



ERIE

**DAWN OF A NEW
HALF CENTURY**

JANUARY, 1950

The President's Page



WHAT are some of our main objectives for 1950? This will be a year of increasing competition between transportation services. In recent years Erie service has established a good reputation. We want to continue to deserve that reputation and, through greater efficiency, reliability and courtesy, further increase our share of all available profitable traffic.

The Erie also has a reputation for increasingly good employee relations. All of us want to do an even better job in 1950. Good safety performance, prompt handling of justifiable grievances, improved working conditions, recognition of work well done and mutual confidence in the fairness and good intentions of fellow employees are some of the factors which can contribute to this.

Many people have invested part of their savings in Erie securities and helped to make possible the many improvements in roadbed, tools and equipment. We want to justify their faith in Erie. This can in part be accomplished by constantly devising new and better methods of railroading and through increased productivity.

To the degree we can accomplish these objectives, 1950 will be a good year for the 20,000 men and women who work for the Erie, and for the 27,000 stockholders whose ownership in the company makes continuance of our jobs possible.

B. W. Johnston

NEW YEAR'S GREETINGS



The successful operation of a railroad is not a one man job, but the result of the cooperative effort of all employees. Your management is endeavoring to provide the best tools, equipment and facilities for your use. And to make the Erie an even better place to work. Our fine performance records during recent years have been due to your efficient use of these improvements. The success of Erie is your success. It can be attained by full realization that we are all partners in this venture and that by proper and intelligent teamwork we can succeed. It is a pleasure to express to all of the other partners in the great Erie organization, best wishes for a happy, healthful and safe 1950.

Vice-President—Operations and Maintenance



A New Year, a Fresh Page, a Challenge, and another Opportunity!

We look for a high level of business in 1950, but we know that the competition for the transportation dollar will increase and the Erie's share will depend on the job done by each and every one of us.

Every detail is important—how well we do each job has a direct bearing on the final result. Together we can finish the year with a record all of us can be proud of.

Let's make our resolution now!

With best wishes to all for Health and Happiness in 1950.

Vice-President—Traffic



For the year 1950 I wish for all my fellow workers the best of health, happiness and contentment. At the same time, I want to thank you for the generous cooperation and help that you have extended to the Real Estate and Industrial Development Department over the past years. It is that kind of teamwork that makes the Erie such a fine place to work.

Vice-president—
Real Estate and Industrial Development



The Legal Department appreciates the friendly and helpful cooperation of the employees of the other departments. This has made our work more pleasant and effective in results. The year 1950 presents new opportunities for us to work together in providing adequate and economical transportation service. The Erie's transportation plant is sound and well maintained. Our combined maximum efforts will contribute greatly to full employment, high standards of living and the growth of the company of which we are all a part.

Vice-president and General Counsel



The Accounting Department is a veritable storehouse of facts—facts to be presented to those in the organization charged with the duty of getting business, transporting it and maintaining the plant and equipment. These are the tools which management requires. One of the great problems for the year ahead is to restore the balance between income and outgo. In the all-out drive to meet this problem, management looks to us to intensify our efforts to reduce costs by developing new methods and improving those currently used. It is encouraging to look forward to your continued cooperation in the New Year.

Vice-president and Comptroller



While each pay day my signature greets you, it is all too seldom that I have an opportunity of personally addressing a message to each of you.

As the New Year starts the second half of the Twentieth Century, let us all resolve to strive, through conscientious effort to continue the progress made in the first half of this great century, in better understanding and in making the world a better place in which to work and live.

Secretary and Treasurer



We have completed another year of fine accomplishments on our railroad despite unsettled conditions in industry as a result of work stoppages and strikes. In addition, there have been major personnel adjustments as a result of the 40-hour week work program. The teamwork manifested through the years by Erie employees has made it possible to say once again, "Well done thou good and faithful servant". We are entering the year 1950 knowing full well that the spirit of the "Men of Erie" will carry us through to as successful a conclusion as in the past. Congratulations on past accomplishments and sincere wishes for a successful future.

General Manager, Western District



The New Year means the renewal of hopes deferred; the remaking of plans gone awry, a fresh start toward the accomplishments for which we have striven. However, as we progress into the New Year our determination to do certain things sometimes becomes listless and before we realize it, another year has slipped by and we find we have not accomplished our objectives. Let's keep our

New Year's resolutions in 1950 and maintain throughout the year the same enthusiasm for accomplishment and the same friendly spirit toward the other fellow that we had on New Year's Day.

General Manager, Eastern District



Vol. 46, No. 11

January, 1950

Distributed free of charge to Erie Railroad employees. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.

George C. Frank—Asst. to President

Tom Pickering.....Associate Editor

Mabel I. Ross.....Secretary

John F. Long.....Photographer-Reporter

COMPETE FOR \$1500 IN PRIZES

Erie Railroad employees and families, as well as their friends who are concerned with the future of railroad-*ing*, are invited to compete for \$1,500 in prizes.

The New York Railroad Club, in sponsoring the Roy V. Wright Competition, has announced a list of 11 prizes totaling \$1,500 in cash. Non-railroaders are invited to compete along with railroad employees. The contest closes Feb. 28, 1950.

Entries in the contest must deal with one of the 15 problems specified by the club. The essays must be more than 2,500 words and less than 7,000 words. They must be submitted to D. W. Pye, Executive Secretary, New York Railroad Club, 30 Church St., New York 7, N. Y., before the closing date.

Erie employees can obtain complete contest details by writing to George C. Frank, assistant to the president and editor of the *Erie Railroad Magazine*. In order to help employees write a prize-winning essay, officials of the Erie Railroad will be glad to furnish such information as is available relating to the problems included

among the 15 topics. These requests for information should also be addressed to Mr. Frank in the Erie's headquarters, Midland Building, Cleveland 15, Ohio.

Here is a brief summary of the 15 subjects:

1. Explain the heavy-duty, long haul trucking situation in your state as it concerns damage to roads, highway safety, moving dangerous materials in regular traffic, etc. Give any desirable changes in regulations for the trucking industry.
2. From experience with shippers or passengers, discuss improvements in service which would induce increased railroad traffic.
3. Discuss features of present railroad regulations which should or could be eliminated to improve the railroad's competitive situation.
4. Describe one or a group of related improvements in operating, mechanical, accounting, purchasing, stores, claim prevention, etc., which would yield economies, better service, or promote safety.
5. Review the activity in basic research by the federal government and costs to taxpayers in behalf of non-railroad transportation and how the government could advance railroad progress in the same manner.
6. Suggest improvements which might permit shipments to move by rail with minimum packing and/or expedite cost of transferring freight from rail to highway and vice versa.
7. From railroad employees' standpoint, explain any "working rules" or job practices which might be made to benefit employees or customers.
8. Depict the ablest railroad officer you know, within division rank, and give attributes which make him effective on his job.
9. Review facilities for adult, evening or correspondence education available to railroad employees and effective use you have noted.
10. Discuss the range of constructive social or civic activities which railroad employees may avail themselves and cultivate friends for the industry.
11. Discuss qualities of leadership necessary in railroad work—from foreman to top executive position.
12. Explain the need of railroads for constant inflow of new capital.
13. Describe methods of reducing costs of handling I.C.I. while making service attractive to more customers.
14. Propose and defend a policy for railroads in their attitude toward provision of unremunerative services such as commuter lines, etc.
15. Outline steps railroads could take to reduce or eliminate terminal delays to enable them to offer long-haul freight transportation comparable to a competing transportation service.

LIBERTIES COME FIRST

Frank J. Lausche, governor of Ohio, speaking at the Hartford, Ohio, sesqui-centennial, Dec. 6, 1949, said he was "deeply concerned over the future of America. . . Liberty means more than anything else—if it is lost, men will become beasts. We march on to make life better for the average American, but I am for attaining this within the limits of the Constitution. *We do not want security if its attainment means taking away any liberties.*"

ERIE 1948-1949 PASSES EXTENDED

Our readers will please note that Erie Railroad annual passes reading "1948-1949" have been extended for another year and are valid for use until Dec. 31, 1950. This applies to all Erie passes except the term passes in series "M", "J" and "XT".

SPLASH SPLASH

A fifteen-car all-Pullman train operating between Chicago and the Pacific Coast is provided with about 12,000 gallons of water for the use of passengers and crew.

ON THE COVER

As 1950 dawns along the Delaware, the little white Baptist church at Damascus, Pa., across the river from Cocheton, in common with others of all creeds throughout the land, points a tall admonishing finger heavenward. Freedom of religion, we take for granted in America as we do the air we breathe. It is found in the Bill of Rights. It is one of the **Four Freedoms**. But best of all, it is in our hearts (for more about freedom of religion, turn to page 13).



THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

Erie Railroad Magazine

THE STORY OF TEN LITTLE FREE WORKERS

RAILROADER DOCTOR UTILITIESWORKER MINER STEELWORKER FARMER LAWYER GROCER SALESCLERK REPORTER



Ten little free workers in this country fine and fair.
But if you cherish your freedom—worker have a care!
Ten little free workers—railroader was doing fine
Until the socialists got him—then there were nine.



Nine little free workers laughed at railroader's fate
Along came federal medicine—then there were eight.



Eight little free workers thought this country heaven
But the government took over utilities, then there were seven.



Seven little free workers—fill the miners got in a fix
Uncle said coal's essential and took over leaving six.



Six little free workers till the day did arrive
The steel mills too were federalized—then there were five.



Five little free workers—but the farmers are free no more
The farms have been collectivized—that leaves only four.



Four little free workers till the government did decree
All must have free legal advice—then there were three.



Three little free workers—the number is getting few,
But with government groceries selling food—then there were two.



Two little free workers—our story's almost done.
With clerks at work in federal stores—that leaves only one.



One little free worker—the reporter son-of-a-gun
Mustn't criticize government—so now there are none.



Ten little workers—but they are no longer free
They work when and where ordered, and at a fixed rate you see.
And if all could have been prevented if they'd only seen fit to agree
And work together instead of saying "it never can happen to me!"

HEAVY TRUCKS—Terrors of the Tumpike



With permission of
The Chicago Tribune

They ride roughshod over the roads that you and I and the railroad helped pay for

EVERY Erieman, yes—every rail-roader on any line, is menaced by overloaded trucks on the highways. How our Erie people, as rail-rovers, motorists, and taxpayers, can fight this threat to their jobs, we shall demonstrate in a moment. But first about the threat:

Recently in Pennsylvania, inspectors stopped a truck with a load of **74.5 tons** which was **43.5 tons** over the legal limit. Before it was caught, this one truck had caused damage to the highway estimated at \$15,000. In Indiana a truck weighing **37.5 tons** was stopped as it approached a bridge with a load limit of four tons. A close call.

Not only in the six states in the Erie area but all across the nation as well, weight checks find one truck in four groaning under a heavy overload. These excessive weights crack the road surface, allowing water to run through to the subgrade. Pressure from the next truck

squirts the water out, carrying some subgrade with it. Without full support from the subgrade, following trucks crack off edges of the already cracked surface and destruction speeds up. Destruction of a road under such pounding is often but a matter of hours.

Now, why are you, as an Erie Rail-roader, concerned about the destruction of the public highways?

Skyrocketing Repair Costs

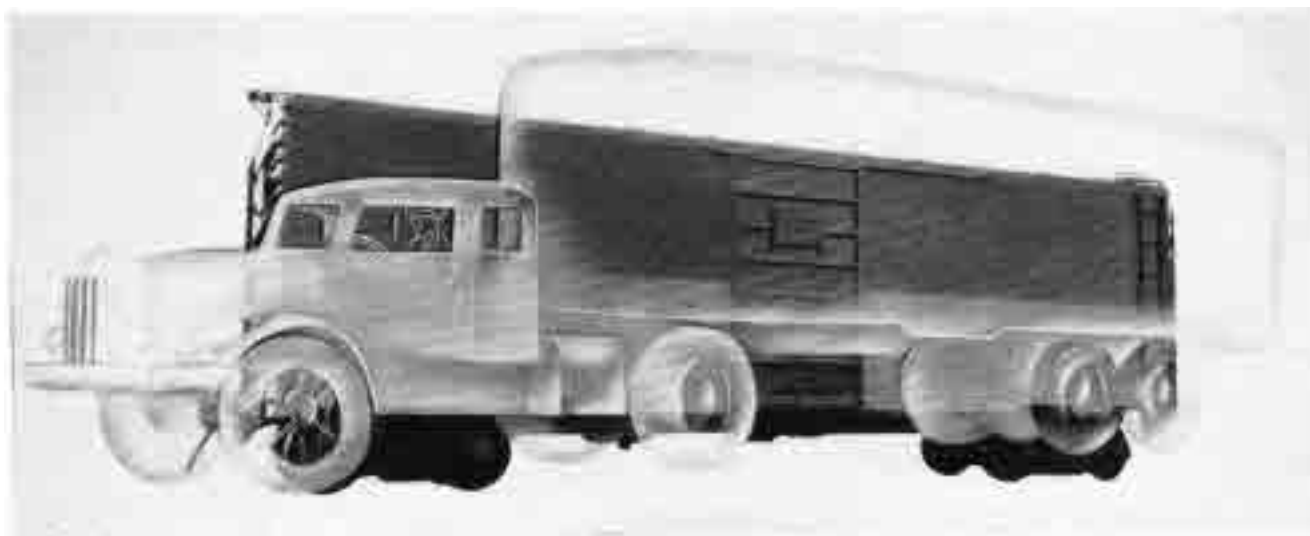
As a taxpayer, you are concerned because overloaded trucks on the highways which your money has built are causing the roads to be broken up years in advance of the time when they normally would wear out. Overloading is skyrocketing maintenance and reconstruction costs to a disgraceful degree. The highway user is concerned because the burden of highway costs falls largely on him.

More and more money is going

to the maintenance and reconstruction of highways and roads. And *you* pay the bill, not the truckers. Whether or not you own an auto, the highways, roads and streets cost you as a taxpayer **56 cents** out of every dollar spent on them.

As a motorist you have added reason to be concerned about truck overloading. Truck-busted pavements and overloaded trucks make your highway ride unsafe. There is conclusive evidence that many of the **2,600,000** truck accidents in **1948** were caused by trucks so overloaded that their brakes wouldn't stop them in time. In these accidents **8,800** persons were killed, or an average of one person every **59 minutes**. Many, a motorist driving along a highway has had his life snuffed out by a truck so overloaded that it was beyond control.

As an Erie Railroader, you know your job is directly threatened by



"Highway boxcars" is not an exaggerated name for today's trucks, running rampant over the highways. In the picture, an artist has superimposed, same scale, the outlines of a legal-size truck over a standard railroad boxcar

overloaded trucks, since every ton of overload is one less ton of freight for the Erie to haul. Even more important: Every ton of overload helps give the truckers enough added profits to allow them to reduce their rates still further to win more business away from the Erie and from other railroads. The Indiana highway chairman jotted down some figures and came up with this remarkable result: **\$12,500** would accrue in a year to one truck carrying a 10,000 pound overload five trips a week from Chicago to Indianapolis. No wonder some truckers will send out units with substantial overloads, knowing that some will get through undetected and make a profit that will dwarf the fine of those who get caught.

26,343 v. 184

Very little is being done about the trucks. Some states, alerted to the problem by indignant citizens, are checking for weight violations. Illinois is one such state whose campaign against overweight trucks resulted in **26,343** of them being cited for violations in the first ten months of **1949**. Compare this with New Jersey, another Erie state whose truck traffic is even heavier than Illinois, but which closes its eyes to overweight violations. In the first nine months of **1949** they apprehended only **184** trucks.

An Ohio trucking firm after more than **500 arrests** for violations was brought before the Interstate Commerce Commission in Michigan to show cause why its franchise shouldn't be revoked there. Officials of the firm were quite indignant. It didn't seem fair to them that they couldn't just pay their fines and start rolling again. They felt that Michigan was unduly severe as they also operated their trucks in six other states and hardly ever got pinched.

A Threat to Your Job

Even if you never go near a highway you pay for what happens there just the same. What can you as an Erieman, a taxpayer and probably a motorist, do about this drain on your pocketbook—this threat to your job?

You can talk about it and tell and sell your neighbors on the fact that here is a grave injustice—a great wrong.

Eriemen and women and the men and women of all American railroads represent one family in each **28** nationwise. If each of these railroaders sold five other families on this overloading and what it means to them (for it may mean almost as much to them as it does to you), then there would quickly be some action in high places and real instead of token enforcement. Silence is not golden when it affects your job!

January, 1950



Illinois Highway Department
The Illinois highway department released this photo to show highway No. 31 when the route was used for only five and a half hours as a truck detour



Newark News
*Traffic near New Jersey's Lincoln Tunnel. The **912,000** new trucks on the highways last year have swelled to nearly eight million the trucks registered*



Acme Photos
Weaving in and out of traffic at excessive speed, this big truck finally got out of control rolled over on its side and squashed a passenger car

50 New Erie Stations

*Exploring with their little mobile truck
Communications picks fifty radio sites*

F. H. Menagh, Supt. of Communications

IN the past few months you may have seen Erie's radio exploration truck almost anywhere along the Erie right-of-way from Salamanca to Jersey City with its ladder elevated. Perhaps your first thought was that it had strayed from a carnival and you expected to see a five-foot tub of water at its base and a gal at-the top about to dive into it.

Actually, the radio exploration truck of the communications department is used in determining the most efficient sites at which to locate our fixed wayside radio stations. To insure unbroken radio communication between trains and the nearest wayside radio station in the Erie's new 4-way main line radiotelephone system, the wayside station must be situated at exactly the right spot.

This system utilizes the very high frequency (VHF), frequency modulated (FM) radio. The widespread use of this type of wave in the war led to substantial advances in the equipment and tubes needed. In this relatively unexplored part of radio there is practically no static. These very short waves travel near the earth's surface while the longer waves used in broadcasting reflect from an upper atmosphere.

VHF transmission is thus limited to relatively short distances and the effective distances are dependent upon "line of sight" operation. The paths between radio stations must be unobstructed by hills, earth curvature, high buildings or other structures.

VHF has developed into a natural for railroad use between engine and caboose, still, with a railroad right-of-way winding through hilly terrain, the intervening elevations present a problem. Field testing must be done to determine station sites that will give greatest coverage.

Rolling Terrain

In our 360 mile main line radio section between Marion, Ohio, and Salamanca, N. Y., where the system was placed in service in June, 1948, the problem of properly locating fixed stations was not serious. Here the Erie travels through moderately rolling terrain. Most of the 14 fixed station locations in this area were determined by a study of U. S. topographic maps which showed all ground and track elevations.

However, in our 524 mile extension of the system from Salamanca to Jersey City, now approaching completion, an intensive study of these maps served only to determine tentative locations for fixed stations.

Extensive radio exploration in the field to establish the most effective sites which would permit full coverage with a minimum of stations was necessary.

To this end, one of our maintenance-type trucks was fitted with a 40 foot aluminum extension ladder. To its top section is mounted a sliding aluminum pipe with a fixed station antenna attached to its upper end. Thus we obtain an antenna height of about 64 feet, connected by coaxial cable to station equipment in the cab of the truck. A small gasoline-driven generator furnished the 110 volt A.C. power required. Thus simulating a wayside radio station, it was ready to test with the trains. These have been radio-equipped for engine-caboose communication since May, 1949.

Locations Determined

As trains came within range of the mobile test stations and contact was established, a man aboard the diesel would hold the press-to-talk button on his handset. The variation in signal strength was read and plotted from a vacuum tube voltmeter connected to the receiver in the truck. The diesel would report as it passed each mile post, determine from the truck if there had been any calls, then hold the press-to-talk button again to the next mile post.

By this procedure and the records obtained, definite fixed station locations were established. They provide maximum radio coverage with sufficient adjacent station overlap to assure all radio-equipped trains of continuous communication with a fixed station throughout their run. A total of 37 fixed stations at locations determined in this manner are being installed.

Our main line radio system transmits and receives on a frequency of approximately 160 million cycles. Broadcast stations received on your home sets transmit on frequencies averaging about 890,000 cycles. This is some 180 times higher than the broadcast bands.

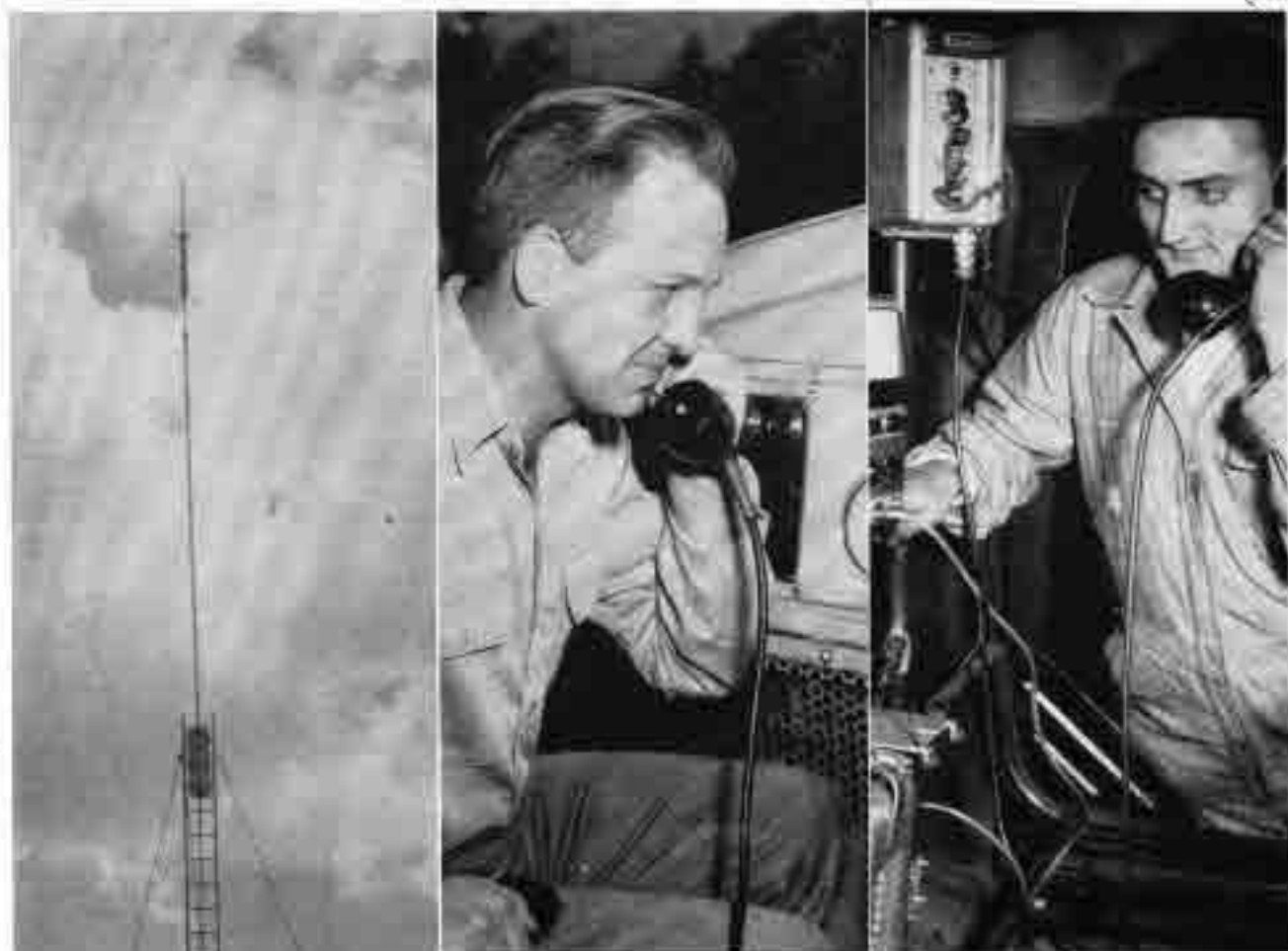
An amusing incident occurred during the exploration period which at the same time demonstrates one of the many intangibles in railroad radio.

Our radio construction supervisor, Elmer Kostelic, and his crew had set up the truck in the open country along the right-of-way near a farm crossing. They had contacted a heavy produce train speeding eastward and were in process of plotting their measurements. Suddenly, the boys

(Continued on page 17)



*With temporary antenna erected,
ground crew records train reception*



Richard Peck, left, aboard a road diesel, making a test call to Tom Hogan in cab of the exploration truck along the right-of-way



The temporary antenna is completely erected in 12 to 15 minutes ready for reception from any radio equipped train operating within the territory. Train 7 is shown here passing the test unit at Olean, N. Y.



They still "Keep 'em Rolling" at **M e a d v i l l e**



*By C. A. KOTHE ,
Shop Superintendent
(retired)*



*Paul Seaman, machinist, testing cur
axles before they are
fitted with wheels*

MANY plants in the heart of industrial America served by the Erie Railroad displayed the slogan, "Keep 'em Rolling," during the war. The signs have disappeared in most places and the message is practically forgotten.

One of the few places where the words "Keep 'em Rolling" still have meaning is **our** wheel shop at Meadville, approximately in the middle of the Erie's main line between Chicago and New York. Hundreds of wheel pairs move through the plant every day in order to keep freight and pas-

Erie Railroad Magazine

sengers rolling between widely separated places.

Converted from a segment of a roundhouse, the wheel shop was completed about 18 months ago. It is one of the most modern railroad wheel reconditioning plants in the world. Visitors from practically every railroad in the country have inspected the layout and equipment which were

incoming storage tracks equipped with automatic starters and turntables. Once inside the shop, wheels are immediately stripped from the axle and their courses separate.

Wheels found to be beyond the possibility of reconditioning are immediately placed in an automatically operated overhead conveyor which deposits them into waiting gondola

cars. From here they are moved to the scrap plant for further disposition. Wheels scheduled for repairs are moved a few feet to lathes, or grinding or boring mills by means of specially adapted hand trucks.

Scrap axles, those with readily apparent defects, are likewise removed from the plant automatically and placed on storage racks where they



Carman Rich turning the axles on a lathe to fit new wheels. This is exacting work

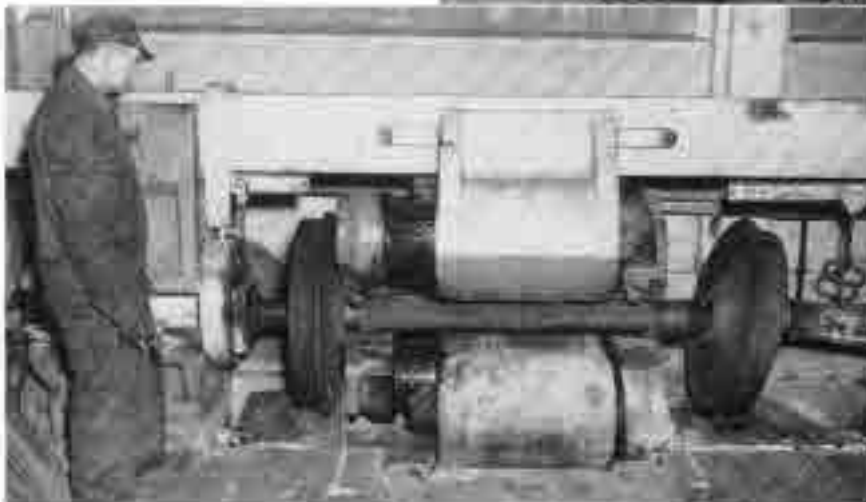
designed to enable employees to perform their duties efficiently, safely, accurately, and with the minimum of exertion.

The main line of production follows a huge loop from the arrival of defective wheel pairs until they depart in perfect condition. Modern handling equipment is strategically located to carry the work from machine to machine during the entire process.

Arriving at Meadville in specially designed flat cars, the wheel pairs are unloaded by a mobile crane to



On a wheel lathe, Fred Schwab, machinist, turns car wheels. Although it is large, the lathe is very accurate



Hydraulic pulling machine removes damaged car wheels from their axles. Machines painted in light colors give a neat touch to the shop

Willard E. Boyles boring car wheels to fit newly prepared axles

Wheel Shop CONTINUED



Left to right, Dominick A. Petruolo, Henry O. Schwab and Tony Pero distributing the car wheels and axles by hand truck after their separation

are accessible for loading into cars by the mobile crane.

Other axles are moved straight ahead by overhead traveling hoist to the cleaning and magnetic inspection department. Here, electric currents seek out hidden flaws which might be lurking within the axle, unseen by the naked eye. Following inspection, the axles roll forward on a rack to a turntable which changes the production course by 90 degrees.

Coming off the turntable, the approved and rejected axles are separated. Approved axles roll along the top level of a storage rack from where they can be lifted by jib hoist and placed into a lathe for reconditioning of their journals and wheel seats. In the case of a rejected axle, the inspector presses a button which opens a trap and the unwanted axle is lowered by an automatic elevator to a bottom rack. The rejects roll by gravity on the lower rack toward a door through which they are removed in quantities of four by a fork lift truck.

Reconditioned axles are lifted from the lathe by hoist and placed on another rack on which they travel to-

ward the mounting press.

At the mounting press, the axles meet new or reconditioned wheels which have been matched for uniformity. Special dollies are used to place the axles and wheels into the press and perfect wheel pairs are again ready for installation on cars.

The wheel pairs are rolled out of the press and down a pair of sloping rails out of the building to the storage yard. The compact layout of the storage yard permits the same mobile crane which earlier unloaded the defective wheel pairs to load the reconditioned units in outgoing cars.

Several features have been devised to promote the safe handling of the work in process through the plant. Hook grabs used to move the axles by hoist have steel beads welded on the carrying surfaces to prevent slipping or turning of the material during transit. Forks of the lift truck are notched to hold the flanges of wheels during transfers from place to place. Pneumatic and electric limit switches have been installed in strategic places to stop movement of materials automatically and prevent machine damage and employee injury.

The streamlined production layout has a unique feature which promotes good housekeeping and contributes to safe and efficient operations. This feature is the provision for immediate removal of scrap material from the building. As was pointed out earlier, wheels are conveyed into gondolas without additional handling and axles are placed on an outdoor rack for removal by the mobile crane. The absence of accumulated scrap materials in aisles near machines contributes to free and safe movement by men and mobile equipment throughout the shop.

SPENCERVILLIAN GETS GOLD PASS



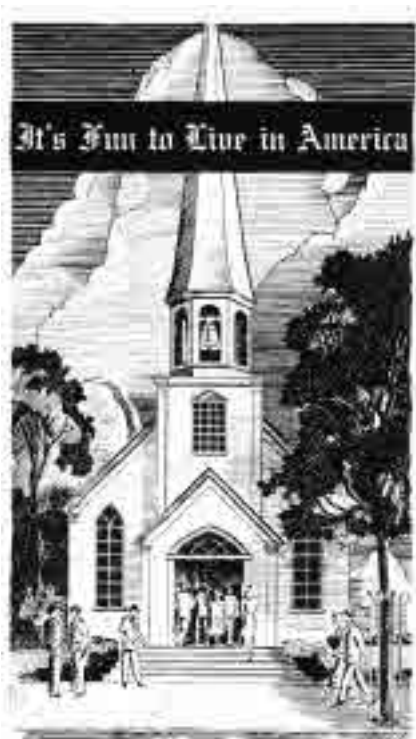
H. A. B. & FRANK SWANEP
No Johnnie-come-lately

On Nov. 15, Superintendent Bookstaver went to Spencerville, Ohio, on a special mission. He wanted to see the agent there, Frank W. Swaney, and give him a little souvenir he had in his pocket and remind him that he, Frank, had been serving the road for 50 years. Mr. Bookstaver also had some nice things to say to Frank and no one can handle an occasion of this sort better than the super. Besides, there are really a lot of nice things to say about a fellow like Frank, and the boss said them. At the end, he reached into his inside pocket and pulled out a Gold Pass for Frank. "This Gold Pass may not take you any farther than a paper one", he said, "but the train conductor who sees it and who probably considers *himself* an Old Erie Hand knows at once that you are no Johnnie-come-lately yourself."

Frank said "Thank you, sir", and beamed. He was sort of proud, Frank was.



This is the assembly line at the Meadville wheel shop, for car wheels and axles before they are again fitted together for use on the railroad



SURE, it's fun to *go* to church in America! 'Course, most of **us** can remember how we dreaded those Saturday night baths. Jiminy, how Mom would scrub! Blame near wore our ears out too.

But They Were Clean

But come Sunday morning, all of us—Mom, Pop and all the kids headed for Sunday school or church. Same of us wore patched overalls or gingham, but they were clean. Others had brand-spanking new suits, dresses, shoes—and how those shoes did squeak when we walked down the

aisle! Some churches were big, others: small; some had fancy stained glass windows, others were simple and plain; but we got the same spiritual uplift regardless of where we went to church.

As We Please!

Well, do you know that the number of churches in America has continued to grow until we now have over 250,000 churches where we worship as we please? Some countries are not so fortunate as we. Different religions! Why we've got more kinds of denominations than Carter had pills. But that's one of the great things about America—we can worship when, where and how we please, free from government control. Some of us like that oldtime religion where the preacher really lays it on and we wind up hitting the sawdust trail. Others like the quiet, formal inspira-



lieve in everyone's right to choose his place of worship.

Persecution?

Yes, we are all familiar with the recent persecution of Catholic Cardinal Mindszenty and a number of Protestant ministers in Europe. Supposedly imprisoned for political activity, but actually convicted by Soviet-controlled countries because these men dared to speak out for God and freedom of the individual. Why? Simply because communism denounces God—its creed, "only Stalin and the almighty state are supreme."

What a difference here in America! Our ministers, priests and rabbis preach the word of God as they see it. So, let's hold on to our denominations and our thousands of churches. Let's speak out against anyone trying to sell the idea of communism,

state socialism, or any ism that would destroy our freedoms. Let's keep our Christian nation free.

—KIWANIS INTERNATIONAL

NUMBER OF CHURCHES IN U. S. AND RUSSIA

(Each unit represents 10,000 churches)

★ RUSSIA Population 193,500,000 • All Soviet Churches Under Strict Control.	
UNITED STATES—1947 CENSUS	
Religious Denominations	256
Churches	253,742
Church Membership	73,673,182

DUNATHAN MADE CAR ACCOUNTANT

On Dec. 1, E. J. Stubbs, general superintendent of transportation, announced that G. F. Dunathan was appointed car accountant in the car record office at Cleveland. The position of assistant to superintendent of transportation was abolished.

Under the new arrangement, the following reports dealing with car accounting formerly addressed to E. J. Stubbs, should be addressed directly to G. F. Dunathan, Car Accountant, Erie Railroad Co., Cleveland, Ohio:

1. All conductors' wheel reports (freight, passenger work and mine runs).
2. Interchange reports of cars received from and delivered to connecting lines.
3. Daily transcript of freight and

passenger trains operated on each division, called the Train Register.

4. Various other car reports such as cars light weighed, number changes, destroyed, on hand end of month, home route requests and per diem reclaims.

ATTENTION BOWLERS

The fourth annual system tournament will be held at Marvondale Alleys, Youngstown, Ohio, on Saturday and Sunday, March 25 and 26, 1950. The closing date for entries is Saturday, Feb. 25.

This is the regular system tournament which has for the past three years been such a huge success. It is expected to be even bigger and better this year. Entry blanks have been distributed to the principal ticket agencies on the line and a supply has been furnished to the division super-

intendents. Full details are given on entry blanks.

INAUGURATE NEW BRADFORD SERVICE

The Erie inaugurated limousine service between Bradford, Pa. and the main line at Salamanca, N. Y., Nov. 25. The two daily trains between those points were discontinued.

The limousine offers greater convenience and more frequent connections. It will meet **all** of the Erie's main line trains at Salamanca and operate from the Erie's new ticket office in the Emery Hotel in downtown Bradford.

Overnight passengers from Jersey City may occupy the sleeping car at Salamanca until 7:15 a. m. The limousine departs for Bradford at 7:30 a. m. The eastbound sleeping car is available for occupancy at Salamanca at 9:30 p. m. and departs on train 6 at 10:41 p. m.

RAILROAD SAFETY

HAND BRAKE SENSE

When you go up on a car to set the brakes, remember that you're up in the air. There's no harm in that, as long as you stay put. So—

Take the proper position on the car as required by the type of brake.

Get and keep secure footing and a firm hand hold.

Test the brakes. Use nothing but a standard brake club in good condition. Apply stress toward the car.

DO YOU KNOW—

How 17 maintenance of way employees were injured?

Struck by trains	4
Motor car accidents	3
Struck by falling objects	7
Eye injuries	3

Total 17

Safety shoes would have prevented 25 per cent of these accidents.

WINTER WONDERLAND

It's a beautiful sight when the snow falls and lies white and clean on the ground. But under that beauty lie hazards. Here are some tips on avoiding them.

Feet: Watch out for slick surfaces. Take shorter steps, keep your legs bent a little, and lean forward slightly

when the going is tricky. And watch for those slippery foot and hand holds.

Eyes: Early darkness and snow in the air reduce visibility. Stay in the clear and look **both** ways before crossing tracks.

Ears: Snow in the air cuts down on sound. Don't wear anything over your ears that will further reduce your ability to hear.

—Safe Railroader

OFF THE JOB SAFETY

AT A CONSTANT SPEED OF	YOU CAN DRIVE 400 MILES IN	But-IF YOU HAVE AN INJURY ACCIDENT, THE CHANCES OF SOMEONE BEING KILLED ARE
45 m.p.h.	8 hrs. 54 min.	1 in 16
55 m.p.h.	7 hrs. 18 min.	1 in 12
65 m.p.h.	6 hrs. 10 min.	1 in 6

NATIONAL SAFETY COUNCIL



RULE NO-521- WHEN GETTING OFF STANDING EQUIPMENT, RETAIN HAND HOLD UNTIL FOOT IS FIRMLY PLACED TO AVOID FALLING, TRIPPING OR TURNING ANKLE.

DID YOU KNOW—

that the average age of injured employees in 1948 was 45.6 years?

that January is the most dangerous month of the year?

that the M. of W. has the best safety record on the Erie Railroad?

SAFETY SCORE BOARD

Ten Months

1948—252	Ratio 5.8
1949—187	4.4

Division Standings

1. Buffalo & Rochester ..Ratio	2.9
2. Dela.-Susq.-Tioga	4.02
3. Marine & Lighterage	4.04
4. Kent	4.6
5. Ally.-Brad.-Mead.-B. & S. W. .	6.3
6. New York & Side Lines	6.6
7. Marion	7.0
8. Wyoming & Jefferson	7.2
9. Mahoning	7.6

Department Standings

M. of W.Ratio	2.6
Locomotive	4.8
Transportation	5.7
Car	7.0
All Others	1.4

Erie Railroad Magazine

ERIE'S EMPLOYEE TRAINER RETIRES

Hugh A. McAllister, who brought a new technique in salesmanship and employe training to the Erie Railroad, "retired on Dec. 31 in accord-

good teacher and that every person can do a better job when he is completely trained to perform it. "Mac" as most people called him, constantly traveled from one end of the Erie system to the other and met with groups of supervisors, traffic repre-

Instruction Training, Job Methods Training and Job Relations Training to the Erie's Continuous Training Program.

When he was not conducting classes, he was engaged in filling dates as a speaker before college groups, sales executives and other civic, business and industrial leaders. By his enthusiasm for his job he succeeded in creating among his audiences a favorable opinion and good will for the Erie Railroad.

Before coming to the Erie Railroad in 1940, he did sales training work for Chrysler Corp., General Motors Corp., and as a private consultant. He is a member of the National Association of Sales Training Directors and the American Society of Training Directors.

Mr. McAllister studied at Teachers College at Mt. Pleasant, Mich.; University of Wisconsin, University of Chicago and University of Michigan, receiving his A. B. degree from the latter.

Following what he terms a "long vacation of 30 days", Mr. McAllister plans to establish his own personnel training service.



H. A. MCALLISTER

He taught others how to teach

ance with the company's retirement rules.

As assistant to the president, he carried out the principles outlined by Robert E. Woodruff, former president and now chairman of the board, that every supervisor should be a

sentatives and officials in his training classes. Besides teaching foremen and supervisors the proper way to teach other people in their departments, he led groups in public speaking and salesmanship classes. He also adopted the principles of Job

HARD BITTEN ERIEMEN GO OFF THE DEEP END

The girl in DH Tower won national fame a year ago when the story of her signalling trainmen passing her home beside the railroad in Johnson City, N. Y., was printed in the Erie Magazine and most newspapers across the country. In daylight it's a snappy highball and at night the flash of a lantern. Physically handicapped, Doris Haflett is practically confined to her bed at the second floor window (DH Tower) overlooking the Erie tracks. Last month Doris wrote to the magazine:

Sir:

It is hard to let my railroad friends know how grateful I am after their doing so much for me. I seem to be all out of words.

If you could let them know through our Erie Magazine how grateful I am and wish them (and yourself) a Happy New Year, I should appreciate it very much.

Again this Christmas my Erie friends came with a gift collected

January, 1950

CONGRATULATIONS



"ERNIE" SEISE

Heads Erie employe training

from many a hardworking railroader —\$588.50.

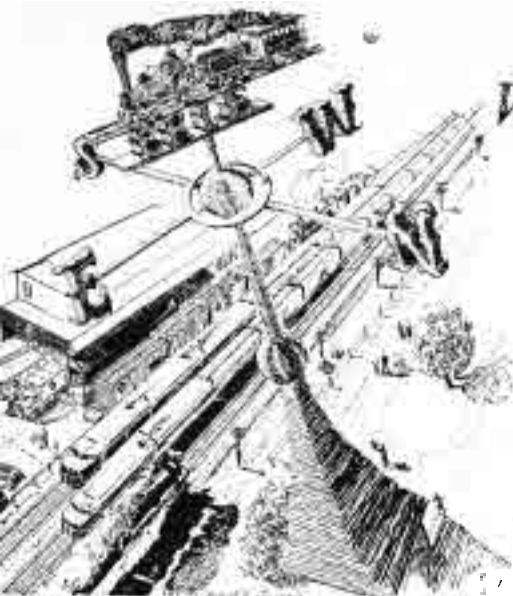
Doris Jane Haflett
DH Tower
Johnson City, N. Y.

Ernest E. Seise, a native of Bergenfield, N. J., and now living in Lakewood, Ohio, has been named assistant to the president of the Erie, in charge of its employe training program. He succeeds Hugh A. McAllister who retired Dec. 31 (see story above).

Mr. Seise started with Erie in the Employment Bureau at New York in 1916. He came up through the Safety Bureau and Operating department. In 1931 he was made office manager and transportation assistant to the vice president in charge of operations. In 1939 he was appointed chief clerk to the superintendent of transportation and made his assistant in 1941. In 1944 he was elevated to the position he now leaves, chief clerk to the president and assistant to the training director.

AVENUES OF STEEL

Railroads . . . have been the avenues of steel that opened America to modern living and have helped to maintain the nation as the most prosperous of any in the world's long and turbulent history.—*Philadelphia (Pa.) News*.



WAY BACK WHEN—

Second Alarm, 1871

FOR three searing months the vast forests surrounding the little town of Peshtigo, 200 miles north of Chicago, had poured their moisture into cloudless Wisconsin skies. Veteran loggers shook their heads and superstitiously stroked the rabbit's feet they carried in their pockets. Prayers for rain were unavailing, too. The woods were a powderkeg. The dry timberland was no place for man nor beast. Would the pestilential drought never end? Then on Oct. 8 it happened. Something or someone touched off the tinder-dry woodlands. Fire-fighting was useless. Flames leaped impossible barriers, darting this way and that. Tortured pine branches cracked like rifle fire. Small towns burned to a crisp in a matter of minutes. Over 1000 people lost their lives. Six entire counties were burned over. It was one of the most disastrous forest fires in history.

Appeals to Chicago for help went unanswered because on that same fateful Oct. 8 (believe this—it's true), in Mrs. O'Leary's barn at 137 De Koven Street, Chicago, her cow upset a lantern in the loose hay. The hay caught and the flames licked along the board floor. Soon the barn was gone and the fire raced down the block, jumped streets and spread out fanwise. Flame tongues leapt house-high. Chicago burned for three days. The estimated loss: \$196 million. Eighteen thousand buildings were destroyed in one of the worst municipal disasters ever visited on an American community.

The Erie Lends A Hand

Before the embers had begun to cool, a New York illustrated newspaper named *Every Saturday*, wrote of the Chicago catastrophe:





"While the busy telegraph is every hour bringing fresh confirmation of our worst fears, the excitement in New York rages at fever heat. Men meet together only to discuss the disaster and obtain the latest details. As the full extent of the disaster

becomes known, New York turns with all its marvelous promptness and energy to the relief of the distressed people of the sister city. Every town and village in the United States is also joining heartily in the noble work. Arrangements for forwarding the vast stores of food, clothing and other necessities, which are accumulating as if by magic, are now perfected. The managers of the Erie Railway deserve the greatest credit not only for gratuitously transporting mountains of supplies to Chicago, but for the executive ability they are displaying in handling without confusion or loss of time the bewildering amount of material thrown suddenly upon their hands. The sketch below indicates the good kind of business which is at present being carried on at the Erie Railway depot in New York."

And how about the people around Peshtigo up in Wisconsin? They got along the best they could. The Chicago holocaust had so dominated the nation's news that it is safe to say not one person in a thousand ever heard of the Peshtigo fire. Peshtigo had burned out on the wrong day.





	November		Eleven months	
	1949	1948	1949	1948
 Received from Customers	\$12,045,122	\$14,758,163	\$137,994,877	\$162,270,195
 Paid out in Wages PER DOLLAR RECEIVED (cents)	\$ 5,731,136 47.6	\$ 6,688,715 45.3	\$ 69,218,781 50.2	\$ 73,229,112 45.1
 All other Payments PER DOLLAR RECEIVED (cents)	\$ 5,813,998 48.3	\$ 6,816,219 46.2	\$ 66,587,281 48.2	\$ 77,991,037 48.1
 Left over before Dividends PER DOLLAR RECEIVED (cents)	\$ 499,988 4.1	\$ 1,233,229 8.5	\$ 2,188,813 1.6	\$ 11,050,046 6.8

(Based on figures reported to the Interstate Commerce Commission)

TRAIN RADIO CONTINUED

saw that a woman had started to drive a large number of cows across the track and they were becoming unmanageable, some starting to stray along the tracks.

Sensing the seriousness of the situation, Kostelic sent the boys to aid in getting the cows under control while he waited anxiously for the oncoming train to report at the next mile post. Immediately upon receiving its report, Kostelic advised the engineer of his location and the occurrence, and the train was slowed down. The cows were driven to safety and the engineer given a radio highball just as the train came in sight less than a mile down the track.

A grand total of 50 fixed stations between Marion and Jersey City will provide continuous train to fixed station communication over the 824 miles of main line trackage involved. Erie's train radio installation is an effective factor for increased dependability and safety. It is also a nucleus for a network which we trust will never have to serve toward national security. But it can do it and it will do it if, as and when.

HEAVY HANDICAP

Railroad workers, as well as stockholders, shippers and consumers,

should demand revised federal policy all along the line to eliminate discrimination and other governmental burdens retarding the potential progress of rail transport.

What hurts most is the fact that federal transport policy still operates largely on the original assumption that the railroads have a virtual

monopoly and that other forms of transport need a helping hand to stay in the race. Technological advance has outstripped that concept, but the government keeps its heavy handicap on the railroads in the close competition which has developed.—San Antonio (Texas) Express.

MEET THE NEW PASS CHIEF

On Jan. 1, George H. Cluss, right, became chief of the pass bureau, succeeding William F. Magee, who retired. A native of Paterson, N. J., Mr. Cluss joined the Erie family in 1918 as an office boy in the Purchasing department. After several months he was transferred to the Mechanical department and worked in various capacities in Secaucus, Jersey City and New York City. When Erie headquarters were moved to Cleveland in 1931, Mr. Cluss was assigned to the President's office as a file clerk and later as general clerk



GEORGE CLUSS
Up from office boy

"PORTRAIT OF RUTHERFORD"



Edmond Farlie photo

STATION ON THE SQUARE *Rutherford or its residents in any medium*

Rutherfordians who had business in the Station Square area on a recent Saturday afternoon were surprised to see a group of artists at work across the tracks at the Erie Station. It was a colorful change from the customary Saturday afternoon picture. The artists were a group from the Rutherford Art Association and they were busily painting the scene at the station as possible entries in the "Portrait of Rutherford" competition which the Art Department of the Rutherford Woman's Club is sponsoring. The "Portrait of Rutherford" competition is designed to stimulate interest in

art in the city. Mrs. J. W. Conway, whose husband is Erie passenger trainmaster at Jersey City, is art chairman at the club.

The "Portrait of Rutherford" competition invites artists anywhere to depict Rutherford or its residents in any medium they choose. Entries are not limited and there is no entry fee. An outside jury will select the winning "portrait", which will be purchased by the Art Department for \$100 and hung in the clubhouse during American Art Week in November, 1950, concluding date of the competition.

GOOD LUCK TO YOU, C.C.



WELDER WALLACE
Starting & ending his trick

Tricked out in working garb of 1912 that would look odd today, Claude Calub Wallace, with two years as a boilermaker helper under his belt and about to be made a full-fledged boilermaker, posed with three friends in Hornell roundhouse. In the group the men are Boilermaker Electric Welders Ed Wright, Mike Sullivan (with waxed mustache), Mr. Wallace and Jack Boyle. The middle picture shows Mr. Wallace grown a little older, a little wiser, possibly a little heavier, just before his retirement last month, with his man-from-Mars mask thrown back and using his modern welding equipment.

A diplomat is one who can tell you to go to hell so tactfully that you look forward to the trip.

100 YEARS TOO LATE

"Farewell, family," said Joseph (Bones) Hogan. "Family, farewell," said Robert (Sully) Sullivan. After these touching and tender speeches to their dependents our Hornell heroes, seeking to out-Hiawatha Hiawatha, grabbed their bow and arrow (one had a bow, one an arrow) and joined a few friends for a week end of camping. They felt that they were sufficiently "rugged" to need nothing but their bow and arrow to survive. Thus they started out, walking, walking, walking, never stopping until they got to the curb on the street



BONES & SULLY
Then calamity struck

where their friends were waiting for them in a 1949 Ford—riding, riding, riding—stopping only long enough for refreshments: a thermos jug of orangeade.

After 20 or 30 orangeades, a keener desire to hunt possessed these two remarkable fellows so, as they approached a spot where someone had reported the deer roamed, "Bones" and "Sully" waited their opportunity. Suddenly from under the bush leaped a bunny rabbit. Their first kill for the day resulted. After this victory, both proceeded in opposite directions in search of their game. A few minutes passed when suddenly "Bones" heard "Sully" shouting something unintelligible. He immediately ran to see what had happened and found Sully completely beside himself with excitement. He had sighted a deer and the stage was now set. Sully grabbed his trusty bow, fitted the

The government's power plans call for 500 dams, or roughly, the number required to prime an army mule.

arrow and was ready for the terrific battle—man against beast. Slowly, slowly, he drew the bow taut. The air was filled with excitement—Bones shouting encouragement, tugged on Sully's britches and asking breathlessly, "Sully, do you think you'll make it?"

Sully now had his bead on the deer and the anxiety was becoming unbearable when suddenly—"snap"—suspenders and bow both broke under the terrific strain.

It was a close thing, but the deer can claim a moral victory for although he nearly lost his antlers, Sully nearly lost his pants.

IT'S DANNY'S SOUL THAT'S PASSIN' NOW

—Kipling

Elmira is just a little nicer because Daniel W. Berrigan spent 53 of his 73 years here.

He was a man small of stature and large of heart, whose greatest interest was people. A kind fate put him in a place where he could indulge his interest to the full—the newsstand at the Erie station.

All sorts of people were his friends, and he treated them exactly the same. A tired and aging William Jennings Bryan, on his last visit to Elmira, spent the time between trains visiting with his good friend Danny Berrigan. The humblest man to enter the station was likely to do the same.

Danny knew the presidents of the Erie and knew them well. He also knew track workers and men who earned their living in the grimmest labor on the railroad.

With his death, there remains alive no person who knows the extent of

LIGHT SNOW ON THE CHADAKOIN



Stanley Olson, Jamestown Post-Journal

A dusting of powdered sugar was falling on Jamestown, N. Y. when this picture was snapped about 11 a.m. one day last month. Distant objects were blocked out but cars in the Erie yards were clearly seen. By 5 p.m. the snow had melted. Next day was sunny and beautiful along the Chadakoin

the 'things he did in his quiet way for scores of folks—a child's doll here, a warm garment there, a little money sorely needed, a word of counsel and sometimes a word of censure. Whatever a friend needed, Danny had it, gave it, and forgot about it.

Without him, the Erie station can never seem the same to many hundreds of Elmirans and friends along the Erie from New York to Chicago.

—Elmira Star Gazette

THE \$24 ISLAND

Mr. and Mrs. C. C. Larson were the kind that "never win anything", but that was before the Charity Follies of 1949, in connection with the Meadville City Hospital, came along. After that a long red carpet was rolled out. Erie's Gerald Saunders, division passenger agent, escorted them to their Erie train. Comfortable accommodations were provided. Their meals were paid for. They were lodged at the Waldorf-Astoria. They saw such shows as "South Pacific."



Tribune photo by McCaskey
LARSONS & JERRY SAUNDERS

A long red carpet



DANNY EERRIGAN

A child's doll, a warm garment

January, 1950

Letters from You



depended upon the material coming to us in those cars. Let me compliment you and your staff once again for a job well done.

N. E. Hubbell, Jr.
Detroit Steel Products Co.
Buffalo

■ *This operator did not fail when she represented the entire railroad. Her name is Mrs. Margaret Higgins.*

Sir:

Al Cunningham looks like General Pershing and is the only employee still in Goodyear Tire & Rubber Co. service who reported for work the first day they opened their doors in 1899.

Today when I entered the Goodyear office I had a little chat with Al and he brought out the enclosed Atlantic & Great Western (now Erie) check from his wallet where he has carried it for years. He gave it to me for the Little Erie Museum. I wonder if anyone knows just what it is?

R. T. Phillips
Gen. Agent, Akron

o *Let's ask the subscribers, Bob.*



A. & G. W. CHECK

Prom one of our ascendant roads

Sir:

Testerday just before boarding the 8:40 a.m. train at Rutherford, I lost my wallet and commented on it to [the conductor]. After paying my fare out of some change in my pocket I had one cent left. The conductor stated that that was very little to have going to N.Y.C. and offered to loan me some money.

Since I do not ordinarily ride the 8:40, this conductor was a total

stranger to me. For that reason I was very favorably impressed. It seems to me that he was doing more to engender good will for your railroad than all the advertising you might do. I would like you to thank him in my behalf.

August J. Fischer
Counselor-at-law
Wood-Ridge, N. J.

o *Conductor C. W. Hayward has been thanked and is pretty modest about the whole thing.*

Sir:

I was fortunate enough to obtain the October issue of your magazine and was more than interested in the article entitled "\$5000 on a Horse."

These lines express the sentiments of an old timer for a pet engine. Back in 1902 or 3, I commuted to school at Nyack. The big moment of each day was to hustle to the depot after school and stand by the waiting coaches and watch for No. 499 to come out of the yards and couple on. Then for a short chat with Fireman Joe Beal and Engineer (name forgotten) where I first learned the history of No. 499. I can still hear her whistle, as we came down grade through Grand View and Piermont to Sparkill.

Years later, when I became agent for American Railway Express on the Erie main line, I was once again thrilled to see No. 499 hauling the business car of Manager Mantell.

Wm. H. Kelley
Pompton Lakes, N. J.

o *Many an Erie engine and many an Erie train is more than a thing of steel to the man by the trackside as it flashes by.*

Sir:

I have boosted your line to many railmen here at an engine and shop terminal. I am an electrician for the Lehigh Valley. I was surprised to be asked by a few if the Erie Railroad enters Chicago. Well, I sure did some explaining to them.

Harry L. Gangwer
Weatherly, Pa.

• *H.L.G. is the sage of Weatherly.*

Erie Railroad Magazine

Sir:

Your feature, "Here's How We Do It", in the November *Erie Railroad Magazine*, is one of the best I have seen in railroad employee publications.

Articles like this one which are the result of imagination and possess almost universal appeal are none too plentiful. Our compliments to whom-ever is responsible.

Gilbert H. Kneiss, Asst. to Pres.
Western Pacific Railroad
San Francisco

• *It's nice to be told you're good by the people who operate the California Zephyr, no less.*

Dear Sir:

On our recent trip from Chicago to Olean on the Erie we had perfect accommodations and everything aboard the train made me pinch myself and ask if this is the railroad I knew 40 years ago.

Dr. Lewis W. Sherwin
Chaplain
Presbyterian Hospital
Chicago

o *Only the name remains the same.*

Sir:

I cannot help but drop you a note to express my appreciation for the cooperation I received from one of your workers last Sunday.

Our company was very anxious to receive two carload shipments from Youngstown, Ohio, and consequently, I was following them over the weekend. Relatively few of your employees were working on Sunday and I would have found it very difficult to get any information at all, if it had not been for the alertness of your switchboard operator. After contacting Youngstown several times, she finally succeeded in getting the information I needed in order to complete my planning for our work which

SEAS OF SUNSHINE



Grace Line Photo

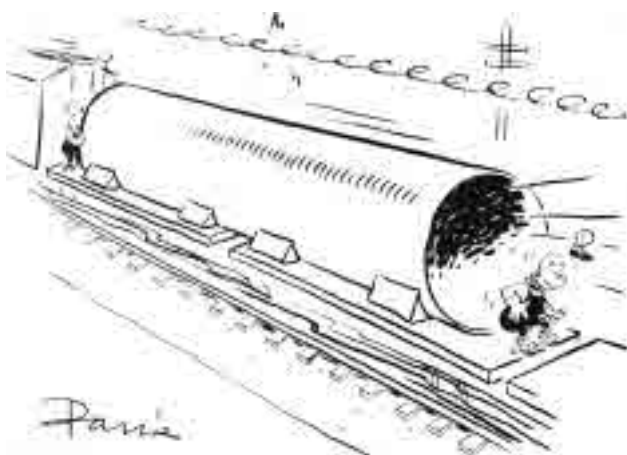
F. H. MENAGH

Away from all the talk

F. H. Menagh is the man who makes the telegraphs click, the teletypes type and the telephones and train and tugboat radios talk, on the Erie Railroad. He is superintendent of communications.

In November, Mr. Menagh was able to slip away from all the talk on a

brief cruise to the Netherlands West Indies, Venezuela and Colombia. It couldn't happen to a nicer guy. In the picture he stands at the ship's rail as the Grace Line's *Santa Rosa* squeezes her trim sides past the old fort and enters the harbor of Willemstad, Curacao, N.W.I. (see page 8)



Drawn especially for Erie Magazine
"Boo"

"I SAW IT HAPPEN—"

Last month a friend of ours, George Dana Willett of Corry, Pa., who retired as a telephone maintainer in 1942, told us a little story about an occurrence on the Erie back in 1902. The story (it will appear soon in the magazine) was a true one and at the same time so interesting and remarkable that the thought occurred to us that there may be a great many of the oldtimers who have interesting true stories to tell of things that happened to them in their railroading days. We do not refer particularly to derailments or the like, but to outstanding incidents that are dramatic, thrilling, humorous, gripping, heartwarming, human.

If you have anything of this sort in mind and it is short, probably not over 300 or 400 words and particularly—although not necessarily—if you have any pictures of things, places, or people to illustrate it, we believe we could use it in the magazine. However, we do not *promise* to use your contribution. The editor will have to be the judge of whether it shall appear or not. If you submit an item to us and we print it, you will have the satisfaction of knowing we think it is very, very good.

On rereading the above it sounds as if present day Erie workers are excluded. They are not. Contributions from *all* Eriemen are welcome.

ANOTHER HOREY ADMITTED TO BAR



Attorney Edward Horey, son of Joseph A. Horey, Erie agent at Cameron Mills, N. Y., took the oath of attorney and was admitted to the practice of law by the appellate division in Rochester last month. A captain in the field artillery during the war, Ed worked on the Erie four years during school vacation as trackman and rodman.

ERIE VETERANS

Jersey City Chapter

Walter Bieszard

George Glover, retired engineer, who was taken ill at the outing in September, has been hospitalized. He is getting along nicely.

Oscar Ranges, machinist at Jersey City roundhouse, completed a half century of service and was presented with the diamond button by Past President A. B. Cohen.

We regret to report the passing of our youngest veteran, Claire Fitzgerald McLaughlin, who was ill at the time of the annual outing.

Chairman Herman Limsky of the membership committee stresses the fact that we have 3000 or more employees with service records of 20 years or more who should be approached and induced to join our Association. Our chapter increased its membership by more than 100 in 1949, but we have many outstanding cards that should be taken care of.

Our annual installation of officers will be held Saturday evening, Jan. 21, at Washington Hall, Paterson. Tickets are \$3.25 per person and may be bought from the various field men, officers or the secretary. We hope to make this annual installation dinner a hit.

At the meeting on Nov. 10 the election of officers resulted as follows: Joseph J. Quilter, chairman; William Downes, vice-chairman; Walter Bieszard, secretary; John Friedel, treasurer; John J. Callahan, Burton Reed and Daniel Walthers, trustees; Herman Limsky, chairman, membership; Walter Bieszard, chapter reporter, and Stephen Litchenberger, chairman, house committee.

Our next regular meeting will be: Jan. 12 (8:30 p.m.), at 76-80 Godwin Street, Paterson.

Dunmore-Avoca Chapter

Daniel L. Sabatelle

At our meeting on Dec. 6, a ladies auxiliary was formed and the following officers were nominated: Mrs. E. Gregory, president; Mrs. D. DiPietro, vice-president; Mrs. J. Roche, secretary; Mrs. J. Mack, treasurer; Mrs. F. J. Loughney, chaplain; Mrs. T. J. Burke, marshal; Mrs. J. DelVecchio, conductor; Mrs. S. Miccichi, social secretary; Mrs. G. Bohmer, publicity.

All who held chapter offices in 1949 were renominated for 1950. The installation dinner will be held soon, with F. J. Loughney as chairman, assisted by Joseph Mack, Joseph Roche, T. J. Burke, Joseph DelVecchio and Joseph Gennett.

Financial Secretary (System) J. R. Ward was a guest of honor at our last meeting. His remarks on the possibility of making this chapter as large as possible in 1950 were well received. The newly formed Ladies Auxiliary served coffee and cake.

Erie Railroad Magazine

Port Jervis, N. Y.

Fellow Veterans :

On the 21st of this month, here at the Hotel Minisink, our 24th annual meeting, dinner and installation of executive officers will take place. Everything has been arranged for the good and welfare of the chapter representatives and members of our Association. I am looking forward to extending a welcome hand to all.

Chairman Robert Hupka and his committee have arranged good entertainment for the evening. The executive meeting will be held Saturday morning at 9 in the Green Room.

I trust all chapters will be represented and that the meeting will be one of the best in our Association's history.

Fraternally,
M. J. Ricciardi
President

Hornell Chapter

John F. Muchler

We take this opportunity, to express our sympathy to those who are sick and wish them quick recovery.

Mr. and Mrs. D. W. Fisher are in Florida for the remainder of the winter.

To get your veteran's card early, suggest you send your dues and address to the secretary, J. F. Muchler, 116 Thacher Street, Hornell, and your card will be mailed to you. We invite you to attend our chapter meetings and become better acquainted.

Buffalo-Rochester Chapter

Ruth Nise Munger

Good wishes for a successful new year. Hope each of you made a resolution to get a new member, attend the meetings, greet new and old members and wear your membership button.

Our Christmas party was held Dec. 10 and after a short business meeting, Santa appeared with his gift sack. Carols were sung, followed by a buffet luncheon and dancing.

L. P. Baldwin has his new home in Alden nearly finished, having built it in his leisure hours.

Monroe T. Blood is well and just fussing around.

Our sympathy to the family of retired engineer John Lang who died Nov. 23, and to Mrs. M. A. Redding whose father died Nov. 27.

Veteran Ed Scott and wife took vacation last month.

We expect our chapter will be well represented at the annual meeting Jan. 21 at Port Jervis. Chairman M. A. Redding has the details.

Our next meeting will be Feb. 10.

Youngstown Chapter

R. P. Reebel

As usual, our chapter will be well represented at the annual meeting, dinner and installation of officers in Port Jervis on Jan. 21. President-elect Ricciardi has many friends in Youngstown and all who possibly can make it will be there to see him installed as president.

Retired Veterans B. R. Mark and C. R. Stewart were recent visitors. The former now is in St. Petersburg and the latter in Phoenix, Ariz.

We welcomed Yard Conductor E. F. Mylott into our chapter right at the completion of his 20 years of service. We like to get them young and hang on to them a long time.

Our December meeting was held too late in the month to get the chapter election results in this issue.

QUITS TRAVELING TO TRAVEL A BIT



VERN "N" STAHL (left)
Like ham and eggs

Last month an Erie passenger conductor, who had worked atop the freight cars and inside the "lace curtain" jobs, made his last trip and alighted at Huntington, Ind. Grinning, he said something that sounded like "That's that," shook the hand of his engineer, O. J. Krimblebine, and Trainmaster Specker and went home to make plans to do a little traveling. In fact traveling is half of his hobby. The other half is fishing and the two halves go together like ham and eggs. He travels to where the fish are. He fishes. He travels back.

Oh yes! We nearly forgot to mention this conductor's name (he served the Erie 40 years). It is Vern "N" Stahl with the N in quotes. His parents thought Vern Stahl was sufficient, but Vern didn't so he chose N as a middle initial and put it in quotes. What does it stand for? Nothing.

ACCOUNTING

AUDITOR OF REVENUES

Jimmy Murphy

Something new has been added to the already unlimited qualifications of several of the sporting element in our midst. Now it's a weekly ice skating party. Each Monday night finds our gay young blades, Bill Hill, Tom Saunders and Bill Mauwerer elbowing their way around the crowded rink. Joe Stalter, who was handicapped by a sore ankle and a girl friend, finally sold his skates. Our little snow bunnies, Marion Gindert, Peg Reinecke, Irene Dullin and Mary Hagen, attended the last session and the gals were moving around the office at reduced speed for a day or two. Betty Kacmer gave an unforgettable rendition of a dying swan as she thudded to the ice . . . John Coaman believes it's safe to uncross his fingers now, he's found the home he was looking for . . . and the Jimmy Gerraty's are enjoying their new home in Lakewood.

Jimmy Laggan returned from lunch one day carrying a big electric train. He has deposited it in his basement, polished up the rolling stock and is reading biographies of Commodore Vanderbilt and Jay Gould. His plans for a railroad empire are extensive enough to fill up the basement—to his wife's disgust. Jim says it's all for his boy. You can imagine how much chance the kid will have to play with it . . . Dot King finally broke down and had her long blonde tresses cut. Mary Travers' hair also felt the razor's edge. It's the new look in hair styles. Our office is right on the beam.

To show the boss how interested she is in railroading, one of the girls in the Interline Bureau has developed a noteworthy sneeze. Whenever he is near her desk she takes a deep breath and cries "Ah Choo-Choo."

Now and then a check is made to determine the standings of the Accounting team in the Erie Bowling League. Sad to relate, at this date the team is in tenth place and since there are only twelve teams in the league you can draw your own conclusions. But don't sell them short. With a few good breaks such as a major epidemic in the league, Cas Jaczynski's face will be shining like a neon sign . . . Gloria Thiele and husband Don are enjoying the television set which was installed in their home . . . George Arlington has been working hand-in-hand with Lady Luck recently. First he won a turkey

Moscow humorous publications are told that their jokes are not funny enough. For example, the one about western capitalism slipping on a banana peel failed to explain what a banana was.

January, 1950



in a Thanksgiving Day raffle, then he won a traveling bag via New York . . . Betty Patch is giving the women bowlers of the railroad league a mark to shoot at. She holds high score this season . . . Good luck to Frank Kuderna as he begins his professional singing career. He left the company and is currently appearing at Borsellino's . . . Mary Ann Kocsis' home was the scene of a friendly get-together by the younger set from the office, Ann Marie Mark, Ray Roginski, Bernice Sabovik, Peggy Vargo and a host of others. Those with a yen to sing formed quartets while the less talented danced. A couple of characters ate everything in sight and then raided the icebox.

Newest fad to grip the gals is the weaving craze. Have you noticed the exquisite crocheting and needlework done by Marie Kalman and Lora Lee Lemphig? The girls all admire their attractive work. Edith Manley can whip up Argyle socks with amazing rapidity and Rosemary Toomey can toss off intricate scarfs with aplomb . . . Congratulations to W. McMullen on his new assignment as traveling auditor. Mac is the type to make a capable T. A. His boundless energy will make him just the man for the job . . . A. C. Roscelli has been appointed special representative and co-s in the Overcharge Claim Bureau presented him with a handsome brief case. Chief Clerk N. A. Scharf made the presentation and the reception given Ross was a demonstration of the affection and esteem in which he is held by associates. His vacant post of claim investigator has been filled by Nick La Barbera, who we know will do a good job, and Nick's position in turn has been taken by

A popular bachelor decided to reform. The first day he cut out cigarettes. The second day he cut out liquor. The third day he cut out women. The fourth day he cut out paper dolls.

UNION MADE

Lee

OVERALLS

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Trenton, N. J. Minneapolis, Minn.
South Bend, Ind. Salina, Kans.

OBITUARIES

Frank J. Nadolski, Salamanca, machinist (ret.), service 35 yrs. died 12-2-49.

John Engelsch, 67, Hornell, pipefitter (ret.), service 30 yrs., died 11-21-49.

Fred Patton, 58, Susquehanna, car dept., service 30 yrs., died 11-30-49.

Andy Kaufman, Huntington, carman (ret.), service 29 yrs., died 11-30-49.

John Lang, 72, Buffalo, engineer (ret.), service 51 yrs., died 11-23-49.

John R. Strauss, 82, Meadville, machinist (ret.), died 11-23-49.

Louis Bessinger, 86, Hornell, machinist (ret.), died 11-30-49.

Martin Farragher, 70, Girard, conductor (ret.), died 10-27-49.



Winegar

C. D. Winegar

Clark D. Winegar, 85, retired veteran Erie Railroad engineer and member of the Meadville Chapter, Erie Veterans Association, who received his diamond button about 1940, died Nov. 21 at home in Meadville.

Born-March 12, 1864, he entered service Sept. 1, 1883, and was promoted to engineer Dec. 23, 1889. He retired May 23, 1934.

He was a member of the Brotherhood of Locomotive Engineers and served as an officer of that lodge.

G. W. Doane

George W. Doane, retired (1938) Susquehanna division road conductor, died Nov. 5 at home in Hornell.

He was a member of the Order of Railway Conductors and the Erie Veterans.

G. H. Cole

Guy H. Cole, 80, former Susquehanna division locomotive engineer, died Nov. 13. He had lived in Hornell for the past 50 years.

Mr. Cole retired in 1938 after nearly 40 years with the company. He was a member of the South Side Baptist Church and the Brotherhood of Locomotive Engineers. He had served as chief of the local lodge for 18 years before retiring.

G. Hazelton, Sr.

George Hazelton, Sr., 82, former Delaware Division locomotive engineer, died Nov. 26 at home in Port Jervis. He had lived there 55 years and had been employed by this company about 50 years.

J. F. Jackson

John F. Jackson, of Avoca, Pa., a conductor on the Erie for a quarter of a century, died Nov. 12 of a heart attack after only a few hours' illness.

Mr. Jackson, a resident of that community all his life, was a member of St. Mary's Church and the Brotherhood of Railroad Trainmen.

C. J. McCarter

Cyrus Joseph McCarter, 64, of Riverdale, N. J., a patrolman on the Erie 26 years, died Nov. 2. He had been suffering from a heart ailment the past three years. He was a member of St. Francis Knights of Columbus.

F. J. Watson

A heart attack on the last day of his vacation claimed the life (Oct. 2) of Frank J. Watson, veteran Erie station agent at Goshen, N. Y. He was stricken and died in his home at Harriman just after noon. He had not been ill previously.

Mr. Watson, an Erie employe 40 years, had been station agent first at Tuxedo Park, then at Harriman (where he had lived about 30 years) and at Monroe before being moved to Goshen two years ago.

He was a past master of Standard Lodge, F. & A. M., a past patron of Hawthorn Chapter, O. E. S., both of Monroe, and past grand lecturer of the Orange-Rockland District, O. E. S.



Staley

E. A. Staley

Edgar A. Staley, 67, Mahoning Division passenger engineer, died Nov. 15 of a heart attack while visiting a tailor shop. He had left his home in Meadville only a few minutes before, apparently in good health.

The veteran engineer, a lifelong resident of Meadville, was at the throttle of trains 5 and 6 for many years between Meadville and Kent. He started as a fireman when he was 21 years old and was in his 46th year of continuous service. Several times he was cited for his excellent handling of trains, being known as an engineer who could make up time consistent with safety.

A requiem high mass was sung Nov. 18 at St. Agatha's R. C. Church, with interment in the church cemetery. Among the bearers were four fellow Erie engineers, Lloyd Hoffman, Boyd Harter, Samuel Stainbrook and Carl Cheney. Representing the Taylor-Hope Hose Co., of which Mr. Staley was a veteran member, were Fire Chief Charles Smalenberger and Thomas Hayes.

J. J. Gibbons

John J. Gibbons, 79, of Port Jervis, a retired Erie conductor, died Nov. 20 after a long illness.

A native of Hawley, Pa., Mr. Gibbons first worked on the Erie canal and later became an employe of the Erie Railroad. He retired in 1935.

Mr. Gibbons was a member of the Knights of Columbus and the Brotherhood of Railroad Trainmen.

Bill Mitchell, another noteworthy on our staff . . . Clare Lenahan is not one to let herself get into a rut. After years of drinking coffee in the orthodox manner, she decided to pour hers into her lap one morning. The effect was sticky but colorful. The Junior G-Man award was presented to "our hero", Dave Kievit, for his

help in apprehending a group of criminals. He was near the scene of the crime when the gendarmes arrived and he pointed in the direction of the fleeing gunmen. Dave is becoming quite a sleuth but modestly disclaimed any credit. He says it is the result of studying the methods of famous detectives like Sherlock Holmes and

Sam Catchem. Such alertness and presence of mind are worthy of commendation . . . Marie Stelmack is on the sick list after undergoing a tonsillectomy. However, some consolation may be derived from the fact that this happened at a most opportune time as her boy friend decided to have his tonsils clipped at the same

time ... Virginia Mackey surprised us all when she came in one morning with the third finger, left hand, properly adorned. She has been blinding us ever since with the solitaire she received from Harlan Martens . . . Glad tidings were sent to our retired folks at Christmas by Jack Fletcher and Sam Bergson. We were glad to hear from so many of our retired friends . . . We are pleased that Catherine Armentrout's mother is on the road to recovery after a serious illness . . . Our sincere sympathy to Agatha Fleck whose brother died suddenly Nov. 24 . . . Reports come in from all directions that a good time was had by those who attended the B. of R.C. dance Dec. 16.

Those who celebrated five-year Erie birthdays last month received annual passes. All were filled with pride—and with good reason . . . Several folks who have been out to see Al Meister report he is making steady progress toward complete recovery and expects to be back soon . . . Salley Weitendorf was obliged to take time out for an operation but she is recovering satisfactorily and we hope to see her back soon . . .

Congratulations to Jack Fletcher on his appointment as traveling accountant. Jack has already demonstrated his capabilities and we wish him every success.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU
C. L. O'Neill

Your reporter gives thanks to everyone who contributed news items the past year and hopes all of you will help make this column more interesting this year.

We are glad to see John Wilson back at work. John accidentally put his hand through a window and cut the artery in his arm.

We were sorry to hear of the death of Eleanor Sullivan Feeney's mother.

Dominick Hoey, who resigned recently and is going to school under the G. I. Bill, was married last September.

We are glad to have Irene Adamkowski and Teddy Gaidis back with us. Both were furloughed for some time.

Someone is taking auto hub caps out of Chiccone's desk. "They take them faster than I can pick them

up", he says. Does anyone have any hub caps that are not in use?

Congratulations to those who have Erie service anniversaries this month: J. C. Backman, 27 years; E. P. Shanley, 25 years; P. J. O'Brien, eight years; D. Moffit, eight years; A. P. Regan, seven years; W. E. Lund, six years; W. Figundio, seven years; Anne Meigh, six years.

Bowling Manager Roach reports the team is in great shape and with the addition of Teddy Gaidis, they are willing to face any opposition

AUDITOR OF DISBURSEMENTS

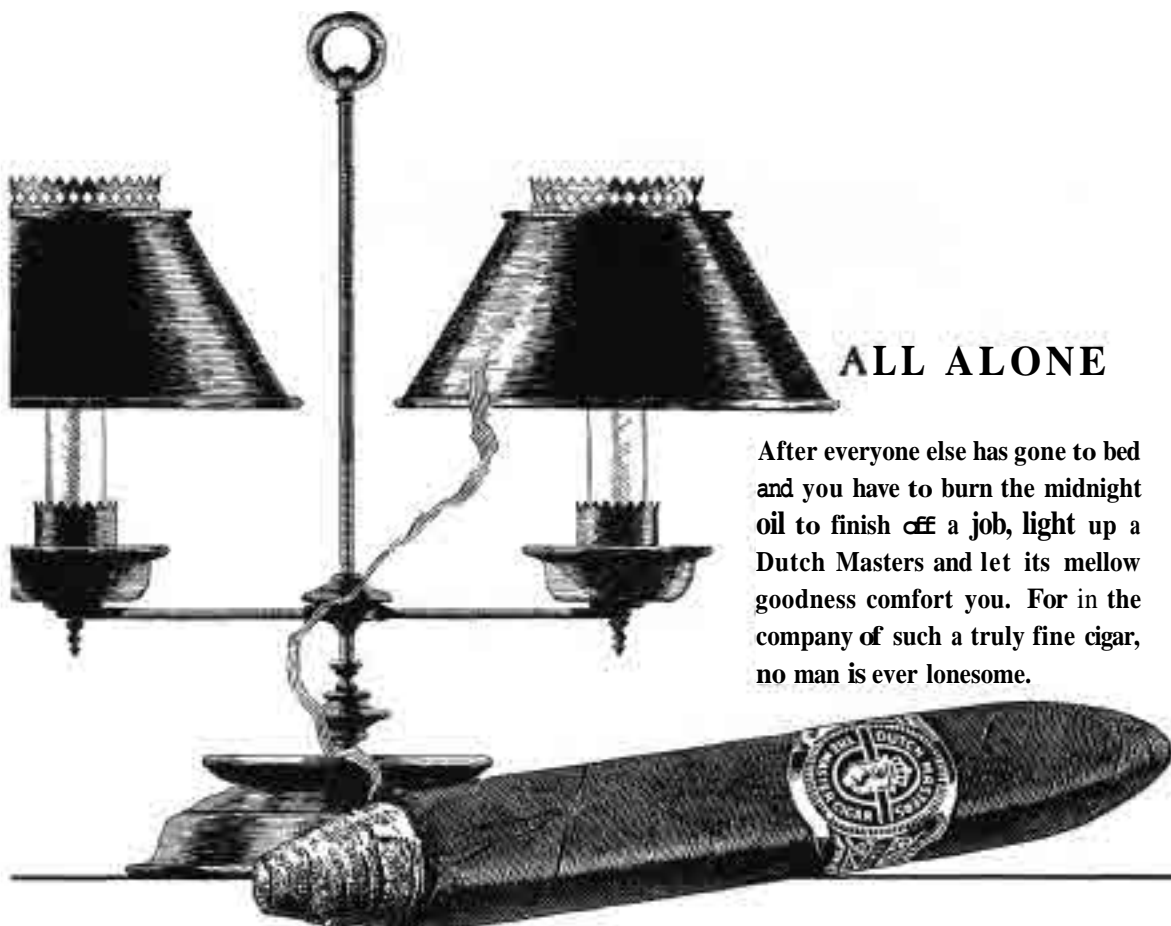
F. Small

The Nicholsons, Edith and Joe, are a happy family of three with the recent arrival of a five pound baby girl, Judith Ann.

Dorothy Seaburn was presented a farewell gift check from the office on her last day of work. She resigned and became a full-time housewife.

Ann McCarthy enjoyed a "South of the Border" vacation in Mexico, stopping at Monterey, Acapulco, Mexico City, Pueblo and other picturesque towns most of us only read about.

There's no need for fluorescent



ALL ALONE

After everyone else has gone to bed and you have to burn the midnight oil to finish off a job, light up a Dutch Masters and let its mellow goodness comfort you. For in the company of such a truly fine cigar, no man is ever lonesome.

DUTCH MASTERS CIGARS

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 Years
Theodore Alward	Car Inspector	Port Jervis	Delaware	9-28-49	68	39
George H. Babcock	Clerk—M. of W.	Salamanca	Allegany	11-11-49	53	31
George C. Bohler	Boilerwash Foreman	Marion	Kent	11-30-49	65	31
John E. Decker	Trackman	Cochecton	Delaware	10- 6-49	66	28
James Ferraro	Section Foreman	Sus. Bridge	Buffalo	10-25-49	67	32
Harry G. Gates	Structural Steelman	Port Jervis	Engineering	12-15-49	65	23
Samuel M. Glover	Stationary Fireman	Meadville	Mahoning	11-14-49	66	32
Gus N. Gongas	Agent-Operator	Geauga Lake	Mahoning	11- 1-49	65	35
Harry R. Gibson	Engineer	Youngstown	Mahoning	10-14-49	69	34
William Junger	Agent	Tuxedo	New York	11- 7-49	69	48
Thomas D. Jones	Car Inspector	Binghamton	Susquehanna	11- 1-49	69	41
Albert C. King	Welder	Meadville	Mahoning	10- 3-49	58	34
David G. Kerswill	Boilermaker Helper	Meadville	Mahoning	11- 8-49	68	31
William J. Langdon	Carpenter	Marion	Kent	11- 1-49	73	28
Andrew C. Larson	Architec. Draftsman	Cleveland	Engineering	11-30-49	80	28
James V. Latham	Car Repairer Helper	Port Jervis	Delaware	10- 4-49	67	34
William F. Magee	Chief of Pass Bureau	Cleveland	Executive	12-31-49	65	50
Hugh A. McAllister	Assistant to President	Cleveland	Executive	12-31-49	68	9
John Morse	Machinist Helper	Hornell	Susquehanna	11-11-49	53	29
William J. Moynihan	Track Supervisor	Elmira	Susquehanna	11-15-49	52	36
Paul Palka	Machinist Helper	Meadville	Mahoning	11- 7-49	62	25
Clarence M. Roberty	Conductor	Port Jervis	Delaware	10-31-49	65	46
Vern N. Stahl	Passenger Conductor	Huntington	Marion	11-17-49	65	39
Fred R. Stainbrook	Machinist	Meadville	Mahoning	4-29-49	56	22
Louis Tarapacki	Boilermaker	Buffalo	Buffalo	10-24-49	61	27
William W. Thomas	Machinist	Meadville	Mahoning	10-27-49	65	34
Victor B. Wiell	Carman Helper	Jersey City	New York	11- 3-49	52	22

lighting in the office since Marge Kish received a diamond engagement ring from Edward Cieslak in November.

With atomic power the Erie Deadwoods have blasted their way from tenth to ninth place in the bowling league standings. Keep up the fine work fellas.

Sincere sympathy is extended to Marion Studeny on the death of her father, Ralph Colombo, and to Ferg Small on the death of his brother George, of Paterson.

We welcome back Dolores Braun who was recalled from furlough.

HORNELL ACCOUNTING BUREAU

Fred Petersen and Watson Walden recently visited in New York City.

George Hussong and Margaret Wallin were married Thanksgiving Day. They were in Philadelphia on their wedding trip and attended the Army-Navy game.

Bill Moore and Paul Smith were among the more fortunate hunters. Each shot a buck.

Carolyn Benson and Mary Recktenwald attended the Army-Navy game at Philadelphia. Understand Mary lost her hat betting on Navy.

MARION DIVISION

MAINTENANCE OF WAY

Maralene Trainer

Assistant Chief Clerk A. C. Smith recently gave his only daughter Pauline in marriage to Fred Berggren of Lafayette, Ind. Congratulations are extended.

Sorry to learn of the recent illness of the wife of Plumber J. C. Reeb, Huntington.

Track Supervisor P. B. Schneck spent his vacation in Florida and returned by way of Rochester, N. Y.

Track Supervisor W. H. Leatherman, Lima, has returned to work following a vacation.

Sympathy is extended to Section Foreman J. O. Alger and family on the death of his brother.

A. N. Burgett, retired track supervisor, Huntington, and wife left recently to spend the winter in Florida. We were sorry to learn of the illness of his sister in St. Thomas, Canada.

TRANSPORTATION

H. V. Welker

The J. F. Wilhelms have returned to Huntington after a holiday visit with their son Ivan and wife in New Orleans. Ivan is a student at Tulane University.

After 12 weeks of play in the first half, the Dispatchers team and the Car Shop team are tied for first place in the Erie bowling league with 23 wins and 13 losses each. M. F. Vagas holds high single game with 254 and Vic Weinley high three-game series with 621. H. V. Bailey is leading the field in individual averages with 177.

14TH STREET, CHICAGO

Chris Hardt

Clarence Graham, veteran caretaker, proudly invited us to a recital Dec. 4 at Wendell Phillips Auditorium, under the auspices of Talent Incorporated, which presented his daughter, Mrs. Marion Graham Lewis, contralto.

R. J. Meek, assistant agent, spent Thanksgiving and the week end with his family and relatives at Utica, N. Y.

Celebrating recent birthdays with three pound boxes of chocolates were Edna White, E. C. Wise and Leo Gonyea.

Mr. and Mrs. Carl Pohrte are proud parents of their third son.

Mrs. O. T. Lee is visiting with relatives in California.

Congratulations to Wanda Danner Kelly on the birth of a baby boy Nov. 8.

Wra Goode of the cooper department suffered severe burns about the head and arms, apparently from a flash fire due to defective wiring, while she was connecting an electric toaster. We sincerely hope she will have speedy recovery.

Mack, veteran watchman, recently visited with Ted Topel, retired delivery clerk who has been ill for some time. Ted wants all his buddies to know he would welcome a visit.

The ladies at this station got together at the home of Ronnie Bradley and surprised Jerry Lessig with a bridal shower. Jerry and John F. O'Brien were married Nov. 26 and the entire office force was invited to the reception. It was a happy occasion.

HAMMOND CONSOLIDATED OFFICE

Grace Martin

We sympathize with Frank Harris,

patrolman, who was called to Birmingham, Ala., recently because of the death of his brother Charles, prominent real estate dealer. An elder in Ensley First Presbyterian Church, Charles was a past district governor of Kiwanis and active in civic affairs. He traveled extensively in the interest of Kiwanis and we met him on one of his trips to the Chicago territory. And so the world has lost another worthwhile citizen.

Sympathy also is extended to Norma Eckhart, car record clerk, on the death of her father, William Linder.

John Michulas, assistant to division car foreman, and wife recently entertained Mr. and Mrs. Forest Main and Mr. and Mrs. L. Rogers, car foreman and supervisor, respectively, for the Erie at Salamanca.

General Yardmaster J. J. O'Connor and wife recently visited with their son-in-law and daughter, the David Browns, in Columbus, Ohio, and of course, Susy and Pat, granddaughters.

We miss Lynne Brown, typist, who is recuperating from a recent illness, and we welcome to our force Angelina Stachelski, typist. We wish Lynne speedy and complete recovery.

Bill Martin, elder son of this correspondent, went hunting on opening day (Nov. 10) with three companions. Bill bagged a pheasant and three rabbits. It was his first hunting trip and the first pheasant ever to enter the Martin household. They felt like aristocrats sitting down to a pheasant dinner. The tail feathers now adorn Bill's dresser.

Mr. Stork delivered a fine baby girl to Fireman E. E. Stahl's home Nov. 12. He has made five other deliveries to their address. We congratulate the Stahl family as they welcome this new member to their fold.

Now that the football season is over, wonder how Marie Soley, typist, will spend her days off.

We were all a-twitter recently over the numerous changes and promotions of Erie officials. We disliked to lose our assistant superintendent, F. J. Mulligan, but are happy now that he is our superintendent with headquarters at Huntington. We don't feel we have lost him completely as we know No. 5 arrives at Hammond promptly at 4:20 every afternoon and about 4:25 most any day we can expect to see him. We believe he grew quite fond of either Hammond or our new yard office during his assignment here.

We welcome E. J. Robisch, our new assistant superintendent, and wish him the same measure of success as his predecessor enjoyed.

Although we have pried and inquired direct, Lloyd Connole, chief clerk, refuses to tell how he spends his days off. We feel Lloyd could furnish an interesting item now and then, but he is the modest type and

"YOU NAME IT"

Vel, kitz, 1950 yet! How you like it so far as id gose? De Olt Brofessor likes id so vell hees gonna go easy mit all your marks for a vile und allzo bring back to de class tree dopes dot vuss expelt from school und leaf vun lowlife dot has neffer yet got a sinkle anzer gorrect oud of solitary. Answers on page 30.



1 It's on the Erie, and it's a long way down to the ground.



2 On the Erie, too. Where is it is what we want to know?



3 Stop! This is not the Erie! But what do you think it is?

if we are to report any of his social activities, guess we'll have to stumble on to them ourselves. No cooperation.

E. G. Lukow, relief clerk, wife and two small children spent Thanksgiving with mutual friends at Champaign, Ill.

Conductor Elmer King and wife, accompanied by Relief Clerk Wilbur Bobst, spent ten days hunting deer at Sioux Narrows, Canada. With Mrs. King along, the men had to act civilized, so they put up at a hotel (Elmer prefers a log cabin). We kidded Elmer so much about his trip last year that he drove up to the office, before going home, with a 200-pound deer strapped to his car. After a minute examination of the animal, we conceded it was a real deer and not a Bar X steer.

GEN. SUPT. OF TRANSPORTATION

Ella Carpenter

It's a girl, Judy Ann, for the Joe Nicholsons, Jr., born Nov. 20. Also a girl for the John Bremers, Julie Ann, born Nov. 21. Both papas proudly passed cigars and candy.

A phone call from the new mama herself (Mrs. Phillips Darby, the former Mary Lou Ramsey) brought the news that Cynthia Louise is the name chosen for her baby, born Dec. 1.

We enjoyed a visit from our for-

mer co-worker, Herb Stier, now living in Port Jervis.

Best wishes to Jeannette Good (former correspondent) and Bernice Rizer who left us to become full time homemakers.

Johnnie Hills spent a recent vacation on Miami's shore and toured as far south as Key West.

Irene Canterbury spent her vacation at Knoxville, Tenn., gateway to the Great Smoky mountains.

Jean Brady registered at the Barbizon-Plaza in New York and spent two weeks shopping, sightseeing and attending as many shows as possible. The metropolis also beckoned Margaret Jendrus, key punch operator, who managed to see several popular shows and other sights over Thanksgiving Day and the week end.

Sorry it can't all be good news, but Mrs. Baird caught her hand in the clothes wringer. Fortunately, there were no broken bones and we are glad to report it has healed considerably.

Our sympathy to Gale Farron on the loss of his grandmother.

Good luck to Charlie Metcalf who has moved into his new home in Avon Lake.

FREIGHT CLAIM

Joe Revana

The various decorations in our office as well as the Christmas tree

were put up by Mary Grace Gabriel, Dorothy Connelly, Jean Breese, Art Manasia and Ray Gillick.

Bernice Zoldak made her television debut over WEWS.

The new electric clock and calendars brighten up the place.

It's another boy (Thomas) for the Torsneys . . . Johnny Mitchell was re-elected president of the Pickwick Lodge, No. 885, and Art Manasia as sergeant-at-arms . . . Our sympathy to George Dooley on the recent death of his mother . . . We were shocked when Alex Stevens, fellow employe, passed away suddenly Dec. 5. His witticisms and pleasing personality made him tops . . . Bob Spencer, Medina mauler, was the recipient of a new pair of snowshoes. Must get pretty deep out there . . . On a recent Monday morning we thought we had two new employes, but after the smoke had cleared, they turned out to be Ann Novotny and Alice Oprazadek with new hair-dos . . . The pinochle club has branched out. A new crew, Dick Diehl, Jack Torsney, Ed Richley and Harry Mahan can be found concentrating on the pasteboards every lunch hour . . . Whoever said vaudeville is dead ought to get a look at Chick McHugh going through his softshoe shuffle and old-time song hits.

Newest addition to the force is Bill Yamer, from the treasurer's office.

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NEW TIMER FOR AN OLDTIMER



ANDY LARSON & FRIENDS*
A standing order to Yonkers

Andrew C. Larson, who retired Nov. 30, is a genius with wood. He can work and finish wood to an incredible nicety. An architectural draftsman in the Erie's Department of Structures, Andy, now 80, had a long career in wood before he came on the railroad. He was born in Yonkers, N. Y., and as a young man he sailed with his parents for their native Denmark and worked as an apprentice there to his father in the wood-working and lumber business. Soon he started a woodworking business of his own. Then he married Thora Svenson. His genius with wood was

recognized when he was hired as instructor in Danish technical night schools. He taught in Denmark for ten years.

In 1910 the junior Larsons returned to America and Andy began a new career—architectural draftsman. A success from the first, he worked with several firms and then came on the Erie in 1922 as an architectural draftsman. He served Erie for 27 years where his skill won him high praise and his kindness won everyone's heart. Here's a standing order to Yonkers for two dozen more just like him.



**OUR FRIENDS ON
THE ERIE**
*will recommend us to you for
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MARINE

Jess Baker

Our office has had a face lifting. Mr. Roderick, our superintendent who planned it, and Paul Knapp, master mechanic and forces who built it, are to be congratulated on a beautiful job. The way the office is laid out, it is efficient to the nth degree.

Al Rowe, wheelsman on the **F/B Arlington**, was in the Marine Hospital on Staten Island, but is home now, feeling fine.

Capt. Nick Zuvic picked the last two weeks in December for his vacation and Capt. Andy Carney took the same time. Maybe they went fish-

* Left to right, Homer Dise, retired engineer of structures; I. H. Schram, chief engineer; C. A. Roberts, engineer of structures; Mr. Larson; J. J. Tibbets, designer; W. R. Marshall, assistant engineer of structures; H. A. McAllister, architectural designer.



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Explain fully about your course marked X:

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

Name _____ Age _____

Home Address _____

Occupation _____

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ing in Florida.

John H. Tierney, engineer on the tug *Scranton*, killed a four-point buck up on Bear Paw trail in the Ramapos this season. Venison for Christmas, what could be better?

William Marsh, oiler on the tug *Shohola*, broke his ankle and will be laid up several months. Bill will appreciate letters from our men.

William Canterbury, barge captain, is in the Veterans' Hospital in the Bronx, recuperating from an illness. He was in the South Pacific during the war. Bill would like to hear from the boys, if they care to write.

SUSQUEHANNA DIVISION

HORNELL BACKSHOP & ROUNDHOUSE

R. L. Hammond

Congratulations to Joseph Eiband, retired laborer, and wife who recently celebrated their 25th wedding anniversary.

We welcome back David Henry, Jr., who has been working in the local superintendent's office.

Charles R. Taylor of the Signal department at Cleveland gave an interesting and educational lecture to our supervision and employees (Nov. 15 and 16) on the subject of signals and signalling. He referred to conditions in England today and what might happen in our own country. He ended his talk with the motto "Comparison proves," and said: "After comparing socialism, communism or any other ism with our American way of life, I fail to see how you or I can accept anything but our good old American democracy." Supt. A. W. Baker and staff attended one of the lectures.

MAINTENANCE OF WAY

Frances Carroll

The annual Christmas party for clerical employees and supervision in the Hornell passenger station building, freight office and car department and their guests was held at the Country Club Dec. 12. Fred Condon was song leader and S. J. Glover acted as master of ceremonies. There



were solos by Mrs. Fred Condon and Mrs. J. R. Ebert. E. W. Anderson provided much enjoyment with his portrayal of Santa Claus from Sweden. Dancing followed the distribution of gifts. Members serving on the committee were Helen Glynn, Loretta Donnellan, Frances Carroll, Mrs. Gretchen Havens, S. J. Glover, E. B. Pike, J. T. Carney, D. F. Smith and Bob Bishop.

We are glad to report that Milt Ferry is improving and expects to be back with us soon.

R. H. Jordan acted as toastmaster

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"YOU NAME IT"

ANSWERS TO PUZZLES ON PAGE 27

1. Railfans on excursion of Oct. 9, 1949, lean cautiously on the guard rail of towering Kinzua Viaduct on the Bradford division. Photo by W. George Thornton.
2. Ornate cast iron cupola ornament on the long Erie freight and passenger station at Saegertown as it appeared in (just a moment and we'll give you the exact date . . . yes, here it is) Oct. 31, 1908.
3. Scrap heap on one of the U. S. Military Railways during the Civil War. Visible are a long-pointed "cowcatcher" and an ornate wooden locomotive cab of the Solemn Sixties.

at the dinner for W. J. Moynihan in Elmira and everyone thought Ron did a fine job.

Robert Pike, son of Earl B. Pike, chief clerk is convalescing at home following a major operation in Rochester recently.

A Boston baby boy whistled the day he was born, which was very mature of him, besides being a pretty compliment to Boston nurses.

Erie Railroad Magazine

ELMIRA, N. Y.

J. F. Gill

W. J. Moynihan, track supervisor, retired after 36 years with the company and was honor guest at a testimonial dinner at the Langwell Hotel Nov. 30. About 175 attended.

We welcome Joseph F. McCarthy as track supervisor and A. J. Macones as chief clerk to the division freight agent.

J. W. Bowen, chief clerk of the Revision Bureau, was in Paterson, N. J., recently.

We are glad to see Arthur Terpolilli back at work after an operation.

Frank McCarroll, baggage agent, has moved into his new home in Wellsburg.

BUFFALO DIVISION

BUFFALO, N. Y.

Ruth Nise Munger

R. J. Pinkney, third trick operator at River Junction, extends his appreciation to fellow workers and friends who sent flowers and cards on the death (Nov. 22) of his wife.

Best wishes to John V. Cosman, freight house foreman at Niagara Falls, on his recent retirement.

We welcome Jean Conway and Marion Murphy as extra telephone operators.

During the hunting season, Al Kreiger and Mike Morley each shot a deer. Mike's weighed 153 pounds.

BUFFALO MACHINE SHOP

Frank Halbleib

We extend sympathy to the family of Louis D. Castor, retired air brake inspector, who died recently.

Fiore Parenti, boilermaker helper, retired Dec. 1.

Walter Christ, report clerk, went on a hunting trip during his recent vacation. He boasts of shooting a deer, but we hear it was killed by an Erie train instead.

EMPLOYMENT

DUANE STREET, NEW YORK

V. T. Bustard

We extend sympathy to Mrs. F. B. Wildrick on the sudden death of her mother on Thanksgiving Eve.

Mrs. H. E. Kelly attended the football game at Princeton between the Tigers and Dartmouth. Although the team she was rooting for lost, they played a great game. Her son Bob is a senior at Dartmouth.

Four members of Jack Hazzard's family now attend school. His daughters are going to elementary school and his wife to college.

WYOMING DIVISION

DUNMORE CAR SHOP

W. C. Eshelman

Robert O'Hern, retired foreman, paid a visit to the gang before returning to his winter home in Florida.

Wedding bells rang out for Clin-

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CHICAGO 11

ton Ilges, carman helper, recently.

Sympathy is extended to the families of Francis Summa, carman, and Thomas Davis, watchman, who died recently.

We welcome Arthur M. Kroger, who has been foreman at Port Jervis, and wish him success in his new assignment as wreckmaster at Avoca.

John Borthwick, machinist apprentice, is one of the few bear hunters in the shop, but his recent tramp through the swamp proved useless as he saw neither hide nor hair of any bear.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

Mary A. D. Meyer

Best wishes to Frances Terhorst on

her engagement to Donald Campbell, traveling passenger agent.

It's a boy for the John McBrides (Ann Englese), born Nov. 28.

The death of Claire Fitzgerald McLaughlin was a shock to her many friends and co-workers. We extend deep sympathy to her family.

A belated welcome to Barbara Coan, stenographer-clerk.

A. P. Cormann, general yardmaster, Croxton, passed cigars Dec. 1 and announced that he has become a grandfather on the birth of a baby boy to his daughter Jane.

It used to be news when someone bought a new car, now it is a television set. Joe Cubby has done better—he has bought both.

(Continued on page 34)

ERIE RAILROAD



GENERAL OFFICES, MIDLAND BLDG., CLEVELAND 15, OHIO;
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A. M. MONAHAN, General New England Agent, Boston.
H. B. ROGERS, General Live Stock and Agricultural Agent, East Buffalo.
C. R. MARTIN, Freight Traffic Manager, Cleveland.
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H. W. GRAY, Assistant General Freight Agent, Cincinnati.
C. E. KING, Assistant General Freight Agent, Pittsburgh.
C. G. ANDREWS, Assistant General Freight Agent, Youngstown.
R. E. O'GRADY, Assistant Vice-President, Chicago.
J. A. RUSSELL, Western Traffic Manager, Los Angeles.
C. V. HARROW, Freight Traffic Manager, Chicago.
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J. P. ALLISON, Asst. Gen. Mgr., Western Dist., Youngstown.
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C. K. JAMES, Asst. Supt. Motive Power, Cleveland.
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J. J. McGILL, Asst. Supt. Lighterage, New York Harbor, New York.
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Drawn especially for Erie Magazine

NEW YORK DIV. CONTINUED

Election of officers for the New York Division Welfare Association, held Nov. 15 in Washington Hall, Paterson, resulted as follows: A. B. Cohen, president; W. Budd, vice-president; Antoinette Geerinck, treasurer; Mary Quinn, secretary; E. F. Bunnell, B. S. Reed and F. M. Sportelli, trustees.

This correspondent recently vacationed in San Francisco and Las Vegas.

PASSAIC, N. J.
Anon

The office force enjoyed the usual festivities on Arthur Bell's birthday.

Washing machine Charlie is having difficulty securing soap for his new project. We have several big firms analyzing soap that will not injure the hands, which we hope will eliminate Charlie's complaint.

Our genial cashier, M. V. Montagano, sang the usual Christmas carols. We understand he has a tremendous following in Passaic County.

PCRT JERVIS, N. Y.

W. J. Fitzmaurice

The Erie is represented in the "B" bowling league by D. M. Raney, W. F. Wilson, D. W. Lockwood, C. E. Maahs, R. Burns, H. S. Trenholm and W. E. Smith. Also a couple of spares, just in case.

Retired Signalman Helper George H. Fordyce and wife are wintering in St. Petersburg.

We gladly welcome Supt. H. A. Bookstaver back on the division. No pilot service will be required here.

Capt. C. H. Pageler, police department, and wife have moved to their new home in Chicago.

We will miss our genial and popular claim agent, Ted Wynne, and wish him the best of luck at his new post in Marion, Ohio. To him and his family, the latch string will always be out.

We welcome A. L. Gall as claim agent. Understand the bowling boys have already signed him as another spare.

Best of luck and congratulations to General Foreman Walt Smith on his promotion to track supervisor at Campbell Hall.

T. R. Murphy, former trainmaster on this division, was a recent caller. He is trainmaster on the N. Y. S. & W. at Paterson.

JERSEY CITY FREIGHT CAR

Bill Downes

Morris R. Trent of Penhorn shop had a successful hunting trip in the Maine woods. It is reported he got a doe and six bucks.

We extend deep sympathy to Felix Lipski, laborer, whose father died Nov. 29.

We welcome back Walter Pietruszka, assistant wreckmaster, after a leave of absence on union business.

NEWARK, N. J.

Elsie Smith

General Clerk Helen S. Ryman is recuperating at home following an operation. We hope for her speedy recovery and return to work.

J. F. Mazeroll, foreman, comes to work in style in his new Hudson.

We welcome into our organization Howard Buckner, first trick operator-clerk.

Carol Voellmy, demurrage clerk, attended a reunion of her military unit in Boston.

Understand James Hanna of the general agent's office has become a political leader in his home town. When you need a manager of that kind, contact him for good results.



We love dogs. Always had dogs in our family.

Not us. So far we've had only humans.

Erie Railroad Magazine

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.

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