



**INSIDE:**

**A Train Trip  
through the  
'52 Annual Report**

**APRIL, 1953**

# The President's Page

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**I**N MANY WAYS I feel that the Annual Report Issue of the magazine each April is the most important one of the year for Erie employees. It contains many facts and information about the present and future of the company and is a measure of the progress we are making as a team in our individual efforts to improve our service.

As I told our shareholders in the official annual report, "A good part of the Erie's strength stems from the 21,000 loyal and competent employees who make up the Erie organization and whose efforts mean so much to the financial success of the railroad." I think we can all be proud of the job we did last year.

Your loyalty is the railroad's strength. You can make the Erie even stronger by knowing as much as possible about its progress and objectives so that you can move forward with the Erie team through the coming years. Reading the annual report will help you in this respect.

A handwritten signature in black ink, reading "P. W. Johnston". The signature is written in a cursive, flowing style with a large, prominent "J" and "N".



Vol. 49, No. 2

April 1953

## Our Objective

Primarily the Erie Railroad Magazine is published for Erie employes and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editors try to tell objectively and completely about the progress of the Erie by discussing management's policies, day-by-day practices, problems and plans for the future. Just as important is the human side of the news. Emphasizing contributions to better citizenship and a better Erie, a part of each issue is devoted to the individual aspirations and achievements of Erie employes on and off the job.

George C. Frank .... Asst. to President  
 Jim Alan Ross ..... Associate Editor  
 Mabel I. Ross ..... Secretary  
 John F. Long ...Photographer-Reporter

Distributed free of charge to Erie Railroad employes. To others, \$1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.

## Rail Tales

*Besides food, a railroad dining car usually carries 240 tablecloths, 800 napkins, 200 towels, 540 pieces of chinaware, 703 pieces of silverware, 218 pieces of glassware, 240 items of kitchen and pantry ware, 20 aprons and 50 waiter's coats.*

*Railroads represent the second largest industry in the United States, preceded only by the agriculture industry in the number of persons gainfully employed.*

*Old-time trains were known as a "brigade," and the conductor was called "the captain."*

*In the 1830s every train was equipped with a sledge hammer to be used when a rail--then merely a strap of iron on top of wood stringers--suddenly cracked through the bottom of a car. The railends, known as "snakeheads," were pounded back through the floor with the hammer.*

*One railroad recently solved a community's water problem when it gave the town its water wells after it had converted almost completely from steam to diesel motive power.*



**THE COVER** — Our cover this month shows the fictional train which we are asking our readers to ride with us on our trip through the 1952 annual report. With dependable, cheerful Smiley as our engineer we can be sure of a smooth ride as well as an informative one. By the time Engineer Smiley drops off his last cut of cars, the editors hope you will have profited on the journey by learning a good many of the important and interesting facts and figures about your railroad. But, now, the growl of the powerful diesels of the "Annual Report Express" is louder as the train impatiently strains to get rolling, so turn the page and get aboard.



## HIGHLIGHTS of 1952

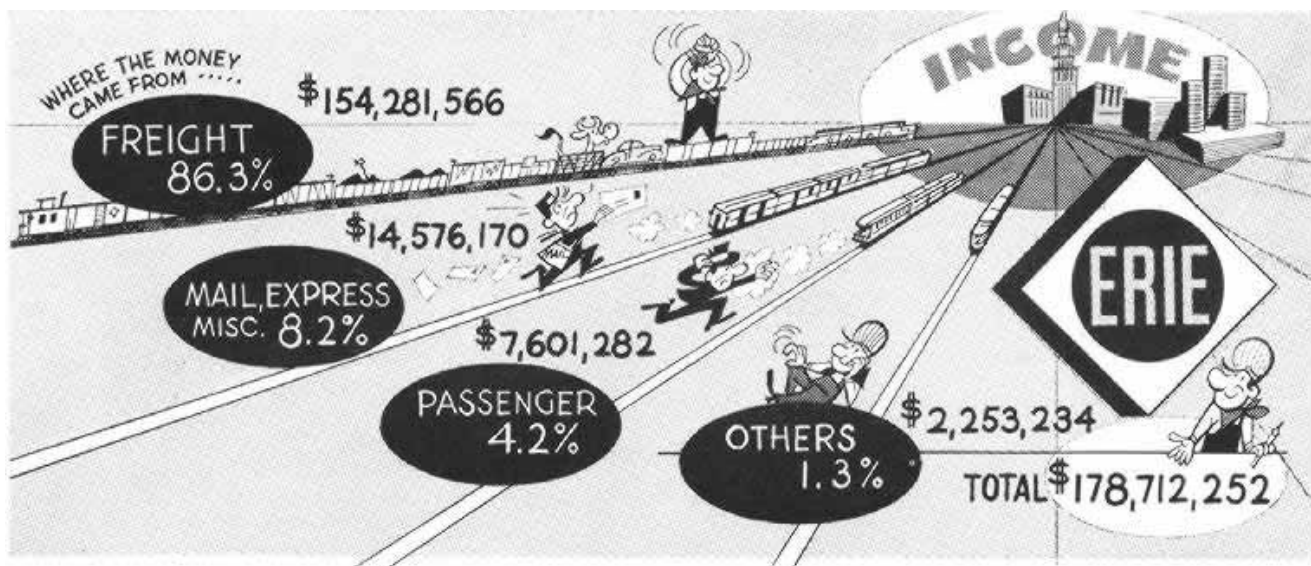
	1952	1951	1950
Operating Revenues .....	\$176,459,018	\$178,857,243	\$166,190,465
Operating Expenses .....	\$134,941,169	\$134,969,353	\$121,610,080
Ratio of expenses to revenues .....	76.47%	75.46%	73.18%
Taxes (Federal, State and Local) .....	\$17,706,129	\$18,437,252	\$19,907,178
Taxes per share of Common Stock .....	\$7.23	\$7.52	\$8.12
Income available for fixed charges .....	\$20,641,606	\$20,839,003	\$20,718,999
Fixed charges .....	\$5,278,920	\$5,213,006	\$5,150,416
Times fixed charges earned .....	3.91	4.00	4.02
Contingent interest---Income Bonds .....	\$2,139,165	\$2,138,160	\$2,113,090
Net Income			
(before Capital and Sinking Funds)	\$13,223,521	\$13,487,837	\$13,455,493
Capital and Sinking Funds Appropriations	\$4,230,910	\$3,751,865	\$3,594,844
Net Income			
(after Capital and Sinking Funds)	\$8,992,611	\$9,735,972	\$9,860,649
Earnings per share of Preferred Stock			
(before Capital and Sinking Funds) .....	\$32.82	\$33.48	\$33.40
Dividends per share of Preferred Stock	\$5.00	\$5.00	\$5.00
Total dividends on Preferred Stock .....	\$2,014,410	\$2,014,410	\$2,014,410
Earnings per share of Common Stock			
(before Capital and Sinking Funds) .....	\$4.57	\$4.68	\$4.67
Earnings per share of Common Stock			
(after Capital and Sinking Funds) .....	\$2.85	\$3.15	\$3.20
Dividends per share of Common Stock*	\$1.75	\$1.75	\$1.75
Total dividends on Common Stock .....	\$4,287,865	\$4,287,826	\$4,290,676
Book value per share of Common Stock	\$68.44	\$65.73	\$62.85
Number of stockholders .....	25,835	25,390	25,563
Average number of employees .....	21,463	22,404	22,027
Miles of railroad operated .....	2,237	2,242	2,245

\* Dividends on Common Stock are payable out of accumulated earned surplus of prior years.



If you would like a copy of the Erie Railroad annual report to stockholders, one will be mailed to you if you write to President Paul W. Johnston, Erie Railroad, Midland Building, Cleveland 15, Ohio.





## A Train Trip through the 1952 Annual Report

Although annual reports contain important information for all employees of a company, they are sometimes neglected and not read because of a feeling that they are too complicated and overcrowded with statistics and financial terms to be easily understood.

So, for the benefit of our readers, we are going to try to review the Erie's 1952 annual report and use railroad language wherever possible. We also make it as brief as we can. That way it will be easier for this editor to write the report, and it should be easier to read.

It will help if you will lend us your imagination for these next few pages. We would like you to imagine that you are taking a train trip through Erie's 1952 annual report with Engineer Smiley, our ambassador of good will, at the throttle.

First, perhaps we ought to listen to a summary by President Paul W. Johnston of what was accomplished in 1952.

In his letter to the 25,835 owners of the company he reported that the Erie continued to make

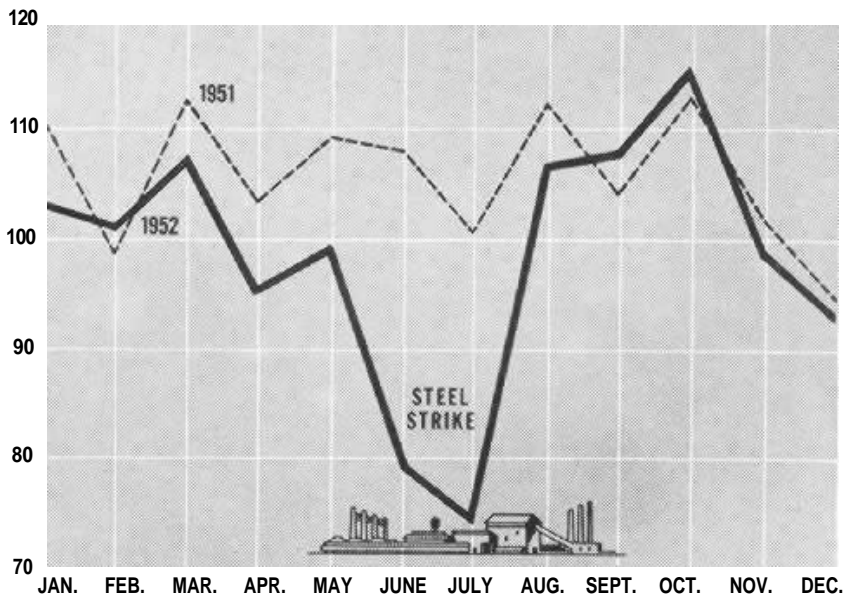
good progress in 1952 with complete dieselization of our freight service as a highlight. This change-over from steam cost us \$80,000,000 in eight years and raised our physical capacity to the highest point in history. We are prepared to render an up-to-date, efficient and dependable service, Mr. Johnston said, and he looks forward to the future with confidence. Estimates indicate our gross revenues

in 1953 should be slightly higher than in 1952 and that the year as a whole should be a good one for everyone connected with the company. It is expected that there will be a normal maintenance and repair program to take care of current requirements. In expressing management's unbounded faith in the strength and stability of the Erie, Mr. Johnston emphasized that a good part of this strength stems

***Railroad freight rates have not increased nearly as much as operating costs since 1939.***



THOUSANDS



### Carloads originating on the Erie and received from connecting railroads

from the 21,000 loyal and competent employees of the railroad.

Incidentally, if any employee would like a copy of the official annual report, he will be glad to send it if you will write to him at the Midland Building, Cleveland 15, Ohio.

#### Where It Came From

The total operating revenue received in 1952 was \$176,459,018, or about \$2,400,000 short of the all-time high of 1951. In addition, \$2,253,234 was received from investments in other companies and from miscellaneous sources. The 54-day steel strike in June and July cut Erie revenues by more than \$6,000,000. Nevertheless, by careful

management, the 1952 net profit of \$13,223,521 compared favorably with the \$13,487,837 in 1951.

Let's find out first where this income came from. Our main source of revenue, of course, was freight, which amounted to \$154,281,566 or 86.3 percent of all the money the company took in. Passenger service produced \$7,601,282 or 4.2 percent of the total; mail \$3,169,718 or 1.8 percent; express \$3,205,066 or 1.8 percent; and miscellaneous services like switching charges, demurrage, storage of freight, dining car receipts, rentals, ferry revenues, etc. accounted for \$8,201,386 or 4.6 percent. The balance of 1.3 percent was from other investment income

mentioned earlier.

The Erie Railroad is fortunate in that it does a diversified freight business. In other words, the Erie does not have "all its eggs in one basket," and, therefore, its business does not fluctuate as much as it would if it depended on one or only a few commodities or industries. We enjoy a good balance as between products of agriculture, meats and packing house products, coal, lumber, iron and steel, manufactured products and miscellaneous carload and less-than-carload shipments.

This position was emphasized last summer during the paralyzing steel strike. Of course, we were affected, but this loss of business was partly balanced by the remaining traffic which held up well.

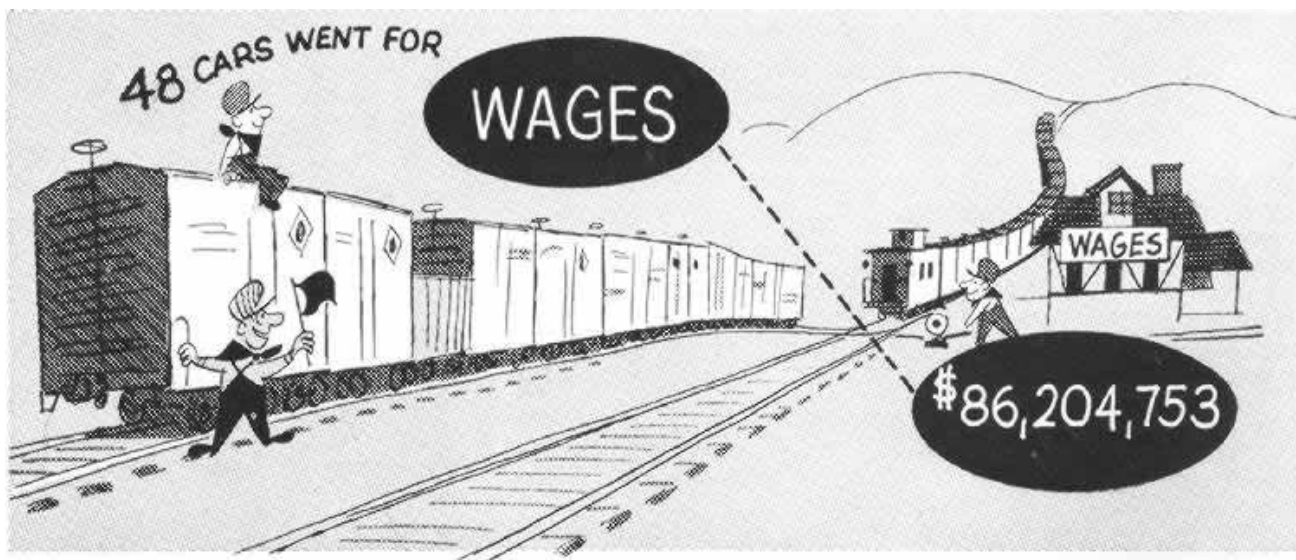
Now, we're just about ready to

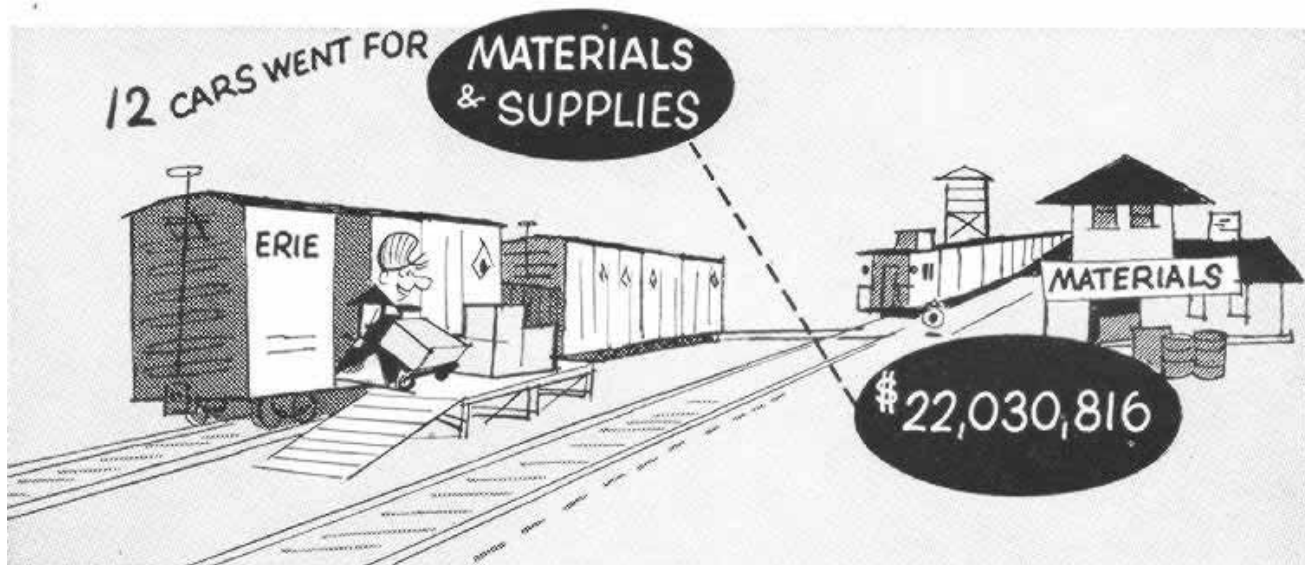
#### A MILESTONE

The year 1952 saw complete dieselization of Erie freight service---a revolution in railroading in the interests of economy and better service. The Erie is the first major railroad operating between New York and Chicago to use diesel locomotives 100% for freight service.

start our train trip through the annual report to find out what happened to this income. Who got most of it? How much does it cost to run a railroad? The trip will answer these questions.

Let's make believe that a 100-car freight train represents Erie's total income for 1952. Then, each station at which we stop will be





named after an expense which absorbed its share of the total income. At each station we'll drop a cut of cars to represent what it cost to operate that station in comparison with the total length of the train, or, in other words, how much of a share of our total income for 1952 went for that expense.

OK? Then, all aboard the "Annual Report Express!" Engineer Smiley, let 'er roll!

### 'Wages' First Stop

Our first stop is at the station marked "Wages," and when Engineer Smiley pulls the "Annual Report Express" out of this station nearly half of his train will be left behind. Wages paid to approximately 21,000 Erie employees in 1952 amounted to \$86,204,753 or slightly more than 48 cars of the 100-car train.

Wages were by far the biggest single expense item. As a result of "escalator" wage adjustments, hourly rates increased seven cents an hour during the year. This increased the payroll cost \$2,300,000 over the previous year.

The second stop on our trip is named "Materials and Supplies." This includes also the fuel we burn. We leave 12 cars here or \$22,030,816 of the total receipts.

With more than half of the train already accounted for, Engineer Smiley's next stop will be at the station called "Taxes." This is one stop we would all like to pass up, but taxes are necessary to support our various governments, plus the fact that many schools depend on railroad taxes as their main source of revenue.

"Taxes" takes almost 10 cars of the "Annual Report Express" or \$17,706,129, paid to federal, state, and local governments and for payroll taxes for employee retirement and unemployment insurance. If the Erie paid its taxes each day, it would be turning over a check of over \$48,000 every day of the year. It might be interesting to note that our tax bill is considerably larger than our net profits.

So, up to now 70 cars of our 100-car train are behind us, and we have five more stops to make with the remaining 30 cars.

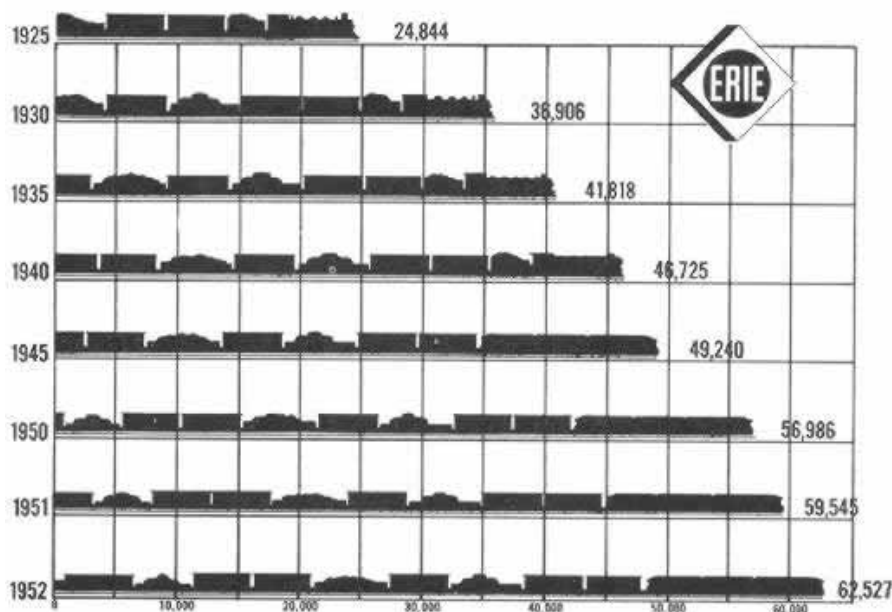
### Wasted Stop

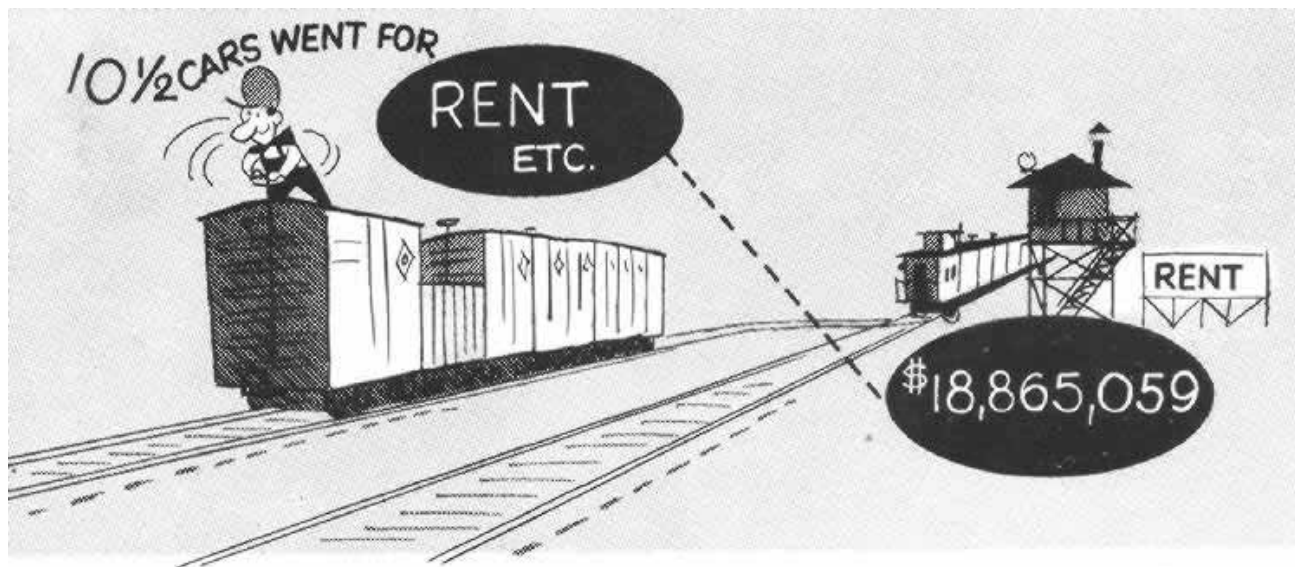
The fourth stop of this excursion is one where we probably

ought to stop longer and perhaps listen to a serious lecture. This station is marked "Loss & Damage and Injuries to Persons," but might appropriately be nick-named "Rat Hole." Loss and damage to freight alone cost our railroad \$3,099,727 in 1952. Of course, that was like throwing that amount of money away to the winds.

No doubt, much of this loss was unavoidable. But just plain care and alertness could have made that figure lower. Careful packing, billing and loading, and smooth, efficient handling of trains in yards and enroute will greatly reduce the amount of money left at this wasteful stop. Payments on account of

**Gross ton miles per freight train hour.**





Injuries to Persons totalled \$1,968,-836 and can also be reduced by being more careful.

So, we cut off nearly three cars at "Loss & Injuries" and high-ball for the next station which is "De-

ating expenses.

#### Stop for Details

Now, while the train is being serviced for its run down the home stretch, might be a good time to

Let's find out what we got for the money. For one thing, the condition of our equipment, track, road-bed, and buildings is better than at any time in the history of the railroad.

We maintained and improved our track, roadway and structures at a cost of \$23,859,732. Seventy-one track miles of new rail were installed, and we plan to add 115 miles in 1953. More rail would have been laid last year, but because of steel shortages we couldn't get all we ordered. Ballast work was performed on 794 miles of track.

You will be interested to know that 99 percent or 2,265 miles of main line now are equipped with rail weighing 110 pounds per yard or more. Of this mileage, 1,057 miles have 130 to 140-pound rail.

Maintaining cars and locomotives cost \$26,926,013 in 1952. Our high degree of dieselization has enabled us to eliminate costly repair work on old steam locomotives. During 1952 we disposed of 96 steam locomotives, making it 717 in all since we started changing to diesels. We now have 472 diesel-electric units

*... engine and train  
operating factors improve  
with new record set  
8th straight year for gross  
ton miles moved per  
freight train hour.*

preciation." Like your automobile or television set, our equipment is worth less each year. This wearing out of roadway and equipment is written off as depreciation so that funds will be available for replacement. In 1952 this amounted to \$8,078,455 or about four and a half cars of our train.

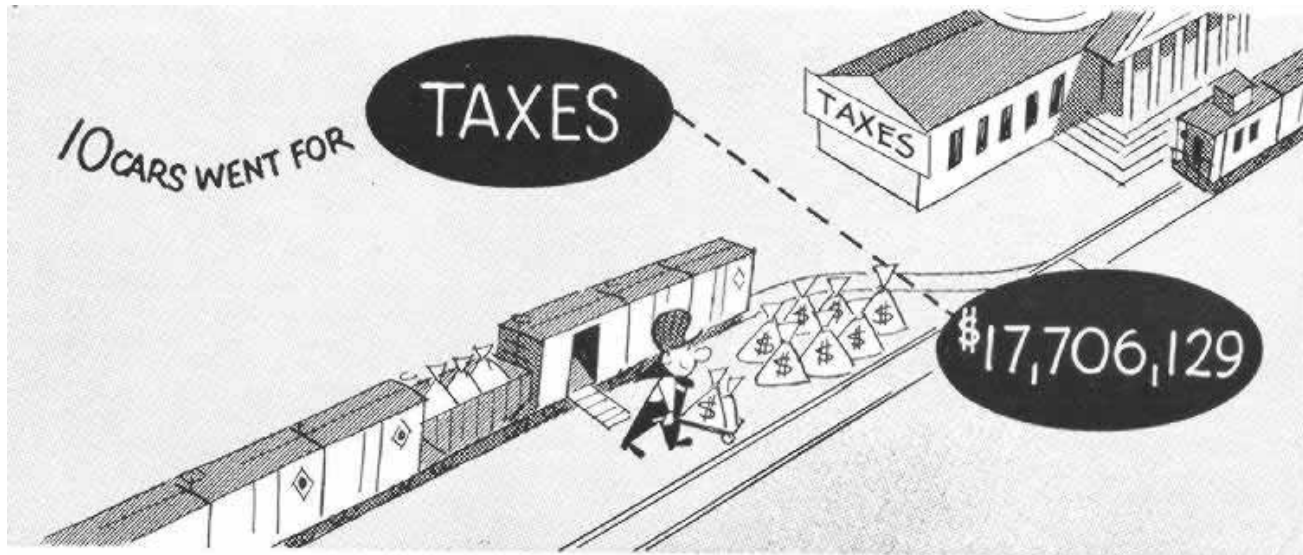
Running along now with a very short train, we come to the station reading "Rent and all other Operating Expenses." Here we drop off 10.5 cars or a portion of the train which represents \$18,865,059 of total income. The "Rent" includes payment to other companies for hire of equipment and use of joint facilities, and totals \$5,423,-348. Most of this is for mileage payments on the refrigerator cars that travel over our rails. The balance is for many thousands of miscellaneous items charged to oper-

go over the trip thus far for a little more detail. We've come a long way and haven't much of a train left.

So far we have covered operating expenses and taxes and have spent \$158,070,646 or about 88 cars of our original 100-car train. Pretty generally the figures for 1952 closely paralleled those of 1951.







and only 43 steam which will be disposed of as soon as their mileage has run out.

### Cars In Good Condition

The Erie's freight and passenger cars are in good condition and require only a normal repair program. The good condition of freight equipment is indicated by the fact that 18 percent of our cars are less than six years old, and the average age of all our freight cars is less than 15 years, which is much better than the national average.

Transportation charges, which include station, yard and train costs in handling and moving traffic, amounted to \$72,029,472, making up the greatest part of operating costs.

But Engineer Smiley has blown the diesel horn and it's time to continue the trip of the "Annual Report Express."

Only four more stops remain before the end of the line. We soon pull up to the first of these, and the station sign reads "Interest." This money goes to pay our creditors for the use of the money they have loaned us. It includes interest on the first mortgage and general

mortgage income bonds, equipment obligations and rentals for leased roads. It also includes an amount of \$701,730 called a "sinking fund" that is used to retire some of these bonds and thereby systematically reduce our debt. We cut off about four and a half cars here, and that equals \$8,119,815 of the total income.

Another station is called "Capital Fund" which means that a certain amount is set aside here for projects that are additions and betterments to the railroad. In this way some money is systematically made available for improvements but only a part of what is needed. Last year this accounted for two cars in our train, or \$3,529,180.

The next to last stop is "Dividends," and it's a good thing the "Annual Report Express" finally reached this stop because the train is getting pretty light now, and there has to be something left over for further improvements, paying off debt, and lots of other things if we are going to make progress. At the "Dividends" stop we finally make a payment to the shareholders, including many Erie em-

ployes, who had faith in the Erie and invested their savings in our railroad to help us buy necessary equipment and build needed facilities.

First comes the dividend on pre-

### OUTDATED

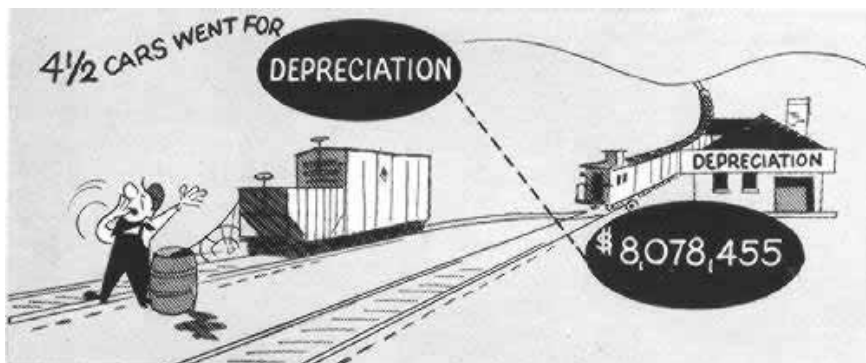
Our railroads are currently emphasizing the need to change outmoded rules and regulations that govern them today. Along with other railroads, the Erie will be able to serve the public better and more economically when railroad legislation is brought up to date to fit modern competitive conditions.

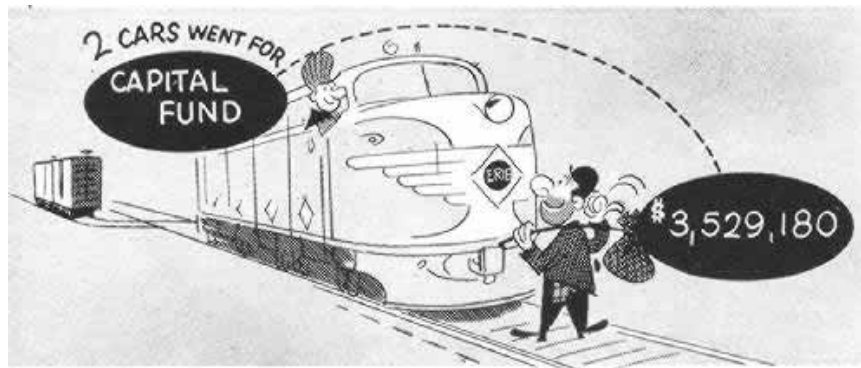
ferred stock. The dividend each year is \$5.00 per share. The total paid this year was \$2,014,410, or slightly more than one car of the "Annual Report Express."

Holders of common stock received \$1.75 per share in 1952, the same as the two previous years. This took \$4,287,865, or less than two and a half cars for an over-all total of preferred and common dividends of \$6,302,275, or exactly three and a half cars of our train.

### End of Line

Finally, we come to the end of the line, and the station here is named "Further Improvements, Retirement of Debt, etc." Coupled on the back of our diesel now is a tiny cut of one and a half cars or \$2,690,336. An Erieman uncouples these last few cars, we disembark from our imaginary train,





and Smiley cheerfully takes his diesel into the yard to start building up enough cars for a good-sized train to carry us through 1953.

Each year Smiley has to get a bigger and bigger train together to unload at all of these stations some of which are getting more expensive to take care of.

We might call this the main line section of our trip through the 1952 annual report. There are other important facts in the report in which we're sure Erie employees will be interested. So if you will let us keep your imagination a short time longer, we will make believe that the remainder of the report is the sideline and branch line section.

As was mentioned earlier, Erie employees can be proud of the physical improvements made on the railroad in 1952. With delivery of 62 new diesel units, we were completely dieselized except for a few commuter trains in the East.

Diesel servicing facilities have kept pace with this expanding pro-

gram, and by the end of 1953, all these facilities will be completed. At the start of 1953, mechanical forces moved into the huge new addition built at our diesel shop at Marion, Ohio, and other diesel facilities authorized or under construction include Youngstown and Kent, Ohio; Sharon, Meadville and Susquehanna, Pa.; and Binghamton, N. Y.

Our tugboat fleet is being dieselized too. Two new tugs were launched in 1952, and three more will be delivered by mid-1953. When these are received, all of our tugs will be diesel powered.

Four new 25-ton diesel locomotive cranes were received in 1952, and 21 more have been ordered to replace 30 steam-powered cranes. Also on order are two 250-ton diesel wrecking cranes.

Other additions and betterments were featured in 1952 issues of the magazine.

These expenditures for a better railroad have enabled the Erie to establish higher efficiency records. Modern machines and scientific planning have been the basis

of this increased efficiency.

Outstanding among the better performances is the record for number of gross ton miles moved per freight train hour, an accepted measurement of operating efficiency since it combines tonnage and speed. For the eighth straight year, we set a new record, reaching 62,527 ton miles in 1952. Another new high was the 3,549 gross tons handled per freight train.

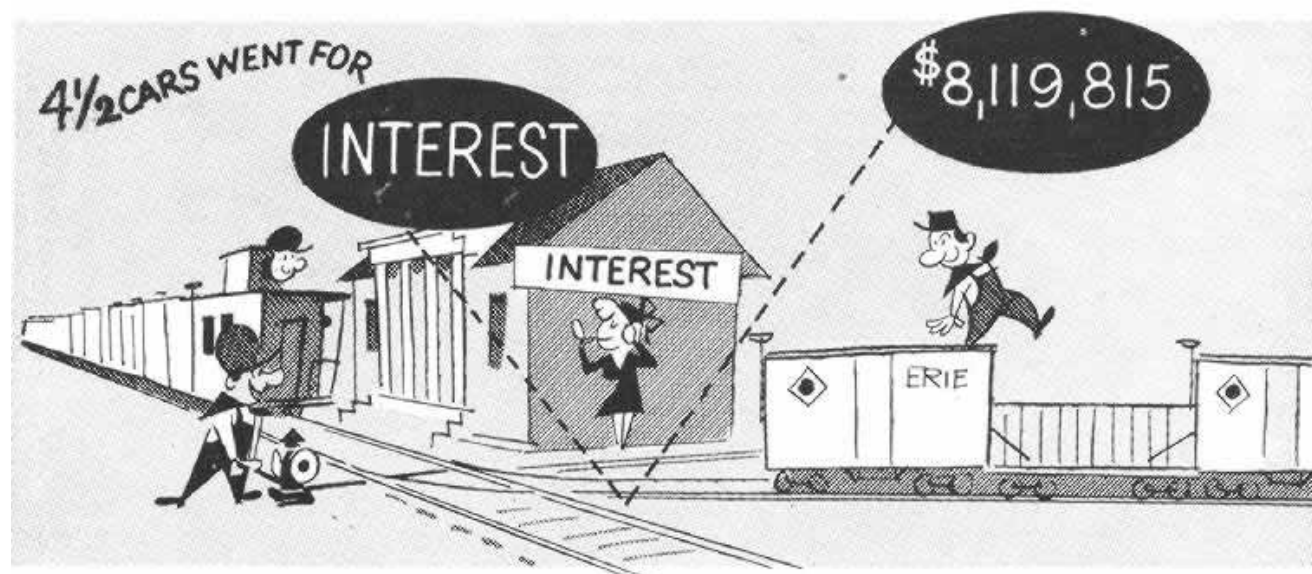
Of course, just as last year, we still have our general railroad problems with us, such as unprofitable passenger train service, need for modernized regulations, subsidized competition, and unwieldy rate changing procedures. As has been reported in other issues of the magazine, the railroads are seeking fair, equitable solutions to these problems and are continuing with aggressive programs in 1953.

### 80 New Industries

Our Industrial Development Department is proceeding with its active program to obtain new plants and factories for the Erie Area, the "Heart of Industrial America." Last year 80 new industries located on our rails and 30 expanded. It is estimated these gains will produce over \$3,100,000 in added gross revenue for the Erie annually.

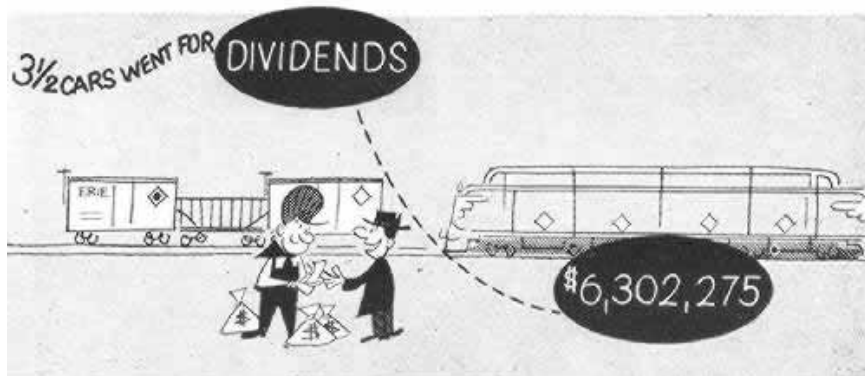
In 1952 Erie employees became more skilled and competent as a result of our training program in which employees showed a keen interest. By the application of progressive management methods, employees were helped to acquire the skills which lead to promotions.

Sales training activities in the Traffic Department included educational trips over the railroad for



our salesmen from the various agencies located throughout the country. These trips provide them with a first-hand knowledge of the services and facilities the railroad has to offer so that they can be of greater assistance to shippers in their respective territories.

Increasing competition and costs, coupled with the decline in some former important sources of revenue such as anthracite coal, makes more and more important the investigation of additional sources of revenue and other means of increasing net earnings. The Erie's Research Department is not only our recognition of this fact, but positive action is being taken in meeting it. This department compiles and analyzes data dealing



has increased in recent years, and our public relations program operates as a contact with people in all walks of life. Our success depends a great deal on their support and

In the report to the shareholders they were informed as to how they could help their railroad by being a "salesman." In this way they not only help to bring business to the railroad, but also help themselves at the same time. This same idea can apply to employees as well. Here are the three ways you can help:

1. If you know anyone who ships freight, suggest that he "route it Erie" next time.
2. If any of your friends travel between New York and Chicago, mention Erie's convenient passenger schedules and friendly service.
3. If you hear of any industry looking for a plant site, sell them on the advantages of locating in areas served by the Erie Railroad.

## COSTLY DELAYS

*After more than 15 months of costly delay involving lengthy hearings, the Interstate Commerce Commission authorized, effective May 2, 1952, a 15 percent increase in freight rates which the railroads had requested to offset higher wage and material costs. Unfortunately the Commission designated the increase as a temporary one extending only until February 28, 1954. With the continuation of higher operating costs, it will be necessary for the railroads to take steps again to have this increase made a permanent part of the rate structure.*

*One of the greatest problems in the railroad industry today is to get rates adjusted promptly to offset higher costs. The Interstate Commerce Act should be amended to shorten the excessive and costly delays that have occurred in the past. Other industries, even under war-time price control, are able to make speedy price adjustments when increased costs justify them. The railroads should have the same opportunity.*

with economic trends in relation to rail traffic, studies sources of potential traffic and the relationship of cost to traffic handled, and prepares many related studies requested by the officers of the various departments.

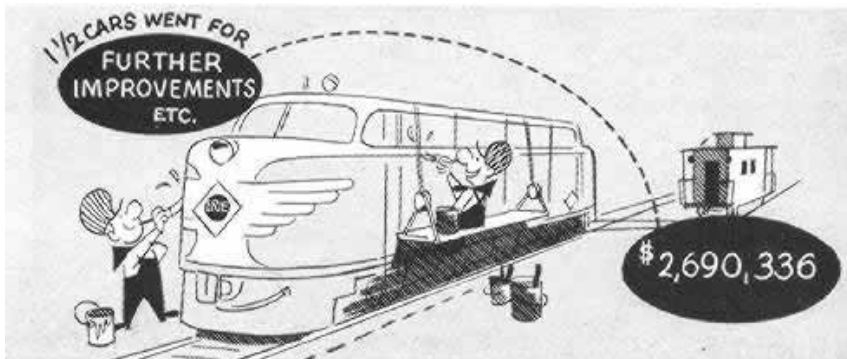
Employee medical aid was continued as a means of insuring the health and safety of employees. At no cost to them, new employees receive physical examinations to be sure they are fit to perform their jobs. Men in train service are examined regularly to maintain their health and for the safety of themselves, their fellow workers, and the public.

Our public relations program was continued with information provided by news releases, advertising, shareholder communications, the Erie Magazine and in other ways. Public interest in the Erie

understanding as favorable public opinion is one of the best assets a company can have.

The big job ahead of us is to render the best kind of service possible so that more customers, both freight and passenger, will use the Erie. We need all the business we can get.

Well, that's the end of the trip. Of course, we have mentioned only the highlights of the annual report, and if you would like more detail, we repeat, President Johnston will be glad to mail you an official annual report which will answer most of your questions. To obtain the official report just write to him, Erie Railroad, Midland Building, Cleveland 15, Ohio.





Looking spry enough to continue another 50 years, B. R. Seberry (center), general traffic manager of the Corn Products Refining Co., is shown here getting aboard an Erie commuter train in Jersey City to take the trip which marked 50 years of commuting on our trains. Mr. Seberry also retired from his job soon after making this "historic" trip. He started commuting from Spring Valley, N. Y., in 1903 and still recalls hugging the hot stove at the end of the car with Erieman Pop Terrell and once in a while riding the cab of a camel-back with Engineer Bill French. Mr. Seberry joined Corn Products in 1917, was transferred to the Traffic Department with the company in 1936 and had been traffic manager since October 1942. In commenting on his work with the Erie he said "Can't remember the time we haven't looked to the Erie to handle at least 5,000 carloads a year to our satisfaction, and that has to mean service at its best!" Erie executives in New York and executives of Corn Products honored Mr. Seberry at a luncheon in New York Feb. 27. With him here are C. A. Ross (left), fireman, and A. Bush, engineer.

## TEAMWORK BASIS OF RAIL SUCCESS

When you see a freight train go by, you are intrigued and impressed by the many railroads which are represented in the string of cars. You may not be aware of it, but you are seeing something else, too. You are witnessing one of the greatest examples of teamwork in the world's history. Without that teamwork, we could not have the continent-wide commerce which enables American producers to ship to world-wide markets and which gives you and your neighbors the abundant life that makes America the envy of the world.

Typical of this teamwork is the fact that railroads all cooperate in a continent-wide system of car exchange, car rental, car repairs and freight rates, switching charges and accounting practices.

Then too, all these cars roll on tracks that are of standard gauge—4 feet 8½ inches between rails—from coast to coast.

Another striking example of railroad teamwork is the fact that all

parts of all the 2,050,000 freight cars on the railroads are so standardized that repairs and replacements can be made in any railroad shop, any-

## ST. LOUIS SALUTE

St. Louis will always be indebted to its railroads for the markets they make possible for St. Louis products, for the freight they move night and day, for the passenger travel they make possible, for their vast employment, for the taxes they have paid, for the purchases they themselves make here, for the advertising they have given St. Louis and for the civic-minded men who have been, and are, their leaders.

St. Louis (Mo.) Globe Democrat

where in the country.

And here's still another striking example of railroad teamwork: When necessary, railroads in every part of the country contribute to the great freight car pool which is concentrated in the wheat belt in advance of the harvest. Then, loaded in freight cars, the grain starts on its long journey that ends when you pass the bread at your table.

So when you watch a train go by, with its cars from so many different railroads, you are watching a fine example of American teamwork. This teamwork, plus research and investment, has made possible the rail system that hauls more freight more miles--and does it at a lower average charge--than any other form of general transportation in the world.

## Retires In Freight Claim Office



After almost 49 years with the Erie, G. M. Quinlan, assistant freight claim agent at Cleveland, has retired, and this picture was taken at a party for him in Cleveland. Mr. Quinlan received a purse and a box of his favorite cigars. In the picture are, from the left, A. H. Gudehus, Mrs. R. J. Mulroony, Mrs. A. H. Gudehus, R. J. Mulroony, E. E. Zabriskie, who succeeds Mr. Quinlan, Mrs. Zabriskie and Mrs. T. P. Scott.

Erie Railroad Magazine





## 2 New Stations Open

Despite the similarity of two of the pictures, these photographs were taken at two separate station opening ceremonies at the east end of the railroad. Top, these two pictures were taken at the ceremonies opening the new Clifton, N. J., depot. Top, left picture, front row from the left, E. V. Hermance, Erie agent at Clifton; I. H. Schram, chief engineer; A. F. Metz, newest Erie director and president of the Okonite Co.; A. E. Kriesien, assistant vice president and general manager, Eastern District; John L. Fitzgerald, Clifton city manager; J. N. Donatelli, Clifton councilman, and H. A. Bookstaver, superintendent, New York Division. Rear row, F. K. Corlett, division freight agent, Jersey

City; E. J. Dean, assistant vice president; A. P. Schmidt, contractor; George Keenan, Clifton postmaster, and W. R. Brogan, J. W. Sargent, Ira Schoen, E. T. Scheidemann and Steven Koribanics, councilmen. Top, right, Mr. Metz is shown cutting the cake at the Clifton opening luncheon. With him, from the left, are Mr. Schram, Mr. Hermance, Mr. Fitzgerald, Mr. Schmidt and Mr. Kriesien. In the picture at the left, the same routine is followed for a picture at the opening of the new station at Hohokus, N. J. In the picture, from the left, Mr. Bookstaver, Mr. Kriesien, Reginald Carpenter, Erie agent; A. F. Goll, mayor of Hohokus, and two Hohokus councilmen, A. J. Zimmerman and Edward C. Isele.

## Government Strangulation

The Staten Island Rapid Transit railroad serves the island with passenger and freight service. No complaints were made that the service was inadequate. Then four years ago Staten Island government engaged in the bus transportation business. The municipal bus service, now greatly expanded, in general parallels the tracks of the railroad.

After four years of competition for passenger transportation against the publicly-owned, tax-free bus system, the SIRT has reluctantly applied to the New York State Public Service Commission to discontinue passenger service. Revenues from passenger service, the SIRT cites, is down to one-third of expenses.

In 1949 the SIRT setting forth losses in passenger transportation revenue applied to the NYPSC to discontinue certain trains. The petition was denied, even though the

PSC admitted that "no private company can long compete or even endure" city subsidized competing transportation systems.

Primarily responsible for the railroad's decline in traffic and revenue,

the government is the principal opponent of the rail line's petition to discontinue passenger service....

*Paterson Call*  
Paterson, N. J.

## LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Elmer E. Zabriskie	Cleveland, Ohio	Asst. Freight Claim Agent	4-23-12
Frank V. Kelleher	Cleveland, Ohio	Asst. Freight Claim Agent	3-1-17
Walter H. Myrer	Chicago, Ill.	Dist. Freight Claim Agent	5-9-20
Lester E. Isham	Buffalo, N.Y.	Road Foreman of Engines	9-30-26
Richard R. Mitchell	Jersey City, N.J.	Road Foreman of Engines	8-15-41
Walter G. Coleman	Kent, Ohio	Road Foreman of Engines	6-19-26
William H. Connell, Jr.	Atlanta, Ga.	Commercial Agent	2-3-47
S. C. Cancilla, Jr.	Youngstown, Ohio	Gen. Track Foreman Sub-Div. 2	4-11-31



There probably is no record of the man who originally observed wisely that Perfect Shipping is not a one-month job, but a job that is to be done every minute of every day of the year.

No doubt whoever uttered that philosophy had in mind that April is traditionally the "Perfect Shipping Month." Each April a nationwide campaign is launched by railroads, shippers, and receivers to rebuild resolutions and intentions, and to broadcast new and better ideas and shipping methods.

The 1953 Perfect Shipping Campaign is the 17th annual campaign.

In April 1953 a special effort is to be made by all to get each of us TO TRY EVEN HARDER, to use all known ideas and methods, and to use all our skills and knowledge TO PREVENT FREIGHT LOSS AND DAMAGE, EVERY DAY OF THE YEAR.

Freight Loss and Damage cost

the Erie Railroad \$3,099,727 in 1952. That's a staggering price, benefits no one. Think how much of facilities and equipment could have been purchased with even half of

# Perfect Shipping Month

that amount, also better offices, bunk-rooms, typewriters, office furniture, tools or machines, to make our jobs easier.

## Happier Customers

Prevention of Freight Loss and Damage means satisfied customers. Satisfied customers will continue to use our railroad and thus improve job security.

In the final analysis, prevention of freight loss and damage on the Erie can be accomplished only by the conscientious effort of every Erieman. We have diesel trains, new freight cars, modern freight handling equipment, latest type machines, improved roadbed, signaling, and communication, and more efficient methods, to make our railroad safer and more dependable. However, Eriemen, with their skills and knowledge, are of greatest importance in prevention of loss and damage.

## What You Can Do

What can the Erieman do? Here are a few things:

1. Handle cars carefully on the road and in the yards.
2. Prevent coupling impacts in excess of 4 miles per hour.
3. Avoid delays to loaded cars--keep loads moving.
4. Inspect, prepare and furnish the kind of empty cars required for freight to be shipped.
5. Prepare damage reports that will be informative to shipper and originating railroad.
6. Be effective in handling Loss and Damage reports received. If they show apparent failures in packaging or car loading, take up with station forces or shippers.
7. Make sure L.C.L. containers comply with Classification Rules.
8. Look for and observe caution placards on cars and packages.
9. Check freight against bills, accurately.
10. Use bulkheads to protect freight in L.C.L. cars, and set-back cars.
11. Compare waybills against shipping orders, to insure against error or omission.

Here are some examples of prevention failure:

Notation on a bill of lading not transferred to the waybill--cost, \$669.

A crate of engine parts dropped in handling--cost, \$474.

A car iced contrary to instructions --cost, \$461.

A carload placed at a consignee's siding--seal record not taken--

Cost, \$356.

A transformer damaged in switching--cost, \$3,300.

A carload of machinery damaged in switching--cost, \$1,600.

A carload of cable on reels damaged in switching--cost, \$15,000.

A carload of filing cabinets damaged in switching--cost, \$2,000.

A tank car damaged in switching, contents lost--cost, \$10,200.

#### Films To Be Shown

Two films have been purchased, and will be shown to all yard men in all yards on the system. "The Freight Goes Through" (Careful switching of cars in yards), and "Safety at Switch and Throttle"

(Mostly yard).

Both films have been shown to supervision of all ranks, in offices at Cleveland, Jersey City and Youngstown, and in all Division offices.

Each district has prints of both films for showing in their yards. Schedule of showings is arranged by general managers and superintendents.

It is agreed generally that prevention of coupling impacts in excess of four miles per hour will not hurt service nor will it slow movement of cars and trains through yards.

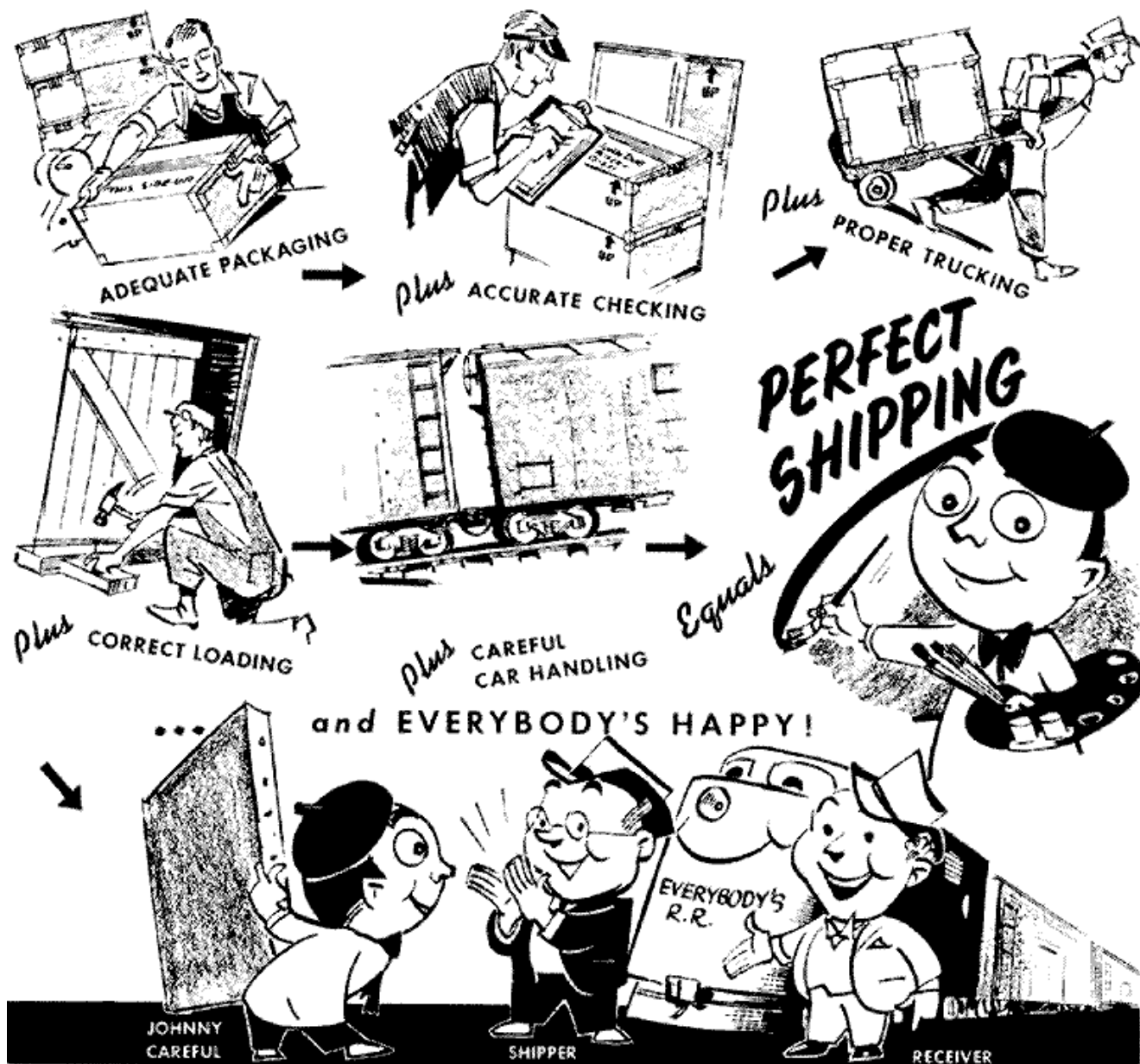
The distribution and use of im-

pact recorders is being revised, to give each superintendent one or more for use on his division so that all Eriemen involved on each division will have some measure of effectiveness of effort to prevent switching impacts in excess of four miles per hour.





The shipper cooperates too. He provides satisfactory containers, packs well and addresses correctly, and loads cars according to approved methods devised for his freight, or should do so.

The receiver is important too. He prevents loss and damage after shipment reaches him, or should do so.

## JOHNNY CAREFUL SAYS





	January	
	1953	1952
 <b>Received from Customers</b>	\$14,842,797	\$15,015,487
 <b>Paid out in Wages</b> PER DOLLAR RECEIVED (cents)	\$ 6,788,626 45.7	\$ 7,087,887 47.2
 <b>All other Payments</b> PER DOLLAR RECEIVED (cents)	\$ 7,107,151 47.9	\$ 7,044,486 46.9
 <b>Left over before Dividends</b> PER DOLLAR RECEIVED (cents)	\$ 947,020 6.4	\$ 883,114 5.9

(Based on figures reported to the Interstate Commerce Commission)

## Russell Criddle Publishes Book

Readers of the Erie Magazine who remember the story in the January 1947 issue about Russell Criddle, who had his sight restored after being blind 17 years, will be glad to know that his book, "Love Is Not Blind," has been published and should now be on sale in book stores.

Son of former Erie Engineer R. M. Criddle and operating his own farm near Susquehanna, Pa., Russell wrote the book himself. It is the story of the changed life he had to face for 17 years after blindness occurred as the result of an accident when he was 12. It is the story of how he won the girl he loved while blind and how he started his farm. According to the publisher, it is "a story that inspires hope and confidence, a candid, moving narrative filled with pathos and humor, drama and joy."

The book finishes on a sad note which, however, is an even greater tribute to Russell's courage. A post-operative complication has caused removal of one eye and has spread to the other eye. However, although forced to give up dairying, he faces the future with great hope and an anticipation that he bases on love.

## Engineer Collins With Erie Diesel



*This young fellow became a locomotive engineer when he got this Erie toy diesel for Christmas. He's Engineer Michael W. Collins, age 7, the son of Patrolman L. L. Collins, Buffalo patrolman. Mike hopes some day to be handling one of the big diesels for his favorite life-size railroad.*

*Butcher: I can't give you any more credit. Your bill is bigger than it should be right now.*

*Customer: I know. If you will tell me what it should be, I'll pay you.*

*"John, the baby swallowed the matches. What will I do?"*

*"Use the cigarette lighter."*

*A standard railway passenger coach now costs around \$125,000, while a modern Pullman sleeping car costs in the neighborhood of \$163,000.*

*The average cost of a treated cross tie laid in railway tracks in 1951 was \$2.99, compared with \$1.31 in 1941, an increase of 128 per cent.*



## Railroads Make Postage History

Before the introduction of railroads in the United States, standard first-class postage rates were 6 cents for a 1-sheet letter, 12 cents for a 2-sheet letter and 18 cents for a 3-sheet letter, for any distance up to 30 miles. For distances ranging from 30 to 80 miles the rate was 10 cents, 20 cents and 30 cents for 1-, 2-, and 3-sheet letters, respectively. For distances ranging from 80 to 150 miles the rate was 12½ cents, 25 cents and 37½ cents. For distances of 150 to 400 miles it was 18-2/3 cents, 37-1/3 cents and 56 cents, and for distances of more than 400 miles it was 25 cents, 50 cents and 75 cents, respectively.

For instance, the postage on a letter consisting of three sheets of writing paper going from Washington to Boston cost 75 cents.

In 1845, with railway transportation available between the principal cities of the East, postage rates were reduced to 5 cents per half-ounce within 300 miles and 10 cents per half-ounce within 1,000 miles.

In 1851, with the country served by more than 10,000 miles of railroad lines, postage rates were reduced on letters to three cents a half-ounce up to 3,000 miles and 6 cents for a greater distance.

In 1883 the first-class mail rate was reduced to 2 cents per half-ounce, and in 1885 to 2 cents per ounce. This all-time low continued in effect until 1932, when the standard rate was increased to 3 cents an ounce, where it has remained to the present time.

One-cent postal cards were introduced in 1873 and continued until 1952 when the rate was increased to two cents.

*"Is there anything you'd like to eat before your execution?" asked the warden.*

*"Yes, mushrooms," answered the condemned man. "I've always been afraid to try 'em."*

*"Does your wife miss you much?"*

*"No," replied the second, "for a woman, her aim is mighty accurate."*

April, 1953

## 'HOBO BASKET' VISITS ERIE



*Here's one "hobo" that gets preferred treatment on the Erie. This is the hobo basket which has been riding the railroad for several months and is the symbol of the railroaders' fight against infantile paralysis. It is dropped off at points along the railroad to enable employees to contribute to the polio fund, serving as a receptacle for contributions. Recently at Meadville, Pa., Erie employees contributed \$350 during the basket's visit with comparable sums collected at other points. This picture was taken at Youngstown. In the picture, from the left, are George Snider, general yardmaster; Bill Donnelly, trainmaster, and Andy Fabian, conductor. In contrast to real bums, this "hobo" gets the best accommodations on Erie trains. The basket is in charge of the train conductor and rides in the caboose. After employees toss in their contributions, the funds are turned over to the local polio chairman. The idea was conceived by three railroad clerks, and the basket traveled 10,000 miles on other railroads before it reached the Erie at Jersey City.*

## CUB 'INVASION' AT HORNELL



*In observance of National Boy Scout Week this army of 948 Cub Scouts and 246 adult leaders from Binghamton and Endicott, N. Y., swooped down on our yards and shops at Hornell, N. Y., for a close-up look at railroad operations. The following Saturday an even bigger group of the Cubs from Waverly, Corning, Elmira and Addison, N. Y., visited the yards. The rallying cry of the second group of eager boys is "Forward on Liberty's Team."*

# RETIREMENTS

YOU DID YOUR JOB WELL  
YOU ARE TRUE RAILROADERS



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
George W. Bradley	Road Conductor	Marion, Ohio	2- 4-53	41
Sabe Brewton	Power Truck Opr.	Meadville, Pa.	1-15-53	33
Emmitt L. Cooper	Car Inspector	Dayton, Ohio	2-20-53	36
Thomas E. Creegan	Machinist	Hornell, N. Y.	12-18-52	35
Charles H. Clump	Engineer	Avoca, Pa.	1-27-53	46
Smith Dailey	Conductor	Jersey City, N.J.	1-26-53	48
Samuel Donato	Machine Operator	Dunmore, Pa.	2-10-53	46
Clarence W. Edwards	Machinist	Port Jervis, N.Y.	2-10-53	47
Samuel G. Edwards	Marine Engineer	Jersey City, N. J.	2- 2-53	34
Wallace E. Gano	Fireman	Akron, Ohio	1-23-53	36
Samuel H. Haselhurst	Boilermaker	Meadville, Pa.	1-20-53	45
Joseph G. Higley	Plumber	Marion, Ohio	1-31-53	40
Thomas W. Higley	Engineer	Ferrona, Pa.	2- 1-53	48
Charles F. Hurley	Car Repairer	Jersey City, N.J.	2- 6-53	25
William A. Jackson	Test Rack Operator	Avoca, Pa.	1-16-53	43
William It. Knoll	Tugboat Deckhand	Jersey City, N.J.	2-19-53	27
Emil E. Kossmann	Machinist Helper	Jersey City, N.J.	11-12-52	37
Otto John Krimblebine	Engineer	Huntington, Ind.	2- 2-53	49
Edson A. Lake	Conductor	Susquehanna, Pa.	2-10-53	44
Raymond G. Lewis	Train Dispatcher	Youngstown, Ohio	4- 1-53	50
Marguerite F. MacEwen	Asst. Apport. Clerk	Cleveland, Ohio	1-31-53	35
Fred P. McCracken	Yard Brakeman	Youngstown, Ohio	2-12-53	34
Timothy A. Moloney	Barge Captain	Jersey City, N.J.	2011-53	28
Edward M. O'Brien	Yard Conductor	East Buffalo N.Y.	7-11-52	45
Michael J. O'Horo	Machinist	Avoca, Pa.	1-27-53	46
Ross L. Owens	Engineer	Meadville, Pa.	2-16-53	40
Hughes Pegues	Machinist	Brier Hill, Ohio	2-28-53	36
Andrew Peternel	Crossing Watchman	Cleveland, Ohio	2-11-53	23
Louis R. Piser	Boilermaker Helper	Jersey City, N.J.	1-28-53	28
Edward D. Redinger	Car Repairer	Brockway, Pa.	2-13-53	30
Frank Rich	Boilermaker	Meadville, Pa.	1-24-53	33
William G. Roder	Checker	Jersey City, N.J.	1-16-53	51
John L. Rowley	Machinist	Hornell, N. Y.	2-10-53	36
Nora Loretta Ryan	Telephone Operator	Susquehanna, Pa.	1-28-53	35
George Schumacher	Car Repairer Helper	Port Jervis, N.Y.	2- 3-53	44
Peter T. Shanley	Laborer	Susquehanna, Pa.	1-14-53	40
Karl F. Smallenberger	Machinist	Meadville, Pa.	3- 9-53	50
John A. Smith	Freight Conductor	Avoca, Pa.	1-26-53	34
Guy Stevenson	Engineer	Meadville, Pa.	2-16-53	45
Bartol J. Stincic	Section Foreman	Cleveland, Ohio	2- 1-53	52
James F. Stroud	Freight Conductor	Huntington, Ind.	12-29-52	48
Alvin W. Wahl	Crossing Supervisor	Coming, N.Y.	4- 1-53	51
Ralph R. Williams	Trackman	Orangeville, Ohio	1- 5-53	28

"What's in that unusual vase on the table there?"  
"My husband's ashes."  
"Oh, I'm sorry. I didn't know he was dead."  
"He's not dead. Just too lazy to find an ash tray."



## ASTONISHING BUT TRUE

The railroads of the United States paid more in taxes last year to federal, state and local governments than the United States Government spent for all purposes (except debt retirement) during the first 65 years of its existence! From the time George Washington took office as President on April 30, 1789, until June 30, 1853, when Franklin Pierce was President, United States Government expenditures totaled \$1,269,-222,000. This was about \$31,000,000 less than the railroads' 1952 tax bill of \$1,300,000,000.

Of the 223,427 miles of railroad in the United States at the beginning of 1952, 222,843 miles, or 99.7 per cent of the total, were standard-gauge lines, and 584 miles, or 0.3 of 1 per cent, were 3-foot or narrow-gauge lines.

Sir:

... It has required no research for me to be able and happy to say to you that we have had splendid cooperation from both your Traffic and Operating Departments plus that fine spirit so essential to the satisfactory conduct of our business....

Frank Moore, G. T. M.

Columbia-Southern Chemical Corp.  
Pittsburgh 13, Pc.

Sir:

Upon my return from New York the other day, I was, as usual, impressed with your fine service and the extraordinary courtesy of the train personnel, from the porter and waiter to the conductor. Actually, one feels at home on your trains...

Likewise, the service rendered here in Corry by your agent, David Jones, and the fine service from your ticket agents and all other Erie employees, is most efficient and greatly appreciated...

We sincerely hope that business will continue at a healthy rate throughout the year.

David A. Hillstrom  
Corry-Jamestown Mfg. Corp.  
Corry, Pa.

Sir:

The Cubs were thrilled by what they had seen and especially the ride they had taken in a diesel cab.

As cubmaster, I wish to thank you again in the name of the Cub Scouts and their leaders for what you have done.

Jack Litfen  
Cubmaster, Pack 249  
New York, N. Y.

Sir:

Thank you so much for all you did for our group on our trip to the railroad yards last Tuesday. It was a most exciting adventure for all of us and the children felt very important learning "all" about the railroad from you.

Lorraine Hazzard  
The Little Red Schoolhouse  
New York, N. Y.

Erie Railroad Magazine

# RAILROAD SAFETY

## IT CAN BE DONE

### SAFETY RECORD BETTER IN '52

Alertness and a keen awareness of safety practices in 1952 enabled Erie employes to turn in one of the best safety reports in the history of the railroad, with the report of only one death standing as a new low for all time.

With the third lowest injury ratio figure since 1921, a period of 31 years, only 4.7 injuries were suffered by employes for each million man-hours of labor performed. Very few of these injuries were of a serious nature or required any hospitalization.

"It is most gratifying that Erie employes are becoming more and more safety minded and concerned with each other's well-being," W. E. Godfrey, safety agent, commented. "If we will all talk up safety and keep it really alive, both in spirit and practice, less and less people will suffer the grief of accidental injuries."

"Safety 100 per cent" has become quite a habit at many locations on the system. For two consecutive years employes in the following have avoided reportable injuries: Stores Department, Dining Car Department, Marine Repair Yard, Secaucus Roundhouse, Wyoming-Jefferson Division, Maintenance of Way, Meadville Car Department and Station Service on the Buffalo - Rochester, Allegany-Meadville - Bradford - B.&S.W., Wyoming-Jefferson and Mahoning Divisions.

The Transportation Department, which invariably accounts for about 50 per cent of all injuries, showed a marked improvement. There were 33 fewer men injured in this department in 1952 than in 1951. Outstanding among the divisions is the Mahoning Division where employes sustained only 16 injuries in 2,850,000 man-hours worked in 1952 as compared to 42 sustained in 1951.

Only lack of space prevents listing the many more departments and countless individuals who deserve

praise and recognition for the fine efforts they have exerted in promoting the safety movement. Individual names of those with 100% safety performance last year will be printed next month.

It just proves that ACCIDENTS CAN BE REDUCED AND ELIMINATED. But you have to work at it every minute of the day.

### RAILROADS SET SAFETY RECORD

The nation's railroads last year set an all-time safety record according to preliminary reports, said William T. Faricy, president of the Association of American Railroads.

In the first eleven months of 1952, there was only one fatality for each 2,200,000,000 miles of passenger travel, a rate of .045 per 100,000,000 miles, Mr. Faricy stated. Preliminary information for the last month of the year indicates that the fatality rate for the full year will be at least as good as that of the first eleven months, he added.

Mr. Faricy said that the safest previous year of the 65 years during which such figures have been kept was 1949 when one passenger fatality occurred for each 1,200,000,000 passenger-miles traveled. Even this fatality rate of .08 per 100,000,000 miles is far better than the best safety record of any other form of transportation, before or since, he declared.

Considering accidents of all kinds, the A.A.R. president said, it is a certainty that 1952 was the railroads' safest overall year. In the first eleven months, the number of fatal accidents, including not only those to passengers but also to employees, users of highway grade crossings and even to trespassers, fell about 10 per cent below those of the previous year and non-fatal accidents declined about 13 per cent, he stated.

"The gain in railroad safety over the years is even more remarkable when considered in relation to the amount of traffic handled, Mr. Faricy said. "As compared with 1939, the  
(Please turn to Page 22)



From National Safety News  
Published by  
The National Safety Council



All this fuss was stirred up when friends and fellow employes met Dan Ayres, freight conductor, on his last train trip Dec. 31 at Clifton, N. J., the day he retired. "Also Passaic County jury commissioner, Conductor "Ayres was with the Erie 45 years. He is shown here (third from left) receiving a plaque for "faithful and conscientious service" from J. T. Corbett, trainmaster. From the left, Trainmaster Corbett; John L. Fitzgerald, Clifton city manager; Mr. Ayres; James N. Marsh, chief of police; Raymond Kramer, and Elmer Hermance. Erie station agent at Clifton, home of Mr. "Ayres.

# LEAVING US

## Eriemen Along Railroad Honor Retiring Veterans

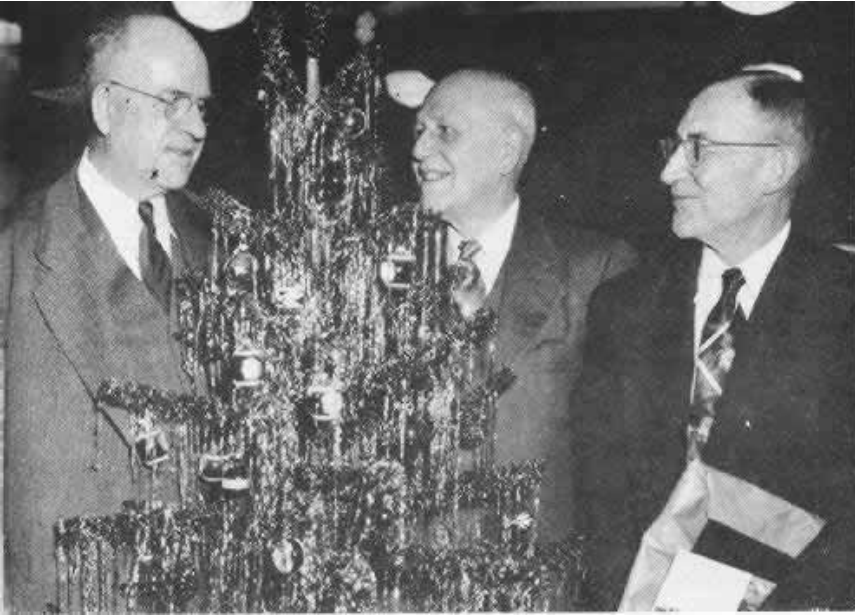


This group of Erie Marine Department employes in New York celebrated their first annual communion Mass and breakfast Dec. 7 at St. Stephen's Catholic Church in New York City. "Approximately 100 attended. Capt. James Hagen and Capt. Hugh Byrne arranged the affair. "Assisting with Mass were John and James Murray, deckhands in the Marine Dept. and sons of James Murray, mate on the tug Hornell. "At the breakfast, Rev. Dr. J. P. Monahan of St. Margaret Church, Staten Island, spoke on "Management and the Employee." Other speakers were M. B. Roderick, superintendent of the Marine Dept.; Harry P. Flood, inspector in the Marine Dept., and Gene Murphy, delegate of the Barge and Lighter Captains Union. Entertainment was by Capt. William Hanler who danced and by singers David and Kathleen Collins, children of William Collins, checker at Weehawken.



Left, in the picture on the left. Henry H. Tresize, (center) Black Rock, N. Y., yardmaster who retired Dec. 11 is being presented a gift by Harold W. Lynd (right), local chairman of the Brotherhood of Railway Trainmen, on behalf of fellow employes. With them is Trainmaster W. F. Wilson. The presentation was made at a party for Yardmaster Tresize on Jan. 2. In the other picture, Otto A. Bartz (left), Buffalo Division engineer, is being congratulated by R. A. Bork, road foreman of engines, at the end of his last run.





Retiring on the same day, these three veterans of the Operating Department in Cleveland were guests of honor at an office luncheon Dec. 31. From the left, C. F. McKinney, supervisor of tools and machinery; Curtis DeVoe, office manager, and Charles P. Brooks, mechanical engineer.



Only 62 years old, Roscoe J. Winne (left), main track hostler, Jersey City, already is a 50-year man with the Erie. He is shown receiving a 50-year gold pass from Charles Schwartz, general master mechanic. Mr. Winne started with the Erie when he was 12 years old according to our records. He reports he worked as a caller two years earlier.



After nearly 41 years on the Erie, Richard R. Wheaton, yard conductor at Buffalo, has retired. He is shown here with his crew. From the left, L. M. Croft, conductor; E. Johengen, engineer; P. A. Henesey, conductor; G. Fetzner, engineer; Mr. Wheaton; J. Mansell, conductor; E. C. Bath, conductor.

After 49 years with the Erie, Otto J. "Ham" Krimblebine retired Jan. 31 as engineer on Train No. 6 at Huntington, Ind. where he began. With him is Conductor G. C. Nolan.



Right, when Mrs. Mary Cusick, stenographer in the superintendent's office, Jersey City, retired after almost 20 years with the Erie, friends honored her with a dinner. On the outside of the tables, Mrs. Cusick in center, are Mabel Douglas, J. G. Meulener, E. F. Bunnell, George Kalle, Thomas Decker, Christina McNamara, Anne Dolan, Mary Quinn, Antoinette Geerinck, Joseph H. McGirr, Virginia Collins and Mrs. McGirr. Inside the tables are Ellen Moran. Steve Kasprzak. Joseph Mamary, Harold Malone. Johana Smith, Mrs. Agnes Conway, Mrs. Mae Kelly, William J. Flusk, Raymond Cusick, Dick Routh, Joseph Lusnia, Alice Shama' Barbara Coan and Joan Lynch.



# OBITUARIES

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Behrent, William Carl	Relief Carman	Jersey City Shop	1-26-53
*Berchtold, Charles	Machinist	Secaucus, N.J.	2- 8-53
*Blocker, Loyd Sherman, Sr.	General Foreman	Huntington, Ind.	1-25-53
Blunt, Frederick	Watchman	Duane St., New York	2- 1-53
*Bohlig, Gustav Louis	Plumber Foreman	New York Terminal Div.	2- 9-53
*Bradley, Edward G.	Yard Brakeman	Youngstown, Ohio	1-16-53
*Burton, George Elmer	Yard Conductor	New York Terminal Div.	1-11-53
*Cicco, Lorenzo	Trackman	Buffalo Division	12-25-52
*Culligan, Martin	Track Foreman	New York Terminal Div.	12-31-52
*Dolan, Charles Joseph	Yard Brakeman	Corning, N.Y.	12-18-52
*Egan, James William	Road Conductor	Kent Division	1- 7-53
*Esposito Frank	Trackman	Bradford Division	1-26-53
*Farrell, Peter Arthur	Brakeman	Wyoming Division	1- 3-53
*Garland, Francis Xavier	Asst. Superintendent	Mahoning Division	1-25-53
*Hoffman, Sydney Eley	Electrician	Jersey City Shop	2- 8-53
*Johnson, Carl Burchard	Laborer	Meadville Stores	11- 6-52
*Kennedy, Michael Charles	Yard Brakeman	Mahoning Division	2- 9-53
*Knox, Andrew	Car Inspector	East Buffalo Car Shop	12-25-52
*Margeson, John Jay	Locomotive Engineer	Susquehanna Division	2- 9-53
*Merriman, Curtis Hilldruth	Foreman	Huntington Car Shop	1-28-53
*Miller, Clyde Barth	Material Inspector	Marion, Ohio	12-14-52
*Murphy, Michael H.	Trucker	Marion Division	1-26-53
*Persch Frank Josiah	Engineer	Meadville Division	1-23-53
*Picinich Matthew Augustino	Blacksmith Helper	Marine Department	2- 2-53
*Pietraszewski, Alexander	Car Inspector	East Buffalo Car Shop	2- 6-53
*Rajski, Francis	Car Inspector	Hornell N. Y.	1-28-53
*Rose, William Abram	Paymaster	Cleveland, Ohio	
*Saunders, Clyde Loanan	Waiter	Dining Car Department	12- 6-52
*Scales, Gerald Joseph	Telegraph Operator	Warren, Ohio	2-4-53
*Shearer, Charles Frank	Car Repairer	Huntington Car Shop	1-24-53
Shuster Peter	Trackman	Mahoning Division	1-31-53
*Smith, Andrew Peter	Locomotive Engineer	Delaware Division	2- 9-53
*Spears, James Ray	Conductor	Susquehanna Division	1-24-53
*Stirp, James	Section Foreman	Kent Division	2-13-53
*Sturdevant, Charles Arthur	Trackman	Susquehanna Division	1-26-53
*Suttle, Karl McKinley	Engineer	Marion Division	12-12-52
*Wadkins, Woots	Trackman	Kent Division	11-14-52
*Witt, John Andrew	Yard Brakeman	New York Division	2- 7-53
*Retired Employees			

## OUR WARRIORS

Following a tour of duty with the 43d Infantry Division in Germany, Cpl. Willis L. Switzer was scheduled to return to the United States. A squad leader in Company C, 172d Regiment, Cpl. Switzer entered the Army in January 1951.



*This radiant smile belongs to Jean Lucille Galavage, daughter of Mr. and Mrs. Robert Galavage. Mr. Galavage is an engineer on the Jefferson Division. Jean was recently discharged as a U. S. Navy nurse ensign and now is attending a special course at Lakeside Hospital at Western Reserve University in Cleveland. She also graduated from Scranton State Hospital School of Nursing at Scranton, Pa.*

A veteran of 15 months in Korea, Cpl. Stewart Eldridge, Jr., who worked for the Erie at New York City before entering service in November 1950, is now serving with the 1st Cavalry Division in Japan. He has been awarded the United Nations Service Ribbon and Korean Service medal with two campaign stars.

## MRS. ROOSEVELT ON 'STEEL KING'



*En route to Youngstown, Ohio, Mrs. Eleanor Roosevelt is shown here in Cleveland with Conductor James Turnbull in the diner on Train No. 624.*

## SAFETY *continued*

safest year of the prewar period, railroads handled in 1952 nearly twice as much freight traffic and half again as much passenger travel, but had approximately 30 per cent fewer fatalities in accidents of all sorts, so that the fatality rate in relation to the volume of business handled in 1952 was much less than half of that of the best prewar year."

# ERIE VETERANS

## DUNMORE-AVOCA INSTALLS OFFICERS



Both the Dunmore-Avoca, Pc., Erie veterans chapter and Ladies Auxiliary installed officers at Scranton, Pc., Feb. 14. ABOVE are the chapter officers and special guests, seated, from the left, C. N. Swartwood, shop superintendent; D. A. Logan, superintendent, Dunmore; J. J. Straut, veterans' system president and installing officer; J. P. Roche, dinner general chairman; K. E. Rozelle, toastmaster, and F. J. Loughney, trustee; standing, F. J. Kearney, D.L. & W.; M. J. Ricciardi, past system president; Edward McHugh, system second vice president; Dominick Di Pietro, chapter chairman; Ernest Gregory, chapter trustee; Daniel Sabatelle, chapter secretary-treasurer; Santo Micciche, chapter vice-chairman, and Joseph Mack, chapter trustee. BELOW are the Ladies Auxiliary officers, seated, Mrs. Roche, publicity chairman; Mrs. Sabatelle, president; Mrs. Joseph Del Vecchio, secretary; Mrs. Chris Cardillo, marshal, and Mrs. Michael Nole, recording secretary; standing, Miss Irene Crane, aide; Mrs. J. L. Tigue, committee aide; Mrs. F. A. Loughney, conductress; Mrs. F. J. Loughney, treasurer; Mrs. T. J. Burke, vice president, and Mrs. Ernest Gregory, chaplain.



### Fellow Veterans:

Article XV--(d)--dues--of the constitution and by-laws of our association provides as follows:

"Retired members with 25 or more years of continuous membership shall be exempt from paying the association's portion of the annual dues upon certification submitted to the financial secretary supporting such exemption. In event any local chapter shall amend its by-laws so as to provide similar exemption of payment of the chapter's portion of the annual dues, a life membership card shall be granted by the association to such members."

As our association has now been organized over 27 years, it is likely

that some of our members are candidates for life membership cards, therefore, it is urgently requested that each secretary thoroughly review the records of his chapter to determine the eligibility of any member as we do not want to overlook anyone entitled to same.

As a reminder--please do not pass up any opportunity to secure new or reinstated members, particularly the latter who can now rejoin our association without payment of the reinstatement fee since the charters of all chapters have been declared open until June 30, 1953.

Official entry blanks for the "oldest" and "youngest" Erie veterans in at-

tendance at our annual outing at Conneaut Lake Park on Aug. 15, have been sent to all chapters. A gold medal and a watch, respectively, both suitably inscribed, will be the prizes. All entries must be in the hands of the chairman of the committee by Aug. 1, 1953. Failure to meet this deadline date might deprive some veteran of winning the contest.

If possible, I would like to see all veterans and their families in attendance at the annual outing this year, so make your plans now to attend and advise your chapter officers promptly so they can inform the transportation committee in plenty of time to arrange for the necessary Pullman car accommodations.

Fraternally,  
J. J. Straut, President

## Dunmore-Avoca

By Daniel L. Sabatelle

The chapter and ladies auxiliary held a joint installation and dinner Feb. 14 at Junior Mechanics Hall, Scranton, with 150 present. Joseph P. Roche was dinner chairman assisted by Dora DiPietro and Joseph Mack, refreshments; D. L. Sabatelle and Mrs. Frank Loughney, tickets; Ernest Gregory, Mrs. Michael Nole and Mrs. Talbert Wayndt, table arrangements; Mrs. J. P. Roche, Mrs. S. S. Micichi and Mrs. Dom DiPietro, flowers; Mrs. Ernest Gregory, Mrs. D. L. Sabatelle, Mrs. A. Perry, Mrs. J. DelVecchio, Mrs. C. Cardello, Mrs. Talbert "Wayndt, Mrs. J. Yantorn and Mrs. G. Borher, hostesses. Dance music was by The Blue Boys, a well known band in this area.

Kenneth (Cubby) Rozelle was toastmaster and introduced the honor guests, John J. Straut, system president, Cleveland; Donald A. Logan, superintendent of the Wyoming and Jefferson Divisions, Dunmore; Claude N. Swartwood, superintendent of the Dunmore car shops, and Frank Kearney of the Lackawanna Railroad Veterans Association.

President Straut installed the following chapter officers: Chairman, Dom DiPietro; vice chairman, Sandy Micichi; secretary-treasurer, Daniel L. Sabatelle; trustees, Ernest Gregory, Joseph Mack and Frank Loughney.

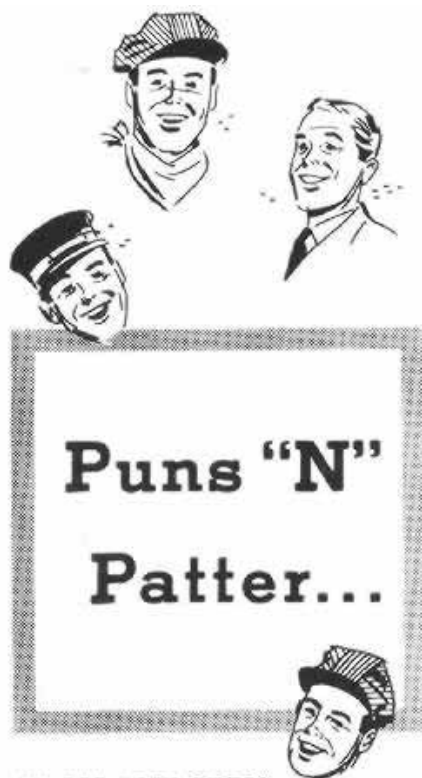
President Straut gave an interesting talk on the St. Lawrence Seaway. He stressed that all railroad employees should write to their district congressmen to vote against the proposed seaway.

## Jersey City

By A. I. Raywood

Chairman Bud Reed has appointed a committee, headed by our past chairman, Bert Stocker, to arrange for Ladies Night, to be held May 16 at our headquarters. Entertainment, refreshments and dancing will be "on the house."

Collection of dues is progressing nicely and we have already paid our per capita on more than half our membership. Only those whose dues are up to date can vote in the annual election and this year is an important one to our members. After June 30, there will be no open charter for a period of five years. If you know  
(Please turn to Page 34)



AT ALL ERIE STOPS

## ACCOUNTING

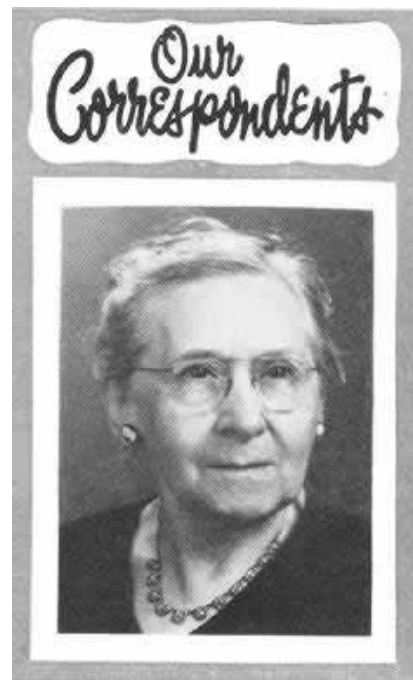
### AUDITOR OF REVENUES

By Jimmy Murphy

For fearlessly, even happily, exposing himself to all the hazards attendant to heading a horde of Cub Scouts for the past three years, Tom O'Neill, claim investigator and local chairman of the B. of R. C., was given a TV set, an ice box, an auto and a set of luggage. The presentation was made at a surprise dinner party held in the auditorium of St. Clements' Church by parents, den mothers and relatives of 257 Cub Scouts, who decided it was high time Tommy got some kind of "thank you" for his tireless work. Of course, all these sparkling gifts were made by the Cub Scouts themselves out of cardboard; however his real "thank you" present was a handsome brown leather briefcase. It couldn't happen to a nicer guy.. Carol Wershing left Feb. 14 to devote full time to homemaking. We are sorry to lose Carol for she had established a splendid reputation for dependability and efficiency in her work...We have 15 new faces around the office this month. They belong to the efficient group of ticket sorters on the eighth floor under the capable supervision of George Arington and Verst English...On Feb. 14 Betty Petch walked down the aisle of the Denison Congregational Church and became Mrs. Albert Breckel. A reception was held at Banater Hall and the bride and groom honeymooned in New York. A damper was put on the honeymoon, however, when Betty received word that her father had died suddenly...Claire Delaney is anxiously awaiting the arrival of

her best beau from the Virgin Islands. Claire came to work recently all aglow and wearing a sparkling engagement ring which she received by mail from Jim Baxter of the U. S. Navy...Off on another junket went our distinguished globe-trotters, Alberta Lawler, Helene Toth and Anne Marie Mark. The occasion was a long-delayed visit to New York. . . Congratulations to John Ricciardo who on Feb. 20 rounded out 35 years of loyal and efficient service with never a dull moment. . . We hear Ted Tietjen is enjoying a restful retirement in his home-town, Jersey City, meeting old friends and acquainting himself with the many changes that have taken place there. . . A very happy young lady in our station accounting bureau is Rita Guerard. Reason--a diamond ring on that important finger, placed there by handsome Ray Sieve...Tom Barrett, after a full day's chore, spends three nights a week at Cleveland College solving the intricacies of accounting. . . And Augie Steinhilber, Bob McCann, and Bob Mendelsohn are also burning the midnight oil in quest of a college degree...Friends and relatives crowded St. Clements' Church Feb. 7 to see Shirley Reiridon become the bride of Jerry Blau. After a reception in the evening the happy couple shuffled off to Buffalo on their honeymoon and a visit to Niagara Falls made the wedding trip doubly exciting...Verst Phillips and Peggy Manning had a very enjoyable trip to White Sulphur Springs, W. Va. where they attended the Railway Business Women's Association convention at the Greenbrier hotel. . . Wedding bells rang again on Feb. 7 when Grace Consenza and Jim Smith took the final step at St. Raphaels' Church. Grace was a radiant bride and was given in marriage by her father...Herb Johnson has been confined to the hospital but we are happy to learn that his condition is improving steadily. We hope this trend continues...Angelo Pizzillo and Tom Ostrum were seen instructing Barbara Kraft and Joan Intihar in the art of ice-skating at Winterhurst. The big question is--who was teaching whom?...Vanstan Lee, the Red Cross representative for our office, made an extremely effective appeal in behalf of this worthy cause...Everyone here had a very pleasant surprise recently when Capt. Walter Mathes Jr. walked into the office. Walt, former rate clerk, is operations officer for the 98th M.R.U. at Ft. George Meade, Md., and stopped in while on leave to see the old gang. . . Harry Bell, Janet Hill and Betty Calvin received a shower of birthday cards from their friends at the office on their birthday Feb. 25. Handsome Harry also received a birthday cake from Jean Foltz, Janet Halleran and Virginia Voit...A warm welcome to Jack Badaracco who has returned from Korea where he was stationed for 21 months with the Army...The mail was extra heavy Feb. 26. It was Aggie Fleck's birthday and she received scads of cards...The friends of Morrie Stein were surprised to learn that he had a serious throat infection and his doctor confined him to St. Luke's hospital. We are hopeful that his confinement will be short and that he will have speedy recovery...Joyce

Braun, Lois Groh and Gladys Kalman have a distinct Lone Ranger aura after spending five days out west... And Pat Graham, Lynn Kennedy and Joan Steiber were given a royal send-off when they left the office for a week-end trip to Chicago. . . Joan Patterson, Connie Chojna and Mary Lou Raynak returned laden with gifts and glowing accounts of their lost weekend in New York...Clare Williams celebrated her birthday Feb. 26 and was serenaded by the typist group at an impromptu noon hour ceremony. . . A brand new glamour girl arrived safe, sound and clamorous at the home of Bernice and Lloyd Juergens. Debra Maureen, the tiny tot, weighed six pounds, four ounces. . . Frank Buck continues his terrific pace in the Erie bowling league. He recently rolled 277-660 and his interline mates



*It would be difficult to find a more enthusiastic or forceful Erie Magazine correspondent or Erie veteran than Mrs. Ruth Nise Munger, our correspondent-of-the-month for this issue. Doubling as vet correspondent, Mrs. Munger has kept the railroad well informed about our Buffalo people with her monthly contributions to the magazine. She has been the Buffalo correspondent off and on, mostly on, since November 1922. She started in Buffalo with the Erie as a telephone operator on Dec. 29, 1916, worked for a time as a clerk and has been telephone operator on the third track for the past 30 years. She never misses an opportunity to sell the Erie Veterans Association, and if you are eligible to join the association and have not, you will if you meet Correspondent Munger.*



still "manage to cling tenaciously to first place.

## NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By C. L. O'Neill

Our deep sympathy goes out to Marcel Rogers whose mother passed away recently; to Bill Kearns on the death of his mother-in-law, and to John Scott whose father-in-law passed away recently.

Our best wishes go with Connie Rouwendal who has taken a position in the Operating Department 9

The welcome mat is extended to Louise Eisenring and Margie Hurley.

Uncle Sam demands good men so Dan Dugan entered the armed forces March 13.

There is a mystery about the office these days. No one seems to know what the occasion was for the train ride that Patsy Brignola and Helen Wysinski took together 9

Ed Doheny's son has arrived home from Korea where he administered his skill as a doctor for the past year. Ed, known as "The Silver Fox", is a happier man these days.

Congratulations to John Boyle whose third heir is a son.

Congratulations to those who have service anniversaries in April: Dick Walsh, 47 years; Ed Farrell, 47 years; John Vitrone, 37 years; George Keever, 27 years, and John Feeney, 24 years.

## AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Our chief clerk, Frank Troyano, celebrated his 40th year with the Erie April 1.

A dinner in honor of Betty Willet was held March 2 when she left to take a full-time job as a housewife.

Frank Kelly says about the only thing that comes down nowadays is rain, and even that soaks you.

Since leap year has passed, many single gels are praying, "Oh Lord, I'm not asking anything for myself, but please send my mother a son-in-law".

Virginia Blackley is the proud owner of a new 1953 Dodge.

Birthday wishes are extended to Don Bundy and John Michel, April 5; Coletta Rauschert, April 10; Edna Langla, April 11; G. W. Thompson, April 12; William Brockel, April 14; Martha Schram, April 20; Harry Laurie, April 21; and Dorothy Buday, April 23.

## HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Virginia Argentieri, Jane Moore and Pauline Bove did a swell job collecting for the March of Dimes...J.C. Heyberger visited his daughter Betty, a former employe, in Lewiston, N. Y. . .Rosie Hogan visited her brother Jim who is going to Ordnance Storage Specialist School at Aberdeen, Md...Mr. and Mrs. Heinz Muhleisen visited in New York City...Bobbie Sheridan ill with pleurisy...Leo and Dottie drove "Amy" down Florida way for a couple of weeks. "Amy" is their new '53 Chev...Just found out that Eleanor Trowbridge's nick-

## Union, Company Officials at Funeral



*These Erie Railroad and Brotherhood of Locomotive Firemen and Enginemen officials attended the funeral Feb. 11 at Hornell, N. Y., of John J. Mergeson, general chairman since 1941 of the Erie system division of the B.L.F.E. He was a member of the brotherhood 39 years and was local chairman before becoming system general chairman. In the picture, front row, from the left, C. H. Artman, district accountant; J. F. Duffy, manager of stores; T. J. Sanok, assistant general manager, Eastern District; C. K. James, superintendent of motive power; D. D. Purdy, wage bureau supervisor; M. G. McInnes, vice president for operations and maintenance; A. W. Baker, superintendent, Hornell; second row, M. L. Mellett, general chairman, B.L.F.E., Jersey Central Lines; H. F. Lutz, general organizer, B.L.F.E.; C. J. Goff, assistant president, B.L.F.E.; D. B. Robertson, president, B.L.F.E.; W. E. Jones, general secretary & treasurer, B.L.F.E.; C. J. Haug, assistant to the chief clerk, B.L.F.E.; iV. H. Gilfoil, general chairman, B.L.F.E., New York, New Haven & Hartford Railroad; third row; J. J. Murray, vice president, B. L. F. E.; L. E. Prairie, general organizer, B. L. F. E.; an unidentified man, and Jonas A. McBride, vice president, B. L. F. E.*

name is "Nipper"...Jim Neff back to work after a long siege of illness.

Ella Dennison to St. Petersburg again this year. . .Dumpy Donovan now is known as the "Quiz Kid"... Jeanne Matthews reports a swell time on her visit to Canton, Ohio... Douglas Underwood hospitalized for surgery. Incidentally, Doug is Thelma Underwood's Angora cat, aged six. . . Leo Harkins took a shirt to Elmira for exchange. He left it on the train on the way down and by the time he made contact with it and had it sent back on the next train, the stores were closed...Dick Matthews' finger and the elevator doors had a little run in and Dick's finger now is in a bandage...The "Sour Lemons" are riding high in the city bowling league 9 Harry Lemen, Fran Crook, Stan Pidkowitz, Leo Harkins and Tom Hogan make up the team...The new used car lot across the street is creating a lot of interest... 9 Yergens and Betty Rudig visited Betty's parents in Huntington, Ind.... Roscoe Dressler had his summer fresh-air girl back for a visit. Lillian Karl, Pearle Koskie, Dottie Rixford, Gert Moogan and Mr. Krider helped make her visit a pleasant one. . .Just a reminder that the veterans at Bath still can use ladies' hose, old felt

hats, leather billfolds and match folders... The following have birthdays in April: Virginia Argentieri, John Kelly, Paul Smith, Jeanne Matthews, Mary Kinnerney, Jack Burlingame, Richard Wheeler, Jack Start and Richard Matthews.

## FREIGHT CLAIM

CLEVELAND, OHIO

By Betty Voerg & Betty Jo Platten

One of the last official acts Of our assistant freight claim agent, G. M. Quinlan, before retiring, was to appoint two new reporters for the magazine. We will try to do our best.

We are honored at having Frank Kelleher return here from Chicago as assistant freight claim agent, but will miss Mike McNamara. He has been transferred to Chicago as special agent.

Ruth Klietz and Betty Jo Platten walked away with second prize at the bowling tournament in Lakewood Recreation Feb. 28 with a total score of 1244. Joanne Pease and Alicia Man-icy were very close.

The latest military information is that Chick McHugh has reached New

## Sombrero Gal



*Smiling coyly at you is Kathleen Ann Ford, three-year-old granddaughter of H. M. Ford, foreman at Akron.*

York from Germany and will be home soon. Dick Petonic received new orders and was shipped off to Korea last month.

It was nice seeing Eddie Roach at the dinner for Mr. Quinlan. By now, Eddie is in Florida, having fun. Hope Harry Moran has recovered fully after his recent illness. Wonder if he still smokes those big cigars.

Haven't heard how Jim Seeler likes it "back East." Hope he is enjoying his retirement.

## KENT DIVISION

AKRON, OHIO

Freight Agent L. B. Hine and wife attended the 27th annual installation

of system officers of the Erie Veterans Association in Cleveland.

Thomas Glenn is the name chosen for the new grandson of E. G. Tonge, chief clerk.

Andrew Ludick, car inspector, vacationed in Florida and attended the dedication of the new home of the Chamber of Commerce at North Miami. Mr. Ludick's son Joseph is mayor.

Richard McNeil, stenographer in the general agent's office, returned recently from a two weeks training cruise with the Naval Air Reserve at Miami, Fla.

F. E. Cox, retired chief clerk of the Revision Bureau, is convalescing after undergoing a major operation in St. Thomas Hospital.

Gaff Patterson, telephone inspector, and wife celebrated their 40th wedding anniversary Feb. 15 at the home of their son-in-law and daughter, Mr. and Mrs. Simmons, in Mansfield, with open house from 3 to 6 p.m. Mr. Patterson has been with the Erie 41 years.

Robert Wolfe, general clerk, is vacationing in Florida.

A miniature black and gold engine filled with yellow tea roses and acacia was the centerpiece for the annual dinner of the Akron Chapter of the Erie Veterans Association at the Sons of Herman Club. L. B. Hine, chapter president, assisted by Odette Herz, general clerk, and Mrs. D. D. Lugthart, wife of the warehouse foreman

## 40TH ANNIVERSARY



*Mr. and Mrs. Gail Patterson celebrated their 40th wedding anniversary Feb. 15. Mr. Patterson is telephone inspector at Akron. He has been with Erie 41 years.*



at Ashland, awarded the many door prizes.

MARION, OHIO

Congratulations to Mr. and Mrs. Ronald Long (machinist apprentice) and Mr. and Mrs. William L. Cochran (machinist helper) on the arrival of new daughters Jan. 28 and Feb. 23 respectively.

We welcome new employees Robert L. Exley, stationary fireman, and John D. Little, temporary clerk in the diesel shop.

Speedy recovery wishes are extended to John Brady, labor foreman, and Mike Terzo, machinist helper, who are hospitalized for treatment. John is in the Marion City Hospital and Mike is at Mr. Carmel Hospital in Columbus.

Mr. and Mrs. William Strauss went to Meadville for the 91st birthday celebration of her mother. Bill is special inspector at the diesel shop.

The last 15 stalls of the steam roundhouse were removed recently. The good old days of the steam engine proudly puffing along the right of way are gone forever.

We welcome W. G. Coleman as road foreman of engines and extend best wishes to R. R. Mitchell, who has

*Erie Railroad Magazine*



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been transferred as road foreman of the New York Division.

Belated congratulations to A. Oswald and wife on the arrival of a son New Year's Eve in Marion City Hospital.

Charlie Dillon, diesel shop foreman, is very ambitious. Not satisfied with being a machinist and foreman, he is attending night school, learning to be a plumber.

Dick Neiderhauser, electrician foreman, has become interested in the art of photography. Sometimes he gets nothing but a blank negative and again he gets half a picture. But he keeps on trying.

Jimmy D. Heisel, messenger in the superintendent's office, enlisted in the Air Corps and reported for service Feb. 11. Employees of the Terminal Building presented him with a gift before his departure.

We welcome David E. McWherter as messenger in the superintendent's office.

Operator-Monitor Bob Clark was welcomed home recently on his return from service in Seoul.

P. E. Knauss, assistant chief train dispatcher, and wife spent a vacation in California recently, stopping with his mother and sister. They attended the Tournament of Roses as well as the Wisconsin-Southern California football game.

## JERSEY SOLDIER



*This nifty looking G. I. is Pvt. Gordon R. Wands, son of Harry Wands, yardmaster at Bloomfield, N. J.*

## MARION DIVISION 14TH STREET, CHICAGO

*By Chris Hardt*

Sympathy is extended to Car In-

spector Frank Havle and family on the death of his mother, 65, Jan. 28; to Paul Buzzard, plumber, on the death of his father, L. S. Buzzard, 80, retired Erie mail clerk, and to the family of Mike Murphy, freight delivery clerk.

General Foreman J. J. Brynda's wife is convalescing at home after an operation. Foreman Fred Koeppen's wife also is home after a brief stay in the hospital.

Robert L. Lee, former clerk-messenger, recently was promoted to yard clerk and transferred to 51st Street Yard office.

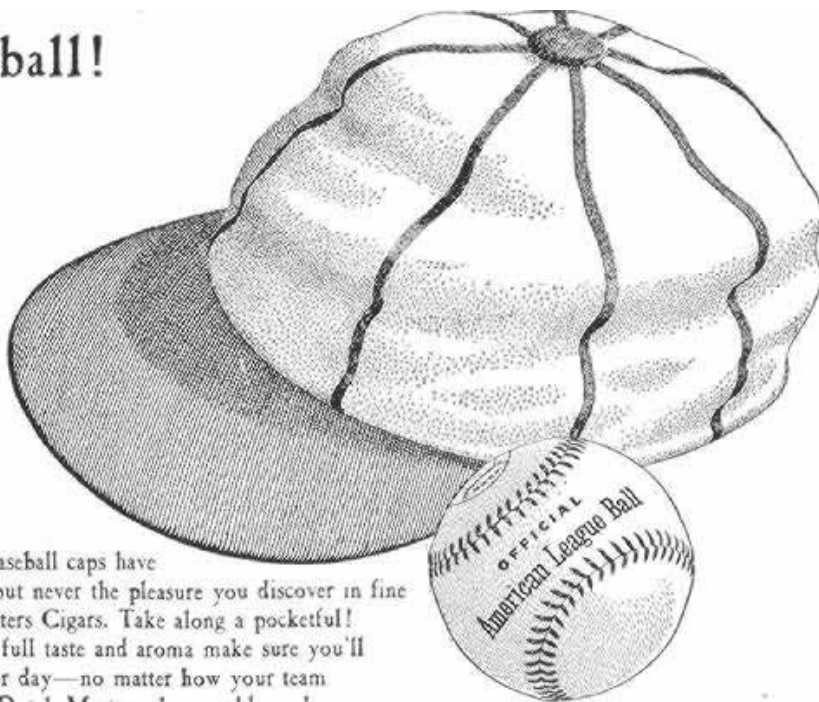
Our new office associate is John Blackburn, clerk-messenger.

Our bowling team engaged in a match with the Hammond agency office team Feb. 14 and won by 94 pins. Leo Gonyea is captain of the 14th Street team, which includes Vern Felgenhauer, John Lipinski, Dominick Frederico and E. H. Spitzer. Members of the Hammond team are E. Robisch, assistant superintendent, captain; Paul Marshall, A. J. Dooley, Joe Mackay and Ray Butler.

John Novotny, Jr., son of our chief claim clerk, is training with the Army at Fort Sheridan, Ill.

Best wishes to Grace Martin, magazine correspondent at Hammond, on her marriage Feb. 17 to Lloyd Con-

play ball!



Styles in baseball caps have changed—but never the pleasure you discover in fine Dutch Masters Cigars. Take along a pocketful! Their rich, full taste and aroma make sure you'll have a better day—no matter how your team does. Yes, Dutch Masters always add much more to your pleasure. They start at two for 25¢.

# Dutch Masters Cigars

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nole, chief clerk at Hammond.

Recent vacationers were Edward Briner, check clerk, to Florida; Ella Shults, rate desk, to Canada, and Ramona Sheahan, clerk-typist, touring in New England.

#### HAMMOND CONSOLIDATED

By Helen Liesenfelt

Our correspondent, Grace Martin, general clerk, and L. W. Connole, chief clerk, were united in marriage Feb. 17. The petite bride was lovely in a grey suit with pink and black accessories and a pink corsage. After the wedding breakfast at Phil Smidt's for the immediate families, the couple departed on the "Humming Bird" for a honeymoon in New Orleans.

Joyce Campbell, typist, and Paul Rice, yard clerk, were married Jan. 30 and spent the honeymoon touring the Big Smokies, Rock City and Mammoth Cave, Ky. The diminutive Joyce has proved that she can cook as the groom already has gained five pounds.

J. W. Torte, retired report clerk, was married on his birthday (Jan. 28) at St. Martin's Church in La Mesa, Calif.

Congratulations to Mr. and Mrs.

Bob Thomas on the birth of a daughter, Janice Le Anne, Feb. 4, six pounds, 13 ounces. Janice has a brother, Randy, 18 months old.

J. W. Mills, retired engineer, and wife spent two months in Bermuda with friends. They flew via Colonial Air Lines and returned on the steamship *Ocean Monarch*. Jimmy went deep sea fishing and caught a 67 1/4 pound white marlin. He contacted Wilbur Bobst, furloughed relief clerk, who is stationed in Bermuda with the Air Corps.

Edward J. Robisch, Jr., son of our assistant superintendent, is with the Army in Tokyo.

William Martin, Jr., son of Grace Martin Connole, general clerk, has been assigned to the Air Corps in Germany. Another son, Bob Martin, a freshman at Purdue University, is in the R.O.T.C. and also is on the Purdue swimming team. His 1952 record is: 100-yard breast stroke, 1:07.5; 150-yard medley relay, 1:25.8. Bob has won a number of medals and trophies for his mom's collection.

Elmer Quick, engineer, and wife are proud grandparents of John Francis Terrill, second son of their daughter, Mrs. A. Terrill. Terry Ray is 19

months old.

Speedy recovery wishes to Edward Brady, reside yard clerk, who is recuperating after a recent operation.

#### MAINTENANCE OF WAY

By Maralene Trainer

We gladly welcome back Carpenter W. L. Switzer, Huntington, Henry Shepherd, trackman, Laketon, and Trackman Gordon England, following military service in Korea.

Sympathy is extended to K. D. Spickelmier, signal helper, on the death of his sister, Mrs. Jennie Carter, Shelbyville, Ind.

Congratulations to Mr. and Mrs. Bert A. Swain on the celebration of their 56th wedding anniversary. Four generations were present for a family dinner. Mr. Swain is a retired crossing watchman.

We are also sorry to learn of the death of Lewis Buzzard, father of P. E. Buzzard, plumber at Huntington, and Henry L. Kinsey, 58, former carpenter, who died Feb. 17 of a heart attack he suffered shortly after shoveling snow at his home in Huntington. He retired two years ago after more than 23 years with the Erie.

#### TRANSPORTATION

By T. E. Poe

Dispatcher H. A. Teems and wife have returned from a 4,000-mile motor trip through eight southern states and Old Mexico. One of the highlights was attending the Mardi Gras in New Orleans.

#### LIMA, OHIO

By F. J. Francis

Don Bowers, rate clerk, is a patient at the Lima Memorial Hospital, undergoing treatment for ulcers. It is expected he will be off three months.

Richard Fisher, clerk-typist, is campaigning for ward councilman.

Chief Clerk Frank Francis is figuring on early housecleaning. The family is moving to the Lost Creek addition near the Lima reservoir where he will be close to his favorite sport -- fishing.

Ed Austgen, ticket clerk, is kept busy taking care of his pets, Stanley and Spot, Erie Railroad mascots. Eddie claims they keep him broke buying feed for Chem.

Robert Blank, former relief clerk, is breaking in for the rate clerk job and is willing to take over its headaches.

Mary Day, joint messenger, is driving a new Buick the color of the Lima Fire Department equipment. Whenever there is a fire Mary is sure to follow.

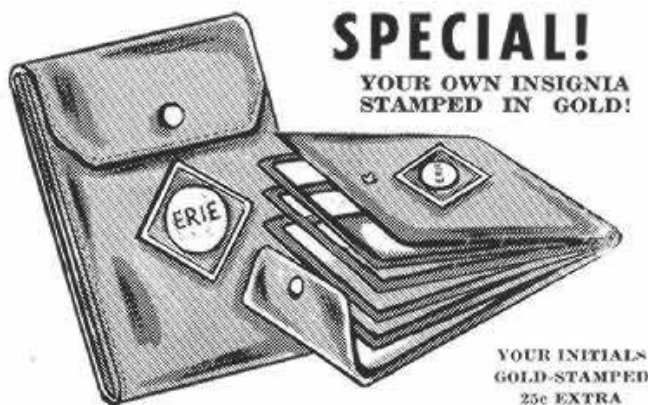
Burwin Mechling (Mack), yard clerk, is getting interested in television. He attended a show lately to get all the details and is figuring on playing with a set in the near future.

Sam Crish, car inspector, already is talking about his vacation. He intends to take the family to Philadelphia.

J. H. Fillhart, yard conductor, who has been on the sick list for two months, is back on duty and says he is good for ten more years.

Charlie Yochum, retired yard conductor, dropped in the office recently

Erie Railroad Magazine



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## Pugh Bros.

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Youngstown, Ohio

and reported he is running a cigar store in Alger and doing a good business.

Agent F. T. Garvey and wife took in a shopping tour at Huntington, Ind. Mrs. Garvey wanted to see what Huntington's shopping center is like.

## CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Harold Klinker and Nancy Lang exchanged wedding vows Feb. 7 at Holy Cross Catholic Church, Kaukauna, Wis. Best wishes to the happy new couple.

Accompanying Hal Klinker to the wedding in Kaukauna was Curt Pinnell who acted as groomsmen.

Happy birthday to Denise Alkim, George Kendall and Frank Hickey.

Our sincere sympathy to Morrie Rosenberg whose mother passed away recently.

Lots of luck to Ronnie Dykman and Bill O'Dea who departed recently for service with the Army.

Pvt. Tom Easton of the U. S. Army, presently stationed at Camp Chaffee, Ark., was a welcome visitor recently.

We were sorry to lose John Micetich to the Armour Leather Co., Chicago, after 12 years with the Erie, but wish him much success in his new job.

We extend a hearty welcome to Tom Keating who joined the Erie family recently and is now working in the mail room; also to Nancy Rowley, stenographer, and Margaret Smith, ediphone operator.

Happy birthday to Hayden Richardson, porter.

Our sympathy to H. B. Keeler, chief clerk, whose mother passed away Feb. 21.

Our good wishes go with Dorri Weisshaar, secretary to freight traffic manager--rates, who left us March 16 to devote full time to being a housewife.



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## STORES

HORNELL, N. Y.

By Anieta F. Decker

Birthday greetings to Winnie Boynton, Bill Hahn, Art Keefe, [Karl Kloss and Francis Williams.

We're glad to have Art Keefe back with us again after his recent operation.

Congratulations to Mr. and Mrs. Robert Griswold on the birth of a daughter (Linda) Feb. 24.

Good luck to Yolanda DeGaetano, stenographer, in her new position in the Mechanical Department.

Eddie Alexander is back after a bout with the grippe, looking like he'd lost a little "weight."

Welcome to Ruth Hedden who assumed her new duties as stenographer Feb. 9.

Had a card from Kathalyn Pankau, retired clerk, from Long Beach, Calif. Understand C. K. Reasor, retired assistant manager of stores, is vacationing in Florida.

Glad to see George Willsey one day recently. He used to work here, but left us and went to the Accounting Bureau. However, Uncle Sam's been keeping track of him lately.

The stationer, Francis Williams, and staff have moved into their new office. They're quite proud of it.

The McClenins, Mac and Gert, spent Washington's Birthday with their son Eddie and family on Long Island. It's too bad that granddaughter is so far away.

## SCRAP & RECLAMATION MEADVILLE, PA.

By G. S. Smith,

Happy Birthday to the following who celebrate in April: F. F. Forbes, our supervisor; E. Geraldine Davies, Al Tartaglione, K. O. Miller, Marvin Spencer, R. E. Thomas, Joseph T. Brown, Joseph Frisina, W. B. James, W. E. Jones, Jr., John Vinansky, Steve Winn, Orval Arthur, Dominic Galle (now in the armed forces).

Steve Zuccaro will reach his 25th year with the Erie this month.

Neighbors of Walter and Louise Smith, who celebrated their silver wedding anniversary recently, presented them with a silver chest containing 25 silver dollars.

Pfc. James and Pfc. Richard Smith, sons of Crane Operator Walter Smith and wife, were home on furlough recently from Fort Bragg, N. C. They expect to be discharged soon.

Al Gaglione is in armed forces now and Burton Petruola is back on duty here after two years in the Army. He was in Korea 14 months.

Dezzie Faulk is improving at home and we are looking forward to his early return to duty.

Richard C. Hood, airman third class and son of George Hood, our leading stockkeeper, recently was transferred from Sheppard Air Force Base in Texas to Chanute AFB, Rantoul, Ill.

Donald Minnis, clerk-stenographer, has been granted a leave of absence for his final semester's work at Allegheny College. He served with the Army "from December 1942 to November 1945.

Joseph Brown had a close meeting with death recently when he was putting up a television antenna. It fell across an electric power line and his



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hands and leg were burned severely. When your correspondent sent information about himself which was in the March issue, he "signed" his "obituary." Oh, boy, is he in the "doghouse!" He inadvertently forgot to include in his story that he is married to the sweetest little girl named Alma whose last name was Tremp, formerly from Nyack, N. Y.

## MARINE

By Jess Baker

Arthur Szedekis, fireman on the ferryboat *Meadville*, spent his vaca-

tion in Stuart, Fla. He caught foul' kingfish on one of his traps out into the Atlantic. The largest weighed nine pounds.

Claude Turse, ferrymaster, and family went by motor car to Miami, Fla., for a month's vacation. Claude took an extra two weeks.

L. Van Olden, storekeeper, also is vacationing in Florida. Last year Van came back with a heavy coat of tan.

William Knoll, floatman, who has been ill since Oct. 21, is not doing so well. He would like to see some of the fellows.

Captain Fred Decker of the lighter *Dayton*, Captain Abe Robinson of the tug *Olean*, and John McNeill were in the Marine Hospital on Staten Island recently.

Captain William Hulsaver is convalescing at home after being hospitalized.

Captain Ernest L. Rodgers of the ferryboat *Arlington* retired in January after 34 years in the department.

Sam Edwards, engineer on the ferryboat *Meadville*, and Frank Galeski, float bridgeman, also retired in January.

John Herzich, deckhand on the tug *Akron*, retired March 1 after 26 years of service.

Ed Humenic, mate on the tug *Cleveland*, sat for an extension of his pilot's license. Now for his master's license, then to steering his own boat.

## SUSQUEHANNA DIVISION HORNELL R. H. & BACK SHOP

By R. L. Hammond

We welcome Yolanda DeGaetno as file clerk-stenographer. Formerly she worked for J. F. Duffy, manager of stores.

We welcome also Ruth Cross as clerk to road foreman of engines. She was a stenographer at the freight house.

Sympathy is extended to Gang Foreman W. L. Hamilton on the death of his mother.

## BINGHAMTON, N. Y.

By A. E. Goetting

Red Malark, engineer, and wife vacationed in Florida. From the reports, we believe he caught enough fish to open a fish market.

Joseph Delaney and wife returned recently from St. Petersburg, Fla., where they spent several weeks get-

ting suntanned.

Mike Melsovick, yard conductor, also went to Florida (Miami).

William Bagnall, former engineer, spent the winter in Florida.

Our sympathy is extended to .42 Vogel, car inspector, whose wife died Feb. 20 after a long illness.

Earl Witter, yard conductor, has resumed duty after a siege of the flu.

## EMPLOYMENT

By V. T. Bustard

Congratulations to John J. Callahan and wife Joan on the birth of their son, Joan Robert, Feb. 5 in St. Joseph's Hospital, Paterson.

Ed Mulhall's three-months-old Buick was wrecked recently when a driverless trailer-truck rolled back into its front end. Fortunately his wife who was driving the car did not suffer any injuries although she was very nervous and upset afterward.

Mrs. H. E. Kelly has moved from Montclair to the Great Notch section of Little Falls, N. J.

## WYOMING DIVISION

By J. P. Roche

Sympathy is extended to the family of James McGraw, retired carman, Avoca, on his recent death.

Recent callers at this office included Glenn Keller, retired engineer, Avoca, and Chauncey Rau, retired conductor, now residing in Green Ridge. J. L. Ward, retired conductor, was a caller at the Dunmore yard office.

Congratulations to James Foley, chief clerk, Scranton, on the arrival of a grandson. The father, James, Jr., is an employe of the Dunmore car shop.

Sympathy is extended to Ira Wornbacker, retired carpenter, on the death of his father, Walter, at Moscow, Pa.; to T. A. Williams, conductor, Avoca, on the death of his brother, William, Hughestown, Pa.; to G. F. Harrison, engineer, Avoca, on the passing of his mother-in-law, Mrs. Sarah Lockett; to M. G. Sweeney, conductor, Avoca, on the death of his brother-in-law, William Castner, Dupont; to George Stinnard, section foreman, Dunmore, on the passing of his brother at Honesdale and to the family of Joseph Davis, retired trackman, who died at Saco, Pa. Feb. 7.

Congratulations to Richard Cummings, rodman, on the arrival of a baby girl.

J. A. Murphy, general foreman, Forest City, is sporting a new Chevrolet.

## NEW YORK DIVISION

### SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Congratulations to R. C. Appeld, assistant chief dispatcher, and wife who celebrated their 24th wedding anniversary Feb. 2. They had dinner in New York and attended a show.

Recent callers at the dispatcher's office were L. V. Ladue, retired engineer, on his way home from a trip to Florida; also Bill Nolan, ticket agent at Port Jervis, returning from New York.

Good luck to Harold Muller, who has been transferred to the Jersey City ticket office, and welcome to Stanley Galowacz, from the Box Car,

## service-proved dependability



### N B M JOURNAL BEARINGS

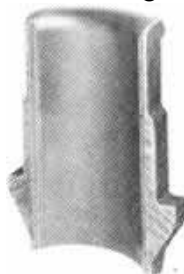
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### BEARINGS

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## NATIONAL BEARING DIVISION

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Croxton, now night report clerk here.

Mr. and Mrs. Daniel Sutherland recently ended a winter vacation in Florida, soaking up the sun in Clearwater. Walter Dully flew to Miami Beach for a vacation.

John McBride now is stenographer here in place of Mary Cusick, retired; Alice Shama is clerk-stenographer, employment records; Barbara Coan is clerk-stenographer for the station supervisor, and Richard Young has been transferred here from Clifton as stenographer.

Get well wishes are extended to F. E. House, retired assistant superintendent, who is in the Wayne County Hospital at Honesdale, Pa.

Congratulations to Jack Healy, retired car distributor, and wife who observed their golden wedding anniversary Feb. 22 with a family dinner at home. They were the recipients of many gifts and cards.

Best of luck to James Patete who has been promoted and transferred to general foreman of the baggage room, and to Alice Sari, now stenographer in the office of C. K. Scott, engineer maintenance of way.

Speedy recovery wishes to George C. Kalle, our former clerk, who now is chief clerk to the agent at Weehawken Docks. George is in the General Hospital at Paterson at this writing.

The New York Division Welfare Association's Spring dinner and dance will be held Saturday evening, May 23, at the Union Club in Hoboken. George Kalle is head of the committee on arrangements. There will be numerous door prizes.

#### PASSAIC, N. J.

Retired Baggageman Vincent Cantwell recently called at the office.

James Parkinson, who is available for picnics, parties and balls, now is known as the Garfield concessionaire.

Young Bob Bashaw, who has passed his army physical and is awaiting final draft, is anxious to get started.

Frank Frega has a lot of relatives in Passaic whom he meets on his lunch hour.

#### PERISHABLE TRAFFIC PIER 20, N. R., NEW YORK

By W. E. Pratt

Seventeen thousand boxes of African grapes were sold here Feb. 25.

Pete Napoli, perishable traffic manager, had a busy February. After attending the United Fresh Fruit and Vegetable convention in Los Angeles, he went to Boston for the annual Erie luncheon and the New England Traffic Club dinner.

#### BUFFALO DIVISION BUFFALO TERMINAL

By Ruth 2Vise Munger

William Heather, relief telegraph operator, who has been called to the armed forces, is receiving basic training at Fort Devens, Mass.

L. J. Timothy, extra agent, entered military service in January and is stationed at Sampson Air Force Base.

Congratulations to George W. Feltz, Jr., and wife who have a new daughter.

Sympathy is extended to Jake J. Koch and family on the death of his wife and mother of Howard Koch.

Agent L. E. Dumbleton and his force at Silver Springs are busy keeping cars cleaned and ready for heavy shipments of salt by the Morton Salt Co., who recently took over four plants in Canada and 10 plants in the United States.

Our sympathy to Charles Albert and Adolph Pokrandt on the death of their brother Frank in Cleveland; also to the families of Tad J. Wait of Alexander, N. Y., a retired signal maintainer, and Andrew Faltisco, retired carman.

A striking example of the motto "maximum effort plus" was set recently by Jerry McCarthy. Due to a shortage of brakemen on the I3. & S. W. division, Jerry made two round trips in addition to filling his regular assignment. Since this all took place within one 24-hour period, his new monicker is "Five-in-One" McCarthy.

We extend a cordial welcome to Joan Moore who recently joined our office force.

Jimmy Hoffman worked night and day trying to keep abreast of the income tax returns he prepares annually for a host of friends and business acquaintances. Jimmy is regarded as an expert in this branch of accounting.

#### ALLEGANY-MEADVILLE SALAMANCA YARD

By S. Minneci

Joe Klinger, Meadville Division conductor, shook hands all around Feb. 27 as he made his last trip as conductor on Train 93, Engine 725, to



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FOOT OF HENDERSON STREET

JERSEY CITY, N. J.



Meadville, and then resigned to accept his annuity under the Railroad Retirement Act.

Pet. Neil Rojek, son of A. F. Rojek, yard conductor, and wife, recently arrived at Camp Stoneman, Calif., for assignment overseas. Nell worked here as laborer and extra clerk.

Donald P. Mosher, extra yard clerk, enlisted in the Marine Corps and left for Buffalo Feb. 26 for induction into the service for three years.

Operator James D. Keenan, who is recuperating after recent illness, is expected back to work soon.

### SALAMANCA CAR

Bill Pascarella is recuperating after a fall on the icy sidewalk near his home which resulted in a fractured ankle.

James Miess, division car foreman, has returned to work after a month's vacation in Florida.

Steve Dulanski, wife and son Richard spent several days with their son and brother, Harry, stationed with the Army at Camp Pickett, Va.

Mike Karmarski and wife spent a week's vacation with friends and relatives in Lansing, Mich. Mike says his violin now sounds like a new one after he made extensive repairs to it.

### ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Mr. and Mrs. Ray W. Rider spent a vacation in New York City.

Mr. and Mrs. C. J. Bierwerth chose to visit Florida on their vacation instead of the annual trip to California.

Mr. and Mrs. Claude L. Terrill are in the South and expect to spend some time in Florida.

Mr. and Mrs. G. S. Jones are planning a trip to Texas next month.

### SUPT. TRANSPORTATION CLEVELAND, OHIO

*By Eileen Moon*

The welcome mat is down for our new messenger, Charlotte Wolff.

H. H. Clark, C. J. Spencer, C. R. Childs, C. T. Metcalf and F. M. Collins, all bitten by the "flu bug" re-

cently, have now fully recovered.

Two other members have contracted a much more serious ailment from which, undoubtedly they will never recover; Dorothy Kmetz has had that gleam in her eye for some time, even before she started sporting the sparkler she received in July. She will make the trip down the aisle in May, while Elaine Hartman was to become Mrs. Robert Sears March 28.

Johnny Hills still is recuperating from the workout his nephew and two nieces gave him on his recent trip home to Long Island.

Clare and Paul Carter have our deep sympathy on the passing of their uncle, John F. Reed, a retired Erie veteran.

### CAR ACCOUNTANT CLEVELAND, OHIO

*By Ella Carpenter*

St. Valentine's Day (Feb. 14) was the appropriate time chosen by Helen Lichvar for her wedding to Grady Ketchum at St. John's Church. A dinner for the family was held at the Pinwheel, followed by an open house reception at the bride's home. The newlyweds spent their honeymoon at Nashville, Tenn.

Ruth Smith attended the 60th wedding anniversary of her aunt and uncle, Mr. and Mrs. Robert McBride at Paterson, N. J., March 1.

The \$300,000 fire in Cleveland Heights last month struck home for Mollie Brodsky who lost practically all her belongings. Friends in the office tried to express their sympathy by having an impromptu shower on her.

Bernice Bott has given up key punch machines for washing machines and those other little gadgets that go with housekeeping. Her parting message was "Keep 'em rolling".

We extend our sincere sympathy to the family of A. L. Swarts who passed away March 2. Mr. Swarts retired Dec. 31, 1947, and was very active until his recent illness.

A hearty welcome to Karl Stoffel, new storeroom clerk.

Joe Busser returned from the Army, but has left us to work for the I.B.M.

### MAHONING DIVISION YOUNGSTOWN FREIGHT

*By Ann Crann*

Congratulations are extended to Mr. and Mrs. W. D. Owens and Mr. and Mrs. T. W. Swogger, Sr., who celebrated wedding anniversaries recently.

Best wishes to Irene Shreve who celebrated her birthday Feb. 18.

Mr. and Mrs. J. R. Fero spent a weekend in New York, visiting with Ralph's brother and family.

Best wishes are extended to Virginia Thomas who became Mrs. William Yuengert Feb. 12.

### M. OF W. YOUNGSTOWN

*By Catherine Holzbach*

Andrew Peternel, crossing watchman at Cleveland, who retired Feb. 11, plans to travel. He served the Erie 23 years.

We regret to learn of the death of Thomas F. Murphy, retired signalman, Feb. 23 at Sioux Falls, S. D.

Congratulations to J. A. Frost on his promotion to track supervisor at



Shown being congratulated here for their long years of service with the Erie are J. C. Chancy, conductor, and W. G. Line, trainman, both on the Kent Division. From the left, Robert H. Lewis, superintendent at Marion, Ohio; Mr. Chancy, Mr. Line and A. H. Specker, who is the trainmaster.

## A Toast To 2 Vets

We can't remember when we printed our last poem, but it was a long time ago. Even Shakespeare would have a tough time making the pages of this magazine with a poem. However, we thought this poem had such a nice lilt and light touch, yet had such a fine feeling and philosophy for an extremely important phase of railroading, retirement, that we decided to give our readers a chance to read it. The poetess, Philomen Gregg, daughter of a retired Erie engineer, Prosper D. Gregg, veteran of more than 50 years' service, wrote it about two other Erie oldtimers who have retired, Conductors Jack Chaney and Billy Line.

### THE TOAST

To look ahead for fifty years  
Would fill most men with doubts and fears,  
But looking backward, once they're done,  
You find you've had a lot of fun.

The hardships faced, the risks involved  
You look at now as problems solved  
And wonder why you let confuse you  
Such things as now would just amuse you:  
One passenger has lost her gloves,  
An old man lags, a youngster shoves,

A suitcase topples in the aisle  
And cracks your shin; but people smile.

You dare not groan, you'd like to cuss.  
But on you go without a fuss  
Because you know one fare is missing;  
Besides, the air-conditioner's hissing,  
with crowded coaches and heavy mails  
You're thankful not to add split rails.  
Trip after trip you've done your job,  
Kept your schedule, and handled the mob.

But now you've reached retirement age;  
You're turning to a brand new page.  
December twenty-third was the day  
You made that last run; feeling gay,  
You pulled into the Marion station,  
were welcomed by a delegation  
Of those who know and love you best  
VWhile Number Five continued west.

Along the platform stood the crowd  
who cheered for you in voices loud.  
Photographers your picture took  
(No doubt your smiles will make "the book").  
Your ticket punch is now discarded,  
Your uniform no more regarded.  
It's good to know you're in to stay  
With time for rest, home-work, and play.

The Erie knows you've served it well.  
No one on earth could ever tell  
How much your loyalty has meant,  
Nor how much energy you've spent  
To keep the public safe and happy  
And on the move, with service snappy.  
Congratulations you have earned;  
Now with your comfort be concerned.

Your family, friends, and every crew  
Who, through the years, have worked with you  
Just want to say, "We like your pluck;  
To you Health Happiness, Good Luck!"

By Philomen Gregg

### MEADVILLE LOCOMOTIVE

By R. C. Miller

On Feb. 24, friends and former co-workers of George Waters, retired division car foreman, surprised him with a birthday party in honor of his 80th birthday. He was presented with a gift.

Will Wise and wife are vacationing at Daytona Beach, Fla.

Nick Lener is on the sick list.

Mrs. Ansel McCue is recovering af-

tera recent operation.

Our sympathy is extended to Danny O'Day and family on the death of his wife, and to the family of Jack McCulley, retired sheet metal worker, on his death Feb. 26.

### POLICE DEPARTMENT CLEVELAND, OHIO

By Lieut. David Downie

Captain J. O. Sheets and wife spent a weekend in Meadville, looking up



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|  |   | <input type="checkbox"/> Steam-Diesel Loco. Eng.   |
|  |   | <input type="checkbox"/> Traffic Management        |
|  |   | <input type="checkbox"/> Welding—Gas & Electric    |

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Home Address \_\_\_\_\_

Occupation \_\_\_\_\_

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Warren, and to S. C. Cancilla, Jr., who has replaced Mr. Frost as general foreman at Youngstown.

John E. Cassidy, nephew of May Doyle, stenographer, was ordained to the priesthood in St. Columba's Cathedral, Youngstown, Feb. 28.

Bartol J. Stincic, section foreman at Cleveland, was honored by 50 associates and friends at a dinner at Taunton's Inn, Cleveland, Feb. 20. He retired Feb. 1 after 51 years with the Erie.

old friends.

Robert A. Herrick, five-year-old son of Patrolman Andrew Herrick, has started to school and keeps his daddy busy making pictures.

Patrolman Vernon A. Brown took his 10-months-old son, Craig Randall, for a train ride to Youngstown.

We hear that Patrolmen Steve J. Tarajcak and Fred R. Sheffler are getting their fishing tackle ready.

The correspondent's daughter Doris suffered a broken leg in an automobile accident near Erie, Pa., recently, and now is able to get around on crutches.

## VETERANS *continued*

some former member who would like to be reinstated, get his application in before the deadline so he will get in for half rate.

### Youngstown

*By R. P. Reebel*

The chapter and ladies auxiliary will hold a casserole dinner April 13 in the freight office, followed by an evening of fun and games. If you miss it, you'll be sorry. Mrs. Ralph Fero, social chairman of the auxiliary, is in charge.

Chairman Callahan gave a report of the annual meeting at Cleveland at our February chapter meeting.

Our next meeting is Wednesday,

April 1, at the K. of C. Bldg., South Hazel St., Youngstown.

### Salamanca

Our regular meeting and dinner was held at the Myers Hotel Feb. 27 with officers of the B. & O. Railroad Veterans' local chapter as guests. Music was by the Salamanca High School band and orchestra under the direction of Paul Maroney, director of music. Group singing was led by A. A. Dodd with H. P. Sloan at the piano. The rest of the evening was spent in a discussion of pending legislation covering the proposed amendments to the Railroad Retirement Act.

### Buffalo-Rochester

*By Ruth Nise Munger*

The chapter and ladies auxiliary met at the Turner Club, Buffalo, Feb. 21 for their regular meetings and St. Valentine and George Washington birthday parties. A buffet luncheon was served.

Chapter Chairman George Adams called on Mike Mirco to come forward and be presented with his 50-year veteran's pin.

The auxiliary surprise was St. Valentine (F. J. Droit) carrying favors for all; George Washington (H. Moyer); Martha Washington (Mrs. Fred Kern). All joined in the grand march with Mrs. Frank Halbleib acting as drum major. The ladies wore St. Val-

entine hats.

The next meeting and dinner will be April 25 (6:30 p.m.) at the Turner Club. Dancing will follow.

New members are E. Jemenez, J. Loratan, F. McKenna, Hawley Rogers, J. Podenski and Steve Fatchko, Sr.; Mrs. E. Jemenez, Mrs. McKenna, Mrs. Hawley Rogers.

Congratulations to George W. Feltz and wife on their 38th wedding anniversary and to Bob and Mrs. McGuane on their 12th anniversary.

Well wishes for speedy recovery to Mrs. H. Putt, Mrs. W. Winterberg, Mrs. L. Leucht, Mrs. J. Lent, and to Louis Gargurto's mother who has been hospitalized.

Councilman Walter Curtiss and wife recently returned from New York.

Sincere sympathy to Albert Lusksch on the death of his wife Irene; to George and Mary Cunion whose only daughter died Feb. 7, and to John E. Moore, car inspector, on the death of his son-in-law.

Retired Signal Maintainer H. G. Weaver and wife vacationed in St. Petersburg, Fla. T. J. Martin and wife spent the week end and Washington's Birthday in New York.

Retired Agent C. G. Thoman has been confined to his home with a cold.

Best wishes to our proud new grandparents, Mr. and Mrs. T. J. Martin and Mr. and Mrs. George W. Feltz, Sr., with three granddaughters in three months, and the L. Bensons, a grandson.

Clarence Smith, clerk at Tonawanda, vacationed in Florida, stopping with his parents, the Tonawanda Smiths (retired conductor).

The ladies auxiliary will hold a Spring luncheon May 14 at MacDoels, Buffalo, with cards and prizes. Mrs. Cunion and Mrs. Moyer are handling reservations. Other dates to be remembered: June 14, United Association of Railroad Veterans, Philadelphia; Aug. 15, annual picnic, Conneaut Lake Park Pa.; Oct. 23-25, United Association of Railroad Veterans, Richmond, Va.

### Youngstown

*By Mrs. Florence Carney*

The 18th anniversary luncheon was held at the Wickwood. A big birthday cake was cut and served by a charter member, Mrs. Nell Cooney.

President Mrs. J. R. Ebert called a short meeting, after which cards were played. Mrs. Olga Fero was chairman.

Mr. and Mrs. William Newell have moved to California.

Mr. and Mrs. Ray Lewis are back from a trip to Florida.

Mr. and Mrs. Ralph Fero made a short trip to New York.

Our sympathy is extended to Mrs. Martin Kaden on the death of her husband; to Mrs. Vic McCoy on the death of her father, and to Mrs. Ray Lewis whose brother passed away.

*One completely inebriated gent (to the other, as they were driving along the highway): Better turn out for that bridge thash coming towards ush.*

*The other: Whaddya tellin' me for? Ain't you drivin'?*

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President, Erie Railroad

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*This advertisement was prepared by The Advertising Council for a variety of publications to aid in the sale of Savings Bonds.*





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