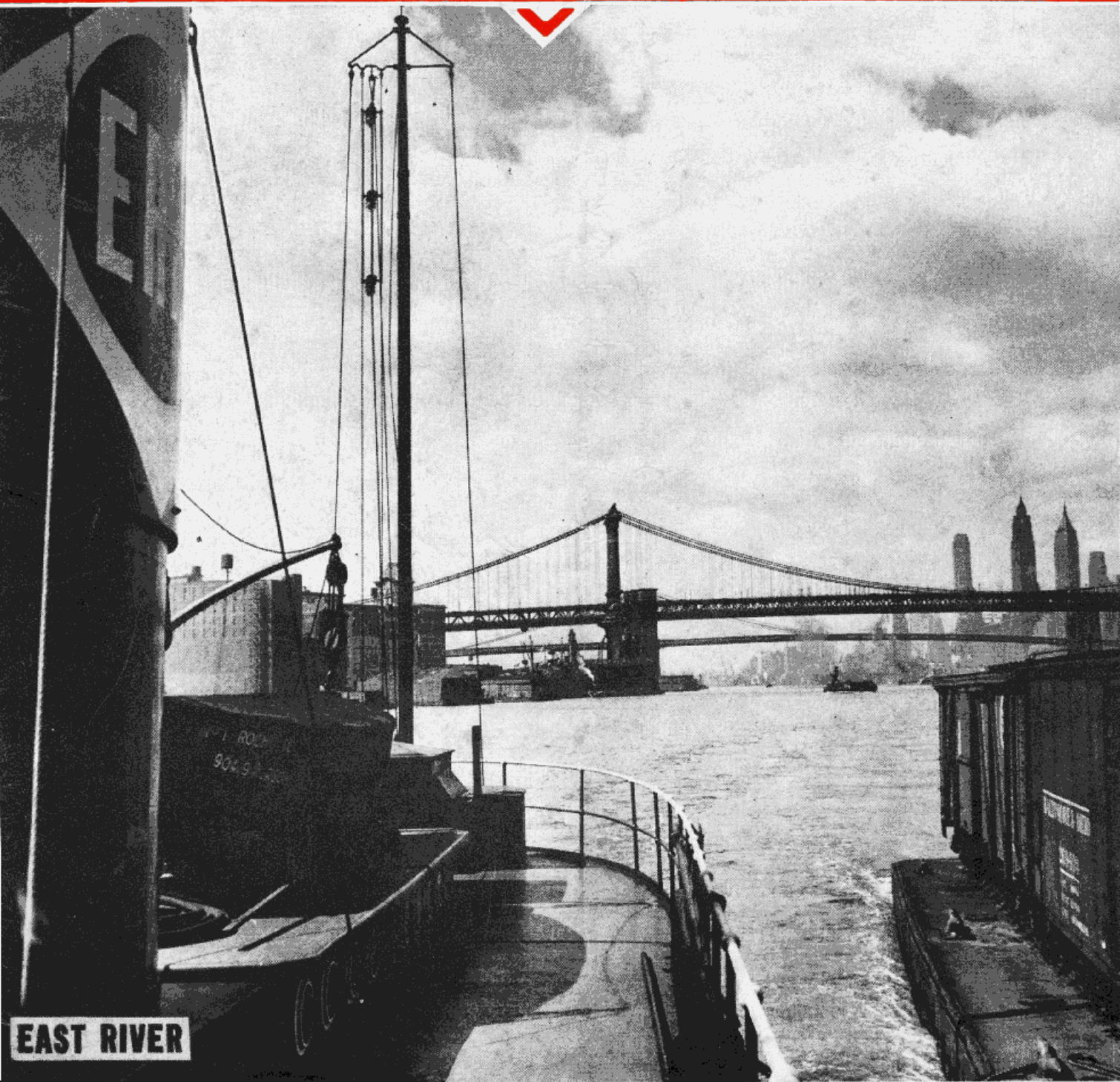




RAILROAD MAGAZINE



EAST RIVER

AUGUST, 1946

THE PRESIDENT'S PAGE

ON THE BACK COVER of the Erie Magazine last month there was an interesting illustration comparing the various forms of transportation, showing how the taxpayers' money is used to subsidize our competitors while the railroads pay their own way. I hope you took the time to read it because it is a subject that affects you directly.

America needs transportation facilities of all kinds to carry on the vast interchange of goods which is the life blood of industry. Some forms of transportation are better suited to do a particular job than other forms. Each has its place and can perform a satisfactory service if there is equal opportunity and fair play.

But the extent to which public funds are being appropriated for the building of airports to be used by commercial airlines is reaching very sizable sums. Already a billion dollars of taxpayers' money has been spent for this purpose and two billion dollars more are asked. In many cases the projects are tax exempt and not self-supporting because of the very nominal fees charged to airlines for the use of the facilities. So it is not only a taxpayer cost for the initial construction but a continuing drain for maintenance and operating costs.

Furthermore, through the taxes paid by the railroads we are contributing toward the support of these competing forms of transportation. Of course, no one expects the federal government to supply the funds with which to build a new railroad station. The railroads pay for those and they pay heavy taxes to help support the schools and local governments.

As pointed out in the illustration, "The railroads ask no favors, no subsidies, not a cent of the taxpayer's money. The railroads built their own roadways in the beginning. The railroads pay out of their own pockets the entire cost of maintaining them. The railroads expect to continue to do business on that basis. What the railroads do ask is only what any American should ask--equity and fair play--all transportation on an equal footing with equal opportunity."

While every community is anxious and proud, to have a fine airport, the cost should be taken into consideration and should be paid for by the users and not the taxpayers. We need the help of every railroad employe to take an interest in this problem and urge his city council or other government body to see that the project in his community will pay its own way and provide some return to the taxpayer on the investment.

Robert Woodruff

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George C. Frank Editor and Mgr
Tom Pickering Associate Editor
Mabel I. Ross Secretary
John F. Long Photographer-Reporter

WE MUST DO IT AGAIN

Wages have to come from what is taken in from the sale of goods or services. A business can't operate for long at a loss.

Right now the costs of materials and labor have gone up, while selling prices have been held in check. The time has come when many companies, must produce economically in order to survive.

Many times before, workers and management together have found ways to produce more with no increase in effort and at lower cost. Each time, this has brought an improvement in our standard of living.

It will again give us a better living. But today, as perhaps never before, it is the one thing that will keep in business many companies which now provide jobs for thousands of workers, and needed goods for all of us.

II. D. Barber,
Vice President

If you wake up and find yourself a success in life, you haven't been asleep.

ON THE COVER

EAST RIVER--Churning up the briny waters in every part of New York Harbor, the tug boats of Erie work in fog and sleet, in high-water and low, hauling their floating merchandise just as land locomotives haul theirs. But there are no tracks for these floating powerhouses to travel on, which makes the work of the skipper, the deckhand, the engineman, different, to say the least, from that of their opposite numbers on the rails. For a picture story of Erie railroading in New York Harbor, turn the page.

"TRAINS" PUBLISHES NEW ERIE ALBUM



Ann Holmes and Bob Del Manzo of Erie's home office look over the new Album

A very attractive and interesting Erie Railroad picture book called, Trains Album of Photographs Erie Railroad, has just been published by Trains Magazine. The book consists of 21 pages, each one 14 inches by 10 88inches in size. The cover in red and black has a glazed finish and the pages, bound by a plastic binder, lie fiat when they are turned. All the pictures are care-

fully identified by long captions. It is a dandy book for Erie people to have and also will make a most attractive Christmas present, come the gift season. The book may be had at local book stores and hobby shops or may be obtained direct from Trains Magazine, \$1 per copy, postpaid. The address is 1027 North 7th Street, Milwaukee 3.



Railroading *in* **NEW YORK HARBOR**

Deckhand John Gercoff takes up slack in the lines between tug and carfloat

“TAKE the float out of two bridge to Long Island and bring in the westbound float from Pier 7, East River,” calls out the tug dispatcher on the end of Dock 4, Jersey City, over his loud-speaker. It is a warm sunny day in May and the sky over Manhattan is pure aquamarine with billowy cotton-puff clouds keeping just beyond reach of the minarets of the vertical city.

Why not go along and watch this operation in the Hudson River (which is the North River) and the East River (which isn't a river at all)? Why not get some camera shots of this little tidewater voyage and its multi-billion dollar setting? Well, why not? We grab our hat and camera and away we go aboard the diesel tug Rochester. We're still on the railroad, but there's salt water under our keel.

The tug backs away from the end of Dock 8, Jersey City, and into the slip to pick up the float, which is loaded with 28 cars of livestock, merchandise and coal.

The mate on the Rochester throws a headline and the floatman goes to the bridge end of the carttoat and lets it go from the bridge, calling out, "All gone, take 'er away." The captain puts the engine-control'slow astern until the headline is taut, then full astern and backs out into the stream to pick up the carfloat and head downstream for the Battery and around the upper end of Gov-



John Carbone, deckhand on Rochester, makes fast to float in the Jersey City float bridge

ernors Island and then up the East River to the Long Island Railroad.

The Battery is not the beautiful park it was some seven or eight years ago, the Aquarium is gone to its new home up in Bronx Park. It was moved to



Watchful, confident, at ease, the skipper take his tow through the heavy traffic o/ the East River. His greatest enemies are fog and fire*

make way for the Battery-Brooklyn-Governors Island tunnel and as we go by we see a large pile of gray stone that has been drilled out of the river bottom to make way for the steel casing that will form the tunnel.

On our right, Governors Island, from tim early days of Dutch rule in New York down to the present, has been a govern-merit reservation. It is a half mile from the lower end of Manhattan Island and was called by the Indians "Pagganack", translated, "The hind where tilt, nut tree grows". Old Castle William, built in 1807, stands on the upper end of the island.

Bellevue on the Left

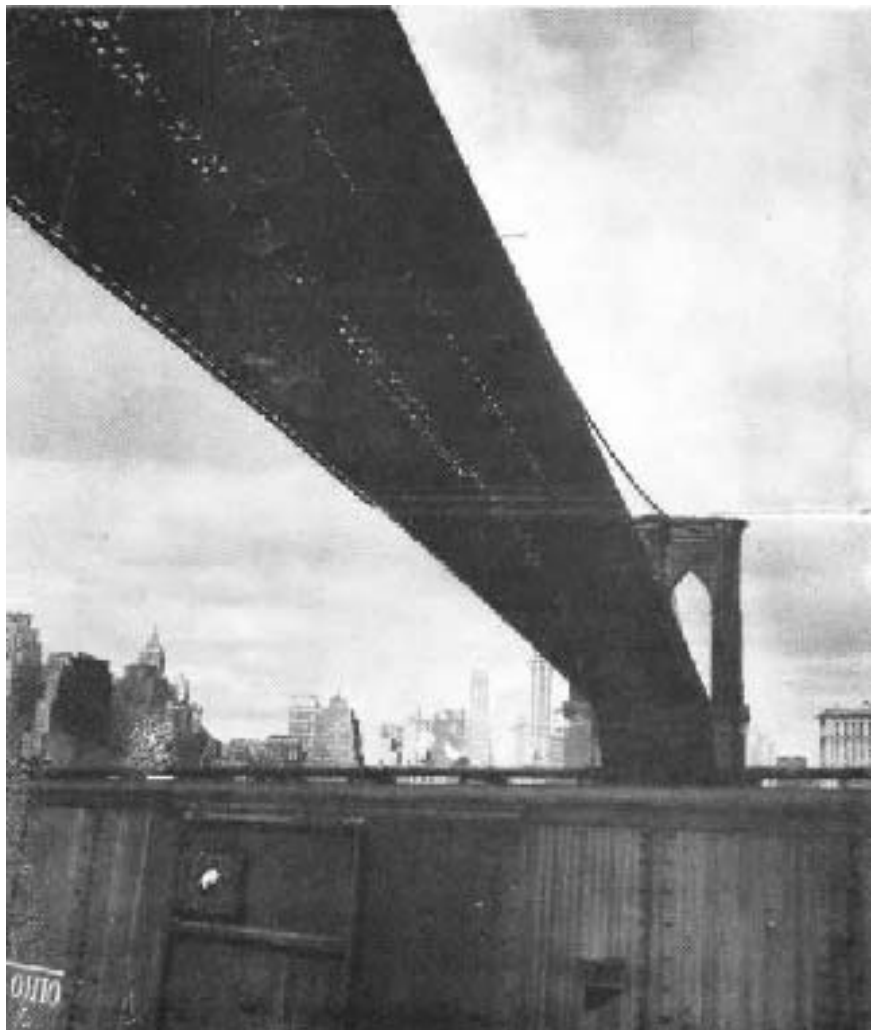
We go on into the East River past Buttermilk Channel and the Brooklyn shore and under the Brooklyn Bridge, Manhattan Bridge and past the Brooklyn Navy Yard, then under the Williamsburg Bridge and along the East River drive, Bellevue Hospital at 26th street, Manhattan, and on the right hand is Newtown Creek, which is one of the busiest small rivers in the world.

Now we are getting near the Long Island Terminal of the Long Island Railroad; here the East River is divided into East and West Channel. Man-of-War Rock is at the lower end of Welfare Island. Our tug blows for location and gets a berth for the float in the Annex. The Annex is a basin that was used until shortly after the first World War

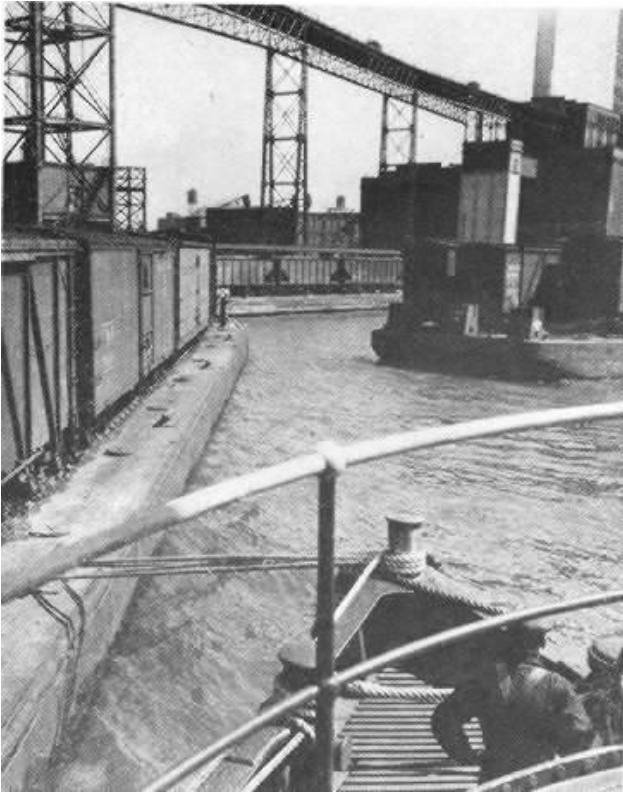
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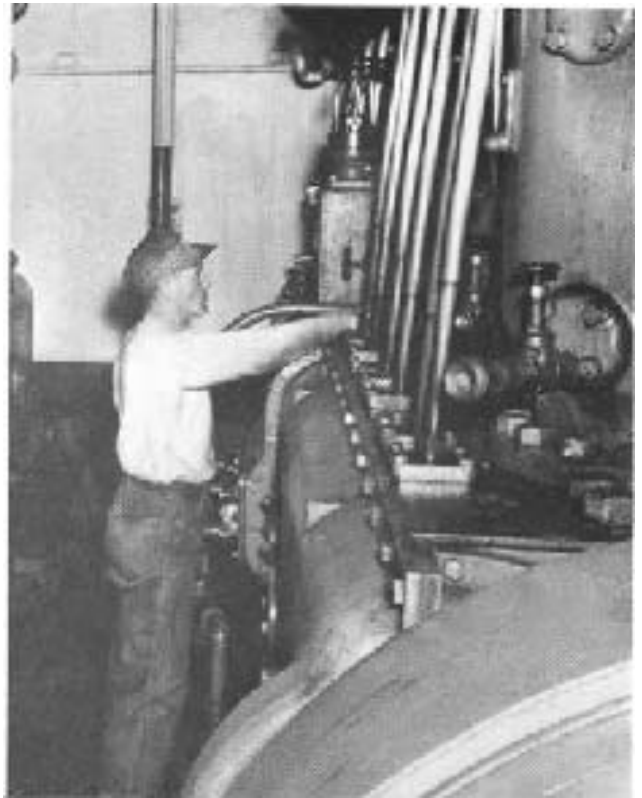
Looking up from the toot of the ladder the pilot house oot the Rochester has a strange, tart appearance that is not noticed in a more distant side view. Captain Sullivan watches through one of the curved windows of his office



Under the dark deck of old Brooklyn Bridge moves our convoy. At left the tall Singer Tower lifts it's rounded head. Closer to the bridge and partly obscured by it is the Woolworth Building at Park Place



Arriving at the L. I. Railroad terminal berth with a strong ebb tide, a high degree of seamanship was necessary to avoid contact with other equipment in the berth. L. I. R. R. powerhouse in background



Oiler on the Rochester's throbbing diesels is William Davidson. In his clean engine room his job is a highly responsible one. Note that he wears the cap that is the badge of the railroader wherever he is found



In the East River, just north of our destination, the great spans of the Queensboro Bridge leap the river which is divided at this point by Welfare Island, a narrow strip formerly known as Blackwell's Island



Back at Pier 8, Jersey City, mates make ready to direct the pilot in landing while Deckhand John Gercoff watches. This completes the trip. The float is back again in its home port and so is the Rochester

NEW YORK HARBOR (Continued)

for ferry slips of the Long Island Railroad.

The mate of the tug goes out onto the float and signals to the captain what they must do to make the landing. After a few "come aheads" and "go backs", starboard and port the wheel, the float is landed and the mate comes back, calls out, "All fast".

The captain then blows one long and two short blasts of the whistle, which means cast off the tug from the float.

Now we start back over our course again and this time we stop at Pier 7, East River, to pick up a westbound float and bring it in to Jersey City, but when we arrive there the float is not ready for us so we will have to wait a few minutes for it. While we are waiting let's take a look around the neighborhood of Pier 7, E. R. At 25 South street, there is the Seamen's Church Institute of New York. For more than a hundred years the Seamen's Church Institute has befriended seafarers in this port, protecting their money, mail and baggage.

Down from Pier 7 is the Broad Street Hospital and a little farther down is South Ferry from which there are three ferry routes, one to Staten Island, one to Governors Island and one to Ellis Island.

Well, our float is almost ready and we have to get back so that there will be no delay on the westbound. The cars are all sealed and looked over by the floatman, the gangplank is raised from the

float and the captain of the tug notified that the float is ready to tow. The deck hand calls, "All gone". The captain starts the tug backing out of the slip, we are all made fast to the float and on our way to Jersey City.

As we pass South Ferry we find that the traffic has increased enormously since we went to Long Island; other railroads are towing their westbound in and more ferries are running for the rush hour. All of this makes New York's South Ferry the busiest spot in New York Harbor and New York Harbor the busiest harbor in the world.

Rounding Manhattan's Tip

Now we pass the Battery again and on into the North River, and very soon we will be blowing for location at Jersey City. But first, let us take a look back at the New York skyline; some of the offices are turning on their lights as it gets dark early in the deep walled streets. Some of New York's downtown streets are only twelve feet wide. Buildings hundreds of feet high, yes, a thousand feet and more, millions of windows, elevators that take you 25 floors in a little more than a minute, express elevators that shoot you up 40, 50 floors without a stop.

Oh, yes, our float! Here we are blowing for location and what we get back from the tug boat dispatcher is toot-toot toot-toot toot (hold out). There is no bridge ready for us so we lay out in the

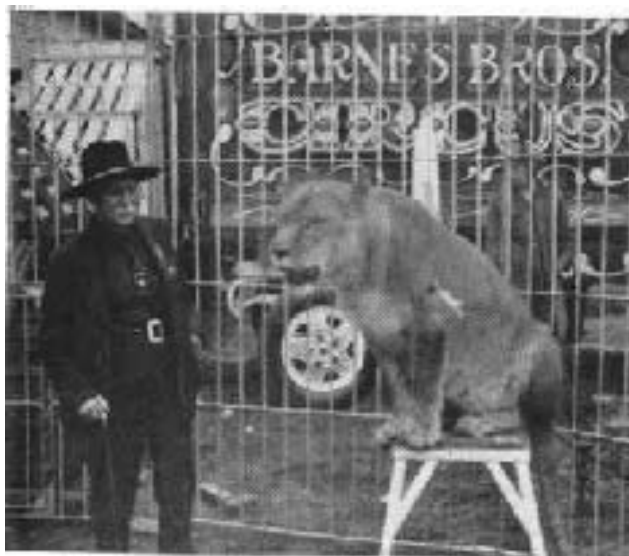
stream and wait. In a few minutes we get the tugs" call on the air whistle on the end of Dock 4 and the tug answers. Then one long blast of the whistle, which means one bridge. We" have the float on our starboard side, which means that when we get into the slip we will have to let go of the float and get behind. When we get in the slip the captain blows one long and two short as he did in Long Island," but this time the headline is carried back and put on the middle cleat of the bumper end of the float and the mate goes up to the bridge end. With the aid of a ball whistle, which he carries on a string around his neck, he signals to the captain, one whistle to come ahead, when engines are all stopped, when engines are in head motion, one whistle to stop and two to go back after the engines are stopped.

The location signals and the efficient manner in which the Erie Marine department is run is due to the tireless efforts of C. F. Blackton, superintendent. Capt. Harry Weaver, port captain, and J. A. Buesing, shore chief. The pilots and engineers owe a lot to these three men who have been working for years to make the Erie Marine department tops in the harbor.

We had the above story written and then submitted it to Superintendent Blackton. He returned it "O.K. as corrected", first deleting the final paragraph. We have restored the paragraph. The responsibility is ours.--ED.



Near the "mouth" of the East River we get this flew. On the most valuable property in the world the spires of the buildings reach for the moon
August, 1946



With one of Barnes Brothers' cats, April 1946

The Lion King's Cub

The old scout loved the iron trail and the sawdust trail and following them both he kept young and happy.

Small stinging flakes of snow driven by half a gale out of the west cut diagonals across the yellow cone of light formed by the locomotive's old fashioned headlight as No. 8 (then called the Pacific Express) pulled away from the Jersey City house tracks at 7:25 P.M. and clacked over the yard "interlocking" bound for "Port." The platforms and steps of the wooden cars were icy but inside it coal stove burning at either end of the cars made the place comfortable and warm. The commuters were settling down to their Evening Telegrams and Evening Worlds when each suddenly did a double-take at the sight they saw stumbling down the aisle.

It was a boy and what it boy! He looked like a small 14 (he was actually older) and his grin would have reached the back of his neck if his ears had not stopped it. He wore a trainman's cast-off coat, brass buttons and all, with sleeves turned back beyond the elbows showing a vast expanse of lining. His beat-up shoes, heavy ribbed black stockings and Fauntleroy pants were hidden by the coat which allan:st trailed the damp aisle carpet. On his head was a navy blue hat many sizes too large, worn peak at back, with brass plate proclaiming him a COLLECTOR. This was just another dodge, for actually the apple-checked lad was a new Erie "train butcher," and he clutched a very white

and very large basket which he rested on the seat arm each time he made a sale of peanuts, Ridley's chocolate peppermints, Lowney's bobons or molasses popcorn.

But strangest of all, this boy was an assistant lion trainer, in other words, his father was P. T. Barnum's Charlie White, the Lion King, and when his father did not feel like "going on," Charlie, jr., went into the cage and did the act. The father had been torn up in a den of animals with the old Thayer and Noyes circus in 1867 and sometimes his bones got to hurting.

Red Wagons in his Blood

Born in New City, N. Y., and raised in Jersey City, Charlie, jr., could still feel the sawdust under his feet and the smell of circus hay wherever he went, st) the next 3'ear found him off the railroad and riding through the streets of Boston. Philadelphia, Allegheny, Pa., and Baltimore in a cage of four-year-old lions.

But again the singing rails called him and he became, after appropriate time, P. R. R. brakie, then fireman on the Burlington Route and then he moved over to the right hand side as engineer of a "Q" hotshot. Finally, failing an eye test in 1920, he retired to follow the barred red wagons along America's high irons.

On the 29th of this month C. H. White will be 90. He says he is 90 years old. He signs his letters "The old scout." Old indeed! We are old when our youthful spirit is gone and doubt and fear hang heavily upon us. Listen to this: C. H. White is today an honorary citizen of Boys Town, Nebraska, and in this year of grace 1946 he has gone light heartedly, without a weapon, into the cage of a strange four-year-old lioness.



Little boys who begin life selling peanuts often end up with elephants following them

NAVY DEPARTMENT

Mr. R. B. Rogers,
Passenger Traffic Manager,
Erie Railroad.

Dear Mr. Rogers:

For the past 22 months I have been stationed at Sharon, Pennsylvania, and have had occasion to use the Erie Railroad time and time again. I am about to be transferred out of the Erie territory but I feel that I cannot leave without expressing my appreciation of the excellent service which I

have received from everyone.

In particular, I would like to commend Mr. G. E. Fricker, ticket agent at Sharon, who has always been most accommodating, and Mr. Down, Mr. Hunt and Miss Tosca Mascera of your staff at 11 Rockefeller Plaza, New York City, all of whom have made my trips on the Erie pleasant and easy and who have gone out of their way to assist me.

I would also like to commend one of your trainmen, Mr. Stacey who runs on Numbers 5 and 6 between Cleveland and

Meadville. Mr. Stacey has been exceptionally considerate and helpful.

There are other Erie employees whose names I do not know who also contributed to my pleasant journeys. As a matter of fact, at no time have I found any discourtesy on the part of any Erie employees. Being a firm believer in bestowing bouquets while the recipient can still smell them rather than placing them on his coffin, I have written this letter.

J. P. HIGGINS, Comdr., USNR
Naval Inspector of Ordnance

Erie Railroad Magazine

The Human Side of the Foreman's Job

An address to the National Association of Foremen, at Allegheny College;
June 22, 1946, by Erie President Robert E. Woodruff

The biggest part of a foreman's job is the human part--the development and training of men--President R. E. Woodruff told members of the Regional Industrial Conference of the National Association of Foremen at their meeting at Allegheny College, Meadville, Pa., on June 22.

Mr. Woodruff spoke on "The Human Side of the Foreman's Job". He pointed out that a thorough knowledge of the

ten men should produce. If he has a thousand men, it is the performance of the thousand that counts. His principal job is to develop his unit into a good ball team. To arouse, maintain and direct their enthusiasm."

Mr. Woodruff laid great stress on the need for enthusiasm and pointed out several steps which can be taken to maintain and direct enthusiasm.

Step No. 1 is to be selective in the

is a foreman's job to learn to know his men" intimately.

The third step is the requirement that every foreman must be an enthusiastic teacher. Mr. Woodruff pointed out that a good foreman is not only a leader BUT a salesman who is selling principles and methods all during the working hours. It is the foreman's job to teach the right methods.

The essential thing in teaching, he told his audience, as in almost everything else a foreman does, is preparation. Too often a man speaks before he thinks. If you are going to be successful as a teacher it is necessary to lay out a program of how you are going to teach him, or how you are going to correct him. The difference between a trained foreman and one who isn't trained is largely the ability to plan in advance the steps necessary to accomplish the desired results. You will find this universal in all training.

The fourth step is the recognition of the fact that human beings do not like to be bossed. Though they don't like to be bossed, Mr. Woodruff said, they will follow intelligent leadership and it should be the foreman's greatest pleasure and satisfaction to develop his men through such intelligent leadership. He said, for instance, that a foreman of the "driver" type encourages a worker's worst reactions, while the understanding "leader" develops teamwork.

"A nagging, fault-finding foreman," Mr. Woodruff said, "can never get good results. With fair dealing, encouragement and enthusiasm, a gang can be led to do wonders. A gang of men is just as enthusiastic as the foreman, and it is his job to arouse and maintain that enthusiasm."

An important part of the foreman's job, Mr. Woodruff explained, is the correct handling of criticisms, grievances and "beefs". Even though a man may have a fancied grievance, it does as much harm to his work and his thinking as does a real one.

"In our method of handling grievances," he said, "we teach that there are three sides to a question--what the man thinks, what the foreman thinks, and the facts. When a man comes in with a grievance, the first thing to do is to let him tell you all about it. Ask him the questions necessary to get him to enlarge on the points he makes, so that you will thoroughly understand just what is in his mind, what he is driving at and what is behind the grievance itself. Many times you will find that the cause is not what appears on the surface.

"When he is through, and not until then, it is time to get the facts and put them down on paper, if necessary, so that there can be no misunderstanding. If the facts show that the company is wrong, the situation should be corrected immediately, if it is within the foreman's province to correct it. If it is beyond his jurisdiction, the facts should be trans-

(Continued on page 11)



President R. E. Woodruff, main speaker, and W. C. Arthur, of Meadville, attorney and former president of Talon, Inc., who introduced him--Meadville Tribune Republican photo

technical side of a job by no means insured success. Technical knowledge, he said, must be closely linked with the ability to get along with people.

"It is my conception," he said, "that the most important part of a foreman's job--and when I say foreman I mean any supervisor, no matter what his title may be--is to develop his men.

"Too often a man thinks he has really arrived when he is made a foreman. He is grateful for the honor and glad to have his ability recognized. When he takes his new position he accepts responsibilities that go with it. He now has the responsibility of making good, not only for his own benefit but for the benefit of his gang, his section, his department, or whatever his unit may be.

"One man can do only one man's work. But if he has ten men working under him he is measured by what the

employment of people, being careful, where possible, to add to the organization only those who are capable and enthusiastic.

Under Step No. 2, he said that a man must like his work, that unless a man is in a suitable job he is bound to be a failure.

A foreman must realize that no two men are exactly alike--that each man must be treated as an individual. He must realize that some men do better work when told that the job is easy, while some work better when persuaded that the job is a difficult one which can be handled only by an exceptionally good man. He must realize that some men need encouragement, and some need a strong guiding hand. He must realize that a contented worker will maintain his enthusiasm for his work but a disgruntled man lacks it entirely. It



Thomas J. Tobin, comptroller of the Erie Railroad, was elected 1st vice chairman of the Association of American Railroads, Accounting Division, at the conclusion of the 52nd annual meeting of that group at Bretton Woods, N. H., June 21.

The A. A. R. Accounting Division represents all of the major railroads operating on the North American continent, the membership comprising approximately 1,200 railway accounting officers. In the usual line of succession, Mr. Tobin will be elevated to the chairmanship next year.

DEAD GEESE LAY NO EGGS

BY GEORGE PECK

In the 5th Century, B. C., Aesop said: "Thinking to get at once all the gold the goose could lay, he killed it and opened it only to find--NOTHING." For 25 centuries little men who had gotten too big for their "britches" have tried to prove Aesop wrong. All such have destroyed themselves and dragged innocent millions down with them. They found too late that Aesop was right that when the golden goose is dead, there just "ain't" any more eggs.

One would think these lessons of history would suffice, that any American suggesting the golden goose be slain, would immediately be slapped into /he booby-hatch by an outraged citizenry. But there are those in this country today who still think a dead goose will continue to lay eggs.

Recently an announcement appeared in the Hartford (Conn.) *Courant*, over the signatures of a group of business men. It carried a message which its sponsors hoped would promote a better understanding of the common problems of business men, workers and citizens. It seems to accomplish that purpose, and so

from here, on in this article is quoted the text of that announcement:

The old adage "Don't kill the goose who lays the golden eggs" is based on simple but fundamental arithmetic. It means, let the goose multiply the eggs so her owners can have more to divide. For a century and a half America has had the most fabulous Golden Goose in the history of the world. Her name is PRODUCTION. We have guarded and fed her well. And in response, she has provided us with more and more goods at less and less cost.

We not only still have the Geese, but she has demonstrated that she can lay twice as many eggs in a year as she ever laid before. But all at once, we seem to have forgotten the Golden Goose of Production to engage in a violent and fruitless argument over what to do with the eggs that have already been laid. Why has this happened? It has happened because in the last few years, the experimenters began tampering with our simple arithmetic of first multiplying (through more production) before you divide.

"Look," they shouted, "if we borrow against the eggs to be laid tomorrow, we can divide more today." So that's what they did. They spent and spent and borrowed and borrowed and taxed and taxed. But they still haven't figured out how to divide an egg before it gets laid! And now, in their frustration, they seem ready to kill the Goose of Production in order to get one last egg to divide.

This story about the goose who laid the golden eggs used to be a fable for children. But today we find grown men and women believing a more sinister fable, which is: We can forget about the Golden Goose of Production and live happily, securely and prosperously by borrowing money from one another through the tax power of Government.

This is truly a fable of the sheerest fantasy. Yet it is believed by far too many people. This fable is believed because too many of us, as business men, as workers, and as citizens have shirked our individual responsibility to think for ourselves; and having thought, to act on our convictions. It is believed because, in the midst of confusion and fear, we have forgotten our simple American arithmetic--that we have been able to divide more only because we have first multiplied more goods and services to divide.

Let's have done with fables--it's time to get back to the facts. And it is still a fact, not a fable, that: in a Democracy there is no substitute for every man doing his own thinking; that in a free productive economy, there is no substitute for every man doing his own work.

And it is still a fact, not a fable, that: the only way to divide more is to produce more; that the only way to produce more is to work; that never in history have we in America had more



At the annual Akron Traffic Study Club meeting held June 18, Agent L. B. Hine at Akron was installed as their president for the coming year.

This club has a membership of approximately 400, comprised of transportation men, shippers" and receivers' representatives located in Cuyahoga Falls, Akron and Barberton.

man-power, materials, tools, skills, money and ideas to work with and a greater future to work for.

THE LITTLE OLD MUSEUM

The Erie Railroad Museum under the curatorship of this magazine is one of the most unobtrusive in the United States and, truth .to tell, one of the littlest. Most of the objects are small souvenirs of Erie that employes have acquired during their years with the company and then, believing that they should become part of the company's records, have sent them to the magazine. There are also photographs of old installations and equipment as well as handbills, newspapers, clippings, freighters' checks, waybills, tickets, passes, timetables and all the documents that go to tell the company's history.

At the present time the objects and framed photographs, carefully listed in our record book, are stored in a number of strong containers while unframed photographs and documents are in our files.

Recently one man sent us a little note with some old documents he had had for years. It said, "These are no longer of any use to me and I think the road should have them".

Well, that's all there is to it. Keep your souvenirs as long as you can and enjoy them, and some day possibly you'll decide "the road should have them".

THE FOREMAN'S JOB

(from page 9)

mitted immediately to the proper authority. The immediate handling of grievances is not only desirable, but essential.

"Now let us assume that, after the facts have been developed, it is found that the man has no real grievance, that he just misunderstood. Then it is the duty of the foreman to lead him to change his mind. Nothing can be gained by telling him he is all wrong. This only starts an argument. But if he can be made to see that he has no cause for grievance, he will leave the office feeling that he has been justly dealt with, and that he himself decided there was nothing to his claim."

Foremen should also encourage new ideas on the part of the men who are working for them. This, the Erie's president "said, builds up the morale of the men who realize that their work is improving as well as the morale of the foreman because his men are showing initiative and intelligence.

The foreman is also responsible for the safety of his men.

In reality, said Mr. Woodruff, it is the foreman's job not only to look after the quantity and the quality of the work of his gang, but to look after the safety of the men as well. We have found that the best way to teach safety is not as a separate matter but instead to study each operation. Then, as better ways are developed to do a piece of work, develop at the same time the methods by which the work can be done most safely, stressing the hazards of the job and the precautions which must be taken to do it the safe way.

Finally he told the foremen's meeting that everyone likes to feel that his job is important and that he is doing better work. It is the duty of the foreman to make his men feel that their jobs are a contribution to the welfare of the railroad.

"In conclusion," Mr. Woodruff said, "I'd like to emphasize just two points:

"First, the biggest part of a foreman's job is the human part, and that is in the development and training of his men. Nothing will give him more satisfaction than to see his men advance.

"And, second, the keynote of anything that is accomplished, of any job well done, of any conversation with another man, of any bit of teaching, of any improvement of any kind, lies in the word 'Preparation'.

"If we have learned anything at all during the war about supervision, it is in teaching our men to prepare for an interview, to prepare anything they are going to say, to prepare for any operation, and that, of course, means putting it down on paper--what we call a 'break-down'---and studying it out to try to find an even better way to do it."

August, 1946

WAY BACK WHEN...

SCRANTON, FIRST T BAIL MAKER ERIE WAS FIRST U. S. USER

The first T rail made on the American continent--an iron rail, by the way --was produced in Scranton, Pa., by the Scranton brothers and used on the Erie. Histories show that just when it appeared the venture by the Scrantons and their associates was doomed to failure, Col. George W. Scranton secured a contract from the Erie Railroad, then building, to supply rails, which were to be delivered along the Delaware River between Port Jervis and points west. Up to that time the Scranton mills had been making bar iron and nails. The Erie was getting its rails from England. Delivery was uncertain as they were being brought over principally in sailing ships. Failure to complete the railroad within a specified time would mean revoking of the company's charter by the state. The fact that no rails had ever been made here and that there was no means of getting in materials or shipping out finished rails, excepting by mule and ox teams, did not daunt Colonel Scranton. With the Erie contract in his pocket he set about rebuilding the local mills. Joseph H. Scranton, another founder, attended to the financing.

New machinery for the rolling mill had to be designed and built in Philadelphia. This was shipped to Pittston via the canal and hauled by mule team to Scranton. It was a big job but the Messrs. Scranton and their associates

were stouthearted and resourceful. Within eight months after the signing of the contract with the Erie the first rails were manufactured--July 23, 1847. Two Welshmen--Rev. T. Williams, a Welsh Calvinistic preacher, and Edward Costlett--were the first rail makers. Williams was the roller and Costlett his assistant. Within three weeks the mill was making rails in quantity and shipping them by ox and mule teams over the mountains to Port Jervis and points between Narrowsburg and Lanesboro. Delivery of these rails made it possible for the Erie to complete its road to Binghamton on time. Other contracts followed and the success of the Scranton mills was assured. From 1847 to 1876 the Lackawanna Iron and Coal Co. made iron T rails and from 1876 on made steel rails.

The first steel rails made in America were turned out in T. B. Ward's Chicago rolling mill May 24, 1805. Iron rails used exclusively by railroads up to that period had to be replaced several times a year if subjected to heavy service. The only steel rails used here were imported from England and cost often as high as \$166 a ton. Ward's original mill, established in 1857, became the nucleus of the North Chicago Rolling Mill Co., which in turn was the nucleus of the Illinois Steel Co. It became a subsidiary of the United States Steel Corp. in 1901. The Ward plant continued in operation until 1907. By 1877, when several American companies were manufacturing steel rails, the price of these rails had been lowered to \$45 a ton. --*Scranton Times*.

ERIE DIRECTOR MADE BOY SCOUT HEAD



Amory Houghton of Corning, N. Y., chairman of the Corning Glass Works, a director of the Erie Railroad and associated with other first line business organizations, who was elected the sixth president of the Boy Scouts of America at the 36th annual meeting of the National Council, has been an active Scoutmaster for over 23 years.

He was elected vice president of the National Council in 1943. His Scouting awards include the Silver Antelope and the Silver Buffalo.

In addition to these activities, he held a number of important government war posts. Mr. Houghton was deputy chief of the Bureau of industry branches of the War Production Board, and director general for operations of the War Production Board.

In November, 1943, he was appointed deputy chief of the United States Mission for Economic Affairs and went to London, where he spent the next year expediting the flow of war material to the United Kingdom and the European battlefront.

P. W. JOHNSTON HONORED WITH COLLEGE DEGREE

Erie Vice President P. W. Johnston was given the honorary degree of doctor of laws at the commencement of Allegheny College, Meadville, Pa., June 17.

C O N G R A T U L A T I O N S



M. C. Smith, Jr.

TWENTY-ONE additional promotions and transfers were announced last month.

In the Legal department, M. C. Smith, Jr., was moved up to assistant general counsel. He has been with the road since 1937 as attorney, assistant general attorney and general attorney. P.H. Donovan was promoted to assistant general counsel and transferred from the Personal Injury Claims department where he was assistant chief claim agent. He started as special claim agent at Hornell in 1927.

In the Engineering and Maintenance of Way departments, I. H. Schram was advanced to chief engineer to succeed J.



P. H. Donovan

W. Smith, who retired. Blair Blowers, engineer Maintenance of Way, Western District, replaced Mr. Schram as chief engineer Maintenance of Way. H.J. Weccheider, engineer Maintenance of Way, Eastern District, was transferred to Youngstown to fill Mr. Blowers' former position. L. H. Jentoft, division engineer of the Allegany, Bradford, Meadville and B. & S. W. divisions, succeeded Mr. Weccheider as division engineer, New York division, Jersey City. Louis Rossman, division engineer of the Wyoming and Jefferson divisions, Dunmore, was transferred to Salamanca to replace Mr. Jentoft. R.J. Pierce, assistant division engineer of the Kent division, Marion, was promoted to division engineer of the Wyoming and Jefferson divisions. J. G. Ainey, track supervisor, Sub-Div. No. 8, Susquehanna division, was advanced to assistant division engineer, Kent division.

Fred L. Morris succeeded Mr. Ainey as track supervisor, Sub-Div. No. 3, at Hornell.

Station Service Promotions

J. T. Gallagher, manager of station service, announced the following appointments, effective June 24:

G. A. Snyder, supervisor of stations and car service, Buffalo and Rochester divisions, with headquarters at Buffalo, replacing W. F. Wilson, promoted.

H. H. Brown, supervisor of stations and car service, New York Terminal division, with headquarters at Jersey City.

D. C. Mitchell, supervisor of stations and car service, Kent division, Marion, O.

E. E. McLafferty, supervisor of stations and car service, Allegany, Meadville, Bradford and B. & S. W. divisions, Salamanca, N. Y.

J. O. Winslow Retires

In the Surgical and Personal Injury Claims department, R. E. Boessneck was appointed district claim agent at Hornell, succeeding J. O. Winslow, who retired June 30 after 29 years' service.

Operating Dept.

In the Eastern District, A. G. Clemence was appointed road foreman of engines at Jersey City, succeeding C. E. Landmesser, who retired after more than 48 years' service. R. H. Snover succeeded Mr. Clemence as assistant district



I. H. Schram

fuel supervisor at Jersey City. In the Western District, S. E. Wampler became road foreman of engines, Mahoning division, with headquarters at Meadville, succeeding A. V. Hill, who retired with a service record of more than 51 years.

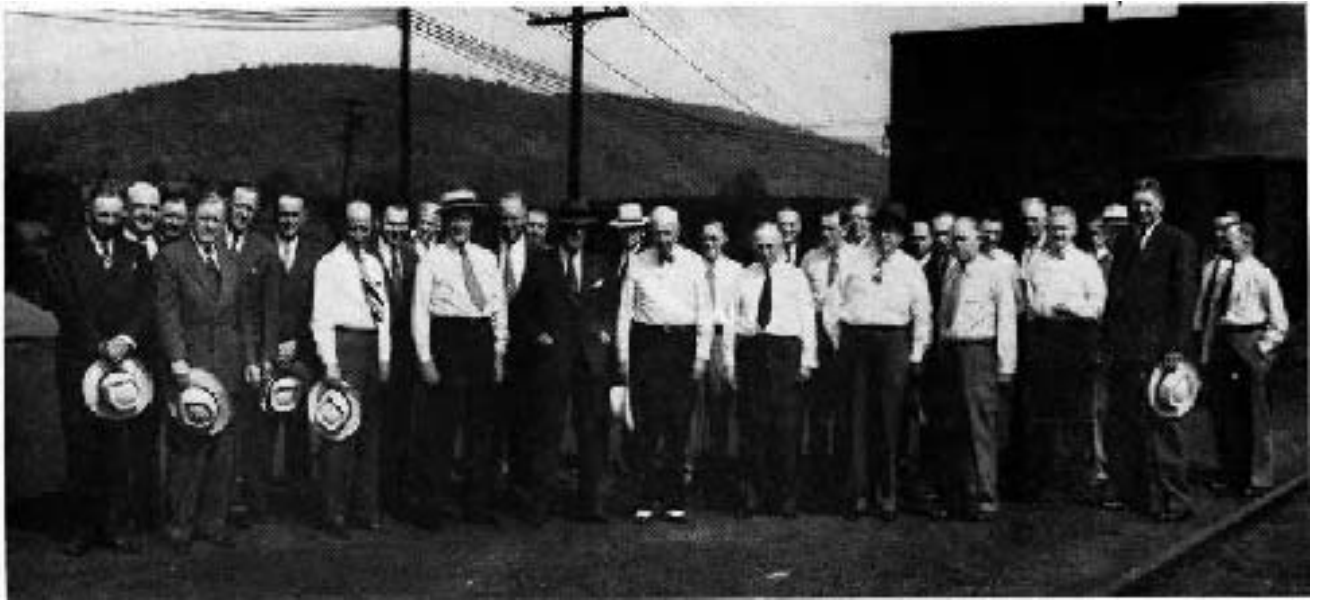
Traffic Department

Traffic department promotions included the appointment of Harold W. Gray as general agent at St. Louis, with offices in the Arcade building, 812 Olive street. Edwin H. Huffman was appointed division freight agent at Marion, O., replacing Mr. Gray. Herbert C. Well took Mr. Huffman's place as general agent at Springfield, O.



Blair Blowers

Camera Scans the Directors' Trip



Above: Erie officers and directors pause for a second before the Hornell powerhouse on the June inspection trip which took them from Jersey City to Chicago and back again. The directors' meeting was held in Chicago and the group met prominent industrialists and civic leaders

Right: President Woodruff greets Pipefitter Ralph Davis at Hornell roundhouse as Foreman Raymond Noblitt looks on. Photo by Evening Tribune, Hornell, N. Y.



Below: A group of the inspection party observing operation of the supersonic reflectoscope used for detecting cracks in locomotive driving axles and crank pins at the Hornell back shop



Bulwinkle Bill Awaits Senate Action

The purpose of the Bulwinkle Bill (H.R. 2586) is to give the Interstate Commerce Commission specific power to approve or disapprove agreements between carriers subject to the Interstate Commerce Act regarding rate making procedure. Its enactment would remove the present uncertainties as to the operation of the anti-trust laws, which have been asserted to make the present methods of conference among carriers and shippers unlawful. Similar legislation respecting air lines, and ocean water lines, has already been adopted. This legislation therefore would not give the railroads anything which is not applicable to other forms of transportation.

On Dec. 10, 1945, the bill passed the House of Representatives by a vote of 277 to 45. The bill, if passed by the Senate, would make more workable and effective the declared national transportation policy of Congress through a clear and unmistakable statement of its intent that regulation of interstate carriers by rail, motor and water is entrusted to the Interstate Commerce Commission as the agent of Congress and is not divided between that body and the Anti-trust Division of the Department of Justice as to matters covered by the bill.

It is supported not only by those who operate and those who regulate transportation by highway, water and rail,

but by virtually all of those who buy and use the service and pay the bills--the shippers of the nation. Support of the bill was expressed before both House and Senate Committees by such organizations as the three major farm groups--the American Farm Bureau Federation, the National Grange and the National Council of Farmer Cooperatives, representing some 2,500,000 shipping farmers, and by hundreds of regional, local and specialized farm groups.

The bill is supported by such representative shippers' organizations as the National Industrial Traffic League, whose thousands of members direct the movement of more than three-quarters of all the tonnage shipped in America, and by the National Association of Shippers' Advisory Boards, an association of the 13 regional boards which played so great a part in the organized cooperation between shippers and railroads that contributed so largely to the successful transportation performance of the war.

All of them have expressed to Congress their support of this bill as one which should be passed in order to preserve and improve the way of dealing with matters of common concern in transportation which has been tested over the decades and found to work, and work well.

ERIE ORDERS 23 MORE DIESELS THREE ARE 4-UNIT 6000 H. P.

A total of 23 more diesel locomotives and an additional 1,000 freight cars are being ordered by the Erie Railroad, President R. E. Woodruff announced last month.

The cost of this new equipment will be approximately \$7,500,000. This is one of the largest orders placed by the Erie in recent years.

Expressing confidence for increased industrial production in the next few years, Mr. Woodruff said, "We are buying this new equipment because of our faith in the ability of American industry to achieve the high productive capacity of which it is capable and which is necessary to satisfy the unfilled needs of the consumers. The prospects for increased freight volume on the Erie Railroad are particularly bright and we are planning to have ample equipment available for our shippers when that time arrives."

4-Unit Type Diesels

Three of the diesels will be of the giant four-unit type, 6,000 horsepower freight locomotives. They will be used between Marion, O., and Salamanca, N. Y., as an addition to the fleet of six 5400 horsepower diesels already operating in that territory which the Erie purchased about a year and a half ago.

The freight locomotives will be built by the Electro-Motive Division of General Motors Corp. at LaGrange, Ill., and delivery is expected about the second quarter of 1947.

The balance of the diesels will be 20 switching locomotives of which 11 will be 1,000 h.p., eight 660 h.p. and one 880 h.p. Delivery is expected during the last quarter of 1946. They will be assigned to freight switching terminals at various points along the line.

1,000 Freight Cars

Bids have already been asked on 1,000 all-steel freight cars. These include 500 50-ton steel sheathed box cars, 200 70-ton drop-end gondolas and 800 50-ton hoppers.

Since the first of the year the railroad has received 930 new freight cars and 48 all-steel cabooses.

Earlier this year our road placed orders for seven 4500 horsepower diesel passenger locomotives and seven lightweight modern roomette-bedroom sleeping cars for use on all through line passenger trains between Chicago and Jersey City. When received, the scheduled time of these trains will be reduced by about two hours.

"This is Springle, Springle, Hoffelsnitz and Springle, lawyers."

"Can I speak to Mr. Springle?"

"I'm sorry, Mr. Springle is in Bermuda."

"Then can I speak to Mr. Springle?"

"Sorry, Mr. Springle is in California."

"I'd like to speak to Mr. Hoffelsnitz."

"Mr. Hoffelsnitz has gone to Florida."

"Well, can I speak to Mr. Springle?"

"Mr. Springle speaking."

PINCH-HITTING AS FACTORY BOILERS

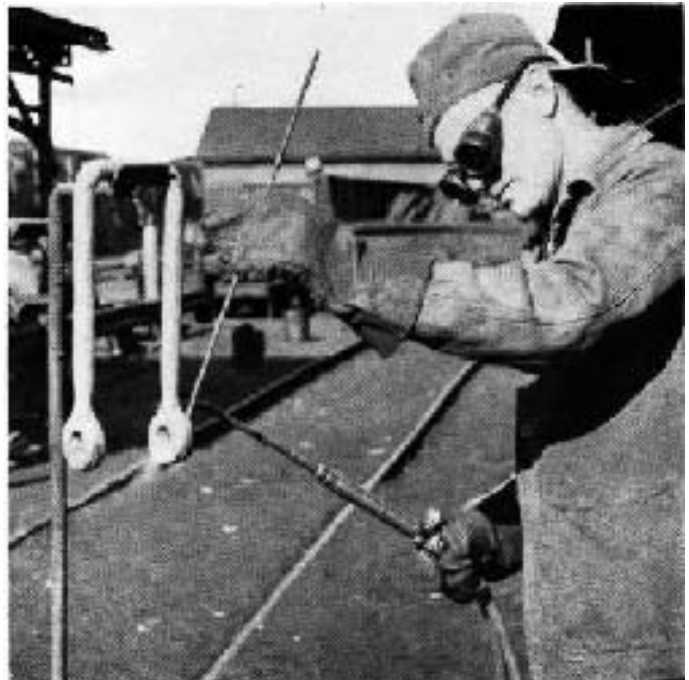


This is one of two Erie locomotives standing on a siding near the E. I. du Pont de Nemours plant in Forest avenue, Kearny, N. J., recently, with a full head of steam to keep high pressure lines at the plant in operation. Parts of the du Pont company's steam lines were temporarily shut down to permit repairs and the two engines helped maintain continuous supply of steam essential for certain chemical operations.--Newark (N. J.) News photo

IDEAS KEEP 'EM ROLLING



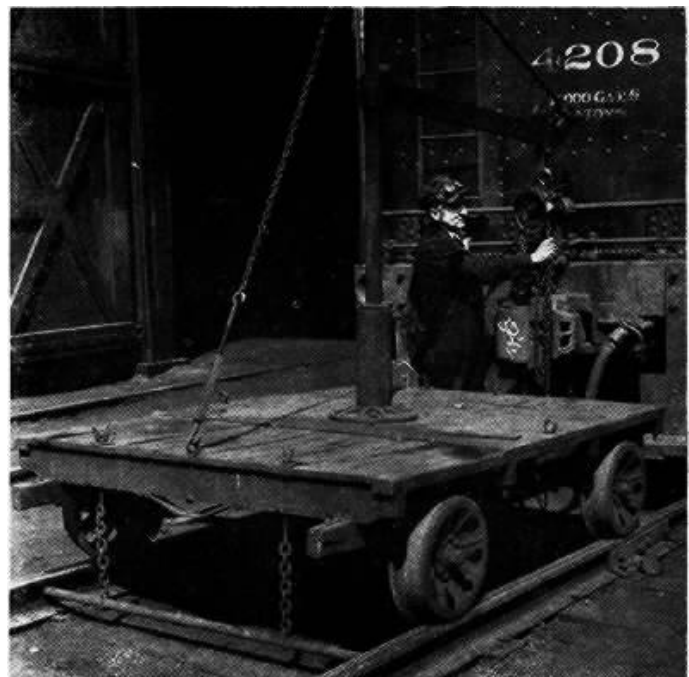
William Buchheister, steel foreman in the Department of Structures, welded several nipples with valves and standard air line fittings to pressure tank from which as many air tools can be operated at same time. Only one long hose needed from compressor to tank. Saves air hose, tools work better



Joseph Kalin, welder at Port Jervis car shops, using his portable rack for holding brake hangers while welding worn pin holes. Brake hanger can be placed in any position at convenient working height on rack. Note additional channels at rear of post which has a point for stabbing into ground



Joseph Caputo, carman at Dumore car shops, suggested building this platform along the ear repair track to facilitate riveting and repairing box car roofs. Rivet forge is set up on platform, which is slightly higher than car, and rivets thrown to riveter working on any part of roof



Joseph Kapina, carpenter at East 55th Street roundhouse, Cleveland, operate# his new derrick assembly for removing and applying couplers to rear mad of tenders. The truck is also used to transport couplers, eliminating of lifting and carrying of these units. Note anchoring rod fitting under ball



"What is Safety?" is a question recently asked by the foreman of an industrial plant and he was surprised to find only a few of the men attempted to give him a good definition or illustration. The difficulty seemed to be similar to another question, "What is the world made of?," This could also call for much study to find a satisfactory answer.

Perhaps the best definition for Safety was given by W. H. Cameron, who was managing director of the National Safety Council. He said that Safety was a co-operative effort which enabled people to suffer less, live longer and enjoy life more. This is a good general definition but it lacks specific application to be effectual. So here are a few illustrations:

"A man, his wife and youngsters plan a vacation. They fully realize that an accident can ruin their trip. So from the start until they return home, proper precautions are taken for accident prevention and their vacation becomes a pleasure instead of a tragedy."

"Proper observance of safety and operating rules."

"The teaching of any railroader how to do his work correctly and safely."

"A fireman or brakeman who does a good job of flagging."

"A road or yard brakeman who rides the top center of a box car, not the top end, and does not fall off, due to a sudden stop."

"A signalman, trackman or other railroader whose work takes him on or along the right of way, who always 'Keeps in in the Clear' of moving equipment."

"A yard conductor or brakeman who never attempts to ride the leading foot-board of a locomotive and thus never slips nor falls from it."

"A freight trucker, shopman or M. of W. worker who exercises care in handling shipments or materials so they do not fall on his toes, but as an added precaution, always wears safety steel-toed shoes."

"A carpenter, painter or other railroader who has work to do on a scaffold or ladder, makes sure that the [ear]old or ladder is safe."

"A shopman whose work requires goggles always wears them and never suffers an eye injury."

These are a few responses of Erie railroaders to the question, "What is Safety?"

EXPLOSIONS-HOT AND COLD

A clean-up man at an industrial plant threw a large bottle having a screw top into an incinerator and in a few moments it exploded, blew the cover off the incinerator, which struck and seriously injured him.

A housekeeper placed a bottle of car-

bonated water in the freezing compartment of a refrigerator and later, found that it had frozen. She set it aside to thaw out and the bottle exploded. Her friends who were going to call on her did so at the hospital.

A MINOR CAN BE A MAJOR

The difference between a minor injury and a major injury is often slight. Proper attention which prevents a minor injury today can help prevent a major injury tomorrow.

Seventh Position

According to a report of the Safety Section, Association of American Railroads, the Erie's safety standing is seventh position among the Group A railroads for the first five months of this year.



PROPER METHOD OF USING FUSEES

(Fusees are small flares carried on trains and track motor cars, and are used for warning purposes)



No. 1

1. Grasp fusee near base, tear tape, expose chemical on end of cap.

2. Twist cap from head of fusee.

3. Hold at arm's length, and draw cap straight across priming; continue the motion until hand is safely away from flame.

4. Drop fusee five seconds after lighting; drop at an angle of 45 degrees in direction train is moving.

FORM THE HABIT OF POINTING IGNITION END OF FUSEE DOWNWARD AND AWAY FROM SELF AND OTHERS.

CARRY FUSEES IN CONTAINERS. KEEP DRY AND FREE FROM OIL.

NEVER DISPOSE OF PARTLY BURNED FUSEES BY THROWING IN STOVE.

NEVER HOLD FUSEE NEAR IGNITION END.

NEVER POINT TOWARD A PERSON.

NEVER OBSTRUCT BURNING END.

NEVER STRIKE THE LIGHTING MATERIALS TOGETHER.

DRAW SHARPLY BUT LIGHTLY.

NEVER USE FUSEE COMPOSITION IN HOT JOURNAL BOXES.



No. 3



No. 2



No. 4

---North Western Newsliner

Erie Railroad Magazine

IT HAPPENED DURING THE HUDSON TUBE STRIKE

By PAUL PHELAN,

New York Sun (June 20)

Tube be or not tube be. That is the question facing thousands of New Jersey commuters. Underground rumors have it that some tube users, forced to take to the ferries when the Hudson & Manhattan Railroad went on strike, have seen the light, and have liked it so much that they'll continue to sail over the waves instead of tunneling under them.

Chances are that people like S. D. Stryker of Oradell, N. J., are putting in a strong oar for the ferry boats. For sixty-five years, he said today, he's been using the Erie Ferry. He knows every eddy in the river and every Tom, Dick and Harry on the boat.

"The tubes," he snorted; "I never used them. Sometimes instead of getting on the ferry at Jersey City I go up to Weehawken, so that I can get the benefit of the beautiful sail down the river."

On the same boat with Stryker was H. P. Lowe of Forest Hill, Newark, who has been using the ferry for forty years, and A. P. Scheffler of Montclair, who has been a Hudson River rider for three decades.

These doughty denizens of ferryland have of late seen their sacred precincts invaded by a horde of newcomers. Company estimates indicate that the ferries are now carrying about 25 per cent more passengers a day since the tube strike

Brown Folding Machine Co.

Cleveland, Ohio

May 9, 1946
5:30 p.m.

W. J. Symington, Agent,
Erie Railroad Company,
Cleveland, Ohio.

Dear Sir:

In accordance with our telephone conversation of a few minutes ago, we enclose herewith new Order B/Ls and Manifests covering the shipment delivered to you by Cleveland & Buffalo Transit.

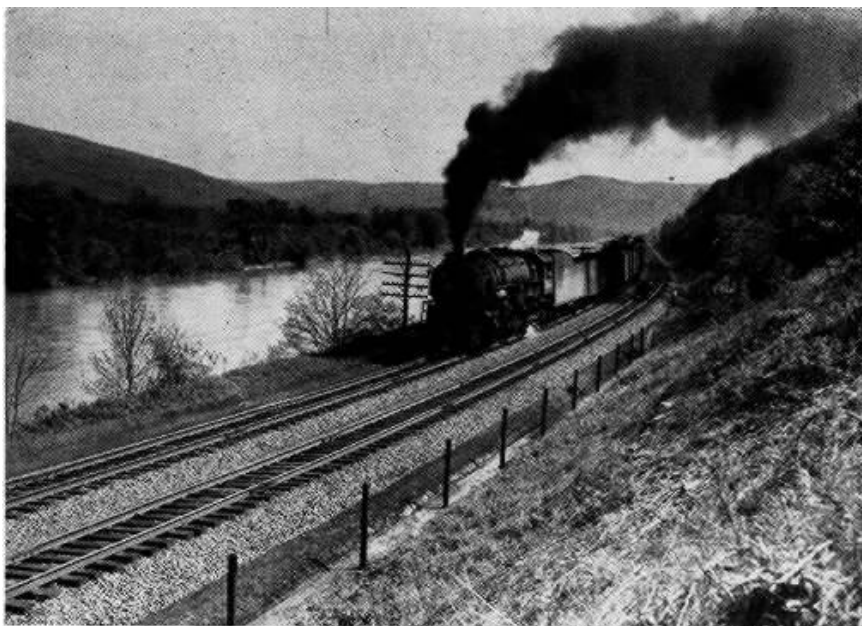
We have made out a complete new set of the Shipper's Export Declaration forms, so you will not need to correct the copies you have.

Three new copies of the Bill of Lading are also enclosed.

We thank you all, ever so much, for your kindness and co-operation. As Mr. Muller knows, we have praised the men of the Erie Railroad to the sky but your help this time takes you even higher than that.

If we get any more requests for shipment by truck, we are going to turn them down fiat, and tell our customers we know more about it than they do, and that Erie's the way.

Paul V. Jones, President



The "talking fence" is a constant guardian of Erie's main line against landslides and falling rock at Jimmerson's slide. This is a view from the hill, showing the slide/fence and a long eastbound freight

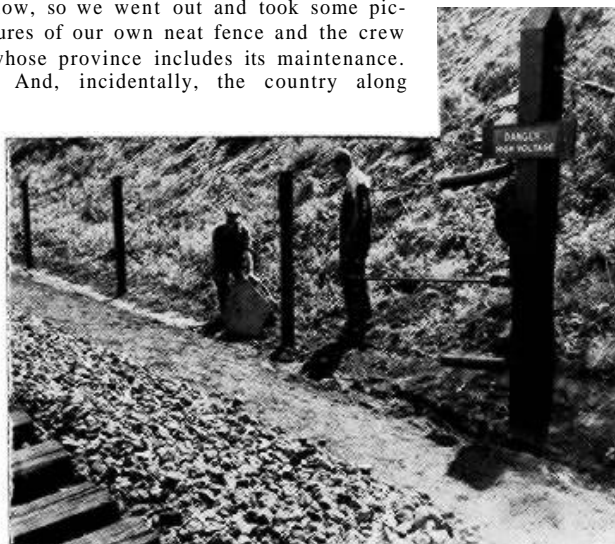
THE FENCE THAT TALKED BACK

In our April issue we carried a small item and picture with the title "Fences That Talk." The story was about slide fences on the Denver & Rio Grande Western (slide fences are fences that warn of rock slides). It told how these fences virtually eliminate the possibility of train accidents due to slides or falling rocks. A rock large enough to endanger a train pulls loose electrical connections as it hits the fence and automatically turns signals in that area to a red indication, stopping all traffic until the rocks are cleared.

Now this story was all right as far as it went but it completely overlooked the fact that Erie has a slide fence of its own at Jimmerson's slide, five miles west of Salamanca, which is doing a bang up job for our own line. Well, 14 people took the trouble to pin our editorial ears back and what others thought of us we don't know. But anyway, it's on the record now, so we went out and took some pictures of our own neat fence and the crew whose province includes its maintenance.

And, incidentally, the country along

through here is as pretty as anything you could find in a long railroad ride, with our rails running along the Allegheny River bank and the softly dipping hills like a green counterpane in the distance.



Above--Signal maintenance crew who check and maintain this "talking fence". They are, left to right, William Wolfe, maintainer, Willard Shine, maintainer helper, and Vere Bennett, foreman maintainer

Maintainers Wolfe and Shine demonstrate how a rock malt be caught by the fence. The weight of the rock pushes the fence out, which pulls the contact lever at the control box and sets signals in both directions in stop position

CHEAP TRANSPORTATION

One of America's great railroads, the Erie, has been telling an interesting story through a recent series of advertisements. It is the story of transportation costs. American rail lines, the tale concludes, provide the world's cheapest and most efficient method of transportation.

If you hire a coolie in China, you may have to pay him but 10 cents a day. Yet he can carry during that day only 10 gallons of oil over 10 miles of distance. That's a cent a mile. Add to that the cost of delay-for you must wait 10 days for your load to come 100 miles--and you see that 10-cent labor is pretty expensive.

You can rent a camel for 50 cents a day. Yet, to move a ton of freight 15 miles you'd need four camels and a full day. That means your cost would be \$2 a ton for each 15 miles traveled. Think what that would do to your next winter's coal bill, with fuel coming 200 miles from a West Virginia mine!

The next time you go to Nigeria, you may want a couple of boxes carried into the wilderness. You can get a good man to do it-for only 18 cents a day. But when you figure it all out, your actual costs for such service will run 20 cents a ton-mile. Add that one on your coal bill!

American railroads have done an amazing job in bringing freight rates down to

an average of one cent a ton-mile---and of paying the world's highest rail wages at the same time. This has been accomplished with private capital and management, cooperating with skilled labor. This combination has proved incomparable in the past and can continue incomparable in the future. It has brought a degree of prosperity undreamed of in other lands where cheap day wages, minus capital and management, have brought stagnation and suffering.

The lesson told in the Erie advertisements is one all of us would do well to learn. --*The Cincinnati Enquirer.*

STANLEY ROUCKENS FLAGS TRAIN 2nd NO. 2

June 10, 1946

Mr. Stanley Rouckens,
Port Jervis, N. Y.

On June 9, while you were acting as head brakeman of Train 87 in the vicinity of Sloatsburg, N. Y., you observed a grampus car on the eastbound main track and brought it to the attention of the engineer to stop train, with the intention of removing the grampus which had been placed there by unauthorized persons.

Immediately after you had made the observation, you also realized that Train

Second No. 2 was approaching on the eastward track, and you had presence of mind, under these circumstances which required quick thinking, to light a fusee and hold it out the gangway of engine to be seen by engineer of Train Second No. 2 so he could take action to stop train and make it possible to reduce speed before colliding with the grampus.

Your vigilance and keen observation as well as your prompt action are very commendable and your efforts in the interest of safety of operation are appreciated.

G. C. White,
Superintendent

A grampus is a very small flat 4-wheeled car for pushing tools and materials to working places along the track--ED.

10 DAYS OF RAILROAD RETIREMENT

The first day of retirement was bright; everywhere the signs of spring were manifest. The sun was shining over the hills as I fed my chicks and did my chores around the place. All the time there was a feeling uppermost in my mind and it was difficult to decide whether it was gladness or regret that I had signed away my rights as an Erie employe after 34 years of continually being on call for train service.

Anyway, I was free for that day and days to come. No more waiting for the caller to order me out in rain or snow at 2:30 a.m. for extra west. No more asking those unnecessary questions, such as, who's the engineer?-what engine?--will the train be on time? Any crew caller will say those questions are a pain in the neck to him.

After breakfast the Mrs. laid down her orders which were: Get the garden plowed and set out 80 berry bushes, plant the rest of the garden, take the storm doors off and put on the screens, and as you have eaten at lunch counters most of your railroad time, you may build one of those new-fangled snack bars in the kitchen. By the time she had issued her orders all the plans I had made for my retirement vanished like the morning fog before the rising sun and dad went to work. Everything has been done satisfactorily and I am completely detrained and domesticated.

The first 10 days were busy ones!

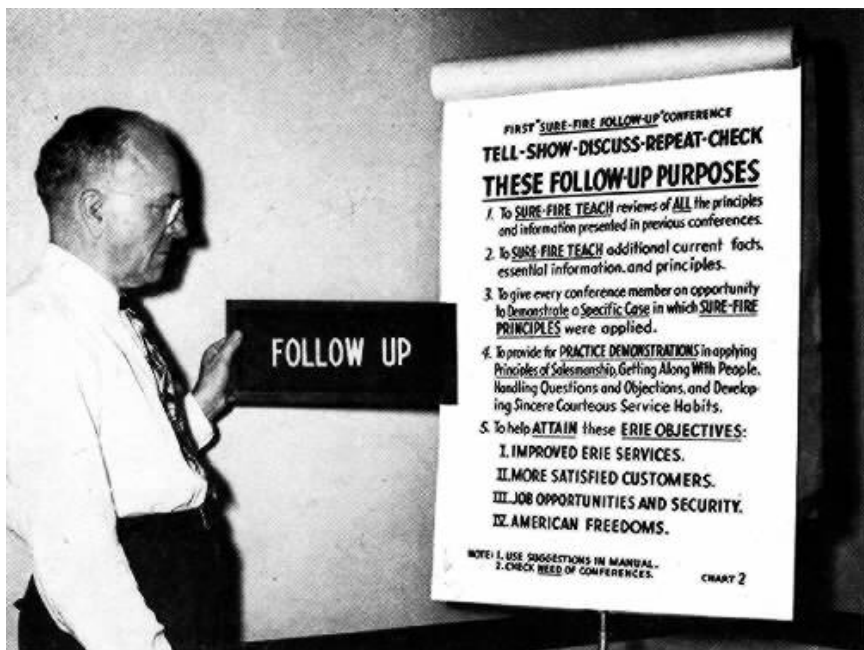
A. A. Smith,
Freight and Passenger Conductor,
Salamanca, N. Y.

P.S. Please allow space in your magazine for me to extend my sincere thanks to all the officers and personnel of the Erie Railroad for the splendid treatment I received during the last 34 years.

They were a grand lot of men to work for, also the yardmasters and clerks in the Meadville, Salamanca, Buffalo and Jamestown yards the dispatchers and callers who have always been "ace-high" with me, and Trainmasters A. H. Specker and R. H. Lewis and their assistants in the Meadville office who were my superior officers for the last two years.

A.A.S.

CONSTANT REMINDER

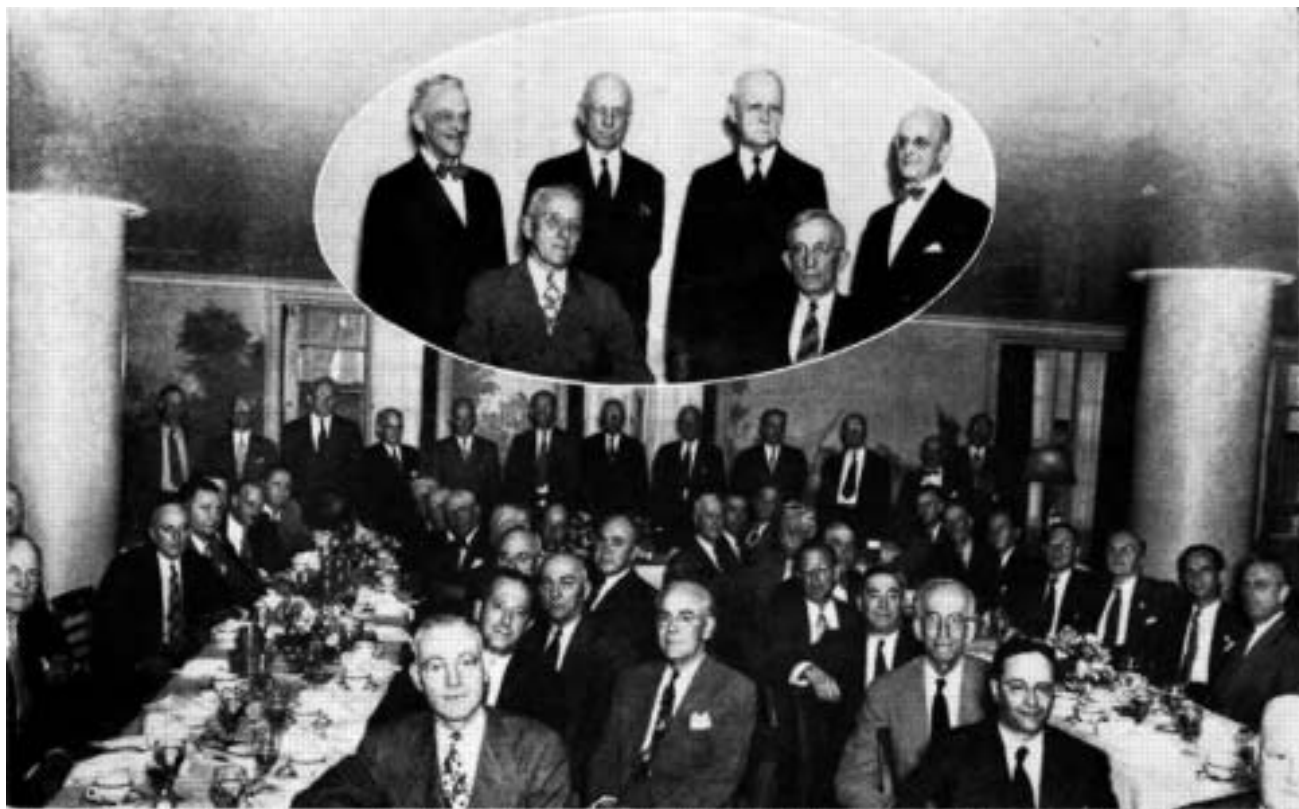


C. A. Lefferts, division storekeeper at Port Jervis, sends along this reminder which he brought back from the army to H. A. McAllister in connection with the training courses. He says it has been a stimulant, a constant reminder to "follow up" each situation to a definite conclusion.

"You would be surprised how much this little sign has meant to me while I was in the service and also now that I am back on the job with the Erie"--is the way he put it.

"The 'follow up' is a necessary step in successful training," says Mac.

OLD FRIENDS SAY GOOD-BYE TO SIX TOP CLEVELAND ERIEMEN



A joint farewell luncheon was given at Hotel Cleveland last month by fellow officials and friends of the railroad in honor of six retiring officials. Left to right in oval, seated: C. H. Splitstone, I. W. Smith, standing: E. F. Morgenroth, H. T. Whipple, H. H. Hull, I. G. Austin. Below is a general view of the honoring group

FRANK FRENCH, WEST ORANGE AGENT 1/C



Large picture: Erie West Orange agent and radio amateur, Frank C. French. Inset: Dual-purpose Mr. French as R. M. 1/C, U. S. C. G. T.R. He served Erie and Uncle Sam at the same time. Newark News photo

When U. S. Coast Guard Auxiliary Flotilla 304 appealed in 1942 for radio operators, Erie's Frank C. French, agent at West Orange, joined up. So did his buddy, Charles Judd, W-2LZW of Livingston, N. J. Judd became communica-

tions officer and Frank was appointed his assistant. This was not a full time U. S. C. G. job but members were required to work a 24-hour tour of duty weekly. They wore regulation Coast Guard uniforms with shield on the right sleeve

and rating on left. Frank set up his apparatus to communicate between boats and shore. His bit of ocean was Sandy Hook to Manasquan, N. J., a rugged stretch of coast to cover in a patrol boat. The contribution of the U. S. C. G. T. B. to the war cannot be estimated.

Later Frank requested disenrollment from the reserve when off-shore patrols were discontinued, but he still served Uncle Sam, assisting in the building of test equipment for use in the construction of radar equipment. It was a busy war for Frank French of West Orange, N.J.

LOST IN YOUNGSTOWN MONEY FOUND IN MARION

Last month, the Youngstown Sheet & Tube Co. had occasion to write to Supt. A. W. Baker about our W. H. Brown of Marion. Had Mr. Brown done something wrong? Mr. Brown had not. He had found a wallet squeezed in among a car-load of pipe, dropped by a Y. S. & T. employe when the car was being loaded at Youngstown, and he had returned the wallet intact.

"You are commended for your action" wrote Supt. Baker.

ERIE VETERANS

THE PRESIDENT'S LETTER

Paterson, N. J.
August 1, 1946

To All Veteran Members:

Reports from the general committee indicate plans for our Victory Outing have been completed. It will be but a few days when we can get together again for a veterans' outing, which we were not able or inclined to do during the war years.

Numerous recreational activities are on the program for the day so there will not be a dull moment. A program will be available which will give you complete information. The softball game and the tug-of-war between the Eastern District and the Western District teams will evoke a major interest in the field events. Be sure and give them plenty of room!

It is pleasing to note that our coming outing has stimulated attendance at our chapter meetings, and it is my sincere hope and also of system and local officers that interest in the veterans' activities will continue to increase.

Everyone we have contacted to help make the Erie Railroad Veterans' Victory Outing an outstanding success has been most helpful, for which the veterans are truly grateful.

It will give me much pleasure to see all chapters well represented and to greet you personally on your arrival at Conneaut Lake Park on August 10.

Fraternally yours,
A. B. Cohen

General Office Chapter

By W. I. Herten

We welcome new members, James H. Feeney, A. A. Visintainer and Christian Hoffman.

Sympathy is extended to the family of William F. Wider, of the Auditor of Revenues office, due to his untimely passing on July 4. He was an active member of our chapter and will be greatly missed.

We regret to learn that William L. Malone is ill and we hope it will not be long until he will be about again.

There is much interest in our Veterans' Victory outing, to be held at Conneaut Lake on Aug. 10. We hope to have the pleasure of meeting many Erie veterans there who are employed elsewhere. On the railroad.

Hornell Chapter

By Fred T. Wallm

Plans for a good attendance at the Veterans' Victory outing are completed and we will greatly enjoy meeting our Erie veterans on that happy occasion.

Our usual summer picnic has been

cancelled, due to the Veterans' Victory outing and, in part, to the food shortage. We understand food will be plentiful at Conneaut Lake park.

Veteran Francis Tyson has returned from the hospital after a major operation, and is feeling fine.

Veteran Carl G. Farnham died unexpectedly at home on the afternoon of July 6. We extend deepest sympathy to his widow and family.

Mr. and Mrs. Arthur Gardner are visiting their daughter and son-in-law, Mr. and Mrs. Horace Eveland, in Bremerton, Wash. They will visit points on the West Coast before returning.

Jersey City Chapter

By Walter Bieszard

We will be well represented at the Veterans' Victory outing at Conneaut Lake Park on Aug. 10 as indicated by the applications for sleeping car space made at our July 11 meeting. Prior to the war, it has been a pleasure to attend our annual outings and meet Erie veterans from other divisions. In this way, many lasting friendships have been formed.

Walter Bieszard will be in charge of the committee to handle the train leaving Jersey City, assisted by John Doran, Bert

SCHEDULE FOR VETERANS' VICTORY OUTING TRAINS

Jersey City Train

(12 Cars)

Eastern Standard Time

Going			Returning		
Jersey City	dp	6:10P	Conneaut Lake	dp	7:30P
Paterson	dp	6:40P	Meadville	ar	8:30P
Middletown	dp	7:50P	Meadville	dp	8:40P
Port Jervis	ar	8:30P	Salamanca	ar	10:45P
Port Jervis	dp	8:35P	Salamanca	dp	10:50P
Susquehanna	ps	11:10P	Hornell	ar	1:00A
Hornell	ar	2:20A	Hornell	dp	1:10A
Hornell	dp	2:30A	Port Jervis	ar	6:35A
Salamanca	ar	4:25A	Port Jervis	dp	6:40A
Salamanca	dp	4:35A	Middletown	ar	7:15A
Meadville	ar	6:35A	Paterson	ar	8:25A
Meadville	dp	6:45A	Jersey City	ar	9:00A
Conneaut Lake	ar	7:45A			

The Port Jervis train will handle Susquehanna travel.

Port Jervis and Dunmore Train

(14 Cars)

Eastern Standard Time

Going			Returning		
Dunmore	dp	7:10P	Conneaut Lake	dp	8:00P
Lackawaxen	ar	9:10P	Meadville	ar	9:00P
			Meadville	dp	9:10P
Port Jervis	dp	8:45P	Salamanca	ar	11:15P
Lackawaxen	dp	9:25P	Salamanca	dp	11:20P
Susquehanna	dp	11:85P	Hornell	ar	1:30A
Binghamton	dp	12:10A	Hornell	dp	1:40A
Elmira	dp	1:20A	Coming	ar	2:35A
Coming	dp	1:50A	Elmira	ar	3:05A
Hornell	ar	2:45A	Binghamton	ar	4:15A
Hornell	dp	2:55A	Susquehanna	ar	4:50A
Salamanca	ar	4:50A	Lackawaxen	ar	6:50A
Salamanca	dp	5:00A	Port Jervis	ar	7:20A
Meadville	ar	7:05A			
Meadville	dp	7:15A	Lackawaxen	dp	7:00A
Conneaut Lake	ar	8:15A	Dunmore	ar	8:50A

Stocker, John Friedel, John McTighe, John McCoy, Harry Mandelberg, James R. Woodward, Harold Gaherin and Francis X. Foran.

Our next regular meeting will be held at 8:15 Thursday evening, Aug. 8, at Washington Hall, 76-80 Godwin street, Paterson.

Youngstown Chapter

By R. P. Reebel

The weather man smiled on our family picnic held June 30 at Slippery Rock Pavilion, Mill Creek Park, with 183 veterans and their families present. There were contests for children, a ball game for men and a dozen door prizes for men and women. We thought there was a food shortage, but the picnic tables did not show it and there was a good deal of groaning afterward by those who did not



New entrance to the hotel

Buffalo and Hornell Train (10 Cars) (Trains 5 & 6 between Buffalo and Hornell)

This train will handle all travel from Buffalo Division, Hornell and Allegany and Meadville Divisions.

Going			Returning		
Buffalo	dp	9:00P	Conneaut Lake	dp	8:30P
Hornell	ar	11:35P	Meadville	ar	9:30P
			Meadville	dp	9:40P
Hornell	dp	3:10A	Jamestown	ar	11:05P
Salamanca	ar	5:10A	Salamanca	ar	11:55P
Salamanca	dp	5:20A	Salamanca	dp	12:05A
Jamestown	dp	6:05A	Hornell	ar	2:15A
Meadville	ar	7:35A			
Meadville	dp	7:45A	Hornell	dp	4:00A
Conneaut Lake	ar	8:45A	Buffalo	ar	6:55A

Chicago and Huntington and Cleveland (Trains 2 and 1 between Huntington and Chicago)

Going			Returning		
Chicago	dp	5:15P CST	Conneaut Lake	dp	6:45P EST
Huntington	ar	8:18P	Shenango	ar	7:40P
			Youngstown	ar	8:40P
Huntington	dp	11:00P	Youngstown	dp	8:55P
Ohio City	dp	11:55P	Leavittsburg	ar	9:35P
Lima	dp	12:35A	Kent	ar	10:20P
Marion	ar	1:45A CST	Kent	dp	10:25P
Marion	dp	2:55A EST	Akron	ar	10:45P
Galion	dp	3:30A	Mansfield	ar	12:20A
Mansfield	dp	4:00A	Galion	ar	12:50A
Akron	dp	5:45A	Marion	ar	1:20A EST
Kent	ar	6:00A	Marion	dp	12:30A CST
Kent	dp	6:05A	Lima	ar	1:30A
Leavittsburg	dp	6:40A	Ohio City	ar	2:10A
Youngstown	ar	7:10A	Huntington	ar	3:00A
Cleveland	dp	5:45A EST	Huntington	dp	4:16A
East 55th St.	dp	5:55A	Chicago	ar	7:25A CST
East 93rd St.	dp	6:00A			
Leavittsburg	dp	6:55A	Youngstown	dp	9:00P EST
Warren	dp	7:05A	Niles	ar	9:15P
Niles	dp	7:15A	Warren	ar	9:25P
Youngstown	ar	7:30A	Leavittsburg	ar	9:35P
			East 93rd St.	ar	10:30P
Youngstown	dp	7:45A	East 55th St.	ar	10:35P
Shenango	dp	8:40A	Cleveland	ar	10:45P
Conneaut Lake	ar	9:30A EST			

Huntington and Cleveland trains combined run as one train between Youngstown and Conneaut Lake

know when to stop eating. Social Chairman Joyce and his helpers did a good job and we thank them.

We are glad to report that Veteran W. J. Kope has recovered and is now out and around again, just as frisky as before.

Don't forget the stag picnic to be held at our own grounds on the Lowellville-Hubbard Road, six tenths of a mile south of Route 422. We will have signs to show where to turn off Route 422 at the first crossroads east of Coitsville Center. If coming from the east on 422, the turn-off is the second crossroads after you cross the state line from Pennsylvania into Ohio. You are bound to have a good time. August 18 at 1 P. M. is the start.

"THIS ENGLAND"

One of the 300,000 lavatory towels "borrowed" from the GWR* in 1939 has just been posted back to the company perfectly laundered. The covering wrapper bears the inscription--"The need was great---1939." The GWR will be grateful if other borrowers of their towels, window straps, blinds, electric light bulbs, seat cushions, floor rugs, cups, etc., will follow suit---GWR., *Paddington Sta.*

*Great Western Railway, England.

PROPERTY PROTECTION DEPT. ENDS 1946 SAFETY CAMPAIGN

After showing the technicolor sound film of the A.A.R., "The Life-line of the Nation," to 85,865 school pupils in the Eastern District, and the color film, "It's Up To You," to 104,753 in the Western District, the Erie Property Protection department recently closed what appears to be a highly successful campaign.

The latter film was written and produced by our own police officers. Other property protection men explained the films as they were shown to students in 450 schools in 137 towns.

A total of 190,618 children have seen the films this year. Perhaps some are living today because they have seen them.



O. R. Holbert

Erie Conductor Otis Rider Holbert, of Port Jervis, died July 2 after a short illness.

In 1895 he entered the service of the railroad as a trainman on the Delaware division. Promoted to conductor in 1908, he had been in passenger train service since 1928. On various occasions he had been commended for outstanding performance, i.e., discovering and reporting defects in passing cars, for the manner in which he handled tickets and for extraordinary courtesies to a woman passenger with a small child.

Last year he was one of the few men who received a 50-year gold pass while still in active service.

William A. Kelly

William A. Kelly, who retired a number of years ago after a long career as Erie Railroad locomotive engineer, died late in June at his home, 13114 Beachwood avenue, Cleveland. He was 77.

Born in the Isle of Man, Mr. Kelly had been active in Manx organizations during his 57 years in Cleveland.

He was a member of Mona's Relief Society and Mona's Mutual Benefit Society. He was a 50-year veteran member of Bigelow Lodge, F. and A. M., and a member of Thatcher Chapter, Al Sirat Grotto and the Church of the Saviour in Cleveland Heights.

Surviving him are his wife, Mrs. Annie Kaye Kelly, and a son, William Kenneth.

John Greer

John Greer, designer in the Department of Structures of the Engineering department, died suddenly on the evening of May 23 at his home, 3038 Kensington Road, Cleveland Heights, aged 61. He had been with the department since 1929.

Born in Belfast, Ireland, Mr. Greer received his civil engineering education at Queens College in Belfast, emigrating to Canada in 1911. During the First World War he served overseas with the Canadian Engineers. Later he was with the Grand Trunk Railroad at Men-

OBITUARIES

treel and then, on entering the U. S., was with the Maine Central Railroad, followed by service in various engineering capacities before he joined the Erie.

Surviving him are his wife, Katherine Gemmell Greer, and two daughters, Mrs. Phillip Johnson, Seattle, and Mary Clarke Greer, a former lieutenant in the WAVES, now in New York City to continue her education. Mrs. Greer is staying with friends in Stamford, Conn., preparatory to returning to Ireland.

John J. Smith

John J. Smith, 77, retired chief clerk of the Auditor of Revenues office, died April 24 at his home in Franklin, N.J.

Bona in New York City, Mr. Smith entered Erie's Accounting department April 24, 1893, and served in various capacities in the office of Auditor of Passenger Accounts and Auditor of Revenues until June 1, 1932, when he voluntarily retired.

Since retirement, he had been active in many civic movements, having served as president of the borough of Franklin for the past five years.

Surviving him are two nieces, Miss Helen and Miss Edna Higgins, with whom he resided, and cousins, Miss Mary and Miss Rose Brady, of New York City.

Rev. C. H. Turner

The Rev. Charles H. Turner, pastor of the Dingman's Ferry (Pa.) Methodist Church and former general secretary of the Port Jervis Y. M. C. A., died July 1.

He was a native of Port Jervis and after finishing schools there, entered the employ of the Erie Railroad and for several years was chief clerk of the Car



department. Later he trained for Y. M. C. A. work and was appointed general secretary of the Port Jervis Y. M. C. A., where he served over 28 years, retiring in 1937. Then, at 61, he took training for and passed the examinations for a preacher in the Methodist Church and was appointed by the Newark Conference as a supply pastor. He had been pastor of the church at Dingman's Ferry for the past nine years.

A. J. Pempsell

A retired Erie Railroad engineer since 1944, Albert J. Pempsell, 58, of 209 Locust street, Buffalo, died June 17.

A native of Buffalo, Mr. Pempsell had been with the railroad for 38 years and was a member of the Brotherhood of Locomotive Firemen & Enginemen, Lodge 614.

W. J. Connolly

William J. Connolly, 92, of 186 Vernon Avenue, Paterson, died July 4. At retirement 17 years ago, he had been with the company for 45 years.

Born in Belfast, Ireland, Mr. Connolly came to this country 65 years ago, locating in the south Paterson section, where he remained 62 years. Later he moved to the Lake View section of Paterson.

Surviving relatives include two sons, two daughters, 10 grandchildren and 19 great-grandchildren.

J. A. Hunt

Jerry A. Hunt, 72, of Meadville, a retired "employee of the Maintenance of Way department.

died May 7. He formerly lived at Greenville and Conneaut Lake.

Mr. Hunt was a charter member of the L. O. O. M. and Moose Legion at Greenville, a member of the Fraternal Order of Eagles and the Erie Railroad Veterans Association.



CONESUS "Round Pie Station"

Livingston County, N. Y.

The township lies between Hemlock and Conesus lakes, two beautiful sheets of water. Marrowback Hills, in the eastern part, near Hemlock lake, rise to about 1,200 feet above it. Conesus Centre, near the station, has two churches, a saw and grist-mill, and about forty houses. This is widely known as the "Round Pie Station," from the excellent small round pies long kept for sale at the lunch-room of the station-house. -From an Erie Railroad directory published in 1869.

IN THE BLACK

THE ERIE RAILROAD--This road is doing a better business this season than ever before. The earnings for May were \$1,123 more than for the same month last year. On milk alone the freight last week was more than a thousand dollars; and more than 200,000 quarts were brought to the city. A special Strawberry train is run over the road every night, during the berry season, and brings to market each trip from thirty to forty thousand baskets. -New York Tribune, Aug. 1, 1848.

Erie Railroad Magazine

Letters from You



Mr. R. E. Woodruff
President, Erie Railroad.
Dear Mr. Woodruff:

Am writing to tell you of a very pleasant ride my wife and I had June 21 on the Erie Limited from Port Jervis to Buffalo, and particularly about the friendly and courteous treatment received from your conductor, Mr. Davidson.

I began to get acquainted with Mr. Davidson on the Port Jervis platform and on the train, got better acquainted with him. When he found out I was a "railroad fan" he was very kind indeed. At Binghamton he got me some descriptive literature about the "Erie" which I have thoroughly enjoyed.

Herbert E. Wells
Southbury, Conn.

• Thanks, Mr. Wells and Mr. Davidson.

Dear Editor:

It is suggested that the Magazine might contain a hobby column wherein employees could describe their hobbies.

L. V. Yoder, Agent
Barberton, O.

• All right, if you've got any unusual ones let's hear about them.

Dear Editor:

Not enough attention is paid to local items submitted by stations. It feel that everything should be done to encourage those who submit items.

H. H. Brown,
Supervisor S. & C. S.
Jersey City.

Dear Editor:

We feel that one way to improve the Magazine is to create greater local interest by providing a greater amount of local news items.

A. W. Baker,
Superintendent
Youngstown.

To the Editor:

The article, "Who's Ahead," in the May issue is certainly timely. We need more articles and illustrations showing the causes of inflation and the disastrous results to everyone.

It is unfortunate that too many people today are misled into believing that higher wages, less work, waste, inefficiency and wanton spending are the paths to prosperity.

The United States was built up by our thrifty forefathers, who knew the value of saving money, doing an honest day's work, working efficiently to increase production and thereby bringing down the cost of living, living within their wage and by refusing to listen to rabble-rousing elements.

Can't the people realize that when wages are forced up, prices will increase? The increased prices cancel out the wage increase and the net result is zero.

A. J. Farber, Chief Clerk,
Milwaukee Agency.

• A lesson from Milwaukee.

Dear Editor:

I note with interest the photo in your June issue of the Erie Magazine on page 14, of the Erie Segar Stand.

I happened to see this picture taken, as it was located next door to my drug store. My store was located at 918 Water street and the cigar store was next door at 916 Water street. The location is now occupied by the Mead Movie house. This is not opposite the Erie depot, as you state, but a block directly east of the Erie station.

Mr. Roberts, who is in the picture, was an engineer on the Erie and the father of the charming wife of Bert Hill, your present [now retired] road foreman of engines.

My father was an engineer, of 50 years' service and my brother was a train dispatcher for many years, so I am very much Erie minded.

J. George Heckman,
Meadville, Pa.

• We missed it by a block.

Dear Mr. Frank:

As a former member of the Erie family and a recipient of your magazine over many years, I thought it would not be remiss at this time to congratulate you and your staff for your consistency in the offering of such an interesting magazine to your readers.

Many of your articles are most timely and interesting. I have in mind recent articles on "Little Old New York", Chicago, and the pictures and articles on flood conditions that caused such havoc to homes and the Erie right of way.

Your pages devoted to promotions are always pleasant reading, as I find many of my old friends climbing up the ladder of success, which in itself, indicates that there still is no substitute for hard and earnest labor.

Orchids to you and your staff with my best wishes.

H. C. Jacobs, Traffic Manager, J. J. Newberry Co., New York

• You're still an honorary member of the family, Mr. Jacobs.

Mr. G. C. White,
Superintendent,
Erie Railroad.
Mr. White:

I'd like to take this opportunity to express my opinion of Erie employees in general. I have only been traveling Erie for about twelve years but in that time I fail to remember one man who was not friendly and courteous. From the man who sells me my ticket to the men who operate the trains I've found them efficient and very loyal to the Erie. They are quick to make friends for themselves and for their railroad.

Dispatchers and others I've met have that same quality too. All that I can say is that it's a friendly railroad. Other roads I've traveled have advertised that they were friendly but Erie alone made me feel it.

John W. Morgan,
Kearny, N. J.

• Mr. Morgan, you are spoiling us.

Retirements

AUGUST 1946

RAILROAD PEOPLE BUILT AMERICA. THEY ARE THE VERY HEART AND CORE OF AMERICA. SO LET US HONOR OUR DEPARTING FRIENDS WITH THIS ACCOLADE: YOU DID YOUR JOB WELL. YOU ARE TRUE RAILROADERS.

Name	Position	Location	Division	Age	Service	
					Years	Months
J. G. Austin	Aud. of Disb.	Cleveland, O.....	Accounting	67	49	2
Theodore Bliharz.	Laborer....	Salamanca, N. Y..	Allegany	65	22	0
L. B. Burford..	Asst. Vice Pres	New York, N. Y...	Traffic	67	43	10
W. J. Campbell...	Machinist	Hornell, N. Y.....	Susquehanna.	65	36	3
Stephen Fachko...	Tender Repairer	Buffalo, N. Y.....	Buffalo	65	22	11
P. E. Fitzgerald...	Barge Captain	Jersey City, N.J..	New York	64	26	4
L. M. Goodsell...	Report Clerk	Salamanca, N. Y..	Allegany	59	28	3
G. N. Hagan	Supvr. of Boilers	Meadville, Pa....	Western	65	31	11
A. V. Hill	Road Foreman Engines.	Meadville, Pa....	Mahoning	67	53	8
J. G. Hill	Fght. Traffic Mgr	Chicago, Ill.....	Traffic	69	26	3
C. C. Hope	General Clerk	Warren, O.....	Mahoning	65	27	5
J. L. Hughson	Gang Foreman	Hornell, N. Y.....	Susquehanna ..	64	30	6
H. H. Hull	Asst. Gen. Counsel...	Cleveland, O.....	Legal	67	38	11
W. V. Kennedy..	Asst. Vice Pres	Chicago, Ill.....	Traffic	66	43	½
C. E. Landmesser	Road Foreman Engines	Jersey City, N.J..	New York	68	47	8
Oscar Leonard	Machinist Helper	Hornell, N. Y.....	Susquehanna..	67	37	10
P. J. McLaughlin.	Carpenter	Buffalo, N. Y.....	Buffalo	67	32	0
E. F. Morgenroth.	Treasurer	Cleveland, O.....	Treasury	67	50	6
F. Petruso	Machinist Helper	Meadville, Pa....	Mahoning ..	66	25	9
O. A. Shepard	Yard Brakeman	Meadville, Pa....	Mahoning	56	33	3
W. N. Smith	Tender Repairer	Meadville, Pa....	Mahoning	65	25	8
J. W. Smith	Chief Engineer	Cleveland, O.....	Engineering ...	67	42	0
F. W. Smith	Receiving Teller	Cleveland, O.....	Treasury.	73	44	11
C. H. Splitstone .	Asst. Chief Engr	Cleveland, O....	Engineering	68	40	0
D. J. Caddahan...	Math. Shop Foreman .	Meadville, Pa....	Mahoning	70	58	11
F. A. Waldron	Asst. Gen. Pass. Agent	New York, N. Y...	Traffic	66	48	0
A. V. E. Westbrook	Engineer	Port Jervis, N. Y..	New York	68	47	4
H. T. Whipple	Asst. Gen. Counsel...	Cleveland, O.....	Legal	67	35	5
C. C. Wurster	General Foreman	Kent, O.....	Kent	61	46	1
E. J. Zaproski	Engineer	Salamanca, N. Y.	Allegany	57	30	8

C. P. BROOKS' DAUGHTER WEDS



Vivian Brooks, daughter of C. P. Brooks, mechanical engineer, became the bride of Arthur W. Klag on June 22. Mr. Klag has returned to the Auditor of Revenues department after serving in the Army in Europe. Vivian formerly worked in that department. The wedding took place in Christ Methodist Church, Cleveland. The bride was attended by her twin sister, Mrs. Richard Magee, as matron of honor. Mrs. Magee formerly worked in Car Record department. Bridesmaids were Dorothy Brooks, Auditor of Disbursements department, and Mrs. R. Weitzman. Richard Magee served as best man. E. Blank and R. Weitzman were the ushers.

FREIGHT CLAIM DEPARTMENT

By Bachman

Adelaine Schuster breezed into the office recently, wearing a diamond engagement ring.

The diamond Alice Szarach received means wedding bells in early September.

Jimmie Turnbull has returned from a short rest in Canada. Mary Chesor, back from two weeks in New Mexico, has acquired a Western twang. Even though she surprises us with her "a' fixin' to go," "out 'chere" and "yonder desk", we recognize Mary as a resident of Lakewood because she still says "ruuts and raags and baags". Charlie Doherty spent a few days down East. Frank Kelleher spent his vacation visiting in New Jersey, New York and Virginia. Jim Gillespie went to Niagara Falls and finally convinced us he really did take his mother with him.

We extend sympathy to Jack Sherman whose father passed away June 29.

Jack Torsney became the very proud father of a bouncing baby boy last month.

Some news of our transferred workers - Pete Scullion sent word back with Frank Kelleher that "Come vacation, I expect to be in Ohio and, if possible, will attend the Erie Veterans' outing."

August, 1946

KENT DIVISION

AKRON, O.

We extend sympathy to Capt. R. G. Johns and family, due to the death of Mrs. Johns' mother, Mrs. Anna L. Wright, Akron, and to L. V. Brownell, general foreman, and family, on the death of his father at Hornell.

S. M. Welting, trucker, and Hanna Sheridan were married May 7. Congratulations!

Gene Keifer has returned to his former position as sealer after army service.

R. Donald Moore, son of H. C. Moore, chief rate clerk, and wife, received his B. A. Degree at Kent State University June 8. He took an active part in student government and social activities, being nominated to the Blue Key Men's National Honor Fraternity in his junior year and pledged to Sigma Tau Gamma Fraternity.

On Sunday, June 2, Barbara Joan Sehremp, daughter of D. C. Schremp, yardmaster, and wife, and John R. Jack of Dillonvale, O., were married at the First Congregational Church of Kent by the Rev. E. W. Wilcox. The new Mrs. Jack is a senior at Kent State University and a member of Alpha Omega Sorority. Mr. Jack is also a senior at Kent State and a member of Sigma Tau Gamma.

MARION, O.

Congratulations to Mr. and Mrs. W. R. Shennfield on the arrival of a baby daughter (Judy May) May 22.

Mrs. Agnes LoRe, stenographer in the division engineer's office, has resumed duty after an appendectomy.

Sympathy is extended to E. A. Griffith, car repairer, and family, due to the death of their daughter, Betty Jane McPherson.

"PEEJAY" LISTENS FOR THE CHOO-CHOO



Joe Slavetsky, of Binghamton freight station knew he was fighting for the U. S. A., but that's a pretty extensive affair and tremendously difficult to visualize all in one mental picture. Now that he is home, the matter is simplified for him in the picture above of 16 1/2 pounds of sweetness



"Better get a pair of those new B. F. Goodrich Silvertown rubber heels with the special non-slip feature!" And... extra wear where you need it means more miles per foot.



son, which occurred in Raton, N. M., following an operation.

Helen Eibling, file clerk in the superintendent's office, and Verna Mae McWherter, stenographer to the division freight agent, spent their vacations in New York City.

DAYTON, O.

William A. Walker, 94, retired engineer, died May 20 at the home of his daughter, Mrs. Roger M. Blank, 8 Yale avenue.

Best of luck to William G. Carlson, roundhouse foreman, who has accepted a similar position at Buffalo.

We welcome Don Comer, formerly night foreman, to the position vacated by Mr. Carlson.

NEW DEVICE CUTS DOWN SMOKE

Robert A. Bork, road foreman of engines, Buffalo division, examines device which enables engine boiler to give plenty of steam but practically no smoke. White pipeline introduces secondary air into firebox. Oxygen from this air aids combustion, eliminating carbon particles (smoke). It was developed by George M. Boh, district fuel supervisor, Hornell. Photo courtesy Buffalo Evening News



SUPERINTENDENT OF EMPLOYMENT

By Ann J. Kern

Fond farewells were bade Frank Furlong on his departure for the Army last month. Keep us posted on your whereabouts, Frank.

Alice Protze, beautifully tanned, has returned from her vacation at the shore.

Recent visitors included Carolyn Sheaf, Bill O'Brien and Bill Degnan. The two "Bills" have been discharged from military service. Other visitors were Mr. and Mrs. Raymond Scott, both former employees of this department.

SUPT. OF TRANSPORTATION

By Mary Ramsay

We extend sincere sympathy to Mrs. Clarence Davis of Bloomfield, N. J., on the death of her sister, Miss Bessie Vreeland, June 9. Also our heartfelt sym-

pathy to Dora Alves on the death of her mother.

Congratulations to Curtis Clark on his promotion as secretary to Vice President P. W. Johnston.

That sparkler on Ruth Fradette's left hand is from Colbert Fitzwilliam, recently returned from the Army Air Corps.

Paul Carter and Jack Patton went to a baseball game. Nothing unusual about that except they picked the first Ladies' Day game of the season!

Referring to the severe sunburn Joe, Jr., acquired, Mr. Nicholson was heard

A big Swede walked into the ticket station at an eastern railway company and asked for a ticket to Chicago.

"Do you want to go by Buffalo?" asked the agent.

"My gudeness, no," he said. "El ay can't go by train, geeve me reindeer."

to say, "You ought to see my sonburn." His singing is much better than those jokes, really.

We welcome Dorothy Thomson and Mary McConnon to our force.

MAHONING DIVISION SUPERINTENDENT'S OFFICE YOUNGSTOWN, O.

By Ray King

We welcome the return of Miss Mac Doyle, requisition clerk, who has been ill for some time.

Congratulations to Fred Donaldson on his marriage June 15 to Miss Lareta Lathouse.

Our chief clerk, J. B. Smith, is back at work after a joyous two-week vacation.

Best wishes to Miss Ellen Welsh on her marriage June 22 to Robert McFadden.

Good luck to our new stenographer, Miss Marjorie Bumstead, transferred from the division engineer's office.

TRAINMASTER'S OFFICE MEADVILLE PA.

By L. J. Carter

Trainman William Ryan returned to work again after being discharged from the army. Not long afterward he had a tonsilectomy. Then he got quinzey and had to return to the hospital. We hope he can get back to work soon for good.

Trainman J. I. Callam, in the army, returned to the States last month. John will be back on the payroll soon.

Howard Beattie, road foreman of engines, has been transferred to Youngstown, and V. D. Holden has taken his place.

Mr. Specker was on vacation last month. We understand fishing in Lake Erie wasn't so hot. Is that right?

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**MARION DIVISION
TRANSPORTATION DEPARTMENT**

By E. G. Schell

Though we live a thousand miles from the nearest port and never smell the sea except as it comes to us in a pail of herring, the sailing of a certain ship (name unknown) from Southampton on June 9, 6 and its docking in New York Harbor were of special interest to us, the reason, of course, the long awaited departure of Thurman Poe's English bride for the States on that date. We extend a sincere welcome to Rose and wish her and Thurman many years of happiness together.

Marion Stonebraker spent a good share of his recent week's vacation in Chicago and from all accounts, divided his time between the various radio broadcasts and Comiskey Park. It appears he enjoyed both very much in spite of the fact he seldom hears a daytime radio program and is a Cub fan.

Austin Schell has returned from a two-week visit at St. John's Hospital in Cleveland. Aside from the actual operation, Austin says he thoroughly enjoyed every minute of his stay there.

MAINTENANCE OF WAY DEPT.

By Maralene Trainer

Gordon Knight, crane operator, has completed two weeks' vacation at his cottage at Lake Webster in northern Indiana. On Saturday, June 15, occurred the marriage of his daughter, Annabeth, and Donald Johnston, son of Dr. and Mrs. R. G. Johnston, of Huntington.

Huntington Lodge of the Brotherhood of Maintenance of Way Employees held their annual picnic at Hier's Park, Huntington, July 14. Some 200 members and their families enjoyed a full day of fun. A number of division officers were invited guests. Lunch was served by the kitchen crew in charge of Section Foreman Bob Coil. A ball game between the youngsters and the oldsters resulted in a beating for the former. Many

Any grandchild of ours, hearing us allude to these as the good old days, has our permission to denounce us on the spot, like any faker.

Science is wonderful. It handed us the indescribably dangerous atom bomb, but squared things nicely by fireproofing Santa Claus' beard.

bingo prizes were awarded. President Ray Overholt was in charge of arrangements.

14TH STREET, CHICAGO

By Chris Hardt

R. L. Smith, assistant agent, and Mrs. Smith enjoyed a motor trip through Wisconsin and Minnesota.

Miss Alice Vaughan, comptometer operator, is wearing a beautiful diamond ring. She is engaged to Nick Simon, brother of Dolores, our former revision clerk.

O. T. Lee of the rate desk and Mrs. Lee recently enjoyed a theater party and dinner, celebrating their anniversary.

Stanley Kearney of the billing department enjoyed visiting historic shrines and battlefields of the Civil War in Virginia during his vacation. Stanley's hobby is the collection of historic data about his home state, Virginia.

Miss Wanda-Danner, telephone operator, is back at the switchboard, having visited her home town and relatives in Brookfield, Mo.

Foreman Carl Costo is recuperating



FAIR ENOUGH

As the man who reads the barometer might say: "The weather always changes, but a Dutch Masters remains the same fine cigar I've always enjoyed." Fair enough!

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at home and hopes to be fully recovered and back at his post soon.

Floyd Barth, freight house cashier, and family enjoyed a vacation at Long Island, New York.

We welcome back as revision clerk Miss Catherine M. Mayer, former comptometer operator.

CHICAGO GENERAL OFFICE

By John A. Chitwood

Congratulations are extended to the following new appointees: R. E. O'Grady, assistant vice president; J. A. Russell, freight traffic manager, Sales and Service; E. C. Hallberg, freight traffic manager, Rates; F. M. Klitz, assistant freight traffic manager; H. T. Sweeney, general freight agent, and H. L. Vizard, assistant general freight agent. We also welcome the return of C. V. Harrow as assistant freight traffic manager. We regret, however, the retirement of W. V. Kennedy and J. G. Hill and extend to them our wishes for many enjoyable and happy years. While we are also sorry to lose A. Blauel, we extend congratulations on his recent appointment as assistant vice president at New York.

Congratulations are also in order for Jean Borre, promoted to dairy clerk; Eleanor Carlson, promoted to stenographer; Dorri Cowell, promoted to telephone operator, and Ethel Hillegonds,

HUMBLE TAKES ARCA PRIZE



At a recent meeting of the executive committee of the Association of Railway Claim Agents, Chicago, second prize of \$75 was awarded to J. A. Humble, Erie claim agent, Youngstown, for his article, "Your Investigation File-Are You Proud (9/ It?" which appeared in the *Bulletin*, official organ of the organization.

An article by J. O. Winslow, district claim agent, Hornell, entitled "Experiences and Perspectives," which also appeared in the *Bulletin*, received a number of votes and favorable comment for a prize. Mr. Winslow won second prize in 1944 for his article, "Precedents, Problems and Policies"

Erie Railroad Magazine

P. J. DONNELLY CLOSES THE TICKET WINDOW

The Erie Railroad announced last month the voluntary retirement of P. J. Donnelly, of Sloatsburg, N. Y., after 55 years' service, the last 37 as station agent there.

Mr. Donnelly entered the railroad service in 1887 as telegraph operator and station clerk at Ramapo and served as "block operator" at Ramsey, Clifton,



West Tuxedo, Sloatsburg and Suffern. At that time there were very few signal towers and most of the railroad stations were used as block stations.

In 1898 Mr. Donnelly was appointed to the office of freight trainmaster-at Port Jervis, N. Y. Resigning from that position in 1904, he accepted a position with the New Haven Railroad at Maybrook and Cedar Hill yards as yardmaster. He returned to the Erie in 1908 as stationmaster at Sloatsburg.

Mr. Donnelly is a member of the Order of Railroad Telegraphers and served as chairman for the New York division from 1924 to 1939.

Greatly interested in the development of his home town, Mr. Donnelly has been for some years a licensed real estate broker and will give his full time to that occupation.

promoted to clerk-stenographer, Passenger department.

Sympathy is extended to Commercial Agent Fred Drews on the death of his mother, June 28.

Our latest victim of ol' Dan Cupid is Maryalyce Foley, dairy clerk, who was married to Jay Francis Lane of the U. S. Marine Corps, at St. Edmund's Church, Oak Park, June 22. Esther Peterson, Jean Borre, Evelyn Coakley, Mary Green, Dorri Cowell, Walter Walsh and the Don O'Connors represented the office at the ceremony.

History does repeat! After the First World War, two of the present commer-

cial agents, Joe Hickey and George Kendall, worked together on the tracing desk. Today, Hickey and Kendall are again working on the tracing desk, but this time it is Frank Hickey and Bud Kendall, nephews of the first named pair.

Did this really happen? Rate Clerk Wesley Thurlow reports he saw a bit of "hot news" the other morning when one of our commercial agents accidentally set fire to the newspaper he was reading. Tsk, tsk!

HAMMOND, IND.

By Grace Martin

Sincere sympathy is extended to Mrs. Marjorie Welsh and family in the loss (June 10) of their husband and father, Elmer Willis Welsh, chief clerk at the yard office. Mr. Welsh entered the service at Griffith, Ind., Dec. 15, 1915, and worked continuously until his sudden illness a year ago. His friendly smile and amiable disposition are missed by all.

L. L. Worland, chief yard clerk, and wife made a hurried trip to Lafayette, Ind., to be with their son, William, who was "stricken with acute appendicitis while attending Purdue University. We are happy to report he has recovered and is attending classes again.

Harold M. Tuttle, former assistant chief yard clerk, has been promoted to general yardmaster at 51st street, Chicago, effective July 1. Best wishes and lots of good luck, Tut.

William A. Ebert, relief clerk, has taken over the extra yardmaster work since Mr. Tuttle's promotion.

H. L. Kinzie is back at his desk, having been off a week, due to poison ivy. It isn't funny, it just looks funny, Harry. Most of us know all about poison ivy.

Florence Johnson, extra relief clerk, is back with us for the duration of vacations.

-Royal Jones, car record clerk, reports their 1946 car was demolished recently. His father miraculously escaped, for which "Jonsey" is very happy, while bemoaning the loss of the car. It did come in handy on date nights.

Robert McKenna, typist, attended his sister's wedding June 22.

Chief Clerk Lloyd W. Connole enjoyed his vacation in his home town (Litchfield, Minn.) and Butte, Mont.

Edward W. Brady, third trick yardmaster, has returned from his vacation, full of vim and vigor, ready for another year's service.

Edward W. Lukow, bill clerk, is back at his desk, doing the honors on second trick, after a pleasant vacation in Rockford, Ill.

A. J. Dooley, relief yardmaster, is va-
(Turn the page)

9Joe: "Will your wife hit the ceiling when you go home at this hour?"
Jira: "Probably. She's a rotten shot."

Artist: My most difficult task is usually completed before breakfast.
Friend: You work before breakfast?
Artist: No, I get out of bed.

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FAMOUS FOR SERVICE

GEORGE N. HAGAN HAS RETIRED



George Napoleon Hagan, 65, supervisor of boilers of the Western District, with headquarters at Meadville, retired June 80.

Starting as a boilermaker in Mall, 1914, he became boilermaker foreman in February, 1920, and supervisor of boilers in November, 1929.

A dinner in his honor was given June 27 at Hummels' Grove, Saegertown, at which G. L. Fisher, district master mechanic, presided.

Mr. Hagan, who lives on Williamson Road, Neason Hill, Pa., has two sons and two daughters. He is a landscape gardener by hobby.

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cationing at this time, mostly, we understand, at Arlington Park. We hope those new sun glasses are seeing winners for Andy, but believe a telescope would have been better.

Raymond E. Cutler, bill clerk, third trick, has returned from his vacation. We understand it will be useless for anyone to go a 'fishing at Cedar Lake, Ind., until next season. Reason: Ray got "era all.

Cop: "So we got you at last, you train robber!"

Robber: "Who, me? I ain't no train robber."

Cop: "Yeah, where did you get this Pullman towel?"

"I'm going to stay single until I find a girl like Grandpa married."

"Well, you'll stay single a long time then--- they don't make them that wag any more."

"Oh, I don't know---Grandpa just got married yesterday."



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NEW YORK DIVISION

PASSAIC, N. J.

By "Flosabo"

Vacations have been enjoyed by Florence Sabo, Arthur J. Bell and Michael Bashaw. Of course, Mike is still telling us about the fish that got away.

Michael Colvin, car inspector, is back at work 'after a sickness and a vacation and looks fit for the summer's fishing season.

SHE WILL MAJOR IN ENTERTAINMENT



Stepping up in her chosen field L. Charlotte Denny, 17, daughter of Alvin Denny, blacksmith at Avoca (Pa.) roundhouse. A senior in Moosic High School and an accomplished singer and dancer, she has completed her training including solo baton, and is now a drum majorette. Charlotte has appeared at several city and county fairs and also at E. J. Park in Endicott. Her plans are for a furtherance of her education in the entertainment field

Recent conventions held at Atlantic City found Charles Dalzell and James Parkinson together in the early hours of the morning.

John Sees is a proud father again.

At the recent wedding of Miss Phyllis Lefler, now Mrs. C. Stuart Simmons, a good time was had by all.

Conductor Daniel Ayers, placing inbound carloads of new automobiles each day, is hoping that his car will arrive. Who isn't?

Foreman S. Mangani is again in the market for a used car.

JERSEY CITY LOCAL STATION

Ralph Day, binding machine operator, completed 40 years of Erie service June 7.

Robert Lange, messenger, paid the Local a visit recently. He looked like an old-time sailor.

Dale Combs, ODT clerk, has a bad case of tonsillitis. Latest news indicates

he will have his tonsils removed. Best of luck and health, Dale.

Jim Hurley, ODT clerk, is at present on vacation.

Miss Helen Minogue, cost clerk, has returned from her vacation.

The big smile Miss Lillian Tracey is wearing is due to a certain ship coming in.

We welcome Miss Ellen Moran as general clerk at Pavonia Avenue House.

Miss Marjorie Wilson is now icing and demurrage clerk at Duane Street, N. Y.

Have just received news of the death of Frances Terhune's father. We extend heartfelt sympathy to her and her family.

SUPERINTENDENT'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Miss Betty Hohman, stenographer-clerk, and William F. Davidson were married at 5:30 P.M., June 8, in Trinity Lutheran Church, Clifton, N. J. A reception followed at the Robert Treat Hotel, Newark, after which the couple left for Montreal.

Palms, ferns, gladioli, peonies and delphiniums decorated the Methodist Church at Little Falls for the candlelight wedding June 11 of Miss Iris Elizabeth Smith and Arthur Hodson of Chicago. Following a reception at Donohue's Restaurant in Mountain View, the couple left for a honeymoon in Atlantic City.

We are glad John McBride is recovering from an operation and hope he'll return soon.

We welcome George O'Brien, ex.-Sgt., Marines, to our office as stenographer.

It's at son for the Rooneys! Our
(Turn the page)

If, as the psychologists tell us, there is no such thing as pain, what is it that some people always give us in the neck?

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heartiest wishes to them and our blessings to little Daniel.

A Mass of Thanksgiving was offered recently in Epiphany Church, Grantwood, for the safe return from the Chinese War Area of Sister Aurelia I. C. Fleischbein, sister of Katherine Fleischbein, stenographer.

N. Y. T. STA. ACCTG. BUREAU

By W. H. Schneider

We welcome back honorably discharged Veterans John J. Feeney and William J. McCloskey.

John Scott, typist and biller, and Margaret Gorman, former employe, were married June 22, in St. Joseph's R. C. Church, Jersey City. We extend best wishes and all the luck in the world.

Members of the Bureau offer their deepest sympathy to the family of our former co-worker, William F. Wider, who died suddenly July 4, at Cleveland.

BUFFALO DIVISION BUFFALO MACHINESHOP

By F. Halbleib

Henry Doller and Stanley Granica have joined the ranks of the benedicts. Congratulations!

Chester Buchanowicz is the proud

PARENTS OF FOREMAN BRYNDA



Nearly three score years have elapsed since May 13, 1888, when John Brynda took his sweetheart Emily for better or for worse. Their son, I. I. Brynda, general foreman at 14th Street Station, Chicago, sent us their picture which shows his parents on their 58th wedding anniversary

father of a baby girl. Congratulations and best wishes to baby and mother.

Good luck wishes are extended to Charles M. Stubbs, transferred to Jersey City as general foreman and to William G. Carlson who succeeds him.

Servicemen's gifts have been presented to James Lougen and Edward "Atzrott" who expressed their thanks and appreciation.

C. A. LOY, A FIREMAN IN 1913,
WAS SURROUNDED BY WATER



"I was marooned with my family for five days in the Dayton flood of 1913 on top of a house," writes Engineer C. A. Loy, of Akron, who retired March 28 (he is shown with his daughter Ruth). "The only clothing we had, we were wearing, as our home had been washed away. Mr. Woodruff, who was then superintendent of the Kent division, sent a dining car to Dayton and furnished free meals to the employees, a deed which I shall always remember and be thankful for"

SUSQUEHANNA DIVISION

BY C. A. THOMPSON

ELMIRA FREIGHT

By F. J. Gill

Frank DeMaria is working as night clerk.

W. D. Richmond has resumed as yard clerk after serving in the south Pacific.

Yard Clerk James Pitts spent his vacation in New York.

James Mannix is the new day baggage agent and Walter Greek is night agent.

Archie Hall has retired on pension after 21 years as checker and delivery clerk. We wish him many years of health and happiness.

Earl Mitchell has resumed work as stenographer after serving in the south Pacific.

Howard Chase of the Revision Bureau spent a week-end with relatives in Bath, N.Y.

Sympathy is extended to the family of Samuel Cross, retired trucker, who died June 13.

HORNELL CAR SHOP

By M. L. Watt

H. H. Adrian, stockkeeper, is "spending three months abroad, visiting friends and relatives in England and Denmark.

W. C. Hunt, gang foreman, spent two weeks at his cottage on Lake Waneta.

H. P. Jeffrey has returned to work after a recent illness. Glad to see you back, Bert.

The government announces that it has for sale a large number of surplus pneumatic life rafts. This is encouraging news for a country which is so completely at sea.--Cleveland Plain Dealer.

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WYOMING DIVISION

By J. P. Roche

Cornelius F. (Nick) Young, transitman, received his B. A. degree from the University of Scranton June 16. For three years "Nick" attended evening classes to attain this goal. Congratulations of his co-workers are extended.

Lucky for Lincoln Pratt, clerk, that the two dogs which attacked him were muzzled. While his oh)thing was a little soiled from being knocked to the ground, he came out of the skirmish without injury.

Sympathy is extended to Art Quinn, clerk, Avoca, on the recent death of his brother, Gene.

Our best wishes go with L. Rossman, division engineer, who has been transferred to Salamanca.

We welcome R. J. Pierce back to Dunmore as division engineer.

Sympathy is expressed to A. Madoushek, engineer, on the recent death of his mother at Forest City, Pa.

Congratulations to the William Naylor (foreman) on the birth of their third daughter.

We wish a speedy recovery for Mrs. Thomas, wife of Supervisor J. H. Thomas, who has returned home after being hospitalized.

Lafe Cortright, carpenter, has resumed work after illness of a few months.

Retired Engineers F. W. Singer, Thomas Johnson, H. S. Sherman and Edward Winans were recent visitors at Avoca roundhouse.

DUNMORE CAR SHOP

By W. C. Eshelman

Most of the employees returned to work after being on vacation from June 30 to July 15, inclusive. A large number were able to visit relatives and friends out of town. Others who did not take advantage of the free transportation spent their vacation as usual at home, resting on the front porch, tinkering in the garden and taking auto trips to nearby lakes.

We welcome the return of Dorado C. Rinaldi, laborer, after three years in the army. He attained the rank of corporal.

Louis Tuthill, discharged veteran and son of H. G. Tuthill, division telephone supervisor, has become a carman apprentice here.

Was it the encouragement given by Patrick Berry, carman, to have Daniel Healey, helper, finally make up his mind? "Dan" now belongs to the married men's club.

Chester Hess, carman, and wife have returned from Nashville, Tenn., where they attended the wedding of their son, Raymond, who Worked as an apprentice here for a short time.

Barney Ferry, indisposed for several days with a fractured rib, has returned to his position as inspector at Forest City.

Thomas Sileo, helper, dropped that withholding tax just a little more with the

TED CLARK FINDS BENT AXLE IN 85



Mr. T. W. Clark,
Section Foreman,
Salisbury Mills, N. Y.

Dear Ted:

I note that on April 18, while you were on your section just west of Moodna viaduct, you checked Train 85, west-bound, as it was passing, for possible defects, observed a truck on C. B. & Q. car 56820 which did not appear to be riding properly and immediately notified the operator at BS Tower. He got in touch with the dispatcher, who had the train inspected at "MQ" water tank, where a bent axle was found.

I realize it is difficult to detect a defect of this kind and that the prompt action you took prevented a possible derailment, with considerable damage and delay to trains. Your alertness and quick thinking before a derailment occurred is commendable and I want you to know that the management is proud to have such men in its employ.

It is especially noteworthy that in the short time you have been section foreman, this is the second time I have had occasion to write you a letter of commendation for alertness and prompt handling of an incident of this kind. Keep up the good work.

H. J. Weccheider,
Division Engineer

recent increase of a baby girl to the family. Congratulations, "Tom," and thanks for the cigars.

Twins of Jacob Stark, Jr., carman, took the prize at the recent welcome home celebration for the vets in East Scranton.

John Summa, mason, is our official visitor to the sick. He has asked for assistance and William Ehrhardt, leading blacksmith, has agreed to accompany him.

A noted criminologist finds that few men commit acts of violence after a hearty meal. Only thus is explained the curious longevity of after-dinner speakers.

TRUE-TO YOURSELF

The pledges a man makes to himself are just as important as those he makes to others.

Haven't you promised yourself that your children will be able to finish their education--even if you're not here to see them do it?

Haven't you promised yourself that your wife will be secure, and able to continue living in the home you've provided?

Haven't you promised yourself that someday you'll retire and take a permanent vacation?

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Hour from Vessel. Storage Capacity
at Randall, O., of 1,000,000 Tons.

THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI

PROGRESS IN TRANSPORTATION- AND BRAKES

Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

Use "AB" for today's freight trains.

Use "HSC" for High-Speed, Light-weight Passenger Trains.

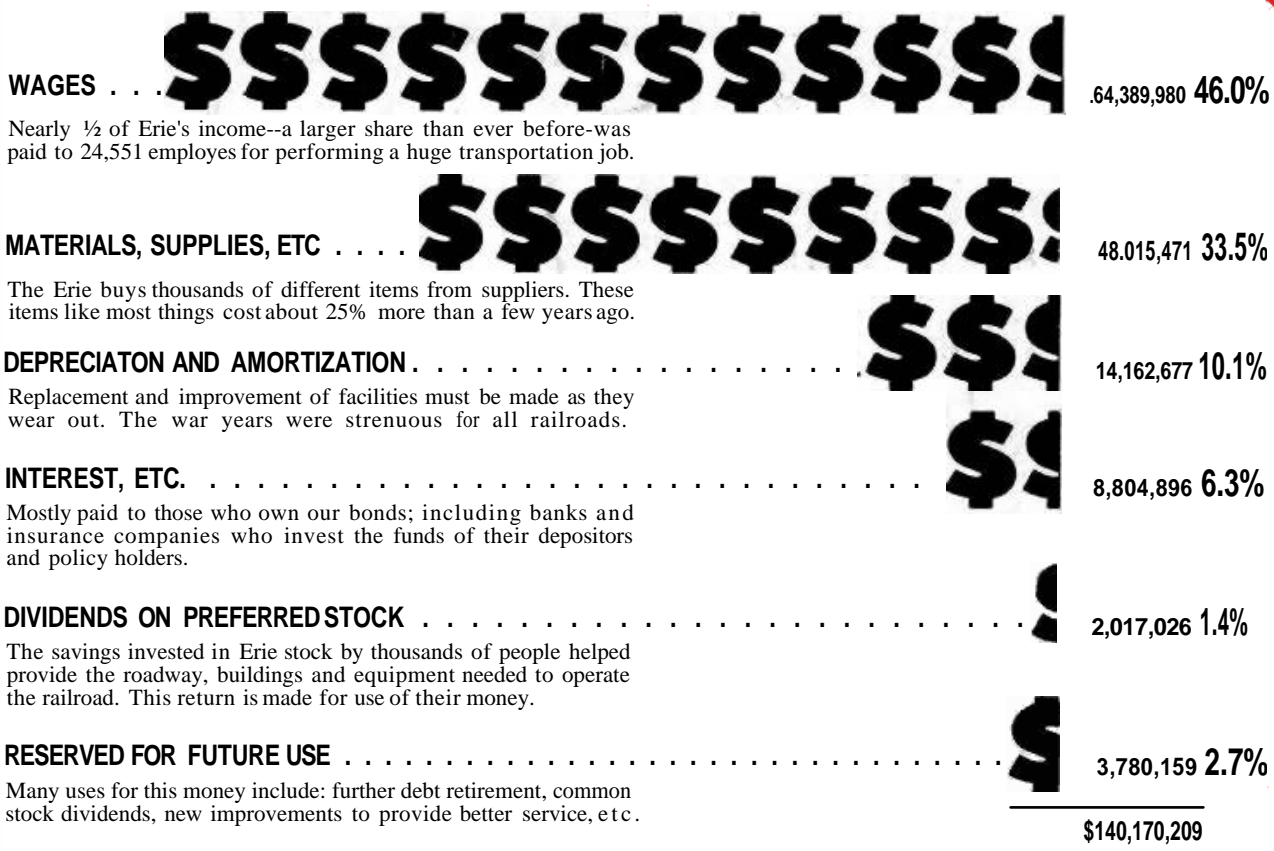
The New York Air Brake Company

420 Lexington Ave., New York City

Plant: Watertown, N. Y.

WHO GOT WHAT and WHY...

out of Erie's 1945 income of \$140,170,209



THE above report is for the year 1945. Since January 1, 1946, wage costs have increased by about \$10,700,000 annually, and higher material costs will add about \$1,300,000 more, a total increase of \$12,000,000 in expenses.

Receipts for our transportation services up to the end of May are \$13,615,000 (22%) less than last year. Freight rate increases granted by the Interstate Commerce Commission effective July 1, 1946, will

add about \$4,500,000 to our revenue for the balance of the year--far short of offsetting the increased costs.

If the railroads are to progress and continue their essential contribution to the nation's welfare and prosperity, it is inevitable that not only will freight rates require a further upward adjustment, but the manhour productivity of railroad workers must be increased.



SERVING THE HEART OF INDUSTRIAL AMERICA

