ERIE

Dividends
$ 6,302,275

Wages-
$85,631,569

Supplies and
Materials etc.
$50,629,170

Taxes
$17,827,359

DIVIDING
OUR INCOME

ANNUAL
REPORT
ISSUE

OUR 50TH YEAR OF PUBLICATION

APRIL 1954
EACH YEAR Erie renders an accounting to its shareholders in the form of an Annual Report. We strive to make this report clear and informative as to the past year’s activities. It has been very gratifying that for several years Erie’s Annual Reports have been given high rating by a group of neutral experts who judge annual reports from all major industries.

It is equally important that all of you, who contributed so much to the railroad’s successful operation, be informed of the progress and plans of your company. It is for this reason that this issue of the magazine is largely devoted to an Employee’s Annual Report.

If you wish to have a copy of the Annual Report as sent to all shareholders, or if you have any questions regarding any information in the report, please feel free to write me about it.

[Signature]

E. W. Johnston
Our Objective

Primarily the Erie Railroad Magazine is published for Erie employees 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, part of each issue is devoted to individual aspirations and achievements of Erie employees 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 employees. 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 ENDS

First freight car to run from Boston through to Chicago made the trip in January 1864. The car was so equipped that wheels could be adjusted on the axles to fit minor differences in gauges of track. Such an adjustment could be made in five minutes' time.

A fact you won't find in either of Dr. Kinsey's best-sellers is that diesel horns on Canadian railways are disturbing the love life of the moose. It has been officially reported that the bull moose mistakes the sound of the compressed-air horn for the mating moo of a lovelorn moose cow, and that his effort to respond has sometimes been disastrous.

Because of the high rate of illiteracy in Morocco, pictures are used to put across their look-out-for-the-train message. A Moroccan approaching a railroad crossing sees on a triangle-shaped, black-bordered sign a big black engine belching a heavy cloud of smoke, and is thus reminded to be cautious.

All of the railroads of the country in 1953 paid over $5 billion in wages and salaries to their employees. In 1940 this payroll was less than $2 billion.

Back in the 1880s when one of the states had a law prohibiting operation of freight trains on Sunday unless they carried livestock, resourceful railroads would put one mule aboard each Sunday freight.

THE COVER—The cover this month, we hope, will encourage Erie employees and other readers of the magazine to read the annual report story featured in this issue. The cluster of pictures and the figures on the cover highlight some of the important information in the report story. We feel that the annual report contains information that every employee will want to know, and we have tried to present it in a manner which will make it easy to absorb. A new feature of the magazine's report this year is the quiz at the end of the report. Be sure to take the test after reading the story to check on how well you read.
## HIGHLIGHTS OF THE YEAR

<table>
<thead>
<tr>
<th></th>
<th>1953</th>
<th>1952</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$181,505,236</td>
<td>$176,459,018</td>
<td>$178,857,243</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$136,382,758</td>
<td>$134,941,169</td>
<td>$134,969,353</td>
</tr>
<tr>
<td>Ratio of expenses to revenue</td>
<td>75.14%</td>
<td>76.47%</td>
<td>75.46%</td>
</tr>
<tr>
<td>Taxes (Federal, State and Local)</td>
<td>$17,827,359</td>
<td>$17,706,129</td>
<td>$18,437,252</td>
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<tr>
<td>Taxes per share of Common Stock</td>
<td>$7.28</td>
<td>$7.23</td>
<td>$7.52</td>
</tr>
<tr>
<td>Income available for fixed charges</td>
<td>$19,855,275</td>
<td>$20,641,606</td>
<td>$20,839,003</td>
</tr>
<tr>
<td>Fixed charges</td>
<td>$5,184,393</td>
<td>$5,278,920</td>
<td>$5,213,006</td>
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<tr>
<td>Times fixed charges earned</td>
<td>3.83</td>
<td>3.91</td>
<td>4.00</td>
</tr>
<tr>
<td>Contingent interest—Income Bonds</td>
<td>$2,089,279</td>
<td>$2,139,165</td>
<td>$2,138,160</td>
</tr>
<tr>
<td>Net Income (before Capital and Sinking Funds)</td>
<td>$12,581,603</td>
<td>$13,223,521</td>
<td>$13,487,837</td>
</tr>
<tr>
<td>Capital and Sinking Funds Appropriations</td>
<td>$4,412,619</td>
<td>$4,230,910</td>
<td>$3,751,865</td>
</tr>
<tr>
<td>Net Income (after Capital and Sinking Funds)</td>
<td>$8,168,984</td>
<td>$8,992,611</td>
<td>$9,735,972</td>
</tr>
<tr>
<td>Earnings per share of Preferred Stock (before Capital and Sinking Funds)</td>
<td>$31.23</td>
<td>$32.82</td>
<td>$33.48</td>
</tr>
<tr>
<td>Dividends per share of Preferred Stock</td>
<td>$5.00</td>
<td>$5.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>Total dividends on Preferred Stock</td>
<td>$2,014,410</td>
<td>$2,014,410</td>
<td>$2,014,410</td>
</tr>
<tr>
<td>Earnings per share of Common Stock (before Capital and Sinking Funds)</td>
<td>$4.31</td>
<td>$4.57</td>
<td>$4.68</td>
</tr>
<tr>
<td>Earnings per share of Common Stock (after Capital and Sinking Funds)</td>
<td>$2.51</td>
<td>$2.85</td>
<td>$3.15</td>
</tr>
<tr>
<td>Dividends per share of Common Stock</td>
<td>$1.75</td>
<td>$1.75</td>
<td>$1.75</td>
</tr>
<tr>
<td>Total dividends on Common Stock</td>
<td>$4,287,865</td>
<td>$4,287,865</td>
<td>$4,287,826</td>
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<tr>
<td>Book value per share of Common Stock</td>
<td>$871.41</td>
<td>$868.44</td>
<td>$665.73</td>
</tr>
<tr>
<td>Number of stockholders</td>
<td>25,573</td>
<td>25,835</td>
<td>25,390</td>
</tr>
<tr>
<td>Average number of employees</td>
<td>20,703</td>
<td>21,463</td>
<td>22,104</td>
</tr>
<tr>
<td>Miles of railroad operated</td>
<td>2,224</td>
<td>2,237</td>
<td>2,242</td>
</tr>
</tbody>
</table>

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
MORE INTEREST is shown by employees in the April Erie Magazine than in any other one. At least we get more fan mail about it. Obviously that's because we publish our annual report issue for employees in April, and the information in the report is important to Eriemen who have such vital roles in the operation of the railroad and who build their lives around their jobs on the Erie.

Not only is the information important to us personally because it is our railroad, but the annual report each year gives us an opportunity to examine the results of our efforts.

Of course, there is a sound materialistic reason, too, why every Erie employee should be interested in the facts and figures in our annual report. Erie employees receive by far the greatest share of Erie income in wages. That share in 1953 was $85,631,569 out of our total operating revenues of $181,505,236. Another way of putting it is to say that 47 cents out of each dollar the Erie took in during the year was paid out to Erie employees.

This issue contains information which each of us should know if we hope to get ahead. The employees who read the report closely become more familiar with our railroad's problems and plans, and they are in a better position to help with the problems and plans on their jobs.

Our railroad in 1953 did more business in terms of dollars received from our customers than in any other year in the more than 100 years of our history. Our customers paid us $181,505,236 for the services we provided for them. Each of us can be proud of the job we did in sharing the responsibility for moving the freight and passengers over our line.

AS PRESIDENT PAUL W. JOHNSTON SAID in the 1953 annual report to the 25,573 shareholders who own our railroad, we had relatively good net earnings in 1953 and they compared favorably with previous years. Actually, he explained, earnings from operation of the railroad were better than in 1952, but the decrease in dividends from subsidiary companies and abnormally high charges for property we retired because it was made obsolete by dieselization, were the reasons for the slightly lower over-all earnings picture.

Summarizing the status of the Erie today, Mr. Johnston continued:

"Physically, the railroad is in better condition than ever before; financially, the capital structure is sound and capable of supporting the needs of the future. Now that we are a completely diesel-powered railroad, our equipment requirements will be less in the years ahead and consequently our
debt should decrease more rapidly. Expenditures will continue to be made, however, for additional improvements wherever necessary to increase the efficiency of the railroad.

"With careful planning in the past, we have undertaken projects that would lead toward greater future stability. These new and improved fa-

ilities have helped the railroad to grow stronger. We are better prepared to compete for present and future business in the transportation market, and to meet any changes in business trends that may occur.

"There always are uncertainties in predicting the future. It was understandable, however, that some day the steadily climbing business spiral, under the stimulus of war and threats of war, would find a leveling-off spot. That period appears to be with us now.

"The general opinion seems to be that 1954 will not be as good a business year as 1953. We are tentatively forecasting a 7 1/2 per cent decline in freight ton-miles. With watchfulness over the use of our dollars, we will still be able to maintain the railroad at its present high standard and at the same time produce encouraging results for the shareholders. It will be a busy year and there is good reason for optimism. Not only our railroad, but the basic economy of the country as a whole is sound.

"After this period of adjustment, there will be a great future for companies like the Erie which are progressive and manned by capable and loyal men and women. The strength of our company lies in its people. Our achievements are made possible only by the skillful teamwork and co-operation of employees at all levels and by the helpful support and confidence of the stockholders of the company for which we extend our sincere thanks."

Mr. Johnston's message should be heartening to Eriemen, but it also is a challenge to all of us to do our best to make 1954 another successful year by providing the kind of service that will encourage shippers and passengers to use our railroad at every opportunity. Alertness, efficiency and courtesy on the part of each employee will all help the Erie to obtain its share of traffic.

**TO GET DEEPER INTO THE FACTS and figures of the 1953 annual report, we find that in the first half of 1953 carloadings held up well. Third quarter carloadings, however, reflected the down-trend in the nation's economy. In the fourth quarter, carloadings on our railroad were 10 per cent below the same period the year before.**

At present the Erie and other railroads are taking steps which will enable them to compete more favorably with other forms of transportation for certain types of freight. With other Eastern railroads, our Traffic Department is working to readjust the pricing of certain important commodities. The Erie is interested especially in iron and steel. Other forms of transportation have been moving a great deal of these commodities which previously had been moved by the railroads. This change in rates will permit us to recapture some of the tonnage we lost. Also, a new basis for di-
Erie's total debt has decreased $18 million during the period of growth when $160 million was spent for new equipment and improvements. Annual interest charges decreased over $2 million.

ANOTHER POSSIBLE STIMULANT to business on the Erie is the anticipated "trailer-on-flatcar" service which may be started this year. Recently it was announced (Erie Magazine, March 1954) that our directors had authorized the purchase of special flat-cars which could be used in "piggy back" service. After considerable exploration of the possibilities of the innovation, our management decided it was a practical operation provided it could be made profitable without jeopardizing our rate structure or our relations with shippers. Your Erie Magazine will keep you informed of important developments involving this new trend in railroading.

Passenger revenue in 1953 totaled $7,196,283, a decrease of $404,999 as compared with 1952. Fewer passenger-train miles and curtailed military movements account for the decrease.

Mail revenue was $3,173,280, almost the same as in 1952, but in 1954 railroads will have the benefit of a 10 per cent increase in rates for handling mail to compensate for higher costs. This received I.C.C. approval on March 18. It will add about $300,000 to Erie's annual mail revenue.

Handling of express brought $3,169,249. Miscellaneous revenues such as switching charges, demurrage, storage, dining car receipts, rentals, ferry and milk revenues, etc., totaled $7,756,785.

Other income from such sources as rents, interest, dividends and other income from non-operating properties was $1,612,779, a decrease of $1,287,504 as compared with 1952. The decrease was due principally to absence of dividends from Pennsylvania Coal Company and accounts for the slight shrinkage in our profits.

ONE OF THE MAJOR BENEFITS of our competitive system is that it encourages management to improve and modernize its property and equipment. The American belief in private ownership of property which can be used in the expectation of earning a profit is an incentive to efficiency and progress.

In the past 10 years this factor has been very evident in the operations of our railroad. In that period the Erie has been going through one of the most dramatic changes it has ever experienced in its long and colorful history. Our complete conversion from steam to diesel motive power has brought far-reaching benefits which have been reflected in all departments of the railroad. Dieselization now includes our tugboats, wrecking outfits and locomotive crane operations. Scores of other improvements have been made as a result of dieselization or for other reasons, and fortunately the company was able to move forward with its plans at a fairly steady pace.

Since the beginning of 1942 we have spent $160,000,000 on this aggressive improvement program. Most of the money came from earnings and some from borrowings, yet in the same period we were able to reduce our debt by $18,000,000 and pay dividends of $64,000,000 to our shareholders. This
A conscientious type of management is a reassurance to all of us who are interested in the Erie. The improvements make our jobs safer and tell our shippers that they can depend on us to provide the kind of service which they seek. The steady dividend policy helps to establish Erie's credit rating and attracts new capital. The sizeable investments in modernization have been fully justified by operating savings and better efficiency.

Because our equipment program was almost completed before 1953, we purchased fewer locomotives and cars during the year. Most of the improvements were for diesel servicing facilities, buildings, yards, freight houses and stations. However, we will continue to buy freight cars in order to maintain a high standard of car ownership from an age standpoint.

In 1953 we received five diesel-electric locomotives to bring our total of units to 472. Twenty-one diesel locomotive cranes were delivered to replace steam cranes, and we also received four diesel tugs, one 250-ton wrecking crane and 50 bay-window type steel cabooses with train radio.

On order now are two additional wrecking cranes, 700 box-cars, 300 gondola cars, six depressed-center flat-cars and two all-room Pullman cars. Our own forces are building 200 of the box-cars at the car shops at Dunmore, Pa.

Our railroad has taken on a new look in recent years as smoky roundhouses came down and clean new diesel servicing shops were erected at Susquehanna, Binghamton, Corning, Jamestown, Meadville, Sharon, Youngstown, Kent and Marion. In these new shops Eriemen are provid-

### Performance Record

<table>
<thead>
<tr>
<th>Freight moved</th>
<th>1953</th>
<th>1952</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>(tons)</td>
<td>38,100,980</td>
<td>38,694,521</td>
<td>42,139,526</td>
</tr>
<tr>
<td>Ton-miles</td>
<td>9,773,907,472</td>
<td>9,878,989,851</td>
<td>10,562,328,228</td>
</tr>
<tr>
<td>Total freight revenue</td>
<td>$160,209,639</td>
<td>$154,281,566</td>
<td>$157,912,738</td>
</tr>
<tr>
<td>Average distance moved (miles)</td>
<td>256.20</td>
<td>255.31</td>
<td>250.65</td>
</tr>
<tr>
<td>Average revenue per ton-mile</td>
<td>1.639¢</td>
<td>1.562¢</td>
<td>1.495¢</td>
</tr>
<tr>
<td>Gross tons per train</td>
<td>3,537</td>
<td>3,549</td>
<td>3,475</td>
</tr>
<tr>
<td>Net tons per loaded car</td>
<td>25.0</td>
<td>25.7</td>
<td>26.3</td>
</tr>
<tr>
<td>Miles per car per day</td>
<td>57.3</td>
<td>56.7</td>
<td>58.2</td>
</tr>
<tr>
<td>Net ton-miles per car day</td>
<td>987</td>
<td>999</td>
<td>1,040</td>
</tr>
<tr>
<td>Gross ton-miles per train hour</td>
<td>64,606</td>
<td>62,527</td>
<td>59,545</td>
</tr>
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</table>

Erie Railroad Magazine
### DISTRIBUTION OF ERIE INCOME PER DOLLAR FOR 1953

#### INCOME

<table>
<thead>
<tr>
<th>Source of Income</th>
<th>Amount</th>
<th>Per Dollar of Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating revenues</td>
<td>$181,505,236</td>
<td></td>
</tr>
<tr>
<td>Other income less miscellaneous deductions from income</td>
<td>869,437</td>
<td></td>
</tr>
<tr>
<td><strong>Total income</strong></td>
<td><strong>$182,374,673</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### DISTRIBUTION

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Per Dollar of Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages</td>
<td>$85,631,569</td>
<td>46.9c</td>
</tr>
<tr>
<td>Material and supplies</td>
<td>14,153,314</td>
<td>7.8c</td>
</tr>
<tr>
<td>Fuel</td>
<td>7,880,746</td>
<td>4.3c</td>
</tr>
<tr>
<td>Depreciation of roadway and equipment</td>
<td>8,431,300</td>
<td>4.6c</td>
</tr>
<tr>
<td>Loss and damage, and injuries to persons</td>
<td>5,022,766</td>
<td>2.8c</td>
</tr>
<tr>
<td>All other operating expenses</td>
<td>15,263,063</td>
<td>8.4c</td>
</tr>
<tr>
<td>Taxes—Federal, State and Local</td>
<td>17,827,359</td>
<td>9.8c</td>
</tr>
<tr>
<td>Rental of equipment and joint facilities</td>
<td>8,309,281</td>
<td>4.6c</td>
</tr>
<tr>
<td>Interest on First Mortgage Bonds, equipment obligations, and rentals for leased roads (fixed charges)</td>
<td>5,184,393</td>
<td>2.8c</td>
</tr>
<tr>
<td>Capital Expenditures Fund Reserve for additions and betterments</td>
<td>3,604,893</td>
<td>2.0c</td>
</tr>
<tr>
<td>Interest on General Mortgage Income Bonds (contingent interest)</td>
<td>2,089,279</td>
<td>1.1c</td>
</tr>
<tr>
<td>Sinking Funds for retirement of First Mortgage and General Mortgage Income Bonds</td>
<td>807,726</td>
<td>.4c</td>
</tr>
<tr>
<td>Dividends on Preferred Stock</td>
<td>2,014,410</td>
<td>1.1c</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>176,220,099</strong></td>
<td><strong>96.6c</strong></td>
</tr>
<tr>
<td>Remainder available for further improvements to property, Common Stock dividends, retirement of debt, and other corporate purposes</td>
<td>6,154,574</td>
<td>3.4c</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$182,374,673</strong></td>
<td><strong>100.0c</strong></td>
</tr>
</tbody>
</table>

During the past year Erie employees further enhanced their reputation for service and efficiency. Our efforts will be rewarded in the future when competition for the somewhat lesser amount of traffic is expected to become keener. Our shippers will appreciate our efforts to serve them better and will send more business our way.

At the same time during this period of readjustment we must strive for even greater economy in operations so as to preserve and increase net earnings in order to continue strong and up-to-date. As evidence of the railroad’s ability to cut costs with new motive power and other new equipment purchased in recent years, expenses consumed only 75.1 cents of every dollar of revenue in 1953 as compared with 76.5 cents in 1952 and 75.5 cents in 1951.

**THIS IS ESPECIALLY GRATIFYING** because during the past year Erie employees further enhanced their reputation for service and efficiency. Our efforts will be rewarded in the future when competition for the somewhat lesser amount of traffic is expected to become keener. Our shippers will appreciate our efforts to serve them better and will send more business our way.

April, 1951
wages and the cost of materials have been rising so rapidly that special care had to be taken to find ways and means of doing the job better at less cost.

The cost of running the railroad rose in 1953. It cost $136,382,758 to operate the Erie last year, $1,441,589 more than the year before. Wage adjustments raised our payroll costs $600,000, and unusual charges on retirement of non-depreciable property were $1,333,815 more than in 1952.

Today our railroad is in good operating condition, well maintained and with all work up to date. No major items have been deferred.

Eriemen who maintain our roadway and structures had a busy year in 1953. This work cost $25,841,491 or $1,981,759 more than in 1952. It was higher than normal because of the heavy retirement charges on non-depreciable property, this accounted for more than half the difference, and we did more work than in the previous year.

In 1953, 91 track miles of rail were renewed in main and branch lines compared with 71 miles in 1952.

Dieselization and advanced Centralized Traffic Control enabled us to eliminate the double track from Howells Junction to Graham, the third track on Port Jervis Hill and some double track on the Graham Line. These measures will lower maintenance costs in the area.

Maintenance of cars and locomotives cost $26,159,616 or $736,397 less than in 1952.

THERE IS A GREAT DIFFERENCE between maintenance of diesel and steam locomotives, especially as our fleet of diesels still is comparatively new. Diesels do not require the extensive and heavy repairs of steam engines. On diesels, our mechanical department uses what is known as the "progressive maintenance" system, with the diesels receiving specialized maintenance work at fixed mileage periods, thus reducing the need for frequent complete overhauling.

During 1953, 23 steam locomotives were retired, bringing the total disposed of to 738 since we began conversion to diesels.

Our freight and passenger car fleet is in good condition. Last year, 583 freight cars and 79 passenger cars were given general repairs and 3,064 freight cars were repainted. The average age of all our freight cars is 15 years, considerably better than the average of all freight cars in the country.

Transportation expenses which include station, yard and train costs in handling and moving traffic constitute the greatest part of our operating expenses. In 1953 these expenses were $71,883,129, a decrease of $146,343 over the year before.

We had the lowest transportation ratio in nine years in 1953.

As you might suspect, constant attention is being given to train operation in order to provide the best kind of service at a minimum of expense. Diesels are a great factor in reduction of the costs.

Rental of equipment increased $2,977,076 over
1952, partly because of increased mileage rates on refrigerator cars and greater mileage for these cars. In two jumps during 1953, the rates were hiked from 3c to 4c. Charges for the use of cars owned by other railroads, also for our own cars while on other lines, increased from $2 to $2.40 per day.

THERE WERE SEVERAL IMPORTANT developments on wage negotiations during the year. On March 18, 1953, a government referee awarded a four-cent an hour increase retroactive to Dec. 1, 1952, to employees under union agreements.

Most Erie wages were geared to the Bureau of Labor Statistics cost-of-living index. Under this formula, wages decreased one cent an hour on Jan. 1, decreased three cents an hour on April 1 and increased three cents an hour on Oct. 1.

During the year, various demands were made by the "operating" and "non-operating" unions for increased wages and other benefits. As a result of collective bargaining, with no intervention by the government, the railroads in national negotiations reached a prompt and satisfactory agreement with the Brotherhood of Railroad Trainmen which represents conductors, trainmen and yardmen. The Brotherhood of Locomotive Firemen and Enginemen representing firemen, was granted a five cent an hour increase effective Dec. 16. An additional week's vacation was awarded to employees with 15 or more years of service. This agreement also terminated the cost-of-living formula and added to the basic rate the 13-cent an hour adjustment that had accumulated while it was in effect.

Altogether, these wage adjustments increased the Erie's payroll costs by $600,000 in 1953.

Demands of other unions are pending.

THE REAL MEASURE of railroad efficiency is in the operating statistics, and Eriemen can be proud of their performance in 1953. Through the better utilization of cars, locomotives and manpower, we were able to produce a greater dollar return on our investment. During the past several years we have had a marked improvement in our operating performance, and we established some new records. Foremost among these performances is the number of gross tons moved one mile by the average freight train for each hour it is on the road (gross ton-miles per train hour). Railroaders accept this as a measurement of railroad efficiency because it combines tonnage and speed. The Erie ranks among the railroads in this respect and for the eighth consecutive year posted a new record, reaching 64,606 ton-miles in 1953. Increased train speed, also a new record, accounted for the gain in 1953.

Another of the vividly obvious benefits of private ownership of property is the taxes that independent firms and organizations pay so that Americans can have better government, schools and public enterprises.

IT DOES NOT COST THE public a cent to keep our railroad in business. We pay our own way and receive no subsidy from the government. Government-owned organizations do not need to run at a profit, because if they need money, the government merely uses the taxpayers' money to make up the deficit. There is no "profit-motive" incentive for operating efficiently.

Last year the Erie paid $17,827,359 in taxes, $121,230 more than in 1952. Our tax bill was divided thus: Federal income taxes, $6,378,916; state, local and miscellaneous taxes, $6,549,626, and payroll (employee retirement and unemployment), $4,898,817.

In other words, we paid $49,000 in taxes for every day of the year in 1953.

Still another group which benefits from a firm like our railroad, of course, is the owners of the company, the shareholders. Often misunderstood, the shareholders are of front-line importance to us, because they provide the steady flow of capital by investing their savings in our company. They are in effect buying a share in our railroad with the hope that we can operate successfully and make a profit out of which they would receive some return. The money they invested in our railroad helped to furnish tools, equipment, facilities and jobs.

Fortunately during the past 12 years Eriemen have done such a good job that our owners have shared steadily in our success by receiving dividends regularly on both preferred and common income went...
Owners of common stock, including many thrifty employes who have faith in their company, received $1.75 per share in 1953. Holders of preferred shares received a total of five dollars per share during the year.

The Board of Directors in January decided to pay quarterly dividends on common stock instead of semi-annually. A 37½ cent dividend was declared payable March 31.

As mentioned earlier, despite the large sums expended for new equipment and facilities and improvement of other facilities, we also reduced our long-term debt to make the Erie stronger financially. This debt was reduced by $9,401,465 last year.

OUR MANAGEMENT RECOGNIZES the need and importance to our business of good, safe, dependable passenger service and is doing everything possible to improve essential service and make our trains more attractive. At the same time, however, we are obligated to protect our shareholders' interest and are continuing our attempts to eliminate unprofitable trains where it is clearly demonstrated that they are not used enough by the public to pay—for the cost of running them.

Commuter service especially is a drain on our income, annually costing us about $2,000,000 in out-of-pocket expense. We are continuing to study this service to determine how we can reduce the losses without serious inconvenience to our patrons.

Looking to the future, our Industrial Development Department was busy in 1953 and is continuing its aggressive policy of seeking new industrial plants to locate on our tracks.

In 1953 we were particularly fortunate in concluding arrangements with the Ford Motor Company for the famous automobile builder to erect the world’s largest plant for assembly of cars and trucks at Mahwah, N. J. It is estimated the plant will add $9,000,000 annually to our income when it is in operation, with completion estimated to be in 1955. The Erie has built a spur track to the site and already is handling construction material.

The Industrial Development Department has been successful in bringing 73 new industries to our rails while 24 others have expanded their operations. Including the Ford plant it is estimated these industries will add $12,000,000 annually to our revenues.

AS A GUIDE FOR MANAGEMENT decisions, our Research Department analyzes data on economic trends and furnishes estimates for budgetary control purposes. In the past year, studies dealing with business trends and the traffic potential in each Erie sales area were brought up-to-date. This information is used in meeting with our traffic representatives throughout the United States as a guide to more effective sales effort. The Department also compiled a comprehensive analysis of traffic movements and relative profit margins by various types of commodities.

In 1953 we inaugurated our scholarship program to encourage higher education by helping sons and daughters of our employes to attend college. Five college scholarships worth $1,000 each year for four years were awarded, and five more will (Please turn to Page 33).
WHAT'S YOUR ANNUAL REPORT I.Q.?

Below is a 10-question quiz which gives Erie employees and readers of the magazine an opportunity to test themselves on how much they can recall from reading this month's annual report story. You're on your own, so don't cheat. The answers are on Page 34. At the bottom of this page is a chart which tells you how well you rate on the test.

1. What was Erie's biggest expense in 1953?
   - [ ] Taxes
   - [ ] Wages
   - [ ] Dividends
   - [ ] Supplies

2. How much has Erie spent to improve property since 1941?
   - [ ] $30,000,000
   - [ ] $60,000,000
   - [ ] $300,000,000
   - [ ] $10,000,000

3. What amount did Erie spend for taxes in 1953?
   - [ ] $2,014,410
   - [ ] $8,168,984
   - [ ] $17,827,359
   - [ ] $12,581,603

4. How much has Erie's debt been reduced since 1941?
   - [ ] $3,000,000
   - [ ] $28,000,000
   - [ ] $76,000,000
   - [ ] $18,000,000

5. What was our operating ratio in 1953?
   - [ ] 90.3
   - [ ] 75.1
   - [ ] 43.2
   - [ ] 50.7

6. How many people own the Erie Railroad?
   - [ ] 39,301
   - [ ] 25,573
   - [ ] 11,459
   - [ ] 5,738

7. What amount was paid in dividends in 1953?
   - [ ] $17,827,359
   - [ ] $12,581,603
   - [ ] $6,302,275
   - [ ] $4,287,865

8. How much did Erie men receive in wages in 1953?
   - [ ] $14,153,314
   - [ ] $2,014,410
   - [ ] $85,631,569
   - [ ] $160,209,639

9. What is the Erie's principal source of revenue?
   - [ ] Mail
   - [ ] Passengers
   - [ ] Express
   - [ ] Freight

10. How many new industries were located on the Erie last year?
    - [ ] 11
    - [ ] 73
    - [ ] 148
    - [ ] 209

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April, 1954
Play Ball!

Strive out 
Freight Loss and Damage

By E. J. Stubbs
Assistant Vice President

"Play Ball"
"Be on the winning Team"
"Handle freight carefully"
"Strike Out Freight Loss and Damage"

This is the keynote for the 18th Annual April Perfect Shipping Month campaign.

As usual this program is sponsored by the Shippers' Advisory Boards, National and Regional, and by the Freight Loss and Damage Prevention Section of the Association of American Railroads, and all U. S. railroads.

On the Erie we have a job to do, all of us, working together.

In 1953 we spent $2,580,000 to pay claims for freight lost or damaged, on the Erie Railroad. For each dollar of revenue received, we spent 1.58 cents, or expressed another way, we spent $1.58 out of each $100 of revenue to pay freight claims. Even so, there was a slight improvement compared to 1952, when the ratio was 1.63 cents per revenue dollar.

Most disturbing feature is that our expenditure for freight claims, compared to revenue dollars, was more than for any other railroad in the United States except two—one a midwestern line, the other a small one in the Southwest.

We know our men are as good as those on any other railroad, better than most, we think; and our track, signals, cars, locomotives, and stations are second to none.

How To Improve

How can we improve? Largely by every man doing his job in a way that will prevent damage to freight and equipment.

Here are some factors which are essential:

1. CAREFUL CAR HANDLING (4 mi. per hour coupling speed.)
2. COMMODITY CARDING.
3. CLEANING CARS.
4. PLACE EMPTY CARS OF KIND, SIZE, CAPACITY, AND QUALITY, AS ORDERED BY SHIPPERS.
5. INSPECTIONS MADE IN ACCORD A.A.R. GUIDE—INSPECTING AND REPORTING DAMAGED FREIGHT.
6. INSPECTION OR EXCEPTION REPORTS THAT ARE CLEAR, CONCISE, USEABLE.

In preparation for April Perfect Shipping month, Station Supervisors, Freight Claim men, and agents from larger stations, met at Cleveland on Feb. 24. The whole day was devoted to consideration of various phases of Freight Loss and Damage Prevention, and how to reduce expenditures for freight claims.

Also in December and January motion pictures showing proper and improper handling of LCL freight were shown at all stations. Different movies on freight handling will be shown again in April, and there will be meetings devoted to proper handling of LCL freight, classification rules, stowing, use of bulkheads, exceptions, etc.

All our impact recorders will be in service throughout the month, in cars as requested by shippers who report repeated heavy damages to their shipments, found at destination.

Cushion Cars

The most unusual activity now, is the use of the 10 Pullman Cushion under-frame cars, series 84000 to 84009. All will be in assigned service, one in handling of LCL freight Marion—Akron—Hornell—Binghamton—Hornell—Akron—Marion, and the balance in carload service, various shippers and commodities, and various shipping

WHAT EXCUSE IS THERE FOR PERMITTING THIS TO HAPPEN IN AN ERIE CAR?
points, routes and destinations. There are two impact recorders with each car.

Also two standard new box cars are being run, with two recorders for each car, to allow comparison with the cushion cars.

It will be interesting to find out how much more protection the cushion cars give to freight, than cars with standard draft gear.

Four Erie men have attended the freight packaging and loading seminars at the Research Laboratory of the Association of American Railroads. There are four seminars per year, and some more station supervisors and agents are scheduled to attend, two at a time.

The expenditures for freight claims by all U. S. railroads in 1953 were $111,000,000, an increase of 3.5% over 1952. Many railroad chief operating officers believe the total expense related to loss and damage is three or four times the figures reported in Account 418, or in excess of $300,000,000 for 1953.

Shippers and receivers are equally active in their efforts to prevent damage to freight—to overcome the far reaching and prodigal waste of money, materials and man hours. Without their full cooperation and help, the transportation companies could not go very far in the prevention activity.

We repeat, Play Ball, Strike Out Freight Loss and Damage.
Recent studies have revealed that the average person uses only a portion of his potential power. It is claimed that most of us do not call upon more than 20 per cent of our brain capacity.

Think what we could be and do if we stepped it up only five percentage points. I know from having seen people do it that personal ability can be increased. The surest method is to use the techniques of faith outlined very simply in the Bible.

That Book stresses the power of faith. It even says that if you have faith, "Nothing is impossible," and with faith we can "move mountains." This indicates that when a person becomes a real practicer of faith he can tap the great powers he possesses, but has not been using.

A man who often attends our services at the Marble Collegiate Church in New York comes in a wheel chair. But he is more agile in handling that chair than many people on their own two feet.

This man, my inspiring friend Harry Doehla, has been in that wheel chair since he was 17, when he was badly crippled by rheumatic fever. He was the son of a family in the very low income bracket. His father and mother both had to work, and the boy was left alone all day in his wheel chair. He says that greater than the pain in his body was the pain in his mind which reminded him that he was useless. He said to himself over and over again, "Useless, useless,"

the tragic thought jabbing his very soul.

Then, one day while he was reading his Bible, suddenly a new thought began to grow in his mind: "I am not useless. True, I have no leg power, no arm or hand power. But I do have mind power. There is nothing crippled about my mind."

He continued his Bible reading and also found that he had soul power. "I can't run like other boys," he thought. "I can't use my hands. But I can match my mind and soul with the best of them. I have mind power and soul power, even though I am denied body power."

He finally figured out what he could do. He would make greeting cards. With his gnarled and crippled hands, it took him a week to make that first card and he suffered indescribable pain in doing so. But it was a good card, good enough for someone to pay him a dime for it. More cards followed until over the years his mind and soul power built a greeting card business that now makes cards by the thousands.

Here was a man whose body seemingly had little power in it, but he was able to find within himself undreamed of depths of ability. By utilizing his full potential through the dynamic of faith he built a future for himself far different than might be expected of a boy confined to a wheel chair at 17. My readers may be interested in other stories of people who overcame pain in an article I have written for the April issue of McCalls magazine.

There is tremendous power in the human mind. We have all seen it at work in human beings too often to doubt its existence and its force. The most effective way to set it free to do its work within you is to stimulate it by the amazing power of faith.

This is not only true in terms of religion; it is true in terms of psychological and scientific fact. Psychologically, we are stimulated by great ideas when they really take hold of the mind. And the great Book of Faith, the Bible, is a treasure chest of personality stimulating ideas. Page after page sparkles with the kind of inspiration that can stimulate you to use your potential powers.

No one has truly lived until he takes advantage of the unused power that has been waiting in the vast storehouse of the subconscious mind. Have faith in God and in yourself and develop all your now unused powers of mind and soul.

I know a man who spent his first fifty years refusing to believe in himself. He got along after a fashion, but never did anything like the things of which he was capable. Haunted by his disbelief in his own ability, he was always filled with conflict and resentment of others who seemed to do better than he.

Then, at 50, when he was supposed to be well beyond the age at which a man can change, he began to think seriously about how to do a creative job on himself. And he was humble enough to realize he had made mistakes and hopeful enough to believe it was not too late to correct them. Particularly he became aware of his possibilities through reading and practicing faith.

He decided to seek help from a psychological counselor and from a minister who was an expert in personality guidance. There are many such trained people today whose function is to help others solve problems they cannot work out by themselves. My friend talked freely to his counselors. He was given new insights and was helped to understand his desires, defects, hopes, and, more important, his latent powers. A series of aptitude tests was given him and it was discovered that he had many talents which he had not previously put to use. He was advised to go into a new line of work, a type of activity he had never considered.

Today he is in a business for which he had no training before he reached the half century mark. He is running a small but success-
Listed on this page are the names of some of the more outstanding recipients of safety certificates for 1853. These supervisors and their men are to be commended for such an impressive safety record.

Just as last year, the Stores Department (including the Scrap and Reclamation Plant), the Wyoming and Jefferson Division of the Maintenance of Way, and the System Welding and Work Equipment Gangs again marked outstanding performances. Other worthy achievements included the Allegany-Bradford-Meadville-B&W Divisions, the Locomotive Department at Marion, the Susquehanna Car Shop and the Marine and Lighterage Departments.

TRANSPORTATION—WESTERN DISTRICT

Name: M. J. Steiner
Occupation: General Foreman
Location: Youngstown, Ohio

Name: A. R. Dambach
Occupation: General Foreman
Location: Avoca, Pa.

Name: J. R. Hardin
Occupation: General Foreman
Location: Buffalo, N. Y.

Name: J. J. Kurtis
Occupation: General Foreman
Location: Warm Springs, Pa.

Name: G. J. Paulson
Occupation: General Foreman
Location: Dayton, Ohio

Name: E. H. Ellerman
Occupation: General Foreman
Location: Port Jervis, N. Y.

Name: J. J. McKiernan
Occupation: General Foreman
Location: Jamestown, N. Y.

Name: A. R. Dambach
Occupation: General Foreman
Location: Meadville, Pa.

Name: J. J. Kurtis
Occupation: General Foreman
Location: Homestead, Ind.

Name: G. J. Paulson
Occupation: General Foreman
Location: Hammont, Ind.

Name: E. H. Ellerman
Occupation: General Foreman
Location: Port Jervis, N. Y.

Name: J. J. McKiernan
Occupation: General Foreman
Location: Jamestown, N. Y.

Name: A. R. Dambach
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Location: Homestead, Ind.

Name: G. J. Paulson
Occupation: General Foreman
Location: Hammont, Ind.
ERIE VETERANS

BUFFALO VETERAN RETIRES

Retiring after 28 years service with the Erie, Carl J. Keppel (right), yard brakeman, Buffalo, was honored at a dinner attended by 50 persons who presented a special gift. With Mr. Keppel are F. J. Droit, North Tonawanda, N. Y., agent, and L. E. Isham, road foreman of engines.

Fellow Veterans:

Time goes very fast. It is something like a stream; it keeps flowing on. We strive to keep up, but find we have waited too long sometimes. Let me remind you that two very fine men were nominated for the office of second vice president, H. A. Kelly of Huntington and W. W. Turner of Meadville. One of them will be elected this summer. Be sure your dues are paid so you can vote. No doubt each has a friend who doesn’t belong to the Veterans’ Association. You better get in and help elect your friend. Dues or applications must be in the hands of the financial secretary before June 30.

Who has worked for the Erie Railroad the greatest number of years? If you think you have, then give your name to your chapter secretary. You might be awarded a medal.

Easter Sunday is just around the corner; the sun soon will be shining on both sides of the fence. I hope you all will have a very enjoyable Easter.

Fraternally yours,

John F. Muchler
President

Akron

Members of the chapter, joined by employees in the district, held their annual banquet Feb. 13 at the Sons of Hermann Club. Eighty-five were present. E. G. Tonge, chief clerk, acted as toastmaster and introduced General Agent F. R. Corlett and Mrs. Corlett. Remarks were made in honor of A. H. Kline, retiring flag clerk, and his children were introduced, Marjorie Brown, a former freight house clerk; Marilyn McCain; Arthur, a former warehouse employee; Robert and John, E. K. Bennett, flag clerks, made the presentation of a clock radio to Mr. Kline. A similar gift was presented to L. B. Hine, retiring freight agent, by Mr. Tonge. Music, singing and dancing followed. One of the songs was dedicated to Mr. Hine. A friend and former Akronite, Ernie Selak, of Jamestown, N. Y., entertained with a “polka” solo.

Youngstown

By R. P. Reebel

We are glad to report that System Treasurer Ray Lewis is now on his way to recovery. It was touch and go for a long time, but now we have his doctor’s assurance that it is only a question of time until Ray will be in circulation again. By the time this column appears, no doubt he will be home.

The date for the spring dinner of the chapter and the Ladies Auxiliary has been set tentatively for April 26. Watch your bulletin board for full details.

L. T. (Ribs) McMahan finally has landed in Florida after a trip to the West Coast and Northern Mexico. J. E. Hartman and Mrs. Hartman are in California. We hope they get all the way home without any broken bones this year.

The next chapter meeting will be April 7 at 8 p.m., K. of C. Bldg., South Hazel St., Youngstown.

Meadville

By R. C. Miller

The chapter and auxiliary held their regular meeting Feb. 26. The turcnen dinner was in charge of Mrs. Olen Gearhart, chairman, Susie Thomas, Harriet Thompson and Mrs. Houghtling.

At the veterans’ meeting, John Urquhart, John Hank, Ben Barker and Roy Knapp were reported ill.

Sympathy is extended to the family of Floyd Rudd who died Feb. 25, and to Mrs. Adam Walery on the death of her son.

Salamanca

The chapter held a dinner dance Feb. 26 at the Hotel Dudley, attended by 104 members and friends. Entertainment and dinner were under the supervision of James Murray, chairman, George Babcock, W. E. Pierson, W. L. Brandlee, A. J. Sullivan, Leo Smith and Hildred Caldwell. Dinner music was by the Sand Pumpers Quartet of Bradford, headed by Ralph Cavaletti, McKean County recorder. Ronnie and Gang provided music for round and square dancing.

Members reported ill are Harry Moss, Salamanca, Phillip Young, Corry, Leo Smith, Jamestown, and W. E. Pierson, Cuba. Recent deaths are W. L. Cornell of Allegany and George E. Winsor of Salamanca.

The next dinner dance is programmed for May with committees to be announced.

Hornell

By N. J. Caparulo

The regular meeting was Feb. 3 in the Odd Fellows Hall. Refreshments and round and square dancing followed.

E. J. Seaman is on the sick list. Harry Howe and C. A. Townsend are in nursing homes.

C. H. McMeans has received a life membership card.

Ray G. Lewis, of Youngstown, system treasurer, who became ill while attending the annual system installation meeting here, was transferred recently from St. James Hospital to the Youngstown Hospital. Harry Travis and Francis Tyson accompanied him. System President John F. Muchler and wife attended the Buffalo Chapter dinner and installation of officers Feb. 20. The Muchlers also celebrated their 35th wedding anniversary recently.

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cess and increasing membership. Also words of praise from Toastmaster Kin- back and the correspondent. Guests were: Conductor and Mrs. Kenney, Pennsylvania Veterans' Association; Mrs. Garret C. White, Cleveland; Mrs. Fagan's sister from Chicago.

L. P. Baldwin and wife vacationed at Pass-A-Grille Beach, Fla.; C. Bunting and wife, Florida and North Carolina; C. Cybulska and wife, Fort Worth, Texas.

Get-well wishes to retired Engineer J. R. Skelly, who is hospitalized; Conductor Payne at Buffalo. Mrs. Paul Stieve, who was in the Sisters' Hospital, was presented with the flowers from the speakers' table at our banquet.

Wedding anniversaries: Mr. and Mrs. George Feltz, Sr., 30th; Mr. and Mrs. Bob McGuane, 13th; also, Happy Birthday to Mrs. McGuane.

Our sympathy is extended to Mrs. Emil A. Birk and son on the death of Emil A. Birk, retired lieutenant of police.

Best wishes to Charles N. Newell, agent at Ferry Street Station, Buffalo, on his retirement.

Chief Clerk C. L. Smith is in a spoopy mood after his trip to Florida where he visited his father, Tonawanda Smith, retired conductor.

The executive committee of the Erie Division Department, and Arthur McEwen, conductor, have been welcomed into our Association.

The last meeting of the chapter and auxiliary will be April 24 at the Turners' Club.

The spring luncheon of the Ladies Auxiliary will be May 13 at McDoel's (noon), 600 Main St., Buffalo. Mrs. George Cunion is chairman and Mrs. H. T. Mooy, co-chairman, will handle reservations.

**Jersey City**

*By A. I. Raywood*

Now that spring has arrived and many of our members are gardening, house painting, cleaning, or what have you, our thoughts turn to things we enjoy in the coming season. May I remind you that the members to meetings in spite of sore backs and lame muscles. Our house committee is trying to make every meeting night pleasant by providing refreshments that will fit in with the season. Looks like Bockwurst might be in order this month before the herbs are gone.

Wonder if your rosters have been checked recently for any new candidates in the 20-year-class. Applications can be secured from the secretary. Get new members in so they can join us in our annual excursion to Conneaut Lake. The date is Aug. 14.

Some members are a little slow in paying dues, which may cause disappointment when the annual election rolls around. Members must be in good standing to receive ballots.

There is agitation for some kind of badge or regalia to be worn by our members. If you have any ideas, tell your officers so they can decide on something attractive.

**Youngstown Auxiliary**

By Mrs. F. J. Senn

Charter members and past presi-

**NAME**

- Berg, Halvor
- Birk, Emil August
- Brown, Thomas Joseph
- Bryant, Samuel Marcus
- Burks, Edward Martin
- Camp, Lewis Orlando
- Carroll, Edwin Francis
- Carroll, James Bernard
- Carey, Peter
- Coleman, Clarence L.
- Cooper, Daniel Jerome
- Correll, Walter Lynn
- Craft, Sherman S.
- Cuddeback, Michael James
- Czarzyński, Francisca W.
- Falkenberg, David
- Flynn, Louis Patrick
- Gams, William H.
- Howell, Albert
- Jenczek, Joseph Charles
- Keefe, Joseph Alphonso
- Kittle, Gideon, Jr.
- Kumpen, Steve
- Lightfoot, Charles
- Lloyd, John A.
- Macion, Kerin Martin
- McAndrew, James Clement
- McMahon, Patrick John
- McMahon, William Joseph
- Minges, Leonard Alfred
- Millhouse, John George
- Moore, Marcus Wilson
- Muehlbott, Harry Gilbert
- Petrovich, John
- Pepe, Walter Joseph
- Regan, Charles Michael
- Richer, Joseph Henry
- Roman, John
- Ruska, Frank
- Ryan, John Bernard
- Ryan, Timothy Joseph
- Sabland, John
- Tapen, Henry
- Thullen, Lawrence Elmer
- Van Scoter, Herbert
- Vaughn, Charles
- Washington, William Joseph
- Winer, George E.
- Zeleznik, Vincent George
- Retired Employees

**OCCUPATION**

- Crossing Watchman
- Lieutenant of Police
- Road Brakeman
- Operator-Clerk
- Watchman
- Trackman
- Brakeman
- Signal Maintainer
- Conductor
- Shop Hostler
- Section Foreman
- Operator
- Engine Washman
- Section Foreman
- Computer
- Car Cleaner
- Operator-Block Ope.
- General Yardmaster
- Car Inspector
- General Foreman
- Boilermaker
- Trackman
- Locomotive Engineer
- Crossing Watchman
- General Agent
- Treatment Inspector
- Locomotive Engineer
- Stoeman
- Battery Repairman
- Car Inspector
- Tank Man
- Engineer
- Lumber & Tie Insp.
- Stower
- Engineer
- Carpenter
- Engine Prep.
- Yard Conductor
- Traceman
- Yard Brakeman
- Agent
- Dockshunter
- Hare Captain
- Yard Hostler
- Road Brakeman
- Clerk
- Marine Engineer
- Car Inspector
- Trackman

**LOCATION**

- Mahoning Division
- Buffalo, N. Y.
- New York Division
- New York Division
- Susquehanna Division
- New York Division
- New York Division
- Hornell Back Shops
- Buffalo Division
- Allegany Division
- Susquehanna Shop
- Delaware Division
- Cleveland (Valuation)
- Jersey City, N. J.
- Jefferson Division
- Hornell, N. Y.
- Avoca, Pa.
- Port Jarvis, N. J.
- Hornell Back Shops
- Buffalo Division
- Susquehanna Division
- New York Division
- San Francisco, Calif.
- Paterson, N. J.
- Buffalo Division
- Binghamton, N. Y.
- Jersey City Passer, Car
- Susquehanna, Pa.
- Salamanca Shop
- Mahoning Division
- Jersey City Docks
- Kent Division
- Susquehanna Coach Shop
- Jersey City Shop
- Susquehanna Division
- Jersey City, N. J.
- Marine Department
- Youngstown Ohio
- Allegany Division
- Oswego Division
- Marine Department
- Salamanca Division
- Mahoning Division

**DATE OF DEATH**

- 12-8-53
- 2-16-54
- 12-11-53
- 2-15-54
- 2-8-54
- 12-25-53
- 2-5-54
- 12-7-53
- 12-7-53
- 2-14-54
- 12-25-53
- 1-30-54
- 12-29-55
- 2-3-55
- 11-24-55
- 2-8-54
- 12-25-53
- 2-13-55
- 2-9-54
- 12-7-53
- 12-10-55
- 2-8-54
- 12-5-53
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- 12-23-53
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- 2-8-54
- 12-5-53
- 12-7-53
- 2-9-54
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- 11-14-53
- 12-7-53
- 1-26-54
- 1-9-54
- 12-7-53
- 1-28-54
- 1-28-54
- 12-7-53
- 12-7-53
- 12-10-53
- 12-20-53

**PATROLMAN RETIRES**

Mr. and Mrs. S. F. Moore recently celebrated their 50th wedding anniversary in Lakeland, Fla. Mr. Moore is the retired freight agent from Ravenna, Ohio, and worked 33 years for the Erie. He has two sons, A. Moore, chief clerk for the Erie at Oil City, Pa., and Willard W. Moore, former rate clerk-cashier at Niles, Ohio. Mrs. Carolyn Fuller is recuperating from a recent illness.

**Wedding Anniversary**

Mr. and Mrs. S. F. Moore recently celebrated their 50th wedding anniversary in Lakeland, Fla. Mr. Moore is the retired freight agent from Ravenna, Ohio, and worked 33 years for the Erie. He has two sons, A. Moore, chief clerk for the Erie at Oil City, Pa., and Willard W. Moore, former rate clerk-cashier at Niles, Ohio.
RETIRESMENTS
YOU DID YOUR JOB WELL
YOU ARE TRUE RAILROADERS

5 ERIE LOCATIONS
WIN SAFETY AWARDS

The Department of Labor and Industry of Pennsylvania has awarded Certificates of Honor, in recognition of a perfect safety record, to the management and employes of the Erie Railroad at the following locations in the state.

1. F. F. Forbes, supervisor of the Scrap and Reclamation Plant at Meadville.
2. J. B. Harmison, wreckmaster at the Susquehanna Freight Car Dept.
3. T. E. Donahue, general foreman of the Locomotive Department at Dunmore.
4. G. E. Greave, general foreman of the Car and Locomotive Department at Avoca and Dunmore.
5. K. J. Keister, general foreman of the Car and Locomotive Department at Brockway.

Only those railroad shops located in Pennsylvania and having 25 or more employes are eligible for the award. This is the highest award given by the State of Pennsylvania for industrial safety.

Caught Again

We have been caught with our facts down again—the editors have, that is.

In our March 1954 anniversary issue we said that the Otisville, N. Y., tunnel was the only tunnel on our railroad. Right away we got a note from H. N. Halper, valuation engineer, with a correction. Mr. Halper says we also have the Bergen tunnel in the Bergen Archways about a mile west of the Jersey City station. Mr. Halper further informs us that the Bergen tunnel is .8 of a mile long (4162 feet).

Sir:

We have recently made carload shipment of contractor's equipment from our Birmingham, Ala., operations to Hamilton, Ont., Canada.

This shipment was set up on a scheduled time basis which we are pleased to state was met due to the cooperation of your personnel. We wish to extend to you our many thanks for the fine cooperation and assistance extended in helping us meet this schedule.

J. N. Parker, Purch. Agt.
Heckett Engineering, Inc.
Butler, Pa.

Sir:

I thought I should write you about the very pleasant trip Mrs. Eckert and I took over the holidays to the Southwest via the Erie Railroad to Chicago and return.

My reason for writing is because of the contrast we noted between your train and the courtesy of your employes as compared to the other railroads we traveled on. As to your dinner, there was no comparison—your car was fresh and clean, help courteous, and the meals good. Not so for the dinner on the other railroads.

F. E. Eckert
Hanley and Bird
Bradford, Pa.

Sir:

We wish to take this opportunity to thank you for your splendid assistance in securing the PFE 6016 car of salmon as quickly as you did and getting it into Buffalo for delivery to Loblaw on time. We think this was a terrific piece of work on your part and cannot overlook the opportunity to thank you for your splendid efforts.

O. W. Davenport
Davenport-Webb, Inc.
Buffalo, N. Y.
**SIR JOHNNY AND THE DRAGON**

PERFECT SHIPPING

JOHNNY CAREFUL

Freight Hose and Damages

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**Eric Excursion Theme Of Church’s Banquet**

An excursion on the Erie Railroad served as a theme recently for the 87th anniversary dinner of the First Presbyterian Church of Passaic, N. J.

It was decided to use the theme because the city had grown up around the railroad.

The setting was an Erie dining car and parishioners attended in their best Sunday School bib and tucker—circa 1867. About 300 attended. Alfred F. Metz, Rutherford, N. J., Erie director and president of the Okonite Co., was a guest.

The dinner was supervised by John M. Collins, Erie superintendent of the dining car department. The theme was prompted by the recent citation given the Erie's dining cars by the U. S. Public Health Service. It was the first such citation given a railroad "for achieving a better than 95 per cent record for sanitation in its dining car service."

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**63 Years**

Mr. and Mrs. Harry C. French recently celebrated their 63rd wedding anniversary at their home in Lanesboro, Pa. Mr. French is a retired Erie machinist from the Susquehanna shops. He was with the railroad for 34 years.

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**NURSE GRADUATES**

This attractive new nurse is Joan L. Madden, daughter of J. L. Madden, chief clerk to the division engineer, Marion, Ohio. Mr. and Mrs. Madden attended Joan’s graduation at Salisbury, Md., and also visited their son, James, at the Bonbridge, Md., naval center.
**Tugboat Captain**

**62 Years With Erie**

'Captain Fred'

Capt. Frederick Wendelken, Erie tugboat captain in New York Harbor, has retired after 61 years and 11 months with the railroad.

Captain Fred went to work on Feb. 1, 1892, as a deckhand in the Erie "navy" before he was 17. He received his master's certificate on Sept. 1, 1896, and his first assignment as a tug captain. For some time he also was an Erie ferryboat captain.

He vividly recalls several fires on the Hudson River. One fire was the one in which the Hoboken Terminal and Ferryboat Hopatcong of the Lackawanna Railroad were destroyed on Aug. 7, 1905. He also fought the fire on the steamship Sant of the North, and the Main and Bremen at Pier A in Weehawken, N. J.

Capt. Wendelken also was a member of the Erie band which provided the music for the ceremonies opening the Holland Tunnel on Nov. 12, 1927.

He now lives at 60 12th Street, Hoboken, N. J., with his wife, daughter and granddaughter and hopes to do some traveling in the West and Mexico.

**NEW PICTURE BOOK**

**READY FOR READERS**

"Highlights of American Railroad History" is the title of a new 28-page illustrated book just issued by the Association of American Railroads. The book contains 24 full-page drawings—two for each month of the year. Each drawing portrays three important events or colorful incidents in railway history.

All drawings in "Highlights" are the work of Lary Gaynor, a New York artist. In executing these drawings, Gaynor obtained striking effects by using the "scratch board" technique.

The book appeals to all ages. The illustrations vividly portray the romance and the drama that attended the development of America's great system of railroads. Important events, modes of dress, locomotives, cars, and even the faces of prominent men are faithfully reproduced.

Before the preparation of the drawings was undertaken, railway history was researched and outstanding events for each month were selected. Libraries were combed for photographs, line drawings, and other documentary material to make certain that each illustration portrayed accurately the event or incident covered.

Any reader of this magazine may obtain a copy of this interesting and informative book, free of charge, by writing The Editor, Erie Magazine, 1304 Midland Building, Cleveland 15, Ohio.

**TEPEE TOPICS**

The Tepees, an organization of Erie employees in Cleveland for planning recreational activities, have arranged a semi-formal dance for Saturday, May 8, at the Statler Hotel in Cleveland.

The name for the group was suggested by Rita Connor, Auditor of Disbursements Office, Cleveland. It means "The Entertainment Program for Erie Employees." Rita won a portable radio for suggesting the name. One hundred names were suggested.

After a one year absence from office, Byron Webster is back again as president of the Tepees. Other officers are: Vice President, Vince Dunn; secretary, Joe Bangert; treasurer, Bob Gillespie; balance of executive committee, Andy Bacenko, Tom Barrett, Tom Caine, Bill Mauerer, Jerry McCormick, John McHugh, Mel Merritt, Jim Murphy, Edward Peakovic, Tom Saunders, Abe Van Kirk, Steve Tischler, Charlie Von Duhn, Jr., and Mike Vovos.
Birthday to Ruth whose birthday was
Station Forces

NEW YORK DIVISION
Supt.'s Office, Jersey City
By Mary A. D. Meyer

Our sincere sympathy to Peter Mandelbaum and Mrs. Harry Mandelbaum on the death of his brother and her husband. Also to Ralph Riccardi on the death of his brother, and to Tom Carr, relief stationmaster, whose mother died.

Happy motoring to Floyd Conklin, side lines dispatcher, who has a 54 Plymouth.

Welcome to John Tulino as telegrapher in the dispatcher's office and to Ray Campbell, train starter, in place of Art Bellis who is ill.

Recent callers were Morris Williams, Dan Sutherland, Elinor Salley and Harry Coleman. Also Gus Balmer, Port Jervis yardmaster, called at the dispatcher's office.

A. H. Kleiman, telegraph operator, and wife received a wire from their daughter, Mrs. Dorothy Sidley, in Johannesburg, South Africa, informing them of the arrival of a baby boy. The Sidleys also have a daughter.

The selection of Ruth Larivee and Frank Stephens as King and Queen highlighted a semi-formal Valentine dance Feb. 13 at the Women's Club in Hackensack, co-sponsored by the Junior Women's Clubs of Hackensack and River Edge. More than 100 persons applauded the couple when Gene Zellweger, master of ceremonies, announced that they had just become engaged. The group also sang Happy Birthday to Ruth whose birthday was Feb. 14.

Mr. and Mrs. Joseph McGirr vacationed in St. Petersburg and Fort Lauderdale, Fla., and Pinehurst, N. C. The Dan Sutherlands (retired train dispatcher) also vacationed in Florida. General Yardmaster Jim Barry, of Port Jervis, was a recent caller at the dispatcher's office; also W. Nolan, retired operator, Port Jervis, who stopped here on his way home from a Florida vacation.

Mrs. W. McGraw, formerly Anna Staub, stenographer here and in the general manager's office, called here on route home, also Cliff Ward.

Mr. and Mrs. T. T eenan and family spent the long weekend at Belleville, N. J.

Welcome to Eddie Bilson as junior clerk.

STATION FORCES
By N. J. De Vita

PORT JERVIS TICKET—W. Nolan has returned from a much needed vacation in Florida nicely tanned. He has been on sick leave.

RIDGEWOOD—J. E. Jacobs has been appointed ticket agent here in place of E. Jacobetz who now is ticket agent at Passaic.

MOUNTAIN VIEW— H. M. Houghtaling, agent, has been fishing and basking in the Florida sun.

Caldwell—D. Reilly, operator clerk, has resigned and moved to Florida.

Montclair—The township is doing a fine job getting the parking space at the station serviced for all the commuters.

Closter—R. W. Tracey, agent, has retired after many years with the Erie.

Jersey City—Fred Murphy spent three days' vacation at Seaside Park getting his summer home ready.

New York (Chambers Street) — O. Kroch, ticket agent, has retired after 50 years of service.

Marine
By Jesse E. Baker

Captain Joe Kennelly of the tug Binghamton spent three weeks in Miami, Fla. Louis Bobat, boilermaker, after being hospitalized recently, will be back with us soon fully recovered.

Best wishes for speedy recovery to Anton Latus, blacksmith helper, who underwent surgery.

All employees extend sincere congratulations to Captain and Mrs. Harry Flood (tug inspector) who celebrated their 43rd wedding anniversary.

John Messineo, chief clerk in the marine yard, received a welcome letter from James Novakovich, carpent-
VETERAN GETS 50-YEAR PIN

Supt. E. J. Robisch, Salamanca, N. Y., presents a 50-year veteran’s pin to Ralph Reed, report clerk, during Salamanca veterans chapter meeting.

Mahoney, clerk in the general master mechanic’s office, and Richard Miller were married Feb. 6 at St. Ignatius Church. The reception was at the bride’s home on South Division Street. They will reside in Geneva, N. Y.

Leslie B. Reynolds and Clarence Cady, laborers at the diesel shop, retired Feb. 1 and Feb. 2 respectively. Sympathy is extended to the family of Joseph Keefe, of Binghamton, a retired boilermaker, who died Feb. 4.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Norman W. Ortowski, relief clerk at North Tonawanda, who is now in military service, was tendered a farewell party Feb. 8.

Best wishes to Mick Krewcum, laborer at the car shop, and John Kosty, carman, who retired recently.

W. J. Tallchief, E. C. Akromas and E. Pietrella have been welcomed as operators in the BX chief dispatcher’s office.

Steve Prescott seems to have an unending supply of jokes. His latest about Roanoke, Va., has them rolling in the aisles.

Ed Whittaker, who is considered to be a tax expert, was kept busy again this year advising fellow workers how to prepare their income tax returns.

Harold Noyes finally found a way to beat the races. His wife makes the selections now.

The rising price of coffee has Joe Richards and Bert Leutha wearing long faces.

BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the families of John Theeman and Edward Slowik in their recent bereavement.

George Higley, retired general air brake inspector, and W. C. Spors, also retired, were visitors at the shop.

STORES

HORNELL, N. Y.

By Anieta P. Decker

Mr. and Mrs. John Zuckernick son-in-law and daughter of Dale Battles, now are residents of Philadelphia where John has taken a position with the Franklin Institute. It is his first position since receiving his master’s degree from M. I. T.

Our deep sympathy to Louise Eberman on the passing of her brother Harold Gams, retired general yard master.

Van Craig and Ed Boyle are adept at housework since their wives were patients at St. James Mercy Hospital.

When Mrs. Lindeman puts “hard boiled” eggs in Don’s lunch, it would be nice if she would boil them first. Suzanne Feeley is spending her time learning to drive the Greer Hornet.

The Bill Hahns spent the long week end at their cottage at Silver Lake.

By Frank Halbleib

K. E. Key and Ralph Lougee gave an interesting demonstration on the different kinds of fire extinguishers. Congratulations to Joe Donaldson on becoming new president of Victory 723. Glad to hear his wife is recovering satisfactorily after an operation.

Glad to hear too that Milton T. Parker’s wife is recuperating after an illness.

Charles Boyea is driving a new Buick and Clifford (Curley) Patrick had to take three days of his vacation so he could overhaul his Buick. He forgot to have the oil checked.

Sympathy is extended to John Zuckernick on the death of his mother-in-law who resided with him.

Mr. and Mrs. Paul (Cupcake) Holloran motored to Poughkeepsie.

HORNELL GENERAL STORES

By Joseph F. Testani

Since 1910

Today’s CAMP FIRE GIRLS

Tomorrow’s Homemakers!

Erie Railroad Magazine
N. Y., for a visit with his brother Jim who is with IBM.

Barney Peck, division storekeeper, has moved into new quarters at the end east of our storehouse.

Nearly all employees have television sets now and the main topic of conversation before the 7 o'clock whistle and at the noon hour concerns the good and bad programs of the previous night. Incidentally, the antennas that were twisted or blown down entirely in the recent windstorm are in working order now.

Joe De Rienzo bid in the job of janitor in the office and took over his new duties March 1. Previously he worked in Section D.

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Alice Evelyn Little and John Brecht recently embarked on the Sea of Matrimony.

Bessie McCartney was in New York, Philadelphia and Chicago over the weekend and Washington's Birthday. She wants to get her traveling in before she gets married—hasn't said though when she expects to be married.

At this writing, our bowling team is tied for first place in the Erie league. They have added a "shock" trooper for the remainder of the season—your correspondent. It was quite a shock because his average so far is only 133. Bessie McCartney is bowling in the Ladies City Ten-Pin League with the Robin's Furniture Store team.

April birthday greetings to K. O. Herrick, Marvin Spencer, Robert Thomas, Joseph T. Brown, Joseph Frisina, W. B. James, W. E. Jones, Jr., John Vinansky, Steve Winn, F. F. Forbes, George Carlson, Tony Capozzi, Dominic Gallo, in military service, and Alex Tartaglione, retired.

Retiring after 49 years with the Erie, Fred Morrison, Wyoming Division engineer, is congratulated for his many years of loyal service. This group met Engineer Morrison at the end of his last trip. From the left, they are, M. J. Barrett and T. M. Somers, brakemen; P. D. Singer, fireman; Mr. Morrison; Supt. D. A. Logan; T. J. O'Brien, conductor, and M. J. Flannery, trainmaster-road foreman. The picture was taken during a heavy snow storm.

GOLD PASS AWARDED

An Eriean since March 16, 1904, Giuseppe Adornetto, trackman at Jersey City, has earned a gold pass by completing 50 years of service with the Erie. A native of Italy, he emigrated to the United States in 1904 and joined Erie.

MARION DIVISION
HAMMOND CONSOLIDATED

By Grace Connole

Post cards and newspaper clippings received from Locomotive Engineer Robert L. Woodall and wife, who were vacationing in Glendale, Oceanside and Los Angeles, Calif., indicated they were having an enjoyable vacation. The temperature in Los Angeles soared to 90 degrees on several days. Much of their time was spent with two married daughters. However, they did make several sightseeing tours and were enthusiastic about their visit to the Mount Wilson Observatory.

T. M. Bomersback, retired division car foreman, and wife disposed of their holdings in the Calumet region and left for Lomita, Calif., Feb. 16. They expect to establish a new home there. Their son William is a resident of that city.

Mrs. N. T. Emrick, wife of the road foreman of engines, Hammond, spent a week in Salamanca, N. Y., the latter part of February, visiting with Mrs. E. J. Robisch and other friends. Uncle Sam's paratroopers' ranks have been increased by the addition of Yard Clerk James E. Gawronsiki, Jim, who left Feb. 16 for three years' service, will take basic training at Fort Leonard Wood, Mo. After that we can expect him to "drop" in on us most any time.

Congratulations to Relief Car Inspector Paul H. Benton and wife who became proud parents Feb. 5. Donald Lee, 5, now has a brother, Frank Clay. Helen Lienesfert, relief clerk, enjoyed a visit with her father, brothers and sisters in Detroit.

We extend heartfelt sympathy to B. E. Carlson, fireman, on the death of his mother, Mrs. Christine Carlson, Riverdale, Ill., Jan. 26.

That 54 two-tone blue and white Hudson Hollywood Hornet flashing in and out of the parking lot is the property of Theresa and Jack Chambers, typist and operator respectively.

Typist Allen Kindt, a member of the Naval Reserve, left Feb. 18 for a Caribbean cruise at the request of his commanding officer. The port of embarkation was Norfolk, Va.

The Property Protection Department at Hammond has been augmented by the addition of Bud Fisher, second trick patrolman, from Chicago.

Mrs. J. Mickulas, wife of the A.A.R. inspector (car department), is recovering slowly from injuries received when the family car was involved in an accident in a sleet storm.

MAINTENANCE OF WAY

By Maralene Trainer

We wish many happy retirement years to Trackmen O. M. Lammert at Decatur and Clark Coughenour at Delong.

Assistant Chief Clerk A. C. Smith and wife recently had their son Harry with them for a 20-day furlough following his return from a year's service in Japan and Korea. He has now returned to McCord Air Force Base at Tacoma, Wash., for completion of his military service.

General Foreman E. L. Stanton at Hammond and family spent a pleasant vacation in Tucson, Ariz. W. R. Rathfon is welcomed as plumber foreman at Huntington.

Conrad to Mr. and Mrs.
Gene Buzzard of Huntington who were married recently. Mrs. Buzzard is the former Marie Loar of Blissfield, Mich., and Gene is the son of Plumber P. E. Buzzard and wife of Huntington. John C. Spahr, crossing watchman at Decatur, Ind., entered retirement Feb. 23 after more than 55 years of continuous service. He started with the Erie Jan. 1, 1899, in the Maintenance of Way Department. He worked as trackman and section foreman until Oct. 13, 1943, when he took over the duties of crossing watchman. Many employees and residents of the community will miss seeing him at the Winchester Street crossing.

TRANSPORTATION
By T. E. Poe

Best wishes to Train Baggage Agent A. R. Elsasser, Sr., who retired Feb. 19. He had completed more than 38 years of service.

Those who enjoyed winter vacations are Monitor W. L. Gray and family, Florida; Engineer Harvey Cone and wife, Florida, and Engineer F. H. Converse and wife, California.

Members of the Huntington-Droste Band have started rehearsals and are buying some new instruments. They are looking forward to another successful season.

CHICAGO GENERAL OFFICE
By Curtis G. Pinney

Our sympathy to Louise LeVeille, multigraph operator, whose mother passed away Feb. 25. We hope to see the smiling face of our teletype operator, Etta Henricks, soon. Etta has been ill the past few weeks.

Blanche Lewan, secretary to the assistant freight traffic manager-rates, spent the week end and Washington's Birthday in New York City.

We welcome Nancy Carlton as stenographer; Alice Sikorsky, ediphone operator and stenographer; Barbara Ross, ediphone operator; Jack Spoelstra and Bob Voltz, tariff mail room clerks.

Congratulations to Dixiana Butz, former percentage clerk, and her husband. The stork visited them on Feb. 8 and left a bouncing baby boy (Raymond John, Jr.). Fellow workers of Florence Berg, chief clerk of the Passenger Traffic Department, gathered at Harding’s Restaurant Feb. 10 for a farewell party. Mrs. Berg retired March 1 after 30 years of service, 28 of which were spent in the Passenger Department.

Happy birthday to Blanche Lewan and Hayden J. Richardson, porter. Congratulations to Don Reynolds, chief clerk, and wife on the arrival of a baby boy Feb. 26. Don now is the proud papa of three boys.

Winter Honeymoon

Shown on their honeymoon at Niagara Falls are Mr. and Mrs. Joseph Zhasnik. The bride is the former LaVerne Schalk, stenou in Auditor of Disbursements Office.

4TH STREET, CHICAGO
By Chris Hardt

Our sympathy to Carl Costa, foreman, on the death of his sister in New York.

We welcome Comptometer Operator Lena Savage back to her desk after several weeks’ illness; Arthur Lemke, O. S. & D. clerk, is convalescing at home after a stay in the hospital.

Lynne Hardt, daughter of the revision clerk-correspondent, who is a member of the leadership training class of the Jefferson Park Congregational Church and an elementary school graduate, was awarded a certificate of distinguished achievement by the American Legion Post, 1119, in recognition of high qualities of honor, courage, scholarship, leadership and service.

We sympathize with Otto Jordan and family (senior route clerk) on the death of his brother Edward, 71.

Otto is the last surviving member of a family of 12 children.

A credit union was established at this office Feb. 15. Leonard Pullano, assistant cashier, is manager and trustees are George Wherry, E. C. Wise and William E. Smith.

We regret the departure of Paul Buzzard, of the M. of W. department, who had served 12 years in this area. Paul was transferred to his home town, Huntington, Ind.

We congratulate Edward Calzaretta, check clerk, on the arrival of a second child, Henry Edward.

Floyd Barth, freight house teller, is the proud grandfather of Michael Allen Barth, born Nov. 24.

Louise Surma, stenographer, and husband had a double birthday celebration Feb. 17. Both their birthdays fall on the same date.

Marion Calligaris, local grievance chairman of the Brotherhood of Railway Clerks’ protective committee, Liberty Lodge No. 490, was reelected sergeant-at-arms of the Chicago District Council.

ALLEGANY DIVISION
SALAMANCA, N. Y.
By S. Minneci

Donald E. Kamboltz, son of the general yardmaster, has been appointed full-time physiotherapist for the county health department's new rehabilitation clinic for crippled children.
adults, with offices here.

Retired Bradford Division Conduc-
tor Emmett L. Hallnock is improving satisfactorily after surgery.

Mrs. James J. Moynihan, wife of the retired superintendent of trans-
portation, will be confined in the Sal-
amanca District Hospital for some time, due to an accident.

Erie men and wives who vacationed in Florida during the winter were Mr. and Mrs. Fred Spawton, of Horn-
el, and retired members, Mr. and Mrs. John W. Graves, Mr. and Mrs. John J. Malone, Mr. and Mrs. G. C. Zimmerman and Mr. and Mrs. James E. Ledden, all of Salamanca.

Pvt. Donald Rettherg, son of the yard conductor, completed basic infantry training with the 11th Air-
borne Division at Fort Campbell, Ky., and has been assigned as acting ser-
geant in charge of the motor pool of Battery C, 40th Airborne Field Arti-
illery Battalion.

Our deep sympathy to Helen Fitz-
patrick Miles on the death Feb. 16 of her husband, James Miles, B. & O. agent.

N. G. Checkary, conductor, is con-
ed at the Meadville City Hospital.

N. G. Checkary, conductor, is con-
ed at the Meadville City Hospital.

We are pulling for his quick recovery so he can get those dahlias planted.

Section Foreman Salvatore Cucchi-
aro and wife spent a vacation in Florida, visiting with their son Andrew and his family.

WRECKMASTER-GEN. FOREMA-
N SALAMANCA, N. Y.

William Trummer, car inspector, has resumed work following seven months' absence due to an automobile accident.

Paul Janowicz, car repairer, has bought a '54 Ford.

Marjorie Ellen Miller, daughter of Fred Miller, car inspector, and Wayne Whitmer were married at the First Methodist Church recently.

Sympathy is extended to the family of George Winsor, 63, car inspector, who died Feb. 22. He had been with the Erie 37 years as a boilermaker helper, boilermaker, and finally, car inspector.

Jr. Whalen, retired assistant to a division car foreman, was a recent visitor in Salamanca.

MAHONING DIVISION

YOUNGSTOWN FREIGHT

By Ann Starr

Mary Bailey has returned to work after her recent illness.

Best wishes to Betty O'Brien and Irene Shreve who celebrated birth-
days recently.

Wedding anniversary congratulations to Mr. and Mrs. William Yueng-
ert, Mr. and Mrs. W. D. Owens and Mr. and Mrs. T. G. Swogger, Sr.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

A "going away" gift was presented to Mr. Humphrey Hulme, of Niles, wife of the carpenter foreman, at a meeting of the Scottie Club. Mrs. Hulme departed March 13 for a six-
weeks stay in England.

Costas N. Skordeles, trackman, re-
tired Feb. 4 after 23 years with the

**Who knows better than a railroad man
-it means so much more to give or get... a Hamilton**
Erie.
R. J. Pierce, division engineer, and wife have returned after vacationing in St. Petersburg and other points in Florida.
Margaret Eileen Claffey, stenographer-clerk for the signal supervisor and master carpenter, who has transferred to the Sharon freight office as general clerk, was entertained by office associates at dinner in the Mural Room of the V.F.W. Restaurant as a farewell courtesy. Marian McCarthy now is stenographer-clerk in place of Eileen.
P. L. Crowe, assistant division engineer, is the proud grandfather of Mary Louise, daughter of Dr. Tom Crowe, born Feb. 11.

CLEVELAND FREIGHT
By R. M. O'Connor
J. H. Byers, freight agent, spent a weekend in Elmira, N. Y., visiting friends.
Rose Corecoran, switching clerk, and Ross Cratty, cashier, are back on their jobs after being on the sick list.

CLEVELAND POLICE
By David Downie
Capt. John O. Sheets and wife are enjoying their new television set.
Patrolman Andrew A. Herrick and family have recovered from the flu and are looking forward to a spring fishing trip.
Patrolman Robert E. Hamilton presented his wife with a new dishwasher on Valentine's Day.
Patrolman Frank H. Fretter and family spent a few days at Niagara Falls.
Patrolman Donald A. Zuzow is back on the job after two-months' illness.

MEADVILLE DIESEL SHOP—
SIGNAL REPAIR SHOP—
MOTOR CAR SHOP
By R. C. Miller
Steven James, motor car shop foreman, vacationed in Tennessee and Alabama and Columbus, Ohio.
Mabel Schrubb, who recently bought a new home, was given a housewarming party and gift by the girls in the various offices.
Vin Gladys and Travis Shoemaker, accompanied by their wives, spent a weekend at Travis' hunting lodge. It was an occasion also to celebrate Mrs. Gladys' birthday.
In honor of the arrival of his first granddaughter, C. Palmer has been cutting fancy capers on the ice.
Ralph Costa and John Zuchero did not find it necessary to go to Florida this winter to play golf. They played here at home in January and February.
Paul Consider spent his vacation fishing through the ice.
Charles Puckett, Dick Nageotte and Roy Knapp are on the sick list.
Congratulations to Hobett Mitchell and wife and Andy Bosco and wife who celebrated golden wedding anniversaries Jan. 25 and Feb. 5 respectively.

OPERATING
VICE PRESIDENT'S OFFICE
John Tanis is wearing a broad smile since his son Jack's wife presented him with a granddaughter Feb. 12 (Cairie Tanis).
G. H. Higley, R. M. Scott and C. P. Brooks, retired office associates, called recently. We are always glad to see them.
Bea Lyons and Ruth O'Connor were among the group of Railway Business Women's Association members stopping at the Greenbrier in White Sulphur Springs, W. Va., recently.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter
It was a great day for Mrs. Eliza-
FOREMAN RETIRES

April, month for Dorothy Pizem and Edna Ariz., but that he is improving.

Employes recently honored Gaetan DiNardo, foreman at Dock F, Weehawken, N. J., at a retirement dinner. Born in Naples, Italy, Mr. DiNardo came to the United States and went to work for the Erie several years after migrating. H. H. Brown, freight agent, Weehawken, was master of ceremonies. W. J. Flusk, agent at Jersey City, end his son, Rev. Joseph Flusk, entertained with singing, and Mr. DiNardo received some luggage.

Beth Baird when her great-grandson, Bernard Matthew Noble, was born. This is the second time there has been a fourth generation in the family.

John Bremer and family are vacationing in Florida.

Helen and Grady Ketchum have returned from their second honeymoon, a visit with relatives in Nashville, Tenn.

A winter vacation with skiing and other outdoor activities was highly enjoyed by Joan Baker at Sun Valley, Idaho.

Ella Carpenter had a wonderful weekend of winter sports at Pokagon State Park, Angola, Ind. Another weekend was spent at the Greenbrier Hotel, White Sulphur Springs, W. Va., with the Railway Business Women's Association.

Betty Schneider enjoyed a visit with friends at Larchmont, N. Y.

Mary Ann Sabo made the new Statler her headquarters while in Washington, D. C. to see the cherry blossoms.

We hear that Louie Guillemette (retired) was hospitalized in Phoenix, Ariz., but that he is improving.

The welcome mat was rolled out last month for Dorothy Pizem and Edna Gibbons, latest additions to the key punch department.

KENT DIVISION

AKRON, OHIO

L. V. Brownell, general foreman, and Mrs. Brownell were entertained at a family dinner Feb. 14 by their daughter and son-in-law, Mr. and Mrs. J. E. Marburger. It was the Brownells' 25th wedding anniversary, also the wedding anniversary of the Marburgers' daughter and son-in-law, Mr. and Mrs. J. G. Stanoevile.

Howard Halcomb, relief clerk, spent his vacation in the south, stopping in New Orleans for the mardi gras, thence to Montgomery, Ala., and Waycross, Ga.

Congratulations to Charles D. Johns, general clerk, and wife on the arrival of their son Feb. 22 (Gary Edward). Charles is the son of Police Capt. R. G. Johns.

MARION, OHIO

Fern Lewis of the Mechanical Department, Mary Margaret O'Donnell, Geneva Sidenstricker and Lucille Osmon of the superintendent's office, and Verna Mae McWherter of the division freight agent's office spent the week end and Washington's Birthday in New York City.

Sympathy is extended to Conductor John Bremer and family are vacationing in Florida.

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Sympathy is extended to Conductor W. L. Price and wife on the death of her mother; also to D. L. Stout and wife on the death of Mrs. Stout's mother.

Congratulations to D. E. Marquis on his appointment as chief clerk to the division engineer, succeeding J. E. Madden, promoted.

MARION CAR

By H. M. Robbins

Glenn R. Kellogg, train yard foreman, who had been ailing for some time, returned to work Jan. 31.

It's a boy at the home of Virgil L. Berry, box packer, and girls for William Griffith, car inspector, and Donald L. Malone, car repairer.

Marine Cpl. Glenn A. Lehner received his discharge Dec. 6 and returned to his former job as a regular apprentice Jan. 4. Glenn was one of those lucky boys who served his entire time within the continental U. S.

MARION MECHANICAL

By Susan Baker

Best wishes accompanied Charlie O. Keller, a boilermaker with 22 years' service, on his retirement Feb. 1.

Belated congratulations to Mr. and
Mrs. J. L. Perry (test engineer at the diesel shop) whose daughter, Patricia Ann, arrived Dec. 23 at the Geneva (N. Y.) General Hospital.

The latest members of our new home owners' club are Mr. and Mrs. R. C. Keenan who took possession Feb. 29. He is supervisor of apprentices.

A cordial welcome to Fern Lewis, diesel clerk, transferred from the superintendent's office. Fern was in New York City over the weekend and Washington's Birthday. She attended the Martha Raye show and was surprised on her return to work to find she had been seen on TV by several employees in Marion.

Happy Birthdays to Foremen John Longnecker, Clarence Primmer, Barney Simmons and Pearl McWilliams. Also to Chief Clerk Harry B. Coon.

The father of A. G. Clemence, road foreman of engines, was released from the hospital recently. Best wishes for speedy recovery.

Robert H. Keggan, electrician helper, left Feb. 16 for service in the Air Force.

Nine teams from Marion were entered in the annual system bowling tournament held in Youngstown March 20-21. Some of the bowlers from the diesel shop were Clarence Primmer, John Turner, Frank Eise- man, Johnny Lusch, Dan Reams, Jim Steele, Frank Eise- man, Jr., Bob Reiff, John Marshall, Herman Miers and Bob Forsyth. Also, Charlie Gruber, chief clerk to trainmaster, whose team is in first place.

ACCOUNTING
AUDITOR OF REVENUES
By Jimmy Murphy

A large assemblage of employees had the privilege of hearing a representative of the American Red Cross give a complete and informative description of the role this organization plays in our community. The remarks of Assistant Auditor of Revenues T. P. Hennessy and Frank Troyano, chief clerk to auditor of disbursements, also were appropriate and well received.

On Feb. 15, Mike Von Duhn was loaned to Uncle Sam. Chief Clerk J. L. Gould presented him with a handsome wrist watch on behalf of the multitude of friends he made in the short time he was with us. We all wish him lands of success. We regret to say "so long" to Alice Paul, Audrey Kramer, Margaret Leanza, Faye Cosenza and Ray Conroy, who were furloughed. They were very friendly and we will miss them.

... Congratulations to Janice O'Malley, former clerk in the claim checking bureau, who is now the mother of a baby boy, Michael Patrick, Feb. 11.

George Arington is comfortably settled in his new home and his talents and duties have become quite varied. Not to mention his skill at gardening, he is fast becoming a first rate carpenter, painter and plasterer. Shirley Wescott seems to have a great fondness for bells, possibly acclimating herself to the sound of wedding bells. She runs at least 20 extra copies of everything on the mimeograph machine to hear the bell ring at the end of the count.

... We are happy to report that Peggy Blumen's father is still in the hospital as a result of serious injuries incurred in a fall. We hope for speedy recovery.

... We are happy to report that Pat Richlin, who underwent a serious operation in Lutheran Hospital, is recuperating at home.

... Charlie Lattner, our political analyst and news commentator, will celebrate 24 years with the Erie April 19. Congratulations.

We were all sorry to hear of Jim Hunters' continuing bad luck. Sincerely hope that eye trouble which kept him from work for the past month soon clears up.

... The waybill sorters buzzed the other day when Betty Fowler came to work all aglow and flashing a beautiful diamond which she received from that handsome young soldier, Pfc. Bob Brown. Bill McGrath, Sr., reports that although his wife's condition has greatly improved, she is still under extensive treatment.

... Abe Van Kirk is burning up the macadam these days with his new Buick.

... The Pinheads' bowling team in the Erie ladies league is creeping into last place.

One of the Erie Magazine's most loyal supporters, Mrs. Ruth Munger (in white), receives a birthday cake from friends at a party in Buffalo recently. Others in the picture, from the left, are Mrs. George Felts, Sr., Mrs. Duane, Mrs. C. J. O'Leary, V. John Fagan and Mrs. F. Habbeldi.
AKRONITE RETIRES

Shown here with two of his sons is A. H. Klime, flag clerk at Akron, Ohio, who retired Feb. 1 after almost 48 years' service with the Erie.

place despite stiff opposition from the Republicans. Everyone tries so earnestly, but tense muscles play sad pranks on our pin topplers and Captain Corinne Defuy is contriving some course to redeem the slump of her valiant crew. We extend our heartfelt sympathy to Mr. and Mrs. Oberglock on the death of his dear friend, Brooklyn, N. J. on a team by-deep sympathy also to Charlie Tuttle, retired interline clerk, whose wife passed away recently. While the rest of us slaved over income tax forms and broke piggy banks to dig up that last penny, Harold Brown enjoyed a leisurely two weeks in sunny Florida. Peggy Rosecke spent the week end and Washington's Birthday in New York and returned laden with loot. Time passes quickly when the task at hand is an enjoyable one. T. W. Kirkpatrick says the 67 years (April 1) he has spent with the Erie have gone all too quickly. This investment of a lifetime has paid handsome dividends as attested by the nice things we always hear about Mr. Kirk. He has retained a youthful vigor and outlook that puts a lot of us to shame. Eleanor Woodman left Feb. 13 to devote all her time to homemaking. The girls in the comptometer section tried to show their affection for Eleanor by giving her a dinner at the Sherwood Inn. Dick Cawley, who suffered a fractured ankle when he slipped on the ice while coming to work, has taken a few days off and is back on the job in the correction bureau. Anne Prentice had the time of her life recently when she visited relatives in Paterson, N. J. She was a popular and efficient young lady who earned the respect and friendship of those with whom she worked. Another of the planned parties was held by the younger set at Westfield's and a large gathering enjoyed every minute of it. Terry O'Malley, with true regard for her sanctum, tried to waltz rather than jitter-bug, while Pat Chojna exhibited a tendency toward rhumba. John Gill has been glowing lately, and we have an inside tip that the phosphorescent quality can be attributed to the column which appeared under his by-line in the Cleveland Plain Dealer recently. Congratulations, John!... Bob Rasmussen was obliged to take time out recently to fight a severe eye infection. Bill Jacoby was on the receiving end of a beautiful wrist watch presented by Chief Clerk A. C. Roscelli when he left us to join the Army. Although he makes little of it, Bill already has won a Good Conduct Medal which doesn't surprise us as his deportment has always been exemplary. And get a load of this. Mr. and Mrs. Bill County capped first prize in the waltz contest at the annual party held by St. Rose's Church in the Lake Shore Hotel. The Counties are adept in the art of terpsichore and the fact that Bill recently completed 52 years' service with the Erie makes his feat even more remarkable. Earl Howard has returned to civilization after a trek northward to Canada. Louis Roth has been hiding all this time the fact that Joel finished among the top 5 per cent of the 13,300 seniors who took the annual general scholarship tests in Ohio. The best of luck to Marilyn Hesssey who left March 1 to become a perfect little housewife. She gained many friends by her pleasant personality and we're sorry to see her go.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU

By Margaret P. Cull

Signs of Spring: John Vitrone and Tobey Friedlander are wearing natty cravats. John Wilson and Fred Zazzella have shed their vests. Francis Dune and Wally Ayers are wearing lightweight sport shirts. Mary Skelly's straw bonnets are gay and attractive. Mary Nolan is wearing pastels. Tom Montrose, Clinton Cook, Charlotte Schull and other car owners are spending their free time outdoors. Dan Moffit looks sporty in his jacket. Best wishes to Morris Glazer who has retired after 20 years' service.

Dick Walsh, retired rate clerk, visited us recently. He is enjoying his new life.

Congratulations to the Cavanaughs. Dorothy is the mother of a baby boy (Robert). The welcome mat is extended to Rate Revision Clerk Hugh Mc Crane who had worked at Paterson a num-

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Occupation

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THE P. & M. CO.

CHICAGO ... NEW YORK

April, 1954
J. known as "The Baron of East Avenue". He is single champ in the city bowling tournament. He has been the champion for many years. Now he has returned to the bowling scene.

Our sympathies to Mr. and Mrs. A. B. Beggs on the loss of their daughter and to Charlotte Schall and her family on the death of her grandmother.

Cleveland Freight Claimers, please note: The softball team is looking forward to your annual visit to our picnic (June 26). Keep the date open.

Lorraine Sadowski, who left us last month, treated the girls to a wonderful cream cake.

Rosie Hogan ended service at Hornell Accounting Bureau. She was a champion in the office. She has been the champion for many years. Now she has returned to the bowling scene.

Flannery and Kathleen O'Neill congratulated the girls on the death of their grandmother. They were very sad to hear the news.

Birthday congratulations to the following "Ramers:" Markowitz, H. M. Wysienski, I. Lynn and E. Markowitz. They were treated to a wonderful cream cake.

HORNET ACCOUNTING BUREAU
By Lynn Lamb

We have a champion in the office. Rosie Hogan ended service at Hornell Accounting Bureau. She was a champion in the office. She has been the champion for many years. Now she has returned to the bowling scene.
ANNUAL REPORT continued

be added annually.

TRAINING aimed at giving employees an opportunity to do a better job and thus improve our railroad and themselves is a factor of great importance to us. The training program has increased greatly in scope in the past decade due to the more modern equipment and methods which have been introduced in the railroad industry. Hardly any of us on the Erie today could do our jobs without some amount of training due to new tools, equipment or techniques involved in doing our jobs.

A good many of the training courses are conducted in our Training Car which travels to numerous points on the railroad where specialized courses are given in the proper use of air brakes and air conditioning units. The car is equipped with special apparatus and working models.

OUR TRAFFIC DEPARTMENT also has undertaken an intensive educational program for its forces. Visits to important terminals acquaint sales personnel with the facilities and functions at stations, yards, harbors and shops. The program enables our agents better to understand our services and to present them more effectively to possible shippers and travelers. The Traffic Department slogan this year is "Sell more in '54".

Instruction classes also were conducted for passenger conductors, trainmen, station agents and ticket clerks, stressing the importance of properly serving the traveling public.

The health and well-being of our employees is an essential factor in the operation of the Erie, and the Medical and Surgical Department devotes its skill and time to caring for the physical and mental needs of Eriemen so that they can perform their duties safely and efficiently. Frequent examinations with complete diagnostic and health counseling are part of the department's program. New employees, except casual labor, receive medical examinations at no cost to them to insure their physical fitness for the tasks they will perform. Men in train service are examined periodically in order to maintain their health and for the safety of themselves, their fellow workers and the public.

GOOD PUBLIC RELATIONS is an important ingredient in the successful operation of any business. A railroad is engaged in furnishing freight and passenger transportation and it is obvious that the manner in which this service is rendered to the public is highly important. The public's goodwill is one of the best assets our company can have and cannot be measured in dollars.

This "social consciousness" is constantly brought to the attention of our men and women who realize that public opinion is a powerful force and the company that has the confidence and support of the public has a better chance for success.

Our public relations activities help to interpret company policy to the public in terms of what it means to them. Through the medium of advertising, press releases, stockholder communications, the employe magazine, open houses and many other community activities, we are able to keep the public informed as to our progress and the contributions we are making toward the economic growth and development of the "Erie Area".

634 this time. His team is still leading the league.

COMPTROLLER'S OFFICE

By Byron Webster

extend our sympathies to G. W. Oakley on the death of his brother in Hawthorne, N. J.

Donna Richardson was among the 50 Cleveland members of the Railway Business Women's Association who spent the holiday weekend at White Sulphur Springs, W. Va. Unfortuna-

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to recover two dimes he had dropped behind it some time ago. Additional booty recovered by Willie included two Hoover buttons, an Indian-head penny and a 1941 calendar.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Don Reisland took a flip-flop and shook the whole office when he fell off his chair and broke it in two. Says Don, “I could have killed myself.” LaVerne Zbikoski’s first words after her tonsillectomy were, “I’ll never have ’em out again.” Let’s hope not.

The A. O. M. men’s bowling team enjoyed a home-made spaghetti dinner at the home of Nelson Case, prepared by the Frank Tomanos. The lucky couple who are still talking about the feast are: Marie and Nelson Case, Marion and Tom Mayer, Loren and Ethel Nichols, Florence and Bob Peterson, Yolanda and Don Keister, Mildred Small and Isabel and Don Bundy.

60 Happy Years

Mr. and Mrs. Nicholas Sportelly, Paterson, N. J., parents of Frank M. sportelly, assistant superintendent of lightage and stations, recently celebrated their 65th wedding anniversary at their home.

REPORT QUIZ

1. Wages
2. $160,000,000
3. $17,827,359
4. $18,000,000
5. 9.75
6. 25.753
7. $6,302,275
8. $85,631,569
9. Freight
10. 73

Word Answers

1. Chicago Great Western Railway.
2. Duluth, South Shore & Atlantic Railroad.
3. Erie Railroad.
4. Georgia Railroad.
5. Grand Trunk Western Railroad.
7. New York, Susquehanna & Western Railroad.
8. Reading Company.

DR. PEALE continued

ful chain of shops. More important is the fact that he has conquered his sense of personal inadequacy and overcome his disbelief in his own abilities. At 65 he has achieved a truly sensational personality victory.

Whenever I talk with this man I am astonished at what remarkable things a human being can do to improve himself by following certain fundamental laws. One of the most wonderful things in this world is the result you can get with your own self if you set your mind to accomplish something, then believe in the power of God to help you, and work at it. Think, believe, work—these three lead to successful living.

If you depend for self-improvement on the help you can find in creative faith, there is no limit to what you need place on yourself. One of the amazing things about people is their infinite possibilities for improvement. This is one of the great teachings of religion and has always been a fundamental point of our American philosophy. It has been expressed in many ways but never better than in a passage in your Bible: “I can do all things through Christ which strengtheneth me.”

If you are not satisfied with yourself, there is every hope that you can become what you want to be. But, if you are satisfied with yourself, there is little hope for you. For, if you feel no improvement is possible, then you will never improve yourself. Fortunately, I rarely meet anyone who is so self-satisfied that he feels no need for self-improvement. Most people have the humility to know they can do more and be better.

How do you improve yourself? One important technique is to change your mental attitudes. William James, the father of American psychology, said, “Human beings can alter their lives by altering their attitudes of mind.” If you have an attitude of disbelief in yourself, fear, hesitancy, inner conflict, then life will give you back disbelief, fear, hesitancy, conflict. But if you draw your attitudes from the certainties of faith, life will give you wholesome self-respect, courage and attainment.

A new attitude of faith and positive thinking can change your life. It will be the beginning of real self-improvement.
Suppose an automaker had to ask the government’s permission to raise or lower the price of its cars . . .

Over the past 50 years, the automobile industry has grown to mammoth size—giving employment, directly and indirectly, to millions of people.

Its accomplishments have been the accomplishments of private management, free to make decisions in the best interests of customers, employees and stockholders—and to put those decisions into effect immediately.

For example, if a competitive situation makes advisable a reduction in price, an automobile manufacturer can announce that reduction over-night. Conversely, should material costs rise or a general wage increase be granted, added operating expense can be offset by an immediate price rise.

Most businesses are able to operate with this freedom—with management assuming full responsibility for its decisions.

A notable exception is the railroad industry, where a decision to reduce or increase rates must be submitted to a regulatory commission. The railroads agree that reasonable regulation of railroad prices is in the public interest but, in recent years, decisions on general freight rate increases at the national level have taken an average of 350 days—a time lag that has cost the railroads more than a billion dollars in lost revenues.

The railroads perform an important service for American business and industry. To do their job, they need and ask the basic freedom other businesses enjoy in our competitive economy. They ask that regulations be modernized to fit present day conditions.

The railroads operating in the highly populated and industrial East are especially burdened by the restrictions placed upon them by outmoded and unrealistic regulations. . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, New York.
THE ROUNDHOUSE WENT SQUARE—

When the Erie completed its program of providing 100% diesel power for its freight and passenger service between New York and Chicago, the old roundhouses became a thing of the past. Now the roundhouse has gone 'square' to service Erie's diesel fleet—keep it in top notch running order for better and more dependable service to industry and the public.

AND THE CABOOSE NOW TALKS

Notice this modern Erie caboose is different—no cupola, instead a bay window from which the conductor can watch his train. But there's a bigger difference—"Radio-equipped for safety, for service" says the sign. These cabooses are equipped with radio-telephone so that the conductor can talk to passing trains, the dispatcher, wayside stations and the engineer up ahead. This is another example of Erie's progressive railroading... providing the best in safe, dependable transportation.

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