



Wages- \$85,631,569

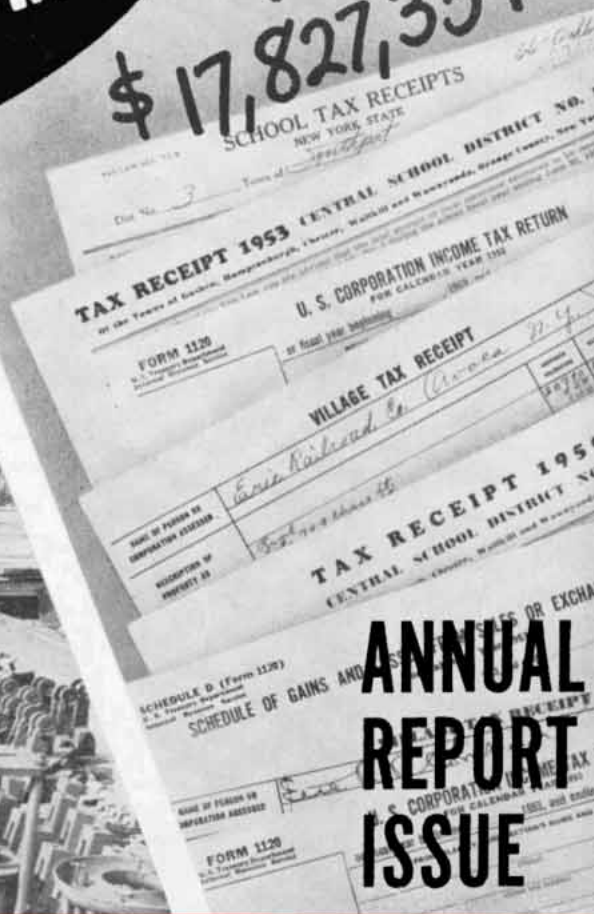


Dividends
\$ 6,302,275



**DIVIDING
OUR INCOME**

Taxes
\$ 17,827,359



Supplies and
Materials etc. \$50,629,170



**ANNUAL
REPORT
ISSUE**

The President's Page

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.

P. W. Johnston



Erie Railroad

Magazine

Oldest Employee Magazine in Railroad Industry . . . Our 50th Year of Publication

Vol. 50, No. 2

April 1954

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 1890s 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

	1953	1952	1951
Operating Revenues	\$181,505,236	\$176,459,018	\$178,857,243
Operating Expenses	\$136,382,758	\$134,941,169	\$134,969,353
Ratio of expenses to revenue	75.14%	76.47%	75.46%
Taxes (Federal, State and Local)	\$17,827,359	\$17,706,129	\$18,437,252
Taxes per share of Common Stock	\$7.28	\$7.23	\$7.52
Income available for fixed charges	\$19,855,275	\$20,641,606	\$20,839,003
Fixed charges	\$5,184,393	\$5,278,920	\$5,213,006
Times fixed charges earned	3.83	3.91	4.00
Contingent interest—Income Bonds	\$2,089,279	\$2,139,165	\$2,138,160
Net Income (before Capital and Sinking Funds)	\$12,581,603	\$13,223,521	\$13,487,837
Capital and Sinking Funds Appropriations	\$4,412,619	\$4,230,910	\$3,751,865
Net Income (after Capital and Sinking Funds)	\$8,168,984	\$8,992,611	\$9,735,972
Earnings per share of Preferred Stock (before Capital and Sinking Funds)	\$31.23	\$32.82	\$33.48
Dividends per share of Preferred Stock	\$5.00	\$5.00	\$5.00
Total dividends on Preferred Stock	\$2,014,410	\$2,014,410	\$2,014,410
Earnings per share of Common Stock (before Capital and Sinking Funds)	\$4.31	\$4.57	\$4.68
Earnings per share of Common Stock (after Capital and Sinking Funds)	\$2.51	\$2.85	\$3.15
Dividends per share of Common Stock	\$1.75	\$1.75	\$1.75
Total dividends on Common Stock	\$4,287,865	\$4,287,865	\$4,287,826
Book value per share of Common Stock	\$71.41	\$68.44	\$65.73
Number of stockholders	25,573	25,835	25,390
Average number of employes	20,703	21,463	22,404
Miles of railroad operated	2,224	2,237	2,242

**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**

Annual Report For 1953

*... improvements, reduction in
debt, new records in gross-ton-miles-
per-train-hour, gross revenues and
operating ratio feature results
of operations during last year.*

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 employe should be interested in the facts and figures in our annual report. Erie employes 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 employes.

This issue contains information which each of us should know if we hope to get ahead. The employes 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-



cilities 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 7½ 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

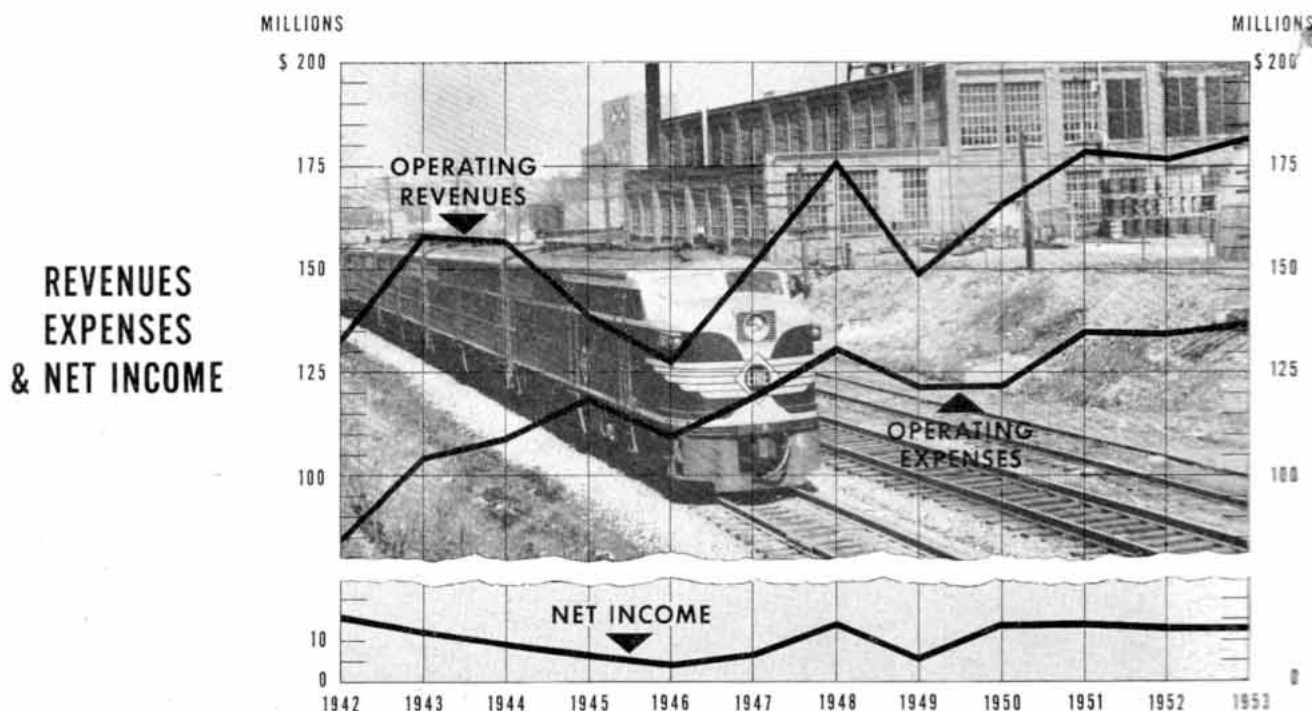
the same time produce encouraging results for the shareholders. It will be a busy year and there is good reason for optimism. Not only our railroad, but the basic economy of the country as a whole is sound.

"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-



1941
(DEC. 31)

**EQUIPMENT
OBLIGATIONS**
\$21,350,000

DEBT REDUCTION

1953
(DEC. 31)

**EQUIPMENT
OBLIGATIONS**
\$38,074,518

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.

**BONDED
DEBT**
\$192,781,525

**BONDED
DEBT**
\$158,050,750



TOTAL DEBT
\$214,131,525

TOTAL DEBT
\$196,125,268

viding freight rates on traffic moving between railroads in the east and those in the south and southwest are expected to add more than \$1,000,000 annually to Erie revenue.

ANOTHER POSSIBLE STIMULANT to business on the Erie is the anticipated "trailer-on-flat-car" 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, in-

terest, dividends and other income from non-operating properties was \$1,612,779, a decrease of \$1,297,504 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.

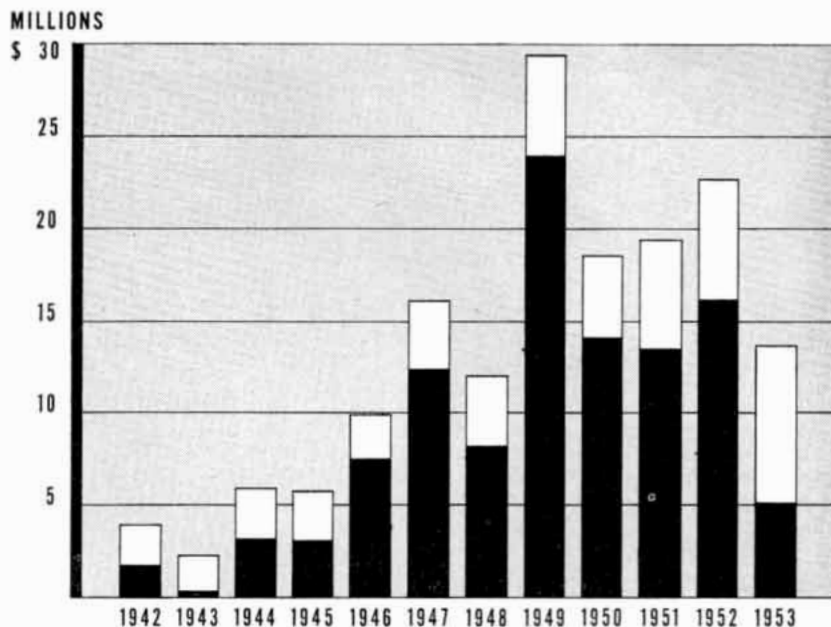
In the past 10 years this factor has been very evident in the operations of our railroad. In that period the Erie has been going through one of the most dramatic changes it has ever experienced in its long and colorful history. Our complete conversion from steam to diesel motive power has brought far-reaching 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

AMOUNTS SPENT FOR NEW EQUIPMENT AND OTHER IMPROVEMENTS

NEW EQUIPMENT

OTHER IMPROVEMENTS



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

	1953	1952	1951
Freight moved (tons)	38,100,980	38,694,521	42,139,526
Ton-miles	9,773,007,472	9,878,989,851	10,562,328,228
Total freight revenue	\$160,209,639	\$154,281,566	\$157,912,786
Average distance moved (miles) ...	256.20	255.31	250.65
Average revenue per ton-mile	1.639¢	1.562¢	1.495¢
Gross tons per train	3,537	3,549	3,475
Net tons per loaded car	25.0	25.7	26.3
Miles per car per day	57.3	56.7	58.2
Net ton-miles per car day	987	999	1,040
Gross ton-miles per train hour	64,606	62,527	59,545

DISTRIBUTION OF ERIE INCOME PER DOLLAR FOR 1953

INCOME

Operating revenues	\$181,505,236
Other income less miscellaneous deductions from income	869,437
Total income	\$182,374,673

DISTRIBUTION

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

ing more efficient servicing and maintenance of diesel locomotives.

New passenger stations were built at Clifton and Montclair, N. J., and at Lackawaxen, Pa., and improvements were made at several others. The new look now also includes our through-line passenger trains. The exteriors of the cars in these trains are being painted a brighter color and already have drawn considerable approving comment from the public. This painting program will be completed in 1954.

A major freight handling project is underway at our 14th St. freight house in Chicago where additional platforms, elevators and mechanical conveyors are being installed to speed up and ease handling of less-than-carload freight.

At Hornell a new westbound classification yard to step up freight train operations was completed and appropriately dedicated and named "Woodruff Yard" in honor of the Chairman of the Board.

April, 1954

During the past year Erie employes 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

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 \$26,189,616 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.

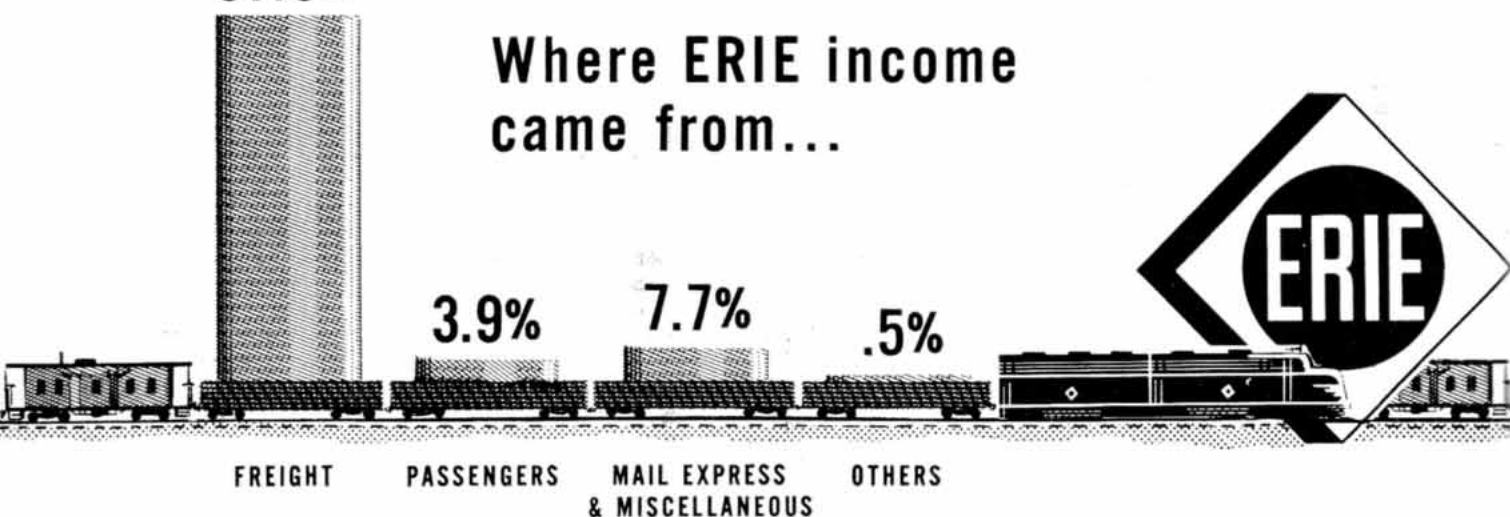
We had the lowest transportation ratio in nine years in 1953.

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

87.9%

Where ERIE income came from...



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 near the top among 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.

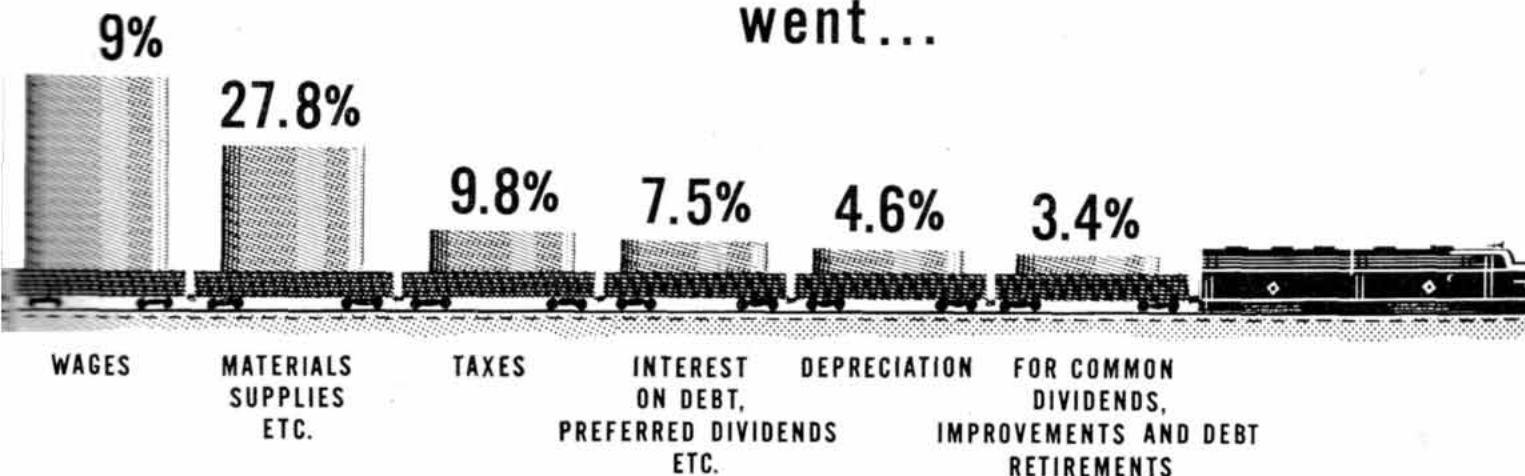
Last year the Erie paid \$17,827,359 in taxes, \$121,230 more than in 1952. Our tax bill was divided thus: Federal income taxes, \$6,378,916; state, local and miscellaneous taxes, \$6,549,626, and payroll (employee retirement and unemployment), \$4,898,817.

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

Where ERIE income went...



stock. Owners of common stock, including many thrifty employees 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 in-

dustrial 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 employees 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),



	20,703 EMPLOYEES
	SHOP & TERMINAL FACILITIES
	\$482,720,184 INVESTMENT IN TRANSPORTATION PROPERTY
	472 DIESEL UNITS
	21,523 FREIGHT CARS
	601 PASSENGER CARS
	216 BOATS
	25,573 SHAREHOLDERS
	5,315 MILES OF TRACK

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 ☐ \$160,000,000 ☐ \$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 Eriemen 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

10 right	9 right	8 right	7 right	6 or less right
PERFECT	EXCELLENT	FAIR	GOOD	SUB-PAR



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, locomo-

\$2,580,000

Down the Drain !!

tives, 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 car load service, various shippers and commodities, and various shipping

WHAT EXCUSE
IS THERE FOR
PERMITTING
THIS TO HAP-
PEN 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 over-



As an Erie editor and employee it is embarrassing to print a picture like this in the magazine and to have to admit that this happened in an Erie car. But we must face the facts. This havoc was the result of carelessness on the part of Erie employees who loaded the car so poorly. In this case chairs were loaded on top of a machine, and heavy cartons were piled on the chairs. Of course, the heavy cartons crushed the chairs—12 bundles of them, and Erie had to pay for them. It would have been such a simple matter to load the chairs properly.

come 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.



January

1954 1953



Received from Customers

\$12,806,640 \$14,842,797



Paid out in Wages

\$ 6,454,094 \$ 6,788,626
50.4 45.7

PER DOLLAR RECEIVED (cents)



All other Payments

\$ 5,927,041 \$ 7,107,151
46.3 47.9

PER DOLLAR RECEIVED (cents)



Left over before Dividends

\$ 425,505 \$ 947,020
3.3 6.4

PER DOLLAR RECEIVED (cents)

(Based on figures reported to the Interstate Commerce Commission)



Dr. Peale

CONFIDENT LIVING

By Dr. Norman Vincent Peale

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 practitioner 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, defeats, 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 successful

(Please turn to Page 34)

RAILROAD SAFETY

Listed on this page are the names of some of the more outstanding recipients of safety certificates for 1953. 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 up outstanding performances. Other worthy achievements included the Allegheny-Bradford-Meadville-B&SW Divisions, the Locomotive Department at Marion, the Susquehanna Car Shop and the Marine and Lighterage Departments.

TRANSPORTATION DEPARTMENT

Headquarters	Name	Title
Stores Department	J. F. Duffy	Manager of Stores
Marine & Lighterage	(O. A. Frauson (M. B. Roderick)	Supt. Lighterage Supt. Marine (Best Transp. Performance)
Allegheny-Bradford-Meadville-B&SW Divisions	E. J. Robisch	Superintendent (Best Division Performance)

MAINTENANCE OF WAY

System Welding & Work Equipment Gangs	E. H. Ness	Supervisor
Wyoming & Jefferson Divisions	D. A. Logan	Superintendent
Buffalo & Rochester Divisions	W. E. Smith	Division Engineer
Marion Division	R. H. Jordan	Division Engineer

LOCOMOTIVE DEPARTMENT

Marion, O.	H. I. Phelps	Master Mechanic
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CAR DEPARTMENT

Susquehanna, Pa.	L. H. Creighton	Shop Superintendent (Best Car Shop Performance)
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MAINTENANCE OF WAY—EASTERN DISTRICT

Name	Occupation	Location
A. F. Doyle	Track Supervisor	Goshen, N. Y.
P. W. Scribner	Track Supervisor	Campbell Hall, N. Y.
B. R. Perfect	Track Supervisor	Dunmore, Pa.
H. S. Trenholm	Track Supervisor	Port Jervis, N. Y.
D. Stoddart	Track Supervisor	Binghamton, N. Y.
L. Morris	Track Supervisor	Hornell, N. Y.
Krizman	Track Supervisor	Warsaw, N. Y.
C. L. Connor	Track Supervisor	Avon, N. Y.
T. J. Leonard	Track Supervisor	East Buffalo, N. Y.
R. R. Henderson	General Foreman	Forest Hill, N. J.
R. Ricciardi	General Foreman	Port Jervis, N. Y.
E. D. Fern	General Foreman	Dunmore, Pa.
C. S. Bray	General Foreman	Hornell, N. Y.
J. A. Murphy	General Foreman	Forest City, Pa.
C. F. Young	General Foreman	East Buffalo, N. Y.
H. F. Bennett	Master Carpenter	Dunmore, Pa.
D. M. Yaw	Master Carpenter	Buffalo, N. Y.
H. A. Lang	Crossing Supervisor	Jersey City, N. J.
J. H. Storms	Signal Supervisor	Paterson, N. J.
O. G. Carey	Signal Supervisor	Hornell, N. Y.

MAINTENANCE OF WAY—WESTERN DISTRICT

W. E. Pierson	Track Supervisor	Cuba, N. Y.
J. W. Smith	Track Supervisor	Jamestown, N. Y.
J. A. Frost	Track Supervisor	Warren, Ohio
B. L. Ducasali	Track Supervisor	Greenville, Pa.
W. H. Leatherman	Track Supervisor	Lima, Ohio
P. B. Schneck	Track Supervisor	Huntington, Ind.
E. M. Witt	Track Supervisor	Hammond, Ind.
D. F. Scott	General Foreman	Meadville, Pa.
S. C. Cancilla	General Foreman	Youngstown, Ohio
E. L. Stanton	General Foreman	Hammond, Ind.
S. G. Durston	Master Carpenter	Salamanca, N. Y.
W. L. Luce	Master Carpenter	Youngstown, Ohio
E. J. Holmes	Master Carpenter	Huntington, Ind.
F. W. Holland	Crossing Supervisor	Youngstown, Ohio
G. I. Molusky	Signal Supervisor	Salamanca, N. Y.
C. L. Castor	Signal Supervisor	Youngstown, Ohio
T. A. McLean	Signal Supervisor	Marion, Ohio
E. F. Champlin	Signal Supervisor	Huntington, Ind.

TRANSPORTATION—WESTERN DISTRICT

C. D. Cull	Rd. Foreman of Engs.	Salamanca, N. Y.
S. E. Wampler	Rd. Foreman of Engs.	Meadville, Pa.
H. J. Felber	Rd. Foreman of Engs.	Cleveland, Ohio
W. H. O'Neill	General Foreman	Jamestown, N. Y.
J. W. Fogarty	General Foreman	Cleveland, Ohio

Name	Occupation	Location
L. V. Brownell	General Foreman	Akron, Ohio
J. P. Strines	General Foreman	Youngstown, Ohio
A. F. Nuscher	General Yardmaster	Dayton, Ohio
J. E. Glynn	General Yardmaster	Kent, Ohio
G. P. O'Brien	General Yardmaster	Kent, Ohio
J. J. O'Connor	General Yardmaster	Hammond, Ind.
H. M. Tuttle	General Yardmaster	Huntington, Ind.

TRANSPORTATION—EASTERN DISTRICT

L. E. Isham	Rd. Foreman Engs.	Buffalo, N. Y.
J. Ambrose	General Foreman	28th Street Station, N. Y.
H. Goyer	General Foreman	Elmira, N. Y.
R. A. Hall	General Foreman	Elmira, N. Y.
J. J. Reardon	General Foreman	Niagara Frontier Food Terminal, Buffalo, N. Y.
C. S. Stewart	General Foreman	Buffalo, N. Y.
O. Herzog	General Yardmaster	Weehawken, N. J.
J. H. McMahon	General Yardmaster	Susquehanna, Pa.
A. W. Bender	General Yardmaster	Black Rock, N. Y.
J. J. Smith	General Yardmaster	Elmira, N. Y.

LOCOMOTIVE DEPARTMENT

L. Gebhardt	General Foreman	Secaucus, N. J.
H. Hopper	General Foreman	Secaucus, N. J.
M. B. Glynn	General Foreman	Port Jervis, N. Y.
G. E. Greaves	General Foreman	Avoca, Pa.
T. E. Donohue	General Foreman	Susquehanna, Pa.
G. L. Smith	General Foreman	Binghamton, N. Y.
J. A. Richardson	General Foreman	Elmira, N. Y.
F. J. Murphy	General Foreman	Buffalo, N. Y.
F. J. Gore	General Foreman	Jamestown, N. Y.
F. Geiger	General Foreman	Meadville, Pa.
W. J. Moore	General Foreman	Ferrona, Pa.
R. F. Connors	General Foreman	Cleveland, Ohio
R. C. Melling	General Foreman	Kent, Ohio
J. J. Collins	General Foreman	Akron, Ohio
R. Strawser	General Foreman	Marion, Ohio
G. Titus	General Foreman	Marion, Ohio
A. H. Klepper	General Foreman	Huntington, Ind.
F. D. Wright	General Foreman	Hammond, Ind.

CAR DEPARTMENT

F. Quinn	General Foreman	Avoca, Pa.
J. B. Harmison	General Foreman	Susquehanna, Pa.
C. L. Phillips	General Foreman	Salamanca, N. Y.
F. J. Gore	General Foreman	Jamestown, N. Y.
A. J. Lawrow	General Foreman	Hornell, N. Y.
K. J. Keister	General Foreman	Brockway, Pa.
J. Gulas	General Foreman	Cleveland, Ohio
R. C. Melling	General Foreman	Kent, Ohio
J. J. Collins	General Foreman	Akron, Ohio
J. E. Dougherty	Car Foreman	Jersey City, N. J.
E. J. Corbliss	Car Foreman	Jersey City, N. J.
E. A. Keenan	Car Foreman	Jersey City, N. J.
J. L. Wisniewski	Car Foreman	Jersey City, N. J.
S. T. Boyce	Car Foreman	Penhorn, N. J.
D. T. McCormick	Car Foreman	Hornell, N. Y.
G. Bobownik	Car Foreman	Hornell, N. Y.
E. F. Jeffery	Car Foreman	Hornell, N. Y.
J. C. Novy	Car Foreman	Cleveland, Ohio
G. Swartwood	Car Foreman	Cleveland, Ohio
J. W. Mullaney	Car Foreman	Ferrona, Pa.
F. V. Fields	Car Foreman	Marion, Ohio
J. J. Urban	Car Foreman	Hammond, Ind.
H. E. Ellerman	Car Foreman	Huntington, Ind.

STORES DEPARTMENT

J. J. McKiernan	Div. Storekeeper	Jersey City, N. J.
L. Van Olden	Marine Storekeeper	Jersey City, N. J.
C. A. Lefferts	Div. Storekeeper	Port Jervis, N. Y.
G. M. Byers	Div. Storekeeper	Dunmore, Pa.
J. J. Enright	Div. Storekeeper	Susquehanna, Pa.
K. E. Peck	Div. Storekeeper	Hornell, N. Y.
J. R. Dambach	Div. Storekeeper	Buffalo, N. Y.
A. J. Haecker	Div. Storekeeper	Salamanca, N. Y.
J. J. Kukis	Div. Storekeeper	Meadville, Pa.
W. P. Kimpel	Div. Storekeeper	Brier Hill, Ohio
R. H. Pauling	Div. Storekeeper	Marion, Ohio
M. J. Stelzer	Div. Storekeeper	Hammond, Ind.

POLICE DEPARTMENT

Eastern District		
Jersey City, N. J.	E. C. Bethmann	Capt., New York Div.
New York, N. Y.	J. P. Hopler	Capt., N. Y. Piers
Dunmore, Pa.	M. J. Cannon	Capt., Wyo. & Jeff. Divs.
Hornell, N. Y.	L. R. Hart	Capt., Susq.-Del.-Tioga Divs.
Buffalo, N. Y.	C. S. Bagwell	Capt., Buff.-Roch. Divs.
Western District		
Youngstown, Ohio	R. P. Steen	Chief, Western Dist.
Salamanca, N. Y.	F. W. Haudenshild	Capt., Alleg.-Mead.-B&SW Divs.
Youngstown, Ohio	J. A. Fenisey	Capt., Mead.-Mah. Divs.
Cleveland, Ohio	J. O. Sheets	Capt., Mah. Div.
Akron, Ohio	R. G. Johns	Capt., Kent Div.
Marion, Ohio	H. C. Smith	Capt., Kent-Marion Divs.
Marion, Ohio	E. W. Hardin	Capt., Marion Div.

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.

Fraternal 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 Herman Club. Eighty-five were present. **E. G. Tonge**, chief clerk, acted as toastmaster and introduced General Agent **F. K. 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 clerk, 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 the road 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 at 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. 25. The tureen 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 Werley** 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. Bramlee**, **A. J. Sullivan**, **Leo Smith** and **Hildred Caldwell**. Dinner music was by the Sand Pumpers Quartet of Bradford, headed by **Ralph Caverly**, 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's dinner and installation of officers Feb. 20. The **Muchlers** also celebrated their 35th wedding anniversary recently.

Mr. and Mrs. Rodney Wagner have returned from California.

Joseph Keefe, of Binghamton, passed away Feb. 4.

The correspondent and his wife celebrated their 11th wedding anniversary Feb. 17.

Buffalo-Rochester

By Ruth Nise Munger

Our annual installation and dinner was Feb. 20 at the Buffalo Turners' Club. Eighty friends, guests, co-workers and veterans attended. **F. X. Droit** and **R. E. Symmington** were in charge of arrangements. **C. S. Kinback** was toastmaster and President **J. F. Muchler** was installing officer. Chairman **George E. Adams** opened the meeting and introduced President **Muchler** who installed the following officers: **George E. Adams**, chairman; **Preston J. Wurtz**, vice chairman; **H. I. Moyer**, secretary; **F. H. Halbleib**, treasurer; **J. M. Moran**, **T. J. Martin** and **F. X. Droit**, trustees; **Ruth Nise Munger**, correspondent. President **Muchler** spoke on the activities of the Association and our chapter, its suc-

cess and increasing membership. Also words of praise from **Toastmaster Kinback** 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. Cybulski** and wife, Fort Worth, Texas.

Get-well wishes to retired Engineer **J. R. Skelly**, who is hospitalized; **Conductor Payne** is still in the hospital; **Mrs. Paul Struve**, 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.**, 39th; **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 jolly mood after his trip to Florida where he visited his father, **Tonawanda Smith**, retired conductor.

William Jamison, of the Police Department, and **Arthur McEwen**, conductor, have been welcomed into our Association.

The next 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 Cunio** is chairman and **Mrs. H. I. Moyer**, 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 can do to create interest that will draw 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 Bock-wurst 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 at gatherings. 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-

April, 1954



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Berg, Halvor	Crossing Watchman	Mahoning Division	12- 8-53
*Birk, Emil August	Lieutenant of Police	Buffalo, N. Y.	2-16-54
*Brown, Thomas Joseph	Road Brakeman	New York Division	12-11-53
*Bryant, Samuel Marcus	Operator-Clerk	Meadville Division	2-15-54
*Burke, Edward Martin	Watchman	New York Division	2- 8-54
*Camp, Lewis Orlando	Trackman	Susquehanna Division	12-25-53
*Carroll, Edwin Francis	Brakeman	New York Division	2- 5-54
*Carroll, James Bernard	Signal Maintainer	Susquehanna Division	12- 7-53
*Carry, Peter	Conductor	New York Division	12-22-53
*Conner, Charles L.	Shop Hostler	Hornell Back Shops	12-21-53
*Cooper, Daniel Jerome	Section Foreman	Buffalo Division	12- 7-53
*Cornell, Walter Lynn	Operator	Allegany Division	2-13-54
*Craft, Sherman S.	Machinist	Susquehanna Shop	12-23-53
*Cuddihy, Michael James	Section Foreman	Delaware Division	1 30-54
*Dalrymple, Francis W.	Computer	Cleveland (Valuation)	12-29-53
*Falkenberg, David	Car Cleaner	Jersey City, N. J.	2- 3-54
*Flynn, Louis Patrick	Operator-Block Opr.	Jefferson Division	11-24-53
*Gams, William H.	General Yardmaster	Hornell, N. Y.	2- 8-54
*Howell, Albert	Car Inspector	Avoca, Pa.	12-23-53
*Jencsik, Joseph Charles	General Foreman	Port Jervis, N. Y.	12-18-53
*Keefe, Joseph Aloysius	Bollermaker	Hornell Back Shops	2- 4-54
*Kittle, Gideon, Jr.	Trackman	Buffalo Division	12- 7-53
*Kumpon, Steve Urban	Locomotive Engineer	Susquehanna Division	2-10-54
*Lightfoot, Charles	Crossing Watchman	New York Division	1-16-54
*Lloyd, John A.	General Agent	San Francisco, Calif.	3- 5-54
*Manion, Keron Martin	Treatment Inspector	Paterson, N. J.	2-16-54
*McAndrew, James Clement	Locomotive Engineer	Buffalo Division	1-25-54
*McMahon, Patrick John	Stowman	Binghamton, N. Y.	12- 7-53
*McMahon, William Joseph	Battery Repairman	Jersey City Passgr. Car	1-10-54
*Meagley, Leonard Alford	Car Inspector	Susquehanna, Pa.	1- 7-54
*Millhousen, John George	Tank Man	Salamanca Shop	12- 7-53
*Moore, Marcus Wilson	Engineer	Mahoning Division	12-10-53
*Osterhout, Harry Gilbert	Lumber & Tie Insp.	System (Stores)	2- 8-54
*Petrovich, John	Stower	Jersey City Docks	12- 5-53
*Price, Walker Joseph	Engineer	Kent Division	12- 7-53
*Regan, Charles Michael	Carpenter	Susquehanna Coach Shop	1- 7-54
*Ricker, William Henry	Engine Preparer	Jersey City Shop	1-28-54
*Roman, John	Yard Conductor	Cleveland, Ohio	1- 9-54
*Rusca, Frank	Trackman	New York Division	11-14-53
*Ryan, John Bernard	Yard Brakeman	Marion, Ohio	
*Ryan, Timothy Joseph	Agent	Susquehanna Division	12- 7-53
*Sobanski, John	Dockbuilder	Jersey City, N. J.	1- 4-54
*Tapen, Henry	Barge Captain	Marine Department	1-28-54
*Thullen, Lawrence Elmer	Yard Brakeman	Youngstown, Ohio	1-14-54
*Van Scoter, Herbert	Road Brakeman	Allegany Division	1- 7-54
*Vaughn, Leo William	Clerk	Delaware Division	1-31-54
*Washington, William Joseph	Marine Engineer	Marine Department	12- 7-53
*Winsor, George E.	Car Inspector	Salamanca, N. Y.	1-22-54
*Zelezic, Volent George	Trackman	Mahoning Division	11-20-53
*Retired Employees			

dents were honored at a 19th anniversary luncheon in the Out-Mori-Grotto Hall recently. The table was decorated with spring flowers and a huge birthday cake. **Mrs. V. F. Green** and **Mrs. W. L. Schorr** were in charge of arrangements.

Erie folks enjoying the sunshine in Florida recently were **Mr. and Mrs. J. Hartman**, **Mr. and Mrs. J. Rishel**, **Mr. and Mrs. C. T. McKnight** and **Mr. and Mrs. W. L. Luce**.

Mrs. Carolyn Fuller is recuperating from a recent illness.

Sympathy is extended to the family of **Mrs. Laura Farr**.

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. A. Moore**, chief clerk for the Erie at Oil City, Pa., and **Willard W. Moore**, former rate clerk-cashier at Niles, Ohio.

PATROLMAN RETIRES



An Erie man since April 4, 1919, Patrolman **George W. Murray, Weehawken, N. J.**, has retired. Forty persons attended a dinner for him at Hoboken, N. J., on January 12.

RETIREMENTS

YOU DID YOUR JOB WELL
YOU ARE TRUE RAILROADERS



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Earl H. Archer	Yard Conductor	Ferrona, Pa.	1-21-54	34
William L. Barnard	Engineer	Kent, Ohio	1-27-54	42
Francis W. Baumgardner	Road Conductor	Port Jervis, N. Y.	1-26-54	27
Florence O. Berg	Chief Clerk	Chicago, Ill.	2-28-54	30
Clarence E. Cady	Laborer	Hornell, N. Y.	2- 3-54	24
Carl Chapek	Crossing Watchman	Cleveland, Ohio	1-16-54	47
Charles J. Carr	Yard Conductor	East Buffalo, N. Y.	1-20-54	34
Ralph Comstock	Extra Gang Foreman	Union City, Pa.	1-26-54	39
John H. Conant	Welder	Binghamton, N. Y.	2- 3-54	30
Francis A. Cunningham	Operator	N. Y. & G. L. Jet.	1-31-54	60
Stanley Drapl	Laborer	Port Jervis, N. Y.	1-31-54	27
Arthur R. Elsasser, Sr.	Train Baggage Agent	Huntington, Ind.	2-19-54	39
Philip H. Gelb	Road Brakeman	Port Jervis, N. Y.	1-26-54	49
Morris Glazer	Clerk	Jersey City, N. J.	2-17-54	38
Frank J. Gorman	Engine Dispatcher	Jersey City, N. J.	2-28-54	50
Thomas P. Hartle	Checker	Marion, Ohio	1-29-54	37
Frederick P. Hirt	Div. Telephone Supvr.	Buffalo, N. Y.	3-31-54	37
Edward F. Ingalls	Yard Conductor	Hornell, N. Y.	1-29-54	27
Gennaro Izzo	Crossing Watchman	Endicott, N. Y.	1-19-54	21
Frederick Jackson	Engineer	Jersey City, N. J.	1-25-54	44
Clarence Jones	Laborer	Cleveland, Ohio	2-16-54	39
Joseph E. Kaden	Yard Brakeman	Youngstown, Ohio	1-31-54	46
Charles O. Keller	Boilermaker	Marion, Ohio	1-31-54	32
Edwin C. Ketzler	Freight Conductor	Buffalo, N. Y.	2-12-54	41
John L. Kirk	Clerk	Cortland, Ohio	1-19-54	28
Albert H. Kline	Flag Clerk	Akron, Ohio	1-31-54	48
William A. Kunz	Machinist	Weehawken, N. J.	1-28-54	38
Joseph Mascolo	Car Repairer	Susquehanna, Pa.	2- 9-54	37
Cosmo McKeeby	Car Repairer	Port Jervis, N. Y.	1-31-54	36
Charles D. Mee	Chief Clerk	Cleveland, Ohio	3-31-54	52
Cornelius Mengedoth	Trucker	Weehawken, N. J.	1-25-54	36
Fred Morrison	Engineer	Dunmore, Pa.	12-31-53	49
Andrea Muscarella	Rd. Freight Trainman	Avon, N. Y.	2- 4-54	42
Gaetano Pagano	Box Packer	Susquehanna, Pa.	1-31-54	44
Mike Pelenski	Car Repairer	Port Jervis, N. Y.	1-19-54	42
William F. Pieper	Carpenter	Paterson, N. J.	1-26-54	27
John J. Ruddy	Carman	Dunmore, Pa.	1-18-54	38
Anthony J. Rutkowski	Stower	Jersey City, N. J.	12-17-53	25
Aniello Salvato	Truck Repairer	Susquehanna, Pa.	2-10-54	34
Hagan Scarborough	Engineer	Cleveland, Ohio	2- 4-54	27
John C. Shearon	Road Conductor	Meadville, Pa.	2- 4-54	37
Costas N. Skordeles	Trackman	Youngstown, Ohio	2- 4-54	24
Gustave Steiner	Boilermaker Helper	Jersey City, N. J.	1-26-54	31
Andrew Strojny	Laborer	Croton, N. J.	1-31-54	20
Dominick Summa	Carman	Dunmore, Pa.	2- 8-54	41
Joseph Tarr	Trackman	Saegertown, Pa.	1-29-54	34
Lewis H. Thomas	Crossing Watchman	Jessup, Pa.	1-22-54	39
Irving S. Tyler	Operator	Falconer, N. Y.	1-31-54	40
Louis Ulterale	Laborer	Jersey City, N. J.	2-28-54	26
Kathryn I. Walsh	Joint File Clerk	Dunmore, Pa.	2- 4-54	36
Joseph A. Wallace	Chief Train Dispatcher	Dunmore, Pa.	3-31-54	50

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 diner, there was no comparison—your car was fresh and clean, help courteous, and the meals good. Not so for the diner 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 6026 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.

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 Susquehanna.
 4. G. E. Greaves, 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

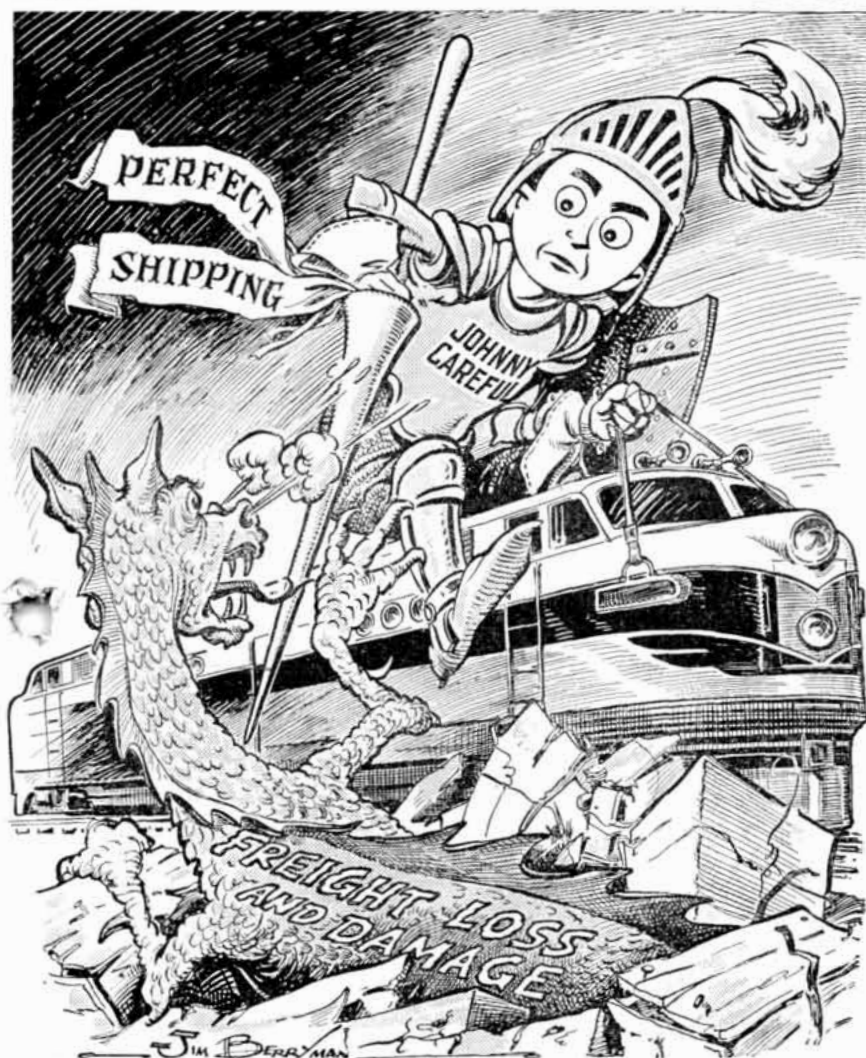
in Pennsylvania and having 25 or more employes are eligible for the award. This is the highest award given by the State of Pennsylvania for industrial safety.

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 JOHNNY AND THE DRAGON



Erie 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."

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.

New Credit Union At Hammond Meets

Members of the newly organized Federal Credit Union unit composed of Erie employees on the Marion Division conducted their first annual meeting and elected officers recently.

The organization was founded to afford members the opportunity to save and borrow money at the most favorable rates. Eligible for membership are all employees on the Marion Division which extends from Chicago to Kenton, Ohio. Marion Division employees desiring information about the organization should contact officers at Hammond.

The following officers and committee members were elected at the annual meeting: President, R. K. Ward; treasurer, H. L. Kinzie; clerk, George Brakley. These men with Elmer King are directors. Commit-

tee chairmen are: Educational, A. B. Jarvis; credit, Chairman R. O. Plopper, Calvin T. Grubbs and Ray Bentley; supervisory, Chairman L. W. Worland, Royal E. Jones and John Mickulas.

IMPROVEMENTS

Expenditures by the railroads for additions and betterments in 1953 approximated \$1,251,000,000, according to data compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. This compares with \$1,307,000,000 in 1952 and the all-time record of \$1,474,000,000 in 1951.

Across the seemingly interminable sands of the Arabian Desert, where camel caravans have trudged since Biblical times, an all-steel, self powered, air conditioned passenger car now speeds at 80 miles an hour.

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 Bainbridge, 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 *Saul 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.

Dog's Best Friends

The action of a train crew on an Erie way freight in rescuing a suffering dog near Avon, N. Y., was the subject of a popular column recently in the Rochester, N. Y., Democrat & Chronicle. A three-year-old female red setter, the dog was away from home several days. The heart-broken owner found it at a veterinarian's in Avon. The owner was told it had been brought in by two Erie trainmen. From their caboose the trainmen had seen Shawnee struggling in a barbed wire fence. In her frenzy to break loose, Shawnee had so mangled her leg that it was necessary to amputate it. With astonishing recuperative powers, Shawnee recovered, thanks to the two Eriemen who had signaled the engineer to stop the train, had freed the dog and then had taken her to the vet. Shawnee is reported to be enjoying life greatly on three legs. It was learned that the two Eriemen who rescued her were E. E. Barber of Silver Springs, N. Y., and F. W. Futter of East Avon, both trainmen.

WORD QUIZ

The following initials are the "reporting marks" by which freight cars of different railroads are identified and reported for operating and accounting purposes. See how many of the ten railroads you can identify from their reporting marks; then turn to page 34 for verification.

1. C G W
2. D S A
3. E R I E
4. G A
5. G T W
6. M E C
7. N Y S W
8. R D G
9. S P
10. T & N O

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 Maurer, Jerry McCormick, John McHugh, Mel Merritt, Jim Murphy, Edward Peakovic, Tom Saunders, Abe Van Kirk, Steve Tischler, Charlie Von Duhn, Jr., and Mike Vovos.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Wendell R. Swatosh	Cleveland, Ohio	Asst. Supt. Construction	2-1-16
Samuel B. Gill	Cleveland, Ohio	Grade Crossing Engineer	8-1-26
Walter O. Boessneck	Cleveland, Ohio	Office Engineer (Engrg.)	1-1-16



Puns "N" Patter...

AT ALL ERIE STOPS

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 E. 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 Stephen 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 en route home, also Cliff Ward.

Mr. and Mrs. T. Teehan and family spent the long weekend at Belmar, N. J.

Welcome to Eddie Bilson as junior clerk.

WEEHAWKEN LOCAL & DOCKS

At the retirement dinner for Foreman G. Di Nardo at Wolf's Restaurant in Guttenberg Feb. 11, announcement was made that William J. O'Keefe, assistant agent here since 1949, was severing his Erie connection March 1. He has been appointed general agent of the Brooklyn Eastern District Terminal in Brooklyn. Mr. O'Keefe had been with the Erie since 1926. A leather letter folio was presented as a remembrance from Erie friends.

STATION FORCES

By N. J. De Vito

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. Jacobus has been appointed ticket agent here in place of E. Jacobetz who now is ticket agent at Passaic.

MOUNTAIN VIEW—H. M. Hough-taling, 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. Krech, 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 layerout, left Feb. 20 via auto for Florida, New Orleans and Mexico.

We hope that James Fraser, boilermaker helper, who was hospitalized recently, will be back with us soon fully recovered.

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

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

John Messineo, chief clerk in the

Our Correspondents



Our grinning correspondent for the month of April is Samuel Minneci, chief yard clerk at Salamanca, N. Y. He started to work for the Erie back in the spring of 1913 at Salamanca as a section-man—water boy, he further elucidates. He has been in Salamanca since, except for a three-month stretch at 50 Church St., New York, early in 1916. On July 22, 1913, Sam took a yard clerk's job as car marker in Salamanca and since then has worked at various jobs in the yard office. He was promoted to chief yard clerk on July 6, 1929. He also has filled in as switch-tender, yardmaster and general yardmaster, and occasionally tackles car distributor duties. On April 24, 1920, Sam married Gertrude Irene Swan of Randolph, N. Y., and his family now includes a son, Normand, who is the father of three sons. Gardening and fishing are Sam's hobbies, and he spends a lot of his time wading through the streams around Salamanca—and also driving to Silver Spring, Md., to visit Normand's family. Busy in extracurricular activities, Sam is president of Salamanca Lodge No. 678, Brotherhood of Railway Clerks; a member of Cattaraugus Lodge No. 239, F. & A. M.; secretary of the Congregational Church Men's Club; a member of the Salamanca Erie Veterans Chapter, and has been claim agent since the enactment of the Railroad Retirement Act.

marine yard, received a welcome letter from James Novakovich, carpen-

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.

ter, who is recuperating in Florida.

Recent retired callers at the marine yard were **William Sorenson**, rigger, **F. Brolinsky**, carpenter and **Frank Gruen**, machinist.

Do you know that Greenwich Street once was the North River shore line of Manhattan Island? That Washington and West Streets and to the present bulkhead is all filled in ground?

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

Welcome to **Joe Marshello** who succeeded **George Taylor** as stenographer. **George** transferred to the New York office of the Land and Tax Department.

Jack Hazzard has moved from Passaic and now resides in Glen Rock.

Mrs. A. T. Dobler also changed her place of residence from Clifton to Radburn-Fair Lawn when her home was sold to clear the way for the new Garden State Parkway.

We wish **Ed Mulhall** luck with his new dog which replaces one killed by a truck recently.

WYOMING DIVISION

By J. P. Roche

C. J. Dapper, chief clerk to the general foreman at Avoca roundhouse, and wife spent his vacation at Tampa, Fla. "**Dap**" reports the weather was fine.

Sympathy is extended to **Thomas Johnson**, retired engineer, on the reported death of his son, **Thomas, Jr.**, in Korea.

Congratulations to **W. J. Reed**, trainman, on his recent marriage to **Joan Gerrity** of Scranton.

Edward Smith, engineer, Dunmore, is a patient at the West Side Hospital.

Sympathy is extended to the family of **John Lipsky**, retired assistant track foreman, Avoca, on his death.

SUSQUEHANNA DIVISION

HORNELL R. H. & BACK SHOP

By R. L. Hammond

Coreen Mahoney, daughter of **J. R.**

Mahoney, clerk in the general master mechanic's office, and **Richard Millis** 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. Orlowski, 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. Petrella** 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 Leuthe** 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 F. 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 weekend at their cottage at Silver Lake.

E. J. McClenin is a newly "ordained" Elk.

The postcards we've received from **Art Schmidt** indicate that he's enjoying the Arizona climate.

The **Cliff Houses** are among more recent purchasers of TV sets.

Birthday greetings to **Winnie Boynton**, **Bill Hahn**, **Karl Klos**, **Art Keefe** and **Fran Williams**.

HORNELL GENERAL STORES

By Joseph F. Testani

K. E. Peck 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 Beyea is driving a new Buick.

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** on the death of his mother-in-law who resided with him.

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

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.

Karney Peck, division storekeeper, has moved into new quarters at the east end 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 antennae 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" troop 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

GOLD PASS AWARDED



An Erieman 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.

WYOMING DIVISION ENGINEER RETIRES



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.

team.

April birthday greetings to K. O. Miller, Marvin Spencer, Robert Thomas, Joseph T. Brown, Joseph Frisina, W. B. James, W. E. Jones, Jr., John Vinansky, Steve Winn, F. F. Forbes, Geraldine Davies, Dominic Galle, in military service, and Alex Tartaglione, retired.

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. 10. 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. Gawronski. 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 Liesenfelt, 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. 19 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 30-day furlough following his return from a year's service in Japan and Korea. He has now returned to McChord 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. Congratulations 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 P. H. Converse and wife, California.

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

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Our sympathy to Louise LeVeille,

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Winter Honeymoon



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

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 Roess, ediphone operator; Jack Spoolstra 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.

14TH STREET, CHICAGO

By Chris Hurd

Our sympathy to Carl Costo, 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, the proud grandfather of Michael Ailen 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. Kamholtz, 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 Conductor **Emmett L. Hallock** is improving satisfactorily after surgery.

Mrs. James J. Moynihan, wife of the retired superintendent of transportation, will be confined in the Salamanca 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 Hornell, 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 Rettberg**, son of the yard conductor, completed basic infantry training with the 11th Airborne Division at Fort Campbell, Ky., and has been assigned as acting sergeant in charge of the motor pool of Battery C, 45th Airborne Field Artillery Battalion.

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

N. G. Checkary, conductor, is confined at the Meadville City Hospital, are pulling for his quick recovery so he can get those dahlias planted.

Section Foreman **Salvatore Cucchiaro** and wife spent a vacation in Florida, visiting with their son **Andrew** and his family.

WRECKMASTER-GEN. FOREMAN 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**, 53, car inspector, who died Feb. 22. He had been with the Erie 37 years as a boilermaker helper, boilermaker, and finally, car inspector.

Harry Whalen, retired assistant to 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 birthdays recently.

Wedding anniversary congratulations to **Mr. and Mrs. William Yuengert**, **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 **Mrs. 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, retired Feb. 4 after 23 years with the

April, 1954

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THE WATCH OF RAILROAD ACCURACY

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.

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JERSEY CITY, N. J.

CLEVELAND FREIGHT

By R. M. O'Connor

J. H. Byers, freight agent, spent a weekend in Elmira, N. Y., visiting friends.

Katherine Wood, unclaimed freight clerk, spent the weekend and Washington's Birthday at the Greenbrier, White Sulphur Springs, W. Va., with the Railway Business Women's Association.

Rose Corcoran, switching clerk, and **Ross Catty**, cashier, are back on their jobs after being on the sick list.

CLEVELAND POLICE

By David Doenic

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 Schrubbs, 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**,

50-YEAR PASS



David N. Coble, *Marion Division passenger brakeman*, has completed 50 years' service with the Erie. Mr. Coble lives in Marion, Ohio. He was born at Serbia, Ind., and entered Erie service on Jan. 5, 1904, at Huntington, Ind., as a brakeman.

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 PRESIDENTS' 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-

Erie Railroad Magazine

FOREMAN RETIRES



Employees recently honored Gaetano 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, and 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

April, 1954

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. Stanoyevic.

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 a 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 Lucile 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 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 32 years' service, on his retirement Feb. 1.

Belated congratulations to Mr. and



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OFFICIAL RAILROAD WATCH INSPECTORS

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. 25. 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 that 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

CORRESPONDENT FETED



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 Feltz, Sr., Mrs. Duane, Mrs. C. J. O'Leary, Mrs. John Fagan and Mrs. F. Halbleib.

the short time he was with us. We all wish him loads of success. . . We regret to say "so long" to Alice Paul, Audry Kramer, Margaret Leanza, Faye Cosenza and Ray Conroy, who were furloughed Feb. 15. They were very friendly and we will miss them. . . Congratulations to Janice O'Malley, former clerk in the claim checking bureau, who became the proud 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 accustoming herself to the sound of wedding bells. She runs at least 20 extra copies of every page on the mimeograph machine just to hear the bell ring at the end of the count. . . We are sorry to hear that Peggy Blumena'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 Luttier, our political analyst and news commentator, will celebrate 34 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 still requires 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

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poses.

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THE ROOKERY

CHICAGO

AKRONITE RETIRES



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

place despite stiff opposition from the Railroaders. Everyone tries so earnestly, but tense muscles play sad pranks on our pin topplers and Captain Corinne DePuy is contriving some course of massage to remedy the slump of her valiant crew. . . We extend our heartfelt sympathy to **Walter Oberglock** on the death of his father in Brooklyn, N. Y. . . Our 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 Rienecke** 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. . . **Eleanore Woodman** left Feb. 15 to devote all her time to homemaking. The girls in the comptometer section tried to show their affection for **Eleanore** by giving her a dinner party at the Sherwood Inn. . . **Dick Cawley**, who suffered a fractured ankle when he slipped on the ice while coming to work, has tossed the crutches away 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. . . We're happy to report that **Johnny King** has recovered from injuries he received when he toppled from a ladder while painting at home. . . Time really marches on, as we had brought to our attention the other day, when a friend of **Ed Schauers** called and asked him to play ball on a team he was organizing. **Ed** declined on the grounds of old age. We never expected to live long enough to see the day. . . Lots of luck to **Joan Workman**, ediphone operator, who left March 1 to take up full time duties as a housewife. **Joan** was a popular and efficient young lady who earned the respect and friendship of those with whom she worked. . . Another one of those well 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 sacroiliac, tried to waltz rather than jitter-bug,

while **Pat Chojna** exhibited a tendency toward rhumbas. . . **John Gillick** has been glowing lately, and we have an inside tip that the phosphorescent quality can be attributed to the column which appeared under his byline in the *Cleveland Plain Dealer* recently. Congratulations, **John**! . . . **Bob Rasmussen** was obliged to take time out on account of 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** copped first prize in the waltz contest at the annual party held by St. Rose's Church in the Lake Shore Hotel. The **Countys** 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 his son **Joel** is a star student at Glenville High School. He betrayed it only when, boasting with pride, he modestly mentioned the happy news 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 Hennessy** 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 Zazella** have shed their vests. **Francis Dunne** 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 Schall** 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 30 years' service.

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

Congratulations to the **Cavanaugh's**. **Dorothy** is the mother of a baby boy (**Robert**).

The welcome mat is extended to **Rate Revision Clerk Hugh McCrane** who had worked at Paterson a num-

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ber of years. Now he has returned to the bureau.

Our sympathies to Mr. and Mrs. A. Regan 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 Sodowski, who left us last month, treated the girls to a wonderful cream cake.

Service anniversary congratulations: E. A. Farrell, J. L. Vitrone, G. J. Keever, J. J. Feeney, P. Lamprkos, I. Markowitz, H. M. Wysinski, J. D. Guittari and P. C. Westhelle. "Happy Birthday" to the following "Ramers": J. Boyle, J. Backman, E. Farrell, H. McGrane and W. Kearns.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

We have a champion in the office. Rosie Hogan ended up as women's single champ in the city bowling tournament. . . Francis Cassidy now is known as "The Baron of East Avenue". . . In case you've wondered about the patch on Pearle Koskie's

head, she had some rocks removed at St. James. . . Ruth Hunt had a little trouble getting her driver's license even with borrowed money. . . Jean Leland riding around in a new Buick. . . Understand Digger Hilton finally has been put to work at the Elks Club. . . John Gibi, Jack Meehan, Bob Argentieri and Frank Bottomley taking driving lessons. . . Charles Slaight, who has spent the last two years in Japan, was a recent visitor in the office. . . How did Woody Woodruff get that wave in his front fender? . . . Bert Allison says things surely are shaping up in his department. . . Wanna buy a new electric Schick razor cheap? See me and I'll put ya on the right track. . . Howard Hamilton had a sauerkraut party on his birthday. . . Had many compliments(?) on my new shirt. . . Danny Swift passed his basketball referee's test. . . Bill Morgan had to get his brakes readjusted in Rochester. . . Paul Quartz traveled way over to Canandaigua to watch Channel 10. . . Leo Hitchcock visited his daughter in Lewiston. . . Bob Pebbles didn't wait for Easter to spring out with a new suit. . . Freddie Cortese visited in Paterson. . . Harry VanScoter Lemon received a card from

HONORARY SCHOLAR



Stella Paterno, daughter of Paterno, East 55th St. Station, Cleveland, has been named to Alpha Lambda Delta, freshman women's national scholastic sorority chapter at Ohio University. She earned a 3.5 grade average during her freshman year.

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Truman Lusk who is now living in San Diego. . . Imagine Watson Walden's surprise when he took Clarence Buck's lunch home. Then imagine Bucky's surprise when he found those maple syrup cans in place of his lunch. . . Don Clark and family visited in Bolivar. . . Stan and Carolyn Walters with a new Pontiac. . . Leo and Dottie Rixford off again on their annual trip to Florida. They added to their act this year by taking Karl and Pearle Koskie with them. Any circus is better with two rings. . . Lodge 486 had another bangup time at their Valentine party. The theme song was "Heart of My Heart." "The Nightingales" were the hit of the evening. Ange Petrillo did a wonderful job as master of ceremonies. "Liberace" Muhleisen tickled the ivories and Freddie Cortese tickled his tonsils. Dick Matthews acted as toastmaster. Highlights of the evening were the square dancing Argentieris, Don Clark's juggling act, "Curley" Collier and his new suit. Everyone fumbling at Harvey Miller's table and the new twosome of Phil and Nipper. . . Wonder how Hey's black and blue mark is coming. . . Harvey Miller re-elected president of the Young Men's Republican Club. . . Walt Whitman taking a little ribbing about his bun warmer. . . Mary Pollinger visiting friends in Elmira. . . Ed Kunicky touring to Rochester the long way. . . Yours Truly visiting the in-laws in Newark, N. Y. . . For the statistical department: The average age of bureau employees is 41. And more people in the bureau were born on Saturday than any other day. Sunday is next, followed by a tie between Wednesday and Friday. There were 36 born during leap years. By the way, only one person in the bureau is 41. . . Fritz Petersen hit another 600 in bowling—

ANNUAL REPORT *continued*

be added annually.

TRAINING aimed at giving employes 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 our 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 employes 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 counselling are part of the department's program. New employes, 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 good will 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. Unfortunately,

she sampled the healing waters before going horseback riding and brought back with her several aches and pains.

That three-weekend pay period necessitated **Bill Gornik's** dragging our steel coat rack away from the wall



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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 Zbasnik's first words after her tonsillectomy were, "I'll never have 'em out again." Let's hope not.

The A. of D. men's bowling team enjoyed a home-made spaghetti dinner at the home of Nelson Case, prepared by the Frank Troyanos. The lucky couples 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 lightering 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. 75.1
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.
6. Maine Central Railroad.
7. New York, Susquehanna & Western Railroad.
8. Reading Company.
9. Southern Pacific Company.
10. Texas & New Orleans Railway.

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 55 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 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 never will 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.

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Erie Railroad Magazine

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1954 Studebakers coming off production line

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.

PICTURES THAT PROVE PROGRESS



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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