INETY-FIVE per cent of those who answered the recent Questionnaire for Employees clearly indicated they are interested in safety, safety education and articles about safety. The remaining five per cent were not. This is most discouraging.

On the other hand, the 1946 figures show that the Erie had fewer personal injuries per million man-hours than any other Eastern railroad. This means that the Erie is a pretty safe place to work.

Also, considering train accidents, Erie had fewer accidents per million locomotive miles than any other Eastern railroad. Our record was three times better than the lowest one on the list.

These are both records to be proud of and you are to be congratulated on your accomplishments.

But it is the small group who are not interested in safety that gives us the greatest concern. I cannot imagine why any person would not be interested in his own safety. He owes it to himself, his family and his fellow employees to be careful in his work. The man who doesn't believe in safety is just as dangerous to others as he is to himself.

With your help perhaps we can find and convert these few who disregard safety and endanger others. It is to your interest to see that fellow employees practice the right safety habits. As protection for our employees we want only safe workers in our organization. We want the kind of employees who think about safety while on the job—those who are alert to keep themselves as well as others from being injured and do everything possible to prevent an accident of any kind.

We sincerely believe in the slogan “Safety First.” It is not fair that employees who are safety-minded should run the risk of working with someone who is not. We need your help to convert and train this small group. If we cannot convert them or teach them how to be safe in their work, please help us to place them in jobs where they will not get hurt or cause others to be injured.

[Signature]
WHISTLES IN THE NIGHT

I wish to pay tribute to the four members who constitute a majority of the City Council of Bakersfield, California, who voted down an ordinance which would have required locomotive engineers not to blow their whistles after dark within the city limits. There is nothing like a locomotive whistle to make a boy restless. For about a century this country has profited by the exertions of boys who listened to locomotive whistles at night, dreamed of going into the great world and becoming famous and wealthy and doing good to their fellowmen and being respected and honored, and sooner or later made the attempt. How many pulses, in how many country towns, this loud nocturnal music has set leaping. Some of us could talk of the midnight train to Montreal, and some of the 2 a.m. to Chicago or San Francisco, or the 3:10 a.m. to Philadelphia and New York. Most of us found out long ago that following the whistle did not lead to the fulfillment of all our dreams. Many of us must now and then have a homesick feeling for the old towns we left. But the memory of the whistles thrills us yet.—A Fair Prospect. © Nation’s Business.

There is nothing to take a man’s freedom away from him, save other men.—Ayn Rand

FLOWERS OF REMEMBRANCE

Won’t you “honor the dead by helping the living?” Won’t you wear a Buddy Poppy on Memorial Day? The sale of these memorial emblems is conducted nationally each year by the Veterans of Foreign Wars to raise relief work funds. This spring the V.F.W. is celebrating its silver anniversary sale. The Buddy Poppies are made by disabled ex-service men patients in government hospitals. The proceeds from their sale are used to aid disabled and needy war veterans and their dependents. A portion of the proceeds is allotted to the V.F.W. National Home for Widows and Orphans of Ex-Service Men at Eaton Rapids, Mich.

Won’t you help to “care for him who has borne the battle and for his widow and orphan” and wear a Buddy Poppy on Memorial Day? If you really care, prove it in this small way and honor the memory of those who gave so much.

WEAR A BUDDY POPPY

On the Cover

From the wheelhouse of Erie’s diesel tug Scranton in the East River, Captain Nick Zuvic talks to Tug Dispatcher George Schermhorn at Jersey City Terminal. Between them lie two rivers and the huge bulk of Manhattan Island. For a story of Erie fleet radio turn the page.
One unit of the "radio fleet". Radio antenna appears as a cross on pilot house

THE ERIE FLEET TAKES TO THE AIR

F. H. MENAGH
Superintendent of Communications

TEST operations are now being completed on what promises to be one of the most exclusive radio stations in the New York metropolitan area, broadcasting to an audience which will number no more than ten! No singing commercials will be tolerated on this station, which will stick strictly to business—the business of directing the Erie fleet in the New York Harbor lighterage service.

In Touch Constantly

This unusual broadcasting network is a new ship-to-shore radio system which is being installed to enable the Erie boat dispatcher and the ten Erie tugs to maintain constant communication as they go about their chores, transferring railroad cargo among the many terminals, warehouses and docks in the busy harbors surrounding the world's largest city.

Tug-To-Tug Also

Already in preliminary testing operation is the land station of the system, located at the outer end of Erie Pier 4 in Jersey City. Radio equipment is also installed on five tugs—the Diesels Cleveland, Scranton, Rochester and Olean and the steam tug Johnson City. The system not only permits direct communication by the dispatcher with his fleet, but also enables the "audience" to talk to the land station and with each other. Thus the ship radio sets, tucked

Erie Railroad Magazine
neatly away in cabinets in the wheel-houses, include transmitting as well as receiving equipment, and tug personnel can hold two-way conversations with the dispatcher, or with other tugs in emergencies or when assisting in moves or on double-tug assignments.

A Great Time-Saver

In operation, the boat dispatcher presses a transmitter button on his microphone to call a particular ship, and his voice is heard through loud-speakers in the wheelhouses of all the tugs. The captain of the tug called responds by picking up a conveniently located hand set, pressing the button and answering. Tug-to-tug communication is similarly accomplished.

This system eliminates completely the lost time and uncertainty presently existing, with communication limited to phone calls to the dispatcher between assignments, from “land-based” telephones.

The radio system has a range of 12 miles, covering the rather considerable working area of the powerful tugs. These ships travel the Hudson on the west side of Manhattan Island, and the East River on the opposite side, virtually

practically free of static, although limited to line-of-sight, or horizon distances.

The actual frequency to be used is 158.85 megacycles, so it’s no use trying to tune in the Erie broadcasts on your dial, even if you live in the New York area. If your radio could detect the Erie radio waves, they’d be about 100 diad-lengths beyond the last number marked on the right hand side of your home-set dial!

From any point in the Harbor our tugs will soon talk with Jersey City or with each other

as far as the George Washington and Hell Gate bridges. In Upper New York Bay, they handle loads for destinations in Jersey City, Bayonne, Brooklyn and the Richmond area of Staten Island. Through the Kill Van Kull to the southwest of the upper bay, they tow cargo to Newark Bay terminals.

Only Twenty Watts

By use of a very high frequency system, only 20 watts of electrical power is needed to carry the messages over this area. Wartime development of this type of broadcasting, used extensively by the ground, air and Naval forces, has opened up this virtually unexplored portion of the radio spectrum.

It makes possible transmission along the earth’s surface in a relatively flat layer, which amounts to “narrow-casting”. Conventional broadcasting pours forth powerful radio waves in all directions and upward—to bounce against the “ceiling” and angle back to earth over a wide area.

“Very high frequency” broadcasting is
Three moving spirits of the tournament, Vernon Green, Bud Foule and Ted Gabler, examine some of the prizes. Largest is the R. E. Woodruff Trophy.

Evelyn Breeze and Mrs. Raymond King, wife of Ray King of the superintendent's office, Youngstown, put "double whammy" on a bowler.

General Manager Kriesen throws the first ball and officially opens the meeting. Tournament was a huge success.
Hundreds compete at first annual meet in Youngstown, O., alleys

What we believe to be the first attempt to bring together in any sporting event a representation of the entire Erie system met with great success in the form of the first annual Erie Railroad System Bowling Tournament which was held at the Marlondale Alleys, Youngstown, Ohio, on Saturday and Sunday, April 12 and 13. A total of 40 five-man teams, 87 two-man teams and 157 singles competed for an attractive list of cash prizes in addition to individual trophies for each event. The winning team in the five-man event also took possession, for one year, of the R. E. Woodruff Trophy. This is a handsome trophy donated by President Woodruff to be rotated continuously, the winning team at each annual tournament to hold it until the following year.

The first squad took to the alleys at 4 p.m. on Saturday, April 12, and from that time until 10 p.m. Sunday night there was almost continuous bowling in order to complete the schedule. The tournament was officially opened at 8 p.m. by General Manager Kriesien of Youngstown, who welcomed the contestants and wished them the best of luck. He then stepped to the alleys and officially threw the first ball to open the tournament.

Bowlers from the following localities along the system made up the entry list: Huntington, Kent, Buffalo, Salamanca, Chicago, Marion, Warren, Hornell, Gallon, Meadville, Jamestown, Akron, Cleveland, Youngstown, Arlington and Avon.

The Hornell Boosters five-man team took top honors in the tournament by winning the five-man team event. The team was made up of E. W. Anderson (captain), A. J. Valella, G. Hooper, R. Cosgrove and E. R. Guild. In addition to the cash prize, each member of the team receives an individual trophy. Their names will be engraved on the R. E. Woodruff Trophy.

The two-man team event, or doubles, was won by Gene D’Antonio and Joseph Vitale of Youngstown.

Top individual honors went to P. F. Ried of Akron who did himself proud by walking off with both the Singles and All Events titles.

A special prize was awarded to Ted Turn to next page

John Michel, Cleveland Transportation, prepares for some fancy footwork

Bill Manning, of Auditor of Revenues, bowled in an emblazoned shirt

Steve Grabowski, East Buffalo roundhouse, worries till the pins fall

This cop took a flop, Bill Lac of Erie’s police department, Youngstown

Loran C. Ruecher, car inspector, Salamanca, here inspects a ball
BOWLING continued

Gabler of Youngstown for his high single game of 248, which was high for the entire tournament.

The committee, consisting of Vern Green and Ted Gabler of Youngstown and Bud Fowle of Cleveland, desire to express their sincere appreciation to the following:

To President Woodruff for his donation of the trophy which will continue to be the top prize in the annual running of this tournament,

To the officials in the Youngstown district for the individual trophies donated for this particular tournament,

To General Manager Krisien of Youngstown for his services in officially opening the first annual tournament,

To the management of the Marvondale Alleys for untiring efforts in keeping this tournament running smoothly and for its extremely good equipment and help,

To the hotels of Youngstown and to the Bell Taxicab Co. for their splendid cooperation,

To those individuals, too numerous to mention, who donated their services in scorekeeping and other jobs, also too numerous to mention, and to each individual contestant who helped to make this first attempt a complete success.

A complete list of the order of finish in all events will be published in the next issue. Also a few highlights of the tournament. Watch for it.
ALONZO G. TRUMBULL ENDS LONG SERVICE

On April 1, Alonzo G. Trumbull retired from the position of chief mechanical engineer of the Advisory Mechanical Committee, which was created in 1929 by action of the directors of the C. and O., Erie, Hocking Valley, N. Y. C. & St. L. and the Pere Marquette railways for the purpose of establishing a joint mechanical engineering organization which should be responsible for the design, maintenance, operation and interchange of equipment. Mr. Trumbull was made chief mechanical engineer of this committee whose activities he has since directed with conspicuous skill and ability.

Mr. Trumbull was born in Hornell, N.Y., the son of Dr. James H. Trumbull, a well-known local physician of his time. The son was graduated from the local high school, then known as Hornell Free Academy. After a year of post graduate work, he entered Cornell University from which he was graduated with honor and awarded the degree of mechanical engineer in 1899. Immediately afterward he entered Hornell locomotive shop as a machinist helper from which he was advanced to special apprentice at Susquehanna locomotive shop, his subsequent career being as follows: Engineer of tests, Meadville, 1902; mechanical engineer, Meadville, 1903; assistant mechanical superintendent, Meadville, 1905; assistant mechanical superintendent, Ohio division, Meadville, May, 1907; mechanical superintendent, Ohio and C&E divisions, Cleveland, October, 1907; mechanical superintendent, Erie division and NYS&W Railroad, Jersey City, 1912; assistant to general mechanical superintendent, New York and Meadville, 1914; mechanical superintendent, Ohio region, 1920; special engineer, comptroller's office, New York, 1921; chief mechanical engineer, New York, 1922, all with the Erie.

Mr. Trumbull was appointed in 1929 to head the equipment engineering department of the Advisory Mechanical Committee. In November last, in recognition of his professional attainments, he was honored by the American Society of Mechanical Engineers by whom he was raised to the grade of Fellow of the Society.

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NEW CARS HAVE DEVICE INVVENTED BY H. D. BARBER

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The new cars, which are called “Economy Safe-Load” cars, incorporate strips of steel along the side walls to which cleats flush with the walls have been welded. With this addition, steel strapping or wire can be threaded through the lugs to hold shipments tightly in place and prevent shifting or moving while in transit.

Five hundred new 50-ton steel box cars to be delivered to the Erie Railroad in June will include a loading device invented and patented by H. D. Barber, Erie's vice president of operation. It is designed to provide safer movement of freight and to reduce shippers' expense in the loading, blocking and bracing of various commodities.

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This new device eliminates the necessity for placing anchor plates on side walls of cars, thus avoiding damage to walls, and after unloading has been completed, the shipper has a clean car for reloading.

The "Economy Safe-Load" cars have been tested in actual service with all types of commodities and shipments have reached destination in good condition. The success of experimental cars has led to the installation of this equipment in the new box cars now being purchased.

Good-natured and affable, Charlie possessed a ready wit which endeared him to fellow workers. He has been with the road since 1923 when he began as a stenographer in the office of the vice president—traffic in New York. Successively he was secretary to vice president, general clerk, and since 1936, assistant chief clerk.

He lives with his wife at 2052 Waterbury Road, Lakewood, N. J. They have three children, four grandchildren and one great grandchild.

"My wife doesn't understand me at all. Does yours?"
"Gad, old boy—I don't believe she's ever met you."

Charlie D'Armond Retires

Charles D'Armond, assistant chief clerk in the office of the vice president—traffic and one of the most affectionately regarded employees in the Traffic department, retired March 31.

May, 1947
It is hard to believe but there is one subject upon which economists generally agree and that is the nature, function and importance of profit. Even the followers of Karl Marx, who dissented from the majority for a hundred years and are now as orthodox in their views of profit as the American Bankers Association.

At the same time, when there is general agreement among economists upon the necessity for profits—whether the experts be Russian, British, American or Hottentot—there are very few subjects about which there is so much public misunderstanding and misinformation.

A large number of Americans believe, wrongly, that: 1. Profits exist only in a capitalist system and, together with this belief, that a system such as Russia's operates without profits; 2. Profits absorb the major portion of money paid by the consumer for products and services and that this portion is at least equal to, if not greater than the share of wages; 3. Profits increase in proportion as a business grows larger.

All three beliefs are nonsense, to put it bluntly. Profit has nothing to do with the kind of economic system. It is a necessity for any system—capitalist, socialist or caveman. Soviet Russia actually runs her national economy on the highest profit margin of any industrial country in the world, by necessity, not by choice. On the other hand, in a highly developed capitalist economy such as ours profit is of minor importance from the point of the amount of each dollar's worth of goods or services it takes. In the major industries it accounts on the average for from two and one-half to three and one-half per cent of the total produced dollars and for less than ten per cent of the share wages take from those same dollars. The more developed an economy and technology become, the smaller in proportion becomes the "take" of profit. The ability to run on a smaller profit margin is one of the major advantages of bigness in business.

Providing For The Setback

All of these conclusions are borne out by the facts and figures we have collected in 200 years of systematic analysis of our economic experience.

All economic activity, from the simplest to the most complex, focuses on the future... which no one can predict. For that reason, every economic activity entails risks that are unpredictable and inescapable. Yet every economy must protect itself against those risks if it wants to survive. It must accumulate reserves of capital: surpluses of material, labor and machines against the time when there is a setback that will come sooner or later.

In fact, if the economy is to survive, the individual business must not only insure itself against its own future risks, it must produce enough surplus to reimburse the total economy for the losses suffered by other enterprises. The man who strikes oil must get back not only what he himself invested in the form of
labor and machinery to drill his well, but he must also make good the investment of his neighbor in drilling a dry well. Otherwise, the total economy will be poorer.

The only way in which an economic system of any kind can insure itself against the future is in the form of profit ... by setting aside some of the proceeds from current production as a reserve against future losses. No economy can run without this insurance.

Risks are inherent in any business process, but they become vastly greater as soon as the economy expands. This expansion comes by trying new and unproved methods. And, in an expanding economy, a much longer time is needed to prove the success or failure of a new venture.

Insurance Protection of Profit

Industrial research scientists say that it takes an average of ten years to develop a new idea like nylon or catalytic oil cracking into a product. They also say that another ten years is required to prove that product in actual use.

At any moment during those 20 years, right up to the last moment, something may happen that wipes out all the work and equipment that has been invested in the process. Hence, the insurance protection of profit is a factor that no expanding economy can do without.

Such an economy needs profit for another and equally vital service. Profit is the only source of new capital ... of labor, machines and materials for new business. An expanding economy needs new capital all the time. And that new capital can only come out of profit from the old.

It is now apparent why the Soviet Union, for example, must have a high profit margin. In the Russian automobile industry, for instance, the profit margin is three times that of our industry in Detroit.

Soviet economists admit that a planned economy involves greater future risk than a free economy. The planned system does not have the checks and balances of free trade and prices that quickly find the weak spots in an uneconomic venture. Furthermore, the timing of a series of economic ventures in a planned economy is very difficult. One hitch in the complicated plan throws the whole series out of whack.

We Hear of "Fabulous Profits"

We can now understand why a small business must have a larger profit margin than a big business. Big business can spread the risk. It can rely on outside sources of capital to a much greater extent than the small business, even in bad times. It can usually obtain capital and credit at a cheaper rate than the small business. These vital services of protection and accumulation are performed in a developed industrial economy at an amazingly low rate. We hear a great deal these days about "fabulous profits." A survey made by the Opinion Research Corporation showed that most Americans believe that profits are generally in the neighborhood of 25 per cent of the amount paid for a service or product. It is widely believed that profit takes the lion's share of price. The share that profit takes is popularly thought to be at least as large as that of wages. And this explains the wide currency of the feeling that wages can be substantially increased by cutting into the profit margin. Actually there is no such margin to be cut into.

The share that profit takes is popularly thought to be as large as that of wages.

May, 1947
At the rear of an old safe in the Treasury Department in the capital, clerks not long ago found a dusty, ancient account book. They almost threw it away as trash, and that would have been an irreparable loss to the country, for when Thomas Abbott, an authority on Colonial times, opened it, he saw it was signed: "G. Washington."

He riffled the pages—and the years fell away. Here in General George Washington's own firm, quill pen handwriting was his reckoning of sums paid for the exploits of American spies during the Revolutionary War.

The years fell away—and wary Colonial patriots again were moving in disguise behind the Loyalist lines in Boston and New York. The British spy, Major John Andre, stealing by night up the Hudson, was plotting with the traitor, Benedict Arnold, for the delivery of West Point.

The whole panorama of espionage during the American Revolution was called up by the General's entries, and in a documented replica of the account book which Mr. Abbott is preparing to publish, these will stand as fresh history. They will disclose that the Americans countered the well-trained British intelligence system with a highly competent Secret Service of their own.

They will reveal that even as Major Andre was risking his life on his audacious West Point errand, Americans were risking theirs on missions as secret and as perilous.

Our Spies Were Nameless

It was Andre's destiny to become an enduringly controversial figure. To Britain, he was to be forever a brave soldier, only by forces of circumstances caught in disguise. To the Colonies, he was to become the enemy's holiest, though most engaging, spy. Most American spies achieved no such fame. For their own protection, they remained nameless, and General Washington's account book (noting every sum he paid throughout the war) discloses this in a typical spy entry, the first one entered on July 15, 1775:

"To 333 1/3 dollars given to (name left blank) to induce him to go into the town of Boston to establish a secret correspondence for the purpose of conveying intelligence of the enemy's movements and designs."

It was a correspondence such as this that finally led Andre to his end. He, too, wrote secretly. He tried to arrange with General Benedict Arnold, commanding officer of West Point, for the delivery of West Point but to act as intermediary between General Clinton and Arnold, and this task was to end with all his power of urgency. He wore a cuffed cloak or surtout over his scarlet coat, the garb, as he said, being his "regimentals," certainly no outfit which would have been chosen by one setting out upon the mission of a spy.

His task, he later insisted, was not to spy but to act as intermediary between General Clinton and Arnold, and this task on this night took him up the river bank below Long Clove Mountain to a patch of space and for which was in neutral territory. There, Arnold waited.

A first-quarter moon went down early and they held their rendezvous in deep
darkness. Neither ever told precisely what was said, but they talked on for hours. It took time; they were bargaining for a man's soul and for West Point.

Andre probably didn't quibble over the price. He was more interested in what Arnold could tell him of West Point's defenses.

They parted too late. The sun that day rose at 5:59. When Andre descended to the river, he found he couldn't get back to the Vulture. The sloop-of-war, having come under American fire, had dropped lower down the river, and his boatmen couldn't make it.

That was the first omen of disaster.

It obliged Andre to agree, against his will, to start back for New York by land. Arnold provided a horse for him, and a Loyalist, Joshua Hett Smith, who had directed the boatmen to bring him ashore, accompanied him. Smith insisted that Andre don a disguise.

Andre didn't want to. He hadn't set out as a spy and objected to the attire of one. But he took off his scarlet coat and he put on a purple or claret-colored one of Smith's, with gold-laced buttons and buttonholes.

Andre Is Captured

Smith left him at Pine's Bridge, not far from the English posts, and to Andre then the way seemed clear. He rode on, sure that he'd soon be past all danger.

Near Tarrytown he saw that he was wrong. He came upon three militiamen, two who were playing cards by the roadside and a third who was on watch.

There was not time for escape. Yet even then, but for a mischance, he might have saved himself. He had only to show his passport with Arnold's signature. But he took the men—John Paulding, Isaac Van Wart and David Williams—for Loyalists.

"Gentlemen," he said (according to them), "I hope you belong to our party?"

"What party?" they asked.

"The lower party," said Andre, meaning the British, farther down the river.

"We do," they said.

So Andre told them he was an English officer on urgent business.

They had him, then. They dragged him from his horse, searched him, found treasonable papers hidden in his boots, and took him to the commander of the outpost.

The commander didn't suspect that his superior, Arnold, was involved in the plot. It was to Arnold that he sent word of Andre's capture.

That morning, about 9 o'clock, Arnold was sitting at breakfast with his staff and two aides-de-camp of Washington in his house on the eastern side of the Hudson across from West Point. To that house came the rider with the black news.

Unsuspecting, Arnold opened the letter. It must have seemed to him then that the world crashed around him, but he gave no sign. He excused himself and as one of the officers said later, "he went upstairs to his lady."

He didn't have minutes, he had only seconds in which to break the fearful news to her. Washington was due at the house any moment. Arnold—estimated and in command one instant and a fugitive the next instant—had to be away before his General arrived. He had to leave his lady in anguish and panic.

Downstairs, he ordered a horse saddled, rode wildly to the river, sprang into a barge, and (as later was shown) cried: "Push out into the middle of the stream!"

As Washington rode up to the Arnold home, Arnold, displaying a white handkerchief, was edging up to the Vulture, downstream. He climbed aboard and told the captain who he was—the commander of West Point, or should he say (Continued on page 27)
YANKEE POWER IN ASIA AGAIN

Folks, ah?

rc::v

&:!cn

.saw something new last month when a train of locomotives came rolling down the pike hauled by an Erie workhorse. Mike Runey, of Horseheads, IL, at a Waverly, N.Y., water tower, says there were a total of 40 new engines in the order, all on their way from Lima Locomotive to Chiang Kai Shek. The header Erie engine was the only one fueled up, but each Lima had a man aboard to check bearings. The crew that took the string through the Tier included Engineer W. W. Fisk and Fireman C. G. Schline of Hornell.

FRANK GINNANE'S LUCKY DAY

From the column “Main Street” in the Hornell Evening Tribune we learn of a thing that happened to an Erie oldtimer that should happen to us—a thing we wouldn’t believe if we had not been brought up in the belief that if you see it in the Trib it’s true. Here is the story:

“Frank J. Ginnane, 78-year-old Buffalo resident and a former resident of Addison, Hornell, was crossing a Buffalo street and a dove flew down and deposited a five dollar bill at his feet and then flew away. Where the dove originally picked up the money will probably never be known. For 35 years, Ginnane was employed by the Erie Railroad as a telegraph operator and spent his early life in this vicinity.”

Mr. R. E. Woodruff, President Erie Railroad Company

Dear Bob:

On March 1st I had occasion to send my mother-in-law to Warren on No. 16 and I would be remiss in not expressing my gratitude to the crew of this train for taking such wonderful care of her as she has not been in good health for some time.

Mr. Cavanaugh in charge of the diner was most careful of her food and the service rendered, and the brakeman was kind and considerate enough to not only take her to the diner but came over and took her back to her seat. Mr. Cavanaugh also saw her she had a glass of milk at 4 p.m. which was in accordance with her doctor’s instructions.

Bob, you know and I know that this is the kind of service that wins friends for a railroad. It not only wins friends but it also makes a man feel that there are still a lot of wonderful people in this country, many of them working on the railroad. I can also understand why so many men are proud to belong to the Erie family.

Howard Mull
Chicago, Ill.

CARNATION COMPANY

Oconomowoc, Wisconsin

Mr. C. G. Finney, Agent,
Erie Railroad Company,
Cambridge Springs, Pa.

Dear Mr. Finney:

We note that you are retiring from railroad service. May we take this opportunity of wishing you many happy days of contentment?

Undoubtedly, you will find time to do many of the things you have long wanted to do. Who knows, you might even do a little traveling. Should you ever come this way please stop in.

Accept our sincere thanks for the excellent service we have had from you during the time you were agent at Cambridge Springs. Undoubtedly you felt that we, perhaps, did not appreciate all you have done for us. However, we do appreciate the fine service we have had. The fact that we have had no trouble whatsoever at Cambridge Springs speaks more adequately of the service than any words of mine.

G. S. Connolly,
General Traffic Manager

c: Mr. L. E. Coulston, G. A.,
Erie Railroad Company,
Milwaukee, Wisconsin

WHAT IS IT?

Last month this cast iron gadget, dated 1872, was presented to the Erie Railroad Museum. We knew it was used on the railroad, but its use is not clear. It is about seven inches high and resembles a coffee pot with two spouts. We have an idea that it was filled with oil, with a wick in either spout, and that it was used with others in the railroad yards at night to light up tracks and switches.

Can some old-timer help us out? The donor of this “light,” which was cast in Oil City, Pa., was C. E. Groat of Salamanca.

Erie Railroad Magazine
M. Landamarino, machinist at Brier Hill roundhouse, makes use of his impact wrench in applying or removing locomotive frame pedestal brace nuts. These bolts being double nutted, a socket six inches long is necessary to do the job properly.

Joe Hoek, laborer at the Meadville production shop, handles heavy locomotive driving box crown braces easily and safely with special clamp he devised from hook off scrap timber tongs and pipe wrench jaw, welded to a piece of strap iron.

Frank Lares, machinist in the Marion diesel shop, designed and built this handy rack for holding new brake shoes, which is placed near the diesel locomotive. Frank has proved that many steps can be saved by the use of devices like this one.

William Fitzpatrick, crane operator at Port Jervis car shops, right front, suggested erecting steel framework with I beam for chain hoists for use when repairing car trucks. Releases crane for other heavier work and roof protects workmen.
SAFETY

When members of the safety committee of the locomotive department at Avoca, Pa., under the jurisdiction of Master Mechanic Charles F. Schwartz, achieved a clear record for safety in 1945, they reasoned they could do it again in 1946. Every man sought to make every day a “no injury” day. When they found on Jan. 1 that again they had achieved a clear record and would receive a major Erie safety award certificate, they learned too that they had won top locomotive department safety honors of the entire system. There are eighty-two Erie men in this group posing on the engine.

Green Cross Campaign

The Green Cross campaign for membership will be conducted during May by the Greater Cleveland Safety Council. Individual memberships will be secured from railroad and industrial workers to provide needed funds for carrying on the work of the Council.

REMEMBER THIS ONE

“When you roll a barrel, apply the manpower in the middle,” says John Czopor, stower. “Keep your hands off the edges and your fingers can’t get caught between the barrel and any other object.”

Safety Shoes

Many toe injuries could be avoided by proper care in handling material or freight. As a matter of added protection, many Erie men wear safety shoes both on and off the job. Safety shoes are no longer heavy and cumbersome as they were a number of years ago. They can be secured at most shoe stores and vary in types from work to dress shoes.

An Erie freight trucker got so used to wearing safety shoes on the job that he began wearing safety dress shoes off the job. One evening when he was bowling the ball dropped from his hand, struck his toes and bounced off. Fellow bowlers were amazed when he did not show any signs of pain. He was wearing a pair of steel-toed safety shoes.

Several parts can be purchased for the human body, but the legs won’t run, the fingers won’t feel and the eyes will not see.

Good Housekeeping

Good housekeeping reduces physical safety and fire hazards both at home and on the railroad. Spring is an ideal time for clean-up drives. Nature chooses springtime to clear away the deadwood and give every living thing a new lease on life.

While some clean-up jobs are a matter of special assignment, it is a work in which everyone has a rightful part. Every worker has a responsibility to keep his caboose, desk, table, bench or office neat and orderly.

A thorough housekeeping job often leads to a good housekeeping habit which makes work easier and less hazardous.

RIGHT WAY TO DO IT

William T. Hedrick, freight handler, shows the right way to open a freight car door. He thus avoids a strain or getting his hand pinched between the door edge and the door lamb.

Safety Section Meeting

The 27th annual meeting of the Safety Section, Association of American Railroads, will be held at Cleveland May 8-9-10. This is the first annual meeting of the Safety Section since the war years and a large attendance of the nation’s railroad safety representatives is anticipated.
SAY GOODBYE AT QX HUMP TO FRED SWANK

Things were coming in 47s to Fred W. Swank, locomotive engineer at QX Hump, Buffalo, when he retired March 15 after 47 years and received a purse of $47 from fellow Erie workers to honor his long service and his good will toward everyone he knew on the railroad. In the group from left to right are: C. Burdick, A. Fagan, O. Bartelli, Mr. Swank, J. Stanley, J. Curry, J. Laffin, C. Beals, C. Horley, H. Jones, W. Johnston, M. Gospodarski, F. Bondanza, on step of engine, and H. Fretzak.

CONGRATULATIONS

W. R. Marshall and A. A. Visintainer

The appointment of A. A. Visintainer as engineer of structures for the Erie was announced last month by L. H. Johnson, chief engineer. Mr. Visintainer succeeds H. A. Dace, who has retired after 35 years with the road.

Mr. Marshall succeeds Mr. Visintainer as assistant engineer of structures.

Visintainer was born in Mount Erie, Pa., and has been with the Erie since 1916 when he started as a trainman. Subsequently he has held the positions of engineer, assistant engineer and assistant engineer of structures.

He was graduated from Lehigh University as a civil engineer.

Mr. Marshall joined the Erie in 1900 as a draftsman in New York City. During his years with the company he has served as structural designer, leading designer, assistant engineer of grade crossings, senior draftsman and chief draftsman.

He attended the Horace Mann High School in New York and was graduated as a civil engineer from Columbia University.

LOUIE'S CASTLE IS IT TOPS?

Louie himself would be the first to admit that his little house by the tracks at the 123rd Street crossing in Cleveland is no castle and yet somehow the name, Louie's Castle, kind of clings to it. When the wind drives the snow around and a train is due, and he is out on the crossing, it's a comfort to see the wisp of thin blue smoke coming out of the little conning tower of his octagonal castle.

Louie Okunzzi thinks his castle (shanty is the standard railroad name for these watchmen's shelters) is the best on the road and he wants to hear from anyone who thinks he has a better one. So do we, and if you will just drop us a line, we'll try to show a picture of the castle, palace, mansion or whatever it is called, that you think is better than Louie's.

By the way, Louie, father of six boys and two girls, has a hobby, one we never heard of before. He collects golf balls.

LONERGAN AGAIN SUFFERN'S MAYOR

Maurice P. Lonergan was recently re-elected mayor of Suffern, N. Y., by the largest vote ever given a mayoralty candidate in the history of the town. Mayor Lonergan, who came with Erie in 1901 as a passenger brakeman, is yardmaster at Jersey City today.

In a statement to the press, Mayor Lonergan said: "I wish to thank the citizens of Suffern for their endorsement of my past term. It has been their interest in civic affairs that made the past two years so successful. With their continued cooperation I will do my utmost to prove worthy of their confidence."
WOODRUFF "Y" TROPHY GOES TO BINGHAMTON Y. M. C. A.

The B. E. Woodruff trophy, a plaque presented each year to the Railroad Y. M. C. A. unit along the Erie which has shown the highest percentage of membership gain during the preceding year, was awarded on March 19 to the Binghamton Y. M. C. A. Glenn K. Doolittle, Erie freight agent at Binghamton, presented the plaque.


Those in the picture, left to right, are: Harry M. Space, secretary, Binghamton Railroad Y. M. C. A.; Glenn K. Doolittle, agent, Erie Railroad, Binghamton; R. C. Randall, Erie general manager, Eastern District; R. H. Boykin, Erie superintendent, Wyoming and Jefferson Divisions; A. W. Baker, Erie superintendent, Susquehanna, Tioga and Delaware Divisions; Paul C. Claggett, Y. M. C. A. secretary.

IT'S ALL IN THE ERIE FAMILY

Rosemary Percent, daughter of Charles G. Percent of the Maintenance of Way department, general offices, last month was awarded a first place certificate for superior violin playing in competing with other seventh grade junior high school students at the Greater Cleveland Instrumental Solo contest held at Thomas Jefferson Junior High School, involving soloists from 56 junior and senior high schools. She rendered the Adolf Huber Concertino Number 2 and was accompanied on the piano by Glen Small. Her violin teacher is Frank L. Claus of Erie's Treasury (right). Rosemary attends Emerson Junior High School in Lakewood, O., and is a cub reporter for her school paper. Her poems, book reviews, etc., have been praised by school officials.

MR. WOODRUFF ADDRESSES RBWA

American railroads must be permitted to receive a fair return on their invested capital if they are to maintain and improve their services to the public, R. E. Woodruff, president of Erie Railroad Co., said on April 12.

Addressing 200 members and guests of the Railway Business Women's Association at a dinner at Hotel Cleveland, Mr. Woodruff said that there was a great public demand for railroad improvements and that the railroads themselves wanted to provide them. However, he said improvements could be made only if the railroads had sufficient earnings to finance them.

"The Transportation Act of 1920 permitted a return of 5% per cent on railroad property valuation," he said. "The Interstate Commerce Commission has declared a 5-3/4 per cent return is desirable, and the United States Supreme Court has held that 6% per cent on the rate base of a public utility is fair and reasonable.

"In contrast, in 1946 when the railroads handled the heaviest peacetime traffic in history, they earned less than 3½ per cent on the Interstate Commerce Commission valuation."

Early this year, Mr. Woodruff said, the railroads were authorized to increase freight rates more nearly to meet the rise in wages and prices which had taken place since 1935. But even with this increase, he added, it is estimated the railroads will earn no more than 3½ per cent this year.

"The kind of railroads we will have in the future will be determined by the collective thinking of the people of this country," he said.

Miss Christine Poelstra of the Erie, who is president of the organization, presided at the dinner. Mrs. Harrison W. Ewing, wife of the former common pleas judge, was toastmaster. Guests attended from Chicago, Kansas City, Cincinnati, Minneapolis, Detroit and Buffalo.

ELMIRA FOUNDRY CO., INC.

Elmira, N. Y.

Dear Mr. Baker:

(Supt., Hornell)

The service which the Erie Railroad has recently rendered us in connection with the delivery of cars of most urgently needed coke has been outstanding.

Our circumstances have been such that if we had not had such service, the foundry would have been forced to shut down.

It would be particularly appreciated if credit were given those to whom credit is due. I would specifically like to mention E. W. Kelley, chief clerk at Elmira.

Ralph H. Roberts,
General Manager

Erie Railroad Magazine
SUCCESS TO THE RAILROAD

PORCH LIGHT STOPS HOT JOURNAL

From a short distance away it was almost impossible to see the outlines of the westbound freight as it rumbled through McGuffey, Ohio, in the severe snow and wind storm of March 28. But Mrs. Ruth Wilson, sitting at her living room window, was able to see that a journal near the middle of the train was running hot. With a sudden inspiration, she began blinking her porch light as a signal to the train crew.

Sharp-eyed Conductor Richard W. Dalton caught the signal instantly, but so furious was the storm that he could not locate the trouble even though he got down onto the steps of the caboose on either side.

But Mrs. Wilson's porch light continued to flash, so although blinking porch lights were something new in Conductor Dalton's experience, taking action in emergencies was not, so he pulled the air, stopping the long freight. And then he found it, a hot box that made it necessary to set the car out of the train at once.

Mrs. Wilson's prompt actions were warmly praised in a letter by Supt. J. P. Allison of Huntington.

SHORT LINE SALE

One of New York State's shortest railroads recently came under the auctioneer's hammer and was knocked down to the highest bidder for the extremely low price of $22,000. Three feed and grain merchants with companies near Goshen, N. Y., bought the little line.

The railroad is named the Middletown & Unionville, and is a connecting link between the Erie, at Middletown, N. Y., and the New York, Susquehanna & Western Railroad in New Jersey.

For years the three merchants have been using the Middletown & Unionville to haul their products back and forth across the New York-New Jersey state line. Now they have joined the ranks of railroad tycoons for an amazingly small outlay of capital.

Return of The Native

A little Greenville girl, after riding from Chicago, all day, in one of the Erie Railroad's new super-day coaches, expressed deepest regret when told the train was approaching Greenville and the journey was over. She almost burst into tears.

(The foregoing is not an Erie Railroad adv., but it's a good suggestion.)

"Be That As It May" by J. L. M. Greenville (Pa.) Record Argus

"You Name It"

Well, youngsters, the old professor tried to make it hard for you this month, but he only made it hard for himself. If he fools you with one out of three he will be fiendishly happy. All the items shown are part of the railroad property. Answers on page 32.

1 This is the one we think is tough, so if you guess it the others should be easy.

2 It isn't a comb of honey, youngsters, and it isn't a sieve. What is it?

3 This is where the professor slipped badly. It is just what it looks like, whatever it is.
ERIE VETERANS

TO ALL HANDS:

CLEVELAND, OHIO
May 1, 1947

Once again we are indebted to the management of the Erie Railroad for its willingness to cooperate in every possible way so that we can have a system reunion. Plans are being made by the committee and we hope the date, place and other details can be announced in the June issue.

As was stated by a member of our Association for many years: "I think these annual events are more than an outing—they are a reunion of men and women from all departments and divisions of the railroad who have worked together and known each other for years, and who like to renew acquaintances and friendships formed during many years of intimate association and faithful service with the Erie."

It is pleasing to learn of the interest being shown by Chapter officers in the Oldest and Youngest veteran and other contests which have been approved by our Executive Committee.

For details of our reunion, look for my letter in the June issue.

L. E. Drew,
President

HUNTINGTON CHAPTER
By Ed Schepper

Veteran Otto Daniels, yard brakemn, has retired after 41 years’ service. He has a two acre farm near here which he will cultivate and still have time for his favorite pastime, hunting and fishing. We wish him continued health and many years of happy retirement.

We welcome Veteran A. H. Specker, trainmaster, who takes over the duties formerly performed by T. G. Wogan. Our best wishes go with Tom on the new job.

The sympathy of our chapter is extended to the family of Veteran H. F. Fulton, who died suddenly March 28. Military rites were held by the American Legion, of which he was a member.

Veteran Clem Beck and Mrs. Beck have returned from a visit with members of the Beck family at Hornell. They reported a good time and an enjoyable trip.

GENERAL OFFICE CHAPTER
By A. C. Roscelli

The Spring meeting of the Chapter was held at Kiefer’s on April 23 and was attended by more than 200 members. After the business meeting a steak dinner was served and a pleasant evening was enjoyed.

We are sorry to learn of the deaths of members J. L. Overrin and Ad Thomas. We extend our heartfelt sympathy to the bereaved families.

Congratulations to Veteran Thomas W. Kirkpatrick who on April 1 completed 60 years of active service.

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NOMINEE

Veteran Michael Ricciardi, chairman of Fort Jerris Chapter since 1940, received the nomination by the Executive Committee as a candidate for the office of Second Vice President of our Association. Veteran Frank Witt, secretary of Port Jervis Chapter for many years, also was nominated as a candidate for the office. Due to Veteran Witt's withdrawal and there being no way he can be drafted to continue as a candidate, Veteran Ricciardi is being regarded as the next Second Vice President, following his installation in 1948.

Veteran Ricciardi started with the Erie in May, 1920, as an apprentice in the car department at Port Jervis. Promoted to carman in 1925, he is employed in the steel car yard and is a member of the wrecking crew. Mike is a real builder for the Erie Railroad Veterans’ Assn.

Chairman Smith of our welfare committee reports the following members on the sick list: C. W. Knight, Harry C. Rath, Ray Barney, B. J. Markwell and Miss Agatha Fleck. We trust that by the time this is printed they have fully recovered and are back on the job.

We welcome the following new members: C. Halusher, John H. Michel, G. H. Roberts, Charles R. White, Frank Bisko, B. J. Shadrake, G. Saunders, N. F. Hoo, George H. Bach and Helen M. Eyerman.

YOUNGSTOWN CHAPTER
By R. P. Reebel

Group singing, entertainment, games and food of such quality that would be difficult to secure elsewhere were features of our April 28 meeting at Mill Creek Park. Next big get-together will be our family picnic on June 29. Remember the date—another happy time for the veterans, their ladies and the youngsters.

Our next chapter meeting will be held May 8 at the K. of C. building on South Hazel Street, Youngstown, 8 p.m.

The ladies auxiliary will hold a special meeting May 27. All members and those who would like to join the auxiliary, please contact Mrs. Charles Fuller, phone 23985, Youngstown.

MEADVILLE CHAPTER
By W. W. Turner

A tune dinner was held March 27 by our veterans and the ladies auxiliary, then came the business sessions of both groups. Due to the prolonged absence of our chairman, Irving Hoy, who is attending the B. of L. E. convention at Cleveland, Vice-chairman Jesse Collier presided for the veterans. After the business sessions, both groups were entertained by a technicolor film through the courtesy of Veteran Trace Braymer, a technicolor film specialist.

Plans are being made for our annual picnic and corn roast in August. We also are looking forward to being of possible assistance in connection with the system reunion, held in previous years at Conneaut Lake Park.

Sympathy is extended to the family of Veteran Perry Sample whose passing is deeply felt by Meadville veterans and members of the auxiliary.

Members of this or other chapters of our Association are cordially invited to attend our meetings, held the fourth Thursday of every month.

BUFFALO CHAPTER
By George E. Lund

That more should be done to boost the membership and social activities of our chapter was much in evidence at our business and social meeting, held March 20 at Turnverein Hall, Buffalo. The meeting was well attended and a number of applications were taken for membership. Various committees were appointed and they will report progress at our next meeting.

The thought that some of our veterans seem to have had that we cannot have as active a chapter as others on the system because our members reside over a wide area, has been disproved by the activities of chapters on the system where similar conditions prevail. We have many retired veterans who would really enjoy attending our chapter meetings and greeting veteran friends with whom they have railroaded. Some of them failed to join while in active service, but they would
be glad to do so now if we make a reasonable effort to give them a good welcome.

Let us have an exceptionally fine turnout at our next meeting so that Buffalo Chapter soon can be regarded as one of the strongest and most active on the system.

HORNELL CHAPTER
By C. J. Bishop

Secretary John F. Muchler has returned from Cleveland where he underwent surgery. He is much improved and we hope to see him soon behind his desk at our meetings, doing veteran business as usual.

Our chapter meetings now are held at American Legion Hall, 86 Main street. They are scheduled for the first Wednesday of every month and a cordial invitation is extended to all Erie veterans to meet with us.

The ladies auxiliary has been working hard to get the necessary equipment such as dishes, silverware, linen and cooking utensils to carry on our social affairs. The veterans are having a cupboard and tables made. We have a fine hall now. Our members are well pleased and are looking forward to future meetings there. An increased attendance is already in evidence and we expect to get every Erie man in Hornell and vicinity who is eligible for membership to join us this year. We also expect to have a 100 per cent paid-up membership by June 1. So if you have not yet secured your 1947 veteran’s card, please see Secretary Muchler, who will be pleased to list you as having paid up.

PORT JERVIS CHAPTER
By Michael Ricciardi

A fine lunch was served at our March meeting by Chairman Ralph Edwards, Peter Sigreto, Floyd Briand, Arthur Levy, Andrew Olenick and Harold Casterline of our refreshment committee, which was enjoyed by the veterans. Another feature of our meeting was a fine talk by James McAndrew on the retirement benefits.

We welcomed Veterans George Williams, Richard McCormack, William Wiranda, William Weiching, H. Ford, George Scales, Sam Ciocotti, Angelo Stillato, Carmelo Ingrossia, M. Innella, P. Mangan and J. Hendricks as new members. Veteran Lester Rohner is chairman of our membership committee and all are helping him in every way.

Sympathy is extended to the families of Veterans Horace Van Auken and John W. Kelly, due to their recent passing.

Veteran Emmett Abers has returned from a trip to California. He likes Florida better, but it is quite possible he did not get to Hollywood while in the west.

We would like to have all members paid up for 1947 as soon as possible. So if you have not yet received your veteran’s card, please see Secretary Frank.

MAY, 1947

DISE, STRUCTURES BOSS, RETIRES

Left to right: Hank Stroebel, Helen Sougianis, Ben Elkind, Mr. Dlse and son Ralph

After 29 years in the structural engineering department of the Erie, Homer A. Dlse retired March 31. Business associates honored him at a luncheon March 29.

His first job with the road was that of structural designer (Sept. 3, 1918) and from 1920 to 1943 he was chief draftsman. In 1943-44 he was assistant engineer of structures and since then, engineer of structures.

Mr. Dlse is married and has two sons, Preston W. and Ralph A. The family residence is at 18223 Winslow Road, Shaker Heights.

He enjoys books, golf, bridge and bowling.

OLD FRIENDS HONOR C. G. JOHNSON

On March 1, C. G. Johnson, supervisor of stations and car service at Youngstown, Ohio, retired after 53 years of railroad service, 30 of which were spent with the Erie Railroad.

Mr. Johnson started his railroading career on the Santa Fe in 1894 and served also in various capacities on the St. L. I. M. & S. Railway, the L. H. R. S. Railway, the Missouri Pacific and the Soo Line before joining the Erie.

On March 18, the manager of station service staff gave a dinner in his honor at Hotel Jamestown, Jamestown, N. Y., and presented him with a radio set.


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Dear Editor:
The Erie always helped the serviceman out, gave him seats in the newer coaches when he had a long trip and gave him exceptional service in dining cars. The food was excellent and reasonably priced. While I am on the subject of food, I wonder if you could answer something. About November or December 1945, I rode Train 5-15 from Jersey City to Wellsville. Somewhere along the way, I believe it was near Binghamton, the conductor woke me and asked if I would like some coffee and sandwiches. He said that we were stepping at a place where I could get something to eat. Practically all of the servicemen on the train got off there while they were changing engines or some such thing. It seems as if it should be Susquehanna, Pa., but I am almost positive it wasn’t. Could you throw any light on the subject?

R. C. Nugent, Wellsville, N. Y.

Dear Mr. Frank:
The article, “Remember It’s Your Money,” in the March issue certainly was timely and true. The people are prone to forget that they support the government through taxes, from the President on down. It would be well for the country if more and more people would write their congressmen, insisting on a reduction in taxes, a heavy cut in the federal budget and also insist on strict economy in governmental affairs.

Our federal government is top-heavy with alphabet bureaus, bureaucrats and useless government officials and employees who are living off our hard earned wages. If we do not go into action now and insist on economy, there will be no reduction in taxes, no cuts in the budget, and the bureaucrats and chiselers will continue to spend OUR money for foolishness, boondoggling and baloney.

Alfred J. Farber,
Chief Clerk, Milwaukee Agency

Wise words from Wisconsin.

Letters from You

PASSAIC COUNTY CLERK’S OFFICE
Paterson, New Jersey

Erie Railroad Magazine

Dear Mr. Editor:
Thanks for the copy of “Quiz on Railroads and Railroading”.
It is even far more interesting than I thought it would be.

Floyd E. Jones

THE DELAWARE AND HUDSON RAILROAD

Sirs:
I received my copy of the booklet, “Quiz on Railroads and Railroading”.
I heartily agree with you that it is one of the most informative booklets on railroading I have ever read.

H. C. Jehu,
Asst. Supt.,
Plattsburg, N. Y.

• We have sent out 923 Quiz Books to date. It’s free, if you want a copy, as long as our supply lasts.

Dear Editor:
I am just recovering from a verbal bout with one of our C. Ts. How come all these ex-service men are so sure railroads will go out of business? Everything is going to be shipped by air, the way they tell it. It makes me so mad.

No one says anything about all the taxes the railroads pay. Nor do they tell the Dear Public how much they are paying to build airports so some guys can use planes to hunt foxes. Isn’t there anything any one can do to get this before the public? I’ll have high blood pressure if this keeps on.

An Old Erie Fan

• We are doing what we can about it, dear fan. Meanwhile, please watch that blood pressure.

PEQUANOC RUBBER COMPANY
Butler, N. J.

Editor,
Erie Railroad Magazine.

Dear Sir:
At the beginning of each calendar year I endeavor to say THANKS to many of those who have befriended me during the past year. However, it would appear that I neglected to extend any words of appreciation to you for keeping my name on your list to receive the Erie Railroad Magazine each month.

Practically 90 per cent of our outgoing shipments travel Erie long haul and fully that many of the incoming ones are likewise routed, particularly those over which we control the routing.

Again I say THANKS for sending the magazine.

J. P. Decker,
Purchasing Agent

• Please, Mr. Decker, let us say THANKS to you.

AMERICAN-LA FRANCE-FOAMITE CORPORATION
Mr. George Murray, Freight Agent,
Erie Railroad Co., Chicago.

Dear Mr. Murray:
For many years we have shipped fire trucks over the Erie lines from our factory at Elmira, N. Y., to Chicago, and our experience with the employees of the Erie has always been very good, in fact we have no complaints to make.

We just unloaded a pumper at your docks at 23rd & Canal St. This job was unloaded last Saturday and I particularly wish to commend one of your employes, George Rossof, who apparently was in charge at that time, for the splendid cooperation he gave us in getting the car placed and aiding in every respect possible.

I know that when we have an employe who does an outstanding job we like to hear about it, and this prompts us to write you.

E. C. Watson,
District Manager

• Modest Mr. Rossof asks us to thank Mr. Watson for his commendation.

Erie Railroad Magazine
He doesn't need a moon...

He's got that special attraction called P.A.*

P.A.* means Pipe Appeal
A pipe has a distinctly masculine look that adds something extra to a man's appeal. There's extra appeal too in rich-tasting, mild Prince Albert Tobacco!

P.A.* means Prince Albert

- Like a really rich-tasting tobacco? Sure you do—IF it's also mild and easy on the tongue. That's Prince Albert! P.A. is specially treated to insure against tongue bite ...crimp cut for better packing, cool smoking, even burning. No wonder more pipes smoke Prince Albert than any other tobacco!

THE NATIONAL JOY SMOKE
OBITUARIES

W. D. Preston

Willard DeForest Preston, M. D., who, had he lived two years more, would have rounded out half a century as a medic, died Feb. 28 at his home in Attica, N. Y. He was for 44 years surgeon for the Erie Railroad.

Born March 12, 1877, at Linklean, Cherry Valley, N. Y., he took up medicine at the University of Vermont and the University of Buffalo, where upon completion of his internship, he enlisted and was commissioned a first lieutenant of the Spanish-American War. He was attached to Gen. Funston's division in the campaign which resulted in the capture of Acre.

In the Spanish-American War, Buenos Aires, he accompanied the 305th Machine Gun Battery of the 77th Division, first at Camp Upton, and later overseas for about a year.

Dr. Preston was health officer for the towns of Attica, Alexander and Bennington for years, was on the staff of St. Jerome's Hospital, Batavia, and the Wyoming County Community Hospital, Warsaw; member of the Royal Arch Masons, Attica Lodge F. & A. M., Citizens Lodge, No. 309, I. O. O. F.; Attica Chamber of Commerce; the Wyoming County, New York State and the American Medical Associations.

Addison Clifton Thomas

Addison Clifton Thomas, retired traveling auditor in the Auditor of Revenues department, passed away April 2 at Cleveland Heights, Ohio.

He was born Jan. 30, 1875, in Wayland, Ohio, and entered Erie service in the freight agent's office at Youngstown, Aug. 30, 1907. He was transferred to the Auditor of Traffic Nov. 28, 1910, and appointed traveling auditor, the position he held at retirement Oct. 31, 1945.

Surviving him is his widow, Mrs. Margaret Temple Thomas.

David Bauer

David Bauer, 68, retired revenue entry clerk, Auditor of Revenues department, Cleveland, died April 2 at Passaic, N. J.

He had periods of service from April 20, 1893, to May 8, 1920, when he resigned, and from Aug. 11, 1921, to Nov. 11, 1942, when he applied for annuity granted under the Railroad Retirement Act.

Surviving him is his widow, Mrs. Hattie Bauer.

Edward McAndrew

Edward McAndrew, 85, a retired Delaware division conductor of Port Jervis, died March 18. He had resided there 43 years.

A native of Hawley, Pa., Mr. McAndrew started as a trainman on the Erie & Wyoming Valley Railroad, now the Wyoming division of the Erie, in 1888. He was promoted to conductor and for many years was in passenger train service on the main line, retiring in 1937.

Surviving him are his wife, a daughter, Elizabeth, New York; two sisters and three brothers.

J. L. Owens

John L. Owens, 74, former overcharge claim investigator of the Auditor of Revenues office, died March 16 at his home in Lakewood, O.

He started in the Freight Claim department in New York in 1908 and was transferred with the Overcharge Claim department to the Auditor's office Sept. 1, 1911, and served as a claim investigator until retirement Dec. 1, 1939.

A charter member of Pickwick Lodge 885 of the Brotherhood of Railroad Clerks, he was chairman of the grievance committee from 1918 to 1934 and general chairman of the Erie System Board of Adjustment of the Brotherhood from 1921 to 1934.

A widower for the past two years, Mr. Owens is survived by three daughters, Edna, Grace and Jean.

Jesse M. Mook

Jesse M. Mook, 75, a former train dispatcher for the Erie both at Meadville and Salamanca, died April 7 at Meadville. He retired in 1945 after nearly 55 years service.

A native of Saegertown, Pa., he was well-known in musical circles as a cellist and was a member of the Erie Railroad Veterans, Elks, Taylor Hose Co. F. and A. M. and Zem Zem Temple.

He is survived by a daughter, Mrs. Richard O. Connell, Buffalo; two brothers, Grant Mook, Saegertown, and Fred Mook, Lima, O.; also two sisters, Mrs. Rodney Smith and Mrs. Bert Smith, Saegertown.

John W. Kelly

John W. Kelly, of 63 Fowler street, Port Jervis, died March 22 after a long illness.

In early life he entered the Erie's employ as a telegrapher and retired two years ago as a car inspector.

Mr. Kelly was a member of St. Mary's Church; a charter member of Port Jervis Council 471, Knights of Columbus; member of the Erie Veterans, the Elks, the B.A.R.E. and the Brotherhood of Railroad Carmen.

Surviving him are his widow, a daughter, Elizabeth, New York; two sisters and three brothers.

Elizabeth S. Moses

Miss Elizabeth S. Moses, a retired cashier of the Erie freight office at Sharon, Pa., died March 30.

Surviving her are two brothers, John, West Middlesex, Pa., William, Erie agent at Garrettsville, O., and three sisters, Mrs. Elton Yeager, Mrs. Margaret Rohrer, Sharon, and Miss Lillies Moses, Pasadena, Calif.

Harry J. Lycett

Harry J. Lycett, 52, assistant chief train dispatcher for the Erie at Buffalo, died April 4.

He came to Buffalo from Salamanca in 1930. He was with the road 38 years, 11 years of which were spent at Salamanca.

A member of the Brotherhood of Railroad Trainmen, he is survived by his wife, Enola Hough Lycett; a son, Harry C.; three daughters, Mrs. Charles Gearman, Mrs. Norton Dauscher and Mrs. Robert Burgstahler; his parents, five brothers, two sisters and five grandchildren.

F. E. Lawton

Floyd E. Lawton, 63, a former telegraph operator on the B. & S. W. branch of the Erie at Gowanda, N. Y., died Feb. 28 at his home in Manatee, Fla. He retired some time ago.

In addition to his widow, he is survived by a son, Lient. Robert F. Lawton, with the USAF in Japan; a daughter, Mrs. Beatrice Van Duzee, Hamburg, N. Y.; a sister, four brothers and two grandchildren. Burial was at North Collins, N. Y.

H. L. Smith

Harry Lee Smith, 51, yardmaster at Marion, O., until ill health forced his retirement last year, died March 15. The family home is at 609 East Church street, Marion.

A native of Richwood, O., Mr. Smith had been with the road more than 32 years. He was a member of Trinity Baptist Church, Brotherhood of Railroad Trainmen, Veterans of Foreign Wars and the Masons.

His widow and three children survive.

Andrew Boryk

Andrew Boryk, 76, retired hostler of Cleveland shops, died April 1. He lived at 2540 West Seventh street.

Born in Austria, he came to Cleveland 57 years ago and for 38 years worked
as a hostler for the Erie, conditioning locomotives for their runs. He retired in 1936.

Mr. Boryk was a charter member of St. Theodosius' Russian Orthodox Cathedral and active in its affairs until his last illness.

Surviving him are the following children: Mrs. Mary Fedak, Mrs. Anna Kolbun, William, John and Mrs. Julia Yankovich, 10 grandchildren and two great-grandchildren.

E. D. Sampson
Edgar D. Sampson, a locomotive crane engineer for the Erie at retirement in 1941, died last month at the family home in Susquehanna. Stricken ill last August, he recovered and seemed in fair health.

His parents were early settlers in Starrucca, where he was born 71 years ago. Edgar worked in the West and the South and for a time was located in British Columbia. Coming to Susquehanna, he entered the employ of the Erie and remained about 29 years.

Mr. Sampson was a member of the Carman's union and the Moose. He is survived by two daughters, a granddaughter and other relatives.

SUSQUEHANNA SHEPHERD

How Bob Johnson, machinist in our Susquehanna roundhouse, saved a beautiful shepherd dog from the icy river there was told in the Susquehanna Transcript of Feb. 26. No one knows how the dog got into the frigid water, but because of the swift current, the cracking ice shelves and the intense cold, the dog, near exhaustion, repeatedly fell back into the swirling stream.

Providing himself with a rope, Bob tried to lasso the struggling dog, but the rope was too short. Finally, as he threw the full length of the rope without a noose directly into the animal's face, the dog snapped at it and held it in an unbreakable grip. This enabled Bob to pull the shepherd onto the shelf ice and on up the steep bank.

Although almost too weak to walk when he reached the roundhouse, the dog's jaws seemed still to be frozen onto the rope and it was only after some time that he was persuaded to let go of his lifeline.

Finally, fed, warmed and tenderly cared for by the roundhousemen, the beautiful animal gave Bob's hand a lick, uttered a little whine of joy and departed for, no one knows where.

ANOTHER ANIMAL STORY

Moose on the tracks were responsible for fourteen delays in one day's schedule of the Alaska railroad last winter, and the time seems ripe for the backwoods inventor to come up with the better moosetrap.

AFTER A GOOD DAY'S WORK

Every job well done deserves reward. Light up a Dutch Masters this evening and enjoy the relaxing luxury of a really fine cigar with your after-dinner coffee. You've earned it, friend, for a good day's work . . . every mellow puff of that nut-sweet smoke.

DUTCH MASTERS CIGARS

May, 1947
An engraved plaque was presented to A. R. Tennis, retired division freight agent, by C. R. Martin, freight traffic manager, at a dinner at Hotel Harding last month, honoring Mr. Tennis’ 52 years with the Erie Railroad. In addition to Mr. Martin and the guests of honor, Mr. and Mrs. A. R. Tennis, those in attendance were D. J. Maley, assistant vice president; H. V. Bordwell, assistant general manager; H. H. Clark, superintendent, and E. H. Huffman, division freight agent, and Mrs. Huffman.

R. R. Foux, chief treatment inspector, ties and timber, is ill with influenza. We wish him speedy recovery.

Perdetha V. Schnee has become clerk-stenographer to F. W. Fischer, division freight agent at Dayton, O.

Conductor, whose death occurred here recently. Burial was at Marion.

Angelo Gambaccini, roundhouse la-

by the author of Steelways of New England...second volume in Creative Age's Railroads of America series...a must for anyone addicted to travel, trains, or lusty Americana.

Profusely illustrated; over 400 pages $4.00

Erie Railroad Magazine
the former commander? Anyway, he was Benedict Arnold, traitor, wanting passage down the river to the sanctuary of the enemy in New York.

He got the passage, joined the enemy, stayed with the enemy, and years later died in England, despised by his countrymen, never respected even by the British.

Andre's end came quicker.

Under an escort of dragoons, he was taken from West Point to Mabie's tavern in the village of Tappan and jailed there in a small groundfloor room of the building which still stands, and still is a tavern. In Tappan's Dutch Church a board of general officers, summoned by Washington, tried him.

He couldn't deny possession of the incriminating papers nor the wearing of a disguise, but his conduct was so dignified and respectful, and he seemed so eager to shield everyone in the plot but himself, that he won the sympathy of all.

The judges ruled that he "should be considered a spy" and "suffer punishment according to the usage of nations."

Punishment according to that usage was, and is, death by the halter.

October 2, 1780, was the day set for the execution and the place was a little tavern in Tappan.

In the forenoon, Andre was permitted to put on clean clothing brought to him by a servant, and for his final hour he wore British full dress.

From his cell in the tavern he was taken at noon to the knoll, thinking up to that time that a request to be shot instead of hanged might be granted. But Washington had ruled that "the practice and usage of war, circumstance as he was, were against the indulgence."

Around him were gathered a crowd of soldiers and others. But Washington was not there. He didn't want to see the young officers—spy, by law—die, and as the time for the execution approached, he remained in his room in his headquarters not far away. There he drew the shade and knelt to pray in the house preserved today as a Masonic shrine.

On the knoll, Andre adjusted the rope around his own neck and bandaged his eyes. Smith, his erstwhile accomplice—now under Colonial orders—was obliged to prepare to perform the execution.

Andre lifted the handkerchief a moment and turning to an American colonel said:

"I pray you to bear me witness that I meet my fate like a brave man."

Everyone agreed that he did and seemed to die with the first great swing of the rope.

Washington's account book, which called up the days of espionage in the Revolution, rests now in the office of the Secretary of the Treasury. On the spot where Andre was hanged, a stone marker records his fate. In Westminster Abbey, his body lies beside a tablet which reads:

"He fell a sacrifice to his zeal for his King and country."

---AND HIGH WATER---

At the peak of the recent flood on April 7, Reed McCaskey, photographer of the Meadville Tribune Newspapers, took off for a look around in a plane with Clarence Kametz at the controls. Outside our backshop, right, Erie engines stood in water that had their pony trucks and the roundhouse looked like half a doughnut dunked in a cup of coffee. Photo courtesy of the Tribune Newspapers
### 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.

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MARION DIVISION con’d.
if this wasn’t enough happiness for one individual, Bob’s one and only, Miss Norma Chandler, said “yes” March 31. Bob presented her with a beautiful diamond ring and wedding bells will ring for them in the early Fall. Having met Miss Chandler, we congratulate Bob and wish them a long and happy life together.

14TH STREET, CHICAGO
By Chris Hardt
William Webster (billing department) went to his hometown of St. Louis to visit his family, which includes a newborn daughter. Congratulations. The family now consists of four daughters. Joseph and Dominic Frederico and Dominic Facella, with J. J. Brynda, general foreman, and Leonard Puliano, cashier’s office, are organizing a softball team. We wish them luck as we know we have some good material among our forces.

We are happy to see Yetta Morris back at her desk after several months’ illness, and anxiously await the return of Nellie Walsh, billing department.

The boys are glad to have George Rossof back in the Lifschultz Section after a three-week stay at 23rd street team track, where he relieved Andy Thor and made a good record.

CHICAGO GENERAL OFFICE
By John A. Chittwood
Our sympathy to the Steve Dewitts on the death March 7 of her brother in Texas.

Born: March 31, 1947. Weight: Seven and one-half pounds. Sex: A bouncing baby boy! Happy Parents; Mr. and Mrs. Ursel Heiney. Congratulations.

Dorri Cowell, our songbird stenographer, had one of her dreams come true recently when she signed as vocalist with Johnny Lawrence and his orchestra, one of Chicago’s most promising musical aggregations. Her debut with the band was made during its engagement at the Elmhurst Country Club.

What’s this bet Marie Evans made with Frank Hickey? Is it true she will smoke a big black cigar on Dec. 31 if she loses?

The torrential rain which swept Chicago and suburbs for two days early last month flooded the homes and marooned many of our property owners, including the Cy Ewings, Warren LaDukes, Harold Keelers, Steve DeWitts, Joe Wondraks and Frank Kovariks. Flooded furnaces and electric power units kept all without heat and light, but probably the hardest hit were the Freddie Drees. The waters washed through their apartment in the middle of the night, ruining all their furniture and clothes, keeping Freddie inside for several days while his suits were drying out.

During a recent storm, Carol Lewis decided to take a taxi home to assure her safe arrival. Well, you know how these stories always end, this one is no exception. A truck crashed into the taxi and Carol was off a week, nursing bruises and shock.

Anyone wishing to donate $1,000 for purchasing Frank DeGiorgi a package of thin lead for his automatic pencil, please see Johnny Fischer.

Which one of our stenographers named Eleanor Carlson is so excited over a Wisconsin vacation she has planned, that already she is dating letters and wires July? And it really happened too!

Supt. of Transportation
By Mary Louise Ramsey
We extend heartfelt sympathy to E. J. Cotter on the death of his sister, Mrs. B. Hume, at Jersey City.

It was a great day for the Irish (the Jack Pattons) March 16—one day early—when their daughter Judith Ann was born at Lakewood hospital.

The post Easter social season saw an opera party, consisting of Rosemary Mahan, Florence Post, Rita Hendlmayer, Dora Alves, Ruth Clark, Eleanor Foskri, Ruth Basen and Jeannette Meinke, attending a performance of “La Traviata.”

Hotel Cleveland was the scene of another affair attended by members of our office. It was the R. B. W. A. dinnerdance (April 12) first since the war. Among those attending were Celestia Kemer, Jeanne Brady, Helen Wenzel and Marian Palmer.

We welcome back all those who have been off, due to illness, and congratulate those in our midst who escaped the flu. Also a pat on the back and felicitations to all who were without mishap on the day of the big storm.

We welcome Jane Barta to our force.

Cleveland General Office
EIGHTH FLOOR, REPUBLIC BLDG.
By S. Krautz
Sympathy is extended to Domenick Carbone on the recent death of his father in an automobile accident at Hornell. The Grandfathers’ Club can add the name of Len Biker to their roll.

Congratulations to Paul Seidel on his appointment as trainmaster at Youngstown. Welcome to William Wiarda, who took Paul’s place here as inspector of operation. Cliff Rhodes, supervisor of car repair, Western District, retired April 1. Sorry to see him go.

Congratulations to Jack Fox, communications contract assistant, on the addition to his family, a boy, born April 5.

MAHONING DIVISION
Cleveland Freight
By Katherine J. Wood
Our sympathy is extended to Joseph Carbone on the death of his father in an automobile accident March 16. George McHugh spent a week-end at the National Bowling Congress in Toledo and did pretty well in spite of some con-

TINY heard that a shipment of Hamilton 992Bs just arrived. He'd better hurry. The supply of this famous railroad watch doesn’t last long.

Every effort is being made at Hamilton to meet the vast demand for 992Bs as soon as possible. Production is steaming ahead, but it has not yet reached the point where everybody can get a 992B without a brief wait. Check with your watch inspector or jeweler. He may have yours now. If not, it’s on the way.

Hamiltons have long been prized by railroad men for accuracy. That is why more railroad men own Hamiltons than any other make.
Perishable & Dairy Traffic

By C. L. De Gregorio

One day recently, Piers 20-21, N. R., looked like an international dock. We had grapes from South Africa, nectarines, grapes and plums from Chile, pears and grapes from the Argentine, Italian lemons, Puerto Rican pineapples, Cuban tomatoes, Mexican peas, Canadian turnips. From our own country we had California citrus fruits, Oregon pears, Washington State apples, vegetables from Texas and other states, dairy products from Iowa, Wisconsin, Minnesota, Nebraska, Missouri, Indiana and Ohio.

The Erie Railroad was host to approximately 700 delegates to the annual convention of the United Fresh Fruit & Vegetable Shippers’ Association recently. One morning was devoted to a trip around New York Harbor aboard our ferryboat Meadville which was equipped with a public address system. Hot coffee, soft drinks and box lunches were provided. Representatives from almost every state and Canada and Mexico were aboard. O. A. Frauson, superintendent of lightage, acted as guide, pointing out the terminal facilities of the various railroads serving New York Harbor as well as historical points. That the trip was a success was confirmed by testimonial letters received by President R. E. Woodruff, H. W. Van Willer, E. J. Dean and P. J. Napoli, containing praises of the trip. During the convention many prominent shippers visited our docks, the auction sales rooms and the new pear conditioning room.

SUSQUEHANNA DIVISION

By C. A. THOMPSON

ELMIRA FREIGHT

By J. F. Gill

Ora Wheeler, retired baggage agent, was a recent visitor.

STILL GREATER PROTECTION—For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical shocks

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal shocks

CARDWELL-WESTINGHOUSE CO., Chicago, III.

Arthur Terpolilli, checker, spent his vacation in Philadelphia.

N. E. Hamilton has taken a position as stenographer in the freight office.

Mary J. Hayes, cashier, has resumed work after illness.

J. W. Bowen, chief clerk of the Revision Bureau, was a week-end visitor in New York.

Sympathy is extended to James S. Qualey, checker, on the death of his sister in Buffalo.
Wyoming Division

By J. P. Roche

Congratulations to Edward Endo and John Barton, engine preparers, Avoca roundhouse, whose wives presented a son to each.

Harold Bechtold, tool room attendant, is confined to his home after illness.

Sympathy is extended to T. A. Kretsch, clerk, on the death of his mother.

J. H. Thomas, retired track supervisor, was a recent visitor at the division office.

W. J. Clark, retired road foreman, is making a long delayed tour of Florida and California.

C. N. Swartwood and F. J. Kearney, co-chairmen of the railroads' division of Lackawanna County in the recent Red Cross drive, extend their appreciation to each.

J. D. McFadden, who has been at Meadville since November, 1945, as trainmaster of the Mahoning division, Second District, has replaced Mr. McFadden as trainmaster of the Meadville and B. & S. W. divisions there.

Starting with the road as yard clerk at Youngstown in 1927, Mr. McFadden has held positions as interline clerk, Cleveland, yardmaster, Youngstown, inspector of operation, Cleveland, and trainmaster both at Huntington and Marion before going to Meadville.

F. E. Navin, who replaced Mr. McFadden as trainmaster of the Mahoning division, Second District, has replaced Mr. McFadden as trainmaster at Meadville.

When he entered the Army in June, 1942, he was night general yardmaster at Jersey City. After three and a half years in the Southwest Pacific he returned to his former position and prior to his latest assignment, was general yardmaster at Port Jervis.

The Continental Casualty Company is represented wherever railroad men are found. Here are a few Continental representatives located on the Erie Railroad, who are ready, day or night, to serve you.

E. B. Carlee
8 Hoover Street
North Arlington, N. J.

George Pallitto
150 Elm Street
Newark, New Jersey

H. N. Winfough
Box 194
Union, New Jersey

Gordon Connolly
93 Locust Avenue
Millburn, New Jersey

M. E. Gurnsey
143 Thatcher Street
Hornell, New York

W. P. Stewart
3574 Strathavon Road
Shaker Heights
Cleveland, Ohio

Phone: Washington 7654

Marjorie L. McCartney
719 Carlton Street
Mishawaka, Indiana

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"The Railroad Man's Company"
**PROGRESS IN TRANSPORTATION--AND BRAKES**

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

Use "AB" for today's freight trains.

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

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420 Lexington Ave., New York City  
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**FLEMING COAL CO.**

Incorporated  
310 South Michigan Building  
Chicago, Ill.

**MINERS AND SHIPPERS**

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

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**TUCO PRODUCTS CORP'N**

CAR SPECIALTIES SERVICE  
30 Church St. — NEW YORK

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**PEERLESS CLEANING OIL**

For Locomotive Washing  
Semaphore Long Time Burning Oil  
for Semaphore and Switch  
Signal Lamps  
Emulsified Asphalt for all uses  
Petroleum Products

**COLLINS OIL & MFG. COMPANY, INC.**

90 West St.  
New York, N. Y.

---

**VETERANS continued**

Witt, who will be glad to receive your dues.

**JERSEY CITY CHAPTER**

By Walter Bieszard

Past President A. B. Cohen gave Veteran Harry V. Ellis a 50-year-veteran's button at our meeting on March 13. Veteran Ellis thanked Jersey City Chapter for being so honored, which he said came as a surprise.

Comment also was made by Past

---

**"You Name It"**

**ANSWERS TO PROBLEMS ON PAGE 19**

1. Six-inch metal folding rules. The kind that open and close like a grasshopper's jumping legs.

2. Air hose, old and worn and ready for the scrap rubber plant where the rubber is salvaged.

3. Empty two-quart cans in the stores department, Hornell. Small quantities of oils, etc., are shipped in them.

---

President Cohen regarding the executive committee meeting at Cleveland. Veteran Bert Stocker informed the members of the action taken which will give all chapters of 500 members or over an extra 50 cents for each paid-up member above that number.

Veteran Herman Limsky, chairman of the membership committee, reported that our veterans are doing a fine job in getting new members.

The many friends of Veteran Helen Cole, who was ill for some time, were happy to visit with her at our meeting.

Entertainment, dancing, refreshments and getting better acquainted with our new members will be features of our "Ladies Night," to be held Saturday evening, May 24, at Washington Hall, Paterson. All veterans and their ladies are invited.

Our veterans are boosters for the New York Division Welfare Association, which will hold a dinner-dance Wednesday evening, May 21, at Skyline Inn, East Boulevard, North Bergen, N. J. Tickets are $3 per person. Those attending will not only have an enjoyable evening, but will contribute to a good cause.

Our next regular meeting will be May 8 at Washington Hall, 78-50 Godwin street, Paterson, 8:30 p. m. A special invitation is extended to all retired veterans.

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*Erie Railroad Magazine*
NEW YORK DIVISION
Supt.'s Office, Jersey City
By Mary A. D. Meyer

The stork visited the home of Mrs. William Davidson (Betty Hohman, clerkstenographer) and left a bouncing baby boy.

More stork news: Mr. and Mrs. Nicholas Van Dam (Helen Varhall) announced

SCRANTON'S WHITE ANTHRACITE

Three girls (left to right), Carol Ann Newby, Virginia Ardoyno and Mary Molinaro, all from the Passaic freight office, spent a March week-end as guests of Mary's mother and dad in Scranton. It just so happened that Mary turned a year older while she was home so a rather splashy little birthday party occurred.

the birth of a son recently.

Frances Terhorst spent a week end at New Haven.

Good luck to John McBride, transferred to the General Manager's office as stenographer.

The "Blizzard Boys of '89," Samuel Johnson Snyder and W. A. Vanuecheff (both retired) while on their way to New York to celebrate the Blizzard birth-

day, dropped in to see old friends.

Our sympathy to Thomas Kelly, Main Line dispatcher, on the recent loss of his brother.


PASSAIC, N. J.
By "Floabo"

Conductor D. Ayers is back from Florida, feeling fine and "raring" to go.

M. Lynch, general ticket agent, is planning a California trip, his second honey-moon.

Car Inspector Michael Colvin and his partner, Vincent Cantwell, are ready for the fishing season.

Recent visitors to this station were former employees, Margaret Gallagher, now Mrs. Vandenberg, and James Fields, now connected with the U. B. T. Co.

Joseph Oscar, P. & D. contractor, has returned from Florida, looking good.

NEWARK, N. J.

After 50 years with the Erie, Manning Cooper, former second trick clerk-operator at the ticket office, took his retirement. We all wish him many more years of well deserved rest and extend sincere sympathy on the recent death of his wife.

Four of the former G. Is in our office, Tom Rose, Joe Murray, Tom Ford and Dorrie Romaine, are taking evening college courses in New York City.

Once again the girls' bowling team of the Senior CYO League, of which Marie Mulhare, switchboard operator, is captain, won the Essex County championship.

PORT JERVIS, N. Y.

William H. Cuddeback, retired locomotive engineer, who spent the winter visiting in San Francisco, Los Angeles, Pasadena, Riverside, Redlands, San Bernardino and Santa Monica, reported that the chief attractions were the beautiful homes, flower-bordered driveways, lawns and gardens of semi-tropical growth. Together with the balmy climate, they made

MORRIS BASIN DRY DOCKS
Dry Docking & Vessel Repairs
MACHINE SHOP

FOOT OF HENDERSON STREET • JERSEY CITY, NEW JERSEY

300 RAILROADS CAN'T BE WRONG!

NEWLY 300 U. S. railroads have co-operative training agreements with I. C. S. They recognize the sound, practical worth of I. C. S. training. (The I. C. S. Railroad Department is staffed by experienced railroad men who understand your problems.) If you're ready to start preparing yourself, in your spare time, at low cost, for a bigger job in the railroad field—operation or maintenance—mail this coupon!

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Occupation.................................Employed by...
Home Address................................

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THE FRANCE QUARRIES CO.
TOLEDO, OHIO

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarries at Kenton, Ohio and Huntington, Ind., on the Erie Railroad.

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THE E R I E—
in Paterson

FOUNDED 1864

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Paterson, New Jersey
Member Federal Deposit Insurance Corporation
BUY
U.S. SAVINGS BONDS

THE RAIL JOINT COMPANY, Inc.
50 CHURCH STREET
NEW YORK

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CAST STEEL PRODUCTS

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THE BUCKEYE STEEL CASTINGS COMPANY
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SIGNAL AND TRACK DEVICES
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Tel. UNison 7-0904-5-6-7
Adjoining West Shore Ferry

quite a contrast, compared with the winters spent on the New York division.
He took the delightful steamer ride to the magic island of Catalina.

BUFFALO DIVISION
BUFFALO MACHINE SHOP

Sympathy is extended to the families of W. H. Foster, David Armitage and John Berzas in their recent bereavement.
In the Railroad Bowling Congress held at Buffalo recently, D. Maile and E. Durlak, shop employees, held first place in the doubles until a few days before the tournament closed, and finished in third place. Durlak finished in eighth place in the all-out events. Carl Koch finished in tenth place in the singles.

LIGHTERAGE DEPARTMENT
28th St., New York

By R. R. Roseth, Jr.

Lt. Austin H. (Babe) Hopler of the Police department has returned to work after more than a week of illness. Now there's a reasonable excuse for the quart or more of milk the husky "Babe" downs with every lunch. Expected back any day is Steve Stimpfel, practically recovered from an appendectomy.

Only a few months after her arrival, the latest addition to the Budd family is approaching pin-up perfection. Bill, the proud Pop, deserves honorable mention, but to Mrs. Budd we extend sincerest congratulations. Those first photos indicate a star in the family.

Linguist and lexicographer of no mean distinction, Tom Donnelly, receiving and delivery clerk, almost daily shows a profound understanding of the intricacy of railroad terminology. Not content with his initial attempts at phrase coinage, "deliveries delivered," "reships reshipped" and "returns returned," this mental giant now offers "salvage salvaged," which undoubtedly will reach universal recognition as the ultimate in classifying phrases.

Back for a quick hello was J. Frank, Jr., now on the lobster shift at the New York Terminal Accounting Bureau. Fondly remembered and now a part of the folk lore of this station is Joe's command voice on a switchboard. Power failures never phase him, undoubtedly never will.

GEORGE BOH ENDS 44-YEAR SERVICE

George M. Boh, district road foreman of engines and fuel supervisor, with headquarters at Hornell, retired Feb. 28 after 44 years with the road.

Mr. Boh started as a fireman Dec. 14, 1903, and was promoted to engineer in October, 1907. He served as road foreman of engines at various places, including Marion, Hornell, Meadville and Buffalo, and later was made district fuel supervisor.
WORDS ALONE ARE FUTILE

A man may profess great love for his wife and children, but it means little if he fails to protect them against possible loss of his guardianship and his income.

MEN ARE JUDGED BY THEIR ACTIONS

Is your life insurance adequate to guarantee the security of those nearest and dearest to you?

Remember:
The future belongs to those who PREPARE FOR IT

The PRUDENTIAL
INSURANCE COMPANY OF AMERICA
A mutual life insurance company
HOME OFFICE NEWARK, NEW JERSEY

THE ERIE DOCK COMPANY
CLEVELAND OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 2,400 Tons per Hour from Vessel. Storage Capacity at Randall, O., of 1,000,000 Tons.

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230 PARK AVENUE . . . . NEW YORK, N. Y.
EVERY WEEK, every adult in your town consumes an average of 28 pounds of food. It adds up to a pretty sizeable amount.

Some of this food, particularly during the summer months, is produced locally. But much of it comes many hundreds of miles... from Western cattle ranges and wheat fields, citrus groves, far-off fisheries, and other distant food raising areas.

Bringing good eating to the table from every part of the country, at low cost, is an important part of Erie Railroad's service to your community. It is one of the many ways the Erie constantly helps make your town a bigger, better, more prosperous place to live, by linking it with all America.

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