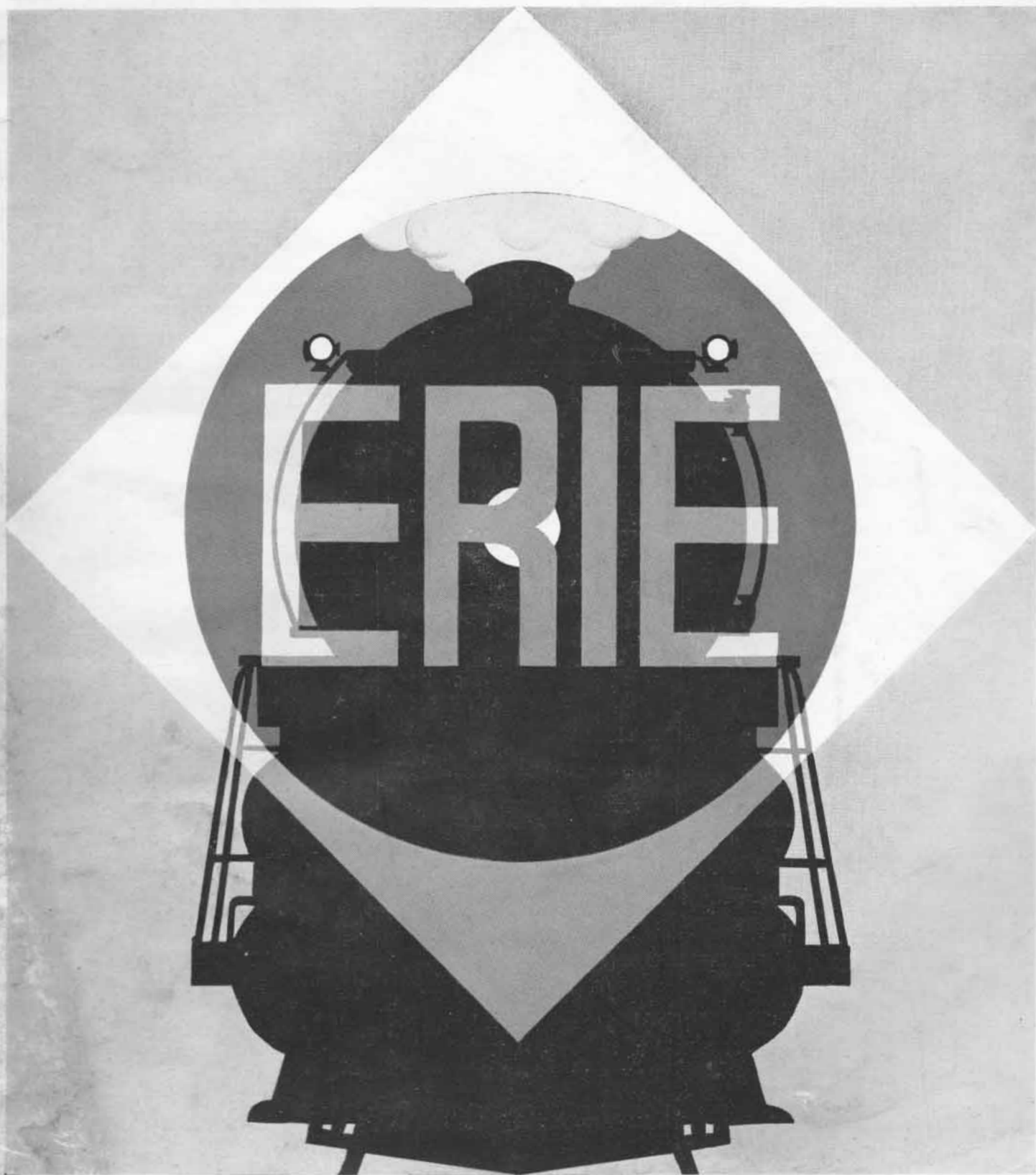


OCTOBER

1938

ERIE RAILROAD MAGAZINE



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Oil City and 75 West Street
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TO THE ERIE

Both Management and
Employees

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the names of many of
you listed among our
valued clientele.

We trust you will give
us frequent opportunity
to serve you.

First National Bank

1864 - Paterson, N. J. - 1938

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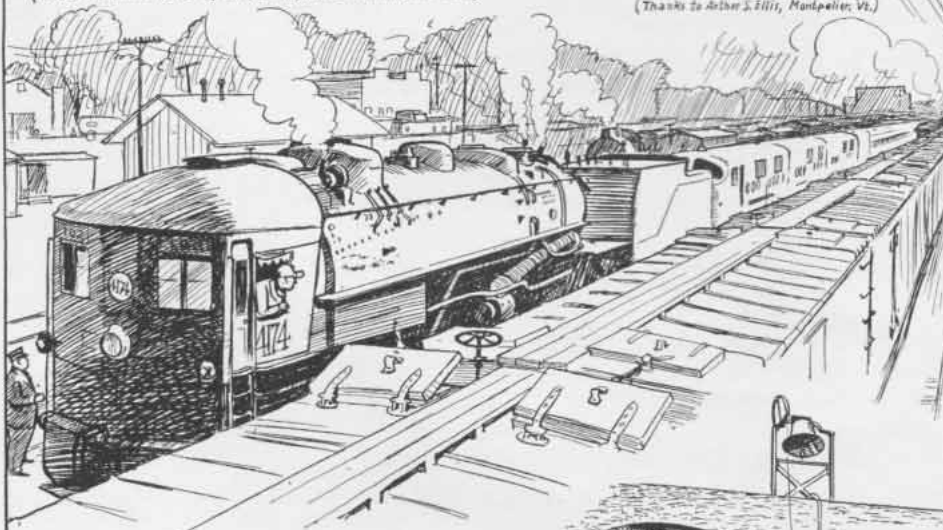
ALONG THE IRON PIKE

by JOE EASLEY



UNIQUE COMBINATION.
THE DINER USED TO BE A FLORIDA
EAST COAST RY. PASSENGER COACH, WHILE THE DANCE HALL
IN ITS PALMIER DAYS WAS A JACKSONVILLE TROLLEY CAR
(Photo taken in Florida by E. Jay Gimby, Electric Railroaders Ass'n)

STREET LIGHT ON A
TROLLEY-WIRE CROSSARM
AT CLAREMONT, N.H.,
IS THIS THE ONLY ONE OF ITS
KIND IN THE COUNTRY?
(Thanks to Arthur J. Ellis, Montpelier, Vt.)



STEAM COMES TO
THE AID OF DIESEL-ELECTRIC.
A 4-8-8-2 TYPE LOCOMOTIVE, S.P. NUMBER 4174, IS SHOWN
COUPLED ONTO THE STREAMLINED "CITY OF SAN FRANCISCO"
IN THE YARD AT ROSEVILLE, CALIF. FOR THE 95-MILE RUN TO
NORDEN AT THE SUMMIT OF THE SIERRAS.
(Photo by R.B. Trexler, 206 Mariposa Ave., Roseville, Calif.)



MOST OF THE EUROPEAN
RAILWAYS STILL USE A FEW HORSES
IN SWITCHING SERVICE. THIS PICTURE WAS
DRAWN FROM A PHOTO MADE AT ST. TRONQ,
BELGIUM, BY CARL H. PENNRICH, 2 RUE
KINDERMANS, BRUSSELS, BELGIUM

FOR 82 YEARS THE ATLANTIC
COAST LINE STATIONMASTERS AT
WILMINGTON, N.C., HAVE RUNG THIS BELL
TO ANNOUNCE TRAIN TIME. AN EFFORT WAS
MADE TO RETIRE THE OLD BELL IN 1913, WHEN THE
DEPOT WAS MODERNIZED, BUT CITIZENS PROTESTED
SHARPLY AND IT WAS KEPT IN SERVICE.
(From Frank A. Montgomery, Jr., Esq., N.C.)

RAILROAD ODDITIES

(Courtesy of Railroad Magazine)

ERIE RAILROAD MAGAZINE

Vol. 34, No. 7

October, 1938

Frank M. America,
Editor and Manager

The Erie Railroad Magazine is published monthly by the Erie Railroad Company for its employees to whom it is distributed free of charge. To others, subscription \$1 a year; single copies 10 cents. Advertising rates will be furnished upon application. Material and photographs tending to stimulate interest in the welfare of the Erie family in particular and of the railroad industry in general should be sent to the editorial and business offices, 714 Midland Building, Cleveland, O.

Mabel I. Ross,
Secretary

HOW LUCK WINS

MANY people wonder why they do not advance more rapidly, why they do not step up the ladder of success as fast as the other person. Many a person holds the same position that he started with for the simple reason that through narrow-mindedness, ignorance and moral cowardice he was afraid to teach some one else how to hold down his job; consequently, when the job higher up was open, he didn't get it, because the boss had no one to take his place.

Overlook a man's weakness, forget his mistakes and speak to him of his good qualities. Instead of finding fault with his "badness," praise his "goodness." Then note how that man will strive with all his might to live up to the good opinion which you have of him.

Oh, yes, we believe in luck. Every man who holds a big job gets there through luck. All he has to do is to cultivate a pleasing personality; make himself well liked by others, sow seeds of kindness and good cheer wherever he goes; perform his work better than the "unlucky" man does; tender the most and best service possible, regardless of the salary he is getting. Luck does the rest.

Fate is a queer old bird! She is constantly shaking the dice, changing places with the weak and the strong, the rich and the poor, the happy and the miserable, which leads one to wonder if it is not a good policy to treat kindly the most lowly laborer, for he may be the man from whom we will have to take orders tomorrow.

FIRE PREVENTION

AGAIN this month we observe Fire Prevention Week from October 9th to 15th as a reminder that we should do our part in reducing fire hazards. We are a very careless people and we cause millions of dollars worth of property damage and the loss of thousands of lives unnecessarily. Most of this

loss in life and property could be avoided if we were more careful of lighted matches and cigarettes. Railroad employees especially can do much to help in fire prevention by keeping the property free of inflammable materials.

Don't forget that a man is not paid for having brains, but for using them.
—Links.

Cultivate good habits, and you'll find that they are just as hard to break as bad ones.

THE REAL RAIL PROBLEM

PEOPLE in recent months have been trying to put a finger on the answer to the so-called railroad problem. That's fine. We welcome it. All this is a healthy sign that people are coming to recognize the railroads' problems as their problems—part of an unsolved national problem of transportation. But by way of keeping the discussion on the track, we'd like to point out a few things which the railroad problem is not. It is not failure of service.

Freight moves faster than ever before. Freight schedules are more dependable. Freight rates are the lowest offered by any railroads in the world. Passenger schedules are faster. Passengers ride in air-conditioned comfort—and fares are be-

low the pre-war level. It is not failure to keep pace with progress.

Engineering advances in locomotives, to take just one example, have produced a notable step-up in power and speed—and an economy of operation which produces the power to haul a ton a mile with a glass of water and a handful of coal. It is not lack of watchfulness for sound economies.

The serviceable life of cross ties, for instance, has been multiplied by three in the past twenty years by improved methods of treating timber—and this, plus improved metallurgy and better methods of track construction and maintenance, has increased safety and still saved \$1,000,000 a day. Another \$50,000,000 a year has been saved by softening the water used for steam. It is not an increasing burden of debt.

The proportion of stocks and bonds and equipment notes in relation to total investment is far less today than it was in the most prosperous periods in railroad history. It is not "watered stock." The amount of railroad stocks and bonds outstanding is billions of dollars less than the investment in railroad property.

No, the real railroad problem is none of these. It is due, at bottom, to the fact that railroads must operate under rigid regulations based on a fifty-year-old theory that they have a monopoly in transportation—and compete with three other forms of transportation subsidized or helped by tax money.

In the interests of straight-thinking, the American railroads have prepared a concise and clear-cut program for a public transportation policy. What it adds up to is this:

All the railroads need is an opportunity to run their business as a business, on a fair business basis—with reasonable freedom to "price" the only product they have, which is transportation service—greater freedom to adjust their rates to meet competition—and to adjust their expenses to the conditions of their business.



SHAFT WILL HONOR CASEY JONES

READERS of the Erie Railroad Magazine have had a leading part in perpetuating the name and fame of Casey Jones, most renowned of all those locomotive engineers who have died at the post of duty. Thanks largely to their interest, a monument to Casey is to be erected shortly on the main highway near his birthplace at Cayce, Kentucky.

Five years ago the Erie Railroad Magazine gathered up the real story of Casey's life and death, as told by his widow, who still lives in Jackson, Tenn. The article was reprinted in magazines and newspapers all over the world and brought a stream of letters which has kept increasing through the years. Hundreds of correspondents sent in various versions of the Casey Jones song, not only in English, but in French, German, and even in the language of the native laborers on the South African railways.

A few months ago the citizens of Cayce, Ky., invited the Erie Railroad Magazine to be present at a banquet, where they proposed to raise money for a permanent monument to their hero. The monument fund got off to a good start, and plans for its erection are now being pushed forward.

They raised \$200 toward the memorial that will convince all who view it that one, John Luther Jones, known as "Casey," was no legendary figure, but a real man of flesh and blood.

A former co-worker of the engineer contributed a picture of the Cannonball locomotive, "Old 382, the pride of the Southern rails," in which Jones died with his hand on the throttle. The picture will be engraved on the monument.

Cayce is mighty proud of being the brave engineer's home town, and prouder still that it gave Casey his nickname. (His real name was John Luther Jones, but throughout his railroad career he was affectionately known by the name of the little hamlet where he lived.).

The principal speaker at the Cayce banquet was Casey Jones' widow. Another notable guest was Sim Webb, who was Casey's fireman the night of the wreck and who heeded Casey's advice to jump. He still walks with a limp, as a result of ankle injuries received when he jumped. Still another guest was Sid Law, now safety director of the Illinois Central, who was the fireman on Casey's regular run. (The wreck occurred on an extra run when Casey substituted for a friend who was sick).

Many of the people at the banquet had known

Casey personally, and told anecdotes of him. They recalled that he was no ordinary man. He was big—six feet four, and handsome. And when he was riding an engine, the locomotive would perform some very extraordinary feats.

Mrs. Casey told at the banquet how the first thing Casey did when he got his engineer's job in 1890 was to develop his own special whistle. It was a long low mournful sound, and when people heard it they'd say, "There goes Casey". As the poem says, "All the people knew by the engine's moans that the man at the throttle was Casey Jones."

The familiar strains of the ballad "Casey Jones," which have endured since the turn of the century, threw into relief the success story that Jones actually lived. It also contained some historical inaccuracies that railroad men, who revere the song, have never countenanced.

Neither Jones' widow, now living at Jackson, Tenn., where his body is buried, nor his Negro fireman, Sim Webb, who lives in Memphis, have much patience with parodies or divergencies

from the actual facts.

There were a lot of stories told that night, about how the song originated, and the stories were not all in agreement. But it seemed fairly certain that some Southern darky singers, who had known and loved Casey and his heroics, just started humming, filling in words as darkies do, and that later a team of vaudeville troupers jazzed up the tune and made it a nationwide hit about 1909. Today it is part of the immortal folklore of the world.

There are many variations in verse of the story of Casey Jones. One of these, the mid-west version runs as follows:

Casey Jones was engineer;
Told his fireman not to fear;
All he wanted was boiler hot;
Run in Canton 'bout four o'clock.

One Sunday mornin' it was drizzlin' rain,
Looked down de road an' saw a train.
Fireman says, "Let's make a jump;
Two locomotives an' dey bound to bump."

Casey Jones, I know him well,
Tol' de fireman to ring de bell;
Fireman jump an' say "Good-bye,
Casey Jones, you're bound to die."

Womens in Kansas all dressed in red,
Got de news dat Casey was dead.
Womens in Kansas all dressed in black,
Said, in fact, he was a crackerjack.



Drawing of Casey Jones from an old tin-type



At the auction of the furnishings of the old American Hotel at Hancock where Fannie Read, daughter of the owner kept vigil for her soldier-sweetheart for 70 years. The Erie mainline tracks are in the foreground. Photo through courtesy of the Binghamton Press

FANNIE READ AUCTION ROMANTIC

ANOTHER chapter in the romantic mystery of the old American Hotel, famed landmark beside the Erie tracks at Hancock, N. Y., and its eccentric occupant for 70 years, Fannie Read, was written Aug. 20th when furnishings and personal belongings were sold at public auction which attracted several thousand from near and far. Included in the sale were oil lamps which Miss Read kept burning at the window for her soldier-sweetheart while she lived as a recluse in the 44-room hotel from Civil War days until her death in a Binghamton hospital Jan. 18, 1932 in her 90th year.

Eighty years ago the old hotel became the scene of a strangely tragic love story which resulted in the protracted vigil. Miss Fannie's devotion to a long vanished lover has been an epic of the Catskill foothills for more than half a century. Her constancy was a legend. The lamp that she lit every night in the lower windows shone up to eight years ago.

In 1860, Fannie Read was the laughing bright-eyed 18-year-old belle of Hancock, flourishing town founded by her Scotch-Irish ancestors. Along came dashing Lieut. John Bellows, an army officer who took up quarters temporarily in the hotel. Fannie and John fell ardently in love, but her father frowned on the match.

Bellows was too old, said Papa Riley Read. Fannie was too young. The father ordered his daughter to have no more to do with the soldier. But the young folks contrived secret meetings, which

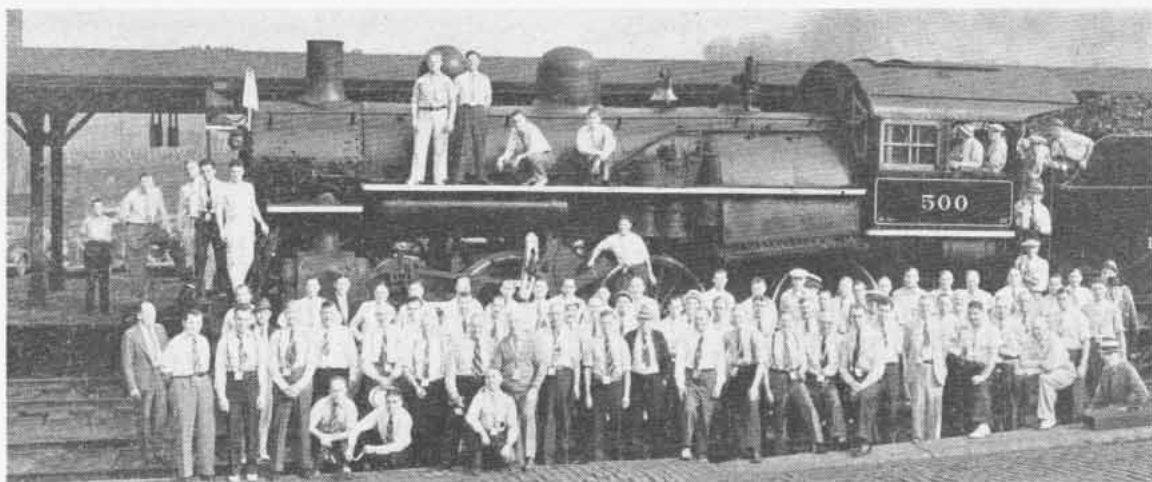
eventually came to the landlord's ears. Forthwith, in a white-hot rage, he had it out with Bellows, commanding him to leave the hotel and the town. Unlike the heroes of fiction, Bellows took the irate father's orders. He never returned.

But the heart-broken girl never gave up hope. She left the house only twice to attend funerals and the hotel eventually failed. Her father moved away but Fannie remained for her lover, anxiously hoping he might return. At night, she used to draw the faded window curtains aside many times to watch the Erie trains pass by, just across the narrow street. For many years her meals were provided by a tray service from a hotel across the street and Fannie shared them with rats and mice, her sole companions. She wanted no other company.

Her nephew, Judge Howard M. Read, respected her wishes and those of her father caring for her through her last years. Eight years ago she became so feeble that she was removed to a hospital.

The old tavern's unique facade dates back to 1825. The building was rebuilt in 1856 and again in 1888. On account of its odd architecture and commanding position, it has long been an object of curiosity, admiration and wonderment to visitors. Distinguished guests at the hotel were Jay Gould and Horace Greeley. At the auction Jay Gould's map of Delaware county brought \$7.50.

Before the Civil (Continued on page 34)

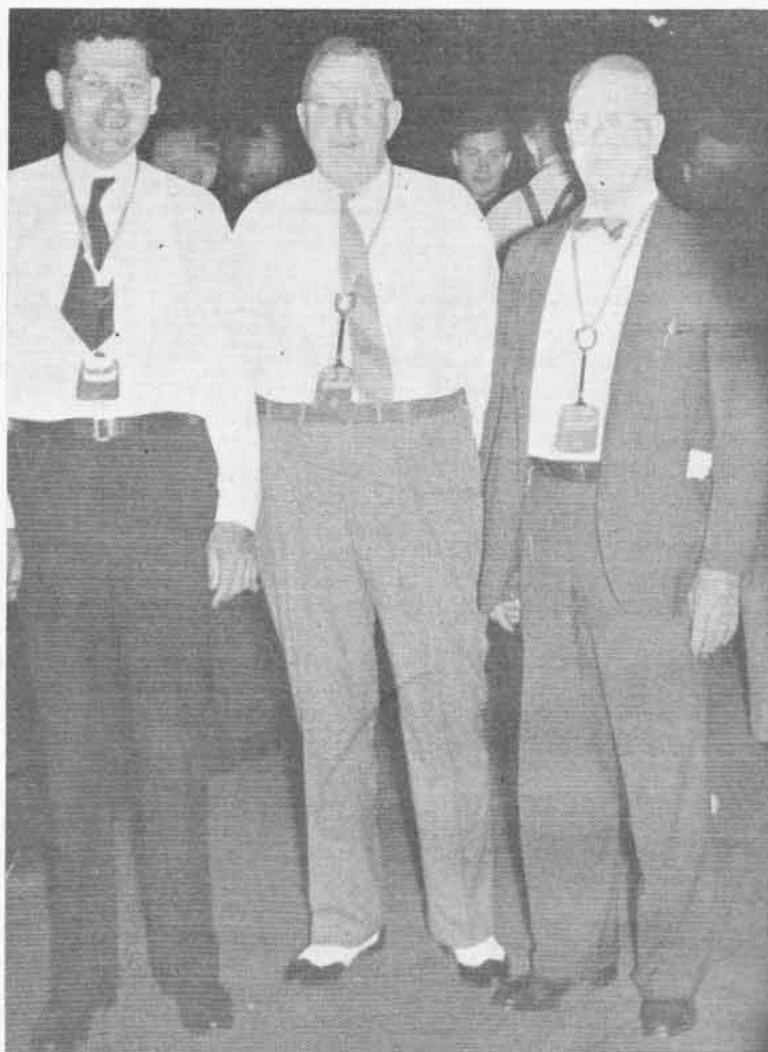


Buffalo coal men who inspected Hudson Coal Co. operations, and to right: John T. McEntee, assistant general freight agent of the Erie; Joseph M. Bettinger, president of the Bettinger Coal & Coke Corporation of Buffalo, and John A. Dolan, general agent, passenger department of the Erie at Buffalo

BETTINGER DEALERS SEE COAL MINED

Eighty Bettinger coal dealers from Buffalo headed by Joseph M. Bettinger, president of the Bettinger Coal & Coke Corporation, enjoyed a tour of the mines in the Scranton area as guests of the Hudson Coal Co., last July 27th and wound up their activities at a clam-bake and chicken dinner on Rozers Farm. The trip was made over the Erie and D. & H. in four private Pullmans and a diner personally supervised by John A. Dolan, general agent, passenger department, and John T. McEntee, assistant general freight agent of the Erie at Buffalo.

Enroute to Scranton a brief stop was made at Hornell to greet Jerry Griffin, general manager of the Hornell Coal Co., part of the Bettinger system. At Scranton Herb Shaver headed a group from the Hudson Coal Co., to escort the visitors to buses provided by Jack Reese for a run to the Casey Hotel for breakfast. After seeing the coal made from mine run to domestic and steam sizes at the Marvin breaker and viewing the pumping station at Jermyn the group lunched at Carbondale where they were joined by Ben Fillmore, vice



president and general sales manager, and Herb Shaver, of the Hudson Co., who complimented Joe Bettinger for his splendid organization and praised him as a leader. Mr. Bettinger gave thanks for the

fine hospitality and the caravan rolled on to Olyphant and went down the shaft to see the mining details. At the farm, twelve miles from Scranton the crowd relaxed
(Continued on page 34)

Erie Railroad Magazine



C. H. Lepp



Mildred Tillotson



The Hon. F. W. Harrington

Out in Front in Western District Traffic Solicitation Contest

BUSINESS GETTERS RESUME ACTIVITIES

EMPLLOYEES engaged in the voluntary traffic solicitation campaign resumed their activities after the summer lull last month and returns from the meetings received thus far show considerable improvement. This pick-up was a continuation of the increases in freight and passenger traffic for the preceding month as shown in the accompanying table for the system.

The business-getters secured 1,485 passengers, 1,383 carloads of freight and 5,442 less-car-load shipments. Of this amount New York division solicitors reported having secured 326 carloads of freight, 1,568 less-car-load shipments and 719 passengers.

In the Western District business solicitation contest C. H. Lepp, agent-operator at Falconer, N. Y., was leading Sept. 1, with 1,042 points, according to the accompanying table of standings on that date. Final results of the contest which came to a close on Oct. 1st will not be known for

another ten days and will be published in the November magazine. The Hon. F. W. Harrington, agent and mayor of Alger, O., was second in the

list of twelve highest contestants with a score of 848 points and Miss Mildred Tillotson, comptometer operator at Corry, Pa., occupied sixth place with a total of 577 points.

At the east end of the railroad E. W. Maxwell, third trick operator at Graham junction tower has been commended by Supt. Kline for succeeding, through the purchase of two automobiles from a dealer in inducing him to route several carloads of automobiles via the Erie.

More and more every man working for the railroad from the highest paid to the track walker regards himself as an active salesman of his company's product—transportation, fully realizing that the more he obtains the more secure will be his own job and that of his fellow workers..

Traffic Solicited By Employees

Business reported by Erie employees in their voluntary solicitation campaign in August, announced by the operating department, follows:

Departments	Total Passen- gers	Total Car Load Freight	Total LCL Ship- ments
<i>Eastern Dist.</i>			
Transp.....	522	709	2,920
<i>Western Dist.</i>			
Transp.....	681	545	2,213
Mech. Dept.....	499	9	25
Maint. of Wey.....	13	106	193
Stores Dept.....	38	..	92
Freight Claim.....	..	13	..
Police Department.....	..	..	..
Other Opr. Depts.....	4	1	..

TOTAL..... 1,485 1,383 5,442

The figures for July were 2,356 passengers, 1,085 carloads of freight and 3,940 less-car-load shipments.

Standings in Western District Business Solicitation Contest

Standings of twelve highest contestants in The Western District business solicitation contest as of September 1

No.	Name	Title	Location	Division	Con- tacts	POINTS EARNED FOR:				Total
						LCL Ship- ments	CL Ship- ments	LH Pass.	SH Pass.	
1.	C. H. Lepp.....	Agent-Operator...	Falconer, N. Y.....	Meadville...	26	988	28	..	..	1042
2.	F. W. Harrington...	Agent-Operator...	Alger, O.....	Marion.....	55	783	8	2	..	848
3.	A. R. Carlson.....	Agent-Operator...	Union City, Pa.....	Meadville...	99	434	100	38	118	789
4.	T. J. Martin.....	CC to Divn. Engr.	Marion, O.....	Kent.....	7	94	596	..	..	697
5.	Catherine Hunyady..	Stenographer.....	Youngstown, O.....	Mahoning...	47	434	72	6	..	605
6.	Mildred Tillotson...	Comptometer Opr.	Corry, Pa.....	Meadville...	61	454	60	..	2	577
7.	Z. E. Fanning.....	Agent-Operator...	McGuffey, O.....	Marion.....	143	78	252	..	..	473
8.	H. J. McGinn.....	Agent-Operator...	Randolph, N. Y.....	Meadville...	24	198	176	8	51	457
9.	L. H. Keller.....	Yardmaster.....	Marion, O.....	Kent.....	11	10	316	..	..	337
10.	R. B. Gardner.....	Stenog-Clerk.....	Bradford, Pa.....	Bradford...	17	10	16	38	165	246
11.	R. P. Reebel.....	CC to Frt. Agt....	Youngstown, O.....	Mahoning...	188	2	20	..	..	212
12.	W. M. Bramlee.....	Rate Clerk.....	Bradford, Pa.....	Bradford...	19	36	52	14	82	203



ALONG THE LINE

Engineering Changes

O. V. Derr, general office engineer and valuation engineer of the Erie's engineering department at Cleveland, resigned Sept. 1 to go into private business and the position was abolished. All correspondence relating to valuation matters should be addressed to R. C. Falconer, assistant vice president, Cleveland, and all matters relating to accounting should be addressed to J. W. Smith, principal assistant engineer, Cleveland.

In Charge of Air Conditioning

William P. Shotwell has been appointed supervisor of air conditioning and lighting, reporting to the superintendent of car department at Cleveland and headquarters at Susquehanna. Mr. Shotwell will be responsible for the proper functioning and maintenance of air conditioning equipment and car lighting and also for the overhauling of this equipment while cars are going through shop and will issue necessary instructions pertaining to these matters direct to the Division Car Foreman, General Foreman Car Repairs at Jersey City, Shop Superintendent at Susquehanna and the various local supervisors and maintainers of this equipment.

All failures of this equipment are to be reported direct to Superintendent of Car Department at Cleveland as at present, with a copy to Mr. Shotwell at Susquehanna. The Supervisors of Car Repairs, Supervisors of Electric Repairs, General Air Brake Inspector and the Supervisors of Air Brakes, and all others who have been taking an active part in maintenance of this equipment will continue to do so as in the past so as to render the utmost co-operation in this work.

Reunion of Jungle Rails

The Maderia-Mamore Association, John Y. Bayliss, Richmond, Virginia, President, and Edgar A.

Smith, Newportville, Pennsylvania, Secretary, has been recently organized. The Association is a grouping of the men who, during 1907-



Miss Isabel M. Bolton of the Erie's traffic department in New York, who has been elected president of the Women's Traffic club of Greater New York. Miss Bolton has been active in the club the past four years, served as vice chairman of the membership and speakers committees, and was a delegate to the annual conventions of the Associated Traffic clubs of America held at Indianapolis and St. Louis

1913, built the Maderia-Mamore railroad through two hundred miles of jungles in central-western Brazil, around navigation-obstruction rapids in the Maderia river, from Porto Velho, Amazonas, to the Bolivian frontier.

A limited survey indicates many of these old-timers are active in domestic transportation units, and the association is desirous of locating as many as possible for a reunion during the Worlds Fair.

Employee Magazine Editors Meet

Chief executives of many of the nation's largest railroad systems and other leaders in shipping, travel and industry, will gather at a

unique event to be staged by the American Railway Magazine Editors Association in Chicago October 15. It will be the sixteenth annual dinner of the editors' group in charge of employees' publications on the major railroads.

Among unusual features of the program, centered about the achievements of modern railroading in the United States, will be the continuous operation of a 1500-foot model railroad system, complete in all mechanical details. Practically all the leading systems will be represented by magazine displays, banners and advertising, and an exhibit will show the latest devices used in railroad passenger, freight and express service.

Succeeds W. B. Hammer

Veteran Engineer John J. Reilly, who is also Mayor of Waldwick, N. J., has been elected chairman of the general committee of adjustment of the Brotherhood of Locomotive Engineers for the Erie system to succeed the late W. B. Hammer. Mr. Reilly who is serving his seventh year as Mayor is also a member of the Jersey City chapter of the Erie veterans.

Attention Male Singers

Vanstan Lee of the Erie's Legal Department, who is secretary of the famous Orpheus Male Chorus of Cleveland, announces that the Chorus is looking for new members. Auditions will be held by Dr. Charles D. Dawe, Director, at radio station WTAM in the N.B.C. Building, Cleveland, Monday evenings at 7 o'clock. Mr. Lee will be glad to assist applicants. He is the only Erie employe in the Chorus and would like to increase their representation. He says that membership in this distinguished musical organization, which has never been defeated in national or international competition, affords varied experience and unusual opportunities.

Mr. Lee also reports that the

Erie Railroad Magazine

Chorus has been invited to go to Wales next summer as the solo choir at the National Welsh Eisteddfod, broadcast from the London Studios of the British Broadcasting Company, and make a concert tour of the British Isles, including a concert at famous Queens Hall, London. The local session, likewise, promises to be a very active one, including the annual Spring concert here, probably on February 28th.

Dr. Dawe returns to Wales next summer as Adjudicator at the National Welsh Eisteddfod and hopes to take the solo section of the Chorus with him.

Clambake for General Offices

Employees in the "Unit Organization" representing combined offices at Cleveland headquarters, held a Clambake at Chagrin Harbor Sunday, September 18th. The feature event was the ball game called on account of rain in the fourth inning with the score tied, 32 and 32. Teams were managed by Messrs. Seise and Straut. Umpires were H. R. Cole and P. L. Maguire.

Prizes in the "Pull-a-ball" game for ladies were won by Mrs. Carl Knell, Miss Betty Spencer and Miss E. Hemes. Successful winners in the egg tossing contest were Garry White and Byron Pierce.

The junior members of the Speer, Seise, Frank, Blauvelt and Tanis families had to be rescued when their row-boat became stuck on a sandbar.

Candid camera men Comeau and Duffy claim to have taken some good "shots".

There is talk that it will be an annual event.

John Cooke Broadus

John Cooke Broadus, 76, chief clerk in the Erie's engineering department at Cleveland general offices, retired last month and he and Mrs. Broadus left their home at 1431 Rosewood avenue, Lakewood, O., for the home of one of their three children, Mrs. Francis Atkinson at Baton Rouge, La. Mr. Broadus had been in railroad service 57 years, 35 of which he passed with the Erie. Before Mr. Broadus left about 100 from the general offices assembled in the office of C. H. Splitstone, superintendent of construction, and presented him

COLONEL MIESSE WILL BE MISSED

ARTHUR WILLISON MIESSE, assistant to the chief engineer of the Erie at Cleveland, retired October 1, after 47 years of railroad service, 34 of which were with the Erie. Mr. Miesse was born at Circleville, O., Feb. 14, 1873.

Mr. Miesse, known more intimately to his associates as Colonel, began his railroad career in 1891 as stenographer to the division freight agent of the Norfolk & Western Railroad at Columbus, O. In 1892 he joined the forces of the Baltimore & Ohio at Newark, O., as secretary to the superintendent, and subsequently held positions with that railroad as secretary to the general superintendent and secretary and statistician to the chief engineer. He resigned from the Baltimore & Ohio in 1904 to accept a position with the Erie at New York as chief clerk to Vice President J. M. Graham, and subsequently held the positions of chief clerk to Vice President W. J. Harahan, chief clerk to Assistant to President G. N. Orcutt, assistant to Chief Engineer Parsons, assistant to Federal Manager A. J. Stone, and assistant to Chief Engineers R. C. Falconer, R. S. Parsons and G. S. Fanning.



Arthur Willison Miesse

Aside from his railroad duties, Mr. Miesse has been very active in church work and through this and other associations has made a large number of friends. He is a good golfer and was a popular member of the Lakewood Country Club. Other hobbies are fishing and traveling. He also enjoys a good game of bridge and maintains an active interest in baseball. A man of sterling character Col. Miesse is youthful and friendly, and he will be missed by many in and out of railroad circles who admire him intensely for his many fine qualities.

Friends and associates presented him with a beautiful wrist watch as a symbol of their admiration, respect and affection, and joined with his many friends in other circles in wishing him continued good health and happiness in retirement.

with an easy chair and a radio as tokens of their esteem and best wishes. With them was a book designed by Clarence Knight containing the signatures of his co-workers, friends and associates.

The Broadus' other children are Mrs. Russel James of Chicago and Sydnor Broadus of Monroe, Mich. On April 11 Mr. and Mrs. Broadus observed their 50th wedding anniversary.

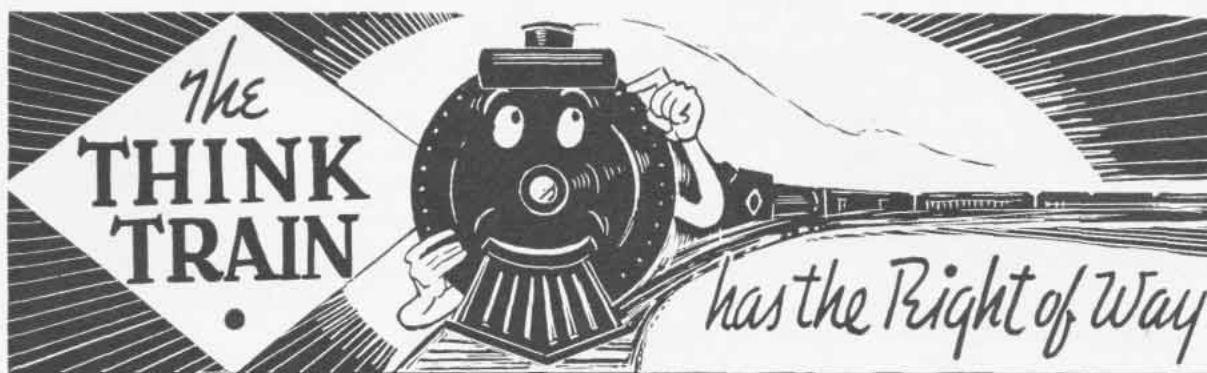
Rail Women Play Cards

On Oct. 5th the Railway Business Womens Association of Cleveland will hold its semi-annual meeting in the Booth Memorial Home, 1881 Torbenson Drive and on Oct. 15th the annual card party

to raise funds for the year's welfare work will take place in Halle Bros., tea room. Miss Carmelita Dixon announces that classes have been resumed in photography, public speaking, diction, handcraft and cooking.

Veteran Teacher Dies

Daniel E. Carpenter, vice president of the International Textbook Co., and dean of the International Correspondence Schools who was widely known among a large number of members of the Erie family, died Sept. 7 at his home in Scranton, Pa. He attended Mansfield State Teachers College and taught school at Jackson and Lanesboro, Pa.



Mentally Lazy

Men engaged in train and yard service where the accident hazard on the railroad is greatest must ever be on the alert; they must be using their heads, thinking, to avoid accident.

"A thinker, or successful mind worker," says Safety Superintendent Wackher of the Missouri, Kansas & Texas, is always willing to be shown when he is wrong, for the reason that he searches for facts. If he has missed any facts he has not reached his objective. Those who do not search out the facts, and let others do their thinking for them, are annoyed when others do not

immediately agree with them; they will not reason and often resort to violence to acquire what they want. Among the mentally lazy are those: Who despise to read or write.

Every great and commanding movement in the annals of the world is the triumph of enthusiasm.—Emerson.

Who shift responsibility to others by not giving attention to acts they are responsible for.

Who do not read carefully instructions affecting their duties.

In the latter class are men who, in the operation of trains, have been known to evade the reading of such important instructions as train orders and checking time table schedules, and who do not have any system of periodically reading rules to refresh their memory.

Safety Never Finished

At least four reasons why safety is never finished are apparent:

1. New employees must be taught the best method, and established rules and practices for doing the work.

2. Employees transferred from



SAFE WORKERS AT SUSQUEHANNA

Paint department workers at the Erie's Susquehanna shop who had a 100 per cent safety record last year. Front row, left to right: F. Goldersuch, B. Schuman, I. Roswell, E. Litts and C. Blackinton. Second row: M. Saam, E. George, Homer Feick, foreman; J. Kremer, F. Fessenden and G. Gay

one job to another must learn safe methods on the new job.

3. Even experienced operators must be constantly reminded to keep safety in mind.

4. New equipment and new processes are constantly being added, and old or new employees must keep up-to-date.

Safety Grams

Compensation does not relieve pain.

Safety saves sickness, suffering and sorrow.

Make Safety and vigilance your watchwords.

Success is impossible if you are careless and invite injury.

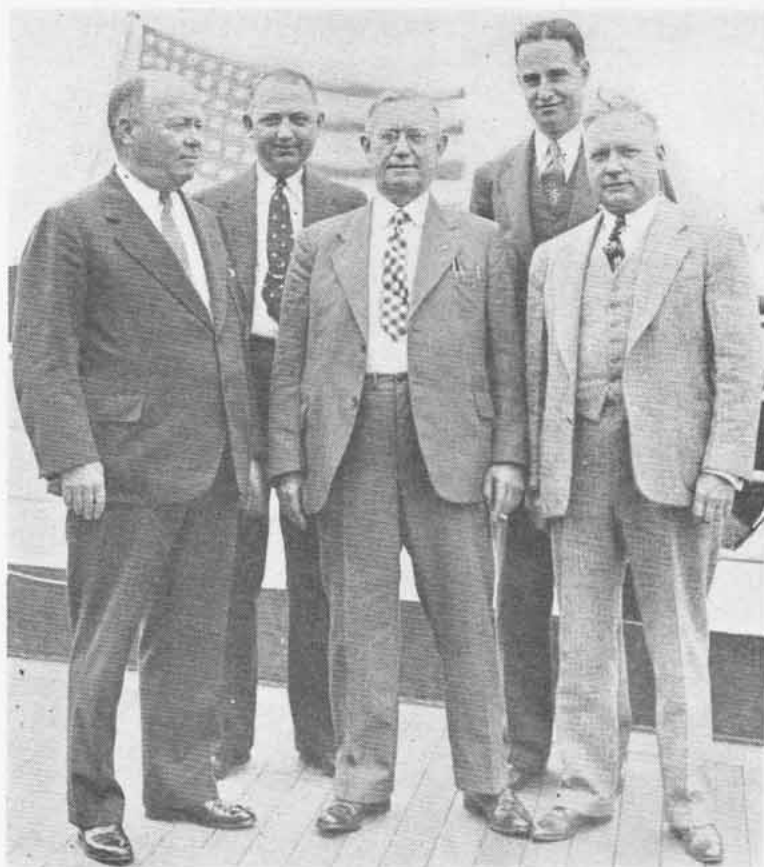
It is much better to prepare and prevent than to repair and repent.

Hurry when there's need but hurry safely.

To Analyze Accidents

More than 10,000 men and women from all over the world will assemble in the Stevens Hotel October 10-14 as delegates to the National Safety Council's Silver Jubilee Safety Congress and Exposition. The Congress will celebrate the Council's 25 years of accident fighting.

With a panel of more than 500 chairmen, speakers and discussion leaders, the Congress will take accidents apart in an effort to find out why they took 106,000 lives last year in the United States and drained more than three and a half million dollars from the American pocket book. All kinds of accidents—industrial, traffic, home and public—will come under the scrutiny of the delegates. Of increas-



OFF FOR BLARNEY CASTLE

Bidding bon voyage to Jack Heavey, retired safety supervisor on the deck of the Steamship Manhattan before he sailed for Ireland, Sept. 7. The party were guests of Bert Bailey, chief steward and brother of Pullman Conductor Bailey on the Erie, at luncheon during which they were entertained by the orchestra with Irish tunes. Jack plans a tour of his native Ireland including a visit to the Blarney stone. From the left: Harry A. Adams, superintendent at Salamanca, A. M. Bimson, supervisor of personal records, Mr. Heavey, Ed Kane, station supervisor and Charles Gilbert, district claim agent, Jersey City

ing importance this year because of the 39,500 lives lost in traffic accidents in 1937—an all-time high—will be the sessions of the Street and Highway Traffic Section.

Good Reasons for Safety

My eyes are priceless and I practice Safety First to preserve them, because, once gone, always gone.

Without an eye life would be miserable and burdensome.

I realize too, what it would mean to be without an arm or a leg. I want to be an asset and not a liability; I want to be esteemed and not pitied and forsaken; I want to enjoy the full possession of all my faculties. I am interested in my future and in the future of my family. To accomplish these things I must practice Safety First.

I grow old learning something new every day.—Solon.

When the fight begins within himself a man's worth something.—Browning.

**YOUR JOB
IS ONLY
AS SAFE AS
YOU
MAKE IT**

**Better to
carry on with
Safety
than be
carried off by
Accident**

EASTERN DISTRICT

New York Division

PASSAIC FREIGHT STATION

M. V. Montagano, ass't. rate clerk, accompanied by Mrs. Montagano spent Labor Day with friends and relatives at Providence, R. I.

Miss Myra Chmielinski, stenographer, spent Labor Day week-end at Washington.

Mike Brayya, freight house checker, accompanied by Assistant Foreman Jesse McMickle spent Labor Day week-end at their camp at Lake Minne-Ha-Ha. Jesse is still looking for the knife.

Henry Miller, contract drayman of Passaic and Dundee, accompanied by several friends including Leo Boner, foreman at Passaic, spent several hours deep sea fishing Sunday, Sept. 4th. Leo landed a forty-foot Tuna and now declares he will abandon golf and spend his time fishing for the big fellows.

PATERSON FREIGHT STATION

Thomas L. Furman, car clerk, spent the Labor Day week-end visiting someone, we know not whom, at Parkersburg, W. Va.

Jesse Boulware, student clerk, was recently released from the Wessington Red Skin's football team, the coach claiming he had no need for toe stubbers.

Who was the railroad detective who enjoyed his vacation finding out what a woman's work at home consists of? Boy, is he trained?

Mrs. Loretta Driscoll of the local Revision Bureau has, since returning from her vacation, been seen frequently at a certain riding academy. We wonder if this is being done as a weight reducer; if so, we recommend that the other two girl employes in this office take note.

Michael J. McGill, cashier, spent his vacation over-seeing the activities at the World's Fair grounds.

Stephan A. Hering, chief clerk in the local Revision Bureau, has been suffering from severe rheumatic pains. We are glad to report that he is considerably improved and is now working with his usual vigor.

NEWARK FREIGHT STATION

W. J. Sullivan, Yard Conductor

and family, spent his vacation visiting relatives at New Market, N. H.

Smiling Bill Wallinhaupt, maintainers helper, is again back in Newark territory. Glad to see Bill back.

Congratulations are being extended to Will Hisson, yard engineer, upon his recent marriage. Bill spent his honeymoon at Atlantic City.

Custers Last Stand had nothing on a certain Ford owned by someone at this station.

JERSEY CITY FREIGHT CAR

Mrs. Pauline Hoppe, wife of Frederick Hoppe, car inspector, at Croxton Yard, passed away at her residence on August 29th, after a brief illness. Mrs. Hoppe is survived by her husband, Frederick and son, Harry Frederick. All of Mr. Hoppe's fellow employes extend their deepest sympathy in his hour of bereavement.

Jos. E. Murphy and wife have just returned from having enjoyed a very enjoyable vacation, at Mr. Murphy's family residence at Susquehanna, Pa.

Oh! Yes, we almost forgot to mention that Harold Green and wife have returned from an extended trip through Maine and thence to Greenport, N. Y., where Harold says that he caught so many fish that he was feeding the townspeople. Boy, oh boy, anyone who can surpass Harold in telling fish yarns will have to get up early in the morning. Eh! Harold?

William Hoefling, air-brake test man at Pen Horn shop, has returned from a trip to the Catskills, where Bill says it's so cold, that the water freezes in the pipes.

Wm. Brazel, has returned from an enjoyable vacation at that great summer resort, Seaside Heights, New Jersey. Bill reports that the mosquitoes were so big, that they would crowd you off the boardwalk, and that the Merry-Go-Rounds are still playing the same tunes as last year.

Lighterage Department

By Regina F. Frey

Congratulations are extended to Vincent Kelleher, who was married Sept. 3rd.

H. W. Schneegas has returned

from his vacation during which he visited his son Harvey in Hornell. Many have returned from their vacations. Fred Schulze spent his traveling here and there in the old flivver; Miss Alice Norton has returned from Binghamton, N. Y. and Starucca, Penna., Frank Evers from his usual "trek" to Atlantic City, and Miss Dorothy Shea from the Adirondacks.

Herman Miller, asst. chief clerk, is enjoying the September breezes on the beach at Manasquan, N. J.

DUANE STREET STATION

We were very sorry to hear of the recent death of Henry Aron, U. S. Customs Inspector who occupied desk space in this office.

Several Duane Street employes attended the veterans outing at Blasberg's Farm Sept. 4th, and all report having had an enjoyable day.

Winding up the 1938 vacations, we have George Tegtmeyer back on the job. We have been unable to determine where or how he spent his vacation but rumor has it that the old town was wearing a bright new coat of red after George's two weeks were up.

Mel Green has been scouting about, organizing his bowling team for the 1938-1939 season and says there is no question as to who will walk off with the honors this year. Mel claims his most dangerous opposition lies in the girls team at Duane Street and we think he has something to worry about there, judging from past performances.

New York Terminal

WEEHAWKEN TERMINAL

By M. T. Staub

Although the soft ball season is closed we take pleasure in advising our many friends that the Erie Red Star Soft Ball Team placed second in the Bergen County Industrial Soft Ball League, defeating Spencer Kellogg & Sons Inc., to clinch second place standing.

Rumor has it that Pat Malone can no longer claim honors as a soft ball pitcher. We understand that he was recently hit for two home runs by Station Supervisor W. J. Flusk, formerly chief clerk
(Continued on page 20)

Erie Railroad Magazine

DEATHS IN THE ERIE FAMILY

William E. Holden

William E. Holden, 71, retired section foreman at DeCliff, O., who had been in Erie service 53 years, died Sept. 11 at the home of his son-in-law and daughter, Mr. and Mrs. Alfred Simmons of Lima, following a long illness. Last winter he was operated for a stomach ailment. Mr. Holden was born Aug. 24, 1867, near Urbana, O., and began railroad work at seventeen on the old Chicago & Atlantic. He had been foreman on the Erie 44 years. He was a sound, reliable type of worker who gave his best to his employer and who had many friends. On two occasions he won prizes for best track sections on the Marion division. Mr. Holden married twice, first to Mary Shawd who died seven years later and next to Elsie Mae Kohn and reared a devoted family of children, one of whom, John B. Holden of Wyoming, O., two years ago wrote an article for the Erie Magazine praising the accomplishments of his father. Besides the widow and son, John, Mr. Holden is survived by these children: Mrs. Alfred Simmons and Paul W. Holden of Lima; Mrs. Waldo May of Marion, and Martha Jane Holden of DeCliff.

Victor M. Wellman

Victor M. Wellman, 43, assistant general land and tax agent and industrial agent of the Erie at New York, who had been in Erie service sixteen years, died from a heart ailment at his home in Newark, N. J., Aug. 27th. He was a member of the New Jersey bar. He is survived by his widow, Mrs. Margaret T. Wellman, his father, Michael Wellman; a sister, Mrs. Walter Simmins of Trenton, N. J., and a brother, William of Atlantic City. Dr. Wm. L. Tucker of the Old First Presbyterian church, Newark, conducted funeral services in East Orange.

Francis Sterne Palmer

Francis Sterne Palmer, 74, who was private secretary to the collector of the Port of New York in the early 90's, assistant treasurer of the United States Express Co., and

writer of verse for magazines, including the Erie Magazine on which he was employed for several years, died Aug. 21 after a long illness at his home, 48 The Enclosure, Nutley, N. J. Mr. Palmer retired from



William H. Conover

business ten years ago. A Harvard graduate of the class of 1887, Mr. Palmer continued an active interest in the university's affairs and its monthly publication. He became a lawyer but preferred a literary career. He is survived by his widow, Mrs. Beatrix Bennet Palmer; a son, Francis, and a brother, Charles G. of Plattsburg. Burial was in Greenwood cemetery, Brooklyn.



William E. Holden

William H. Conover

William H. Conover, 79, veteran New York division brakeman who was retired several years ago after service of 52 years and five months, died of a heart attack at his home 46 Wayne avenue, Suffern, N. Y., Sept. 2nd. Surviving are his wife and four daughters, Mrs. James Collishaw of Suffern Park; Mrs. Wallace Sutherland of Nyack turnpike; Mrs. Raymond Dator of Mahwah; and Helen Conover, at home. He is also survived by eight grandchildren.

Walter H. Goodrich

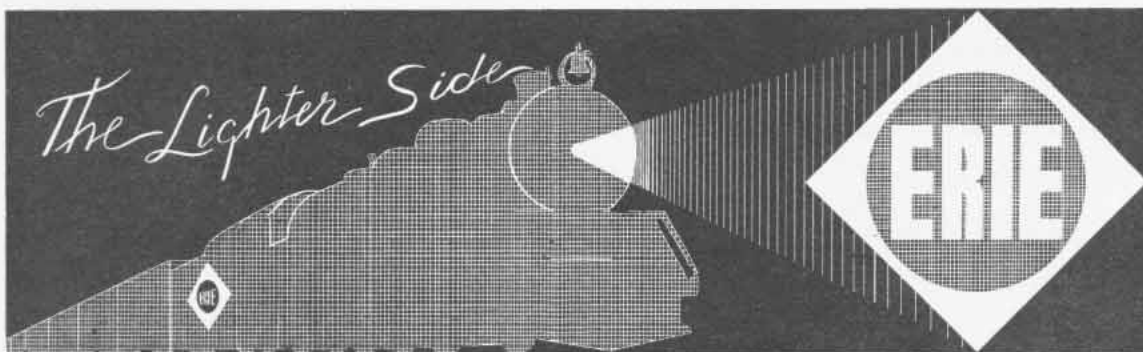
Walter H. Goodrich, 58, veteran Erie carpenter, died of a heart attack while making repairs on the Kinzua bridge late in August. He lived at 68 Erie street, Salamanca.

Besides his wife, Mrs. Matie Goodrich, he is survived by two daughters, Mrs. Donald Yaw and Miss Maxine Goodrich of Scranton; one son, Loren Goodrich of Elmira; two sisters, Mrs. Helen Maneval of Mansfield and Mrs. Clara Langhams of Dunkirk; one brother, Frank Goodrich of Wildwood avenue, Salamanca, and by four grandchildren.

James Avery Cleveland

James Avery Cleveland, 61, general agent for the Erie at Jamestown, N. Y., since 1924, died Sept. 11 of a heart ailment at his home, 19 Bassett street. Mr. Cleveland was born at Rock Glen. He began service with the railroad at Castile and later served in the passenger and freight departments at Buffalo, Elmira and Newburgh. He was a member of the Masonic order, the Transportation and Prendergast clubs, and was widely known among railroad men, having been in Erie service nearly 40 years. Mr. Cleveland is survived by his wife, Mrs. May Dewey Cleveland and a son, Richard Dewey Cleveland of Jamestown; a sister Miss Florence Cleveland, and a brother, Frank Cleveland, both of Providence, R. I., and two nephews and a niece. Burial was at Portageville. Erie men who attended included H. W. von Willer

(Continued on page 33)



"Practically everybody owns an automobile nowadays."

"Yes—there's the fellow who drives it, the finance company, the garage he owes a repair bill to and the company he owes for his tires."

It is illegal in Alabama to sprinkle salt on railroad tracks, which seems a queer way to catch a train anyway.—*Boston Transcript*.

1st Liar: "Up where I've been it was so cold that the milk was delivered in chunks of ice."

2nd Liar: "Aw, that's nothing. Where I was they didn't need fire ladders. They'd just spill a bucket of water out of the window and slide down."

"So you deceived your husband," said the judge gravely.

"On the contrary, my lord, he deceived me. He said he was going out of town and he didn't go."

"Pardon me," said the stranger, "are you a resident here?"

"Yes," was the answer, "I've been here goin' on fifty years. What kin I do for you?"

"I am looking for a criminal lawyer," said the stranger. "Have you any here?"

"Well," said the other, "we're pretty sure we have, but we can't prove it."

Judge—"Speeding, eh? How many times have you been before me?"

Speeder—"Never, your Honor. I've tried to pass you on the road once or twice, but my bus will do only fifty-five."

Office Boy: "I et six eggs for breakfast this morning."

Bookkeeper: "You mean ate, don't you?"

Office Boy: "Well maybe it was eight I et."

"Look here, waiter, my lobster is without a claw. How is that?"

"Well, sir, they are so fresh that they fight with each other in the kitchen."

"Take this one away, and bring me one of the winners."

A woman from Florida approached President Wilson one day; and after greeting, the President asked, "What can I do for you?"

"Oh, nothing at all," replied the woman. "I came from Florida just to see what a live President looks like. I never saw one before."

"That's very kind of you," replied President Wilson, laughing heartily. "There's no reason why you shouldn't, since many of us in the North here go all the way to Florida just to see a live alligator." —*Christian Science Monitor*.



Richard: "You ain't yo'se'f no mo. Sick or sump'n?"

Rastus: "Ah got insomnia. Ah keeps wakin' up ev'y few davs."

He: "How do you feel after your ride on that horse?"

She: "Gosh! I never thought anything filled with hay could be so hard!"

Daughter: "But, daddy, why do you object to my becoming engaged? Is it because of my youth?"

Daddy: "Yes, he's hopeless."

Game Warden: "Are the fish biting today?"

Weary Angler: "I don't know. If they are, they're biting each other."

It's nothing much to think of—

But every now and then

I wonder where M. Gandhi
Carries his fountain pen.

Son: "Why do dollars have eagles on them?"

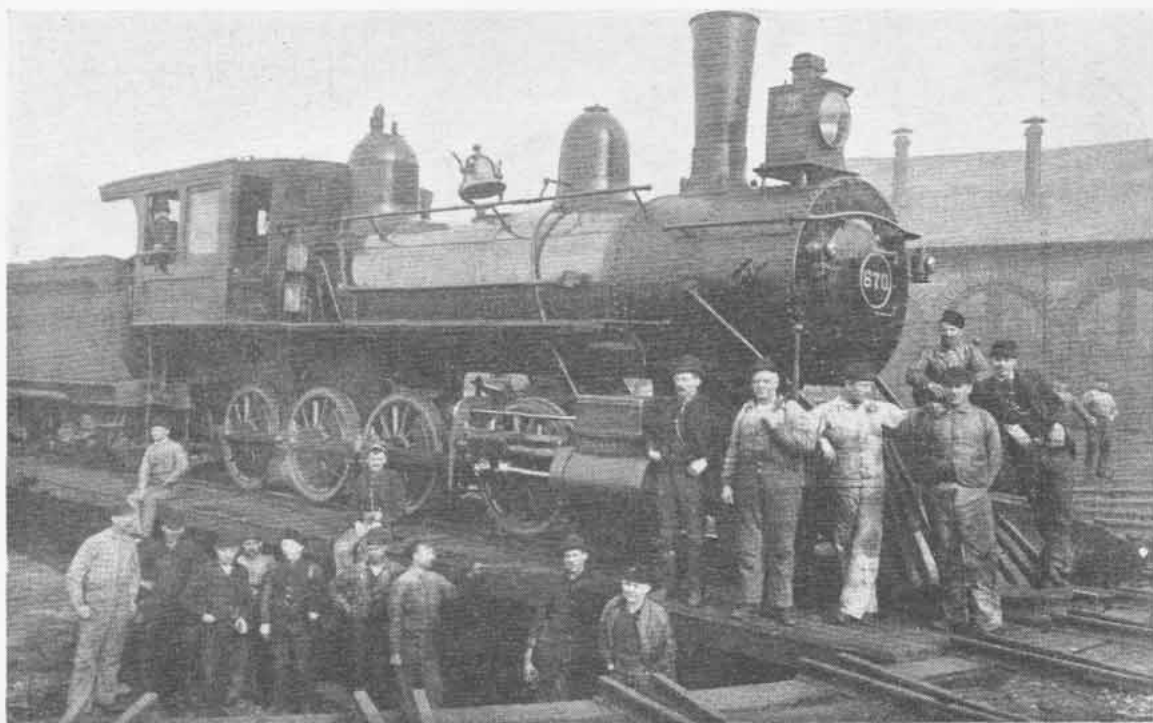
Father: "I think it is symbolic of swift flight."

Wife (heatedly) "You're lazy, you're worthless, you're bad tempered, you're shiftless, you're a thorough liar."

Husband (reasonably): "Well, my dear, no man is perfect."—*Exchange*.

"How did you find the weather while you were away?" "Just went outside and there it was."

Erie Railroad Magazine



A VETERAN OF FIFTY YEARS

This old locomotive was built by the Brooks Works in 1888 for the N. Y. P. & O., was later changed to Erie No. 1285, Class H-8, and afterward sold to the D. T. & I., in Dec., 1921. F. M. Luper of Terrace street, Meadville, Pa., who treasures the photograph does not know the names of all the Erie mechanics

WESTERN DISTRICT

Mahoning Division

MEADVILLE PRODUCTION SHOP

By F. A. Burkhardt

Mr. and Mrs. Frank Harpst, of San Diego, Calif., formerly employed at Meadville shop, are visiting Mr. Harpst's sister, Mrs. John Yocum, 1000 Catherine Street.

Mr. and Mrs. C. W. Seymour, Locust Street, have returned home after visiting the last week at Washington and Baltimore.

Charles Smallenberger, our City Fire Chief, recently underwent an operation at Youngstown, and is reported to be resting comfortably. He is the son of Peter Smallenberger, late machinist in Erie shops.

Born to Mr. and Mrs. Edward Penman, Machinist, August 8, at Meadville City Hospital, a son. Best wishes, Ed.

C. A. Kothe, Wally Loper, and "Cheese" Mellon of the local Mechanical Department, and "Bum" Humphrey, Meadville business man, have returned from their annual trek in the wilds of Ontario

in their quest for game fish. They report a very successful trip including another land-locked lake of their discovery in which but very few white men have ever fished. They intend to portage into it next year for a heavy kill of big mouth bass with which they found it to be loaded. Proof on page 21.

James Bond died August 18 at Atlantic City where he was spending a vacation. He learned the blacksmith trade here. He is survived by three sisters, Miss Helen of Plainfield, N. J., Miss Mary and Miss Katherine at home and a brother, Charles, living at 312 West College Street. Mr. Bond was employed with the Pennsylvania at Canton, O., for many years until poor health compelled him to return home to Meadville where he lived the past five years.

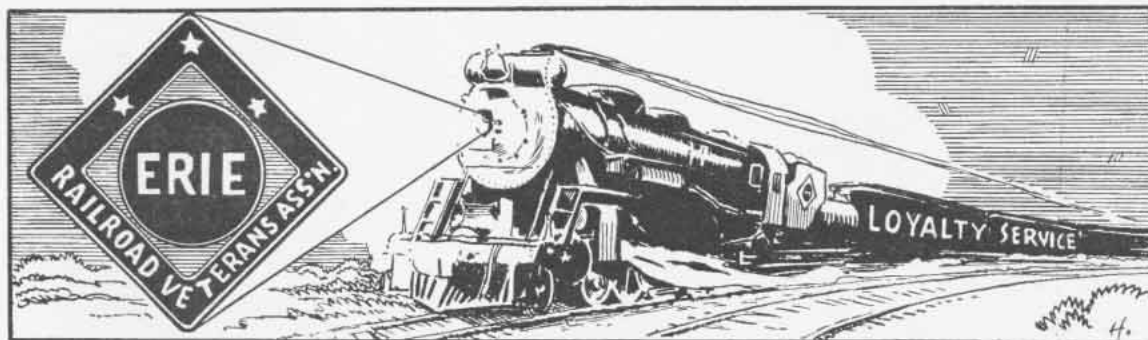
The funeral of the late Ernest J. Peelman, former employee here, was held Aug. 17, at Byhams' Funeral Home. The service was conducted by the Rev. V. J. Tinger of St. Paul's Evangelical Reformed Church. Burial was made in Greendale Cemetery, four sons-

in-law acting as bearers, Carl McBride, Louis and Clyde Kightlinger and Wales Wood.

Emil Geiger, retired machinist, Meadville roundhouse, died at Spencer Hospital, August 15. He was a native of Hungary and lived here 31 years. He was a member of St. Agatha's Roman Catholic Church. He is survived by his widow and one son, Frank, a foreman in shops here, and three grandchildren. Funeral services were held at St. Agatha's Roman Catholic Church, the Reverend Father A. J. Weschler conducting a requiem high mass. There were many beautiful floral tributes and a large attendance of friends and relatives. Burial was in St. Agatha's cemetery, Benjamin Crockesky, Michael Julius, Silase and Joseph Bedo acting as bearers. Sympathy is extended to bereaved families.

Charles A. Kothe, Jr., son of Charles A. Kothe of the Erie's Meadville shops, has passed the state bar examinations in Oklahoma and opened his law office in the Wright building, Tulsa.

(Continued on page 21)



President Findlay's Letter

To All Veteran Members:

Upon arriving at Hornell, on Friday, Sept. 2nd, I was agreeably surprised by the greeting I received from the delegation of members of Hornell Chapter, headed by Chairman E. F. Creagh, who escorted me to Hotel Sherwood, where we joined the others of the Election Committee.

The Election Committee consisting of Veterans F. J. Troyano, J. J. Heavey and F. E. Burkhardt representing the General Office, Huntington and Meadville Chapters, respectively, together with General Secretary J. R. Ward and Chairman E. F. Creagh, immediately went into session, General Secretary Ward delivering to us all of the ballots that had been forwarded to him by mail. The envelopes were opened, ballots were removed, inspected and tabulated. It was found on completion of the tabulation that Veteran B. J. Markwell, of the General Office Chapter, had been elected Second Vice President by a majority of 313 votes. His opponents for the

office, Veterans F. E. Waid and H. A. Daake, ran a remarkably close race in the second position. The balance of the officers elected without opposition were Veterans J. R. Ward, General Secretary, F. J. Troyano, Assistant General Secretary and R. G. Lewis, Treasurer.

It was the consensus of opinion of this committee that this method of voting assured all paid up members the opportunity to vote for their respective choice of officers and it was the largest vote ever cast by members of our Association. All Chapter chairmen and secretaries have been notified of the results of the election.

It was also my pleasure to visit the famous Erie Veterans room in the Hornell station building, making the acquaintance of a number of members and also viewing the new Safety Plaque, designed by Chairman H. A. Daake on display there.

Vice President J. J. Heavey, who was enroute to New York for a tour of Ireland and other points of interest in the Old World, re-

ceived the best wishes of his many friends for a pleasant trip and a safe return to our shores.

Congratulations are in order to our newly elected Second Vice President B. J. Markwell, who I am sure will continue to carry on, advancing new ideas for the welfare of our Association and the enlargement of our membership rolls.

Fraternally yours,
J. R. Findlay, President.

Vets Elect Officers

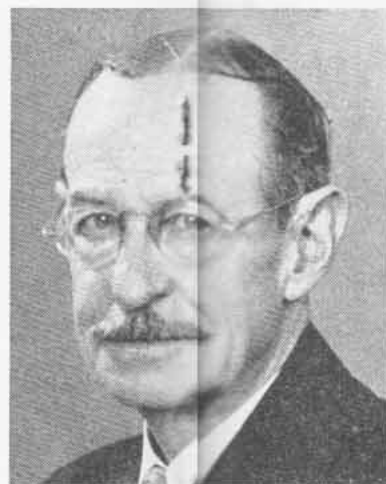
Election of general officers of the Erie Railroad Veterans association usually conducted at the annual outing was carried out by mail this year because the outing was not held.

The only contest was for second vice president and resulted in the election of B. J. Markwell of Cleveland general offices. He received 559 votes, F. M. Waid of Hornell 246 and H. A. Daake of Huntington, Ind., 159.

J. J. Heavey, retired safety supervisor of Huntington, Ind., was

automatically advanced to president and D. R. Horrigan of Susquehanna succeeded him as first vice president.

Others elected were: General Secretary J. R. Ward of Dunmore; Asst. General Secretary, F. J. Troyano of Cleveland and Treasurer, R. G. Lewis of Sharon, Pa.



B. J. Markwell, chief clerk in the coal revenue dept. of the Erie at Cleveland general offices, who was last month elected second vice president of the Erie Railroad Veterans' association. Mr. Markwell has been in Erie service since Dec. 29, 1890 when he began as a clerk in the office of the auditor of traffic. He began his present duties in 1899.

General Office Chapter

By W. F. Wider

We are very proud of B. J. Markwell, our past chairman, who has been elected second vice-president of the Erie Railroad Veterans. He surely has worked for this honor and we believe the best man won.

Our chapter has a pledge of 100 new members this year. We now have 90 new members with three months to go. The following are the new members this month: T. L. Geary, Miss D. D. Kreiger, C. H. Duis, H. N. Walker, J. S. Braun, J. W. Anderson, Miss G. Hume, C. Strauss, C. Johnson, W. J. Symington, H. O. Bash, T. Irving, P. Meyer, R. M. Johnson, J. T. Penny.

Our picnic with the Mahoning division was a success.

The ball game between the Youngstown chapter and General Office chapter was won by the Youngstown chapter 18 to 4. The pitcher of the Youngstown team had everything on the ball and we all say the best team won.

Score by innings follows:
Youngstown 2 3 3 0 2 1 3—18
General Office 2 0 0 0 0 0 2—4



PERSONALITIES IN BUFFALO CHAPTER

Chairman George Williams, Chairman Finance Fred Adam and Secretary D. C. Huff of Buffalo Chapter

Past President Mrs. Clara Williams, President Mrs. Mary Huff, Treasurer Mrs. Mae Winterberg, Chairman Board of Trustees Mrs. Stella Norton and Trustee Mrs. Emma Rausch of the Buffalo Chapter Auxiliary

Retired Buffalo veteran John Carter, former engineer; Mrs. John Carter, Mrs. George Hammerschmidt, Treasurer George Hammerschmidt and standing, Veteran Chas. T. Glair



Committee in charge of the successful picnic at Geauga Lake Aug. 20th of the Youngstown and General Office Chapters of the Erie Veterans association. First row, left to right: Joe Hartman, yard conductor, Youngstown; Bill Wider, auditor's office, Cleveland; T. I. Reap, chief clerk, Cleveland; Harry Gibson, engineer, Youngstown. Second row: V. N. Kent, carpenter foreman, L. J. Roche, trainmaster, and E. W. Tims, yardmaster, Youngstown; M. J. Walsh, engineer, Cleveland; T. J. Murphy, superintendent, Youngstown; George Winters, engineer, Cleveland, and A. A. Blazy, engineer, Cleveland. Below are scenes of the baseball game and running races. All photographs by J. F. Duffy of the purchasing dept.

The following bowlers of our chapter have entered a team in the Erie down-town league at Cleveland: Veterans Markwell, Crawford, Leaman, Swanstrom, Malone, Manning and Captain Wider. They will be known as the "Veterans" and a good showing is expected from them.

Buffalo Chapter

By Dave Huff

The news letter from Buffalo Chapter published in the September issue of the Magazine was received with a great deal of satisfaction, not for its perfection but because our members were glad

to learn that "Old Man Neglect" had left Buffalo and has not returned.

October has come and this brings to mind that intensely interesting event generally known as "Hallowe'en." To the older generation this was called "Cabbage Stump Night." It not only brings to mind the "Bogey Man" and the "Fairies" but also the many, many thousands of cabbage stumps which flew thick and fast and decorated the doorways, even the doorways of those who were held in high esteem and neighborly affection. Done in fun it put every "gang" on the run and especially when someone opened the door

and bellowed, "What are you boys trying to do around here!"

Old Man Winter will soon arrive. Ordinarily, we are inclined to accept him as an unwelcome guest. To members of Buffalo Chapter, his arrival marks the season of interesting chapter meetings and social affairs. We enjoy these events immensely and after each gathering we begin to look forward to the next meeting or social event.

We enjoyed reading President Findlay's letter in the September issue of the Magazine. He is confident that all of us are benefitted if every Chapter meets regularly

(Continued on page 24)



Eastern District

(Continued from page 14)

at Weehawken, thus proving that Weehawken still has Pat's number in soft ball.

We are happy to welcome back to the Weehawken fold Thomas Loftus and we trust that he will be very happy among his old friends. Tommy replaces Peter Molenaar who was filling a temporary position at this station, Peter going to Croxton as messenger.

With soft ball out of season our thoughts turn to bowling. Weehawken has entered a team in the Erie League and will endeavor to uphold its athletic standing in this branch of sports. The following compose the team: J. O'Keefe, M. Celenza, M. Staub, John Sullivan, J. Riccardi, J. Roach and H. H. Brown.

JERSEY CITY STATION

Charlotte Armitt and Helen Sullivan went to Atlantic City to see the beauty parade. We expect some first-hand information on the various contestants on their return.

Now that the soft-ball season has drawn to a close, we wish to congratulate our friends of the Erie Red Stars on their ability to successfully duck a game with the Unknowns all summer.

With the harvest moon season but a short time off, it appears to be already working its magic spell. . . . Angela received another gorgeous corsage last Saturday. It was the first of the new fall season, and was made up of Tea-Roses and of all things, forget-me-nots!

Al Kennedy returned from his vacation well browned and looking very fit.

Tommy Loftus has taken a position at Weehawken, and is succeeded here by Chas. Landmesser.

We haven't heard from Jimmy Murphy since he left on his vacation, but we understand it is being spent, as usual, in travel. We think Jim could give Howard Hughes a tussle as a globe-trotter.

Dick Decker, foreman at Tunnel warehouse, spent his vacation at his bungalow at Singac, N. J.

We all extend our sympathy to Helen Cole of the N.Y.T.A.B. on the recent death of her mother.

EDGEWATER, N. J.

C. A. Brady and family returned

20

from a vacation at Greenwood Lake and Shore points.

M. B. Roderick and family returned from a pleasant vacation at Pike Lake, Minn.

E. Davis and wife returned from a vacation at Cape Cod and Shore points.

A. Palozzi and family expect to return to Detroit to spend the balance of their vacation.

Mrs. J. R. Vickery and daughter have returned to Marion, Ind., after visiting her parents, Mr. and Mrs. W. P. Holabird.

Sergt. Murray has returned from a vacation at Atlantic City.

WEST 28 ST. STATION

By C. A. Gromest

Another Labor Day holiday is past and most of the boys spent their time out of town. J. Small returned from Youngstown, looking a bit tired. Doing a little investigating, we found out Smally had been doing some strenuous bike riding, preparing himself for the coming six-day bike race at Madison Square Garden. Mr. Muller and family spent their time visiting relatives up at Dumont Manor. Tom McLaughlin and his wife were the guests of Paul Emannel on his motor boat, cruising the south shore points. John (German Carpenter) Elian helped his wife with the fall cleaning.

Mike (Flat Foot Flugie) Perzon returned from the mountains. Joe Horvath spent his usual week-end up at Goshen teaching the girls the Lambeth Walk the new dance craze. Roger Mathews just completed his new shanty on Pier 67. Trouble he has been having with his hay fever cause the boys to think a few more good sneezes and his shanty will be blown into the river. John (Tarzan) Krauss put in a lot of time studying over the holidays for the coming civil service tests to become one of New York's policemen. We all wish John the best of luck. Frank Reichardt, better known as Bumby to the boys, is wearing a new sweater he claims his wife made him.

Susquehanna Division

BY C. A. THOMPSON

DIV'N CORRESPONDENT

BINGHAMTON FREIGHT

By A. E. Goetting

Amos DeWitt, foreman of the U. S. Railway Mail Service for

the Erie Railroad Co., died suddenly at his home in Binghamton Sept. 6th. He had been in Erie service for more than 20 years. Surviving are his widow, May I. DeWitt and two sons Harold E., employed by the Railway Mail Service, and Raymond DeWitt. Sympathy is extended to the family.

Vacations were enjoyed by the following: Miss Mae B. FitzGerald and nephew Jack Houlihan at Lake George; Miss Katherine Murphy at her home in Addison, N. Y. where she had her tonsils removed and is now fully recovered; and Mr. and Mrs. Henry Matthaei, Miss Lillian Lawrence and Edward F. Kelley motoring through the New England States, stopping for several days at Nantucket.

Thomas O'Brien has returned from his vacation looking rested and younger than ever.

Messrs. John Flesher and Charles Polovchak, truckers, spent Labor day in Youngstown, O.

Mr. and Mrs. Geo. Finn and Mr. and Mrs. Geo. Parkhurst were visitors in Washington, D. C.

John Nolan, typist at Binghamton, and his brother James, motored to Alexandria Bay and across the new Thousand Island bridge into Canada.

ELMIRA FREIGHT

By D. H. Maloney

Mr. and Mrs. Howard Chase of Elmira Revision Bureau have returned from a vacation with friends on Keuka Lake and Bath, N. Y.

Rollie Burdick of Elmira, chief electrician, is back on the job after a long illness.

Susquehanna Division employees were saddened by the news of the death of Arthur C. Hutchinson, chief clerk to the division freight agent at Elmira, who passed away August 30th. Additional details elsewhere.

Richard Hall, delivery clerk, has returned from a short vacation in New York where he claims he saw a big league baseball game every day.

Cashier Justin Gill has returned from a vacation at Lake Placid, with his family, but he has no alibies for the fish he did not land.

General Yardmaster H. E. Wilson spent his vacation touring northwestern Pennsylvania with his family. James Frost substituted during his absence.

(Continued on page 22)

Erie Railroad Magazine

Western District

(Continued from page 17)

YOUNGSTOWN FREIGHT

By Catherine E. Hunyady

R. S. Clark, former division clerk, spent a few days visiting in Youngstown. He is feeling fine, enjoying himself to the utmost and expects to spend another year traveling. We were all glad to see him again.

J. H. Blair, janitor, and wife are visiting Mr. Blair's brother in Fresno, Calif. The brothers have not seen each other for twenty years.

Mrs. C. C. Peters, wife of our warehouse foreman, has been ill for past several months with an infected bone finger, and after having two operations on the bone, still shows very little improvement. We extend our best wishes to her for a successful recovery.

August 30th, employees of Youngstown freight enjoyed a weiner and corn roast at Shady-side Pavilion, Waddell Park, Niles, and spent the remainder of the evening at the home of Miss Catherine Hunyady. Singing and what goes with it was the diversion of the evening, music being furnished by T. G. Swogger.

A committee composed of R. P. Reebel, Catherine Hunyady and Arthur Hopwood have revised and amended the rules governing the expenditures of the Flower Fund of this office.

Recently the walls in the Cashier's office were being cleaned, and Friend Coe Chaffee tried to keep in harmony with the new white walls by wearing white trousers, which lasted but one day, because Coe sat down in some water.

For part time vacation activities J. Ralph Fero, accountant, and Mrs. Fero spent several days in New York City; C. R. Stewart, rate clerk, and Mrs. Stewart visited in Lima; T. G. Swogger, loss and damage inspector, and family visited in New York City; Miss Lila Russell, joint tonnage clerk, with Ernest Russell and William Sturdy motored to Middleport, O., visiting relatives and friends; Miss Mary McCabe, report clerk, and mother visited friends in Detroit; Miss Jane Morgan, comptometer operator, went to Detroit also; Miss Edna Kelly, chief car clerk, J. H. McCoy, chief revision clerk, and R. P. Reebel, chief clerk, reported just resting.

Rube Smith and family (of Smith

Transfer Co.) are vacationing in North Bay, Canada.

Max Hart of the Consolidated Freight Handling is making head-



THEY DIDN'T GET AWAY

Large and small mouth bass, northern pike and pickerel taken from a landlocked lake near their camp in the Georgian bay region during early August by C. A. Kothe, general foreman at Meadville and his three companions, Walter Humphrey, Meadville business man, Walter Loper and Edgar Mellon

lines in the Youngstown Vindicator. His mashie and driver have been good golf pals, and notwithstanding the favorable publicity he still speaks to us.

The "Wildcats" (Warehouse ball team) are finishing strong. They've only had their "ears pinned back" a few times, which makes them fight all the more. Keep up the good game, boys.

The solicitation contest sponsored by F. W. Rosser, general manager, has created much enthusiasm among the employees and our folks have been very ardent competitors. Several of our fellow workers are near the top of the list, and here's hoping that with the close of this month we will find a few of them actually on top.

The Youngstown Erie Bowling League have been hard at work in the printing of tickets and sponsoring a baseball pool semi-monthly to help accumulate money towards expenditures to be incurred when enroute to Cleveland for the A. B. C. Bowling Tournament this fall. The Youngstown Erie Bowling League will bowl the same night Cleveland teams do, entering ten teams in this ABC Tournament. Erie Night in this tournament should be exciting and no doubt will be a place for many old friends to meet again.

Fine Tributes to Veteran Ticket Agent S. E. Leet

Tributes to Sherman E. Leet, who has retired after 63 years

with the Erie, 45 of which were spent in Warren, O., as passenger agent, are still being received by this "grand old man of the Erie." One of these from the Warren Tribune Chronicle recalls how Mr. Leet through his efficient and courteous service won his way into the hearts of thousands of railroad patrons.

"Thousands of Warren and Trumbull county residents," the paper added, "recall times when he has gone out of his way to give advice and assistance to them. The Erie probably never had a more faithful employee. . . . Throughout his long period of service Mr. Leet has correctly interpreted the duties of a good railroad agent — that he who serves his company well serves the public well. A genial personality and an ever accommodating manner have made Mr. Leet popular with the traveling public, which will miss his familiar face at the Erie station.

Mr. Leet began with the Erie in 1875 as a telegraph operator at W. Austintown. A year later he became passenger agent at Canfield. The ensuing few years found him agent at Lisbon and Girard before he went to Warren in 1893. Mr. Leet's ancestors came from Connecticut to settle in the Western Reserve.

In his long service Mr. Leet booked passengers for all parts of the world but the longest trip he ever arranged was for a Leavittsburg man who went to Australia. When Leet joined the Erie many coaches were lighted by candle. He says he has enjoyed the varied contacts he has made and he hopes to continue many of them through activities in Warren as travel agent, arranging tours, Atlantic trips and cruises. "I want to remain a member of the Erie family," he says.

Mr. Leet has been succeeded by R. S. Gettig, ticket clerk at Warren for twelve years, who has also served in Cleveland and Youngstown.

Kent Division

KENT, O.

Sympathy is extended to C. L. Wilmoth, clerk, whose father passed away.

A. D. Boyle, night roundhouse foreman, and family spent a couple of days in Columbus at the State Fair.

(Continued on page 28)

Eastern District

(Continued from page 20)

Mr. and Mrs. Joseph Cleary of the passenger department, recently celebrated their twentieth wedding anniversary with a house party at Keuka Lake.

Sympathy is extended to Division Freight Agent B. F. Conway and family because of the unexpected death of Mrs. Conway's mother, Mrs. Delia Kennedy of Buffalo, who passed away while on a visit to Elmira August 31st.

Chief Clerk Ward Wilson of the freight office at Elmira spent Labor Day holidays visiting the high peaks of northern Pennsylvania and reports some wonderful scenery within 75 miles distance of Elmira.

HORNELL FREIGHT

By Mary Batty

Mr. and Mrs. D. M. Morey, daughter Ruth and son Jimmie, were recent visitors in Toronto.

Miss Minnie Eason, who has been absent for the past four weeks due to illness, has returned to work.

George Spaulding, typist and clerk at this transfer, has been transferred to yard clerk.

Mr. and Mrs. Robert Lent spent Labor Day in Rochester.

HORNELL YARD

By W. H. Gams

R. J. Cosgrove, westbound yardmaster enjoyed his two weeks vacation at the races at Saratoga Springs.

E. G. Clancy, Hump Clerk, has returned to work after two weeks illness with lumbago.

L. J. Feeney, Night General Yardmaster, has returned to work after a painful operation on his ears.

The many friends of F. B. Sawyer, yard brakeman, sympathize with him on the loss of his son by drowning.

H. J. Cullen, clerk in the yard office has moved his family to No. 1 Adsit Place and plans a housewarming.

SUPERINTENDENT'S OFFICE

Miss Marion McAndrews was a recent visitor in Jamestown.

C. F. Packer, asst. chief clerk, M. of W., tried fishing at Lake

Lamoka Labor Day but for some reason the fish did not bite.

J. L. Sullivan and wife, and H. J. Burlingame and family spent a



Frank L. Diebold, 69, veteran assistant chief clerk at Buffalo division headquarters, who retired Sept. 1st after 56 years continuous service. On his last day operating and traffic department forces assembled in Supt. Maley's office and surprised him by presenting a billfold, suitably inscribed containing 56 new dollar bills, one for each year of service. Miss Henrietta Sutcliffe gave him a bouquet of flowers as a personal tribute. Mr. Diebold was secretary to Supt. C. A. Brunn from 1890 to 1911 when he became asst. chief clerk. A kindly, faithful man, he has held the respect and admiration of his associates through the years and they wish him many happy years in retirement.

delightful week at Hofmeister in the Adirondacks.

Miss Eileen Reidy of the division engineer's office, who has been absent through illness, has resumed duty.

Walter Dunning, junior clerk, spent Labor Day week-end at Conesus Lake.

Miss Adaline Rees and Mrs. Gretchen Havens made a trip to Canandaigua Lake during the holiday week-end.

E. B. Pike, chief clerk, and family attended the Rochester Exposition Labor Day.

Mrs. C. F. Packer, wife of the asst. chief clerk, started for Buffalo but like Corrigan, went the wrong way and did her shopping in Elmira. It is rumored that Charley did not consult a timetable before advising her the departure time of the Buffalo train.

ADDISON, N. Y.

By R. E. Dyer

E. M. Skelly, second trick operator, accompanied by his wife,

called on friends in Blossburg, Pa.

D. O. Colburn, retired ticket clerk at Binghamton, attended the funeral of a relative in Addison.

A. W. Barkalow, first trick operator and wife, were recent callers in Canisteo, N. Y.

DELAWARE DIVISION

By T. A. McMahon

Dorothy Bauer, relief telephone operator, spent Labor Day with friends in Hornell.

W. D. Baxter, clerk at the new terminal, and Operator F. A. Galloway, attended the state convention of the American Legion at Scranton.

Shop Superintendent John F. McMullen is wearing a very broad smile these days. He is the proud daddy of a new baby boy.

T. J. Palmer, telephone inspector, has returned from a vacation in Canada.

Chief Caller Harry Matteson and wife, and Yard Conductor A. R. Terboss and wife, spent the week-end at their camp in Sullivan county.

Buffalo & Rochester Div'n.

SUPERINTENDENT'S OFFICE

Katherine Maley, daughter of Supt. Maley will enter Cornell University.

L. P. Baldwin, has become asst. chief clerk, to succeed Frank L. Diebold, retired.

Gertrude Lambrecht spent her vacation at Atlantic City.

Mary Walsh spent her vacation touring the New England States.

LOUISIANA STREET

Helen De Haas has returned after a delightful vacation at Wasaga Beach, Muskoka Lakes.

Sympathy is extended to Victoria Black because of the death by drowning of her brother, Martin Black, at Chippewa, Ont.

The excellent manner in which our records are maintained and systematically filed received compliments from Edw. L. Murphy, special agent of the I. C. C.

Michael A. Redding is an ardent chicken fancier and each year exhibits them at the Niagara County Fair in Lockport. Guess they failed to strut at the right time this year as Mike didn't bring in any ribbons.

Catherine Kinick has become stenographer succeeding Gertrude

Erie Railroad Magazine

Lambrecht who has been transferred to the division offices.

W. J. Sheldon has been assigned to a position at the East Buffalo office.

The many friends and former freight office associates of Mrs. J. J. Smith, wife of the asst. agent and yardmaster at Black Rock and of Mrs. B. F. Conway, sympathize with them in the loss of their mother, Mrs. Delia R. Kennedy, at Elmira.

Mr. and Mrs. P. C. Berkwater have returned after vacation visit to friends and relatives at Kane, and other places in western Pennsylvania.

BUFFALO MACHINE SHOP

By Frank Halblieb

Sympathy is extended to the families of Arthur Beatty and Earl Roll in their recent bereavement.

Vice President R. E. Woodruff, was guest of honor at the Central Railway Club meeting at Hotel Statler Sept. 8th. It was known as Young Men's Night. Mr. Woodruff said that "men are the important thing on Railroads, and that when we hire young men we look for leaders." Mr. Woodruff is a past president of the Club. A buffet lunch was served.

Richard Schwab, stenographer, who is a member of the 106th Field Artillery, National Guard, won first prize in the shooting contest and was given a medal. We always knew that Dick was some kind of a shooter.

Joe Sieg attended the Erie county fair at Hamburg again this year. Nice fair, Joe.

DOC PEARCE POPULAR CONDUCTOR MAKES LAST RUN

Conductor Charles Henry Pearce, one of the oldest and most popular employes of the New York Division, and for many years conductor on the Erie Limited, re-

grade and high schools of that place. He started his railroad career when only a boy of 15 on the old D & H gravity railroad.

Later Mr. Pearce went to Port Jervis, where he joined the Erie on Oct. 23rd 1892, as a brakeman. Later he became a freight conductor. G. W. Dow was the trainmaster. In 1916 he was promoted from freight to passenger conductor with a regular run.

Doc Pearce has had many and varied incidents in his long railroad career that he likes to relate. He believes his greatest thrill, as he recalls it, was at an old siding known as "White Bridge". They had switched to let the evening passenger trains through and while there, a sleet and ice storm broke. The engineer was G. W. Brown on Engine 742 and Conductor M. H. Dwyer was in charge. Starting out again from the siding with the old type foreign stock cars and going down a very steep grade, Doc endeavored to apply the hand brakes in use at that time, only to find to his surprise that all had frozen up. After expending much physical energy and almost exhausted he finally brought the train to a stop and found himself 23 cars from the engine.

Doc often recalls that it was quite an assignment to take a coal train over the Erie in those days and there were very few accidents, taking all into consideration. His proudest moment he believes was when he was assigned to the Erie Limited as conductor on its first run from Jersey City. He felt highly elated and proud that he had been selected for this important post.

Mr. Pearce has always been well thought of by his superiors and fellow workers, and all trust that he may live long to enjoy the leisure and rest to which he is so duly entitled.

The weary and haggard clerk had been kept busy so long by an important customer that eventually he demanded:

"Madam, are you shopping here?"

"Certainly!" retorted the lady.

"Oh," went on the clerk, "I just thought you might be taking an inventory."



Charles Henry Pearce

tired from active service last August first, after completing 46 years of faithful and efficient service. "Doc", as he is familiarly called by his fellow workers, was last assigned to Nos. 7 and 6 from Jersey City and Port Jervis.

Mr. Pearce is a native of Pennsylvania, having been born in Waymart, on Nov. 11th, 1872, and received his education in both the

MATERIALS & SUPPLIES SUGGESTION CLUB

Following is a list of the latest to join the Materials & Supplies Suggestion Club, formed for the purpose of reducing costs:

Name	Position	Location	Department
H. Vernooy (9)	Division Storekeeper	Dunmore	Stores
H. R. Williams	Clerk	Cleveland	Stores
L. W. Pratt	Clerk	Dunmore	Stores
S. J. Shirock	Storekeeper	Brier Hill	Stores
A. C. Wagner	Division Storekeeper	Jersey City	Stores
C. Anderson (2)	Stockkeeper	Cleveland	Stores
B. G. Schlosser	Foreman	Meadville	Stores
M. J. Stelzer	Division Storekeeper	Hammond	Stores
J. R. Woodward	Clerk	Jersey City	Transp.
W. Biesard	Foreman	Jersey City	Stores
John Kilroy	Clerk	Cleveland	Purchasing

Total Membership and Suggestions Received to date by Departments

Department	Membership to Aug. 31, 1938	Suggestions to Aug. 31, 1938
Car	38	76
M. of W.	42	67
Locomotive	32	93
Transportation	56	99
Stores	91	506
Other	7	8
	266	849

Note—Number after names indicates number of suggestions.

Erie Veterans Association

(Continued from page 19)

and plans interesting social events. In order to do this in a most effective manner, all chapter officers should have the support of every active and retired member who can easily arrange to attend the meetings. Our Association is a group of veteran railroad employees who have been on the "railroad line" for more than 20 years, whose objectives are social and fraternal contact, and in which retired veteran employees, who are no longer "on the line" are particularly interested. But how many veteran employees, those with 20 or more years of continuous service, have not yet signed "on the dotted line?" It might be well to find them and in the words of the poet,

Having it handy, the veteran application

Explaining the good times we enjoy through the year,
Be just a "live salesman", an added vocation,

Your product is worth it, you have nothing to fear.

On September 1st, after 49 years of service on the "Old Reliable" Erie, your Buffalo chapter reporter has signed off from active service to enjoy a well-earned retirement. As a pleasant diversion, he will continue to keep you informed about the activities of our veteran members which will enable me to "fill in" my spare time, partially at least, and will replace the engine throttle. Let me at this time thank all of my co-workers, officials and employees, for their friendship and consideration which I have keenly enjoyed during my many years of service. It hardly seems possible that I was "in the harness" for that period, but;

Time waits for no one, just hurries along,

You cannot persuade it by scripture or song.

There is no stopping the years in their flight,

We stand on the "sidelines" each day and each night,

And wonder and wonder just where it will end, so,

To my friends on the Erie best wishes I send.

"Sunny Jim" Fields, popular assistant yard master at East Buffalo has been feeling like a "straw man" since his attack of hay fever.

The last report we had from him is that he was about to pitch it over the fence.

It is rumored that Veteran Fred Adam is contemplating making application for the "Ball and Chain Gang." He has shown marked ability as a member of Buffalo Chapter's finance committee which makes him eligible to handle household finances. We await further details with eager interest.

Veterans James Dieter, main track hostler and his helper, Art Redanz, are hopeful that the depression will soon end so that they can attend the afternoon meetings of "The Dupers Club."

It is with considerable difficulty that we have secured a photo of Chairman George Williams. He always declined. Ultimately, it was discovered that he did not wish to be "shot alone", being rather timid, and so different arrangements were made, as you may note from the photograph on page 18.

Youngstown Chapter

By Coe Chaffee

Every one attending the picnic at Geauga Lake Park on Aug. 20th thoroughly enjoyed themselves and voted the day a complete success. We wish to compliment Mrs. Edyth Thunhurst of Geauga Lake for her singing especially for the Veterans entertainment at the picnic. Mrs. Thunhurst is a former radio star, and lives at Geauga Lake.

May we extend the chapters greetings to the newly elected officers for next year, and wish them every success.

Hornell Chapter

By E. F. Creagh

At the meeting at Erie Veterans and Ladies Auxiliary held Sept. 7 an invitation was received to attend the convention of the United Veterans' Association in Chicago next month. A number of veterans and ladies will attend. Make reservations with Secretary D. M. Ryan.

After the business meeting a social session was held, cards played and refreshments served. Awards were given to Mrs. Delia Doyle, Mrs. Catharine Pierce, Mrs. John Nary, Mrs. Anna McRae, John T. Nary, James H. Wyman, William Pierce, and E. F. Creagh.

A dinner dance will be held Oct. 5. Dinner will be served at 6:30

by Cateress Mrs. Mary Bradley. All members should make reservations for dinner as early as possible. Miss Kathryn Kiley is in charge of arrangements.

It was a real pleasure to meet President Findlay, General Secretary John Ward, President-elect John Heavey, Asst. Gen. Secretary T. Y. Troyano, and Fred E. Burhardt at the annual election Sept. 2. We regret that their time was so limited Hornell Chapter could not be honored with their visit.

Veteran Engineer J. L. Collins retired from service Sept. 1 after over a half century as engineer on the Allegheny Division. "Jim" was general chairman of B. L. of E. for 12 years and is well known over the entire system. His multitude of friends wish him many pleasant years of rest and enjoyment.

Veteran Trainman F. T. Carpenter with 47 years service has also joined the growing ranks of retired men. Fred was popular with the traveling public, officials, and fellow employees, and all join in wishing him a long and pleasant vacation.

Mr. and Mrs. J. L. Collins, Mr. and Mrs. J. H. Wyman, Miss Jean Wyman and Billy Wyman, Mr. and Mrs. E. F. Creagh and son Edward enjoyed a pleasant vacation at Waneta Lake.

Mr. and Mrs. Harry Walch have closed their spacious cottage "Walch Roost" at Waneta Lake for the season and again taken up city life.

Veterans J. P. Gleason, C. G. Farnham, and Frank Green are on the sick list as well as Sisters Nellie Townsend and Hattie Caparulo. We hope to see them with us again soon.

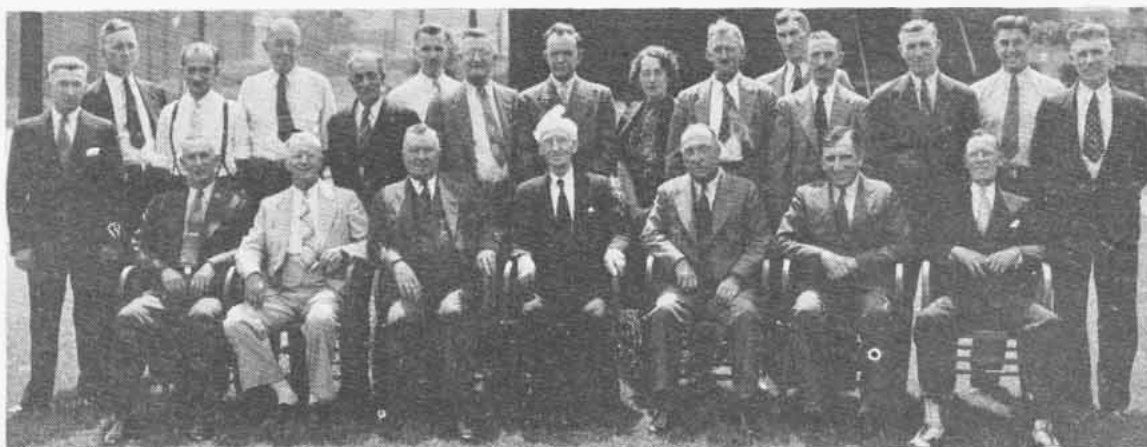
Meadville Chapter

F. A. Burkhardt

A picnic supper was enjoyed prior to the meeting of Meadville Chapter and Ladies Auxiliary which opened our fall and winter social season. All veteran employees who have not joined Meadville Chapter are invited to do so. Their ladies who are eligible for membership in the Ladies Auxiliary, are also invited to join. The cost is small and the benefits are many. Not long ago, a prominent Erie veteran and his good wife became members and were heard

(Continued on page 26)

Erie Railroad Magazine



BIDDING FAREWELL TO MASTER MECHANIC A. SUTHERBY

Staff of A. Sutherby with the exception of Supt. Murphy and J. C. Heyberger, Mr. Sutherby's son-in-law, photographed at the time of his retirement as master mechanic. Seated, left to right: Robert Jones, general foreman, Sharon; F. L. Campbell, general foreman, Akron; T. E. Cullen, general foreman, Brier Hill; A. Sutherby, master mechanic, Cleveland; T. J. Murphy, superintendent, Youngstown; F. Revana, general foreman, E. 55th st., Cleveland; Charles W. Wurster, general foreman, Kent. Second row: E. F. Robinson, special inspector, Cleveland; Tom Maher, road foreman of engines, Youngstown; Leon Whitwer, road foreman, Cleveland; Raymond Hayward, first trick engine dispatcher, Cleveland; Robert Findlay, roundhouse foreman, Niles; Joe Shrnka, third trick engine dispatcher, Cleveland; P. E. Kukis, storekeeper, Cleveland; J. C. Heyberger, in charge of timekeeping, Accounting bureau, Hornell; Evelyn Morse, stenographer, master mechanic's office, Cleveland; Ed Elver, roundhouse foreman, Leavittsburg; A. Krome, roundhouse foreman, New Castle; H. H. Hollander, chief clerk, master mechanic's office, Cleveland; Edward McCue, roundhouse foreman, Cleveland; Charles Clements, second trick engine dispatcher, Cleveland; Lee Everley, boiler foreman, Cleveland.

In the voluntary retirement, last Aug. 31st, of A. Sutherby, master mechanic in charge of the Erie Locomotive department, Mahoning division, with headquarters at Cleveland, after close to 45 years' service, the railroad loses another of its sturdy old-timers. Mr. Sutherby has been master mechanic for 20 years.

Mr. Sutherby was born in Huddersfield, county of Yorkshire, England, on March 7, 1869. He became apprenticed at the age of 15 in a millwright and engineering plant and after serving six full years, he received a diploma as a full-fledged mechanic at the age of 21.

Mr. Sutherby left England for America Feb. 11th, 1893, arrived at Hornell (then Hornellsville) Feb. 21st and entered the service of the Erie Feb. 23rd as machinist in the erecting shop under Foreman Singleton Thomas. Isaac Bond was master mechanic and Mr. Hamilton, who hired him, was general foreman. There were three gangs in the erecting shop, A, B and C, each with seven stalls and turning out in the aggregate between 25 and 30 general repairs per month.

Five years later, in July, 1898, Mr. Sutherby was promoted to gang foreman, in charge of Gang A, the late G. T. Depue being in charge of Gang C and J. J. Dewey had Gang B. His salary was \$75 per month.

It was also at that time that Mr. Sutherby received his citizenship papers, application for which he had made soon after arriving in this country, and registered his first vote in America.

In September, 1905, he was transferred to Meadville shop as piece work inspector and checker, and in December of that year was made assistant to general foreman, Hornell shop, under Master Mechanic G. T. Depue. On March 11, 1911, he was promoted to general foreman, Meadville, under T. J. Cole, master mechanic; July, 1915, transferred to Huntington as general foreman under Master Mechanic Yergens; July, 1917, transferred to general inspector to mechanical superintendent, C. James; March, 1918, promoted to assistant master mechanic, Mahoning division, with headquarters at Youngstown under F. Wallace, master mechanic; July, 1918, promoted to master mechanic, Mahoning division, with headquarters at Cleveland.

Mr. Sutherby made many friends during his long term of service who will miss his good counsel but who wish him many more years of happiness in retirement. He has taken up his residence at 334 Milton street, Alliance, O., in which city his second daughter, Thirza Mary, is in the employ of the Board of Education as supervisor of public school music and is also

on the staff of Mt. Union College, Alliance, as instructor in public school music education, where she has been located for the past three years.

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Erie Veterans Association

(Continued from page 24)

to remark, "If we had known what good times the members of Meadville Chapter and Auxiliary were having we would have become members long ago."

A special invitation is extended to all Erie veterans who have retired from active service. It has been noted that some have hobbies and others do not. Anyone who becomes a member of Meadville Chapter soon finds that he has a real hobby. It enables him to meet in a social way, many of the Old-Timers who helped to make interesting railroad history and their small annual payment for membership is one of the best investments they have ever made.

The many friends of Veteran Joe Brucher will be glad to learn that he is able to be up again after a long illness. Veteran R. B. Watson, of the test department, is also improving. Let us not forget to call on them when we are in their neighborhood.

Conductor John S. Madden passed away August 17th at Spencer Hospital, following an accident at Cambridge Springs. He was a member of the O. R. C., Holy Name Society, Knights of Columbus, Meadville Chapter Erie Railroad Veterans and St. Bridget's Roman Catholic Church. Surviving are his widow, a daughter Monica and a son John at home; two brothers Jeremiah and James Madden and also two sisters, Miss Mary Madden and Mrs. John Hayes. Funeral services were held at St. Bridget's Roman Catholic church, the Rev. Joseph Kerin of St. Hippolyti's church at Frenchtown celebrating high mass. The Rev. Joseph Seybolt, assistant pastor, spoke. There was a large attendance of friends and relatives and many beautiful floral pieces were banked about the casket. Burial was in Holy Cross R. C. cemetery at Jamestown, N. Y. Bearers included Chester Wilbur, Charles White, Paul Donald and Bernard Hayes.

Veteran Silas Bunting, engineer, passed away on August 8th at Meadville City Hospital. He was a member of the B. of L. E. Crawford Lodge I. O. O. F., Meadville Chapter, Erie Railroad Veterans and the Methodist Episcopal church. Surviving are his widow Mrs. Minnie Piper Bunting, a sister, Mrs. J. A. McCracken and

three brothers, C. D. and Ed and J. E. Bunting. Services were held at Fleming's mortuary where many of his friends and relatives attended services. The B. of L. E. attended in a body and also the I. O. O. F. and Meadville Chapter, Erie Railroad Veterans. Burial was in Greendale cemetery. The following were bearers, W. B. Norton, W. L. Boggs, H. D. Seybolt, John Fix, H. R. Hughes and T. B. Hall, members of Meadville Chapter and of the B. of L. E. The sympathy of Meadville Chapter is extended to the bereaved families.

Jersey City Vets Picnic

Another gala day was enjoyed by the members of Jersey City Chapter Erie Railroad Veterans Association at the 12th annual outing, Blasberg's Farm, Hawthorne, Sept. 4th, more than 1000 friends and members attending. A full roster of activities was provided, including chicken and roast beef dinner, dancing and athletic events. Delegations were present from Huntington, Ind., Hornell and Meadville, including J. J. Heavey, Vice President; J. R. Ward, General Secretary.

Our official family was well represented as well as many guests, including H. D. Barber, general manager; J. W. Graves, assistant general manager; A. L. Kline, superintendent New York Division; Oscar Frauson, superintendent of lighterage department; C. F. Blackton, superintendent marine department; Martin Quick, past president, Erie Veterans; A. E. Kriesen, superintendent of terminals; J. P. Driscoll, master mechanic. Other guests included Congressman George N. Seger, Congressman Thomas, Freeholder John McNaughton and Mayor J. J. Riley of Waldwick, who is general chairman, locomotive engineers.

The results of the various athletic contests supervised and conducted in sterling style by F. P. Belling, chairman of the athletic committee, were as follows: Shoe scramble race, Helen Donohue, Paterson; Egg race, Joseph Gargulea; Boys' Shoe scramble race, James Kearns, Hawthorne; Men's sack race, K. Tolomeo, Paterson; Men's bull throwing contest, Andy D'Alessandro, Spring Valley, N. Y.; Boys' hat race, James Kearns, Hawthorne; Ladies' peanut race, Vera Agnes Sonnett, Jersey City;

Girls' peanut race, Alice Hoffman, Suffern, N. Y.; Boys' hat race, P. F. Gesner, Spring Valley, N. Y.; Hi-Li contest, Kenneth Altorfer, Metuchen; Boys' piggy back race, J. Kearns of Hawthorne and Bud Wunsch of Paterson; Sack race, Kenneth Altorfer, Metuchen; Boys' shoe scramble, Tommy Wynne, Cleveland.

Tug-of-war, Marine Department versus Operating Department, was won by the Marine Department.

Door prizes were distributed as follows: No. 837, N. Fredericks, Lyndhurst, traveling kit; No. 590, Thos. Flood, Clifton, cheese and cracker set; No. 277, J. Fiorla, Hackensack, set of dishes; No. 998, Ed Allison, Union City, silver breakfast set; No. 285, J. Fisher, Waldwick, cocktail set; No. 836, Warren Koehler, Jersey City, sugar and cream set; No. 1000, Harry Goodsan, Nyack, cordial set; No. 585, Harry Kane, Jersey City, shaving set; No. 576, Charles Lester, Paterson, bookends; No. 282, F. Augusta, Brooklyn, condiment set.

Committees in charge follow: Reception: H. D. Barber, J. W. Graves, A. L. Kline, A. E. Kriesien, C. F. Blackton, O. A. Frauson and A. M. Kelly.

Door: J. Dunlap, M. F. Wynne, E. Carlough, T. Walls, A. B. Cohen, H. A. Rhoads, I. H. Schram, Martin Quick, C. L. Smith, H. A. Bookstaver, J. F. McDonough and J. P. Driscoll.

Tickets: J. R. Findlay; dinner, C. E. Landmesser, E. Silverman, P. Gessner, P. F. McMahon; athletics, F. P. Belling, J. Geherin, J. J. Desmond, W. Rickle and J. R. Woodward.

Grounds: E. F. Bunnell, W. P. Holabird, R. F. Hart, Ira Zimmerman, G. Schwartz, E. A. Farrell, J. B. Grant, W. J. Gallivan and H. Linsky.

Idleness travels very slowly and poverty soon overtakes her. — Hunter.

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GENERAL OFFICES AT CLEVELAND

By L. E. Comeau

OPERATING DEPARTMENT

M. J. Callaghan, chief clerk to the manager of station service, has moved his family to Lakewood.

Mr. and Mrs. L. W. Riker are journeying to California to attend the Legionnaires convention.

J. W. Conway, secretary, has changed his residence from Cleveland to Lakewood, O.

W. Hagan, secretary, landed in Michigan after having diligently studied the routes between Cleveland and New York. Pulling a "Corrigan", eh?

Mrs. Chris. Hoffman, wife of the stenographer in the executive office, recently came close to winning first prize on the Original Professor Quiz's Radio Program and walked away with second. Congratulations!

CAR SERVICE DEPARTMENT

By R. J. Clark

Congratulations and best wishes to Dorothy Ramp and Ray Hopper who were united in the holy bonds of matrimony at the home of the bride's parents, Spokane Ave., Brooklyn, O., Friday, Sept. 16th. After the reception Mr. and Mrs. Hopper left for a honeymoon in New York City and Providence, R. I. Dorothy resigned her position as stenographer Sept. 10th and was presented with a beautiful set of silverware from the employees of this department.

Bill Schwarz spent the last week of his vacation in the Sheepshead Bay section of Brooklyn, where he tried for the prize of the biggest fish caught but was disappointed because only the minnows were biting.

Mr. and Mrs. R. J. Clark spent the last two weeks of August in the good old Green Mountains of Vermont.

John Babli has returned from Paterson, N. J., where he spent a week with his parents.

Peter Scherr and family enjoyed their vacation at Pete's old stamping grounds in Jersey City, N. J.

Mr. and Mrs. Charles Halusker are spending two weeks at the former home of Mrs. Halusker, Wheeling, W. Va.

John Hills had a very enjoyable time the first two weeks of September.

ERIE EMPLOYEES RETIRED

The following members of the Erie Family have been retired:

Name	Position	Location	Division	Age	SERVICE	
					Years	Months
S. Alexie.....	Car Repairer.....	Kent.....	Kent.....	65	23	5
H. E. Bates.....	Engineer.....	Buffalo.....	B & SW.....	58	29	1
J. C. Broadus.....	Chief Clerk, Supt. of Const.	Cleveland.....	Mahoning.....	76	35	3
P. Conrad.....	Cross. Watchman.....	Huntington.....	Marion.....	72	20	11
S. E. Clave.....	Brakeman.....	Jersey City.....	NYS & W.R.R.	63	31	5
J. L. Collins.....	Engineer.....	Hornell.....	Allegany.....	72	31	8
T. F. Caffrey.....	Roundhouse Foreman.....	Jersey City.....	New York.....	66	32	10
A. Cappari.....	Air Brake Repairer.....	Jersey City.....	New York.....	66	22	10
F. A. Carpenter.....	Brakeman.....	Hornell.....	Allegany.....	69	46	9
F. S. Doney.....	Tele. Operator.....	Buffalo.....	Buffalo.....	65	52	2
F. DeBlasi.....	Track Foreman.....	Weehawken.....	N. Y. Term.....	58	23	8
F. L. Diebold.....	Asst. Chief Clerk.....	Buffalo.....	Buffalo.....	68	55	11
F. M. DeGiglio.....	Turntable Operator.....	Jersey City.....	New York.....	70	46	10
F. B. Davidson.....	Cross. Watchman.....	Hornell.....	Susquehanna.....	72	46	10
D. J. Driscoll.....	Yard Brakeman.....	Youngstown.....	Mahoning.....	68	36	4
P. L. Donovan.....	Yard Conductor.....	Ferrona, Pa.....	Mahoning.....	65	45	3
J. F. Fuller.....	Yard Checker.....	Kent.....	Kent.....	59	39	5
E. W. Francis.....	Agent.....	Great Bend, Pa.....	Susquehanna.....	71	47	4
W. C. Hathaway.....	Shop Hostler.....	Port Jervis.....	New York.....	63	35	9
W. J. Hank.....	Machinist.....	Meadville.....	Mahoning.....	66	50	2
T. J. Hennessey.....	Engineer.....	Hornell.....	Susquehanna.....	65	42	8
F. B. Hoskins.....	Warehouse Foreman.....	Cleveland.....	Mahoning.....	67	30	3
J. M. Hess.....	Engineer.....	Port Jervis.....	Delaware.....	69	47	6
F. C. Huml.....	Yard Conductor.....	Cleveland.....	Mahoning.....	58	32	11
G. A. Halsey.....	Yard Brakeman.....	Hornell.....	Susquehanna.....	64	22	2
D. C. Huff.....	Loco. Engineer.....	Buffalo.....	Buffalo.....	67	45	11
J. M. Kelly.....	Cross. Watchman.....	Montclair Hts.....	Greenwood L.....	78	55	7
M. Larue.....	Trackman.....	Akron, Ind.....	Marion.....	65	20	6
H. T. Lanning.....	Night Genl. Yard-master	Salamanca.....	Allegany.....	57	30	7
F. J. Latting.....	Car Repairer.....	Hornell.....	Susquehanna.....	67	27	9
J. B. Lynch.....	Machinist.....	Hornell.....	Susquehanna.....	60	35	3
G. H. Lindemann.....	Trackman.....	Preble, Ind.....	Marion.....	63	24	10
F. M. Lenwell.....	Engineer.....	Huntington.....	Marion.....	64	29	10
T. Malone.....	Air Brake Repairer.....	Jersey City.....	New York.....	58	34	10
D. E. Murphy.....	Operator.....	Horseheads.....	Susquehanna.....	65	46	11
S. Mauro.....	Trackman.....	Susquehanna.....	Delaware.....	59	32	3
J. Nicolosi.....	Trucker.....	Marion.....	Kent.....	59	33	3
P. A. Natzold.....	Machinist.....	Meadville.....	Mahoning.....	63	40	6
J. W. Newman.....	Carpenter Foreman.....	Weehawken.....	N. Y. Term.....	70	34	5
W. P. O'Connor.....	Engineer.....	Buffalo.....	B & SW.....	69	50	11
J. B. Parker.....	Engine Wiper.....	Port Jervis.....	New York.....	64	30	9
F. R. Page.....	Car Inspector.....	Hornell.....	Susquehanna.....	70	33	10
S. L. Packer.....	Car Inspector.....	Marion.....	Kent.....	66	20	4
E. Roberts.....	Operator.....	Callicoon, N. Y.....	Delaware.....	65	46	6
A. Riggs.....	Box Packer.....	Port Jervis.....	New York.....	73	39	11
A. Sutherby.....	Master Mechanic.....	Cleveland.....	Mahoning.....	69	44	11
C. Swingle.....	Engineer.....	Dunmore, Pa.....	Wyoming.....	69	51	11
F. J. Schultzel.....	Machinist.....	Jersey City.....	New York.....	61	33	7
M. W. Swartz.....	Shop Hostler.....	Avoca, Pa.....	Wyoming.....	66	38	2
W. F. Standiford.....	Pipefitter.....	Jersey City.....	New York.....	58	24	7
G. H. Shute.....	Cross. Watchman.....	Hornell, N. Y.....	Susquehanna.....	75	36	10
W. S. Sherman.....	Operator.....	Corning, N. Y.....	Susquehanna.....	66	46	3
D. J. Thomas.....	Laborer.....	Susquehanna.....	Delaware.....	66	20	6
M. White.....	Machinist.....	Secaucus, N. J.....	New York.....	67	31	1
R. S. Woodburn.....	Machinist.....	Hornell, N. Y.....	Susquehanna.....	70	25	1
A. G. Waikel.....	Engineer.....	Marion.....	Marion.....	61	36	7
F. Zaffino.....	Fire Cleaner.....	Port Jervis.....	New York.....	67	26	8

ber touring Yellowstone National Park.

Florence Post is spending a week at Princeton, N. J.

We are happy to learn of the engagement of Percy Treible and Helen Finn after it was recently discovered that Helen's left hand was adorned with a very pretty diamond ring.

Ruth Speer has become a stenographer in this department.

TRANSPORTATION DEPARTMENT

O. C. Thoresen, manager of "CD" Telegraph Office, attended the national convention of the Army and Navy Union, at Atlantic City, and was elected Paymaster for the third consecutive term.

Emma Burgess, file clerk, spent a week's vacation at Asbury Park. Henry Sieb is vacationing up in

the Adirondacks and New England.

M. R. Walker, night telegraph manager, and his family recently visited friends in Tecumseh, Canada.

Christine Poelstra, stenographer, motored through New England.

Helen Hayes, stenographer, journeyed to New York over Labor Day and thoroughly enjoyed her first visit.

Prizes Old Time-table

Engineer George L. Tanner of Salamanca is the proud possessor of an Erie western division (now Allegany Division) time-table of 1868 when the prosperous city of Wellsville, N. Y., was known as Genesee, Hornell was Hornellsville and Belmont was Phillipville. Erie trains were then operated on New York time. Dunkirk was the western terminus.

Western District

(Continued from page 21)

Miss Jeanette Rupp, chief clerk, spent several days vacation in New York and Philadelphia.

Frank Dussel, machinist, and family spent several days vacation at their cottage on Chautauqua Lake.

Dana Leggett, coal plant operator, and wife are enjoying several days vacation traveling through the Southern States.

Ezra Johnson, lubricator filler, was a recent Chicago visitor.

AKRON, O.

H. W. Bowen, freight agent, and family enjoyed a week-end at Put-in-Bay.

E. W. Keiley, commercial agent, and wife enjoyed their vacation in Chicago and vicinity.

L. W. Brillhart, rate clerk in the Revision Bureau, and family have returned from a western trip.

Paul Reid, rate clerk in Revision Bureau, and family are enjoying a fishing trip along the Indian River in Michigan.

H. C. Moore, rate clerk, and family spent their vacation fishing in Michigan.

F. D. Bott, car clerk, and family enjoyed their vacation seeing Ohio and taking short trips to interesting points at Nelson Ledges, Ohio Caverns and Lake Erie.

A. H. Kline, general foreman, and family motored to Huntington, Ind., where they were joined by Mr. Kline's father and mother for a two weeks' outing on the lakes in northern Indiana.

The marriage of Mildred A. Masters, daughter of Mr. and Mrs. George Masters of Ashland to David C. Mitchell, son of Mr. and Mrs. O. D. Mitchell, Ashland, O., took place August 9, at the home of the bride's parents in Ashland, O. The Rev. A. H. Smith, pastor of Ashland Trinity Lutheran church, performed the ceremony before an improvised altar of palms, candelabra and baskets of lilies and shell pink gladiolas. William R. Masters, nephew of the bride, played the wedding march on bells. The bride's gown was white French organdy. She carried an arm bouquet of Johanna Hill roses and delphinium. A small wreath of rosebuds and small blue flowers were arranged in her hair. An informal reception followed. For traveling Mrs. Mitchell wore a costume suit of dusky rose with

navy blue accessories. Upon their return from a motor trip in the east, they will make their home at their new residence, 970 Greenwood Ave. Mr. Mitchell is employed in the Akron offices as timekeeper. Out-of-town guests included Mr. and Mrs. Charles C. Mitchell and son, of Chicago, Ill.; Mr. and Mrs. Merle Masters and two sons of Loudonville and Mr. and Mrs. Roger L. Johnson of Havana, Cuba.

MARION

Sympathy is extended to Dwight Phillips, Car Inspector at Marion, O., and family, in the loss of their daughter, Margie, by drowning.

Marion Division

HUNTINGTON, IND.

Sympathy is extended to the family of Roy E. Overmyer, engineer, who died at his home in Huntington, Sept. 7th, from a heart ailment. Mr. Overmyer was born June 5, 1883, in Fulton County, Ind., was employed as a fireman Nov. 15, 1906, and promoted to engineer Feb. 7, 1912.

J. R. Michael, agent-operator, Leiters, Ind., has been transferred to Griffith, Ind., as third trick operator to succeed C. M. Quackenbush, operator, transferred to third trick operator, HY Tower, Hammond, Ind.

Alfred Grant Waikel and Frank M. Lenwell, engineers, were retired from active service Sept. 6 and August 31st, respectively. Mr. Waikel was born in Wells County, Ind., Dec. 29, 1876, entered service as a fireman Jan. 12, 1902, and was promoted to engineer Jan. 8, 1906. Mr. Lenwell was born in Sidney, Ind., May 4, 1874, entered service as a fireman Oct. 10, 1908, and was promoted to engineer Jan. 31, 1913.

G. T. Sheets, road foreman of engines, and wife are spending their vacation touring the west.

S. W. Ash, agent at Crown Point, is on vacation, and his post is being filled by M. E. Geiger, agent at Ora, Ind.

Sympathy is extended to the family of Frederick R. Plasterer, engineer, who died from heart disease August 27. Mr. Plasterer was born in Huntington, Ind., Aug. 26, 1877, entered service as fireman Sept. 11, 1902, and was promoted to engineer Jan. 29, 1907.

D. C. Carrick, dispatcher, and wife returned from their vacation at

Montreal and in the New England States.

C. F. Morrett, road foreman of engines, spent part of his vacation fishing in lakes in Northern Indiana.

LIMA, O.

B. H. Mechling, clerk, and family visited friends in Toledo.

J. C. Lawson, clerk, and family have returned from Toledo, where they visited Mr. Lawson's brother.

R. D. Merriman, clerk, and family visited his mother at Willshire, O.

Archie Foley and wife spent a day in Chicago attending a ball game.

Frank Williams and family spent the week-end at Marion, O., visiting his son.

14TH STREET, CHICAGO

By Chris Hardt

Ella Shults, filing clerk, spent a day with friends at Cleveland.

Mr. and Mrs. E. C. Wise motored with Mr. and Mrs. Paul Thompson to English Lake, Indiana, where the Thompson parents have a 40-acre farm. Ed Wise said: "It was refreshing to get back to the good old days."

The cigars passed around the freight house by Wm. O'Brien during the latter part of August were evidence of the birth of a blue eyed baby boy. Congratulations to Mr. and Mrs. O'Brien!

Fred Koeppen, checker, has fully recovered from a two-week illness and we are glad to see him back.

The miniature peanuts, which Clarence Graham passed around to his friends at 14th Street, were picked by him in Alabama on his recent visit with friends and relatives. Clarence also made stopovers at Pensacola, Florida, and in Tennessee.

Ernie Martin and his family made a splendid trip to Rochester, N. Y., in their new Chevrolet, and Ernie is forever talking about it.

J. J. Brynda, general freight house foreman, is talking about the wonderful time he had at the wedding of Walter Mills, who, Mr. Brynda reports, was married on July 16th. Congratulations, Mr. and Mrs. Mills!

The Erie soft ball team has expressed its thanks and appreciation to both E. C. Wise and Leonard Pullano, for their untiring efforts

(Continued on page 30)

Erie Railroad Magazine



Erie veterans at the first annual Kent Division picnic at Marion in fifteen years. Seated, left to right: John A. Burns, J. M. Murphy, Chas. Hammond, B. O'Connor, J. B. Ryan, J. Brumbaugh, J. V. Wilson, Geo. Keihl, O. H. Guckes, J. A. Cooper, C. C. Church, Sr. Standing: F. Bensinger, M. McGinley, J. J. Daze, I. A. Rogers, G. E. Shoemaker, A. N. Grimes, A. M. Johnson and W. S. McNeil



Another group at the successful Kent Division picnic at Marion. Seated: R. H. Pauling and W. H. Pohler. Standing from left: C. A. Crim, J. A. Burgin, R. C. Randall, T. G. Wogan, M. G. McInnes, G. F. Colflesh, A. W. Baker, C. A. Murtaugh, P. F. Nichols and E. J. Grogg. Gratified at the fine results of this year's picnic they are prepared to work for more successful outings in future

KENT DIVISION HAS FINE PICNIC

By R. H. Pauling, Secretary

Approximately 950 Erie Railroad employes and retired veterans and their families met at Lincoln Park, Marion, O., for a basket picnic Aug. 30th. The guests of honor were Mr. and Mrs. R. C. Randall, the former having been employed as general yardmaster at Marion, and now assistant general manager at Youngstown.

Among the veterans who were present was B. O'Connor, 84, of Huntington, Ind., and J. J. Daze, 81, of Marion, both retired engineers, who with Charles Hammond, 78, and J. Brumbaugh, 74, of Huntington, completed a quartet of the oldest Erie men at the picnic.

A. W. Baker, superintendent, was honorary chairman of the committee on arrangements, C. A. Crim, freight agent, Marion, acting as general chairman.

The program of contests and sports began with the children's contests in charge of Veteran George F. Colflesh who acted as chairman for the committee. The ball throwing contest for boys and girls, 5 to 16 years of age, was won by Miss Theresa Gandert and Charles Lewis; peanut race for boys and girls, 5 to 9, by Miss Melba Jean Blair and Robert Thomas; relay race for boys and girls, 5 to 16, by Miss Arleen Hill and Barbara Jean Aukerman, and Thomas Mason and Charles Lewis and the fifty-yard dash boys and girls, age 12 to 16, by Miss Joan Schelb and Don Moran.

J. C. Mann, division claim agent,

was chairman of the committee on contests for ladies. In the bean guessing contest the first prize was won by Mrs. Pearl Pangborn, second by Mrs. W. S. McNeil and third by Mrs. A. Kinler. Mrs. Pangborn guessed within twelve, the number of beans in the jar.

In the soft ball throwing contest for ladies, first prize was won by Mrs. Harry Williams for throwing the ball a distance of 117 feet, and the second prize by Miss Betty Arndt who threw the ball 114 feet.

M. G. McInnes, trainmaster was chairman of the committee for contests for men. In the soft ball game between teams from the transportation and mechanical departments, which game had to be called before completion for supper, the transportation department was in the lead and received the prize. The tug of war between mechanical and maintenance of way department employes was won by the mechanical department. Twenty teams under Chairman R. R. Titus pitched horse shoes from 4:00 P.M. to 8:00 P.M., and in the finals the first prize was won by H. E. Dilsaver and Joe Darnell, and sec-

ond prize by J. W. Strawser and L. Lattimore. In the spike driving contest the first prize was won by Carl Huffman.

During the supper hour music was furnished by a "Little German Band" composed of boys from the Harding High School, Marion.

The refreshment committee was in charge of W. H. Pohler, yardmaster and this committee dispensed lemonade during the afternoon and served coffee and ice cream bars at the supper.

Leo A. Keller, yardmaster, Marion, chairman of the Marion Chapter of the Erie Railroad Veterans' Association, was chairman of the committee on arrangements.

During the picnic, one of Marion's leading florists sent a basket of beautiful red roses to be presented to the oldest veteran present, but as Mr. O'Connor had left the grounds the tribute was presented to J. J. Daze, the next oldest in attendance.

The Red Cross First Aid tent was furnished by the Marion Red Cross Chapter and was in charge of Miss Marie Johnson and Ted Grubaugh. Their services, however, were not required.

This was the first annual picnic held by Erie employes since 1923. The weather was ideal and the outing so thoroughly enjoyed that it has been decided to make this an annual event and plans are already being formulated for the 1939 picnic.

A. R. Tennis, division freight agent, awarded the prizes.



Western District

(Continued from page 28)

and serious consideration given to the team during the spectacular 1938 season.

Floyd Barth and his two sons enjoyed an evening of fun a few weeks ago at Riverview Amusement Park.

Bill Smith, rate clerk, tells us that his two sons who traveled with him to New York will never be the same. They took our Erie train down there, enjoyed every minute and the sights of the big city.

Yetta Morris tells us she spent the Labor Day week-end visiting friends at Lawrence, Mich. in the large 500 peach tree orchard of Clarence Wilson. Yetta says she never saw so many chickens, geese, ducks and fruit trees.

Here is how some of our friends at 14th Street enjoyed the Labor Day holiday: Johnny Vonesh and family to Starved Rock; Ruth Green to Milwaukee; Howard and Mrs. Von Posch via the Erie to Niagara Falls; David Orn and family to Detroit and Windsor; James Anacolli fishing at Pistakie Bay at Fox Lake where he saw the rescue of several fishermen who had been pulled out of their rowboat with a carp at the end of their lines.

HAMMOND, IND.

By F. J. Demps

Fellow employees and friends will be disappointed to hear that Sigismund Nowicki, of the car repair department, was seriously injured in an automobile accident Aug. 31. He is confined to St. Margaret's hospital. Doctors report him progressing nicely.

A. J. Dooley, chief yard clerk, his wife and family spent two weeks in Northern Wisconsin. A. J. came back to work with a whale of a fish story, but no fish.

J. F. Hepner, engineer, and his wife spent the week-end visiting friends at Fort Wayne.

Herman Pressel, electrician, and his wife spent a pleasant week-end at the state fair in Indianapolis.

Allegany, Bradford & Meadville Divisions

WELLSVILLE, N. Y.

By Helen M. Paulmann

The annual outing of the Jamestown Transportation Club was held

at Midway Park, Aug. 4. A varied sports program was enjoyed after which a chicken dinner was served.

Edward Moynihan, yard clerk, was in Washington recently. We wonder why.

Dave Martin was unfortunate in not seeing the streamlined CMSTP engine as it passed the station. He was immediately fitted for a new pair of glasses and undoubtedly will see the next one.

Harry Watkins, foreman, and Mrs. Watkins visited New York.

Sympathy was extended to William Corkery and family on the death of Mrs. Corkery's father.

Mrs. Clarence Arend, wife of chief clerk, attended her family reunion at Toledo.

Clarence Carlson was in Cleveland for a ball game recently.

WELLSVILLE, N. Y.

By Helen M. Paulmann

Philip W. Coyle, traffic counselor of the St. Louis Chamber of Commerce, was a recent visitor at our station. Mr. Coyle was agent on the Allegany Division in 1880.

Sympathy is extended to Carroll Hoyt, trucker, whose mother passed away August 15th after a short illness, at her home in Wells-ville.

The Wellsville Erie office force enjoyed a picnic at Cuba Lake.

R. E. Stanley of Girard, O., is now signal maintainer's assistant at this station. Charles Gardella has been transferred to Olean.

BIG B & SW PICNIC

The fifth annual Buffalo and Southwestern Field Day and Outing for veterans, employees and friends was held at Anckners Park at Gowanda, Sunday, Aug. 21st. It was by far the largest and most enjoyable. A fine dinner was served to 325. Dinner music was furnished by Anckners Orchestra. W. P. Freaney, general chairman, acted as toastmaster and the following were called upon for remarks during the dinner hour: Former Mayor Frank X. Schwab of Buffalo; Supt. H. R. Adams, J. McMullen, supt. of car dept.; E. W. Anderson, station supervisor; J. A. Dolan, General Agent, Buffalo; E. J. Edmunds and W. F. Muehlnickle.

Notable among those present were M. M. Nash, 85, of Collins, oldest retired employee of the Buffalo & Southwestern, and Mrs.

Nash, 83, who last year was chosen queen of the B.&SW., and John Carter, 83, retired engineer, of Williamsville, and Mrs. Carter, 79, who have just observed their 60th wedding anniversary. A. J. Jolls, freight agent at Dunkirk and oldest in service on the Allegany was given a special prize.

After dinner twenty sports events were enjoyed by old and young. Cash prizes were awarded lucky ticket holders. Agent A. J. Jolls won the door prize. Mrs. Nash, wife of the former agent, was named Queen of the Southwestern and presented with a beautiful basket of flowers. Free buffet luncheon was served in cafeteria style, and dancing was enjoyed.

David Huff and a party of forty Buffalo Division veterans complimented the officers on the success of the picnic. The committee in charge of arrangements was composed of W. P. Freaney, W. F. Muehlnickle, L. Peterson, E. J. Connors, R. S. Carey, A. E. Haetich and S. F. McCarthy.

Letters of regret were read from a large number unable to attend. The committee has adopted the slogan, We Know How, and already invite all to the 1939 party which will be bigger and better.

SALAMANCA, N. Y.

Rodney Smith, mail boy, spent Labor Day week end with friends at a cottage near Barcelona Beach on Lake Erie.

L. P. Johnson, trainmaster's clerk, spent Labor Day week-end in New York.

We are told that Leslie Moore, car distributor, recently played the good Samaritan in a most heroic manner. After attending a wedding, three automobiles of the wedding party locked bumpers, resulting in a Main Street traffic jam. There were no jacks in the cars but Leslie secured a jack from his car and liberated them; all this in a driving rain storm.

OLEAN FREIGHT

By J. E. Lyons

Checker Henry Cram and wife are the proud parents of a daughter, Mary Ann, born last month.

A. E. Rowe, yard conductor, and family spent Labor day in Buffalo and Crystal Beach.

Lynn Tullar, car clerk, & wife attended Allegany County fair.

Erie Railroad Magazine

Wyoming Division

P. W. KOLIP

DIVISION CORRESPONDENT

DUNMORE, PA.

We are glad to have Miss Angela Merrick, stenographer in the Superintendent's office back with us again after her illness.

Sympathy is extended to Engineer Charles Swingle on the death of his wife.

We hope for a very speedy recovery for Conductor Ralph Danks who is at present confined to the Pittston Hospital.

We extend our sincerest sympathy to Division Clerk Collins in the loss of his daughter and father.

We are pleased to note that F. W. Cortright, agent at Hawley, is back on the job after his illness.

Sympathy is extended to the family of Conductor F. L. Keller who died at the Mary Keller Memorial Hospital in Scranton, following an operation, Aug. 22.

DUNMORE CAR SHOP

By George Salmon

Arthur Cooligan, tractor operator, has returned after an enjoyable vacation at Lake Ariel, Pa. Art's hobby now is having his picture taken and passing them out to the fair sex.

James O'Rourke, our smiling electrician is wearing a much broader smile lately. "Jimmy" is the proud father of a baby girl "Jane". Mrs. O'Rourke is the daughter of Thomas Cunion, caller at Avoca roundhouse.

Messrs. George Watkins, and Art Rose, laborers in the Stores department visited New York where they saw their first big league ball game. The boys were to see the Yanks play a double-header.

A lot has been written as to "why girls leave home" but if you want to know why boys stay home see Thomas Hastings, carman helper who has the answer.

The Anthracite Valley Car Foreman's Association, composed of supervision of the various railroads in the anthracite valley, enjoyed a pleasant outing on the Sullivan Trail along the Susquehanna River. Much credit was given Dunmore car shop supervision for their part in its success.

Dominick Zaccaguine, car inspector has returned to Dunmore after a two-week vacation at Honesdale and Hawley.

October, 1938

50 YEARS SERVICE WINS PRAISES

FIFTY YEARS of continuous service with the Erie by J. N. Brundage, assistant freight claim agent of the Erie at Cleveland completed Aug. 31st last, was acknowledged by his associates in prose, poetry and gifts at a testimonial dinner on Sept. 17. They gave him an inscribed wrist watch, a fountain pen and pencil, and A. E. Pasman, freight claim agent, who made the presentation expressed the congratulations of all by remarking that 50 years service is reached by comparatively few and 50 years of uninterrupted service by still fewer.

"Such service," Mr. Pasman said, "is only attained by faithful and loyal attention to the best interests of your employer and results in the confidence of your subordinates who rely on your fairness and justice. As a mark of their love and affection they desire that it be represented in something more than words, something that may remain with you as long as you live, which we all hope may be many happy years. Each tick of the watch is but the emphasis of our wish for your health and happiness."

At a dinner in the evening, Mr. Brundage was cheered by the presence of his sons, Charles and Curtis and by old friends from near and far. Edward J. Roach was toastmaster and introduced speakers who paid further tribute to the honored guest's fine qualities. E. E. Seise, office manager for the operating department, read a message of congratulation from Vice President Woodruff. A cablegram was received from another son, Howard, in Scotland, a telegram from the Hon. Bernard Degnan, Mayor of West Orange, N. J., and a letter from the General office chapter of the Erie Veterans. Frank V. Kelleher was in charge of the arrangements. Verses written by T. J. Kerrigan, former associate, were read. They ran:

J. N. B. AS I KNEW HIM

I was just an office monkey back in Nineteen Hundred Eight,
And a thirty dollar stipend was the best that I could rate.
But, somehow, I felt contented, and the whole world seemed serene
When I labored for the Erie down in good old Bowling Green.

I recall the day I started, and the man I was to see
Was the chief clerk, Mr. Brundage, known to all as J. N. B.
I recall the desk he sat at, flat on top, and big and wide;
Where he held forth every day with Sammy Atkins by his side.

I had always found him friendly, glad to help a chap along;
Glad to straighten out your troubles, set you right when you were wrong.
Never known to play to favorites, treating every one the same;
Glad to welcome new suggestions, taking them from whence they came.

When I left the Erie office, I received some good advice,
Given me by Mr. Brundage, on the future and its price.
I oft times recall the memory of those days that used to be,
Of my days spent with the Erie, supervised by J. N. B.



J. N. Brundage



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Deaths in the Erie Family

(Continued from page 15)

and E. E. Eberle of Cleveland; H. R. Adams and E. A. Anderson of Salamanca; E. M. Kain, H. B. Rogers, A. R. Spindler, George H. King of Buffalo; H. L. Blanchfield of Oil City, Pa.; H. A. Rice of Franklin, Pa.; H. W. Bowen of Akron, O.; W. W. Turner of Meadville, Pa.; A. R. Carlson of Union City, Pa., and J. M. Hand of Olean.

Charles Ruden

Charles Ruden, 63, who was retired last March after serving as commercial agent of the Erie at Dallas, Texas, for eighteen years, died Aug. 19th. He had formerly been traveling freight agent of the Mobile & Ohio.

Charles H. Stafford

Charles H. Stafford, 60, veteran Erie trainman, died Sept. 8 at his home, 61 Thirteenth street, Jamestown. He had been in Erie service 38 years. Surviving is his wife, Mrs. Viola Alsdorf Stafford; three sons, Arthur, Donald and Charles Henry Stafford, Jr., Jamestown, a daughter, Mrs. Dorothy Howgard, Jamestown; two sisters, Mrs. James O'Brien of Erie, Pa., and Mrs. Reed Johnston of Jamestown, and three brothers, Jack Stafford of Niles, O., Bert Stafford of Erie, Pa., and Frank Stafford of Jamestown.

Paul W. Stone

Paul W. Stone, 50, telephone operator for the Erie for the last dozen years, died of a heart attack Sept. 5 in hospital at Corry. He lived at Union City and is survived by his widow, a son Frederick and a daughter, Janet.

Christopher Knoblow

Christopher Knoblow, 79, retired Erie veteran of 205 Shippen street, Meadville, died Sept. 8. He was a member of the B. of L. F. & E. He is survived by his widow, and two children, Mrs. Thomas E. Cozy, Jr., and Ward Knoblow, both of Meadville; a grandson, Richard Knoblow; two sisters, Mrs. Elizabeth Curry and Mrs. Charles Weninger, of Meadville.

October, 1938

Arthur C. Hutchinson

Arthur C. Hutchinson, retired cashier of the Erie's freight house at Elmira, died Aug. 30th after a



Charles L. Eccles, 53, veteran engineer of 35 years in Erie service who died in Meadville hospital last August, and an account of whose passing was published in last month's Magazine

brief illness. He was a choir leader of the First Church of Christ Disciples and of the Masonic lodge. He is survived by his wife, Mrs. Bertha M. Hutchinson, a son, Bernard W., a grandson; a niece, Dorothy Hutchinson of Mansfield, Pa., and a nephew, George Hutchinson of Allegany, N. Y.

John J. Ryan

John J. Ryan, 74, retired Erie engineer of Cleveland, died Sept. 3. He is survived by a brother, Daniel; two nephews, Harold and Clyde, and a niece, Mary.



Frank Herbert Andrews

Dr. Robert B. Blanchard

Dr. Robert Burtis Blanchard, 55, former Erie surgeon at Jamestown, died in hospital there Sept. 16. He was widely known and will be gratefully remembered by many to whom he was both physician and friend. He was a Mason, member of many medical societies and New York and New England Railway Surgeons Ass'n. He is survived by his wife, Mrs. Lorene Rogerson Blanchard; two sons, R. Burtis Blanchard and Warren C. Blanchard; a daughter, Janet L. Blanchard, and an aunt Mrs. Stella Burtis Fisher, all of Jamestown. Another son, Roger Blanchard, died in December, 1930.

Frank E. Smith

Frank E. Smith, 82, milk freight agent of the Erie from April, 1909 to Feb. 1914 when he retired, died at his home in Warwick, N. Y., Sept. 17. He is survived by his wife, formerly Mary Sanford. Mr. Smith had a long and varied railroad career which began in 1874 with the Lehigh Valley. Subsequently he was traveling passenger agent of the Chicago, Milwaukee & St. Paul, assistant and general freight agent of the Lehigh & Hudson, general freight and passenger agent of the N. Y. S. & W., division freight agent of the Greenwood Lake division and division freight agent of the Erie before becoming milk freight agent.

Frank Herbert Andrews

Frank Herbert Andrews, 80, veteran Mahoning division dispatcher who retired in 1931, died Sept. 22 at his home, 423 Bryson street, Youngstown. He entered the service of the Atlantic & Great Western, forerunner of the Erie in 1873, later worked in nearly every office between Cleveland and Youngstown and was chief dispatcher for 30 years. He leaves a son, Herbert N., of 2319 Goleta Avenue and a granddaughter, Dorothy Jean Andrews.

Insurance Head Passes

President Edward D. Duffield, of the Prudential Insurance Co., died Sept. 17 from a stroke suffered the previous night at his desk. Mr. Duffield was 67 and widely known in the insurance business. He is survived by his widow and two children.



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(Continued from page 8)

and enjoyed the good things to eat and drink, the baseball, quoit pitching, cards, and songs, and voted the tour one of the most successful and enjoyable ever made by the Bettinger Associated Dealers. In addition to Messrs. McEntee and Dolan, guests included A. Amigone, S. Nadolny, W. Weaver, S. Galley, C. Ward, F. Kantorski, N. Goszewski, J. Baumet, R. Manthei, C. Ihrig, J. Griffin, A. Romani and Al. Stengel.

Fannie Read Auction

(Continued from page 7)

War, the old structure was a famous caravanserai for travelers. Darwin Read, who lived in the house until his death nearly 20 years ago, viewed from its front porch the passing of the first regular New York and Erie train on Dec. 27, 1848. His father, Riley Read, lifted him up over the heads of the crowd of bewildered settlers assembled to view the big-

gest event in the history of the Delaware valley.

Weather beaten and untenanted since Fannie's death credulous ones imagined they heard ghost-like noises within the old barn-like structure and children hurried past it after dark.

Among the odd assortment of articles offered at the auction was an old Dunlap spinet which Miss Read used to play as a girl. It was bid in for \$300 by Charles Read, who with his brother, Judge Howard M. Read, are the last male members of the family and owners of the hotel. Charles Read was in charge of the sale and his daughter, Louise Read, acted as clerk. The auction was managed by Mabel Perry Smith of Johnson City with R. W. Roane of Hepburnville, Pa., as auctioneer. In addition to the bedroom furnishings, there were dresses of half a century ago and dolls which belonged to Miss Read which brought a few dollars. There was spirited bidding for one of Miss Read's dolls which went for \$18. Paintings, said to be by George Inness were not sold. About \$2,000 was realized from the sale.

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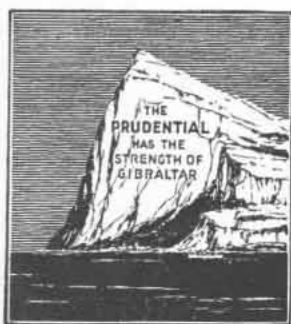
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THE RESPONSIBILITY ENDURES

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