“MERRY CHRISTMAS” FROM SMILEY

DECEMBER, 1948
ONCE AGAIN, a Merry Christmas and a Happy New Year to each of you.

This has been a good year for most of us. The Erie Railroad has done better than for two years past.

As you know, a prosperous employer is a distinct asset to the employes. Better earnings mean better credit and more money to buy tools, to make operations easier and smoother and to make a better and safer place to work for everyone.

Thanks for your help and loyal cooperation.

Here's hoping 1949 will be even better.
COURTESY OF DEPENDABILITY

You see the sun set in a blaze of glory, and you know that the day is done. But you know that tomorrow will usher in another day, and that the moon and stars will soon come out to light the world until the sun rises again in the morning. You depend on that.

You are certain that the laws of God and Nature are dependable.

Without dependability all our social, moral and economic institutions would crumble. Dependability is the rock, the foundation of all human ties and relations. We take this attitude for granted in a cultured person because it is an ingredient of good character and courtesy.

But when we are paid a salary for this quality of dependability, in business or professional life, then this courtesy is a double obligation.

Your employer depends upon you just as you depend on the high tide to recede, the sun to shine, the moon and the stars to light your way at night.

From the moment you are hired and have been assigned to your particular niche in the structure of the firm, you are expected to do a certain piece of work daily. Your job is one of many in the organization. Upon your performance depends the successful operation of other jobs held by other employees. Delay or carelessness on your part may hold up the entire works.

In accepting the job you have assumed a great responsibility. You have promised the firm that you will conform to its rules and regulations, that you will do all you can to improve its interests by your dependability. This dependability will bring dividends not only to your employer, but especially to yourself.

From the booklet COURTESY Copyright Bella M. Baltor

It's part of the American Christmas spirit to give the greatest gift of all . . . health, life itself.

It began in 1907, this idea of buying Christmas Seals to overcome tuberculosis . . . and each Christmas since, the crescendo has swelled. Last year, it reached a mighty chorus of more than 15,000,000 American families.

You probably were included; thank you. and thank you again. If not, join in. Add even a tiny remembrance to the bottom of this year's Christmas list. Send your contribution to your Tuberculosis Association today, please.

BUY CHRISTMAS SEALS
Commercial agents participating in the 1948 education tours studied railroading from the ground up. Here is a group in a roundhouse where a wheel and axle assembly is being prepared to haul the freight which the agents will book for the Erie system.

**BUILDING BETTER**

Commercial agents get intimate knowledge of the service

Forty-Two Erie commercial agents in all parts of North America are now prepared to give even better Erie Railroad service and advice to shippers in their areas.

The 42 men participated in a series of intensive two-week educational trips during which the heave of the Erie system was laid bare for their examination. Except for a single-day "breather" in the center of the tour to permit them to attend church services, the men railroaded by day and night. Traveling in business car No. 25, they were on railroad property during the entire period and saw important railroad functions performed at all hours. While traveling from place to place, they heard discussions on problems, facilities and advantages presented by officials of the various divisions through which they were moving.

**Started in Chicago**

Each of the tours started in Chicago and ended in Erie's Cleveland headquarters where the men met top officers of the company and various departments.

Concerned with rates in their work, the commercial agents heard a discussion of the functions of the rate department in Chicago, the divisions and tariff bureaus. Operations in the passenger department and Dearborn Station, its equipment and handling of westbound baggage, were explained.

**6000 Cars a Day**

At the 14th Street Station, operations of the house team track, economy safe-load box car and dairy merchandise cars were discussed. Team track and paper platform at 23rd Street Freight Station were shown.

Teletyping of train lists to retarder towers, the westbound hump, operations of the retarder system and car classifying were observed in the Clearing Yards of the Belt Railway, of which the Erie owns a 1/13th share. More than 6000 cars can be classified in the operation every day. Side trips took the agents to the Chicago Produce Terminal, Union Stocks Yards and Loomis Street Yards where Erie receives cars of meat from the packing houses.

Departing from Chicago, the groups saw the 51st Street Yard, makeup point for all outbound scheduled mani-

Erie's four-way radio communications system is tested from caboose.
fest trains and terminus for inbound manifest freight. Switching from the C. & W. I. trucks to Erie rails at Hammond, Ind., the travelers saw various junction and interchange points and heard explanations of advantages of "S" type engines which can handle 5000 tons between Marion and Chicago.

In Marion, the commercial agents toured freight offices, saw the operation of the westbound and eastbound yards, the hump and retarders. Icing and assembly of the famous 98's which rush perishables to the east coast were observed. Members of the groups participated in demonstrations of the Erie's new four-way radio communications system which is constantly increasing in importance on the main line. The Diesel shops and ice plant were toured.

East of Marion, the joint operation of track with the New York Central system between Marion and Galion was discussed. In Akron, freight installations and the new passenger station were inspected. Tours of local industries were arranged. Similar tours were conducted in Youngstown.

The commercial agents met in the board room at 50 Church Street, New York, where they received highlights of the operations in and around the harbor prior to visiting the facilities. Functions of the Railway Express Agency and the controlled traffic system were explained. An overall view of the Erie's harbor facilities and their relation to other port installations was obtained during a cruise around Manhattan aboard the Erie tug Cleveland.

Unloading of fruits and vegetables from cars on floats to Piers 20 and 21 in preparation for the next day's auction was observed by the groups on Sunday night. The morning auction was on the program, followed by visits to 28th Street Station and Piers 67 and 48.

See Harbor Problems

Handling of less-than-carload freight for eight railroads plus shipments to building tenants was seen at the Union Inland Freight Station. Explanations of the operations at Bush Dock, South Brooklyn Railway, New York Dock Railway, Jay Street Terminal, Army Air Base, Pidgeon Street and Long Island City gave the group a clear picture of harbor prob-

SALES MEN
they have to offer

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December, 1948
Aboard the tugboat Cleveland, the first group of agents gets the actual feel of harbor operations.

Humping and retarder operations are observed from one of the towers in Marion yards.

**BETTER SALES Men** Continued

lems which must be considered in selling Erie service in their home areas.

Arriving at the Erie Railroad headquarters in Cleveland, the agents visited the ore docks where cranes equipped with 17-ton buckets swiftly unloaded the lake freighters. The telegraph department and operations which make Erie's "Quick Action" car locating service popular with shippers were explained to the visitors.

Participating in the 1948 education tours were commercial agents from all over the continent as follows:

**FIRST GROUP:** C. F. Lauer, Akron; F. A. Kraus, Cleveland; M. O. Keel, Chicago; W. A. Irwin, Los Angeles; R. O. Wilson, Indianapolis; E. W. Maxwell, New York; A. B. Connell, Toronto, and T. E. Duddy, Boron.


**THIRD GROUP:** J. U. Heiney, Portland, Ore.; C. A. Parker, Atlanta; C. J. Dameron, Kansas City; F. R. Drews, Chicago; J. R. Schultz, Columbus; C. P. Bell, Jersey City; J. H. Lafevey, Boston, and H. W. Jones, New York.

**FOURTH GROUP:** W. L. Jacobs, Indianapolis; J. H. Whelpley, St. Louis; E. A. Fleischer, Omaha; D. A. O'Connor, Chicago; C. E. Greenleaf, New York; J. F. Dayspring, Newark; Edward Curtis, New York; L. C. Williams, Baltimore, and W. J. Kangas, New York.

**FIFTH GROUP:** B. J. Markwell, New Orleans; B. E. Hendrickson, Seattle; William Hitchman, Detroit; P. W. Johnston, Jr., Rochester; C. L. Brown, Toronto; W. E. Bennett, Elmira; A. J. Farber and C. W. Stroh, Boston.

Besides the commercial agents, Fred Coffman, cost analyst, and G. R. Green, research assistant, both of the research department, participated in the educational tours.

**SIGHTSEEING SUFFERNITES**

In mid-September, 475 employes and guests of the Allied Avon Products Inc. of Suffern made a trip on the Hudson River Day Line, led by H. Thomas Chisholm, personnel manager. Coming into Jersey City on the Erie, they were picked up by our ferryboat Tuxedo which took them to West 42nd Street, New York, where they boarded the Day Line steamer. Coming back, the procedure was reversed when the ferryboat picked them up again.

"The Hudson offers the most magnificent one-day trip to be found in America," said one thrilled passenger, "and the trillion-dollar part of it. New York City, we saw from the deck of the Tuxedo."
of the plume of steam above the fire-door of the old fashioned, wood-

ning of snow that had fallen in the late afternoon sparkled in the light of the kerosene yard lamps like the dry artificial product in a Christmas store-window display. So thin indeed was the snow blanket that the old town had narrowly missed not hav-

ing a white Christmas at all.

With his large yellow knitted muffler knotted around his neck outside his long overcoat, Conductor Coe Little, who was to take the stock-

train out of town. The dust-

in a lake. When the fire-door of the old fashioned, wood-
burning engine was thrown open, the blazing logs painted the under side of the plume of steam above the puffing locomotive with a brilliant orange color that came and went fit-

fully. The little engine, aided by a pusher on the tail-end, prepared to tackle the grade beyond Starrucca viaduct.

With his large yellow knitted muffler knotted around his neck outside his long overcoat, Conductor Coe Little, who was to take the stock-

train of nearly 80 cars of cattle to Port Jervis, received his way bills and gave the signal to start the caravan out of town.

It was an inky night, but an occasional light in the window of a late stayer-up twinkled from the town of Lanesboro, below, like a Star of Beth-

lehem reflected in a lake. When the fire-door of the old fashioned, wood-
burning engine was thrown open, the blazing logs painted the under side of the plume of steam above the puffing locomotive with a brilliant orange color that came and went fit-

fully. The little engine, aided by a pusher on the tail-end, prepared to tackle the grade beyond Starrucca viaduct.

In the warm caboose someone gave Conductor Little a cup of coffee. He laid his way bills on the table; loosened his scarf and coat; wiped his steamy glasses, on a large band-

danna and sipped the hot coffee slow-

ly. Things were going well.

Down the Delaware Division

The train labored up the long grade, sending its echoes into the snowy hills, and then at Gulf Summit it started down toward the Delaware. The rest would be easy. Certain rou-
tine matters to handle, of course, but the short ruddy-faced conductor with the sandy, handle-bar mustache could

see no trouble on the Delaware di-

vision (which extended to Port Jervis then, in 1856, as it does today.)

Near Deposit, they passed a train going west and Engineer "Muddy" Waters said Merry Christmas with his whistle. Approaching Lackawax-
en, there appeared ahead what looked like a burning house but turned out to be a pile of flaming alleys by the tracks. No other excitement down and across the river and into the P O yards, where Conductor Little was to give his train to the New York division conductor.

The train clattered to a stop and Little swung off and handed in his way bills which told the number, character and contents of every car.

But when the agent at Port Jervis compared Little's train with his voucher, one car was missing. The car was entered on the way bill as having left Susquehanna all right. Its place, according to the bill, was near the middle of the train, but it was not in the train at all at Port Jervis.

Conductor Little declared that every car was in the train when he left Susquehanna, for he had checked the number of each one on the way bill himself. He certainly had not de-

livered the missing car to anyone on the way, and he couldn't see how anyone could have stolen it, espe-
cially as the train had been on the move pretty much all the time be-
tween Susquehanna and Port Jervis. A telegram was sent to the agent at Susquehanna, asking for information about the missing car. The reply was that nothing was known there that could throw any light on the subject; quite the contrary, for the agent corroborated Little's report. When the train leftSusquehanna the missing car was part of it.

During the efforts of the puzzled Erie men at Port Jervis to solve the mystery of the lost car, someone discovered that the car that should have been behind the missing one was coupled to the car that should have been just ahead of the lost car. This certainly did not help matters, it deepened the mystery.

Agent Thomas Wires

They were still trying to solve the problem, and a car-tracer was about to be sent back over the road to search for the car, when a telegram came from Chauncey Thomas, the agent at Shohola, 19 miles west of Port Jervis. Agent Thomas said in effect that somebody's cattle car was astray in a field along the Delaware River just west of Shohola station, and that he had better come and look after it. A gang was sent up from Port Jervis and, sure enough, in a field, stood the missing cattle car, right as a trivet, except that its doors were open and its cattle gone.

It was cold and the Delaware river, only a few yards away, was filled with running ice. The cattle had plunged into the icy water and made their way to Sullivan County, N. Y., but every one of them was rounded up and none was injured.

There was only one way to explain the freak of the car in quitting its train so unceremoniously. Going east along that part of the Erie, the track is down grade, dust before reaching Shohola the coupling-pin that held the car to the one ahead of it must have broken. (You must remember, of course, that this was in the link-

and-pin coupling days.) This divided the train into two parts. The head car of the rear part jumped the track, and breaking the link that held it to the car behind it, went off the track, getting out of the way of the cars following on the track. When the leading section of the divided train got to the foot of the next grade, its speed slackened. The following sec-
tion caught up with it and ran into the rear car, but not with force suffi-
cient to do any damage or attract attention. The broken link now form-
ing a hook, happened to fall into the pin-hole of the coupler ahead, of it. The train was thus recoupled, and went on to Port Jervis minus a car from its very center.
Nearly every American business started small.

Even today, 98% of all business units in the United States are small (150 employees or less).

Small business is the backbone of America.

Jobs don't just happen
Something creates them
Something keeps them going
Something produces more jobs

It requires "capital" to start even the smallest business.
Capital is the "profit" on yesterday's work.
If you save a dollar over your expenses, that dollar is profit. When you add another dollar of profit to it, it becomes capital.

From some kind of business
Whether it is making something, or selling something, or furnishing some kind of service.

A group of friends may pool their savings to "capitalize" a small business
Or they may borrow from a bank, in which case they use the "profits" placed there by depositors.
If a business is successful (and a great many are not), part of the profits from the business can be used for expansion.

When a business expands, new jobs are created.

As more profits are plowed back into the business, employment increases.

Jobs are created by profits in the form of "capital."

Profits keep jobs going and create more employment by making expansion possible.

Profit is the gasoline in the tank of business, it keeps the car running.

When profits are dried up, the car goes dead.

Nobody gets anywhere -- jobs stop.

* How much "profit" is there in business and where does it go?

( Editor's Note: Railroad industry profits have been averaging less than 4 cents)

"Profit" is the word magi hated by Communists.

Because profits give individual freedom to the worker

And there is no room for individual trolled economy where all are slaves of the "police state."

PROFITS MEAN PROGRESS FOR EVERYONE

Courtesy of
WORK AND UNITY GROUP
363 West State Street
Trenton 8, N. J.
OWN, out of the North Jersey hills the Passaic River gallops like a startled yearling colt. At Second Watchung Mountain it leaps over Little Falls in a cloud of flung spray. At First Watchung Mountain it plunges madly over Great Falls (Passaic Falls). Then like a cole grown up and broken to the bit it becomes a tractable tidewater river at Paterson.

From this point Erie Railroad, Newark Branch, runs near its side and follows it toward the sea down through Athena, Nutley, Belleville, until it reaches Newark. Suddenly, just after passing Newark station it makes a left turn, crosses the river and heads directly for Jersey City and Manhattan.

Where the railroad crosses the river, stands what Eriemen call Bridge 8.04, Newark Branch, the third bridge on this site to carry the trains across and let the river traffic through. And here, on this huge bascule lift bridge, work Eriemen who are charged with the functioning of one of the larger mechanical units of the Erie Railroad.

Nearly A Million Pounds

The lift section (the blade of the jack-knife) with its tracks is 180 feet long; the two huge concrete counterweights weigh nearly a million pounds each, yet so exactly they balance the lift section that a small electric motor activates the great lifting arm. When at its maximum lift, it is nearly vertical: 82 degrees. Vertical would be 90 degrees.

Bridge 8.04 is within a stone's throw of the Newark freight house and the passenger station. On the other, or East Newark, N. 5, shore, about equally distant, is the former Clark Thread factory with what was once the tallest brick chimney in the world standing guard, bearing the letters O N T (Our New Thread) on its side. The first bridge thrown across the Passaic here was a wooden draw span built in 1871. This was replaced by a steel swing span in 1880. The latter served until 1922 when the present Strauss type bascule bridge was built.

Small wonder those great counterweights are so heavy. If they were laid flat on the ground, they would each make a firm foundation for a house. They are 32 feet wide and 52 feet long. But you would have to build some steps to reach the house for they are each four and one half feet thick.
High above the river the great counterweights swing as a freight crosses the Passaic heads for Paterson.

Operator Herb Jacobs peers from his control tower swung like oriole's nest in a tree. Dial shows angle.

Signal Maintainer Bill Buchanan fills his many batteries with a gadget that precludes overfilling.

A down tanker slides under 8.04's arm, here raised to 82 degrees, its full lift. Heavy haze in distance.

View from the operator's perch (above). Newark freight yard, left. Passenger staten around curve.

December, 1948
This is the second of a series of four articles based on "You and Your Railroads," a 24-page booklet published by Association of American Railroads.

* Erie Railroad Magazine is reproducing the text and illustrations used in "You and Your Railroads" believing that the Erie's more than 23,000 employees will be interested in and will use the facts it contains. Any member of the Erie family can obtain copies of the booklet for himself, his friends or "doubting Thomases." Write to the Erie Railroad Magazine for them.

RAILROAD TAXES...

_The railroads employed in the service of the people of the United States in 1947 an average of 1,352,000* men and women, using a plant and equipment--tracks, cars, engines, stations, shops, and all the rest--which cost more than $25,500,000,000 to provide._

Almost all of this vast sum has come from private investment--and more than $21,000,000,000 of this investment has been made under regulations and accounting methods established by the Interstate Commerce Commission.

Nearly one million stockholders own the plant, the average holding being less than 100 shares.

On this plant there is a mortgage of less than $8,000,000,000,* representing money borrowed to build and improve railroads--in much the same way as you might borrow to build or improve your home. The railroad mortgage thus represents less than one-third of the total cost of the plant.

* Class I line-haul railroads only

of $298,000,000. This was more than nine times what was thus paid in 1939 and more than three times 1929--although profits of the railroads in 1947 were only about half of what they were in 1929.

...and how the money is used

The taxes the railroads pay, it should be remembered, are real taxes. They are not used at all for building and maintaining railroad roadways, or railroad signal systems, or railroad stations, or anything else the railroads use in serving you.

They are spent for the general support of government--just as your own taxes on your home, or your farm, or your earnings, are spent.

They go to help support public schools, public safety, public health, public services of all sorts--including helping to pay for the roads and streets, the waterways, the airports and airways which are provided out of tax money for the use of other forms of commercial transportation with which the self-supporting railroads must compete.

INVESTED FOR YOUR SERVICE

Railroads pay taxes which, like your own taxes, help support the general public services of government--state, local and national. Their total tax bill in 1947 was $936,000,000.

State and local taxes on railroad property--the sort of taxes you pay on your home--amounted to $282,000,000 in 1947.

Federal taxes of the railroads included payroll taxes of $353,000,000, nearly 3½ times their amount in 1939. They also included federal income taxes...
Part of this mortgage is held by individual investors, but most of it is held by insurance companies, savings banks, colleges, and other endowed and fiduciary institutions.

The bonds representing this mortgage on the railroads, therefore, are part of the security back of tens of millions of insurance policies and savings bank deposits—part of your security; and part of the resources which support the work of educational and charitable institutions.

Thus, the $28\frac{1}{2}$ billion-dollar plant of the railroads not only provides necessary transportation for our people; it also is a great financial asset backing up and securing the pooled savings of millions of thrifty individuals who are providing for their future through their insurance premiums, their savings bank deposits and their investments.

Part of the earnings of the railroads goes to pay interest on these pooled savings, so that almost every individual has a direct stake in the financial health of the railroads.

**HOW THE RAILROADS SERVE**

During the second World War the railroads carried more than 97 per cent of all organized military travel and more than 90 per cent of the war freight. They performed more than 70 per cent of all freight service of every kind. And they did it at passenger charges only slightly higher—and freight rates no higher—than before the war.

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The investment of public funds in other forms of transportation during the past quarter-century far exceeds the total investment in railroads throughout more than a century, but it was the privately built railroads which provided the adequate, dependable, economical service without which the nation could not have achieved its prodigious production, and could not have won the war.

In peacetime, the railroads haul about two-thirds of all the freight of the nation. Both in peace and in war, they have a place in the economic life of the country which cannot be filled by any other kind of carrier.

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During the five war years of their greatest service and largest revenue, the railroads earned a return which averaged less than 5 per cent per year on their net investment, which is after deducting from the total amount invested the depreciation of property over the years.

Over the past 27 years including the boom decade of the 1920s and the years of the second World War the average return earned by the railroads on their net investment, before payment of interest and other charges on indebtedness, was less than 3\(\frac{2}{3}\) per cent per year.

Nor were these earnings clear profits for the owners. Only after the mortgage-holders and others who have lent money to the railroads get their interest—which comes after government has been paid the income tax, the payroll taxes, the property taxes, and other taxes—do the owners of the railroads get any return on the money they have invested in the stock.

And, of course, before any dividends at all are paid provision must be made for the improvements which are always having to be made to keep a railroad abreast of service needs and the march of science. More than two dollars of earnings have been plowed back into the property in improvements for each dollar paid to the owners in dividends during the past quarter-century.

*(To be continued next month)*

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**AVERAGE RATE OF RETURN ON NET INVESTMENT**

<table>
<thead>
<tr>
<th>Year</th>
<th>Return</th>
</tr>
</thead>
<tbody>
<tr>
<td>1920</td>
<td>7%</td>
</tr>
<tr>
<td>1930</td>
<td>12%</td>
</tr>
<tr>
<td>1940</td>
<td>10%</td>
</tr>
<tr>
<td>1950</td>
<td>5%</td>
</tr>
<tr>
<td>1960</td>
<td>3%</td>
</tr>
</tbody>
</table>
The annual award dinner honoring winners for 1948 of first and second prizes for storehouses and 100% safety awards for 1947 was held at Hotel Jermyn, Scranton, October 12.

Many guests in addition to the stores department staff heard an excellent musical program and an illuminating and forthright address by Manager of Stores A. L. Sorensen from which we print some excerpts: "We on the Erie today have the pride of being associated with one of the most progressive railroads in the world. The phenomenal strides our management has made can be attributed to many factors, not the least of which is their outstanding fairness and foresight and the employee's understanding of the larger problems. They are displaying courage to invest monies, and foresight to install new machinery and tools, so-the employees, bond holders and stock holders will benefit.... We have the organization and will to maintain this leadership.... Our 24,000 employees greatly appreciate the investment of about $20,000 made per employee to make possible their jobs. ....Our management very properly puts strong emphasis on the human side of our industry. They have not only given serious consideration to our operating machinery but equally to the human machine.... Our investment in material and supplies, excluding scrap, is now about $9,000,000 and as we have all agreed, we must seriously watch this current asset account, otherwise known as our inventory. It must be maintained in line with usage. We must look upon every dollar invested as our own and account accordingly from the standpoint of economy and efficiency. Based on semi-annual reports submitted by Class I Railroads of the United States, we constantly stand among the first three carriers in the number of days of supplies on hand compared to usage, also we are not out of line with our previous records, however, in view of the uncertainty of the price trends, looking to the not too distant future, it is imperative we must carefully guard and control this large investment. It is criminal negligence to convert dollars into materials ahead of requirement or to permit misuse of materials, and as custodians of both of these factors it is not only our privilege but our duty to assist our management in every way in this important matter. Dollars are far more flexible than bolts and nuts--Dollars...
can be used for all obligations--materials can not. In connection with this subject, China to prevent hoarding issued an edict providing that Shanghai's merchants be not permitted to keep in excess of a three months' supply of goods in their shops. With oriental resourcefulness they hired pushers and pushcarts and kept their surplus circulating about the streets until needed.

"We do not have any such outlet, nor would we want it; but we do want to direct forcibly to the attention of all concerned that on a property such as ours where material requirements and improvements in existing materials are constantly changing, we are obliged to watch our material units most carefully so we will not be found in the uneconomic position of not being able to take full advantage of current changes and improvements."

The climax of the evening was the presentation of the first prize storehouse award to G. M. Byers, division storekeeper, Dunmore and Avoca, and second prize to C. A. Lefferts, division storekeeper, Port Jervis, "A close second," as Mr. Sorensen remarked.


**ART RIEMANN'S HOBBY**

My hobby is collecting views of covered bridges. In the Crawford County area adjacent to Meadville, Pa., there used to be several interesting covered bridges—one at McGuftstown and one at Cochran, spanning French Creek. Then I and other boys often used to walk ten miles to Cochran to play around the old covered bridge, climbing its trusses and listening to vehicles as they rumbled across, and perhaps carving our initials on some high timber.

The fact that covered bridges interest both young and old makes my hobby exceedingly interesting. In 1940 I received a large calendar from the L. L. Lord Co., plumbers in Meadville. On this calendar was a beautiful colored picture of the historic long covered bridge at Charlemont, Mass. This marked the beginning of my hobby of collecting pictures and data concerning covered bridges.

Today my collection includes some pictures of railroad covered bridges, mostly in the New England states, as well as many highway covered bridges in other states, in Canada, Germany, Italy, Switzerland and even China. Many interesting legends have come down through the years from some of these quaint old covered bridges. Although covered bridges are disappearing fast in the eastern states, there are sections along the west coast where they still arc being constructed.

The question of why bridges were covered is a common one to which there have been various answers. One was to provide shelter in time of storm. Another reason was to prevent horses from becoming frightened when passing over a stream. However, the prime reason for covering bridges was to protect the timbers because in the early days much of the timber was handhewn and costly to produce, therefore, to preserve the trusses, frame work and floor planks, bridges were covered and for this reason on some covered bridges the roof projects beyond the floor of the bridge to prevent snow and rain from blowing in and rotting the end planking.

In this connection there are many interesting incidents and bits of information. Just now I am thinking of the early records of some of the towns in the New England area which show an item in the town budget for snowing covered bridges. Someone was engaged and was responsible for keeping snow during the winter months on the bridge floor to enable bobsleds to pass through the bridge with their heavy loads.

The model bridge which I made is a scale model of the Liberty bridge in the White Mountains of New Hampshire. At the request of the local Exchange Club I have twice exhibited my covered bridge views at its annual hobby show in order to interest juveniles in this hobby.

A covered bridge dating back to the fourteenth century still is being used in Switzerland. It is the ancient Kapell-Brucke in Luzern over the river Reuss. This bridge is unique because of the 154 scenes painted in its roof arches, depicting the early history of the town.

Many of my pictures and historical facts about covered bridges were sent to me by friends who have learned of my hobby; some I have acquired by exchanging with collectors in different states who have the same hobby.

A. L. Riemann, St. Engr. Valuation Dept. Meadville

*If you are an employe, man or woman, and have a hobby, write us about it.*

A big-game hunter has been missing for days. It is feared that something he disagreed with ate him.

**RIEMANN & DAUGHTER GERTRUDE**

Why covers for bridges?

Fewer children should be lost now that they can reach their mothers' skirts to hang on again.

December, 1948
RAILROAD SAFETY


NEW MEMBER JOINS
ERIE SAFETY STAFF

WILLIE NOITALL has just joined the Erie safety staff and will appear on the railroad from time to time in connection with our safety posters.

Willie is a happy-go-lucky sort of person who never pays attention to the boss. As a result he is in trouble most of the time.

WILLIE NOITALL was suggested by Trainmaster James McFadden and drawn by Charles Fisher. freight trucker at Binghamton, the trouble Willie gets into, of course, comes from yours truly.

J. F. COREY
SAFETY AGENT

SAFETY SLOGANS

1. Don’t let familiarity with your job make you forget Safety.
2. The man who does his work well does it safely.
3. A neat, well swept freight house indicates good safety minded employes working there.

A RULE A MONTH

Transportation-Rule 552: Riding on footboard of locomotive between locomotive or tender and car is prohibited.

Maintenance of Way--Rule 709: Walking, standing or sitting on tracks, except when necessary for the proper performance of duty is prohibited.

Maintenance of Equipment--Rule 112: Using compressed air to blow dirt from clothes is prohibited.

The bureau of minor research will look into the saying, a fool and his money are soon parted, to see how these two ever got together.

Someone has designed a three-horsepower wheelbarrow, a great labor saver, which takes care of just about everything unless they motorize the office pencil sharpener.

Man (in beautiful car, to cutie): Hello, I'm driving West.
Cutie: How wonderful! Bring me back an orange.

Erie Railroad Magazine
Dominick Zaccaquino, carman at Dunmore, suggested using a portable squeeze riveter instead of air hammer when riveting seam caps on steel box car roof. Lawrence Sabia, left, helps by sticking the charry red hot rivets through seam caps.

George Yager, machinist at Avoca roundhouse, recommended replacing fixed pin with cotter pin in hinge on cover plate over coupling between locomotive and tender. This eliminates cutting or burning the hinge off plate when making repairs.

Andrew Mecca, painter, Dunmore, saves many steps each day by using this special stencil rack. Small hooks are spaced on stencil holder board on which letters are hung. Large hook is fastened to top edge so board can be hung conveniently.

Fred De Marco loads scrap ties, etc., with five-ton roustabout crane at Jersey City, Pasquale Gallo assisting. This crane, suggested by Master Carpenter Paul Kay, also handles construction materials between Weehawken docks, Jersey City and Marine yard.

December, 1948
AN EXCURSION IN 1909

With great scarves knotted about their enormous hats and with modified leg-o-mutton sleeves on their slim-waisted jackets, 75 ladies, with their derby-hatted escorts, left Jersey City one Sunday in 1909 to sail up the breezy Hudson and see the Hudson-Fulton celebration. They were the guests of the railroad and their sturdy vessels were the Erie tugs Rochester, Nanuet, and Waverly, gay with the National Colors at the stern, signal flags amidships and the Union Jack flying from each bow staff.

The four white bands on the smokestacks distinguished Erie floating equipment at that time and a profile view showed the letters: E R I E: one letter on each white band.

In the river, squadrons of battlewagons and destroyers of the Yankee and British fleets swung on their mud-hooks all the way from 42nd Street to Spuyten Duyvil.

The tugs and other sightseeing boats chugged in and out under the mighty guns of the fleet with nothing in the world to fear. Those were the piping times of peace.

FERRONA GETS A NEW YARD OFFICE

Ferrona Yard at Sharon, Pa, is situated at the junction of the New Castle Branch with that portion of the main line of the Mahoning division between Youngstown, Ohio, and Pymatuning, Pa. The yard is used jointly with the N. Y. C. and P. & L. E. railroads. The joint use, together with steel mills and large industries in this vicinity, creates a large volume of business here.

The old yard office was no longer desirable and in accordance with company policy of providing for protection, welfare and safety of employes, this new yard office was built recently.

The building is 39 feet, five inches, by 21 feet, four inches, with ceiling height of nine feet, four inches. The exterior walls, below the eaves, are of concrete block and the interior walls are plastered and painted. The partitions are of lexiboard applied over wood sheathing. The sub-floor is of concrete over which hard maple flooring has been placed. The ceiling is of ivory colored beveled ceiling panels. The roof is covered with asphalt strip shingles.

The new building is 250 feet east of the Clark Street crossing which reduces the necessity for employes to cross this busy highway. It is also nearer to the center of yard activities.

ANOTHER ECHO OF 1848

Wilbur James Barnes, attorney and mechanical engineer of Washington, D. C., who, during his high school and college years was a machinist helper, handyman, and special apprentice on the Erie at Jersey City and Susquehanna, writes us about his grandfather’s eldest brother’s work in connection with the building of the Starrucca Viaduct. Concerning this great uncle, Simon H. Barnes, he quotes from the Centennial History of Susquehanna County, Pa.:

"The fall he reached his majority be engaged to teach a district school in Jackson: At this time (1846) the New York and Erie Railroad was being constructed, and railroad men and contractors came on to build and put up the important bridges and works in and about Lanesboro and Susquehanna. Mechanical labor being in great demand, and the work requiring large quantities of lumber and other material, Mr. Barnes concluded that the railroad offered better financial inducements than the schoolroom, and by paying $1.50 a month bonus, he secured a Mr. Badger to carry out his contract with the Jackson School Board. He then commenced work for the Erie Company, and under a contract, built two boarding houses, store, blacksmith shop, cement and lime sheds and other small buildings. Besides these contracts, he furnished nearly or quite a half million feet of hewn timber, which was used in the 'false work', so called, of the famed stone viaduct at Lanesboro."

FERRONA YARD OFFICE

(Inset) Mose O’Neill, Bill Bouslough, Joy McKee, Tom Gibbons
Capt. Joseph B. Hopka of the Erie tug *Binghamton* received orders by radio on Friday night, Oct. 1, to go to Pier 56, North River, and pick up two barges for our Weehawken terminal in Jersey. The *Binghamton* took her two barges in tow and at 12:40 a.m. started toward Weehawken. There was a tow far up the river on its way down stream and a steamship coming up the river bound for Albany.

The *Binghamton* and her tow were on the Jersey side of the channel when Capt. Hopka heard the tug, with two light coal boats, blow her whistle. He looked around and as there were no other vessels in the vicinity he knew that the tug was blowing at the steamship. Then things began to happen.

**Wheel Hard Right**

Joe knew there was going to be a collision. He called his crew to stations, put his wheel hard right and headed for the then sinking tug and coal boats. As the *Binghamton* neared the scene of the collision he saw a man swimming in the water. The man was Leif Hegg, an old Erie employe who was a deckhand on the sunken tug. With two barges alongside and trying to maneuver a tug into shape and make a rescue is no easy job, but Capt. Hopka did it. The *Binghamton* deckhands G. Gotman, Ed Humeiuc and W. T. Salvesen, threw the man a life ring and a life preserver. Hegg, in the water, grabbed the life ring and by this time the *Binghamton*'s oiler, W. Kowalik, and Fireman P. Vandermeuler were there giving a hand. The water was pitch black and the night air was cold, so the engineer, A. Broadfield, hustled Hegg down into the *Binghamton*'s fire-room where it was warm.

**Looking for More**

Capt. Hopka then tied up his barges to a pier and went out looking for more survivors. Seeing none he put his tug alongside the steamship which had dropped anchor, and asked if they had picked up any one. The ship's captain said, "Yes, three." They were put on board the *Binghamton*, one a stretcher case, was passed down to the tug. While this was going on, Capt. Hopka called the Erie's tug dispatcher on the end of Dock 4, Jersey City, by radio and told him of the collision and that there were injured men on board.

The dispatcher called the New York Police Department and told them of the accident, they in turn called for ambulances to be sent to the nearest pier to the scene of accident. The dispatcher called the *Binghamton* by radio and told Hopka where the ambulances were. Without the radio it might have been hours before the men received medical aid.

**ERIE RESCUE TUG**

*Captain Joe Hopka (inset)*

Capt. Hopka on the rescue tug *Binghamton* is a senior lieutenant in the U.S.N.R. The sunken tug was the *Ann Marie Tracy* and the tanker is the *Eliza J. Nicholson*. Nine of the crew of the Tracy were drowned. -- Jesse E. Baker, Erie port captain.
To all Erie Veterans:

This being my final letter, I wish to state that it has been a great pleasure to fill this office. I have had real gentlemen to work with and I thank them all; also the officials of our railroad for their splendid cooperation, which has made my duties pleasant. I also thank each and every one of the Veterans for their fine work in helping to make Saturday morning on one of the very best railroad veterans' organizations in the country.

Merry Christmas and a Prosperous and Happy New Year!

Fraternally,
C. J. BISHOP
PRESIDENT

Buffalo-Rochester Chapter
Ruth Munger

On Oct. 30, 107 members and guests of the chapter and its Ladies Auxiliary met at the Turners Club in Buffalo for a turkey dinner, after which Chairman Redding introduced C. S. Kinback, the new superintendent. He responded by saying that he was very much pleased to see such a good turnout, which showed the interest in the Association; also that it was a pleasure to see the wives and mothers and to tell them what a help they are to their husbands and sons by sending them off to work with a smile. A smiling veteran coming to work makes him a safer worker. Then the two groups adjourned for their meetings.

Twelve new chapter members were accepted and after the usual order of business the following officers were elected by acclamation for 1949: Chairman, M. A. Redding; vice-chairman, D. W. Kirkendall, secretary, H. G. Putt (retired); treasurer, P. Prell.

Henry M. Young, Marion division locomotive engineer, will complete 50 years of continuous service with the Erie on Dec. 13. His regular run is on trains 5 and 8 between Huntington and Chicago.

In 1924 he received a merit for running 25,000 miles in fast freight service in six months without an engine failure for which he was responsible.

Mr. Young was promoted to engineer in 1902 and road foreman of engineer in 1916. He served as road foreman and trainmaster at various periods and resumed as engineer in February, 1924.

Mr. and Mrs. Young have two daughters and one son, Walter, a regular fireman on the Second district of the Marion division.

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Sixty members of the Chapter and Ladies Auxiliary enjoyed a dinner Nov. 1 at Pioneer Pavilion, Mill Creek Park, prepared and served by the ladies. Some of the boys were so stuffed with beefsteak, potatoes, peas, pumpkin pie, etc., they almost needed a pusher to get upstairs.

Retired Veterans B. R. Mark and C. R. Stewart were recent visitors and seem to be enjoying themselves.

The next chapter meeting will be Dec. 1 in the K. of C. building on South Hazel street, 8:30 p.m. (Continued on page 34)
Gaily decked out in its new Santa Claus suit—Prince Albert Smoking Tobacco "stars" under any Christmas tree. If he loves his pipe or roll-your-own cigarettes, crimp cut Prince Albert is the answer. Rich, mild, and easy on the tongue—P.A. says Merry Christmas in a big way!

B. J. Briscoe Tobacco Company, Winston-Salem, N. C.
Pass Restrictions Lifted

Instructions have been issued by P. W. Johnston, Executive Vice President, that effective immediately all Erie passes issued to employees will be honored on Trains 1 and 2—The Erie Limited, operating between Jersey City and Chicago.

Heretofore, certain trip and card passes were restricted against use on these trains. These bore the notation "Not good on Trains 1 and 2".

With the restriction now lifted, all Erie employees holding passes will have the privilege of riding these famous trains. Another plus for Erie people!

HOW TO WIN FRIENDS

Sir:

I have seen many pleasant porters, but I've never, I think, seen one who tried as hard as this man (John H. Lemons) did to do what he thought he was supposed to do.

I think the man must have gone through the coach a hundred times during the day, each time looking at every person to see whether there was something he could do to make the trip more comfortable.

Charles H. Harrison, Ph.D.
New York 23, New York

- Remember that name -- John Lemons. You've heard it before. You'll hear it again.

Wyoming Division

J. P. Roche

L. R. Henderson, transitman, has resumed work after vacationing in Michigan.

Our sympathy goes to M. A. Le- shanski, chief clerk, on the recent death of his mother.

It is pleasing to note that J. F. Jackson, conductor, and J. H. Johnson, brakeman, were among the eleven Erie employees who received honorable mention for their essay on "Why I Like to Work for the Erie Railroad".

Congratulations to C. H. Crump, engineer, on his recent marriage.

Frank Flynn, boilermaker, feels quite proud that he is now a grandfather. It's a girl. We can say the same for William Kennedy, machinist, but in Bill's place it's a future football coach.

We sympathize with L. W. Edwards, agent, Forest City, on the recent death of his wife.

Drawn especially for Erie Magazine

"He's sure broken in his quota of firemen"
CONTEST WINNERS MEET EXECUTIVES

The three winners of the "Why I Like to Work for the Erie Railroad" contest are shown above in President R. E. Woodruff's office where they were presented their checks. From left to right, Executive Vice-President P. W. Johnston, Max A. Baldwin of Caledonia, N. Y., first prize winner; Vice-President R. C. Randall, John Gillick, of Cleveland, second prize winner; Mr. Woodruff, S. G. Gorton of Elmira, N. Y., third prize winner, and G. C. Frank, assistant to the prescient and editor of the Erie Railroad Magazine which sponsored the contest.

MANAGER OF STORES

HORNELL, N. Y.

J. J. DeLaney, Jr.

We are happy to report that Helen Snyder is recovering rapidly from a recent operation.

Our new messenger is Dick Peek.

(Continued on page 25)
OBITUARIES

W. E. Morse

William Edgar Morse, 65, former patrolman at Elmira, died Oct. 3. Ill health forced his retirement in 1947.

Mr. Morse was born in Presko, N. Y., and started with the Erie as a patrolman at Coming in 1919. The next year he resigned and accepted a position with the Coming city police. He rejoined the Erie at Hornell in 1926 and later served at Binghamton and Elmira.

He is survived by his widow, a son and two brothers.

M. W. Brown

Maurice William Brown, 52, assistant cost engineer in the Valuation department at Cleveland, died Oct. 29. He was stricken suddenly in the office and was pronounced dead on arrival of company doctors.

Mr. Brown was born in Ozone Park, N. Y., and joined the Erie in 1916 as a rodman in the Engineering department. The next year he entered the Valuation department and subsequently advanced from rodman, transitman, engineering accountant, to assistant cost engineer.

His widow, Geraldine, survives him.

Burial was at Hartford, Conn.

D. J. Decker

David J. Decker, 77, former Erie car foreman and resident of Dunmore 55 years, died at home Oct. 29 after an illness of seven weeks. He retired in 1940 after more than 45 years' service.

Mr. and Mrs. Decker celebrated their 52nd wedding anniversary last Christmas. In addition to his wife, he leaves two daughters, three sons, a brother and several grandchildren.

A. Axtell

Andrew Axtell, 66, of Lanesboro, Pa., a former locomotive engineer on the Delaware division, died Oct. 21. He retired last March, due to ill health.

Mr. Axtell began as a fireman in 1903 and was promoted to engineer in 1909. His last job was that of main track hostler at Susquehanna.

He is survived by his wife, Mary McKune Axtell; one daughter, three sons and other relatives.

A. F. Briggs

Albert F. Briggs, 77, a retired locomotive engineer, died Oct. 25 at home in Huntington.

Born in Brooklyn, N. Y., he went to the middle west in 1893 and worked for the Wabash and the C. & E. I. railroads before he joined the Erie at Huntington in 1906. At retirement in 1941 he had 36 years' service.

His widow and one son survive.

L. R. Blodgett

Lewis R. Blodgett, 83, was stricken with death Oct. 27 as he walked toward the Erie passenger station in Susquehanna. Until retirement in 1937 he had been a car inspector at that point and had 30 years' service.

Surviving with the widow are two daughters, two sons, five grandchildren and other relatives.

M. C. Gearey

Martin C. Gearey, 87, a retired Erie employee of 52 years' service and resident of Susquehanna over 80 years, died Nov. 12.

He leaves a son, five daughters, 20 grandchildren and seven great-grandchildren.

C. B. Cook

Charles B. Cook, nearly 84, of Matamoras, Pa., a painter for the Erie until retirement in 1932, died Nov. 4.

He is survived by his widow and three daughters.

Erie Railroad Magazine
STORES continued
Sympathy is extended to Van Craig and Louise Eberman on the deaths of their mothers.
E. L. Ordway, sectional storekeeper, spent a week hunting in the Adirondacks.

SUSQUEHANNA DIVISION
HORNELL BACKSHOP & ROUNDHOUSE
Raymond J. Lares
The backshop supervision honored Francis P. Williams, formerly assistant to general foreman, at a steak dinner Oct. 3, on his recent promotion to division storekeeper at Hornell. A gift was presented and he received many well wishes.

Sympathy is extended to Ralph Hammond, engine failure clerk, on the death Oct. 25 of his father, James Hammond.

Congratulations to Thomas A. Hogan, personal record clerk, on his recent marriage to Ruth Alger. The couple motored to Maryland.

J. F. Corey, safety agent of the system, was host to the supervision of the backshop at a dinner Oct. 28. Forty-nine guests were present. There were several safety talks. The Erie’s foremost magician, Lieut. of Police Tom Brown, entertained the group. C. F. Schwartz, shop superintendent, acted as toastmaster.

Sympathy is extended to Mrs. Joseph Pecaro and family on the death of her husband, a machinist in the roundhouse.

Sympathy also is extended to Mrs. Richard Stewart and family on the death of her husband, a machinist in Hornell shop.

John H. Ray, diesel shop foreman, and family visited relatives and friends at Matamoras, Pa., and points east.

We gladly welcome John Nazar who entered upon his new duties as general foreman’s clerk in the backshop on Oct. 25.

BINGHAMTON, N. Y.
A. E. Goetting
Mrs. Elizabeth Clark, freight office clerk, and husband made a trip to Lake George, New England and Canada, stopping at Cape Cod, Boston and Montreal.

Cashier Waiter Catlin and wife went to the West Coast and stopped at Portland, Ore., Redding, Calif., Mr. Shasta and Mr. Lassen, where there is an active eruption, San Francisco, Los Angeles and Hollywood.

Mac Fitzgerald, payroll clerk, and niece, Mary E. Houlinan, went to New York and Washington, D. C. for a week.

Binghamton Centennial Week (Oct. 11-16) created much enthusiasm and interest among railroad employees and residents in general.

RE-ELECT MR. WOODRUFF TO CONFERENCE BOARD
NEW YORK, OCT. 22--R. E. Woodruff, Erie president, was re-elected board member of the National Industrial Conference Board for the forthcoming year at the Board’s 299th regular meeting held Oct. 21, 1948, at the Waldorf-Astoria Hotel.

Mr. Woodruff has been active in the work of the Conference Board for many years. He was first elected in 1944.

The Conference Board, founded in 1916, is an independent and non-profit institution for research and education in the fields of economics and business. The work of the Board is supported by nearly 3,000 business concerns, trade associations, labor unions, government bureaus, libraries, colleges and universities.

“YOU NAME IT”

Well, students, here it is December, "by chimney Christmas!" and the old professor hasn’t even an exploding cigar to hand you, but here are three Erie puzzle pictures, taken “on the property”, that are like giving you a Christmas present. Answers on page 34.

1. Looks like wood, etc. What is the etc.?

2. This is not owned by the Erie Railroad.

3. We have hopes this one will stick you.
NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY
Mary A. D. Meyer

We are glad that Mary Cusick is showing improvement after illness and we hope she will be back with us soon.

Congratulations to John Wilson who completed 20 years with the company Oct. 19. John joined the Eric Veterans the same day.

Jane Frances Cooper became the bride of Joseph F. Boyle of Cedar Grove, Oct. 23, in St. Theresa's R. C. Church, Paterson. After the reception the newlyweds left for Miami Beach.

Night General Yardmaster R. M. O'Fee's son Robert is undergoing recruit training with the Marines at Parris Island, S. C.

Our sympathy to Dan Sutherland, dispatcher, and family on the death of his aged mother.

Before her recent marriage, Jane Cooper was given a surprise variety shower by co-workers and friends at the home of Frances Terhost in Prospect Park. She received many fine presents, each one bearing a sincere wish for happiness and good fortune.

It's a girl for the George Ameers. The proud father passed cigars and candy.

We extend to all our associates, their families and our fellow employees best wishes for a Merry Christmas and a Prosperous and Happy New Year.

PASSAIC, N. J.
"Anon"

Jim Parkinson is happy about the election returns, all his candidates having been elected.

Arthur Katz is in the market for a new automobile. Let's hope he gets one soon.

Tom Ford reports that while touring Washington, D. C., on vacation, things looked a little Dewey. However, his opinion has been changed.

The recent Chamber of Commerce dinner was attended by many Erie officials.

JERSEY CITY LOCAL

The last fishing trip (Oct. 17) was rather rough on the boys as they spent more time hanging over the rails than they did fishing.

C. Gromest broke the monotony by a strike. He started to yell for assistance, sure he had nothing less than a whale. He pulled and pulled, trying to reel in some of the line and almost two hours later he managed to bring a fish to the surface with an overall length of four inches. What he thought was the pull of the fish proved to be nothing but the strong undercurrent.

Ann Pelosi, stenographer, has become engaged to Nicholas Fochi of Paterson.

Congratulations to Vincent Penny, ice inspector, on completion of 20 years' service. He was presented with a system pass Nov. 8.

During lunch hour at Croxton Transfer you'd think you had barged in on a meeting of television experts. Since H. Reed and Ed Bilson bought receivers of different makes, they do nothing but compare notes on the merits of their respective receivers and programs.
WEEHAWKEN LOCAL & DOCKS

The softball team representing the Erie Railroad in the Hoboken and North Hudson Industrial Athletic League won the playoff against the powerful Todd Shipyard team and has been awarded a handsome trophy which will be placed alongside others won by Weehawken teams of yester-year.

The Weehawken Bowling League has been underway for two months and the race is close. A number of teams still have plenty of chances to upset the leaders and finish in first place in the first hail Individual averages also are close with A. Gunther leading G. Kalle by one point. Kalle holds high score with a 248 game. Secretary J. Welsh promises plenty of competition in the second round for the team as well as individual honors.

We have two proud daddies in the office, John Chrzanowski, branch clerk, and John McGowan, tally clerk.

Arthur (Frenchy) Viaud completed 20 years of service in October. John Ricciardi, foreman, Pier C, completed 20 years last month.

Twenty-eight of the office and dock forces and their friends enjoyed a roast beef dinner Oct. 18 at Secaucus.

LEE ROAD-SHAKER HEIGHTS STATION IS OPENED

Three miles east of the abandoned East 93rd Street Station, the new Lee Road-Shaker Heights Station was opened Nov. 23. It serves residents of Cleveland’s southeastern suburbs.

WE THINK THEY LIKE US

Sir:

... Truly, your organization has played a great and commendable part in the creation, success and security of this great nation. I hope that on its centennial anniversary it gets that recognition.

Harry B. Kelsey
Wellsburg, N. Y.

Mr. Kelsey is Ashland Township historian and comes from one of the first families of the Swale.

Sirs:

We recently traveled over four railroads, by day trains, and thereby have a good idea as to passenger equipment, including porter and diner service. From Olean, N. Y. to Passaic, N. J., we rode on train No. 2 (I believe) and found the trip enjoyable.

We desire to commend the conductor and trainmen from Hornell to Port Jervis and especially the porter who showed interest far above the average in looking after the luggage. We are small stockholders of Erie Preferred and are very pleased to see Our Railroad performing so well.

Mr. & Mrs. Edwin A. Knight,
Newark 4, N. J.

Erie train crews are doing commendable work.

FIFTIETH YEAR FOR ENGINEER

Charles Henry Friedeman completed 50 years of continuous service with the Erie on Oct. 20, the last 45 years as an engineer on the Chicago-Hammond Terminal. He began as a fireman Oct. 20, 1898, and was promoted to engineer Jan. 4, 1904. Mr. Friedeman celebrated his 73rd birthday on Sept. 24 this year, but still works every day on the diesel switch engines on the terminal.

December, 1948
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

James A. Accaprio
Sect. Foreman
Rochester
9-30-48
67
36

John W. Bair
Loco. Engineer
Dayton
9-17-48
63
42

Benjamin Cramer
Boilermaker
Marion
10-20-48
67
34

Stephen Ciombor
Cooperer
East Buffalo
10-16-48
67
39

Robert R. Elliott
Car Inspector
Marion
9-29-48
45
26

William J. Egan
Test Rack Man
Cleveland
10-1-48
64
30

John H. Fallon
Ext. Watchman
Duane Street
5-21-48
67
20

Dennis C. Kenney
Train Yd. Fore.
Kent
11-1-48
65
32

Ann H. Mathews
Waybill Abstr.
Cleveland
9-16-48
60
34

Steve Mendel
Machinist
Cleveland
10-1-48
66
38

John T. Penny
Claim Investgr.
Cleveland
9-21-48
44
30

Ignatz Rakocki
Sect. Foreman
East Buffalo
9-30-48
65
28

Ethel L. Tullis
Agent
Crown Point
10-16-48
65
39

Harry Udall
Conductor
Jersey City
9-30-48
70
50

Lawrence L. Warters
Pipefr. Welder
Hornell
9-13-48
44
29

George E. Weisent
Loco. Engineer
Marion
9-2-48
54
32

MARION DIVISION
HAMMOND CONSOLIDATED OFFICE
Grace Martin

Herbert C. Rice, transfer conductor, retired Nov. 1 after 37 years, having first joined the Erie in 1911 as operator-clerk at the old Hammond coal plant. He was in train service from 1917 until retirement. He is a widower and has one daughter and two sons, all married. Herb expects to go to California early next year and remain indefinitely.

Elmer King, transfer conductor, and Laddie Varak, Belt Railway employee, spent two weeks deer hunting at Lake-of-the-Woods near Ontario, Canada, and stayed in a real log cabin. Each got a deer and Elmer, suspecting we might be a little skeptical, brought some venison steaks to the yard office. They also saw a 700-pound bear being captured and killed.

W. C. Bobst, relief yard clerk, journeyed to LaCrosse, Wis., Oct. 24, where he was godfather at the christening of Thomas Frederick Willenberg whose parents are close friends of Wilbur's.

Mrs. Sherman McEwen, daughter of A. M. DeWeese, retired agent, gave a dinner party in honor of her mother's 80th birthday. The DeWeeses observed their 62nd wedding anniversary in October. He will be 81 next Jan. 20.

Congratulations to the Edward Lukows (bill clerk) on the arrival Oct. 21 of their first son. Allan Arthur has a "big" sister, Barbara Jane.

We were pleased to hear from Conductor O'Dier, Huntington-Chicago Terminal, and wife who spent their vacation at Miami and the Keys. They also saw the awe inspiring Great Smoky mountains and other natural wonders.

Bob Laczny, carman, is back on the job after an illness. He is in fine condition and has taken a day position which he believes will further benefit his health.

That broad grin worn by William Smith, janitor, is due to the arrival on Nov. 1 of his first son (Curtis Leonard). Curtis has two sisters, Sandra and Phyllis.

Mrs. E. J. LaVigne, wife of the yard brakeman, is visiting in Los Angeles, making her headquarters at the home of one of her sisters and visiting other relatives on both sides of the family. Her only regret is that Gene and their daughter Jeanne are not enjoying the trip with her. She has seen many of the famous movie stars in person and most of the interesting sights.

Hammond had the distinction of being visited by the presidential candidates. President Truman traveled from Chicago via our own railroad and made a 15-minute stop. After his speech from the rear platform, he introduced Mrs. Truman and daughter Margaret. Governor Dewey likewise made a 15-minute talk from the rear platform of his train and introduced Mrs. Dewey.

The shack by the track is only a memory. The yard and agency forces now are in a block building that is modern in all respects. The employees and the train and enginemen, who have quarters upstairs, are enthusiastic about the new building and equipment and say it is "just like working uptown."
By Dale H. Moren

New faces about the office are those of Al Watkins, Jr., tariff mail room clerk, and Henry Vandenboom, senior office boy. We extend a welcome to both and wish them every success.

Congratulations to the Ellsworth Brelands on their new arrival, Richard Ellsworth, born Oct. 8. Seems that Daddy Breland already has shortened Richard's name to Ricky, and confesses the little boy signified his approval with a great big smile.

Again we have seen the "bug" leave its mark in our Chicago office, with the engagement of Genevieve Tutak to Dick Meyer, tariff room request clerk. Heartiest congratulations.

Mary Patterson, stenographer in the Claim department, resigned Oct. 15 after completing six years of service. Mary's fine work and continual pleasantness will be missed. Mary and Carol McKay, also a stenographer in that department, started working together at the same time and Carol wasn't hesitant in admitting she will miss Mary very much.

We are happy to welcome Marion Albert, new stenographer in the Claim department, with all best wishes.

Jack Rummelhoff, formerly employed here and now chief clerk at Milwaukee, exchanged marriage vows with Nancy McEwen Oct. 31 at Oak Park, Ill. John Fischer acted as usher. Our best wishes to the happy couple.

Sincere sympathy is extended to Ben Burns, commercial agent, on the passing of his wife.

Sympathy also is extended to Roger Hilpp, assistant chief clerk, on the loss of his mother.

Our boys (Felgenhauer, Costo, Zander, Campbell, Gonyea, Cochran, Spitzer, Christian, Briner and Wise), all members of the Railway Association Bowling League, have a very good average and we are proud of them.

Stanley J. Kearney of the billing desk has been entertaining relatives from Newfoundland whom he has not seen for more than 20 years. The family reunion has been a happy occasion.

Now it can be told: The reason no typewriters were available during lunch periods the past few weeks was that clerks were scrambling for them and writing contest essays on "Why I like to work for the Erie Railroad." Some of the essays were very good, but we regret that everyone could not be a winner.

Geraldine Lessig, personnel desk, Veronica Bradley, clerk, and a few girl friends enjoyed their first long ride on the Erie—to Niagara Falls and onward to New York. They said they "had a marvelous time, Isis of fun and saw everything."

June and Herb Rossnagel, clerks, traveled through southern Illinois and visited at Benld, June's home town. Hugh J. Owen, rate desk, went by rail to Seattle. He reviewed familiar territory, discussed politics with the oldtimers and visited with relatives.

MAINTENANCE OF WAY

Marlene Trainer

After two long years, E. J. Holmes, master carpenter, has been able to remove his family from Hornell to Huntington.

A daughter (Marsha Sue) has arrived at the home of the Earl Overholts (assistant section foreman, Huntington).

Mrs. J. L. Delcamp has removed from Huntington to Akron, Ohio.

We extend good luck wishes to C. W. Traister on his recent change to Jersey City.

TRANSPORTATION

H. V. Welker

Mrs. J. F. Wilhelm wife of the assistant division clerk, and Mrs. J. A. Martin have returned from New Orleans, where they visited with Ivan Wilhelm, a student at Tulane University.

The local bowling league is well into the first round of its schedule. At present three teams are tied for first position, with only six games separating first and Last place teams. M. V. Wells has 234 and W. E. Cogman 226, best individual scores so far.

KENT DIVISION

GALION, OHIO

C. E. Aukerman, retired telephone maintainer, and wife are visiting friends and relatives in Montana.

MARION, OHIO

Congratulations to Mr. and Mrs. Vernon Collins on the birth of a daughter Oct. 31. Mr. Collins is em- (Continued on page 31)
NEW SWITCHERS FOR CLEVELAND

Three of the four diesel-electric locomotives placed in Cleveland switching service last month are shown above at the East 55th Street roundhouse. With the locomotives, from left to right, are J. W. Schiesswohl road foreman of engines; P. J. Seidel, Mahoning division trainmaster; G. H. Hill ey, gen eral air brake inspector; V. J. McMullen, division superintendent and Frank Revana, master mechanic

ORDERS 26 MORE DIESEL-ELECTRIC UNITS

Last month the Erie Railroad placed orders with four locomotive manufacturers for 26 more diesel-electric switching units. The orders involve an outlay of $2,300,000 and are a part of the road's $56,000,000 new equipment and improvement program authorized in the last four years.

The purchases will bring the Erie's diesel-electric power to 141 road and switching units in use and on order. Deliveries of the 26 new units are scheduled to begin during the first quarter of 1949.

The ordered equipment includes 18 units of 1000-horsepower rated capacity; four 750-horsepower and four 660-horsepower.

Following delivery, diesel switchers will be assigned to Binghamton, Youngstown, Niles, Warren, Sharon, Huntington and Hammond.

Four 1000-horsepower switching locomotives were placed in service in the Cleveland area early last month. A fifth unit was assigned to the Leavittsburg district and three more 1000-horsepower diesel switchers soon will be placed in service at Meadville.

INFORMAL VISIT TO AVON

Robert E. Woodruff, president of the Erie Railroad, yesterday morning paid an informal visit to Avon, his "old home town.

At 7 a.m. a private train pulled into Avon. Aboard were Woodruff and other company officials, headed for Rochester to conduct an inspection of the division.

Woodruff's associates were sound asleep, but he was up and about. As the train came to a stop, off stepped the president of the line and there to greet him were several old friends, men whom he met when he was division superintendent there.

What made the meeting more informal than usual was the fact that the president of the Erie Railroad was attired in nothing more than a suit of pajamas. Rochester, N. Y. Democrat-Chronicle.

EERIE KNIGHTS AT THE FALLS

The "Eerie Knights of the Jeep", an organization of Erie traffic men, who, during the war years were assigned as "Military Escorts" to accompany troop trains, had their first annual get-together at the General Brock Hotel, Niagara Falls, Ontario, on Oct. 23.

Like old soldiers getting together, these "boys" who rode the long "troopers" in the war, hashed over the old days. Like soldiers, they had taken the bad with the worse and done a good job with little grousing. They have something to talk about.

The 1949 get-together will be held in Chicago on Saturday, Oct. 22.

Those present were, Myron Keel, commercial agent, Chicago; A. E. Barkalow, division freight agent, Scranton; J. H. Dimke, general agent, passenger department, Jersey City; A. J. Leemon, commercial agent, New York; A. V. King, conductor, New York division; W. L. Schorr, traveling passenger agent, Chicago; G. W. Krom, general agent, passenger department, New York; W. F. Walters,

GENERAL OFFICE SOFTBALL CHAMPS

The Erie Softball League composed of Erie employes from the Cleveland general offices completed its schedule Sept. 3 with the Interline team of the Auditor of Revenues on top. In a "Little World Series" to determine the championship they defeated the Freight Claimers three to two in a ten inning battle. The league was affiliated with the Lakewood Athletic Commission and the winners will receive individual medals and a trophy. Teams representing the Midland building and the Accounting department of the Auditor of Revenues completed the four team league. Top row, left to right, J. Bochar, F. Blatnick, A. Rinaldi, H. Obral, M. Vovos, C. Jaczynski, A Van Kirk, manager; J. Mushy, commissioner. Second row, F. Try, R. Me.ann, J. Good, H. West, J. Badaracco, F. Kuderna, pitcher. Bottom row, G. Ripepi and T. Saunders, catcher
commercial agent, Buffalo; V. P. Sheehan, commercial agent, Buffalo; W. M. Dunning, chief clerk, passenger department, Buffalo; F. K. Corlett, division freight agent, Rochester; V. F. Green, division passenger agent, Buffalo.

WELCOME ABOARD

From the bridge of the ferryboat Meadville, George Bernard watches members of the International Apple Growers Association and Erie officials come aboard for a trip about the harbor. He and seven other dining car employees served 850 box lunches, 50 gallons of coffee, 60 gallons of orangeade and 25 cases of Coca Cola during the sail.

KENT continued

ployed in the yard office at Kenton avenue.

Congratulations also to the William McKees (yard brakeman) on the birth of a daughter Oct. 25.

Richard Draper, son of Mrs. D. L. Draper, yard clerk, spent a week at home recently. He is an air cadet stationed at Keesler Air Force Base, Biloxi, Miss.

W. L. Smith, chief clerk to general yardmaster, is very proud of his new automobile.

DAYTON, OHIO

We extend heartfelt sympathy to Warehouse Foreman William B. Davis on the loss of his mother recently.

Our best wishes to Jack G. Emrick, retired engineer, who is moving to North Hollywood, Calif., where he has bought a new home; also to John Bait, former engineer on the Dayton-Urban local, who has retired and will spend the winter in Lakeland, Fla.

Jack Weaver, checker at the freight house, went duck hunting, but the ducks must have seen him coming because they surely ducked.

KENT, OHIO

Sympathy is extended to R. E. Voshell and family due to the death of his sister, Mrs. Ruby R. Stubbs.

We sympathize with the bereaved family of Steven Krause who passed away Nov. 5.

Margaret Coy, yard clerk, is back on the job after several weeks' illness.

We are glad to hear that Mrs. L. E. Hansen, wife of yard brakeman Louis Hansen, is recuperating after an automobile accident.

ACCOUNTING

AUDITOR OF REVENUES

J. W. Murphy

For versatility in hobbies few can compare with Ed Manning. He is an expert carpenter and all-around handyman and his services are constantly in demand by his less talented co-workers...

Juanita Grant (who really knows how to turn on the charm) reported for work recently wearing a sparkler and all the unmarried males on the fourth floor are walking around with mixed emotions.

Ernie Smith is the man of the hour and the wedding will take place Dec. 18. . . . Rose Toolis is walking about 18 inches off the ground. It's not a new kind of shoe, just her engagement to Charles Kurtz.

Cries of distress in the machine room recently were occasioned by the sight of an innocent looking mouse running along the floor. No doubt entranced by the operation of the tabulators in the Hall of Mechanical Wonders it was totally unaware of the consternation it was causing.

Walter Styles, retired interline clerk, paid us a friendly call recently. Now that every day is Sunday to Walter he's feeling somewhat sorry for us hard-working people . . . We regret to report the death Oct. 15 of Tom Drummond, retired interline clerk, at home in Brooklyn, N. Y. Tom's friends were saddened and extend their condolences to his family . . . Beatrice Gules is wearing a diamond ring which forewarns the gang that a wedding is in the offing. The lucky fellow is Edward Grega. . . Joe Bohutinsky left Oct. 30. Joe was with us only a short time, but his courteous manner and ready smile will be remembered.

Three cheers for John Gillick, who seems to be setting a record for winning contests. For his prize winning essay on "Why I Like to Work for the Erie," he was awarded $50. The presentation was made by President Three quarters of a century is a long time to "keep in good" with a customer. But that is exactly what Simmons Quality Gold Filled watch chains have done with the railroad man. For seventy-five years, these chains have always been the number one favorites, their popularity increasing each year. The reason: excellent style, reasonable price, and, most important, quality that meets the test of rugged railroad service. Buy them at your favorite jewelry store.

R. F. SIMMONS COMPANY

Attleboro, Massachusetts

December, 1948
R. E. Woodruff who commended him for his excellent essay which has been entered in the national contest. Congratulations were heaped upon him by fellow workers and John, taking a breather from selling autographs at a 25c ceiling, has this to say: "It's nothing any red-blooded American couldn't do if he eats Ralston every morning." Our heartiest congratulations.

From all indications it looks like good hunting this season. A fast-moving cottontail led Fred Calflisch and Bob Rasmussen a merry chase on their latest safari but Fred, our office Daniel Boone, with his rusty rifle, or trusty rifle, finally brought him down. Bob said it took 17 shots to kill the bunny but we hear it took 17 shots to hit him.

Dean Marsden, not content with the cerebral exertion he must expend checking rates, gives the gray matter further exercise by trying to keep up with all the new issues of stamps coming out these days... Perhaps the fashion editor can give some simple explanation for it, but we'd give a cookie to know the significance of the symbols embroidered on Jean McEntee's blouse... Charlie Lobravico, our financial expert, has developed a plan for making money in the candy business. It really is something to hear, but is too long to outline here. He'll be glad to tell it to anyone who asks him... Abe Van Kirk says he can no longer beguile the naive minds of his daughters with the charming fiction of Santa Claus. He fears that this year the patter of little feet will not be heard descending the stairs on Christmas morn. The kiddies will be hap to it all.

Cupid's darts continue to fly thick and fast. In St. Colman's Church, Evelyn Day and Pat Cloherty were united in marriage Oct. 30. Frank App ushered and Bernice Sabovik acted as bridesmaid. Most of the office group attended the reception, stuffing themselves and wishing the couple well. . . A host of friends and relatives descended on the Church of the Ascension Oct. 23 to witness the ceremony which united Steffie Siliko and Curtis Fix. Betty Halenar made an attractive bridesmaid and following a reception the couple honeymooned in Indiana. . . Arlene Judnick and George Pullen exchanged marriage vows Nov. 6 in St. Francis Church. . . Wilma Johnson, wife of our genial assistant chief clerk, was hospitalized two weeks. Her many friends are pulling for speedy recovery... We welcomed Johnny Good back after recent illness. He is in good shape now and we hope he keeps up the good work... Things have been happening at a fast clip around the office during the past month. Alice Schmidt has infiltrated into the correction group. Martha Clements picked up her No. 3 pencils and moved to the interline bureau while Virginia Mackey is now a balancing clerk. Joe Marshall graduated from the claim checking group... Joan Barber's engagement to Bob Buck was announced recently. It couldn't happen to nicer people... Bill Malone rates a cheer for blasting a brilliant...
258 game in the Erie Lakewood Bowling League. Charlie Von Duhn's 176 average is tops in the circuit with Bill Duffy in the runner-up spot. Congratulations to Ralph De Muth who celebrated 31 years' service Oct. 25. Movie star Lou Costello, a recent visitor in town, invited Joe Dolan and Bill Babb to Hotel Hollenden for a visit and recalled the good times they had when they lived in Paterson, N. J. In closing, we wish to extend the season's greetings to all.

PEGGY MULDOON PLANTS A RADISH

On all fours in her patch at Keansburg, N. J., Peggy Muldoon, clerk and switchboard operator at Newark Freight House, is a really down to earth girl. Her dad, J. A. Armstrong, who, with Mrs. Armstrong, lives with Peggy in Keansburg, is also an Erie employee—a freight handler at North Newark

AUDITOR OF DISBURSEMENTS

F. K. Small

Dorothy Boyd and Genevieve Omen, a former employee, now in the Auditor of Revenues, went to New York City and stayed at Hotel Pennsylvania. A large number of the office personnel attended the wedding of Robert Kusanke's daughter Eleanor, Oct. 9, at the Faith Lutheran Church, Lakewood.

President Truman was not the only one to receive good news on Election Day. Don Keester was notified that his new automobile was ready for delivery. Good luck and happy simonizing.

It is always good news to report that our bowling team still is on the top. After watching Andy Varrapapa, pro bowler, give an exhibition, Betty Distantis went out and rolled a 160 game.

We welcome home Sgt. Coletta Rauschert who has been with the armed forces for the past three years. Coletta was stationed at Third Air Force headquarters, Tampa, until May, 1946, when she was sent overseas to headquarters in Wiesbaden, Germany. On various furloughs she visited Havana, Paris, London, Rome, Lucerne, Prague, Amsterdam, Brussels, Luxembourg and Berchtesgaden. She made the trip home by air in 36 hours, stopping at Shannon, Ireland, Meeks Field, Iceland, Gander Field, Newfoundland, and Westover Field, Mass., where she was discharged.

Mr. and Mrs. F. J. Troyano visited relatives in Port Jervis and then motored to Kingston, where the mountains in their autumn colors made a beautiful picture.

S. E. Knapp vacationed at Hornell and visited District Accountant C. H. Artman, Buffalo also was included in his trip.

Kathryn Guiton had the pleasure of being in Jersey City to help celebrate the Truman victory and as Kate puts it, they do things in a big way there.

W. J. McConnon returned from vacation sporting a "new look."

HORNELL ACCOUNTING BUREAU

T. J. Hogan

M. A. McClafferty has returned to his duties after an extended illness.

Ed Bottomley, key punch operator, and Mary Ourchak were married recently. The boys from the machine room held a stag party in his honor at Failer's restaurant.

Olga Bay is convalescing after an appendectomy.

Adele Omsby was honor guest at a shower given by girls of the Bureau at Maple Inn.

Lloyd Angell recently underwent an emergency operation for appendicitis.
**LIFE BEGINS FOR A, B, AND C**

The Mumaw triplets, Amy, Becky and Candace, are doing well at Samaritan Hospital, Ashland, Ohio. They will probably be kept in an incubator until the first of the year. Their dad, Amos Mumaw, is an Erieman-trucker at the Ashland freight station. Holding the babies are Mrs. Charles Fulk, graduate nurse, and Miss Evelyn Patzer, student nurse.

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**FREIGHT CLAIM**

**Chick & Joe**

Ruth Emley became Mrs. Jack Erbbar Nov. 27 at St. Clement’s Church. The honeymoon was spent in New York City.

Another recent bride is Jane Burton, now Mrs. William Saker. The Sakers went to Miami Beach.

We welcome to our force Cliff Hill, a Cathedral Latin graduate. Bernice Bachman went to Chicago to visit a former co-worker, Loretta Hoerth.

A hearty farewell to Mrs. Coeyman who retired Dec. 1. May she have pleasant memories of her years here.

Frank Kelleher is all smiles lately. Could the cause be his son’s (Vince) graduation from W. R. U. Law School?

Joe Bruscino, the Hoboken flash, turned commuter and journeyed east for some Jersey turkey.

The keglers of the department held a United Veterans convention at Boston Oct. 9-10. We traveled in a special pullman to Jersey City. thence to Boston via the New Haven. After the business meeting, we were taken on a sight-seeing tour of historic points, including Paul Revere’s home and Bunker Hill. In the evening about 500 attended a banquet and floor show at the Copley-Plaza Hotel. The next day we were taken on the New Haven about 40 miles south of Boston to a cranberry farm owned by a Mr. Atwood, who has a narrow gage steam railroad which he operates on Sundays. We enjoyed a ride in two cabooses on the rear of the twelve-car passenger train. The gang got home in good spirits and still talks about the good time they had.

Some of our members are ill and we wish them speedy recovery.

Again we urge all men and women with 20 years of service to join our Association, attend the meetings and be an active member.

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**"YOU NAME IT"**

ANSWERS TO QUESTIONS ON PAGE 25

1. Strap loops and wood lining of the interior of an Economy Safe Load Car.
3. Shadows of a brake chain and an air hose on the axle of a pair of car wheels.

Their annual tournament at Linsz Recreation, Al (Gutter Ball) Haynosch made the arrangements for the second straight year. Dick Pctonic was high.

Bob Crowley's brother-in-law is a sports announcer with Eddie Stanky in Mobile, so the Crowleys were lucky guests at the recent World Series.

Larry Doby, sensational outfielder for the Indians, was honored by the people of Paterson, N. J. as one of two athletes to earn four letters in sports in one year. The other is our own George (Ace) Quinlan. After high school, George starred on the gridiron for John Carroll University.

Our bowling team is in second place and pressing hard for the lead.

The Kelleys recently moved into their new home, which Bob refers to as Kelleys’ Parma Palace.

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Pack plenty of soap, etc., in junior's baggage for summer camp and it will return after many days, often in the original wrapper.

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34
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.
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$20,265

TO KEEP A MAN WORKING ON THE RAILROAD

Yes, that's what it costs the railroads to provide each and every one of their 1,350,000 workers with the "tools" of his trade.

Behind the engineers and stenographers, the purchasing agents and ticket agents, the track walkers and tower men... everybody who works on the railroads... is an investment of more than 27 billion dollars.

These dollars... about $20,265 for each employee... have provided the tracks, the cars and engines, the repair shops and all the other "tools" which make it possible for American railroad workers to move the greatest volume of traffic in the world... with maximum safety, efficiency, and economy... and to earn the world's highest railroad wages.

Railroads are being continually improved. More powerful locomotives, freight cars of increased capacity, luxurious streamlined passenger trains, heavier rail, reduction of curves and grades, new signals that increase safety and efficiency... are being added as fast as materials become available.

To continue to improve America's greatest mass transportation system, the railroads should be allowed to earn enough to supply their workers with even more productive "tools." Only in this way... combining the resources created by the pooled and invested savings of millions of persons with the skill of railroad men and management... will the railroads be able to keep on furnishing the low-cost transportation that is essential to the life of the nation.