$162 MILLION FOR IMPROVEMENTS

ANNUAL REPORT ISSUE

OUR 51ST YEAR OF PUBLICATION

APRIL 1955
THE 1954 ANNUAL REPORT has just been mailed to the owners of our company. In evaluating the results of the year, there is always one ingredient that stands out above everything else yet it can't be measured or tabulated. It is the answer to that often-asked question "What makes a railroad?" Call it spirit if you like or morale or loyalty but it all comes right down to the human element—the people who work for the railroad. It is the quality that binds railroad employes and railroad tools into a unified whole.

As employes of the railroad, you are so much a part of the results that are achieved that you will have a natural interest in the Annual Report information included in this issue of the magazine. It outlines what we accomplished by our collective efforts during the year. In the face of unusual traffic conditions, I believe everyone associated with our railroad, including the owners, can feel that it was a job well done.

This issue of the magazine also contains a feature on "Perfect Shipping" and underlines an area in which I hope we can make some improvement. In 1954, our bill for loss and damage to freight was $2,500,000—money that certainly could have been used more productively. Here is an opportunity to make a better showing in 1955 by making April and every month a "Perfect Shipping Month."

C. W. Johnston
Our Objective

Primarily the Erie Railroad Magazine is published for Erie employees and their families, secondarily for Erie shippers, suppliers, shareholders and others interested in the railroad. The editor 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 the employees on and off the job.

George Wallace, a railroad switchman, throws his switch undaunted by the fact that a swarm of bees has taken over the switch stand.

Pullman passengers often forget valuable articles left in the cars and have to write or telegraph for them. Probably the most valuable article ever left by anyone was a diamond ring worth $120,000.

There was a time in New Hampshire when only persons bound for church could ride a train on Sunday. A state law prohibited the sale of tickets on Sunday except to Sabbath worshippers.

THE Orient Express, running three times a week from Paris to Istanbul, is called the world's first international train. Its crossing of national borders was authorized in 1883, not by contract between railroads but by diplomatic treaty between the seven nations concerned. It also holds the distinction of being mystery writers' first choice among trains because of its history of espionage, intrigue and murder. In its nearly three-quarter century of operation, the Orient Express has known more unexplained deaths and outright murders than any other train in the world.

THE COVER—Our cover this month introduces the Erie's annual report for 1954 by showing some of the signs of progress made in the last 10 years on the Erie. As pointed out by the caption, we spent $162 million for improvements on the railroad in the past decade. The money was well spent as you will no doubt conclude if you read the annual report in this issue. You'll find the report starting on Page 4.
<table>
<thead>
<tr>
<th></th>
<th>1954</th>
<th>1953</th>
<th>1952</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$152,086,511</td>
<td>$181,505,236</td>
<td>$176,459,018</td>
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<tr>
<td>Operating Expenses</td>
<td>$124,261,778</td>
<td>$136,382,758</td>
<td>$134,941,169</td>
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<tr>
<td>Ratio of expenses to revenue</td>
<td>81.70%</td>
<td>75.14%</td>
<td>76.47%</td>
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<tr>
<td>Taxes (Federal, State and Local)</td>
<td>$7,268,031</td>
<td>$17,827,359</td>
<td>$17,704,129</td>
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<tr>
<td>Taxes per share of Common Stock</td>
<td>$2.97</td>
<td>$7.28</td>
<td>$7.23</td>
</tr>
<tr>
<td>Income available for fixed charges</td>
<td>$13,493,936</td>
<td>$19,855,275</td>
<td>$20,641,606</td>
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<tr>
<td>Fixed charges</td>
<td>$5,111,130</td>
<td>$5,184,393</td>
<td>$5,278,920</td>
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<tr>
<td>Times fixed charges earned</td>
<td>2.64</td>
<td>3.83</td>
<td>3.91</td>
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<tr>
<td>Contingent interest—Income Bonds</td>
<td>$2,004,154</td>
<td>$2,089,279</td>
<td>$2,139,165</td>
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<tr>
<td>Net Income (before Capital and Sinking Funds)</td>
<td>$6,378,652</td>
<td>$12,581,603</td>
<td>$13,223,521</td>
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<tr>
<td>Capital and Sinking Funds Appropriations</td>
<td>$2,536,487</td>
<td>$4,412,619</td>
<td>$4,220,910</td>
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<tr>
<td>Net Income (after Capital and Sinking Funds)</td>
<td>$3,842,165</td>
<td>$8,168,984</td>
<td>$8,992,611</td>
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<tr>
<td>Earnings per share of Preferred Stock (before Capital and Sinking Funds)</td>
<td>$15.83</td>
<td>$31.23</td>
<td>$32.82</td>
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<tr>
<td>Dividends per share of Preferred Stock</td>
<td>$5.00</td>
<td>$5.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>Total dividends on Preferred Stock</td>
<td>$2,014,410</td>
<td>$2,014,410</td>
<td>$2,014,410</td>
</tr>
<tr>
<td>Earnings per share of Common Stock (before Capital and Sinking Funds)</td>
<td>$1.78</td>
<td>$4.31</td>
<td>$4.57</td>
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<tr>
<td>Earnings per share of Common Stock (after Capital and Sinking Funds)</td>
<td>$0.75</td>
<td>$2.31</td>
<td>$2.85</td>
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<tr>
<td>Dividends per share of Common Stock</td>
<td>$1.50</td>
<td>$1.75</td>
<td>$1.75</td>
</tr>
<tr>
<td>Total dividends on Common Stock</td>
<td>$3,675,371</td>
<td>$4,287,865</td>
<td>$4,287,865</td>
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<tr>
<td>Book value per share of Common Stock</td>
<td>$70.28</td>
<td>$71.41</td>
<td>$68.44</td>
</tr>
<tr>
<td>Number of shareholders</td>
<td>25,183</td>
<td>25,573</td>
<td>25,835</td>
</tr>
<tr>
<td>Average number of employees</td>
<td>18,819</td>
<td>20,703</td>
<td>21,463</td>
</tr>
<tr>
<td>Miles of railroad operated</td>
<td>2,224</td>
<td>2,224</td>
<td>2,237</td>
</tr>
</tbody>
</table>
Again it is time for each of us to sit down with our copy of the April issue of the Erie Magazine and examine the facts and figures of the annual report to review what we accomplished in 1954.

The annual report of our company is much more than a listing of facts and figures. It is the best way we have of finding out what the basic strength of our company is and how secure the future looks to those of us who work for the Erie.

If you will give the idea some thought, you will realize that as an employe you will want to place the Erie's annual report at the top of your "must" reading list.

Most of the time you think of the place where you work as "the Erie," "the railroad," "the yard," "the office" or "the company." Actually the Erie Railroad is a warm, living enterprise which provides you and 18,818 other employes with a good living in exchange for a good day's work.

You are part of this great team of Erie men and women who provide a basic transportation service that fits the needs of the shipping and traveling public. In return, with the wages you receive you can provide yourself with a home, food, clothing, entertainment, an automobile, an education for your children and many other needs.

**Employes' Story**

All of these things are pretty close to your heart so it's easy to understand why the story of the Erie's achievements, which in reality is your own story, should rate a place at the top of your best-seller list.

Well, let's find out now what this 1954 story was like.

Probably the highlight of the...
story is that the whopping big sum of $162,000,000 which has been spent by the Erie for modernization during the past 10 years helped to bring about a more favorable result than might otherwise have been the case.

The year 1954 was not an easy one for the railroad industry. As noted by President Paul W. Johnston in his letter to stockholders in the annual report, the Erie had to deal with a decline of $29,000,000 in its 1954 gross revenue as compared with 1953, the largest single year dollar decline in the history of the railroad, but we still were able to report a profit in each month and maintained quarterly dividends.

In large part the Erie was able to meet this challenge successfully because of the new, up-to-date tools and equipment that have been purchased for Eriemen to do their jobs. This emphasis on progress has provided us with a plant that enables us to operate with efficiency and economy.

As President Johnston explains, it was apparent at the end of 1953 that the long hoped for end of the war in Korea would mean a decline in railroad freight traffic. "Fortunately," Mr. Johnston continues, "the physical condition of the railroad was such that we were able to curtail expenditures without sacrificing service or creating deferred maintenance. The many millions of dollars that have been invested in recent years to improve the proper-

ty helped a great deal to weather this difficult period."

Mr. Johnston indicated that the year ahead looks favorable for the Erie. "We believe this adjustment period is now largely behind us," he says. "There is encouraging evidence that the pick-up in business that began last fall is making steady progress. The steel and automobile industries are sparking the upturn but other industries, too, are contributing to the higher level of production. With these reassuring signs, the outlook for the railroad is a lot more optimistic today than it was a year ago. We confidently look forward to better earnings in 1955.

Postwar Program Completed

"The Erie will continue its program of self-improvement although the major portion of its postwar modernization program has been completed. This modernization brought our operations to a high level of efficiency. Capital expenditures in 1955 will be only about half of what they were in 1954; however, advantage will be taken of every opportunity to invest in any additions and betterments to the property that will further improve service, increase efficiency or produce savings in operating costs.

"Competition for the transportation dollar is intense and will become more so. The Erie is meeting this condition by continuing its efforts to give better service, adjust competitive prices wherever pos-

Where it came from  | Where it went
Freight | 4.5%  | Erie Income
Passengers | 8.1%  |
Mail, Express & Misc. | 4.5%  |
Others | 52.4%  |
Wages | 28.3%  |
Materials, supplies, etc. | 7.5%  |
Taxes | 5.7%  |
Interest on debt and preferred dividends | 1.2%  |
Depreciation | 6%  |
For common dividends, improvements and debt retirements | 6%  |
sible, and develop new sources of revenue," Mr. Johnston said.

For the transportation services performed by the Erie employes in 1954 customers paid $152,086,511 as compared with $181,505,236 in 1953, or 16.2 per cent less. Freight revenue was $132,854,187 or 87.4 per cent of the total.

Since our railroad serves the heart of the steel producing area, we haul a great deal of iron ore, coal and steel products. The end of the Korean war, of course, forced steel mills to cut back operations, and our revenues from handling freight were 17.1 per cent below the previous year.

For instance, in 1953 the Erie handled 2,519,638 tons of iron ore over its Cleveland docks on Lake Erie for shipment to Youngstown and Pittsburgh steel mills. In 1954 handled only 612,551 tons of iron ore out of Cleveland, a drop of 75 per cent.

In addition, of course, coal shipments were away down, and there was a shutdown of automobile plants, another major field of income for our railroad while they were making extensive model changes.

**Competition Keen**

As mentioned by President Johnston, competitive conditions faced by railroads are keener than ever before and are increasing in intensity. Our improvement program has helped immeasurably to combat this competition, and we are increasing our efforts to improve our competitive position even more.

Movement of truck trailers on flat-cars or piggyback as it is more popularly known is one of the innovations which was inaugurated in 1954 to get more business for the Erie. So far piggyback results have been encouraging, and already the service has been extended to the Youngstown-Warren-Sharon area, including Cleveland.

Our Traffic Department is operating with other Eastern railroads to adjust certain important commodity rates to recapture tonnage which has been moving by competitive forms of carrier.

Passenger revenue in 1954 amounted to $6,864,570, a decrease of 4.6 per cent over the previous year. Mail revenue last year was $3,271,839, an increase of 3.1 per cent, and express receipts were $2,583,964, a decrease of 18.5 per cent.

Beside enabling us to provide better service at lower cost, the $162 million spent for improvements has dramatically changed the appearance of our railroad.

The single biggest change, of course, has been the conversion from steam to diesel motive power. The last of Erie's magnificent old steam iron horses left the railroad in 1954 to make way for the diesels. Gone, too, are the obsolete water
towers, coaling stations and round-houses. Eriemen now work in modern shops, yard offices, engine terminals, fueling stations and other facilities.

**New Rolling Stock**

During 1954 the Erie took delivery of 1,006 new freight cars, two all-room sleeping cars and two 250-ton diesel wrecking cranes. Our own men built 200 50-foot boxcars and four flatcars at our shops in Dunmore, Pa.

Fifty 75-foot roller-bearing flatcars, specially designed for our piggyback service, were delivered last month.

Our office employees at Buffalo are now housed in new quarters. Traffic and operating offices which were scattered previously have centralized and can now work more efficiently. A large parking lot adjacent to the new office building has eliminated the parking problem.

We spent $500,000 for a new passenger station and improvement of grade crossing protection in Passaic, N. J., dressing up the appearance of the downtown area along our railroad.

A new yard was built to serve the giant Ford assembly plant being completed at Mahwah, N. J., the biggest such Ford operation in the nation. A single roof covers 39 acres and the building has a floor space of 1,700,000 square feet. Ford expects to be turning out cars by the middle of 1955.

Our employees are finding it more pleasant to work at Avoca, Pa., and Ferrona, Pa., where new car repair facilities have been completed and at Marion, Ohio, east-
instead of camp cars.

For safety of pedestrians and motorists, modern automatic crossing equipment was installed at 17 public crossings at a cost of $238,000. Two interlocking plants were modernized, and more "walkietalkie" radio sets for car inspection and yard operations were added to our already extensive radiotelephone communications system.

Train-radio has been working out very well as it speeds operations and increases safety, train performance and dependability of service.

Car Repairs

Car Department forces repaired 2,138 freight cars during the year and an additional 1,081 were repainted, while 81 passenger cars received general repairs.

Several wage raise and fringe benefit requests filed in 1953 were granted in 1954 and made Erie pay checks bigger. The higher wages will cost the Erie about $2,000,000 annually. This includes a five-cent an hour pay raise for most employees and a third week of vacation for those with 15 or more years of service.

A health and welfare insurance program to provide hospitalization and surgical and medical care was granted non-operating personnel. The railroad contributes $3.40 for each employee who pays the same amount each month for the insurance. The estimated annual cost to the Erie will be $600,000.

For the 13th straight year the Erie paid dividends to preferred and common stock holders. The regular $5.00 dividend was paid on the preferred stock and $1.50 was paid on common.

Taxes cost the Erie $7,268,031 in 1954 with Erie communities getting the biggest share for schools and local municipal governments. State, local and miscellaneous taxes were $6,513,981 while payroll taxes for employe retirement and unemployment funds were $4,669,217. There was a federal income tax credit of $3,915,167 because of tax adjustments and refunds applicable to prior years.

Besides modernizing and paying...
Piggyback was started by the Erie in 1954. The new service has encouraged our management to extend the service to include the Cleveland-Youngstown-Warren-Sharon area as well as New York and Chicago. Special piggyback flatcars long enough for two of the longest truck trailers are being delivered to make the service more efficient.

Many clean, compact diesel shops have replaced roundhouses.

New Erie facilities include several passenger stations. This is the station at Passaic, N. J., where $500,000 was spent for improvements.

115 NEW FIRMS BUY PLANT SITES ON ERIE IN 1954.

dividends, the Erie was able to reduce its long term debt in 1954 by $975,285. Payments were made on maturing equipment obligations amounting to $6,675,285 while purchases of new equipment on a long-term payment basis amounted to $5,700,000.

Many New Plants

Our Industrial Development Department representatives were instrumental in helping 115 new industries to locate plant sites on the Erie in 1954. These mean a diversified future growth and new sources of revenue for the Erie in coming years. It is estimated these new plants will add $3,150,000 annually to Erie income. This is in addition to the Ford plant at Mahwah which has a potential of from $8 million to $9 million annually.

Our Research Department carried on a variety of activities in 1954 and is continuing with these. Unprofitable operations are being studied to eliminate losses. New sources of revenue and new means to meet competition are being sought by the researchers. The department also prepares testimony and exhibits for frequent hearings before federal and state regulatory groups and cooperates with other railroads on many such cases. Revenue forecasts and monthly sales quotas for our 45 sales

Erie Railroad Magazine
**Distribution of Erie Income per Dollar For 1954**

### INCOME

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating revenues</td>
<td>$152,086,511</td>
</tr>
<tr>
<td>Other income less miscellaneous deductions from income</td>
<td>807,897</td>
</tr>
<tr>
<td><strong>Total income</strong></td>
<td><strong>$152,894,408</strong></td>
</tr>
</tbody>
</table>

### DISTRIBUTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
<th>Per Dollar of Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages</td>
<td>$80,091,078</td>
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<tr>
<td>Material and supplies</td>
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<tr>
<td>Fuel</td>
<td>7,091,808</td>
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<tr>
<td>Depreciation of roadway and equipment</td>
<td>8,672,291</td>
<td>5.7c</td>
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<tr>
<td>Loss and damage, and injuries to persons</td>
<td>4,186,615</td>
<td>2.7c</td>
</tr>
<tr>
<td>All other operating expenses</td>
<td>11,665,011</td>
<td>7.6c</td>
</tr>
<tr>
<td>Taxes—Federal, State and Local</td>
<td>7,268,031</td>
<td>4.8c</td>
</tr>
<tr>
<td>Rental of equipment and joint facilities</td>
<td>7,870,663</td>
<td>5.2c</td>
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<tr>
<td>Interest on First Mortgage Bonds, equipment obligations, and rentals for leased roads (fixed charges)</td>
<td>5,111,130</td>
<td>3.3c</td>
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<tr>
<td>Capital Expenditures Fund Reserve for additions and betterments</td>
<td>1,766,298</td>
<td>1.2c</td>
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<tr>
<td>Interest on General Mortgage Income Bonds (contingent interest)</td>
<td>2,004,154</td>
<td>1.3c</td>
</tr>
<tr>
<td>Refunding Funds for retirement of First Mortgage and General Mortgage Income Bonds</td>
<td>770,199</td>
<td>.5c</td>
</tr>
<tr>
<td>Dividends on Preferred Stock</td>
<td>2,014,410</td>
<td>1.3c</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>151,066,663</strong></td>
<td><strong>98.8c</strong></td>
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<tr>
<td>Remainder available for further improvements to property, Common Stock dividends, retirement of debt, and other corporate purposes</td>
<td>1,827,745</td>
<td>1.2c</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$152,894,408</strong></td>
<td><strong>100.0c</strong></td>
</tr>
</tbody>
</table>

Agencies also are determined by Research.

As Erie Magazine readers know, 10 sons and daughters of Erie employees now are attending college as a result of the railroad's scholarship program adopted three years ago. The response from employees has been highly gratifying. More than 100 applications have been received from Erie families each year.

**Employee Training**

To increase skill and job knowledge, Eriemen in all phases of work, from specialized technical operations to telephone courtesy, are benefiting from our training program.

Proper care and operation of diesel locomotives is being emphasized by our diesel training instructors in classes on our special diesel training car which travels...
from end to end of our railroad.

Passenger train crews and ticket office personnel hold regular conferences to discuss matters dealing with helpful and courteous service to travelers, and freight traffic sales forces receive special educational training to help them solve shippers' transportation problems.

Although a railroad usually is thought of as locomotives, tracks, shops and yards, its most important assets are its employes. For this reason our Medical Department has an important responsibility in guarding the health of employes and looking after their well-being. This is done through periodical medical examinations and health counsel. Of course, this helps safety and productivity and makes our railroad a healthier and better place to work.

Safety is recognized as a major responsibility of management and is emphasized by foremen and supervisors through safety meetings and other organized activities.

Erie employes steadily are becoming more public relations conscious and are recognizing the importance of earning the confidence and understanding of our many "publics."

The good will of the public is an extremely valuable asset of our railroad since our "product" is a service. Our Public Relations Department is responsible for public relations functions, but every Erie employe is a representative of the department. The department supervises advertising, press relations, the magazine, personal contacts, community activities and similar functions, but each individual Erie employe helps build good will and enhances the reputation of the Erie whenever he participates in community activities or every time he helps an Erie shipper or traveler.

This is the story of 1954. Is there other information that you would like to have? Or do you have comments that you would like to make about this report? If you have, President Johnston has told us that he would be happy indeed to hear from you. If you will write to him at his office, President Paul W. Johnston, Erie Railroad, Midland Building, Cleveland 15, Ohio, your letters will receive a warm welcome.

And if you would like to receive a copy of the annual report to our stockholders, just write to Mr. Johnston, and he will send one to you promptly.
Health-Welfare Program
Covers Non-Op Employes

A health and welfare insurance program which will provide hospitalization and medical care for hundreds of Erie's non-operating employes became effective on our railroad on March 1.

The Erie will pay half the cost of the program and employs the other half. Each employe will pay $3.40 per month by payroll deduction and the Erie will match that amount. The deductions started in February and the benefits became available on March 1.

Members in the following organizations will be covered by the program:
Clerks, machinists, boilermakers and blacksmiths, sheet metal workers, electrical workers, carmen, firemen and oilers, maintenance of way employes, telegraphers, signalmen and longshoremen.

Here are the highspots of the benefits provided under the health and welfare agreement:

Hospital Expenses
1. Complete normal charges for a semi-private room and board will be paid for a maximum of 120 days on any one hospital confinement. Where a worker chooses a private room, he will be allowed the cost of a semi-private one.
2. Other hospital charges such as operating room, ambulance service, anesthesia, dressings, laboratory, examinations and the like will be paid up to $500, and 75 percent of all over $500.
3. Full maternity confinement costs for up to 10 days, and if complications develop, full payments will run up to 120 days.

Surgical Expenses
Specified amounts are granted for various types of operations, up to a maximum of $300. That includes maternity surgery. Also, up to $25 is allowed for services of an anesthetist.

Normal Medical Expenses
1. Benefits start the day an employe enters a hospital for accident or confining sickness, with total payments for medical service not to exceed $480 for each confinement, or $4 per day, whichever is highest.
2. Where an employe is not confined to a hospital, payments for treatment of bodily injury will start after the second visit to a doctor, and, in case of other sickness, after the fourth visit. The benefits are not to exceed $4 for a visit to a hospital or doctor's office for treatment, and $5 for a home visit. Compensation for such visits is limited to one per day, for up to 120 days.

Payments are to be made for medical visits in connection with surgical expenses whenever a licensed doctor other than the performing surgeon makes the visit. Also, payments will be made for doctors' visits in connection with pregnancy, childbirth, or miscarriage when complications make these visits necessary.

The program does not cover expenses of dental work, or eye refractions.

Major Medical Expenses
After an employe has himself paid $100 toward any medical or surgical treatment not covered under the basic program, 75 per cent of the cost of such items will be paid under this provision.

Included in such payments will be:
- the difference in cost of a semi-private and private room, up to a total of $20 a day; cost of surgical procedures beyond those provided in the surgical schedule; charges made by registered graduate nurses; charges for drugs and medicines prescribed by a licensed physician; charges for oxygen and its administration; rental of a wheel chair, hospital bed, iron lung, etc.; also charges for artificial limbs, and other charges, subject to certain limitations.

Laboratory Expenses
Up to $50 will be paid in any six-month period for X-ray examinations or laboratory examinations other than urinalysis or X-ray therapy, upon receipt of proof of need.

Poliomyelitis
Benefits will be paid up to a maximum of $5,000 when the treatment was recommended by a licensed physician. These payments will be made for expenses incurred within three years after commencement of a case.

"The bank just returned your check, dear," groaned the young husband.

The bride beamed. "Isn't that swell. What'll we buy with it this time?"

Retiring Treasurer Honored at Luncheon

Ending a career of almost 51 years with the Erie, William H. Meyn, treasurer, retired Feb. 28. He is shown here (right) receiving a retirement pass and a watch from President Paul W. Johnston at a luncheon in his honor. Born in Brooklyn, Mr. Meyn started as a clerk for the auditor of revenues in New York on June 13, 1904, and transferred to the Treasury Department in 1907. He moved to Cleveland with the Erie in 1931 with our general offices. In 1937 Mr. Meyn was promoted to assistant to the treasurer, and to assistant treasurer in 1949 and to treasurer on Jan. 1, 1953.

April, 1955
Let's Beat Loss & Damage!

This picture shows the result of only one type of carelessness which costs the Erie millions of dollars. This inexcusable damage was caused by over-speed impact. Care can prevent this great waste.

In 1954 Erie spent $2,501,245 to pay freight claims, $1.84 for each $100 revenue, as compared with $1.58 in 1953.
That is not all. Best estimates are that we also spent $7,500,000 at least, to pay other expenses related to claims, such as repairing equipment following impact in yards, cleaning up wrecks, re-coopering, records and inspection.
Such a sum of money spent in such a profitless way indicates there is a job to be done—to prevent freight loss and damage and thus reduce dollars spent and promote shipper and receiver good will by delivering shipments free from damage and ready for use or sale.
On the Erie, the prevention of freight loss and damage is everybody's job, every day.
The “Perfect Shipping” campaign which will be carried on during the month of April—the 19th such campaign—sponsored by the National Association of Shippers Advisory Boards and the 13 regional boards, with the cooperation of transportation agencies, will provide a good opportunity for every man to do as good a job of prevention as possible. This can be done by free exchange and general adoption of the best ideas and practices and skills available.

Special activities programmed for the April “Perfect Shipping” campaign include:
In yards—Coupling speed demonstrations with impact recorders and stop watches. Meetings with Car Department men concerning cleaning, upgrading and selection of empty cars for loading; commodity carding of cars.
At stations and piers—Handling and loading clinics; review of blocking methods and use of bulkheads. Seminars on freight inspections and preparation of revised inspection report forms.
On divisions—Meetings with supervision on careful car handling, suitable cars, and making effective prevention use of individual claim sheets prepared by the freight claim agent.

Oldest Resident 95
Mrs. Mary Alford, believed to be the oldest resident of Blossburg, Pa., celebrated her 95th birthday recently. She is the widow of H. S. Alford who was agent for the Erie at Tioga, Pa., most of his life.
Mrs. Alford was a dinner guest of Mr. and Mrs. John S. Stevens in honor of the occasion. Mr. Stevens retired from the agency at Covington, Pa., with more than 50 years of service with the Erie.

In 1920, the railroads hauled 64 tons of freight one mile to take in enough money to pay the average railroad employe an hour's wages.
Last year, they hauled a ton of freight 129 miles to take in enough money to pay the hourly wage of the average employe.

The Eriemen in this class on prevention of loss and damage are examining an impact register recording after a test coupling. They hope to find ways to prevent “accidents” like the one shown in the other picture on this page. The tests also enable members of yard crews to check their estimates of switch engine speeds.
1954 Record Year
For Railroad Safety

Safetwise, 1954 was one of the best years in American railroad history. The year's record was exceptionally good with respect to both passenger safety and employe safety.

Passenger fatalities in both train and train-service accidents were held to 21 during the year. This was at the rate of .07 per 100,000,000 passenger-miles performed, compared with 43 fatalities, or .14 per 100,000,000 passenger-miles, in 1953, an improvement of 50 per cent.

Injuries to passengers in train and train-service accidents dropped from 2,467 in 1953 to 2,179 in 1954, a reduction of 12 per cent.

With regard to employe safety, 1954 was the best year in the history of the American railroads. Employe fatalities numbered 208 in 1954, a decline of 98 fatalities, or 32 per cent under the previous low established in 1953.

Fatalities per million man-hours in 1954 dropped to .08 from .11 in 1953.

Discussing the 1954 railway safety record, William T. Farley, president of the Association of American Railroads, recently said:

"Behind the high standards of railroad safety performance are more than 30 years of organized safety work within the industry and the investment in the same period of more than 20 billion dollars of railroad money in capital improvements. With the replacement of the great bulk of trackage and rolling stock with new, modern facilities, the nation's railroads have become steadily safer as well as more efficient and economical to operate."

Erie Claim Agent
Had Role at Yalta

An Erie veteran with 33 years service with our railroad, Michael Kimack, claim agent at Jersey City, was one of the interpreters for the United States at the historic Yalta conference with the Russians.

Mr. Kimack was a lieutenant in the U. S. Navy from May 11, 1942, to Nov. 1, 1945, and it was during that time that he accompanied the U. S. mission to Yalta and served as a Russian interpreter.

During his distinguished service career in World War II, Mr. Kimack received training in intelligence investigation with the FBI and in communications. He was an expert communications officer, instructor in Russian and liaison officer. He was a top secret code officer during the Normandy invasion.

April, 1955

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**OBITUARIES**

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
<th>DATE OF DEATH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baron, Stephen</td>
<td>Truck Repairer</td>
<td>Buffalo Car Shop</td>
<td>10-26-54</td>
</tr>
<tr>
<td>Barry, Edward Joseph</td>
<td>Laborer</td>
<td>Susquehanna Car Shop</td>
<td>12-11-54</td>
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<tr>
<td>Bromley, Harry Martin</td>
<td>Carner Foreman</td>
<td>Meadville Division</td>
<td>12-11-54</td>
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<tr>
<td>Cullen, Edward Thomas</td>
<td>Brakeman</td>
<td>Meadville Division</td>
<td>12-11-54</td>
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<tr>
<td>Danielson, Alexander August</td>
<td>Car Inspector</td>
<td>Jamestown, N. Y.</td>
<td>12-17-54</td>
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<tr>
<td>Donnelly, Anthony Terrence</td>
<td>Yard Brakeman</td>
<td>Chicago, Ill.</td>
<td>12-14-54</td>
</tr>
<tr>
<td>Dow, James Alden</td>
<td>Crossing Watchman</td>
<td>Kent, Ohio</td>
<td>12-16-54</td>
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<tr>
<td>Emm, Ellis Milton</td>
<td>Coach Cleaner</td>
<td>Brier Hill, Ohio</td>
<td>12-19-54</td>
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<td>Flower, Horace Bushnell</td>
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<td>Kent, Ohio</td>
<td>12-19-54</td>
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<td>Fritz, William Henry</td>
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<td>Buffalo Division</td>
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<tr>
<td>Hamilton, George</td>
<td>Carman Helper</td>
<td>Jersey City Shop</td>
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<td>Hilby, Floyd Leo</td>
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<td>Hillman, Robert Charles</td>
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<td>Hult, Fred Charles</td>
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<td>Allegany Division</td>
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<td>King, James</td>
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<td>Secaucus, N. J.</td>
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<td>Delaware Division</td>
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<td>Longpaug, Heinz</td>
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<td>Lownman, Anna Merrill</td>
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<td>Mencke, Elwood William</td>
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<td>Rochester Division</td>
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<td>Michel, John Arthur</td>
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<td>Mobley, Calvin Miller</td>
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<td>Bradford, Pa.</td>
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<td>Moffitt, James Christopher</td>
<td>Fireman</td>
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<td>Murphy, James Joseph</td>
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<td>Nitsch, Edward Yeats</td>
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<td>O'Connell, Dennis James</td>
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<td>Perry, Robert</td>
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<td>Phillips, Frank Hamilton</td>
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<td>Phillips, James Snyder</td>
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<td>Vitali, Joseph</td>
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<td>Hannibal Shop</td>
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<td>Smith, Joseph Wilson</td>
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<td>Stackhouse, Adolph</td>
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<td>Stonehouse, Henry Hamilton</td>
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<td>Sullivan, James John</td>
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<td>Troxell, John Francis</td>
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<td>Tschikone, Antonio</td>
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<td>Testa, Luigi</td>
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<td>Scott, Hans</td>
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<td>Williams, Frederick James</td>
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<td>Vantorno, Angelo M.</td>
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</tbody>
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*Retired Employees*

Mr. Kimack is a native of Garfield, N. J., and started as a messenger in New York with the Erie in September, 1922.

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**LATEST PROMOTIONS**

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<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started</th>
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<tbody>
<tr>
<td>Frederick M. Bell</td>
<td>Chicago, Ill.</td>
<td>Chi. of Divisions Bureau</td>
<td>6-23-17</td>
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<tr>
<td>Joseph W. Smith</td>
<td>Hammond, Ind.</td>
<td>General Foreman (M. W.)</td>
<td>6-10-29</td>
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<tr>
<td>Paul W. Scribner</td>
<td>Jamestown, N. Y.</td>
<td>Track Supervisor</td>
<td>6-6-33</td>
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<tr>
<td>Jasper Van Hook</td>
<td>Cleveland, Ohio</td>
<td>Treasurer</td>
<td>9-18-15</td>
</tr>
<tr>
<td>R. Curtis Clark</td>
<td>Cleveland, Ohio</td>
<td>Asst. Treasurer</td>
<td>7-16-36</td>
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</tbody>
</table>
W. J. Kangas Wins RR Essay Contest

A commercial agent with the Erie Railroad in New York City, Wayne J. Kangas, won first prize for 1954 in the annual railroad essay contest of the New York Railroad Club. The winner received the first prize award of $750. The prize was presented by A. E. Kriesen, club president and assistant vice president and general manager of the Eastern District of the Erie.

The title of the winning essay was “Maximizing the Railroads’ Net Earnings Through Their Inherent Advantages.”

In his essay Mr. Kangas points out that drafters of the National Transportation Policy, a preamble to the Interstate Commerce Act, used the term “inherent advantages” but that these advantages have not been recognized in the transportation law as far as the railroads are concerned.

Some of the railroad advantages over other methods of transportation which Mr. Kangas listed were (1) railroads can carry loads 11 times greater over roadbeds than trucks can carry on highways; (2) the greater capacity of the railroad car; (3) fuel economy (railroads spend one-half mill per ton-mile for fuel while Class I highway carriers spend over three mills per ton-mile for gasoline and fuel oil); (4) the line-haul cost by rail decreases with distance; (5) labor savings in line-haul (five-man crew on 100-car train can move as much as 115 truck drivers); (6) the ability of railroads to carry huge pieces of equipment; (7) ownership by railroads of their right-of-way.

Mr. Kangas then brings out that (Please turn to Page 34)
Sir:

We had our first opportunity to use the piggyback service when 24,000 pounds of potash left our West Orange, N. J. plant at 10:30 a.m. Jan. 12, consigned to our Chicago Branch, and was delivered at 10 a.m. Jan. 14. A swell service, which we consider outstanding.

We seldom use truck service for long distances and only do so when forced. To my way of thinking, the piggyback set-up should keep and get back to the rails tonnage where it belongs.

W. Hildebrand
Vice President-Traffic
Thomas A. Edison Industries
West Orange, N. J.

Sir:

I have just completed 20 years of very satisfactory commuting on the Greenwood Lake Division of the Erie from Pompton Plains, N. J. As I am now moving... I would like to take this opportunity of pointing out to you what a fine representative the Erie has in Herman De Vito, your night operator at Pompton Plains.

... Over a period of several years I have been impressed by Mr. De Vito's courtesy, cheerfulness and enthusiasm for and thorough knowledge of railroad ing.

Edward S. Wilson, Mgr.
Research Dept.
Hallgarten & Co.
New York 5, N. Y.

Sir:

I would like to take this opportunity of thanking you, especially Mr. Ward (T. P. Ward, Jr., commercial agent) and Mr. Hurley (J. R. Hurley, chief clerk to general eastern freight agent) for the splendid cooperation given me in my piggyback shipment of eight trailer loads from Admiral Corp. to our warehouse. My recommendation for using your services was indeed justified, and your proper coordination in this shipment greatly assisted us in meeting our deadline.

John S. Musarra, Pres.
Contract Packers, Inc.
New York 27, N. Y.

April, 1955
In the Rubber Center of the world, Akron, Ohio, one of the busiest places on our railroad is our freight yard where the big job as at other similar Erie yards is the switching of freight cars.

Shown on these two pages are some of the Eriemen who get this job done in the Akron yard. Included are clerks, switchmen, engineers and firemen, car repairmen and supervisors. Included, too, is the usual coffee break.

Ken Beeching, electrician, “cuts” a pattern out of a steel plate in the diesel shop.

Fireman William Woessner smiles at the Cruising Cameraman out of his switcher cab.

Below, Albert Visca, car inspector, checks his supply of car wheels.

Repairing a boxcar, Gilbert Hyde, car repairman, selects bolts in the storeroom at Akron freight yard.

Erie Railroad Magazine
It was a cold day, so Jack Williams, yard clerk, was happy about the coffee pot in the yard office.

Below, Gordon Tomko, car repairman, jacks up a journal box to check the journal bearing.

Paul Miller, yard conductor, stirs the stove in his caboose to combat cold.

Cheerfully throwing a switch is Louis Silvers, yard conductor.

At left, signaling his engine is William Rumasters, yard conductor.
Some February when you are hip-deep in snow and the frost is gnawing your Gars, you can be assured that spring isn’t far away if you will visit the Erie’s work equipment repair shops in Meadville, Pa.

In February the shops are a beehive of activity as Erie repairmen begin to work at an accelerated pace to rebuild and renew machinery and tools which will be used during the warm weather months by track gangs on our roadbed from New York to Chicago.

You'll find all shapes and sizes of equipment at the shops, from small generators to mechanical juggernauts. Peculiar to the railroad industry, many of the machines are marvels of ingenuity and possess talents and strength...
Among the large machines are ballast cleaners, cribbers, cribbex machines, which are small cribbers, and tie tampers.

The cribbers and cribbexes, ballast cleaners and tie tampers work together. The cribbers precede the ballast cleaners and dig the ballast (the crushed stone which forms the bed for the track) out from under the ties and rail, depositing the ballast on each side of the track. The ballast cleaner then comes along, screens the ballast and replaces it among the ties. The tie tamper is next. It tamps the ballast under and between the ties and leaves a solid, even roadbed.

Periodically dirt must be cleaned out of the ballast, or it will collect until it builds up over the ties. Erie's close attention to this phase of maintenance gives our trains that smooth ride. Clean ballast also insures better drainage and prevents water and mud from gathering in the roadbed.

Other tools and machines handled in this shop include bulldozers, power jacks, truck jacks, locomotive cranes, crawler cranes, motor cars and trailers. Smaller machines are serviced in another building at Leadville. These include air compressors, rail laying equipment, pumps, grinders, adzers, spike pullers and hammers, tie sprayers, small generating plants, mowers, yard cleaners, autos and trucks.

As you can plainly see, jacks are handled by Tony Saggio.

The amount of work done on some of the machines in the maintenance shops at Leadville is demonstrated in these two pictures. Each picture shows a power ballaster. Dick Johnston and Don Sippy, repairmen, work on the one that's completely dismantled on the left while A. R. Masserall, repairman, puts the finishing touches on the power ballaster on the right.

Two types of machines being repaired at Leadville are cribbing machines and power jacks. The power jack is in front of Charles Apple, work equipment repairman, while two of the cribbing machines are in back.

ANT STOPS TRAIN

For no obvious reason, a crack passenger train speeding through Oklahoma recently was brought to a halt by a red semaphore signal. The "all clear" signal was received fifteen minutes later, and the train continued its run.

The stop was not scheduled or ordered by the dispatcher. Signalmen were dispatched to the vicinity to ascertain the cause. They found that a tiny ant had crawled into the delicate switch mechanism controlling the electric motor which operated the signal arm and set the red light that stopped the train. The ant did not survive to repeat its action.
Listed on this page are the names of some of the more outstanding recipients of safety certificates for 1954. These supervisors and their men are to be commended for such an impressive safety record.

Just as last year, the Allegheny-Bradford-Meadville-B. & S. W. Divisions and the Stores Department (including the Scrap and Reclamation Plant) marked up outstanding performances. Other worthy achievements included Kent Division Maintenance of Way, the Locomotive Department at Buffalo and the Car Departments at Hornell, N. Y., Brier Hill, Ohio and Marion, Ohio.

**TRANSPORTATION DEPARTMENT**

**Headquarters**
- Allegheny-Bradford-Meadville-B.
- S. W. Divisional
- Stores Department

**Superintendent (Best Division)**
- J. F. Duffy

**Manager of Stores (Best Transp., Performance)**
- E. J. Rohrbach

**Divisional Maintenance of Way**
- S. W. Divisional

**Divisional Engineer (Best Division Performance)**
- F. H. Mergenthaler

**Superintendent (Best Manager of Scales & Weighing)**
- J. A. Ochobine

**Master Mechanic (Best Division)**
- W. W. W. Divisional

**Car Department**

**Hornell, N. Y.**
- J. P. Lowery

**Brier Hill, Ohio**
- C. H. Siehler

**Marion, Ohio**
- H. D. McConkey

**MAINTENANCE OF WAY—EASTERN DISTRICT**

**Name**
- H. S. Trenholm
- D. G. Roodart
- J. F. McCarthy
- John Krizan
- J. H. Sonnen
- R. D. W. C. Stier
- C. C. Conner
- A. L. Marko
- Paul Krapp
- H. A. Lang
- J. A. Ochobine
- G. G. Carey

**Location**
- Port Jervis, N. Y.
- Binghamton, N. Y.
- Youngstown, Ohio
- Ellinor, N. Y.
- Avon, N. Y.
- West Buffalo, N. Y.
- East Buffalo, N. Y.
- Port Huron, N. Y.
- Honeoye, N. Y.

**Occupation**
- Track Supervisor
- Switch Supervisor
- Signal Supervisor
- Master Carpenter
- General Foreman
- General Foreman
- General Foreman
- Crossing Supervisor
- Signal Supervisor
- Master Carpenter
- Switch Supervisor
- Track Superintendent

**Transportation—Western District**

**Name**
- C. D. Cull
- W. P. Hadden
- S. E. Wampler
- W. H. O'Neill
- J. W. Fogle
- J. F. Stiles
- J. M. Cervone
- H. J. Kambotha
- J. R. Kennedy
- G. P. O'Brien
- J. J. O'Connor

**Occupation**
- Rd. Foreman of Engs. Salamanca, N. Y.
- Rd. Foreman of Engs. Youngstown, Ohio
- General Foreman, Meadville, Pa.
- General Foreman
- General Foreman
- General Foreman
- General Foreman
- General Foreman
- General Foreman
- General Foreman

**Location**
- Jamestown, N. Y.
- Youngstown, Ohio
- Jamestown, N. Y.
- Youngstown, Ohio
- Youngstown, Ohio
- Youngstown, Ohio
- Youngstown, Ohio
- Youngstown, Ohio
- Youngstown, Ohio
- Youngstown, Ohio

**Locomotive Department**

**Name**
- G. H. Winkler
- L. Gebhardt
- H. Q. Hopper
- R. T. Noldt
- G. E. Greaves
- J. J. Gore
- J. T. Collins
- A. L. Beatty
- P. J. Murphy
- J. W. Maloney
- J. W. Walker
- Frank Geiger
- R. F. Conners
- W. J. Moore
- R. C. Melling
- H. Rieppel
- G. Titus
- F. D. Wright

**Location**
- Jersey City, N. J.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
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- Jamestown, N. Y.

**Car Department**

**Name**
- C. L. Fillians
- P. T. Gore
- R. N. Keiter
- J. W. Maloney
- J. Gulis
- R. C. Melling
- L. D. Conner
- J. L. Martin
- H. J. Fedorka
- C. L. Swartzwood
- J. E. Burns
- E. C. Bixler
- A. A. Keenan
- J. T. Walsh
- J. D. Rents
- M. E. Greer
- S. T. Boyes
- C. J. McCulliffe
- N. C. Stannum
- L. T. McCormick
- George Hoboknik
- R. F. Dillow
- D. D. Childer
- G. Swartzwood
- F. J. Malbone
- F. V. Fields
- J. J. Urban
- H. F. Eilerman

**Location**
- Salamanca, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.
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- Jamestown, N. Y.
- Jamestown, N. Y.
- Jamestown, N. Y.

**Stores Department**

**Name**
- J. J. McKeever
- L. VanDyke
- G. M. Sherer
- J. J. Enright
- E. E. Fitch
- P. G. Clayback
- F. J. Zapolski
- J. J. Kuckin
- C. A. Letts
- M. J. Steiner

**Location**
- Div. Storekeeper
- Marine Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper
- Div. Storekeeper

**Police Department**

**Name**
- J. P. Hopler
- J. C. Briel
- M. J. Cannon

**Location**
- Capt., N.Y. Piers
- Capt., N.Y. Piers
- Capt., N.Y. Piers

**Other Information**
- Erie Railroad Magazine
Fellow Veterans:

Invitations from the Buffalo and Dunmore-Avon chapters were extended to Mrs. McCue and me and we attended both installments, Feb. 12 in Buffalo and Feb. 19 in Dunmore. I helped install the officers, including those of the ladies auxiliary, and it was a pleasure.

The enthusiasm shown by the veterans and their auxiliaries at both places assures one that the Erie Railroad Veterans' Association is on the march to a substantial increase in membership. Let's each sign up a veteran before the next chapter meeting. Don't forget the veteran who failed to pick up his card. Ask him to get back in line.

Fraternally, 
Edward McCue
President

Chicago-Hammond

By Edward C. Wise

Chapter officers elected last fall to serve during 1955 are E. Wartena, chairman; Roger Hilpp, vice chairman; Edward C. Wise, secretary, and Carl Strykantz, treasurer.

Our spring meeting will be April 25 at Phil Smidt's restaurant in Ham mond (7 p.m.). Bingo will be in play.

Youngstown

By R. P. Reehel

We have a post card from retired veteran L. T. (Ribs) McMahan from El Paso. We expect him back with the swallows.

Veteran C. P. Houlette suffered a cerebral hemorrhage on Feb. 26. He is reported as improving as we go to press. He has the best wishes of all of us for speedy recovery.

The time will soon be here for us to get things in shape at our picnic grounds. Come to the meeting on April 6 at the K. of C. Bldg., South Hazel St., and help plan what we are to do and when we will do it.

Meadville

By R. C. Miller

The regular meeting of the veterans and the auxiliary was held Feb. 24 with a tureen dinner at 6 and tables in Washington's Birthday setting. Mrs. Roland Yocom was dinner chairman, assisted by Mrs. James Urquhart, Mrs. Lloyd Rynd and Mrs. Ray Miller.

Those reported sick were Mrs. Irving Hoy, Mal Dunlop and Frank Geiger.

Mrs. Susie Thomas is visiting relatives in Philadelphia.

Rodney Graham was admitted as a new member.

Members are requested to get their current dues card from Robert O'Grady at the ticket office.

Our sympathy is extended to the family of Robert Pendy who died Feb. 6.

Salamanca

By Hilde

Thirty-five members attended the Feb. 25 meeting at the Dudley Hotel. Vice Chairman J. L. Murray called the roll with all officers present. Secretary Johnson read the minutes of the previous meeting and also a letter from the Red Cross. Our chapter voted to contribute $15 to this drive. Plans for the May dinner-dance were discussed and a committee appointed.

We regret to report the loss of two members on the same day (Feb. 20), T. F. Hickey (Tom to us) and (Please turn to Page 34)

Vet Officers Installed at Dunmore

This picture was taken at the installation of officers of the Erie veterans chapter at Dunmore, Pa. About 110 persons attended. In the picture, from the left, seated, are Mrs. Dominick DiPietro, Mrs. Chris Cardillo, Mrs. Frank Loughney, Mrs. Joseph Roche, Mrs. Thomas Gaughan, Mrs. Talbert Wyant, Mrs. Patrick Dunnigan and Mrs. Ernest Gregory; standing, Joseph Mack, Talbert Wyant, Santo Micciche, Frank Loughney, Frank Kearney, Edward McCue, Thomas Gaughan, Andrew Malia, James Summa, A. B. Cohen and Daniel Sabatelle. Mr. McCue was the installing officer.

April, 1956
Puns “N” Patter...

AT ALL ERIE STOPS

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

Sympathy is extended to the families of retired General Shop Foreman Thomas F. Hickey and Machinist Arthur R. Benton who died on the same day (Feb. 20).

Cards were received from John J. Malone, retired general yardmaster; Conductors Fred W. Spawton and Fred Pettibone and Master Carpenter’s Clerk Gardiner Ross, all in Florida. From Tucson, Ariz., came cards from James I. Mies, retired division car foreman, and A. N. Foster, retired Bradford Division conductor. They visit with each other often.

Fifty-two members attended the banquet given by Lodge 678, Brotherhood of Railroad Clerks. General Chairman J. J. Schreur spoke on the group hospital, surgical and medical insurance plan.

Section Foreman Salvatore Cucchiaro and wife spent three weeks’ vacation with their son Andrew and his family in Sebring, Fla.

MEADVILLE DIVISION

ROAD FOREMAN’S OFFICE

MEADVILLE, PA.

Engineer R. W. Rider and Mrs. Rider are vacationing in Florida.

Fireman A. L. Beatty also is on vacation.

MAHONING DIVISION

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets announced that he has a new grandson with red hair, born in Washington, D. C.

Patrolman Andrew Herrick and wife celebrated their tenth wedding anniversary recently.

Patrolman Robert E. Hamilton’s nine-year-old son, Robert L., sings in the church junior choir.

Birthday greetings to Patrolman Michael Melnyk and wife.

YOUNGSTOWN FREIGHT

By Maureen Pierson

Best wishes to Mr. and Mrs. William Yuengert and Mr. and Mrs. T. G. Swogger, Sr., on recent wedding anniversaries.

Johnny Reebel, rate clerk, has resigned and taken a position in Warren, Ohio. Johnny was with the Erie 14 years. All join in wishing him lots of luck in his new vocation. A farewell gift was presented to him.

CLEVELAND FREIGHT

By R. M. O’Connor

Early vacationers John Miller, janitor, and Mike Petruska, trucker, relaxed at home.

Scott Caton, trucker, is back at work after a recent operation.

Recent Red Cross blood donors include Bob Hildebrand, typist; Ted Specht, rate clerk; Bob Bytheway, yard checker, and Rita O’Connor, stenographer.

Mr. and Mrs. J. H. Byers spent most of a week’s vacation in snowy Salamanca, N. Y., visiting with their daughter and family.

Ted Specht is taking a night course in horticulture.

Joe Smreker, relief vacation clerk, is the proud owner of a ’56 white and blue Del Ray Chevy.

MEADVILLE DIESEL SHOP

MOTOR CAR REPAIR SHOP

By R. C. Miller

Mr. and Mrs. William Currell went to England by plane for a visit with relatives.

Mr. and Mrs. Lansing Dowdell spent a week end visiting their daughter in Cleveland and attending the auto show.

Mr. and Mrs. Gus Damico visited.

Assistant Vice President Retires

Concluding a career of almost 42 years with the Erie, Elmer J. Stubbs, assistant vice president, retired on Feb. 28. He is shown here at a luncheon in his honor receiving his retirement pass from M. G. McInnes, vice president for operations. Mr. Stubbs’ first job was as clerk at Essex Fells and Pompton Junction, N. J., on May 19, 1913. In turn he was stationed in New York City, Oil City, Pa.; Falconer, N. Y.; the Meadville Division and then was elected secretary of the Erie Agents Association in 1919. He became agent at Akron, Ohio, in 1920, then at Duane St. in New York in 1928. In 1929 he was promoted to assistant superintendent of terminals, Jersey City. He became chief clerk in the transportation department, Cleveland, in 1933 and then was advanced to superintendent of transportation in 1936. He was promoted to general superintendent of transportation in 1949 and then advanced to assistant vice president in 1950. In 1951 and 1952 Mr. Stubbs was loaned to the Defense Transportation Administration in Washington to serve as director of the railroad transport division on leave of absence.
Buffalo Honors Ruth Munger

For her enthusiasm and loyalty during 38 years of service, members of the Buffalo veterans' chapter honored Ruth Nise Munger at their installation recently. Mrs. Munger was presented with a plaque of merit and gifts. In the picture, from the left, are C. S. Kinback, superintendent, Buffalo; Mrs. Munger; Mrs. William Stretton and Mrs. Ed McCue.

Let practical railroad men move you up!

Got your sights on the management end of railroadings—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing. I.C.S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by nearly 800 railroads.

April, 1965
transferred by his firm from Atlanta, Ga., to Chicago. He is a Purdue graduate with a B.S. degree in mechanical engineering.

We regret the passing of James K. Evanoff, M. of W. employe, Feb. 22. Jimmy had been bedridden since last July when he suffered a stroke. His immediate family resides in Europe.

Heartfelt sympathy is extended to Mrs. Helen Liesenfelt, report clerk, whose father, Jacob A. Hessell, died Feb. 2 at Detroit, and to Freight House Foreman Roy W. Elkins whose brother Bert died Jan. 28 at home in Little Rock, Ark. He was a retired E. J. & E. section foreman.

51st STREET, CHICAGO
By S. B. Thorsen

Yard Clerk Eugene W. Eiklor has been granted leave so he can take advantage of the GI Bill to study at the University of Illinois. He returned from military service last September.

Yardman John J. Morrissey also has been granted leave. He is attending the Aeronautical University in Chicago.

Yardman Tom Morgan became the father of a son Feb. 10.

Engineer E. V. Neely is gradually recovering from lobar pneumonia.

Retired Yard Conductor Anthony T. Donnelly passed away suddenly Feb. 14, aged 69 years.

Fred Foster, clerk to Car Foreman B. E. Zurn, has resumed duty after two months of illness.

Yardman Orville Rowe lost the decision and spent his vacation in California with relatives instead of fishing in Florida.

We welcome back Yardman Edward Megan who has spent the last three years with the Marines.

The correspondent spent a recent evening with Charles Freideman, retired engineer. Charlie looks and handles himself better at 80 than he did at 60.

14th STREET, CHICAGO
By Chris Hardt

We are hoping for speedy improvement in the condition of Foreman Fred Koopman's father who is hospitalized.

We are happy to learn from Mary Slater, statement desk, that her brother Joseph is getting along fine. He has been hospitalized for a heart condition.

Blase Zera, foreman, and wife, Mildred, spent a week in Florida.

Leonard Kleban, clerk, was given a surprise birthday party Feb. 15 at the home of his friend, Barbara.

We sympathize with Robert D. Gould, general clerk, whose father, Dr. Harold V. Gould, a practicing physician here for 42 years, died Feb. 22 in Ravenswood Hospital where he was a board member.

CHICAGO GENERAL OFFICE
By Curtis G. Pinnell

Birthday congratulations to Harold Keefer, Jack Spoolstra and Al Watkins.

Ethel Hillegonds and Roland Roe were united in marriage Feb. 25 at
Who knows better
— than a railroad man
—it means so much more to give or get . . . a Hamilton

Railroad men were first to find in Hamilton the dependability and accuracy so essential to their personal and business lives. They really wrote Hamilton’s famous slogan, “The Watch of Railroad Accuracy.” And Hamilton’s experience in making railroad watches means greater accuracy in all other Hamiltons.

The mainspring in every Hamilton is rustproof, anti-magnetic and guaranteed unbreakable. There are shock-resistant and water-resistant* Hamiltons, too. And for as little as $33.95 you can own a Hamilton Illinois.

Your jeweler or time inspector will be proud to show them to you.

Hamilton
THE WATCH OF RAILROAD ACCURACY

April, 1955
BIG TANK ROUTED VIA ERIE

Erie’s reputation for being able to handle the highest and the widest loads has passed the test again. This huge tank and eight others like it were shipped from North Tonawanda, N. Y., near Buffalo, to Camp Detrick, Frederick, Md., and traveled on the Erie from the American District Steam Co., to Elmira, N. Y. The tanks are 62½ feet long and 12 feet in diameter. Empty they weigh 46,000 pounds and when filled with 55,000 gallons of water weigh 500,000 pounds. Three flatcars were required per

Mr. and Mrs. F. R. Fenimore (re-ired maintainer) who were married recently and now live in Rochester, Assistant Chief Clerk A. C. Smith and wife spent a vacation visiting with a son, Glen Smith, and family in Miami, Fla. They were accompanied by their son, Harry, who returned recently from service with the Air Force.

We welcome J. W. Smith as general foreman at Hammond.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter

The John Bremers are celebrating the arrival of their first baby. A lovely wedding at St. Rose’s church Feb. 22 united in marriage Shirley Prince and William Rice. She was attended by Mary Ann Sabo and Donna Medley from this office. The wedding breakfast was at Cavoli’s.

Friends and relatives gathered at Owen’s Plantation in the evening for a buffet supper, music and dancing. After a honeymoon in Florida, they will return to Roanoke, Va. where Bill is stationed.

A long awaited telephone call announced the arrival in New York of Mabel Thomas’ niece with her husband, Capt. Henry Deck, and family from Germany after two and a half years. They will visit Mrs. Deck’s mother, Mrs. Demarest, in Cleveland for several weeks and then return to Boston where Capt. Deck will be assigned.

Florida still is attracting vacationers from the land of ice and snow. The latest victim to succumb to the call of the South is Louise Landers who vacationed at Hollywood.

New York shows always are an attraction over a long week end. Muriel Singer attended a wedding but managed to find time to see “The Bad Seed” and several TV shows while yours truly enjoyed the very amusing comedy, “The Seven Year Itch”.

We are happy to report that Reva Collins’ mother who has been ill for over two weeks was honored at a banquet recently and now live in Rochester.

ACCOUNTING
OFFICE OF COMPTROLLER
By Joe Keenan

The office extends wishes for a long and happy retirement to Charles Dusin who completed over 36 years with the Erie in February.

Dorothy MacDougall gallantly is trying to hold on to that Florida suntan. Wilma Kanovsky’s brother Joe recently was honored at a banquet and presented with a watch as he completed his 25th year with Sherwin-Williams.

Feb. 26 was the wedding day for Donna Richardson and Austin non. Best wishes to them both recently from two weeks’ vacation in California.

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Erie Railroad Magazine
Hornell Engineer Gets 50-Year Pass

Completing 50 years with the Erie, Raymond W. Higgins, engineer on the Allegany Division, is shown here receiving his gold pass from C. D. Cull, road foreman of engines. Mr. Higgins started as a fireman on Jan. 23, 1905.

her sister-in-law.

Congratulations to Gene Horvath on his recent promotion. He now becomes the Erie bookkeeper.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

LaVerne and Joe Zbrasnik became the parents of Joseph Robert Jan. 29 (7 lb. 13 oz.).

When Lenore Wygonski, newest calculating operator, came back from California, she became the fiancée of Dan Skrovan (Feb. 8). They intend to marry later in the year.

Arde and Janet Mann moved into their new home Feb. 22. . . Martha Ann Talbot visited us recently wearing a lovely new coiffure. . . Don Biggs is back on the job after a recent jaunt to the hospital. . . The new glasses Mary (Jake) Jacobic is wearing are most becoming.

HORNELL ACCOUNTING BUREAU
By Lynn Lamb

Walter Coston was elected president of the Erie Employees Credit Union, and Pauline Bone and Cliff Friend were elected board members. Daniel Swift and Ed Kunicky are members of the auditing committee. About 44 per cent of the Bureau employees are now members. . . A recent office caller was Tom Page, former employee, now a student at the University of Kentucky. . . Burt Allison has a new type of snow shovel imported from Wisconsin. . . Ed Kunicky and family touring the Corning Glass Center. . . Bill Pawling dreaming about that girl in a red sweater. . . Nipper Trowbridge on another weekend excursion to Syracuse. . . "Coward" is the latest nickname Jim Hilton has for Watson Walden. . . Angie Petrillo is looking for a pair of left-footed bowling shoes. . . The M. W. Department thinks that Ed Kunicky resembles the Erie's "Smiley". . . Paul Quartz visiting in Rochester. . . Robert Dineen visiting the office with his mother, Jeanne. . . Two of the Bureau masterminds proved to one of their fellow employees that he was working for less than $2 a day. . . Bill Cregan is thinking of passing out cigars because of the strange litter of kittens under his porch. . . In less than a month Ann Anderson has broken two sets of choker beads by sneezing. . . Dave Delaney was presented with a special fireman's helmet by the fellows in the machine room. . . Irene Lyke is quite a figure with her new hair-do. . . Nell Singleton finally got on the cable so she bought a new TV set. . . Then there was the time Carrie Walter presented a minister with a bottle of "stuff" for "medical purposes only". . . Freddie Schmitt all alone in the Elks Club, watching his idol, Liberace, on TV. . . Both Don and Martin Kendall laid up on the farm with the "bug". . . Jim Hilton overslept so late one morning that he took the rest of the day off. . . Ralph Porter remodeling his bathroom. . . Wonder how Mary Stitt is getting along with her new tenants. . . It's almost time to begin to think about the annual outing. . . Nell Singleton now has joined ranks with Jean Leland and Pearl Waight at recreation during the noon hour. . . Mr. and Mrs. Morross Winters vacationing in Florida. . . Harvey Miller back from Jersey with a new Dodge. . . Highlights of the big party: Amateur photographer Mizzie Piacenti cutting a mean rug. Marguerite Whiting really letting herself go when she laughed at Mr. Duffy's joke. Henry Drury playing the violin. SHE remarked, "That was not my best," and now he is wondering what the best would be like. M.G.M. rushed agents to Hornell after hearing about the entertainment. Double-jointed Harvey Schnee-gas rather stole the show. . . Don't
E. H. Duffy Honored at Cuba

Thirty-six friends honored E. H. Duffy, equipment operator, at a testimonial dinner recently at Cuba, N. Y. He retired after 31 years with the Erie. In the picture from the left are Anthony Kennedy, assistant supervisor of work equipment and welding; W. E. Pierson, track supervisor; Mr. Duffy and N. E. Scribner, retired general roadmaster, the toastmaster.

you think John Kelly has the nicest pair of legs in the office?

AUDITOR OF REVENUES
By Jimmy Murphy

Nancy Panno left to make homemaking a full time job. Being the industrious girl that she is, we know there will be plenty to keep her busy but we hope she will find time to stop in and see us. We miss her.

Bill Hill moved into his new home last month. It certainly is considerate of Bill to invite us all down even though he always has a spade, axe or shovel dangling from his invitation.

Bernice Vavro went on a leave of absence March 1 to await her bundle from heaven.

Marie Schall had an operation for the relief of a worrisome oral obstruction that had been bothering her for some time. The operation was performed at St. John's Hospital and Marie says it has brought her wonderful relief.

Tom Saunders has two to call him "daddy." The newest addition to the Saunders household arrived Feb. 24. It's a girl and looks just like mama. Tom took time out from distributing the customary cigars to announce that his little daughter's name is Victoria Jean.

We are glad to see the southeast corner of the claim checking bureau brightened by the presence of Dorothy Stack, who is with us after a leave of absence.

Jack Braber, for 32 years head interline clerk, collapsed at work Feb. 24 and died of a heart attack.

He had worked as usual during the morning and appeared in good health. His death was a distinct shock to his many railroad friends who extend their deepest sympathy to his wife, Mrs. Mae Braber, three sisters and one brother.

Margaretonic, now Mrs. Bob Coughran, had a beautiful wedding. A representative group from the office attended the ceremony in St. Patrick's Church on Feb. 19. A reception was held in the K. of C. Hall.

Marion Cole celebrated her birthday Feb. 18.

Harold Brown took off for Florida, Kathy Murray returned from the Sunshine State, Betty and Al Breckel observed their second wedding anniversary on Valentine's Day and Anne Shumney and Clarice Lee have returned to the fold.

The boys and girls turned out in full force to see Joan Grant marry Carroll Coleman. They held the beautiful wedding at the St. Rose's Church to the last pew and offered the proper sentiments to the couple. After a reception in the Lakewood Community Center the newlyweds left for Florida.

Jim Lillis observed his 64th anniversary with the Erie on Feb. 12. Of course Jim is too busy to worry in the daytime and too tired to lie awake at night so he need not worry about how to grow old gracefully.

Staley Pierce soon will be marching out in the strains of Loehengrin. Her engagement to Ed Peakovic was announced on Valentine's Day.

Ursula Di Liberto, Connie Chejka and Jane Fisher have been tending to their knitting and knocking out some nice creations. Feb. 25 was just another day to most folks, but to Harry Bell it was a bit different. Birthday greetings were in order and the greetings took the form of a cake with the office force contributing a sport shirt and wallet. Chief Clerk A. C. Roscelli made the presentation.

PERISHABLE TRAFFIC
NEW YORK, N. Y.


Mexican melons are arriving and it looks like another banner season for our receivers.

Walter S. Jensen, general manager.
ferry opened from Peck's Slip to Long Island?

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

Welcome to Bruce Kolacy who was transferred recently from Duane Street Station to this office to fill the position of stenographer vacated by Joe Marshello.

Jack Hazzard and family visited relatives and friends in Cleveland during the Washington's Birthday holiday.

Mrs. A. T. Dobler sent her vacation on an automobile trip in the South.

WYOMING DIVISION

By J. P. Roche

R. T. Cummings, rodman at Dunmore, has been transferred to Buffalo as transitman.

Marine Corps P. F. C. David J. Flannery (operator, Dunmore), stationed at Edenton, N. C. with the 2nd Marine Air Wing, was a recent caller at the office while home on furlough.

Sympathy is extended to A. E. Mitchell, retired conductor, on the death of his mother, Mrs. Mary E. Mitchell.

E. J. Madden, trainman, Jefferson Division, has resumed duty after a vacation trip to the west coast, stopping with friends at San Francisco, Seattle and Portland.

Miss A. C. Merrick, stenographer, visited relatives at Syracuse over the Feb. 19 week end.

MARINE

By Jesse E. Baker

It won't be long now until Capt. D. R. Laus of the tug Paterson will be getting his boat, the Captain Mo, into water for spring trials. A new engine was installed and it is expected she will do 15 knots or better.

Tom McGrane, ferry gate-man at Chambers Street, New York, and father of Raymond McGrane, deckhand on the tug Binghamton, celebrates his 85th birthday this month. Tom smokes a hundred cigars a week.

Sven Knudsen, deckhand on the tug Marion, thinks that two can live as cheaply as one and is going to give it a try sometime in July.

Louis Iacono of the tug Chicago, who retired several years ago, dropped in for a chat on his way to see his brother, Anthony, retired floatman, Clifton, N. J. Louis sends best regards to all.

Elnar Schonning, captain on Gas Boat Lighter No. 106, has a daughter, born Jan. 4 (Margaret K.). The captain is 65 years old.

Robert Maile, mate on the tug Cleveland, recently became a grandfather: Joe Gozzolino, head floatman, is in the same category. Both have grandsons.

Barge Captain Charles F. Kenny retired March 1 after 39 years' service.

Do you know that in 1638 the first April, 1906
Kenton Car Inspector Retires

Co-workers gathered recently at the Erie station in Kenton, Ohio, to wish George Scheiber, car inspector, many happy years of retirement. He was presented with farewell gifts. A veteran of 41 years with the Erie, he had been in Kenton the past six years. From the left, Martin Egner, Foster Shuster, L. M. Osborn, Mr. Scheiber, Jess Brooks, Bud Cozad and H. D. McConahy. Mr. Scheiber will vacation in Florida then live in Illinois.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Best wishes to Donald Martin, son of T. J. Martin, who was released from military duty recently and has been assigned as chief clerk to Track Supervisor Rocco Ricciardi.

Frank Craig, caller, unfortunately fell on the ice and fractured a leg.

Duane C. Getman, 88, a retired fireman at Darien Center, and Mrs. Getman, 82, celebrated their 66th wedding anniversary Feb. 18. Mr. and Mrs. Charles Zuzze celebrated their 66th wedding anniversary Feb. 20. Charlie also is a retired foreman and is 79 years old.

Well wishes to Katherine Kinnick, also to Mrs. Gertrude Dixon, retired clerk. Louisiana Street, who is hospitalized due to a leg fracture.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

The installation of officers and dinner-dance at Paterson Lodge, No. 967, Brotherhood of Railroad Clerks, was held Jan. 29 at the Circle Inn in Wayne, N. J. Attending from this office were Gertrude Roberts, Mr. and Mrs. George DePuy, Mr. and Mrs. Charles Mesey, Mr. and Mrs. Robert Smith and Mr. and Mrs. Harry Coleman. From the ticket office, Joan Lynch, A. McNamara, R. Banagli, F. Gillis, Mr. and Mrs. John Korbes. From the Baggage-Mall Department, Mr. and Mrs. M. Coyle, Mr. and Mrs. W. Orris (lodge vice president); Mr. and Mrs. V. Piazza, Mr. and Mrs. A. Porcaro, Mr. and Mrs. F. Porcaro, W. Carlin, R. Clarke, M. Hadowanetz, W. Friend, J. Lewis, J. Perow, W. Tietz, F. Warzachowski.

Happy motoring to Mr. and Mrs. Harry Coleman in their '56 Plymouth.

Recent callers (retired) were Myron Hendricks, Side Lines dispatcher; Harry Coleman, car record clerk; Frank Vanderhoff, Greenwood Lake Division conductor.

Our deep sympathy to Mr. and Mrs. George DePuy on the sudden death of her sister.

Happy birthday to Ruth Larivee. Congratulations to Jimmy Patete, former car record clerk, now with the Baggage-Mall Department, who completed 36 years' service March 1.

Get-well wishes were sent to Hank Storms, retired West End dispatcher, who is ill.

Nice to have Phil Schmidt and John McBride back after illnesses.

Antoinette Geerinck and Mary Quinn, of the general manager's office, spent the recent long weekend in Philadelphia.

Welcome to Gertrude Roberts as junior clerk.

Good luck to Walter Duffy, stenographer-clerk, chief dispatcher's office, who has been transferred to Port Jervis Freight.

We wish speedy recovery to Peter Mandlebaum, who is hospitalized in Paterson.

We extend our sympathy to the family of Leo J. Roche, trainmaster, who died suddenly Feb. 23.
Supervisor Gets Farewell Party

Shown above are some of 78 persons who attended a farewell party for J. W. Smith, supervisor at Jamestown, N. Y., who has been transferred to Hammond, Ind. Seated, from the left, are E. J. Robisch, superintendent; Salamance, N. Y.; Mr. Smith; Leo Rossmann, division engineer; C. D. Call, road foreman of engines; standing, Sid Durston, master carpenter; A. G. Jackson, Jamestown businessman; W. E. Pierson, supervisor; Leo Ianelli; J. G. Vinye, trainmaster; L. E. Rodgers, supervisor; S. J. Hewitt, supervisor, and R. Smith, agent. On behalf of the others Mr. Rossmann presented gifts.

WEEHAWKEN LOCAL & DOCKS

Joan Barry, daughter of General Clerk James W. Barry, became a bride Feb. 5 in St. Paul of the Cross R. C. Church, Jersey City.

Sympathy is extended to the following employes who were bereaved recently: A. Bowman (brother-in-law); J. Vaughn (uncle); E. Duffy (sister); J. Fitzpatrick (wife); and to W. Vollerger, General Motors representative, on the death of his mother-in-law.


A retirement dinner for Otto Wyman, yardmaster, was held Feb. 12 at Wolf's Restaurant in Guttenberg. Attending from this office were H. H. Brown, G. C. Kalle, B. S. Reed, J. W. Barry and J. Chrzanowski.

James A. Kalle, son of the chief clerk, recently was promoted to first lieutenant at Fort Riley, Kans.

We wish speedy recovery to B. S. Reed, storage and transit clerk, who is ill.

J. Watkins, tally clerk, spent a vacation in Montreal.

The Weehawken bowling team still is in last place.

PASSAIC, N. J.

Congratulations to Arthur Bell whose wife has presented him with a baby girl.

Congratulations also to M. V. Montagano who has become a great uncle.

Mary Molinaro is feeling good again and we hope she continues that way.

Arthur Katz still is the only available bachelor in the office.

Our genial cashier, Marion Kaiser, is president of the women's bowling league which recently started their championship tournament.

April, 1955
DIES AT 103
Samuel J. Caldebeck, for 22 years a gateman at Erie's Pennington Ave. crossing in Passaic, N. J., died Feb. 28 in Preakness, N. J., eight weeks after his 103rd birthday. He retired at 86.

61 Years With Erie
On April 4 George H. Tegtmeier, clerk at Duane St. freight station in New York City, started his 62d year of service with the Erie.

Safety is the habit of doing things the right way.

VETS continued
A. R. Benton. Both were from the Mechanical Department. Our sympathy goes to the families.

Still on the sick list or recuperating are Coyle DeLisle, D. J. Wachter, Perrell Hoover, Louis D. Martorell, Frank Okneski, Harry Moss and A. J. Sullivan.

Harrison Holmes, Cuba, and C. M. Ballard, Salamanca, attended for the first time. G. M. LaShure, Hornell, and C. K. Scott were guests.

A professional juggler, Jim Reynolds, gave a fine performance.

Buffalo-Rochester
By Ruth Nise Mungen
The annual installation of officers and dinner was held Feb. 12 at the Brownstone House in New York City, started his 62d year of service with the Erie.

The next chapter meeting will be April 21. The Ladies Auxiliary will hold a card party the afternoon of April 21.

Jersey City
By A. I. Raywood
More than 100 members and families attended the installation and dinner Feb. 12 at the Brownstone House in Paterson. Following a chicken dinner, served home style, Frank P. Belling installed the officers. George C. Kello, chairman; John J. Hazzard, vice chairman; Alexander I. Raywood, secretary; Frank J. Reichard, treasurer; William Brazel, George Sisco and Joseph Herzog, trustees.

The next big affair will be the annual outing in July. George Sisco will be in charge of arrangements as usual, and we'll have the details later.

We want visitors from other chapters to know they are welcome at our meetings on the second Wednesday each month at 38 Park Ave., Paterson.

ESSAY continued
these inherent advantages should place the railroads in a good financial position but that this is not so for these reasons:

(1) Trucks many times are given a rate advantage by law; (2) railroads' often cannot make necessary rate reductions because the proposed rate may effect an entire territory, may be below the out-of-pocket cost of the service or because minimum restrictions might prevent the proposed rate; (3) motor carriers can select higher-rated types of freight where railroads are obligated to carry whatever is offered; (4) service by truck often is faster (i.e., 20 miles per hour by rail from New York to San Francisco, 30 miles per hour by truck); (5) tax burden of railroads compared to trucks is twice as heavy; (6) competitors of railroads are subsidized by the government; (7) strict regulation governing railroads.

Mr. Kangas suggests the following remedies: (1) Giving the railroads more leeway in establishing their rates; (2) enforcing all common carriers to haul all the traffic that is offered; (3) reducing delays at road terminals and transfer yards; (4) improving transportation tax laws; (5) changing the transportation subsidy policy; (6) modernizing Interstate Commerce Act.

The contest winner closes his essay with the conclusion that these improvements would give the United States better and more economical transportation by capitalizing on the inherent advantages of each form of transportation.
How Erie employes can become good Erie salesmen

Here are three ways you can help get business for your railroad

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

How Erie advertising helps to make friends and customers

Erie's advertising program is planned to cover the several facets of the railroad's business—and is the low cost way to make the Erie salesmen's calls more efficient and to keep the Erie's famous trade mark before the public.

Erie's freight sales campaign helps the sales force in the job of getting more freight business on-line and off-line. Another campaign helps attract new industries with their factories and warehouses, along the Erie's right-of-way. Another campaign is beamed to influence Erie's passenger business and Erie's advertising helps to improve public relations throughout the territory served by the railroad.

These advertisements appear in national and business magazines with a large circulation of readers and appear consistently throughout the year—an investment that pays off in better business for the railroad.
Call it just plain luck, if you will, that when the Erie Railroad was laid down over a hundred years ago its route was projected through some of the finest scenery in the Eastern United States. The picturesque scene above, along the Canisteo river east of Hornell, N. Y., is typical of the scenic spots along the Erie the traveler enjoys. The railroad at its eastern end follows the picturesque hills and the magnificent valleys of the Delaware, Susquehanna, Canisteo, and Allegheny rivers for miles and miles. Those who appreciate scenery know that these valleys are among the finest and most lovely in the East.

Traveling through this area on Erie trains is a most rewarding experience . . . and it costs nothing extra.

Erie's modern all Diesel passenger trains operate on convenient daily schedules between Chicago, Akron, Cleveland, Youngstown, Meadville, Jamestown, Corning, Elmira, Binghamton, and New York.