



**WINTER
RAILROADING**

FEBRUARY, 1948

The President's Page

ERIE EMPLOYEES are to be congratulated on the fact that preliminary reports indicate the Erie again has led the other eastern railroads of similar classification in safety performance. It looks as if the Erie made a 22 per cent reduction in personal injuries in 1947 compared with 1946 (final figures are not yet available). From the standpoint of all Group A railroads in the United States, we are in fifth position in safety.

This shows progress and indicates that the Erie is a safe and desirable place to work. Many divisions and many shops are doing really remarkable jobs along safety lines. It can be done by all.

Once a year every locomotive boiler is given a thorough hydrostatic test. It is stripped down, all the lagging taken off, completely examined by competent boilermakers, tested, repaired as necessary and put back into service. Of course this is in addition to the usual running tests made during the year at boilerwash periods.

Our men, too, are given "running" tests on safety practices, but whether a man continues to be alert in matters that involve his own safety and that of his fellow employes depends largely on the man himself. Most men know how to avoid injury, but after an accident happens they will tell you how they were thinking about something else, how they had their attention distracted elsewhere for just a moment, or just did not think of the hazards.

Figures for last year show that over half of the men injured were in the age groups between 41 and 60. You can see from this that they have had 20 or more years' experience and plenty of opportunity to learn the hazards and how to do things safely and correctly.

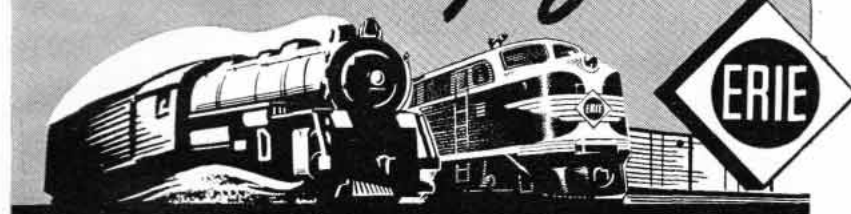
Keeping clear of moving engines and cars should be in everyone's mind when on railroad property. Yet nine men were killed in 1947 by being struck by trains or cars. This is only cited as an example of how men must control their actions and be alert all the time. Being alert means thinking of what they are doing and being aware of movements going on around them.

I hope you will take this to heart and give yourself a thorough examination on safety principles every once in a while. See if you can train your mind to be alert all the time you are at work in 1948.

Robert C. Woodruff

ERIE RAILROAD

Magazine



Vol. 43, No. 12 February, 1948

Distributed free of charge to Erie Railroad employees. To others, \$1 a year. Single copies, 10 cents. Material and photographs should be sent to the editorial and business offices, 714 Midland Building, Cleveland 15, Ohio.

George C. Frank, Asst. to President
Tom Pickering, Associate Editor
Mabel I. Ross, Secretary
John F. Long, Photographer-Reporter

THIRD ANNUAL RAIL TRANSPORTATION INSTITUTE

To meet the needs of young men and women who wish to grow into executive positions in the various fields of rail transportation, the Third Annual Rail Transportation Institute will be offered from March 2 to 31 1948, by The American University in cooperation with the Association of American Railroads.

The Institute has been planned on lines similar to other transportation institutes which were organized successfully by the University, particularly the first and second Rail Transportation Institutes conducted in March, 1946 and March, 1947. Directed by Professor L. M. Homberger, the full-day curriculum will present an overall view of the nation's rail transportation system, and will broaden the student's understanding by relating the activities of individual departments in the industry to a pattern of efficient transportation service. The faculty will be composed of outstanding representatives of government agencies and national organizations, executives and other experts in rail transportation.

izations, executives and other experts in rail transportation.

The program includes courses, with discussions, on current railroad problems in the fields of organization, personnel, public relations, operation, traffic and ratemaking, law, finance, economics and statistics, maintenance of way and of equipment, new technical developments (signaling, radio, electrification, diesels, new steam locomotives and cars), as well as on current problems of other modes of transportation (truck, water, pipelines and ocean travel).

Students for the Institute may be selected by their agencies. Others may

apply for admission by submitting information about their educational background or their practical experience. No specific previous education is required, and there is no age limit. The tuition will be \$125, and veterans may participate under the provisions of Public Law 346. The University will issue a certificate to each student successfully completing the course.

Application for admission and request for information may be sent to Dr. L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, Northwest, Washington, D. C. The last registration day will be Feb. 25, 1948.

THESE YOUNGSTERS NEED HELP



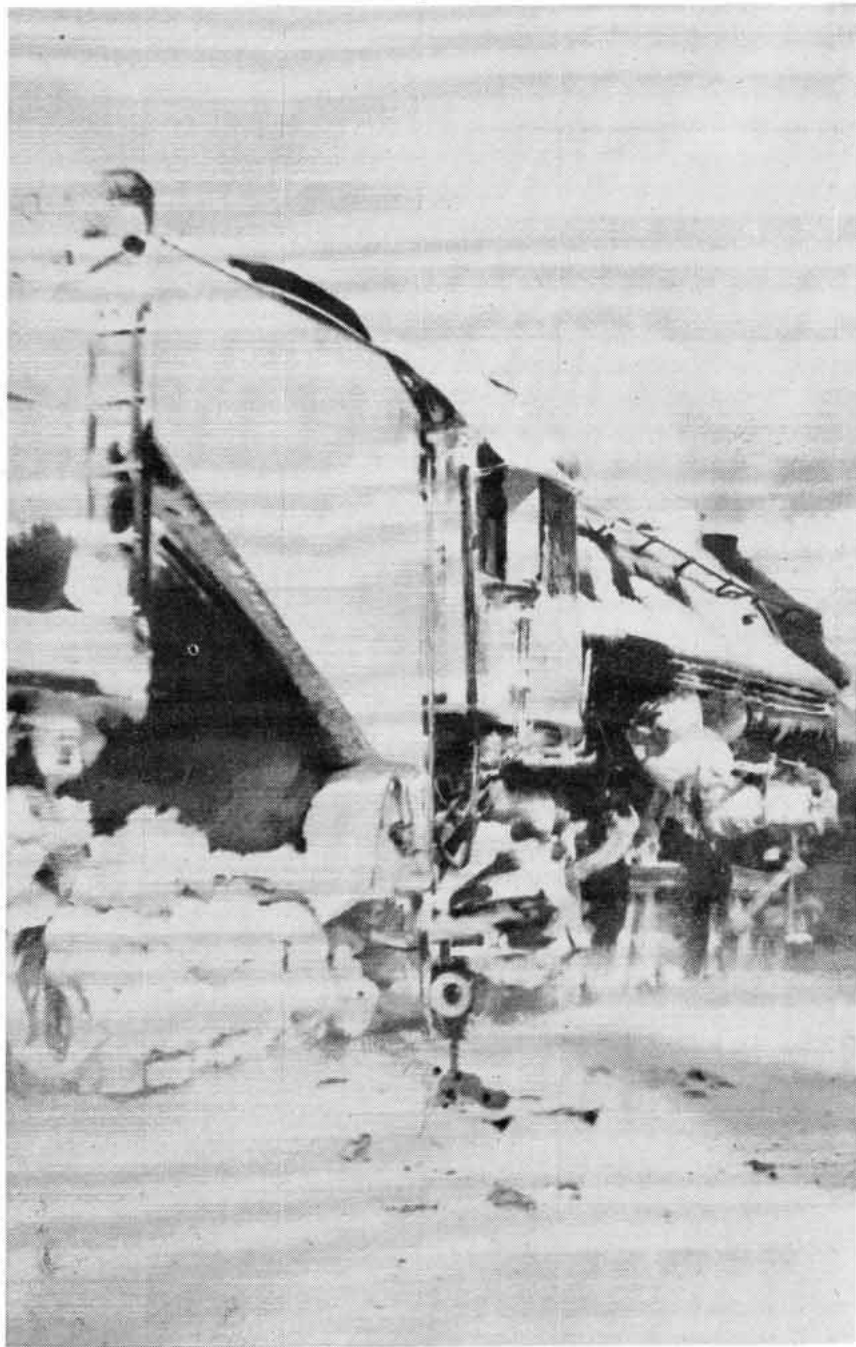
Meager rations of growing, hungry boys are supplemented with hot milk at school in Dunkerque. Through American Overseas Aid-United Nations Appeal for Children millions of otherwise doomed children throughout the world still desolated will live to build tomorrow's peace. Give today

ON THE COVER

The eastern end of the Erie Railroad lay directly in the path of the great blizzard of Dec. 26, 1947. West to Port Jervis and beyond, 24 inches of snow fell and Jersey City was buried under a record fall of 25.8 inches.

For a story of Erie's valiant struggle with the deepest snow in living memory, turn the page.

The cover picture, taken Dec. 29, shows Erie No. 30 in a setting of snowy beauty at Graham, N. Y., heading for Jersey City.



Edwin C. Bartz photo

Steam power fighting the snow was draped in white from roof to trucks

'T WAS the night after Christmas and - - - WHAT A NIGHT!

The snow began falling in the New York area at about 3 o'clock in the morning of the 26th and ended shortly after 3 a.m. on the 27th, and in that 24 hours there was a record snowfall of 25.8 inches, the greatest ever recorded in this area, surpassing by approximately six inches the much talked about blizzard of '88.

Early in the afternoon there were eight or ten inches of snow on the ground, with no sign of the storm letting up—it just went on and on.

Ordinary snow precautions to insure proper operation of trains were taken by the local supervision at the beginning of the storm, but when it became apparent that it would amount to more than a few inches, unusual preparations were made to combat it. The Erie knew it was going to have a job on its hands to take care of the evening commuter rush. But at that stage of the game it had no idea that the job was going to be as big as it turned out to be.

Bottleneck Stopped Up

All forces were alerted and the recruiting of extra help began. Of course, all the other railroads had the same idea and our New York labor agent had some keen competition, but fortunately was able to get his quota of men. All available help was put to work keeping switches open and trains moving. However, the snow fell with such intensity (and a strong West wind didn't help) that it became impossible to keep the switches clear to accommodate normal operations and by 4 o'clock in the afternoon the interlocking plant controlling the "bottleneck" entrance to our main passenger station tracks was in serious difficulty, despite the herculean efforts of our men.

In the meantime, many business houses in New York City and in the surrounding municipalities, began closing early to give their employees

EVER READY IN EMERGENCY

A Slogan That

Once More Proved True

an opportunity to get a head start for home. By 3 p.m. the unusual influx of passengers was noted. Those people were accommodated by regularly scheduled trains, but by 4:30 p.m. the main station and concourse waiting rooms were crowded. Inability to readily back empty outfits from storage yards through the yard switches and interlocking plant to the station resulted in a disruption of schedules and by 5 p.m. it was deemed advisable to annul all regular schedules and run trains as the equipment became available. As the going got tougher, our men became more determined than ever to see that people got home.

The ferries and tubes continued to bring an increasing number of people and the old station seemed to bulge at the seams. It was estimated that between four and five thousand people were crowded into the main station and on the platforms between 5 and 6 o'clock—and still they came!



Assistant Section Foreman Salvatore Prisco thawing out a switch point with special snow oil burner. Switches are bottlenecks in a storm

Regular commuters had to make their way among the others who ordinarily don't use our railroad. It was necessary then to shut off ferry service and hold as many people as possible in our Chambers Street station over on the New York side until some of the overflowing throng in Jersey City could be moved out on one of the trains.

The train starter's office on the balcony overlooking the main station platform, ordinarily a quiet little cubbyhole, became the nerve center of directional activities. As an empty train was backed into a house track it was given a designation and announcement made of the route it would travel. Then came some of the greatest mob scenes ever ob-

served outside of a DeMille motion picture production. It seemed that everybody wanted to get on the particular train that had been announced, even if it wasn't going to his or her actual destination. In fact, many a remark was overheard, the gist of which was, "I don't know where it's going, but I'm going to get on." To say these trains were crowded would be an understatement—they were mobbed! So jammed in fact that the conductors never did get around to collecting tickets—it just couldn't be done. People stood on coach platforms and even expressed a willingness to ride the steps, if only they could get going. But, of course, for safety reasons this could not be permitted and it was necessary to insist that all passengers get off the steps and car platforms before a train was dispatched. This caused considerable delay, confusion, and disappointment.

A sizable percentage of our passengers that night were not "regulars." We accommodated a good many people from neighboring railroads and, of course, a great many people who ordinarily use bus service or automobiles between home and work.

Good Humored Crowd

Through it all, however, the people who were crowded in and about the station retained their good humor, even when it was discovered that the station restaurant had run out of food supplies and it was necessary to substitute candy bars and ice cream for solid food. The good nature of these people was exemplified

by a group who formed an impromptu vocal chorus and entertained the others with Christmas carols—not bad either.

Meanwhile, trains for the various branch lines were being announced at irregular intervals and after loading and departing from the yards, experienced little or no difficulty en route.

Erie Took 'em Home

We are proud to say that everybody who came to our Jersey City station that night was transported to their home stations safely. Crowded? Yes. Delayed? Yes, but we got them there. The Erie came through.

Then began the digging out. Our men labored all through the night, with little rest or food, to restore service to normal. Saturday morning was clear and cold and those who found it necessary to travel to New York from suburban areas were afforded transportation, even though schedules were not regular. However, through the untiring efforts of all of our people, regular schedules were restored by mid-morning.

During the period from 5:30 p.m., Dec. 26, to 2 a.m., Dec. 27, twenty-five trains were dispatched—10 on the Main Line, six on the Greenwood Lake Branch, three on the N.J.&N.Y., two on the Northern Railroad, one on the Newark Branch, and three on the N.Y.S. & W.

There have been many words of praise from our patrons for the efforts of the "Men of Erie" that night, and we are still hearing from them. Here are some typical comments

Jordan spreader with snow plow attachment keeps the main line clear. It worked 'round the clock to keep snow under control



. Some Night - Wasn't It! .



You got home pretty late Friday night after that heavy snow fall - but at least you got home. That is, if you were one of the Erie Commuters that night. And you probably saw a lot of strange faces on the trains because they certainly were crowded with people who don't ordinarily use our Railroad. But when they heard that the Erie was running trains - and there was a way for them to get home, they came in droves - the tubes were packed, the concourse was jammed, the ferries were crowded, but still they came.

Train after train was dispatched - with some delay of course - but the "Men of Erie" were doing everything humanly possible under difficult conditions to get people home. With the cooperation and patience of the passengers everyone who showed up was taken care of.

How well we did the job is for you to judge, but anyway the Erie was in there trying.

Yes, it was a record breaking snow fall, but the Erie established some records of its own under the circumstances.

ERIE RAILROAD

Copy of a leaflet that commuters found on their seats as they boarded their Erie trains on the Monday following the blizzard

their appreciation for the service your railroad, particularly your train crews, rendered that evening. The Erie came through in grand style".

W. J. Burnett of Ridgewood, N. J. was more outspoken in his comment: "You're damned tootin' you got us home and here's one that gives you credit for it. At least we didn't have to sleep on the train all night".

"We Didn't Walk"

One who signs himself "a twice-a-day commuter" from Caldwell writes, "You folks are surely entitled to blow your own horn. Sure, we got impatient — yes, we were cold — of course, we thought momentarily you could have done better, but we didn't walk nor trudge home on foot and when we found out that others did, we couldn't say enough about the Erie. Three cheers for a job well done".

W. F. Blake, a commuter on the Greenwood Lake division, responded to the pamphlet which the Erie distributed on trains the following Monday, entitled "Some Night—Wasn't

from letters we have received:

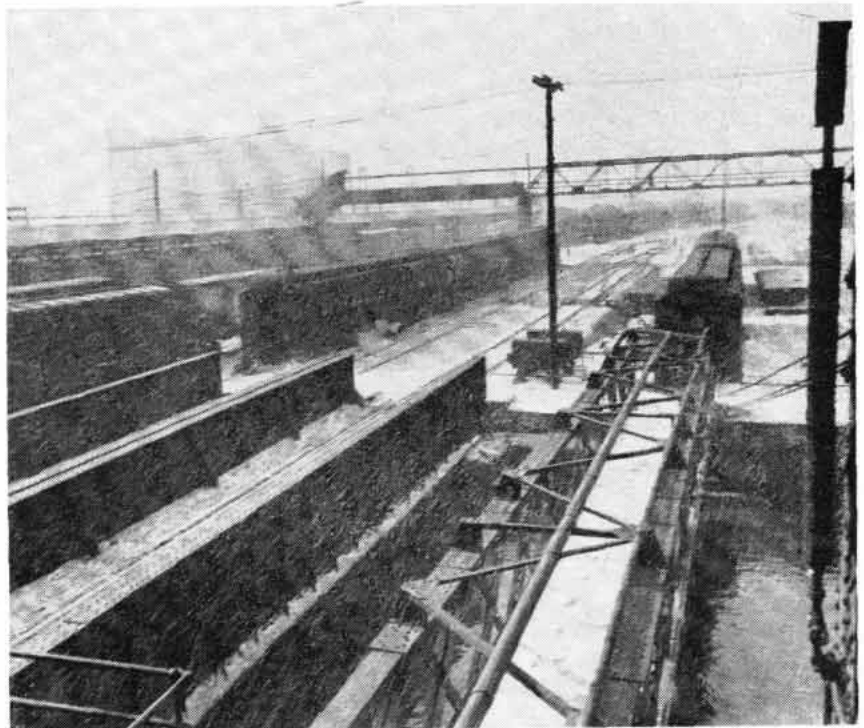
William E. Philpott of Closter, N. J., wrote: "During all my 30 years of daily commuting I can recall only one other time that the Erie took it on the chin. But at that time, like Friday, fought back hard, winning the decision as well as the admiration and appreciation of the commuters."

E. C. Osberg of the Beacon Fast Freight Co., New York City: "I felt that as a regular rider of the Erie, I owed you something for the early hour which I arrived home, compared with commuters on other lines".

Sent Money Order

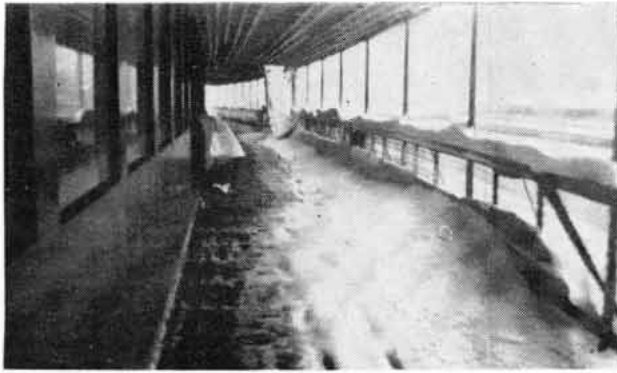
Margaret Mullay of Hackensack enclosed a money order for the train fare, which was not collected on the train and wrote: "I am most grateful for the service which the Erie gave the people during the snow-storm".

Charles A. Sullivan of Charles F. Hubbs and Co., New York: "I am grateful for the service rendered us commuters by the Erie and while many people will not take the time to write to tell you about it, I know that all I have spoken to have voiced



Jersey City yards seemed to be in good shape when dawn broke on December 26, but the situation was not to remain that way long

Erie Railroad Magazine



When the storm stopped, the ferryboat Meadville, in our marine yard for repairs, looked like this on the upper deck



From the hurricane deck of the Meadville, a group of Erie car floats at pier 2, Jersey City were deep in snow

It?," by saying "It sure was. I want to take a moment to drop you a line and compliment you on the service of the Erie and what a job the 'Men of Erie' did".

James Christie, vice president of an insurance firm, from Radburn, N. J., wrote: "The spirit of dogged determination displayed by your men was admirable. Never once did they stop trying under almost unsurmountable conditions. My congratulations for a rugged job well done".

Norbert G. T. Holle sent in a check for \$1.02 for one-way fare, Jersey City to Paterson, for himself and wife and wrote: "May I take this opportunity to congratulate your company for being the only one that saved us from being stranded in New York City in one of the worst snowstorms I can remember and for having maintained such wonderful service under the most adverse weather conditions imaginable".

Cheers For Engine 2547

Joseph Portanova, clerk in the Erie freight house at Newark, said: "Who can ever forget the cheers that greeted Engine 2547 when it put in appearance at Newark with its string of inviting coaches? This incident shows that 'It is the men who make the Erie'."

D. R. Stevens, vice president of Okonite, wrote: "Heartiest congratu-



Bill Cooper shovels out a switch stand. When he reached it, it was almost hidden from sight

lations on keeping transportation running. For the first time in 26 years I was unable to drive home from the Passaic plant. I walked up to the Erie station at 4:30 p.m. and was home by 8:30 p.m. Very grateful to the good old Erie". He also sent along a ticket "which the poor conductor was unable to collect".

Yes, it was a night that will long be remembered and talked about. It may even be that in years to come these people will be telling their grandchildren about that terrible night of the 1947 blizzard, and they may even say, as in the words of that famous old-time ballad, "E" is for Ever, "R" is for Ready, "I" is for In, and "E" is for Emergency—put them all together they spell "ERIE".

~~~~~  
"It ain't the individual,  
Nor the army as a whole,  
But the everlastin' teamwork  
Of every bloomin' soul."

Erie men made this come true the night of the big storm, Dec. 26, 1947. They did a grand job and we are proud of them—so are the people who got home safely that night.

*Robert E. Woodruff*

President

## Planters of Progress

Roads must be sturdy to carry the weight

Of trucks as they roll with their heavy freight.

Airport runways must be solid and sound,

So that airline giants may rise from the ground.

The schools must be built and the rivers spanned,

And good hospitals must be close at hand.

If we build these things, money must be spent,

And railroads contribute a large per cent.

Yes, the many taxes that railroads pay

Help to build the schools and the broad highway,

And hospitals, bridges and airports grow

From tax-dollar seeds that the railroads sow.

John Gillick, Revision Clerk,  
Auditor of Revenues Dept., Cleveland

# STRAWBERRIES and Cream

By W. J. (Bill) Brown, Yardmaster, Jersey City

A LITTLE item under the heading "One Hundred Years Ago in the New York Tribune" caught my eye the other day and brought a flood of recollections surging back. The item read: "STRAWBERRIES—The Erie Railroad yesterday brought to the city 37,453 baskets of this fruit".

Well, that was in 1847, so I can't speak from memory about those days. My personal recollections begin somewhat later, but let's take a look at the railroad as it was then.

It ran—by boat—from New York City to Piermont, then along the roof of New Jersey, keeping on the New York State side all the time, hitting Suffern, looping up through Goshen and Middletown, and temporarily terminating at the "wooding up" station of Otisville. Erie never reached "Port" until 1848 and when it did the railroad station was called Delaware at first.

And while we are looking at streaks of rust let's look at those two devilish little lines in Jersey ready to make a grab at this business if they can push their rails north to the York State line. They are the Paterson and Hudson River Railroad, which had been running into Jersey City from Paterson since 1833, and the Paterson and Ramapo, which was just then asking for bids on ties from farmers in the vicinity and which was finished to Mahwah in 1848, waiting to bridge the mile gap to Suffern and connect with the "Big E". This interchange line was to be called the Union Railroad.

## Into Jersey City Yards

But to return to our strawberries and to get down to some dates that I personally remember. It is the late '70s and Erie is still hauling the fruit and produce. Hauling more than ever. But the rail picture has changed. No longer does fruit go to New York via the Piermont pier. Erie has acquired the Union Railroad; the Paterson and Ramapo and the Paterson and Hudson River. Erie runs through Suffern to Jersey City.

The produce of the teeming farmlands roundabout came by horse and wagon to Mahwah, Ramsey, Saddle River, Mon-

*The curve at Suffern's station, from a woodcut of 1848 in Harper's New York & Erie Rail-Road Guide. Note broad gage tracks*



sey, Tallmans, Spring Valley and Nanuet, 100 quarts to a crate, as a rule. Perhaps 375 crates of berries. As I recall it, in 1895 Suffern gave the produce train four or five carloads of strawberries and cherries each evening during the berry period. Mahwah, Ramsey and Allendale each contributed two cars, and Ridgewood four or five. The Suffern cars included Tallmans, Monsey, Spring Valley, Nanuet and Viola Way, while the Ridgewood cars carried berries from

keepers asked a dollar a quart for choice strawberries. There was no field help to pick them.

Later, the rich soil produced and Erie carried tomatoes, potatoes, turnips and small cucumbers for pickles. There were also peaches and cherries (red, black and ox-heart). Here then, were these northeastern Jersey and southern New York counties only a few miles from New York's dining table producing superb fruits and vegetables.

## "The Old Order Changeth"

But the great farming days of this territory are past now. Broad acres have gone to development companies. Movie houses stand on the old berry patches. Erie today carries metal castings where she carried milk; trap rock where she carried fruit; commuters where she carried berry growers. Of course, we are talking of the territory within a radius of 20 miles of Suffern, for today the New York milk shed extends for hundreds of miles along the Erie and the great bottle cars bring the milk in cool swiftness to Gotham while the swanky yellow western reefers span the continent to bring fruit fresh to Manhattan from the Pacific Coast.

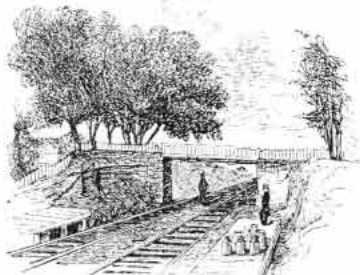
A few years ago I was visiting a vast fruit farm out in the state of Washington with an old friend of mine, the late Stephen Birch of Mahwah, who had owned a fruit farm in Passaic County, N. J. He glanced across the broad flatlands covered with myriads of strawberry plants, their leaves fluttering softly in the wind, and a wistful look came into his eye as he picked a couple of berries and handing them to me said, "Taste these".

They were big—almost as big as the old Jersey berries had been. They were red-ripe. And they were good—almost as —, but Mr. Birch was watching me. No, I couldn't say it and he knew I couldn't.

"Listen, Mr. Birch," I said, "nowhere short of Kingdom Come will there ever be anything so dripping sweet as those wonderful Jersey berries."

"Do you remember them, Bill?" said Mr. Birch. "They were almost always double like two hearts pressed together and often a little green at their two tips."

"Yes, I remember," I said, "and I remember that there were hundreds of gallons of rich cream on those trains too."

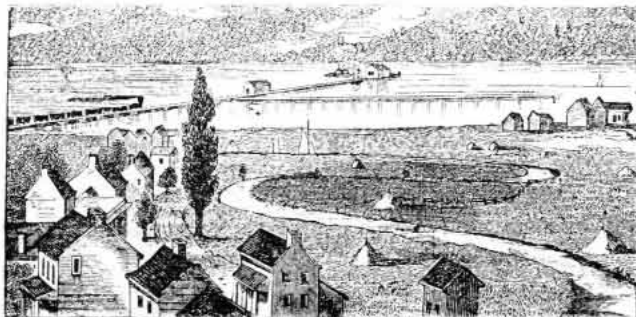


*Blauveltville, with milk cans, a stop on the "Milky Way", land of milk and berries*

the Fair Lawn, Warren Point, Wortendyke, Wyckoff and Midland Park territories.

The cars were all painted white and were called "Erie Produce Ventilated". They were spotted at the stations around noon and the farmers would drive over to the stations with their crates of berries. Consigned to a New York commission firm or agent, the consignee would pay the freight bill, take his commission and send a check and the empty crates back to the grower.

In those days these delicious dewy berries brought five to seven cents a quart. Last year (1946) some local shop-



*Strawberry Special takes its lading to waiting Erie steamer Thomas Powell at the end of the long pier at Piermont, N. Y.*





*A Capitalistic plot to undermine the sanity of the workers*

# GALLIKOVITCH

## Reports to

# IVANOVITCH

By PAUL GALLICO

(Distributed by McNaught Syndicate, Inc.)

Ivan Ivanovitch,  
38, Red Square,  
Omst, Tomsk or Pinsk, whichever is  
convenient,  
Rosshia.

Tovarich:

When I left our beautiful free country to do a little spying in America for you know who, I am promising you I would writing you about what life is like in the Capitalistic Dictatorship of the United States, particularly if the news is not good.

### Between Two Targets

Comrade, I am traveling tonight on the railway between two of our targets, New York and Chicago. You will not believing me when I am tall-

ing you about the soffering is gung on here by the passengers.

### At Six She's Gung

For instance, here is announced the train is gung to Chicago at six o'clock. You know what happens at six o'clock? The train is gung. That is a dirty Capitalist trick to keep people from gatting anywhere. You know how it would be back home with a six o'clock train gung at six o'clock. It would be ampty. Nobody shows up until nine o'clock in order to be on time when it goes at twalve.

Is leading down the platform to the train a rad carpet. "Hm," I ask, "is maybe gung on the train Vishinsky, or the Rosshian Ambossodor you

putting down the rad carpet?"

Am gatting reply: "No celebrities on the train. The carpet's for avrybody. Just people." Tfoo! Wooing the proletariat.

But on the train is where the soffering really begins. I am going into the dining room. On avery table, snow white table cloth, snow white napkins. A plot. Nowhere you can put your hands. Every place, three spoons, three knives, three forks. Who could use so much? Is only room for one person sitting down.

### You Go Nawts

And what they giving these oppressed moujiks to eating? Choosing themselves they got to from over fifty items, including ham, chicken, turkey, duck, beef, lamb, fish, oysters, eggs, bacon, six kinds dessert, eight different kinds cheese, everything served on plates. Believe me, Tovarich, you go nawts trying to select what to eat, a Capitalistic plot to undermine the sanity of the workers.

But this you won't believe. NO BORSCHT!! It's the class struggle. In Amarica, only the Capitalists have borscht. We do it better at home, eh? Under Stalin, on trains you gat nawthin. So you got no problems like in Amarica. So you don't soffer like they soffering here.

When you raddy gung to bed on the train you gung crazy from loneliness. Nobody in the room but you. In Rosshia, we putting fourteen people in a room this big. Is really terrible privations, because is your own basin in your room, so you never gatting to meet anybody. Is gatting off the passengers at their destination, half of them are stir crazy.

### From Ceilings Comes A Bad

But the worst torture of the Capitalistic railway system, you are going to say I am kiddink. In avery room is fans, electric lights, closets, and fresh air which averybody in Rosshia knows is dangerous when traveling. But this is nawthink. From the walls and ceilings comes down a bad for sleeping. Is it a good, honest pine plank like we gat in Rosshia? Niet!! It is a real bad with a matrass, blankets, pillows, pillow cases and white sheets, and everything clean. Who can gatting into bad between clean sheets with boots on?

This is the torture. You sitting up all night watching the bad and wishing you are back in Minsk where it is dirty enough so you can be comfortable. I am gatting off this train a wrack from this Capitalist system.

Give my regards to all the boys in the concentration camp.

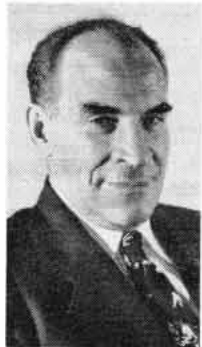
Yours,

PAVEL GALLIKOVITCH

# TELL US FIRST

By

Sherman Rogers



In next month's issue the Erie Railroad Magazine will publish another hard-hitting article by Sherman Rogers on "Who Gets What of the Railroad Dollar"

CONGRESS is much exercised about the necessity of "selling" the story of American free enterprise democracy to the people of Europe. Millions of good American dollars are requested to broadcast the facts about the American way of life—across the "big pond."

We are for it. Foreign people should be told the truth about our economic system and the free rights which made this country great. All of the bewildered folks between the Bay of Biscay and the Ural Mountains should know why American workers get far more of the income they help produce than those living under any other flag in the world.

But—while we are informing the Europeans how our economic system works, what's the matter with broadcasting the same amazing news to the people of the United States?

The results of a flood of public opinion polls, including Opinion Research Corp.'s recent nation wide bombshell, prove that if the foreign people know less about our economic system than a majority of Americans, they are indeed in the dark.

The Opinion Research managers undertook the job of finding out how much the American public understood about the division of our yearly produced income. They wanted to know if our own people knew how our industrial income was distributed between the employes on one side and the employer-owners on the other. They covered the entire country with a fine tooth comb. The most expert men in the country were engaged.

Before the research was a week old, the poll takers and field managers could scarcely believe what their ears heard or their eyes saw. Records were checked and rechecked. No amount of checking could change the astonishing results. The truth would not down. Only 13 per cent of the people interviewed had anything like a true idea of the way the income of American industry is distributed between employes and owners.

The opinions of the remaining 87 per cent on this vital subject ranged from the amazing to the pathetic. The startling proposition is that from 30 to 40 per cent of our people believe employes get less than

25 per cent of the income available for both owners and workers, with the owners getting the other 75 per cent. If this were true, employers could increase payrolls over 200 per cent and still make over 18 per cent return on every dollar invested.

Every poll taken in recent years reveals the fact that over 60 per cent of the American people actually think that the owners get more than 50 per cent of the total industrial income which can be paid to both owners and employes, leaving less than 50 per cent for the employees.

## About the Author

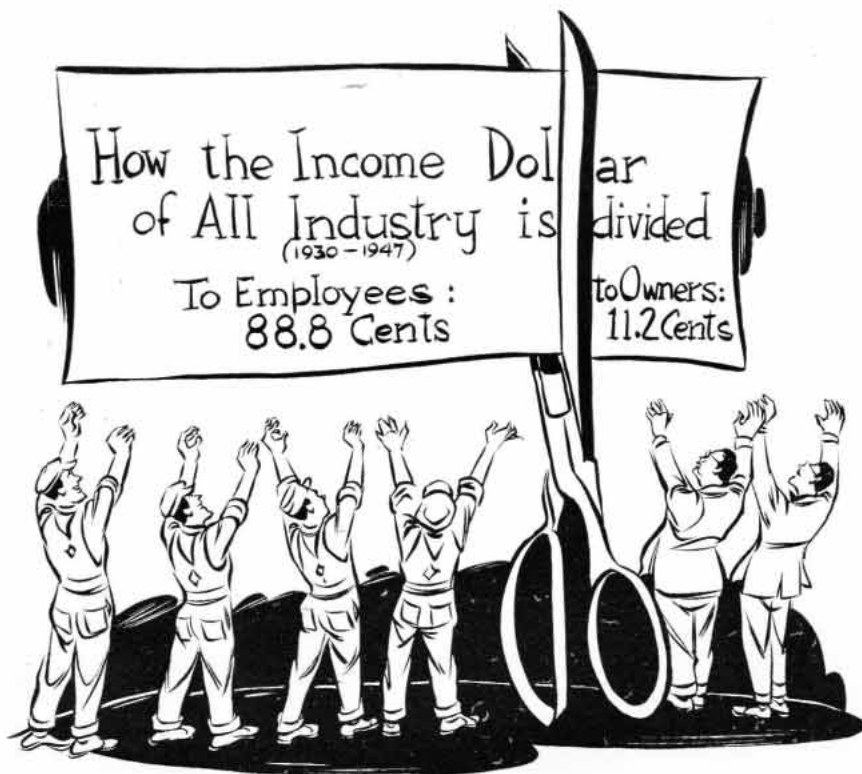
Did you ever meet a man whose personality and enthusiasm inspired you to greater heights, with a desire to "go out and do something about it?"

That's Sherman Rogers, one of the most dynamic men we have ever met. Author, editor and lecturer, Mr. Rogers is no idle theorist. He has worked and sweated, both as a laborer and as a boss of laborers, in some of the toughest, dirtiest, he-man jobs going.

A former lumberjack and a hard rock miner, Mr. Rogers also has been a dog team driver in Alaska, a cow puncher, a range rider and a ranch hand in America's rough and tumble West where a man had to be strong and tough to hold his own.

Author of widely read articles in the Saturday Evening Post and other well known publications, Mr. Rogers received an "Oscar" in 1942 for the best article of the year in Reader's Digest. His books include "Youth—Sparkplug or Grounded Wires," "Foremen—Leaders or Drivers?," "The Great Crusade."

The Erie Railroad Magazine has the good fortune to publish these articles written especially for it by Mr. Rogers. The one on this page and one to appear next month should be of vital interest to everyone who earns a pay check in modern industry.—EDITOR.



What are the facts as produced and verified by the government of the United States?

From 1930 to 1947 the employes of all corporations in America received \$643,634,000,000.

The corporations received a net income of \$81,135,000,000, or in terms we can all understand, the employes received 88.8 cents of each dollar and the millions of corporation owners received 11.2 cents.

The iron and steel industry from 1930 to 1947 paid out on the average 89.6 cents of each income dollar to employes, with 10.4 cents for the iron and steel industry owners, in



Davis Studios, Jersey City, N. J.

# U. N. SECRETARIES HEAD FOR HOLIDAY FUN On Christmas they saw eye-to-eye

## U.N. SECRETARIAT UNANIMOUS FOR SANTA

A resident of Binghamton was responsible for the fact that the Christmas spirit of many lands centered in and about the Triple Cities on Dec. 25.

Wanting to return the hospitality shown him by an English family during the war and aided by the Rotary Clubs of Binghamton, Endicott and Johnson City, the idea of entertaining U. N. personnel over the Christmas holidays met an enthusiastic welcome.

Representing 23 different countries

and including 10 married couples and half a dozen children, they were overjoyed to take the trip. Last year many of them had passed a miserable Christmas in an unfamiliar land. This year the party from Lake Success boarded an Erie train at Jersey City for Binghamton. They enjoyed every minute of the trip. At Hancock, N. Y., Santa Claus came aboard the train and handed out a brochure concerning the Triple Cities and a leather memorandum pad to each passenger. Santa also had a word of cheer for everyone in both English, which some of the secretariat spoke only slightly, and French, which most

of them knew considerably better than Santa. His "Happy Noel" and "Un gift pour vous" were nonetheless appreciated by the happy group. Arriving at Binghamton the guests scattered to separate homes where they remained until the Saturday after Christmas.

Countries represented on the train included: Australia, France, Yugoslavia, Sweden, Great Britain, Cuba, Chile, Peru, Russia, Puerto Rico, Uruguay, Belgium, The Netherlands, Greece, Czechoslovakia, Mexico, the Philippines, Norway, Union of South Africa, Denmark, Argentina, Canada and Egypt.

net income.

Much the same story covers the transportation industry. From 1930 to 1947 this industry paid out \$37,584,000,000 in compensation to its employees. The company owners received \$2,974,000,000 in the good years and lost \$148,000,000 in the loss years of 1931-32-33-34-35 and 1946, leaving a net of \$2,826,000,000 for the entire 17-year period. Therefore, the employees received 93.4 per cent of the total monies available for owners and workers, with the owners receiving 6.6 per cent, much of which was plowed back into the companies for plant improvement and ex-

pansion.

These figures are taken from the "Survey of Current Business Income Supplement" of July, 1947. This is the official publication of the United States Department of Commerce.

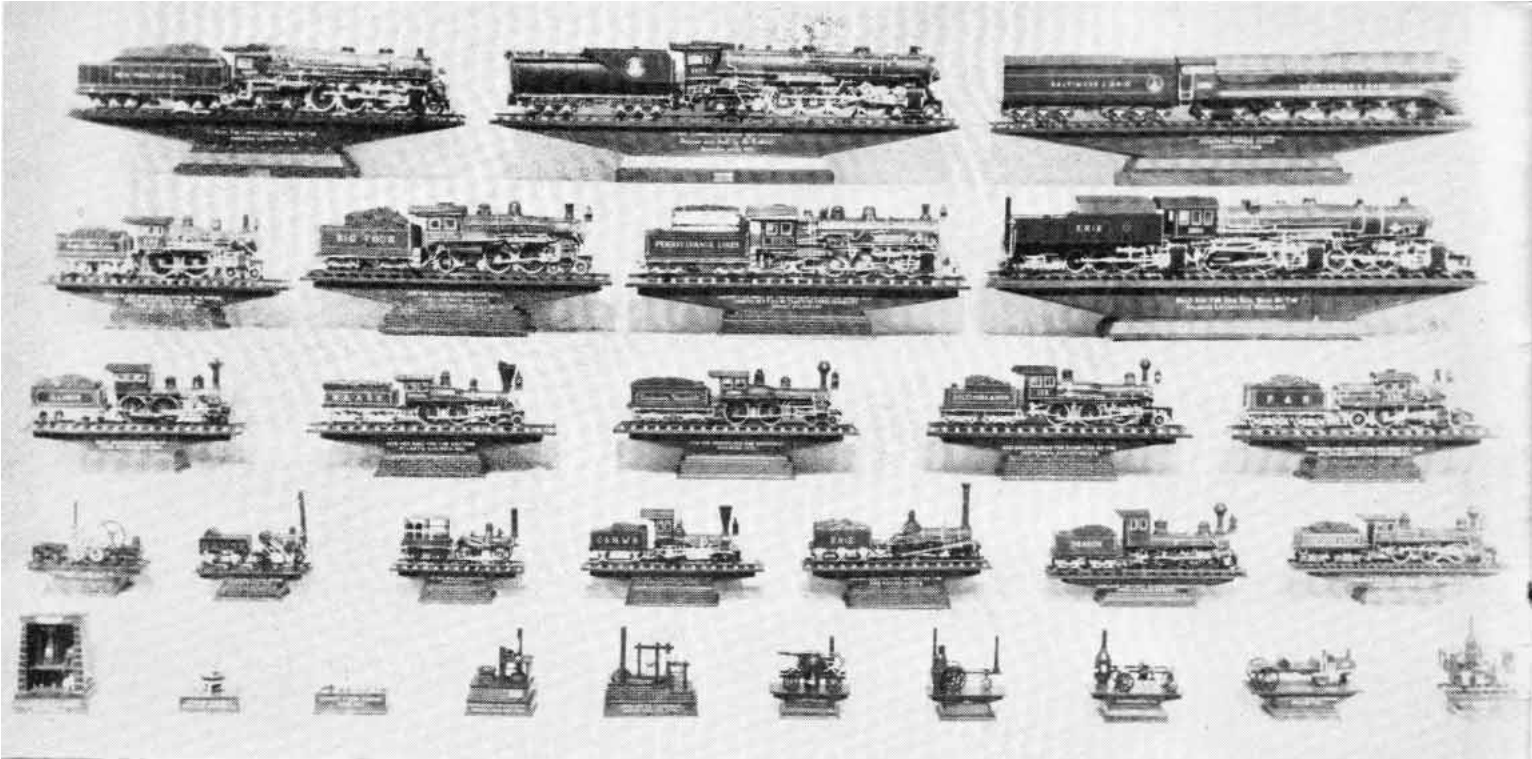
A majority of the people of the United States think the owners of industry receive from one to three times as much of industries' income as the employees get. The government records show that employees receive from seven to more than ten times as much as the owners.

Is it not about time for the government sponsored broadcasters to

tell these vital truths to our own people, at the same time they are sending their message across the Atlantic? I know of nothing the government could do which would more effectively stop the growth of communism here and abroad than to tell the world the truth about the way workers and owners in America divide the income they jointly produce.

Once this story is thoroughly told, the people of the world, as well as our own folks, will readily understand why the American worker is the best paid and the most independent of all employed men or women on the face of the globe.





#### CARVER WARTHER'S MODELS

*This is what small boys dream about*

### MINUSCULE HISTORY OF STEAM POWER

A chunky man of 63 with a shock of curly white hair, and whose eyes twinkled behind steel rimmed spectacles, stood before us in his museum in Dover, Ohio.

"Why," we said, "did you do it?"

"You mean why did I carve these?"

His pudgy hand swept the room where models of locomotives competed for space with carved canes, umbrella handles, desk sets, bowls and dozens of other items. "Let me answer by

asking you why a bird sings? I cannot help carving".

Ernest Warther works in black India ebony, ivory and mother-of-pearl. He uses no lathe but carves with a knife and smooths the parts with a file. Oil-bearing arguto wood is used on moving parts of his models and they never need lubrication.

Among the engines in the picture are two Erie's. The right hand model in the second tier from the top is the Matt H. Shay and bears this inscription on its base: "Mallet articu-

lated Triplex Compound Locomotive built by the Baldwin Locomotive Works for the Erie Railroad 1913." The fifth engine in the fourth tier is an old-timer with no cab. Its inscription reads, "First American type built by the Rogers Locomotive Works for the Erie Railroad 1844."

This reporter, who cannot sharpen a lead pencil without bloodshed, is prepared to accept Mr. Warther's own estimate of himself—"The collection of hand-carved models of locomotives is ample attestation to the statement that he is the master carver of the world".

### ERIE IS FIFTH IN A FIELD OF 140

Our Police department pistol team (Eastern District) placed fifth in a field of 140 of the best police pistol teams in the country in the 17th annual International Police Pistol tournament, sponsored by the *New York Daily Mirror* and held at Teaneck, N. J., recently.

The match was won by the New York City Police Team No. 1, followed by the Massachusetts State police; Providence, R. I., police; Sparrows Point, Md., police and the Erie Railroad police. Only three points separated the second and fifth place teams.

Erie also won the 1947 championship of the Northern New Jersey Police Pistol league, with a record of 19 wins against one defeat. The Elizabeth, N. J., police and Port Authority police teams finished second and third respectively. Capt. J. P. Hopler, the



ERIE'S EASTERN DISTRICT DICKS

*Among the best in the business*

league's 1946 individual champion, was runner-up this year, with an average of 295 for the 20 matches.

Four members of the original team,

organized in 1937, are still shooting: Capt. J. P. Hopler, Lieut. C. H. Pageler, Lieut. A. H. Hopler and Patrolman C. H. Brown.

## MOOSE CALL

A telephone company operator on night duty at Corning, N. Y., received a terrifying series of dots and dashes on the local Moose Hall's line. She tried to discover what the trouble was and couldn't, so she called the police, who discovered the culprit—a middle-aged squirrel jiggling the receiver with his nose.

## LOONEY IN TRAINMEN'S PUBLICITY POST

Fred Looney, of Jersey City, brakeman on the Erie Railroad, has taken over the publicity post of Hudson Lodge No. 731, Brotherhood of Railroad Trainmen.

Looney is a veteran of World War II and a member of Jersey City Masonic Lodge. He succeeds Michael J. Magura, who resigned because of demands of other activities. Magura, formerly of Jersey City, is now of Paterson. He is a yard trainman in the Jersey City yards of the Erie and is a brother of Stephen J. Magura, secretary of Jersey City Lions Club.

## AMERICAN BRAKE SHOE OPENS LARGEST PLANT

Top ranking officials of the National Bearing Division and its parent organization, the American Brake Shoe Co., formally opened the new Meadville National Bearing foundry on Dec. 9, 1947.

American Brake Shoe President William B. Given and Thomas W. Pettus, president of the National Bearing Division, led guests on a tour of the new foundry on Baldwin Street Extension, three miles north of Meadville.

On the following day, Dec. 10, there was a public inspection of this, the largest of eight National Bearing plants scattered from St. Louis to New York.

Construction of the new Meadville plant replaces the Division's older foundry on Terrace Street. Work on the new plant was started in late summer of 1946 and in less than a year and a half it opened, operating at about 50 per cent capacity. Emmett A. Williams, National Bearing operating vice president, has said that it will be March 1 before the foundry is ready to run at 100 per cent capacity. Mr. Williams, a former Erieman, is a member of the "I Worked on the Erie" Club.

About 200 workers were on hand the first day and when full capacity is reached, another 100 names will be added to the payroll, officials said.

February, 1948

## BACK TO THE BEGINNING



OLD ARCH 5.74

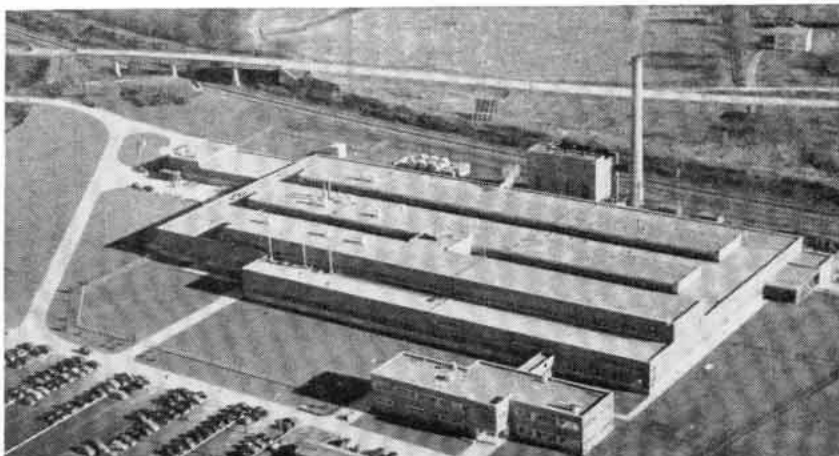
*Inspector Rode washed the keystone*

Last summer we took this picture of arch 5.74 on the Piermont branch. Seemingly as strong today as when it was laboriously fitted together at the time Erie's original line was built from Piermont pier to Suffern's, and even today carrying the Piermont branch, we noticed a white keystone with words carved on it. Discolorations plus the bullets of disappointed hunters had so marred the words that we could not read them from a distance. But when Traveling Bridge Inspector L. A. Rode made his next trip to the arch he mounted a tall

ladder, cleaned the stone and here is the inscription he found:

|                    |                   |
|--------------------|-------------------|
| 1840               |                   |
| Eleazar Lord       | President         |
| H. C. Seymour      | Chief Engineer    |
| S. S. Post         | Resident Engineer |
| B. Thomas }        | Contractors       |
| E. Worden }        |                   |
| William Scarff }   | Builders          |
| Robert E. Mathes } |                   |

One hundred and eight years old, arch 5.74 is eight years older than the Starrucca Viaduct, which has its centennial this year.



Meadville Tribune photo by Reed McCaskey

NATIONAL BEARING FOUNDRY

*Meadville's is the largest of eight*

## COIN WINS MAYORALTY FOR RETIRED ERIEMAN



MAYOR EVERLY OF HOLMESVILLE (left)  
With Engineer Fletcher and Vice President A. B. Johnson

By virtue of a recount and a flipped coin, Roy Everly and not Earl C. Lowe became mayor of Holmesville, Ohio, on Jan. 1.

His honor, a recently retired Erie Real Estate department engineer, was officially named and the confusion surrounding the mayoralty race was dispelled by the Holmes County Board of Elections.

Lowe, the incumbent, was named as the winner following the official tabulation of the votes cast Nov. 4. A write-in candidate himself, he had received 65 votes, one more than the 64 received by Everly, also a write-in.

However, alleging there was a disputed ballot, Everly's supporters asked for a recount. When the Board met and recounted the ballots, its tabulations showed:

For both Lowe and Everly, 65 votes. For L. E. Crawford, the only candidate whose name appeared on the ticket, but who asked voters not to vote for him due to illness, 42 votes. This was one less than the official count had shown. Two ballots were thrown out by the board.

The recount having produced a tie, a coin was flipped on agreement of both parties and Everly was the winner.

## FIRST DEER IN 9 MINUTES

Sixty-two-year-old Frank O'Neil veteran Erie engineer from Mantua, Ohio, today might claim to be the first hunter to bag a deer in the season which opened Dec. 1, 1947.

Just nine minutes after the 7 a.m. official opening hour, O'Neil shot a 190-pound, eight-pointed buck near Buchanan, Pa., while hunting with friends. It was the first deer that he ever shot.

*The trouble with women's slacks—  
not enough slack.*

## THEY'RE NICE IN FRIENDSHIP, N. Y., TOO

Down in Tennessee, there is a little town by the name of Friendship. A telephone operator there has such an unusually sweet voice that many young men wonder if she might not be the girl they are waiting for. Miss Alice, as she is called, receives many offers of dates from these romantically minded swains, though she consistently discourages them. It isn't that she's unattractive or shy but her full name is Mrs. J. A. Robertson and she's 75 years old.

## CENTRAL RAILWAY CLUB HEARS R. E. WOODRUFF

Speaking before the Central Railway Club of Buffalo on the subject, "What Makes America 'Tick'?", R. E. Woodruff, president of Erie Railroad, told his audience that certain trends are threatening the American way of life. One of these, he said, is "the growing tendency to gradually place limitations and restrictions on private enterprise and freedom of people and to give more and more power to government."

Mr. Woodruff was guest speaker at the annual dinner of the Central Railway Club at Hotel Statler on Jan. 8. He is past president of the club, having served as president while superintendent of Erie's Buffalo division in 1927.

He was introduced by Judge J. D. Hillery of City Court. About 1,100 attended the dinner meeting. G. E. Lund, Erie master mechanic, was installed as president of the club at the business session held in the afternoon, succeeding Norman Laurence, superintendent of the Pennsylvania.

"Bit by bit," Mr. Woodruff said, "the limitations which were wisely and farsightedly placed on government by our forefathers have been removed under the plea of recurring emergencies."

Pointing out the advantages of capitalism over socialism and communism, Mr. Woodruff made a number of comparisons of conditions in England and Russia from which he said a valuable lesson could be learned. As an example of widespread benefits under the American system, he stated that in the railroad industry during the last 17 years employees have received 93 cents out of each dollar of income produced, leaving 7 cents for the owners either in the form of dividends or plowed back into the property. "Under these circumstances," he said, "I wonder what makes people believe in socialism and communism."

He stressed the importance of increased production with a lowering of prices to enable consumers to buy more goods and increase their standard of living.

"The competitive spirit of our free enterprise system, the ability to provide better living conditions and education for our families and our children, the opportunity to go places in our chosen professions—these are the things that make America 'tick'," he concluded.

## CONGRATULATIONS

The appointment of John F. Duffy as assistant manager of stores with headquarters at Hornell became effective Dec. 16.





Native of Dunmore, Pa., Mr. Duffy started with the road there in 1914 as storehouse foreman. After a year in the Navy during World War I, he



# HOW'S BUSINESS?

CUSTOMERS DOLLARS

EXPENSE DOLLARS

|                                                                                                                                                    | November             |                      | Eleven Months         |                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|-----------------------|-------------------------------|
|                                                                                                                                                    | 1947                 | 1946                 | 1947                  | 1946                          |
|  <b>Received from Customers</b>                                   | \$13,585,963         | \$11,728,855         | \$139,717,399         | \$117,735,150                 |
|  <b>Paid out in Wages</b><br>PER DOLLAR RECEIVED (cents)          | \$ 6,314,868<br>46.5 | \$ 5,765,923<br>49.2 | \$ 66,735,714<br>47.8 | \$ 64,025,157<br>54.4         |
|  <b>All other Payments</b><br>PER DOLLAR RECEIVED (cents)         | \$ 6,267,567<br>46.1 | \$ 5,079,033<br>43.3 | \$ 69,370,664<br>49.6 | \$ 55,784,796<br>47.4         |
|  <b>Left over before Dividends</b><br>PER DOLLAR RECEIVED (cents) | \$ 1,003,528<br>7.4  | \$ 883,899<br>7.5    | \$ 3,611,021<br>2.6   | \$ 2,074,803 Loss<br>1.8 Loss |

(Based on figures reported to the Interstate Commerce Commission)

was made leading inventory clerk at New York and in 1923 was moved to Meadville as requisition checker.

He returned to New York in 1925 as assistant chief clerk and statistician in the office of the manager of stores and in 1928 was made clerk in charge in the same department. In 1939 he was appointed assistant to purchasing agent at Cleveland.



JACK DUFFY  
Everybody's friend

## ED HAS SERVED ERIE HALF ITS LIFE

Eighty years old and with 57 years on the Erie, Conductor Edward Warren of Meadville, Pa., retired last month from Erie service with what Trainmaster J. D. McFadden calls an excellent record.

"Railroading always appealed to me," Ed says. "I've seen just about everything that could happen.

"I remember the days of the old link-and-pin couplings when we used to drop a pin down when the holes in drawheads of two cars matched up.

"One frosty morning up in Corry the pin took my glove off and stuck it right to the drawhead. Good thing it was the glove or I wouldn't have any fingers on this left hand."

Link-and-pin couplings are outlawed on all standard railroads now, and the cars automatically couple as they come together.

Back in those days, too, there were no air brakes. Railroad law dictated that the entire crew climb onto the roofs of the coaches and freight cars and "tie down" the brake wheels whenever the train approached a downgrade or a station.

"Stay out of danger and get the train over the road is the best advice I could give any railroader," says Ed.

Meadville Tribune photo



J. D. MCF. & CONDUCTOR WARREN  
Get the train over the road



is Presented to

**Erie Railroad Co.**

For outstanding effort and achievement  
by their Supervisory Forces and Employees

as **GROUP WINNER** in the

**Greater Cleveland Industrial**

**SAFETY CAMPAIGN**

**April 1 - Sept. 30, 1947**

Sponsored by

**Greater Cleveland Safety Council**  
and

**The Industrial Commission of Ohio**

*W. L. Coffinberry*  
Chairman

*Richard W. Morse*  
Vice Chairman

*W. L. Blake*  
Member



Division of  
Safety and Hygiene

*James M. Pliska*  
Superintendent

## TO ALL HOME KEEPERS

It has been said, with at least some degree of truth, that "man's work is from sun to sun, but woman's work is never done".

But even so, woman cannot escape some additional responsibility for the safety of the members of her family and especially the bread-winners.

There is no discounting the fact that the major share of the burden of sorrow that inevitably follows accidental death or injury, is borne by the women. Man suffers the physical pain but mental anguish is peculiarly the legacy of womanhood.

Upon the shoulders of the woman rests, not only responsibility for safety in the home, but to a large degree, personal responsibility for the safety of husband, father or brother while he is engaged in occupational pursuits that bring in the family income.

Some might consider it quite a stretch of the imagination to say that in many cases, the wife was indirectly responsible for an accident befalling her husband while at his work. But this is literally true. Mental attitudes are known to be an important factor in accident occurrence and mental attitudes on the part of the worker are tremendously influenced by home environment.

No more valuable contribution to safety can be made by woman than by insuring home conditions that will send the husband to work in a proper frame of mind instead of with a frequently well warranted grouch that adds an additional and needless hazard to those he normally faces on the job.—Ohio Industrial Commission.

The certificate award above was presented to Supt. V. J. McMullen, of the Mahoning division, who attended the award dinner Dec. 22 with members of his staff

## WINTER WEATHER MEANS EXTRA CARE

Most personal injuries which take place during winter months are due to FALLS. Many of the FALLS can be prevented if proper care is taken when there is ice or snow under foot.

Be extra careful in getting on or off engines, cars or trains. Observe ground conditions so far as possible, even when getting off standing equipment, to prevent turning ankle.

Never foul a track needlessly. When necessary, be certain there is no danger from moving equipment.

Ear covering never should be used that will prevent one from hearing the approach of engines or cars.

Keep footboards free of ice and snow.

Station platforms, runways, stairways and walkways should be kept clean to prevent tripping, slipping, falling.

Extra care must be taken by men who operate motor cars, due to bad weather conditions.

Signalmen, sectionmen and others who work on or along the tracks should always KEEP IN THE CLEAR. During and following snowstorms, engineers, firemen, trainmen and yardmen also must be on the lookout for the safety of the men who work on or along the tracks.

Winter weather means extra care and extra safety.



**FLOPPY CLOTHING  
IS DANGEROUS!**

# IDEAS, KEEP 'EM ROLLING



William Buchheister and Hans Johansen of the Dept. of Structures using a newly developed machine for forcing rust joint iron under bridge pedestals and bearing plates. Uneven bridge seats can be repaired without delay to railroad traffic by jacking and slow orders



F. W. Rombausek, carman at Port Jervis, suggested substituting round in place of flat rods to tie the circle in the Erie diamond to the metal outside frame. These raised round rods allow the paint to be sprayed under them, eliminating any hand painting



John J. Corbliss, electrician at Jersey City car shop, prevents damage to passenger car storage batteries by riveting a small piece of angle iron on ends of battery case door. Eliminates dust, cinders, snow and moisture



John Dick, pipefitter at Hornell backshop, recommended using an oil pump with small drum and proper fittings to fill locomotive auxiliary lubricator pipe lines with oil. Several engines can be serviced before refilling drum



## ATTENTION ALL VETERANS OF WORLD WAR II

As a matter of information and help to ex-service men in establishing and protecting their full allowances under the Railroad Retirement Act, attention is called to the fact that the Act provides under certain conditions an allowance of service and compensation to be credited to persons coming under the Act, for each month of Military Service. To receive proper credit in this respect a veteran must have:

1. Entered Military Service during a "war service period" (in the case of World War II, this period began Sept. 8, 1939).

2. Worked in the railroad industry before entering the armed forces, either in the same year or in the year immediately preceding.

Credentials to support claims in this respect should be filed with the Railroad Retirement Board. Any officer of the Board is authorized to receive these credentials. These include a photostatic copy of a Military discharge and a statement by the person making the copy certifying it to be a true copy. If desired, original and photostatic copy can be taken to the office of the Board and statement certifying it to be a true copy will be made by the Board representative. This method is preferable as in this case any question to be raised can be disposed of at that time. Any erasures, alterations, or insertions appearing on the original discharge papers must be explained by the veteran in a statement to be

signed also by a representative of the Board or a disinterested person; in the latter case, it must be notarized.

It may be that some of our employees who are war veterans do not know of this allowance or the requirements surrounding it, and it is therefore brought to attention so that employees concerned may take such action as they wish in connection with this matter.

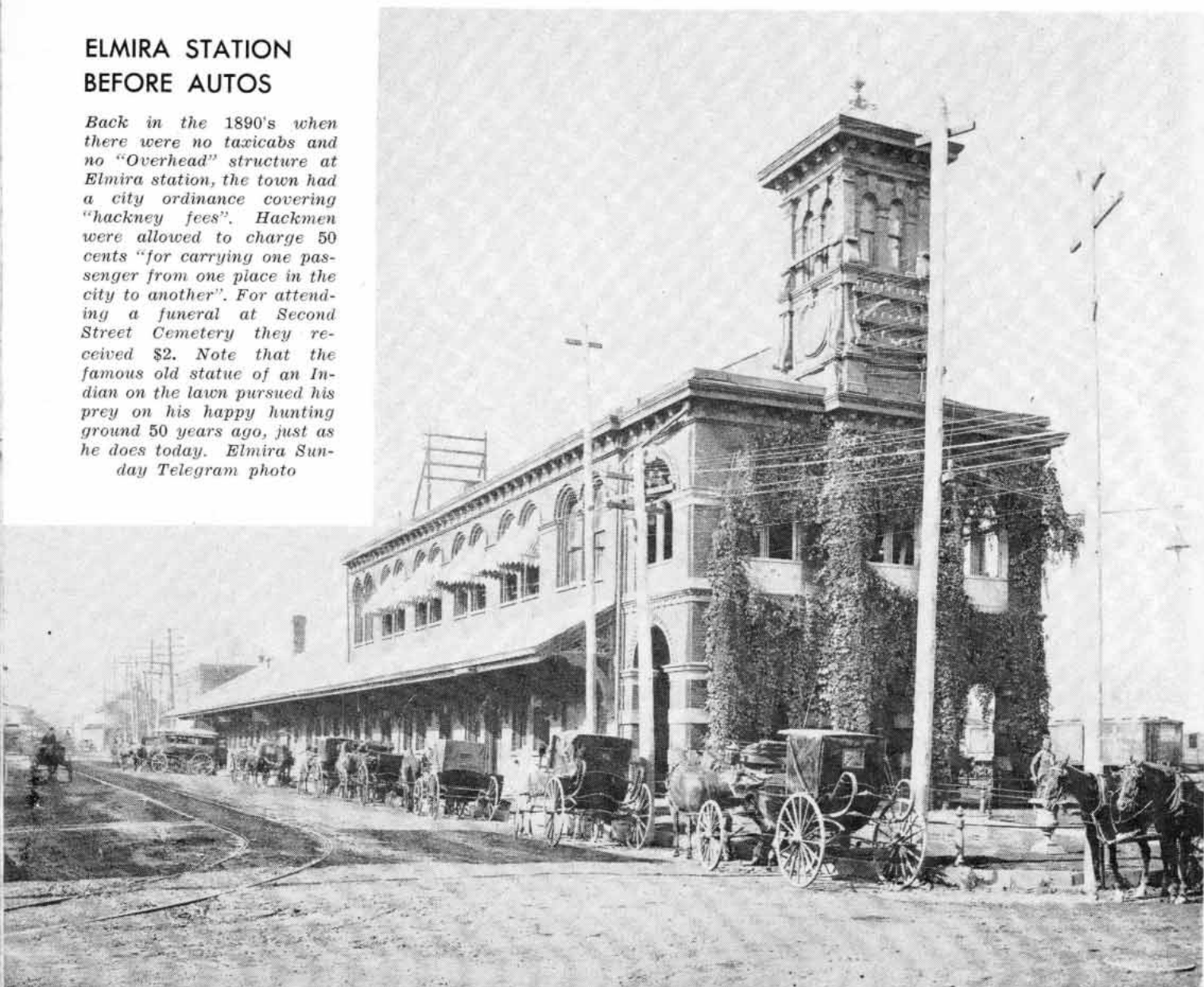
## ENGINEER HICKS 50 YEARS ON ERIE

At 71, William R. Hicks of Newburgh, N. Y., an engineer on the New York division, has retired after 50 years of service in Erie locomotives.

Mr. Hicks first worked in a section gang at Sparrowbush, near Port Jervis, his birthplace, in December, 1896. The next year he went to Jersey City and began as a wiper on steam locomotives, receiving 12½

## ELMIRA STATION BEFORE AUTOS

*Back in the 1890's when there were no taxicabs and no "Overhead" structure at Elmira station, the town had a city ordinance covering "hackney fees". Hackmen were allowed to charge 50 cents "for carrying one passenger from one place in the city to another". For attending a funeral at Second Street Cemetery they received \$2. Note that the famous old statue of an Indian on the lawn pursued his prey on his happy hunting ground 50 years ago, just as he does today. Elmira Sunday Telegram photo*



cents an hour for cleaning the big power plants.

In July, 1897, he became a locomotive fireman. That was a rugged job in those days, he recalled. Coal had to be shoveled because the idea had not yet occurred of using a stoking machine such as has been in use for many years.

Since 1904 he had been at the



Newburgh News Photo

WILLIAM HICKS

*It was a rugged job*

throttle, usually pulling freights between Port Jervis and Jersey City. Often, however, his run brought coal from Pennsylvania mines to the Newburgh coal dock where steamers refueled. In that way, he became acquainted with the Newburgh area and appearance of the cleaner and more comfortable gasoline powered trains led him to bid on that job and move to Newburgh about 25 years ago. For more than 15 years he ran steam locomotives on the nightly freight run from Newburgh to Greycourt, retiring in September last year.

## ART MEINKE MADE T.P.A. AT CHICAGO

On Dec. 1, 1947, Arthur W. Meinke, chief clerk to the division passenger agent at Youngstown, became traveling passenger agent at Chicago.

Owner and operator of a good level head and one of the most infectious grins in the Middle West, Art came up through the ranks in the passenger department in Cleveland. However, from early in 1942 to late 1945, he wasn't around—he was in the army.

The people Art will work with now will surely like him. He was plenty popular in Ohio.

February, 1948

# How To Make Wealth

WHO doesn't want to make wealth?

Nobody. But how?



Well! It's this way. Wealth is not cash in people's pockets,



nor black figures on a bank balance.



Wealth is serviceable

things. Things that work for people like food,



clothing,



automobiles,



wheelbarrows,



picks and shovels.



These serviceable things which work for

people only come by the work



of the people. A farm is useless

until a man works it.



Iron in the ground is not much value until

it is mined,



smelted, refined and fabricated into bridges,

railroad cars and automobiles. If all the money



in all the

world were suddenly doubled without the process of work to make use-

ful things, it wouldn't mean a thing except to require twice as much to

go as far. No! Wealth is but a bookkeeping system



on work.

It may be turned into savings and stored up with which to expand a

system of operations



and make more work possible, but it is

utterly valueless except as it provides for the opportunity to work.

Yes! Wealth comes only by work—the work of the mind,



the work of the hands,



and both. If we are to continue to be a

wealthy nation, we have but one choice of action—work.



Courtesy Hillary G. Bailey, editor, THE RED BARREL, Coca-Cola Co.



*Right half of meeting December 9 of Cleveland chapter, Erie Veterans*

## ERIE VETERANS

### "CLEAR BLOCK"

Hornell, N. Y.,  
Feb. 1, 1948

To all Erie Veterans:

You will be interested to know that an article, together with pictures taken at the annual installation of system officers here on Jan. 17, will appear in the March issue of the magazine. It is hoped that future annual installations will be held earlier in the month so we can have the story and pictures in the following month's issue.

Again I express my appreciation and thanks for the helpfulness of the veterans and the ladies who contributed time and talents for the entertainment of our guests from along the line.

A complete report of the trans-

actions, prepared by System Secretary John R. Ward, will be sent to all chapter chairmen for the information of their members.

We have a "Clear Block" and a fine crew to work for the progress of our Association this year.

Fraternally,  
C. J. Bishop, President

### General Office Chapter

A. C. Roscelli

Chapter officers elected for this year are: A. C. Roscelli, chairman; W. McMullen, vice-chairman; L. H. Arold, secretary; J. F. Schnell, treasurer.

We would like to locate new quarters to hold our Spring meeting. Any member knowing of a place that could accommodate us should notify the chairman. We would appreciate such information.

"Doozerdoo" again. Your Veteran representative has your dues card and you are urged to procure it as soon as possible.

Congratulations to Jack Duffy on his promotion to assistant manager of stores. We will miss his smiling countenance at our meetings. Our loss will be Hornell's gain.

We welcome the following new members: G. R. Roth, Charles J. Colman, Richard F. Brady, P. H. Donovan, E. M. Anderson, J. Hamilton and John Ericson.

The sudden death of our member, G. H. Petrie, has saddened us. To his bereaved family we extend the chapter's condolences.

We are sorry to learn that Mrs. Mary Byard is still confined at home by illness. We trust she may have speedy and complete recovery and be back on the job real soon.

### Meadville Chapter

W. W. Turner

At our December meeting and annual election, Veteran Emory Fitch was chosen to lead our chapter as chairman this year. Re-elected were: Veteran Jesse Collier, vice-chairman; Henry B. Fredericks, secretary-trea-

*Left half of Cleveland chapter meeting shown at top of page*





suror, and Eugene Gulick as trustee for a three-year term. The meeting was conducted by Vice-Chairman Collier.

Our ladies auxiliary held their annual Christmas gift exchange. They do not depend entirely on Santa Claus.

Secretary Fredericks reported that we have a total of 470 members and should go over the 500 mark this year.

### Chicago-Hammond Chapter

*Edward C. Wise*

Our meeting for election of 1948 officers was held Dec. 8 at Phil Schmidt's. The veterans and their ladies enjoyed a fine dinner. The following were duly elected: Veterans John Mickulas (Hammond), chairman; Art Hoffman (Utilities Building, Chicago), vice-chairman; E. C. Wise (14th Street, Chicago), secretary, and W. G. Hoffman (Hammond), treasurer.

### Jersey City Chapter

*Walter Bieszard*

Joining our chapter last year were 122 veterans in this area, according to our membership chairman, Herman Linsky, who wants every veteran member to do his part to get at least one new member this year, also,



he would like to see every member in good standing this year. 1948 cards are now available.

We extend sympathy to the family of Veteran Anthony Conza who was fatally injured Dec. 26. He had recently received his 50-year veteran's emblem, of which he was very proud.

At our meeting on Feb. 12 we will have a report from Chairman John McCoy who attended the annual system installation of veteran officers and the executive committee meeting at Hornell on Jan. 17. Come to the meeting at Washington Hall,

February, 1948

76-80 Godwin street, Paterson, and hear John's report.

### Buffalo-Rochester Chapter

*"Observer"*

We look forward to a fine attendance at the meeting of our chapter and ladies auxiliary at the Turnverein Hall on Feb. 14. New committees will be appointed following the business sessions. Movies dealing with safety will be shown by representatives of the Erie's Police department.

Past Chairman Walter Driscoll retired Dec. 31 and we congratulate him on his many years of Erie service. We are sorry to learn of Mrs. Driscoll's illness and hope for her improvement.

Veteran Lee Baldwin also retired Dec. 31 and departed for Florida, to remain until spring.

We wish to correct an error which appeared in our items last month. Our vice-chairman is Veteran C. A. Scott of the superintendent's office.

Chairman Redding will make a report of the system meeting at Hornell on Jan. 17, at our meeting on Feb. 14 at Turnverein Hall. Plan to be there.

### Hornell Chapter

*John F. Muchler*

At our meeting on Dec. 3, past President F. T. Wallm gave past Chairman Stanley Stone and retiring Chairman Francis Tyson suitable gifts on behalf of the veterans for their services as officers of Hornell Chapter. Then the 1948 officers of the chapter and auxiliary were installed.

Capt. J. Duryea, Lieut. Tom Brown and Patrolman Walter Rosendale showed an Erie safety film dealing with the prevention of crossing accidents and trespassing.

Mrs. Taylor and Mrs. Vanderwork and their helpers then served a delicious ham dinner.

Veteran Frank Wolfanger is recovering from a recent injury.

Veteran LeRoy Wheeler is in Florida.

Let all veterans resolve to get their membership card early and not wait for someone to bring it to them. Let us resolve to give our newly installed system president, C. J. Bishop, 100 per cent support so his year as our leader will be a great success.

### Youngstown Chapter

*R. P. Reeber*

With deep sorrow we report the loss of two more of our valued members: Chapter Chairman Frank F. Zaccane, who passed away Dec. 1, one week after he was struck by an automobile on his way home from work, and Joseph Meli, who died Dec. 5 after a six-month illness. Both

**UNION-MADE**

# Lee

## OVERALLS

**Genuine Jelt Denim**

**LEE**  
Tailored Sizes

**Sanforized**

**Guaranteed!**  
Satisfaction  
or your  
money back!

**World's Largest**  
Maker of  
Union-Made  
work clothes.





**The H. D. LEE Co.**

Kansas City, Mo.  
Trenton, N. J.  
South Bend, Ind.

San Francisco, Calif.  
Minneapolis, Minn.  
Salina, Kans.

were real workers and always could be depended upon by the veterans. We will miss them. Our deepest sympathy is extended to the wives and families of these two, who were good husbands, good fathers and good men.

At the December meeting, the following chapter officers were elected for 1948: Joseph Rishel, chairman; F. J. Banks, vice-chairman; J. R. Ferro, secretary-treasurer, and J. E. Kaden, John Small and R. P. Reeber, trustees.

The next regular meeting will be Feb. 4 in the K. of C. building on South Hazel street, 8 p.m.

### CHAIRMAN EASTERN CLAIM CONFERENCE

T. P. Scott, freight claim agent of the Erie Railroad, with headquarters in Cleveland, was elected chairman of the Eastern Claim Conference for the ensuing year, at their meeting in New York City on Jan. 9.

### CONVINCING CASE

With operating costs soaring . . . the railroads had a convincing case for higher rates. No one can stay solvent long if outgo keeps outstripping income.—*Arkansas City (Kans.) Traveler.*



# Letters from You

Dear Editor:

That was a fine cover you had on your January issue! For my money it was the best that any railroad magazine had—packing a lot of drama, action and timeliness into a most unusual shot.

Virginia Tanner,  
Assistant Editor,  
Baltimore & Ohio Magazine

• A puff from one of our contemporaries.

Dear Editor:

I can answer your query as to the identity of the three Erie engineers shown in the picture on page 11 of your December issue. From left to right they are Ray Stevens, now on the Paterson police force, Jimmy Maher, who played ball on the old Erie All-Stars, present whereabouts unknown, Job Tanis, deceased.

It was necessary to take the picture by flash-light. This was before the days of flash bulbs so I used a flash sheet pinned to a tin reflector and ignited at one corner by a taper. You will note, even with all the necessary advance preparations, that the flash caused Jimmy Maher to jump.

J. J. Tibbits, Draftsman,  
Dept. of Structures

• We found our answer only a few doors away from the magazine office in Cleveland.



TIBBITTS' PHOTO

Ah! distinctly he remembered

Dear Editor:

You say on page 3 in January magazine the picture On the Cover was "taken at Erie's Susquehanna coaling station."

It must have been taken on Christmas Eve. Could it be Santa Claus had a water crane put up while this picture was taken? Because there is no such water crane as shown in picture located at Susquehanna coaling station.

If Santa Claus did do this, I don't want you to scold him because he is a pretty good old fellow, he left his usual socks and ties for me at my home.

Ed Nelson,  
Susquehanna, Pa.

• Our face is as red as Santa's suit. On our photo, next to the water crane it says 87-1 (Port Jervis).

H. A. Bookstaver, Supt.

Sir:

From time to time I have made many caustic remarks about the operation of railroads. I have the usual qualifications to do that since I spent 20 years of my life in the rubber industry, so naturally I assumed that I knew about railroad operations since that is most people's habit.

However, I do want to express my appreciation for the willing and helpful cooperation of your conductor in the Huntington car outgoing from Chicago at 6:10 on Train 2, who was so kind as to recover my wallet on the evening of Dec. 15 and return it to the Huntington station the next day, where I could pick it up.

The wallet did not contain a substantial amount of money, but more than I could afford to lose, and it did contain all of my identification papers which are of great value to me.

I do not even know the gentleman's name so I am taking this means of thanking him and his company in spite of whatever ideas I may have about railroad operations generally.

E. J. Gehres  
Thermoid Company

• The conductor who returned the wallet was C. E. Gump. With this incident as a start, the Erie hopes to give Mr. Gehres further reason to change his present opinion of railroad operations.

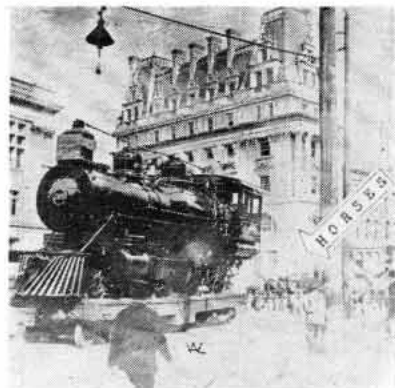
Dear Editor:

Thank you and John Tanis very much for the Alco-G. E. Diesel electric locomotive picture.

I have known Erie power from the original Nos. 1 and 2 Norris locomotives to the present day, and watched new engines from Grant Company and Rogers Works coming up the Paterson streets drawn by 15 teams or 30 horses. It was a sight to behold.

W. J. Brown,  
Yardmaster, Jersey City

• Right you are, Bill Brown, and here's a picture of the last one to move.



FOR THE T. & P.  
Forty-five years ago

Dear Editor:

Permit us to express our sincere thanks for the way you cooperated with National Bible Week.

Reginald R. Belknap,  
Chairman

• Only too glad!

Dear Editor:

We wish to express our sincere thanks to you for this fine publicity [The Mormons, Nov. 1947] and, if possible, I would like to obtain one or two additional copies for the permanent files of the Utah Centennial Commission.

Gus P. Backman, Director,  
Utah Centennial Commission

• Coming, under special cover.

Erie Railroad Magazine



Peter Franklin VanNoy, "Grand Old Man" of Port Jervis, N. Y., died Dec. 14 in his 96th year. He had been an Erie employee more than 44 years, retiring as city agent in 1927.

A long time member of the Minisink Valley Historical Society, he was keenly interested in local history and had quite a collection of documents and letters pertaining to early Port Jervis days. He was Erie agent at Lackawaxen in March 1888 at the time of the big blizzard and the happenings of that time still remained clear in his mind.

Gardening was his hobby and he proudly presented his prize produce to friends and neighbors.

In 1944 he was awarded a gold medal by the Erie Railroad Veterans' Association as winner of their oldest veteran contest. Last summer he was the recipient of two prizes at the Old-Timers' Day at the county fair at Middletown, N. Y., as the second oldest person present, and with Mrs. VanNoy as the couple with the highest total years (they celebrated their golden wedding anniversary in July).

In addition to his widow, he leaves a daughter, Mrs. Agnes Weale, and three granddaughters.

#### J. F. Ortner

John F. Ortner, 58, of Buffalo, retired general yardmaster, died Dec. 19. He had been employed by the company 37 years.

Surviving are his wife, Ann; a son, John F. Jr.; his mother and other relatives.

#### F. S. Doney

Frank S. Doney, 75, of Buffalo, who retired seven years ago after 50 years' service as an Erie Railroad dispatcher, died Dec. 28.

He was a member of the Holy Name Society of St. Vincent de Paul's.

February, 1948

## OBITUARIES

#### T. E. Cullen

Terrence (Ted) E. Cullen, 76, retired general foreman of Brier Hill shop and an Erieman 58 years, died Jan. 2. He had resided in Girard, Ohio, the past 32 years and was a highly regarded citizen of that community.

When he was 16 years old he became a machinist apprentice in the Erie shop at Dunmore, Pa., his birthplace, and remained there as machinist and roundhouse foreman until Jan. 31, 1906. During the next 10 years he was gang foreman and roundhouse foreman at Jersey City shop and general foreman at Port Jervis. He went to Brier Hill as general foreman in May 1916 and remained there until his retirement Nov. 1, 1945.

Surviving him are his widow; a son, Eugene, and daughters, Eugenia Reigen and Helen Conley.

#### E. L. Laizure

Elmer Lee Laizure, 47, electrical foreman in the Erie shops at Port Jervis, died Dec. 14 after a long illness.

Mr. Laizure was popular among



fellow-workers and had made a host of friends in Matamoras, Pa., where he had resided the past 19 years.

Surviving are his widow, three sons and two daughters.

#### E. A. Donlon

Evelyn Alice Donlon, 52, of Warsaw, N. Y., a stenographer-typist at the Buffalo Louisiana Street freight station, died Nov. 10.

Miss Donlon started with the Erie in 1917 at Silver Springs, N. Y., and had also worked at Warsaw and East Buffalo.



George Henry Petrie, rate revision clerk, office of Auditor of Revenues, died Dec. 28.

Born Sept. 28, 1887, at Humberstone, Ontario, Canada, he commenced with the Erie on May 20, 1911, assisting the agent at Athenia, N. J., and later served as agent at that place. This was a seven-day-a-week, twelve-hour-per-day job and George came to the Auditor of Freight Accounts to better his position. He was hired by C. E. Hildum on Feb. 8, 1917, and served as a rate revision clerk until his death.

Mr. Petrie was a member of Lakewood Presbyterian Church and Clifton Lodge, F. and A. M. He also was treasurer of the Lakewood Horticulture Club.

Surviving are his wife, Edna M., son George F., daughter, Mrs. Lucille Farrance, and a grandson, Jeffrey.

#### L. Boye

Leonard (Burt) Boye, 63, a locomotive engineer on the Buffalo division of the Erie Railroad, died Dec. 23. He resided in Lancaster, N. Y., where he was born Feb. 20, 1884.

He entered Erie's employ as a fireman in 1906 and had been an engineer since 1912.

#### C. A. Emerson

Clarence A. Emerson, 74, a resident of Hornell more than 50 years and a former Susquehanna division yard brakeman, died Nov. 17. He retired a decade ago after 40 years' service.

He was a member of the Loyal Order of Moose.

Surviving him are a daughter and two grandchildren.

#### F. H. Marshman

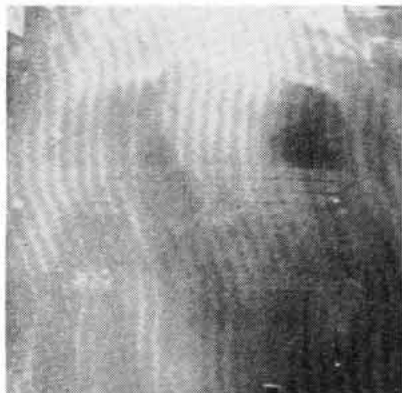
Frank H. Marshman, 68, of Marion, Ohio, who retired in 1942 after 40 years with the company, died recently.

(Continued on page 30)



# "You Name It"

Kids, here's the way to count the score on these You Name Its—Three right: So what? Two right: You may live it down, but we doubt it. One right: Puzzling is not for you, son. None right: Just turn to inside back cover and get 'em all right.



**1** One word about this one would be enough to give it away. It is on the Erie Railroad.



**2** One fellow said: "Locomotive headlights at Great Bend." We see the bend and the lights, but the answer is wrong.



**3** This fence-like gadget looks like—Never mind what it looks like. What is it?

SOCIETY FOR THE PRESERVATION AND ENCOURAGEMENT OF BARBER SHOP QUARTET SINGING IN AMERICA INCORPORATED

Dear Editor:

Your article in the December issue, "Do You Like To Sing," is to a Barbershopper the thing we like most.

Here in Hornell we have a chapter of the above organization which meets each week for a good old song fest. We have a chorus, well organized and directed, which has about 20 men in it that are railroaders. Total chorus of 30 men.

A quartet called The Canisteo Valley Four, all railroad men, is made up as follows: Tenor, Ralph W. Lougee, section storekeeper; lead, William Young, electrician helper; baritone, Vance Caward, electrician helper; bass, Lester Norton, shop foreman.

Chorus and quartet have participated in organization and civic affairs.

When members get together, they form friendships—reflect good conduct and good will. It is good relaxation.

Chord-ially yours,  
R. W. Lougee

Write to the editor if you form an S.P.E.B.S.Q.S.A. chapter in your town. In the last year the number of finished and beautifully balanced quartets has pyramided and most of our populous centers have enjoyed at least one of the Society's typical programs, generally called "Quartet Parades". The public approval of these "Parades" as evidenced by overflow audiences in the largest auditoriums is a matter of common knowledge. But the significant thing about it is that the enthusiastic reception has not been produced by any circus exploitation whatever. There has been no theatrical or sensational advertising; no appeal to conventional, academic or technical support, or to a spectacular display—the success has been built on just one thing: cleverly arranged and beautifully blended vocal quartet harmony. Call it Barbershop if you will, but don't try to discount it; it is great entertainment.

"I'm glad to hear Bill's fine now. What did they operate on him for?"  
"They removed a brass rail that had been pressing against his foot for years."

It is a great kindness to trust people with a secret. They feel so important while telling it.

## MARION DIVISION

MAINTENANCE OF WAY DEPT.

Maralene Trainer

Congratulations to the H. M. Hammels (foreman of maintainers) at Rochester, Ind. It's a boy.

We wish Charles Swank good luck on his new job as cashier at Huntington. He was formerly clerk-stenographer in the division engineer's office. Also, we welcome Gloria Shearer back to the office as clerk-stenographer.

Sympathy is extended to H. L. Kinsey and family on the recent death of his sister.

Ovid Young and wife are enjoying a vacation in Florida, far from the rain, sleet and snow here in Indiana.

### TRANSPORTATION DEPARTMENT

H. V. Welker

Mr. and Mrs. T. E. Poe are proud parents of baby girl, Pamela Jean, born on New Year's Day. Thurman is clerk-stenographer in the superintendent's office.

Jane Brown, formerly junior clerk in the superintendent's office, helped out temporarily in that position during her holiday vacation from school.

Welcome to Mrs. Ralph Bowers who is filling the junior clerk position temporarily.

### HAMMOND CONSOLIDATED OFFICE

Grace Martin

Francis Ray, fireman, and wife are parents of a daughter born recently. The baby's grandfather is John Morgan, yard brakeman. It is difficult to tell just who is the most pleased.

Matthew J. Beiriger, retired agent at Griffith, Ind., passed away at home Dec. 17. Mr. Beiriger leaves his wife, six sons, four daughters and 18 grandchildren. His many friends in Hammond Yard extend heartfelt sympathy to the family.

Elmer King, yard brakeman, spent the week of Dec. 22 visiting friends and relatives in his hometown, Shelbyville, Ind., and Indianapolis.

J. J. O'Connor, general yardmaster, and family enjoyed having their daughter, Rose Clare, home from California for the holidays. She made the family circle complete and enjoyed seeing Barbara Sue, only grandchild in the family, who isn't quite old enough to realize what Christmas is all about. Nevertheless, she was well supplied with everything Santa makes for the little ones.

H. L. Kinzie and family attended a family reunion in Bremen, Ind., during the holidays.

Helen Liesenfelt, typist, made a hurried trip to Detroit recently because of the critical illness of a life-long friend whom Helen says is a second mother to her.

James Terre, son of Report Clerk J. W. Terre, left for the West Coast

Erie Railroad Magazine

some time ago and has decided to settle in Portland. An A-1 salesman, Jimmie is trying to sell Mom and Dad on Portland where, he writes, the temperature was 61 degrees above on Christmas Day and it was clear and sunny, quite a contrast to the sleet storm we recently experienced.

Robert Suhs, patrolman, entertained his granddaughter from Sheridan, Ore., recently. She came east as a delegate to the Methodist Youth Conference at Cleveland. "Just Sweet Sixteen," Miss Suhs was a pleasant surprise as this is the first time the Suhs have had the pleasure of seeing her.

14TH STREET, CHICAGO  
Chris Hardt

Oliver T. Lee, former car distributor at 51st street yard office and now at the rate desk here, was elected president of Victory Lodge 547, Brotherhood of Railway and Steamship Clerks.

William G. Witwer of the rate desk, another veteran, is temporarily relieving in the position of supervisor of stations and car service.

Edna White of the billing department enjoyed Christmas and New Year's at the home of her parents in Fox Lake, Ill. Her sister flew in from the coast, making the family reunion complete.

It is a little early to predict what is in the offing, but Mary Sorbellini and Germaine Lessig received rings as Christmas gifts from the boy friends.

Louis Blatt, veteran check clerk, traveled to Los Angeles to visit relatives.

Our station received Christmas greetings from Ruth M. Green of Los Angeles, former stenographer here, now with the Santa Fe.

A romance between two of our employes, Frank Savage, check clerk, and Lena Larsen, clerk, blossomed into marriage on Dec. 13 at the Woodlawn Methodist Church. Frank has been here since 1932 and Lena is a recent employe.

Seymour Kravitz, former general clerk and now stenographer in the office of the manager of station service at Cleveland, celebrated the second anniversary of his marriage Dec. 30.

Trixie, pet police dog of E. H. Spitzer, rate desk, died and those of us who have seen her perform know what the loss means to Eddie.

E. C. Wise, head of the O. S. & D. department, donated a new record changer for our annual Christmas party, held Dec. 22 in our third floor meeting room. The entire management and office force attended the dinner and reception. F. J. Mulligan, assistant superintendent, and Earl Coghlan, chief clerk, of the division  
(Continued on next page)

## CHARLIE McPEEK'S HOBBY



PORT JERVIS HOBBYIST

*In the woods and at the works*

This is about some of my hobbies. The first one, I suppose, is the old Erie Railroad. I hired out in August, 1918, Port Jervis, in the car shop air brake gang, and I guess I've hit every phase of the car department work since, finally, at the present writing, welder and tool room attendant. In 1929 and 1930 I served as foreman of the tender repair shop at Hornell. This position wasn't to my liking so I voluntarily gave it up. About seven years ago I took over the tool room job and gradually took on more and more welding duties.

My pet hobbies are hunting, fishing, and last "but by no means the least," trapshooting. In 1925 I had my first moose hunt, which was staged in Nova Scotia. Not being a man of means, I had to work evenings in an orchestra to finance this and the five following trips, one season in Quebec and four in New Brunswick.

Fishing for trout, pan fish and bass, of course, come along in their respective order.

### Advertising-Minded

Right now, trapshooting is my most interesting hobby. I participated in several of the big events and in several instances brought home some of the trophies.

On three different occasions I at-

tended a shoot where the Eastern Air Lines was represented by a five-man squad. They were very interesting looking, all dressed in harmony, with similar outfits and even using the same type of trap guns. Across their backs was written in impressive looking letters, "Eastern Air Lines." The thought running in my mind was, wouldn't it be nice if that lettering read "Erie Railroad Lines"? What an ad!

### Thinks Well Of Magazine

Well, I sure would like to shoot at the Grand this August at Vandalia, Ohio, but the fee is rather high, so right now I wouldn't know.

I hope I haven't said too much, but at least you have the advantage, you don't have to listen and are privileged to shut me up any time you care to stop reading. This feeling I have of having blown my own horn is not a good feeling, but you have what you asked for, so take out the excerpts and more power to you and the Erie magazine, which is getting more interesting with every issue. I enjoy it all, from the President's Page to the ad cover in the back.

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

## MARION continued

office, were present, as well as Capt. R. P. Steen, Sergt. Ernie Hardin and Leah Jacoby, stenographer, from the police department. The committee for the dinner and decorations were: Mary Sorbellini, Harriet Anderson, Germaine Lessig, Ronnie Bradley, E. C. Wise, Clarence Serafiniak, Vernon Felgenhauer, William E. Smith, John Novotny, and last but not least, R. L. Smith, assistant agent.

Vernon Felgenhauer injured his finger while bowling on New Year's Day. Although it is bandaged, this did not keep him from his desk.

### CHICAGO GENERAL OFFICE

Wilbur M. Frechette

It was indeed a merry Christmas for Secretary Esther Peterson. She received a lovely diamond ring and congratulations were offered by all hands.

New faces about the office are those of Dick Meyer, senior office boy, and Art Meinke, traveling passenger agent. Art was transferred from the office of R. E. Towns, Youngstown, where he was chief clerk. We welcome both and extend best wishes for success in their new positions.

We offer our understanding sympathy to Florence Berg (passenger department) on the death of her mother Jan. 1.

Ethel Hillegonds was snowed in by the New Year's Day storm. She thought of coming to work by dog-sled, but then changed her mind—no dogs!

## ACCOUNTING

### AUDITOR OF REVENUES

J. W. Murphy

Yuletide decorations and Christmas trees beautifully trimmed by the girls in the various departments provided a festive background for the parties we had on Christmas Eve. Gifts exchanged by members of the Agency bureau were distributed by Santa Claus who bore a marked resemblance to Jimmy Conlon while Dave Kievet was a reasonable facsimile of Kriss Kringle to members of the Rate Revision bureau. Photographer for the occasion was Johnny Long. By and large, everyone was thoroughly cheered by the wonderful Christmas spirit at the parties and the holiday was much brighter because of it.

Dec. 27 was a gala night when the fourth floor held its annual Christmas party. Dancing and music were furnished by a three-piece band. Frank Kuderna rendered several popular songs in his masterful style and Laverne Walz was induced to tickle the ivories, thus providing us with an excuse for some close harmony. Christmas carols were sung by everyone, led by Mrs. Sam Hoehn. There were all types of dancing from fox trots to jitter-buggin', all to the same music. Refreshments were plentiful and our thanks to Abe Van Kirk and his committee for a successful event.

Shirley Wright seems to be the girl to contact if you want to know the lyrics of the most popular songs on the Hit Parade. When it comes to music, she's right on the beam.

From now on please refer to Jean Gamble as Jean Zufan because in a very pretty wedding at Scranton Road Baptist Church Jean and George Zufan promised to love, honor and obey. Many well-wishers from the office witnessed the ceremony and attended the reception in the evening. Our best wishes to the newlyweds.

The following retired employees of the Interline bureau sent holiday greetings and best wishes to all: J. A. Winter, Cassie Okie, C. R. Wheatley, Lillian Burnham, Harry Decker, Tom Drummond, W. Manck and Rocco Ricciardi. Jack Fletcher reports that Christmas greetings were received from Adrian Boorebach, John Van Keuren and Bill Steinhilber. John Knowles, George Kane and Benny Markwell also sent along greetings. We are always glad to hear that our retired employees are enjoying the pleasure and relaxation they had looked forward to.

No doubt many friends of Charlie Tuttle will be interested to know that he completed 48 years' service Jan. 1. And Al Meister, head M.I.T. clerk, completed 34 years Jan. 2.

We are sorry to report that George Petrie died suddenly from a cerebral hemorrhage Dec. 28. His death was a shock to a host of friends. All of us are sorry to lose the pleasant association of George and shall miss him. He was an extremely pleasant member of our Erie family. Our sympathy to those who survive him.

Miniature railroading and collection of calendars for the season is about over which means that the rate clerks have to buckle down to the recent increases awarded the railroads and wrestle with multitudinous tariffs, their supplements, exceptions, etc. . . . Al Owens and Joe Dolan moved a step up the ladder to success and if past performances count they will handle their assignments in a satisfactory manner.

Those flashing diamonds that have been dazzling the eyes of A. of R. employees for the past few weeks merely indicate that a few more members have blissfully joined the follow-the-leader epidemic which has been sweeping the office recently. When Santa Claus came down the chimney this year he brought a little hitchhiker named Dan Cupid. Cupid in turn delivered some of Santa's gifts, namely diamonds rings for seven of our girls: Mary Travers, Evelyn Mack, Eileen Cyler, Kay Carey, Helen Flemming, Jeanne Farley and Virginia Dietz. Johnny Good presented a diamond ring to Jeanette Meineke of the Transportation department with proper sentiments attached. Good luck to all.

It's a baby girl for Mr. and Mrs. Belden. The mother is the former Renalda Walker of the Machine Room where she has many friends . . . Arlene Shrober is working under the



Reprinted by special permission from the Saturday Evening Post, copyright 1947 by the Curtis Publishing Company.



handicap of a broken toe, received while bowling . . . Mr. and Mrs. Dave Cook announced the birth of a daughter, Nancy, on Dec. 26. Mrs. Cook is the former Pat Long who was employed in the claim checking group . . . Ted Tietjen has returned from an enjoyable visit with relatives in Union City, N. J. . . . That "Junior Miss" edition of Hedy La Marr who dropped in to say hello the other day was Kay Harvan, Dee's sister . . . Nick La Barbera is burning up the macadam on his way to work these days. He is now the proud owner of a new Streamliner . . . Mina Van Saun suffered a fractured elbow when she fell on her way to work the other day. We hope she will have speedy and complete recovery.

#### AUDITOR OF DISBURSEMENTS

*F. K. Small*

Congratulations are in order for Mrs. Frieda Emmons who recently completed 30 years' service.

Our first Christmas party held in the office was a huge success. A buffet luncheon was served, after which Mr. Oakley gave a few words of greeting. The singing of Jingle Bells heralded the arrival of Santa Claus Geary who filled his job to perfection. He has already received offers for next year from Harvey's and the Salvation Army. An entertainment feature of the day was the reading of a classical gem entitled "New Joisey" by Tom Mayer and Bob Peterson. Choral Director Frank Kelley then took over and led the group singing accompanied by Frankie Tanek and his accordion syncopation, who later played for those interested in the Terpsichorean art.

John Quinn really must have enjoyed his week's vacation in East Orange, N. J., as he claims he was "snowed in—but not under."

#### HORNELL ACCOUNTING BUREAU

*T. J. Hogan*

Frank Condon has returned to his duties after an extended absence due to illness.

Bob Schwingel, machine room supervisor, recently confined to the hospital, has been removed to his home.

Jack Starr and Mary Baker of Hornell were married in Wellsboro, Pa., Dec. 20. Harold (Pop) Doty was best man.

Mary Horvat is flashing a diamond engagement ring.

We hear that Russ Westphal has been shopping for diamond rings.

Ronald Drake, messenger, is the latest addition to the Bureau family.

Ed Shroyer and Harold Fisher were among the fortunate hunters during the past deer season. They furnished the venison for a party held after the last union meeting.

## ENGINEER DILL GETS 50-YEAR PASS



Last month Engineer George Ellsworth Dill received his gold pass at Cleveland from Supt. V. J. McMullen. Engineer Dill's fireman and a group of old friends from the yards were there and also his daughter and son-in-law, Mr. and Mrs. Max Zucker.

We asked Mr. Dill about his long career and he said, "I have no hobby except railroading and I am the third generation of Dills who have

worked on the Erie. My father fired for my grandfather and I in turn fired for my father. I am more than a little proud of my record on the Erie. I have never missed a call. I have never been late for my assignment and I have never refused a call". The lady and gentleman in western garb are Mr. Dill's daughter and her husband, just returned to Cleveland from a western dude ranch trip.

## WYOMING DIVISION

*J. P. Roche*

Sympathy is extended to Arthur and Edward Teske, M. of W., on the passing of their brother.

Among this region's luckier hunters who bagged deer were Ray Cavill, agent; E. A. Keddle, conductor; Bob Ash and Tony Haduck, trackmen.

John Nolan, pipefitter, Avoca, is confined to the hospital because of illness.

Earl Stanton, ash pit and coal pocket foreman, is recuperating at home after illness.

Conductors C. H. Clifford and M. S. Coleman and P. A. Farrell, brakeman, are confined to their homes by illness.

#### DUNMORE CAR SHOP

*W. C. Eshelman*

Joseph Telesca, welder, and family made a brief visit with friends and relatives in Bridgeport, Conn.

We deeply regret the bereavement of William C. Paterson, foreman, in the death of his mother and sympathy is extended to his family. She was the widow of Robert Paterson,

retired locomotive inspector who died a few years ago.

We extend our sympathy to Frank Alloy, carman, in the recent death of his sister and to William Engle, laborer, in the loss of his father.

Anthony Mecca, carman, has been confined at home for the past few weeks due to illness. We all wish him speedy recovery.

Jan. 22 marks the golden wedding anniversary for Mr. and Mrs. William Wyandt (retired carman). We all wish them many more years of health and happiness.

Lawrence Pilger, welder, and Edward Markowski, laborer, both bagged a deer the past season.

Our bowling team is having a hard time determining whether they will enter the bowling contest in April.

Sparring partners Joseph Noone, electrician, and Fred Cerra, helper, claim the main bout will be held in another month.

Salvatore Sabia, leading car inspector, completed his annual vacation during the latter part of December. Most of his time was spent as a baby sitter for the children so the mothers could do their Christmas shopping.

# Retirements

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    | Date     | Age | Service<br>Years |
|----------------------|-------------------|-----------------|-------------|----------|-----|------------------|
| Ernest F. Bell       | Machinist         | Hornell         | Susquehanna | 11-21-47 | 59  | 32               |
| Seymour Coykendall   | Engineer          | Port Jervis     | Delaware    | 12- 4-47 | 68  | 49               |
| Oscar B. Christ      | Engineer          | Marion          | Marion      | 12- 1-47 | 64  | 42               |
| Delezene Davis       | Telegraph Opr.    | Hawley          | Wyoming     | 8-17-47  | 65  | 47               |
| Hugh L. Doyle        | Brakeman          | Marion          | Kent        | 11- 4-47 | 62  | 25               |
| Michelangelo DiMaio  | Boilermaker       | Hornell         | Susquehanna | 11-14-47 | 60  | 39               |
| Charles A. Faulkner  | Clerk             | Cleveland       | Transpn.    | 11-29-47 | 65  | 31               |
| Harold W. Gams       | Gen. Yardmaster   | Hornell         | Susquehanna | 12-19-47 | 53  | 35               |
| Edna G. Kelley       | Chf. Car Clerk    | Youngstown      | Mahoning    | 11-15-47 | 61  | 30               |
| John E. Kelley       | Car Inspector     | Corning         | Susquehanna | 12- 1-47 | 60  | 22               |
| Edward J. Kavanagh   | Barge Captain     | Jersey City     | Marine      | 12- 8-47 | 55  | 26               |
| Henry T. Kirschner   | Pipefitter        | Port Jervis     | New York    | 11-25-47 | 69  | 44               |
| Verne E. Kirk        | Machinist Hlpr.   | Marion          | Kent        | 12- 1-47 | 72  | 25               |
| Lewis L. LaBarre     | Conductor         | Hornell         | Susquehanna | 12-11-47 | 53  | 28               |
| John Lippert         | Gang Foreman      | Jersey City     | New York    | 12-31-47 | 65  | 44               |
| John Martino         | Boilermaker Hlpr. | Buffalo         | Buffalo     | 10- 3-47 | 59  | 21               |
| Albert L. Marker     | Pass. Conductor   | Huntington      | Marion      | 12-13-47 | 72  | 48               |
| Angelo A. Minichelli | Stat. Fireman     | Binghamton      | Susquehanna | 11-20-47 | 64  | 22               |
| Marion A. Morse      | Cashier           | Huntington      | Marion      | 12-12-47 | 51  | 31               |
| Ross J. Mustie       | Engineer          | Jersey City     | New York    | 11-20-47 | 59  | 34               |
| Andrew J. Morris     | Conductor         | Port Jervis     | New York    | 12- 8-47 | 58  | 38               |
| Phillip C. Miller    | Carpenter         | Youngstown      | Mahoning    | 10- 7-47 | 71  | 36               |
| Edward W. Oliver     | Pipefitter Hlpr.  | Hornell         | Susquehanna | 12-12-47 | 68  | 31               |
| Frederick H. Schmidt | Cross. Watchman   | East Rutherford | New York    | 12-15-47 | 63  | 21               |
| Felice F. Schiavi    | Asst. Sect. Fore. | Hornell         | Susquehanna | 12- 5-47 | 58  | 28               |
| Phlegm Sears         | Conductor         | Meadville       | Mahoning    | 10-18-47 | 60  | 27               |
| Antonio Spallone     | Trackman          | Elmira          | Susquehanna | 12- 9-47 | 66  | 22               |
| Otto J. Tegeler      | Trackman          | Hankins         | Delaware    | 11- 1-47 | 66  | 23               |
| Frederick M. Towne   | Dockbuilder Fore. | Jersey City     | Terminal    | 12-12-47 | 70  | 38               |
| Grover C. Townsend   | Conductor         | Salamanca       | Allegany    | 12- 1-47 | 63  | 41               |
| Lee G. VanDelinder   | Engineer          | Hornell         | Susquehanna | 12-12-47 | 65  | 30               |
| Martin J. Walsh      | Engineer          | Cleveland       | Mahoning    | 11-25-47 | 70  | 49               |
| Edgar M. Welch       | Agent             | Urbana          | Kent        | 11-24-47 | 57  | 38               |
| William A. J. Zornow | Barge Captain     | Jersey City     | Marine      | 12- 1-47 | 69  | 25               |

## SUSQUEHANNA DIVISION

BINGHAMTON, N. Y.

A. E. Goetting

On Dec. 12, Ignatz Lanieski, who recently retired as stower at the freight platform, was honor guest at a party at the Clus Club. About 70 were present. Following the dinner, safety films and a magic show were presented. Mr. Lanieski was the recipient of a watch presented by co-workers after the dinner.

Clifford Watson, trucker, is the proud father of a son born Dec. 31.

Katherine Murphy spent Christmas

at home in Addison.

Mr. and Mrs. Edward Clark drove to Harrisburg to spend the holidays with relatives.

Amanda E. Goetting and sister, Mrs. Buckley, spent Christmas with relatives in Syracuse.

Jane Baker, niece of Adelaide Vossbury, car demurrage clerk, died recently, a victim of polio. She was the daughter of Mr. and Mrs. John Baker of Conklin. Sympathy is extended to the surviving family.

ELMIRA, N. Y.

J. F. Gill

Howard Bush vacationed in Breese-

port, N. Y., where he assisted in forming a volunteer fire department.

Chief Clerk and Mrs. E. F. Kelley spent a week-end in Binghamton.

Frank Terpolilli, checker, has resumed work after a vacation.

Sympathy is extended to Joseph V. Cleary, ticket agent, whose sister was fatally injured when struck by an automobile.

Robert Nixon saw the New Year in in New York City.

Grace Parshall spent Christmas in Waverly.

Erie Railroad Magazine

## NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

*Mary A. D. Meyer*

The girls in the Superintendent's office, M. of W., Passenger and Marine departments and General Manager's office held their Christmas party December 18 at Bruno's, Jersey City. Santa Claus (Laura Butler) was on hand and passed out the gifts. There was plenty of fun, entertainment and a delicious turkey dinner.

How nice to see Frances Terhorst back on the job after illness!

Holiday greetings were received from our pensioned friends, Al Padien, Frank House, Samuel Johnson Snyder, Wallace Beck and Charles Paulison.

Welcome to John Kiernan, junior clerk.

We are sorry to lose George O'Brien, stenographer, who has accepted an "outside position."

PASSAIC, N. J.

*"Anon"*

Congratulations to John Smith, our new chief clerk. We wish him all success.

John Van Ess, who is now retired, was a recent visitor in this office. He is progressing slowly.

Sorry to hear Charles Dalzell is in the Paterson General Hospital and will be there for some time.

Joseph Osar is enjoying a winter vacation in Florida.

Our recent snowstorm kept many of the boys at Passaic all during the night, being unable to make their way home through the deep snow. Understand Arthur Bell was teaching the boys army tricks.

Checker Sal Mangani reports his "kid" is now cutting his teeth and he cannot sleep nights. Do you know of any cure?

Martha-Anna Schram and Mary Molinaro enjoyed Christmas vacations in Cleveland and Scranton respectively.

JERSEY CITY PASSENGER CAR

*J. D. McKiernan*

Luciano Zito, coach cleaner and relief coach cleaner foreman, and his wife celebrated their silver wedding anniversary Dec. 23. Dinner for 25 was held at Bruno's Restaurant.

NEWARK, N. J.

Fashion note: What two women in our office recently visited a fire sale and came out with a couple of natty looking plaid blouses?

It seems two more of the boys have been bitten by the railroad "bug". Rate Clerk Ed Nolan and O.S.&D. Clerk Joe Portanova both recently started miniature railroads, allegedly "for the children."

Congratulations to Chief Bill Clerk Pat Murray and his wife who are proud parents of John Francis, born Nov. 19.

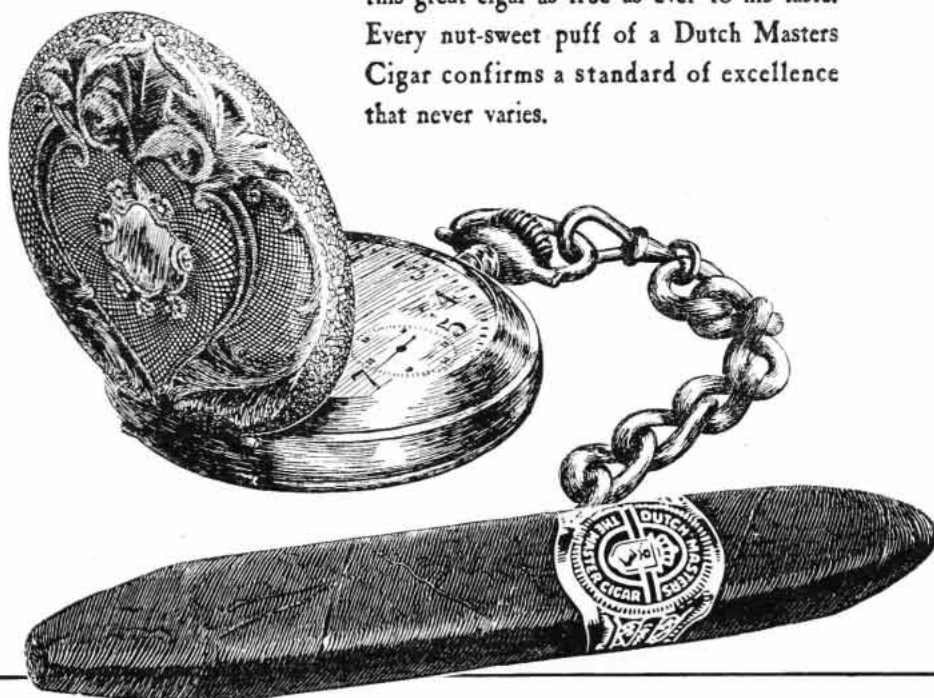
These days we don't envy the outdoor work of our yard clerk, Al Grossman, but we all appreciate the good job he does of keeping track of our cars.

Our cashier, Ann O'Leary, seems quite happy in her new home, but she still has to take the bus.

We understand the day after the big snow here, the streets in Ridgewood were so cleared, motorists had to remove their chains to drive on them. (Ridgewood papers please copy).

## TRIED AND TRUE

The man who tried his first Dutch Masters as long as thirty years ago, today still finds this great cigar as true as ever to his taste. Every nut-sweet puff of a Dutch Masters Cigar confirms a standard of excellence that never varies.



# DUTCH MASTERS CIGARS

*The cigar you've always wanted to smoke*





**THE  
FLEISHEL  
LUMBER  
COMPANY  
SAINT LOUIS,  
MISSOURI**

**THE ERIE DOCK COMPANY  
CLEVELAND, OHIO  
IRON ORE UNLOADING DOCKS**

Unloading Capacity 1,800 Tons per Hour from Vessel.  
Storage Capacity at Randall, O., of 1,000,000 Tons.

TELEPHONE  
WHITEHALL 4-4200

**PATTISON & BOWNS, Inc.**

ESTABLISHED  
1900

**17 BATTERY PLACE, NEW YORK 4, N.Y.**

EXCLUSIVE EASTERN DISTRIBUTORS

**PITTSTON COAL  
ANTHRACITE**

**HIGH GRADE  
BITUMINOUS  
COALS**

**OBITUARIES continued**

ly. For 32 years he was an engineer.

He and his wife would have observed their fiftieth wedding anniversary next July.

Mr. Marshman's mother, Caroline Harding Marshman, was a sister of Dr. George T. Harding, father of former President Warren G. Harding.

In addition to his widow he leaves four daughters and a son.

**B. P. Riggs**

Bradner Perry Riggs, 79, for 52 years an Erie Railroad trainman and conductor on the New York division, died Dec. 2 at his home in Port Jervis. He retired 10 years ago.

Surviving relatives are two daughters, a son, several grandchildren and five great-grandchildren.

**O. V. Derr**

Orville Vosbury Derr, former valuation engineer for the company, died Nov. 22. He lived in Mount Vernon, N. Y.

Native of Needham, Mass., he was the son of the late William Lloyd Derr, at one time acting chief engineer and superintendent for the Erie.

Before joining the Erie in 1912 as resident engineer, Orville Derr had served in various engineering capacities for the Baltimore & Ohio and Lehigh Valley railroads. In 1929 he was made general office engineer and in 1931, valuation engineer. He resigned in 1938 and at the time of his death was a construction engineer with L. Morris Mitchell, Inc., New York.

Surviving him are his wife, Mrs. Ruth Barry Derr; four sons by a previous marriage; three sisters and two brothers.

**H. H. Case**

Henry Harrison Case, retired Erie agent and operator, died Jan. 2 at his home, 63 Walkill avenue, Middletown, N. Y. His wife, Martha E. Case, died Nov. 6.

Mr. Case was with the company about 50 years, starting as an operator at Arden, N. Y. He held several other positions at Howells Tower, Middletown and Port Jervis, and at retirement was agent at Howells, N. Y.

He was a brother-in-law of L. L. Lloyd, agent at Athenia, N. J.

**LIGHTERAGE**

28TH ST., NEW YORK

*R. J. McElliott*

Dan Cupid has written, "Mission accomplished," for two of his victims on the platform. Congratulations and best wishes to Mr. and Mrs. Walter Mrozik and Mr. and Mrs. J. P. Conway.

The big snow that blanketed New York and surrounding areas to a depth of 25.8 inches certainly left plenty of trouble and adventure to be remembered. Many in this station were delayed, but the best story in this reporter's estimation is about Tommy Haynor of the Cleveland Shippers Assn., who left for home at 5 p.m. on the 26th and reached there on the 27th at 8:10 a.m., without stopping en route. Ed Coady, our master of understatement, remarked, "I'm getting tired of walking to the subway." He lives on 199th street at 119th avenue and usually takes a bus to the subway. The snow stopped all buses for four days so Ed hiked to the subway station at 169th street (about 86th avenue). G. Muller, chief clerk, was considering sleeping on his desk when he heard about the snow delaying trains for his home in Emerson, N. J., but he made out fine and got home at 11 p. m.

Some people try to prevent news from spreading, but spies have come forward with the news that Edward Mizejewski is the father of a girl (Julia) who arrived two months ago. Congratulations to the proud parents.

**SUPERINTENDENT OF  
EMPLOYMENT**

*Mary C. Kaminski*

Mrs. H. E. Kelly spent Christmas in Hanover, N. H., with her son and daughter-in-law and their infant son. Mrs. Kelly's son Robert is a student at Dartmouth College. She had her first experience in sitting up on the train all night due to her inability to get a berth.

David Blakiston, Jr., former employe, paid us a visit during his Christmas vacation from St. Lawrence University in Canton, N. Y. We

*Erie Railroad Magazine*

## CHRISTMAS AT AKRON, OHIO



First row, left to right: Mrs. L. B. Hine, L. W. Brillhart, Anne Keller, Don Gilbert, Terry Nitti, Helen Suhr, Mayme Adair, Esther Cook, Bert Kline, Frank Smith, L. B. Hine. Second row: Angelo Italy, Albert Coff-

man, Ed Kaliszewski, J. E. Dice, Julia Suhr, Marjorie Brown, Mary Ellen Craig, E. G. Tonge. Third row: Jerry Mickunas, Charles Johns, Wayne White, C. L. Lods, Odette Zimarik, Al Hilk and H. C. Moore.

were glad to see that he is in the best of health and also interested to learn of some of the activities of the university.

A. J. Schilling was at home on vacation during the Christmas holidays. How did he know there would be a blizzard?

## MARINE DEPARTMENT

Jesse E. Baker

Capt. Thomas Hogan of the *F/B Jamestown*, who recently underwent surgery at the Marine Hospital on Staten Island, is back on the job and says he is feeling fine. We are all glad to have Tom back with us.

John McNeil is back on the tug *Scranton*, but must keep on a diet.

Hugo Krouse, deckhand on the *F/B Meadville*, has been on the river so long the commuters call him "Ep-som, one of the Old Salts."

Twenty-five and eight-tenths inches of snow may not mean much to some people, but for us here it was one big headache. We shoveled snow until we all felt as though we would like to take our vacations and go to Key West, Florida, for the rest of the winter.

E. Connito, deckhand on the tug *Rochester*, expects to get his pilot's license in the near future and we all wish him a lot of luck. I for one wish the boys that have their pilot's license would go down for their master's license.

Ernest L. Rodgers is ill at home and we hope he will soon be back steering the *Jamestown*. He is one of our oldest ferryboat captains and his boatmanship is second to none.

The Richard M. Donovans had a bundle of joy delivered to their home on Dec. 13—a baby girl who has been named Miriam Teresa. Dick is a deckhand on relief crew 1. This makes four youngsters in the family, three girls and a boy.

## "I've been working on 300 RAILROADS!"



NEARLY 300 U. S. railroads have employee-training agreements with I. C. S. As a result, thousands of I.C.S.-trained railroad men have developed

a sound working knowledge of their departments—engineering, operating, maintenance and clerical.

This practical, up-to-date training is available to you. The coupon brings full information. Mail it *today!*

### INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 5411-W, Scranton 9, Penna.

Explain fully about your course marked X:

- |                                                         |                                                    |                                                    |
|---------------------------------------------------------|----------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Accounting                     | <input type="checkbox"/> Air Brake                 | <input type="checkbox"/> Radio                     |
| <input type="checkbox"/> Air Conditioning of R. R. Cars | <input type="checkbox"/> Boilermaking              | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Bridge Engineering             | <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> R. R. Car Repairer        |
| <input type="checkbox"/> Commercial                     | <input type="checkbox"/> Diesel Locomotive         | <input type="checkbox"/> R. R. Engineering         |
| <input type="checkbox"/> Drafting                       | <input type="checkbox"/> Locomotive Engineer       | <input type="checkbox"/> R. R. Signal Men's        |
| <input type="checkbox"/> Locomotive Fireman             | <input type="checkbox"/> Machinist and Toolmaker   | <input type="checkbox"/> R. R. Rate Clerk          |
|                                                         |                                                    | <input type="checkbox"/> Ry. Teleg. & Teleph'y     |
|                                                         |                                                    | <input type="checkbox"/> Roadmaster                |
|                                                         |                                                    | <input type="checkbox"/> Section Foreman           |
|                                                         |                                                    | <input type="checkbox"/> Traffic Management        |
|                                                         |                                                    | <input type="checkbox"/> Welding—Gas & Electric    |

Name \_\_\_\_\_ Age \_\_\_\_\_

Occupation \_\_\_\_\_ Employed by \_\_\_\_\_

Home Address \_\_\_\_\_

Erie employees will receive a Special Discount

## RAILROAD ACCESSORIES CORPORATION



SIGNAL AND TRACK DEVICES

Chrysler Building

NEW YORK 17, N. Y.



## MORRIS BASIN DRY DOCKS

Dry Docking & Vessel Repairs

MACHINE SHOP

FOOT OF HENDERSON STREET • JERSEY CITY, N. J.

## Water Treatment for Boilers Wayside-Tank Method

PAIGE-JONES CHEMICAL CO.

Division National Aluminate Corporation

6216 West 66th Place

Chicago, Illinois



# ERIE RAILROAD

GENERAL OFFICES, MIDLAND BLDG., CLEVELAND 15, OHIO  
50 CHURCH STREET, NEW YORK 7, N. Y., UTILITIES BLDG., CHICAGO 4, ILL.



H. D. Barber, Vice-President, Cleveland.  
H. W. Von Willer, Vice-President, Cleveland.  
P. W. Johnston, Vice-President, Cleveland.  
A. B. Johnson, Vice-President, Cleveland.  
W. T. Pierson, General Counsel, Cleveland.

R. E. Woodruff, President, Cleveland.

T. J. Tobin, Comptroller, Cleveland.  
G. B. Townsend, Secretary and Treasurer, Cleveland.  
H. A. McAllister, Assistant to President, Cleveland.  
G. C. Frank, Assistant to President, Cleveland.

## TRAFFIC

H. W. Von Willer, Vice-President, Cleveland.  
D. R. Thompson, Assistant Vice-President, Cleveland.  
E. J. Dean, Assistant Vice-President, New York.  
R. E. O'Grady, Assistant Vice-President, Chicago.  
A. Blauel, Assistant Vice-President, New York.

## PASSENGER—SALES AND SERVICE

R. B. Rogers, Passenger Traffic Manager, Cleveland.  
Alfred Fynn, General Passenger Agent, Cleveland.  
H. T. Harlow, General Passenger Agent, Chicago.  
R. E. Towns, Assistant General Passenger Agent, Youngstown.  
A. G. Oldenquist, Assistant General Passenger Agent, Chicago.  
F. J. Wild, Assistant General Passenger Agent, New York.  
P. F. Arroyo, Manager, Mail, Baggage and Express Traffic, New York.  
Henry Herrmann, Milk Traffic Agent, New York.

## FREIGHT—RATES

A. Blauel, Assistant Vice-President, New York.  
E. C. Hallberg, Freight Traffic Manager, Chicago.  
O. M. Meyne, Assistant Freight Traffic Manager, New York.  
F. M. Klitz, Assistant Freight Traffic Manager, Chicago.  
E. N. Hambly, General Freight Agent, New York.  
H. T. Sweeney, General Freight Agent, Chicago.  
C. E. Courter, Assistant General Freight Agent, New York.  
H. L. Vizard, Assistant General Freight Agent, Chicago.  
W. P. Van Iderstine, Asst. General Freight Agent, New York.  
E. A. Jaehne, Chief of Divisions Bureau, Chicago.  
J. H. Sisco, Chief of Tariff Bureau, New York.  
Thomas Gilpin, Chief of Divisions Bureau, New York.

## FREIGHT—SALES AND SERVICE

E. J. Dean, Assistant Vice-President, New York.  
R. E. O'Grady, Assistant Vice-President, Chicago.  
J. T. McEntee, Freight Traffic Manager, New York.  
J. A. Russell, Freight Traffic Manager, Chicago.  
A. R. Walton, Assistant Freight Traffic Manager, New York.  
C. V. Harrow, Assistant Freight Traffic Manager, Chicago.  
H. A. Wilson, General Eastern Freight Agent, New York.  
H. G. Cooke, Assistant General Freight Agent, Detroit.  
B. F. Conway, Assistant General Freight Agent, Buffalo.  
R. L. Murphy, Assistant General Freight Agent, Cincinnati.  
A. M. Monahan, General New England Agent, Boston.  
G. W. Madsen, Assistant General Freight Agent, Chicago.  
H. B. Rogers, General Live Stock and Agricultural Agent,  
East Buffalo, N. Y.  
C. R. Martin, Freight Traffic Manager, Cleveland.  
W. C. Otten, Foreign Freight Traffic Manager, New York.  
D. C. Kelsey, Assistant General Freight Agent, Cleveland.  
C. A. Stoerber, Asst. Foreign Freight Traffic Mgr., New York.  
E. King, Assistant General Freight Agent, Pittsburgh.  
T. W. Kane, Foreign Freight Agent, New York.  
C. G. Andrews, Asst. General Freight Agent, Youngstown.  
L. E. Newman, Foreign Freight Agent, Chicago.  
W. S. Penchard, Export and Import Agent, New York.

## FOREIGN FREIGHT TRAFFIC

W. C. Otten, Foreign Freight Traffic Manager, New York.  
C. A. Stoerber, Asst. Foreign Freight Traffic Mgr., New York.  
T. W. Kane, Foreign Freight Agent, New York.  
L. E. Newman, Foreign Freight Agent, Chicago.  
W. S. Penchard, Export and Import Agent, New York.

## PERISHABLE AND DAIRY TRAFFIC

P. J. Napoli, Manager, Pier 20, N. R., New York.  
H. W. Boumann, Western Dairy Agent, Chicago.

## COAL AND COKE

G. A. Lamb, Coal Traffic Manager, Cleveland.  
J. A. Ferguson, General Coal Freight Agent, Cleveland.  
D. D. Jamieson, Coal Freight Agent, New York.  
E. C. Julius, Coal Freight Agent, Chicago.  
J. A. Sterl, Assistant Coal Freight Agent, New York.  
W. N. Stenfelt, Assistant Coal Freight Agent, Chicago.  
J. A. Mucha, Coal Freight Agent, Buffalo.  
M. S. Sweeney, General Agent, Pittsburgh.

## OPERATING—MAINTENANCE—ENGINEERING

H. D. Barber, Vice-President, Cleveland.  
D. J. Maley, Assistant Vice-President, Cleveland.  
R. C. Randall, Gen. Manager, Eastern Dist., Jersey City, N. J.  
G. F. Dunathan, Asst. to Supt. of Transportation, Cleveland.  
M. G. McInnes, Asst. Gen. Mgr., Eastern Dist., Jersey City.  
T. P. Scott, Freight Claim Agent, Cleveland.  
A. E. Kriesen, Gen. Mgr., Western District, Youngstown, O.  
J. M. Collins, Superintendent Dining Cars, Jersey City, N. J.  
H. V. Bordwell, Asst. Gen. Mgr., Western District, Youngstown, O.  
G. C. White, Superintendent New York Division, Jersey City.  
W. A. Carlson, Superintendent Motive Power, Cleveland.  
C. S. Kinback, Asst. Supt. New York Div., Jersey City.  
K. K. James, Asst. Supt. Motive Power, Cleveland.  
G. F. Raymus, Asst. Supt. New York Div., Jersey City, N. J.  
C. P. Brooks, Mechanical Engineer, Cleveland.  
O. A. Frauson, Supt. Lighterage, New York Harbor, New York.  
J. F. McMullen, Superintendent Car Department, Cleveland.  
J. J. McGill, Asst. Supt. Lighterage, New York Harbor, New York.  
E. Pool, District Master Mechanic, Jersey City, N. J.  
M. B. Roderick, Supt. Marine Department, Jersey City, N. J.  
G. L. Fisher, District Master Mechanic, Meadville, Pa.  
S. F. McGranahan, Supt. Buffalo & Rochester Divisions,  
Buffalo, N. Y.  
J. T. Gallagher, Manager of Station Service, Cleveland.  
A. W. Baker, Supt. Susq., Tioga & Dela. Divs., Hornell, N. Y.  
A. L. Sorensen, Manager of Stores, Hornell, N. Y.  
R. H. Boykin, Supt., Wyoming & Jefferson Divs., Dunmore,  
Pa.  
J. F. Duffy, Assistant Manager of Stores, Hornell, N. Y.  
J. P. Allison, Supt., Allegany, Bradford and Meadville Divi-  
sions and B. & S. W. Salamanca, N. Y.  
I. H. Schram, Chief Engineer, Cleveland.  
V. J. McMullen, Supt. Mahoning Division, Youngstown, O.  
H. N. Halper, Valuation Engineer, Cleveland.  
F. X. Garland, Asst. Supt. Mahoning Division, Youngstown, O.  
Blair Blowers, Chief Engineer, Maint. of Way, Cleveland.  
H. H. Clark, Superintendent Kent Division, Marion, O.  
C. K. Scott, Engineer Maint. of Way, E. Dist., Jersey City.  
H. A. Bookstaver, Supt. Marion Division, Huntington, Ind.  
H. J. Wechseder, Engineer Maint. of Way, W. Dist., Youngs-  
town, O.  
F. J. Mulligan, Assistant Supt. Marion Division, Chicago.  
W. S. Storms, Signal Engineer, Cleveland.  
H. A. Daake, Supervisor of Safety, Cleveland.  
F. H. Menagh, Superintendent of Communications, Cleveland.  
E. J. Stubbs, Superintendent of Transportation, Cleveland.  
F. D. O'Dea, Superintendent Property Protection, Cleveland.

## PERSONNEL

P. W. Johnston, Vice-President, Cleveland.  
R. M. Butler, Supervisor, Wage Bureau, Cleveland 15, O.  
D. D. Purdy, Asst. Supervisor, Wage Bureau, Cleveland 15, O.  
F. B. Wildrick, Supt. of Employment, New York 7, N. Y.

## SURGICAL AND PERSONAL INJURY CLAIMS

W. E. Mishler, Chief Surgeon and Director of Claims, Cleve-  
land.  
H. C. Minning, Chief Claim Agent, Cleveland.  
J. F. Murray, Assistant Chief Claim Agent, Cleveland.

## RESEARCH

E. S. Root, Chief of Research, Cleveland.

## LEGAL

W. T. Pierson, General Counsel, Cleveland.  
M. C. Smith, Jr., General Solicitor, Cleveland.  
R. H. Hann, General Attorney, Cleveland.  
P. H. Donovan, Assistant General Counsel, Cleveland.  
J. P. Canny, Assistant General Attorney, Cleveland.  
G. R. James, General Attorney, New York.  
Hudson Hyatt, Attorney, Cleveland.  
J. T. Clark, Attorney, Cleveland.



## REAL ESTATE AND INDUSTRIAL DEVELOPMENT

A. B. Johnson, Vice-President, Cleveland  
 G. R. Roth, Land and Tax Agent, Cleveland.  
 D. A. Lerch, Asst. General Land and Tax Agent, Cleveland.  
 W. L. Tighe, Asst. General Land and Tax Agent, New York.  
 F. D. Halter, Land Agent, Cleveland.  
 H. J. Hart, Industrial Agent, New York.  
 R. E. Welsh, Industrial Agent, Cleveland.

## ACCOUNTING

T. J. Tobin, Comptroller, Cleveland  
 A. J. Brady, Assistant to Comptroller, Cleveland.  
 C. G. Lehmann, Assistant to Comptroller, Cleveland.  
 Matt Phelps, Assistant to Comptroller, Cleveland.  
 J. A. Oehlschlaeger, Aud. of Revenues, Cleveland.  
 G. W. Oakley, Auditor of Disbursements, Cleveland.

## SECRETARY—TREASURY—INSURANCE

G. B. Townsend, Secretary and Treasurer, Cleveland.  
 H. W. Trumpler, Assistant Treasurer, Cleveland.  
 C. E. Post, Assistant Secretary, Cleveland.

## PURCHASING

T. E. Savage, Purchasing Agent, Cleveland.  
 F. J. Loughlin, Assistant Purchasing Agent, Cleveland.  
 John Tapping, Assistant to Purchasing Agent, Cleveland.  
 H. A. Clarke, Asst. to Purchasing Agt.—Stationery, Cleveland.  
 W. V. Zimmerer, Asst. to Purchasing Agent—Coal, Cleveland.  
 H. O. Bush, Tie & Timber Agent, Cleveland.

## FREIGHT CLAIM

T. P. Scott, Freight Claim Agent, Cleveland.  
 G. M. Quinlan, Assistant Freight Claim Agent, Cleveland.  
 W. T. Brennan, Assistant Freight Claim Agent, Cleveland.  
 J. J. Coppinger, District Freight Claim Agent, New York.  
 C. Glover, District Freight Claim Agent, Buffalo.  
 A. N. Breland, District Freight Claim Agent, Chicago.

## TRAFFIC DEPARTMENT REPRESENTATIVES

**Akron 8, O.**—Erie Station, O. E. Blair, Ticket Agent; J. P. Clark, Division Passenger Agent, 80 East Exchange Street, R. T. Phillips, General Agent; C. F. Lauer, E. R. Paul, Commercial Agents.

**Albany 7, N. Y.**—Room 2, D. & H. Bldg., J. E. Campbell, General Agent; E. P. Vandelo, Commercial Agent.

**Atlanta 3, Ga.**—1515-8 Healey Bldg., W. H. Stadelman, General Agent; R. N. McKeen, C. A. Parker, Commercial Agents.

**Baltimore 2, Md.**—1218-19 Munsey Bldg., George Pettersen, General Agent; L. C. Williams, Commercial Agent.

**Binghamton, N. Y.**—Erie Station, A. T. Johnson, Ticket Agent.

**Birmingham 3, Ala.**—1007 Watts Bldg., W. L. Thornton, General Agent.

**Boston 14, Mass.**—North Station, Industrial Bldg., 150 Causeway St., A. M. Monahan, General New England Agent; M. R. Fitzgerald, General Agent; H. A. Larson, D. P. Woods, Jr., F. J. McAleer, T. E. Duddy, J. H. Laffey, A. J. Farber, C. W. Stroh, Commercial Agents.

**Bradford, Pa.**—Erie Station, A. J. Sullivan, Ticket Agent.

**Buenos Aires, S. A.**—Agencia Maritima Dodero S. A., Sarmiento 424.

**Buffalo 2, N. Y.**—238 Main St., V. F. Green, Division Passenger Agent; B. F. Conway, Assistant General Freight Agent; J. A. Mucha, Coal Freight Agent; V. P. Sheehan, E. L. Diebold, W. F. Walter, Commercial Agents. Lehigh Valley Terminal (3), Main and Scott Sts., A. L. Seitz, Ticket Agent.

**Chicago 7, Ill.**—City Ticket Offices, 167 West Jackson Blvd., C. F. Kungel, Ticket Agent. Dearborn Station (5), W. E. Mischnick, Ticket Agent. Hotel Ticket Offices—Drake, Morrison, Sherman, Stevens, Palmer, Merchandise Mart, Pullman Bldg., H. A. Johnson, Ticket Agent. 327 S. La Salle St., (4), A. G. Oldenquist, Assistant General Passenger Agent; W. L. Schorr and A. W. Meinke, Traveling Passenger Agents; G. W. Madsen, Assistant General Freight Agent; H. W. Boumann, Western Dairy Agent; L. E. Newmann, Foreign Freight Agent; B. U. Burns, J. A. Markey, J. M. Hickey, G. L. Kendall, M. O. Keel, M. Rosenberg, Fred R. Drews, Carl P. Underwood, K. O. Hemming, Francis J. Nolan, Commercial Agents.

**Cincinnati 2, O.**—503 Gwynne Bldg., R. L. Murphy, Assistant General Freight Agent; C. J. Wilmas, L. R. Breckenridge, Commercial Agents.

**Cleveland 13, O.**—Erie Station, J. N. Monzel, Ticket Agent, City Ticket Office (14), cor. E. 9th St. and Chester Ave. Midland Bldg. (15), D. C. Kelsey, Assistant General Freight Agent; E. T. Butler, Jr., General Agent; G. E. Muller, F. A. Kraus, Commercial Agents.

**Columbus 15, O.**—Rooms 1015-16, Atlas Bldg., 8 E. Long St., L. J. Slack, General Agent; J. R. Schultz, Commercial Agent.

**Dallas 1, Tex.**—806 Southwestern Life Insurance Bldg., corner Main and Akard Sts., L. M. Schukel, General Agent; J. A. Moore, Commercial Agent.

**Dayton 2, O.**—1004-8 Miami Savings Bldg., F. W. Fischer, Division Freight Agent.

**Des Moines 9, Ia.**—Hubbell Bldg., 904 Walnut St., H. A. Bockman, General Agent; J. L. Tjaden, Commercial Agent.

**Detroit 2, Mich.**—Rooms 5-219 and 5-220 General Motors Bldg., H. G. Cooke, Assistant General Freight Agent; W. J. Burkard, R. J. Kilroy, F. W. Davison, Wm. Hitchman, Commercial Agents.

**East Buffalo 6, N. Y.**—Live Stock Exchange Bldg., H. B. Rogers, General Live Stock and Agricultural Agent.

**Elmira, N. Y.**—Erie Station, J. V. Cleary, City Passenger Agent; J. W. O'Hara, Division Passenger Agent; Chauncey B. Hammond, Traveling Passenger Agent; E. W. Kelley, Division Freight Agent; W. E. Bennett, Commercial Agent.

**Hornell, N. Y.**—Erie Station, M. W. De Lany, Ticket Agent.

**Huntington, Ind.**—Erie Station, M. V. Wells, Ticket Agent; Harold L. Johnson, Division Freight Agent; Vincent Abrams, Commercial Agent.

**Indianapolis 4, Ind.**—143 No. Meridian St., E. C. Adler, General Agent; R. O. Wilson, W. R. Jacobs, Commercial Agents.

**Jamestown 3, N. Y.**—Erie Station, D. S. Fordham, Ticket Agent; D. S. Day, Division Freight Agent; C. T. Gustafson, E. R. Munford, Commercial Agents.

**Jersey City 2, N. J.**—Erie Station, G. B. Irving, Ticket Agent; J. H. Dimke, General Agent, Passenger Department;

Gerald Saunders, Donald Campbell, Traveling Passenger Agents; J. G. Vreeland, Division Freight Agent; T. J. Holleran, Charles P. Bell, Commercial Agents.

**Kansas City 6, Mo.**—Room 1016 Dwight Bldg., N. C. Frick, General Agent; H. F. Studt, Assistant General Agent; L. L. Harris, C. J. Dameron, Commercial Agents.

**Los Angeles 14, Cal.**—Rooms 1201-2, Associated Realty Bldg., 510 West Sixth St., G. F. Mills, General Agent; F. A. Gilbert, W. A. Irwin, Commercial Agents.

**Mansfield, O.**—Erie Station, J. W. Gilkison, Ticket Agent.

**Marion, O.**—Union Station, R. H. Stief, Ticket Agent. Terminal Bldg., E. H. Huffman, Division Freight Agent.

**Meadville, Pa.**—Erie Station, R. J. O'Grady, Ticket Agent.

**Memphis 3, Tenn.**—914-915 Exchange Bldg., Madison and Second Sts., R. L. Miller, General Agent.

**Middletown, N. Y.**—Erie Station, C. R. Dineen, Ticket Agent.

**Milwaukee 3, Wis.**—801 Majestic Bldg., 231 West Wisconsin Avenue, L. T. Coulston, General Agent; B. B. Kimball, C. C. Nelson, Commercial Agents.

**Minneapolis 2, Minn.**—655-660 Rand Tower, J. W. Cloud, General Agent; E. Havlicek, G. C. E. Carlson, Commercial Agents.

**Newark 4, N. J.**—Erie 4th Avenue Station, W. C. Harbourn, Ticket Agent. 1801-2 Military Park Bldg., 60 Park Place (2), F. L. Collins, General Agent; J. C. Heck, J. R. Connor, J. F. Day-spring, Commercial Agents.

**New Haven 10, Conn.**—Room 513, WBIB Bldg., G. E. Robb, General Agent; W. J. O'Gara, R. S. Mounce, Jr., Commercial Agents.

**New Orleans 12, La.**—Room 308, Pere Marquette Bldg., E. W. Burnett, General Agent; B. J. Markwell, Commercial Agent.

**New York 20, N. Y.**—11 Rockefeller Plaza, F. J. Kehoe, City Ticket Agent; G. W. Krom, General Agent, Passenger Department; G. H. Down, City Passenger Agent; C. M. Schmidt, Steamship Passenger Agent. 50 Church St., (7) H. A. Wilson, General Eastern Freight Agent; L. J. Burgott, Assistant General Eastern Freight Agent; H. F. Heck, City Freight Agent; J. J. Mabey, Assist-

(Continued on page 34)

# TRAFFIC DEPARTMENT REPRESENTATIVES—Continued

ant to General Eastern Freight Agent; C. A. Rockle, A. J. Leemon, John Weiss, A. J. Stuewe, A. P. Wilson, R. D. Atwood, Augustus Guenther, L. W. Sees, Edward Curtis, R. F. Hoffman, H. W. Jones, A. S. Williams, E. W. Maxwell, C. E. Greenleaf, W. J. Kangas, Commercial Agents; R. R. Beegle, Traveling Milk Agent, Produce Exchange Bldg., 2 Broadway, T. W. Kane, Foreign Freight Agent, Chambers St. Station, O. R. Krech, Ticket Agent, 17 John St., H. T. James, Ticket Agent, Pier 21, N. R., W. E. Pratt, Perishable Freight Agent; E. J. Holland, Dairy Agent.

**Olean, N. Y.**—Erie Station, W. N. Bramlee, Ticket Agent.

**Omaha 2, Neb.**—1319 Farnam St., C. L. Cox, General Agent; E. A. Flescher, Commercial Agent.

**Passaic, N. J.**—Erie Station, M. J. Lynch, Ticket Agent.

**Paterson, N. J.**—Erie Station, J. H. Graf, Ticket Agent.

**Peoria 2, Ill.**—\$21-2 Jefferson Bldg., So. Jefferson and Fulton Sts., H. J. Spindler, General Agent; J. H. Tyler, Commercial Agent.

**Philadelphia 2, Pa.**—1009-10 Finance Bldg., C. F. Whadcock, General Agent;

Leo Berry, A. Chiurco, L. L. Shepherd, Commercial Agents.

**Pittsburgh 19, Pa.**—Gulf Bldg., C. E. King, Assistant General Freight Agent; M. S. Sweeney, General Agent; P. J. Bernard, G. A. Kiel, Commercial Agents.

**Port Jervis, N. Y.**—Erie Station, R. Farber, Ticket Agent.

**Portland 4, Ore.**—421 Pacific Bldg., 520 S. W. Yamhill St., H. F. Keelen, General Agent; J. U. Heiney, Commercial Agent.

**Rochester 1, N. Y.**—220 Reynolds Arcade Bldg., F. K. Corlett, Division Freight Agent; P. W. Johnston, Jr., Commercial Agent; W. P. Kromphardt, Special Representative.

**St. Louis 1, Mo.**—1076, 1078 and 1080 Arcade Bldg., 812 Olive St., H. W. Gray, General Agent; G. T. Dolan, H. C. Mason, J. H. Whelpley, Commercial Agents.

**St. Paul 1, Minn.**—336 Robert St., C. R. Petry, General Agent.

**San Francisco 5, Cal.**—681 Market St., L. J. Marion, General Agent; J. C. Bannatyne, W. E. Reager, Commercial Agents.

**Scranton, Pa.**—1112-3-4 First National Bank Bldg., A. E. Barkalow, Division Freight Agent.

**Seattle 1, Wash.**—1116-17 White Bldg., 1338 Fourth Avenue, R. J. Dundon, General Agent; E. F. McHugh, B. E. Hendrickson, Commercial Agents.

**Sharon, Pa.**—Erie Station, G. E. Fricker, Ticket Agent.

**Springfield, O.**—First National Bank Bldg., H. C. Well, General Agent.

**Toledo 4, O.**—Room 507 Toledo Trust Bldg., 245 Summit St., H. J. Spangenberg, General Agent; Walter Lauer, Commercial Agent.

**Toronto, Ont.**—69 Yonge St., Robert Williamson, Canadian Freight Agent; A. B. Connell, C. L. Brown, Commercial Agents.

**Washington 5, D. C.**—515 Bond Bldg., W. J. Murray, General Agent.

**Youngstown 3, Ohio.**—Erie Station, R. S. Gettig, Ticket Agent, Terminal Bldg., C. G. Andrews, Assistant General Freight Agent; H. W. McIlwain, General Agent; R. A. Sause, Commercial Agent; O. B. Chapman, Division Passenger Agent.

## CLEVELAND GENERAL OFFICES

8TH FLOOR, REPUBLIC BUILDING

*S. Kravitz*

Mrs. Agnes Bors, file clerk in the car department, has left us. We wish her well and hope she will drop in occasionally.

Steve Duffala is the new car department file clerk and Tom Paskert is junior clerk.

The B. A. R. E. annual Christmas party was attended by Harry Frank, John Straut, John Pfeiffer, Seymour Kravitz and Loretta McGrane. That Frank man sure has a way with the kiddies.

Hank Lougen roamed the Pennsylvania wilds for deer, but the only one he got was from his wife, "It's about time you're back, DEAR."

Len Riker officiated at the recent christening of his grandson, Roger Elsworth Dunham.

Chris and Carol Hoffman mourned the recent death of her brother.

Walt Haire was the guest of his sister at Hornell over the holiday while the Bill Middaughs went to Port Jervis.

We miss Alice Cunningham who is recuperating from illness.

The office has brightened considerably since the males started displaying their Christmas gift ties and socks.

Ruth O'Connor visited her mother and sister in Rochester, N. Y., at Christmas. She reports much less snow than in previous years.

The Station Service department congratulates John Steines on his promotion to supervisor of freight loading and welcomes Bob Meek as special representative.

## FREIGHT CLAIM

*Bernice and Mike*

Mel Merritt was worried about finding an apartment last month when he teamed up with Wilma Vleck, the chief clerk's stenographer.

Jane Burton and Ruth Emley received engagement rings at Christmas.

Bill Hagan put Mary Katherine out of circulation on Christmas Eve when he put the ring on her finger.

Ruth Palmer and Russell Fox, former employees, were married Dec. 12. Anne Novotny was the maid of honor. Thanks for a swell reception, Ruth and Russ, and loads of luck.

New arrivals in the Erie family are Betty Voerg's daughter, Bert Bowman's son (yes, another one) and Jack Sherman's daughter.

## KENT DIVISION

AKRON, OHIO

F. A. Theiss, checker, and Kathryn Ward were the first couple to be married on New Year's Day in the Methodist Church on South Main street. The Rev. Robinson officiated. The reception was held at the home of the bride's sister.

L. B. Hine, freight agent, and Mrs. Hine spent Christmas with her brother and family in Cleveland.

We have a report that Capt. R. G. Johns of the Police department is convalescing satisfactorily at home.

R. E. Snyder, night rate clerk, and family are enjoying their newly purchased red brick Georgian home.

MARION, OHIO

A lighted miniature tree surrounded with evergreens, pine cones, and Christmas balls decorated the table for the annual Christmas dinner party held at Hotel Harding by the women employes of the Terminal building. Place cards were small photographs of each person encircled with holly wreaths. Recordings of Christmas carols and Christmas music were played and games were enjoyed. Those present were: Mrs. Harold Osmun, Mary Margaret O'Donnell, Mary Dunn, Geneva Underwood, Mrs. Louis Martin, Mrs. Roy Wise, Jacqueline Withers, Marie Baker, Gail Gorman, Mrs. John Gafney and Verna Mae McWherter.

Donald Wood, Jr., three-year-old son of Yard Brakeman D. J. Wood, is at home after undergoing a lung operation in Columbus. His condition is good.



OUR FRIENDS ON  
THE ERIE  
will recommend us to you for  
friendly banking service  
in Paterson

Member Federal Deposit Insurance Corporation

# FLEMING COAL CO.

Incorporated

310 South Michigan Building  
Chicago, Ill.

MINERS AND  
SHIPPERS  
of

West Virginia Smokeless  
and Bituminous  
Eastern and Western  
Kentucky  
Illinois and Indiana  
Bituminous Coals

## "YOU NAME IT"

ANSWERS TO QUESTIONS ON PAGE 24

1. Freight diesel gets a quick shower and scrub in the washer in Marion yard.
2. Turn picture so that left side is the bottom. Sparks fly at Hornell flue shop.
3. Pipe lines connecting control levers in an interlocking plant with switches, derails and signals within the limits of interlocking.

Grade "A" Crushed Stone,  
properly prepared and  
screened clean for all pur-  
poses.

Quarry at Huntington, Ind.,  
on the Erie Railroad.

Ask Us for Prices

**THE ERIE STONE COMPANY**  
Toledo 4, Ohio

## 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.

## NATIONAL BEARING DIVISION

AMERICAN BRAKE SHOE CO.

MANUFACTURERS OF

**Brass, Bronze, Composition Castings,  
Journal Bearings, and Babbitt Metal**

230 PARK AVENUE . . . NEW YORK, N. Y.

## AIRCO

PRODUCTS AND SERVICE  
for

GAS AND ELECTRIC WELDING  
HAND OR MACHINE GAS CUTTING  
FLAME CLEANING, FLAME HARDENING  
CAR SCRAPPING AND RECLAMATION



## AIR REDUCTION

General Offices, New York 17, N. Y.  
Offices in all principal cities



# ERIE RAILROAD MAGAZINE

714 Midland Bldg.,  
Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

Sec. 562, P. L. & R.  
U. S. POSTAGE  
PAID  
Cleveland, Ohio  
Permit No. 1605



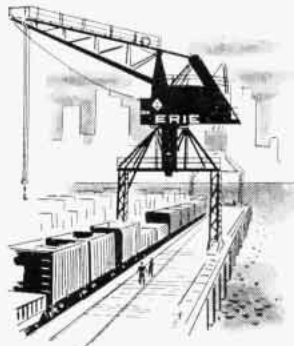
## SYMBOL OF SERVICE

★ To shippers everywhere the Erie Diamond has become a symbol of the "Service First" policy under which the Erie operates.



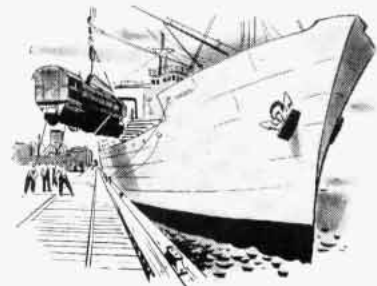
From pickup to delivery, constant checking and careful handling insures safe arrival of freight shipped "Via Erie."

Shippers and consignees are provided with a "timetable" that gives them accurate information on the routing and arrival time of less-than-carload shipments.



Specialized equipment simplifies handling of unusual types of freight, including raw materials and oversize, heavy-duty shipments.

Storage, ship space, docking facilities and customs details—are all handled as part of the Erie's service for export shipments.



# Erie Railroad

SERVING THE HEART OF INDUSTRIAL AMERICA