is consigned and billed for Jersey City Local delivery.

When a hay embargo is on and Jersey City Local is not included, and the shipper desires to ship to Jersey City for local delivery, be very par-

ticular to see that the bill of lading reads Jersey City Local and that the notation "Lighterage Free," is not inserted.

All cars for lighterage delivery are moved only on written instructions from consignees, except freight moving on through export bills of lading consigned c/o Foreign Freight Agent, or consigned to Coastwise or inland points, c/o Coastwise Steamship Lines.

Our Lighterage Dep't., located in the Produce Exchange, New York, issues a form known as a lighter order, copies of which go to the Boat Dispatcher, Dock Foremen and Long Dock Office; the Boat Dispatcher assigns the boat and arranges to have it placed at the dock where the shipment is unloaded and notifies the Dock Foremen of the number of the boat for each specific lighter order. When the loading to the boat is completed, the Boat Dispatcher is notified by the Dock Foreman and a tug is assigned to tow the boat to its destination.

When boats (barges or lighters), are towed to the dock or piers in the harbor to which the freight is ordered, the Captain in charge notifies the consignee and freight is trucked, or unloaded on the pier from the boat.

Barges are covered boats of from three to five hundred tons capacity. They protect property from heat, cold and inclement weather.

Lighters are boats of from three to eight hundred tons capacity, with mast and boom for hoisting, operated by hand, winch or steam engine and are not covered. They are used principally for handling rough and heavy freight, if necessary property is protected from the weather by tarpaulins or canvas. The cargo is carried on deck or in the hold.

Steam lighters are somewhat similar to lighters, except they move by their own power, similar to a tug and their capacity is about two hundred tons. They are used for quick service.

Car floats are boats with tracks laid on the deck, on which cars are loaded, and hold from ten to twenty cars, according to length and number of tracks, either two or three. They are used for the interchange of traffic between connecting railroads and stations having trackage yards. Cars are loaded to and pulled from floats by locomotives, in conjunction with float bridges, which are pontoons having tracks, and rise and fall with the tides. The car floats are fastened to

float bridges by chains pulled taut with winches.

The Boat Dispatcher occupies the same relative position in the Lighterage Dept., as the train dispatcher on a division, the only difference being, one moves boats, the other trains. He plans the loads for each boat according to destination, computing a sufficient tonnage for each boat, to keep down the cost of operation and avoid movement for boats over the same route.

Boat runners assigned to a certain territory, follow each boat, to expedite the unloading and delivery and arrange for a westbound load, if any, is to be moved from that or nearby piers.

Boat demurrage charges are assessed, if boats are detained over forty-eight hours in loading or unloading.

On export freight and deliveries to steamships, consignee is required to furnish a permit from the steamship company, providing for delivery alongside of the steamer at a certain date. If delivery is delayed beyond the time specified on the permit, steamship company will refuse to receive the freight. This action on their part is known as a "shut out." It is necessary, therefore, to keep in constant touch with the location and movement of cars, so that they may be placed on the docks and handled to meet the permit date.

Freight for steamship delivery, is usually effected direct, by means of hoists, from barges or lighters, to the vessel.

Since the war began, orders have been given on such short notice, that very quick handling of cars have been made. We have received orders for as high as seventy-five carloads in the afternoon, for delivery to one steamship before noon the following day and the New York Terminal & Lighterage Dept. is very proud of its records in this respect. There has not been a shut out for months.

Westbound freight picked up by barges and lighters at the various docks and steamship sides in the harbor, is handled along the same lines.

The shipper advises the Lighterage Dept. to send a boat for one or more carloads of lighterage free freight. The boat captain or a checker receives and tallies the freight to the boat, signing for the property to the shipper or the steamship company, but does not sign the bill of lading.

The bill of lading and shipping

order, is brought with the freight to Jersey City or Weehawken docks and is there unloaded from the boat and checked to cars. The car number is inserted on the bill of lading and shipping order and signed by the Agent at Long Dock. Bill of lading is then mailed to the shipper. Often a bill of lading covers a large number of packages requiring a number of cars. It also frequently happens that several boats are required to handle the freight from a steamship pier to the Jersey City or Weehawken docks.

High class and perishable freight, is loaded to cars the same night and moves out in trains 87 or 77.

Coal is handled at Weehawken and Undercliff, on piers over what are known as coal trestles. The hoppers are opened and the coal falls through chutes leading direct to the coal boats.

Grain is handled through the elevator at Jersey City. During the past year nearly all grain has been unloaded, practically, from cars to ocean steamers, through so called elevator legs or pipes.

Live Stock for New York is unloaded into the Jersey City Stock Yards, and delivered by the Jersey City Stock Yards on cattle boats, constructed with pens, to the various consignees in the harbor.

ERIE FARM SPECIAL.

In co-operation with the New York State College of Agriculture at Cornell University, Ithaca, the Erie R. R. ran a special of three cars, including an exhibit car and a demonstration car, over its lines in Western New York.

The special started from Corning Tuesday morning, April 13, and made half-day stops at principal stations on the Rochester Division.

Many farmers visited the cars to discuss problems with the professors in charge. Some brought samples of soil, to be tested, and the professors showed the farmers how to make the litmus paper test and the muriatic acid test, to determine the presence of lime in the soil.

The Cohocton Valley, through which the Rochester Division runs, is famous for its potatoes. The farmers there have profited by the help given them through special trains, and extension schools, and some of them are now growing as high as 400 bushels of potatoes to the acre.

The Farm Special was then run into Buffalo, and on April 15th, 16th and 17th, stops were made at important places on the B. & S. W.

There was a large attendance at these stops and the farmers showed great interest in the work.

At Hamburg Farm, Bureau Agent Markham met the Special with his automobile and took some of the professors out to look over a few farms in that vicinity.

At Cherry Creek, several of the party went out to inspect some of the muck lands of the old Conewango Swamp, which are now under development. A large quantity of onions will be grown there this year.

Farm Bureau Agent Rogers of Chautauqua Co., met the party here and accompanied the Special through his county.

Other stops were made at Jamestown, Randolph and Little Valley. Everywhere, the farmers were glad to take advantage of the opportunity offered to secure the advice of the able professors on the special. The professors were: H. A. Hopper of the Department of Animal Husbandry; J. H. Barron, Specialist in Field Crops; W. W. Warsaw, Specialist in Soils and Drainage, and C. O. DuBois, of the State School of Agriculture at Alfred, N. Y.

Mr. W. A. Bonsteel, of the U. S. Dept. of Agriculture, joined the party at Jamestown

All expressed their appreciation of the effective way in which the Erie was co-operating, to enable the farmers to benefit by the study, research and experimental work of those in charge of the agricultural extension work, which is showing excellent results throughout the State.

GRYMES ENGINEERING CO.

The Grymes Engineering Company, whose plant is at Morris and Essex Streets, Jersey City, has become the successor of the Brown Dry Dock Company, and has taken over and is operating the business, formerly conducted by the Brown Company. Mr. A. J. Grymes, formerly Superintendent of the Erie's Marine Department, is President, with office in the Whitehall Building, New York City.

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.

THE ERIE ROLL OF HONOR

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

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| <p>Wm. Leroy, Brakeman,
New York Division.</p> <p>J. W. Grosse, Engineer
New York Division.</p> <p>A. Nardo, Track Foreman,
New York Division.</p> <p>M. S. Earl, Operator,
New York Division.</p> <p>A. W. Stevens, Operator,
New York Division.</p> <p>T. Deeneen, Yard Brakeman,
Susquehanna Division.</p> <p>D. A. Hoff, Station Agent,
Susquehanna Division.</p> <p>C. R. Jayne, Brakeman,
Susquehanna Division.</p> <p>M. A. Lynch, Engineer,
Susquehanna Division.</p> <p>G. W. Jones, Fireman,
Susquehanna Division.</p> <p>J. E. Wezloski, Operator,
Susquehanna Division.</p> <p>M. G. Becker, Conductor,
Susquehanna Division.</p> <p>H. K. Castle, Brakeman,
Susquehanna Division.</p> <p>R. E. Dyer, Station Agent,
Susquehanna Division.</p> <p>D. N. Wheeler, Brakeman,
Susquehanna Division.</p> <p>E. L. Reed, Engineer,
Susquehanna Division.</p> <p>J. H. Graves, Engineer,
Susquehanna Division.</p> <p>H. B. Garrett, Engineer,
Susquehanna Division.</p> <p>J. S. Connelly, Engineer,
Susquehanna Division.</p> <p>W. McIntyre, Conductor,
Susquehanna Division.</p> | <p>F. E. Hall, Operator,
Susquehanna Division.</p> <p>D. E. Downey, Operator,
Susquehanna Division.</p> <p>John Benz, Conductor,
Buffalo Division.</p> <p>J. Heimer, Car Repairer,
Buffalo Division.</p> <p>C. V. Riordan, Clerk,
Buffalo Division.</p> <p>G. V. Leary, Clerk,
Buffalo Division.</p> <p>L. L. Morgan, Clerk,
Buffalo Division.</p> <p>N. J. Knoetgen, Operator,
Wyoming Division.</p> <p>L. I. Rafferty, Operator,
Wyoming Division.</p> <p>S. S. Mitchell, Trackman,
Wyoming Division.</p> <p>J. C. Jackson, Station Agent,
Meadville Division.</p> <p>Charles Barfour, Citizen,
Amasa, Pa.</p> <p>H. E. Yochum, Conductor,
Meadville Division.</p> <p>L. C. Newell, Operator,
Cincinnati Division.</p> <p>J. G. Lee, Operator,
Cincinnati Division.</p> <p>J. Saenger, Car Inspector,
Cincinnati Division.</p> <p>Peter Basso, Grossing Watchman,
Cincinnati Division.</p> <p>J. W. Errett, Conductor,
Cincinnati Division.</p> <p>J. B. Whetro, Conductor,
Cincinnati Division.</p> <p>F. E. Smythe, Engineer,
Cincinnati Division.</p> |
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W. G. Ernst, Conductor,
Cincinnati Division.

A. W. Lanius, Conductor,
Cincinnati Division.

J. Graham, Conductor,
Cincinnati Division.

G. E. Teems, Station Agent,
Chicago & Erie Division.

H. A. Teems, Operator,
Chicago & Erie Division.

W. Armstrong, Operator,
Mahoning Division.

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

Frank Barton, Fireman,
N. Y., S. & W. Division.

Ed. Titsworth, Engineer,
N. Y., S. & W. Division.

C. P. Staples, Engineer,
N. Y., S. & W. Division.

J. A. Pulis, Engineer,
N. Y., S. & W. Division.

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

Peter Strunk, Brakeman,
N. Y., S. & W. Division.

J. J. Noll, Engineer,
N. Y., S. & W. Division.

J. D. Hulse, Conductor,
N. Y., S. & W. Division.

William Murray, Brakeman,
N. Y., S. & W. Division.

W. S. Meixell, Brakeman,
N. Y., S. & W. Division.

Wm. Leroy, Brakeman, New York Division, recently discovered a broken rail on westbound connection at Passaic Junction, N. J., while acting as Flagman on Extra 3059, and took prompt measures to report same in time to prevent an accident.

J. W. Grosse, Engineer, New York Division, discovered fallen brakebeam dragging under car in Train 2nd 78, while it was passing Extra 898 at Waldwick, N. J., recently, and called attention of Conductor of Train 2nd 78, permitting of train being stopped and defective part removed, before further damage occurred.

A. Nardo, Track Foreman, New York Division, discovered brake beam down under car in Train Extra 3057, west, passing West Tuxedo, and reported same, so that train could be stopped at Southfields and broken parts removed, before they caused trouble.

M. S. Earl, Operator, Ridgewood Junction, New York Division, discovered brakebeam down under car in Train 2nd 78, while passing Ridgewood Junction, recently, and reported same, so that train could be stopped and examined before serious trouble resulted.

A. W. Stevens, Operator, Southfields, New York Division, discovered a fallen brakebeam under car 111967, in Train 83, while passing Southfields, recently, and reported same, so that train could be stopped at Newburgh Junction and broken parts removed, before they caused trouble.

Thomas Deeneen, Yard Brakeman,

Corning, N. Y., Susquehanna Division, discovered broken wheel under Erie car 25515 in Train 74, passing Corning on a recent date, and promptly reported same to Dispatcher, who had train stopped at "R. X." Tower, where car was cut out and returned to Corning by switch engine.

D. A. Hoff, Station Agent, discovered brakerod dragging under car C., R. I. & P. 48846 in Train 188, passing Cameron Mills, recently, and reported same to Dispatcher, who had train stopped at "U. D." Tower and brakerod removed from car.

C. R. Jayne, Brakeman, Susquehanna Division, while looking over Train 77 in Susquehanna Yard, discovered there was no seal on the north side of L. V. car 68743, and upon opening door found a man inside. He closed and fastened door and notified yard office, which got in touch with Station Patrolman, who went to car and arrested the intruder. He was taken before a Justice, who believed his story, that he entered car to gain protection from the cold and not to commit robbery, and as contents of car were intact, he was discharged.

M. A. Lynch, Engineer, Susquehanna Division, rendered the following efficient service on a recent date. Whistle on engine 517, hauling Train 449, stuck open after whistle was blown approaching Nanticoke Bridge, and both he and his fireman, G. W. Jones, made a great effort to get valve closed, but were unsuccessful. However, train was kept moving, and at

Smithboro, with the aid of conductor, found a piece of bell rope, which was used, together with some bagging, to smother whistle, and proceeded with train to Hornell, thus avoiding an engine failure.

M. G. Becker, Conductor, Susquehanna Division, received recognition, in connection with the occurrence as noted above, where whistle on engine 518, M. A. Lynch, Engineer, stuck open, as train approached Nanticoke.

J. E. Wezloski, Operator at Cameron, Susquehanna Division, discovered fire flying from Train 8, passing Cameron, recently, and promptly reported same to Dispatcher, who had train stopped at "U. O." Crossover, where brakes were found sticking on express car 324, and brakes were cut out on this car at that point.

H. K. Castle, Brakemann, Susquehanna Division, discovered and reported from Waverly, piece of wheel rim about 10 inches long and 3 inches thick on crossover at Waverly, recently, while running on Train Extra 1664, east, which developed that rim was broken from Erie car 104110, which arrived at Hornell in Extra 2068, same date.

R. E. Dyer, Station Agent at Kirkwood, N. Y., Susquehanna Division, discovered brakeroad dragging under Erie car 192784, in Train Extra 1662, east, passing Kirkwood, recently, and promptly reported same to Dispatcher, who had agent at Great Bend flag train west of Great Bend Crossover, where it was stopped and brakeroad removed.

D. N. Wheeler, Brakeman, Susquehanna Division, discovered brakes sticking on express car 324 in Train 8, passing his train, 2nd 75 at Cameron on a recent date, and promptly reported same to Operator at Cameron, who had train stopped at "U. O." Crossover, where brakes were cut out on this car.

E. L. Reed, Engineer, Susquehanna Division, made 26478 miles in fast freight service, from June 25, 1914, to March 23, 1915; J. H. Graves, 23,094 miles in freight service from April 4, 1914, to March 23, 1915; H. B. Garrett, 23,523 miles in freight service, from May 10, 1914, to March 23, 1915; J. S. Connelly, 26,460 miles in fast freight service, from June 14, 1914, to March 23, 1915, all without engine failures.

W. McIntyre, Conductor, Susquehanna Division, discovered bad joint in rail on eastbound track, about 10 telegraph poles west of Signal 316, while with Train Extra 2066, east, recently, and promptly reported same to

Dispatcher, who had trackmen make repairs to joint.

F. E. Hall, Operator, Canisteo, Susquehanna Division, discovered brakebeam dragging under Erie car 110856 in Train 74, passing Canisteo on a recent date and promptly notified train crew, who had train stopped and brakebeam removed.

D. E. Downey, Operator, Endicott, N. Y., Susquehanna Division, discovered brakeroad down under A. R. L. car 12054 in Train 2nd 80, recently, while passing Endicott, and promptly reported same to Dispatcher, who had train stopped at "J. B.", Binghamton, where brakeroad was removed.

Conductor John Benz, J. Heimer, Car Repairer, and Clerks, C. V. Rioridan, G. V. Leary and L. L. Morgan, Buffalo Division, took prompt action on a recent date, when they assisted in extinguishing fire on freight house roof, Black Rock, for which they are accorded recognition.

J. C. Jackson, Station Agent, Meadville Division, discovered plank extending from side of coal car in Train Extra 3068, passing Geneva on a recent date and caused train to be stopped at French Creek Tower, where plank was removed, thereby preventing what might have resulted in a bad accident, had train passed over Buchanan Bridge.

Charles Barfour, a citizen of Amasa, Pa., while walking along the Erie track near Mile Post 123, recently, discovered a broken rail and notified Section Foreman Groover on phone; also spiked a pair of splices, where rail was broken. Supt. Ferguson of the Meadville Division, wrote Mr. Barfour a letter of thanks.

H. E. Yochum, Conductor, Meadville Division, while looking his train over recently, discovered a part of the wheel tread broken under S. F. R. D. Car 9388. Car was switched at Kennedy.

N. J. Knoetgen, Operator, Rock Junction, Wyoming Division, discovered broken rail at that point, recently, and made prompt report of same.

L. I. Rafferty, Operator, Wyoming Division, discovered a broken rail east of Virginia, west bound track, and made prompt report of same.

S. S. Mitchell, Trackman, Wyoming Division, discovered 10 inches of flange broken off wheel on head truck under tank of engine 1503 at Saco, recently, and made prompt report of same.

L. C. Newell, Operator, Creston, O., Cincinnati Division, discovered brake-

beam down under engine 552, Train 32, recently, and took proper action in having same made safe.

J. G. Lee, Operator, "A." Tower, Galion, O., Cincinnati Division, discovered bottom part of bolster dragging under D. & H. car 14883, and took proper action to protect situation.

Joseph Saenger, Car Inspector, Sterling, O., Cincinnati Division, discovered bent arch bar on car in Train Extra 3149, passing Sterling, resulting in train being stopped and car set out, before an accident resulted.

Peter Basso, Crossing Watchman, Wadsworth, O., Cincinnati Division, discovered brakebeam down under car in Train Extra 3110, east, resulting in train being stopped before an accident occurred.

J. W. Errett, Conductor, Cincinnati Division, discovered brakebeam dragging under car C., M. & St. P. 503394 in Train Extra 3110, and took proper measures to have situation protected.

J. B. Whetro, Conductor, Cincinnati Division, and Engineer F. E. Smythe, repaired grates of engine 552, Train 15, recently by blocking up with old iron, when they fell, thereby preventing long delay.

W. G. Ernest, Conductor, Cincinnati Division, operated his crew during the entire month of March, without overtime.

A. W. Lanus, Conductor, Cincinnati Division, operated his crew during the entire month of March, without overtime.

J. Graham, Conductor, Cincinnati Division, operated his crew during the entire month of March, without overtime.

G. E. Teems, H. A. Teems, Agent and Operator, respectively, at Ora, Chicago & Erie Division, noticed something down in front of engine, when train 31 was passing station, recently. They stopped train, when it was found that a large rod was broken, which allowed the snow flanger to fall and drag on track.

BIRDS THAT FIGHT EAGLES.

In Foula, one of the Shetland Islands, the natives make a business of rearing skau gulls in order to rid the Island of the eagles that congregate there and commit many depredations. The magnificent red sandstone cliffs that skirt the northwestern coast became a favorite haunt of the eagles, and in this inaccessible spot they increased so rapidly that they became a

They took proper measures to protect situation.

John Witty and Fireman Frank Barton, N. Y., S. & W. Division, with Train 936, recently, made quick temporary repairs, when engine 28 was delayed, account of right link pin breaking, with result, that train was brought to Jersey City on time.

Engineer J. Pulis, N. Y., S. & W. Division, made 30,278 miles in Passenger service, from February 1, 1914, to February 28, 1915; C. F. Staples, made 22,618 miles in freight service, from February 1, 1914, to February 28, 1915; Ed. Titsworth made 22,212 miles in freight service, from April 1, 1914, to February 28, 1915; J. J. Noll, made 20,328 miles in yard service, from April 1, 1914, to February 28, 1915; John Shea made 21,157 miles in yard service, from April 1, 1914, to February 28, 1915, all without engine failures, for which they were responsible.

J. D. Hulse, Conductor, N. Y., S. & W. Division, discovered brake-rigging down under Erie car 42374 in Train Extra 113, recently, while at Bogota, N. J., and promptly stopped train and repaired defect. Peter Strunk, Brakeman, Train Extra 113, gets recognition in connection with same occurrence.

William Murray, Brakeman, N. Y., S. & W. Division, while acting in the capacity of Switch Tender, on a recent date, at the N. J. & N. Y. Bridge, Hackensack, discovered brakebeam down under Erie car 49617 in Train Extra 2029. Train was stopped and defective beam removed.

Walter S. Meixall, Brakeman at Shops, Pa., discovered broken flange on Erie car 51411 in Train Extra 63, recently, and reported defect, which was remedied.

W. Armstrong, Operator, "V. O." Tower, Youngstown, O., Mahoning Division, noticed something wrong with car in train passing, account of fire flying. He notified Dispatcher and train was stopped at Niles, when it was found to be a brakebeam, which defect was remedied.

terror to the farmers and fishermen who dwell on this isolated spot. The skau gulls are also strong and fierce and the inveterate foes of the eagle. In battle the gulls are nearly always victorious, and so the inhabitants of Foula hit upon the novel plan of feeding and caring for the skau gulls, which, though formidable to their feathered enemies, are very peaceful and docile when brought in contact with mankind.

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

(Continued From April).

BELOW will be found the number of corrections made on billed weights at each station during March, 1915. It is noted that some of the Divisions are forging ahead, and it is hoped that each Agent will endeavor to improve his showing, to the fullest possible extent, as our Weighing Bureau people

are ambitious to have the monthly gain in revenue reach the \$10,000 mark. It is realized that it is becoming more difficult to make a showing in the matter of corrections, for the reason, that the co-operation extended by the Agents during the past year or two, has resulted in a much higher percentage of correct billing.

Station Correcting.	Number of corrections made	Gain	
		Weight	Revenue
New York Terminal.			
Duane Street	17	16,519	\$ 729.88
Long Dock	325	346,603	930.33
N. Y. City, 28th St.	1	1,500	1.26
Weehawken	1	58,300	100.82
Total	344	422,922	\$1,762.29
New York Division.			
Arden	1	4,700	\$ 7.05
Dundee	6	14,500	39.82
East Orange	2	67,440	195.95
Fairview	1	63	1.44
Garfield	1	435	1.03
Goshen	1	280	2.10
Hackensack	1	1,873	1.57
Harriman	1	160	.47
Hillburn	1	400	.76
Maybrook	19	19,399	40.63
Middletown	10	117,060	85.27
Monroe	1	120	.15
Montclair	1	740	1.85
Newark	10	11,729	30.19
Newburgh	1	11,560	9.83
North Newark	1	61	.15
Passaic	11	14,134	38.23
Paterson	14	18,971	19.15
Pearl River	1	4,660	5.11
Port Jervis	4	10,285	22.16
Ridgewood	1	2,400	4.04
Rutherford	1	340	.11
Spring Valley	1	1,100	1.74
Suffern	2	2,400	4.04
Washingtonville	1	200	.25
West Mahwah	1	34,340	37.10
Total	95	339,350	\$ 550.19
Delaware & Jefferson Divisions.			
Deposit	1	.....	\$ 3.75
Forest City	3	2,489	4.60
Hancock	1	4,000	1.88
Lackawaxen	1	.....	22.80
Total	6	6,489	\$ 33.03

Station Correcting.	Number of corrections made	Weight	Gain	Revenue
Wyoming Division.				
Dunmore	4	19,527		\$ 27.17
Gravity	1	4,000		5.52
Honesdale	1	720		1.60
Pittston	2	589		.83
Total	8	24,836		\$ 35.12
Susquehanna & Tioga Divisions.				
Addison	6	4,320		\$ 6.22
Binghamton	4	725		5.27
Blossburg	1	27,000		7.84
Elmira	33	52,920		108.17
Endicott	2	7,975		22.08
Hornell	10	19,555		16.77
Horseheads	1	200		.99
Hoytsville	1	1,000		.27
Lestershire	6	63,760		95.07
Mansfield	1	100		.37
Owego	3	1,790		3.29
Painted Post	1	1,500		3.94
Union	1	100		1.05
Total	70	180,945		\$ 271.33
Rochester Division.				
Batavia	2	22,407		\$ 7.30
Bath	3	553		1.02
Cohocton	2	10,860		10.89
Geneseo	1	800		1.26
Lakeville	1	7,000		5.18
Mt. Morris	1	.....		12.60
Rochster	1	9,023		18.00
Total	11	50,643		\$ 56.25
Buffalo Division.				
Attica	2	1,535		\$ 5.54
Black Rock	7	104,750		64.16
Buffalo	15	22,666		46.55
Buffalo Lake	1	263		.21
East Buffalo	9	32,697		69.05
Criswolds	1	10,000		18.49
Lancaster	2	5,645		7.19
Niagara Falls	4	44,000		73.82
Marilla	1	1,000		.74
Rock Glen	2	10,300		4.90
Silver Springs	1	315		.46
Suspension Bridge	1	2,600		13.86
Warsaw	2	73,425		45.99
Total	48	309,196		\$ 350.96
Allegheny & Bradford Divisions.				
Belmont	1	100		\$.19
Bradford	7	18,112		23.21
Dunkirk	1	180		.53
Friendship	5	57,620		8.77
Forestville	1	31,000		.89
Lewis Run	3	9,380		1.97
Olean	16	37,269		54.53
Salamanca	17	74,637		92.30
Total	51	228,298		\$ 182.39

Meadville Division.

Station Correcting.	Number of corrections made	Weight	Gain— Revenue
Cambridge Springs	2	785	\$ 1.24
Cochranon	1	120	10
Corry	4	1,486	.89
Franklin	2	9,440	6.19
Greenville	31	144,200	62.04
Jamestown	14	24,660	31.66
Leavittsburg	4	94,700	104.05
Meadville	7	41,600	68.09
Randolph	2	7,720	7.47
Ravenna	1	300	.18
Saegertown	1	500	.45
Warren, M. L.	2	15,000	4.36
Watts Flats	1	3,100	2.76
Total	72	343,611	\$ 289.48

Mahoning Division.

Cleveland	14	63,555	\$ 110.38
Farrell	1	3,600	1.02
Garrettsville	1	2,000	.74
Newburg	3	26,965	21.76
Niles	1	125	.12
North Randall	6	120,700	40.66
Sharon	1	50,100	17.48
Warren, M. D.	1	1,000	1.69
Youngstown	44	470,610	283.25
Total	72	738,655	\$ 477.10

Cincinnati Division.

Akron	11	177,405	\$ 129.89
Barberton	6	5,344	12.60
Dayton	2	1,157	1.76
Cincinnati	1	4,480	2.51
Maplewood	1	775	.41
Marion	49	95,550	112.25
North Lewisburg	2	1,570	2.24
Pavonia	1	2,980	1.94
Polk	2	410	.49
Richwood	2	54,330	26.03
Rittman	3	7,176	31.58
Springfield	1	165	.93
West Salem	1	.....	.30
Total	82	351,342	\$ 322.93

Chicago & Erie Division.

Bippus	1	300	\$.17
Crown Point	1	5,260	2.89
Harrods	4	14,018	12.65
Huntington	7	102,440	130.75
Monterey	1	1,010	.96
Rochester	1	890	2.73
Westminster	3	84,400	57.39
Total	18	208,318	\$ 207.54

Chicago Terminals.

Chicago	36	128,709	\$ 356.93
Chicago Tfr.	74	88,962	230.62
Hammond	3	12,517	24.15
Total	113	230,188	\$ 611.70

Station Correcting.	Number of corrections made	Weight	Gain	
				Revenue
N. Y., S. & W. R. R.				
Blairstown	1	.....	\$	.06
Edgewater	62	52,450		59.88
Naomie Pines	1	2,000		.16
Pocono Lake	2	5,950		1.94
Stockholm	1	500		.16
Undercliff	6	30,475		10.92
Total	73	91,375	\$	73.12

Summary.

New York Terminal	344	422,922		\$1,762.29
New York Division .....		.....		.....
Side Lines & Branches	95	339,350		550.19
Delaware & Jefferson Divisions	6	6,489		33.03
Wyoming Division	8	24,836		35.12
Susquehanna & Tioga Divisions	70	180,945		271.33
Rochester Division	9	50,643		56.25
Buffalo Division	48	309,196		350.96
Allegheny & Bradford Divisions	51	228,298		182.39
Meadville Division	72	343,611		289.48
Mahoning Division	72	738,655		477.10
Cincinnati Division	81	351,177		322.00
Chicago & Erie Division	18	208,318		207.54
Chicago Terminal	113	230,188		611.70
N. Y., S. & W. R. R.	73	91,375		73.12
Total	1,060	3,526,003		\$5,222.50

THE ENCOURAGEMENT OF PRAISE.

Quite frequently we have occasion to print letters received from various persons, praising the service rendered the public by employes of the Erie Railroad.

Once more it is a pleasure to print the correspondence occurring between a pleased patron of the Erie's dining cars, and Superintendent Canning, of that department.

Tyrrel's Hygienic Institute.
New York, U. S. A.,
April 17, 1915.

Supt. Dining Car Dept.,

Dear Sir: It is so much the custom to level jokes at the Erie R. R., that a word of praise should be offered, when merited.

I came down from Middletown, N. Y., on the Buffalo train, on the 15th inst., and must confess myself well pleased with the car furnishings, the table service and food. There may be more pretentious roads, but no better dining car service. The Steward, Mr. A. J. Harms, was particularly courteous and attentive.

Yours for Health,
(Signed) Chas. A. Tyrrell, M. D.

To the above letter Superintendent Canning replied, as follows:

Jersey City, N. J., April 23, 1915.
Chas. A. Tyrrell, M. D.,
134 West 66th St.,
New York City.

Dear Sir:

This is to acknowledge receipt of yours, under date of April 17th, relative to the service you received in one of our dining cars, for which please accept thanks.

It is very pleasant to receive a letter of

this kind, from one who knows good food. It goes to show that our efforts to please and satisfy our patrons, are appreciated.

I would like to receive permission to publish this letter in our Erie Magazine, that we distribute among our employes. It will go a long way to show that our efforts are appreciated.

Very truly yours,
(Signed) I. A. Canning,
Supt. Dining Cars.

Mr. Canning received the following favorable reply to his letter:

Tyrrel's Hygienic Institute.
New York, U. S. A.
April 24, 1915.

Mr. I. A. Canning,

Dear Sir: In reply to your favor of the 23rd inst., requesting permission to publish my recent letter to you, in the Erie Magazine, I see no good reason for withholding the permission, and you, therefore, have my full permission to its publication.

Yours for Health,
(Signed) Chas. A. Tyrrell, M. D.

AN UNSOLVED PROBLEM.

"How, sir, is it possible," demanded counsel of a bankrupt who was undergoing his public examination, "to live in the luxurious style you have affected on £40 a year?"

"That," replied the bankrupt, "is a problem to which I have devoted considerable time in the interests of social economy, and the results of my humble efforts are now before the court."—London Mail.

THE RAILROAD AND THE RAILROAD MAN.

An Address Delivered Before the Railroad Men's Improvement Society
Semi-Monthly Meeting, Held at the Meridian Club Headquarters,
New York City, April 22, 1915, by Mr. D. W. Cooke,
Vice-President and General Traffic Manager,
Erie Railroad Company.

AN unusually entertaining and instructive meeting of the Railroad men's Improvement Society, was held at the headquarters of the Meridian Club, 90 West Street, New York City, on the evening of April 22nd, last.

An enjoyable dinner added pleasure and interest to the gathering, which was concluded by an address, delivered by Mr. D. W. Cooke, Vice-President & General Traffic Manager of the Erie Railroad Company. It was a characteristic oration, given in Mr. Cooke's best style, and was intensely interesting because it related to the railroad and railroad man, a topic which, in the hands of so impressive a speaker as Mr. Cooke, who knows the game from A to Z, was so ably discussed, as to hold the interest of his auditors from beginning to end.

Not the least pleasing feature of the meeting, was the address of welcome given the principal speaker, by Mr. D. W. Bigoney, Treasurer of the Erie Railroad Company, who, in introducing Mr. Cooke, prefaced his remarks with the following, from the Bible:

"Old things are passed away;
Behold all things are Become New."
2nd Cor. 5:17.

Then Mr. Bigoney went on:

The truth of this Biblical quotation is particularly illustrated in the changes in the great railroad world. The philosophy of the famous Mrs. Partington was against odious comparisons; but one of her proverbs was that "comparisons are odorous." If there is justification for comparisons, it is in considering the railroad business today with that of only a few years ago.

To meet the ever-changing requirements there was found in the railroad service the keen, alert and progressive man to fill the needs. He was there to grasp and solve the problems, and the manner in which the big railroad men of today solved those problems is a part of the fine record of the railroads in these years of readjustment in every department of their service. In referring to former times, there is no disparagement to the zealous worker of those now bygone days who followed the customs of that period—using the implements and facilities in sight at

the time; he is not to be criticized any more than we would censure the letter-writing autographically then, as against the use of the typewriting machine now.

The changes of the past few years have brought into prominence in the railroad service a peculiarly high type of men, whose success in meeting a changed situation has attracted widespread interest and attention. The attainment of a material success to a high position of responsibility, with its emoluments, in a railroad career, or in any other business, may be accomplished at too great a cost. The man reaching a prominence through cold-blooded grasping effort, elbowing and jostling other aspirants with like ambitions, has woefully failed in the attainment of real success. The highest accomplishment, and with it the greatest comfort, comes only to him, who, with deep sympathy for the efforts and struggles of his neighbor, and with a broad comprehension of what the other fellow faces, takes with him as he goes along to each point of upward progress, the admiration and respect of his associates, untinged by envy, unimbittered by jealousy—such a man may indeed view with gratification and satisfaction the measure of his achievement in reaching the zenith of his ambitions.

A man of ideals, of admirable character, irreproachable in life and conduct, holding a high office with a Railroad Company, and under the great stress of things, conducting the affairs in his charge with ability and faithfulness; and in his relations with men not willingly being a party to injustice or unfairness, is a tremendous inspiration to every employe, and a most valuable asset to the Company he serves. That kind of an official gives an impetus to every ambitious effort for advancement, and commands the admiration and loyalty of his associates.

The speaker of this evening is such an official, and that kind of a man.

I first met him when he sat in the outer office at the entrance to a sanctum-sanctorum, where his shoulder was brushed in passing by the coat-tails of the mighty. It is a significant fact that those shoulders were efficiently carrying the trouble of that particular job.

Possibly his experiences then had something to do with a present official arrangement, where there is no unnecessary guardian of the portals, where there is an open door, and where within, business is expeditiously transacted with the courtesy and consideration with which big men conduct affairs.

With the great ability, and the splendid personality of the man himself, there could be nothing other than a successful business achievement.

The Society has conferred an honor upon me—deeply appreciated—that of being privileged to introduce Mr. D. W. Cooke, Vice-President and General Traffic Manager of the Erie Railroad Company.

Mr. Cooke chose for his topic the following subject:

The Railroad and the Railroad Man.

To us tonight, that portion of the world's history which was devoid of railroads, is without interest. Our genesis was that old "Rocket" of Stephenson's. Then things really began, and the thing, the Railroad, has grown until it is a Colossus, that no one is capable of understanding in all its great undertakings, and whose future no one can foretell.

It argues well for the handling of this giant in the days to come, that men like you are unwilling to merely draw wages for the day's work, and are determined, if possible, to know what it all means. Don't be discouraged when I tell you, you will never know; but rather take heart from the fact, that your occupation affords one of the most fascinating studies in the whole world. It may be said, primarily, that by the investment of capital, a thing called a railroad has been created to transport people and property; a thing that must be accountable to its owners, and to the authorized representatives of the people and property it transports.

The right of eminent domain which is given it, is merely the application of the inexorable law of compensation. "What will you have?" quoth God, "Take it and pay for it." This thing is not a person, an individual with personal rights, although it is human enough to wear the fine trappings of wealth, or the rags of poverty, as the case may be. It is a gigantic slave, that both pays and draws tribute, but for the most part it pays, and pays dearly. Its making, even in the earliest days, became too great for individual effort, so the cor-

poration, the body without death, carried out cumulative dreams of its builders.

The railroad, then, is a great machine, owned by thousands of partners, who are, in a large measure, unacquainted with their property, which is worked by you and me.

Broadly, the thing that concerns the world, is not what the railroad is, but what it does; and first it transports passengers.

True, the greater aggregate revenue derived from freight traffic, makes the railroad officer, in many cases, regard the freight traffic as of greater importance, but those who travel, so greatly exceed in number those who ship, that the chief function of the railroad, in the public mind, will be determined by the view of the majority who use it. It thus becomes personal and is infinitely closer to the individual who travels, than when it has to do only with the shipment of his freight.

Think of what the railroad does in its passenger service. It carries the workman to his job, the clerk to his desk, the business man to his office, the banker to his bank, the commercial traveler to his customer, the bride and groom on their wedding journey, visitors to their friends, show companies to their engagements, immigrants to their homes in the new world, and transports parties of sad-eyed people, thinking only of the long box in the baggage car. It has made possible, in a large way, the personal intermingling of nations, and the country lawyer riding a few miles to his country seat, sits side by side with the holder of a through ticket to the Orient. Gentile and Jew, Teuton, Slav and Briton, are gathered in the railroad's tireless car and transported as the errand or life's work calls him. In the mail car ahead, the letters that a few hours before were dropped in boxes by their writers, in blind confidence, are being carried unerringly to each address, no matter where it may be.

The crack express train, driven by the biggest and best thing in the shape of power, with mail, express, coaches, dining and sleeping cars, is not a mere blur on the landscape in the daylight, or a flash in the night. It stands for the railroad, the railroad that you and I work for, next to agriculture, the biggest and most important thing in existence. It is exhibit "A" in the definition of the word

"transportation," which gives us a living world, instead of one that would otherwise be dead.

Exhibit "B" is the freight train. It typifies the part of the railroad in the world of barter; and so essential is that part, that it is no exaggeration, to say that the very lives of the inhabitants of all of our large cities, are absolutely dependent upon it. A loaded freight car does not mean to you and me an ugly brown box, bearing a name and a number in large white letters. We know it contains something on which something else is dependent, and everything depends upon our transporting it. It may be flour for the starving people of Belgium, or it may be flint pebbles from Copenhagen for grinding cement at Chicago. It may be refined sugar for Cincinnati, or it may be salt for the Newfoundland fisheries. It may contain Pontianac gum from the Malay Peninsula, or agricultural implements for South America, for this is the world's commerce and our part in it extends to the uttermost parts of the earth.

Take a copy of the Official Classification and look it over. How many of us know of the origin of the great majority of the commodities there listed and their commercial uses? Our only hope is, when the time comes to move some of the things, we may have the opportunity to look them up, for, as a well known firm of law book publishers states in its advertising, "It is not so much to know the law, as to know where to find it."

Still, trade goes on, quite assuming that the railroad will be prepared to handle whatever is offered, and that the rate of transportation will be low.

In this somewhat general idealization of the railroad, I have not, by any means, overlooked the element of Federal and State control, that has such an important part in the working of the property. These are mere influences indicating conditions, more or less burdensome, under which the work shall be done, and placing certain limitations upon, among other things, income. It will never be permitted to seriously interrupt the great scheme of transportation, which is to move persons and property, whether the railroads are owned by private capital or by the government.

In the carrying out of work of the railroad, in the securing of its traffic, in the ceaseless toil of its operation, in the law, the accounting, the engineering and all of its various departments, is found the heritage of

The Railroad Man.

An inquisitive little Irish woman, the wife of a British Army officer, once asked me what my business was. I told her I was a Railroad Man. She looked at me a moment with a puzzled expression and said "What is a Railroad Man?" I confess I was perplexed for a moment, for I suddenly seemed to feel a sense of unworthiness, but she seemed satisfied when I told her I was an officer of a railroad. Many a time since then I have said to myself "What is a Railroad Man?" and my conclusion is, that he is any man who works for a railroad, whether he be Mike Benedetto, of the section gang, or the person who has the word President printed below his signature. No one knows it all. No one can do it all. The Giant is too big, too unwieldy for any human being to master single handed. It can be done only by the fine co-operation effort of these thousands, each of whom tries to do his job well and is proud to call himself a Railroad Man. Again, the public view determines the name "Railroad Man," in its general application. Were you to ask nine people out of ten what such a man is like, the description would, doubtless, fit some conductor in brass buttons or an engineer in overalls. Faith is strong where the object is seen, and those devoted servants of the ticket punch and oil can, represent the visible action of the railroad man, to the majority of people. But, let us begin at the first impulse. The men who did the actual work of building the line, may not have been railroad men. They were laborers, contractors, and engineers, who, for the most part, left the job when it was completed. There was, doubtless, in the beginning a very limited general office staff, who started by getting together the necessary material to operate the line and prepare suitable freight and passenger tariffs, through the medium of which the Company's revenue might be measured. They also prepared a system of accounts and appointed a Treasurer. These were the first railroad men, and when the first passenger train was run, a real railroad man lifted the ticket window and took in the first money—not as a tax upon the public, but as a compensation for a service to be rendered. The report covering the sale of the ticket, was devised by and checked by a real railroad man. The money collected was remitted to and disbursed by other railroad men. A box is brought to the station. A railroad man signs the bill

of lading, another makes the way-bill, another loads it in the car. At destination another unloads it, another makes the expense bill, collects the money and remits it. Then, those indispensable railroad men at headquarters, the patient, painstaking, accurate fellows in the accounting office, carry the transaction to its conclusion. The great machine is in motion, a mammoth servant of mankind, ceasing to exist only when there are no longer any railroad men. Do I make myself plain? The railroad isn't anything but scrap without us. We are the brains of the thing, the blood in its veins, the power that enables it to run and distribute its millions. Do we like our job? Have we any occupation in the world, where the men engaged in it, from President to laborer, are as devoted to their work as our fellow railroad men? All are overworked, most are underpaid, but the feeling of personal interest in "our line," carries everything before it, and brings into railroad service a degree of devotion to the cause, that is unparalleled.

Never was there a time when brains were more needed in railroad work, than they are today. I do not mean super-brains, for they are scarce and not always successful—but applied brains, willing brains, to know your job, and as much as you can absorb of what goes on around you. Balzac says "Mediocrity wages incessant warfare against superior men," and success is bound to attend persistent and well

LOYAL SIGNAL MAINTAINERS.

The letter published below, addressed to Assistant General Superintendent W. A. Baldwin, by Division Superintendent C. P. Eckels, Delaware Division, is self explanatory. It is entitled to a place on our "Roll of Honor" page, but having arrived in the Editorial sanctum after this page had been made up, it is given another location, and the fact made known, that each employe has been given a credit mark, for the efficient service performed.

Susquehanna, April 21, 1915.

Mr. W. A. Baldwin,
Asst. Gen'l Superintendent.

Dear Sir:

Mr. Bert Brockland, Automatic Signal Maintainer, located at Deposit, N. Y., with the help of his Batteryman, Mr. W. D. Austin, has successfully maintained automatic signals on Section No. 6, Delaware Division, for the 7 months, ending April 1, 1915, without a failure.

On this section it is necessary to maintain 26 automatic signals, 56 cells in multiple for track circuit of 14½ miles; 69 cells in multiple series, for track circuit of 11½ miles; 424 power batteries, 53 lamps, 1 crossing bell, in-

directed effort, regardless of the competition. You will recall in Lew Wallace's masterpiece, how Ben Hur, pulling at his oar in the galleys, asked that he might be shifted occasionally to the other side, so that he would not become one sided. Try, if your field will permit, to round yourself out, and don't shirk the job you don't like, if the job must be done.

Opportunity is a great factor in the career of any man, but instead of knocking on the door, opportunity will come right in, if you have foresight enough to have the door open. Think of the changes a period of ten years makes in the men around you. Will your opportunity find you prepared?

And what is the opportunity you want? Not a soft job, surely, or you would not be here.

What you want is a chance to show what you can do, and having by hard work done it well, feel the satisfaction of the conqueror. Don't be discouraged if no one comes around with a laurel wreath to crown you for your achievement, but be well satisfied if, when some one at home who cares more than any one else, asks how you came out, you can answer quietly, "I won it, dear."

Clean living, consideration for those around us, honesty and the canons of good taste, are fundamentals of character, and character I maintain, is nowhere better exemplified in any field of endeavor, than by our fellow worker—the Railroad Man.

terlocking at "D. V." Tower, circuit controllers and adjustments of 10 outlying switches.

In our opinion, this is a very remarkable record, and we think that it should be brought to your attention. Mr. Brockland has already been commended from this office.

Yours respectfully,

(Signed) C. P. Eckels,
Superintendent.

WHO'LL TACKLE JAMESTOWN?

The Erie Railroad Employes of Jamestown, N. Y., have organized their Base Ball team for the coming season, and would be pleased to arrange games with any teams throughout the Erie System.

A young clergyman, small of stature, preaching as a candidate in a certain place one Sabbath, peering over the pulpit Bible, announced as his text: "It is I. Be not afraid."

Don't cotton too strongly to the fellow who always agrees with you. He usually wants to be paid.

IMPORTANCE TO THE ERIE RAILROAD OF STATION AGENTS KEEPING ADVERTISING SIGNS IN GOOD CONDITION.

FOR several years past, it has been the policy of the Erie Railroad, to post Advertisements on its stations.

It is proper at this time to call the attention of all Agents to the fact that these advertisements are paid for by the concerns which they represent, and they are a source of considerable revenue to the Erie Railroad Company. Every employe profits by the revenue thus obtained, just as he does from all other sources of revenue, which enables the Company to meet its obligations.

The Station Advertising, therefore, is of great importance and should be regarded seriously by every Agent on whose station these advertisements are posted.

No Station Agent, who has the Company's interests at heart, will disregard the condition of these signs any more than he will disregard the condition of the station itself, or the Company's property surrounding it.

The fact that some agents have been negligent in seeing that these signs are always in clean and presentable shape, and even have ignored the fact, that often they are mutilated, or are found torn and hanging, as the result of being beaten by storms, has occasioned untold trouble and caused unnecessary expense to the Company, while a little interest on part of agents in the way of applying paste, or reporting conditions promptly to their Station Supervisor, when impossible to make proper repairs, might save all trouble.

The following letter, addressed by Assistant Superintendent A. E. Ruffer of the New York Division & Branches, to his two Station Supervisors, fully covers the subject, and it is hoped, that all Station Agents throughout the line, will read and profit by what he says and asks, for the conditions that apply to the New York Division, are equally applicable to all other divisions.

Jersey City, N. J., March 23, 1915

Station Supervisors:
Gentlemen:

I desire to call your attention to the advertisements posted on the walls of our station buildings. You undoubtedly understand that this enterprise of advertising is an added source of revenue to the railroad, and the neat appearance of the signs is a fundamental factor to the success of the business, consequently we must depend on our employes at the individual stations to give these advertisements the necessary attention.

It has been observed that sometimes an advertisement is slightly torn, and in the event of not receiving attention immediately, it becomes so badly mutilated as to necessitate sending a man out to replace it, thereby incurring considerable expense, and it is desired that our agents make periodical inspection of these advertisements, and whenever they notice any one slightly torn, neatly paste it, and eliminate the necessity of the sign being ultimately renewed.

I would suggest that you take this matter up at the next agents' meeting along the proper lines, and impress them with our wishes in the matter, as I have no doubt that with their co-operation considerable economy can be effected in this new enterprise of revenue.

Yours truly,
(Signed) A. E. Ruffer,
Asst. Superintendent.

THE WESTERNER.

By Charles B. Clarke, Jr., 1914.

My fathers sleep o'er the sunrise plains,
And each one sleeps alone;
Their trails may dim to the grass and rains,
For I choose to make my own.
I lay proud claim to the blood and name,
But, I lean on no dead kin;
My name is mine for the praise or scorn,
For the world began when I was born,
And the world is mine to win.

They built big towns on their old log sills,
Where the great slow rivers gleamed;
But of solid rock from the savage hills,
I build as they only dreamed.
The fire scarce dies, where the trail camp lies,
Till the rails flint down the pass;
And the desert springs into fruit and wheat,
And I lay the stones of a solid street,
On yesterday's untrod grass.

I take no thought of my neighbor's birth,
Or the way he makes his prayer;
I grant him a white man's room on earth.
If his game is only square.
If he plays it straight, I call him "Mate,"
If he cheats I drop him flat;
All rank but that is a worn-out lie,
For all clean men are as good as I,
And a King is only that.

I dream no dreams of a nurse-maid state,
That will spoon me out my food;
The stout heart sings in the fray with fate,
And the shock and sweat are good.
From noon to noon all the earthly boon,
That I ask my God to spare,
Is a little daily bread in store,
And room to fight the strong for more,
And the weak shall get their share.

The sunrise hills are a tender haze,
And the sunset seas are gray;
But, I stand here where the bright skies blaze,
Over me and the great To-Day.
What use to me is a vague maybe,
Or the mournful might-have-been;
For the sun wheels swift from morn 'till
morn,
And the world began when I was born,
And the world is mine to win.

RAH FOR ENDICOTT.

Sister Susie's sewing shirts for soldiers,
And Grandma's knitting mufflers by the
load;
They're making shoes at Endicott, for mil-
lions on the march;
And Endicott is on the Erie Road.

THE STOVE COMMITTEE

Appointments.

Traffic Dept.

Mr. G. J. Vizard, Chief of Tariff Bureau, with office in Transportation Building, Chicago, vice Mr. E. Brooker.

Greenwood Lake Division.

Effective May 15th, the name of the station at Greenwood Lake Glens, N. J., will be changed to Awosting.

Susquehanna Division.

Mrs. E. F. Covert, Agent at Langdon, N. Y., vice Frank Millage, resigned.

C. A. Holly, Agent at Union, N Y., vice L. G. Seelye, transferred.

Tioga Division.

L. G. Seelye, Agent at Mansfield, Pa., vice W. H. Kinney, relieved account of ill health.

Chicago & Erie Division.

S. D. Michael, Agent at Kingsland, Ind., vice E. M. Taylor, transferred Tel. and Tel. Service.

Mahoning Division.

Mr. J. R. Sexton, Assistant Division Engineer.

Mechanical Dept.

Meadville.

H. M. Manigault, transferred from Roundhouse Foreman at Marion, to Practical Apprentice Instructor at Meadville, succeeding F. G. DeSausure, resigned.

A. Keckaison, Assistant Labor Foreman, promoted to Labor Foreman, succeeding M. Kuppler, deceased.

Cleveland.

J. E. Davidson, Machine Shop Foreman, succeeding F. E. Papcke, transferred.

C. Fitzgerald, Day Roundhouse Foreman, succeeding J. E. Davidson, transferred.

Marion.

E. P. Joyce, Roundhouse Foreman, Kent, transferred to Roundhouse Foreman, Marion, succeeding H. M. Manigault, transferred to Apprentice Instructor at Meadville.

Kent.

J. McDonough, Day Roundhouse Foreman, Kent, transferred to Night Roundhouse Foreman, Kent.

C. Wruster, Machinist, Kent, transferred to Day Roundhouse Foreman.

BUFFALO WINS AT BOWLING.

Buffalo took the first game of the night of April 14th, at Floss Palace bowling series, from "F. X." on the Alleys, score as follows:

F. X.	1st	2nd	3rd	4th	5th	Total
A. Binkert	134	144	156	149	167	750
S. Horn	125	107	117	103	82	534
R. Lafferty	123	147	138	130	148	686
B. Binkert	109	109	..	..	..	219
A. Snyder .....	..	..	141	152	136	429
E. Diebold	143	160	163	158	133	757
						3,374
B. X.						
A. Buehler	132	170	139	162	145	748
F. Wiebold	113	124	147	86	107	577
J. F. Ortner	163	160	140	143	120	726
F. Heeman	129	172	141	167	143	752
A. Miller	158	202	150	158	128	796
						3,599
J. Hertz, Mascot.						

OBITUARY.

Michael C. Roach.

It was with very sincere regret, that the officers and employes of the Erie Railroad Company, learned of the death of Mr. Michael C. Roach, Superintendent of the New Jersey Division of the Lehigh Valley Railroad, and a clever railroad man, who received his training on the Erie Railroad and was an apt scholar.

Mr. Roach died in St. Mary's Hospital, Passaic, N. J., April 13th, and was buried in Paterson.

The popularity of Mr. Roach manifested itself very shortly after he entered the Erie service. In every position he filled, the genial spirit was always apparent and he was glad to assist those who came to him for advice and counsel. When he quit the Erie's service, October 1, 1910, an expression of general regret pervaded Erie territory. At that time he filled the position of Assistant Superintendent of the New York Division. He resigned to accept service with the Lehigh Valley Railroad. At the time of his death he was Superintendent of the New Jersey Division.

Following is his record with the Erie:

April 1, 1886, operator and time-keeper, New York Division; June 21, 1890, transferred to train dispatcher, New York Division; June 13, 1899, chief clerk, superintendent of transportation office; February 1, 1900, chief dispatcher, new York Division; February 5, 1904, trainmaster; December 1, 1904, promoted to assistant superintendent, New York Division, Jersey City; October 1, 1910, resigned to accept service with the Lehigh Valley Railroad.

John Richardson Lindsay.

The Erie Railroad lost a real war horse, when John R. Lindsay an employe of the Westbound Freight Office, Jersey City, recently died.

Mr. Lindsay was born at Bath, Steuben County, N. Y., March 17th, 1840. At the age of 22 he enlisted in the Regular Army and was promoted to Lieutenant under Captain Delvin, and was with Sherman's army in its famous "March to the Sea." He was mustered out of service in 1865, at which time he held the title of Adjutant General, having served in different capacities as Captain, Major and Adjutant.

Immediately after he was mustered out of service, he entered the Erie's

employ, as Assistant Collector under the late Marmaduke Tilden at old Pier 30, N. R., where he remained one year, when he was transferred to the Westbound Office at Long Dock, Jersey City, where he worked continuously up to the time of his death. While in the Westbound Office, he held positions of Rate Clerk, Assistant Chief Clerk, and in recent years had been Rate Clerk, Nights.

Mr. Lindsay died at the age of 75 years, of heart disease, after serving the Erie Railroad in a most loyal and faithful manner. He was a man who could always be depended on. Probably the finest tribute that can be paid his memory, is to say, he was a general favorite among those who worked with him, and particularly those who were his subordinates.

DR. SINCLAIR HONORED.

Dr. Angus Sinclair, one of the Erie family, Locomotive Engineer, Editor, Lecturer on technical mechanical railroad subjects, author and Special Instructor, Erie Railroad, a hardy



DR. ANGUS SINCLAIR.

specimen of Scotland's best type of manhood, has again been honored; this time by the President of the Panama Exposition, who has appointed him a member of the International Jury of Awards, Department of Transportation.

Dr. Sinclair received his appointment by telegraph, April 26th, the message reading as follows:

Exposition Grounds, San Francisco, Cal.
Angus Sinclair,
New York.

President Exposition has appointed you member International Jury of Awards, Department of Transportation. Letter of appointment mailed today. You are expected here Monday, May Third, at ten A. M. at office Chief, Department of Transportation.

On receiving this wire Dr. Sinclair immediately applied to President Underwood for leave of absence, and this being cheerfully accorded, he promptly departed for the scene of his responsible duties, with the same air of confidence, that characterizes him in all his undertakings in the busy sphere in which he labors.

We all wish for Dr. Sinclair a pleasant and safe journey to the Golden Gate and a jolly good time at the Exposition, feeling confident that his judgment as a juror on awards, will be rendered with the same hard-fisted honesty, that is typical of his race.

ORDER OF THE RED SPOT.

Chicago & Erie Division.

**April 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	A. F. Briggs
2557	F. H. Lee	W. L. Chalmers
	Geo. Marston	J. H. Flanagan
2551	L. O'Brien	F. H. Philley
	A. H. Wyman	E. J. Wahrer
1742	C. E. Scott	C. E. Lewis
1748	I. L. Sparks	J. H. Rosenberry
1751	H. M. Young	A. J. Helvie
1754	R. M. Erehart	L. Dolby
2024	II. L. Palmer	G. E. Lutz
2077	W. H. C. LaBar	E. J. Griswold

SECOND DISTRICT.

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	S. L. Perry
806	J. W. Shearer	R. E. Swihart
2554	John Wonderly	Wm. Wagoner
	L. F. Truman	K. M. Suttle
2560	Geo. Kehler	R. E. Overmyer
1757	H. Kesler	H. Cone
1761	D. C. Colclesser	Wm. Yant
1767	Wm. O'Laughlin	J. K. Davidson
2007	F. H. Happy	F. M. Lenwell
2020	H. M. Sprinkle	M. E. Williams
2050	G. W. Davis	J. M. Zent
2053	E. C. Schepper	A. F. Miller
2075	Ed. Walknetz	C. C. Coughlin

Meadville Division.

(March and April Membership)

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

Engine No.	Engineer.	Fireman.
2725	B. Benson and	W. B. Norton and
	B. L. Luce	W. J. Lupher
2514	C. Dunbar and	H. J. Thompson
	G. Winegar	and C. A. See

**New York Division and Branches.
(May Membership.)**

Engine No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
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. Dickerman	
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. G. Jacobus
844	H. Eberling	C. Rickle
911	W. E. Captain	
918	F. M. Farrell	
937	H. N. Palmer	
955	D. O'Brien	W. McMahon
964	G. Schedler	
973	H. Springstead	F. M. Vernon
972	W. F. Looney	
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
3050	D. Brahaney	M. Grathwohl
3064	E. J. Murphy	

**N. Y. S. & W. Division.
(March Membership)**

Engine No.	Engineer.	Fireman.
2709	W. R. Shade	
2709	J. Haley	
553	F. E. Smythe	J. W. Henderson
554	J. B. Murphy	E. Hosler
555	W. A. Walker	C. H. Lowe
550	G. F. Hall	
667	E. M. Jones	J. A. Bechtle
854	J. McManamy	Wm. Hurley
1172	F. J. Conlon	Z. H. Smith
1686	W. G. Richards	R. W. Mahoney
1729	O. H. Guckes	
1800	C. H. Hulme	
3135	L. L. Hoffman	A. C. Boutwell
3136	J. E. Hill	J. C. Baird
3151	Geo. Keihl	L. B. Strausbaugh
3153	J. F. Spraw	C. E. Bonecutter

**Susquehanna & Tioga Divisions.
(April Membership)**

Engine No.	Engineer	Fireman
2565	J. A. Hammon and	B. F. Dailey
	James Richardson	H. N. Foulke
2567	A. C. VanDemark	L. B. Eastman
	and E. A. Brink	C. H. O'Donnell
2564	John Haire and	L. A. Jackson
	S. E. Mason	W. S. Zeltwanger
528	G. C. Redfield and	L. M. Wescott
	A. Jordan	G. W. Kosinsky
617	W. Mattison and	J. W. Monaghan
	D. Chapman	J. L. Rossi
84	G. Watson and	F. Kinney
	L. E. Coleman	L. C. Clair
1045	D. E. McCarthy	H. E. Andrus
1074	E. L. Jack	Clyde Curran
1070	P. Hickey	P. J. Canney
600	P. J. Smith	W. J. Cuthbert
1076	J. M. O'Loughlin	B. J. Brick
1616	G. H. Herrnecker	G. P. Lounsbury

1765	J. W. McCarthy	
1654	F. M. Halstead	G. C. Hamilton
1662	E. McMullen	R. C. Mitchel
1675	G. E. Cline	J. M. Decker
1679	James McMurray	P. P. Slater
1681	G. I. Thomas	L. L. Roe
1684	G. W. Aldrich	A. E. Miller
1690	E. J. Moore	J. O. Bender
1752	J. Hallett	C. E. Gillette
2009	H. E. McCannon	F. J. McGuire
2025	G. A. O'Dell	F. H. Slack
2032	J. M. Kelly	L. E. Scott

Tioga Division.

401 Frank Hebe

N. Y. C. Division.

1659 C. J. Doolittle J. A. Baker

Mahoning Division.**(May Membership)**

Engine No.	Engineer	Fireman
102	W. H. Forney	A. Niles
665	E. Alexander	R. Leiber
720	W. C. Dunn	J. Skillcorn

2535	R. M. Shane	Geo. Dill
1817	B. C. Whalen	F. E. Phole
2548	M. L. Forbes	W. Weber
557	S. G. Corlett	W. A. Woods
1864	C. Ramser	F. Baker
1812	W. B. Kolb	F. J. Tamplin
88	C. Bowker	D. H. Fultz

Cincinnati Division.**(March Membership)**

Engine No.	Engineer	Fireman
2709	W. R. Shade	
2709	J. Haley	
553	F. E. Smythe	J. W. Henderson
554	J. B. Murphy	E. Hosler
555	W. A. Walker	C. H. Lowe
550	C. F. Hall	
667	E. M. Jones	J. A. Bechtle
854	J. McManamy	Wm. Hurley
1172	F. J. Conlon	
1686	W. G. Richards	Z. H. Smith
1729	O. H. Guckes	R. W. Mahoney
1800	C. Hulme	
3135	L. L. Hoffman	A. C. Boutwell
3136	J. E. Hill	J. C. Baird
3151	Geo. Keihl	L. B. Strausbaugh
3153	J. F. Spraw	C. E. Bonecutter

TO THE PROSPECTIVE CUSTOMER.

Every Business is a Partnership of the Man Who Sells and the Man Who Buys.

By E. St. Elmo Lewis, General Manager, Art Metal Construction Company, Jamestown, N. Y.

YOU use the kind of goods we make—and I want you to use “Art Metal” goods. This business is being built on the mutual benefit idea, and the basic idea, the way-of-looking-at-things which dominates the management, is the most important thing about any business. If the central idea isn't right, everything is at hazard—your money most of all. You trade at your peril. It is the old way-of-looking-at-things in trade—where the buyer has to beware—that concerns you. Our mutual benefit idea of the relations between customer and seller is just horse sense.

Your satisfaction is our profit. You have as much right to value in our goods as we have to your money. We can't injure you without hurting ourselves—there is nothing strange or wonderful about that way-of-looking-at-things, except that so few contractors, manufacturers, retailers, business men generally, put it into practice.

We spend thousands of dollars a year to make sure that we make the best-for-the-purpose steel equipment in the world. It is quality goods. It is not cheap—considering cheapness as a mere matter of price—for buyers are learning the difference between price and value in metal furniture and equipment. We do produce, as our twenty-seven-year-old installations of

steel equipment will prove, the greatest value for the money.

Over thirty thousand customers who have bought “Art Metal” special equipment prove it—this largest steel office equipment business in the world proves it. Success doesn't happen.

If this means something to you, we feel sure that our mutual relations as buyer and seller will be profitable to both. They will not endure unless they are.

You may buy elsewhere. In that near future, when experience will show you the importance of this way-of-looking-at-things, we shall be glad to show you how close your real equipment interests are interlocked with ours. If, at any time, you want to know more about the “Art Metal” way; or, you want to criticize or suggest—write me personally, for I am chiefly concerned with you, the customer, the most important person in our “Art Metal” world.

CAME NATURAL.

Bacon—They say that the president of the bank who got away with a lot of the money began his career as janitor of the institution. Egbert—Never forgot his early training to clean out the bank, evidently.—Yonkers Statesman.

You never can tell. Many a man with lots of dough isn't well bred.

MARK GRAY, STATION MASTER.

Corry, Pa., is one of the busy stations on the Meadville Division and has for its Station Master, Mr. Mark Gray.

Station Master Gray represents both the Erie and Pennsylvania Railroads and has been their representative in his present capacity for six years, and states he is getting along nicely.

He emphasises the fact that he makes it a point to be courteous to everybody with whom he comes in contact and finds it costs nothing, while, at the same time, it is proving to be a big asset for his employers, in whom he takes great interest.



MARK GRAY,
(Station Master, Corry, Pa.)

Mr. Gray, evidently, is one of the kind of railroad men, who is a student of human nature and is sure that the old adage, "You can catch more flies with molasses than vinegar," holds good in dealing with people, generally. At any rate, he conducts the affairs of his office on a basis of proverbial politeness and in that way never has any differences to settle with the patrons of the two companies he serves so well.

This, in itself, is worth emulation by all railroad men, as well as others who

deal with the public, for the day has passed when anything but ill feeling and resentment can be gained, by a public servant offering a harsh or indifferent reply, to a civil question, or even one which a person has the right to ask.
beef.

FRENCH INTENSIVE CULTURE.

The intensive culture of vegetables so largely practiced in France differs materially from the ordinary cultivation. Crops occupy the ground during the whole year and are also concurrently grown together in the same space.

Intensive culture on a more or less extensive scale must, save in exceptional circumstances, be treated as a business or run on business lines. Amateurs and private gardeners can learn to supply their own requirements by this system, but to fully appreciate its possibilities it must be worked as a commercial business.

CEREM'Y AND CANNON BALLS.

There is a tale told about an officer who was conversing with Marlborough during a hot engagement and insisted on taking off his hat and bowing profoundly every time he spoke to the duke. That great man suggested that at such a time they might very well waive all ceremony. But the officer bowed deeply to his commander's suggestion, and just as he was bending down a cannon ball cleared him and took off the head of a comrade. The officer on coming up again and seeing what had happened remarked calmly, "Your grace perceives that one loses nothing by politeness."—London News.

STARTING A GREAT INDUSTRY.

It is said that the first sawmill in the United States was at Jamestown, Va., from which sawed boards were exported in June, 1607. A water-power sawmill was in use in 1625 near the present site of Richmond.

A SPELLING TEST.

"I prophesy an agreeable ecstasy in perceiving the unparalleled embarrassment of a harassed postilion while gauging the symmetry of a potato peeled by a sibyl." Dictate this sentence and find how many of your friends will be able to spell it aright.—Exchange.

CONDUCTOR W. B. KITHCART.

On the New York, Susquehanna & Western Division, there runs a Passenger Conductor of the name of William B. Kithcart.

William is a jolly soul and besides his punch carries the kind of "punch," that wins friends for himself and the company. He runs, among other trains, number 934, which carries commuters galore, to and from New York. The passengers who ride with William have found him to be a very fine fellow, with a desire to always cater to their comfort.



CONDUCTOR W. B. KITHCART,
(N. Y. S. & W. Division.)

The photograph, from which the picture herewith presented was made, was taken as train 934 was standing at Bogota Station. William was asked to pose for it and he did so, while the commuters were climbing aboard. It shows him in his customary happy mood, and it also shows him to be some man in stature.

Conductor Kithcart was born in Lafayette, Sussex County, N. J., through which the N. Y., S. & W.

runs, on November 5, 1853. He entered the service of the company, April 13, 1883, as Brakeman, was promoted to Freight Conductor, July 3, 1888, and to Passenger Conductor, May 17, 1898.

The people who ride with him would not register a protest, if he were kept on the job indefinitely.

SPEED IN MODERN WARFARE.

Those of us who have followed with wonder the terribly swift advance of the hosts of Germany's armies into Belgium and France since that momentous day of August 1, and who all during the month of August and early September, have marvelled at the swift striking and falling back of the Allies, scarcely appreciate the instrumentality which the motor vehicle has been and will continue to be in the present international war. True, in spite of a mediaeval muzzling of actual events up to this writing (September 8) in the great theatre of war, some scattered reports of it have escaped the censor: "Big motor truck with a string of light-artillery gun-carriages in their wake are to be seen moving along six to eight miles per hour." * * * "In an hour after war was declared by France, more than 900 taxicabs and several hundred motor 'buses of Paris had been commandeered, and started transporting mobilized regiments to the frontiers." * * * "All the crack auto-racing drivers have been requisitioned on account of their skill and daring, to drive the leading French generals' motor cars." * * * "Like hosts of ants, the Germans now poured into France; only unlike ants their legs are long trains of self-propelled vehicles, loaded with troops, guns, and the commissariat; in past wars five and ten miles per day was considered a fine rate of advance into the enemy's country; today the German and French armies may move 25 to 40 miles per day." Why? Because modern warfare means speed in action—speed in striking and speed in retreating. The speediest combatants, provided that their speed is also coupled with endurance, win the battle; therefore, to conserve their endurance as much as to gain speed, the greatest of all wars, perhaps, in history is being waged with machines—the motor vehicle on land, and its consorts the aeroplane and the dirigible balloon. If the great conflict over the seas shall have spent itself in a year, instead of three, as Lord Kitchener has prophesied, the

self-propelled vehicle (next to all other agencies that must make modern war short) must be accredited as foremost

in producing its earlier culmination.—Rollin W. Hutchinson, Jr., in The Engineering Magazine.

SENATOR MARSHALL'S NEW YORK STATE FREAK AGRICULTURAL AMENDMENT BILL.

Albany, April 1.—Among the freak bills introduced at this session of the Legislature, perhaps the one that has caused most merriment is Senator Marshall's amending the agricultural law in various particulars. It might be described as a joke in every line. This measure is now before the agriculture committee. While, of course, even its author doesn't want it to pass, it will probably be allowed to come out on the floor so that the senators and assemblymen may laugh some more. The bill provides:

Sec. 319. Only one price for a given commodity shall be lawful. A farmer desiring to change a price shall file a schedule before the State Agricultural Department, which shall go into effect 30 days thereafter, unless suspended by the commissioner at the instance of any consumer.

No prices shall be increased, however, except upon due proof, the burden whereof shall be upon the farmer, that existing prices are confiscatory of his goods and gear. In its discretion the commission may refuse to permit any such increase until a valuation by its engineers and accountants shall have been taken. In such valuation the farmer shall have no credit for past profits invested in new fields or improved structures, but shall be allowed only original cost, plus borrowed money invested.

"Commodity," as used herein, includes all grains, vegetables, live stock, dairy articles, excepting sand, gravel and manure.

Sec. 320. Every hired man shall work eight hours only a day, not including the Sabbath, and shall not recommence work unless he has completed a period of not less than 18 hours' absolute rest and quiet. He shall not work on the Lord's day nor on legal holidays nor on Jack Love's birthday.

Sec. 321. Every farmer shall hire one more hired man than his work requires.

The only permissible exceptions to the two foregoing sections shall be periods of stress resulting from earthquake, Halley's comet or European invasion.

Sec. 322. All wagons and all poles and double trees shall be provided with couplers, coupling by impact, so

that the hired man need not go between the wheels of the wagon and the heels of the horses.

All wagons shall be supplied with suitable brakes, grabirons, stirrups, and platforms of standard dimensions to be fixed by the commission.

Sec. 323. All bulls, when moving on the highway or in unfenced areas, shall be equipped with a bell of not less than 50 pounds weight, a steam whistle and an electric headlight of at least 1,000 candle power.

Sec. 324. Sheds shall be built over fields where hired men have to work in summer.

Sec. 325. All field engines and machinery shall be fenced in, all beltings shall be encased in metal housings and all grindstones, churns, hay-cutters, bull's horns, and other moving parts shall be strongly encased in sheaths for the protection of hired men.

Sec. 326. All barns, sheds, and other outbuildings shall in cold weather be adequately heated and at all times shall be well lighted and policed.

If a calf is delayed in arriving or is born dead the farmer shall instantly provide another cow whose calf shall be born that day.

The commission's inspectors shall weekly inspect all gasoline automobiles. If a cylinder is missing the farmer must find it before he runs on the road again.

Sec. 327. The right to mortgage real estate is a franchise reserved to the State. No farmer shall make any mortgage nor incur any indebtedness extending over a period of more than one month without the written approval of the commissioner obtained upon petition and hearing and upon paying the State treasurer 10 cents for each \$100 of such indebtedness. Indebtedness incurred without such consent shall be void.

To enforce this act a commission of five persons shall be selected by the Governor with a view to placating as many shades of political opinion as possible. No commission shall, however, be deemed disqualified by lack of previous political or other experience.

Sec. 328. This act shall take effect immediately.—

"DOC" PAYNE, PORT JERVIS.

The picture herewith, is the latest taken of Erie Janitor, Charles Payne of Port Jervis, N. Y., who is known throughout Pike and Orange Counties, as "Doc" Payne.

He entered the service of the "Old Reliable" in 1893, as Fire Cleaner, being transferred in a short time to Round House engine wiper, where he served two years, and then served as



CHARLES ("DOC") PAYNE,
(Of Old Port Jervis)

shop cleaner in back shop until 1913, when he was made janitor in the Master Mechanic's Office.

"Doc" is 68 years of age and maintains an active interest in his work. He has missed but ten days from the shop during the past fifteen years and is a husky specimen.

He has been sick but three months in 64 years.

Courtesy and dispatch are his chief characteristics, and he is as active as a young man not half his age. The boys are always glad to see "Doc,"

with his busy broom, as he is a favorite among them. He prides himself on doing his work well, and looks businesslike and very neat in his new uniform, adorned with Erie Standard Buttons.

"Doc" has also been connected with the noted Erie Band at Port Jervis for a number of years, and has traveled in many States with them.

Every Saturday, when Train 2 pulls up to Port Jervis station, you will see "Doc" with an entire change of raiment, a fine black suit, white bosom shirt, diamond stud and gold-headed cane. He is going to Paterson to visit his daughter-in-law. Of course we do not know what other calling he may have in the Silk City, but we all join, in saying, that he is a first class gentleman, wherever he is, and the boys all wish "Doc" many more years of activity and happiness.

CHILDREN OF THE DEAD

(Five hundred and fifty orphan children, mostly babies and all nameless, were brought here this afternoon from the quake area.—Cable Dispatch From Rome.)

Gone are the hearts that bore them,
Gone with the dead and missed,
Lost are the hands which soothed them,
Still are the lips that kissed,
Silenced the songs which lulled them,
Sweet at the close of day,
Oh, for the angel mothers
So far, so far away!

Who is to plan their future?
Who is to teach them games?
Who is to answer questions?
Who is to give them names?
Where winds the path tomorrow?
Where runs the road next year?
Who is to guide their footsteps
Up through the hills from Here?
—H. S. Haskins in New York "Sun"

CONTRIBUTED BY A. NUTT.

The line-up we have at Toledo;
Accounts for the business thatwedo.
But the strong competition,
Makes no soft position;
Our Agent has all he canseeto.

YES, AND THEY'RE FIRST CLASS.

If your Ford-owning friend should inquire,
Where a fellow may get a good tire,
Just pretend you are bored,
Say, "Ask Henry Ford,
He gets 'em in Akron, Ohio."

WORSE OFF.

Clerk—I would like to marry, Mr. Broker, but on my salary I cannot.

Junior Partner—Well, I could on your salary, but I can't on my share of the profits.—Chicago News.

Politeness is like an air cushion. There may be nothing in it, but it eases the jolt wonderfully.

DON'T WORRIES' PICNIC.

The Don't Worry Club of the Erie Railroad, will hold its annual picnic at Grand View Park, Ogden Ave., and Franklin St., Jersey City Heights, on Monday evening, (Flag Day), June 14, 1915.

Arrangements have been made to give all who attend the best time they ever had. The Arrangement Committee has worked very hard, with this point in view, and has succeeded in getting the famous Casidys of Jersey City, to give some of their exhibition dances. Other attractions will be provided for the enjoyment of everybody.

The Arrangement Committee consists of C. J. Reardon, Chairman; Wm. Hackmeyer, J. J. Snyder, J. McEneaney, R. J. Crane and H. Behrens. The officers serving for year 1915, are: H. E. Young, President; F. W. Swan, Past President; C. J. Reardon, Vice-President; F. A. Waldron, Treasurer; F. W. Atherton, Secretary, and J. J. Snyder, Sergeant-of-Arms.

Husband—Dr. B. said an alcohol sponge would do me good.

Wife—To which of your cronies did he refer?—Life.

TIME TO QUIT.

Old Aunt Phenie was the colored cook in a Boston family. Her husband was cook on a boat, and sometimes he was away from Phenie for many months. At one time, when he had been away seven or eight months, Aunt Phenie, who could neither read nor write, asked her mistress to write a letter to her husband.

"Now, what do you want me to write, Phenie?" said the mistress.

Phenie's eyes had a dangerous light in them as she said:

"Fust off, I wants yo' to gib 'im Jesse fo' not writin to me. Tell 'im I says he is a good for nothin', triffin', ham foot niggah what ain't fit fo' me to wipe my feet on. Write jess laik dat. Den yo' sail in en call him a pirut or a chicken thief fo' not sendin' me no money. He's got a right to send me money even if I was airnin' wages. Tell 'im I's 'bout to 'ply fo' divorcement papers. Call 'im any kind of a bad name yo' can t'ink of—de mizzable niggah!"

There was much more of the worst of abuse and dire threats, and then her mistress asked:

"What else, Phenie?"

"Well, I guess yo' bettah send 'im my love en quit!"—New York "Post."

From Correspondents Along the Line**CINCINNATI DIVISION.**

Ye fellow-workmen, of the "Cincy" Division, particular attention is called to the Baseball ENTHUSIASTS, we have recently secured a high-powered magnifying glass, but to date we have failed to locate that ball team, that was the talk of the day a short time ago. To the ball players of the division, we of the division do earnestly appeal to you not to let this matter be only a speech affair, but let's all cooperate and organize a team, that will be a credit to the division. There is splendid material to make a lively team; one that can make a good fight for the long end of the score. There is already a neat little sum in the treasury and plenty more to be had for all have heartily extended their assistance in organizing a team. In short, we have all the advantages in our favor; now let's get busy and make this ball team a sure thing.

Officials of the division recently held a special staff meeting in the office of the Superintendent, relative

to car handling. P. O'Neil, Asst. Superintendent and T. F. Moynihan, Yard Master, both of Kent and S. T. Zimmerman, Yard Master at Akron, with J. M. Condon, Yard Master at Marion, were in attendance.

R. C. Amidon, Chief Clerk in the M. of W. department, who has been seriously ill during the past two weeks with quinsy, has again taken up his duties, considerably lighter in weight, but happy, nevertheless, that he is once more among the living.

B. O. Scudder, Division Clerk, is off duty on account of sickness.

Word has been received from Dayton, that Lee Kline, well known Yard Master at that place, who has been seriously ill for the past month, is about the same. We all wish him a speedy return to good health.

Martin Quick, assistant in the vice-president's office, New York, and G. W. Kirtley, Superintendent of Transportation, were business visitors in Marion.

The Division offices in the Huber building at Marion, are having a gen-

eral house cleaning, the painters are busy on the interior walls covering them with a coat of fresh paint. Every thing looks ship-shape now.

A certain little lad in the M. of W. department, is fast becoming very popular with the fair sex, and these wonderful spring days are very tempting for strolling on the way to work. Why, four a day, is nothing out of the ordinary. He has a friend, a pal in the office, who occasionally keeps him company. How about it, you south-end, boys? We don't dare mention names. No, no, that wouldnt be kind.

Recently, a physical culture specialist visited the Division office and gave the force a very valuable talk, along that line. It was necessary to solicit the assistance of a few of the boys in the bunch, to use them for demonstrators, otherwise dummies. Though dummies, they certainly have the sense of feeling. Ask Sanden about it. He went through the exercises slowly and gracefully, so the professor said, but poor Sanden says it was rather strenuous, for he still is a little sore. However, quite a few signed up for the course and all will soon be, what do you call it—Strong Men?

Mr. George Ribelin, telegraph operator at Akron, O., has once again entered into the matrimonial game. George asked for time off, commencing March 25th, with the excuse he wanted to move from Barberton to Akron. "Some excuse." George moved allright but "Mrs. Ribelin" is now with him. After George "moved," he passed the cigars. The happy couple and family are now living on Gale St., Akron. George's advice to all single men is, "get married," he claims there is nothing like married life.

HUNTINGTON SHOPS.

The following engines received T. B. M. F. repairs at Huntington Shop during the month of March: 2007, 1842 and 2080.

We are glad we are putting in new fire boxes again. Engine 1769 received a new one this month.

Eugene LaPoints, Veteran Blacksmith, was off duty several days, on account of a piece of steel in his arm.

Arnet Wells, Blacksmith Helper, has been off duty several days, account of the death of his uncle, John Schoenell.

Eberman returned to Meadville on

the 16th, after spending several days here on business in the Car Department.

W. H. Marks, Machinist, has resigned to accept a position with another company.

Jerry Blackburn, Machinist in the Round House, has been off several days, account of sickness.

"Con" Cull is a new Machinist Helper in the Round House.

Joseph Carroll, "Eagle Eye Inspector," has offered a liberal reward for the return of his torch.

W. H. Patrick, General Boilermaker Foreman, was here several days last month on Company business.

Don Comer, Machinist, will soon unite in the holy bonds of matrimony. Good Luck "Donnie."

Chris Unger, Blacksmith Helper, who has been off duty several months, made us a visit one day last week. We were glad to greet him.

John Mace, Erecting Foreman, puts in most of his time after working hours on his "Gin Seng" farm.

Chas. Shane made some needed repairs on the steam hammer in the Blacksmith Shop.

Milo Hendricks, Steam Hammer Operator, is the proud owner of a "Ford." Watch him go, boys.

A. Kloepper looked worried, but after an interview with him, we found out that he had been initiated into the Elks on the 8th.

We are watching for Storekeeper C. W. Dearworth's fish story in the Huntington papers.

C. H. Norton, General Foreman, has recently purchased an "Overland." He expects to inspect the roads of Huntington County. John DeMoss, Assistant Round House Foreman, has not bought one yet, but he is going to and it is not going to be a "Red Devil." There is also an automobile "bug" in our Storekeeper's ear.

Chas., "Baldie" Coulter, Engineer on the Water Softener, is the busiest man on the place. He is Chairman of the Stove Pipe Committee.

R. V. Blocker, Round House Foreman, is now comfortably settled in his new home and is setting out a fine bunch of peach trees, and expects in a few years to meet the demands of Huntington in peaches.

Our Labor Foreman, L. B. Shearer, can be found on Sunday afternoons catching Minnows at the Wabash River. He is anticipating a large catch this season.

George Young, Piece Work Checker, is the inventor of a new Rat Paste.

Steve Roebuck, our Oil House man, has made wonderful changes in the appearance of the Oil House. We knew that he was an expert at handling oils and will have to give him credit for being an expert carpenter.

All of the employes are in co-operation with the movement to keep the shops and premises clean.

NEWS FROM KENT SHOP.

Freight connections have been opened up between the Head House and Round House Paint Shop and Lower Steel Yard. Work trains are being operated daily, in order to complete the line. Superintendent Williams advises that regular service will be maintained the first of next month. Supervisor Fary is rushing operations as fast as possible. This Little Giant will be some pike.

Among the additions and betterments recently installed, the Shop Office organized a stock company and purchased an automatic pencil sharpener—the object, Economy.

Although the Kent Fire Department is rather slow on dress parade, in active service they certainly can go some. On April 9th they responded very promptly to a fire at the Old Paint Shop, and through their activity extinguished it very quickly.

We find, through experience, that the Traveling Auditor carries a very cute little joke. For the benefit of all you fellows along the line, watch out for this fellow.

Chas. Schuette has given up the idea of entering the Automobile business, in which he expected to engage after his return from Buffalo Shop, and is now back again in harness with the Coach Gang.

On account of many sicknesses, the ranks of the shop force were badly depleted during April, fully 20% being laid up with various ailments.

Chas. Schuette, Jake Marxen, Lawrence Englehart and Ed. Amick, have purchased up-to-date automobiles, and spend their evenings and Sundays touring the surrounding country.

The Erie Shop ball team has been reorganized for the season, with Jack Bertram as Manager. There is so much good material to select from, that it is impossible to state, at this date, what individual members shall compose the team. Jack wants to announce, that he is ready for any department of Ohio Division, and challenge from any will be accepted.

Swartz, the office boy, will be known as official bat boy of the local

team. In the event of the absence of "Shorty" Rentz, at any of the games, he will also act as mascot and water boy. Swartz has a great baseball future before him.

Joe Clark, of the office force, is the proud father of a charming daughter—a late arrival at his home. Mother and daughter are doing real well, which we are glad to know, and wish him many more of these happy occurrences. Cigars are slow forthcoming, Joe, but we have patience.

T. J. Tracy, who has been identified with the Erie service here for the past thirteen years, has been assigned to a position in Buffalo as assistant superintendent of the Erie car shops. For the last seven years Mr. Tracy was a foreman in the freight department here. When it became known he would resign his many friends and shopmates decided they would remember him for his faithful service, and so presented him with a beautiful Hamilton watch, with chain and charm, as a token of friendship and esteem. Mr. F. W. Bowers presented the watch with very appropriate remarks, which was replied to by Mr. Tracy in a very feeling and grateful manner. Many regrets were expressed by his shopmates for his departure, yet pleased to see him favored with a better position.

Herman Schuette, Erie shop veteran, was presented with a fine pipe by fellow-workers on his retirement from service.

HORNELL SHOPS.

"The time has come," the walrus said,
"To talk of many things,"

Of garden seeds and garden sass,

That garden-plowing brings;

And young trees barked, and old tin cans,

And rubbish, fires and hoes,

And cabbage plants and spading forks,
And all such things as those.

The Erie R. R. Employes Magazine is in the growing list of magazines of large circulation, that do not print whisky ads.

Ice house No. 1 will soon join the others of the group in the history of the past. This building was largely constructed of material saved from the old shops that occupied the same site, and is therefore about sixty years old.

The many cans stationed about the shops and grounds for the reception of waste, papers and other litter have been painted white and lettered: "Help Keep the Premises Clean." Two signs have also been painted and put up

where ashes have of late littered the grounds dumped from engines: "Forbidden to Dump Ashes on Shop Territory or Around Water Crane." This is followed by the familiar "Help Keep the Premises Clean."

Joe Kuhn, a former employe of this shop, and for several years machine foreman at the Erie shop at East Buffalo, was a caller here recently.

Will Claus, Chief Clerk to Master Mechanic L. R. Laizure, has been absent from duty several weeks, owing to serious illness and a surgical operation. He went to Buffalo to consult a specialist, who found that further delay would be hazardous; accordingly he was placed at once on the operating table. He is again on duty and the routine work of the office has again assumed its normal conditions as far as it is effected by note-books, full of Chinese characters.

Daniel O'Hern, an employe of the shop for many years, went over to the silent majority so suddenly, that he was hardly missed from his accustomed plan, when word came that he was dead. He will be missed by all throughout the shop, where he had many friends.

At this writing, the last of the seven H-21-a engines equipped with superheaters, firebrick arches, Baker valve gear, etc., that were assigned to this shop is nearly completed.

The engineers and shop forces of the Allegheny division and Bradford shops, as this is written, are congratulating themselves in the record of 46 consecutive days without a passenger engine failure. This record covers 63,000 miles.

The Erie Hose Company's Clubhouse, has lately been the subject of a thorough renovating. It has been neglected by decorators for some time, but lately the spirit of spring house cleaning took possession of the members of the fire department, a sort of a camp-fire was held, at which Master Mechanic Laizure gave an address, and as a result of that counsel, it was decided to give the place a spring housecleaning. Soap, brushes, sponges, water and muscle will shortly be in evidence, followed by painters and paper hangers. The hose company appropriated an amount from their treasury sufficient to purchase the paper used, and the quarters, with its piano, pool table, etc., is again a most inviting place in which to pass an evening. Later in the season, "when the north wind do blow," the company's spacious rooms will be heated by a

steam boiler installed in the cellar, and will be made perfectly comfortable, which, we understand, was not always the case with the old gas system of heating.

A movement was put on foot recently to secure funds for equipping a baseball club here. The response was ready and generous and nearly \$100 was soon raised. Uniforms and the full outfit of an up-to-date organization, will be purchased. If the industrial depression continues, doubtless several match games will be pulled off during the season with neighboring teams. The cinder ground east of the shop, has been leveled off and affords an excellent diamond for practice. Machinist B. L. Watson is manager and Wm. Sexsmith captain.

BUFFALO CAR SHOP.

T. P. Oliver, one of the best known men on the "Old Reliable," has accepted a position with the "Berlin Sentinel," as their War Correspondent at the front. Mr. Oliver will also take pictures of the troops in action and in the trenches. Mr. Oliver, before coming to this country, served ten years with the Kaiser's royal Hussars and bears several scars from the enemies' good marksmanship. We all wish you good luck, Tom.

We notice the above named gentleman is getting a little peevish about some people building verandas on their homes.

A bowling match took place between the two companies of our fire team on Mar. 29th, Capt. B. Matthews of No. 1 Co. against Capt. J. McGrath of No. 2 Co. High man in No. 1 Co., H. Long, 169 average with a total of 2933 pins. High man in No. 2 Co., F. Yondt, 158 average, with total of 2,579 pins, leaving a balance of 354 pins in favor of Co. 1.

Another interesting bowling match took place between the piece-work checkers and painters. Capt. C. Schottin, for P. W. C. and F. Meinn, for painters. Total score for P. W. C. 3,202; high man C. Schottin, with a score of 532. High ran for painters, Capt. F. Meinn, 553. Total score for P. W. C. 3202; total score for painters, 3051, leaving a balance of 151 pins, in favor of P. W. C. The only thing of note that occurred in the game was, that Jack McCartney got hold of a pool ball and thought it was a hard boiled egg, and tried to eat it.

Three McClellan brothers are employed at this shop; two painters and

one electrician, and when those lotharios are on Main St., no electric lights are required, as these boys are all lit up like the Palace Arcade.

We are sorry to announce that our old friend, Anthony Downey, father of Erie Co., Doctor M. J. Downey, is still unable to resume his duties at this shop, but with this fine weather we hope to see him soon.

W. Thompson scans the papers regularly, and he has good reason to do so, as his birthplace is Scarborough, Yorkshire, England, the place the Germans bombarded a short time ago. He says you could not find a fort there with a bull's eye lantern and a search warrant.

Geo. Goldsmith has been promoted to Foreman Pass. Dept., from Asst. Shop Supt. T. J. Tracy succeeds Mr. Goldsmith.

H. Auer, has been appointed Fire Chief, in place of Mr. Goldsmith, resigning that position.

Mr. J. McGrath has been appointed fire team captain in place of H. Auer.

A. Boutet, Electrician, thought he could put it over on the boys, but they forestalled him in a very neat manner. He moved from the Abbot Rd. a short time ago, to Newly Wed Ave. The bunch got next and found out that he was to be married April 28th, so several of them got busy and helped him select the furniture. Arthur is a good scout and we wish him luck in his new venture.

C. Schuette has received his hat, which he won by strict adherence to temperance. It was an imported Christy (from London, Eng.) Although Waddy, Goldsmith and Coward, had to go down in their jeans for the price, they did it willingly, as Charlie won his hat fairly and squarely. The only thing they were in doubt about, was the size, so they took a chance and got him 10½ size, which fitted him. The day after, but the matter is now closed.

On April 16th the fire team made a very good run from the hose house, located at the firehold, to the new building, making the distance, turning water on and in action, in 3 minutes, under Chief Auer, Capt. McGrath and O. Truhn. This is exceptionally good time for the distance.

BUFFALO HEADQUARTERS.

Conrad Tepfer, who has been confined to the house for the past week, is able to be around again and is pounding away as hard as ever.

Division Clerk H. J. Bordwell and

Asst. Division Clerk H. J. Gillig, have joined the ranks of benedicts. We wish them success in their new venture. May all their troubles be little ones.

A. J. Buehler, has now gone into the poultry business as a side line. Place your order now, for eggs.

Roy Kling spent Sunday at Bradford, Pa. What is the attraction, Roy?

William VanScoter was to bowl with "B. X." the other night, and then backed out. Be careful Willie, the string is getting short.

Joe Hertzelt seems to be calling "S. X." quite frequently for records. Why not save them Joe, until you get a number.

BUFFALO MACHINE SHOP.

August W. Steve, our popular messenger, pumps the organ at the little church on Clinton St. One Sunday, as the story goes, "Gus" laid off without permission and when the Pastor asked the reason, Gus replied: "When I left last Sunday the windbag was full and there would have been enough air to last, if the choir hadn't sang, 'Its a long way to Tipperary.'"

W. L. Mustard has resumed work, after being laid up with a bad case of blood poisoning.

Cyrus Randall, an old "Vet." of this shop, was forced to resign his position on account of ill health.

B. B. King, Locomotive Inspector, has been transferred to Foreman Boilermaker at Port Jervis, and J. W. Foster appointed Inspector in his place.

J. C. Pierce is again a member of the pencil squad.

Last, but not least, we celebrate one hundred days of successful passenger train operations, without an engine failure in this class of service.

BRADFORD ITEMS.

The candidates for the Erie hose team, assembled in the office of Foreman Davis, on April 27th, to discuss matters pertaining to a hose team for the coming season. R. J. McQuilkin was elected captain, and practice will begin at once under his supervision. There is no doubt in the mind of Mr. McQuilkin, but his team will take first prize this year.

R. J. Warner, who for some time has been chief clerk in the freight office at Olean, has been appointed agent at Lewis Run.

Brakeman J. R. Kohler recently

underwent an operation and is recovering rapidly.

James Hill, night caller, who resigned, was succeeded by S. Roberts.

Charles Monaghan is going on a farm to raise chickens and pigs.

Eugene Wright wants to know the difference between markers for cabooses and car markers.

ROCHESTER DIVISION.

Mr. J. J. Mossman, General Agent, Wabash, and Mr. J. H. Sheffer, Traveling Freight Agent, D. & H., were recent visitors at Batavia, N. Y.

Mr. Geo. E. Payne, Baggage Master at Batavia, has recently completed his 43rd year with the "Old Reliable."

Various improvements have been made in the freight office at Batavia. The boys say they have a new home.

On April 8, 1915, thieves broke into the depot at Batavia and stole a fountain pen and two razors belonging to J. C. Young. Mr. Young is now raising a beard. Let us hope they catch the thieves.

MEADVILLE MUSINGS.

Dispatcher W. D. Boynton had business in Cleveland a couple of days recently.

Mr. C. L. Bingham, Milk Agent, of Cleveland, was a recent caller at Division Headquarters.

Dispatcher C. L. Pattock, from the Huntington office, was in Meadville, recently.

Howard McMahan, who recently was message operator in Meadville office and is now in the newspaper business at Franklin, Pa., is receiving congratulations upon being married, recently, to a young lady of Franklin.

Dispatcher D. H. Cronin was called to New York a few days ago, on account of the serious illness of his brother, in a New York hospital.

Mr. J. F. Mackie, secretary and treasurer of the Train Dispatchers' Association, was a recent caller at Meadville.

We are pleased to record the marriage of Miss Mary Johnson, until recently an operator on the first district, to Mr. S. I. Woodside, Agent, at Millers, Pa. We extend our congratulations to the happy couple.

Mrs. C. P. Hodge, who is the daughter of Mr. W. R. Johnston, Agent, at Oil City, died at Greenville, Pa., recently, after a short illness.

It is worthy of note that there has been recently organized in the Division offices at Meadville a "Non-Swearing" Club.

On April 23rd, all the track foremen on the Meadville division, assembled in the Chamber of Commerce Rooms at Meadville, where a meeting was conducted by Mr. C. Bucholtz, Division Engineer, with reference to matters pertaining to their duties, and also in the line of economy and efficiency. General Manager R. S. Parsons, Assistant General Manager J. B. Dickson and Superintendent Ferguson, were also in attendance.

MEADVILLE SHOPS.

Messrs. Parsons, Dickson, Schlafge, McMullen, Patrick, Asst. Gen. Passenger Agent Brown, H. S. Burr, Supt. of Stores, and Mr. O'Day, were in Meadville April 22 and 23, inspecting all of the Erie property.

Carl Buchholtz addressed the Section Foremen of the Ohio Division at a meeting held in the city lately.

G. F. Burton, Shop Order Clerk in the Chief Clerk's Office, has been appointed Notary Public by the Governor of Pennsylvania.

Engine 970, for special service, is now nearing completion in the Meadville Shops.

Mr. Adam Regeisen has been appointed to the position of Foreman of Laborers, made vacant by the death of Martin Kuppler. Adam has been a faithful employe for many years, and his promotion is a deserving one.

The Erie quartette, composed of A. Sutherby, F. Smith, C. E. Benson and Mr. Locker, are still rendering sweet singing since close of the evangelistic campaign.

Henry Osten, retired Machinist, had the misfortune of breaking an arm while stepping off a street car.

The Erie Employes' Mutual Benefit Association, will meet in Salamanca, N. Y., on May 15th.

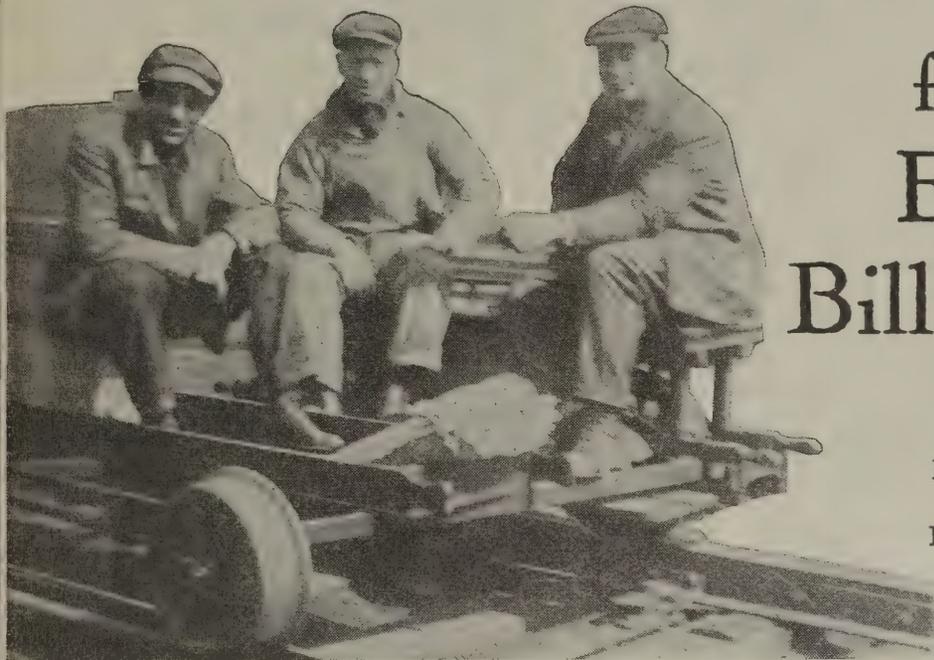
David M. Garrison, Conductor, was run over and instantly killed, while backing into the Greenville yards, recently. Mr. Garrison has been Yard Conductor for the past nine years at Greenville. His home was in Kerrtown, a suburb of this city. He was 63 years of age and is survived by his widow and six children.

Shopmates condole with Mr. David Miller, Roundhouse Blacksmith, in the death of Mrs. Miller, after many months of suffering and illness.

Foreman James Johnson of B. & B. Department, is now occupying the city's old Pump House, along the Erie's main track.

WATCH OUT

for the
ERIE
Bill Posters



Foreman Marcucci at
right and helpers
Passantino and Deluca

These Men Will Be Along Down Your Division
as they are going over the Erie system on this twin engine 8 H. P.

Mudge Motor Car

The Car with the Double Lower Frame Rail

They are out to post Erie bills at different stations, but they will find plenty of time to tell you about the satisfying service of Mudge motor cars while they are at work.

Ask Them for Specifications and Price Sheet

But do not put off until they come along as there are five different cars you will want to know about and especially the Mudge "Maintainer" which has been built just for you. It is long, low and light; strong, safe and satisfying. Built close to the rail she sticks to the track like a burr at any speed. She's 4 H. P. and weighs only 330 pounds. You can swing into clear in a jiffy at any old place on the line. Our terms make it easier to own one than to do without. **SEND THE COUPON.**



\$10.00 a Month Terms

MUDGE & COMPANY,

456 Railway Exchange, Chicago

Gentlemen:—Send Specification Sheets to

Name.....

Occupation..... R.R.....

Town..... State.....

JERSEY CITY SHOPS.

Our Chief Clerk is getting to be some ball-player. He spends the lunch hour catching "hot-liners and high-balls." We wish him success and hope to see him in the "Giants" team next year.

Aaron Cohn is quite a pitcher; every time he throws a new ball, it goes through a window, or over the round-house.

Young Bennies is some big 105-lb. hitter, so don't get "funny with him, 'Safety First.'"

Richard Dan Braven has sworn off "chewing tobacco." It costs him \$1 for each offense.

M. Sibak, our new messenger, is quite up-to-date; he had a new mail-bag made recently.

A great discovery was made the other day. Wm. Cody, our storeroom boy, was found to be a snake charmer. He caught a small snake in the storeroom and trained him to say "Capa."

BATH AND HAMMONDSPORT.

Navigation on Lake Keuka for the season 1915, was opened on April 20.

The Lake Keuka Navigation Co. at Hammondsport, has equipped the steamer "Penn Yan" with two gasoline engines and completely overhauled the entire boat. It will be ready for service in a short time.

Paul Rosenkrans, of Wayland, is clerking in the B. & H. R. R. office at Hammondsport.

CHICAGO & ERIE DIVISION.

S. D. Michael has been appointed Agent at Kingsland, Ind., vice Mr. E. M. Taylor, transferred to Telegraph & Telephone Service. Mr. Michael was formerly employed as third trick operator.

R. H. Johnson, Division Claim Agent, with territory extending from Chicago to Rochester, Ind., inclusive, with headquarters in Chicago, has resigned and accepted position as Claim Agent on the Chicago & Western Indiana Railroad. The territory of Mr. J. S. McGovern, Division Claim Agent at Huntington, has been extended to include the territory from Rochester to Chicago and his headquarters have been transferred to that point. Mr. McGovern has been given an assistant, which will enable him to take care of his increased responsibility. Mr. W. A. Frazier of Buffalo, N. Y., having been appointed Asst. Division Claim Agent, with headquarters at Huntington.

Rutherford, N. J.**FOR SALE
Dwelling**

8 Rooms, Bath, with Large Attic. Plot 60 x 112. Location—Mortimer Ave. near Donaldson Ave. Close to Park School and Park. Price very Low. Terms to Suit.

FOR PARTICULARS ADDRESS

A. L. TRAVIS
50 Church St. New York

E. H. Buhlman, Chief Clerk, General Manager's Office, Cleveland, Ohio, visited us Friday, April 16th.

E. H. Ewerz of Supt. of Transportation's Office, was with us Wednesday, April 21st, explaining the working of the new home route card bill, in use, May 1st.

John Wonderly, Erie Engineer, is now minus a handsome watch, which was stolen from him by three Chicago thugs several days ago. Mr. Wonderly runs train No. 3 into Chicago, arriving there late in the afternoon. He had gone to supper and was walking on State Street between Taylor and Polk Streets, when the robbery occurred.

Three men stepped out from an alleyway, and one of them tapped the Erie man on the shoulder. He turned, thinking it was one of his friends. The fellow who had attracted his attention then grabbed his watch and ran. Mr. Wonderly managed to save the chain, which was firmly fastened to his vest pocket. He started in pursuit of the three men, but they managed to escape under a bill board a short distance away. The watch had been presented to Mr. Wonderly by the Ball Watch Company, and was a valuable time piece.

The regular monthly meeting of the agents of the Chicago & Erie, was held in the Superintendent's Office. The regular routine business was gone through with. The out-of-town guests present at the meeting were: C. E. Strong, Chief Inspector of the Freight Claim Dept. at Marion, O.; O. L. Enos, Traveling Passenger Agent at Mansfield, O., and W. P. Holabird, Freight Claim Inspector, of Marion. The agents present were: B. O. West of Rochester, Ind.; R. E. Hart of Kenton, O.; O. H. Odell, Ohio City; E. S. Case, Lima, O.; W. E. Putnam, Wilders, and R. A. Littler, Agent at Markle.

The Spring clean-up campaign was started on the C. & E. Division, as soon as the weather was favorable in the month of April and has been going along merrily, with the result that stations, shops, yards, building, etc., have taken on a neat and tidy appearance. Since the double-track has been completed between Marion and Lomax, the service is so good that it is doubtful if it can be excelled by any other lines in the State of Indiana.

On Wednesday, April 14th, a Staff Meeting was held in the rooms of

the Huntington Commercial Association, with all the Section Foremen between Marion and Hammond. Mr. J. B. Dickson, Asst. Gen. Manager, was present and addressed the men. His talk was of a nature to inspire their very best efforts and will result in fruitfulness, in connection with the Summer's work. Rev. Elmer Ward Cole, who is well-known as a warm friend of the working men, dropped in during the meeting and gave the men one of his characteristic talks. The occasion will be one to be remembered for a long time.



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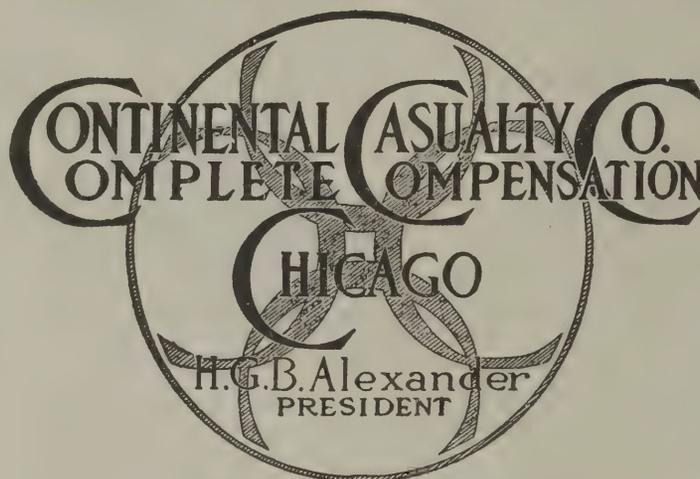
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"Kindly send me another Physician's bottle of Murine Eye Remedy and one application bottle for office use. Murine

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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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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.

FOR SALE—One Edison Exhibition Model Kinetoscope outfit, complete, cheap. Or will exchange for a motor cycle. For particulars and description address C. H. Stanford, Kirkwood, N. Y.

EXCHANGE—I have ten fine S. C. White Orpington Pullets, Cook's Strain. Will exchange for ten S. C. R. I. Red Pullets. These Pullets are extra fine and laying. Nothing but first-class Reds accepted. F. W. Harrington, R. F. D. 5, Box 80, Lima, Ohio.

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.

FOR 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 Pavonia Ave., Jersey City.

FOR 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.

FOR 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.

FOR 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.

FOR 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., Room 960, 50 Church St., New York.

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

FOR SALE—Edison Phonograph (Fireside), with Cygnet horn and 200 Amberol records. Address William L. Lake, 207 3rd Ave., Susquehanna, Pa.

FOR SALE—Five White Orpingtons, laying pullets (Kellerstrass Strain), \$1.25 each. A. J. Buehler, 262 Sherman Street, Buffalo, N. Y.

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

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

FOR SALE—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.

FOR 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.

FOR SALE—Complete Wireless Sending and Receiving outfit; also aerial at a bargain. P. H. King, 516 River St., Paterson, N. J.

SPECIAL—Regular fifty cent ERIE RAILROAD WATCH FOBS, reduced to thirty-five cents, for a short time. Limited supply left. **ACT QUICK.** R. M. Drews, Asst. City Passenger Agent, Erie R. R., 19 Taylor Arcade, Cleveland, O.

LOOK! I sharpen all kinds of razor blades at 25c. a dozen, and razors honed for 25c. Send 25c. in stamps with your blades. All work guaranteed. Mail orders promptly attended to. Ed. Wise, 4753 Calumet Ave., Chicago, Ill.

FOR SALE—Mason & Hamlin Organ, and Outside Brooders. Organ, 6 octave; good as new, walnut built and stylish. Cost \$165. Will sell at bargain. Brooders, 200 eggs capacity and in good condition. Address A. S. Woods, Operator, Passaic Junction, N. Y. S. & W. Division.

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

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A Special Discount
of Ten Per Cent.
Will Be Allowed

On All Vegetable
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the Watchword of the
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112 West Adams Street - Chicago
CAPITAL and SURPLUS - \$10,000,000

Erie Railroad Dining Car Service

(A LA CARTE PLAN)

Order whatever you wish
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*Pay only for what you
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Every item marked in plain
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Seasonable food, well cooked
and attractively served, to
be had on the Dining Cars
of the

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		Designated Depository of the United States.
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Three Per Cent. Interest Paid on Certificates of Deposit	

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	EDISON PORTLAND CEMENT CO.	
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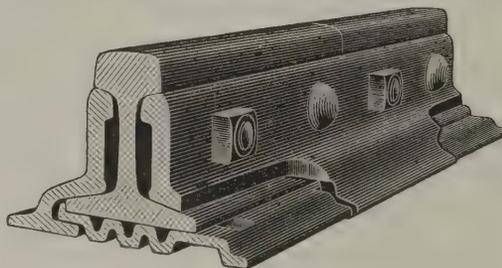
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Paris, 1900

Buffalo, 1901,

GOLD MEDAL

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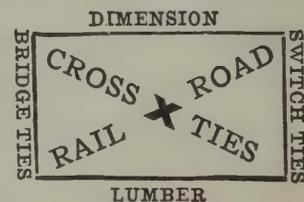
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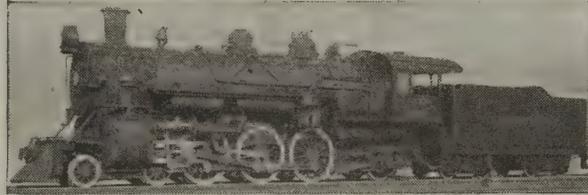
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The adaptability of Haywood Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this advertisement illustration No. A1405.

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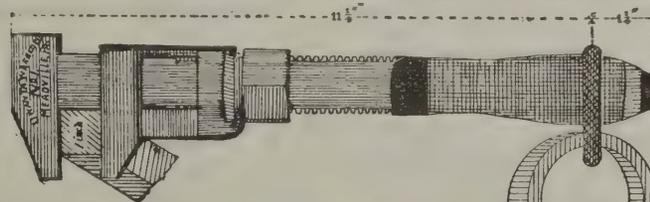
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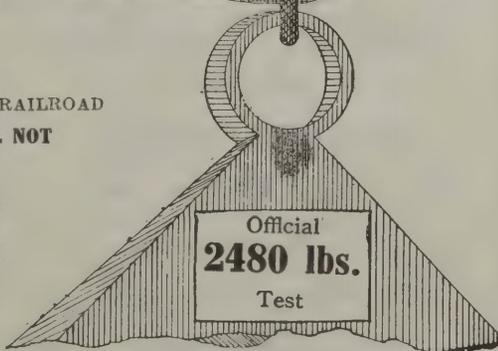


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Has "Lock-to-the-Lock," "Lock-
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Importers and Dealers in

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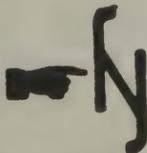
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We Offer Reservoirs
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These Reservoirs are riveted to
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Drain Cock opening on OUTSIDE
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When desired, we enamel them
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600, 1,200, 2,000
800, 1,400, 6,000
1,000, 1,800, 10,000 **Tons**

General Repairs
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Write Dept. N for Catalogues**Beckwith-Chandler Co.**

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201 Emmett Street**NEW YORK**
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Will be pleased to forward samples
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Wheels for Steam and Electric Service.

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SWAN & FINCH COMPANY

Established 1853

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Builders of Engines and Boilers
MEADVILLE, PENNSYLVANIA**OTIS STEEL****"Otis" Fire-Box Plates a Specialty
Flange Plates, Ship Plates, Tank Plates****STEEL CASTINGS AND FORGINGS****STEEL AXLES OF ALL KINDS****THE OTIS STEEL COMPANY, LTD.,****Head Office and Works, CLEVELAND, O.****AGENCIES: NEW YORK, John Platt & Co., 97 Cedar St
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175 Rector**Morris Street, JERSEY CITY**
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Brownell Improvement Co.

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CRUSHED STONE

CONTRACTORS FOR RAILROAD WORK

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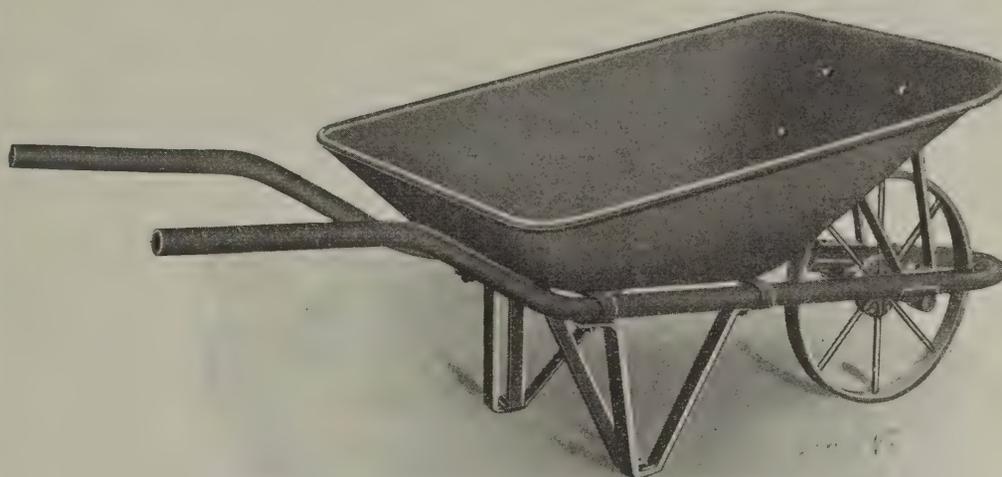
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No.	Size of Tray, Inches				Capacity Cubic Feet	Capacity Lbs. of Coal	Wheel
	Length on Top	Width on Top	Depth at Wheel	Depth at Handle			
x265	41½	33	11½	8	6	16x1¾
x263	41½	33	11½	8	6	300
x244	33½	28½	8½	6	4	225
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