

VETERAN CONDUCTOR MAKES LAST RUN

After 51 years service, I closed my career on September 30 last. I have nothing to do now but sit and think of the days that are gone, recalling fond memories of past associates and friends made during this last half century.

In my early days we used the link and pin and hand brakes. The bell cord, stretched across the mixed freight and passenger trains, was the coded means of communication between the conductor and the engineer. Coal stoves were used to heat the coaches and fires were kept burning by train crews; passengers never took off their overcoats and wraps during the winter months; kerosene lamps were used to give lights; and still there was very little complaining. Those were the conditions, and they were accepted by everyone good naturedly.

By MICHAEL F. WYNNE

Allendale, N. J.



Michael F. Wynne

Air brakes came later, on passenger trains only, followed by the automatic coupler. Several years later the same equipment was demanded on freight and coal cars. Finally Congress established the Interstate Commerce Commission with Edward A. Mosely, the first secretary, given unlimited power to force compliance on the part of the railroads with the then existing safety laws. Accidents resulting in injuries, amputation of limbs and often death, were greatly reduced.

Up to this time railroad men in train and engine service could not obtain insurance from established legal reserve insurance companies, so the Brotherhoods added an insurance department on the assessment plan. This tided many a railroad man and his family over a period of unfortunate circumstances. The assessment plan now has outlived itself and the younger element of our ranks today are acceptable by any of the old line insurance companies as a fair risk.

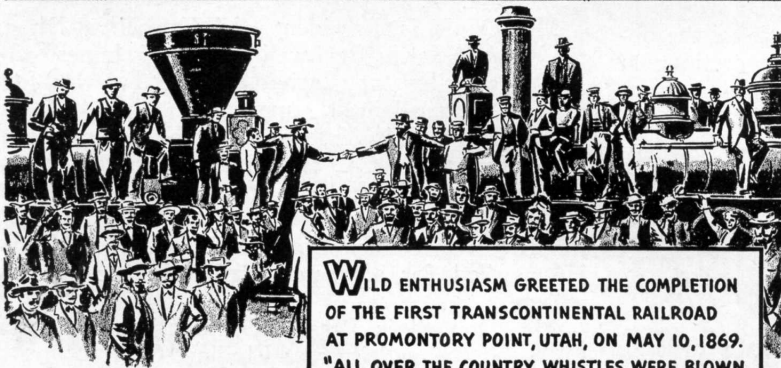
Two decades after I began my service but still thirty years ago our railroads were yet in the development stage and most of our major industries of today were then in swaddling clothes. Automobiles, motion pictures, commercial and industrial electrification, the airplane and radio were either in their infancy or had not yet cast their shadows upon the economic horizon. Our national debt was insignificant. Years of comparative peace had stimulated finance, industry and commerce; and the people at large were strongly under the influence of religion. Unemployment, except for temporary maladjustments in given localities, or stoppages due to labor strife, was practically unknown; or, at least, was never spoken of in terms of national emergency. Truly were they years of plenty and years of peace; the march of a strong land's swift increase. Opportunities were everywhere.

Then came the first World war. Economic systems which had been symbolic of strength and permanency collapsed. Human misery spread throughout the world. We, alone among nations, seemed for a while to escape. Then, with amazing rapidity, came the domestic depression with paralyzing industrial stagnation, smokeless fac-

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Erie Railroad Magazine

Rail oddities



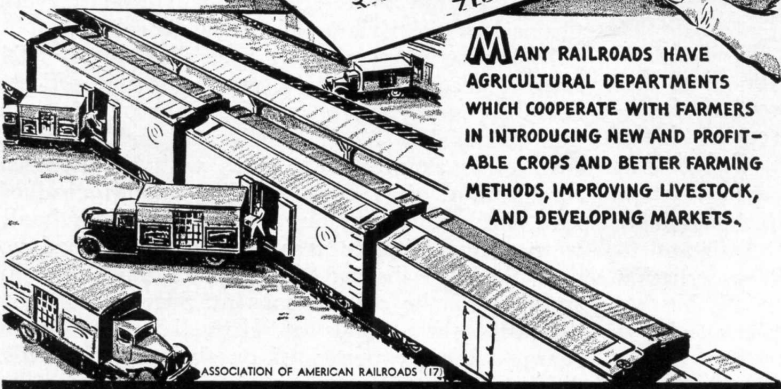
THE RAILROAD

TAX BILL IN 1940 WAS \$398,724,967—THE GREATEST IN ANY YEAR ON RECORD.

WILD ENTHUSIASM GREETED THE COMPLETION OF THE FIRST TRANSCONTINENTAL RAILROAD AT PROMONTORY POINT, UTAH, ON MAY 10, 1869. ALL OVER THE COUNTRY WHISTLES WERE BLOWN, BELLS WERE RUNG, AND GUNS WERE FIRED.



MANY RAILROADS HAVE AGRICULTURAL DEPARTMENTS WHICH COOPERATE WITH FARMERS IN INTRODUCING NEW AND PROFITABLE CROPS AND BETTER FARMING METHODS, IMPROVING LIVESTOCK, AND DEVELOPING MARKETS.



ASSOCIATION OF AMERICAN RAILROADS 172

There's more than one kind of SLACKER!

WHAT about the man who evades his duty to himself, and to his family—by failing to prepare for success in his line of work? What about the man who allows his family to struggle along on a small income, when by a little effort he could achieve promotion and increase his earnings? Isn't that man a "slacker"?



Today, 100,000 ambitious American men are studying I. C. S. Courses—getting ready for the bigger jobs, the fatter pay-checks. This coupon, mailed today, will bring you complete information.

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Name.....Age.....

Occupation.....Employed by.....

Address.....

Erie employees will receive a Special Discount

Veteran Conductor Makes Last Run

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tories and spreading unemployment. In the depths of those dark days the near-collapse of our great national transportation system started a trend toward the abandoning and tearing-up of low-traffic density branch and short lines, throwing additional thousands of railroad men out of employment.

Competition played an important part in this troubled era. I refer to the unrestricted competition of the bus, the automobile and the truck. The railroads and the public, through unjust, uneven and heavy taxation paid the bills to improve the highways so the heavily-laden trucks and buses could take command of a larger share of transportation. Many of us who were fortunate enough to remain in the service were confronted day after day by others who had lost their jobs and were placed on the list of furloughed employes, begging for the price of a meal or a bed to rest their weary bones.

These problems still have not been settled satisfactorily, and now that our railroads are playing a tremendous part in the defense activity of our nation, and are again demonstrating their essential indispensability in an hour of national

emergency, the need for an improved competitive position for them should be emphasized more than ever for the benefit of railroad capital, labor and management who have risked their lives and fortunes in making dependable transportation so abundantly available to the American public.

I have come to the end of more than a half-century of active railroading service; but as a continuing member of the Order of Railway Conductors, the Benefit Association of Railway Employes, and the Erie Veterans' Association, I shall remain, in spirit at least, devoted to the ideals of our craft.

Live Stock Exposition

Chicago's 42nd International Live Stock Exposition opened Nov. 29 with entries from 23 states and from provinces of Canada, supplemented by entries for the grain and hay show, the 4-2 club congress and the international horse shows. For eight days the halls of the international amphitheater and the pens of the Union Stock yard will be filled with championship products.

V. J. Derner Appointed

V. J. Derner has been appointed supervisor of stations and car service, New York Terminal stations, New York division, with headquarters at Jersey City.

Dairy Made Foreman

J. E. Dairy has been appointed foreman of maintainers of the Marion division with headquarters at Rochester, Ind., to succeed L. H. Dyke, promoted.

Troops Moved by Rail

Almost 1,500,000 members of the armed forces moved by railroad in the first six months of 1941. The Association of American Railroads announced that this movement was effected without interference with regular freight and passenger service.

Of the number, 859,290 moved on 2,861 special trains and the remaining 593,013 on regular trains. Included in the latter were 503,425 selectees who for the most part were moved from induction stations to reception centers. The largest number of selectees moved in any one month was in March, when there were 133,841.

BACK-FIRE

Missis—"Dear, did you notice that Mrs. Jones has another new hat?"

John (thinking fast)—"Yes, and if she were as attractive as you, honey, she wouldn't have to depend on millinery so much."

THE PURSGLOVE COAL SALES CORP.

Standard Building
CLEVELAND, OHIO

ERIE EMPLOYES RETIRED

The following members of the Erie family have retired:

Name	Position	Location	Division	Age	SERVICE	
					Years	Months
F. J. Hocker....	Cross. Watchman..	Jessup, Pa.....	Wyoming.....	62	27	4
J. C. Miller....	Road Frt. Condr...	Marion, O.....	Kent Div.....	68	38	1
C. H. Norton....	Master Mechanic...	Secaucus, N. J...	New York....	64	48	4
S. T. Pinto....	Blacksmith.....	Dunmore, Pa...	Wyoming.....	60	35	1
E. S. Sampson...	Loco. Crane Engr...	Susquehanna...	Delaware....	65	28	9
W. D. Sigler....	Asst. Architect...	Valuation.....	Cleveland, O...	66	35	7
L. C. Stewart....	Sec. Foreman.....	Elmhurst, Pa...	Wyoming....	46	31	4
T. B. Van Deusen	Storekeeper.....	Cleveland, O...	Stationery Dept	68	23	2
Thomas Wilson..	Wreckmaster.....	Salamanca, N. Y.	Allegheny....	66	42	..
H. W. Wright....	Tinsmith.....	Dunmore, Pa...	Wyoming.....	65	48	7

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