

JUNE

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1929

ERIE RAILROAD MAGAZINE

In This Issue: Announcing a New Train, THE ERIE LIMITED



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ERIE RAILROAD MAGAZINE

Vol. 25, No. 4



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IN THIS ISSUE



	Page
COVER BY GEORGES DE ZAYAS	
ERIE DIRECTORY	4
FRONTISPIECE--A CANTALOUPE PICKER	10
THE PRESIDENT'S PAGE	11
IMPERIAL VALLEY CANTALOUPE	12
CANTALOUPE MOVES EAST WITH SPEED	14
HARVESTING MELONS FOR ALL TASTES	15
SALT RIVER CROP TO BE BIGGEST	16
MELON'S GROWING POPULARITY	17
HOW ERIE SERVES CANTALOUPE TRADE	18
HE KNOWS HIS CANTALOUPE	19
THE NEW ERIE LIMITED	20
ALONG THE LINE	24
GREATEST RAILWAY ACHIEVEMENT	26
ERIE PORTRAITS---W. G. BLACK	27
EDITORIAL	28
BUFFALO FORGE SELLS THE WORLD	30
SAFETY FIRST	31
THE LIGHTER SIDE	32
LETTERS TO THE ERIE	33
PICKING CANTALOUPE FOR EAST	35
WESTERN DISTRICT	36
NEW YORK DISTRICT	39
DEATHS IN THE ERIE FAMILY	42
ROLL OF HONOR	43
EASTERN DISTRICT	44

The Erie Railroad Magazine is published monthly by the Erie Railroad Company at New York for its 35,000 employees. F. M. America, editor, Mabel I. Ross, secretary, George W. Loop, advertising manager. Advertising rates will be furnished upon application. Editorial and advertising offices, Room 1005, 71 West 23rd Street, New York. Employees are invited to contribute material and photographs tending to stimulate interest in the general welfare of the Erie family.

THE PRESIDENT'S PAGE



THIS issue of our Magazine marks two events of the highest importance.

One is our annual survey of the great Canteloupe trade and the other is the inauguration of The Erie Limited, the new 25-hour passenger train between New York and Chicago.

For the Canteloupe industry, which is one of the greatest businesses in this country depending upon fast and dependable transportation for its success, we have this year provided larger and greatly improved facilities. With this constant improvement of market and distribution facilities The Erie Railroad is in better position than ever before to serve this great business in an outstanding way.

The Erie Limited is still another step forward in meeting the Erie Railroad's obligations to "the great territory it serves. Nothing like it has ever run on this railroad. I doubt if any railroad has any train providing any greater measure of substantial comforts and conveniences. Our friends are now going to be able to travel the way they ship and I am sure that when they see The Erie Limited they will want to do so.

A handwritten signature in cursive script, appearing to read "J. Bruce". The signature is fluid and elegant, with a prominent initial "J" and a long, sweeping tail.

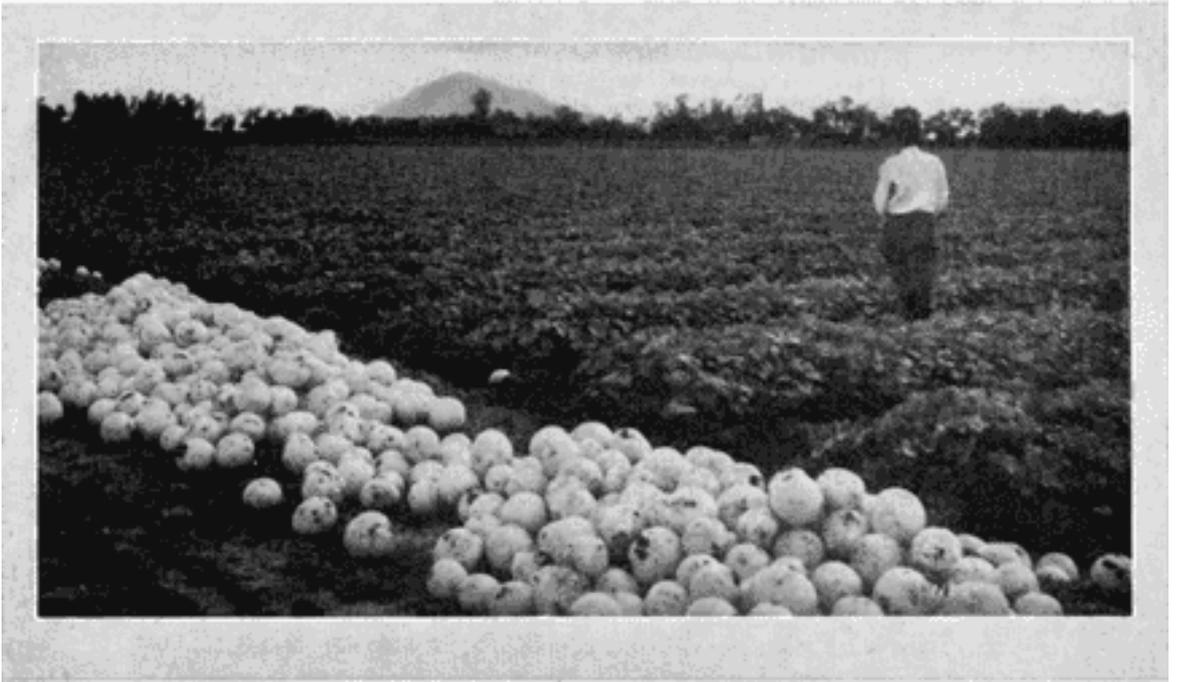


A CANTALOUPE PICKER

IMPERIAL VALLEY CANTALOUPE

By B. A. HARRIGAN

Horticultural Commissioner



Honey dew field in the Imperial Valley, showing Mount Signal in the distance.

THE cantaloupe industry in Imperial Valley, in fact, in Southern California had its beginning in Coachella Valley in 1903, when a few acres were planted for experimental purposes. In 1904 the acreage was increased with a view to placing it on a commercial basis. The crop flourished but before the harvest got well under way, aphids or plant lice made its appearance in destructive numbers and curtailed the production, likewise discouraged the farmers. However, the same year several farmers at Brawley, in Imperial Valley planted small patches and found that the quality of their cantaloupes was not only as good but even better than those grown in the neighboring valley, and in addition were not bothered by the aphids. The year following, 1905, approximately 600 acres were planted in the Brawley district and this together with a small acreage in Coachella Valley produced 297 carloads. Compensating returns encouraged further effort and in 1906 the acreage in the Imperial Valley was doubled and produced 577 carloads, including the few carloads from Coachella Valley.

It was during this year that the Colorado River went on its rampage, partially destroying the irrigation system of the Valley, and while the river was controlled, nevertheless farming operations suffered a set back, which probably curtailed expansion temporarily, for in 1907 there was scarcely any increase in acreage over the previous year and the shipments, including Coachella Valley, which

district grew less acres this year and quit entirely, totaled 644 carloads. With experience gained in the culture, harvesting and preparation for market during the previous years, it appears that cantaloupes of exceptional quality were shipped this particular season and the several large eastern markets eagerly snatched up the shipments on arrival at fabulous prices. The few farmers who were fortunate to have grown cantaloupes realized returns beyond their wildest dreams and the news of their good fortune was spread broadcast. Facts and figures regarding this new industry were advertised to induce settlers into the Valley. A sort of "cantaloupe fever" possessed those already located and brought thousands of fortune seekers mostly without farming experience or money. However, so confident were the bankers, merchants and tradesmen, that money was not necessary, and so long as the embryo farmer planted cantaloupes, credit was readily advanced.

The spring of 1908 saw thousands of acres of land, whether suitable or not, seeded to cantaloupes. The exact figures were not compiled but it is estimated that close to 10,000 acres were planted. When the crop matured the production exceeded all anticipations. The past success of the industry was due to a demand having been established in not more than half a dozen large eastern cities, and this being a new fruit, only the well-to-do classes acquired a taste for cantaloupes, and these markets soon broke under heavy supplies,

new markets were not established nor could they be developed in time to take the surplus and unfortunately, due to inexperienced farmers and harvest help, most of the cantaloupes were shipped green or otherwise unfit for consumption. Before half of the crop was harvested, most of those interested quit in disgust. The shipments for this eventful season totaled 1804 carloads.

Following this disaster, which it proved to be, since not only the farmer but all lines of business suffered, the "fly-by-night" and the "get rich quick" adventurers faded out and those who pioneered the industry together with other responsible and experienced farmers followed a conservative program for the next two years. In 1909 the shipments totaled 1317 carloads and the prices realized offered no particular inducements to increase the acreage to any great extent but those interested put forth extra effort in producing and shipping better quality, thereby encouraging increased consumption. The reward for this effort was won during 1910, when the 1525 carloads shipped, like in 1907, netted immense returns. Forgetful of the 1908 experience, the acreage in 1911 almost doubled that of 1910 and soon after the harvest began, markets were glutted, prices slumped below cost of transportation charges and the net proceeds realized for the 2564 carloads shipped failed to meet expenses.

In the spring of 1912 the growers and shippers, realizing its necessity, formed an exchange for the purpose of securing wider and more intelligent distribution of the shipments. Under this system of distribution the crops of 1912 and 1913, totaling 2818 and 3434 carloads respectively, were marketed with profitable results. The Exchange was discontinued in 1914, with the advent of the Bureau

of Markets, a branch of the U. S. Department of Agriculture, established that year for the purpose of assisting farmers and producers in the distribution and marketing of farm products. Through the assistance of this Bureau 4407 carloads were marketed. However, the financial depression preceding the outbreak of the World War was reflected in the prices obtained and the returns were not profitable, but, at least, paid expenses. Thereafter the Bureau functioned annually for the benefit of the industry.

In 1915 a total of 8,156 acres were planted and 4,666 carloads were shipped. There was a steady increase in the next ten years and in 1928 the acreage planted was 27,823 and the carloads shipped mounted to 20,035.

For 1929 there are 36,352 acres of cantaloupes, 20,045 of which are covered: As thrips, aphids and high winds have done considerable damage, it is quite probable that the yield per acre will be smaller than usual, which will doubtless result in a successful year financially.

As to prices, the average return per crate during the years tabulated above in almost all instances made the growers some profit. In 1915, 1916 and 1917, covering the period previous to our entry into the World War., prices realized were compensating but not regarded as satisfactory. The four years following netted large profits, in fact encouraged the immense acreage planted in 1922 which resulted in over-production at a time when the entire country suffered effects of financial depression. Few growers made profits this year--some broke even, but the majority lost money. The 1923 crops consequently was slightly less in acreage but due to encouraging prices realized was harvested in its entirety (Continued on page 61)



Paper caps protect the early plantings from the effects of frost.



Paper caps and windbreaks protect fruit from frost.

CANTALOUPE MOVES EAST WITH SPEED

By L. A. DWELLE

General Agent

Erie Railroad, Los Angeles



THROUGHOUT our broad land, in city, town and countryside, the cantaloupe holds sway during the heated period as the most favored opening breakfast dish, and discerning diners are more frequently giving it the same favored position on the luncheon and dinner menus and on hot days, adding honey dew, honey ball, casaba or Persian melon to top off these meals, for, surely, there is nothing more refreshing when the temperature hovers in the nineties than a portion of thoroughly chilled melon which quickly reduces the body heat and whets the appetite for the dishes to follow. When eating the luscious

melon, one rarely thinks of the months of work involved in its production and the haste with which it must be moved to market when it reaches the proper period of ripeness. The cantaloupe is a very perishable commodity and it speaks well for the transportation companies of the United States that they can successfully perform the service required to deliver ripened melons in the consuming markets several thousand miles from points of production, so that they may be sold at a price sufficiently low to permit rich and poor alike to serve them daily on their tables throughout the hot summer season. *(Continued on page 38)*



HARVESTING MELONS FOR ALL TASTES

By A. E. NEUMAN

Secretary

Turlock (Cal.) Chamber of Commerce



Imperial Valley fruit ready for the fair pickers.

WHEN a family in the East sits down to breakfast and discovers that Mrs. Housewife has provided cantaloupe for the breakfast table, the chances are that they are simply thankful for small favors and "don't stop to wonder how many factors enter into the provision of this item of the breakfast menu.

Many factors have contributed. First came Dame Nature. Then came the farmer, the chances being excellent that he is a California farmer 3,000 miles away. The railroads play an all important part. There are California shippers, Eastern brokers and wholesalers, and then the neighbor-

hood dealer who sells directly to the housewife, and lastly, Mrs. Housewife and her family.

The shipment of cantaloupes in carload lots began from the city of Turlock, in California, for many years known far and wide as "The Melon City," just 29 years ago. This initial shipment from a few acres which started this now great industry, was the forerunner of many mile-long trains of "reefers" or refrigerator cars which all summer long wend their way eastward from Sunny California.

It is a far cry from those early days of pioneering in the cantaloupe (Continued on page 38)





SALT RIVER CROP TO BE BIGGEST

By THIERS STANLEY

THE Salt River valley of Arizona is looking forward to the best cantaloupe season in the history of the industry.

In spite of unusually cold weather during the planting season, indications now are that the estimated crop of 10,327 acres planted to the 1929 deal will produce a record crop that will exceed the 4,635 cars shipped from the 1928 crop.

A preliminary survey of the planted cantaloupe acreage in the Salt River Valley made within the past week by fieldmen employed by various carlot distributors indicates a planted acreage of varieties as follows: Salmon Tints, 5,546 acres; Hales Best, 1,129 acres; Perfectos, 2,879 acres; Pink Meats, 432 acres; Honey Dews, 265 acres; Hearts of Gold, 75 acres. This acreage is practically the same as in 1928, with the exception of a smaller Pink Meat crop.

Indications now are that the crop will mature considerably later this year than last, due to unusually cold weather during the planting and early growing season. The 1928 crop was ready for harvest a full two weeks ahead of any previous year, with the first carload rolling on June 121 Present indications are that the first car of the 1929 season will not roll before June 22, and possibly not until the 25th.

Shippers are optimistic for the coming season as it now looks as

though the season will be spread over a long shipping period, with more or less of a general peak covering a period of two or three weeks. The peak of the 1928 season came on July 10 when 280 cars were loaded and shipped. It now appears that the peak of the coming deal will come during the week of July 15th, and that shipments running around 200 cars a day will roll for a period of approximately ten days.

An interesting feature of the cantaloupe situation in the Salt River valley is the change in producing territory since the opening of the Southern Pacific main line in 1927.

Judging from the planted acreage, the movement of cantaloupes during the summer of 1929 will run to approximately 4,500 cars or possibly more, depending upon market conditions.

While the main crop is not expected to move before the 22nd of June, a few early shipments will be made from covered fields. The survey made recently indicates a covered crop of approximately 485 acres, and an uncovered crop of 9,841 acres.

The covered crop will in all probability mature early in June, but a bulk if this stuff will be sold locally and to nearby points. Not more than eight or ten cars of the covered crop will be rolled to eastern markets.



MELON'S GROWING POPULARITY

THE American nation depends upon the West for early cantaloupes and other types of melons. The activity which has resulted in a continual supply of this product from the West dates back to 1905 when the first cantaloupes were shipped from the desert valleys of California. Today several districts of the West are producing a number of types of melons for shipment continuously over a long summer and fall season.

Imperial Valley is still the principal melon producing section of the West. The movement begins early in May and continues through June when Arizona takes up the burden. Then Central California, especially the Turlock area, begins to ship, followed by Nevada, Colorado and New Mexico. As a result, Western melons are continuously before the American public.

The cantaloupe was the principal melon produced in the West for a long time, but in recent years, the Honey Dew, Honey Ball, Persian and Casaba melons have gained in importance, particularly the first two. The Honey Dew and Honey Ball are finding great favor with consumers.

Another trend in melon production is the change in cantaloupe varieties. For many years the Pollock 10-25 lead in acreage, but with the introduction of the H. B. melon, a very early variety, introduced about seven or eight years ago, and new

By **ROSS H. GAST**
*Assistant Manager, Agricultural Dept.,
Los Angeles Chamber of Commerce*



interest in the Perfecto, the Pollock has gradually lost favor. This year the H. B. melon occupies about 50 per cent of all the melon acreage in the Imperial Valley and about 65 per cent of the cantaloupe. The H. B. melon, or Hale's Best, was introduced by I. D. Hale, one of the best known melon shippers in the West.

Illustrating the trend in variety popularity, we have but to study the 1929 acreage situation for the Imperial Valley and compare it with the records for the previous three years. In 1926 the total acreage of melons in the valley was 35,301 acres. Of this total, ten per cent were Honey Dews and Honey Ball melons, while 90 per cent,

or 30,000 acres were cantaloupes. Hales Best were grown on 16,000 acres, while Pollocks occupied 11,000 acres and Perfectos 1,500 acres.

By 1929 the situation had changed greatly. There are 38,356 acres of melons in the valley this year and close to 10,000 acres are planted to Honey Dews and Honey Balls. The variety change in cantaloupes, however, was even greater. Hale's Best was planted on 17,000 acres while Pollocks only occupied 1,600. The acreage in Perfectos had increased to over 9,000 acres.

The popularity of Honey Dew and other miscellaneous melons is spreading to other districts. While the Central

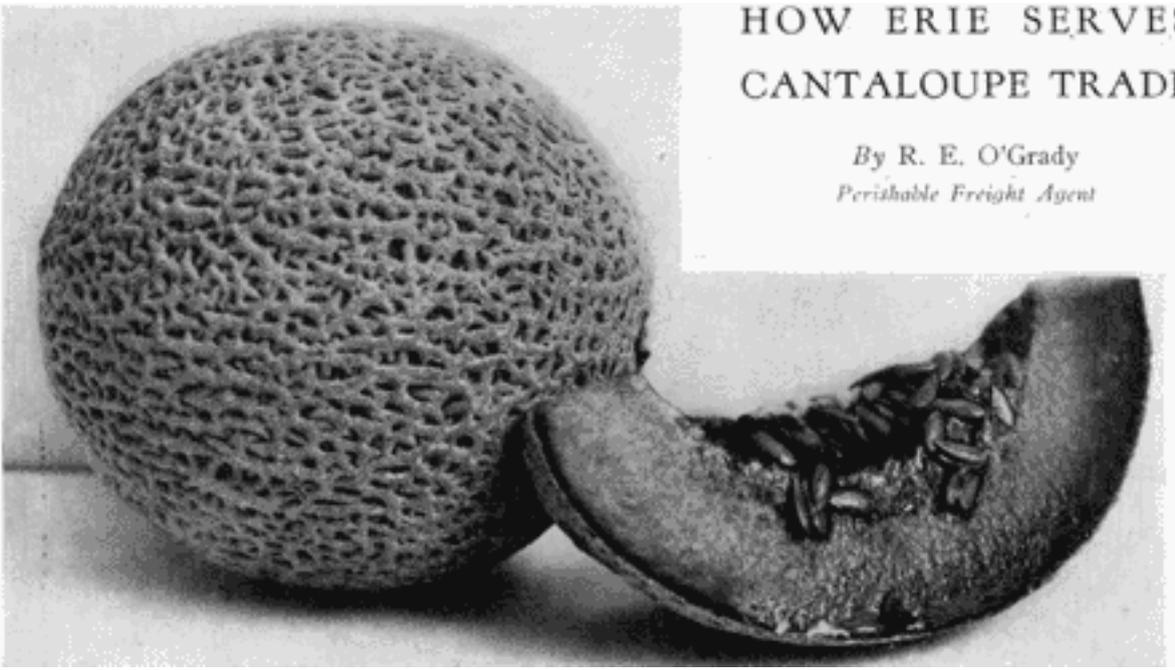
(Continued on page 63)



Typical packing shed in the western melon country.

HOW ERIE SERVES CANTALOUPE TRADE

By R. E. O'Grady
Perishable Freight Agent



NEW YORK cantaloupe buyers, like the proverbial buyers of better grade mouse traps, have made a beaten path to the doors of Duane Street Station. Every morning during the season, since Western cantaloupes first sold on the New York market 25 years ago, these doors have been opened promptly at two o'clock to admit to the piers the cantaloupe buyers who have assembled from all parts of the city and suburban communities. The salesmen and other representatives of the carload cantaloupe receivers, who are admitted to the piers before the opening hour, supervise the display of samples at each car, so that no time is lost in beginning the morning trading in cantaloupes, which has for many years been recognized as a trade institution. While it does not measure up to the financial romance of trading on the stock exchanges, nevertheless the daily trading in the cantaloupe market on Erie piers represents an important and interesting phase

of the business life of the big city of New York. Few, outside of members of the trade, realize the activity which takes place at the 2 a.m. cantaloupe market on Erie piers, at a time when practically all other commercial activities in the city are at a standstill. The cantaloupes which are unloaded from iced refrigerator cars at Duane Street Station, and purchased by jobbers in the 2 a.m. market, are in many cases brought immediately to the neighborhood fruit store and delivered to the individual consumer in time for his breakfast. It is not infrequent that groups of visitors make special trips to these piers during the early morning hours to observe this interesting spectacle. As many as 175 carloads, containing over 2,500,000 cantaloupes, have been unloaded, sold and delivered to the jobbing trade during a single morning. Although an army of 800 stevedores is employed in unloading the cantaloupes from cars to piers, and (Continued on page 60)



Cantaloupes on display at the Duane Street Bulkhead of the Erie Railroad, New York.

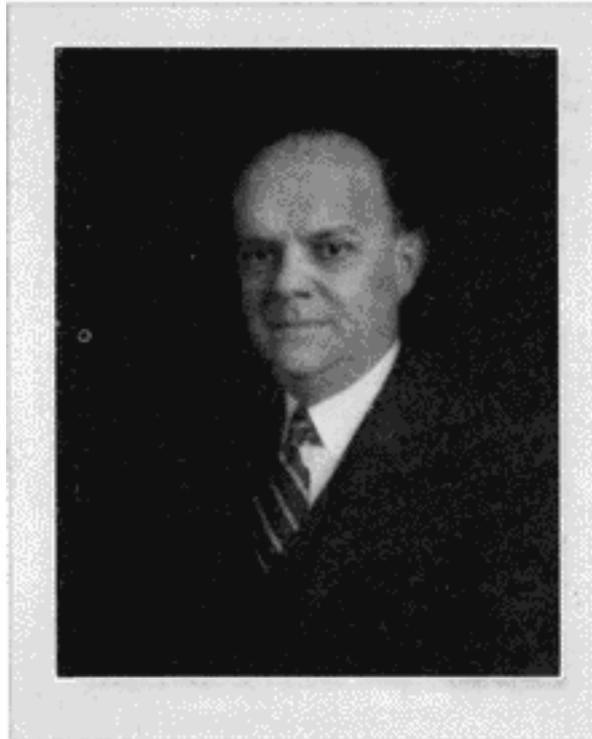
HE KNOWS HIS CANTALOUPE

THIS year will complete my 25th year selling cantaloupes. I started 25 years ago with the Lyon Bros. Co., Inc., who were the pioneers in the Imperial Valley cantaloupe industry, and were succeeded by the Miller Cummings Co., Inc.

I have been selling cantaloupes on the Duane Street pier ever since. In this time the cantaloupe industry has grown to be one of the largest factors in the fruit industry. Twenty-five years ago 15 to 25 cars was considered heavy receipts and any one firm handling five cars per day was doing big business. Then there were only four or five receivers and as few distributors. The past year I supervised and sold alone for my firm over the Duane Street pier approximately 1,500 cars of cantaloupes, our daily receipts running as high as 30 cars. The Erie Railroad at Duane Street has always been recognized as the cantaloupe dock in this market. Over its piers there are more cantaloupes sold and delivered in a wholesale way than in any other delivered market in the world.

All cars of cantaloupes arrive at Croxton or Jersey City and are held for consignee's orders. The consignee orders these cars floated to Duane Street. They arrive at the pier in the early afternoon or evening, are unloaded and placed for the 2 p. m. market. Each consignee has his pier space which is allotted according to yearly receipts. The one handling the largest number of cars has the choice position. Cars are unloaded and placed in each consignee's space. Contents are sorted as to size and condition, and each car placed by itself. The crates are usually stacked in tiers of six crates high, twelve crates in a tier, ten to twelve tiers in a line, leaving a space between each line for buyers and salesmen and inspection. At 10 or 11 p. m. the buyers congregate outside the pier. One can see some exciting and interesting trading from that hour until the pier opens at 2 p. m. As soon as the pier doors are open, especially on a short market, begin lively movements among buyers and salesmen,

By C. C. GEROW
Treasurer, Miller Cummings Co., Inc.



C. C. Gerow

All are anxious to get their purchases loaded and on the way. This rush is not always noticeable and there are nights when time drags and the buyers are few. Nevertheless, sales have to be made at some price and the pier cleared for the next day's receipts. As a rule, in a few hours everything is cleaned up and plans made for the next night's unloadings. Daily unloadings run at times over 150 cars per night and are usually sold and delivered

by 6 a. m. next morning. I want to congratulate the men in charge of unloading the cars of cantaloupes and those in charge of the piers who are responsible for the speed and accuracy. Their service would be hard to duplicate. Buyers from outlying districts, some from two or three hundred miles load here nightly, using auto trucks for hauling. Early sale and delivery enables them to place cantaloupes on their respective markets the same day of purchase. New schedules which the railroads put into effect last season will enable the consumer to have cantaloupes on his breakfast table in New York the tenth morning from Imperial Valley. This will not only speed up the move-

ment of the large anticipated crop this coming season, but will enable the distributors to market a better quality cantaloupe due to the shorter time in transit and this will warrant shipping a well matured melon.

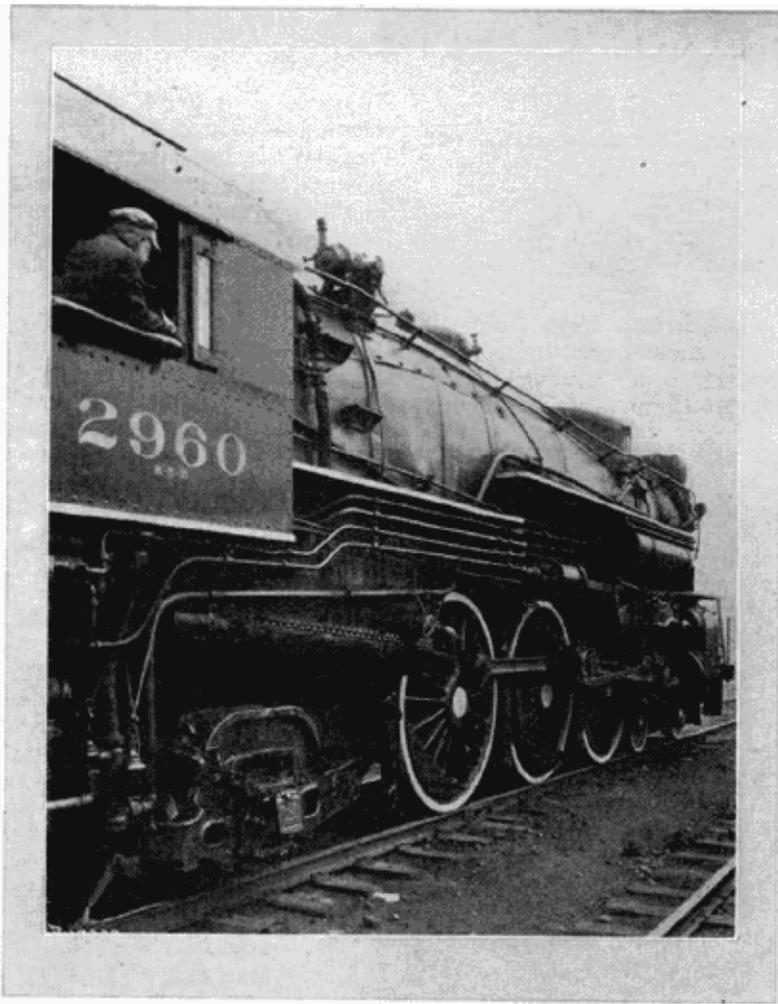
During the hours of selling one sees Buyers of all types and nationalities--the fancy fruiterer from the high grade shops to the push-cart vender of the lower east side and buyers from the various jobbing markets of the Greater City, Wallabout, Harlem, Gansevoort and Bronx, and from cities like Albany to Atlantic City.

It has been an interesting study of human nature. You cannot always take the buyer's word as his bond or always take his coin until you drop it and hear it ring, but on the whole the rank and file are good fellows. I appreciate the good friends I have made in the past years and I have found square dealing counts in the cantaloupe trade.

THE NEW ERIE LIMITED

By JOHN J. BERNET

*President
Erie Railroad*



Type of locomotives which haul The Erie Limited.



INAUGURATION of The Erie Limited on June 2, 1929, is an event to which we have long looked forward. The Limited is a fine, fast modern train, equipped with every substantial comfort and luxury, running between New York and Chicago on a 25-hour schedule and serving all the principal intermediate points.

It is another distinct step forward in the up-building of The Erie Road, made possible by the splendid team work and loyalty of the whole Erie family. It is another step in proving that The Erie is not only a freight railroad, but a *railroad* serving the public with all the different kind of transportation the public demands.

The great family of communities scattered through the Six states served by The Erie deserves The Erie Limited and the up-to-date travel facilities it provides. For many years merchants and manufacturers and businessmen generally have depended on The Erie for the fast and dependable freight transportation which is the very life of their existence. But it has been so that when they wanted a little faster travel, or a little more of the creature comforts which make travel a pleasure instead of a job, they frequently had to go out of their way to

ride on some other railroad. Those days "are gone forever" with the coming of The Erie Limited, because it provides passenger service up to the standard of all the great and thriving communities it serves.

We realized at once that our communities ought to have a faster and more modern passenger service, but we were not able to put it on at once, because we had to do a great many things to arrange the railroad for a high speed passenger standard. We have spent a lot of time in preparation and a lot of money to put on this new train, and I know that the Erie Railroad communities are going to be as proud of it as we are. There are many innovations on it.

This will be the first time that the luxurious comforts of fast modern travel will be available at the moderate fares prevailing on the Erie. The fare will be the lowest existing for any 25-hour service between Chicago and New York. There is a small excess fare for passage strictly between New York, Paterson and Chicago. But there will be no increase in the fares for points located between Paterson and Chicago. That means that all the principal Erie cities and towns



The women's dressing rooms are spacious and equipped for every need.

are going to enjoy fast, modern travel with the luxuries thrown in, between themselves and Chicago and New York, or just between themselves, with no excess fare whatever, and with a train that is giving a real excess fare service.

The Erie Railroad has secured the most up-to-date equipment from the Pullman Company for this train, and we have provided equipment to give real comfort and real convenience for the passengers who do not ride in the Pullmans. We are putting on Club Lounge Cars, in which smoking will be permitted, for the exclusive use of passengers who do not buy Pullman tickets. For business men making short trips, or for those making longer ones and who want to stretch out and lounge about, we think this new car will be appreciated. They have rubber tiled floors, running hot and

cold water, electric fans, brilliant lighting, and the upholstery is genuine Spanish leather. Some of the seats are arranged to be occupied in twos or fours--for small parties

traveling together--and the remainder are oversize club car chairs, also upholstered in Spanish leather, and not fastened to the floor, so that passengers can find the maximum of comfort and relaxation.

For coach passengers who may not want to occupy the Club Lounge car we have provided new individual seat, all steel coaches, and these also are equipped with hot water, fans and modern lighting. They are expensively decorated in blended color schemes and were turned out in our own shops. They will have rich carpets all over the floors--not just in the aisles--and they will be the equal of any Pullman car for riding comfort and pleasant surroundings. The seats can



Traveling with Grandpa is more of a lark than ever on The Erie Limited.



be swung around so the passengers either face forward, or face the sides of the car and may look directly at the scenery.

For Pullman passengers the Erie Limited will have Observation and Lounge Cars; the newest type of chair cars furnished with deep upholstered easy chairs for daylight travel, and the newest type of sleeping cars. These will have the improved berths with coil spring mattresses, individual reading lamps, permanent head boards between the sections which give the effect of making each section a semi-compartment, and lighting which gives brilliancy but not glare. The men's and women's dressing rooms will be larger and more luxuriously appointed with porcelain plumbing fixtures, and the cars will have drawing rooms and compartments which may be used singly or ensuite---

something which our travelers have not had before. The upholstery, hangings and color scheme have been worked out by the Pullman artists for their quiet elegance and the impression created by one of these interiors is that of stepping into a luxurious home.

Our new dining cars, built by the Pullman Company, will run on The Erie Limited and nothing but the freshest foods bought daily in the best markets will be served. Our corps of stewards, cooks and waiters have been prepared for this kind of special service and the cars themselves have been equipped with every scientific device for making a polite dining room on Wheels. Newly developed electrical devices take up the odors of foods and cooking before they have to be dispelled and these cars are so scientifically ventilated that it is possible to permit



There is comfort, safety and pleasure for the whole family.



Safely tucked away for the night in a new sleeping car on The Erie Limited.



Newest type of Pullman sleeping car are regular equipment on The Erie Limited.

smoking without annoyance to those who do not indulge. Each of these cars with its furnishings and equipment of silver and linen represents an investment exceeding the total cost of the average prosperous man's home.

This new train is everything that a modern, fast luxurious passenger train should be, but it is no more than the people who have loyally stood by The Erie and favored it with their business all these years (Continued on page 58)



Women and children traveling alone are special guests on the Erie Limited.



ALONG THE LINE

Charles L. Bradley, New Chairman of the Erie

Charles L. Bradley, of Cleveland, the newly elected Chairman of the Board of the Erie Railroad is a railway officer, business man and financier who has been associated with C. P. & M. J. Van Sweringen ever since they entered the railroad field.

At the time of his election as a director of the Erie and Chairman of its Board, he was Vice-president of the Nickel Plate Road, which position he then relinquished. He is also President of the Cleveland Union Terminals Company and was the active force in the construction of the great passenger terminal in Cleveland and the extensive rearrangements consequent to it.

Mr. Bradley has large business interests in association with his brother, Alva Bradley, in addition to his connection with the Van Sweringen enterprises. He was Vice-president of the Union Trust Company of Cleveland before becoming President of the Terminals Company, and recently was one of the leaders of the group which reorganized and extended the scope of the Midland Bank in Cleveland.

Mr. Bradley is a young man, a graduate of Cornell University, is married and lives in Cleveland.

Veterans Choose Buffalo

By Ben E. Chapin

Susquehanna, oldest railroad town between New York and Chicago, which came into existence with the birth of the Erie Railroad, did itself proud on April 20th when it welcomed the members of the Erie Veterans' association for their quarterly meeting, entertainment and dinner. And the veterans showed their appreciation with the largest attendance in their history. Flags and banners decorated the streets and merchants featured Erie displays in their windows.

At the business meeting presided over by President C. L. Edinger, the report of Secretary F. B. Wildrick showed an enrollment of 3,182

members. Buffalo was chosen for the annual reunion which will be held on July 17 jointly with the annual outing of the Buffalo Division Athletic association at the



Charles L. Bradley

resort, Crystal Beach. David C. Huff, locomotive engineer and J. A. Duffy were chosen to succeed respectively Vice-Presidents Durfee of Buffalo and Kunz of Dunmore.

Presbyterian church ladies were assisted by those from all the other churches of the community in arranging the banquet and entertainment. The program was: Solo, Indian Love Song, Mrs. Albert Parry, Mrs. Rowland, accompanist; recitation, A. McGuire; solo, Mother Machree, Mrs. John O'Connor, Mrs. Arthur Teskey, accompanist; recitation, Mrs. Harry Holmes, and the "Old Time Fiddlers," Veterans Clark and Flaherty, which recalled memories of long ago.

Regrets at their inability to attend were received from President Bernet, Vice-President Denney, W. G. Black, mechanical assistant to the president, Martin Quick assistant to Mr. Denney and others.

Talks were made by President Edinger, Chief Burgess, Dr. W. J. Condon of Susquehanna, Superintendent G. M. Murray of the Dela-

ware & Jefferson Divisions, Editor U. G. Baker of the Susquehanna *Evening Transcript*, Assistant General Manager H. J. Bordwell, of Hornell, Rev. Father Gagon, District Master Mechanic George Thibault and Editor Chapin of the *Railroad Employee*.

The committee in charge of the arrangements comprised Vice President George E. Taylor, chairman; H. A. Lannon, A. J. Williams, S. E. Boyden and T. J. Houlihan; ex-officio members, G. M. Murray, superintendent, and J. F. Kane, master mechanic.

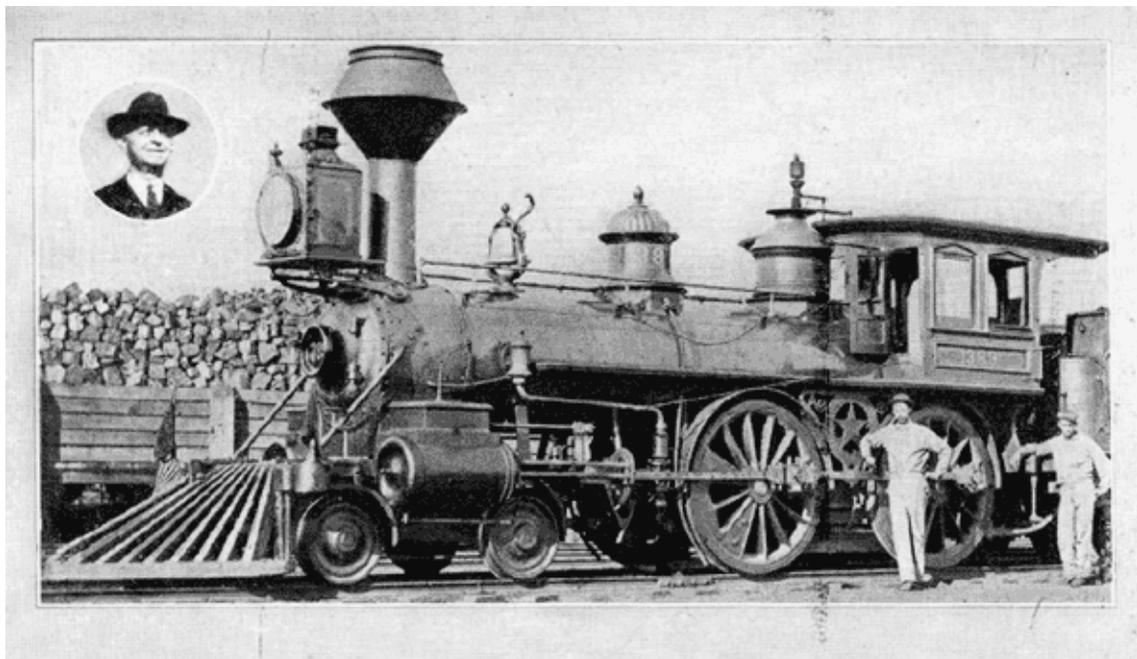
VETERANS MEMORIAL SERVICE

The Erie Railroad Veterans' Association figured prominently in the second joint memorial service of the Erie, Lackawanna, Delaware & Hudson and Ontario & Western Associations held in the First Baptist Church, Binghamton, N. Y., May 12.

There were 600 veteran railroaders and their ladies in attendance from the four organizations, and Erie members were present from all points between Jersey City and Youngstown.

The list of 144 Erie members who had been called "West" during the past Association year, was read by Vice President George E. Taylor, of the Susquehanna district, and the address was delivered by Conductor Thomas F. Ryan, of the Erie at Newburgh, N. Y., the silver tongued orator of the Order of Railway Conductors.

The order of service included Organ Voluntary, John H. Ferrey, Delaware & Hudson Association; Hymn, "Faith of our Fathers," Scripture Reading, D. O. Colburn Erie Association; Male Quartette, R. S. Trusedell, First Tenor, E. W. Stone, Second Tenor, P. S. Sprout, Baritone, and Dr. F. E. Bond, Bass, "Rock of Ages" Prayer, Dr. Robert H. Beatty; Reading of the Roll; Erie Association, Vice President George E. Taylor, Lackawanna, Secretary James W. O'Neill, Delaware & Hudson, former Secretary, J. B. Sampson, and Ontario & Western, President John



Lafayette Frederick Truman, veteran Erie engineer, in inset as he looks today, and standing between driving wheels of his old engine 389 in the early '70's. See article below.

H. Smith; Address "Veteranism," Conductor Thomas F. Ryan, Erie; Tenor Solo, "God Shall Wipe Away All Tears," R. D. Truesdell; Memorial Address, Dr. T. Valentine Parker, pastor of the church; Quartette, "Abide With Me;" Hymn, "My Faith Looks Up to Thee;" Benediction.

The committee in charge consisted of Chairman, E. T. Martin, Vice President of the Lackawanna Veterans; Frank Cizek and Earl Goodrich, all of Binghamton.

Veterans Valedictory

Lafayette Frederick Truman, whose photograph is reproduced on this page with that of his old engine, is a veteran of Erie service retired at the age of 73 and placed on the special allowance payroll after 47 years work. Lafa, as he is best known, came of a family of railroad engineers, and it was therefore quite natural that he should aspire to be one.

Born at Derry, Pa., in 1855, Mr. Truman grew up in the railroad environment. He got his first railroad job at 15. His grandfather was a freight agent and his father and four of his uncles were locomotive engineers.

Starting as a water boy and brakeman on the old C.C.&I.C., now part of the Pennsylvania, in 1870 at Logansport, Ind., Lafa soon became fireman at \$1.50 for a day which varied from 12 to 24 hours and his duties included keep-

ing the large amount of brass shining on the locomotives of those days and cleaning the bright vermilion paint and gold leaf which decorated the driving wheels. Locomotives then had an oil cup on top of the steam chest which had to be filled by hand every fifteen miles and sometimes this task had to be performed while traveling at 60 miles an hour.

Mr. Truman became engineer in 1877 and joined the Erie then the Chicago & Atlantic in that capacity in 1882. Two years later he was promoted to passenger service in which he remained until his retirement. For the past fifteen years he drove trains Nos. 3 and 4.

One of his many thrills came in

Stole Erie Engine And Took Joy Ride

B. S. Maper, former Erie conductor, contributes the following account of an unrecorded incident of Erie life 60 years ago:

"In 1871 I was in charge of coal train No. 4 between Port Jervis and Newburgh. We left Greycourt about 11 p. m. When we came in sight of Washingtonville the engineer saw a headlight on the main track. We made a quick stop. The engineer (Jim Seely, Engine 245) and myself investigated and found the switching engine (No. 39) of Newburgh standing on the main track with no one in charge.

"We put the engine in the switch, left a man in charge, went to Newburgh and reported what we had found. A man who hung around the yard at Newburgh wanted to go to Washingtonville, took the engine, ran it twelve miles over a single track without any experience of handling an engine, and left it on the main track. He was arrested, but I have forgotten the outcome of his trial."

1890. Leaning from the cab west of Lima, Ohio, he saw a shower of sparks ahead. He guessed rightly that the wooden bridge over Hog Creek was on fire and he brought the train to a halt in time to prevent a catastrophe. Another time while traveling at 60 miles an hour one of the driving rods broke, killing the fireman and demolishing the cab. Lafa was hurled to the deck uninjured but due to the damage done by the slaying rod, could not get to the brake valve and stop the train. With presence of mind he cut the air hose with his pocket knife and brought the train to a halt without further loss of life.

"I'm proud of my record with the Erie," Lafa told a friend, "and I'm grateful to the new management for taking care of me so nicely. To all in the service I say, 'Brother, stick by the good old Erie. Give it the best you have and when you cannot hit the ball any longer, the Erie will take care of you.'"

Safety Expenses Heavy

American railroads in the last nine years have spent annually more than \$40,000,000 for increased safety in rail transportation. As a result of these expenditures, together with the united efforts of officers and employees, safety of travel by railway trains has increased more than 100 percent in the last five years. In 1928 there was only one fatality to every 49,000,000 on a railway train.

GREATEST RAILWAY ACHIEVEMENT

THE WORK of the employees of American railroads was safer in 1928 than in any previous year in history. This fact is disclosed by the statistics of railway accidents for last year recently issued by the Interstate Commerce Commission. Travel upon the railroads also was safer than in any previous year, excepting 1927.

Probably the greatest achievement on the railroads in the last two decades, and especially in the last decade, has been the increase made in their safety of operation. The credit for this achievement belongs to both managements and employees. The managements have invested many hundreds of millions of dollars in improved facilities that have contributed toward making it possible to operate with more safety. The problem of reducing accidents never was, however, and is not now, principally one of improving equipment and other facilities.

Most accidents always have been due to "man failures." Therefore, some twenty years ago, when our railway accident record was at the worst, all who studied the problem it presented were forced to conclude that its solution must be found principally in co-operation between officers and employees which would result in the adoption of methods and practices that, as far as practicable, would eliminate human mistakes and carelessness.

Plans for bringing about this co-operation were adopted on practically all roads, and officers and employees have worked loyally together for years to increase safety. Their success has been remarkable. It is doubtful if there has been such an increase in safety in any other American industry. The employees have been the principal beneficiaries. The number of railway employees killed has been reduced more than one-half during the last 10 years, and more than two-thirds during the last 20 years. Nobody can estimate how much grief and suffering this has saved in railway families.

The number of passengers killed declined from 610 in 1907 to 301 in 1917, and to 88 in 1927. The full significance of these figures can be appreciated only when they are considered in relation to the number of passengers carried. In 1907 the rail-

By SAMUEL O. DUNN

Editor of the Railway Age

The progress that has been made by the railroads in reducing accidents should be extremely gratifying to every officer and employee. There are still too many of them, however. Eternal vigilance on the part of every railway officer and employee is the price of safety, and any relaxation of the efforts being made to increase safety would inevitably result not only in arresting the progress now being made, but in an increase of accidents. Experience has shown that the only way to prevent accidents from increasing is for everybody who is concerned with the problem they present to make tireless and incessant efforts to reduce them.



Samuel O. Dunn

ways carried only 1,433,000 passengers for each one that was killed; in 1917 they carried 3,688,000 passengers for each one that was killed, and "in 1927 they carried 9,554,000 passengers for each one that was killed. In other" words, the danger of riding on a train in 1927 was only about one-third as great as in 1917 and one-seventh as great as in 1907. The time has come when probably there is no place where an American citizen is safer than on one of our railway passenger trains.

The number of railway employees killed declined from 4,534 in 1907 to 3,199 in 1917, and to 1,569 in 1927. In 1907 one employee in each 369 was killed; in 1917, one in each 573, and in 1927, one in each 1,136.

Railway accidents are not a pleasant subject.

Everybody connected with the railroad industry would be glad if there were none of them to talk about. Unfortunately, however, although the number of them is much smaller now than formerly, they still occur, and it is necessary to keep on talking about them to intensify realization of the fact that efforts must still be made to reduce them.

The year 1907, from the standpoint of railway accidents, was the worst in history. The total number of persons killed on railway property in that year was 11,839. Less than half of them were passengers, employees and other persons for whose safety the railways had any real responsibility, while more than one-half were trespassers or persons crossing the tracks.

But when railway managements were faced by the ugly fact that in 1907 more than 5,100 of their employees and passengers were killed in accidents they began seeking in every direction for means for improving the conditions responsible for these results. Within ten years the number of fatal accidents to employees was reduced one-third and to passengers one-half. The progress thus begun has since continued at an accelerated rate, and now the railroads are making each year a record of safety of which their officers and employees may well be proud.

It is usually assumed by those who read in the press the statistics re-

(Continued on page 51)

Erie Railroad Magazine

ERIE PORTRAITS



ERIE

W. G. BLACK, Mechanical Assistant to the President

Mr. Black, who came to the Erie on February 1, 1927, as Mechanical Assistant to the President, was born in Lima, Ohio.

In 1893, he entered the service of the Nickel Plate and served a machinist's apprenticeship at its Stony Island shops.

After completing his apprenticeship he entered Armour Institute in 1897, for a post-graduate mechanical course, on completing which he entered the service of the Illinois Central as a machinist, continuing in that capacity until 1900 when he left railroad service and was employed by the Illinois Steel Company until 1903.

On February 10, 1903, Mr. Black re-entered the service of the Nickel Plate as a machinist and was promoted to machine shop foreman July 1, 1903. On February 1, 1904, he was promoted to enginehouse foreman at Fort Wayne, Ind.

On January 1, 1909, he was appointed Master Mechanic at Stony Island shops and served in that capacity until February 16, 1923, at which time he was appointed Superintendent of Motive Power of the Nickel Plate System, which position he occupied until the time of his coming to the Erie.

EDITORIAL

Erie Serves Cantaloupe Trade

IN this issue of our Magazine we have featured the Cantaloupe trade, that thriving western industry which the Erie Railroad has done so much to stimulate in the last quarter of a century.

From an infant industry in the great Golden West back in 1903, the cultivation of cantaloupes and other melons has grown to one of the most important in the nation. This growth has been due largely to the improved transportation facilities provided by the railroad.

Twenty years ago it required sixteen days to get the cantaloupes to the Atlantic seaboard. Today, thanks to the railroads the American breakfast table in the East is now graced with this sweet, cooling fruit in little more than a week after it has been picked almost three thousand miles away. Enroute from producer to consumer the fruit is carefully handled, inspected and iced at frequent intervals to insure its appearance in the eastern markets in the best possible condition.

The Erie moves this golden harvest with the care and accuracy of passenger service and it is constantly improving its eastern facilities for its more efficient distribution.

Summer Beckons You

VACATION TIME is here again and the Erie Railroad has prepared an attractive guide to its playgrounds called "Vacation Suggestions" which we think ought to induce Erie employees as well as their friends to pass their holidays along its lines. This applies particularly to those in the Eastern territory because the book lists the summer resorts and camps along our lines within 150 miles of New York, giving details as to hotels and boarding houses, distances, fares and general information.

"Vacation Suggestions" has a beautiful cover in four colors and is generously illustrated with scenes of the holiday country reached by the Erie and described in a foreword as follows:

"When summer comes, a thousand voices call you to Erie Vacation Land. Westward for a hundred miles from New York City, the Erie Railroad traverses a veritable summer paradise, with every variety of vacation scene awaiting your choice.

"Whether you seek wooded mountains, fishing streams, camping sites, placid farmhouses, lakes, or woodland trails, here they are found, quick at hand, easy of access, economical, comfortable healthful.

"On both sides of the Erie Lines stretches a great natural playground, a land of summer happiness, unspoiled and hospitable.

"Choose for yourself: the wooded shores of Greenwood Lake, the trout streams of eastern

Pennsylvania, the rich dairy farms of Rockland and Orange, the watershed of the Moosic Mountains, the picturesque banks of the mighty Delaware, the breeze-swept plateaus of Sullivan County, the thousand lakes of northern Jersey, and southern New York.

"This is a tidy vacation land, ideal for trumper and angler, filled with shaded trails to lure the camper. Never smug nor artificial. And practical, too, not only because the price of accommodations is reasonable, but also because transportation facilities are easy and quick.

"Just the place for an old-fashioned vacation, bringing your old clothes and no airs about anything. A land of old-fashioned hospitality, where the first and great commandment is that you shall be comfortable and happy."

New Freight Record

ERIE employees can be proud of the part they have played in helping to transport freight faster and more efficiently than ever before on our railroads, as shown by the survey of the National Bureau of Economic Research. The committee worked a year and the material dealing with railroads was prepared by William J. Cunningham and J. J. Hill, professor of transportation at Harvard.

The outstanding railway development since the war, according to the Committee, has been the marked improvement in transportation service. The adequacy, speed and dependability in freight movement have never been better.

"The improvement," the report says, "is seen in freedom from car shortages, embargoes and other restrictions, and in close adherence to scheduled transit times.

"The number of scheduled fast freight trains has been increased and the speed bettered so as to give earlier deliveries at destination.

"Incidental services have been extended and throughout the whole service there is greater effort to apply modern merchandising principles in the development and sale transportation.

"The regularity of movement and dependability of rail service have given impetus to the general practice among manufacturers and merchants of carrying smaller inventories of raw materials and merchandise. Better rail service cannot be credited wholly with this economic development but it called attention to the possibilities and led to the general movement. Certain it is that the smaller stocks would not afford adequate protection were rail service less prompt and reliable."

Improvements in transportation service in the last few years are attributed to the large expenditures for additions and betterments of facilities

and equipment, to changes in operating methods and better managerial control, to higher employee morale, and to a better understanding and more cordial cooperation on the part of the shipping public.

The running speed of trains is probably little if any faster than in previous years, but the increase in multiple running tracks, design of better locomotives, installation of additional automatic signals, and the enlargements of yards and terminals have materially cut down stand-by losses on the roads and have favorably affected overall train speed between terminals.

Watch Us Grow

MILEAGE of new lines built by American railroads last year totaled 1,025 miles, a greater increase than in any year since 1916. Texas ranked first among the states in completion of new lines last year with a total of 353 miles. Montana ranked second, with 163 miles; Illinois third with 127 miles, and Alabama fourth with 124 miles.

While all this railroad building was going on, 512 miles' of line were abandoned, so that the net increase in mileage for the country was only 513 miles.

Meanwhile Canada last year built 723 miles of new railroad, as compared with 310 miles the year before.

In this connection it is worth noting that the rest of the world is increasing its railway mileage much faster than the United States. America had 46 per cent of the world's total mileage in 1890, 43 per cent in 1900 and 38 per cent in 1920.

Greatest Civilizing Force

RAILWAY transportation has done more than any other single one of man's inventions to transform human life, especially in pushing backward people forward and lifting submerged classes. The old-fashioned peasant, clinging closely to the ways of his fathers, and accepting a status of inferiority, has disappeared before the whistle of the locomotive and the rustle of the newspaper. Local costumes and customs have had to yield to the garments and manners of wider areas.

Mobility transforms and ennobles peoples. It has always been so. Mobility along the Nile made old Egypt significant. Mobility on the sea distinguished in turn Phoenicians, Venetians, Norsemen, Dutch and English. Sea-mobile Carthage compelled sedentary Rome to take to the Mediterranean and greatness.

The United States has been aptly called a railway-created country.

"The railways made the United States," says Prof. Mark Jefferson of Michigan State Normal College, "and the present generation has its whole life tied up with the effects of railways." Railways have enabled men to carry civilization into what had been a trackless wilderness and create there widespread prosperity.

It is not that the railways happened to come along just as the country was being settled. The

country did get settled then because the railway was available to do the work. Without the rails there would be no such country today. Settlement would have crept slowly along file rivers; numbers would still be small and wealth far less. Canals would be more numerous and fewer of those once built would have fallen into decay. All the waterways would be in use, but the total movement would be, by our present lights, insignificant.

Passenger Service Problems

AMERICAN railroads as a whole are today rendering their passenger service at a heavy loss, which is being largely borne by earnings from freight service.

Figures published by the Interstate Commerce Commission show that the western railways incurred a net operating loss on passenger traffic last year of \$36,000,000, and southern railways a similar loss of \$9,500,000. Nor do these figures contain any allowance for the amount of invested capital which is used in rendering passenger service.

The great decline of passenger earnings which has occurred has been due to losses of business handled in day coaches. The general tendency of travel in sleeping and parlor cars, to which the surcharge is applicable, has been to increase. Since passenger service already is being rendered at a heavy loss, especially by the southern and western lines, which receive about 52.5 per cent of the surcharge revenue, it should be obvious, says the *Railway Age*, that the abolition of the surcharge would be the most completely unjustifiable reduction of railway charges, either passenger or freight, that could be made.

Longest Non-Stop Run

ENGLAND'S finest train, the "Flying Scotsman," is now making the longest non-Stop run in the world,—the 392 miles between London and Edinburgh. Comfort, not speed, is the object, for the time remains at eight and a quarter hours. Heretofore there has been no way of changing crews without stopping the train, since it was held dangerous for two crews to occupy the cab at the same time. Special locomotive tenders solve that problem. At the end of 200 miles a fresh driver and fireman emerge from the first coach, go through a covered corridor or gangway along the right side of the tender, and take over the engine. The men relieved go back the same way and finish the trip as passengers.

Gate Crashers

MORE than 20 per cent of the accidents at highway grade crossings in 1927 resulted from operators of passenger automobiles, motor busses and motor trucks crashing into the side of trains. Of the 5,596 highway grade crossing accidents in 1927, reports show that 1,148 accidents resulted from such a cause, with 244 persons being killed and 1,636 injured.

BUFFALO FORGE SELLS THE WORLD

By E. L. HUBBARD

THE origin of The Buffalo Forge Company of Buffalo, N. Y., recognized leaders in the manufacturing of all kinds of hand and power metal working machinery, heating and ventilating equipment and mechanical draft apparatus, goes back 51 years.

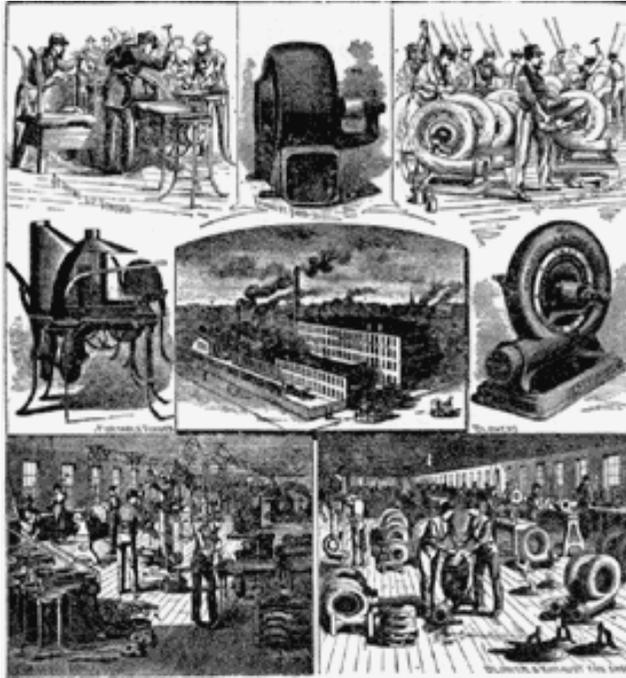
At that time Charles F. Brunke and Charles Hammelman, partners were attempting to introduce to this country a new portable blacksmith's forge, originated by the latter. After a hand-to-mouth existence for over a year without any progress in sight, the two partners were ready to consider themselves beaten, when they became acquainted in 1878 with William Franz Wendt.

This ambitious young man, then in his early twenties, foresaw the possibilities of this new port-

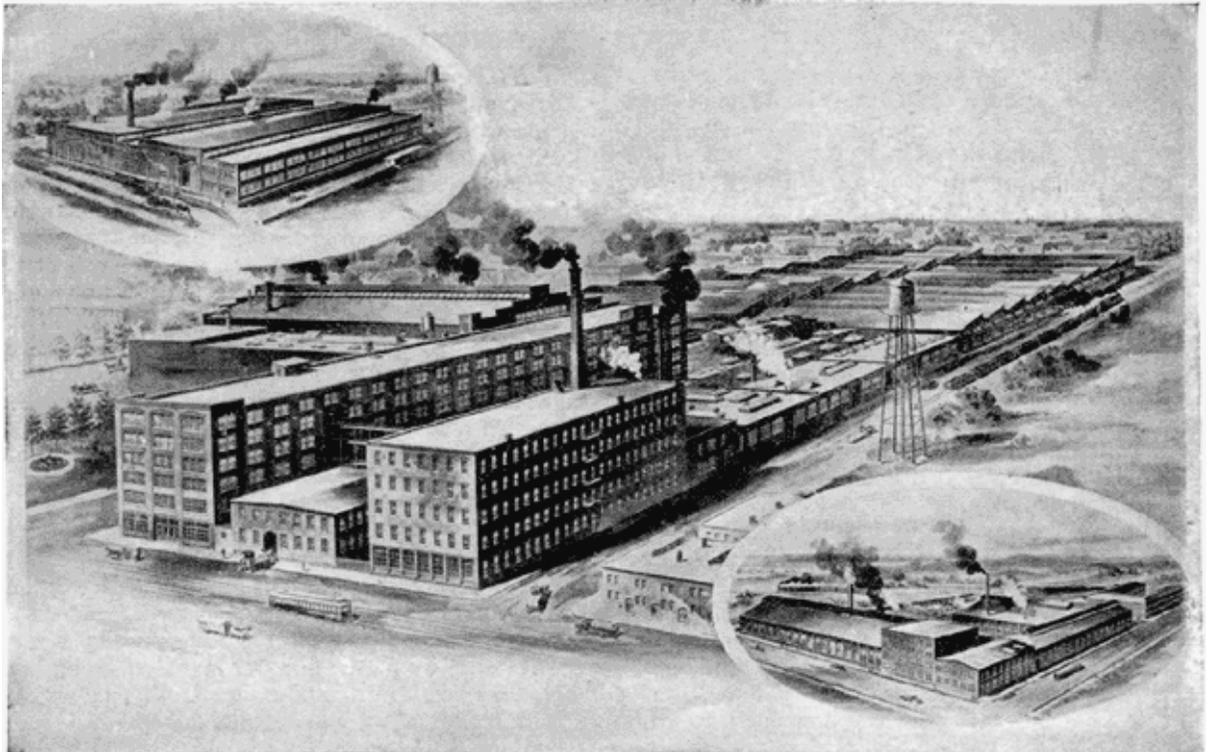
able forge and purchased a half interest in an apparently hopeless enterprise. He little realized that this company, practically unknown, which began its life with surroundings of the most humble nature was destined to become, in a few years, one of the outstanding manufacturers in its line, of not only New York State but of the country. Such was the origin of the Buffalo Forge Company.

Until then practically all the forges made in this country were operated by bellows. There were only about 300 blower type forges in existence. Several companies had tried to market portable forges with blowers but were forced to give up. Despite this fact, Mr. Wendt determined to establish a market for the portable forge.

With new ideas and (Continued on page 54)



WORKS OF THE BUFFALO FORGE COMPANY, BUFFALO, N. Y.





By A. B. HOFF, Safety Manager, Erie Railroad

Stop! Look! Listen!

This is probably the oldest railroad safety slogan we have. Few stop, fewer look, and still fewer listen. Has anyone thought that in these words is contained the germ of all accident prevention?

We know that 90% of all accidents are avoidable. They occur from failure to think. And what does failure to think come from. It comes from failure to STOP thinking about something else and begin thinking about what you are going to do. What is the next step? It is LOOK at what you are doing. And finally LISTEN to what your brain tells you is the right way to do the job of the moment.

Carelessness

He multiplies your accidents

And adds to your dismay

Subtracts from your enjoyment and

Divides your weekly pay.

J. J. Heavy, Safety Supervisor, Huntington, Ind., has been giving a series of talks to school children on Safety. Safety begins in the schools and both school authorities and the American Legion are co-operating in this movement.

In 1926 (latest figures available) 89,140 persons were killed in accidents in this country, equalling our fatality list in the late war. Anyone who fails to cooperate in the Safety movement has much to explain. The worker today has a double responsibility.

The new safety poster in the Crossing Campaign is out and the booklet is being distributed. The latter contains much interesting information. Of all motor accident fatalities only 10 1/2% occur at grade crossings. New crossings increase five times as fast as eliminated. There are 24,750,000 motor vehicles registered in the United States. Running into sides of trains accounts for 21 1/2 of grade crossing accidents. Hence the three little warning words:

Cross Crossings Cautiously.

Safety Honor Roll, 1928

EASTERN DISTRICT

Foremen in the Eastern District who went through 1928 without a reportable accident to employes under their supervision and received the Safety Honor Roll certificates are listed below. Those honored previously have a star after their names. Two stars indicates that this is the third year they have gone without a reportable accident. The Western District lists will be published next month.

Dunmore: F. E. Crabbe, **T. E. Brink, C. H. Weber, S. Sabia, John Bowman, *T. W. Parry, W. E. Wyandt, Frank Sacco, *Fred Miller, **R. E. O'Hern, J. E. Rache, Andrew Fisher, *E. P. Hartman, *D. J. Decker, Alan MacDonald.

Aboca: *G. E. Greaves, P. Hall, *S. H. Ward.

Hornell Back Shop: L. M. Granger.

Avon: R. C. Thurston, C. P. Slattery, F. Tuma.

Buffalo Car: E. B. Charles, H. J. Auer, C. H. Ross, Wm. Hoerbelt, *G. Goldsmith, *O. H. Truhn, Frank Berst, *Andrew Nowak, M. Stackewitz, *Anthony Manger, Edward Lennon, *E. L. Schallmo, J. F. Mayer, *M. C. Meehan, T. S. Borrell, *G. M. Waddy.

Track Foremen, Wyoming Division: Arthur Teske, Ray Worthington, C. F. Akens, F. A. Nelson, Wayne Swingle, Clarence Gromlich.

Bridge and Building Foremen, Wyoming Division: M. It. Vollmer, P. P. Jordan 9

Track Foremen, Delaware & Jefferson Division: William Rinn, N. W. Sutherland, Charles Frailey, R. Martin, J. E. Noble, F. Waldron, Philip Gerhardt, M. J. Cuddihe, John Gilleran, Frank Moran, Camillo Pacioni, E. H. Worzel, F. D. Meyers, John Carey, John Devine.

Bridge and Building Foremen, Delaware & Jefferson Division: J. C. Youngs, R. B. Hawes, P. Fink, L. W. Burns, W. Wahl.

Track Foremen, Susquehanna and Tioga Division: John Murray, James Borruso, James Cannon, James Marino, H. L. Lenno, H. M. Hill, W. H. Kane, A. H. Beers, W. T. Shepherd, Chas. Hall, T. F. Lynch, M. J. Murray, John S. Young, J. C. Mara, bottina, Edward Benson.

Bridge and Building Foremen, Susquehanna and Tioga Division: Elmer Alger, G. C. Vincent.

Signalmen, Susquehanna and Tioga Division: G. W. Strathearn, P. R. Kelly.

Track Foremen, Buffalo and Rochester Division: F. Hannon, Joseph Dimmick, Edward Madell, John Haley, Geo. Richards, Henry Daugherty Jacob Schillinger, Louis Guzzetta, Peter Baker, D. J. O'Leary, Dominick Belurgi, Michael Flick, Duane Getman, John Drake, Clifford Lowell.

Bridge and Building Foremen, Buffalo and Rochester Division: W. H. Read, G. J. Ulmer, C. H. Seager.

Track Foremen, Allegany and Bradford Division: D. W. Makeley, Robt. Crawford, Chas. Sherlock, Willis Hampton, Hosea Bell, M. Moyer.

Bridge and Building Foremen, Buffalo and Rochester Division: John Droncy, J. Van Vessem, J. C. Bierfeldt.

Signalmen, Buffalo and Rochester Division: L. W. Warner 9

Shopmen Read This

Last year Erie shops had 75% more accidents in porportion to the number of men working than all the other railroad shops in the United States.

Is it necessary for Erie shopmen to be so careless? Are we only half as safe as other men?

Look at this: In March, Buffalo Car, Dunmore, Chicago, Meadville Car, North Hawthorne, Salamanca Car and Round House, Susquehanna Car, Avon, Ferrona Round House, Hammond Round House, Kent Round House, Little Ferry, Weehawken, Brockway, Dayton, Elmira and Jamestown operated without a reportable accident.

Little Ferry, Weehawken, Elmira, Salamanca, Brockway, Jamestown, Elmira Round House, Ferrona Round House, Kent Round House, Hammond Round House, North Hawthorne, Susquehanna Car, Dayton Car and Hammond Round House,--had no accidents during the first quarter of 1929.

What one can do, all can do.

The Irreducible Minimum

Safety is not a one-man job. If we are to succeed in our efforts to reduce accidents and keep on reducing them until we reach what might be called the "irreducible minimum," we must have a real, live, up-to-the-minute, enthusiastic safety organization made up of every one on the job.

Every one of us must learn to work safely and must apply to our work the lessons which experience has taught us. The most valuable knowledge we possess is that which comes through mistakes and through experience. Accidents are mistakes as well as experience, so let us profit by the mistakes of others and acquire the safety habit rather than experience similar mistakes ourselves.

Simply knowing how to avoid accidents is not enough. We must have the Will to work safely and to protect others from accidents.



Evangelist: "Young man, you should brighten the corner where you are."

Railroadman: "But I work in a roundhouse."

An Irish section hand set his alarm clock, but it did not go off and he was late to work. That evening he took the clock apart to see what was the matter and a dead cricket fell out. Whereupon Pat remarked, "No wonder it schtopped --the engineer is dead."

Machinist Apprentice (trying to make a good impression on the boss): "I'm doing my very best to get ahead."

Hardboiled Machinist Foreman: "You sure need one. Hurry up with that pipe wrench."

Apprentice: "Very well, boss; but remember that Rome wasn't built in a day."

Foreman: "Maybe not; but I wasn't foreman of that job."

Railroad Engineer: "Yep, I built this radio set all by myself, Bill."

Bill: "I believe it; she whistles for every station!"

"Daddy, why is that man running up and down the smoking-car with his mouth open?"

"My son, that is a Scotchman getting a free smoke."

The man in a hurry to catch his train was worried by the station clock. There was 20 minutes difference between the one in the ticket office and the one in the waiting room. Finally he questioned the porter who made a careful survey of both clocks and shook his head doubtfully, then he said suddenly, "It don't make a bit of difference about them clocks the train goes at 4:10 anyhow."

A commuter rushed into a grocery store and exclaimed: "Quick! Give me a bag of flour, a

half dozen eggs, a pound of butter and a bottle of milk. I want to make a train."

"Is he fond of work?" was the inquiry of the superintendent of the railroad concerning a young man who had applied for employment.

"Fond of it? I should say so. I never saw a man who could take such good care of work as he does. One piece of work will last him for a week."

"So you came through my old home town on this trip, eh? What did you think of it?"

"I really didn't get a good look at it. There was a box car on the side track."

The hoghead was having his troubles getting over the Crawford hill, and received the following message from the superintendent: "Why the delay on the Crawford hill?"

The answer was short but plain: "Out of sand."

At the next telegraph office he received the following: "What were you doing on the Crawford hill without sand?"

The reply, still short but full, was: "Slipping."

Many an amusing tale is told concerning the questions asked at Information Bureaus. One of the latest tells of a woman who had been asking questions for fifteen minutes, and the clerk wore a sad, harassed look. He died game, however, courteous to the last despite the following ending to the "quiz.":

"Is there a train between the 5.40 and the 6.57?"

"Yes, madam; three."

"At how many stations does the second one stop?"

"Only one," said the mystified clerk, "but--"

"Now, how many trains leave between 6 and 7?" continued the lady.

"Excuse me, madam," said the worried clerk, "but you can't possibly be catching all the trains you are asking about."

"I know that, my good man," answered the lady, "but, as I've got to wait for a train I thought I'd just see if you railroad men really know your business."

Just about that time the station cleaners appeared en masse and swept up the clerk.

Little Norman had gone to the railway station to see his father off. Amid the usual farewells, kisses, and waving of handkerchiefs, the train pulled out, and the youngster gazed after it until it had disappeared.

Presently a locomotive came in sight with a train of the same length as the one that had taken his father away, and as it entered the station he clapped his hands excitedly: "Mamma! Mamma!" he shouted, "here comes the train back again! Daddy's forgotten something."

"Well, young man, I'll soon have you on your feet again."

"You're right, doctor; I'll have to sell my automobile to pay your bill."

When I see a boy who hasn't a dog,
Or a dog that hasn't a boy--
I think of the lot they are missing
Of frolic and genuine joy.
Some parents think dogs are a
nuisance

Just something to bark and annoy--
They can't know how badly a boy
needs a dog
Or how sadly a dog needs
a boy.

MAE NORTON MORRIS
in *Literary Digest*.

Erie Railroad Magazine



Letters to the Erie



Calling Charles Robb

Mr. C. C. Howard,
Passenger Traffic Manager,
Erie Railroad, New York.

Dear Sir:

May I have a moment of your valuable time, considering the interest mutual and thus permit me to testify to the fact, as I have found it, that if all agents at railway stations and city ticket offices were as accommodating and courteous, and would show their interest for the welfare of the patrons of their road as does your Mr. Charles Robb who is stationed at Binghamton, N. Y., it strikes me that your lines would have a rush of business even in the so-called slack season.

Being compelled to travel much of the time, and making jumps of hundreds of miles, one appreciates the interest which Mr. Robb has taken in planning my two most recent trips to Texas, the last trip being made in December, 1928. Mr. Robb made every effort to make my trip pleasant and comfortable and his efforts were not in vain, as it was my best trip to Texas, where my business takes me at least twice per year.

The boys in charge of train were courteous, the meals aboard were very satisfactory and I enjoyed the trip generally.

Mr. Robb is now making reservations for me as far as St. Louis, and while I can do business with a man as agreeable as he, and as painstaking, your road is the one I shall patronize from now on when I can.

H. A. Ross,

Ohio Mid-Cities Corporation,
26 Warren St., Binghamton.

We Aim to Serve

Erie Railroad, Passaic, N. J.

Attention Mr. Dougherty
Gentlemen:

Your action in sending to Jersey City for the car of paper so badly needed here last Friday is certainly appreciated by us. If that car had not arrived, part of our plant would have been closed down.

Service such as this is what is making a name for the Erie Railroad and justifies the expression I so often hear, that the Erie today is one of the best roads operating in the East.

The Paterson Parchment Paper Co.
D. BUSTRAAN, Traffic & Service
Dept. Passaic, N. J.

Hammond Shippers Happy

Mr. L. L. White, Superintendent,
Erie Railroad, Huntington, Ind.

Dear Sir:

This is to advise you that we just got through unloading 620 carloads of stone, sand, wire and asphalt on your road at Hammond and Highlands, Ind., and that the service we received was splendid. We had no delays and no car service to pay, and the service Mrs. I.



Heroic Gateman

M. Prater, A. M. DeWeese and F. L. Collins gave us was the best that we have received for some time as we handle from 2,000 to 2,500 cars of road and sewer material every summer. We also want to commend your local crew for the good service they gave us and we hope to get back on your line in the near future.

AHLBORN & LAVENE CONST'N CO.,
Hammond, Ind.
William Ahlborn, Thomas Lavene,
Al. Fischer

Erie Gateman Prevents Accident

Erie Railroad, New York

Gentlemen:

On March 6th at about 6:30 p. m., at the crossing on High

Street in Orange between Luellen and Orange stations, some unknown motorist tore through the lowered gates, on which all lights were lit. The gates were lowered in plenty of time and the motorist was in no way cut off. I was directly behind the speed maniac and saw that the gates were not lowered suddenly.

The driver apparently never saw the gates at all, and after he had crashed through them he put on speed and got away.

The gate tender (Jim McCarthy) is in no way to blame but deserves the highest praise for his quick thought and instant action. He immediately stopped all traffic, and with the aid of another motorist, removed the broken gates (the lights still burning on the ground) from the crossing and thus cleared the track in front of the fast approaching train. The task was just barely completed when the train tore through. These broken" gates on the tracks would have been, in my opinion, sufficient to derail the train and to have caused a wreck.

I drove back today to get the gatemans name and he is deserving of the highest praise for his quick thought and action. I really think he saved my life by his quick work in preventing the wrecking of this train.

Mrs. CORNELIA ENGLISH,
702 Stuyvesant Avenue,
Irvington, N. J.

Praises Dining Service

Mr. i. A. Canning
Superintendent Dining Cars,
Erie Railroad, Jersey City.

Dear Sir:

I was a passenger on train No. 3 out of New York on Friday, the 26th. I consider myself a seasoned traveler and a judge of good food and good service. I want you to know that I found both in very good measure on your car No. 949 on this train. The food was well cooked and most appetizing and the service of the highest order.

R. E. Ross, New York,
Bates & Rogers Company.





FOR EASTERN CONSUMERS



Candling eggs from Iowa, Illinois, Kansas, Missouri, Nebraska and Oklahoma for shipment by Swift & Co., at Chicago, to South America. The great consignment comprising fifteen carloads of eggs, representing two million, one hundred and sixty thousand hen working days, was transported to Atlantic seaboard by the Erie Railroad.

WESTERN DISTRICT

Kent Division

AKRON

Fay Roberts, comptometer operator, spent her vacation at Wausaukee and other Wisconsin points.

E. H. Stubbs, former agent here, who is now freight agent at Duane street station, New York, was a recent welcome caller.

Bessie Westbrook, chief waybill clerk, entertained the office girls March 27. Bridge and bunco were diversions of the evening, prizes being awarded to Julia Suhr and Anna Madzay, bill clerks. Consolation favors were presented Fay Roberts, comptometer operator, and Kathryn Goodman, stenographer in the yard office at Kent.

Frank Callon, typist in the Revision bureau, has resigned and has been succeeded by Anna Bean, bill clerk. R. E. Snyder has been promoted to bill clerk and L. Buskirk, yard clerk at Barberton, has

been transferred as bill clerk at Akron.

Mildred Lowther, revision clerk, has resumed duty after several days' absence on account of receiving injuries in an automobile accident.

H. M. Ford has been promoted to inbound freight clerk with the Consolidated Freight Handling Company, on account of the resignation of E. Wells.

Akron, this Spring, is launching a program of civic, industrial and commercial expansion.

The Central Savings and Trust Company will soon start the erection of a 24-story bank and office building.

The Ohio Bell Telephone Company is already excavating for its new seven-story building which will be equipped with the new dial telephone system.

A \$1,000,000 Medical Arts building is to be erected this summer by

a group of Akron men, including F. A. Seiberling, president of the Seiberling Rubber Company.

The Goodyear Zeppelin Corporation is building a \$3,000,000 dirigible hangar at the Municipal airport to house the dirigibles which Goodyear is preparing to build for the United States Navy.

The B. F. Goodrich Company is working on a large warehouse for finished products.

Akron University already is well started on a project that will mean its removal to a larger and better site upon which it will be able to grow into one of the finest municipal universities in the country. New school buildings will be erected in several parts of the city to accommodate the rapidly increasing number of school children.

The annexation of Kenmore, the first of the year, added thousands of persons to the city's population and many thriving industries.

C. L. Lods, accountant, and Mrs. Lods are spending their vacation at Los Angeles and other points in the West.

Mrs. Ruby Frye has become typist in the Revision bureau on account of Frank Callon being granted a leave of absence.

DAYTON, O.

W. A. Walker, retired engineer, for 58 years an employe of the Erie, received congratulations of friends on his 75th birthday anniversary, March 7. He lives with his daughter, Mrs. Robert M. Blank of Dayton.

The Johns-Manville Corporation recently bought the plant of the Preformed Asphalt Company. The plant is now the Asbestos Wood & Shingle Company. It is located exclusively on Erie rails and manufactures asbestos shingles, asbestos wood for fire-proofing and electrical insulation.

MARION

The Central Ohio Traffic club held its annual dinner and election of officers at Hotel Harding, April 11. A. R. Tennis, division freight agent of the Erie at Marion, was elected president, C. K. Smaltz, traff• manager of the Mansfield Tire & Rubber Company, vice-president, and D. H. Jones, traffic manager of C. G. Cooper Company, is secretary and treasurer. Mr. Tennis entered Erie service as chief clerk to the general agent at Indianapolis in 1893. He was promoted to contracting agent in 1899 and to traveling freight agent at Indianapolis in 1912. In 1917 he was promoted to division freight agent with headquarters at Huntington, Ind. Later he became division freight agent of the Kent division, the position he now holds. Mr. Tennis was one of the five founders of the Marion Traffic club, which was a nucleus for the Central Ohio Traffic club.

Marion Division

L. L. White, superintendent, has complimented C. F. Plummer, engineer, and R. B. Dunathan, conductor, for getting train 61, 113 cars, 3,682 tons, from Huntington to HY tower, Hammond, in an actual running time, after deducting 50 minutes for delays, of 4 hours and 45 minutes.

Superintendent White reports that Engineer Philley and Conductor Bowman made an exceptionally good run with extra train 3133, consisting of 85 cars of coal,

7,695 actual tons, from Marion to Huntington in 7 hours and 50 minutes. Deducting 1 hour and 10 minutes for ordinary delays on the trip made the actual running time 6 hours and 40 minutes, which is considered a very good performance for a train of tiffs class.



W. A. Walker, Retired

HUNTINGTON

The office of the assistant engineer, maintenance of way, has been removed from Huntington to Marion. J.E. Fletcher and his family, who have removed to Marion, are missed by their many friends here.

Willard Hildebrand has become requisition clerk in the division engineer's office.

HAMMOND

By A. M. DeWeese

Miss Frances Hawkins, typist, was confined to her home for a week.

H. L. Specker, yard clerk, and J. L. Foley, demurrage and inter-



A. R. Tennis, Elected

change clerk, attended the bowling tournament held at Huntington, March 23.

Howard Blair has decided to spend his vacation at Detroit.

J. H. Shelton, formerly rate clerk here, has taken a position in Mr. Blauel's office in the Traffic bureau at Chicago.

Miss Elizabeth Savard, formerly typist here, has become bill clerk for the Pacific Fruit Express at Chicago.

Miss Helen Lissenfelt, relief typist, was confined to her home for a week.

Mrs. Mary Jane Kirkpatrick, mother Of A. G. Kirkpatrick, switchman in Hammond yard, visited friends at Gulfport, Miss.

E. M. Carver, fruit inspector, spent his vacation visiting friends and relatives at Chicago.

LIMA

By E. S. Case

William Hamer, engineer, who was absent for some time on sick leave, has again reported for work.

The writer attended the annual reunion of his old regiment at the 16th street Armory at Chicago on the evening of April 27.

Miss Agnes Vandeven and J. H. Fillhart, yard brakeman at Lima, were married on April 25 at St. Rose church. The wedding breakfast was held at the Lima club.

FOURTEENTH STREET, CHICAGO

By Thomas Briggs

At the close of the bowling season on April 11 the standing of the office league was as follows:

	Won	Lost	Captain
Cabooses	29	16	W. Smith
Gondolas	24	21	F. Scalise
Box Cars	22	23	O.T. Lee
Engines	9	20	E. Kococinski
Freezers	20	25	L. Schubert
Flat Cars	20	25	J. Ford

The Cabooses were in the front of the 9 and finished with a good margin. The high individual average for the season and also the high average for one single night was won by E. Kococinski for which he received a cash prize. The high game score was won by Jeff Ford, who also received a cash prize. The season was a successful one and wound up with a party.

Sympathy is extended to Pearl Johnson on the death of her brother.

One of our young men, Leonard Pullen, was married on April 21. A wedding supper and party in the

evening was attended by the majority of the office force. Leonard was presented with a purse of gold from his co-workers.

Yetta Morris is improving but is not able to set her foot down, which prevents her from resuming work,

Meadville Division

JAMESTOWN

By Miss Ruth Lindquist

Several of the clerks attended the National Flower show held at Buffalo.

Mrs. Hilma Johnson has returned from her vacation.

The quarterly meeting of the Jamestown Traffic club was held at the Hotel Samuels. Assemblyman H. E. V. Porter, president of the Dahlstrom Metallic Door Company, was the speaker, his topic being "The Gasoline Tax." The Chicago, Milwaukee & St. Paul railroad representative showed slides of Yellowstone National Park. E.H. Payne, rate clerk, and his orchestra furnished the dinner music.

D. H. Martin, clerk with the Jamestown Revision bureau, attended the meeting of the veterans' association at Susquehanna.

Messrs. Postance and Sullivan were official callers at this office.

Miss Laura Belle Stromdahl, typist, has resumed duty after a week's illness.

Mannie Ring, messenger and clerk, is the proud possessor of a new coupe in which he motored to Buffalo and vicinity on his vacation.

The semi-annual furniture exposition was held recently in Jamestown. Report shows that the average attendance is greater than ever before and the outlook is very bright for a large sales record.

The Jamestown Metal Equipment Company, located on Erie siding, is erecting a large addition to its plant.

Miss Adeline Harrison, telephone operator and clerk, spent a few days' vacation in New York City.

J. E. Allen, traveling rate clerk, was a recent caller.

The Jamestown Forwarding Company is erecting a warehouse east of the outbound freight house.

Carl Nelson, employed at Steele street station, has resigned.

Elton Seymour of the Jamestown Forwarding Company has resigned to take the position of office manager with the A. C. Norquist Company and the Jamestown Screen Manufacturing Company.

O. M. Odell, former rate clerk in this office, now traffic manager of the Dahlstrom Metallic Door Company, was recently married.

Decorate Erie Veterans

Gold Honor Buttons for 40 years membership in the Brotherhood of Locomotive Engineers were recently handed these six Erie veterans at ceremonies in Meadville: J. S. Gaskill, A. L. Carskadden, Peter J. Eckert, Adam Heckman, A. T. Stenger and George Kabori.

Warren E. Nickols who served the Erie for more than 58 years, beginning as brakeman on the Atlantic & Great Western in 1870 was locomotive. Mr. Stenger, who fired before he drove an engine, estimated that he shoveled 126,188 tons of coal and traveled 1,598,000 miles.

The Misses Ruth Lindquist and Laura Belle Stromdahl spent a recent week-end with Mr. and Mrs. George Haecker of Greenville.

Cantaloupes Move East with Express Speed

(Continued from page 14)

The Imperial Valley furnishes the first cantaloupes of the season, shipments commencing early in May with carlots by express. These reach consumers' tables in New York and Boston on the fifth morning after picking. By the middle of May shipments are moving by freight and the service is such that melons are being eaten in the markets mentioned on the tenth morning after picking, the train schedules being as regularly maintained as are those of the fast passenger trains, it being highly important that the movement over the railroads be uniform and dependable to insure successful marketing.

After preparation and cultivation of the fields, seeding for early cantaloupes in the Imperial Valley takes place in December. The early plants are protected from

Versatile Erie Agent

The second oldest employe in the Erie clerical service is Darius Runkle, who has been ticket agent, freight agent, baggage master and telegraph operator in the Mingo station near Urbana, Ohio, for 55 years. But that is not all. Just to keep himself in condition he finds time to teach a class in telegraphy, to manage the village's leading dry goods store, to be postmaster and to write a weekly news letter to the Urbana Daily Citizen.

damage by frost with paper cones placed over each plant and the entire rows are also protected by windbreaks of brush and paper.

When the melons have matured the back-breaking picking must be carefully performed, each melon as picked being dropped into a sack, specially designed to prevent bruising, carried by straps over the shoulders of picker. When filled the picker carries the sack to the field boxes distributed along the roads through the fields, opens the bottom of sack and allows the melons to gently roll into the boxes, which are then trucked to the modern packing sheds and after unloading are handled on mechanical conveyors to the grading belts and sorting bins, where the melons are wrapped in colored tissue paper carrying the packer's brand and packed into standard containers, which are crates containing different numbers of melons according to size. The crates each contain melons of only one size and grade, the shipper's brand covering grade and the number of melons in the crates are plainly shown on the end of each crate.

As packed the crates are conveyed to the refrigerator cars, which are generally known among the trade as "reefers." These cars are of special design for perishable traffic, insulated throughout and containing bunkers at each end which are filled with ice to keep the contents chilled and at uniform temperature during the trip to consuming market. Cars used for cantaloupe movement are iced prior to placement for loading and again immediately after loading and before trains move out, and are also re-iced a number of times in transit.

Harvesting Melons in West for All Tastes in East

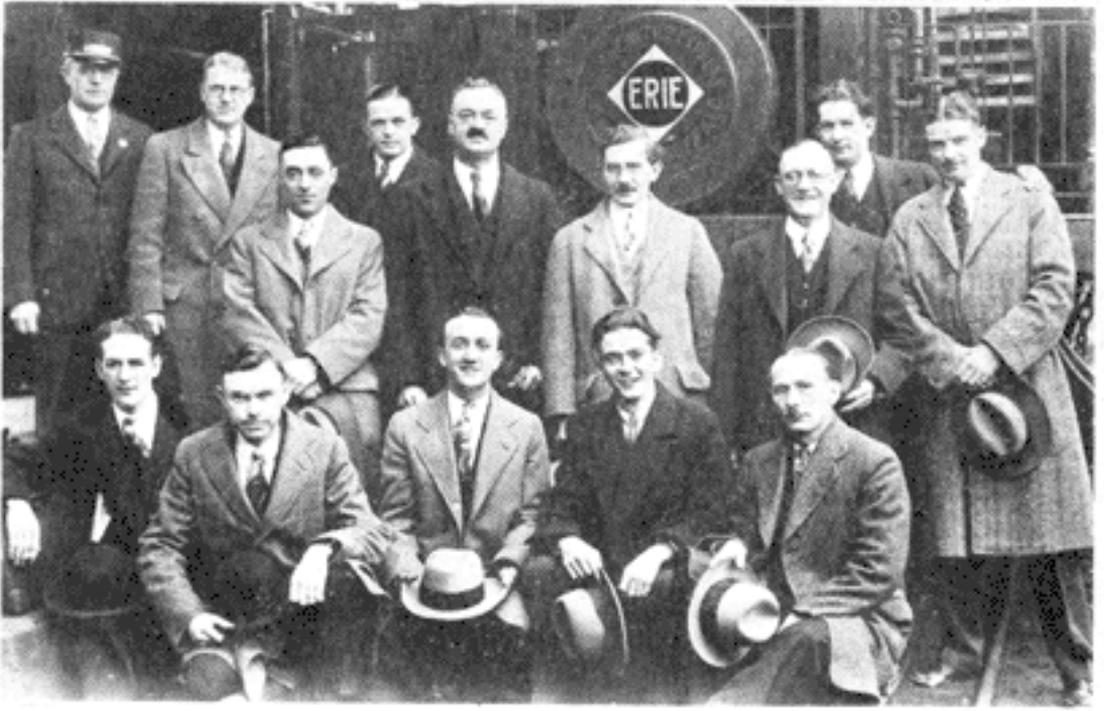
(Continued from page 15)

"game" to present day practices. Competition has grown and scientific methods are more and more applied. The government of California, largely through the efforts of the growers themselves, now employs rigid inspection to insure quality of product.

The railroads, falling in line with the effort to give the eastern breakfast table the highest possible quality of melon, have cut hours and clays from their running time to rush this California product fresh to market. They have made a science of refrigeration transportation.

Let's take a trip through the cantaloupe business from the time the Turlock farmer starts the ball

(Continued on page 58)



Erie Glee Club's triple male quartette on its recent Buffalo visit. Front row, left to right: George Mallet, R. E. Hammond, Herbert E. Stier, W. V. Colomb and H. D. Smith. Standing, Conductor J. Norris, Alfred Pynn, general agent, Buffalo; James Raggio, Julius J. Richter, Leslie H. Mann, H. A. McAllister, President of club; J. J. Mackessey, Charles F. Simpson and J. P. Wild, city passenger agent, Buffalo.

NEW YORK DISTRICT

Glee Club's Success

By H. A. McAllister, President

The best season since the club was started six years ago has been closed with a concert at the Masonic Hall at Paterson, N. J.

It has been uphill work but the success attained this season has amply repaid the officers and members for their labors.

From January to May we were very busy. In February, two concerts were given, one at Riverside, Paterson, and the other at Union City, N. J. At this time the triple male quartette was organized and made its first public appearance.

In March the triple male quartette sang at the Safety dinner in Buffalo before 1,500 and also broadcast over station WMAK.

On March 30, the entire club broadcast from the local station WNYC in New York.

April also was a busy month and seven concerts were given. On the 3d, the triple male quartette sang at Town Hall, New York, for the University of Maine dinner, and then left for Sharon, Pa., for the

Chamber of Commerce dinner the following evening. April 7, a concert was given at Carlstadt, N. J. April 11, the triple male quartette appeared at Youngstown, O., for the luncheon of the Rotary club and a radio program over station WKBN. April 13, the triple male quartette entertained for the Erie railroad clerks' dance at tile Hotel Plaza, Jersey City. On the 16th, the entire glee club, frith the orchestra of Every Man's Bible Class, gave a combined program at Rutherford, N. J., and on the 19th the triple male quartette entertained at the smoker in the 23d street branch of the Y. M. C. A., in New York.

All who attended the concert and dance of the Athletic Association and Glee Club on May 10 remember the high class program. May 31, the concert at Paterson for the Ladies' Night of the Masons proved we are an up and coming organization.

The president wishes to take this opportunity on behalf of the officers and members of the Glee club to thank all those who have helped

make this season our greatest. He also thanks the committees at Sharon, Youngstown and Buffalo for making the visits of the triple male quartette to their cities a real pleasure.

Clerks' Ball Big Success

Members of the New York Division Local, Erie System Clerical Association held their most successful dance of their history on May 11 in the Ritz hotel ballroom, Passaic. It was the fifth annual dance. The ballroom was decorated in colored streamers and spring flowers and from an embankment of palms Ray Spano's Radio and Recording Artists provided the music.

A. L. Kline, superintendent of the New York division headed a group of officers who attended and helped make the affair a big success. Others present were H. Fitzgerald, assistant chief dispatcher of Jersey City; J. P. Driscoll, master mechanic of Seacacus, E. Seise, special representative from the vice-president's office; A. Cohen,

statistician to the general manager of Jersey City; A. Hoffman, assistant chief clerk to the general manager; M. V. Ashley, assistant superintendent of the New York Division; E. J. Pagien, passenger train master of the New York Division; T. R. Murphy, train master of the Wyoming Division; A. F. Wester, train master of the New York Susquehanna and Western Division; E. Muelener, chief clerk to the superintendent; S. Kemp, chief clerk to the district master mechanic; C. F. Farricker, general chairman of the Erie System Clerical Association; W. H. McLeod, agent at Rutherford; E. V. Hermance, agent at Clifton; J. S. Bogert, agent at Newburgh.

The committee in charge of the dance included P. J. Connolly, chairman, John F. Tyrrell, James J. Parkinson, Frank J. Volpe, George T. Cole, and Timothy McCarthy.

Marine Department

C. F. Blackton, superintendent of marine transportation, recently announced that three new hand hoist lighters, Numbers 182, 183 and 184, and a new steel 23-car transfer float, Number 4029, had been delivered to the Erie's marine yard at Weehawken and placed in service.

Popular Conductor

Thomas R. Ryan, whose photograph appears on this page of your magazine, is one of the most popular conductors on the New York division and has just rounded out 50 years' service with the Erie.

Mr. Ryan began service with the Erie as brakeman in 1878. He was promoted to yardmaster at Newburgh, in 1882, was made freight conductor in 1888 and passenger conductor in 1891. He ran the Newburgh Flyer between Newburgh and Jersey City for many years and three years ago operated the motor car between Newburgh, Harriman and Greycourt. For many years he was assigned to special trains on the New York division. He has also been inspector of passenger service and instructor on the book of rules.

Mr. Ryan is 71 but still in good health, he lives in Newburgh.

New York Terminal Division

By Mary G. Cusick

WEEHAWKEN LOCAL STATION

William H. Richards, comptometer operator and clerk, has become

head waybill clerk, succeeding John J. Sullivan, promoted to cashier. Thomas B. Dwyer, westbound clerk at Weehawken docks, has been assigned to Richards' position.

George Mickel, receiving and delivery clerk, has resumed duty after a brief illness.



Thomas R. Ryan

"WEEHAWKEN DOCKS

J. Sciarro has resigned as messenger.

W. R. Hayward, foreman, is home from the hospital and convalescing rapidly.

Charles Hudson and Frank Reilly have been employed as yard checkers on the first and second tracks, and J. Frankini, formerly clerk at Dock 6, Jersey City, is now general clerk at this station on the last track.

JERSEY CITY LOCAL STATION

Dominick Auletto, junior clerk, spent a vacation at Niagara Falls and Canadian points.

Miss Rose Claire Schnaps, stenographer, recently entertained the Jersey City Local bridge club at her home.

Commends Heroic Deed

A. L. Kline, superintendent of the New York division of the Erie Railroad, has written his thanks and appreciation to Sheldon Shannon of Blairstown, N. J., for warning the railroad's section men that trees had been blown across the main track during the wind-storm of April 1st last.

"Your prompt action," Mr. Kline wrote Mr. Shannon, "in notifying our section men and transporting them to the scene made it possible for us to remove the trees promptly and prevent the possibility of an accident."

Sympathy is extended to Theodore Groffman, foreman at Dock 9, on the death of his beloved daughter.

On December 16 last, Leonard B. Barrett, ice inspector, who has been in continuous Erie service since September 11, 1890, was presented by A. F. Whitney, president of the Brotherhood of Railroad Trainmen, with a 40-year membership button, having joined that organization on December 16, 1888.

DUANE STREET

Raymond J. Dundon, formerly tonnage clerk here, now commercial agent for the Erie at Seattle, was a recent caller.

Mrs. Olive Scales, clerk, has resumed duty after a vacation.

Agent Stubbs recently visited relatives at Akron, O.

This station is now the proud possessor of an Erie flag.

William Horan, formerly in the office of the superintendent of terminals at Jersey City, has joined the force here.

Co-workers of Olive Scales are sorry to learn of her daughter's illness from diphtheria.

Walter Comerford, demurrage clerk; Stephen Baker, timekeeper; and Mary T. Sherman, assistant cashier, have returned from their vacations.

Joseph Brautman, agent at Wallabout, formerly chief clerk at this station, was a recent caller.

Repairs to Pier 20 are progressing rapidly in order that everything will be in readiness for the fruit season.

Agent Stubbs delivered an interesting speech on "The Handling of Perishable Freight" before the American Society of Civil Engineers April 17.

Leander (Major) Gumaer, claim clerk, will complete 29 years of continuous service on June 15.

CHAMBERS STREET TICKET

Christian Schmidt has been employed as information clerk.

CROXTON TRANSFER

Betty Ann Holdonick has been employed as typist and Joseph J. Curley as veri-check clerk.

JERSEY CITY YARD

Lester Frank has been assigned to day chief clerk in place of John Fitzpatrick who is now assistant chief clerk at Pen Horn on the last track.



The New Erie Railroad Station at Belleville on the Newark Branch.

TWENTY-EIGHTH STREET

G. W. Curren is demurrage clerk in place of George Koettles, who has been promoted to delivery clerk.

Frank Reichardt has been employed as daily checker.

HARLEM STATION

Louis Harris, receiving and delivery clerk, has resigned and will enter the mercantile field.

EDGEWATER

William Wiarda, chief clerk to the trainmaster, has been promoted to night yardmaster at Undercliff Junction.

Joseph Kelly is employed as yard checker in place of Fred Favre, resigned.

New York Division

SUPERINTENDENT'S OFFICE

A. L. Kline, superintendent, has expressed appreciation to C. E. Westervelt, conductor, and to H. J. Scott, J. Finnegan and W. McKenna, brakemen, for their good efforts and interest in replacing a drawhead which had pulled out of PMcKY car 61299 while switching on the Seaboard branch. Their success in replacing the drawhead and moving the car to Croxton undoubtedly avoided a delay of 48 hours to the ear.

Superintendent Kline has commended C. James, engineer, and V. H. Riggs, conductor, for the excellent showing made by train 80, engine 3191, which left Port Jervis with 134 loaded cars, 5,212 tons,

at 9.51 A. M., and arrived at Hackensack bridge at 3.12 P. M., making one stop on the division for water.

The following five exceptionally good runs were made on this division during the month of April :

April 14th, train No. 90, engine 3189, Engineer T. R. Davis, Conductor L. Washer, 108 Cars, 3980 actual tons, departed Port Jervis 12:25 A. M., arrived Hackensack Bridge 3:39 A. M., three hours and 14 minutes.

April 15th, train No. 82, engine 3189, Conductor F. E. Sickenger,

Conductor J. Seidensticker, 97 cars, 4010 actual tons, departed Port Jervis 2:15 A. M., arrived Hackensack Bridge 5:55 A. M., three hours, 40 minutes.

April 16th, train No. 98, engine 3189, Engineer F. E. Wood, Conductor G. Babcock, 89 cars, 3575 actual tons, departed Port Jervis 8:38 A. M., arrived Hackensack Bridge 12:10 P. M., three hours, 32 minutes.

April 20th, Extra 3161, Engineer C. Van Inwegen, Conductor B. P.

(Continued on page 49)

ADIEU SOUTHERN TIER

These verses dedicated to the Erie Railroad's widely known Southern Tier Express which has operated for so many years between New York and Buffalo, were composed by T. M. Haffer, brakeman on the New York Division. The Southern Tier was replaced by the new Erie Limited.

*Time changes like mountain ranges
And we jump from the old to the new,
So the "Southern Tier" has seen her day
And the "Erie Limited" has come to stay.*

*But old Thousand and One she was tried and true
And was well behaved with her trusty crew,
She served the Old Erie in a faithful way
And her memory still lingers with us each day.*

*You could hear her a coming by the whistle's shrill
Climbing the mountain, the grade or the hill;
Through the towns, cities and country she rolled,
Proud like a king with his treasure and gold.*

*She never faltered, she never failed,
And was always on time with the western mail;
As the railroaders say, "She hit the ball."
For when her time was due you could hear her call.*

*So let's bid her adieu, she has gone from our midst,
She has done her duty and has run her last race,
That old faithful train with the little red disc;
And they gave us the great Limited to take her place.*

DEATHS IN THE ERIE FAMILY

H. W. Andrus

H. W. Andrus, who entered the Erie Railroad service as claim agent at Cleveland in 1900 and became chief claim agent and claims attorney, has died at Tenafly, N.J., aged 60. Mr. Andrus died after a brief illness of pneumonia and his passing was a shock to all who knew him. He was a great lover of outdoor sports.

Michael L. Doody

Michael L. Doody, retired crack foreman, dropped dead April 25 at his home at Linden, N. Y. He was born at Loraine, O., in September, 1860, and moved to Dale, N. Y., with his parents when a small boy. He entered Erie service as a trackman at Dale in 1875 and in 1896 was made foreman at Linden, which post he held with a clear record until ill health caused his retirement last July. He leaves two sons, John L., Erie operator at Blasdell, Erl F., supervisor's clerk at Attica; a brother, John, of Dale; a sister, Mary Murray of Rochester, N. Y., also seven grandchildren.

Patrick J. Carroll

Patrick J. Carroll, 83, of Little Valley, N. Y., an Erie employe for 60 years, section foreman at Little Valley more than 50 years, has died. He was retired in 1920. When the railroad was changed from the old wide gauge to the standard he was the first foreman of the Allegany division to finish his strip, and was commended for his accomplishment by the officials. He leaves his widow, Mrs. Teresa Carroll; two daughters, Mrs. Charles Northrup of Ellicottville and Mrs. Fred Axelby of Little Valley; three sons, George E. of Genesee, Pa., Thomas J. of Little Valley and Raymond V. of Ellicottville; two brothers, John of Carrollton and Thomas of Cleveland; seven grandchildren and several nephews and nieces.

Dennis P. McDonnell

Dennis P. McDonnell, 63, of Union City, Pa., Erie railroad operator, died April 13. He had been employed by the Erie 41 years and although in poor health for the past five years was able to be at

work until December last. He was a member of St. Teresa's, church and of the Coleman Hose Company of Union City. He is survived by his widow, one daughter, Mrs. William Kennedy, and one granddaughter, Miss Rita Anne Kennedy.



H. W. Andrus

Joseph D. Miller

Joseph D. Miller, 42, an Erie employe for a number of years, has died from pneumonia at his home on the Arkport-Dansville road, near Hornell. He was well known in railroad circles and a member of the Brotherhood of Railway Trainmen. Besides his widow, he is survived by a son, Paul of Hornell; his mother; Mrs. Jennie L. Schenck of Buffalo; five sisters, Mrs. Harry VanGorder, Buffalo, Mrs. Elizabeth Greek, Canisteo, Mrs. Casper McKibben and Mrs. Milo Canfield, both of Hornell, and Mrs. F. E. Spencer.

Dennis J. Delaney

The body of Dennis J. Delaney of Avon, N. Y., former Erie engineer who had been in the service 35 years, was found recently in the Genesee river at Ballantyne bridge, Rochester. Mr. Delaney had been ill six months before he disappeared last October while the family was at church.

Benjamin T. Griffith

Benjamin T. Griffith, 74, of Ridgewood, N. J., for many years a collector on Erie trains between Port Jervis and Jersey City, died recently at the home of his brother-in-law at Newark. He entered the service as a freight master about 43 or 44 years ago and later was promoted to passenger train collector. He held that post until his physical condition and advanced age necessitated a change and he became a baggagemaster three years ago. He is survived by his widow, Mary Letts Griffith, and one son, Joseph.

Benjamin Dow

Benjamin Dow, 58, of Waldwick, N. J., Erie collector who had been in the service for 37 years, died recently from injuries received when he was knocked down by an automobile while on his way home from work. He leaves his widow and two sons, Robert of Waldwick and Benjamin Jr., of Pompton Lakes.

Edward J. Murphy

Edward James Murphy of Port Jervis, a locomotive engineer on the New York division of the Erie, has died. He leaves his widow, one daughter, Elizabeth McDonough; son, Thomas J. Murphy; two grandchildren, J. Robert Grady and Margery McDonough; sister, Margaret Murphy, all of Port Jervis, and sister, Joanna Murphy of Newark.

Archibald C. Van Etten

Archibald C. Van Etten of Matamoras, Pa., an Erie employe for the past 38 years, has died. Besides his widow he is survived by a son, Stoddard of Matamoras, and one grandson; two sisters, Mrs. Addie McFarland of Waterman, Ill., Mrs. Ellen Bartholomew of Elgin, Ill., and brother, Wilmot, of Mendota, Ill.

Patrick T. Irving

Patrick T. Irving of Oakland, Pa., an expert boiler maker who had been in the service of the Erie for 59 years, recently dropped dead while out for a walk. He leaves

(Continued on page 48)

ROLL OF HONOR



New York Division

J. E. Hope, brakeman on train 1, reported running over a broken rail about one-half mile east of Westcolang. At Tusten tower he threw off a message about the condition of the rail and train 91 was run around on the eastbound track. Trackmen found two feet of the top of the rail gone.

J. Dowling, operator at Granton Junction, observed and reported Erie car 85590 off center in Northern Railroad way freight, engine 1609, making it possible to have the car switched out before a derailment or damage occurred.

While train 77 was passing Central avenue crossing at Rutherford, J. J. Gaul and Frank Taylor, respectively captain and sergeant of Frie police, noticed a brake rigging dragging under Reading car 100-659. They notified the crew and the train was stopped at Saddle River.

W. J. McLean, brakeman, discovered and reported a broken rail on track 3 west of JR tower, Croxtown. Upon investigation it was found there was about 15 inches of broken a-all, which was replaced.

Delaware Division

W. D. Rowland, operator at Long Eddy, noticed and reported a board projecting from a flat car in extra 3360 west. He also reported brakes sticking and wheels sliding on a car in train 82.

George Barthelmus, engineer of train 86, discovered a broken rail on the east track about ten rail lengths west of HF crossover at Hales Eddy. He stopped his train and found about 10 inches broken off the top of the rail. He successfully moved his train over the broken rail.

Frank Moran, trackman, noticed that the load of pipe had shifted on a car in train 77 passing Stockport. The car was inspected at Deposit and several pieces of pipe put back in place.

W. S. Haeling, signal maintainer, found and reported a broken rail in east track at Upper Pond Eddy, and flagged train 80. He has been given a credit mark and commendation from the superintendent.

The prevention of avoidable accidents constitutes one of the main factors in the safe operation of trains. Vigilance of railroad employes promotes efficiency of operation and their officers are glad to commend them for their efforts to detect defects in rails or rolling stock. Following is a list of employes who have attracted the attention of their superiors as disciples of safety.

Susquehanna Division

R. F. Dimmick, section foreman at Adrian, noticed brakes sticking on car 1'47 in train 13, and had the train stopped and the condition remedied.

George Kingsley, section foreman at Addison, discovered a brake beam down on L. V. car 75955 in train 92 and arranged to have the train stopped and the beam removed.

A. J. Brainard, crossing watchman at Elmira, discovered a brake beam down on I. R. E. X. car 510 in train 80 at JF tower, and acted promptly to have the train stopped and the brake beam removed.

Nels Manberg, section foreman at Elmira, discovered a broken truck strap on Erie car 103897 in extra 3357. He had the train stopped at Southport, where the car was set out.

E. D. Terboss, operator at Binghamton, noticed and reported a brake beam down on N. Y. C. car 97912 in Hornell train 76, engine 3362. He also discovered a brake beam down on train 86, engine 3376, and arranged to have the train stopped and repairs made.

M. J. O'Hara, operator at Horseheads, noticed fire flying near the caboose in train 91, engine 3375. When the train was stopped it was found that an empty box car, Erie 106200, was off center.

J. P. Conroy, operator at Waverly, discovered fire flying from train 86, engine 3352, and had the train stopped. A brake beam was found down under Erie Car 112162.

Leo Simmons, yard clerk at Binghamton, noticed fire flying from P. R. R. car 533181 in Binghamton train 81, engine 3352. When the train was stopped it was found that the car was off center

Buffalo Division

John Garvey, crossing watchman, found a broken rail in the westbound main track at Tonawanda street, Buffalo, and called trackmen employed at a distance to make repairs.

Allegany Division

Joseph Monroe, brakeman, while inspecting passing 80 connection, engine 3004, from the River Line work train, engine 1733, noticed the load shifted on P. R. R. car 294915. He notified the crew who set the car out at Belfast.

Meadville Division

T. A. Anderson, operator at CM tower, Columbus, discovered a brake beam down on A. D. M. X. car 1020 in Jersey City train 77 and notified the conductor so the train could be stopped before an accident occurred.

F. E. Johnson, operator at RH tower, Steamburg, discovered a brake beam down on Big Four car 51856 in train 82. He notified the conductor who arranged to stop the train and remove the brake beam.

Mahoning Division

Mrs. G. M. Baker of Freedom, O., telephoned to the operator at Ravenna to report that the crossing bell at Freedom was ringing continually. The maintainer was called and found a broken rail on the westbound track east of the station, which caused the bell to ring. The broken rail also resulted in the automatic signal being in stop position, causing all trains to come to a stop.

Marion Division

iv]. Nazareno, section foreman at Kemp, discovered a transverse fissure on the westbound main track 3,000 feet west of mile post 57. It had not broken through the ball of the rail and the signal was not thrown to danger.

While train 77 was passing Leiters, Emery Large, section foreman, noticed sheet steel working out of the rear end of a gondola and reported it to the dispatcher.



Employees in the Erie's paint department at Hornell: Front Row, left to right J. Keyser, P. Caple, F. Bayne, A. Hallister, F. Hathway and J. Johnson. Back Row--A. Glover, J. Ritchey, B. Pebbles, B. Myers, W. Rogers, H. Walsh, M. Saam and H. Matson, foreman.

E A S T E R N D I S T R I C T

Buffalo-Rochester Division

EAST BUFFALO CAR SHOP

By R. G. Schreiber

Sympathy is extended to our night watchman on the death of his sister.

There has been much sickness among the force. Roy Gunn who has been having colds and flu comes out daily but says if he was the fellow ordering the weather there would be a great change.

George Adams, division car foreman, with T. J. O'Donnell, chief interchange inspector, recently made an inspection trip to the Canadian National railway at Niagara Falls but we cannot say whether the contents of the cars were wet or dry.

L. Rozesky, American Railway Association inspector, was at the shop April 15-18.

George Carlton, messenger, has moved back to Scranton with his family, due to the death of his father.

Foremen, car inspectors, box packers, and every man connected with our fast freight trains leaving Buffalo are doing all they can to eliminate car failures along the line.

Notice that C. Mohl has a new brand of cigarettes, trademarked in gilt letters, "Prince Henry." Wonder why he doesn't pass around the good word if he has discovered that they are better than the well known brands.

Mr. O'Halloran is the second engineer at this shop to break into verse, which is proof that a fellow wishing to write poetry should get a job firing a boiler.

Superintendent's Office

W. J. English, superintendent of the Erie railroad at Buffalo, has complimented many crews for recent fast runs over the Buffalo division.

The engineers were W. Zollitch, R. Montgomery, J. A. Loretan, M. D. Knapp, W. V. Biddeman, J. J. Norton, J. Lent and M. F. Bartlett;

Conductors: W. D. Walsh, J. Dolner, W. H. Michel, H. R. Child, Mr. Keough, R. Heimlich, E. B. Bishop and R. L. Coe;

Firemen: W. J. Sowers, C. M. Pickens, E. A. Schwandt, T. S. Young, G. R. Lewis, E. Johengen, A. B. Blankenship;

Trainmen: George Stotz, A. J.

Luksch, R. M. Brown, A. W. Guy, R. F. Klossner, J. P. Johnson, M. J. Rogers, M. J. Bowen, R. S. Faraday, A. J. Edwards, C. Kleber, L. H. Fields, J. E. Swan, C. A. Yearke, M. A. Sassenstab, W. G. Kohler, J. J. Conlan, J. L. Roseberger, N. F. Hasselback and P. L. Pierce.

An excellent run was made by the crew composed of Engineer Montgomery and Conductor Dolner, Fireman Schwandt and Trainmen Guy, Klossner and Johnson who covered the division with 54 cars in 2 hours and 50 minutes actual running time.

A remarkably short round trip was made by the crew of train 86 composed of Engineer Norton and Conductor Keough. They left Buffalo with 67 cars, 2,407 tons, hauled by engine 3207, and reached Hornell in 3 hours and 30 minutes elapsed time, the actual running time having been 15 minutes less on account of taking water at Warsaw. This crew was 4 hours and 15 minutes on duty eastbound, having come out of Hornell with a 24-car auto body special and arriving at Buffalo in 2 hours and 30 minutes.

Other good runs were reported.

Erie Railroad Magazine

NIAGARA FALLS

By H. W. Turner

The men of the office force recently held a dinner party at the King Edward hotel, Niagara Falls, Ontario. W. A. Peters was the out-of-town guest.

Vincent Read has resigned from Erie service.

Miss Lillian Rassback, cashier, has a new Chevrolet coach.

Miss Ida Ruhlman spent Easter in New York.

ROCHESTER

R. C. Falconer, assistant vice-president and chief engineer, F. W. Rosser, general manager, and W. J. English, superintendent, recently inspected the improvements at Elmwood avenue.

Harold Kerner, baggageman, is on a leave of absence and William Hirschman is temporarily employed in his place.

The air brake instruction car was recently at Rochester and the men were given instructions and lectures several times daily.

J. H. Hagans, agent, recently attended a staff meeting at the superintendent's office at Buffalo.

Recent callers at Rochester freight station were: William Gallivan, agent at Hornell; E. E. Daley, from the office of the manager of station service at New York; S. Worster, special agent.

Automobile business this season continues to show an increase over last season.

At a minstrel show held recently at Avon two Erie employes took leading parts. Vincent Cullen, conductor, was an end man. His singing of "That's My Weakness Now," and his jokes on local people took the house completely by storm. Miss Louise Driscoll, chief clerk to the master mechanic at Avon, took the leading part in a skit entitled, "Bargain Day."

SILVER SPRINGS

W. J. English, superintendent, and E. M. Kain, assistant general freight agent, of Buffalo, gave interesting talks at the meeting of the Silver Springs Industrial bureau on April 20.

J. G. Morris is driving a new roadster and R. D. Livingston, track supervisor, has a new sedan.

Mr. and Mrs. Yawger Bray visited their daughter, Mrs. Erie Prentiss at Buffalo, Sunday, April 21.

AVON

By M. J. Brennan

Funeral services were held at Avon April 23 for Engineer D. J. Delaney.

S. D. (Scotty) Jacobs, formerly third trick operator here, is second trick operator at Geneseo temporarily.

Longest Freight Train

What is said to be the longest freight train ever moved over any railroad traveled on the main line of the Erie between Susquehanna and Port Jervis April 29. Called Maybrook No. 76 it comprised 145 cars and weighed 7,300 tons. It is believed to be the forerunner of longer freight trains generally on the Erie.

General Manager's Office Hornell

Miss Abigail Marie Gooden, daughter of Mr. and Mrs. Willard Gooden of Olean, and Leo E. Cortright, son of Mr. and Mrs. Ernest C. Cortright of Hornell and secretary to F. W. Rosser, general manager of the Eastern district, were married recently at the parsonage of the First Baptist church at Olean. The bride is a well known employee of the Erie offices at Hornell.

A son was born on April 19 at the Children's hospital at Buffalo to Mrs. Forrest W. Rosser, wife of the general manager of the Eastern district. Both Mr. and Mrs. Rosser and the new addition to the family celebrate their birthdays on April 19.

Susquehanna Division

Sympathy is extended to George W. Smith of Elmira whose brother,

Engineer Prevents Accident

Comendation is due Engineer Fred F. King of the Buffalo-Avon way freight for finding a broken arch bar under a leading wheel of the east truck of C. & E. I. car 37191 in Extra West, Engine 3200, at Attica, March 7, during a blizzard when ordinarily a person would be hunting a sheltered place instead of walking beside another crew's standing train and looking it over. The car was in such condition that it would have caused a serious accident had it gone much farther. It was set out by the Attica yard crew.

Edward, died at Paterson on April 24.

MAINTENANCE OF WAY DEPT., HORNELL.

By Joseph Bradbury and
W. J. Flynn

To Supervisor Whalen of Elmira

goes the distinction of laying the first 130 pound R.E. rail on the Susquehanna division. On April 3, under Mr. Whalen's supervision, 1.87 miles of track, 130 pound R.E. rail was laid in the vicinity of Chemung.

During the month, approximately eight miles of track were laid with new 130 pound rail. Of this amount, approximately three miles consisted of a new type of rail known as 130 pound Head-free section rail.

9 Supervisor W. E. Maguire, formerly of Attica, has been appointed acting supervisor of Sub-division No. 4 with headquarters at Hornell, serving in place of Fred Fisk, who is confined at St. James Mercy hospital on account of illness.

Samuel J. Prinzi has been appointed rodman on the Engineering corps at Hornell.

Delaware Division

G. M. Murray, superintendent, has complimented H. M. Boyd and W. G. Persbacher, engineers, and T. J. Connelly and I. M. Trimmer, conductors, for their good efforts in getting trains over the division quickly. Engineer Boyd and Conductor Connelly left Deposit with the banana train and train 87 combined, engine 3379, 45 loads and 26 empties, 2,597 tons, and arrived at Gulf Summit in 29 minutes, making the Deposit grade without a pusher. Engineer Persbacher and Conductor Trimmer left Deposit with the Buffalo train, engine 3361, 101 cars, 2,450 tons, and arrived at Gulf Summit, making the grade in 19 minutes without a pusher.

Loud Speaker on Phone

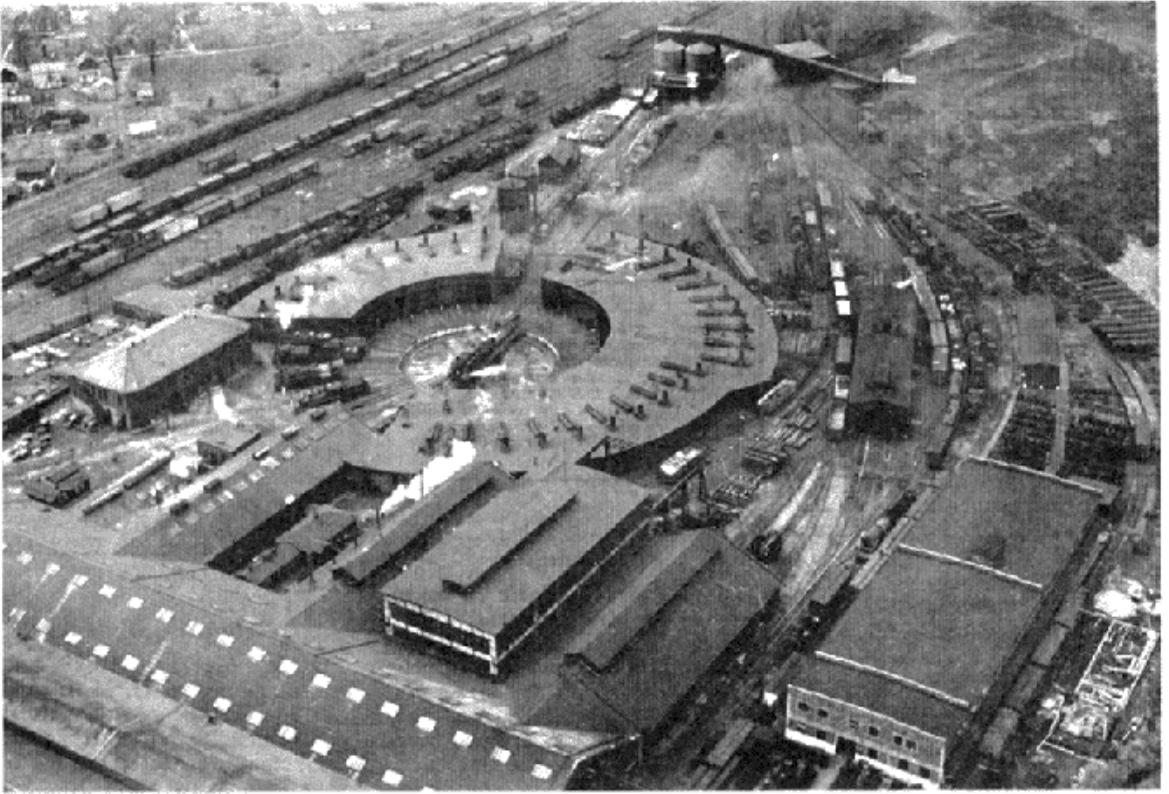
An innovation is being tried out in the chief dispatcher's office of the Erie in Susquehanna, and is working very satisfactorily, according to the *Susquehanna Transcript*.

It is a loud speaker on the telephone which does away with the necessity for using a head set or ordinary receiver placed to the ear.

When a phone message comes to the chief's office, it is heard all over the room, as if the telephone had been transformed into a radio receiving set. This is brought about by a loud speaker attached to the phone equipment.

All members of the chief dispatcher's force hears the message at the same time, and all know what is going on along the road, what trains are moving, and are about to move from the various stations on the division.

It is expected that the loud



Aerial view of the Erie Railroad roundhouse at Hornell showing back shop in foreground.

speaker system will be adopted all along the system.

Allegheny-Bradford Division

By L. M. Moore

SUPERINTENDENT'S OFFICE

Louis Rossman, formerly with the Pennsylvania Department of Highways, has entered the service as transitman.

It is pleasing to note that William Seaver, chief clerk to the general yardmaster, is recovering from his illness and will soon be back on the job.

H. G. Preston is yearning for an opportunity to test the 1929 seaworthiness of his trusty motor boat on the wavelets of Lake Keuka.

Ralph J. Read, supervisor's clerk at Wellsville, and formerly trainmaster's clerk, was recently waited upon by a committee representing Allegheny division conductors and trainmen, who expressed appreciation of Mr. Read's courtesy and helpfulness during the 27 years he spent in the capacity of trainmaster's clerk.

Orin McQuire of Bradford, Pa., and Julia Driscoll, formerly stenographer to the general foreman at Salamanca, were married April 15 in St. Patrick's church, Salamanca. They will reside at Bradford,

where Mr. McQuire is employed by the Forest Oil Company.

The annual cow slip festival of the River View Country club was held April 28. Cow slips of the tenderest variety were supplied from the upper reaches of Saw Mill run. P. B. Hogan was master of ceremonies; W. B. Duggan acted as supervising chef.

Rhea Cram has been appointed typist at Olean freight office, vice Marion Donaldson. Miss Donaldson has been appointed stenographer and clerk to the general foreman at Salamanca shop, vice Julia Driscoll, resigned.

WELLSVILLE FREIGHT

By Genevieve Andrews

Ralph J. Read, former trainmaster's clerk, is supervisor's clerk at this station.

G. E. Allen and B. C. Sexton, milling-in-transit inspectors, were recent callers.

Genevieve Andrews, stenographer, has returned from a few days visit to Buffalo.

Bridge workers are engaged in raising the bridge just east of the passenger station.

Fon Boardman, messenger, made a trip to Washington, D. C., and Atlantic City with the senior class of Wellsville High School

GOOD RUNS--ALLEGANY DIVISION

Engineer Westcott and Conductor P. O'Shea, in charge of train Extra West 3031, left Hornell with 108 cars, 3,712 actual tons, and arrived at Salamanca in 4 hours and 45 minutes, stopping at River Junction and Cuba Junction for water and 10 minutes at Black Creek for train No. 58, a 100 per cent rating.

Train 82, engine 3310, 133 cars, in charge of Conductor Brundage and Engineer Funk, covered the division in 3 hours and 45 minutes, without stopping.

Wyoming Division

The names of the crew of Engine 1617, Engineer C. E. Correll and Fireman C. H. Weber, and the crew of Engine 2498, Engineer William Henning and Firemen W. Turner and A. C. Lybolt, appear on the Order of the Red Spot, an honor roll, during March and April.

Frank O. Plummer, for the past few years trainmaster at Scranton, has been transferred to Buffalo as terminal trainmaster. Mr. Plummer for many years was trainmaster on the Susquehanna division with headquarters at Hornell. Mr. Plummer was well known in Scranton where he made many friends.

Good Freight Runs

Superintendent H. R. Cole of the Wyoming division at Dunmore has sent letters of appreciation for good runs over the division made by the following crews:

Engineers: David Holden, Laban Kilmer, E. H. Taylor, A. Munson.

Conductors: J. J. Hogan, T. R. Nolan, J. F. O'Boyle, H. Billman, C. M. Roberty, R. Danks, H. W. Davidson, F. E. Bishop.

Outstanding runs were those made by the crew composed of Engineer Holden and Conductor Nolan who covered the division with a train of 137 cars, 2,767 tons, in 7 hours and 45 minutes; that made by the crew composed of Engineer Taylor and Conductor Danks who had charge of a train of 100 cars, 6,629 tons, whack made the run in 7 hours and 30 minutes, and that made by Engineer Kilmer and Conductor Bishop with a train of 109 cars, 8,059 tons, which covered the division in 7 hours and 45 minutes.

A. L. Correll, engineer, and J. J. Hogan, conductor, covered the division from Port Jervis to Avoca in 6 hours and 55 minutes with train extra 4114, 135 cars, 2,644 tons.

J. J. Dougherty, engineer, and H. Billman, conductor, in charge of extra 4114, made the run between Port Jervis and Avoca with one load, 130 empties and two cabooses (2,697 tons) in 6 hours and 20 minutes. Another good run was made by this crew from Avoca to Port Jervis with train 36, containing 90 loads and a caboose, 6,658 tons, in 7 hours and 40 minutes.

Extra 4125, in charge of F. W. Davidson, engineer, and H. W. Davidson, conductor, made the run from Port Jervis to Avoca with 135 empty cars and one caboose, 2,694 tons, in 7 hours and 15 minutes.

The crew of train First No. 58, E. H. Taylor, engineer, and F. E. Bishop, conductor, covered the distance from Avoca to Port Jervis with 100 cars and two cabooses, 6,646 tons, in 7 hours and 20 minutes. From Port Jervis to Avoca, the time made by this crew, in charge of extra 4125, containing 130 empty cars and a caboose, 2,664 tons, was 7 hours and 5 minutes.

Veteran Engineer Gone

Erie Veteran Engineer Robert Lincoln Young, aged 64, a life long resident of Dunmore, Pa., and one of the oldest engineers in service on the Wyoming Division passed away May 6th in the family resi-

dence at 265 Cherry Street, Dunmore, Pa.

Mr. Young was employed as a brakeman on June 17, 1885. In 1887 he was made fireman and promoted to engineer on August 8th, 1899.

Mr. Young was a man of sterling character and a loyal and conscientious worker. The profound sympathy of his fellow employes is extended in full measure to his two sons, Lawrence and Frank and his sisters, Mrs. William Law, Mrs. J. C. Bryden and Miss Catherine Young.

W. J. Mileham Passes

William J. Mileham of 83 Highland Ave., Jersey City, an employe of the Erie Railroad since October, 1880, died May 16th in St. Francis Hospital, Jersey City, of blood poisoning.

Mr. Mileham was 71 years of age and was born on a farm at Mehoo-pany, Pa. After graduation he taught school in that vicinity. He came to Jersey City about 50 years ago and entered the employ of the Erie as a clerk Under his uncle, Joseph Mileham, in the Erie car shops. He worked subsequently in the engineers office, later in the freight office and was transferred in January, 1916 to the New York Terminal Station Accounting Bureau where he was employed at the time of his death.

Funeral services were conducted at his home Saturday evening May 18th and interment was at Newtown Cemetery, N. J. The Rev. A. H. Marion, pastor of Emory M. E. Church officiated.

Mr. Mileham is survived by his widow, Mrs. Vida J. (Mains) Mileham, two sons, two daughters,

six grandchildren, a brother and three sisters.

Mr. Murphy at Dunmore

Thomas R. Murphy of Oradell, N. J., has taken up his new duties as trainmaster of the Wyoming and Wilkes-Barre and Eastern divisions of the Erie railroad, with headquarters at Dunmore. He was formerly chief train dispatcher at the Jersey City terminal.

New Road Foremen

George M. Boh has been appointed district road foreman and fuel supervisor at Hornell in place of James Cunneen assigned to other duties.

Walter L. Gorton has been appointed district road foreman and fuel supervisor with headquarters at Secaucus, N. J.

"Don'ts" for Engineers

Traveling Engineer E. P. Ragsdale of the Southern Pacific has sent us a series of "Don'ts" for engineers, which, if strictly observed, will reduce damage to equipment and freight. Any rail-roader will appreciate the value and timeliness of these paragraphs:

"Don't leave roundhouse without testing air brakes on engine.

"Don't leave the yard until train brakes are properly tested.

"Don't leave the yard with excessive leak in brake pipe.

"Don't lap brake valve before making a reduction as this is bad practice and at times results in emergency application causing rough handling unless speed of train is fast.

ERIE RAILROAD COMPANY

Office of the Superintendent of Transportation

Percentage of Through and Local Passenger Trains making time April, 1929, and Rank of Divisions and Districts as compared with November and December, 1928, and January, February and March, 1929.

DIVISIONS	RANK						PERCENTAGE OF TRAINS MAKING RUNNING TIME					
	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.
New York and Side Lines.....	1	1	1	1	2	2	99.4	98.9	98.5	98.8	97.4	98.3
Buffalo.....	2	9	9	9	9	9	98.9	94.3	91.1	92.7	93.7	92".8
Delaware & Jefferson.....	3	5	7	10	10	10	98.7	97.4	93.2	92.0	92.9	92.1
Allegheny & Bradford.....	4	4	2	3	4	1	98.5	97.5	97.9	97.0	95.5	98.5
N. Y., S. & W.....	4	3	4	4	8	7	98.5	97.9	96.9	96.7	93.8	95.1
Mahoning.....	6	8	6	7	5	6	97.3	95.3	96.3	94.8	95.3	95.8
Marion.....	7	7	10	12	11	9	96.1	95.7	90.0	87.1	89.8	92.8
Rochester.....	8	2	3	2	1.	3	96.0	93.0	97.1	97.9	98.7	97.8
Meadville and B. & S. W.....	9	0	5	8	6	5	95.7	95.7	96.5	94.0	94.9	95.9
Susquehanna & Tioga.....	10	11	8	5	7	11	94.4	91.9	91.7	95.1	94.0	90.7
Kent.....	11	12	12	11	12	8	93.8	91.1	83.0	88.7	87.5	92.9
Wyoming and W. B. & E.....	12	10	11	6	3	4	92.2	94.3	88.8	95.0	96.9	96.8
DISTRICTS												
New York.....	1	1	1	1	1	1	99.3	98.8	98.4	98.6	97.4	98.0
Eastern.....	2	2	2	2	2	3	96.8	95.9	93.8	95.3	95.5	94.9
Western.....	3	3	3	3	3	2	96.1	94.9	93.8	93.0	93.6	95.2

Deaths in the Erie Family

(Continued from page 42)

his widow, two daughters, Misses Katherine and Helen at home; four sons, Thomas of Cleveland, William and John of Binghamton and Robert of Hornell. A brother, Thomas Irving of Binghamton, also survives.

Charles W. Havens

Charles W. Havens, 43, of Hot-nell, for the past ten years employed at the Erie shops as a machinist, died suddenly, following an illness of three days, due to jaundice. Besides his widow he is survived by three daughters, Doris, Mary Alice and Ruth, at home, and his mother, Mrs. J. Jeffrey of Dansville, N. Y.

Ralph E. DeLapp

Ralph E. DeLapp, 35, a hostler at the Erie roundhouse at Elmira, was killed recently in the yards opposite the Union station. He is survived by his widow; father, Elmer DeLapp of Genoa; three brothers, Merton S. Of Hornell; Carlton of Genoa; William of Groton; five sisters, Mrs. Eugene Burton of Pine City; Mrs. Arthur Rooves and Mrs. Earl Wilson of Venice Center; Mrs. Carl Thayer of Genoa and Mrs. Clinton Brown of Henderson.

James Collins

James Collins, 87, for over 40 years an employe of the Erie shops at Meadville, died at the home of his son, S. C. Collins, at Meadville on April 6. Another son, James M., resides at Hartford, Conn.

John R. Reed

John R. Reed of Meadville, an Erie employee for nearly 50 years, died recently. He was born at Mt. Hope, N. Y., in 1843. A daughter, Mrs. W. A. Wilson of Meadville; son, Edward of Chattanooga, Tenn., and grandson, Frederick H. Reed of Rochester, N. Y., survive.

Alonzo Smith

Alonzo Smith, 70, employed at the Erie depot at Lanesboro, Pa., for many years, has died. He is survived by one daughter who resides at New Haven, Conn.

Albert H. Wyman

Albert H. Wyman, 75, Erie engineer who worked at Marion,

O., when the Chicago & Atlantic (now the Chicago & Erie) railroad was being built, died recently of Bright's disease at his home at Huntington, Ind. He was born at Dunkirk, N. Y. In October, 1885, he married Cora E. Evans at Friendship, N. Y., who survives him. He was a member of the Brotherhood of Locomotive Engineers, Marion lodge No. 70, Knights of Pythias, the Chapter, Council and Commandery in Masonry at Huntington, and the Shrine at Fort Wayne.

William White

William White, 82, Erie railroad machinist at Susquehanna for many years, has died. He is survived by one daughter, Mrs. Ellis K. Persons of Susquehanna and four grandchildren, also a sister, Mrs. S. E. Atwood of New Haven, Conn.

John W. Hawkins

John Whitney Hawkins, 56, of Port Jervis, for many years a passenger conductor on the New York division of the Erie, died recently at Harriman, N. Y. He leaves one son, John H. Hawkins of Jamaica, Long Island; two sisters, Carrie, wife of John S. Miller of Monroe, Anna, wife of Colonel C. R. Van Etten of Brooklyn, and a nephew, Galen B. Whitney of Port Jervis.

Tracy Phillips

Tracy Phillips, 50, a boilermaker employed at the Erie shops at Hornell, died on April 23. Besides his widow he is survived by a daughter, Miss Grace, at home; two sisters, Mrs. Grace Bunting of Port Crane, N. Y., and Mrs. Mary Croffett of Lanesboro, Pa.; four brothers, Charles of Halstead, Pa., Sherman of Harpersville, N. Y., William of New Milford, Pa., and Arthur of Hornell.

Hial H. Gillson

Hail H. Gillson, 53, of Hornell, an Erie trainman for 30 years, has died after an illness of three years. He leaves his widow, two daughters, Mrs. L. Harold Hogue of Franklinville, N. Y., and Mrs. Thurlow A. Hasley of Winston-Salem, N. C.; a son, Arthur W., at home, and two grandchildren.

Lloyd S. Higgins

Lloyd S. Higgins, 78, of Elmira, a locomotive engineer on the Erie for 55 years, has died after a brief

illness of pneumonia. He is survived by a daughter, Mrs. Bertha Gilbert of Elmira; a son, Wilbur L. of Buncos Aires, and three grandchildren, Miss Margaret H. Gilbert of Elmira and Wilbur Lloyd and Ray Sheldon Higgins of Buncos Aires.

Wallace F. Eaton

Wallace Francis Eaton, 48, a section laborer on the Erie, died recently after an illness of influenza and pneumonia at the home of his sister, Mrs. Goldie Black, at Marion, O. Besides Mrs. Black he is survived by his widow, three children, Isaac and Oliver at home and Mrs. Nora Hart of Kirkpatrick; four step-children, Mrs. Edith Napier of Urbana, Clyde Harrington of Marion, Mrs. Naomi Jones and Ray Jones, both of Columbus; and a sister Pearl Eaton of Marion.

Robert Dinsmore

Robert Dinsmore, 47, ticket collector for the Erie, dropped dead at Midvale recently. He lived at Little Falls, N. J., and is survived by his widow and four little girls, ranging from 4 to 14 years old.

Clement C. Shuster

Clement C. Shuster, 39, of Marion, O., for the last twelve years employed as a foreman by the Erie railroad, has died. He leaves two sons Norris, 18, and Eugene 14, an aged father and mother, five brothers and three sisters.

Henry H. Carr

Henry H. Carr, 65, of Meadville, who for a long period was an air brake inspector for the Erie, until failing health caused his retirement, has died, after long suffering from asthma. He was a member of Meadville Aerie No. 429, Fraternal Order of Eagles and of the Car-men's union. His wife died in March, 1924. He leaves two sisters, Mrs. A. L. Patchen of Watts Flats, N. Y., and Mrs. Ida Clipper of Tidioute, Pa.

Howell H. Althouse

Howell H. Althouse of Philadelphia, who in 1899 was appointed assistant engineer of the Erie railroad, has died from pneumonia. In 1908 he was made principal assistant engineer of the Western division, and served as chief engineer in 1912 and 1913. He was a member
(Continued on page 64)

Erie Railroad Magazine

NEW YORK DISTRICT

(Continued from page 41)

Leavey, 109 cars, 2218 actual tons, departed Little Ferry 3:40 P. M.; arrived Port Jervis 8:45 P. M., five hours, 5 minutes.

April 22nd, train 89, engine 3179, Engineer H. Paffenroth, Conductor G. Bailey, 89 cars, 2307 actual tons, departed Hackensack Bridge 7:33 P. M., arrived Port Jervis 11:53 P. M., 4 hours and 20 minutes.

B. F. Kane, employment clerk, has become secretary to J. T. McEntee, city agent, Produce Exchange, New York City. He has been succeeded by J. B. Allen from the office of the superintendent of employment bureau.

TRAINMASTER'S OFFICE, PORT JERVIS

Mrs. E. Johnson and Mrs. Chas. M. McConnell of the Erie Restaurant at Port Jervis recently visited New York and took in many points of interest.

Miss Anna Morgan is now stenographer for General Yardmaster F. X. Garland, filling the vacancy caused by Miss Elsie Pierson, appointed stenographer to E. Pool, master mechanic.

Miss Mable Farley, clerk in the master mechanic's office, who was displaced, is now working the telephone job at Port Jervis Telephone Exchange.

Extra Operator and Dispatcher John Strolls, better known on the Main Line as Johnny Sunshine, was a recent visitor in this city. While here he visited the new telegraph office PX to see his old friend Al. Duley.

A. J. Morgan and family motored to Port Jervis recently, taking in the many points of interest, including a trip over Sky Line drive.

Second Trick Operator M. R. Adams had a fast ride from PO on two light engines to cover the second trick at MQ tower on Thursday May 3rd, on account of the regular operator, Garland, being off on account of sickness. The vacancy at PO was covered by J. W. O'Hara, ticket agent. That boy Freddie Murphy sure knows where to pick 'em when in a pinch.

A contract for the new steel bridge over the Neversink river at Port Jervis has been let to A. Toasterm Company of Hawley, Pa. Work has been started and the shipments of steel are now being received over the Erie lines.

Car movement through Port Jer-

vis yard for the month of March, 1929, exceeded the same period for 1928 by 3,375 cars and for April by 4,169 cars.

Roy Bockover, chief clerk to the general yardmaster at Port Jervis, recently purchased a home on Pennsylvania avenue.

W. A. Mulligan and family are spending their vacation with Mrs. Mulligan's parents.

Miss Alice Cagney, extra telephone operator at Port Jervis Telephone Exchange, recently returned from a trip through Canada and reports having a good time.

W. H. Middaugh, division car foreman, is having his camp at Westcolang Park remodeled and expects to have everything in readiness by June 1st.

W. H. Winfield, former master mechanic, now on a leave of absence, was a recent visitor at Port Jervis.

E. Hoffman, chief clerk to Master Mechanic E. Poole, is spending the week ends with his family at Susquehanna.

NEWARK FREIGHT HOUSE

Miss O'Leary spent part of her

vacation with relatives in Philadelphia.

The Barbour Flax Spinning Company is erecting a brick and steel warehouse adjacent to siding leading to Congoleum Nairn Company plant and expects to have the building ready for service around July 1.

The S. Smith Coal Company has broken ground for a new office building in connection with other increased facilities to follow.

A. J. Katz spent part of his vacation on a trip, including Niagara Falls.

Miss M. McEligot was absent a few days last month attending the funeral of her great uncle near Binghamton.

Yardmaster Gus Brennan has fully mastered his new Ford coupe and can be seen arriving to work with that satisfied smile of victory.

Third Trick Baggage-master J. F. Mazeroll, has been promoted to receiving clerk, being relieved by B. Platts.

Janitor Charlie Nute has the sympathy of the entire force, on account of the death of his wife.

(Continued on page 51)

STOP ERIE TRAIN TO RESCUE SLEEPERS IN BURNING HOUSE

Engineer A. E. DeMott and A. E. Derschuck and K. M. Booth of the crew of Erie Railroad Train 503 have been commended in a resolution by the town council of Bloomfield, N. J., and by their superintendent, A. L. Kline for stopping their train and waking the occupants of a blazing house in time to save their lives. DeMott gave the alarm by blowing his whistle and while he and his crew were doing their rescue work, Flagman F. Whalen protected the train and called the fire apparatus. Afterward the train proceeded on its way. In 1926 while running through Pequannock, Engineer DeMott saw a bungalow in flames and attracted the fire department with blasts from his engine whistle. The Bloomfield resolution follows:

WHEREAS, a fire developed in a dwelling on Belleville Avenue, Bloomfield, and was discovered by Engineer A. E. DeMott, while running his locomotive over the Erie Railroad near such dwelling, and

WHEREAS, said „I. E. DeMott brought his train to a stop and awakened the occupants of such burning house and thereby saved their lives.

BE IT RESOLVED, by the Town Council of the Town of Bloomfield, that Engineer „I. E. DeMott, Conductor A. Derschuck, and the crew of the train, be complimented and recommended for their alertness, presence of mind and good judgment in the course of action taken in awakening the occupants of such burning house, and assisting the Fire Department of the Town of Bloomfield.

IF we stated we could sell you the same steel you are now using for your piston rods at half the price you are paying, you would be greatly interested. Well, we can practically do that and make an additional saving of half the cost of labor required in preparing the rod for the engine by undercutting, as illustrated in cut below, instead of grinding or turning the wearing surface. That practice will extend the life of the rod fifty percent or more. Paxton-Mitchell Metallic Packing will pack its own wear steam-tight until a rod has been reduced one-quarter of an inch. You will also save the cost of one set of packing, one sliding plate and one cone each time engine is in for general repairs.



Half sets of our packing segments may be reclaimed from scrap for use in making at least fifty percent of renewals due to the four segment combination of our packing.

"The Packing That Packs"

THE PAXTON-MITCHELL COMPANY OMAHA, NEBRASKA

Browning King

The best and most convenient place to buy men's fine clothing at the utmost moderation of price. Three easily-reached New York stores:

260 4th Ave., at 21st St.
1265 Broadway, at 32nd St.
1 East 45th St., at 5th Ave.

CENTRAL
TRUST COMPANY
25 Main Street, East
Rochester, New York

Interest Paid on Special Accounts

Frank J. Philbin

Frank J. Philbin, 29, an organizer of the Brotherhood of Railway Carmen on the Erie system and business agent and member of the

executive board of that organization, died recently at his home at Dunmore. He was also a member of the Dunmore Board of Education and was one of the youngest politicians in Lackawanna county.

The Road to Revenue

Addressing a gathering of railroad men, the Superintendent of the Car Department of a great American railroad said: "... I started to write a paper and to make a summary of what were my most important duties, and time and again I came back to the same thought... : A car department officer's effort can well be concentrated around this very subject, 'How to Reduce Bad-order Cars.' "

This official, out of his long experience, enunciated a proven maintenance principle: Keeping rolling stock rolling is the railroad's road to revenue.

Based upon a twenty-two-year record of experience, American railroad officials know that Grip Nuts reduce "bad-orders"--keep cars and locomotives in service.

That's why 82% of the Class 1 railroads of America use Grip Nuts.

GRIP NUT COMPANY

5917 S. WESTERN AVENUE CHICAGO, ILLINOIS



TRUNK LINE SERVICE

Banking under the Marine has expanded on the trunk line theory. With a system of 34 feeders in Buffalo, the Marine is in a position to give the most complete and careful service to every depositor. 130,000 Buffalonians have found it

better to board the Marine flyer speeding down the pathway of progress. For large organization has not taken away from the courtesy and individual service which have been given freely since the Marine opened its first short line in 1850.

MARINE

TRUST COMPANY

34
Convenient
offices in
Buffalo

OF
BUFFALO

Resources
more than
250
Million

Greatest Railway Achievement (Continued from page 26)

garding the number of persons killed on railway property that these were all persons for whose safety the railways and their employees were responsible. It always

has been true that most of those killed were persons for whose safety the railways and their employees were not responsible, and the proportion of those killed on railway property for whose safety railways and their employees are responsible is now smaller than ever before.

PROTECT YOUR FAMILY

The wise man will make a Will and appoint this Bank his Executor or Trustee. Let our Trust Officer tell you why. Consultation free.

NEW FIRST NATIONAL BANK

Meadville, Pa.

"A NATIONAL Bank with
Trust Powers."

Arthur McMullen Company

50 Church Street, New York

Harbor and Railroad Construction Deep Foundations

New York District

(Continued from page 49)

PATERSON FREIGHT HOUSE

John P. Madigan of the office of the superintendent of telegraph, spent a week end at Providence, R. I. He made the trip by boat and became so sick that he was afraid he would never reach Providence; however, he finally did and had a wonderful time.

John Gillick, delivery clerk, has been replaced by L. J. Baker.

Miss Sawey returned from a two weeks' vacation spent in Haledon, N. J.

J. G. Evans, yard conductor, is expected to return to his duty after an absence of six weeks on account of breaking an ankle.

James H. McElroy

James H. McElroy, 85, for 15 years agent at Middletown for the New York, Susquehanna & Western, later becoming freight claim agent and traveling agent, has died.



"Let's go, dirt!"



Old Timers--here's the soap you need on the job. Lava cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot, box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60.--a lather that even hard or cold water can't kill. Millions use it. "Good old Lava," they call it. Gets hands clean! Not just "surface-clean" but clean 'way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves--because it's made from the finest of vegetable oils and pulverized Italian pumice that's almost as fine as flour. All druggists and grocers sell it.

Send this coupon for a free sample cake of Lava Soap.

Procter & Gamble (Dept. B-629)
Cincinnati, Ohio.

Send me a sample cake of Lava, the hand soap that gets all the dirt and grease.

Name

Street

City

State

••• You live with your watch-chain, so you know the job it's up against. Dirt, grime, handling--it meets them all. And it *still* has to stay good looking--especially when a fine Hamilton hangs on the end.

But a Simmons Chain is equal to the job--and this Simmons Chain particularly. It is designed especially for railroad model No. 5--"Hamilton's newest contribution to beauty in railroad watches." The number is 30876, and the price of the chain only, in yellow gold-filled, \$8.25. In green or white gold, or a combination of the two, \$10.50. The next time you have your watch inspected, look this chain over. R. F. Simmons Company, Attleboro, Mass.



Keeping the Trust

By L. M. Moore, Salamanca, N. Y.

The "small boy opinion" on the job of locomotive engineer is universal. Its halo, encircling the throttle's master, even as its counterpart in the realms of sea and air, is justly placed and merited. It is in effect the common tribute to those who pierce horizons. Today's engineman is intrusted with safe handling of trains averaging 125 cars, or of equipment having a round valuation of half a million dollars. That with lading and the safety of the crew, involves quite a responsibility.

Shield bearers, however, are subject to human fallibility, and it follows as the night the day, that traditions are sometimes broken; the escutcheon of the trade besmirched. The Greek legend says Achilles fell from a wound in the heel. So it is with a railroad and the minor error must be avoided.

Since the inception of rail transportation, there have been two seemingly trivial but really grievous sins against the code of safe handling, namely rough starting and stopping. Both have caused damage to equipment, lading, and good will. They have very generally been avoided through proper consideration and foresight displayed in the seat on the right side of the engine cab, although the incumbent of that seat has at his command all the tools of safety afforded by modern science. Consideration of train make-up and train slack, coupled with proper manipulation of the air valve; and the matter of fully releasing brakes prior to starting, eliminate rough starting and stopping. Such consideration, with judgment exercised in favor of the engineer's trust, are items of common sense which have tended to paint the picture of smooth precision in railroad operation so closely aligned with the job of locomotive engineer.

"True blue" engineers of the Erie think in interest of a trust entailed, the heartfelt pride in a good job done, the soothing knowledge of a slate kept clean, a shield held high.

James H. Ryan

James H. Ryan, 52, watchman at the Miller street crossing of the Erie at Elmira, was killed while on duty recently. He had been employed as an extra watchman about two months. Besides his widow he is survived by a daughter, Helen, a son, John, and a sister, Mrs. John O'Shea of Cortland.

THORNE, NEALE & CO., INC.

722 INSURANCE CO. OF NORTH AMERICA BLDG.

PHILADELPHIA, PENNA.

Anthracite Bituminous COAL

Ship only: R.R. car--barge--vessel

Piers: Atlantic Seaboard--Great Lakes

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The Conductor

The passenger train conductor comes in contact with people in the height of glee and happiness, and with others who are bowed in grief. On his train may be passengers of various ages and creeds--some may be traveling on their honeymoon with light hearts and

happy anticipations of the future--some may be in feeble health seeking another clime, while there may be others with aching hearts because of a deceased relative in the baggage car ahead. But, he is a faithful guardian and endeavors to make a railroad train the safest and most pleasant mode of travel.

Vanstan Lee on Radio

Vanstan Lee, Assistant Managing Clerk, Legal Department, who possesses a fine baritone voice, can be heard regularly every Wednesday evening from 9:30 to 9:45 singing from radio station WAAM at Newark. Mrs. Lee is his accompanist for these recitals.

No Car Shortages

The railroads in the past few years did two important things to prevent car shortages. They invested heavily in roiling stock and repairs. Then they enlisted the cooperation of shippers to move such non-perishable commodities as cement, coal, building material and heavy merchandise during off-peak seasons. This plan enabled the carriers to hold their roiling stock in readiness to move crops. The result has been the complete elimination of the costly car famines.

Today the railroads are in better position than ever to handle traffic. The steady improvement of the lines and equipment has been a fine example of good railroading.

Cost of Travel Comfort

Every time the passengers spend an hour in the washroom, morning and evening, about two hours a day on a summer time journey, washing and dressing, sixteen pounds of coal has been used. At \$3 a ton this amounts to \$0.024 a day for a ear. It takes this much fuel to make the water warm and keep it warm /or two hours. It takes 34 pounds of coal an hour, .57 pounds a minute, or .855 pounds per car mile at 40 miles an hour with outside temperature at 25 degrees above zero and 70 degrees above inside the ear, to warm the cars and maintain the warmth. --Transportation.

Handling Freight Better

Freight claims paid by the railroads in the United States and Canada last year were lower than in any year since 1917. This despite an increase in traffic. The claims paid in 1928 were more than \$36,000,000, but more than \$2,000,000 less than in 1927.

These facts were brought out at last month's convention of the freight claim division of the American Railway association held at Washington in a report by J. D. Shields of the Burlington.

Claims growing out of reported thefts and robberies in 1928 totaled \$928,563, the smallest amount paid since 1914.

June, 1929

Now ... switch to this pipe-tobacco!



THERE'S nothing like a pipeful of tobacco for calm, unruffled smoking pleasure. A good briar seems to breed sound, clear thinking. Helps cut down those nervous, jumpy thoughts that often mean mistakes. And railroaders working under pressure say that Edgeworth is the smoke of smokes for their beloved briars!

These men, snapped in the 67th Street Electric Switch Tower on the Illinois Central Railroad, Chicago, know a lot about switching. And they say that after trying almost every other brand of pipe-tobacco they've settled on Edgeworth--and won't ever switch from it!

Foreman Wasson uses Edgeworth *in cigarettes he rolls himself*. And if we are to take his word for it, he gets the **same** full-bodied Burley blend as well in them as in his pipe.

Try a tin of Edgeworth. We'll gladly send you a generous sample--enough for a few glorious smokes. Or you'll find it on sale everywhere, including Commissary Stores and camps, railroad depots and stations. Two forms: Edgeworth Ready-Rubbed, all ready for your pipe; and Edgeworth Plug Slice, for those who like to "rub up" a pipe-load at a time. Both come in various sizes, from handy pocket packages to pound humidor tins.

Free Offer to Railroad Men

If you have never smoked Edgeworth Ready-Rubbed smoking tobacco, let us send you a free trial helping so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond Va.

■ ■ ■

On your radlo--tune in on WRVA, Richmond, Va.--the Edgeworth Station. Wave length 270 meters. Frequency 1110 kilocycles.--Special feature: The "Edgeworth Club" Hour every Wednesday evening at eight-thirty o'clock, Eastern Standard Time.



Theatre, Chicago, used in the World Fair, but still one of the largest theatres in the country, bears the stamp of Buffalo Forge engineering. It was, to the best of the writer's knowledge one of the first downward ventilating systems ever installed in any theatre.

In 1888 Henry W. Wendt, brother of William Wendt, was admitted to the firm. With the two Wendts, shoulder to shoulder at the wheel, the company continued to expand. Returning one night from the Big Four Shops at Indianapolis, the newly admitted partner conceived the idea of a down-draft forge. This new type of forge became very popular throughout the industrial world, and today over 95% of the forge shops maintained in our training schools use this down-draft design.

In 1900, just twelve years after the re-organization of the company, it was incorporated with a capital of \$500,000. Buying all the available land adjoining their small plant, they built a substantial factory and equipped it with a foundry, pattern shop, machine shop and storage building. Export business continued to expand. Branch offices were established in principal cities of the United States, and the establishment of the Canadian Blower and Forge Company took care of the growing Canadian business. It was soon evident that the shrewd business foresight of William F. Wendt plus the remarkable intuition in financial matters of Henry W. Wendt, was a winning combination.

Two memorable events took place in the history of the firm in 1903 when the George L. Squier Manufacturing Company and the Buffalo Steam Pump Company were acquired. The former concern, better known in South American countries than in the United States, had excelled in the manufacture of machinery for sugar, rice, and coffee plantations. Only recently The Squier Company built three huge plants, one at Central San Miguel, Porto Rico, La Paila, Colombia and Baratoac, Philippine Islands, furnishing all the necessary machinery. Today they are regarded as an outstanding authority on building equipment of this type.

The Buffalo Steam Pump Company was well established as a manufacturer of steam and centrifugal pumps when taken over by The Buffalo Forge Company. The main factory of this concern is located on the Erie siding, North Tonawanda, N. Y.

June, 1929



AN EDUCATIONAL FORCE.

that has earned the confidence of modern business

THE present widespread interest in adult education has brought forcibly to the attention of business men and educators the problem of the grown worker, denied vocational training in his school days, who wishes to extend his knowledge and increase his efficiency.

To the International Correspondence Schools this is not a new subject. Adult education has been their business for thirty-eight years. It was in 1891 that the I. C. S. undertook, virtually single-handed, to solve the wage-earner's study problem on a practical basis. At that time an ambitious worker who felt the need of further education along the line of his employment had only one place to turn--the new school of home instruction that was growing up in Scranton. He was carefully and conscientiously taught, and if he had the character to match his training, he invariably became more valuable to his company.

It was not long before far-seeing executives began to appreciate the possibilities in this new idea. They recommended students for instruction and proved for themselves the benefits of the I. C. S. system. Since that time the vast growth of the International Correspondence Schools has been paralleled by the development of a well-founded confidence on the part of employers everywhere.

The I. C. S. has become the right arm of Industry. Thousands of its students, past and present, occupy responsible positions as foremen, superintendents and managers in the organizations where they work. And as new conditions demand an increasingly

high proportion of trained men in nearly every field, industrial and business leaders are depending more and more strongly upon the International Correspondence Schools to give their workers this training. Even executives with college degrees find in I. C. S. courses the specific knowledge which their work demands and for which a general education has not fitted them. More than eight per cent of all I.C.S. students are college men.

Modern business has a right to expect four things from an institution that offers educational service to its employees:

1. Appreciation of the employer's point of view and willingness to cooperate with him in helping the student select the courses that will be "most useful in his work.
2. Sound, competent instruction and the best possible texts,
3. The financial ability to fulfil every obligation.
4. A sincere interest in every student's progress and the encouragement that will keep him studying until he has acquired the training he needs.

These are matters of principle with the I. C. S., and have been for a generation. Upon their scrupulous observance has been reared a structure of business confidence such as few enterprises have been privileged to enjoy.

President

INTERNATIONAL CORRESPONDENCE

FOUNDED 1891 SCHOOLS SCRANTON, PENNA.

Business continued to thrive and by 1914 the three plants afforded employment to more than 1,500 factory hands mostly skilled mechanics. The executive, sales, engineering and office forces at that time were nearly 300. -

Early in 1916 Mr. William

Wendt sold his entire interest to his brother, the company was again re-organized, and the following officers, who still retain these titles, were chosen: Henry W. Wendt, President, Henry W. Wendt, Jr., Vice President and Secretary; Ed-

(Continued on page 62)

Parker & Graham, Inc.

PATERSON, N. J.

ENGINEERS AND CONTRACTORS

Railroad and Industrial Construction
Tunnels, Bridges and Track Work

National Bearing Metals Corporation

MANUFACTURERS OF

Brass, Bronze, Composition Castings,
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30 CHURCH STREET

NEW YORK, N. Y.

JOHN F. WALSH, Jr., President

FRED R. SULLIVAN, Treasurer

FRANK LESLIE, Secretary

UNION DRY DOCK AND REPAIR COMPANY

VESSEL REPAIRS IN WOOD AND IRON

SIX DRY DOCKS AND SHIPYARDS, WEEHAWKEN, N. J.

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Adjoining West Shore Ferry

BEST results from treated lumber and timbers used under the construction of bridges, docks and other structures, where framing and boarding are necessary, are secured by having this work done at the treating plant before the material is treated.

Our facilities at Metropolis, Illinois, permit us to do this work economically at the right time which insures the maximum service from the treated material.

All materials are treated with approved grades of creosote oil, or toxic salts.

Ties—Switch Ties—Lumber—Poles—Piling

JOYCE-WATKINS COMPANY

410 North Michigan Avenue

Chicago, Illinois

FIRST NATIONAL BANK, JAMESTOWN, N. Y.

4%

Capital, Surplus and Undivided Profits \$790,000.00
RESOURCES \$6,500,000

4%

INTEREST PAID ON TIME DEPOSITS

H. P. Sheldon, President

G. A. Haber, Cashier

MERCHANTS NATIONAL BANK OF MEADVILLE, PENNSYLVANIA

Founded 1868

Oldest Bank in Crawford County, Pa.

Served the Erie R. R. and its predecessors since its establishment

Capital - - \$125,000

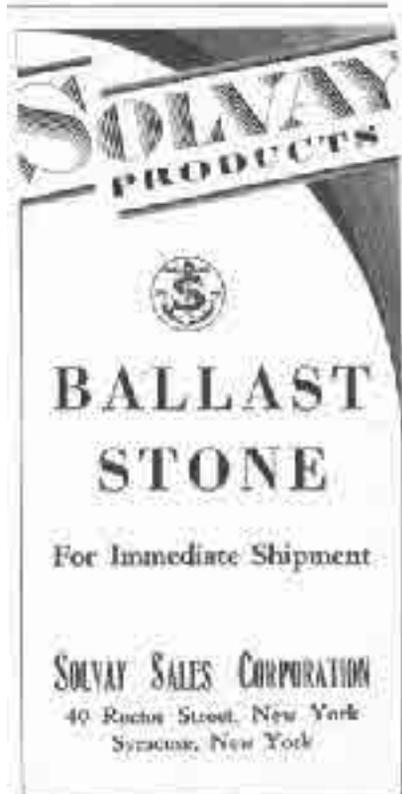
Surplus and Profits - - \$350,000

John O. Garretsee

John O. Garretsee, '72, of Lancaster, N. Y., who for several years was station agent for the Erie at Warsaw, being transferred to Lancaster 35 years ago, died recently. Mr. Garretsee was elected mayor of Lancaster in 1928. He had served in that capacity several years previously. He had been president of the Bank of Lancaster for 22 years and also president of the Lancaster Chamber of Commerce. He was a member of the Presbyterian church at Lancaster; Alden lodge, F. & A. M., at Alden; the Knights Templar, the Buffalo Consistory and Ismailia Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine.

Harvey Henry Jones

Harvey H. Jones, 70, of Randolph, N. Y., who had been employed as watchman at the Main street crossing of the Erie in that village, has died. Surviving, besides the widow, are seven daughters and one son: Mrs. Gertrude Fausey, Erie; Mrs. Margaret Coughlin, Brockton; Mrs. Tweeneth Sherman, Westfield; Mrs. Sylvia Ross, Oil City; Mrs. Lillian Winchester, Merriewood; Miss Macie Jones, Miss Annivera Jones and Gerald Jones, all of Randolph, also a brother, Amos Jones, North Bessemer, Pa.



SOLVAY
PRODUCTS



BALLAST STONE

For Immediate Shipment

SOLVAY SALES CORPORATION
40 Rector Street, New York
Syracuse, New York

Welded details add strength to locomotives

A MIKADO (2-8-2) type locomotive recently built by these Works for the Georgia Northern Railway is attracting considerable attention for the reason that all cross-ties, footplates and castings are welded to the frames; the cab and pilot are welded throughout, as are also the tender tank and tender frame.

This welding method simplifies the making of repairs and reduces maintenance costs. Full information on request.

THE BALDWIN LOCOMOTIVE WORKS PHILADELPHIA

JOIN OUR VACATION CLUB

Those who secure their Christmas funds each year through our Christmas Club, can do the same for their vacation expenses. Start now saving for next year's vacation. \$1 a week for 50 weeks totals \$50, \$2 totals \$100, \$4 weekly is \$200, plus interest. Deposit any amount weekly that you wish. You won't miss it. Next summer you will be glad you were wise now.

COMMERCIAL TRUST COMPANY

Capital, Surplus and OF NEW JERSEY
Profits Over \$9,000,000

Total Resources
Over \$60,000,000

OFFICES { 15 EXCHANGE PLACE
660 Newark Avenue, at 5 Corners
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Bergen and Fairmount Avenues } JERSEY CITY

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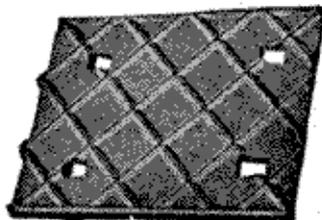
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Wrought Iron Tie Plates

Efficient { Hold track to gauge
Seat square to the rail
Do not injure the tie
Stop season checks in tie
Bottom ribbing is a truss
equal to one-sixteenth
inch additional solid
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Durable { Rolled end over end
Never break
Made of Wrought Iron—
corrosion retarded

Made in all sizes—with level or tapered rail seat, and with or without crown or camber.

Sellers Manufacturing Co.

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OUR advice and suggestion to potential clients are based upon the shippers' needs and the conditions which surround his problems.

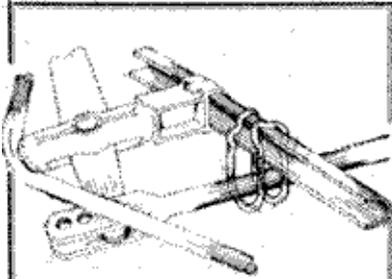
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CORPORATION**

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The Erie Limited

(Continued from page 23)

should have. With the inauguration of The Erie Limited, the Southern Tier Express, which has served the Southern Tier Counties of New York State so long and so well, will pass into history. The Limited Express will handle all the business of the Southern Tier on a new and faster schedule and with many new comforts. I have always said that it was the business of a railroad to supply the kind of transportation its customers want to have. We think we are doing this in putting on The Erie Limited.



Creco Bottom Rod Guard

SIMPLE POSITIVE
EASILY APPLIED

* *

Cannot rattle or wear, because it locks firmly in position on the brake beam compression member.

* *

Write for
Particulars

* *

Chicago Railway
Equipment Co.
CHICAGO

Harvesting Melons in West for All Tastes in East

(Continued from page 38)

rolling on the three-months job to put ripe melons on the eastern breakfast table.

A generation ago the great San Joaquin Valley of California was one immense wheat field which had not long before been the hunting ground and the home of the Indian and the coyote. This huge valley, once ocean bed, is bounded on the east by the picturesque Sierra Nevadas, guarding the wondrous Yosemite Valley, great redwood trees with bases big enough to support a comfortable bungalow, cliffs 5000 feet high, beautiful waterfalls dropping from heights ten times as great as Niagara. All this is only three and one-half hours drive from the cantaloupe fields of Turlock.

On the west lie the Coast Range Mountains, looking out across the Pacific along California's thousand mile long coast line.

Rivers from the snow-capped Sierras traverse this gigantic valley and the enterprise of its settlers has built huge dams in the foothills to preserve the life-giving water for irrigation of their crops. The towering structure of Don Pedro Dam, 300 feet high, holds back the waters of the Tuolumne River and provides water all summer long for Turlock farmers.

In such a setting then, with a sunny climate that literally instills sunshine and sweetness into the melons, Turlock cantaloupes are produced.

Planting begins during the latter part of March, when the spring sun has warmed the seed bed for germination of the seed. Only selected seed is used from known brands. In a few days the young plants begin to break through the ground and then begins the work of keeping a soft mulch about the roots and of keeping out invading weeds.

In a few weeks the vines have practically covered the ground. Pretty yellow blossoms appear and soon tiny cantaloupes like small marbles form. Day by day these marbles grow until in the latter days of June they have swelled as large around as saucers. A gray netting, rough to the touch, has developed on the surface of the once-smooth melon. Quickly this netting becomes lighter colored, denoting the approaching ripeness of the fruit. With the change in color comes a filling out of the "nets," until with complete ripeness they turn a golden yellow.

The netting of a cantaloupe is the means by which experienced pickers tell the stage of ripeness. If picked too soon it has not developed a sufficient amount of sugar

(Continued on next page)

CRUSHED STONE

FOR

Railroad Ballast
Roads and Concrete



Buffalo Crushed Stone Company

1048 Ellicott Square

Buffalo, New York

Long Distance Phone: Seneca 0233

(Continued from opposite page)

content. If a melon has insufficient sugar, it will present a sorry spectacle upon its arrival in the East and it will have a flat, cucumber-like taste.

For weeks before the first cantaloupe is picked, the opening of the "melon season" is eagerly anticipated. Cantaloupe and melon buyers and shippers move their offices to Turlock from other fields, hundreds of "fruit workers" come and wait the beginning of the work that goes with the melon season.

Growers vie with one another for the honor of bringing in the first crate of cantaloupes. The first small shipments are made by express and by truck. Then the season advances and the roads into town are lined with trucks and wagons on their way to the public market in Turlock, where each buyer bids on the "cants."

Switch engines puff and snort as the "reefers" are shunted about to and from the various loading sheds, where the crates are unloaded from the farmers' wagons and packed snugly into railroad refrigerator cars. Several times a day trains are made up, taken to the icing plant and started on their journey across the continent. Three transcontinental railroads serve the Turlock cantaloupe district.

Beside cantaloupes, other crops of like nature are produced at Turlock, such as watermelons, casabas, Honey Dew Melons, Honey Balls, Persian melons and Santa Claus melons. No less than 35 different agricultural products are grown and shipped in carload lots from

Reuben Sweet

Reuben Sweet, 70, for many years an employe of the Erie, died recently at his home at Jersey City. He is survived by his wife, Augie Sturdevant Sweet; a daughter, Mrs. Edith Elliott of Jersey City; a brother, Frank Sweet of Frewsburg; two sisters, Mrs. Abbie Hull of Daytona, Fla., and Mrs. Emma Horton of Jamestown.

Melton L. White

Merton L. White, 60, who began his career as a stenographer for the Erie at North Collins, N. Y. and for the last five years had been general agent for the Eastern Steamship Company at Montreal, has died. He had resided at Buffalo for many years. During the war he served the government in the transportation end.

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Unequaled for Reliability, Permanence and Economy
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"DS"

SQUARE OR HEXAGON



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30 Church St. New York, N. Y.

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Surplus 770,000.00

Undivided Profits 196,000.00

\$1,646,000.00

Total Resources \$1,700,000.00

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Frederick D. Bogert, *Cashier and Trust Officer*

Wilfred E. Riley, *Assistant Cashier*

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 Chicago Cleveland Cincinnati
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TUCO NATIONAL ROOFING

TUCO PRODUCTS CORP.

30 Church Street, New York

How Erie Serves the Cantaloupe Trade

(Continued from page 18)

600 trucks are required to effect delivery to jobbers' stores, the operation like that of a huge beehive is conducted with smooth routine, the result of the Erie's 40 years' experience in handling Western cantaloupes, fruits and vegetables at Duane Street Station.

Before the cars are brought over from the Jersey City yards on ear floats which accommodate 12 cars each, representatives of the consignees chalk off on the floor of the piers, spaces in which the various lots in each car are to be set up for sales display. When the car floats arrive at Duane Street piers, an examination is made of the ice bunkers, seals are broken by Erie representatives, and the stevedores with their hand trucks come on to the car floats, working in and out of the cars until all cantaloupes are unloaded, after which the car floats are returned to the Jersey City float bridge for new loaded cars. The main display and sale of cantaloupes takes place on the most desirable part of the new \$2,000,000 Duane Street Station, the bulkhead, containing a perfectly even floor area 386 feet wide by 275 feet deep, which is directly across the street from the jobbing market.

Careful and speedy handling of cantaloupes is not limited to the delivery operation at Duane Street Station, as a similar service is rendered by the Erie in road haul and terminal yard operation. Most of the cantaloupes are shipped from the Imperial Valley of California, adjacent to the Mexican border. The next largest producing sections are in the neighboring State of Arizona, with Colorado third. About 20 years ago it took 16 days to bring a car of cantaloupes from the Imperial Valley to New York. Today the through schedule from the Imperial Valley to the Erie's Jersey City yards is only nine days. This notable reduction in running time has been accomplished by the Erie and its Western rail connections keeping pace with the rapid growth of the cantaloupe industry. It has been a great help to the industry in general, since the melons are allowed more time in which to ripen on the vines before being picked for shipment to Eastern markets.

When the solid trains of cantaloupes, which have been speeded over the Erie rails (so familiar to Western refrigerator cars after 40

(Continued on next page)

(Continued from opposite page)

years' constant traveling on the Erie) arrive in the Jersey City terminal yards, ice bunkers are immediately examined by Erie icing inspectors and after necessary icing, cars are moved into the special holding yard from which they are ordered by consignees as required for sale at Duane Street. Each day bunkers are examined for necessary re-icing. The switching out of this yard on short notice and moving to Duane Street piers for delivery, of 175 cars of cantaloupes, in addition to the regular fruit order, is a man-sized job, but one which Erie terminal forces consider as only part of the day's work.

Imperial Valley Cantaloupes

(Continued from page 13)

which accounts for the total shipments exceeding the previous year's production.

To go into details as to methods of culture, harvesting and marketing these immense crops would entail too much space. The same applies to setting forth costs of

production. However, it might be stated that previous to 1914, aside from planting the crop as early in the season as possible to preclude possible frost damage, it being usually accomplished between January 25th and March 1st, no effort was made to protect against this element. But since then the early crops are planted between December 15th and January 15th and each hill, or seed bed, is covered with a parchment paper hood, which means from 1,300 to 1,500 such covers to the acre. This runs the cost into enormous figures. There-

fore high prices are necessary to realize a profit to the grower. Again, previous to 1914 land values were low, rental in proportion, labor and material as well as transportation rates were about one-half of the present schedules. However, after following the growth of this industry it is quite obvious that some profits must have been realized to encourage its growth.

In spite of increased cost of labor and materials and its many other handicaps, the industry continues to show marked improvement.

"Youngstown's Gibraltar"

FIRST NATIONAL BANK

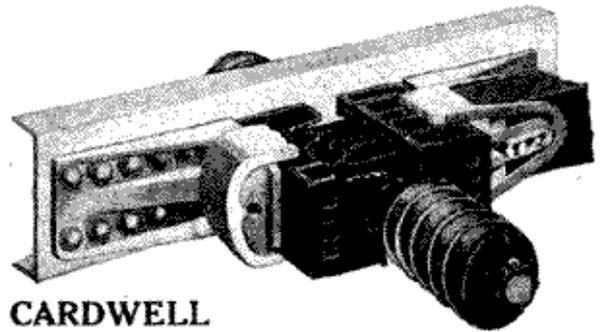
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Utmost Protection For Your Cars

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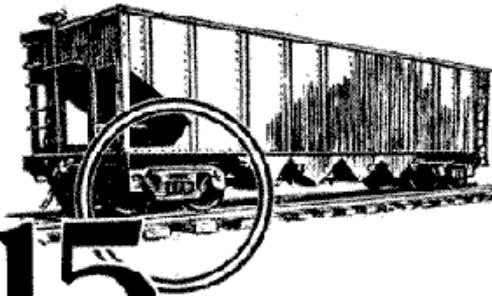
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Passaic, New Jersey

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Chairman of the Board
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Capital and Surplus \$1,750,000
Member Federal Reserve System



115 Pounds More Pay Load



Have you seen the new Schaefer Wearing Plates? Eliminates wear on side frames. For use with Loop Hanger or ordinary "U" type hanger with pin. Write for illustrated bulletin.

FOR every pound of car weight you save, you can add a pound of revenue freight. Used as a unit, Schaefer Foundation Brake Gear Details—Truck Lever Connections, Body and Truck Levers, Brake Beam Hangers, Brake Rod Jaws—make possible the reduction of 115 pounds in weight per car set. (Also, they assure greater car safety, for all Schaefer Details are drop forged of special wear-resisting steel.) Why not save 115 pounds per car? Think what this amounts to on every thousand cars, with an average movement of 30 miles per day.

SCHAEFER EQUIPMENT CO.

General Offices:

Koppers Bldg.

Pittsburgh, Pa.

(Continued from page 55)

gar F. Wendt, Vice President and Treasurer; C. A. Booth, Vice President and Sales Manager; H. S. Whiting, Assistant Secretary.

When the United States entered the World War the Company, in line with other American plants began manufacturing tank fans, gun sights, dehydrators for gun cotton fuses, shells, etc. This was continued until the signing of the Armistice.

The years that followed were years of progress. While many of America's biggest plants were forced to reduce their employment

force from 20 to 25% after the war, the Buffalo Forge Company retained practically all help. It continued to purchase more property and expand its already big plant until now it covers approximately ten acres of land. More branch offices were opened until today this company has representation in more than 40 cities of the United States. There is a branch factory in Kitchener, Ont., with eight important sales offices in Canada, besides many active agents with offices located in all parts of the world. Modern methods of manufacture and management have consistently been employed, with

the result that the business has continued to grow and prosper. The engineering department has grown to occupy one of the most important positions in the industry, being responsible for many marked improvements in fan design and construction.

Only a few months ago The Geo. L. Squier Manufacturing Company shipped 21 carloads of 559 tons of "Sugar Mill" Machinery via the Erie Railroad. This new mill, which is an 11-roll type and has a capacity to grind 800 tons of sugar cane per day, is now under construction at Baratoac, Philippine Islands.

YOUNGSTOWN

ALL STEEL CORRUGATED FREIGHT CAR DOORS

CAMEL

FREIGHT CAR DOOR FIXTURES

Weather and Burglar Proof

Top or Bottom Supported

CAMEL SALES COMPANY

332 SOUTH MICHIGAN AVENUE

CHICAGO, ILLINOIS

Melon's Growing Popularity

(Continued from page 17)

California area, with Turlock as the principal district, has always been a heavy producer of miscellaneous melons and not a particularly important producing section for cantaloupes, the proportion between the two is gradually growing in favor of the Honey Dew and Honey Ball. This district is also the center of production for the Casaba and Persian melons, two miscellaneous melon types which have been popular during the past ten years, but which have not seen the spectacular increase in production that has been known with the Honey Dew and Honey Ball.

We have only the records of Central California to use in emphasizing the changing acreage situation as to melon types in sections other than Imperial Valley. In 1928, this area planted 8,950 acres largely around Turlock; 4,500 acres were devoted to cantaloupes, 2,950 to Honey Dews and 1,500 to Persians and Casaba melons. In 1929 the situation, as far as leadership is concerned, was reversed. This year there are 9,900 acres of melons in the central area, 3,800 of which are cantaloupes and 4,400 Honey Dews and 1,700 Persians and Casabas. This shows that Honey Dew and Honey Ball melons are showing a tremendous increase in popularity and fewer cantaloupes are being planted. It shows also that Persian and Casaba production is remaining about the same.

The increasing popularity of the Honey Dew and Honey Ball types of melon is due first to the fact that they are less perishable than the cantaloupe and that for this reason they carry better into eastern markets. The Honey Dew can be picked practically ripe on the vines and transported into the eastern seaboard and be of excellent texture and flavor.

Then, more people are learning to know this delightful melon and it is becoming a popular breakfast delicacy. It is also well adapted to hotel and restaurant use, particularly in the larger consuming centers.

Official Inspection

A group of Erie officials headed by Vice President Denney inspected Hornell, Scranton, Port Jervis, Susquehanna, Binghamton and other points in the eastern district last month.

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Capital and Surplus	- - - -	\$1,000,000
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Manufacturers of Certified Malleable
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NATHAN MANUFACTURING COMPANY

Mechanical Lubricators

Injectors—Boiler Checks—Water
Columns, etc.

250 Park Avenue New York

Deaths in the Erie Family

(Continued from page 48)

of the Pennsylvania National guard, American Railway Engineering association, and the Engineers' society of Pennsylvania. He leaves his widow, Elizabeth, and a daughter, Harriet Marie.

C. B. Duggan

C. B. Duggan, 55, of Wellsville, who had been agent for the Erie at Carrollton for a number of years, has died from heart disease. He was born at Forestville and as a boy entered the employ of the Erie there, subsequently becoming agent at several of the stations on the Allegany division including, besides Carrollton, Dunkirk, Friendship and Wellsville. He leaves his widow and five children: Teresa, a teacher in the Friendship schools; William, a student at St. Peters college, Toronto; Margaret, a student at Fredonia Normal school; Cornelius, Jr. and Catherine at home; three brothers, Thomas B. and Frank J. of Salamanca, and John P. Duggan of Bradford.

William M. Treahy

William M. Treahy, 69, of Hornell, veteran Erie conductor on the Susquehanna division, has died, following a long illness. He entered Erie service on June 22, 1891, as a trainman and after several promotions became a conductor in passenger service in August, 1908. He is survived by three sons, William, Francis and George, and a sister, Miss Mary Treahy, all of Hornell.

John T. Coffey

John T. Coffey, employed by the Erie at Marion, O., for the past 37 years, has died at his home there after a year's illness. He leaves his widow, one son, Paul Edward at home; three sisters, Miss Mary Coffey at home, Mrs. Mary Solomon of Owens and Sister Mary John of Cleveland; also four brothers, James, Timothy, Andrew and Lawrence.

Patrick J. Halloran

Patrick J. Halloran, 84, of Hornell, for 60 years a track foreman on the Susquehanna division of the Erie, has died. The survivors include three daughters, Miss Mary at home, Mrs. Frank Blank and Miss Helen Halloran of Rochester; two sons, John of St. Mary's Pa., and James of Canistota.

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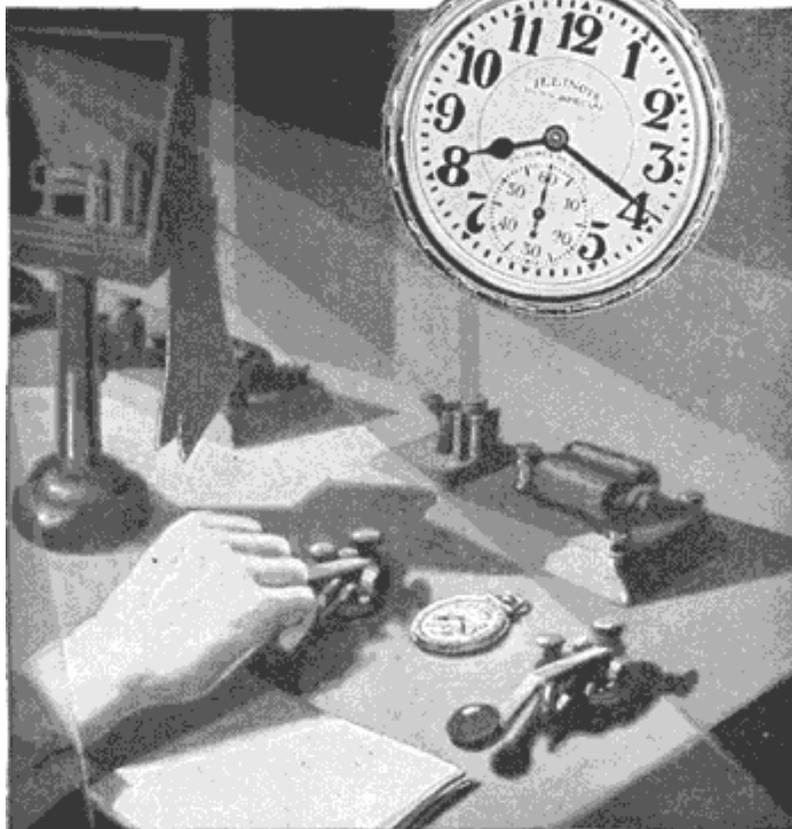
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Brake Pins—Center Plates—Lever
Guides—Knuckle Pins—Yoke
Rivets—Brake Jaws—Levers

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Justly known as the safety watch, the Bunn Special will run more than 60 hours on one winding--one of the most outstanding improvements in railroad watches in years.

Its adjustment to six positions is further

assurance against error. For these adjustments are the proving ground of accuracy and each eliminates certain possibilities of error.

It is the perfected watch. For before such developments as the long, even-pulling main spring were possible, the Illinois Superior Motor Barrel was perfected and friction was reduced to the very minimum--thus establishing the last word in sustained, dependable accuracy,

Ask your jeweler to show you the Bunn Special. You will find how easy it is to lead in watch equipment.

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 - Bunn Special, 21 jewels, 14k white or green gold-filled case.... 65
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TWENTY-FIVE HOURS

Through cars between
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NEW YORK

W. 23rd St. . . . 8:35 A.M.
Chambers St. . . . 8:45 "
(Jersey City) . . . 9:10 "
Paterson 9:36 "
Middletown . . . 10:42 "
Deposit 1:28 P.M.
Binghamton . . . 2:35 "
Owego 3:04 "
Waverly 3:30 "
Elmira 3:58 "
Corning 4:23 "
Hornell 5:22 "
BUFFALO 7:35 "

CHICAGO

Dearborn Sta. . . 5:35 P.M.
Englewood 5:50 "
Huntington 9:05 "
Marion 1:02 A.M.
Akron 3:24 "
Warren 4:30 "
Youngstown . . . 4:58 "
Sharon 5:21 "
Meadville 6:28 "
Jamestown 8:05 "
Salamanca 9:00 "
Olean 9:27 "
BUFFALO 8:55 "

Olean 6:50 "
Salamanca 7:23 "
Jamestown 8:11 "
Meadville 9:50 "
Sharon 10:50 "
Youngstown . . . 11:15 "
Warren 11:37 "
Akron 12:40 A.M.
Marion 3:16 "
Huntington 5:00 "
Englewood 8:07 "

Hornell 11:07 "
Corning 12:01 P.M.
Elmira 12:26 "
Waverly 12:48 "
Owego 1:11 "
Binghamton . . . 1:46 "
Deposit 2:53 "
Middletown . . . 5:33 "
Paterson 6:43 "

NEW YORK

Jersey City . . . 7:10 P.M.
Chambers St. . . 7:22 "
W. 23rd St. . . . 7:30 "

CHICAGO
Dearborn Sta. . . 8:25 A.M.



ERIE RAILROAD SYSTEM