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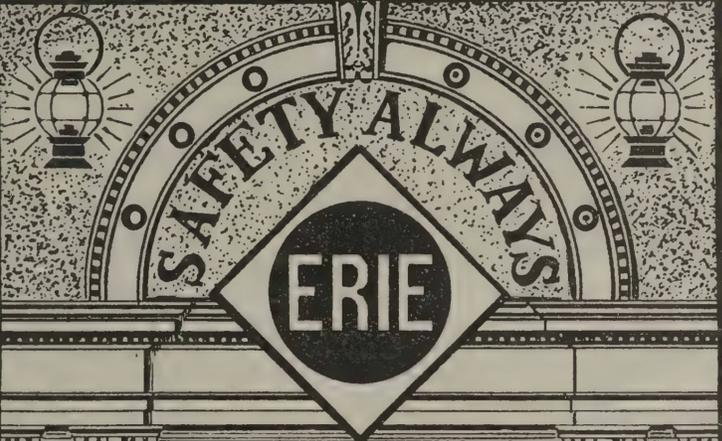
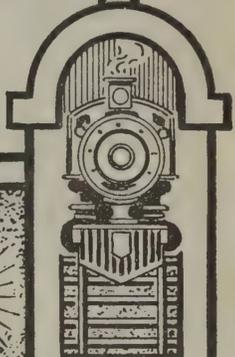
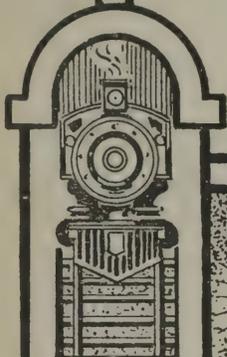
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# ERIE RAILROAD



## EMPLOYEES MAGAZINE



### AUGUST

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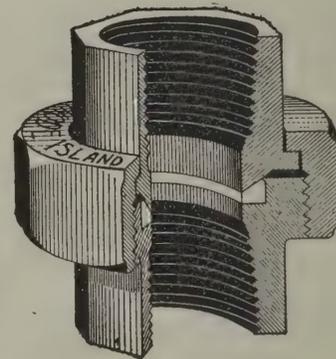
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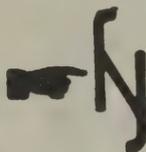
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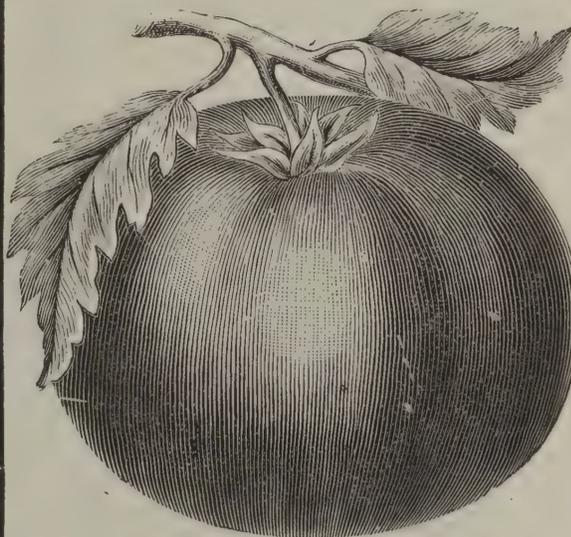


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# THE ERIE RAILROAD EMPLOYEES' MAGAZINE

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

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

VOL. II.

AUGUST, 1915.

No. 6

Safety Secures Surety—Efficiency Enlarges Effect—Proficiency Produces Performance

## A MODEL CLASS K-4 ERIE LOCOMOTIVE.

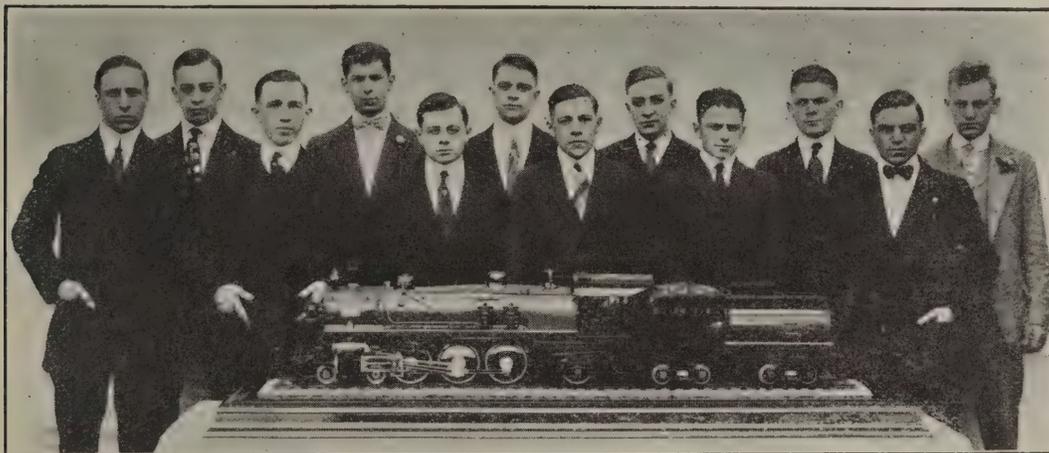
Built by the Boys of the Dunmore, Pa., Apprentice School.

**D**UNMORE has been placed on the map, for something more than anthracite coal.

The apprentices of the Erie Railroad shops at Dunmore, have just completed, what is, no doubt, the most complete running model of a class-K-4, Pacific type, Erie locomotive, ever built in a railroad apprentice school.

is, if it was found to be perfect in every detail, the model was to be placed in the window of the up-town ticket office of the Erie Railroad on Broadway (Herald Square), New York City.

In order to make this piece of watch-work (which measures but fifty-seven inches over all), it was first



NAMES OF APPRENTICES WHO BUILT ENGINE.

W. Farber, A. Ludwig, G. Hagblow, J. Setzer, G. Brundage, W. Rossar, N. Rose, A. Dykes, W. Wagner, C. Croop, H. King, F. Wilcom.

The management of the Erie Railroad, issued an order on the Dunmore apprentice school, to build an exact model (three quarters of an inch to the foot), of a class-K-4 locomotive. The entire work, from print to paint, to be done in the school.

It was understood if this work was passed by the mechanical superintendent as creditable to the school; that

necessary to design and build a small pattern shop, foundry, and machine shop in the school, due to the fact, that many of the fifteen hundred parts were so small, that it was out of the question to do this miniature work in the shop.

The most apt boy in the shop, was selected by the instructor, as foreman and the prints, as furnished by the

company, were turned over to him, with orders to "get busy."

This boy selected two other apprentices, as assistants, and the three boys held a staff meeting, to talk it over, fifteen boys were selected from the fifty-seven varieties of apprentice in the shop, to work in gangs of five boys each, under one of the foreman of apprentices.

One foreman and five boys worked up the prints to scale; the next foreman started five boys on designing a lathe, shaper, drill press, and a motor, to drive same. The third foreman worked five boys on building a small cupola, and a forge, so as to cast parts wanted for the model, as well as a forge in the school. Two pattern maker apprentices made up patterns, as fast as the drawings were finished. When the patterns were completed, the foundry apprentices made cores and castings from same in the school. Good team work allowed the boys that made the drawings, to make the patterns and castings, as well as the machine work, from their own drawings; in fact no apprentice was forgotten, of the lucky fifteen employed on the model.

The tool room apprentice was started making small taps and dies, as  $\frac{1}{8}$  inch bolts were a common thing for general use, while the Baker valve gear prints called for hardened pins, 1-64 inch in diam. To be up to the print, sewing needles were used.

In one hundred and fifty working days, the various parts were ready to be assembled, and in two hundred working days, the model was completed, from print to paint, and ready for shipment and still we find "mul-ish" foremen, who say the modern apprenticeship system is a failure. These same foremen also said it could not be done by boys, when the order was received.

The fact is, ten years ago, a boy who could dig up ten dollars for a telegraph set, so he could communicate with his chum across the street, was considered a wonder; today, any bright boy can make a radio outfit, just for pastime during his evening hours, that will bring in stations five hundred miles away. This is possible now, because, all the dope that was formerly locked up in some wise person's head, is now to be found in any text book, at a reasonable price.

The building of this small locomotive develops the point, as to whether an apprentice school pays. It all depends upon the teacher (that is if he

is not handicapped) in selecting the right kind of boys, for, if the railroad company wishes mechanics, the teacher cannot pick out candy makers and shoemakers, just because they are friends of his friends. As a rule good looking boys, and good looking blue prints, soon cause the scrap heap to grow. All that is needed in a railroad shop, is a boy who can make a working print, and then to know where the part he sketches goes on the locomotive, and what office it fills. If any boy has any doubt as to whether his sketch is workable or not, just let a pattern maker check it up, or place himself in the pattern maker's place.

Mathematics pure and simple, as applied to the work in the Erie apprentice school course, is all that is needed, and it is a valuable lever in working out the apprentice's salvation.

Some instructors indulge in a lot of "hot air," about giving a boy 80 per cent. on his record sheet, just because he is a good boy, outside of a broken leg, but, when you go down into the shop you find him spoiling 80 bolts out of every hundred that he turns. The fact is you cannot make mechanics on paper; it must be done by the good old way of letting the right kind of a boy build something of value to the company he is working for, and of some value to himself. This boy does not need to be informed that a sledge is not to be used in placing thumb tacks in the drawing board. The kind of a boy who does this, is generally a friend of a friend's friend, who is only fit for the blueing works.

It is an easy task to do almost any thing mechanical, with a boy who has any mechanical sand in his head, and if you ever wander along Broadway, in the vicinity of Thirty-third Street, take a look at this model of a class-K-4 locomotive, which was built by the apprentice boys of Dunmore Shop, who are worth while; boys who will later on, make good. It is a grand sight for the mechanics of the old school, to see the boys of today coming into their own.

#### ERIE GETS BIG WAR SHIPMENT

As long as the great war in Europe keeps moving along, someone must furnish munitions of war. We are told that the United States is doing quite some business in this direction, and, of course, the material, thus manufactured, has to be shipped over the railroads.

The Erie has received a share of war material, destined to Europe, and

brought it safely to New York for transfer to a vessel.

The shipment referred to consisted of twenty-one carloads of Automobile Trucks, making one big train. It was

secured at Lima, Ohio, from the Gramm Motor Truck Co., or Garfield Motor Truck Co., as it is now known.

This is the largest single shipment ever made by this plant.

### ECONOMY AND EFFICIENCY.

By W. E. Driscoll, Train Dispatcher, Rochester Division.

(Continued from July)

**S**OME of you may think that a cent per day is a high average, but pause a moment and see. We will suppose that a freight train starts from its terminal and at some station they cut off a long string of cars and back into the switch. Perhaps the switch is not lined up right or the brakeman is busily engaged in telling his partner what a wonderful game "Christy" Mathewson pitched the day before, and when the engineman is swung up they expect him to stop on a ten-cent piece, but it is too late and what is the result? A broken drawhead and smashed timbers. After that drawhead has been replaced and the repairs made in the shop, the man responsible can lay his spoon aside for three years at least. The same applies to engineers pulling out drawheads by the rough handling of cars in switching, or trying to start the rear end of a long train first. The way-freight crew by the rough handling of freight or improper loading, may do damage, sufficient to make the average for the whole crew for many months, so the various items could be enumerated, indefinitely that contribute to the continual drain on the Company's treasury.

There are many other ways in which economies can be affected, other than through the Mechanical Department; however, they are brought about in a somewhat different manner. The transportation end of the business makes its greatest saving by keeping down overhead charges, the elimination of overtime, empty mileage and the quick disposal of foreign equipment. As you are aware, a vigorous campaign has been conducted on this railroad during the past year or so, in the handling of cars, the prime object of which has been to expedite the movement of foreign equipment. The success attained has been gratifying, and simply goes to show what can be accomplished by a little effort and the co-operation of all concerned. To our car distributor, agents, yardmasters and way-freight conductors, much credit is due. Their interest,

and zeal is certainly commendable, and it is to be hoped that no one will allow his enthusiasm to wane until the Rochester Division in this particular and in all other economic practices, stands at a one hundred per cent. basis.

#### Efficiency.

There is another phase of railroad-ing that is analogous to economy, and that is efficiency. The man who is economical with his material and supplies, exhibits through his willingness to co-operate, a certain degree of efficiency, while to the highly efficient man, economy is a natural sequence in his daily routine, and to him is the channel of least resistance.

If a railroad ran along in the same even tenor, day after day, week after week, trains always on time, no snow storms, wrecks or other interruptions to traffic, this requisite qualification would not be of such vital importance. It is the unusual and extraordinary emergency that forces a man to show his hand, and his efficiency is measured by his ability to cope with the situation. There are a few little incidents that I recall to mind, that may be mentioned, as they are more or less relevant to the topic in question:

A short time ago train 189 came to Bath with eighty-five cars. Thirty or forty minutes behind them, out of Painted Post, was an extra with eighty more. In doing switching at the west end of Bath Yard they derailed a car on the frog blocking the main track. After several unsuccessful attempts to clear the main track, their engine was found to be so low in water that they had to practically dump her. I think you will agree with me that this was not a promising outlook for crew or dispatcher. With a mental picture of 160 cars and a dead engine occupying the main track, and that blocked by a derailment. On the arrival of this extra, however, these two conductors conferred and they co-operated, with the result that the car was soon re-tracked. Then 189's head end was drawn back to the water crane. This

engineer and fireman were endowed with a "never-say-die-spirit" and with this end in view they saved a mere handful of live fire in the rear end of their fire box, in order that they would be able to cope with the situation. The engineer and fireman gathered up all the combustible material they could find and started to build her over. In a few minutes the conductor came and asked the engineer "how he was coming." His reply was characteristic. He said: "We will be ready when you are." And he was ready and the train was brought safely to its terminal. The lesson to be learned from the above is, that no emergency, however serious at the first, but can be remedied by co-operation and team work.

Another case is of an engineer who plugged a leak in the boiler of his engine, using an old file for the purpose, thus avoiding an engine failure and subsequent delay to his train.

Another of our engineers exchanged his freight engine with a passenger train and the passenger engine that he received in return, had a broken bolt. This engineer did not throw up his hands in despair and call for another engine. He was resourceful and efficient. He took the broken bolt to a blacksmith shop and had it welded, thence to a machine shop and had threads cut and made his own repairs. His train proceeded doing all its work and arrived at his terminal with very little over time.

More recently an engine on one of our important passenger trains, burst a flue, and as you all know, this is a severe handicap to an engine crew. This engineer and fireman, however, by working in harmony and unison, brought their train to its terminal very nearly on time, which was rather remarkable, owing to the fact that this particular flue was leaking badly.

These are the things that I call efficiency of a high order. These emergencies demand quick action and resourcefulness and the men were equal to the task. I do not want any of you to feel that any particular motive prompted me to mention these specific cases. I did so merely because I am more or less familiar with the circumstances and wished by an object lesson, to make clear my interpretation of the word efficiency. I am sure that all of you have at some time or another, during your railroad careers, done something that merited commendation, but even if the time permitted, it would be impossible to

enumerate them all, as I am not conversant with their history. Opportunities are many and varied on a railroad, in which a man may show his ability to cope with unusual emergencies. For instance, we will suppose that train 471 tonight, when at a point a quarter of a mile east of the long siding at Wayland, the engine burst a flue and the fireman reports that another engine will be required. Train 134 is standing in the east end waiting to go as soon as you are clear. Now then, I wonder how many engineers in this case would stop their train and say to the crew of 134 "Our engine is crippled and we will require your engine to take our train to Avon." and I also wonder how many engineers and conductors in this case, if on train 134, would immediately, without any "ragchewing" or argument, turn their engine on the "Wye" and couple in and come to the station ready to proceed. I venture to say that some of you would do just this, but many would do just the opposite; keep moving as long as possible and crawl up to the station and ask for another engine. In the meantime 134 has departed and before their engine can be returned your train is an hour late. While a case of this kind probably does not often happen, where an engine will fail and another engine will be available at that station, however, I know of a case that did happen, and owing to the failure of the engineman to give prompt notice to the dispatcher, the only available engine on the Division pulled out and resulted in a serious delay. Remember, that the dispatcher is the "Captain on the bridge," and the only one who is able to send an engine to your assistance when you are in trouble. This fact should not, however, prevent you from helping yourselves when possible. You are expected to exercise good judgment at all times and not wait to be led around by the hand. In this connection, whenever you have an engine that is not able to deliver 100% efficiency, due to leaky flues or other causes, you should give the dispatcher a friendly tip, which will often enable him to hold a light engine at some point, in reserve, if needed. I remember train 471 coming to Bath one night five or six minutes late and when asked if the engine was leaky, the engineer replied "she is holding her own." Unfortunately she did not hold it long, before they got to Wayland they were not making ten miles per hour and 134's pusher, which could

have been held at Wayland had to be returned from down the line to couple in with them. It was only necessary on arrival at Rochester, to administer a mild doze of the third, to develop the fact, that this engine had been leaking all the way from Elmira. You may not realize what a tip means sometime, so I will just quote two or three incidents that happened recently: No. 463 came to Avoca one morning a short time ago and stopped at the west end of the switch and stood there twenty-five or thirty minutes, with the driver-breaks locked. After they had stood there ten or fifteen minutes, the agent called up and told me about it, and this tip, coming from the agent, who is not even a competent operator, enabled me to catch 137 at Painted Post, by a bare margin of two minutes. Also, to hold 142's crew on duty at Corning Shop. In this case another engine was not needed. However, if an engine had been required and the crew failed to give prompt notice, train 137 would have been out of Painted Post and it would have cost at least one hour's delay before they could have been notified at Campbell and their engine dispatched to relieve train 463.

A short time ago two of our important passenger trains held a meet-order at a blind siding. One of the coaches in one of the trains developed a hot journal. The conductor of this train notified the car repairers at Avon, to be on hand to replace the brass. He failed, however, to notify the dispatcher, with the result that the passenger train at the blind siding was delayed fifteen minutes. Had the conductor given prompt notice of the probable delay, due to journal being packed or brass applied, this delay would have been avoided.

Another case similar to the above, occurred when two of our electric trains held a meet-order at one of our intermediate block towers. Failure on part of the crew to give prompt notice of trouble on their car, resulted in a delay to the train at the block station getting orders over telephone. Delay would have been avoided if notice had been given in time to put out orders at preceding station. There should be no failure of conductors or enginemen, to make report of anything that is liable to delay their trains, whether due to engine failures, hot journals, unusually heavy runs of express or baggage, or any other cause. This will often permit trains to be advanced another station and delays avoided.

I just desire to say a few more words in conclusion. It will be noted that the keynote of my rather disconnected remarks have been "Economy and Efficiency," and if we all strive to qualify in these important essentials, the prosperous future of this railroad is assured. We are all units in this great system and we should, by the study of economy and efficiency, endeavor to be real live ones. Analyze yourselves and if you find an inherent weakness in any particular, you should call on those in authority who are ready and willing to give you all the information in their possession. A prominent man was asked one time to what he attributed his marvelous success. He replied: "For the reason that I have always kept my eyes open and never been afraid to ask questions." This is an excellent maxim for railroad men. Keep your eyes open and there should be no hesitation or embarrassment in asking our division officers for any information on any topic, that you do not thoroughly understand.

You have all noted that this road, during the past few years, has undergone an evolution, in many respects. We only need to look back a few years ago to the little foot board engines, light cars, light rails, frequent engine failures, obsolete equipment and extravagant methods of operation and a roadbed beside which the "Rocky Road to Dublin," would have been a macadam boulevard, to make this evolution apparent. Today we have good power, good rails, good road bed, economic and efficient operation and pretty fair equipment, even including, as a part of Division, a modern electric train service. Of course the Erie Company is far from financial independence, yet there was expended last year \$100,000,000 in improvements, and we who are here ten years hence, will witness a greater evolution than in the past. No novel of fiction has more melodramatic thrills, disappointments and difficulties, than is contained in the history of this road. Each succeeding management, from the day of its incorporation, has been given a heritage in the shape of a stupendous bonded indebtedness and when a railroad President and his staff, can accomplish such an evolution as this over the entire system, in the face of such overwhelming odds, to them no greater tribute can be paid. To this man and to our Division officers and their staffs, we owe our unswerving allegiance and loyalty. The time is oppor-

tune and I can, with all truthfulness say to you, that the star of the Erie Railroad is on the ascendant; temporarily it is obscured by the clouds of business stagnation and depression, but there is a time coming in the not far distant future, when those clouds will be pushed aside and her star will rise and take its place in the solar system of railroads, amid the other railroad stars of the first magnitude. And then we, who have been faithful and by our zeal and loyalty, efficiency, economy and co-operation, have assisted to give to her that which is her birthright, may well feel proud and we will have the feeling of men who have done our whole duty, to ourselves, our superiors and our employer.

#### FLAG RAISING AT BUFFALO.

For a long time past, the question of having a big flag raising at the Buffalo, N. Y., Car Shop, has been agitated, and now the matter has come



FOREMAN DUFFIN DELIVERING ADDRESS.

to a most happy conclusion, by the realization of the project.

On a recent date the flag spread its folds to the breeze and the boys called it the most eventful day within their recollection.

The patriotism of the boys at the Buffalo Car Shop, is best defined, when it is stated, that when the Superintendent acquiesced in the plan,

a subscription paper was passed around and in the short space of two hours the necessary amount was secured, and everybody is happy and proud. The subscribers included all hands.

The stately pole, from which "Old Glory" waves, is 70 feet high, from ground to apex, while the flag measures 12 x 20 feet. It can be plainly seen from Seneca and Smith Streets, and over a considerable area of the surrounding territory.

In raising this fine flag the boys made a gala day of it and enjoyed a ceremony, that all present will long remember with pride and patriotic feeling. The presentation speech was delivered by Mr. W. T. Duffin, Foreman, who has been a faithful Erie employe for 32 years. He chose as his text, "The birth and history of the American Flag," and his remarks were received with a great burst of enthusiasm. In the picture he is seen standing on an improvised platform, surrounded by his fellow workers, who have adjourned from their labors to participate.

The following fine sentiment came from the Buffalo Car Shop, in connection with the flag raising:

"We, the employes at the Car Shops, during the present disturbed times, take this means of showing our patriotism to our Country and our loyalty to our Employers."

#### ERIE MEN ARE EVERYWHERE.

From a newspaper article, which told of the White Sea being a graveyard of ships, destroyed by German mines, the following paragraph is quoted:

"In Archangel I met four Irish railroad foremen right off the Erie. They had a pile of Russian dictionaries and were sweating over railroad parlance in Slavic trying to learn 'Drop that rail!' 'Pick up that shovel!' 'Drive that spike!' And particularly they thirsted for the Russian profanity."

#### USED ERIE FAST FREIGHT.

A shipper had always expressed,  
His goods for a dealer out Wessed.

He tried Erie Fast Freight,  
Now he likes to reight,  
How the saving he plans to inressed.

A. Nutt.

As a result of a quarrel which ended in an assault case, a judge in Chicago sentenced the one who began it to take the other one and his family to the theater, with a supper afterward.

## HUNTINGTON, IND., SHOPS HELP "BOOSTER DAY" CELEBRATION.

THE Huntington, Ind., Commercial Association, which has a membership composed of 500 of its best citizens, is one of the liveliest organizations in this or any other State in the Union.

Three years ago it conceived the idea of having a celebration, boosting Huntington and Huntington County. The first and second Huntington "Booster Day" celebrations, were held in June, 1913, and June, 1914, which proved very successful, and June 10, 1915, was selected for the third "Booster Day," hoping that previous records would be maintained.

Through the untiring efforts of its President, Mr. J. W. Caswell, and Secretary, Mr. C. B. Williams, and the Board of Directors, they arranged the celebration, that proved to be far beyond their expectations. The judges who were selected, one each from Indianapolis and other cities, pronounced both the day and night parades and the entertainment following, as being among the best they had ever witnessed.

The Commercial Association invited employes of the Erie Shop at Huntington, to participate in this celebration. The invitation was accepted and our Foreman Boilermaker, Mr. H. L. Elvin, was, on request of the Commercial Association, made Marshal of the day for the Erie forces. He, in turn, selected his assistants, J. H. Daltry and T. J. Sullivan, who have on numerous occasions, helped in carrying out details. Through their endeavors and hearty co-operation of all Erie men, the company was represented with 521 Erie shop employes in the parade, and the Commercial Association showed its appreciation by turning over to the Erie delegation, the City Band of 35 pieces.

All employes assembled on Market Street, at the Erie Freight House, which was beautifully decorated by the employes of that department. Parade was started at 10:30 o'clock A. M., lined up as follows:

H. L. Elvin, Marshal of the Day, and his assistants, J. H. Daltry and T. J. Sullivan.

Chas. Colter, with a large Erie Railroad banner, Otto Homeyer and Joe Hansen, each carrying large American flag.

Huntington Commercial Association Band.  
Color bearer, C. W. Dipert, in natty white uniform.

C. H. Norton, with his new six-cylinder Overland, beautifully decorated with miniature locomotive carried on hood of the machine. Car was occupied by Division Superintendent, T. Mackrell; Master Mechanic, W. F. Yer-

gens; Supervisor Loco. Operation, J. A. Cooper and Foreman Car Dept., E. G. Brubaker, followed by automobiles furnished by Ezra West, Cyrus Miller, T. Pingry, Levi Hendricks, O. Homeyer, Lee Miller, and other cars furnished by the Commercial Association. These cars were occupied by aged employes, who have been in the service from 25 to 40 years.

Day and night fire department, with hose cart beautifully decorated and containing 35 members, with the infant son of the Fire Chief, Earl Foote, riding hose cart. The loving cup, won at Binghamton in 1913, was conspicuously displayed.

Office force, led by A. N. Grimes, representative of the Superintendent's office, and C. W. Dearworth, Storekeeper.

Car Department forces, led by C. Merriman, H. Williams, C. Humbert and Tim Sullivan.

Labor gang, led by L. B. Shearer.  
Erecting Department, Fitting Department and Machine Department, led by H. F. Myers, J. Mace, A. Kloepper and A. H. Chapman.

Blacksmith Department, led by Edw. Lavine.

Boiler Department, led by R. Badger and Elliott Witmer.

Tin and Coppersmith Department, led by Harvey Wright.

Tank Department, led by O. Tobias.

Day and Night Roundhouse Forces, led by R. V. Blocker, L. C. Hansen and C. Eckenbarger.

Paint Department, led by W. J. Kase.

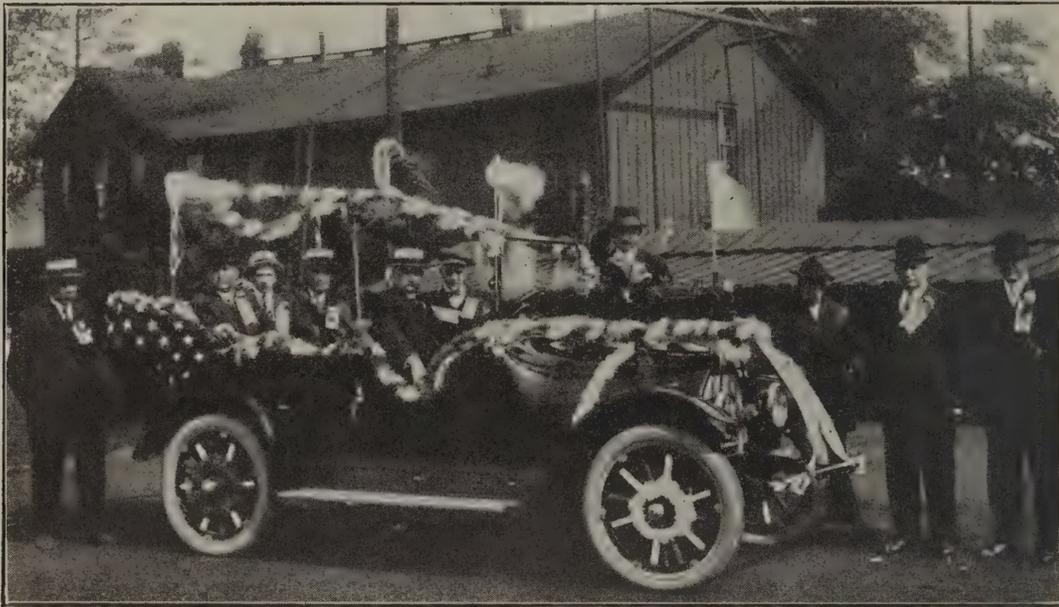
Before starting of parade, each employe was provided with a silk flag and a handsome badge. Distributed through the parade were 15 large U. S. flags, carried by employes, in white uniforms.

The Commercial Association offered a prize of \$20.00 to the largest marching organization in line, and the Erie boys, as usual, "brought home the bacon."

The Erie employes division was placed at the head of the parade, which was over three miles long, consuming an hour and forty-five minutes passing a given point. There were forty-five floats in the parade, that were beautifully decorated. The services of several professional Mardi Gras decorators had been secured and the judges, who were selected from the different cities, found it very difficult to render decisions satisfactory to themselves, although prize awards were satisfactory to all concerned.

The Commercial Association provided entertainment, having several troupes of acrobats and others performing on platforms that had been erected on a number of the squares of the city, furnishing free buttermilk and lemonade throughout the day and evening.

The citizens contributed sufficient funds to equip a home of eight rooms for any couple that would consent to



GENERAL FOREMAN NORTON'S CAR DECORATED FOR "BOOSTER DAY."

Reading from left to right: O. E. Tobias, Tank Shop Foreman; W. D. Kase, Paint Shop Foreman; A. H. Kloepper, Machine Foreman; H. L. Elvin, Boilermaker Foreman; J. H. Daltry, Blacksmith Foreman; C. H. Norton, General Foreman; L. B. Shearer, Foreman Laborers; W. K. Dillon, Shop Policeman; John Mace, Erecting Foreman; H. F. Myers, Fitting Foreman.

be married publicly. A young man from the country, Mr. Wall and his sweetheart, Miss Houston, who had intended being married in October, took advantage of this opportunity and were wedded on platform built in front of the Court House. It was estimated that 20,000 people witnessed this ceremony. The Rev. Elmer Ward Cole officiated.

The parade for the evening was participated in by specially designed floats, most of which were electrically-lighted, after which a beautiful display of fireworks closed one of the most successful events that has ever been held in the northern part of Indiana.

Master Mechanic Yergens received the following letter from Mr. C. L. Williams, Secretary of the Huntington Commercial Association, which is self-explanatory:

Huntington, Ind., June 14, 1915.

Mr. W. F. Yergens, Master Mechanic,

Huntington, Ind.

Dear Sir:

It is a pleasure to hand you herewith an order on our treasurer for \$20 as prize money for the largest organization in the line of march on Huntington "Booster Day," June 10, 1915. Further, permit me to congratulate you and the other officials of the Erie upon the spirit manifested and upon the fine personal appearance of the men in line that day.

We feel everyone can rely that the Erie slogan "Safety Always" will be maintained by such an organization.

Kindly extend our thanks to the various

heads of departments and to the men as well for their presence and co-operation in making Huntington the best division point of the Erie.

Sincerely yours,

(Signed) C. B. Williams,  
Secretary.

#### ERIE'S EFFORT APPRECIATED.

The following appeared in "The Youngstown Vindicator" and "The Mahoning Dispatch."

"The Erie R. R. Mahoning Division Agents Association, held its regular monthly meeting at the Gillsy Hotel in Cleveland, O., Wednesday, June 23. A large number were present and many live topics were thoroughly discussed.

The meeting was one of deep interest to all. Asst. Gen'l Manager, J. B. Dickson, gave an eloquent address, which was greatly appreciated.

The object of these meetings is to keep the agents posted "up to the minute" on all new laws, rules, and regulations governing traffic, and solve the difficult problems, in order to give the public the very best service to be had.

The Erie R. R. has accomplished great results and feels that these meetings for the benefit of the public service, is money well spent."

Most of our relatives are about as useless to us as empty tomato cans.

## THE BOY AND THE JOB.

By H. E. Blackburn, Instructor of Apprentices, Dunmore, Pa.

HERE is an old saying, that the only way a boy can be properly selected for a certain trade, is to actually test him on the job.

While it is true that this method is crude and very unscientific, and that it also requires a period of time, it is a sure way, nevertheless.

No better authority for this fact can be found than the address of Dean Herman Schneider of the University of Cincinnati, delivered before the Corporation School Meet at Worcester, Mass., last June. If there is any man alive who has had more success with boys on the job than Dean Schneider has had, he has not revealed himself, as yet.

This choosing of boys for the trade, has given progressive railway officials a great deal of worry. Machinery and tools have been perfected to the last detail, while the human element which controls the machine, is still far from being perfect. The problem of bring-

ing this human factor to a high state of efficiency has baffled the ingenuity of the officials.

The study of phrenology and psychology, has failed to locate a logical solution. Now comes the news from the N. Y., N. H. & H. R. R., that the best men to run and repair electrical locomotives, are ordinary railroad men and mechanics, and not, as might be supposed, graduates of the electrical schools and colleges.

In connection with this, it has been the aim of the Erie Railroad, to train boys to do work as they want it performed, by having an instructor teach the boy theory for four hours each week. For the balance of the time the instructor is on the job with the boy in a practical way in the shop. Naturally, the apprentices are impressed with the necessity of giving close application to their work, as only those who show a willingness and a desire to learn, are retained.

## ERIE CARRIES REFUGEES.

A story appeared in last month's magazine, telling of how the Erie Railroad carried east from Chicago, a distinguished party of German Red Cross doctors and nurses, together with Mrs. Meyer Waldeck, wife of the Governor-General at Kiautshau, China, and their children, they having come across the Continent, after a voyage by steamer from Shanghai.

Following this successful trip, Mr. W. H. Seeschaaf, the Erie's ticket representative at Hoboken, N. J., journeyed to Chicago, where he met and conducted safely and expeditiously to New York, over 100 German Red Cross refugees. They occupied a special train, which made a fine run and all hands were more than pleased with the attention shown them. A day or two later the party sailed abroad on a Scandinavian Line Steamer.

The following letter was received by Mr. Seeschaaf, which, being translated into English, reads as follows:

Dear Mr. Seeschaaf:

Before my departure from New York, I desire to again express my best thanks for the kindness and consideration extended our Sanitation-transport by your Company and yourself, on our trip through America.

Through the combination of your helpfulness and your extraordinary willingness, you and the other gentlemen of your Company turned a tedious ride into a real pleasure trip for us.

In the name of the Sanitation-transport, I request you to express our best thanks to

Mr. R. B. Smith and Mr. Hermance. Also to you, dear Mr. Seeschaaf, my best thanks.

Yours very truly,

(Signed) K. Huss.

Chief Marine Staff Sanitation transport,  
Doctor, and leader (Red Cross).  
Train 4, Chicago to New York.

## THE PASSING OF THE HAND CAR.

'Twas Fred Washburn who bought wan fursht,  
An' Bosely pashed th' wurrd  
Along among th' siction hands  
'Till iv'ry wan had heard:  
Th' road has ordered' motor cars—  
It's aisy t' be seen  
That good, owld Oirish muscle musht  
Give way t' gasoline.

In the days of owld 'twas Clarity,  
Kiloran and "Straightrack"  
Who sint the owld car shpeedin' up  
Along the siction track;  
They wurked together at th' pump  
Loike parts av a machine;  
But now the boonch that did the job  
Musht bow t' gasoline.

They'll soon be afther droppin' out  
Owld Oirland's brawny kin  
T' pass along th' honors to  
Much liss accomplished min.  
An' then, inshtead o' Dublin lads  
T' kape the siction clean,  
Th' Jerries will be foreigners,  
Bad cess t' gasoline.

'Twas Fred Washburn who bought wan fursht,  
An' Bosely pashed th' wurrd  
Along among th' siction hands  
'Till iv'ry wan had heard:  
Th' road has ordered' motor cars  
It's aisy t' be seen  
That good, owld Oirish muscle musht  
Give way t' gasoline.  
Tune—The Wearin' o' th' Green.  
With apologies to C. R. Angell.  
Author—"An Educated Jerry."  
—Daily Journal-Press, St. Cloud, Minn.

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

New York Terminal.

(Continued from July)

Station correcting	Number of cor- rections made	Gain	
		Weight	Revenue
Duane Street .....	32	16,481	\$ 78.43
Long Dock .....	206	206,414	1,069.47
New York, Pier 7, E. R. ....	1	1,220	2.06
Wallabout .....	2	1,080	4.56
Weehawken .....	1	400	1.08
West Houston Street .....	1	4	.12
Total .....	243	225,599	\$1,155.72

New York Division.

Side Lines & Branches.

Arlington .....	1	1,337	\$ 8.38
Avondale .....	1	3,985	3.54
Belleville .....	2	5,640	7.95
Bloomfield .....	1	340	1.12
Central Valley .....	1	1,230	1.97
Dundee .....	3	14,355	46.02
Essex .....	1	.....	20.34
Essex Fells .....	1	1,700	2.58
Garfield .....	1	500	.79
Hillburn .....	1	60,253	28.15
Hohokus .....	1	210	.29
Homestead .....	1	600	1.12
Maybrook .....	23	38,619	152.98
Middletown .....	2	1,435	3.73
Mount Ivy .....	1	2,000	.58
Newark .....	11	11,694	22.85
Newburgh .....	5	2,868	6.33
New Durham .....	1	1,700	2.77
Nyack .....	4	18,245	45.80
Orange .....	1	500	.87
Passaic .....	4	3,790	5.21
Paterson .....	14	65,466	114.90
Port Jervis .....	4	3,280	3.93
Ramapo .....	1	263	.44
Ridgefield Park .....	1	367	.17
Ridgewood .....	1	500	1.87
Sparkhill .....	1	23	.52
Tuxedo .....	2	6,294	8.97
Total .....	91	247,194	\$ 494.17

Delaware Division.

Cochecton .....	1	720	\$ .38
Deposit .....	2	6,410	6.42
Forest City .....	3	10,620	5.93
Gulf Summit .....	1	4,860	4.08
Thompson .....	2	3,223	4.49
Total .....	9	25,833	\$ 21.30

Wyoming Division.

Gravity .....	1	8	\$ .06
Pittston .....	1	1,177	1.41
Total .....	2	1,185	\$ 1.47

## Susquehanna &amp; Tioga Divisions.

Station correcting	Number of corrections made	Gain	
		Weight	Revenue
Addison .....	2	1,270	\$ 2.24
Binghamton .....	6	4,727	9.74
Blossburg .....	2	1,945	1.54
Campville .....	1	2,160	2.27
Elmira .....	58	99,344	97.93
Endicott .....	1	589	.92
Great Bend .....	1	230	.39
Hornell .....	3	955	1.62
Lestershire .....	4	34,679	54.69
Mansfield .....	1	50	.66
Owego .....	4	1,649	6.20
Painted Post .....	3	4,529	5.57
Smithboro .....	1	265	.43
Wellsburg .....	1	200	.44
<b>Total</b> .....	<b>88</b>	<b>152,592</b>	<b>\$ 184.64</b>

## Rochester Division.

Batavia .....	4	15,734	\$ 21.68
Cchocton .....	3	1,025	.77
Geneseo .....	1	1,000	1.70
Kanona .....	2	29,585	64.64
Rochester .....	13	12,947	37.47
<b>Total</b> .....	<b>23</b>	<b>60,291</b>	<b>\$ 126.26</b>

## Allegheny &amp; Bradford Divisions.

Bradford .....	3	25,739	\$ 17.90
East Bradford .....	1	240	.40
Forestville .....	1	27,500	8.66
Olean .....	14	13,345	38.29
Salamanca .....	5	1,445	1.59
Salamanca Tfr. ....	7	2,265	7.55
Wellsville .....	1	440	.46
<b>Total</b> .....	<b>32</b>	<b>70,974</b>	<b>\$ 74.85</b>

## Buffalo Division.

Black Rock .....	1	2,600	\$ 2.40
Buffalo .....	17	20,134	47.75
Buffalo Lake .....	1	1,875	2.17
Castile .....	1	40,783	21.73
East Buffalo .....	9	108,550	86.45
Gowanda .....	4	47,830	78.49
Hunts .....	1	10,000	9.50
Lancaster .....	3	22,375	5.60
Linden .....	1	50	.08
Lockport .....	2	12,140	16.63
Niagara Falls .....	4	9,030	12.25
North Tonawanda .....	7	100,752	85.75
Suspension Bridge .....	2	10,032	11.95
Warsaw .....	1	2,100	2.47
<b>Total</b> .....	<b>54</b>	<b>388,251</b>	<b>\$ 383.22</b>

## Meadville Division.

Corry .....	4	3,215	\$ 1.53
Franklin .....	2	4,318	4.04
Greenville .....	5	26,300	19.87
Jamestown .....	40	84,167	67.70
Kennedy .....	1	400	.42
Meadville .....	4	6,400	6.75
Millers .....	1	80	.14
Mill Village .....	1	.....	.12
Oil City .....	1	5,800	.66

Station correcting	Number of corrections made	Weight	Gain Revenue
Randolph .....	1	100	.10
Transfer .....	1	50	.12
Total .....	61	130,830	\$ 101.45
<b>Cincinnati Division.</b>			
Akron .....	17	8,360	\$ 20.63
Barberton .....	5	38,790	51.55
Cincinnati .....	1	1,540	4.43
Creston .....	2	205	.35
Dayton .....	9	78,228	57.82
Ivorydale .....	2	3,720	6.94
Pavonia .....	1	53	.09
Urbana .....	1	300	3.43
Total .....	38	131,196	\$ 145.24
<b>Mahoning Division.</b>			
Cleveland .....	5	22,137	\$ 23.69
Mantua .....	1	4,900	5.06
Newburg .....	1	700	4.99
Sharon .....	4	12,930	34.02
Youngstown .....	28	219,978	113.18
Total .....	39	260,645	\$ 180.94
<b>C. &amp; E. Division.</b>			
Decatur .....	2	270	\$ .47
Griffith .....	1	360	.40
Huntington .....	1	7,100	8.70
Uniondale .....	1	225	.36
Total .....	5	7,955	\$ 9.93
<b>Chicago Terminal.</b>			
Chicago .....	27	35,451	\$ 100.47
Chicago Tfr. ....	37	13,195	46.93
Hammond .....	3	20,488	22.24
Total .....	67	69,134	\$ 169.64
<b>N. Y. S. &amp; W. and W. B. &amp; E.</b>			
Naomi Pines .....	3	2,500	\$ 1.13
Newfoundland .....	1	320	.88
Plains .....	1	570	.78
Pocono Lake .....	5	11,920	5.66
Stockholm .....	1	.....	.05
Undercliff .....	21	75,463	145.61
Total .....	32	90,773	\$ 154.11
<b>Summary.</b>			
New York Terminal .....	243	225,599	\$1,155.72
New York Division Side Lines & Branches	91	247,194	494.17
Delaware Division .....	9	25,833	21.30
Wyoming Division .....	2	1,185	1.47
Susquehanna & Tioga Divs. ....	88	152,592	184.64
Rochester Division .....	23	60,291	126.26
Allegheny & Bradford Divs. ....	32	70,974	74.85
Buffalo Division .....	54	388,251	382.22
Meadville Division .....	61	130,830	101.45
Cincinnati Division .....	38	131,196	145.24
Mahoning Division .....	39	260,645	180.94
C. & E. Division .....	5	7,955	9.93
Chicago Terminals .....	67	69,134	169.64
N. Y. S. & W. and W. B. & E. ....	32	90,773	154.11
Total .....	784	1,862,452	\$3,201.94

## THE INSPECTOR IN AN ENTIRELY NEW LIGHT.

By W. W. Wagoner, Agent, Akron, O.

THE following paper was read at a recent meeting of the Freight Agent's Association, held at Akron, O., by Mr. W. W. Wagoner, and was listened to with great interest. As it places the generally misrepresented Inspector in a new and more favorable light, general interest is attached to the paper.

Railroading, as it is conducted today, is essentially different in its operation from a few years ago. The numerous State and Federal regulations which are in force and which provide fines and other penalties for non-observance, are so numerous and varied, that it is necessary for railway companies, in order to protect their interests, to have inspectors constantly on the alert, to see that rules are thoroughly understood and observed.

These inspectors, specializing as they do in a specific branch of the service, are able to study the general systems employed in carrying out their branch of the work, and covering a wide territory, and in exchanging ideas with the numerous stations they visit, they become familiar with the difficulties encountered and methods employed in overcoming them. By analyzing these methods they are able to retain the best and discard those of little or no value, which places them in a position when visiting a station, to call the agent's attention to any antiquated ideas or systems he may be using, or any irregularities or laxities that may exist, and to suggest a way to overcome them.

If the Agent thinks the suggestions are not practical, he should state the reason for present method of handling. This exchange of ideas between inspector and agent should usually result in the best methods being employed. It must, however, be borne in mind that an agent in charge of a station is familiar with local conditions, which an inspector in a few hours of observation could not be aware of, and certain methods of handling work which are of advantage at one station, might not be practical at another.

The agent, however, should afford the inspector every means to facilitate his investigations, and not disregard his suggestions, simply because they do not happen to coincide with his ideas, as it is only by the inspector and agent working in harmony, that the best interests of the company they represent can be obtained.

An inspector can be of assistance to an agent in checking his work through to destination, especially the checking and stowing of his freight, frequently developing that errors charged to him are not due to inefficiency of his force at all. On the other hand, he may show his stowers by concrete examples, the damage caused by faulty stowing of freight, and his checkers the delay and loss due to wrong loading. He can also be of help in the interpretation of tariffs, rules, instructions, etc.

The moral effect of an inspector on an agent's force is good. His accountant does more accurate and efficient work, knowing it will be inspected by the traveling auditor. The same is true of his car demurrage, over and short, and claim clerks, all of whom are more careful to close their records in good shape and avoid errors, than they would be, were it not for the fact that they know they will be inspected by experts in their line.

Inspectors, in making reports to their superiors, should at all times be considerate and not exaggerate any bad conditions they may note, explaining that, while the methods were irregular, or that certain rules were not observed, the agent's attention was called to the matter and proper correction made.

We do not believe that the employment of inspectors is in any way a reflection on the ability of an agent, to properly conduct his station, but is made necessary, as stated before, to keep various officials in touch with all units. Viewed in this light the relation between an inspector and agent cannot be otherwise than harmonious, if the best interest of their company are to be considered.

There is, therefore, but one conclusion to be arrived at, and that is, that the relation that should exist between the agent and the inspector, must be one of harmony and co-operation.

In connection with the above, it is generally understood, that inspectors, finding errors at stations, should call the attention of same to the agents in writing, before they leave those stations. This gives agents the necessary data, on which to defend themselves.

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Some men never brace up because they take too many bracers.

### TWENTY-FIRST REUNION OF OLD A. & G. W. EMPLOYEES.

**O**N August 28th, next, the twenty-first reunion of old employes of the Atlantic & Great Western Railroad (Erie Lines West), will be held at Jamestown, N. Y., with the following program:

9:30 A. M.—The usual business meeting will be held at the Business College, on Cherry Street, in the auditorium on the ground floor.

11:00 A. M.—The social feature of the reunion will be a boat ride on Chautauqua Lake. The boat will start from the Jamestown dock and wind its way through the outlet into the broad lake, and, if time permits, will go as far as Long Point, (a distance of twelve miles), where the upper half of the lake may be seen. The boat will then turn about and proceed to Bemus Point.

"If you ever worked on the old Atlantic and Great Western broad-gauge road (now a part of the Erie system), you ought to attend this reunion and meet old associates and acquaintances. You will enjoy listening to stories of railroad life in the long time ago.

"Bring your wife along; she will enjoy the outing and is entitled to share it with you.

"In order to give you a good dinner and provide for all, the committee must know how many dinners to order; hence if you intend to come **and want dinner at Bemus Point**, please send post card and mail not later than August 23rd.

"The secretary will be glad to receive member's annual dues of 50 cts. This money is used for postage, printing, rental of a hall for annual meeting, badges, etc., and the fund is usually exhausted each year."

Local committee: W. A. Bradshaw, John Downs, R. J. Bootey, L. C. Reed, Daniel Moynihan, W. W. Smith, H. N. Sprague, R. G. Bailey, John Maharon.



ARRIVAL OF THE FIRST TRAIN IN JAMESTOWN, AUGUST 23, 1860.

12:45 P. M.—A fish and chicken dinner at Columbian Inn, Bemus Point.

Special rate, 50 cents.

2:00 P. M.—Return trip by boat to Lakewood or Jamestown in time for afternoon trains.

Fare, round trip on boat, 35 cents.

The Committee says:

Jamestown is one of the most interesting cities to visit on the line of the Erie Railroad, and this will furnish a fine opportunity to "kill two birds with one stone."

The picture accompanying, shows the arrival of the first train in Jamestown, August 23, 1860, but there's little left of the old town, a beautiful thriving and prosperous manufacturing

city, having grown on the site, whose progressiveness and thrift is closely in touch with the Erie Railroad, which furnishes a service adequate to the demand.

And the Erie Railroad will, in the near future, elevate its tracks through the city, above grade, all of which will tend to the interests of the city and railroad company, alike.

In fact, the contractor is already working on the concrete foundations for the structure, that will carry the tracks above grade in the territory from Institute Street, on the East, to West Second Street, on the West,



W. E. NICHOLS, Secretary.

which includes the more thickly populated sections of the city, Main Street, east of the passenger station, the principal thoroughfare, being among them.

W. E. Nichols, Engineer, Meadville Division, who is Secretary-Treasurer of the organization, is one of the live wires and a most enthusiastic supporter. Very much of the success that comes to it, is due to his untiring energy and interest manifested. Mr.

Nichols has been in continuous service since February 15, 1870 and is among the most favorable known engineers on the Erie system.

**BUFFALO ATHLETIC EVENTS.**

The first annual outing and field day of the "B. X." Athletic Association, was held at Fort Erie Grove, Saturday, July 17th, fully 6,000 people being in attendance. Ideal weather conditions prevailed, making it a gala day for all.

In order to promote rivalry and fighting spirit, the events were open to all clubs in the city, and the boys from "B. X." showed they were equal to the occasion, by capturing many of the valuable prizes.

The ball game was first on programme. Much interest was manifested in the game, due to the fact, that these teams played a rattling good game July 10th, the Wizards being beaten, after battling for 15 innings, by the score of 2 to 1. However, Manager Lied and his aggregation of champions, put the reverse English on Bill Kinnick's Grays, and more than evened up matters, defeating them all the way.

Much credit must be given Pitcher Frambach, for his masterful pitching. The art of heaving, as put forth by Frambach, was too powerful for the Grays, his speed being terrific, and his "spitter" was working like a charm; only three safeties were garnered off his delivery in the nine innings. Some twirling—Big League Scouts please take notice.

Sheehan, who started the game for the Grays, was knocked off the rubber in the third inning. Binkert who relieved him, was chased from the game by Umpire Stowitts, for using the emery ball. Cronfield pitched the last four innings, finishing strong.

Following is the score.

Wizards	...	0	0	6	0	0	0	1	0	0	—7
Grays	.....	0	0	0	0	0	0	0	0	0	—0

Event No. 2—One mile run.—J. Quinlan, A. F. A. C., first; J. Maloney, Crescent A. C., second; Earl Gray, B. X. A. C., third.

Event No. 3.—100 yd. dash—Frank Diebolt, B. X. A. C., first; Ray Lindsay, Crescent A. C., second; C. Tefler, B. X. A. C., third.

Event No. 4.—440 yd. run—J. Byrne, Twilight A. C., first; A. Codd, unattached, second; J. Leary, unattached, third.

Event No. 5.—1 mile relay—B. X. A. C., L. Mundy, A. Miller, W. Daley, A. Beiler; A. F. A. C., Jackson, Joslyn, Turner, Mample.

Won by B. X. A. C.

Event No. 6.—Two mile bicycle race—J. Hertz, B. X. A. C., first; Tom Kane, Mutual A. C., second; N. Hasselbeck, Celtic A. C., third.

Event No. 7.—Five mile bicycle race—W. Kinnick, Crescent A. C., first; A. Codd, Mutual A. C., second; R. Kling, third.

Event No. 8.—16 lb. hammer throw—J. Hanrahan, 129 ft. 11 in.; J. R. Douglass, 127 ft. 8 in.

Event No. 9.—56 lb shot put—R. J. White, 29 ft. 10 in.; A. G. Taylor, 27 ft. 10 in.

Event No. 10.—12 lb. hammer throw—V. Kirkhum, 135 ft. 4 in.; B. Beebe, 135 ft. 2½ in.

Event No. 11.—Pole vault—15 ft. 11 in. Won by Jas. Brennan.

Event No. 12.—Running broad jump—16 ft. 3 in. Won by Bud Moon.

Event No. 13.—Tennis Match for loving cup—Donated by Spaulding Co. Won by A. Binkirt.

Two thrilling matches were played in the men's singles, each going three sets. Binkirt had a hard fight with Cronfield. Score 6-5, 6-4, 6-4.

Codd pulled his match after losing the first to Sheehan, 6-0, winning next two, and match, 6-3, 6-2. In the finals Binkirt beat Codd all the way, 6-0, 6-3, 6-2.

Event No. 14.—Ladies Match. Won by Miss Lawrence.

Two matches were played in the ladies singles, each going three sets.

Miss Lawrence defeated Miss Riley, 6-3, 6-4, 6-0.

Miss Lannon won from Miss Hughes, 6-4, 6-3, 6-2.

In the finals, Miss Lawrence bested Miss Lannon, scores being close, 6-5, 6-4, 6-5.

Official Starters.—H. J. Gillig, J. J. Mahoney.

Official Timer.—D. V. Hibbard.

Judges.—T. P. Coughlin, B. B. Stowitts, J. C. Lied.

### SPLENDID ENGINE RECORD.

Seventy-five (75) days without a passenger engine failure, during which time, approximately, two hundred thousand (200,000) passenger engine miles were made, is the record made on the Susquehanna Division from April 18th, 1915, to July 3rd, 1915.

This record has never been equalled on the Erie R. R. Appreciate ye, Railroad Men, what has been accomplished 200,000 miles without one minute's delay, due to the motive power on the most difficult division on the sys-

tem. The best previous record on the Susquehanna Division, which, by the way, was no small accomplishment, was 49 days without an engine failure in passenger service, from March 21, 1914, to May 9, 1914.

In the freight engine department was also made a most remarkable showing, there being only one engine failure in that service during the month of June, making the total number of failures for that month, one in all classes of service, beating the best previous total failures of 10, made in October, 1914.

The record made on engine failures, in both passenger and freight service, on the Susquehanna Division, speaks volumes for the painstaking and efficient efforts of the Engineers and Firemen of the Roundhouse and Shop Supervision, Inspectors and Workmen.

Another feature, it may be mentioned, is the mileage made by engines in passenger and freight service on the Susquehanna division, notably engine No. 2565, running trains Nos. 1 and 6, in charge of Engineers J. A. Hammond and James Richardson. This engine, out of shop last T.B.M.F. repairs, August, 1913, and up to June 30, 1915, has made over 167,000 miles and is still in good condition and running trains Nos. 1 and 6 in its old-time form. This is the greatest showing ever occurring on the Erie Railroad, in regard to mileage made between shoppings where engine was not given T.B.M. repairs, in the meantime.

Referring to above 75-day passenger engine failure record, following are names of supervision, inspectors and engine crews responsible for this record:

H. H. Harrington, Shop Superintendent; J. E. Anderson, General Roundhouse Foreman; Arthur Schell, C. P. Hubbard, Wm. Dodson, O. V. Drake, Roundhouse Foremen; M. F. Carmody, General Inspector; F. G. Miller, J. E. Bloom, J. J. Maroney, Fred Walker, Locomotive Inspectors; P. T. Irving, General Boiler Inspector; Fred Walker, E. J. Cruise, F. J. Williams, O. W. Frank, Leading Boilermakers; E. Gould, Locomotive Inspector.

### HE WOULD TRY ANYTHING ONCE.

There was a man who fancied

That by driving good and fast

He'd get his car across the track

Before the train came past.

He'd miss the engine by an inch,

And make the train hands sore.

There *was* a man who fancied this;

There isn't any more.

—By James Montague, in the New York American, July 9, 1915.

## THE ERIE ROLL OF HONOR

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

### New York Division.

J. Williams, Fireman

### Delaware Division.

Barney Rinkavage, Engineer.

### Wyoming Division.

W. E. Strickie, Engineer; O. C. Emery, Brakeman; C. M. Kelly, Operator; N. J. Noetgen, Operator; William Henning, Engineer.

### Susquehanna Division.

N. M. Habee, Extra Agent; L. L. Roosa, Brakeman; J. A. Hammond, Engineer; C. F. Griffin, Asst. R. F. of E.; G. B. Murz, Agent; R. E. Dyer, Agent; J. K. Brown, Conductor; C. P. Colgan, Chief Clerk; W. H. Anderson; Ira Brooks, Operator.

### Allegheny Division.

S. Demare, Section Foreman.

### Mahoning Division.

Clayton Moyer, Sig. Maintainer's Helper; M. L. Forbes, Engineer; W. M. Mengerink, Fireman.

### Cincinnati Division.

M. R. Midgly, Conductor; J. Freer, Engineer; A. Whetor, Conductor; C. F. Hall, Engineer; H. E. Stoner, Operator; C. E. Sheppard, Conductor; H. V. Loder, Patrolman.

### Chicago & Erie Division.

O. J. Krimblebine, Engineer; D. C. Colclessor, Engineer; Fred W. Kline, Operator.

### N. Y. S. & W. Division.

Floyd Kitchen, Section Foreman; J. Havens, H. Havens, C. Marean, F. L. Chamberlain, Geo. Darrohn, Geo. Hamilton, H. Johnson, Geo. Jopling, F. Kithcart, L. H. Malone, M. J. Smith, Engineers.

B. S. Kinney, Agent; Seymour Baxter, G. Voorman, M. Rowland, J. Stetler, M. Swartz, Wm. Klinge, A. Springer, H. Williams, Arthur Mountjoy, Peter O'Brien, E. Storms, Engineers.

J. Williams, Fireman, New York Division, observed a brakebeam dragging under a car in Train 3rd 78, near Allendale, and called attention of Engineer, when defect was reported, so that train was stopped at Ridge-wood Junction and broken parts removed; also he assisted in removing crossing planks, which had been broken by this defective brakebeam.

Barney Rinkavage, Engineer, Delaware Division, successfully operated an engine in freight service, until a

total of 22,069 miles had been made, without an engine failure.

W. E. Strickie, Engineer, Wyoming Division, received recognition for offering good suggestions, in connection with "Safety First" principles, covering division operation.

O. C. Emery, Brakeman, Wyoming Division, discovered and promptly reported broken rail, west end of Brandon Passing Siding.

C. M. Kelly, Operator, Wyoming Division, discovered doors open and

swinging on an Erie car, and made arrangements to have them closed, before an accident occurred.

N. J. Knoetgen, Operator, Wyoming Division, discovered and promptly reported a broken rail on Jessup Branch, at "G. I" Tower.

William Henning, Engineer, Wyoming Division, discovered and promptly reported a broken rail in Yard B, Port Jervis, N. Y.

N. M. Habee, Extra Agent, Susquehanna Division, discovered brakebeam down under E. L. S. E. car 26836, in Train 1st 80, passing Barton Station, and promptly reported same to Dispatcher, who had train stopped at "B.S." Tower and beam removed.

L. L. Roosa, Brakeman, Susquehanna Division, discovered broken joint on inside of rail, East track, ¼ mile east of Wellsburg, while working on Train 1st 75, and promptly reported same to Dispatcher from Wellsburg, who had Section Foreman make repairs.

J. A. Hammond, Engineer, Susquehanna Division, made 17,790 miles in Passenger service, from January 24, 1915 to June 8, 1915; also excess mileage of 9,278 miles, from July 10, 1913 to May 15, 1914, and 4,478 excess miles, from May 17, 1914 to January 15, 1915, making a total mileage of 31,546 miles, without an engine failure.

C. F. Griffin, Asst. Road Foreman of Engines, Susquehanna Division, discovered broken truck under D. R. E. car 1047, in Train 1st 80, passing Binghamton Station, and took necessary steps to have train stopped and car cut out at Liberty Street, for repairs.

G. B. Mruz, Agent, Campville, Susquehanna Division, discovered brakebeam down under Erie car 49628, in Train 74, passing his station, and promptly reported same to Dispatcher, who had train stopped and defective beam removed.

R. E. Dyer, Agent, Kirkwood, Susquehanna Division, discovered brakebeam down under P. F. E. car 7316, in Train 2nd 80, passing his station, and promptly reported same to Dispatcher, who had train stopped at Great Bend and defective beam removed.

J. K. Brown, Conductor, Susquehanna Division, discovered a broken rail on Westbound track at Chemung Place, Southport, and promptly reported it to General Yardmaster at Elmira, who had Section Foreman make repairs.

C. P. Colgan, Chief Clerk at Addison, Susquehanna Division, received recognition for courtesy extended female passengers en route on Train 1. These women left train at Addison by mistake; they should have remained on train and continued to Buffalo, their destination. They occupied seats in Jamestown car and were advised by Conductor Kinner to change to Buffalo car at Hornell. Misunderstanding these directions they disembarked at Addison, where Mr. Colgan took them in hand and made arrangements to have them located with friends of his in town, after which he saw them safely aboard Train 47.

W. H. Anderson, Engineer, Susquehanna Division, made 30090 miles in passenger service, from July 15, 1914 to June 30, 1915, without an engine failure.

Ira Brooks, Operator, Susquehanna Division, discovered brakeroad dragging under S. F. R. D. car 9467, in Train 2nd 80, passing Waverly, and took prompt steps to have train stopped at "X.Y" Tower, where defective rod was removed.

Ira Brooks, Operator, in addition to above incident, discovered brakebeam down under Erie car 107034, in Train Extra 1616, East, passing Waverly, and took prompt steps to have train stopped at "X.Y" Tower, where beam was adjusted.

S. Demare, Sec. Foreman, Allegheny Division, detected a fallen brakebeam under B. & O. car 36480, in Wayfreight Train, and stopped it, when he removed defective beam, thereby preventing a possible accident and maybe loss of life.

Clayton Moyer, Signal Maintainer's Helper, Mahoning Division, noticed brakebeam down under a car in Train 1st 72, passing Leavittsburg Tower, "S.N." and reported it to operator at Leavittsburg Station. Train was stopped and defective beam removed.

M. L. Forbes, Engineer, Mahoning Division and W. M. Mengerling, Fireman, in charge of engine 2531, hauling Train 624, when east of Mantua, flue burst, allowing steam to reduce to 100 lbs. Notwithstanding this handicap they brought train to destination on time.

M. R. Midgley, Conductor, Cincinnati Division, operated his crew during the entire month of May, without overtime.

J. Freer, Engineer, Cincinnati Division, discovered a crossing plank in Marion Yard, which had, apparently,

been torn up by some dragging object. He secured assistance and with it removed plank, before Train 14 came along, thereby preventing a possible accident.

A. Whetro, Conductor and C. F. Hall, Engineer, Cincinnati Division, operated their end of Train 16 on schedule time, during the entire months of February, March, April and May, and until June 9th, making a most creditable showing, and placing them on list as "Class A" men.

H. E. Stoner, Operator, Cincinnati Division, noticed that there were no markers displayed on Train Extra 3144, as it passed Ashland, and made a report of same.

C. E. Sheppard, Conductor, Cincinnati Division, noticed N. Y. C. H. R. car 101447, in passing train, had a tendency to climb rail, due to side bearings being caught on the sills, which were bent, and caused worn flange. His prompt action in the matter, no doubt, prevented a derailment.

H. V. Loder, Patrolman, Cincinnati Division, noticed brakebeam down under car in Train 191 at Pottersburg, and took necessary steps to prevent an accident.

O. J. Krimblebine, Engineer, Chicago & Erie Division, discovered fire flying from his train, 2nd 80, shortly after passing Boone Grove, Ind. and upon investigation at State Ditch, where train was stopped for water, it was found there was a broken arch bar under S. R. L. Car 10264, same being given prompt attention.

D. C. Colclessor, Engineer, Chicago & Erie Division, discovered broken journal under S. R. L. car 20156, in Train 76, and took prompt action in stopping train to have same given attention.

Fred W. Kline, Operator, Chicago & Erie Division, held Monon train at Wilders, resulting in the detention of the men connected with motor car accident near Boone Grove, so they could be taken in charge by an officer of the law.

Floyd Kitchen, Section Foreman, N. Y. S. & W. Division, discovered brakebeam down under C. & O. car 2869, in Train Extra 110, West, between Marksboro and Blairstown, and had train stopped to make repairs.

S. B. Kinney, Agent at Sparta Jc., N. Y. S. & W. Division, discovered brakebeam down under Erie car 28017, in Train Extra 110, and promptly reported defect, with result that beam was removed.

The following N. Y. S. & W. Division Engineers received recognition for having made unusual mileage, without engine failures, for which they were responsible. Passenger service: H. Havens, 31,010 miles, from Sept. 16, 1914 to June 22, 1915; J. Havens, 30,277 miles, from May 14, 1914 to June 22, 1915; C. Marean, 32,572 miles, from Sept. 16, 1914 to June 22, 1915. Freight service: F. L. Chamberlain, 22,766 miles, from May 14, 1914 to June 22, 1915; Geo. Darrohn, 22,916 miles, from October 16, 1914 to June 22, 1915; Geo. Hamilton, 22,900 miles, from May 14, 1914 to June 22, 1915; H. Johnson, 23,859 miles, from October 16, 1914 to June 22, 1915; Geo. Jopling, 23,703 miles from August 14, 1914 to June 22, 1915; F. Kithcart, 23,056 miles, from April 22, 1914 to June 22, 1915; L. H. Malone, 23,514 miles, from July 13, 1914 to June 22, 1915. Yard Service: M. J. Smith, 21,982 miles, from May 14, 1914 to June 22, 1915.

Other N. Y. S. & W. Engineers receiving recognition for having made unusual mileage, without engine failures, for which they were responsible, are, passenger service: Seymour Baxter, 32,327 miles, from October 16, 1914 to July 21, 1915; G. Voorman, 32,329 miles, from May 14, 1915 to July 21, 1915. Freight service: M. Rowland, 22,929 miles, from October 16, 1914 to July 21, 1915; M. Swartz, 24,080 miles, from September 16, 1914 to July 21, 1915; Wm. Klinge, 23,083 miles, from September 16, 1914 to July 21, 1915; A. Springer, 22,312 miles, from March 20, 1913 to July 21, 1915; H. Williams, 24,273 miles, from May 14, 1914 to July 21, 1915. Switching service: Arthur Mountjoy, 21,227 miles, from July 13, 1914 to July 21, 1915; Peter O'Brien, 22,211 miles, from April 22, 1914 to July 21, 1915; E. Storms, 23,246 miles, from May 14, 1915 to July 21, 1915.

#### MUDGE & COMPANY CHANGES.

Mudge & Company, Railroad Economy specialties, Chicago, announce the appointment of Messrs. R. A. Paterson, H. M. Buck and John B. Given, forming the United Railway Specialties Company, 30 Church Street, New York, as their representatives in the New England, Eastern and Southern States. Representation will cover the Mudge Motor Cars, Mudge Peerless Ventilators and Mudge-Slater Removable Box Front End for locomotives.



VICTORIOUS HUNTINGTON TEAM AWAITING THE SIGNAL TO START.

#### HUNTINGTON, IND., FIRE TEAM WINS SILVER TRUMPET.

**W**ITHOUT a protest from any one of the 19 teams taking part in the ninth annual contest of the Erie Shops Fire Brigade at Salamanca, New York, on August 3rd last, the events were conducted, and the fast team representing the Huntington, Indiana Shops, won the new silver trumpet presented by the Erie Railroad, together with the fine silk banner presented by Mr. William Schlafge, General Mechanical Superintendent, which became the permanent property of the winning team, while the trumpet must be won three times by some one team before it remains permanently.

The Albert J. Stone Loving Cup for efficiency was awarded the Brier Hill team, from Youngstown.

Second Prize Loving Cup, for efficiency, offered by Salamanca, was awarded the Marion Machine Shop team.

In making these awards, the appearance of the Erie men in the following day's parade, was considered by the judges.

Trains reaching Salamanca on Monday, August 2nd, brought the competing teams from both the Erie and Ohio Divisions, and the boys received a great ovation on arrival. The Huntington team was accompanied by Superintendent Mackrell and Master Mechanic Yergens. The new "Mack-

rell Band, C. & E.," for such it is called, attired in Khaki uniforms, came along for the glory of the Indiana Town. It is a fine organization and performed efficiently on the instruments presented by President Underwood.

The boys from the Erie Division came up on Train 1 from Jersey City and other points farther west, in special cars, which were taken on at Hornell by Train 541 and brought to Salamanca. The good Susquehanna Band, the pride of the Harrington reservation, was right on the job and serenaded all the big towns enroute.

Salamanca did itself proud. The city was gaily decorated with flags and bunting and was fully prepared to receive the anticipated crowds. The Dudley and other hotels were crowded to their capacity, but took care of their patrons in good style. Business was brisk about town and crowds thronging the Main Street, making it almost impassable. As was anticipated, the stores were thronged, indicating that the city is fortunate, that gets the Erie Fire Brigade contests.

The sky on Monday night was black and threatening and boded rain for the morrow. In this it was correct, for rain began falling before humanity arose, then let up for awhile, or until the contestants and the crowd had time to reach the scene of activity.

The track was wet and heavy, and after the third race had been run, down came the rain again, rendering the track a sea of mud. Improvised scrapers and brooms were brought into play, but the rain beat them to it. At noon the skies cleared, a high wind arose and the remaining contests were run off under a blue sky.

Huntington won the contest in the very good time of 30 2-5 seconds, Marion Machine Shop being second, 2-5 seconds slower.

Ample provision was made at the track for weather protection, there having been provided a grand stand under canvas; also space beside it under canvas. A tent was provided on the opposite side for the contestants accommodation, and the Judges' Stand was covered, so that the rain wet no one.



ERIE 1915 SILVER TRUMPET.

A new electrical device was used to start the racers and register the time by watch when water was thrown on board. It indicated on the Judges' Stand. In addition, stop watches were used. The plan worked admirably and all teams were satisfied with the decisions.

The officers were:

Judges: Messrs. H. A. Kelly, Port Jervis, representing the B. of L. E.; H. E. Zimmerman, Marion, O., repre-

senting the O. R. C. and H. P. Henvey, Buffalo, representing the B. of L. F. & E.

Official Timers: Messrs. J. G. June, Superintendent, Allegheny Division; C. F. Turner, Secretary, Port Jervis, Y. M. C. A., and A. W. Munkittrick, Editor, Erie Employes' Magazine.

Starter: Mr. F. E. Cleary, Fire Inspector, Jersey City.

Mr. Eugene J. Reilly, Fire Inspector, Erie Railroad, was in charge of the contests and is entitled to great credit for the manner in which he conducted his part of it. He made the teams understand their duty, having called the foreman of each together the night before and went over the rules, etc. The result was everything went off smoothly and all hands greeted "Gene," as the right man in the right place.

The following officers of the Erie Railroad, were present:

Messrs. F. B. Lincoln, Gen. Manager, Erie Division; R. S. Parsons, Gen. Manager, Ohio Division; W. H. Baldwin, Gen. Supt., Erie Division; J. B. Dickson, Gen. Supt., Ohio Division; J. G. June, Supt., Allegheny Division; E. I. Bowen, Supt., Rochester Division; S. E. Ferguson, Supt., Meadville Division; F. J. Moser, Supt., Mahoning Division; R. E. Woodruff, Supt., Cincinnati Division; T. Mackrell, Supt., Chicago & Erie Division.

Besides the above, were present, Master Mechanics, Murray, Jersey City; Thibault, Port Jervis; Norton, Avon; Laizure, Hornell; Cole, Meadville; Snyder, Stroudsburg; Boyden, Cleveland; Kothe, Marion, and Yergens, Huntington.

Shop Supts., Harrington, Susquehanna, and Depue, Galion.

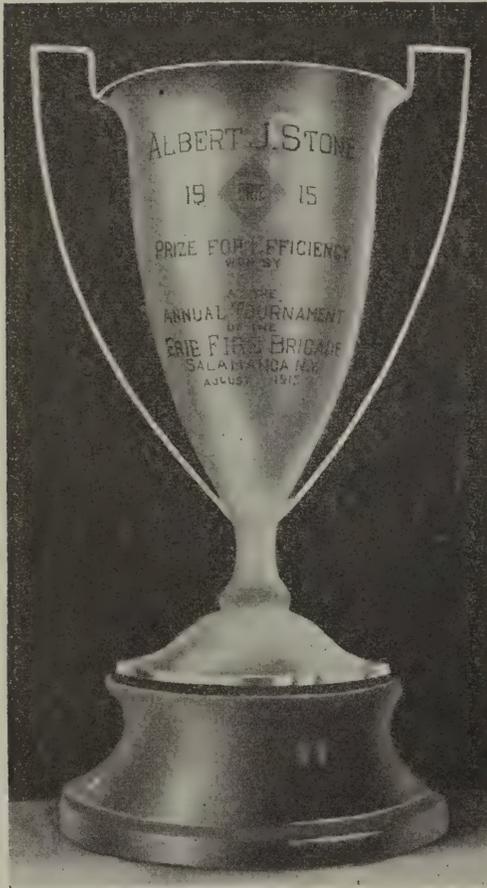
After the contests, Superintendent Mackrell, with his band and Master Mechanic Yergens, with his victorious shop team, marched to the home of Doctor Taggart (Erie Physician), on Salamanca Avenue, where they and several invited guests had a group photograph taken. This will appear in the Erie Magazine in September. The photograph, from which the picture of the victorious team appearing with this article was taken, was made about 3 o'clock on the day of the races and was in the Editor's hands before 5 o'clock. This was very quick work and enabled it to appear at the proper time, rather than one month late.

The new silver trumpet, together with the former one, the Albert J. Stone Loving Cup, and the Loving Cup donated by Salamanca, were on

exhibition in the window of H. E. Hancock's jewelry store on Main Street, and attracted the gaze of all passers by.

The inscriptions on the trumpet, the Stone Loving Cup, and the Schlafge Banner, are the same as last year, excepting that 1915 is substituted for 1914 the banner inscription appears on a plate and not on the banner, as last year.

The Salamanca cup bears this inscription:



ALBERT J. STONE LOVING CUP.

"City of Salamanca, 1915, 2nd prize for efficiency, won by—at the 9th Annual Tournament of the Erie Fire Brigade, Salamanca, N. Y., Aug. 3-4, 1915."

A banquet was given at the Country Club on Tuesday evening, at which most of the Erie official contingent was present.

Following were the competing teams, reading from East to West, together with time made by each:

**Jersey City, N. J., Shops.**

F. DeGraw, Foreman; K. Roughgarden, J. Martin, J. Connelly, F

White, W. Cody, J. Curry, A. Schrier, C. Johnson, J. Pfeiffer, A. Sorrentino.

Disqualified. Failed to disconnect coupling.

**Port Jervis, N. Y., Shops.**

M. A. Schumacher, Foreman, R. Drake, M. O'Connor, G. Johnson, W. Winans, B. Halpin, V. Kallighan, F. Cook, W. Chase, W. Casterline, B. Jost.

Disqualified for failing to attach coupling to hose.

**Dunmore, Penn., Shops.**

S. W. Tredennick, Foreman; W. L. Barr, F. Jenkins, E. Getz, J. McGowan, J. Devitt, M. Jordan, W. Rosar, R. Nash, H. Kimble, C. Miller. Time, 31 3-5 seconds.

**Stroudsburg, Pa., Shops.**

C. L. Edinger, Foreman; J. P. Eilenberger, B. Lamb, E. Gould, R. Groner, R. Ramsey, J. Miller, J. Barrier, J. P. Williams, W. H. Krautter, F. Rinker.

Time, 34 4-5 seconds.

**Susquehanna, Pa., Shops.**

P. H. Clancey, Foreman, J. O'Connor, F. W. Singleton, A. R. Blackington, J. E. Hanahan, H. E. Perry, S. B. Outwater, L. J. Franks, C. B. Martin, E. D. Church, R. L. Dibble.

Time, 33 4-5 seconds.

**Avon, N. Y., Shops.**

R. Gernon, Foreman; C. Barber, M. Callahan, E. H. Dooley, F. Gilboy, H. Boorfan, R. F. Streb, W. J. Dintruff, R. McCarthy, H. Lang, J. H. Driscoll.

Time, 33 seconds.

**Hornell, N. Y., Shops.**

L. H. Gill, Captain; J. Rogers, G. A. Gahagan, R. Dauer, B. Childs, W. Tappenden, D. McRae, O. W. Thomas, W. H. Cassidy, W. Murray, C. Laine.

Time, 32 1-5 seconds.

**Buffalo, N. Y., Machine Shop.**

C. Reinhard, Foreman; H. Loedel, M. Seig, P. Kain, R. Gaiser, E. Higgins, J. C. Pierce, C. Schaefer, W. Wittek, C. Smith, C. Heitz.

Time, 33 seconds.

**Buffalo, N. Y., Car Shops.**

J. McGrath, Foreman, O. H. Truhn, J. Hennessy, G. Mum, J. Maas, F. Marx, C. Pempsell, F. Faltisco, P. Schmitt, G. M. Waddy, G. Krayenvenger.

Time, 32 seconds.

**Bradford, Penn., Shops.**

P. J. Mack, Captain; A. Ormsby, R. Davis, E. Sonburgh, F. J. Tesmer, J. Mills, R. J. McQuilkin, J. Hill, J.

Farrel, L. B. Rickerson, C. J. Zeltwanger.

Time, 37 4-5 seconds.

**Salamanca, N. Y., Shops.**

W. Griffin, Captain; J. C. McGraw, B. L. Lewis, A. R. Benton, F. Shrader, J. Fox, W. T. Chambers, R. Paterson, B. J. Hinze, J. Neugart, E. E. Merkts.

Time, 36 seconds.

**Meadville, Penn., Shops.**

C. W. Seymour, Foreman; R. Miller, E. Morris, E. Yaeger, H. Hogue, L. Craig, A. Miller, K. Frye, A. Keibort, A. Teifer, H. Byers.

Time, 32 3-5 seconds.



THE SCHLAFGE SILK BANNER.

**Brier Hill, Ohio, Shops.**

C. B. Humason, Chief; J. B. Dillion, S. Brown, T. McAllister, J. Rafferty, R. Hartranft, E. Wegmiller, D. Reese, D. Lynch, T. R. Reese, F. Osborne.

Disqualified. Failed to make coupling.

**Cleveland, Ohio, Shops.**

J. F. Moore, Chief; E. Heckert, J. Ineman, F. Waitrowski, J. Kukis, J.

W. Neumann, R. Chetser, C. Niesen, F. Hunter, H. Burns, G. Stalla.

Time, 41 1-5 seconds.

**Kent, Ohio, Car Shops.**

J. E. Bertram, Foreman; F. Bowen, W. Gogolz, F. Kapella, R. Sethman, E. E. Meloy, J. Snyder, A. Klinko, W. L. Severns, E. C. Swartz, R. Fitzpatrick.

Disqualified. Failed to get water.

**Galion, Ohio, Shops.**

A. Connir, Foreman; H. H. Smith, R. E. Stinehelfer, R. Snyder, R. E. Line, E. Veitinger, F. S. Dickhart, F. C. Weitinger, H. W. Trautman, R. M. Wilson, E. R. Weydert.

Time, 35 3-5 seconds.

**Marion, Ohio, Machine Shop.**

C. L. Price, Chief; T. Malcom, L. Serven, D. Carrier, F. Schreck, G. Robbins, R. Solinger, C. Dilsaver, H. Maag, F. Parish, A. Miller.

Time, 30 4-5 seconds.

**Marion, Ohio, Car Shop.**

C. Maynard, Chief; T. Burke, J. F. Hogan, E. Hinkle, R. E. Newlove, O. E. Collins, R. C. Heiser, J. Clark, C. R. Sullivan, R. J. Maskill, W. A. Miller.

Time, 33 2-5 seconds.

**Huntington, Ind., Shops.**

L. Morris, R. Humbert, H. Johnke, B. Sellers, C. Ehinger, L. Comer, C. Weber, E. Humbert, R. Schlaegenhauf, A. Statler, O. Hitchfield.

Time, 30 2-5 seconds.

**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.

**RETURNED FROM EUROPE.**

Mr. Russell S. Underwood, Assistant to the General Traffic Manager, New York, who has been in London for the past three months, assuming the duties of European Agent, in the absence of Mr. T. W. Jacobs, returned to the United States, July 29th.

Mr. Underwood, in speaking of matters abroad, said he had observed the situation as closely as possible, and the best thing he had seen since departing the good United States, was the Statue of Liberty in the Upper Bay, as the good ship "Adriatic," brought him back to the old home.

DETENTIONS TO TRAINS ACCOUNT OF ENGINE FAILURES																	
SUSQUEHANNA DIVISION					ALLEGHENY DIVISION					BUFFALO DIVISION							
DATE	ENGINE	ROAD	ENGINEER	FIREMAN	CAUSE OF FAILURE	DATE	ENGINE	ROAD	ENGINEER	FIREMAN	CAUSE OF FAILURE	DATE	ENGINE	ROAD	ENGINEER	FIREMAN	CAUSE OF FAILURE
5-1	1039	S-78	Edie		Clamp on air door broken off	5-1					NONE	5-1					
5-1	1291	T	Traylor		Hot boiler & steam left combined up	5-2					NONE	5-2					
5-2					None	5-3					NONE	5-3					
5-2	2644	L-101	Boyd		Broken connecting rod, left side	5-4					NONE	5-4					
5-3	2826	S-75	Gony		Hot boiler	5-5					NONE	5-5					
5-3					None	5-6					NONE	5-6					
5-3					None	5-7					NONE	5-7					
5-3					None	5-8					NONE	5-8					
5-3					None	5-9					NONE	5-9					
5-3					None	5-10					NONE	5-10					
5-3	1872	L-101	Reidy		Boiler check stand open	5-11					NONE	5-11					
5-3	1698	L-101	Shannon		Broken spring hanger	5-11					NONE	5-11					
5-3	1324	T	Reidy		Injector failed	5-12					NONE	5-12					
5-3	1048	S-78	Gony		Broken axle screw	5-13					NONE	5-13					
5-3	2620	L-101	Reidy		Air pump failed	5-14					NONE	5-14					
5-3	1620	L-101	Shannon		Broken left main rod, at connection	5-15					NONE	5-15					
5-3	1535	S-78	Reidy		Steam out back cylinder head	5-16					NONE	5-16					
5-3	1661	L-101	Shannon		Air pump failed	5-17					NONE	5-17					
5-3	1700	L-101	Shannon		None	5-18					NONE	5-18					
5-3	1625	S-78	Camy		Hot boiler	5-19					NONE	5-19					
5-3	1645	S-78	Camy		Hot boiler	5-20					NONE	5-20					
5-3	1645	S-78	Camy		Hot boiler	5-21					NONE	5-21					
5-3	1645	S-78	Camy		Hot boiler	5-22					NONE	5-22					
5-3	1645	S-78	Camy		Hot boiler	5-23					NONE	5-23					
5-3	1645	S-78	Camy		Hot boiler	5-24					NONE	5-24					
5-3	1645	S-78	Camy		Hot boiler	5-25					NONE	5-25					
5-3	1645	S-78	Camy		Hot boiler	5-26					NONE	5-26					
5-3	1645	S-78	Camy		Hot boiler	5-27					NONE	5-27					
5-3	1645	S-78	Camy		Hot boiler	5-28					NONE	5-28					
5-3	1645	S-78	Camy		Hot boiler	5-29					NONE	5-29					
5-3	1645	S-78	Camy		Hot boiler	5-30					NONE	5-30					
5-3	1645	S-78	Camy		Hot boiler	5-31					NONE	5-31					

THE CENTER BULLETIN TELLS THE INTERESTING STORY.

NO ENGINE FAILURES ON ALLEGHENY DIVISION.

MASTER MECHANIC, L. R. LAIZURE, Hornell Shops, has been wearing a broad smile, as a result of the engine performance on the Allegheny Division for the month of May, 1915.

This division succeeded in going through the entire month without an engine failure of any description, and, in order to show his appreciation of the good work, Mr. Laizure has caused the following letter to be sent to all Enginemen on the Allegheny Division; also to be posted on all Shop Bulletin Boards:

Hornell, N. Y., June 23, 1915.  
ALL ENGINEERS & FIREMEN:  
Allegheny Division.  
Gentlemen:

I desire to express my appreciation of your efforts during the month of May, 1915, when the Allegheny Division went through the month with a clean slate for the performance of locomotives.

This is a performance which has not been equaled before on this Division, to my knowledge, and was made possible, only by the co-operation of all concerned and especially of the Engineers, Firemen and Roundhouse Forces. It is the "pull-together" spirit that counts and makes possible such records.

Again thanking you, I remain,  
Yours truly,  
(Signed) L. R. Laizure,  
Master Mechanic.

MORE CONSCIENCE MONEY.

The Superintendent of one of the Western divisions received in April, 1914, a letter from a young man, who stated that he had become a Christian and wished to rectify the mistakes he had made in his past life, as much as possible, one of which was stealing rides on freight trains of the Erie Railroad.

The boy said he had traveled about 250 miles, and having been informed that the passenger rate in the state was 2c. per mile, he has remitted to the company \$5.00.

OCEAN CABLES.

The diameter of the Atlantic cable varies according to the depth of the water, the character of the bottom on which it lies and the probabilities of interference from anchors. It is smallest in mid-ocean depths. There is little or no movement at the bottom, and it is important that the cable should not have great weight. A heavy cable in deep water would be difficult to bring up for repairs if such were needed. In the shallow water a heavier type of cable is used.

## CINCINNATI DIVISION ERIE AGENTS' ASSOCIATION OUTING.

THE last meeting of the Cincinnati Division Agent's Association of the Erie Railroad, was held at Silver Lake Park, Akron, O., June 18th, 1915. After a very interesting and lengthy docket was cleared up, Mr. C. S. Willford, Excursion Agent for the Silver Lake Park Co., gave the members an interesting talk on the efforts put forth by the different amusement parks throughout the State, for the passing of the increased fare bill, and trusted in turn we would do everything possible to help secure traffic for the different parks in question, closing his remarks with the following toast.

"As Silver Lake supports no bar, in the absence of wine, I use a cigar.

Here's to the Erie, long may she run;  
Here's to the Agent, his wife and his son.  
Here's to the Officers who stand by the boys,  
And get more money and make less noise.  
Here's to Brown and here's to Wallace.  
Who are friends of yours and friends of all  
of us.  
And here's to the Enos's and here's to the  
Howard's,  
Who boost a big business and are no cow-  
ards.  
Here's to Legislature, which will increase the  
fare,  
And get down to business instead of up in the  
air,  
And here's to everybody who's truly awake,

## OBITUARY.

## Abram I. Auryansen.

On Friday, July 23rd, Abram Auryansen, one of the Erie's oldest, if not the very oldest engineer on the retired list, died at his home in Hackensack, N. J. in the 94th year of his age.

Mr. Auryansen was born in Closter, N. J., April 5, 1822, and at the age of 17 took up the trade of Blacksmith. At the age of 29, on Christmas Day, 1850, he entered the service of the Erie as fireman and fired for his Brother in Law, Garrett Iseman. In 1852 he was promoted to engineer and was in charge of engine 18, the "Allegheny," which hauled the New York express to Piermont, which was then the eastern terminus.

While so employed a disastrous strike occurred on the road and he with others quit. He worked on the Harlem road for a while and returned to New Jersey, when he went to work for the Hackensack road, now the New Jersey & New York Railroad. He ran a train between Hackensack and Hillsdale, which was conducted by Henry F. ("Hanky") Bristol, later Chief Dispatcher of the Eastern (New York) Division. He afterwards, previ-

And ready and willing to boost Silver Lake.  
And now let's join hands and get together,  
And everybody will prosper in spite of the war  
and the weather.

And now, my boys, you're all welcome here,  
To plan and to talk without "favor or fear."  
For the Silver Lake Park Company and also  
its Agent,

Are ready and willing to head the pageant.  
Now, in conclusion, let us thank you all,  
For your visit here without "beck or call,"  
And that you'll kindly remember our popular  
place,

When other resorts get into the race."

Mr. Lodge, General Manager, of the Park, also made a short address, after which the meeting partook of the nature of an outing and the Agents were escorted throughout the grounds by Mr. Lodge.

Everything the Park afforded was at their command, the members especially enjoying the ride around the Lake, the miniature railroad, the merry-go-round, figure eight and other amusements.

At the conclusion of the meeting, it was unanimously voted that Silver Lake was, without exception, one of the finest resorts in the State of Ohio.

Since the date of the meeting several of the Agents along the Division have inaugurated parties to visit the Park for a day's outing.

ous to 1880, became Master Mechanic. When old age crept upon him he was transferred to Jersey City, where he ran a drill engine up to about 12 years ago, when he was retired.

He resided in one home in Hackensack 46 years and sold it last Spring. In 1845 he married Miss Cornelia Haring of Closter and four children were born to them. Familiarly known as "Uncle Abe," deceased was one of the Erie's picturesque personages and a good and faithful employe, of strictly temperate habits throughout his well spent life.

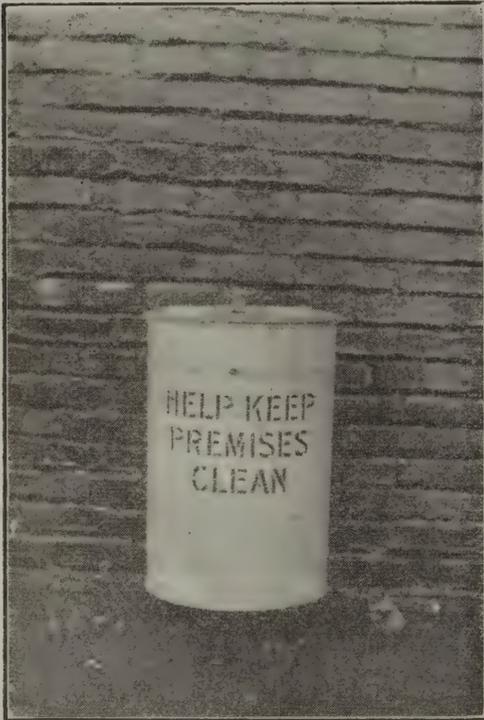
Funeral took place at Hackensack, Sunday, July 25th, and was attended by a large delegation of old and young Erie men and friends. Interment took place Monday, July 25th, in the old burying ground at Closter.

Ceylon, according to the last census, has a population of 4,110,000, the chief element numerically being the Singhalese. The area is 25,000 square miles. The principal exports are tea, coffee, cinchona, rubber, cocoa, cinnamon, cardamons, ebony and the products of the cocoanut palm. A large source of wealth is also found in precious stones and pearl fisheries.

**FIRE HINT FROM HORNELL.**

Hornell Shop claims it has long been noted for having the cleanest roundhouse on the system, and the accompanying photograph partly explains how this is made possible.

Some time ago a representative of a Fire Underwriter's Bureau, recommended a can of this description for use in the shop, as a receptacle for old, oily waste. The thought occurred to someone that, if the cans were good for holding old waste, they ought, also, to be good for holding other things—namely, old papers, and miscellaneous rubbish, and, accordingly, several of the cans were constructed for use about the shop premises.



HORNELL SHOPS REFUSE CAN.

That they have well served the purpose in eliminating fire risks, is evident to anyone who makes an inspection of the shops.

**BUSINESS ON THE TELEPHONE**

The most extensively used instrument in business today is the telephone. When it rings, answer it promptly, let your voice be pleasant and your words courteous. The person who receives a snarl of an answer has the party who gave it at a disadvantage—they can usually find who it was that made the discourteous re-

ply. You can never tell who you are talking to over a 'phone; it may be the President, or it may be a passenger for the Pacific Coast; neither can see how busy you are, no matter how much you may be rushed. They expect a courteous reply, and why not? It requires less energy to give it than it does to get angry. Be patient; rates, train service and equipment, are well known to you; that is your business; with many outside of railroad work it is hard to understand.

Patience and a pleasant voice will get many a passenger for the line, while lack of tact and impatience will drive revenue away. There is nothing more provoking than a telephone misunderstanding, because neither party has an opportunity of seeing "face to face" the difficulties that the other fellow is working under. It's the soft answer that gets the business—the hard word turns to stone, and it is thrown at your head on the first opportunity that presents itself; therefore, BE COURTEOUS, ALWAYS.

**PLEXO CLEANSING CREAM.**

Two preparations for the skin, that stand pre-eminently high in the opinions of those who use them, are Plexo Cleansing Cream and Plexo Greaseless Cream, each of which has earned an enviable reputation by the actual experience of constant use.

Wherever dirt or grime clings to the skin, these preparations will eradicate it, thereby giving the skin a soft and velvety appearance, not to mention the satisfaction derived from the knowledge that the skin is free from all foreign substances. It is equally appropriate for use by women and men, and is no mere preparation compounded for toilet use, but one which is good, substantial and has genuine merit.

A writer of rhyme, has aptly said, in speaking of the Plexo Cleansing Cream girl:

She's fairer than the fairest,  
In fact, she is a dream;  
Her peachy skin's the rarest,  
Through using Plexo Cream.

**SWINE MARKET OF WARSAW.**

Warsaw's swine market is one of the most original in the world, and the first view obtained of it by the traveler is startling. On the stone paved market place the bodies are laid in irregular rows, and here come the buyers to examine and purchase at will.

## THE STOVE COMMITTEE

### Mechanical Department.

#### Susquehanna Shops.

Mr. H. H. Harrington, Shop Superintendent, Susquehanna, Pa., the position of Master Mechanic being abolished.

Mr. V. C. Randolph, Assistant Superintendent, with authority over roundhouse and outside terminal work, and the operation and running repair of locomotives, with headquarters at Susquehanna, Pa.

#### Avon Shops.

Mr. C. H. Norton, Master Mechanic at Avon, N. Y., vice Mr. V. C. Randolph, promoted.

#### Meadville Shops.

William Moore, General Foreman, Meadville Shops, vice A. Sutherby transferred.

G. W. Robinson, Tender Repairer, promoted to Tank Shop Foreman, vice B. LeBarron, transferred.

#### Huntington Shops.

Mr. A. Sutherby, General Foreman, Huntington Shop, vice C. H. Norton, transferred.

#### Marion Shops.

Mr. H. M. Manigault, General Foreman, Marion, vice W. Moore, transferred.

#### Port Jervis Shop.

John Reddington, Machinist, Night Round House Foreman, vice Herman Kobbe, deceased.

## The National Game As It Is Played

### ERIE RAILROAD ATHLETIC ASSOCIATION.

Four hundred employes of the General Offices at 50 Church Street, have established their membership in this association and the work of canvassing is not yet complete; Jersey City still to be heard from. There is a likelihood of the membership reaching a thousand.

Baseball has been well established, an inter-department league having been formed. Standing of the teams as follows:

	Played	Won	Lost	P. C.
Operating	3	2	1	.666
Accounting	3	2	1	.666
Traffic	3	1	2	.333
Legal	3	1	2	.333

The schedule provides for games every Saturday, until September 25th, which are played on the Lyceum Oval at Paterson and DeGraw Oval at Bogota.

The Games Committee is now working on a comprehensive program for a general field meet, to be held in September, and a program for bowling is being considered; other sports to be programmed, as a sentiment for same is established.

One of the best amateur baseball games witnessed in some time, was that between the Accounting and Operating Departments at Bogota, Saturday, July 24th. The noted

"Cannon-Ball" Strauss worked from the mound for the former team, and with a man of his class in the box, there appeared to be little doubt as to the result of the game, but the "Southpaw" Kresch, was equal to the occasion and he led the Operating boys to victory, with a score of 4 to 3. The field work of both teams was classy.

### SIGNALMEN WIN GAME.

The Erie Signalmen's Benevolent Association Base Ball Team, defeated the Susquehanna Field Club, July 10, at Olympic Park, Paterson, N. J., in the first game of the series, by a score of 5-4.

The E. S. B. A. is ready to play any team on the entire Erie system. Address all communications to J. R. Mewhiney, Manager, care of H. C. Price, Signal Superior, Baggage Room, Paterson, N. J.

### CHICAGO VS. MARION.

The Marion team of the Erie League went down to defeat at the hands of the fast Chicago team on July 17th, by the score of 16 to 3. Chicago was altogether too good, playing a game worthy of professionals. Marion held in good shape for five innings, but was outplayed after Chicago bunched hits and secured

four runs in the seventh. The fellows fought pluckily, and with more work-outs, will be up at the top before the close of the season.

Chicago	A.B.	R.	H.	P.O.	A.	E.
Baltazore, 3b. . . . .	6	2	4	1	1	1
Jamison, 2b. . . . .	6	3	3	3	2	1
W. Rahn, s.s., c. . . . .	5	1	0	4	4	0
White'd, c., s.s. . . . .	5	4	2	6	4	0
Luggie, p. . . . .	6	2	2	1	0	0
O. Rahn, c.f. . . . .	5	3	2	0	0	1
Gilbert, lb. . . . .	4	0	2	10	0	1
Blumenthal, lf. . . . .	4	1	2	0	0	0
Frankland, r.f. . . . .	5	0	1	2	0	0

Totals . . . . .46 16 18 27 12 4

Marion	A.B.	R.	H.	P.O.	A.	E.
Arquett, c.f. . . . .	4	0	0	2	0	0
F. Hinklin, s.s.. . . . .	3	0	1	4	4	1
Frey, 3b. . . . .	4	0	0	2	2	2
Roseb'ry, lb., lf. . . . .	1	0	0	2	0	1
Hurley, lb. . . . .	4	0	0	5	0	2
Gamble, lf., c. . . . .	4	0	1	2	1	0
H. H'klin, c., lf. . . . .	3	0	0	5	3	3
Hogan, r.f. . . . .	3	1	1	4	0	1
Peaches, 2b. . . . .	3	1	1	1	1	0
Francis, p. . . . .	1	1	0	0	2	0
Malcom, p. . . . .	1	0	0	0	0	1

Totals . . . . .31 3 4 27 13 11

Chicago . . . . .	1	1	1	0	0	1	4	7	1	—16
Marion . . . . .	0	0	0	2	0	0	0	1	0	—3

Two-base hits—Jamison, Luggie, O. Rahn, Gilbert, Blumenthal, Hogan; Sacrifice hit—W. Rahn; Sacrifice fly—Blumenthal; Stolen bases—Baltazore, Jamison 2, Whitehead 2, Luggie 2, Gilbert 3, Blumenthal; Bases on balls—Off Luggie 2, off Francis 1, off Malcom 1; Struck out—By Luggie 7, by Francis 4, by Malcom 1; Hits apportioned—Off Francis 12 in 7 innings, off Malcom 6 in 2 innings; Hits by pitched ball—O. Rahn; Passed balls—Hinklin 2, Gamble; Left on bases—Chicago 8, Marion 3; Time of game, 2:08; Umpire, Stafford.

**ELMIRA BOYS WANT GAMES.**

The Erie baseball team has been organized for the season and would be pleased to hear from all Erie teams along the road, in regard to games being played. Manager Handley has put a strong team in the field and looks forward to a successful season.

He played the boys against the D., L. & W. team on the morning of July 4th, and defeated them by the score of 15 to 8.

The team is made up of the following players:

Gatens, P.; Erwin, C.; Sullivan, 1st; Ballard, 2nd; McFarland, S. S.; Gardner, 3rd; Pierce, L. F.; Hill, C. F.;

Wray, R. F.; Subs., Fuske, T. Appenowich, S. Appenowich, Arnold and Casey.

**ELMIRA DEFEATS JAMESTOWN.**

The Erie Railroad baseball club of Elmira, N. Y., defeated Erie team of Jamestown at Brand's Park, Elmira, July 25th, by a score of 5 to 3, in a nip and tuck contest. McFarland, short-stop for the locals, featured in fielding and Heldram, pitcher for the Jamestown club, did great work.

The locals took the lead in the sixth and added two more in the ninth, breaking a tie and winning the battle.

The score:

**Elmira.**

	A.B.	R.	H.	P.O.	A.	E.
Hill, lf. . . . .	3	1	0	3	0	0
Ryan, lb. . . . .	2	0	1	6	1	1
Pierce, c. . . . .	4	0	0	11	0	0
Gatens, p. . . . .	4	2	1	0	3	0
McFarland, s.s. . . . .	4	1	1	2	2	0
Ballard, 3b. . . . .	2	1	0	3	0	1
Campbell, 2b. . . . .	4	0	0	1	0	0
Appenowich, c.f. . . . .	3	0	1	0	0	0
Gardner, r.f. . . . .	4	0	0	1	0	0

Total . . . . .30 5 4 27 6 2

**Jamestown.**

	A.B.	R.	H.	P.O.	A.	E.
Birm'ham, lb. . . . .	3	1	0	9	0	1
Abraham, r.f. . . . .	5	0	0	0	0	0
Paine, c.f. . . . .	4	1	2	0	0	1
Hollerman, c. . . . .	4	1	1	2	3	0
Ford, 2b. . . . .	4	0	2	2	0	1
Carlson, s.s. . . . .	3	0	1	0	4	1
Corkey, 3b. . . . .	4	0	0	1	1	0
Mineham, lf. . . . .	3	0	1	1	0	0
Heldran, p. . . . .	4	0	1	0	2	0

Total . . . . .34 3 8 24 10 4

The score by innings:

Elmira . . . . .	1	0	0	0	0	2	0	2	x—5
Jamestown . . . . .	1	0	0	0	0	1	0	1	0—3

Summary: Two-base hits—Appenowich, Ford, Paine. Base on balls—Off Gatens—Birmingham 2, Heldran, Ryan 2, Ballard 2, Appenowich 1, Struck out—By Gatens—Abraham 3, Paine 2, Birmingham 2, Holleran, Carlson, Corkey, Monehan. Total—11. By Heldran—Hill 2, Ryan, Pierce, Ballard 2, Campbell 3, Gardner 2, Total—11. Hit by pitcher—Hill. Earned runs—Jamestown 2; Elmira 1.

**STOP! LOOK! LISTEN!**

Every Saturday afternoon, until September 28, 1915 the four baseball teams of the Erie Railroad Athletic Association, representing the following departments:

Operating, Traffic, Legal and Accounting.

Play baseball on the Lyceum Oval Grounds, at Thirty-third Street and Broadway, Paterson, N. J. (take either Main Line trains to Paterson, or N. Y., S. & W. trains to Broadway, and then a "Broadway" car, to Third-third Street), and on the De Graw Oval Grounds at Bogota (about five minutes ride on Hudson River Line) east from Bogota station.

Come out and see the game. Bring your wives and sweethearts. You will be surprised at the high class of baseball played.

W. A. Cotton  
R. C. Wheeler,  
H. M. Clawson,  
A. J. Dussaul,  
F. J. Collins,  
Games Committee.

**ERIE LEAGUE SCHEDULE.**

(August & September)

Eastern Division.

- Dunmore at Buffalo, August 21.
- Dunmore at Port Jervis, August 14.
- Port Jervis at Salamanca, August 28.
- Port Jervis at Buffalo, August 7.
- Susquehanna at Hornell, August 7.
- Susquehanna at Port Jervis, August 21.
- Susquehanna at Dunmore, September 4.
- Hornell at Salamanca, August 21.
- Hornell at Susquehanna, August 28.
- Hornell at Port Jervis, September 4.
- Buffalo at Susquehanna, August 14.
- Buffalo at Dunmore, August 28.
- Salamanca at Buffalo, September 4.
- Salamanca at Hornell, August 14.
- Salamanca at Dunmore, August 7.

Western Division.

- Chicago at Meadville, August 7.
- Chicago at Brier Hill, August 28.
- Chicago at Kent, August 28.
- Huntington at Brier Hill, August 28.
- Huntington at Marion, September 4.
- Huntington at Chicago, August 21.
- Marion at Meadville, August 28.
- Marion at Huntington, August 7.
- Kent at Huntington, August 14.
- Kent at Chicago, September 4.
- Brier Hill at Kent, August 7.
- Brier Hill at Marion, August 21.
- Meadville at Brier Hill, September 4.
- Meadville at Kent, August 21.
- Meadville at Marion, August 14.

**SUSQUEHANNA WINS GAME.**

SALAMANCA.

	AB	R	H	PO	A	E
Benton, c.....	4	0	0	8	3	0
W. Gordon, ss..	2	0	1	0	0	1
Patterson, ss...	2	0	0	0	0	0
E. Parks, 3b....	4	0	0	5	0	0
Debolski, 2b....	4	0	0	2	1	0

E. Merkts, cf..	4	2	2	0	0	1
Eddy, rf.....	4	0	2	2	1	1
Fraeney, lf....	4	0	0	0	0	0
J. Parks, 1b....	4	0	1	6	1	0
Salmon, p.....	4	0	0	1	1	0
Totals .....	36	2	6	24	7	3

**SUSQUEHANNA**

	AB	R	H	PO	A	E
Franks, rf.....	4	1	2	0	0	0
Irving, 1b.....	2	3	1	11	0	0
Comfort, cf...	4	0	2	1	0	0
R. Johnson, 3b	4	0	1	1	5	0
Holmes, c.....	3	1	2	4	2	0
Watkins, ss...	4	1	1	5	1	1
Teskey, lf....	33	1	1	1	0	0
H. Johnson, 2b	2	1	1	4	3	2
Keefe, p.....	3	1	2	0	3	1
Galloway, lf...	1	0	0	0	0	0
Totals.....	30	9	13	27	14	4

Score by innings:

	1	2	3	4	5	6	7	8	9	T
Susque..	1	1	1	5	0	0	0	1	x	—9
Salam..	0	0	0	1	0	1	0	0	0	—2

First base on balls: off Keefe 1; off Salmon 4; struck out: by Keefe 2; by Salmon 7; 2 base hits: Franks, Irving, Teskey; home run: Holmes; sacrifice hits: Holmes; stolen bases: Irving 3, Watkins 2, Keefe 1, Salmon 1; hit by pitcher: by Keefe 1, by Salmon 1; umpire: E. J. Ryan; scorer: S. J. Kelly; time of game: 2 hours; remarks: features of the game were the fielding of R. Johnson and E. Parks; home run by Holmes; catch of foul ball by Benton; fielding and base-running of Irving.

**GOOD SERVICE PRAISED.**

Engineer Forbes,  
Fireman Mingerink,  
Mahoning Division.

Gentlemen:

The writer's attention was recently called to the excellent operation performed by you, when a flue burst on engine 2531, train 624, on the morning of June 27th.

Through your courage, perseverance and intelligence in handling an engine, you doubtless avoided an engine failure, which was not only creditable to yourselves, but to the entire Mahoning Division as well. It is just such action—preparedness in any emergency, the use of judgment and perseverance—that points to the "GOOD" engineer or fireman. To say the least, your performance in this instance was very creditable and merits my sincere congratulations.

Wishing you the best of success, as faithful employes of the Erie Railroad..

Sincerely yours,

(Signed) W. C. Hayes,

Superintendent Locomotive Operation.

Never size a man up as a brute because of the sad look his wife wears. He may be a humorist.

**ORDER OF THE RED SPOT.**  
Chicago & Erie Division.  
First District.

Engine No.	Engineer.	Fireman.
463	W. T. Fields	W. G. Sutton
465	L. C. Guest	B. Lewis
796	S. M. Oswalt	C. R. Wentz
2555	John Cull	S. Snyder
	T. O. McIlvaine	W. C. Belding
2557	F. H. Lee	W. L. Chalmers
	Geo. Marston	J. H. Flanagan
2551	L. O'Brien	A. A. Bitner
	A. H. Wyman	E. J. Wahrer
1742	C. E. Scott	J. M. Zent
1748	I. L. Sparks	E. J. Griswold
1751	H. M. Young	E. H. Christ
1754	R. M. Erehart	L. Dolby
2024	H. L. Palmer	A. F. Miller
2077	W. H. C. LaBar	E. R. Swihart

**Second District.**

725	B. O'Connor	W. F. Hurd
755	A. E. Collins	S. L. Perry
806	J. W. Shearer	W. Yant
2554	John Wonderly	Wm. Wagoner
	L. F. Truman	A. F. Briggs
2560	Geo. Kehler	F. H. Phillev
1757	H. Kesler	J. F. Tallman
1761	D. C. Colclessor	J. H. Thomas
1767	Wm. O'Laughlin	J. K. Davidson
2007	F. H. Happy	F. M. Lenwell
2020	H. M. Sprinkle	G. E. Lutz
2050	G. W. Davis	P. S. Blackburn
2053	E. C. Schepper	J. M. Dunn
2075	Ed. Walknetz	E. E. Coughlin

**Allegheny and Bradford Divisions.**  
Allegheny Division.

Engine No.	Engineer.	Fireman.
2529	W. Rogers	E. F. Eisenhardt
		A. J. Porter
2525	I. Jones	B. O. Wescott
2058	J. Oakes	H. W. Smith
	J. Lamphere	H. A. Evans
1877	W. Green	S. W. Dotson
	H. Woodring	J. A. Reynolds
1614	W. F. Holbrook	W. C. Walker
1609	J. L. Collins	R. J. Williamson
1604	W. T. Lawrence	F. L. Almy
1592	C. H. Holbrook	J. D. Burgess
1586	E. F. Newell	J. L. Ross
1587	E. Lundigan	W. J. O'Brien
1574	T. J. Glynn	E. H. Green
1573	A. A. Stevens	G. E. Perry
1418	B. R. Slout	F. W. Shure
1615	C. W. Roge's	M. E. Hayes
	W. N. Kiley	F. L. McIntyre
635	W. Hurd	J. L. Furman
507	M. Dewey	G. C. Eisenhardt
	A. P. Helmer	R. D. Hurlbert
510	L. T. Howard	J. R. Burghardt

**Bradford Division.**

1886	C. Swanson	C. A. Johnson
1884	F. Spyke	A. A. Pace
1607	M. W. Nelson	E. Rhed
1600	G. W. Hickson	H. W. Wagner
1595	A. J. Eckhart	J. M. Smith
1536	F. A. Robertson	R. C. Cole
1083	I. Griggs	J. D. Donlon

**Susquehanna and Tioga Divisions.**  
August Membership.

Engine No.	Engineer.	Fireman.
2565	J. A. Hammond	B. F. Darley
	Jos. Richardson	H. N. Foulke
2567	A. C. VanDemark	L. B. Eastman
	E. A. Brink	C. H. O'Donnell
2564	John Haire	L. A. Jackson
	S. E. Mason	W. F. Zultwanger
2563	H. S. Brooks	E. E. Flint
	W. T. McElwee	J. H. Bly
2542	W. H. Tiffany	I. A. Graves
	W. H. Anderson	J. H. Graves

2545	G. A. Badgley	M. D. Peck
	B. C. Moore	B. W. Georgia
518	J. C. Miller	H. Houghtelling
	M. A. Lynch	G. W. Jones
528	G. C. Redfield	L. M. Wescott
	A. Jordan	G. W. Kosinsky
1616	G. H. Herrnecker	G. P. Lounsberry
1620	J. J. McAndrews	L. Swicher
1639	H. B. Garrett	W. A. Codner
1648	G. E. Lynn	L. L. Roe
1690	E. J. Moore	J. O. Bender
1703	G. W. Estabrook	A. L. Hendrickson
1749	G. S. DeGroat	M. B. Hillis
1765	J. W. McCarthy	W. W. Fisk
2025	G. A. O'Dell	F. H. Slack
2060	E. MacMullen	J. J. Gillespie
65	J. M. O'Loughlin	B. J. Brick
1073	P. Hickey	P. J. Canny
	F. B. Green	R. R. Hanson
1045	D. E. McCarthy	H. E. Andrews
600	F. K. Parsons	W. G. Cuthbert
1002	J. J. Gorman	
1061	J. J. Currier	B. W. Fredricks
1074	E. L. Jack	C. Curren
1070	R. Ploutz	K. M. Erickson
615	W. G. Mattison	J. W. Monaghan
	D. Chapman	F. L. Thurber
1853	J. Leahy	Geo. Neenan
	A. L. Sellon	J. F. Walters

**New York Central Division.**

1659	C. J. Doolittle	J. A. Baker
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**Tioga Division.**

401	Frank Hebe	S. Powell
402	W. T. DeLaney	A. Bunn
1101	T. D. Jones	H. Brooks
1117	L. S. Higgins	E. L. Martin
1242	W. H. Hughes	A. S. Knapp

**Air Test Engine at Blossburg.**

292	W. H. Cook
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**Mahoning Division.**  
August Membership.

Engine No.	Engineer	Fireman
2535	R. M. Shane	G. Dill
2524	T. Dill	T. Mahar
720	W. C. Dunn	F. E. Ewing
1817	B. C. Whelan	F. E. Phole
2534	M. L. Forbes	W. Weber
2729	J. J. Brannen	R. R. Miller
665	E. Alexander	W. G. Brown
2526	S. G. Corlett	W. A. Woods
88	C. H. Bowker	W. Gilmore
102	W. H. Forney	H. O. Munnell
1841	P. Diehl	R. Ellis
1812	W. B. Kolb	H. G. Blaney
1406	T. J. McCarthy	S. Bahen
3080	C. Shull	H. M. Booth
1321	M. L. Bahen	F. E. Brannen
1858	J. O'Neil	W. F. Planton

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

Engine No.	Engineer	Fireman
11	J. H. Linley	J. Pender
105	G. Cowan	J. Gilshion
118	H. E. Reed	J. C. Meyers
514	W. A. Johnson	E. J. Brower
517	D. J. Ackerman	J. J. Coney
526	W. G. Cole	W. H. Myers
548	J. L. Van Orden	J. A. O'Brien
556	B. Walsh	
591	A. Bell	
793	H. W. Smith	W. E. Jenner
820	E. M. Carlough	W. A. Ward
822	G. Wallace	G. Eckerson
824	C. Voorhis	J. H. Winters
825	G. Beatty	E. P. Doty
831	T. Duffy	W. A. Smiley
842	E. Saunders	G. O. Doremus
844	H. Eberling	
911	W. E. Captain	
918	F. M. Ferrell	

937 H. N. Palmer  
 955 D. A. O'Brien  
 956 W. O. Cutler  
 964 G. Schedler  
 966 H. Schmoll  
 970 H. Springsstead  
 1029 E. H. Paddock  
 1071 J. Knaub  
 1472 C. Landmesser  
 1473 M. McKeon  
 2503 J. Downs  
 2718 W. H. Menner  
 2723 E. T. Reed  
 3038 J. Fitzgibbons  
 3050 D. Brahaney  
 3064 E. J. Murphy

**Meadville Division.  
 August Membership.**

Engine No.	Engineer.	Fireman.
672	H. E. Lane	F. E. Carr
732	S. Cochran	J. I. Lalor
1440	A. Minium	F. Simmons
1433	E. A. Manges	R. O. Hanson
1448	J. N. Nunsicker	H. L. Kightlinger
2035	R. T. Bell	W. W. Rogers
2045	Jno. Fix	L. M. Deshner
2516	C. F. Dunbar	R. J. Unger
	G. Kebort	H. C. Kiser
2517	H. P. Maybee	A. E. Benning
2521	J. J. Stenger	E. A. Staley
	Eckert	S. D. Bunting

F. A. Ivans  
 W. McMahon  
 J. J. Reilly  
 E. Ritter  
 C. C. Rickle  
 E. Carlough

R. Axford  
 J. F. Radner  
 J. Ruegger  
 C. O. Wheeling

2725 B. L. Luce  
 G. B. Benson  
 3069 B. Bailey  
 3070 F. E. Mason

E. J. Schrubbs  
 Wm. Consla.  
 J. A. Boyles  
 C. F. Eckert

**N. Y. S. & W. Division.  
 August Membership.**

Engine No.	Engineer.	Fireman.
23	P. Nixon	A. C. Oakley
9	C. C. Marean	C. W. Dailey
9&10	Geo. Chamberlain	S. M. Gunderman
10	George Mann	Jos. Lawler
25	John Klopman	J. Anderson
28	John Witty	Frank Barton
26	James Havens	C. P. Mann
29	G. Voorman	F. Woodward
5	Samuel Cox	Walter Loney
13	M. Carroll	Geo. Spring
6	M. Snover	J. Klapalek
12	J. W. Pugh	John Woodward
45	O. Montanye	Wm. Buist
33	Wm. Daley	C. Nystrand
33	Geo. Titus	J. D. Bosschieter
90	L. Rausch	O. Kulp
126	J. Gannon	A. Slack

**W. B. & E. Division.**

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

**From Correspondents Along the Line**

**BUFFALO TOWN FREIGHT.**

The boys at the Buffalo Town Freight Office, have selected the noted Pullman Conductor, Chas. Youmans, to edit this column from now on. His wit and talent have won many friends for him. Charlie isn't such a bad scout, at that, if you leave him alone.

Horatius Turner, our able-bodied cashier, became a benedict on Independence Day; he spent his honeymoon at Cleveland. As an appreciation for his good fellowship, the boys presented him on this occasion with an elaborate chest of silverware. Good luck to you, old man, may all your troubles be little ones from now on.

Duke McCulle and Oshkosh Charlie, were seen buying a straw hat together on July 27th. We wonder why?

J. S. "Ki-Ki" Quinlan, claim astronomer, took an afternoon off to see the ball game. This was his first time off in 40 years, and he was caught in the rain. We knew he'd get his new hat wet.

Georgie Kirwan is working on Dietschler's farm for exercise. We hope he gets into good shape for his coming battle with N. McLeod, the Polish kid.

George Mample is still hitting that old corn cob pipe and sits up each morning till 2:30 entertaining his many friends with that same line of bull he had 50 years ago.

We understand Dietschler entertains the farmers at Williamsville, with a few melodies on his violin,

which is an heirloom of 100 years. It was sent to him before the war started. Guess his ancestors have some foresight—eh?

Mr. J. H. Brady has tendered his resignation, to accept partnership with the World Wonder Oil Co. Here's hoping his oil makes things run smooth.

Charlie Miller and Frank Murphy were the entertainers at L. C. Stuby's last banquet. They sang Irish and Dutch melodies and Mr. Stuby said they are the finest singers he ever heard.

Leo Murphy has started to wear Palm Beach socks; he's a very proud little gent with them and wants all the boys to notice 'em.

It is reported that Bill Daley attended a Band Concert at Humboldt Park. That's no place for an Irishman.

Jack Hartigan was seen promenading up and down Elk Street alone Sunday night. Guess his wife's gone to the country.

Chauncey Oilcloth Joslin, has become Acting Special Agent under direct orders from headquarters at New York City. We hope he doesn't have to specialize in making copies of way-bills at his new position.

F. X. Brugger, the smallest clerk in the office, who stands 7½ feet, is going to join Jack Kettle, our largest clerk, standing 4½ feet, in his latest and original one-act comedy entitled, "In the Hammock" or a day in his baby Oakland. Oh, that joy ride.

**ITEMS FROM KENT SHOP.**

Harry Starks, Foreman of Machine Shop, has been down with a severe illness, which at one time looked serious, but we are glad to announce, although his recovery is not very fast, he is slowly improving, and, we hope when this item will be seen in print, he shall be back in harness again.

C. E. Frasier, Storekeeper, and in addition, Secretary and Treasurer of the local shop baseball team, wears a smile that does not wear off, since his team has caught the winning streak and has not lost a game since the new schedule was made. He is often seen gazing at the flag staff above the shop. We wonder if he doesn't see the pennant flag already floating from same.

Platforms along shop tracks, to facilitate the unloading of new and scrap material, have been built at the various sections of the repair yards, where a practical creating of saving in time and labor, to perform loading and unloading of the various material is made.

Jack Bertram has taken charge of the shop fire team, on account of the illness of Capt. Harry Starks and from all indications will make a good showing at the tournament. Jack is not saying much and predicting that Kent will be the home of the trumpet the coming year, but he does say who gets it will have to beat his laddies.

Ben recently told of how honest he was, when a listener stated that he did not believe he could carry away a passenger coach, while on wheels, or take a chain away from a bull-dog when tied.

Dan Griggy, from late reports, has started a gasoline route between Randolph and Rottstown, as he was seen on a recent Sunday carrying a 5-gallon can between these stations, while his machine was located at the former.

Andrew Samuel Schwartz, the official bat boy of the Erie ball team, made a recent trip to Mahoning, accompanied by two young ladies from Kent State Normal. We don't know, but hope, he had a good time, as we believe he spent all of that dollar.

**HORNELL SHOPS.**

In order that the name and the address of the company physicians of this city, may be instantly available in case of injury to shop employes, lists of the same have been posted conspicuously in the various departments of the shop.

During the absence of Foreman H. O. Fay, who is ill at his home, Arthur Kinney is acting in his stead.

Roy Granger, a foreman in Susquehanna shop, was a recent visitor in Hornell.

Robt. O'Hearn, during the absence of the foreman of the tool room, capably filled the position of foreman.

John Casey, employed in the paint shop for the past year, has left the service and is at present visiting in New York.

Charley Hall, Jr., a former Erie employe, but for several years working as hostler for the P. S. and N. R. R. at the Seneca Street yard, has returned to the Old Reliable, and is in Balcom's stripping gang.

William Head, one of the veterans of the blacksmith shop force, has given his house on Cedar Street, a coat of paint, adding much to the appearance of the premises, and increasing the value of real estate in that section.

Louis Schwartz, of the round house, has gone on a 3-months' visit to Corwith, Iowa. Some irresponsible party, since his departure, has circulated a report that his absence is due to his fear of meeting a German recruiting officer. It is also false that he got lost in a corn field while out gunning and was found by his friends by the aid of an aeroplane.

The charges and counter charges between Dr. Bowen and Mr. Green, two medicine men here, seems likely to result in a libel suit.

The notable excellence of the correspondence from Hornell shop in the July number of the Erie Employes' Magazine, was due to absence of the regular (or irregular) correspondent, and the kindness of one of the office force, who willingly supplied the dope.

"Regardless of previous records, all engineers and firemen caught in a saloon while on duty, will be dismissed from service." So runs a recent order of the Burlington Railroad, promulgated by Superintendent F. J. Johnson.

Harry Parker, a former engineer on the Allegheny Division, and later employed in these shops, is reported to be in very poor health. Mr. Parker was badly injured several years ago by a fall from his engine and he has been in feeble health, much of the time since.

It is reported that Fred Rahmlow, formerly foreman of the Tank Repair Shop, is confined to his home by serious illness.

Jas. Cahill, of the pipe shop, was elected at a recent election in that department, to succeed Wm. Riley as Shop Committeeman. The next election selected a representative for the boiler shop, to follow Mr. Gaiser. Chas. Whitford was the successful candidate.

Robert Rozier, wife and daughter, of Betulia, Pa., are, at this writing, the guests of Chas. McGregor and family of Hart Street.

Otis Ward, recently acted as escort to a "clamshell" to Croxton. Mr. Ward's record as a convoy to dead engines, etc., on long journeys, is an enviable one.

Mike Gilliran's late visit to Montana, where his son resides, was a most enjoyable one.

The "hill," constructed of cinders on the north side of the round house, was lately removed. It was used in connection with the coaling station, which was destroyed by fire several years ago, as a gravity track for the storage of loaded coal cars.

There is such a demand for Ford cars, that Barney Watt has not been able to get his yet.

#### CROXTON NOTES.

Charles Gerbes, Machinist, from all appearances is matrimonially inclined, as he seems to be interested in a two story bungalow at North Paterson. Some of his neighbors see ghost-like figures promenading after sunset, so there must be something to this. Let it be soon, Charles, as we will be watching and waiting for the cigars.

Our Labor Foreman, Jim Krotz, is losing flesh—at least he thinks so. He weighed himself and found that he had gained thirty pounds. He says he is going to enter the Belly Bounce side show, if this keeps up. He will have to be carried around on a hand car, as they do not build passenger cars to haul 401 pounds of "junkibus."

Our baseball enthusiast, Louis Perotti, as Captain of the Machinist baseball team, made quite some horse-play at the Machinists-Boilermakers' game at Manhattan Ave Grounds on June 25th. He was there with the shouting, but he should have had a drop net to catch the fly that was sent to him with the bases full. Louis says, "No more baseball for me."

Mr. Patrick Conairy, Night Round House Foreman, had a summer night's festival at Mosquito Grove, namely Riverview Park, Hackensack Meadows. From all accounts he had an awful crowd, if mosquitoes were

allowed to count. All hands enjoyed themselves killing the "wild animals," and did not seek their domiciles until the wee hours of the morning.

Mr. Pierce, Round House Foreman, is spending his vacation at Thousand Islands Park. His smiling countenance will be missed this year at the Shriner's Convention.

William Saxson, Machinist, spent ten days with his family at Yankee Lake. Bill says he doesn't like to tell fish stories, but he actually caught a pickeral two feet long and that it was necessary to lay down on him to keep him in the boat.

Arthur Bell spent several days at Rockaway Beach with his family. Arthur says the waves are so immense that **one** nearly broke his back.

Two very interesting games of ball were played between the Machinists and Boilermakers' teams. Both games were won by the Boilermakers—scores being 8-2 and 13-4. A remarkable feature of the first game, was the short time in which it was played—taking only one hour and twenty-five minutes.

#### HUNTINGTON SHOPS.

A band of music of 22 pieces, has been organized, with H. C. Weiford, Chief Clerk to Superintendent Mackrell, as Manager. Mr. Weiford has had extensive experience in band matters and we feel confident that Huntington will eventually have one of the best bands on the Erie Railroad. A few days ago our President, Mr. Underwood, who made the band a possibility, passed through Huntington on inspection trip and we are sure he was greatly surprised when getting off special train, to find that the Huntington band had already been organized, as they were on the station platform and played several pieces of music. As, practically, all the members of the band have had years of experience, it was not difficult to render high class music, which was very much appreciated.

General Mechanical Superintendent and inspection party, were at Huntington the 21st, and it is hoped that conditions were such that nothing but praise could be given to the Master Mechanic and his assistants.

Our baseball team has been organized and, while playing first class ball, have been unfortunate in not winning any games to date, but it is predicted that there will be no other games lost in the future. This organization has selected R. E. Shideler, Clerk, as Man-

ager, and it behooves other teams on line to practice up, as the Huntington boys are becoming perfect.

We wish to commend Mr. J. J. Carroll, Special Inspector, on his good work. He has recently found two cracked axles on K-1 engines. The flaws were very small and could be seen only by very close inspection.

Special Apprentice R. T. Yarbough, has been on the road for some time doing special boiler work. Reuben is much of a ladies man, but we are confident that he will not slight his work to break some lady's heart.

Piece Work Checker Geo. Young and his family, will make a visit to Milwaukee next week. George says he will be able to tell us what "Made Milwaukee Famous," when he comes back.

Walter Goldsmith, Bolt Maker, is the father of a 15 lb. boy. We congratulate him.

Frank Reed, Jacket Man, who has been off for some time on account of a broken foot, has returned to work.

F. H. Bir is not only an expert Blacksmith, but is also good at raising strawberries. So testified all, fortunate enough to get these berries from him.

Earl Foote, Manager of the Fire Team, has his squad out on Sabine Street every afternoon, practicing for the big meet at Salamanca, August 3 and 4.

Miss Viola B. Holloway, Clerk in the Master Mechanic's office, who has been off duty account of sickness, is improving and is now able to be around and will return to her position in the near future. We will be glad to see her back again.

Jerome Dalton, Employee of the Hammond Freight House, paid us a visit this week. This is his first visit for two years.

Painter Foreman W. J. Kase and Mrs. Kase, made a visit to the Windy City last week.

Henry Kase, Car and Bench man, has been off for some time on account of sickness.

#### CLEVELAND SHOPS.

During the absence of C. Fitzgerald, Roundhouse Foreman, Thomas Peterson filled in the vacancy and held down the important position very satisfactorily to all. Running repairs was his hobby and very few delays were charged up to him, which goes to show that General Foreman, E. E. Evans, picked the right man for the right place.

We are very sorry to hear of the misfortune of F. Layman, our veteran, whose duties were night tool room attendant and time checker combined. He was compelled to give up his job on account of the breaking out of fever on his right leg. We all wish him an early recovery, but it is very doubtful, on account of his declining years; he is over 50 years in the service, with a record hard to beat.

Our fire team is on the job every day practicing for the tournament, and are now determined to bring the cup to Cleveland. If the boys all follow the simple rules layed out for them by their worthy chief, John Moore, the cup will surely be in the Boyden plant.

Our mutual friend, H. Tice, Chief Clerk to Storekeeper, is greatly interested in the Cleveland Ball Team. If he can't get the correct score from the grounds, he calls up Cooley's farm and gets the score by innings. (Direct Wire).

Chas. Fitzgerald, Roundhouse Foreman and his family, spent their vacation at Lewiston Reservoir, Russels Point, the most up-to-date pleasure resort on the map. He reports one fine time and a happy reunion. The sights and scenes were too numerous to mention, which will not be forgotten for days to come.

On account of the resignation of "Art" Johnson, Receiving Clerk in the Store Dept., Oliver Holmes was appointed to fill the vacancy, and is doing so with great satisfaction to all concerned.

Our very popular Operator, Harvey Deitreich, is about the proudest man on the Erie, and if by chance you call him "Daddy," that happy smile spreads all over his face. It is a fine baby boy and the cigars were A No. 1 brand, enjoyed by all, with good wishes for himself and family.

Matrimony and promotions go hand in hand at the Boyden plant. Such was the case with Jake Newmann, promoted to Piece Work Checker. To make the job a success, he made up his mind it could not be done without a life long partner. The happy event took place after his promotion. We wish him god-speed and a happy and contented future in all their undertakings.

Safety first and all times, is a very good motto for Erie men and more especially mention is made of F. W. Jones, Engineer, Warren Ohio, who has the credit of using his head to good advantage when he discovered a

large portion of a crossing plank wedged under the engine truck and pilot of Engine 2929 on July 21st. It was necessary to cut the engine off to get the work done to clear the platform and he assisted in moving the plank. It was 18 ft. long and 3 in. thick. This might have caused a very serious accident, and it was all avoided by keeping an eye on the gun.

Timekeeper Bob Daily, and Gang Foreman N. Hooker, spent their vacation days at Detroit and Buffalo and report a very pleasant trip, with pleasure and business combined.

You could find Frank Wiatrowski, Clerk, in any part of Grafton, Ohio, enjoying his vacation days, admired by all, more especially the fair sex.

E. Faust, Asst. Timekeeper, spent his vacation days in and around our forest city, inspecting all the bridges that are under way in our beautiful city.

Frank Wickwire, Clerk, took in all the sights of Bradford, Pa., parks and summer resorts, and coached the Bradford Ball Team to victory.

#### ROCHESTER DIVISION NOTES.

S. T. Jerris, formerly of Wayland, is working first trick at Avon in place of Manager Jacobs, who left for Alaska, to look after some of his property. He left his motorcycle at Lakeville.

F. O. Bennett, formerly on second, is now on third trick at Avon, relieving J. H. Roy, who is working in Despatcher's office at Rochester, during the vacation season.

Despatchers were a mighty busy lot on July 17th, when, on account of a washout on the main line, trains 5, 9 and 13 were detoured via Avon and Attica. H. T. Kinney, Division Engineer, was a worried man, but the trains got through all right.

J. R. Bobbitt is relieving the despatchers in Rochester, while on their vacations.

M. B. McKenna is Acting Chief Despatcher, while Mr. L. N. Rockefeller is on his vacation. Mr. Rockefeller certainly had hard luck, when, on the eve of his departure for Conesus Lake, where he was going to spend his vacation, his little son, while playing ball, broke his arm. Mr. Rockefeller's trip was indefinitely postponed.

J. H. Roy, formerly on third at Avon, and now in Rochester office, captured second prize in the Charlie Chaplin contest, recently held in one of the Rochester Theatres. First prize was in his grasp, when F. O. Bennett,

his co-worker, who was sitting in the first row, yelled: "Skid, Charlie, Skid!" and Roy, alias Charlie, had an attack of stage fright and forgot all about the skidding part of his performance.

Ed. McEvoy, Baggage man at Avon, is going to "open up the doors and free the ———." What's he going to liberate? Ask him.

Why the silence around Avon depot? Oh, Bugs has left.

F. W. Darrow, Conductor and, M. Hamilton, brakeman, are thinking seriously of joining Troop X.

John McGinty, Western Union Lineman, bought a Ford about six months ago and is hitting trees and poles right and left. The trouble is, Mac can't keep the darn thing on the sidewalk, where it belongs. It's such a cute little thing, anyway. T. J. Brennan bought one for his baby.

What's the trouble with Benjamin? Is he in love, or did someone swipe his needle?

Business is pretty good on the "long switch." Keep it up, boys. It means money for the company.

Ted Peterson, working second at Avon, is at last at home. Ted made a request that one of the operators at Avon be kind enough to "vamoose," so that he could bid in the vacancy. Roy had pity on him and skidded to "R. C." and Ted got his job and is happy. It's all on account of a girl. Now, Ted, a little advice. Sell your Indian and buy a horse.

S. Leighton, agent at Avon, who injured his fingers awhile ago, has now completely recovered and is as busy as ever. If Mr. Leighton had been content to let his men do all the work, instead of giving a helping hand himself, the injury would not have occurred.

#### JERSEY CITY SHOPS.

The Moonachie Fire Department boys held their annual games a couple of weeks ago, and Bob Tucker won the running broad jump event, with a distance of twelve feet, eight inches. Bob is displaying the medal on his chest. Bob has a wonderful pair of legs.

Deacon "Newt" Doremus has just returned from a trip to Old Point Comfort, Va., where he has relations.

The roof of the Blacksmith Shop caught fire in some manner recently, and if it had not been for the prompt action on the part of H. Schrier and K. Roughgarden, two members of the J. C. shop fire team, a great deal of

damage would have been done before the arrival of the City Department, which came when the blaze was out.

Charley Whirtner is back at his work. He was laid up with a severe attack of ptomaine poisoning. Charley has seen nearly 49 years of service with the Erie.

Monroe Goodman, was the centre of attraction in the parade of the Wortendyke Firemen, attired in a blue sailor's uniform.

#### SUSQUEHANNA SHOPS.

Engines 1655, 2019 and 2060, equipped with superheaters, Baker Valve Gear and other modern improvements, were turned out of Susquehanna Shop during the month of June. New fireboxes were applied to these three engines; also N. Y. S. & W. engine No. 10, making a total of four new fireboxes applied during the month.

During the month of July, we figured on turning out four superheated H-21-A engines and two G-13 engines, changed from compound to simple. All six of these engines have new fireboxes applied, in addition to other work.

N. E. Christen, Clerk in this office, has returned from a visit to the West.

Mechanical Superintendent E. S. Fitzsimmons, General Foreman Boilermaker F. A. Griffin, and Machinery Inspector A. G. Callahan, were recent visitors at the local shops.

C. F. Griffin, Assistant Road Foreman of Engines, having purchased a new automobile, has agreed to transport the car to Susquehanna, for the purpose of giving his friends, which are too numerous to mention, a fast special 78 schedule ride. "Griff" says no one has yet had the nerve to determine just how fast the car can travel; he says his own nerve failed him after the speed indicator showed 120 miles per hour, going up hill.

The Susquehanna Erie League Baseball Team opened the Eastern League season July 3rd and defeated the Port Jervis Team at Susquehanna; score, 11 to 8. They also defeated the Buffalo Team at Buffalo, July 10th; score 9 to 7. Official scores are attached.

The Apprentice Baseball Team traveled to Meadville July 10th, where they were defeated by the latter team; score 12 to 4. They will next try conclusions at Dunmore, with the Apprentice Team of that shop.

#### FROM THE N. Y. S. & W.

Mr. F. J. Marston, operator at North Paterson, N. J., and Bud

Wilkinson, operator at Little Ferry Junction, went on a fishing trip recently and returned with a fine catch. These gentlemen are old timers at the sport, and always return with a mess.

Morris Anderson, Section Foreman, has been worrying considerably of late, because he does not see any S. & W. notes in the magazine, and would not keep quiet about it, so we are forced to write this.

Thomas Hoskins, station agent at North Paterson, while out last Sunday, in his Flivver, was shaken up so badly, that he had to lay off a couple of days after, as maud kicked so much.

Ernest Noethen, Engineer at North Paterson, has purchased a French Poodle. Now he is expecting to purchase a maltese cat.

Bum, the faithful dog, that was the pet of the railroad boys and companion for many a fireman on different runs, was poisoned recently, after the birth of 8 little Bums.

#### GALION, OHIO, SHOPS.

Foreman John Todd spent the fourth at Hornell visiting relatives and friends.

Machinist, Luther Trautman, has returned from a visit at Port Jervis and New York City.

On July 1st, the spirit of John Martin Mitchell, for many years Carpenter Foreman at this shop, passed to the Great Beyond. Mr. Mitchell had been in failing health for many months having been off duty for several months. His services with the Erie numbered 47 years. His life was one of usefulness and uprightness. He was a member of the U. B. Church for a long period, being a member of the choir for some years. In 1902 he was elected a member of the Board of Education, where he served six years. He was a public-spirited citizen and a good man, as the term implies. He is survived by his widow and four children.

#### PORT JERVIS SHOP.

Through the efforts of Master Mechanic Thibaut, General Foreman Cullen and Supervisor Deniff, a manganese switch frog has been repaired by electric welding. As this is giving good results we hope to repair several worn out frogs at Port Jervis, thereby making a big saving to the Company.

E. J. Flannagan has been appointed Manager of the base ball team, to succeed A. B. Crine resigned.

"Little Nemo" is the proud possessor of a Blue Devil Motor Cycle.

The scrap keeps everyone busy. Some day, all will be caught up and we will get our money. M. H. Q. will be sorry, as it prevents such a fine panorama from his office window.

J. E. Case, Gang Foreman at Green Island Repair Yards, sustained severe lacerations on his left hand, while framing a piece of lumber.

A new central checking station has been installed at Port Jervis, with O. V. Clark as Official Checker, promoted from Piece Work Checker.

Mechanical Superintendent, J. McMullen was a recent visitor at Port Jervis Shops.

The Auxiliary Car Shop at Green Island, is the recipient of a new motor to operate the air compressor. This is a source of satisfaction to all, as it is expected there will be no trouble in the future, not to mention the elimination of the fire risk in handling gasoline.

J. F. Tierney is back at the old stand, checking piece work. Glad to see his fat face again in our midst.

A collection for a water cooler was taken up at the Car Shop Office. O. V. C. was the only donor. Many thanks!

General Inspector, P. J. O'Dea has been with us for a few days.

Our wide-awake messenger, Wm. Hoffman, who recently had his leg broken in an automobile accident, is recovering nicely; everybody will be happy to see his smiling face again.

"Cotty" has unusual success at fishing—123 bass in one day. **Some fishing.**

The roundhouse quartet has made great progress. You can almost hear them.

The construction of the Government Railway in Alaska will probably deprive us of one of our most valued employes. He intended looking the ground over during his vacation.

Too bad some of our baseball squad has to board the train at Middletown, instead of at Port Jervis, everytime the team leaves for an out-of-town game. Wonder what particular brand nemesis is after it, a rolling pin or a knight of the locust?

Geo. Strait, who has been off the job for several months, account of injury to his left eye, has resumed work.

Geo. Herman, Messenger, was badly injured in a collision with an automobile. George was taking a Sunday afternoon spin on his new motor cycle.

The Port Jervis baseball team, certainly made an excellent appearance in their new uniforms, but unfortunately this does not win the game. It seems to be the opinion, that if the team would take a little more interest in the game, get out and practice and show a little more vim, there would be a different story to tell at the end of the game.

#### DELAWARE DIVISION.

Signal Supervisor J. R. Garrabrant, has moved his headquarters from Susquehanna to Deposit. And Bert Brockland, has completed ten months, without a signal failure.

Chief Train Dispatcher, M. H. Hanrahan, recently enjoyed a two weeks' vacation.

Garrison's office garden is in full bloom.

Mr. J. W. Gibb, has returned from a vacation, spent in Aurora, Nebraska, at the home of an ex-Erie employe, L. M. Driver, now with the C. B. & Q. at Aurora.

The curious members of the office force, now want to know what the attraction is, which is drawing a certain phone monitor to Binghamton nearly every Friday or Thursday night.

Which is the better, the "wonderful one-horse shay," with its record for long running, or Bill Canfield's L. C. "Sidewheeler."

Jas. (A. H.) Burns, is back in harness, pitching for the Susquehanna Erie B.B. team, after a 3 years absence from the game. Needless to mention, he won his first game.

M. T. Caffrey reports a "gosh darn tootin" good time at a dance held at Thompson, Pa.

#### AVON, N. Y., SHOP.

John McNally, Storekeeper at Avon, Wm. Greene, Clerk at Avon Shops, and several others, went to Honeoye a few nights ago, to a band concert. John McNally had the good luck to get a girl and Bill Greene got tired waiting, so started for the girl's home, but, as he neared the girl's house some one said "Sic 'em!" Bill started on the run through the streets until he was hailed by the night watchman, who put him in an auto and started the brave boy back to Avon, leaving McNally to get home the best way he could. "Mack" arrived home the next morning tired, but nevertheless wiser than to go out with Willie again.

Harry Moran, Operator at Geneseo,

was a happy boy July 1st, when he was presented with a quarterly pass. So happy was he, that he was showing it to all of his friends. Harry was transferred to Lakeville, while there he was showing his pass to a certain gentleman from Geneseo, who inquired if he was Harry Moran the former operator at Geneseo. Harry swelled up and answered, "Yes sir." "Why," said the gentleman, "You are "I dunno, sah, but it tastes like I just the man we have been looking for. You owe us \$2 for the Chautauqua at Geneseo, you subscribed towards." Harry reached for the pass, vowing that he would never show it to another person.

Scott Jacobs, Operator at Avon, is taking a vacation, (going to get married, we assume). Ted Peterson, the Operator, who was so anxious to work in Avon, persuaded Jake to take a rest so he could be near Lillian. He is now on the job in Jake's place.

John McGinty, Yard Clerk, who purchased a new Ford, so he could get a girl, is still trying hard to locate one. The girl he thought he had, has gone back on him. We wonder why?

S. Jerris and F. Gennet, Operators at Avon, are looking for contracts transferring pig iron.

#### MARION SHOP NOTES.

Mike Rickseeker is now conducting examinations of employes, as to their sight, color and hearing, using the office formerly occupied by the Track Supervisor.

We are pleased to announce the promotion of our General Foreman, Mr. Moore, who went to Meadville, Pa., to take up his new position as General Foreman at that point. While here Mr. Moore made many friends, who regret very much his departure, however, pleased to see merit so well rewarded. And, with equal feeling of satisfaction, we welcome to our city our former Roundhouse Foreman, Mr. H. M. Manigault, late of Meadville, who will be Mr. Moore's successor, as General Foreman at Marion.

Just to illustrate a little team work, Mr. Old Man, let us tell you about a little stunt pulled off at Marion Roundhouse July 3rd. Third Division No. 16's engine was washed out by the night men and given the "Jinx" by the night boiler inspector, to the tune of twenty-four scattered stay bolts. With nothing else in sight to cover the train, Roundhouse Foreman, Homer Eckerson, set out to get her, "if it took a leg." The bell sounded at 8:30 A. M. and fire-box was stripped

from back head to barrel, including all pipes, jacket, lagging, blow-off valves and section of flooring and running boards. At 10:50 A. M., all bolts were down and holes ready for tapping. At 11:45 A. M. all bolts were run ready for driving up. At 12:25 P. M., boiler was filled and fired. At 1:12 P. M., engine was out on outgo, being prepared by the engineer for her trip. Departed station, 1:53 P. M., on time. Well, that's going some!

Mechanical officers, Messrs. Schlafge, James McMullen, Cozad, Dow, O'Day, Brown and Supt. of Stores, H. S. Burr, paid a visit to Marion on an inspection trip and found conditions very good.

#### BRADFORD ITEMS.

The despatchers, Jack Ormsby, I. J. Costello and E. Strouber, have enjoyed their annual ten days' vacation.

Our old X. B. R. & P. conductor, E. A. Maloney, lost one whole buck on a baseball game a few days ago. It serves him right for boosting an outside team.

A baseball meeting was recently held in the Division Freight Agent's Office, and the following officers were elected, President, T. W. Collins; Secretary and Treasurer, Frank Bell; Manager, D. Davis, and Captain, R. Pace.

Arthur Ormsby, has returned, after a week's vacation, at Cuba Lake.

William L. Wells, the active Ticket Agent, at Bradford, for the past number of years, has resigned. Mr. Wells first entered the employment of the Erie, as an operator at Dunkirk and later took charge of the East Bradford station. He was then transferred to the Bradford office, at which place he later became agent. He was known to many for his humor, as he always had a joke for every one. Owing to recent sickness, Mr. Wells was forced to retire.

#### MEADVILLE SHOPS.

F. L. Manigault, Instructor of Apprentices, has been transferred to Marion, Ohio, as General Foreman, succeeding Mr. W. Moore, who is now General Foreman at Meadville Shops.

F. Nokels, Machinist, met with a painful and serious accident, while coming to Meadville, as a commuter on the N. W. P. R.. A guy wire broke as the car was passing, the fractured end striking the window and the fragments of glass penetrating his eye. The Northwestern Railway Co. is attending to his injuries, paying his time lost, and medical attendance.



## If "Safety First" Is Your Motto—Let Hamilton Time Be Your Watchword

"Safety First" necessitates the "Watch of Railroad Accuracy." For proof of Hamilton Accuracy and Durability you do not need to go outside your own circle of fellow-workers. Strong praise of the Hamilton may be heard in any group of railroad men whenever watches are mentioned. The number of Hamiltons on the large number of American Railroads that have adopted "Safety First" principles is growing greater every day.

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It pictures and describes the various Hamilton models and gives interesting watch information.

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**Sent Free** Ask your Lodge Secretary to write us for a supply of "Safety First" Buttons, stating the number of men in your Lodge.



Michael Breen, piece-work checker, whose illness was noted in the July Magazine, died at his home here. He is survived by his widow, a son and two daughters. Mr. Breen had been a faithful employe, filling all positions assigned him with fidelity and loyalty.

Charles Kiebert, Night Foreman in Round House, is seriously ill at his home in Fredericksburg, a suburb of Meadville.

At the games played by Meadville's Shop teams at Chicago and Cochran-ton, recently, the big figures were not on their side of the score book.

Owing to conflicting duties, as Assistant Machine Foreman, Mr. Arthur Forbes has retired from the management of the Erie Baseball Club. W. Dunbar, of the R. H. force, has been selected.

Many Italians are leaving the service of the Erie for service in Italy's army and navy.

The stork has brought a daughter into the family of L. Poole, Boiler Maker Foreman.

The Greenville Baseball Team, which played with the Erie local team, passed the guarantee of \$50 and the promoters purchased bunches of tickets at the game played for the Associated Charities of Meadville.

Messrs. L. E. White, Assistant General Foreman, and Clarence Chisen, jitney-bussed the Erie team to Cochran-ton and return to play a game.

Mr. William Moore, the new General Foreman, has taken hold with a vim; good results will follow, notwithstanding short time and lay offs.

Mr. Ranger, Assistant General Foreman, Susquehanna Shop, succeeds Mr. Manigault, as Instructor of Apprentices, at this point.

#### CINCINNATI DIVISION.

Many of the laborers who were deprived of their work in the onion fields by the high water, which recently flooded the central part of the state, have been given employment on the Cincinnati Division as track laborers, the Erie thus aiding in solving what at first seemed a very serious problem for the unfortunate people.

Apropos the flood, it may be said that the Cincinnati Division was quite fortunate, for with rivers everywhere away over their banks and washouts very common all around, no damage to any extent, was experienced.

Owing to the heavy business and the large amount of transfer work at Marion, another yard engine was placed in service July 16th.

A number of officials, who were

making an inspection in Marion, Wednesday, July 21, were entertained at dinner at the Marion Club in the evening. Those in the party were William Schlafge, General Mechanical Superintendent; H. S. Burr, Superintendent of Stores; C. James and J. McMullen, Mechanical Superintendents; F. S. Brown, Mechanical Engineer; P. J. O'Dea, General Inspector; W. S. Cozad, Superintendent of Apprentices; C. A. Kothe, Master Mechanic, and W. P. Kimble, Division Engineer.

A movement is under way to organize an Erie band at Marion. Several meetings have been held and considerable interest is being manifested. Holmes Byers, of the office force of Marion Transfer, will direct the boys, who will probably number around thirty. The band is being encouraged by A. L. Conrad, Agent at Marion Transfer, and everyone is enthusiastic and anxious to see it succeed.

#### BUFFALO CAR SHOPS.

Another circus performance of the Buffalo Car Shops baseball team at Susquehanna, Pa. Score 11-1, favor Susquehanna team. More gloom. They played the Cracker Jack team at Hornell, Saturday, July 3rd. This match took place according to



## A Local Surgeon

of the Santa Fe Railroad writes:

"Kindly send me another Physician's bottle of Murine Eye Remedy and one application bottle for office use. Murine is a common and excellent Eye Remedy with the Railroad "Boys." You will find it in many engines and cabooses. I take pleasure in recommending Murine as a reliable relief for all eyes that need care."

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

**MURINE EYE REMEDY CO., Chicago**

schedule, and game was played to a tie, eight innings. Runs—Hornell, 7; Buffalo Car Shops, 7, and believe us, it was some game. Every one on the teams played ball for all it was worth. But, unfortunately, rain stopped the game. The umpires were strictly on the job; no fear or favor was shown on either side, and the courtesy shown us by the Hornell team, was all that could be wished for. Tom Bailey, Felix Streigel, Mike Kent, G. M. Waddy, L. Hamelman and Chas. Kraus, were in the grand stand and rooted good our team.

J. W. Conard, Foreman, Blacksmith, who is a strict disciple of Izak Walton, spent a very pleasant day with his family, last Sunday, on the Niagara River and whether it was luck or patent bait, anyway he made good, catching a fine string of black bass and bull heads.

As the 4th of July was a very bad day in Buffalo, quite a few of our clerks in Mr. J. Davies office, the Don Juan and the Chesterfield, went to Crystal Beach. But, sad to relate, they came back soaked to the skin. Ask Dolly Winterburg.

Our fire team is practicing good and hard, and working faithfully in their efforts to capture the fire trophy, under their new Captain, J. McGrath, and when the Erie Magazine is issued for August, we shall know whether it is gladness or gloom.

Our old friend, George Reixenger, is back again on the job, after his severe illness. Geo. is an old-timer and well respected on the "Old Reliable."

Geo. Prebe and Mr. Chavell, Machinists, took their annual trip to Celeron, Saturday, July 10th.

A return match was played at Dalls' Ground, Sycamore, and Erie Streets. Tracks, Buffalo, versus Susquehanna. Score—9-7, favor of Susquehanna. Now, this certainly was some game. Mr. Ritzell of the Buffalo Car Shop team, 3rd base, making two, two-base hits and one three-bagger, out of five times up.

J. Hennesey, second base, made good, making two double plays. This was a fine game and was the reason for a lot of applause for both teams. Although defeated, we were not disgraced, and the other teams may expect some stiff games, when their time comes, either at home or at Buffalo, as our team is showing great form and coming up rapidly.

We wish to quote a few lines monthly in reference to our old-timers. Mr. Geo. Reixenger will be

## WANTED

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## Men and Women

### In all important Erie Railroad Towns

To call upon local business concerns and secure advertisements, for display on the property of the Erie Railroad.

None but those having ability for this kind of work, and good references need apply.

A fine opportunity to make money awaits those with the right kind of qualifications.

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**The Best  
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**Erie Railroad  
Employees**

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**The Travelers  
Insurance Company  
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**Hartford, Connecticut**

SEE THE AGENT

first. Mr. Reixenger started in the employ of the Erie, March 3, 1874, forty-one years ago, repairing cars. After about three months, he was transferred to the machine shops at the Bolt Machine. After one year, was given charge of the Bolt Pullers and cutting dies and filing the same. Was then placed at axle turning and boring wheels, and he has retained that position until the present date. With the exception of a small loss of time, caused by an explosion of gas at his home, Mr. Reixenger has lost no time. He is always "Johnny on the Spot" and can turn out a good day's work and is steady, sober, upright and honest. He is one of our old-timers and holds a record of which any man can be proud of. At the time mentioned, Mr. Milton Wilder was Shop Superintendent, and Mr. Howard Carlton, General Foreman.

W. Claus, Distribution Clerk, journeyed to Chicago, to take the important part of best man at his brother's wedding. He was very nervous at the start, but he came out of the ordeal as a man should, who knows no fear, and the chances are, he soon will become a benedict himself.

J. Paskie put one over on the boys last month. John journeyed to Brooklyn, N. Y., and brought home

**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.

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Order whatever you wish  
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*Pay only for what you  
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Every item marked in plain  
figures

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

**Erie Railroad**

to Buffalo, a young and beautiful bride. He is going to give a home party in the near future and quite a few of our clerks are already buying new collars and neckties for the event. We give no names and then there will be no trouble.

# Buy a Mudge

Hundreds of the boys who purchased the famous Mudge car will advise to do so, too; and *right now* your biggest opportunity is fully realized in the

## New Mudge Maintainer

(THE CAR WITH THE PATENTED DOUBLE LOWER FRAME RAIL)

Fully equipped with *four wheels and tool tray*, this car is selling for only \$150.00 cash or on long payments if you wish.

### Engine

Probably you have seen one of these sturdy four-horse power MUDGE engines in operation, and, if so, you know how sweet and smooth they run. No trouble—no tinkering, for you are always ready to go. There isn't a cam, valve, or gear on the entire power plant. It is two cycle, air-cooled, and being direct connected there is no need of a belt or chain. Absolutely nothing to give you cause for annoyance or delay, and it has the strength to bore a hole in a cyclone.

### Frame

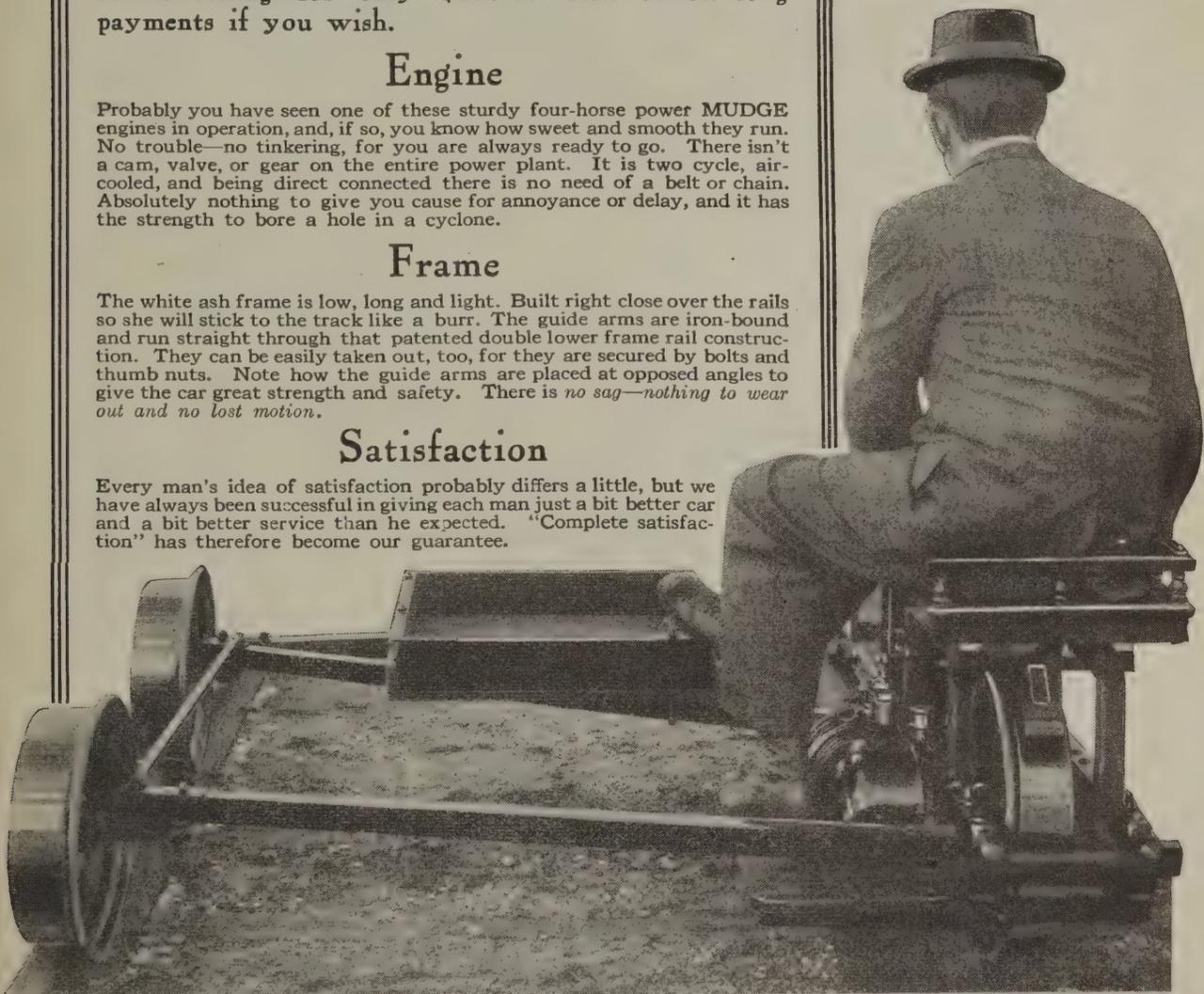
The white ash frame is low, long and light. Built right close over the rails so she will stick to the track like a burr. The guide arms are iron-bound and run straight through that patented double lower frame rail construction. They can be easily taken out, too, for they are secured by bolts and thumb nuts. Note how the guide arms are placed at opposed angles to give the car great strength and safety. There is *no sag—nothing to wear out and no lost motion.*

### Satisfaction

Every man's idea of satisfaction probably differs a little, but we have always been successful in giving each man just a bit better car and a bit better service than he expected. "Complete satisfaction" has therefore become our guarantee.

NOW  
\$150.00

Easy to Buy—  
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Gentlemen:—I want to find out all about your new MUDGE "Maintainer." Send me full details.

Name \_\_\_\_\_

Occupation \_\_\_\_\_ R. R. \_\_\_\_\_

Address \_\_\_\_\_

## FOR ALL ERIE EMPLOYEES

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**Room 1460, No. 50 Church St. - - - New York City**

These advertisements are FREE to all Erie Employes.

**15 CHOICE R. C. Red Hens**, at \$2.00 each all laying and prize winners. C. S. Anglemeyer, Agent, Washingtonville.

**SPECIAL**—Regular \$1.50 box of toilet preparations, six different high-class articles. As a special inducement, I will ship, on receipt of 50 cents, charges paid. If not entirely satisfactory, money refunded. C. A. Fellows, West Salamanca, New York.

**FOR SALE**—Morris Canoe, 18 feet long. Open gunwale. Complete equipment. Address: W. S. Turner, 224 Paterson Ave., Paterson, N. J.

**FOR SALE**—Brand New Gendron Bicycle. Cost \$22.50, in new condition. Will sell for \$15.00. Will send C. O. D. privilege of examination. George S. McVicar, agent Conesus, N. Y.

**TYPEWRITER FOR SALE**—Latest model No. 5 L. C. Smith Machine. For terms address L. H. Creighton, Erie Car Shop, Port Jervis, N. Y.

**WHAT AM I OFFERED** in cash or exchange, for One Diamond Solitaire (\$55.00); One Columbia Wright and Dittson Tennis Racket, with cover (\$4.50); Quart Thermos Bottle (\$3.00); Late edition Isaac Pittman's Shorthand Instructor (\$1.90) Irwin Berry, Room 665, 50 Church Street, N. Y.

**WANTED**—Will buy an 18-foot canoe complete with back-rests, pillows and paddles. Morris make preferred. In answering state make, price, and conditions. Ed. Walsh, Room 860, 50 Church Street, New York City.

**FOR SALE**—Strictly Fresh Eggs, daily. "Foot-prints on the sands of time, left by great men, are like impressions on the appetite, left by Leonard's Eggs"—from "The Courier." A rare treat for all. E. A. Leonard, Room 750, 50 Church Street.

**FOR SALE CHEAP**—Twentieth Century Sending Key. Write B. J. Beeman, Campbell, N. Y.

**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.

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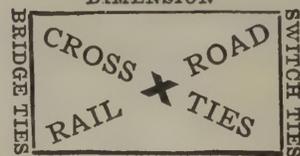
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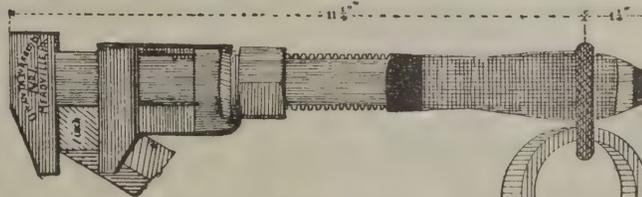
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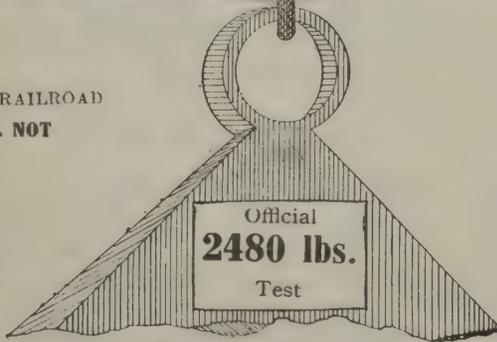


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