ERIE RAILROAD MAGAZINE
HANNA COAL COMPANY

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via RAIL or LAKE

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CLEVELAND, OHIO

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August 1939
HIGHEST SHIPMENT

Another demonstration of the Erie Railroad's ability to handle shipments of unusually large dimensions was provided by the transportation of this giant wheel, standing eighteen feet and six inches above the top of the rail, from the Westinghouse Electric Co. to the Eastman Kodak Co., at Rochester, N.Y. It was the highest shipment ever handled on the railroad.
VALUE OF HOBBIES

Our Readers may have noticed from time to time articles in these pages describing the hobbies of members of the Erie family. More will appear in the future.

Hobbies are like a vacation. A hobby makes you fit and happy. Get a hobby and ride it. John Wannemaker said: "People who can't find time for recreation are obliged sooner or later to find time to get ill."

All the big men who stride across the pages of history took time out for hobbies. Edison read detective stories and played Parcheesi. Thomas Jefferson played the violin. Andrew Carnegie listened to organ music. Rockefeller taught a Sunday school class. "Teddy" Roosevelt hunted big game. Coolidge walked. Hobbies take you into new worlds of activity. They rest and recharge the mental and physical batteries by banishing work and worry from the mind.

To forget oneself is to find oneself! After all, I believe that we find the best of ourselves in other people. Especially when we put it there! Happiness is earth's greatest compensation for sacrifice, humility and unselfishness. --- George Matthew Adams.

KILLING THE GOOSE

Illustration of the increase in the burden of railroad taxes, with decrease in traffic and revenues, is afforded by the record of proceedings in connection with abandonment of a branch line in Southeastern territory.

Until construction of an improved highway, practically paralleling the line, its traffic showed rather steady growth. After construction of the highway it began to diminish, but the gross taxes continued to increase with the result that they became much greater than in the days of the branch line's prosperity. Finally, the taxes reached a level at which they absorbed more than two-thirds of the line's gross freight revenue. Under such circumstances, the railroad did not take in enough to enable it to keep the line in a serviceable condition and at the same time pay its taxes.

So its abandonment was authorized, and the local authorities now must look elsewhere for the tax revenues that they formerly collected from the railroad. The illustration thus supplied may be an exceptional and rather extreme case, but there are many branch lines in the country in comparable situations, on which maintenance of service is threatened by continued competition from subsidized rivals who do not contribute through taxes to the support of local government and public institutions.

WASTING TIME

Whenever we waste time or put off till tomorrow things we could do today we are reminded of what Goethe said of indecision: "Lose this day loitering, 'twill be the same old story, tomorrow, and the next day more dilatory. Each indecision brings its own delays, and days are lost lamenting o'er lost days. What you can do, or think you can, begin it. Boldness has genius, power and magic in it."

How little thought most of us give to the passage of time. The ticking of the clock is one of the most important things in the world, for it marks the passage of time. It reminds us that another second, another hour, another day, has gone. And yet, despite this constant reminder, most of us go along wasting time, using it aimlessly, loosing to get out of it either an enjoyment of life or the satisfaction of accomplishment.

We know that the opportunity which today presents will never be repeated, that spring fades into summer, and presently winter comes, and we awake with a start to realize that another year has passed. Still we postpone the doing of things. There is plenty of time, we tell ourselves. That is the great fallacy. "The clock of life is wound but once."

The first locomotive to run in South Africa, named the Natal, has just been discovered in scattered fragments in a bush-covered valley near Port St. John on the south coast of Natal, according to the Railway Gazette of London. Several wheels and the main frame have been unearthed and identified, but the boiler has so far eluded the searchers. Steps have been taken to piece together the relics to form a monument for display. The locomotive began its working life in June, 1860, on the railway between Durban and the Point, the first railway on the African continent. The Natal was described by a Zulu to a friend of the historian, George Russell, as "a strange beast: its belly is full of fire and vapour; it blows smoke and sparks through its horn; it is stronger than the elephant, and it is a rude beast, for it belches inside like a witchdoctor and exhales hot water and embers when people only look at it; what it is is beyond our comprehension."

If you do not practice with people you do not like, you will not be able to make friends with people you do like.—Newton.
FREIGHT TRAFFIC PROMOTIONS

O. M. Meyne and A. Blauel Advanced to Assistant Managers;
E. N. Hambly and E. C. Hallberg Become General Freight Agents

TRAFFIC changes, effective July 16, included the appointment of O. M. Meyne as assistant freight traffic manager (Lines Buffalo, Salamanca, N. Y., and East) with headquarters at Cleveland.

Mr. Meyne was born April 28th, 1893, and shortly after his graduation from Business College at Paterson, N. J., entered Erie service in 1910 at Montclair, N. J., where he remained for three years. In 1913 he was transferred to the traffic department at New York City and served in various clerical capacities until October, 1925, when he was promoted to chief of tariff bureau. Two years later he became assistant general freight agent at New York and in 1932 was advanced to general freight agent with headquarters at Cleveland, which position he held at the time of his latest promotion.

A. Blauel has been appointed assistant freight traffic manager (lines Buffalo, Salamanca, and West) with headquarters at Chicago. He began with Erie in 1905 as stenographer in the general freight office, Chicago, and was advanced through the various clerical positions in the traffic department. He was made chief of tariff bureau in 1918, assistant general freight agent in 1929 and general freight agent in 1932, which position he held at the time of his latest appointment.

E. C. Hallberg, who began with the Erie as clerk in 1909, has been promoted to general freight agent, Lines Buffalo, Salamanca, N. Y. and West, with offices at Chicago. Since the beginning of his career with the Erie Mr. Hallberg has continuously advanced through the various clerical positions in the Chicago traffic department and in 1929 was made chief of tariff bureau. In 1932 he became assistant general freight agent.

The position of assistant general freight agent, heretofore held by Mr. Hallberg, has been abolished.

E. N. Hambly who began as telegrapher-clerk in 1906 has been appointed general freight agent, Lines Buffalo, Salamanca, N. Y., and East, with office in Midland Building, Cleveland. With the exception of two years during the World War when he was in the armed service, Mr. Hambly has been continuously with the Erie. During 1910 and 1911 he was agent at Hoadleys, Pa., and Belleville, N. J. In the ensuing years, Mr. Hambly occupied various clerical positions in the traffic department. He was made chief of tariff bureau in 1927 and assistant general freight agent in 1932.

C. E. Courter has been promoted to assistant general freight agent, Lines Buffalo, Salamanca, N. Y. and East, and has been continuously in Erie service since 1914. Like so many other officers Mr. Courter began at the bottom and after holding various clerical posts was made chief clerk to the vice president in 1932. He was made chief of tariff bureau in 1936. During his continuous service of 25 years he has been dealing with many varied traffic problems.

W. P. Van Iderstine has been appointed chief of the tariff bureau with offices in the Midland bldg., Cleveland, to succeed Mr. Courter.

J. H. Sisco has been appointed chief of the division bureau with offices in the Midland bldg., Cleveland to succeed Mr. Van Iderstine.

Materials must always be on the morel--millions of dollars worth annually--from farms, mills, forests and mines-headed for factories and consumers throughout the Nation. Keeping step with the times our railroads today carry over a billion tons of freight traffic a year. They provide one of the safest forms of transportation in the world and with air-conditioning, streamlines, modern-refrigeration and fast schedules travel is made more pleasant now than ever before.
FRANK E. DRISCOLL RETIRES; OTHER PURCHASING DEPARTMENT CHANGES

Frank E. Driscoll, purchasing agent for the last nine years, has resigned at his own request because of ill health after having been in Erie service 38 years. He has been succeeded by Frank W. Holt, assistant purchasing agent since 1930. This leaves only one assistant purchasing agent, Thomas E. Savage. Frank J. Loughlin, chief clerk since 1926 has been moved up to assistant to the purchasing agent.

Messrs. Holt, Loughlin and Savage have been with Mr. Driscoll in the purchasing department for the past 35 years. All three began with the Erie as messengers, Mr. Loughlin in 1904, and Messrs. Holt and Savage a year before.

Mr. Holt is 54 and was born at Ridgewood, N. J. He has always been in the purchasing department. Since he began 36 years ago he has been chief clerk, assistant to manager of purchases, purchaser, and assistant purchasing agent.

Mr. Driscoll, the retiring agent, was born at Deposit, N. Y., in 1882. His father had been an Erie telegraph operator, so it was quite natural that his first railroad job should be in the telegraph office—that of messenger. In due course he became a telegrapher on the Susquehanna division. He joined the purchasing force in 1903 and subsequently served as tracing clerk, assistant chief clerk, chief clerk, assistant to purchasing agent, purchaser and agent.

Engineering Changes

R. I-I. Jordan has been appointed assistant division engineer on the Mahoning division to succeed D. A. Logan, promoted to inspector of operation.

P. L. Crowe has been appointed general foreman of the Marion division with headquarters at Hammond, Ind., to succeed C. L. Brady, transferred.

Standings in the Western District Business Solicitation Contest

Standing of ten highest contestants in the Western District business solicitation contest as of July 1:

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Title</th>
<th>Location</th>
<th>Division</th>
<th>Contacts</th>
<th>LCL Shipment</th>
<th>CL Shipment</th>
<th>LH Shipment</th>
<th>SH Shipment</th>
<th>Total</th>
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<tr>
<td>1</td>
<td>T. J. Martin</td>
<td>CC to Div. Eng.</td>
<td>Marion, O.</td>
<td>Kent</td>
<td>5</td>
<td>134</td>
<td>528</td>
<td>667</td>
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<td>2</td>
<td>T. L. Reap</td>
<td>CC to Prt. Agt.</td>
<td>Cleveland, O.</td>
<td>Mahoning</td>
<td>6</td>
<td>182</td>
<td>28</td>
<td>216</td>
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<td>3</td>
<td>R. J. O'Grady</td>
<td>Warehouseman</td>
<td>Greenville, Pa.</td>
<td>do</td>
<td>6</td>
<td>110</td>
<td>38</td>
<td>216</td>
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<td>4</td>
<td>J. U. Moore</td>
<td>Stenog-Clerk</td>
<td>do</td>
<td>羌</td>
<td>8</td>
<td>100</td>
<td>44</td>
<td>154</td>
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<td>5</td>
<td>G. R. Henney</td>
<td>CC to Agent</td>
<td>Marion, O.</td>
<td>Kent</td>
<td>4</td>
<td>46</td>
<td>80</td>
<td>131</td>
<td></td>
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<td>6</td>
<td>L. R. Smith</td>
<td>Chief Rte Clerk</td>
<td>Youngstown, O.</td>
<td>Mahoning</td>
<td>4</td>
<td>82</td>
<td>4</td>
<td>128</td>
<td></td>
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<td>7</td>
<td>C. E. Bacon</td>
<td>CC to Agent</td>
<td>Greenville, Pa.</td>
<td>do</td>
<td>2</td>
<td>94</td>
<td>8</td>
<td>104</td>
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<tr>
<td>8</td>
<td>R. P. Rechel</td>
<td>CC to Prt. Agt.</td>
<td>Youngstown, O.</td>
<td>do</td>
<td>6</td>
<td>24</td>
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<td>9</td>
<td>L. A. Keller</td>
<td>Yardmaster</td>
<td>Marion, O.</td>
<td>Kent</td>
<td>9</td>
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<td>56</td>
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<tr>
<td>10</td>
<td>R. L. O'Grady</td>
<td>Warehouse Helper</td>
<td>Greenville, Pa.</td>
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<td>7</td>
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<td>4</td>
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August, 1939
JOHN McMULLEN PROMOTED; IN MECHANICAL SERVICE 28 YEARS

Mechanical department changes effective Aug. 1st, includes the appointment of John F. McMullen as supervisor of car repairs of the western district of the railroad with headquarters at Cleveland to succeed R. Knott, who becomes division car foreman at Marion; E. Y. Nitrauer to shop superintendent at Susquehanna to succeed Mr. McMullen; P. M. Mitchell to succeed Mr. Nitrauer as shop superintendent at Port Jervis and R. H. Lewis of Marion, to succeed Mr. Mitchell as division car foreman at Penn Horn.

Mr. McMullen is 45 anti has been in Erie service 28 years. A native of Buffalo he entered Erie service there immediately after his graduation from high school, becoming a material deliverer in the mechanical department. In the ensuing few years Mr. McMullen was an electrician helper, machinist handyman and special apprentice, rapidly gaining a wide knowledge of the railroad's mechanical work. In 1920 he was appointed inspector at contract shops at Urbana, O. Four years later found him back in Buffalo as a coach carpenter and the next year he went to Niles for a year as inspector at contract shops before again returning to Buffalo where for the next twelve years he was schedule engineer, foreman of steel car repairs, foreman of passenger truck repairs, foreman of passenger station, foreman of steel car repairs, general foreman and division car foreman. In 1937 Mr. McMullen was appointed shop superintendent at Susquehanna.

Swap Superintendents

Effective August 1st, Dennis J. Maley and A. E. Kriesien will change posts. Air. Maley going from Buffalo to superintendent of tile New York Terminal Division and Mr. Kriesien going from Jersey City to superintendent of the Buffalo division.

Trainmasters Changed

V. J. McMullen, trainmaster at Dunmore, has been transferred to Youngstown to succeed L. J. Roche who has been shifted to Huntington to succeed F. J. Mulligan, named trainmaster at Dunmore.

Modest Erie Hero

From the Cleveland Press

The literature of heroism contains few episodes more stirring than that of George Gaiser, the Erie Railroad engineer who leaped from his locomotive cab into the Cuyahoga River to rescue a boy from drowning. Engineers are accustomed to meeting emergencies, but no situation exactly like that of a boy battling for life in the water had ever before confronted Mr. Gaiser during his 42 years of railroading. He did not hesitate but plunged into the river and grabbed the boy. The firemen and other railroad employees formed a human chain and pulled the two to safety.

It was a thrilling rescue and Mr. Gaiser is far too modest in stating "anybody would have done the same." His caution, "Don't try to make a hero out of me" comes too late. The hero was made when the 62-year-old engineer plunged into the river to save the life of a stranger.

The foregoing editorial tribute refers to the rescue by Engineer Gaiser of John Schaef, eleven years old of 2761 West 32nd street, Cleveland, late in June, an account of which appeared in our July Magazine.--Editor.

Signal Men Shifted

J. H. Storms has been appointed acting general signal inspector of the Erie at Paterson, N. J., in place of A. M. Smith, temporarily assigned to other duties.

C. L. Castor has been appointed acting general signal inspector of the western district at Cleveland in place of S. G. Raber, temporarily assigned to other duties.

J. A. McQuiston has been appointed acting signal supervisor at Youngstown in place of Mr. Castor and C. S. Hotelling has been named acting foreman of maintainers at Jamestown, N. Y., in place of Mr. McQuiston.

Meadville's Best Erie Day

Meadville's most successful Erie Day was observed in the enterprises Pennsylvania city July 13th. It was marked by a larger attendance than its predecessors and by a more neighborly spirit. As Toastmaster W. C. Arthur, president of Talon, Inc., so aptly explained it
WATCHING THE WHEELS GO ROUND

Giant steam locomotive built for the railroad exhibit at the New York World's Fair, which remains on one spot while its wheels revolve. It is 140 feet long, weighs 526 tons and develops 6500 horsepower when traveling 100 miles an hour. It stands next door to the spectacular pageant, Railroads on Parade, an entertaining and instructive history of the development of the railroads produced by Ed. Hungerford, first editor of the Erie Magazine.

70 Years Ago
From The Titusville (Pa.) Herald of June 16, 1869

A new style of safety brake has been introduced with success on some trains of the Erie railway. It is said to place the train under control of the engineer, who is able to bring his train to a full stop within a distance of 600 feet while going at the rate of twenty-five miles an hour. The element of power is simply pure air, which is forced into the cylinders, forming a "cushion," which becomes harder with each revolution, and the retarding force is consequently rapidly multiplied.

CHARLES E. HAGAN--BUSINESS-GETTER

As an example and inspiration to Erie employees in the important matter of "business getting," Charles E. Hagan, retired boilermaker foreman of Hornell, has done a lot of good work that is worthy of emulation.

While a patient in a Buffalo hospital, Mr. Hagan made it his business to find out from the 25 or 30 other patients he met just how they traveled to Buffalo. Several came from places west of Chicago. Before he was discharged he saw to it that they were armed with Erie tickets and obtained promises from others who traveled to Buffalo over other railroads to return to their homes via the Erie.

"Several of my fellow patients," Mr. Hagan wrote to R. V. Blocker, superintendent of motive power, "were shippers of freight and they promised they would remember the Erie in their next shipments. Others said they expected to visit the New York World's Fair and promised to try Erie service then. "Ever since I have been retired I have been working in every possible way to get business and otherwise advance the interests of the Erie and this I expect to continue to do as long as I possibly can."

Mr. Hagan has returned to his home 104 Geneses street, Hornell, greatly improved in health.
Doctor -- Why do you have BF7652 tattooed on your back?  
Patient -- That’s not tattooed, doctor. That’s where my wife ran into me with the car when I was opening the garage doors.

Mister -- Dear, I told you not to stay up for me.
Missus -- You're all wrong. I’m just getting up.

Without contact with temptation, virtue is worthless, and even meaningless. He who cannot even face it is not fit to live, for temptation is an essential term of that conflict which is of the essence of life. --Havelock Ellis.

The man whom you hear say: "I never had a chance," lacks something. --Charles M. Schwab.

You will stop growing when you stop breaking your own records. --Glen Buck.

"Has your wife changed very much since you married her?"
"Yes, my friends, my habits and my hours."

Caller--"Won't you walk as far as the street car with me, Tommy?"
Tommy--"Nome, I can't."
Caller--"Why not?"
Tommy--"Cause we're gonna eat dinner soon's you're gone."

Muse---Don't you start no fight with me, big boy. Remember Ah was decorated for bravery in the Spanish war.
Sambo---Maybe yo' was, but it done give you such a swell haid. it's about ripe to be redecorated.

What a man dislikes in his superiors, let him not display in his own dealings with his inferiors; what he dislikes in his inferiors, let him not display in his service to his superiors. --Confucius.

"Mummy, I want to whisper something."  
"Darling, big girls that are nearly five never whisper before company."  
"All right then, but that gentleman over there took another cake when you weren’t looking."

A tramp paused outside a large house, and as he did so another of his kind came shuffling out of the gate.
"Any luck, mate?" asked the first tramp.
"It ain't any use tryin' there," was the reply. "It's a poverty-stricken 'ole. There was a couple o' women tryin' to play on one blinkin' pianer!" --Tatler.

Knowledge should be a compound of what we read and what we see. --Thomas Lipton.

Work is the best thing I know of for improving a man's constitution. --Russell Sage.

Mark Twain once told a story of his early lecturing days. Arriving in a town where he was to speak in the early afternoon and seeing that the evening lecture was poorly billed, he stopped in at the general store and addressing the proprietor, said:
"Good afternoon, friend, any entertainment here tonight to help a stranger while away his evening?"
The storekeeper straightened up, wiped his hands on his apron and said: "I expect there is going to be a lecture--I have been sellin' eggs all day."

Passenger: "Fish-Hook, that's an odd name for a station. Why do you call it that?"
Porter: "Well, it's the end of the line." --Pearson's.

The cynic makes fun of all earnestness; he makes fun of everything and everyone who feels that something can be done.... But in his heart of hearts he knows that he is a defeated man and that his cynicism is merely an expression of the fact that he has lost courage and is beaten. --George E. Vincent.

"Why did you tell Joe you married me because I'm such a wonderful cook? I can't boil a potato."
"But I had to give some excuse."

You never will be the person you can be if pressure, tension and discipline are taken out of your life. --Dr. James G. Bilkey.

Says a postcard from a truth telling vacationist at an expensive mountain resort: "Having a wonderful time; wish I could afford it."

"Ah's sure advanced in de pas' couple of years," says Rastus.
"How's dat?" asks Muse.
"Well," says Rastus, "two years ago, Ah was called a good fur nothin' lazy loafer, but now Ah's listed as an unfortunate victim ob de unemployment sitcheeayshun."

Mere lack of success does not discredit a method, for there are many things that determine and perpetuate our sanctified ways of doing things besides their success in reaching their proposed ends. --James Harvey Robinson.

Erie Railroad Magazine
ERIE HAS LARGEST STONE BRIDGE

STARRUCCA viaduct which carries the Erie lines over the picturesque valley at Lakesboro, suburb of Susquehanna, the big industrial town of the county, is one of the wonders of the world and a monument to the enterprise and ability of the stone masons of generations ago.

In a recent issue of The Scrantonian of Scranton, Pa., the following account of the famous structure appeared:

The Starrucca viaduct which was constructed by the New York and Erie railroad in 1846, contains 18 arches built upon 19 piers of solid stone masonry 110 feet high. It extends across the stream and valley a distance of 1,200 feet. This splendid piece of masonry carried the thundering trains of the Erie when the road had a six foot track gauge, a gauge that was abandoned many years ago.

Emily Blackman's History of Susquehanna County contains a picture of a bridge the Erie used over Cascade Creek. This was a wooden span. As it was feared it might collapse under the strain of the heavy trains the gap was filled with dirt. The bridge cost $170,000. The dirt filling that took its place cost $275,000, which was the same money in those days.

The Starrucca viaduct which is an impressive wonder of the world is a monument to the enterprise of the Erie, and when one gazes upon the magnificent stone structure which has stood for nearly a century many incidents of the life of the Erie railroad are recalled. This road which was the first between New York and Buffalo was constructed on lines of stability. A six foot track gauge was used on the road, the widest of any in the world. Later it was reduced to the standard width adopted by all other railroads of the country.

In the building of the Starrucca viaduct, only lime and sand mortar was used. There were no scientists testing the quality of Portland cement; no other dements of modern invention entered into the work. The Erie bridge, built in the days when the most primitive methods were all that were known in masonry, has stood the storms of nearly a century as thousands of trains have passed over it.
DEATHS IN THE ERIE FAMILY

Thomas E. Delaney

Thomas E. Delaney, 70, retired Delaware division conductor, died late in June at his home 33 Ferguson avenue, Port Jervis. He had been in Erie service 50 years. Mr. Delaney was past president of Neversink Lodge of the B. of R. T., member of St. Mary’s church and Erie Veterans association. Mr. Delaney was born in Honesdale, Wayne County, Pa., April, 1868, and entered Erie service in 1889. He is survived by two sons, Leo of Port Jervis and Thomas of Hornell; two daughters, Mrs. Lucy Burgess and Mrs. Mary Beirne of Port Jervis; two brothers, P. J. Delaney of Deposit and W. L. Delaney of Hornell, and two sisters, Mrs. Emma Hoogaboon and Miss Mary Delaney of New York, four grandchildren of Port Jervis and two of Hornell. He is further survived by several nephews and nieces in different sections of the country. He was buried from St. Mary’s Church, Port Jervis, and burial was in St. Mary’s Cemetery.

Stanley Kemp

Stanley Kemp, 39, assistant chief clerk in the office of District Master Mechanic Murray at Jersey City, died June 22 in Paterson General hospital after a brief illness. He is survived by his widow and two children, Audrey, 14 and Edward, 8. Services were held in Quinlan funeral parlors at Clifton, June 25 and burial was in Cedar Lawn cemetery at Paterson.

Mrs. Elsie M. Blewitt

Mrs. Elsie M. Blewitt, 87, mother of Joseph M. Blewitt, supervisor of the claim department of the Erie at Cleveland, died July 8 at his home, 12943 Clifton Blvd., Lakewood, O.

Albert B. Miller

Albert B. Miller, 80, retired Erie conductor of 793 Garden street, Meadville, died in hospital there July 7. He is survived by his widow, Gertrude and a son, the Rev. Clarence Miller of Massillon, O. Burial was in Greendale cemetery.

Gerald Decker

Gerald Decker, 38, fireman, shot himself in a wood near his home in Prospect street, Oakland, Pa., across the river from Susquehanna on July 7. He had been worried over financial matters. His father, George Decker, is a Susquehanna division engineer. Surviving are his widow, two step children, Harry Rudd, 12, and Arnold Rudd, 10; his parents, Mr. and Mrs. George Decker; two sisters, Edith Decker and Dorothy Bouton of Florida; and his stepbrother, Harold.

Miles W. Harvey

Miles W. Harvey, crane operator in the Erie shops at Hornell died in hospital July 11 following an operation. He lived at 21 Mays avenue. Besides his wife, Mrs. Helen C. Harvey, he is survived by seven brothers; A. G. Harvey of Hornell, Roy Harvey of Canistee, Ernest Harvey, of Lacona, Texas, Charles Harvey of Canisteo, Leonard Harvey of Hotnoll, Walter Harvey of Duke Center, Pa., and Dewey Harvey of Latona, Texas; four sisters, Mrs. Ernest Brokaw of Canisteo, Mrs. Archev Makeley of Almon, Mrs. Walter Dick of Hammond, and Mrs. Warren Williams of Carmel, N. Y.

Anthony W. Guy

Anthony W. Guy, 55, Erie trainman of nineteen years service, died in Buffalo July 11 and the funeral was held from the home, 688 Northumberland avenue with burial at Dubois, Pa. He is survived by his widow who was Signa Bergstrom and a son, Earl W. Guy.

George M. Schutt

George M. Schutt, 75, retired yard clerk; of 9 Bostwick place, Hornell, died in hospital there July 12. He had been in Erie service 39 years, beginning as a brakeman. He became a conductor in 1913. He was a member of the First Baptist church and B. of R. T. Surviving are his widow, Mrs. Elizabeth Merrick Schutt; one son, Edwin Schutt of Tonowanda; one daughter, Mrs. Earl Sims of Northport, L. I.; six grandchildren; one sister, Miss Ida Schutt of Johnson City; font brothers, Adelbert, Truman, Orlando and Walter Schutt of Johnson City.

Daniel J. McFadden

Daniel J. McFadden, 58, Erie yard conductor for many years, died in hospital at Youngstown July 1. He was a member of the B. of R. T. and St. Ann’s church. He is survived by his widow who

(Continued on page 34)

Erie Railroad Magazine
Erie's soft ball team in the Chicago South Loop League photographed in Grant Park by August Matson, freight handler who has made a hobby of photography. First row, left to right: Wm. O'Neill, catcher; Eddie Chapman; Harry Kortas; John Milgin; Michael Kruchuk; Raymond Thull and D. Frederico. Second row, E. C. Wise, manager; L. Gauselin, Paul Rice; Jerry Jaworsky; James Gilmartin; Robert Mack and Milton Goldberg.

WESTERN DISTRICT

Marion Division
14TH STREET, CHICAGO
By Chris Hardt

New York World's Fair boosters, are Floyd Barth and family, who spent several days there. A post card from Floyd is quite an inducement: "Yes, by all means see this Fair, it is wonderful." The Barth family also enjoyed several days with friends on Long Island.

Other globe trotters during the month were: Mary Slater, telephone operator at 14th Street, going to Yellowstone National Park; Fredolph Lindquist and mother, going to New York; Thomas Cochran and family, to Wisconsin; Elmer Bruner and family, to St. Louis; and Earl Anderson and family, to Iowa.

Returning from New York, Floyd Barth stopped off at Youngstown for a chat with B. R. Mark, our agent there. Mr. Mark sent greetings, through Floyd, to all his Chicago friends.

We are happy with Howard Von Posch, our congenial comptometer operator, in that Mrs. Von Posch is successfully recovering from a critical appendicitis operation.

Mr. and Mrs. Emil Frees recently enjoyed a week's vacation at their summer home in McHenry, Ill. Mr. Frees is our able motor express truck and trailer dispatcher. They interrupted their fishing and came to Chicago to witness a soft ball game, at which the Erie 14th Street boys scored 12 and the Shell Petroleum boys 3, and then motored for a few days visit to Danville, Ill. and Unionville, Wis.

The Erie 14th Street Soft Ball Team traveled with their families and sweethearts in eleven automobiles, to enjoy a fine day of outing at Milwaukee, July 9th. They were formally greeted by our traffic club, headed by Mr. Wilson and Mr. Nelson of the Erie staff and the 14th Street boys were accorded a cordial welcome. A soft ball game had been arranged by E. C. Wise of the 14th Street Chicago team and by Mr. Wilson, of the Milwaukee Traffic Club. The teams played a double header at the Shorewood High School grounds and diamonds, and our boys had use of the school washrooms and locker rooms.

Both games were won by Erie 14th Street boys, scoring 21 to 4 in the 1st--16-inch soft ball, slow pitching game; and 11 to 2 in the 2nd--12-inch soft ball, fast (Continued on page 22)
President Heavey's Letter

Huntington, Ind., July 16, 1939
To All Erie Veterans:

It has been my pleasure during the past few months and for which I will always be grateful, of having the privilege to work with many Erie Railroad officials and also the officers and members of our Association, in making the arrangements for our annual outing at Conneaut Lake Park. Duties which were given to the officers and members of the various Chapters were graciously accepted and faithfully carried out. I wish to express my sincere and lasting appreciation to all who helped in the planning of the outing and also to those who served in other ways.

Now that our 1939 outing has become past history, let us all look forward to attending our Chapter meetings. Not only to attend them but also to be ready and willing to be of service when we are called upon to do so by the Chapter officers.

Fraternally yours,
J. J. Heavey, President.

Jersey City Chapter

By J. R. Woodward

Sultry weather did not prevent good attendance at our July meeting. Most of the time was passed taking reservations and giving members final details of the outing July 22nd. By vote of the members it was decided that the outing of Jersey City Chapter which was held in September each year be set aside for this year.

Since our last meeting Veteran Herman Limsky, chairman of the new membership committee, has been doing a lot of fishing but he still has to catch the first one. I think Veteran Vanderbeck can give him some pointers as he just returned from a trip with a mess of fish. However, Veteran Limsky has again caught a lot of new members in the J. J. Heavey new membership drive, making a new total of 205. This makes 17 new members since our last meeting. We welcome the following new members into our chapter. Veterans A. Matonsck, M. J. Kilmartin, A. Anthony, A. N. Brown, R. A. Moore, J. A. McDonald, P. J. Have, John Malek, Dano Cole, I. H. Garbrant, F. Baccarella, Edward Curtiss, M. Lebeyka, Philip Schmidt, F. M. McKenna, Frank Regine and Mrs. Julia Orris.

Meeting was closed and social period followed. The prize for the night was a beautiful military traveling kit being won by Veteran Harry Blauvelt.

Veteran Louis Kreitzman and wife just returned nicely tanned from a good vacation in Florida.

Don't forget to keep Thursday, Aug. 3rd open. It is our next regular meeting at Steuhen's Hall, 181 Ellison St., Paterson, N. J. 7:15 E.S.T.

General Office Chapter

By A. C. Roscelli

The chapter continues to grow. Five new members joined our ranks during the month. They are Miss V. C. Phillips and Messrs. R. V. Blocker, F. W. Kelly (better known as Yankee Kelly), E. M. Anderson and R. T. Findlay. To all a hearty welcome.

Our sympathy is extended to Veteran Joseph J. Blewitt, whose mother passed away Saturday, July 8th, in her 87th year.

Veteran "Willie" Meier, retired, now enjoying a vacation in his native Switzerland, sent post cards to many of his co-workers and wishes to be remembered to all veterans. The snow covered peaks of the Alps portrayed on the cards makes one wonder whether "Willie" is just trying to make us jealous, knowing full well how hot the summer is here.

Veteran Ben Markwell has returned from a short vacation in Maine with a fine string of fish stories.

Meadville Chapter

By Irving A. Hoy

The regular meeting of Erie Veterans was held June 22nd at Cussewago Temple, Center St., following

Erie Railroad Magazine
a Tureen dinner enjoyed by a goodly number of both members of The Veterans and The Ladies Auxiliary and their families.

After due discussion and following conference with the Ladies Auxiliary, it was decided that members of Meadville Chapter should again hold a local picnic inasmuch as last year's was so greatly enjoyed and gave all a greater opportunity to know each other better and in many instances to renew old acquaintances and friendships. The Committee appointed for this pleasurable occasion consists of Veteran Michael Vatter, W. W. Turner and W. S. Allen.

Following the business meetings of Meadville Chapter and the Ladies Auxiliary cards were enjoyed. Our regular meetings held the fourth Thursday each month, have also been greatly enjoyed and well attended. Additional new members were given a welcome to our Chapter at our last meeting and more applications are being received.

We are indeed gratified to know that Veteran T. W. Dow is greatly improved and is out and around like his old self again." Brother "Les" Bean remains about as usual, but we trust he too will soon be able to join us again in renewed health and strength. Several of our other esteemed members we have not been seeing of late. Let us know where you are and how.

August 29th is our next regular meeting night for our local Chapter and we trust that we'll be honored by having a large attendance. Meanwhile remember the fine work of art presented by Cleveland General Offices "Doozerdoo" and we stand ready and willing to receive same in the near future.

We want to start now and plan some fine Chapter meetings

We want every 20-year employee to join the Vets!

Sure! Give our Chapter Reporter all the news too!

Going to a Chapter meet is better than staying at home.

Veteran Edward H. Fahey has been spending a few weeks with relatives at Port Jervis and we expect to receive a report from him as soon as he gets back.

Veteran John Fulton, of the telegraph department, Jersey City, was a welcome visitor at Hornell and we were pleased to greet him.

Veteran George Packer telegraph operator at Binghampton, will spend a few weeks at Hornell, officiating as train dispatcher.

We are planning some very interesting Chapter meetings, Hornell Chapter members and especially those who are retired from active service enjoy these gatherings very much.

Youngstown Chapter

By R. P. Reebel

We regret to note the passing of Veteran D. J. McFadden, yard conductor, July 1st following several weeks illness. His death was a shock to his many friends and the sympathy of Youngstown Chapter is extended to Mrs. McFadden and children.

Members of Youngstown Chapter and his many friends will be pleased to learn that Veteran Cooney is getting along nicely and we hope to see him back on the job in a few days. We always admired these "eyes of blue" of Jack's but did not know that they were so unusual that the doctors would flock to see them.

Youngstown Chapter will hold a party on August 15th at 8 o'clock at the Skybar at Market and Boardman Streets, Youngstown. The social committee has completed its plans and guarantees a fine time to all. Admission is by 1939 card and 25 cents. More than half of the entire expense will be taken care of by the Chapter. Remember the date, August 25th, and arrange to attend with the fullest expectations that the event will be truly enjoyable.

(Continued on page 32)
The following members of the Erie Family have retired:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
<th>Division</th>
<th>Age</th>
<th>Years</th>
<th>Months</th>
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<tr>
<td>F. D. Brace</td>
<td>Clerk</td>
<td>Endicott, N.Y.</td>
<td>Susquehanna...</td>
<td>60</td>
<td>30</td>
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<td>J. T. Bragg</td>
<td>Baggage Agent</td>
<td>Meadville</td>
<td>Mahoning</td>
<td>70</td>
<td>44</td>
<td>10</td>
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<td>E. L. Coona n.</td>
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<td>Rochester</td>
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<td>41</td>
<td>7</td>
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<td>T. J. Donaldson</td>
<td>Engineer</td>
<td>Hornell</td>
<td>Susquehanna...</td>
<td>68</td>
<td>29</td>
<td>7</td>
</tr>
<tr>
<td>A. J. Dillon</td>
<td>Train Dispatcher</td>
<td>York Brakenman</td>
<td>Jersey City...</td>
<td>65</td>
<td>29</td>
<td>10</td>
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<tr>
<td>T. J. Donaldson</td>
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<td>Salamanca</td>
<td>Allegany</td>
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<td>20</td>
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<td>J. A. Little</td>
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<td>Callicoon, N.Y.</td>
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<td>10</td>
<td>3</td>
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<td>Loco. Engineer</td>
<td>Marion</td>
<td>Kent</td>
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<tr>
<td>C. E. Leslie</td>
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<td>Kent</td>
<td>61</td>
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<tr>
<td>R. A. King</td>
<td>Loco. Engineer</td>
<td>Buffalo</td>
<td>Buffalo</td>
<td>69</td>
<td>54</td>
<td>4</td>
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<tr>
<td>T. J. Ryan</td>
<td>Agent-Operator</td>
<td>Huntington</td>
<td>New York</td>
<td>42</td>
<td>4</td>
<td>3</td>
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<tr>
<td>W. J. Scanlon</td>
<td>Hostler</td>
<td>Secaucus, N.J.</td>
<td>New York</td>
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<tr>
<td>J. A. Little</td>
<td>Loco. Engine er</td>
<td>Port Jervis</td>
<td>Elmira</td>
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<td>Angelo Muscarelli</td>
<td>Ashpit Man</td>
<td>Buffalo</td>
<td>Mahoning</td>
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<td>T. J. Ryan</td>
<td>Boilermaker Help</td>
<td>Manhattan</td>
<td>Kent</td>
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<td>W. J. Scanlon</td>
<td>Shore Foremen</td>
<td>New York</td>
<td>Litchfield</td>
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<td>S. S. Sharp</td>
<td>Yard Clerk</td>
<td>New York</td>
<td>New York</td>
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<td>40</td>
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<tr>
<td>R. W. Tauscher</td>
<td>Painter</td>
<td>Weehawken</td>
<td>New York</td>
<td>72</td>
<td>36</td>
<td>7</td>
</tr>
<tr>
<td>M. Trzebinski</td>
<td>Carpenter</td>
<td>Jersey City</td>
<td>New York</td>
<td>66</td>
<td>30</td>
<td>7</td>
</tr>
<tr>
<td>A. T. Yesberger</td>
<td>Trackman</td>
<td>Jerseyville, N.Y.</td>
<td>Delaware...</td>
<td>57</td>
<td>45</td>
<td>-</td>
</tr>
</tbody>
</table>

**Longest Train Order**

Ralph Day, former ticket agent, now clerk at the Erie's Jersey City offices, is the proud possessor of what is considered to be the longest "31" train order ever issued and carried out on a single track railroad. It is from Jersey City, dated August 8, 1886 and addressed in longhand to his father, Conductor Day, and bears the initials SS apparently those of the superintendent at that time and initials CH, those of Charles Herring, then chief dispatcher. It is in a good state of preservation. Without punctuation the order read:

Run wild between State Line and Jersey City until eight o'clock tomorrow A. M. follow engine Thirty five (35) tonight with Engine 101 which will leave State Line at seven o'clock for Jersey City Engine six after arriving at Little Falls with train Thirty five (35) tonight will run wild to Pompton Junction and Engine seven (7) will then return from Pompton Junction to Little Falls Engine 163 will leave Jersey City at six o'clock tomorrow morning for Orange Engine five (5) between four and five o'clock tomorrow morning will go from Pompton Junction to Riverwood Keep out of the way of all of the above wild trains and engines Engine 101 will couple in with you and help you from Jersey City to Cooper. Show this to Engineer of Engine 101 as his order.

**Erie Firsts**

*Middletown Times-Herald*

Miss Katherine Werley fetched us an interesting reference to the Erie in an old number from our ancestor, the Times Press. From the article we gather that the Erie was the first railroad to run an immigrant train; first to run a cattle train, a milk train and express freight. The Erie also first used a bell cord. It had the first excursion train (from Goshen to New York, July fourth, 1842) and a year later conducted the first experiments with sleeping cars. It built two, the Erie and the Ontario. Moreover we learn that the Erie first operated trains by telegraphic direction (in 1851). And for years, in fact down to the present, Erie tracks were three-rail affairs, to accommodate narrow gauge rolling stock from connecting lines.

**Materials & Supplies Suggestion Club**

The Materials and Supplies Suggestion club composed of members of the Erie family who help to conserve supplies and materials and thus reduce expenses on the railroad is growing monthly. Membership is granted those who send in worth-while suggestions. Many have helped. More will help in the months ahead. Suggestions from all employees are welcomed. Latest to join and membership to date follow:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
<th>Department</th>
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<tbody>
<tr>
<td>F. C. Wickwire</td>
<td>Storekeeper</td>
<td>Little Ferry</td>
<td>Stores</td>
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<tr>
<td>C. K. Reasor</td>
<td>Asst. Manager of Stores</td>
<td>Hornell</td>
<td>Stores</td>
</tr>
<tr>
<td>W. B. Boynton (2)</td>
<td>Invoice Passer</td>
<td>Hornell</td>
<td>Stores</td>
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<tr>
<td>P. E. Kukis</td>
<td>Division Storekeeper</td>
<td>Cleveland</td>
<td>Stores</td>
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<tr>
<td>J. J. Kukis (2)</td>
<td>Division Storekeeper</td>
<td>Meadville</td>
<td>Stores</td>
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<tr>
<td>J. Tapping</td>
<td>Price Clerk</td>
<td>Cleveland</td>
<td>Purchasing</td>
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<tr>
<td>C. Anderson (4)</td>
<td>Stockkeeper</td>
<td>Cleveland</td>
<td>Stores</td>
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<tr>
<td>O. Morey</td>
<td>Section Foreman</td>
<td>Kenton</td>
<td>M. of W.</td>
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<td>R. D. Braven</td>
<td>Ldg. Invoice Clerk</td>
<td>Hornell</td>
<td>Stores</td>
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<tr>
<td>D. H. Barlow</td>
<td>Stenographer</td>
<td>Jersey City</td>
<td>Stores</td>
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<tr>
<td>A. C. Wagner (2)</td>
<td>Division Storekeeper</td>
<td>Other</td>
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Total Membership and Suggestions received to date by Departments

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<th>Suggestions to June 30, 1939</th>
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<td>M. of W.</td>
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<tr>
<td>Other</td>
<td>11</td>
<td>126</td>
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</tbody>
</table>

286  1145

Number after name Indicates number of suggestions.

**Erie Railroad Magazine**
Buffalo & Rochester Division

ALL IS READY FOR THE ANNUAL PICNIC AT CRYSTAL BEACH
Aug. 19

All is ready for the eighteenth annual picnic of the Buffalo and Rochester Division Employees at Crystal Beach, Aug. 19. D. J. Maley is honorary chairman, F. X. Garland, general chairman, R. V. King, Vice-Chairman, C. L. Connor, chairman Rochester Division, and Henrietta Sutcliffe, Secretary. Music on the boat and in the stadium will be furnished by the Avon Boys' Band. A cordial invitation is extended to all and a good time is assured. The feature attraction will be a softball game between the train service men and engine service men. The boys who man the rolling stock will be given a long sought opportunity to prove their superiority in "slugging the pill". There will also be a golf driving and spike driving contest and races of all kinds for the enjoyment and amusement of young and old. As in the past, the trip to the beach will be made aboard the Canadiana. Dancing and entertainment may be enjoyed on the boat as well as at the beach.

A special invitation is being sent to retired employees to attend this picnic so they may meet their former co-workers and friends again. So let's all use our better judgment and plan to attend.

SUPERINTENDENT'S OFFICE

Gertrude Lambrecht spent her vacation at Los Angeles and San Francisco.

L. P. Baldwin and family spent their vacation at the New York fair.

Betty Homing spent her vacation at Crystal Beach.

Mary Walsh was seen strutting around the deck of the Greater Buffalo when it made one of its usual Sunday trips to Erie.

A. J. Bernhardt has purchased some new golf clubs, the reason being, we presume, to play golf.

G. O. Murray and wife spent their vacation at the New York fair.

J. H. Warner and wife spent their vacation at Hyannis, Mass.

E. J. Edmunds and wife spent their vacation touring New York State.

A. W. Bender and wife spent their vacation at the World's fair.

MACHINE SHOP

Congratulations are extended to Edward J. Folger and Constantine Cybulski who recently joined the ranks of the benedicts. Cigars will be enjoyed by all, we hope.

EAST BUFFALO CAR SHOP

By E. L. Flanders

George Koparcz, car repairer, was noticed passing out cigars and when we asked the reason we were told that his daughter was recently married. Congratulations!

Charles Czosek, carman helper, plans a few days vacation visiting friends and relatives at Montreal.

Co-workers of Christ Stegner, steel car repairer, cannot understand his recent change from raising ducks to raising chickens. He might have been tipped off to the planned duck dinner at his place where he was to furnish the ducks.

We were advised that Elmer Benzol, car inspector, and erstwhile hunter and fisherman, recently spent his night off duty on foggy Lake Erie with nary a bite on his hook. Tough luck, Elmer.

C. Podemski, F. Figura, W. An-

(Continued on page 20)
Safety Shoes Pay
Jersey City, N. J.--About a month ago, a friend of mine came on the job wearing a new pair of shoes and we started to make a few remarks in regard to his new "kicks". He said, "you are not kidding me, these are "safety shoes." We had seen safety shoes which were heavy and roughly made but these were neat, well-made and cost very little more than ordinary shoes. The added protection provided by the metal built into the shoes was well worth the difference.

I have been wearing a pair of safety shoes for about two weeks and like them very much. In fact, while I will always do my best to prevent personal injuries, I am always going to wear safety shoes when I am on the job.--T. B. M.

Why Accidents?
First and foremost in accident prevention should come proper working practice. An analysis of most minor, as well as major, accidents in the handling of material indicates that a majority of the accidents would not have occurred if the worker had been doing his job correctly.

Safety Slogans
Think first, then act.
When you reverse this procedure you have the foundation for an accident.
Work safely. It's better to be inconvenienced a little at work than a lot for the rest of your life.
Let Safety First be a working principle as well as a slogan.
Don't gamble with Old Man Accident. He's a hard winner and requires immediate settlement in full.
A minute lost to Safety is an asset to the Company.

Goodbye and Be Careful
By E. F. G.
How often does the thought come to us when we close the door that separates us from our families in the morning that it probably is the last time we will do it or that we will in some way become involved in an accident and become permanently disabled and deprive our loved ones of the things in this life to which they are entitled. How many times during the day do we recall the parting words of our family, "Goodby and be careful". Each day before we start our work do we carefully analyze ourselves and conditions surrounding us? Do we make ourselves interested in our fellow workers by observing their mental and physical condition?

Engineman Prevents Fatality
By S. N.
But for an alert engineman, a fatality, rather than a reportable injury would have been the result of an accident to a switchman who hurriedly crossing the track in front of an approaching engine, stepped on top of rail at a point some fifty feet in front of the engine. He was crossing in a diagonal direction, his shoes were wet, his foot slipped sideways and he fell to the track, suffering severe bruises that laid him up for several days.

SAFETY FIRST IN HISTORY
When Adam, so the records state,
With clothing quite inadequate,
Refused to leave the garden gate--
Now that was Safety First.
When Noah heard that there would be
A terrible catastrophe
He built an ark to sail to sea--
Now that was Safety First.
When Solomon, the great and wise,
Had wives he used to idolize
He locked them up like bees in hives--
Now that was Safety First.
When Arthur and his gallant knights
Got ready for their bloody fights,
They clothed themselves in metal tights--
Now that was Safety First.
Obey the Rules

A station agent was backing up a baggage truck with a shipment for an incoming train. The truck wheel struck a three-pound rock, which caused the truck handle to swerve as to throw him in front of the train and cause his death. The safety rule reads: "Trucks shall not be backed along station platforms if it can be avoided." This fatality illustrates the importance of complying with this rule.

Coordination

By R. Q.

Proper co-operation would have averted this accident. Two gondola cars were being spotted to unload steel parts. One employee was using a pinch bar to move the rear car forward, while at the same time a second employee between the cars was trying to push the second car forward by throwing his weight against the coupling mechanism.

Without the knowledge of either of them, a truck at the forward end of the second car attempted to shove it backward. The man between the cars was caught and had his right side badly bruised and abraded.

There was no coordination between the workers; the man between the cars also violated instructions by getting his body between the couplings.

Look Ahead

When hanging on the side of a car pulling the pin, a switchman was facing to the rear, and as a result his hip struck the top of a switch standing between tracks at close clearance. He was knocked off and bruised about the body. This man knew of the existing conditions at this point and should have kept a close lookout ahead.

Romance of Safety

By J. Tanis

Through the ages people have lived, worked and played together. A mutuality of interest has prevailed among groups and in spite of a changing world in which individuals find so much to occupy their time, they are still concerned with safe-guarding themselves and their associates.

Employees have become "safety conscious" and realize now more than ever before that accident prevention rests, to a large degree, in their own hands. They know that only through combined effort on their part and with the company for which they work can the greatest number maintain their health and thereby their ability to provide sustenance for themselves and families.

Never Foul a Track

Hammond, Ind. -- Ever since I began to railroad nearly 30 years ago, I have followed a safe practice which I believe has often saved me from serious injury. "Never foul a railroad track needlessly. When necessary, be certain it is safe to do so.

I have taught this simple safe practice to many and particularly, to new employees who have also, from time to time, adopted it.
Susquehanna Division

BY C. A. THOMPSON
DIVN CORRESPONDENT
BINGHAMTON FREIGHT

By A. E. Goetting

John Nolan, clerk at the freight office, spent a weeks vacation at Lake Arrowhead and returned with his usual cheerful smile and a good coat of tan.

Miss Katherine Murphy, typist, spent July 4th at her home in Addison, N. Y.

The annual Italian picnic was held June 24th and a large crowd enjoyed the day in the open. Those attending from Binghamton platform were Emmett Stripe, Frank Stripe, Gerardo and Anthony Tagaliferi.

The men on the freight platform at Binghamton are wondering why Charles Polovichak, one of their co-workers, makes the trip to Pittsburgh so often. Who has the correct answer?

Mr. and Mrs. Heath Andrews have a 9-lb. daughter, born June 22nd at City hospital. The baby has been named Natalie Susanne. Mr. Andrews is asst. traffic manager for A. O. Dailey & Sons and is a daily caller at the Binghamton freight office.

ELMIRA FREIGHT

By D. H. Maloney

Elmira has been host for the past two weeks to many high ranking army and navy officers and celebrated civilian fliers and gliders who have been in attendance at the 10th National Soaring and Gliding meet at Harris Hill field. One of the outstanding feats was a trip by glider to the grounds of the New York fair by one of the younger army gliding experts.

Harry Andrus, extra clerk, has been working at Endicott freight office for the past several weeks.

Chief Clerk Ward F. Wilson of Elmira freight office and his family visited the New York fair.

Charles M. Burgess of New Jersey, former resident engineer in charge of the crossing elimination at Elmira, recently greeted old friends here while on his way to Houghton, N. Y., vacation bent.

The many friends of David Singerhoff, veteran yard conductor at Elmira, were shocked to learn of his death after but a few hours illness on June 14th.

Richard Hall, delivery clerk, was a recent business visitor in Cleveland.

Edward Blake has returned from a vacation at Eagles Mere park in Pennsylvania.

James O'Hara, Jr., son of Division Passenger Agent J. W. O'Hara of Elmira is visiting relatives in Denver, Colo.

The City of Elmira celebrated its Diamond Jubilee commemorating its 75th year as a village and city on June 27th, 28th and 29th, with a huge pageant with over 500 performers.

Robert C. Doolittle, son of Agent and Mrs. G. K. Doolittle, received his Bachelor of Arts degree from the College of Wooster, Wooster, O., on June 12th, having majored in biology and chemistry, and elected to membership in Theta Chi Delta Honorary Society. He completed his senior year "In Absentia" at Western Reserve Medical School, Cleveland, and will return there this fall as a sophomore. He is a member of Alpha Kappa Kappa.

D. H. Maloney, accountant, has been entertaining his nephew, Lawrence J. Maloney, wife and son, of Youngstown, O.

Work will soon start on another cell block addition to the Elmira State Reformitory, $85,000 having been authorized for this work.

William Bowen and Son William, Jr., spent July 9th visiting at Deposit, N. Y., and fishing adjacent lakes.

Mr. and Mrs. James A. Richardson attended the wedding of a niece in Hornell, N. Y.
sightseeing trip in the Adirondacks and reports a large catch.

E. M. Skelly and wife were recent visitors in Morris, Pa.

T. J. Train of Binghamton recently called on friends and relatives here.

HORNELL YARD
By T. L. Burke

The many friends of "Chuck" Terrill were pleased to hear of his recent promotion to the general office at Youngstown, and wish him continued success.

George Youngs, yardmaster, has just returned from his vacation where he was entered in several golf tournaments, in New York anti Pennsylvania and has several trophies to show for his excellent performances.

L. J. Feeney, night general yardmaster, is enjoying a vacation with his family at Conesus Lake.

J. E. Shoemaker and W. A. Ludden, yard conductors, spent several days recently visiting the world’s fair. Joe says he will have to go down again as he did not get much chance to get around on this trip because lie could not get Ludden away from the stock and poultry exhibits.

William Reagan has accepted a position as clerk in the general yardmaster's office.

L. W. Schoenert, yard brakeman, has returned from a visit to his brother in Brooklyn and the Fair.

SUPERINTENDENT’S OFFICE

William Havens of Ithaca College is spending the summer with his mother, Mrs. Gretchen Havens.

Joseph Bradbury has found an interesting hobby, that of training canaries—and what they won't do for Joe.

C. F. Packer and wife attended the Packer reunion at Endicott July 4th.

Eileen Reidy spent a few days vacation at her home in Elmira, N.Y.

F. Fisk is spending every free moment at his summer estate at Canaseraga, N.Y.

Wonder why Charlie Packer did not go to the carnival this year?

DELWARE DIVISION
By T. A. McMahon

Car Foreman J. P. Lowery and family spent July 4th in Scranton, Pa.

Congratulations to Chief Caller A. R. Touhey, who was married July 4th.

Western Union Manager P. A. Davis and family motored to Wilkesbarre July 4th.

Sympathy is extended to the family of the late John J. Kelly, yard clerk, who died in the Barnes Hospital June 28th.

TRAIN MASTER’S OFFICE, HORNELL
By L. M. Mathews

Alleghany Division engineer J. M. Gilbert and wife were recent visitors at the World’s Fair in New York.

Susquehanna Division engineer G. C. Hamilton and daughter have left to visit relatives on the west coast.

Brakeman H. Halstead is visiting relatives at Silver Lake.

Engineer Van Whited is taking a pleasure trip through the Adirondacks.

Engineers D. E., B. F. and Lee Dailey attended a family reunion at Conesus Lake.

Sympathy is expressed to Alleghany Division Brakeman I. D. Brokaw in the death of his wife's mother, who lived with them.

Engineer F. L. McIntyre is confined to the hospital at Hornell.

Chief Clerk L. M. Matthews was a recent visitor at Silver Lake.

Crew Caller R. D. Hosley attended the firemen’s convention at Galeton, Pa.

Wyoming Division
By P. W. Kolip

J. P. Roche, clerk in the master mechanic’s office at Avocca, and Mrs. Roche attended the World’s Fair. We are unable to find out is Joe was the one who got stranded in the parachute.

We regret very much to lose V. J. McMullen who has been transferred to Youngstown, and our best wishes for success in his new position go with him.

J. P. Morrissey, head of corps, at Dunmore, has been transferred.

(Continued on page 30)
pitching game. It is agreed that the first game was won through the superb hitting of Michael Krawchuk, who netted three home runs and a triple.

Lady spectators were plentiful. Some of our 14th Street Erie boosters were: Mrs. E. C. Wise, Mrs. Paul Thompson, Mrs. Wm. Super and sister, Mrs. Wm. O'Neill, Mrs. P. J. Wall, Mrs. Mac E. Donovan and sister Myrtle Sanders, Mrs. Michael Krawchuk, and Mrs. Louis E. Gausselin.

HAMMOND, IND.

By F. J. Demps

Bill Terre, report clerk, is taking his wife and son for a two weeks' vacation in the Michigan woods. On their way up they plan to stop off at the Little Flower Shrine in Royal Oak, Michigan to visit Father Coughlin.

J. J. O'Connor, general yardmaster, took his wife and family to Paw Paw Lake, Mich. again this year for two weeks of fishing, golfing and swimming.

During his two weeks vacation, Bud Worland, chief yard clerk, plans to take his wife and family to the Deerpath Lodge at Hastings, Mich., and promises to come back with plenty of fish stories.

HUNTINGTON

Conductor Ross Plasterer and Mrs. Plasterer, and son Donald and wife of Cleveland, are spending their vacation in California.

Huntington Erie Band under the direction of Elmer H. Rahn is presenting a series of concerts in the City Parks during the summer. These concerts are sponsored annually by the City of Huntington.

Seth Michaels, agent, Bippus, and son, J. R. Michaels, third trick operator, Griffith, recently attended the New York Fair.

M. J. Beiriger, agent, Griffith, has just returned from a trip through the west, which included the San Francisco Fair.

Sympathy is extended to C. R. Waiters, agent at Kouts, on the recent death of his father.

J. J. Kriesel, night chief dispatcher, is busy entertaining his grandson from New York.

Operator Hugh Daniels of DeCat, and family are planning an extensive trip through the west in the near future which will, of course, include the Fair.

Operators and Agents of the Marion Division held their annual basket picnic at Hier's Park, Huntington, July 23.

W. B. Bryan, 2nd trick operator at HY Tower, Hammond, and family expect to start soon on a trip to the San Francisco Fair.

Kent Division

KENT, O.

Several Kent Roundhouse shopmen and wives gathered at Shady Rest in Streetsboro on June 15th, to honor J. M. Daugherty, machinist who has been retired. The evening was spent in dancing. A buffet lunch was served. Mr. Daugherty was presented a fine Elgin wrist watch. He will live at his old home in Gallon but it is hoped he will frequently visit in Kent.

Dana Leggett, Jr., graduating senior of Kent Roosevelt high school, had several things of which he could be proud when he took the long walk up to get his diploma. For eleven years he attended school without missing a day or being tardy and the only thing which marred his possibility of having a perfect record for the eleven years was the fact that last winter at examination time, he became ill and it was at the graduation exercises that Dana delivered a speech. He was chosen by the faculty of Roosevelt High School to speak. He is the son of Dana Leggett, Coal plant operator and wife, and is planning to enter Kent State University this fall as a prelaw student.

Our sincere sympathy is extended M. N. Dewey, machinist due to the recent death of his father, M. Dewey in Hornell.

R. F. Connors, electrician and family, were recent Gallon visitors.

Miss Jeanette Rupp, chief clerk, was a recent Cleveland visitor.

Peter Rausch, locomotive inspector and family, recently spent a week-end in Gallon attending their family reunion.

Miss Helen Suhr, cashier’s clerk, Akron Freight Station, has just returned from a personally conducted Great Western Circle Tour having visited the Grand Canyon, Los Angeles, San Francisco, Portland, returning through the Canadian Rockies making stops at Banff and Lake Louise and other points of interest. She reports a very enjoyable trip.

We extend our sympathy to C. R. Rhany, claim clerk, account of the death of his brother, Bert of Conroy, O.

W. E. Shackelford, foreman and wife, are spending their vacation camping and fishing at Brule Lake, Canada.

H. C. Moore, rate clerk and family, just returned from a fishing trip.

Paul Reid, rate clerk in the Revision Bureau, and family enjoyed...
WHEN HORSEPOWER TURNED THE TABLES

D. N. Moore, fireman in the Erie’s Kent yard treasures this photograph made in 1908 showing horsepower used to turn the turntable at the Kent roundhouse. Mr. Moore, sole survivor of the group is in the cab; Murry Drewette is on the front coupler; Wm. Davis on the turntable and Julius Smallfield is the driver.

The Fourth with relatives in Marion.

Cecil Ford, rate clerk in the Revision Bureau and wife, spent the July 4th holiday with Mr. Ford’s parents in Canal Winchester, O. Andrew Kavulla, caller and wife, have chosen the name Frederick for the little eight pound stranger who came to make his home with them.

MARION, O.

A. H. Marks, car repairer and wife of Marion attended the convention of the Supreme Council of the Grotto at Atlantic City, and from there went to the Fair at New York.

Robert Elliott, laborer in Marion Car Department, is taking a short vacation to New York.

Mary Margaret O’Donnell has returned from Portland, Oreg., where she attended convention of Altrusa International, held at Multnomah Hotel, July 5th to 8th inclusive. Enroute to Portland, the party toured the Canadian Rockies, stopping at Banff, Lake Louise and Victoria.

Erie employees and veterans and families of Marion will hold their second annual picnic at Lincoln Park, Marion, Tuesday, August 15th. There will be games for all and a number of prizes will be awarded to winners.

BRAKEMAN FETTY RETIRES

Ward Byron Fetty, yard brake- man, Marion yard, who entered Erie service August 16, 1909 was retired from active service after approximately 30 years service. He went to his farm on the Dunbar Pike where he has lived with his family for some time. He was a very capable and efficient yardman.

Mahoning Division

YOUNGSTOWN FREIGHT

By Catherine E. Hunyady

The Erie Railroad Bowling League at Youngstown held its annual banquet at the Skybar restaurant, Sunday afternoon, June 17th with about 70 present. The Freight House team composed of J. R. Fero, Captain, B. R. Mark, J. H. McCoy, Cog Chaffee, Phil Fisher, T. G. Swagger and E. J. Sontag, won first prize in the Youngstown League. The Fireman’s team came second and the Shop, third. Individual high scores in the league were claimed by Ted Gabler, George Snyder, and Hank Holden. In September the bowling will be resumed and the boys will bowl on Friday evenings at 7:00 p.m. instead of Thursdays as heretofore. We again wish our Freight office team the best of luck for bigger and better bowling next year.

Mr. and Mrs. Cog Chaffee were regent visitors in Pittsburgh.

Charles King, retired pipe shop foreman was given surprise party by 25 men who formerly worked under him. Cards were played and a buffet lunch was served. Mr. King was presented with a suitable present.

Mr. Kothe and the old gang including Walter Luper of his office and Walter Humphry, local business man are making plans and usual preparations for their trip into the Canadian wilds. It is understood they are to explore a new lake isolated in a rocky bush somewhere in the Severn River territory.

Frank Geiger has returned to New York to visit the Fair. She reports a good time, taking in the ball games and hiking the fair grounds.

Arthur Hopwood enjoyed his week's vacation staying in out of the rain.

T. G. Swagger, made no report but I’ll bet he kept busy.

Miss Edna Kelley visited her sister, Mrs. Myron Arnold in Chicago.

Fred Vimmerstedt spent a weekend and Fourth of July in New York.

Miss Jane Morgan is vacationing in Canada. Miss Ruth Rays, formerly from this office accompanied her. Sleeping, fishing, and--and--they did.

PRODUCTION SHOP

By Ray C. Miller

Charles King, retired pipe shop foreman was given surprise party by 25 men who formerly worked under him. Cards were played and a buffet lunch was served. Mr. King was presented with a suitable present.

Mr. Kothe and the old gang including Walter Luper of his office and Walter Humphry, local business man are making plans and usual preparations for their trip into the Canadian wilds. It is understood they are to explore a new lake isolated in a rocky bush somewhere in the Severn River territory.
Western District

(Continued from page 23)

work after his vacation, having taken on considerable weight.

Homer Dewey is said to be keenly interested in Conneautville property and is about to make a deal.

The new type multiple guide bars for the solid bed N 3 engines are now going through the mill and make a nice looking job.

Earl Myers and family spent their vacation traveling through Florida.

Mrs. Chester Vanslike visited her granddaughter at Jersey City on her birthday.

Arch Rouche and family spent their vacation visiting friends in Canada.

The Valuation Department has made considerable scientific research regarding the origin of the Mexican daisy in our flower bed.

ROUNDHOUSE

John Cremonse, son of Petro Cremonse visited his father and mother while on furlough. John is stationed at Fort Hamilton, Brooklyn.

We are happy to welcome Miss Viola Sook back to work after bet operation.

Miss Jeanne and Helen Temple are spending their vacation visiting relations in Whitefish, Mont., Seattle, Wash., and Hollywood, Cal.

Ten new members have been added to the Veterans roster and a drive is being made to get every man into the organization who has 20 years service.

Chuck Hogan has returned to work after a slight illness.

Tony Cumero is the proud father of a new baby girl.

William Elwell and family are spending their vacation fishing in Canadian rivers. We expect to hear some good fish stories.

There has been considerable talk about Otto Hoke painting his one story house. Otto started the first of April and finished the 14th of July.

Mrs. C. King and Mrs. Russel Thuret spent two weeks visiting relations in Virginia.

Frank Ott and Joe Deloss are again granddads because sons were born to Mrs. Loretta Ott Hauck and Mrs. John Deloss.

Mr. and Mrs. Alfred Teller spent their vacation seeing the fair in New York, Washington, D. C. and the natural caves in Virginia.

Mr. and Mrs. Emery Fitch and Air. and Mrs. Ray C. Miller spent their vacation traveling in Virginia over the Sky Line drive and seeing the natural caverns.

Mr. and Mrs. Robert Gartner and Mr. and Mrs. Ted Burten spent the vacation seeing the sights in Washington, and the caverns in Virginia.

When the 3 o'clock whistle blew on Thursday, July 13th the men assembled in the roundhouse machine shop to greet retiring Angelo Musonia. In 1902 Mr. Musonia started to work for the Company as a laborer and at 1918 was made ash pit man where he worked till retired, having completed 38 years service. Mr. Gorman and Mr. Lund congratulated Mr. Musonia and wished him many days of enjoyment. He was presented with a fitting gift by his fellow employees.

Alleghany & Meadville Div'ns

RAIL AND TRAFFICMEN HAVE BIG TIME AT JOHNSONBURG

By A. G. Stine

The third annual dinner and outing of the Northwestern Pennsylvan Transportation and Traffic Club was held June 27, in the Elk's Auditorium at Johnsonburg with more than 200 present. It followed an afternoon of golf on the Ridgeway and St. Marys courses.

Members of the Club got together during the afternoon for a business meeting at which F. E. Huffman, traffic manager of the Castanea Paper Co., Johnsonburg, Pa., was elected president. Other officers elected were Lt. J. Mathis, vice president; E. G. Stedman, secretary, and Ken Ogilvie, treasurer.

F. E. Huffman presided at tile speakers' table and introduced Harry C. Oliver, freight traffic manager of the Pennsylvania Railroad, toastmaster, who after a few short remarks introduced a large number of prominent guests, after which he introduced the main speaker of the evening, A. K. "Rosey" Rowswell of radio station KDKA, Pittsburgh. Tales and incidents in his travels through the country, bits of humor, philosophy and self composed poems kept his audience in an uproar through a forty-five minute talk.


F. E. Hufford was general chairman of arrangements. The program committee was under the direction of J. E. Donivan and the dinner committee chairman was Luke Creighton with Gray Stine, chairman of the reception committee.

OLEAN

Brakemen Discavage and Cole had a three-day holiday over the Fourth. Discavage spent it in Rochester and vicinity. Cole went to Buffalo and Niagara Falls. It is reported that Joe's car broke down and that he had to be pulled in with a team. If it happens again Joe says he will buy a new car.

Brakemen Blake and VanScoter from Hornell worked at Olean during the absence of Cole and Discavage.

Bill Gordon, engineer on the Olean switch engine for the past six years has been assigned to way freight duty. We all wish you the best of luck, Bill.

Chris. Painter, engineer, has been assigned to Olean yard engine.

Cond. Archie Rowe and family spent the Fourth at Lime Lake. Henry Cram and John Childs furnished the highlights for the volunteer firemen's parade at Salamanca during the Old Home Week celebration.

J. M. Lyons, chief clerk, is kept busy entertaining school teachers during the summer vacation. Better watch your step, Jim.

"Max" Peterson, night caretaker, is planning a visit to the New York Fair during August.

Sergeant Benedict is planning his vacation at Cuba Lake. We certainly feel sorry for the poor fish.
WHY THEY SHOT

300 DOLLS

It wasn’t murder. You see, they did their “shooting” with a camera. And the 300 dolls they “shot” were falling out of a packing case that hadn’t yet been lifted onto the westbound Erie freight.

Well, sir, when they sent the picture to the shipper—explained the circumstances, and made a few suggestions, be thanked them and promised to have his dolls packed more securely in the future. Thus was born a new “Erieconomy.” Another way to save shippers money.

And that’s the story of how photographing poorly-packaged freight to avoid loss for shippers became a habit on the Erie. Not much in itself, but remember: it’s only typical of the many precautions Erie takes to deliver your shipments safely, promptly, economically. Phone the Erie agent on your next order!

Erie Railroad Magazine

Western District

(Continued from page 25)

at that place. Bill probably will have them all finger printed.

William Pascarella, hostler, has had a very busy summer. He has been inspecting all of the dancers at the various carnivals in this vicinity.

HAMBURG N. Y.

By L. D. Kent

Walden Const. Co. of Buffalo have been awarded a $300,000 contract to build a new OLD FOLKS HOME for the Franciscan Sisters, on South Park Ave.

WELLSVILLE

Mr. and Mrs. H. J. Andrews, Miss Genevieve Andrews and Metton Andrews motored through the Black Forest. Miss Mary E. McCarn enjoyed the Fourth with friends at Keuka Lake.

R. E. Stanley, signal maintainer’s assistant, has returned to work after a recent illness.

JAMESTOWN, N. Y.

Donald Anderson, claim clerk, spent his vacation in Cleveland. Donald Day of the division freight agent’s office has been promoted to chief clerk in the traffic department at Columbus, O.

We extend a hearty welcome to Joseph Hand, traveling freight agent, and family who are now living in this city, and to L. E. Berry who succeeded Donald Day as stenographer in the division freight agent’s office.

Martin N. Arend, trunk line inspector at this station, has returned from vacation during which he visited his son Harry in Sacramento, Calif., stopping enroute at the Grand Canyon and San Francisco Exposition.

Once again Chautauqua Institution has opened for another season which will bring together many noted men and women in all fields of human activity.

Few communities have as fine an opportunity to stage a Fourth of July display as Chautauqua Lake. Commencing at 10 o’clock the shores of the lake were lined with the brilliant red flares that made a beautiful picture enhanced from moment to moment as fireworks broke the dark sky. The committee members are to be commended for their work in making this outstanding display possible.

The death of Frederick Perry Hall has terminated a long active and useful life. He was probably best known and will be longest remembered as the punisher for years of the successful, clean and influential newspaper, the Jamestown Evening Journal Since 1872 he has lived and been a part of this community. Genuine modesty was a part of his nature, his services were cheerfully given without thought of praise or reward. His personal charity both private and public were extensive, many will never be known except by those who benefited by them.

The death of William Dykeman has ended the useful career of a prominent furniture manufacturer, until recently connected with that industry in Jamestown but lately in Salamanca where at the time of his death he was president and general manager of the Fancher Furniture Co.

Lois Corkery, daughter of Delivery Clerk William Corkery; Jack Martin, son of Rate Clerk David N. Martin; Donald Halberg, son of Elliott Hallberg, checker, and Richard Moesler, son of Alfred Moesler, checker, were among the 428 graduates of Jamestown High School class of 1939. Congratulations!

SALAMANCA, N. Y.

Recent changes in the Salamanca-Great Valley highway marked a noteworthy achievement as a safety measure by the elimination of three dangerous curves and a narrow bridge.

Congratulations to F. L. Van Schaick of Hawthorne, N. J., winner of the $25 first prize at the B&SW Division Field Day and Outing Benefit. A most cordial invitation is extended to Mr. Van Schaick to attend the annual picnic on August 6th and spend the money there.

L. M. Moore and family motored to Utica, N. Y., to spend the vacation with relatives.

E. W. Anderson and family are vacationing at Allegany State Park.

The City of Salamanca may point with pride to a most modern banking institution which opened July 10th. The Salamanca Trust Company which has been located for sixty years at the corner of Main and Atlantic Streets moved to its

(Continued on page 29)

Erie Railroad Magazine

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RAILROAD ODDITIES
(Courtesy of Railroad Magazine)
SPEND to create jobs? Spend to bring back prosperity? You bet—the more the better!

But which kind of spending does the trick? Spending by government—or spending by business?

Take your own town for example. Which of these two kinds of spending would do it the most good:

Money spent for a government project, desirable as it may seem to be—or money spent for a new factory? For a new public golf course—or for a new department store?

Government spending creates jobs, yes—but only temporary jobs. When the new project is finished—up goes the "NO HELP WANTED" sign.

But when the new factory or the new store is completed—that's only the beginning.

Up goes the sign "HELP WANTED"—permanent jobs for people who will spend their pay checks for homes, for food, for furnishings, for autos, for insurance—making more jobs somewhere else for still more people.

A man with an idea and a man with a dollar to invest run big risks at any time in the business world. But today, storm signals* are keeping ideas and money idle—"frozen" by political restrictions on dollars-at-work, and even concern for the nation's very solvency.

So what? Just this:

Tell your Congressman and Senator you want to see the brakes released on business enterprise.

America needs less taxes and more jobs.

What Helps Business Helps You!

* write for free pamphlet.

This message is published by

NATION'S BUSINESS

new banking house a few doors to the south on Main Street.

The structure itself is constructed of Indiana limestone. The terrazzo floors are a work of art, composed of chips of various colored marble set in a matrix of hard cement and brilliantly polished. The walls of the lobby are wainscoted with marble brought from the Tennessee quarries. A dark base in the wainscot blends with the floor and a lighter colored marble above Mends with the walls.

The lighting fixtures are of modern semi-indirect type which diffuses a soft ivory tinted light and were especially designed for this particular building. The colors used in painting the walls and ceiling have been chosen to augment light reflections in a manner to enhance the spacious new quarters.

The woodwork is of American walnut, carefully selected for beauty of grain and quality. All of the windows are equipped with Venetian blinds in colors to harmonize with each individual room.

Considerable bronze is used in the bank equipment and fixtures, which are of the latest type and construction. The vault has been constructed with extraordinary heat resisting qualities and contains more than double the capacity of this bank's former storage vault.

The work was designed and executed by Tilghman Meyer Co. of Allentown, Pa., bank designers and constructors.

An important part in this work was played by the Erie Railroad which handled about 90% of the construction material and equipment.

Mrs. Brown had recently acquired a dog and was proudly demonstrating his good points to a friend.

"I know he's not what you would call a pedigreed dog," she said, "but no tramp or beggar can come near the house without his letting us know about it."

"What does he do?" asked her friend, "bark the house down?"

"No; he crawls under the sofa."

--Toronto Star.

TO THE SIGNALMAN

An Erie crossing man at Newark, N. J., writes that he has Jack Harding of the Greenwood Lake division and H. J. Parker of the Newark branch of the main line in his thoughts in sending in the following verses to the signalman:

We have heard about the engineers,
    The men who pull the trains,
Of the trainmen, and the fireboys,
    And those they call "the brains,"
The station agents bare their blue,
    And those who pound the brass,
But what about the signalman,
    The one that climbs the mast?

No matter what the weather brings,-
Be it stormy (day or night),
The signalman must carry on,
    And keep the signals burning bright,
The crossing bells and wigwags
    And the contacts on the rails,
Must all be in good order
    To sound their warning wail.

He has a little speeder car
That is open to the rain,
To sleet and snow in winter;
    As he travels up the main;
Roving eyes they took for trouble
    Coils and contacts he must test,
Switch lamps, crossing gates and signals
    Through his district, east and west.

A big man never gets angry over small matters -Cecil Rhodes.

GENERAL OFFICES
AT CLEVELAND

TRANSPORTATION DEPARTMENT

By R. J. Clark

E. J. Cotter, supervisor of per diem, spent an enjoyable vacation at Bay Head, N. J.

Florence Post enjoyed a visit with friends at Providence, R. I. and at the World's Fair.

Melville Smith, messenger, is the proud daddy of a seven-pound baby boy.

Emma Burgess spent several days of bet vacation enjoying the World's Fair.

Ella Carpenter, stenographer, had a pleasant vacation at Lindy Lake, N. J.

Corene Van Alstyne is spending a couple of weeks with her sister, Marion, at Hawthorne, N. J.

L. H. Arold, supervisor of tabulating machines, and family are vacationing at Upper Greenwood Lake, N. J.

John Michel, car distributor, and family are anticipating a motor

(Continued on page 34)

FOR RENT OR SALE
IN FAIR LAWN, N. J.

6-room bungalow, oil burner, two-car garage furnished or unfurnished; excellent location; 10 minutes to Station; Paterson and New York buses at door; school, stores, bank near.

by. Inquire, Z. Chas. Challic, Agent, Little Falls, N. J.

August, 1939
I've traveled near, I've traveled far
by airplane, bus or trolley car
But when in safety I would go
thru summer storms or winter's snow
I hie me to the old R. R.
and climb aboard a pullman car.

First National Bank
1864 -- Paterson, N.J. -- 1938
Member of the Federal Deposit Insurance Corporation

Eastern District
(Continued from page 21)
to Jersey City and we extend our
c sincere wishes for success and the
best of luck.

Joe Rozelle, assistant foreman,
has returned from the hospital after
an operation. We are glad to see
that he is improving and hope for
his complete recovery in the near
future.

We are pleased to hear that H.
R. Belknap, engineer, is improving
and extend best wishes for his com-
plete recovery.

HONESDALE, PA.

By F. T. Kearns

On July 1st and 2nd we had five
special trains of campers arrive
via Erie with a total of 1651 pas-
sengers for camps in Wayne Coun-
ty.

G. W. Kahleis, chief clerk, re-
turned to work after a vacation
during which he visited the World's
Fair with Mrs. Kahleis. They ad-
vice that visitors should not miss
George Jessell's Little Old New
York exhibit and "The World of
Tomorrow".

We had a very nice increase in
business at Honesdale both L.C.L.
and carload, during June.

Raymond Hunter, freight check-
er, and Mrs. Hunter and family
spent the 4th at an outing of the
Hunter family on the farm of a
friend. Mr. Hunter says he and
his family enjoyed the outing very
much except for his sunburn which
caused no little annoyance after-
wards.

F. T. Kearns, stenographer, went
fishing on Lake Wallenpaupack but
as usual lost the big ones and also
all of the small ones except one
which was a sun fish.

DUNMORE CAR SHOP

By George Salmon

With night base ball in full
bloom the Scranton team has some
good rooters. Among some of the
boys you can see in the crowds
during the week are none other than
our General Foreman, C. N. Swart-
wood, Foreman Chas. Becker and
Leaders Messrs. Parry and Ehr-
hardt. Of course, we have some
other fans but they prefer to sit
at home and listen to the game on
the radio.

The shop supervision held its an-
nual stag clambake at tile summer
borne of Thomas Parry at Upper

Erie Railroad Magazine
Lake and as usual the annual sunburning was enjoyed by some of the attendants. Our leading stockkeeper, William Foley, missed his annual swim with the bathing beauties on the other side of the lake but he made up for it by a water throwing contest in which he was the winner. Quoit pitching honors went to Assistant Foreman R. W. Schultz and Caretaker Watkins. Of course, there were boxing matches but it was hard to judge the winner as all of the matches appeared to be a tie.

Among the supervision there is a lover of flowers but it would be embarrassing to mention any names as the party in question was recently criticized by his wife because the flower plants he took home one night proved to be nothing but weeds.

Andrew Mecca, painter, and family spent a few days in New York and report an enjoyable trip. "Chick" preferred the ball games to the fair.

Best of health is extended to our Tool and Machine Foreman, Robert O’Hern, who at present is spending a few weeks in Florida on account of ill health. We all hope his visit will improve his health so that he will be able to return to Dunmore shortly.

At present one of the busy men about the shop is none other than Foreman James Duffy. "Jim" is in charge of arrangements for attendants to the Veterans’ outing and with all the applicants he has his hands full.

Charles Kipp, watchman, has returned to service after a short absence due to illness.

Elmer Brown, laborer, is noted as a real fisherman. He can go fishing and get the big ones when they are out of season and he says he throws them back. We wonder if he means throws them back—over his shoulder.

Our leading car inspector at Jersey City branch celebrated his birthday on July 13th. Salvatore Sabia is just one of those men who keeps you guessing and has a birthday now and then so the folks will keep wondering just how old he is as we all know he is a grand-dad.

Nick Donato, carman, is now what you may class a certified driver. Nick had a hard time getting his driving license because he confused his driving with driving rivets. He has the confidence now and is raring to make a trip to Newark.

Jack Bowman, wreckmaster, has returned from a very enjoyable vacation here and there. "Jack" just will not tell where he spent the best of his vacation but from his very pleasing attitude he sure must have had a good time.

Joseph Murphy, assistant to our car foreman, is still planning his annual vacation and we all are anxious to see just where Jos decides to go. As a rule "Jos" pulls for Atlantic City each year for some unknown reason and we think that he will be seen among the crowd this year.

New York Terminal Div’n.

SUPERINTENDENT’S OFFICE

We hope A. J. L. Stanley is spending a quiet vacation on Long Island.

W. J. Flusk, supvr, of stations and car service, is also enjoying his vacation.

E. A. Baker and K. T. Fleischbein have just returned from a trip to Yellowstone Park and report the scenic wonders of the west surpass the imagination.

W. J. Tooman, our genial tracing clerk, is spending his vacation making day trips which include the Fair. Too bad, Bill, the "Jerseys" are on the road.

J. F. Tyrrell has just returned from a vacation at Lake Parsippany. After all the comments you have heard, Jack, what is your opinion? Incidentally, Jack has now lost his identity and is known as 829, having been appointed to the Jersey City Fire Department, effective Aug. 1. We all join in wishing Jack the best of luck and the least of work.

Laura Butler, car record clerk, has just returned from a vacation at the shore, looking fit as a fiddle. Iris C. Smith has been temporarily employed as stenographer in place of J. F. Gallagher, transferred.

JERSEY CITY STATION

The outing mentioned in our last issue took place on Sunday, July 9th, at Penner’s Lake Farm, with approximately 400 attending, all of them enjoying themselves to the utmost. The most popular feature was the various games and probably the most hilarious of them all was the egg throwing contest, in which, among other contestants, were Agent W. J. Gallivan and Asst. Agt. F. A. Brady of this station, both of whom made a good showing until Asst. Agt. Brady met up with a tough egg, or should we say a not-so-tough egg, who refused to (Continued on page 33)
BRAKES—
AND SPARE PARTS
SUPPLIED PROMPTLY

Our plant has adequate capacity to produce with speed and efficiency, the largest orders for complete sets and parts of the different types of air brakes for today's trains. A large reserve stock of complete sets, as well as spare parts for all types, insures prompt shipments—time saving service which often saves money for users of our equipment.

The New York Air Brake Company
420 Lexington Avenue
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Plant:
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Erie Veterans Association
(Continued from page 15)

Buffalo Chapter
By Dave Huff

We must admit that nineteen thirty-nine is stepping right along and it will only be a few months until we will be greeted again by Old Man Winter. I know that this statement will create a "howl" and will say that in the midst of a "red hot" summer it is a poor time to contemplate the coming fall and winter season, but I trust that all will "keep cool" long enough to complete the reading of this article.

Now is the time that we should plan our fall and winter activities and arrange for Chapter meets which are for the enjoyment of our membership. We should also pitch in and sign up all Erie employes who have 20 or more years of continuous service. We must not forget the request of Veteran President J. J. Heavey when he said, "Go out and get all of our 20-year men." And let us increase our membership here at Buffalo so that we can say to Jack, "we did as you requested." and to "Denny Horrigan at the end of the year," Buffalo Chapter is one of the largest on the system and we are proud of the efforts of the Erie veterans at Buffalo who have found pleasure in this interesting activity.

We know that it is sometimes a little difficult to get some of the Old Timers to see how much enjoyment that they can get out of their membership in our Association but a little persistent effort will work wonders, so:

Get the men with twenty years
Of service on the Erie.
It's not so hard a job at all—
Not one to make you weary.
Go up and down the line and say
"Come on be a Vet."
Hand out an application blank
And he'll sign up I'll bet.
You may have to be persistent
To land some "stubborn guy."
But what of that, you've something there,
Keep at him and he'll buy.
The price is small we must admit
To place him "on the line"....
But your efforts will be rewarded
In nineteen thirty-nine.

Our Vice Chairman Chas. Kaiser is still confined to the Mercy Hospital but is on the convalescent list and we hope that he will soon be able to return home.

Visitor: "Your husband looks like a brilliant man. I suppose he knows everything."
Wife: "Don't fool yourself. He doesn't even suspect anything."

Erie Railroad Magazine
Eastern District
(Continued from page 31)

co-operate and just went all to pieces. This event was enjoyed by all present, with the obvious exception of the eggs, who were all broken up over it.

Just to prove we are unbiased, and are not the only ones who think we know who can beat whom at what, we mention here a little incident: W. Richards of the master carpenter’s office, teamed with R. Duly of the maintenance of way dept., engaged in a little set-to with A. Denblayker and O. Thorsen of the division engineer’s office, supplemented with the usual assortment of drivers, putters, caddies, sand-traps, and sun—and vanquished them. We mention this incident here to bring out a point—the game’s the thing . . . Weehawken, take notice.

This being the season for vacations our usual schedule is running along apace, with various people coming and going, and faces you see in front of you one day are gone the next morning for a week, and finally come back sunburned and smiling, and it makes you stop and think . . . what would life be without a vacation? Yes, we know.

WEEHAWKEN TERMINAL

Theodore Kowalski, stenographer and telephone operator, spent an enjoyable vacation at a Girl’s Camp at Cooperstown, N. Y., over the 4th of July week-end. John Gilbert Roach, messenger, is asking a lot of questions about the Camp and he is planning to spend his next vacation at this great baseball city. By the way, Theodore didn’t see the baseball game on the 4th of July. Will you see “any baseball games, John?”

No doubt you are aware that the Erie Red Stars were supposed to play the Jersey City Baseball Team on July 6th. Well, for the information of those interested the Jersey City Team cancelled this game claiming that they could not have the services of their star pitcher on that date and the game was scheduled for July 13th.

Harold Gaherin, timekeeper, is going to manage the baseball team representing the Eastern District of the Erie Railroad at Conneaut Lake this year and he claims he is going to have a first-class team on the field. If this is true you can assure yourself that no one from Jersey City will be on the ream. How about it, Harold?

John Sullivan, clerk and collector at Weehawken, is on his vacation and expects to make many short trips in New Jersey and New York State, and visit the World’s Fair with his family. We hope you don’t have any trouble with your puppies at the Fair, John.

Helen Minogue, westbound clerk, is planning to spend her vacation at Salisbury Mills, N. Y., leading the life of a farmerette. She also expects to spend a few days at Asbury Park, N. J. Don’t eat too much of that salt water taffy, Helen, because it is no good for the throats of such accomplished singers as yourself.

We are all glad to see John Roach back on the job after a recent illness but we still can’t understand why he is singing “A Tisket A Tasket” all day long.

G. H. Rockefeller, agent, spent his vacation in the Catskills and did quite a little fishing. He has promised us that the next time he goes fishing everyone in Weehawken is going to have a fish dinner. We hope that the next time he goes fishing he will be able to make good his promise.

New York Division

BILL MCENGLISH, rate clerk, spent his vacation at Ocean Grove, N. J. Fred Waite, local inspector of Trunk Line, plans to take an extended trip through the New England States on his vacation during the latter part of August.

Jim Mazerolle, foreman, has forsaken oil for agriculture. Jim is making a study of why the Japanese beetle is so fond of his garden. We expect a solution in the near future.

What was that dejected look on Mike Rubino’s face the morning of June 22nd? Why Mike’s idol failed to put over that haymaker.

Helen M. Myers correspondent at Port Jervis

PATerson FREIGHT STATION

Charles Dalzell, chief clerk, advises he will in the future pay more attention to the slogan Stop, Look and Listen. Evidently, he means he will wear a top to his bathing suit when bathing at Asbury Park in the future. Charlie says, "sunburn is bad enough without the hoose-gow."

Thomas L. Furman, car clerk, spent his vacation at Miami.

William H. Smith, typist, reports having had a fine vacation at Seabright, N. J.

PASSAIC FREIGHT STATION

Mrs. W. Ghesquire comptometer operator, accompanied by her daughter Joan, visited the World’s Fair and had a very enjoyable time. She has remarked to her office associates that if anyone contemplates reducing a trip to the Fair and a little walking will help.

Jesse Boulware, clerk, is considered a very nifty dresser. Jesse reported to work a few days ago sporting a green ensemble, and as for that brown creation, don’t get caught in the rain. Color will run, Jesse, and when paper gets wet it usually falls apart. Police authorities have been known to arrest people not properly clad.

Frank Volpe, car clerk, now on vacation spent a few days visiting friends and relatives at Boston, Mass. Frank intends to spend the balance of his vacation in Canada and Detroit. Frank says Canadian ale is good for medicinal purposes only, and he may return home with a Lincoln Zephyr if he is lucky in Canada.

Harry Flanagan, Clerk at Dundee, accompanied by Mrs. Flanagan, visited friends at Burlington, Vt., and also spent a few days at Virginia Beach.

PORT JERVIS

By Helen M. Myers

Port Jervis has been chosen as headquarters for the American Legion convention August 5th and 6th. Here is hoping the weather man favors us with sunshine.

On August 25th the Port Jervis Fire Department will be host to several out of town companies for an inspection parade.

Our sympathy is extended to Operator Frank Kelly and family on the death of his son Jack, age 22, July 10th.

August, 1939
Deaths in the Erie Family
(Continued from page 12)

was Ellen Sweeney; four daughters, Eileen, Kathleen, Mary Margaret, and Rose Mary, and three sons, James, John, and Robert, all at home; and two brothers, Peter J. of Youngstown and John J. of Lima.

James A. Spear

James A. Spear, 51, machinist in Meadville for many years, died July 12 at his home Alden Street Extension after several months' illness. He was a member of the First Christian church, Crawford lodge of Odd Fellows, Knights of Malta and Erie Veterans.
Surviving besides the widow are a daughter, Ethel Marie, at home; the mother, Mrs. Sarah Spear, also at home, and a brother, John Spear of Salamanca, N. Y.

Clarence W. Lewis

Clarence W. Lewis, 55, yard brakeman of 27 years service, died at his home, 222 Vincent street, Hornell, July 11, after several years illness.
Surviving are his widow Mrs. Margaret Cornell Lewis, one son,

Henry D. Fuller

Henry D. Fuller, 67, station agent at Monterey, met with an accident on July 6th which resulted in his death. Mr. Fuller was employed at various points on the Marion Division as telegraph operator. Before coming to Monterey about a year ago, he served as station agent at Hepburn. Funeral services were held at the Methodist church, Monterey, the Rev. John Walton officiating. Burial was in Decatur. He is survived by his wife and a brother.

Arthur J. Graham

Arthur J. Graham, 59, retired switchman of 30 years service, died July 9 at his home in Ripley, N. Y. He is survived by his widow, two sons, two daughters and five step-children.

William I. Riker

William I. Riker, retired telegrapher of 110 Trenton avenue, Paterson, died in hospital there after several weeks illness. He is survived by his widow and two daughters, Mrs. Frank Wittig and Mrs. Harry Brookhart and three grandchildren. Mr. Riker was born in Branchville and retired in 1931. Burial was in Memorial park, Totowa.

General Offices---Cleveland
(Continued from page 29)

trip to the Smoky Mountains near Knoxville, Tenn.

Percy Treible is a strong contender for the Thompson golf trophy donated by Vice President J. K. Thompson, which is now on display in one of the windows at the entrance to the Midland Bldg. Percy was the winner of this trophy in 1938 and if he repeats this year and next, it will be retained by him permanently. He was also the winner of the Vice President's cup in 1934-1935 and 1936.

Greetings from Willie Meier

William Meier, retired clerk in the auditor of revenues office, Cleveland, has remembered his friends and former associates at the general offices with half-tone photographic postcards of beautiful Switzerland where he and Mrs. Meier have been visiting relatives.

Engineers Picnic Aug. 20

On August 20th the outing of Hudson Division No. 135, Brotherhood of Locomotive Engineers will be held at Rhinelander Gardens, Bloomfield Avenue, Caldwell, N. J. A chicken dinner will be served at 1:30 p.m., and there will be lunch and refreshments throughout the day. Baseball and other games, bingo and horse shoe pitching for prizes are on the program which of course includes music and dancing. Tickets for adults are $3 and for children $1.50, and Chairman Cable asks that reservations be made before Aug. 17. A wonderful time is promised for all.

Someone has well said, "Success is a journey, not a destination." Happiness is to be found along the way, not at the end of the road, for then the journey is over and it is too late. Today, this hour, this minute is the day, the hour, the minute for each of us to sense the fact that life is good, with all of its trials and troubles, and perhaps more interesting because of them.--Robert R. Updegraff.

Men heap together the mistakes of their lives, and create a monster they call Destiny.--John Oliver Hobbes.

Erie Railroad Magazine
ALL CLEAR AHEAD!

Only three words, but they constitute one of the most vital and gratifying phrases in any language.

They indicate that some one has looked ahead and made sure that it is safe to continue forward.

When a breadwinner is able truthfully to say “all clear ahead” in discussing his family affairs, it usually means, among other things, that he has protected his own dependents with enough insurance on his own life.

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Do you know that the American railroads can haul, speedily and efficiently, more than a billion tons of freight a year—more than 30 tons for every family in the United States?

Do you know that the railroads handle more than eight times the tonnage handled by any other common carrier serving the nation?

Do you know that the railroads do this job at an average charge of about 1 cent for hauling a ton a mile? And that this is far less than the average charge made by any other carrier providing general transportation service?

Do you know that the average capacity of a freight car is more than 48 tons—and that many locomotives are able to pull, in a single train, a load of 5,000 tons?

These are facts—and they are made possible because the railroads have the real super-highways of today and tomorrow, built and maintained by private enterprise.

That is why the American railroads provide the most modern transportation in the world—mass transportation by means of a single power unit pulling a long train of cars—over a steel "highway" used for no other purpose but mass transportation.

And that's the only kind of transportation which makes possible our modern world of mass production and mass distribution of the things which the American people need and enjoy.

While railroads have been doing our hauling since oxcart days, they have kept pace with the times by constantly improving and modernizing their track and equipment. The billions of dollars invested in improved facilities have been railroad dollars—not tax dollars. For railroads build their own tracks, maintain them, and pay taxes on them.

When you look at the record of the railroads and the job they are doing, you can see why government transportation policy should give all carriers equal treatment and an equal opportunity to earn a living.

Association of American Railroads

Washington, D.C.