HOW ARE the new passenger diesels doing? We hear the question everywhere and you probably do too. Here are the facts:

The diesels are doing even better than expected. They have made it possible to shorten schedules, haul heavier trains and maintain a better on-time performance than our previous steam engines. They start so smoothly and gather speed so fast that people seem to enjoy the experience of riding behind a diesel locomotive. Our passengers tell us they like them. Lots of complimentary letters have come in and in conversations with various people they have commended them highly. They have been high in their praise, too, of the modernized coaches and diners which are now operating regularly.

All of the newly remodeled coaches and dining cars haven’t come out of the shop yet and the new all-room Pullmans which we ordered will be about a year late from the builders. But already people are showing their appreciation of this improved service. From competitive points our passenger business has increased considerably. Extra cars have frequently been necessary to take care of the demand.

Of course, we know that new equipment isn’t all there is to good service. Clean cars, smooth handling, good track, courteous attention, every conductor, brakeman and ticket clerk wearing a smile (we don’t want any grouchies in our service) are all a part of providing pleasant and comfortable Erie service. Coupled with improved dining service with each car in charge of a friendly and competent steward, our trains are attracting more business.

Our aim is to give the best possible passenger service to the communities along our line and you may be proud of the part you have in it.

Robert H. Woodruff
WHAT PRICE SOCIALISM?

Condensed from New York World-Telegram
Lawrence Fertig

It is often said that "free enterprise is a system which works only when a country is rich enough to afford it."

This is precisely the opposite of the truth. It is socialism and planned economies which are so wasteful that they cannot support themselves. It is private capitalism which raised a young, poor nation (the United States) to be the richest nation on earth, and only free enterprise can release the latent energies of any nation, no matter how poor, to develop its resources to the fullest extent.

The tragic situation in practically every socialist and communist country in the world today definitely refutes the theory that socialism is efficient. In them, confusion and lack of production are accompanied by a growing lassitude on the part of the workers and managers alike. Black markets are rampant.

The harried administrators of these countries try to plug up one shortage after another—only to find new and more serious shortages looming up. They have destroyed the automatic indicator which tells what should be produced and in what quantities—a completely free market with flexible prices. By setting the wrong prices, they actually create shortages, as we recently found out in this country.

Mr. Shinwell Forgot

Another reason for the miserable showing of planned economies is that every decision by the national planners becomes a national calamity if it is wrong. Under the competitive system, when producers make bad judgments they suffer a loss or go broke. Under a controlled system, bad judgment is forced upon all producers with disastrous effects to the whole economy.

When Mr. Shinwell forgot to conserve coal last winter, all Britain froze. When the British Control Board decided to fill all its requirements for cotton at the top price of nearly 40 cents per pound, every British subject suffered by a few pence or pounds. If the planners were all-wise, socialism might work. But they are wrong much of the time, and the result is a series of disasters.

It was not a socialist or communist system that became the "arsenal of democracy" and brought Hitler down. It was the United States under private capitalism. And it is the United States under private capitalism which is spending billions in American production to shore up the tottering socialist countries of Europe while they doubt the soundness and endurance of our system. Irony with a vengeance!

No country—not even the United States—is rich enough to survive the inefficiency and wastefulness of socialism, which is an intellectual dream that must be paid for by the sweat of everyone who works. Private capitalism, on the other hand, has increased the real hourly earnings of every worker more than fourfold in less than 90 years in this country—despite the decrease in working hours per week. In addition, it has preserved the liberty of the individual.

These are facts which no amount of theorizing can refute.
The Erie Railroad, which in the beginning, back in the late 1830's and the early 1840's, sought to reach from New York City and the Atlantic seacoast to the Great Lakes, entered upon what is now sacred soil—sacred to a million people all over the world who at this time worship under the teachings of Mormonism, given to humanity by Prophet Joseph Smith, founder of the Church of Jesus Christ of Latter Day Saints, commonly, but mistakenly called the Mormon Church.

In recording this historic fact—well substantiated by Prophet Joseph Smith himself and by the history of Susquehanna County, Pennsylvania—there comes to the surface the story of one of the greatest romances in American history, the love of Prophet Joseph Smith for Emma Hale of then Harmony, now Oakland Township in Susquehanna County, Pennsylvania.

Where the Prophet first met Emma Hale is only a mile from the heart of the business district of the bor-
oughs of Susquehanna and Oakland and almost in sight of the Erie passenger station in Susquehanna.

The arrival of the pioneer Mormons in the valley of the Great Salt Lake in what is now the State of Utah, is being celebrated this year. On July 24, 1847, Brigham Young led his original contingent into the promised land. It consisted of 148 people and they had come from Omaha, Nebr., in 111 days, in a journey possibly unparalleled in American history.

The Erie, in "getting down" from the valley of the Delaware River in New York State to the level of the Susquehanna River in Pennsylvania, climbed to Gulf Summit from Deposit, N. Y., reaching one of the highest points on the Erie system between New York and Chicago; then descending over the once famous Cascad Bridge and the still famous one-hundred-year-old stone viaduct across the Starrucca creek valley at Lanesboro, one mile east of Susquehanna and two miles east of the Isaac Hale home, near the present coal and oil refueling station on the Oakland side of Susquehanna, fully within the illuminating range of the powerful electric lights flooding by night the eastbound railroad yards of the Erie, affectionately referred to by all railroaders as "the Oklahoma yards of the Erie at Susquehanna".

This Hale-Smith land, now crossed by the Erie’s yards on the Oakland side of Susquehanna, was recently purchased from George Colwell of Oakland Township, a car inspector in the Erie yards in Susquehanna.

November, 1947

The purchase included the 13 acres which once held the home of Prophet Joseph Smith and his girl bride, Emma Hale, daughter of Isaac Hale, known to his fellow citizens as "The Hunter." Nearby, but outside the "sacred 13 acres", is the foundation of the Hale home, now holding another house, lately occupied by Miss Mary Colwell, well known to hundreds of Mormons who have visited here.

**In The 13 Acres**

Embraced in the "sacred 13 acres" is the cellar excavation of the Prophet Smith home, also an abandoned well, both heavily veiled by tall weeds. Only a few hundred feet away is the McKune Cemetery which nestles close to the Erie tracks.

The love of Prophet Joseph Smith for Emma Hale seems to be separate and apart, and now far removed from all controversies concerning Mormonism.

Those who have written the story of Prophet Joseph Smith—and they are legion—seem to have passed over the fact that here in what is now Oakland, but which in Hale and Smith’s time was Harmony, Prophet Joseph Smith actually owned 13 acres of land, presumably given to him by his young wife, Emma Hale.

It was here in the now sacred soil of Mormonism, crossed only by the Erie Railroad and a Pennsylvania state road of concrete, that Joseph Smith The Prophet had his greatest experience—the great experience that generally comes to every mortal man at some time in his life—that of falling in love. Prophet Joseph Smith, worshipping at the feet of Emma Hale, carried his suit to her father, only to be turned away. Then he took her 30 miles up the Susquehanna River to Afton, Chenango County, New York, where they were married in a building which is now a "Mormon Shrine" and a "show place" on the Afton fair grounds.

It was an elopement, Isaac Hale declared, and it made him hate Prophet Joseph Smith to such an extent that he wrote a statement and made oath to it, informing people in Illinois and Ohio of the Prophet’s “sins and wickedness.” It is that statement recorded in Susquehanna County history which casts a shadow over Prophet Joseph Smith’s name here, the only place where he ever owned anything tangible—13 acres of land.

Prophet Joseph Smith tells it all in his “Own Story”. He tells of his birth in Sharon, Vermont, in 1805; of his going to Palmyra, N. Y., with his parents at the age of ten; five years later going to Manchester, N. Y., with his parents.

Joseph Smith, before going to Harmony in the year 1825, reported that a vision of God and His Son Jesus had come to him. Some time later he said he had also received a visit from an Angel named Moroni who had parading at Salt Lake City, July 24, 1947, in the great Utah celebration held there.

Monument erected at Salt Lake where Prophet Brigham Young decided his people had reached their goal and said "This is the place"
MORMONS CONTINUED

lived on this continent more than a thousand years before. It is said that from Moroni Joseph Smith had accepted a series of "Golden Plates" with inscriptions upon them and from which he translated a book that is now found in every nation of the world. This is The Book of Mormon.

Prophet Joseph Smith sets forth the fact that he was laughed at and persecuted until he was forced to leave Manchester, N. Y. Later, he suffered likewise while at his home in then Harmony and with Oliver Cowdery, a young school teacher, and Martin Harris, who assisted Smith in his writings, and Emma Hale Smith, his young wife, they set forth, going into New York State and finally on into Nauvoo, Ill., where the Mormons created a city of 20,000 people. It was at Carthage, Ill., on June 25, 1844, that the Prophet was shot to death in jail by an armed mob with painted faces while he and his brother Hyrum were awaiting action by the authorities who were prosecuting them because they had silenced a weekly newspaper.

The history of Susquehanna County, on the word of Isaac Hale, records that Joseph Smith first came to Harmony with a party of "gold diggers," exploring what was supposed to be an old Spanish gold mine; that Smith had been working for Josiah Stool in Chenango County, N. Y., near Afton, when he took up "seeing." He had convinced many that by "gazing" he could locate lost treasures and "hidden mineral wealth."

Isaac Hale said he first knew Joseph Smith here in 1825, knew him till 1829—that he eloped with Emma in February, 1826—while Hale was away from home.

Smith would not allow Hale to see the "Golden Plates" and Hale drove him out of his house, saying he could not stay under the Hale roof while possessing things he held in secret.

The Saints Move On

Girl friends of Emma Hale remarked slyly that "Emma had been bewitched" by Smith, but their love and devotion always seemed divine. The Prophet and his ever increasing band journeyed on until in 1844, in Carthage, Joseph and Hyrum Smith were shot to death and Brigham Young assumed leadership of the then persecuted Mormons.

As Prophet Joseph Smith and his band of followers moved away from Oakland because of the persecution of Smith, he assumed a "spiritual air" and left all "earthly work" to Harris, Cowdery and others. He was dead by violence in 1844, two years before the Erie reached Susquehanna in 1846.

The records are clear. Prophet Smith says it was here he was baptized in the Susquehanna River not far from his little home, and he baptized Oliver Cowdery, thus marking the restoration of the Aaronic Priesthood.

His first born son is buried here, near his condemning father-in-law, Isaac Hale. The Prophet had declared that the "Golden Plates" would never be examined unless his "first born" to Emma Hale was a boy. So it came to pass. Three miles to the north of where Prophet Joseph Smith once owned 13 acres is the clearly marked stone foundation of what was to have been "The First Mormon Temple."

Joseph Smith "The Prophet" was a handsome young man with "certain supernatural powers," his enemies declared. But nevertheless, the power of young manhood which won and held the love of Emma Hale through great trials and tribulations, has never been successfully challenged.

At Nauvoo, after his murder, she stood guard over his lonely grave throughout the night lest some of his enemies come and take his body away. A terrific rainstorm drenched her frail body and washed sand and gravel upon the grave, blotting out all signs of the hurriedly made tomb. Emma Hale in after years married again, informed Mormons have told the writer, but her greatest mission in life was here. Complete was her devotion to the young man she eloped with in the full bloom of a great love, becoming the first and "only locally known" wife of Prophet Smith.
FIFTY IS JUST A FLAG STOP

On August 14, Bert Thomas received his Gold Pass for serving the road half a century. Bert "looks" like a conductor. Perhaps it's the big gold watch chain that loops across his vest like the cables of the George Washington Bridge, or maybe it's the tortoiseshell cheaters he wears at work—anyway, he doesn't need the gold stars he wears on his left sleeve to prove he is an old hand on the big trains.

Naturally we asked him how far he had traveled in his 50 years. A slow smile curled up around his mouth. "Never counted 'em," said Bert, "but I'm not there yet."

OLD-FASHIONED COWCATCHER

What has become of the old-fashioned cow that used to wander on to the railroad tracks and get picked up by the old-fashioned cowcatcher and carried on to the next station? I suppose I know, as a matter of fact, for once in a while we put a new mortgage on our house and go downtown and buy a slice of her. But what has become of the old-fashioned cowcatcher itself? Modern locomotives—and I have been looking at some, and pictures of some, lately with this in mind—do not have anything in front that a self-respecting cow would wish to ride on. They just have a sort of hobble-skirt effect, if anybody remembers what that means. And I would like to warn all American railways that if they don't do something about this situation I am gradually going to stop riding on them. I was brought up on cowcatchers and I want them.—A Fair Prospect, published by Nation's Business, Washington.

ALWAYS NEW RULES

"Immodest men who take off their coats or boots when riding on the Erie Railroad will, hereafter, be obliged to occupy the smoking car."—Chautauqua County Weekly, September, 1886.

GRANITE MEMORIAL FOR CASEY JONES

On August 14, Bert Thomas received his Gold Pass for serving the road half a century. Bert "looks" like a conductor. Perhaps it's the big gold watch chain that loops across his vest like the cables of the George Washington Bridge, or maybe it's the tortoiseshell cheaters he wears at work—anyway, he doesn't need the gold stars he wears on his left sleeve to prove he is an old hand on the big trains.

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Lifeline

The shining cities are walls of stone
That cover the mighty frames of steel,
But they would die if they stood alone,
For they need the pulse of the turning wheel.

The prairie states send corn and wheat,
The milk flows down from the dairy-land;
They look to the western range for meat,
And fruit, where the groves and orchards stand.

In winter's cold, and in summer's heat,
Across the land roll the long food trains,
For the hearts of the cities could not beat
If food didn't flow down the iron veins.

JOHN GILLICK, Rev. Clerk,
Accounting, Cleveland

Casey Jones' widow, Mrs. Jane Brady Jones of Jackson, Tenn., lays a wreath on the memorial to her husband dedicated at a recent ceremony attended by railroaders and representatives of church and state. Present were Barbara Jones, Casey's granddaughter; Charles, his son; and Sim Webb, Casey's fireman who was the last man to see him alive before the wreck in 1900 which made Casey immortal. The memorial was presented to mark gravesite, for nearly half a century distinguished only by an unpainted wooden cross, by Lucius Beebe (right) and Charles M. Clegg (shown with Mrs. Jones), railroad writers, photographers and authors of "Mixed Train Daily."
The Erie Railroad has been the Little Red Schoolhouse to many of our country’s very great railroad men.

Railroading is an industry that seems to engender in each one of its workers an intense loyalty to the line on which he works—a loyalty that makes his road, however large or small, however straight or winding, seem the finest, levellest, straightest, most desirable property in Christendom. He is usually content to stay with the road he starts on; seldom cares to wander to “foreign” lines and practically never out of the railroad business. But those who do go always have an affection for the “old road” that is good to see.

Where They Came From

“I came off the N. C. & St. L.,” they’ll tell you, or it may be the Illinois Central or the A. C. L.; sometimes it’s the Erie too. In fact, many illustrious railroaders are members of that now famous “I Worked on the Erie” Club. Men off the Erie have carved their names high on the rosters of many other roads. Some have become traffic managers, some vice presidents. But most amazing of all, 10 have become presidents of other roads! Probably no other railroad can boast of being the alma mater of so many former employees who have eventually headed other lines. It almost seems as if the Erie has had so much talent in its ranks that there wasn’t enough room for them all at the top so they just naturally had to spread out. Just as the State of Ohio is called a “Mother of Presidents” (some say she is bearing twins this year, what with Taft and Bricker) so might the Erie be appropriately called a “School for Railroad Presidents.”

The list is long and covers a great many years. Most of the names on it were widely known and will be well remembered by many employes who are still in active service, and by many who are now retired.

Starting with the earliest there was Hugh Riddle who in 1846 was a rodman on the Erie and remained on the engineering corps until the road was completed in 1851. The year 1865 found him general superintendent of the Erie. The next year he went with the Rock Island in the same capacity and by 1878 had risen to the presidency of the C. R. I. & P. Later to become known as the Route of the Rockets.

Then there was Cyrus K. Holliday who was born in 1826 in Carlisle, Pa. He attended Allegheny College and fol...
lowing graduation became Erie attorney at Meadville. He believed in railroads and invested his money in them. Soon he had $20,000 and he started west. He dreamed of founding a city and building a railroad and he accomplished both. He laid out Topeka, Kansas, and he wrote the charter for the Atchison, Topeka & Santa Fe Railroad. There followed the Civil War and panic and depression and finally the whole trackage was sold to Edward King, representing the reorganization committee. Mr. Holliday became a director of the Santa Fe and in 1896 was made president of the old company, then in process of liquidation. He served until he died in 1900 at 74.

James H. Rutter started railroading with a modest position as a clerk in the Erie freight office at Elmina. By 1866 he had not only become assistant general freight agent, but he had attracted the attention of Cornelius Vanderbilt who persuaded him to become general freight agent of the New York Central. He became, by hard work, general traffic manager, then third vice president and in 1883 William H. Vanderbilt resigned as president in favor of Mr. Rutter.

**Headed Six Railroads**

How a rodman off the Chester Creek Railroad rose through the ranks, including service in high office of the Erie and the Nypano (now Erie), to become president of six other roads, is the story of Samuel Morse Felton.

Born in Philadelphia in 1853, he entered railroad service on the Chester Creek. Then followed service on the Lancaster Railroad and chief engineer on the Chester & Delaware River. He worked for other railroads, too, and finally became assistant to the president on the Erie in 1884, going thence to the Nypano. Back again with the Erie, he became vice president, but soon left the Erie to become president of the Louisville Southern and the Alabama Great Southern. Between 1890 and 1899 he was president and receiver of the Cincinnati, New Orleans and Texas Pacific. From 1899 to 1907 he was president of the C. and A. Railroad Co., then president of the Mexican Central in 1907-1909. In 1899 he became president of the Chicago Great Western.

Benjamin Thomas started with the Erie as a telegraph operator at Port Jervis about 1872 and by 1883 he too had become general superintendent. He held this position for four years, when he resigned to become general superintendent of the Chicago & Atlantic, at the same time he was elected a director of the Chicago & Western Indiana and the Belt Railroad Co. of Chicago. In 1888 he became vice president of these lines and in 1890, president.

A brass pounder from the old A. & G. W. (now Erie) who has gone a long way and is still going is...
Thomas M. Schumacher, born in 1862 at Williamsport, Pa., is today chairman of the executive committee of the Western Pacific Railroad Co.; president, Western Pacific Railroad Corp., and board chairman of the Rio Grande. He has worked on the Burlington, U. P., Oregon Short Line, S. P., Rock Island and the Denver & Salt Lake.

E. B. Thomas, who had been president of the Erie from 1892 to 1901 and chairman of the board 1901 to 1903, became president of the Lehigh Valley in 1902 and president of the Lehigh & Hudson River Railroad, the 85 mile line from Maybrook to Easton, at the same time.

E. E. Loomis, who died several years ago, was a Lehigh Valley president who served the Erie for years before he went with the Route of the Black Diamond. In 1894 he was superintendent of the Erie's Tioga division. In 1898 he was general superintendent of the Wilkes-Barre & Eastern and the New York, Susquehanna & Western, then part of the Erie. In 1917 he was elected president of the L. V.

Pull Eighty Cars

Beetle browed, clipped mustached, Patrick E. Crowley (Pull Eighty Cars), now 83 years old, broke into the railroad business as a telegrapher on the Erie. A humble start, but his heart was in his work and he too rose to become president of the New York Central—the famous Water Level Route—on April 9, 1924.

William T. Noonan, an experienced railroader off the Old Reliable, who was assistant to the general manager of the Erie in 1904, became president in 1910 of the Buffalo, Rochester & Pittsburgh, until it was absorbed by the Baltimore & Ohio. Mr. Noonan was also president of two smaller lines, the Allegheny & Western Railway and the Clearfield & Mahoning Railway.

Sharp-eyed, snowy-haired Dan Willard, a fireman off the Connecticut & Passumpic, who was 83 when he died a few years ago, was one of the great names in railroading. Many a hard-bitten railroad man called him affectionately “Uncle Dan”. Sixty years a railroader, many with the Erie, he became first vice president and general manager of the Erie 1901 to 1904, going thence to the “Q” (Burlington Route) and later becoming president of the Colorado Midland Railway Co. and then heading the Baltimore & Ohio (Linking 13 Great States With the Nation) for many years.

The heavy jowled Tennessean, William J. Harahan, started his long railroad journey on the Louisville & Nashville in 1881. From 1907 to 1910 he was assistant to the president of the Erie and 1911 to 1912, vice president. From the Erie he went with the Seaboard Airline Railway (Through the Heart of
have been because Carl Bucholtz, another 'Old Erie Hand,' was. Carl Bucholtz was a Baltimorean who, after working on many roads, came on the Erie property in 1914 as assistant engineer of the Mahoning division and rose to become general manager of the Western District in 1927, whence he went to the Pocahontas line in 1932 as president.

Frank Hedley, who on the Erie was a machinist in the mechanical department, became president of one of the greatest transportation systems in the world and one that handles no freight whatever—the Interborough Rapid Transit (New York Subway). Today the line is called the I. R. T. division of the New York City Transit system.

John J. Berent was a railroad president after he departed from the Erie, just as he had been before he came. He came to Erie as president from the N. Y. C. & St. L. (Nickel Plate) under the regime of the fabulous Van Sweringens and in 1930 left our line to become president of the C. & O., Pere Marquette and the Hocking Valley simultaneously.

Guided Erie 10 Years

Succeeding John Berent as Erie President in 1929 was Charles E. Denney. Mr. Denney came with Erie in 1927 as vice president, operating department, and was elected president in 1929. He held the Erie throttle for 10 years until in 1939 he became president of the Northern Pacific (Main Street of the Northwest), home of that Great Big Baked Potato.

Robert J. Bowman, who had advanced from assistant to the president in 1927 to assistant vice president on the Erie, became operating vice president of the Pere Marquette in 1929. In 1942, when he was made president of the P. M., another ex-Erieman had reached the top job on a railroad, Bob Bowman made good on the Pere Marquette, so good, in fact, that in 1946 he became president of the Chesapeake & Ohio (Chessie's railroad) in addition to his Pere Marquette presidency.

Yes, the Erie has been the Little Red Schoolhouse for many a great railroader who has gone out and lent his genius to other railroads. But where one has left, thousands have stayed to keep the Erie performing her "Heavy Duty" and to keep her name among the honored ones in American railroading.
STILL HIGHER 
RATES URGENT

On Oct. 7, the Interstate Commerce Commission granted the railroads' plea for a quick 10 per cent increase in freight rates. In response to an inquiry as to what this will mean to the Erie Railroad, President R. E. Woodruff made the following comment:

"The 10 per cent emergency freight rate increase, effective Oct. 13, will mean about $2,500,000 to the Erie Railroad for the balance of the year, which will just about offset the recent wage increase granted to non-operating employees. However, the demands now being made by the operating unions for increased wages and changes in working rules cannot be absorbed by this 10 per cent increase nor does it provide for past increases in both wages and material costs which have been placed upon the railroads in recent years.

"We hope that a prompt and favorable decision will be granted on the railroads' full application for freight rate increases averaging about 38 per cent in the east (including the 10 per cent already granted) which they urgently need to place the industry in a sound financial position and enable them to provide better and more progressive service to the shipping and traveling public."

LABOR'S DAY IN ENGLAND

You will work when and where YOU'RE TOLD
AND EAT WHAT WE SAY
OR STARVE!

DON'T MEET HIM IN ST. LOUIS

Yes, folks, it's Fullman Porter Alexander Newborn who has been in all parts of the country, but has never been in St. Louis, crossroads of the U. S. Porter Newborn takes Erie No. 8 out of Chicago to Lima, Ohio, and brings No. 1 back to Chicago.
CONGRATULATIONS

The appointment of Charles F. Schwartz as shop superintendent at Hornell became effective Sept. 24. His former position as master mechanic at Avoca, Pa., has been abolished.

F. D. Dunton, master mechanic at Secaucus, last month became master mechanic at Port Jervis, with jurisdiction over the Wyoming and Jefferson divisions and that portion of the New York and Delaware divisions to be assigned.

The position of master mechanic at Secaucus has been abolished and the territory of the master mechanic at Jersey City extended to include Secaucus and freight power on the Side Lines.

NAVY INDUSTRIAL ASSOCIATION

The Navy Industrial Association is seeking new members. It might be well, if you have a few moments, to read this.

What Is the N. I. A.?

The Navy Industrial Association is composed of approximately 450 industrial concerns which have joined together to project into times of peace the closely-knitted working relationships developed during World War II between the Navy Department and its industrial suppliers.

Its program is designed to protect the national security by making readily available to the officers and officials of the United States Navy the extensive industrial experience of its members.

What Does It Stand For?

The Navy Industrial Association stands for peace, permanent peace based on a practical program of national security.

It believes that to preserve peace we must be so strong that we will discourage other nations from making war.

It believes that war is a contest between industrial and scientific resources and that an Army and Navy are the means of transmitting that industrial potential.

It believes that a reservoir of industrial brains, know-how and experience can be of inestimable value to the military machine.

It believes that the United States was involved in the last two wars because the war-makers believed this nation to be unready industrially and militarily and ill-equipped to engage in war. Had we been prepared, these wars might have been avoided.

It believes that we must not stockpile obsolescence.

It believes that our national security always will depend upon how closely the industrial and scientific resources of the country are integrated with the national defense program.

Who Are Its Members?


The N. I. A. is looking for more members. You are under no obligation to the Navy by expressing your interest in the program. If you would like more information, write to Lieut. Robert F. Newsome, Jr., S. C., U. S. N., c/o E. J. Dean, Assistant Vice President of the Erie Railroad, 50 Church Street, New York 7, N. Y., or to the Navy Industrial Association, 110 William Street, New York 7.

ED HAWERKOST, G.W.P.A.

EASES UP A BIT

Edward J. Hawerkost, general western passenger agent at Chicago, has retired after 39 years in the passenger department where he started as a junior clerk. Successively he was stenographer, city ticket agent and traveling passenger agent, becoming general western passenger agent in 1928.

At a farewell dinner in the Atlantic Hotel, Chicago, fellow workers gave him a pen and pencil set, which was presented by General Passenger Agent H. T. Harlow.
A red-eyed man stumbles off a troop sleeper in the railroad yard of a small Erie town, his suit is rumpled and he could do with a shave. He has spent the last two nights and a day traveling with troops moving between army camps—a night and a day with a marine outfit and a night with some soldiers. The youngsters on the train, edging toward the battle front, have missed many hours of sleep in the past few days and so has the train escort. He has eaten the en-
listed men’s food as he sat balanced on a crate in a swaying baggage car. Half a paper pie plate was his plate, the other half was his spoon.

This man in the middle, this bedeviled fellow is a troop train escort or Knight of the Jeep, and a jeep is a troop sleeper. The jeep was also loosely applied to all railroad cars carrying troops of any branch of the service.

This man in a business suit is a passenger agent of the Erie. During the war he rode all troop trains and was liaison between the railroad and the commander of the troops.

At the start of this troop traffic there were only four men assigned to this duty and at the termination of hostile activities the Erie had 47 men assigned to escort duty along with six others located in New York, Cleveland and Chicago, who assisted in handling these movements.

There has been a great deal of talk among the escorts regarding an annual get-together at George Stephens’ farm in Andover, N. Y. (George is a Knight), but the only outcome so far has been the organization of “The Eerie Knights of the Jeep”. This organization is rather exclusive. There are, however, a few honorary members, not having done escort duty, but whose time was taken up almost entirely with schedules and other work connected with the transportation of military personnel. Assignments of escorts were made by Mrs. Florence Berg in the Chicago office and Mrs. Estelle Neisten in the Rockefeller Center office, subject to the approval of John Van Der Velde, assistant to the passenger traffic manager, in Cleveland, who, incidentally, handled all military personnel movements over the Erie throughout the war.

Our Knights of the Jeep were older than the troops they handled, but they were young enough to take it, so they can look back on the war years with wistful little smiles. They smile about the nickels—their own nickels—they dropped into coin boxes to phone boys’ mothers and say, “I have seen your Joe, he is looking fine and he sends his best love to you and Dottie.” They smile about the times they arrived in their own home town after a tough trip and with the prospect of some real sleep, only to be turned back with another troop movement to the same territory from which they had just returned. But there is one thing that brings no smile now and which tore the hearts during the war: Every soldier, sailor and marine always asked the same question of the escort. “Hey! mister, where are we going?” The escort knew the answer, but he had to lie and say he did not know.

OUR IKE
HON. G.C.B. O.M.

A bronze plaque has been fitted to the historic GWR (England) restaurant car No. 9673 to commemorate its service in the wartime special train used by Allied top brass. The car now forms part of the Torbay Express.

The plaque bears the following words:

“This restaurant car formed part of the special GWR train which was used in this country by members of the British, American and other Allied Service Chiefs, and during the operations in Europe became the mobile headquarters of General of the Army Dwight D. Eisenhower, Hon. G.C.B. O.M., Supreme Commander of the Allied Expeditionary Force in Western Europe, and his staff until the close of hostilities in 1945.”
IDEAS-KEEP’EM-ROLLING

Vic J. King, electrician at the Meadville production shop, with his device for shaping the insulation for electric motor armatures. The simple device does accurate work.

Curt L. Pace, machinist at Marion diesel shop, tucks reconditioned diesel cylinder liners away in these containers. A number of these delicate parts are kept available.

Edwin Blower of the bridge department saves space in tool car by using this handy rack for storing oxygen cylinders. Besides taking less space cylinders will not shift.

George Kneale, machinist at Hornell production shop, demonstrates jig he designed for grinding cutting face on contour tools used in fire turning lathes. Grinds better.
SAFETY

While Engineer N. W. Springer stopped to get a clear block from AC tower, Fireman T. E. Marshmas demonstrated how to get off a locomotive safely, by facing it as he descends the ladder to the trackside.

"I'll show you how to throw a switch without throwing the ball on my foot," said Switchtender Ralph Hartsbaugh at Marion. You can see that when the ball comes over, it will not strike his left foot and injure his toes.

MARINE BOYS WIN

The National Safety Council has announced that the Erie Railroad Co. was the winner of two awards in their Marine Section safety contest, one for third place in Group A, Harbor Equipment Division, and third place in Group C, Shipbuilding and Repair Division, for the 1946-47 contest period.

These are national awards and even third place in the two divisions is an outstanding achievement. Congratulations to Supt. M. B. Roderick and the men of our Marine department who are constantly seeking to improve their record for safety.

BANG! BANG! BANG!

Hunting deaths reached a total of 371 persons in November last year, according to the National Safety Council. Here are a few tips for the prevention of hunting accidents:

1. Always carry your gun with "safety" set until you are ready to shoot.
2. Never playfully point your gun at anyone and pull the trigger, thinking it was unloaded. After you killed your man, it might occur to you that you loaded the gun and forgot about it.
3. Wear a bright coat—preferably red—in the woods. Not along the right-of-way! Never wear white. Someone might take you for last week's washing.
4. Never stand up to shoot from a boat. Sit down and take it easy. Not more than one person should shoot from a boat at a time. Never shoot at rocks, water surfaces or at highway traffic or other signs.
5. Never carry loaded guns in your car and don't try to mix drinking with hunting. It doesn't mix any better with hunting than it does with railroading. The same is true about horseplay. Leave that to the horses. They started it.
6. If you see something moving, make certain that it is not a person. It may be your best friend or someone who owes you money and may pay it later.
7. It is required that you strictly comply with all signals, signs and traffic laws designed for your safety, in going from or returning home. Highway patrol officers are checking on this closer than last year.
8. Here is a very easy tip to forget but important to remember and observe, ALWAYS BE CAREFUL AT RAILROAD CROSSINGS.

That safety is of first importance in the discharge of duty was in evidence when Carman Jethro New, Marion, started to work on a freight car. He had his goggles ON safely.

A blue flag had been properly placed so that there would be no danger from moving equipment on the track on which he was working. He never fails to blue flag a job the safe way.

Erie Railroad Magazine
IN A SMALL WAY

On Sept. 22, George Higley, Erie's hulking, friendly, frosty-topped general air brake inspector, became a nice comfortable 63 years old. The people around the office who work with him felt like celebrating this big event—in a small way—so Ottoway Taylor, chef-cook on business car No. 2, baked a birthday cake in code. It was a two-layer job. A layer, according to Ottoway, represents 30 years and each of the three candles, one year.

George had a lot of fun, but he ate none of the cake saying he had had a big lunch. The gals evidently had had no lunch, for they polished off the little two-decker in quick order.

Around 6 o'clock that evening after work, one of the celebrants passed a nearby bake shop and there she saw Mr. Higley, as big as life, buying cake. "That poor little old double-decker certainly did give me a powerful hankerin' for a good feed of cake!" said hungry, gallant George Higley.

Those in the picture with Mr. Higley are, left to right, Agnes Bors, Marion McHugh, Rosellen Humes and Edith McCaw.

ERIE'S JOHN CZOMBEL DECORATED BY ARMY

Modest, likeable John M. Czombel, a patrolman in the Erie police department, Buffalo, was a surprised man last month when he was awarded the bronze star medal for heroism in World War II.

On Jan. 26, 1945, when his unit was ordered to withdraw under a concentration of enemy artillery, mortar and machine gun fire near Bamban, Luzon, according to the citation, Sgt. Czombel refused medical treatment until all other casualties were evacuated.

"Disregarding intense machine gun and rifle fire," the citation said, "he left the comparative safety of the company command post to assist in removing his wounded comrades to aid stations... His self-sacrifice was instrumental in saving the lives of many casualties and provided inspiration to his comrades."

GEORGE MAKES IT FIFTY

One day last month when Delaware Division Engineer George D. Smiley pulled No. 2 into "Port" and climbed down the gangway of his Diesel in his spotless overalls, a little delegation awaited him. There was Road Foreman A. I. Winters; New York Division Trainmaster D. M. Raney and District Road Foreman of Engines F. L. Van Schaick.

George Smiley had served the Erie half a century and they had brought him a gold pass. This was a new one on George, having people meet him and make little speeches, but he could that be our photographer's foot in the lower left hand corner of this peculiar picture?

"YOU NAME IT"

Here is how to rate yourself: One right; you are as smart as a college professor. Two right; you are the equal of John Kieran. Three right; you should be reading Fortune instead of Erie Magazine. None right; your rating will be mailed to your home in a plain sealed envelope. Answers, page 32.
VETERANS VISIT OLDEST VETERAN

Irving A. Hoy, second vice-president, Erie Veterans, and chairman, Meadville Chapter; Henry B. Frederick, secretary, Meadville Chapter, and John Swartzman visit with August Poppenfus, 89, winner of the oldest veteran medal in a system contest conducted by the veterans and concluded at their annual reunion.

THANKSGIVING

Cleveland, Ohio Nov. 1, 1947

To All Erie Veterans:

In accordance with custom, this will be my last letter to you as President of our Association, the space in the December issue being taken over by First Vice President C. J. Bishop, whose installation will be held at Hornell on Jan. 17.

I therefore take this opportunity to express my thanks to all of you for having given me the honor of serving you as President and to say that I have enjoyed the many contacts the high office has made possible. The kindly way in which you have at all times accepted me and the splendid support and assistance shown by the Past Presidents and the officers of the Executive Board have made my burden lighter and my happiness greater.

It is gratifying that as the years pass, progress is being made in membership and the precepts for which our Association was organized, “To foster social feeling, to create and preserve mutual interest in the common welfare and circulate knowledge of railway administration and science.”

The accomplishments of the chapters in signing up Eriemen who have become eligible for membership have been noteworthy during our 1947 campaign. Personal visits with the veterans at Hornell, Kent and Buffalo chapters in the past two months indicate that 1947 will close with the largest membership in history.

I want to thank all officers of the Erie Railroad for their unfailing courtesy and helpfulness during my administration; the Erie Magazine for the publication of veteran news, and our reporter, Veteran H. A. Daake, for his cooperation. I have every reason to believe that the same courtesy and cooperation will be extended to my successor.

Thus the “Veterans’ Limited” has traveled far since my installation, by the unfailing support of its crew, some of which are marine workers. So may I add a famous quotation: Help thy brother’s boat across And lo! thine own has reached the shore.

Again, many thanks to you and a very happy Thanksgiving.

Fraternally,
L. E. Drew,
President

Hornell Chapter

By C. J. Bishop
First Vice President

The members of our chapter and auxiliary had a joint meeting at Hotel Sherwood on Sept. 3 and we were much pleased to have with us President L. E. Drew and Director of Social Activities F. P. Bellinger. Past President F. T. Wallin served as master of ceremonies. He introduced our guests, the active and retired officials and the local officers of our chapter and auxiliary. Talks were made by these gentlemen dealing with our Association, the Auxiliary and the coming installation of system officers at Hornell on January 17.

Following the entertainment, Mrs. Harry Taylor, president of our Auxiliary, and her committee served a fine luncheon.

Veteran Frank Carpenter who underwent an operation at Strong Memorial hospital in Rochester is

A happy crowd of Erie veterans, employees, their wives and youngsters at Kent Chapter's annual picnic
now getting along nicely and we hope that he can be at our next meeting. Veteran George W. Doane is in St. James hospital, due to a fall, and it is reported that he is well on the road to recovery.

New members are F. W. Spellecy, R. L. Dyke, Joseph Grippe, Pearl Waite, Omer Grace, Guyzippi Sine and James C. Schranger. We should have a much larger list to report next month.

Kent Chapter

By Fred Simons

Our chapter held its annual picnic at the home of Mr. and Mrs. Don Green on Sunday, Sept. 14. Eighty-five veterans, their wives and youngsters attended. Races, games and numerous prizes were features. Guests from Cleveland were President L. E. Drew, B. J. Markwell, R. P. Denton and A. A. Visintainer.

While ours is one of the smaller chapters, the officers were much pleased that so many veterans and employees attended the outing, and they hope this will help bring about an increase in our local membership.

We are indebted to Deacon F. Smith, Kent division trainmaster, and the members of the picnic committee.

Meadville Chapter

By W. W. Turner

We hope every member of our Association read President L. E. Drew's letter in the October magazine.

SMART HORSE

KIND MAN

When the sun of late summer is warm in his hayfields at the eastern end of the Starrucca Viaduct, Henry Pond, shopman at Susquehanna, Pa., likes to take Molly and go out and get the hay in. Molly is Henry's horse. When he got her she was all skin and bones, but today she is zine and will not fail to note his letter which we presume will be in this issue. President Drew has done a fine job and we of Meadville Chapter express our appreciation for the fine service he has performed for the Erie veterans. Let us unroll the membership list and add many names of Eriemen who would enjoy being members of our Association once they got started.

The following members were reported on the sick list: A. J. Pappenfus, Alvah Steams, John Martin, Al Brown and Harry Baker. Call on them if you find they can have company.

Vice-Chairman "Jigs" Collier is said to be losing his superior handling of the pasteboards. Even Veterans Simons and Webster can do better than hold their own with him.

A happy Thanksgiving to all of you.

(Continued on page 32)

ON THE FREEDOM TRAIN

A group of visitors reads the ringing words of the Gettysburg Address—"The world will little note nor long remember what we say here"—Did Lincoln know he was uttering the supreme understatement of all time?

ERIE SEEKS MARINE UNITS

The Erie is in the market for 28 pieces of new marine equipment to augment its fleet of 237 boats now operating in New York Harbor. President Woodruff announced last month.

Specifications are being prepared and soon the Erie will invite shipbuilders to bid on one 1000 h.p. diesel tugboat, 10 steel barges, 15 steel lighters and two steel carfloats, involving a total expenditure of about $1,700,000.

"Shipments through the port of New York for both domestic and foreign delivery have been taxing all of our available floating equipment to the utmost," Mr. Woodruff said.

ORDER 1800 NEW FREIGHT CARS

Orders for 1800 new freight cars for the Erie Railroad, costing almost $7,000,000, were placed with carbuilders Sept. 23.

Orders were given to the American Car and Foundry Co. to build 700 fifty-ton all steel box cars, which will be built in their Chicago plant, and also for the building of 1000 fifty-ton hopper cars which will be constructed in their Berwick, Pa., plant. Ralsdon Steel Car Co. was awarded the contract to build 100 seventy-ton covered hopper cars at their Columbus, O., plant. The entire 1800 new cars are scheduled for delivery during the third quarter of 1948.

Within the last two years the railroad has ordered and received new equipment totaling $34,500,000, consisting of 75 Diesel-electric locomotives, 4800 freight cars, 11 sleeping cars and four carfloats.
Letters
from You

Dear Editor:

The appearance of the new ERIE passenger equipment and the faster schedules have made a good impression here.

While at work I usually "catch" the ERIE LIMITED, both 1 and 2, which pass each other somewhere near Binghamton each day.

One thing I have missed seeing on these trains is the rear platform marker, ERIE LIMITED. I believe these signs give added dignity to the trains. Also, don't you think the MIDLANDER deserves them too?

Fred C. Mohrmann

- We like them too. Your thoughts have been passed on to the people who decide these things.

Dear Editor:

Please allow me to compliment you on both the article and picture [National Bible Week] on page 3 of the October issue of our magazine. The article is certainly written so it should go home to railroad people.

I know what the book of rules means to railroaders. Wouldn't it be wonderful if all railroad people could be brought to the realization of the importance of God's Rule Book—The Bible—as your article so well names it?

Grace Martin
Hammond Yard Office Correspondent

Dear Editor:

My son is an employee of the Erie and he brings the Erie Railroad Magazine home every month. In the October issue I read with pride and joy your article, "You have the Green Light".

It is an inspiring article and I do most heartily wish that more corporations would print similar articles. I sincerely hope and pray that the great majority of Erie employees and their families will continue to be "sticklers for the rules" of railroading and of the Holy Bible. But for LIFE and not for a week.

Eugene Brock
Middletown, N. Y.

Dear Editor:

Please refer to the October 1947 issue of the Erie magazine, page 11. Opposite 00 "To call the attention of other trains, or when passing track workmen" is not complete.

Rule 14K of the Book of Rules of the Operating department reads: "To call the attention of yard engines, extra trains, or trains of the same or inferior class, or inferior right, also operators at open offices and when passing workmen on or about track, to signals displayed for a following A section. On single track if not answered by a train, the train displaying signals must stop and ascertain the cause."

You may wish to correct this in the next issue of the magazine.

F. J. Mulligan,
Asst. Supt.

- The editor admits the Operating Book of Rules takes precedence.

Chi, Chu Ping
- Chu is one of the young Chinese who recently spent a year on the Erie learning American railroad methods. Below is a photograph he sent us of a scene near his office

Something on Your Mind?

Here's your chance to get it off! Maybe you didn't like the last issue of the magazine—then again maybe you did. Or maybe your thoughts don't agree with those expressed in the material we print.

But how in the world are we going to know what's on your mind unless you tell us?

We want to make this magazine a still better one for our readers, but we've got to know your thoughts about things in order to do it.

We guarantee you'll feel a lot better when you "get it off your chest." Let's hear from you.

Address your letters to:
Erie Railroad Magazine,
714 Midland Bldg.,
Cleveland 15, Ohio.

Dear Editor:

Life has not been so easy since I left the U. S. Our undeclared civil war is ever increasing in intensity.

I have received Erie Magazine regularly, which makes me "home sick." Please tell the Erie people we are thinking of them always. Because of high postage rate—it is not high actually, but quite a big percentage of our income—we can't afford writing to all.

This town is now virtually besieged by Communist army and we are in danger of being attacked at any moment. For earning a living, I have to stay here and leave my fate to God.

Chu is one of the young Chinese who recently spent a year on the Erie learning American railroad methods. Below is a photograph he sent us of a scene near his office

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Erie Railroad Magazine
It's always fair weather when you've got P.A.*

P.A.* means Pipe Appeal
Women say a man with a pipe looks more rugged, more appealing. Pipe smokers say there's no tobacco like tasty, tongue-easy Prince Albert!

means Prince Albert

- And what a lot of smoking joy and comfort Prince Albert Tobacco provides! P.A. is so rich tasting...so mild and easy on the tongue. It's specially treated to insure against tongue bite! Try it—and see for yourself why more pipes smoke Prince Albert than any other tobacco!

THE NATIONAL JOY SMOKE

R. J. Reynolds Tab. Co., Winston-Salem, N. C.


B. Kushner

Benjamin Kushner, 56, an Erie patrolman for the past 27 years, died Sept. 20 in the Barnert Memorial Hospital, Paterson, N. J. He had been in ill health since his retirement in April.

Mr. Kushner’s early life was attended with many adventures some of which brought him great distinction. At an early age he joined the navy and sailed to the Philippines, Japan, and many of the South Sea islands which were later to become household words during World War II. He fought against Aguinaldo and the Moros in Mindanao in 1909 and 1910. While he was on the West Coast in 1912-1913, he joined the U. S. Army and was one of the cavalrymen who pursued Pancho Villa into the interior of Mexico under the command of the then Brig. Gen. John J. Pershing. At this time he had just won the heavyweight boxing championship of the U. S. Pacific Fleet and had many offers to enter the professional field of boxing. Kushner enjoyed the game for the game’s sake and refused those offers, one of which was by Jack Kearns who later piloted Jack Dempsey to the world’s championship. It is interesting to note that Kushner defeated Fred Fulton and Gunboat Smith in two ten round fights while in Los Angeles. These same fights were fought by Dempsey some years later.

With the outbreak of World War I, Kushner obtained a discharge from the then peacetime U. S. Army and crossing the Canadian border in 1915,

G. N. Hagan


He started as a boilermaker in Huntington shop in 1914 and resigned the next year. Reemployed as boiler foreman at Marion shop in 1920, he was made supervisor of boilers in 1929, with headquarters at Meadville, and retired last year.

OBITUARIES

he enlisted with the famous “Princess Pat” regiment of the Canadian Expeditionary Forces serving with the 88th Infantry Battalion. His unit was sent into the front lines during the dark days of Verdun.

In the early part of the Somme offensive, in June and July, 1916, Kushner, then a sergeant, was part of the forces engaged in attacking the German fortified heights which had been described as “the strongest and most perfectly defended positions which had then been known in the history of land warfare.” In preparation for this offensive the British and Canadian forces used over 1,550 pieces of artillery in order to reduce the enemy positions. During this artillery barrage, several advance Canadian units were caught in the fires of their own guns. Kushner volunteered to go back to the artillery command posts in order to raise the fire. He made several trips on the afternoon of June 30, 1916, but was struck by an enemy shell late in the afternoon and lay unattended in a shell hole for almost 24 hours. Evacuated to England and after long hospitalization Kushner was returned to the States on the day the U. S. declared war against Germany. While still carrying a cane he made his way to Camp Dix some months later, and there met his brother-in-law, Lawyer Nathan Rubinowit, who was a sergeant major with the 78th division. Through him, Kushner obtained immediate assignment to an American division slated for overseas service and one month later returned to France serving with the machine-gun company of the 374th Infantry. Because of his former line experience, Kushner was detailed as an instructor in the officer training camps then in operation throughout France. He was offered a commission as an officer on several occasions but declined to accept on the ground that he was happier while serving with the private soldier. He returned to the front lines just before the armistice and participated in the Meuse Argonne offensives.

J. J. Breslin, Sr.

John J. Breslin, Sr., 81, of Lyndhurst, N. J., a retired Erie telegraph operator, died Sept. 8.

His parents were among the early settlers of Nutley, N. J. After attending Nutley schools he took up telegraphy at a Newark business college. His first job was with the Erie, starting as an operator at North Newark. Later he transferred to the Woodside station in Newark and was there when the blizzard of 1888 occurred. He had to remain in the station two days. From Woodside he was sent to West Nutley, now Franklin Avenue station. He left to open a haberdashery shop in Nutley and returned to the railroad as a towerman in September, 1899. He retired Jan. 15, 1938.

In addition to his widow, he leaves six sons, John J. Jr., formerly for 15 years prosecutor of Bergen County; James, William, Roger and Michael Breslin, all lawyers, and Thomas E. Breslin; three daughters and 15 grandchildren.

J. C. Winter

John Charles Winter, 90, former employee of the Lighterage department died Sept. 6 at home of his only survivor, a sister-in-law, Mrs.

Lillian Winter, Jersey City.

He retired in 1928 after 55 years' service.

A past master of Rising Star Lodge, F. and A. M. and a past patron of Esther Chapter 4, O. E. S., he was holder of a pin emblematic of 50 years' service in the Masonic Order. His wife died in 1914.

Eric Railroad Magazine
NEW YORK DIVISION
Supt. S. F. McGranahan was toastmaster and gave a resume of Mr. Sexton's career, dating back to his days as messenger at Town House, the age of 15, and in succession, clerk, general freight office; contracting freight agent; chief clerk, general freight office; freight agent, Black Rock, Buffalo Lake, East Buffalo, Buffalo, and since 1931, assistant agent. Then followed the presentation of a portable radio on behalf of Mr. Sexton's many well wishers.

BUFFALO DIVISION
By Ruth N. Menger

William H. Sexton, assistant agent at East Ferry Street station, Buffalo, recently was given a testimonial dinner at the Turnverein in honor of his retirement after 57 years of valued service.

BUFFALO MACHINE SHOP
By Frank Halbleib

Sympathy is extended to the families of John English and Frank Ruszala in their bereavement.

Walter Christ received congratulations on the arrival of a baby boy recently. Thanks for the cigars, Walt.

"Money will not buy happiness."
"No, but it will enable you to be unhappy in comfort."

AT MIDDLETOWN SUMMIT
TOWER IN 1911

On Sept. 1, Signal Maintainer August G. Trabant, standing at left in the picture, retired after 41 years' service with the road. Looking over his mementos, he ran across this photograph of a New York division gang and gave it to J. H. Storms, signal superior at Paterson. The group, taken May 12, 1911, was then known as a mechanical signal gang. Those in the picture are Mr. Trabant; Patrick Kelliher, blacksmith (deceased); Charles Gibbs, blacksmith helper (deceased); Oscar Gogler, signal locking man; Joseph Meuchinay, Sr., timekeeper (deceased); James Vanderbeck, Sr., foreman (deceased); William Coburn, signal helper, and Edward Stano, signal helper (deceased). Oscar Gogler still is in Erie service as signalman on the New York division and William Coburn is retired. This gang was under the supervision of Signal Supervisor Fred Brunkhart.

FOREMAN Sal Mangani has worn out two pictures of his baby, showing them to all concerned in Passaic and vicinity.

Joseph Frattini, assistant rate clerk, and Michael Bashaw, checker, both fishermen, had pretty good luck on their vacations, catching everything that was running.

Daniel Ayres is looking forward to his Florida vacation and meeting many of his old friends there.

The marriage of Miss Mary Stelmach of Jersey City and Joseph E. Ray, switchtender in Croxton yards and World War II veteran, occurred recently in S. S. Peter and Paul Catholic Church, Jersey City. The reception was held at the K. of C. Hall in Union City.

Alexander (Mike) Grabowski, a brother switchtender and war veteran, was the best man.

The bride's father is a Lackawanna car inspector and her brother, Michael, is a former Lehigh Valley patrolman. John Ray, brother of the groom, is a car inspector in the Jersey City passenger yard (Erie).

JERSEY CITY FREIGHT CAR
By Bill Douches

Morris R. Trent has resumed his duties at Penhorn shop, having completed the inspection of our new freight cars at Berwick, Pa.

The engagement of Ruth Bower, stenographer-clerk, to Morris Trent was announced recently. They will marry in January and we wish them the best of luck and happiness.

William Hoefting vacationed in the Catskills and reported good fishing, but he didn't say what kind of fish he caught.

Steve Filarski toured the West on his vacation and visited with friends formerly stationed at Jersey City.

PASSAIC, N. J.
By Flosabo

Harry Flanagan, O. S. & D. clerk, toured New England states and Rate Clerk Charles Dalziel enjoyed the climate in the White Mountains.

John Van Ess and James Parkinson spent the second week of their vacations at the seashore.

Rate Clerk M. V. Montagano toured the Midwest on his vacation.

Conductor McCaukey of the Dundee crew spent his vacation at the seashore but didn't catch any fish.

Recent visitors were retired employes Fred Murray and Horace Fitzgerald. We welcome them at any time.

November, 1947
WHEN railroad men still wore handlebar mustaches, Hamilton watches had already set new standards in accuracy. Through the years a Hamilton has stood for the utmost in reliability and quality. Today the famous 992B railroad watch is equipped with Elinvar Extra hairspring—another Hamilton technical achievement.

Never before has the demand been so great for 992B's. Steadily we are catching up with it, but your watch inspector's supply is soon sold. To get this fine watch with least delay, place your order with him now.

CHRISTMAS MEMO: From the complete Hamilton line of men's and women's watches, you can choose the Christmas gift that will be highly prized always. Write for free, descriptive folder.

HAMILTON WATCH COMPANY
Dept. RR, Lancaster, Pa.

THE WATCH OF RAILROAD ACCURACY

WYOMING DIVISION
By J. P. Roche

Congratulations to C. F. Schwartz in his new position of shop superintendent at Hornell.

The first annual dinner dance of the Erie Sports and Social Club will be held Nov. 15 at the Kingston House, Kingston, Pa.

Charlotte Denny, daughter of Alvin Denny, blacksmith, made her operatic debut as Siebel in the opera "Faust" at Masonic Temple, Scranton, last month.

DUNMORE CAR SHOP
By W. C. Eshelman

An army plane, short of gasoline, landed on the farm of Carl Morton, retired watchman, recently. Carl has a plane ride coming for the courtesy shown the stranded pilot.

We deeply regret the bereavement of J. B. Harmison, shop superintendent, in the death of his brother Gordon. Sympathy also is extended to W. E. Harmison, our retired superintendent car department, father of the deceased. Gordon, at one time employed by the Erie, died in Meadville after a short illness and is survived by his widow and two children.

Anthony Lalli, carman helper, and wife enjoyed a trip to New York and were pleased with the new air conditioned coaches.

Fred Cerra, carman helper, and Joseph Matto, tractor operator, were able to witness a game in the World Series. A few of the less fortunate, such as Sal Sabia, leading car inspector, did manage to witness some of the games through television.

Ira Edwards, laborer, was stranded in New York and we assumed he got hooked up in the ball games. It happened to be a marriage ceremony, but Ike was not the groom.

SUSQUEHANNA DIVISION
By C. A. Thompson

J. W. Bowen, chief clerk of the Revision Bureau, and son William have returned from a vacation in Canada. John Ryan, stenographer, and family spent their vacation in Boston. H. E. Wilson, retired general yardmaster, was a recent visitor.

Edward Murphy has taken the night baggage agent's position.

Howard Chase of the Revision Bureau has been busy getting settled in his new home.

Grace Parshall visited in Westfield and Sayre recently.

H. W. Bowen, agent, visited in Columbus and Akron on vacation.

Charles Mochrie and Elmira Lewis have taken jobs as truckers.

HORNELL FREIGHT
By M. R. DeLaney

We welcome two new clerks, R. J. Moretti and Katherine Lettas.

Mrs. Catherine Hogan is on leave of absence due to illness.

Mrs. Jane Kelly is helping out in the office while Mrs. Hogan is ill.

Sylvester Daniels took unto himself a wife on Sept. 27. We wish them happiness.

SUPERINTENDENT'S OFFICE

Raymond Shearer, stenographer to chief dispatcher, resigned recently to take an "On the Job Training" course, and has been succeeded by Lauretta Donnellan.

Thelma McCarthy is now junior clerk.

Sympathy is extended to District Claim Agent R. E. Boessneck on the death of his mother.

Carolyn Remington, stenographer to district claim agent, resigned last month to be married. Best wishes from all.

Champion Andy Anderson has completed plans for a Monday night Erie bowling league, composed of eight teams. Will anyone challenge them?

Can you name the bones in your hand?

Yes! Dice.

Can you name the bones in your hand?

TIMKEN TRADE-MARK REG. U. S. PAT. OFF.

THE BEARING THAT KEEPS 'EM ROLLING FASTER, SMOOTHER
FOR CONSISTENT ON-TIME PERFORMANCE

THE TIMKEN ROLLER BEARING COMPANY, CANTON 6, OHIO

Erie Railroad Magazine
MARINE DEPARTMENT

By Jess Baker

We had a pleasant surprise when our former shore chief, Jack Desmond, dropped in on us last month, the picture of health. We enjoyed having him recount several interesting experiences while he was in the Navy.

Ferrymaster Claude Turse recently visited at the home of Harry Weaver, retired port captain, in Keansburg, N. J. The Captain was busy working around his home and remarked that while he could not get to Jersey City to see the boys, he would enjoy receiving letters and visits from them.

That busy bird, the stork, called on the Gilmores and left a large basket (twins). Congratulations, Bobbie.

By all reports, everyone made good use of his vacation, fixing up homes, cabins, etc.

Capt. and Mrs. Harry Flood spent their vacation in Virginia in their 1947 four-door Buick which she won at a bazaar on a 26-cent ticket. Good luck to them.

SUPT. OF TRANSPORTATION

R. J. Clark

Wedding bells have rung twice since we last went to press. Angela P. Duchoslav took the vows with Raymond Baranek on Aug. 30 and the big day dawned for Celestia Kemer on Sept. 6 when she became Mrs. John Brady.

Florence Mraz has returned to Ohio U after working with us the past summer.

John Meissner and Robert Schurer, both employed for a brief period, have returned to college.

Helen Lichvar appears bright and happy again after her tonsillectomy. Jean Brady and Pearl Stuehm spent a most enjoyable vacation at Rocky Ridge Dude Ranch, Lake George.

Edward J. Cotter, supervisor of car hire, who retired Oct. 3 after 45 years of faithful service, was presented with a traveling bag, wallet and cash by the office force.

Mary Ann Hendle is flourishing a beautiful diamond engagement ring. Ruth Fitzwilliam is back at her old machine punch (pinch) hitting.

Mary Lou Ramsey will no doubt have some interesting tales to relate when she returns from her vacation in Hollywood, Calif.

Everyone is elated with the good news that Norma Fanslau is recovering and expects to be released soon.

We welcome the following new employees: Margaret G. Kadar, Arthur J. Payne, Edward M. Peakovic and Jane R. Higgins.

KENT DIVISION

MARION, OHIO

D. D. Shoemaker, general yardmaster, is doing a lot of talking about the turtles he caught while on vacation.

C. H. Winfield, former conductor, stopped in to see us and expressed his appreciation for the Certificate of Service presented to him on his retirement. Charlie intends to have it framed and placed by the front door so that all can see it when they come to visit him.

Woodpile

First frost and wood-smoke, and the tang of a freshly cut woodpile... What a time and place to light up a fine Dutch Masters cigar and let its nut-sweet aroma add one more pleasure to the good things of life!
It's been building up for years... since 1873 to be exact. Generations of railroad men have always wanted and needed watch chains that were both good-looking and strong. And Simmons has made a specialty of making just such chains. The result has been a strong tie between Simmons and railroad men. Railroad men readily accept... always buy and wear... Simmons Quality Gold Filled Watch Chains. See the latest styles at your nearest jewelry store.

R. F. Simmons Company
ATTLEBORO, MASSACHUSETTS

We are pleased to know that Conductor O. Layman is gradually improving at his home here.

Verna Mae McWherter, stenographer to the division freight agent, and nephew attended the Ice Capades in Cleveland last month.

D. S. Hawk, supervisor's clerk, and wife spent a vacation in California.

Agnes Lotte, stenographer to the division engineer, motored in Canada, accompanied by her sister, Mrs. William Lawler, and Mr. Lawler.

A party in honor of W. G. McClure, retiring road foreman of engines, was held at Hotel Harding last month. He was presented with a gift by the master of ceremonies, F. D. Kennedy, master mechanic. Mr. McClure has 44 years' service, 23 years in the position from which he retired. The McClures are making a trip to California.

MARION DIVISION
TRANSPORTATION DEPARTMENT
H. V. Welker

Congratulations to Thurman Poe. He had a big smile on his face when he came to work recently, and no wonder, he was driving a new Kaiser.

Mr. and Mrs. Richard H. Rahn are proud parents of a baby (Edwin Lee), born Sept. 30. Mr. Rahn is a fireman on the division and the son of E. H. Rahn, chief clerk to trainmaster at Huntington.

MAINTENANCE OF WAY DEPT.
Maralee Trainer

Ovid Young has returned to work following a vacation trip to Chicago and points in Wisconsin.

Another good man has plunged into the sea of matrimony. Ralph Bowers, track supervisor's clerk, Huntington, and Geraldine Helmann, Decatur, were married Oct. 11 at St. Mary's Church, Decatur. Many years of happiness and success to them!

HAMMOND CONSOLIDATED OFFICE
By Grace Martin

Asst. Supt. F. J. Mulligan recently removed to a new home on Drackert street. After wrestling with furniture, placing it at various angles and making countless trips from the first floor to the basement and vice versa, he says derailed cars and engines are nothing compared to the moving business, at least you have a crew and a derrick at your disposal.

George Hulsey, typist, recently took advantage of a sunny morning to mix a large batch of cement for a floor for his new garage. About the time he had it nicely mixed it started to rain and it rained for days. Now George has only a monument in his back yard to his good intentions.

Elmira Schroer, car department stenographer, recently visited friends and relatives in Holland, Mich., and shopped in Chicago. We are wonder-
ing how she made out with the long skirts in so short a time.

Robert Armstrong, relief clerk, and Norma Jean Chandler were married Sept. 11 at the First Baptist Church. A reception for 125 guests was held at the Wicker Park clubhouse, Woodmar. After a week's stay in Indianapolis, Bud and his bride returned and

With plans for a career as a radio engineer, Warren Allen, Hammond relief yard clerk, is attending a radio engineering institute in Washington, D. C. Along with his railroad work during the past year, he has taken high school and summer courses. He is back with us looking happier than usual. Your correspondent, "delegated" by the boys in the office to represent them, thoughtfully furnished an appropriate corsage.

Frank Harris, patrolman, spent several days in Cleveland as committeeman for the Railway Patrolmen's Union, and after favoring us with his presence for a couple of days, departed for Birmingham, Anniston and other points in Alabama to spend his vacation with his mother.

Two more of our group enjoyed vacations in California. Robert McKenna, typist, wife and small son visited with Bob's parents in South Gate and on the return trip viewed, among other things, the wonders of the Grand Canyon. Dorothy Cope, roundhouse stenographer, was in Los Angeles and Hollywood and reports that if it wasn't for mother she would go right back and stay. We don't have to ask what California has that Hammond hasn't.

CHICAGO GENERAL OFFICE
By Wilbur M. Frechette

On Sept. 30, Edward J. Hawerkost, (Continued on page 29)
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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
<th>Division</th>
<th>Date</th>
<th>Age</th>
<th>Service Years</th>
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<tr>
<td>Elmer A. Bambach</td>
<td>Boiler Foreman</td>
<td>Susquehanna</td>
<td>Delaware</td>
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<td>New York</td>
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<td>Coach Cleaner</td>
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<td>Yard Brakeman</td>
<td>Croxton</td>
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<td>New York</td>
<td>9-16-47</td>
<td>71</td>
<td>33</td>
</tr>
</tbody>
</table>
general western passenger agent, concluded a 39-year term with the Erie. Wishes for a long and happy retirement are extended Ed and he will be missed. When asked what he planned to do with his spare time, Ed replied that already he has been appointed a full-time "sitter" for his granddaughter, Linda. But knowing what a doting grandpa Ed is, the assignment will be far from unpleasant.

Congratulations on a big scale to the following, who were affected by an up-the-line promotion: Frank DeGiorgi, Frank Kovarik, George Vizard, Ellsworth Breland, John Miceitch, Roy Dahlgren, Evelyn Coakley, Mary Green, Donajean Bloch, Roger Trimble, Dick Johnson and Ed Larsen. All are wished success in their new positions.

The Battaglino sisters, Grace and Antoinette, have embarked on an extended vacation "South of the Border." They have been requested to bring back Mexican articles ranging from tequila to senoritas. A full report of their doings has been promised on their return.

14TH STREET, CHICAGO
By C. Hardt

Congratulations to the Rocco Fredericos on their new baby boy.

Wanda Danner, switchboard operator, was promoted recently to typist-clerk in the O.S.&D department. Congratulations.

Three of our retired old-timers—Fred Wilcox, checker, Victor Gumbaragis, stower, and Paul Rassman, locomotive engineer—died recently. We sympathize with the bereaved families.

We congratulate John J. Brynda, general foreman, on completion (Sept. 18) of a quarter-century of loyal service at this station.

Leonard Pullano, assistant cashier, completed 20 years on Aug. 20.

ALLEGANY-BRADFORD
MEADVILLE-B&SW

SALAMANCA CAR SHOP
We are glad that Martin Bager, blacksmith, is feeling much better following an operation.

Frank Nolan, assistant to division car foreman, spent a week's vacation in Port Jervis, his home town.

Pete Pedacchio, carman apprentice, and wife have bought a house on Adam street. They were living at the veterans' housing project.

Last month, the Erie shop bowling team, with Wreckmaster Forrest Main as captain, opened the 1947 season.

SALAMANCA SHOP
The Roundhouse Social Club gave a dinner at the Rock City Hotel, Little Valley, recently, in honor of O. E. Darrison and Albert Novak who were retiring. There were 38 present.

Guest speaker was Mayor Robert L. Taylor of Salamanca, who complimented the railroad on the fine type of men it employs.

William Rail, Peter Siperek and Stanley Ambuski were in charge of arrangements.

OLEAN, N.Y.
By Lynn B. Tullar

Mr. and Mrs. John W. Childs (chief clerk) attended the World Series games. A veteran at baseball as well as railroad ing, having been a star pitcher in Allegany County, this was the first season he has attended.

Francis Glasford, ticket clerk, made a tour of Florida on his vacation.

Jeanette Elsert, car clerk typist, accompanied her parents on a vacation trip to Quebec.

Edgar Miller recently announced the engagement of his daughter, Lil-
Roy Dalton of Wellsville, a former employe, and your correspondent spent a couple of days in Chicago. All the cement for the new four lane highway between Olean and Hinsdale, a modern example of highway engineering, moved to Hinsdale via the Erie.

The bowling league of the Transportation Club started the season on Sept. 24. The following are captains: Albert Giordano, bill clerk; Joe Perrotti, trucker; Rodney, supervisor’s clerk. We wish them a most successful season.

Mildred Tillotson, cashier, spent part of her vacation in New York City.

Brud Arend, chief clerk, and Mrs. Arend spent a two-week vacation at Shuswat Camp, Lake Nipissing, Canada.

Sympathy is extended to Alton Thompson, trucker, whose father died recently.

Clarence Snyder of the Revision Bureau has returned from vacation. Congratulations to Marie Van Buren, vacation clerk, who is wearing a diamond engagement ring.

Mr. and Mrs. Henry Till (checker) spent a vacation in California.

We are glad to have Oscar Till, car inspector, back on the job after a long stay in the hospital.

ACCOUNTING
AUDITOR OF REVENUES
By J. W. Murphy

Tommy Luttter, former interline clerk, visited his parents for a month while on leave from Hines (III.) Hospital. Tommy served with General Patton’s Army and was wounded while acting as a litter bearer. He has been a paraplegic patient since 1944 and until recently his only means of locomotion was his trusty wheel chair. However, he is now sporting a new sedan especially designed for operation by patients deprived of the use of their limbs. His many friends in the office wish him the best of everything and look forward to the day when he will be reunited with his folks.

Old Stone Church was the setting for the wedding on Sept. 13 of Sally Moore and Fred Weitendorf. Congratulations. Raymond Roginski and Richard Dietrich are the new waybill sorters in our interline bureau. A hearty welcome.

Jim Bowler bought a movie camera and we are awaiting developments (so is Jim).

On the occasion of his 25th anniversary of service, fellow workers surprised Bill Babb at his desk and
he was presented with a silver purse by A. C. Roscelli on behalf of the office. After the ceremony, Auditor of Revenues J. A. Oehlschlager commended Bill for his loyal service.

New faces in the interline bureau are those of Dolores Lambert and Mary Ellen McCarthy. Dolores was transferred from the A. of D. to become John Urbin's stenographer and Mary Ellen replaces Jack Maxfield as typist. Congratulations to Seth Thomas, traveling rate clerk, on his promotion as traveling auditor, succeeding V. S. Casner, retired. Kathy McGinty is wearing a sparkling diamond ring. The man of the hour is Bill Suich.

The Erie Girls bowling league started rolling again with a roster of six teams. Sam Hoehn received a big round of applause as he threw the "jack." V. S. Casner, retired Thomas, traveling rate clerk, on his hour of Revenues J. A. Oehlschlaeger commended Bill for his loyal service.

THE ROLLING GEM

CONGRATULATIONS TO THE REV. WILLIAM C. LANTZ

NOVEMBER 27, 1947

The interline team is leading the newly formed 98th Division of the Ice Capades troupe which stopped off in Cleveland last month included a young Lakewood skater, Bill Brown, whose dad is Harold Brown of our revision bureau. Jack Madden reached his 35th anniversary of service recently and was kept busy accepting congratulations. The interline team is leading the pack in the Erie Lakewood Bowling League at this writing with a record of 11-1.

New faces in the interline bureau are those of Dolores Lambert and Mary Ellen McCarthy. Dolores was transferred from the A. of D. to become John Urbin's stenographer and Mary Ellen replaces Jack Maxfield as typist. Congratulations to Seth Thomas, traveling rate clerk, on his appointment as traveling auditor, succeeding V. S. Casner, retired. Kathy McGinty is wearing a sparkling diamond ring. The man of the hour is Bill Suich.

The Erie Girls bowling league started rolling again with a roster of six teams. Sam Hoehn received a big round of applause as he threw the first ball for a perfect strike to show the keglers how it should be done. Donna Cleveland became the bride of Harold Mann in Bethany English Lutheran Church. We wish them every happiness.

The J. E. Warners made a trip to Montreal. Returning via New England, they stopped at Rockland, Me., to visit C. R. Wheatley, retired assistant auditor of revenues. Mrs. Wheatley had been in ill health for some time and she died at home Sept. 30. They would have been married 50 years Oct. 12. Our sincere sympathy to Mr. Wheatley and family.

Vivian O'Neill and Tosa Quaglia vacationed at the Grand Hotel on Mackinac Island. The C. A. McKinons enjoyed theirs visiting relatives at Kingston, N. Y. Marge Shultz and Angie Kramer went to Pasadena, Calif., and Ed Sullivan and the Mrs. traveled to Canada. A baby girl arrived at the Lou Rohde home on Sept. 27. Lou roams around the office with his eyes at half mast. That 2 a.m. feeding, you know.

The Ice Capades troupe which stopped off in Cleveland last month included a young Lakewood skater, Bill Brown. Whose dad is Harold Brown of our revision bureau. Jack Madden reached his 35th anniversary of service recently and was kept busy accepting congratulations. The interline team is leading the pack in the Erie Lakewood Bowling League at this writing with a record of 11-1.

New York Terminal
STA. Acctg. Bureau
By W. H. Schneider

Wallace J. Ayers, comptometer operator, was recently elected president of the newly formed 98th Division of World War II Organization. Wally served five years in the Pacific. We wish him every success.

J. J. McDonough, junior clerk, and Doris V. Farrell were married Oct. 4 at St. Aedan's R. C. Church, Jersey City. Our best wishes.

Sir Stork visited the William G. Massey home on Sept. 30 and left a bouncing baby daughter.

Mrs. John Boyle (Claire Lanigan) was given a dinner by the girls in the office a few days before her marriage. She was presented with a gift and received best wishes from all.

Congratulations to Emilie Peters on completion of 30 years' service.

THOUGHT OF THE MONTH: ON YOUR ROAD THROUGH LIFE, SHOULD YOU HAVE A HILL TO CLIMB, REMEMBER YOU WILL ALSO HAVE SOME COASTING.

AUDITOR OF DISBURSEMENTS
F. K. Small

Congratulations and best wishes to Frank Buehler and Joyce Peter who were married Sept. 27 at Trinity Cathedral. Fred Talbot, being one of the ushers, remarked that "the walk down the aisle seemed like a mile." The reception was a gala affair with Gertrude Padien, Mary McCarthy and Lottie Scholz.

There was plenty of reminiscing and hand-shaking when the Ford Rel. (Continued on page 33)

Don't be SIDETRACKED

How far and how fast you get ahead in railroading depends largely on the thoroughness of your training.

Railroads recognize this fact and encourage their men to study. Nearly 300 have employee-training agreements with I. C. S. Sound, practical I. C. S. courses have helped put thousands of men on the "inside track" to better jobs in engineering, maintenance and clerical departments.

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 5420-V, Scranton 9, Penna.

Receipt today of your first installment.

CONFERENCING

Get more information and details at your nearest railroad library, station, passenger office, agent's office, or training school.

Railroads recognize this fact and encourage their men to study. Nearly 300 have employee-training agreements with I. C. S. Sound, practical I. C. S. courses have helped put thousands of men on the "inside track" to better jobs in engineering, maintenance and clerical departments.

Erie employees will receive a Special Discount.

SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.

MORRIS BASIN DRY DOCKS
Dry Docking & Vessel Repairs
MACHINE SHOP
FOOT OF HENDERSON STREET * JERSEY CITY, N. J.

NATIONAL BEARING DIVISION
AMERICAN BRAKE SHOE CO.

MANUFACTURERS OF
Brass, Bronze, Composition Castings,
Journal Bearings, and Babbitt Metal

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

November, 1947
VETERANS continued
Youngstown Chapter
By R. P. Reebel

We are hoping for better attendance at the Nov. 26th meeting, which will be held at the K. of C. Building, South Hazel street, 8 p.m.

A dinner party is in the planning stage, but no definite time has been set. All members will be notified by mail as early as possible. It is hoped that President L. E. Drew and Mrs. Drew can be with us, as they are great favorites with Youngstown Chapter.

Buffalo-Rochester Chapter
By Observer

We were honored by the presence of President L. E. Drew at our Oct.

PROGRESS IN TRANSPORTATION—
AND BRAKES

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

Use "AB" for today's freight trains.

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

The New York Air Brake Company
420 Lexington Ave., New York City

“YOU NAME IT”

ANSWERS TO QUESTIONS ON PAGE 17

1. Bend in a steam line to allow for expansion and contraction of pipe.

2. Yes, just as you suspected, that is our photographer's foot 110 feet up the floodlight tower at Marion yard. The camera is looking straight down.

3. The design on the dress of one of the girls in one of the Erie offices. This was just put in for a gag. So long, kids!

Jersey City Chapter
By Walter Bieszard

We regret that President L. E. Drew was unable to attend our Ladies Night party on Oct. 11, having promised to be at Buffalo on that date. There was a good attendance, with entertainment, music and refreshments, and many thought we should have Ladies Night frequently.

Deepest sympathy is extended Chairman Egbert Stocker on the death (Sept. 3) of Mrs. Stocker, and to those who mourn the passing (Sept. 20) of Veteran Benjamin Kushner.

The chapter is arranging for the annual installation of officers to be held Jan. 31, 1948, at Washington Hall 76-80 Godwin street, Paterson. A temporary committee has been appointed to get a caterer, entertainment and music. The regular committee consists of Egbert Stocker, chairman; F. P. Belling, John Doran, Herman Limsky, John Friedel, John McCoy, William Braelz and Walter Bieszard.

Nov. 13 is the date of the next regular meeting at our hall in Paterson, 8:30 p.m., which will be the annual chapter election of officers for 1948. Every veteran should attend.

A final reminder to those who have not taken up 1947 veteran's cards: Please arrange to do so promptly. We are all concerned about the progress of our Association and want to do our part to reach a new membership high.

Erie Railroad Magazine
ACCOUNTING continued

yeas of Monroe, N. Y., former em-
ployees, surprised us with their first
visit in 16 years. They visited the
G. W. Thompsons and then continued
their tour.

Congratulations to Mr. and Mrs.
Hugh Brodie who recently celebrated
their 24th wedding anniversary.

Bob Kusanke, captain of the bowl-
ing team, reports that the team got
off to a slow start and expresses the
hope that it is just a "temporary
slump."

Frank Kelly was pleasantly sur-
prised when office friends gave a
party in honor of his birthday. Did
we detect signs of nervousness in
Kelly as he cut the cake?

Henry Neureuther's first aid train-
ing enabled him to aid a woman in-
jured in a traffic accident. This is
not the first time that Henry has
assisted in emergencies and if this
keeps up, he'll earn the nickname
Doc.

HORNELL ACCOUNTING BUREAU

T. J. Hogan

Bob Collier has returned to his
material ledgers after a short leave.

Jim Neff spent part of his vaca-
tion in Missouri.

Jack Starr has returned to his
duties after illness that hospitali-
zed him.

F. J. Condon, also a recent hospital
patient, is convalescing.

Mary Paganello, comptometer op-
erator, resigned and joined her hus-
band in Niagara Falls.

Mary Fenton, typist, and Jean Ord-
day, key punch machine operator,
have also resigned in favor of house-
keeping.

September weddings: Jacqueline Mc-
Carthy and Francis Crook, key
punch machine operator; Florence
Weber and Lloyd Angell, machine
room employees; Lois Smith, key
punch machine operator; and Carlton
Wilder.

Mary Donnellan, key punch ma-
chine operator, is flashing a new dia-
mond ring.

L. L. Hopkins, Jr., traveling audi-
tor, says September is his lucky
month. He took delivery of a new
car and a new son.

Add to our growing list of grand-
fathers Dick Matthews and M. A.
McClafferty.

COMPTROLLER'S OFFICE

By Dorothy Taylor Swift

Margaret Kitzerow recently spent
a few days in New York taking in
the sights.

We are happy to report that A. J.
Brady is convalescing at home after
recent illness.

November, 1947
NEW GIFTS FOR CHRISTMAS
for
RAILROAD EMPLOYEES and FRIENDS

INTRODUCING! The New POINT-O-MATIC!
Ball Point Pen and Mechanical Pencil

See INSERT for complete listing of available items.

NOTE! SPECIAL QUANTITY PRICES!
...on two regularly featured items.

CROWN COMPANY
218 S. Wabash Avenue
Chicago 4, Illinois
THE RESPONSIBILITY PERSISTS

A father's obligations are enduring. He not only provides for his family while he is alive, but he is expected to secure the future, should he fail to survive his wife and children.

This is as it should be and most fathers agree.

They have found that the best way to do it is with life insurance.

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

IMPROVED HEADFREE JOINTS

For New Rail Sections

Stronger and Cost Less per Unit of Strength

Best by Every Test

THE RAIL JOINT COMPANY, INC.

50 Church Street
New York 7, N. Y.
“Why railroad earnings are my business too!”

ANY BUSINESS must earn at least 6% to exist and grow as a self-supporting enterprise. Yet the American Railroads are earning but a fraction over 3% on their investment.

That is why they are asking for an opportunity to earn 6%—so that they may continue as an efficient, progressive part of the nation's business.

The things you and I use personally—the raw materials and parts for the products we make or sell—all probably traveled great distances—via railroad.

By supplying efficient, low-cost transportation for America's industries, the railroads have become an integral part of business—everyone's business.

Railroads must continually provide for maintenance, new equipment and improved facilities. But here are the railroad's current problems:

Since 1939 payrolls are up more than 50%
Costs of supplies and materials are up 60%
Freight rate increases average only 17%

That's why I say that adequate railroad earnings are my business and yours too!

Erie Railroad
SERVING THE HEART OF INDUSTRIAL AMERICA

This advertisement appeared in 120 newspapers in Erie Railroad territory in August, 1947