AS SOME OF YOU MAY KNOW, I recently spent some time in the hospital. While it is not an experience to which one looks forward with pleasure, I was greatly impressed with not only the efficiency but also the obvious friendliness of those who cared for me—and also the fact that they were of various religious faiths, national origin, and racial background.

It may be that as we get older we increasingly feel the human need for the friendship of those with whom we are in daily association. It will surprise you to find how much those for whom you work, those who work for you, and those who work beside you on the job, all want your friendship. There are surprisingly few exceptions to this—in spite of those who try to sow seeds of discord, envy and hatred.

I am sure many of you have seen evidence of your management’s policy to continually further improve working conditions as dollars can be made available for this purpose, but only the men and women of Erie can make it a friendly place to work.

G. W. Johnston
Our Objective

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

RAIL ENDS

Ever hear of the term “reacher” in railroading? Webster’s dictionary does not carry a definition for it. As used in railroading, it means a string of cars powered by a locomotive to “reach in” and make connection with a car or cars on a track where the locomotive cannot operate.

During the 1954 baseball season the 16 big league teams will travel about 200,000 miles—about 90 per cent of it by train.

About 25,000 passenger and freight trains are operated on the American railroads every day. These trains carry more than a million passengers and total nearly 90 million miles each day. Also, each day they move more than 10 tons of freight one mile for every person in the United States.

When the Oregon State College basketball team traveled to Ohio last January, a western railroad had one of its Pullman cars altered to provide special berths nine feet long for these boys whose average height was 6 feet 8 inches. The tallest was 7 feet 3 inches.

One of the well-known characters in a town in western Canada is Brother Joe—a black bear that hibernates every winter under the platform at the railroad station.

THE COVER—Summer along the Erie is a magnificent season. Pictures like this are common at almost any point on the main line between New York and Chicago and on the branch lines to Buffalo and other cities. Such scenery is especially plentiful in the East, where the Erie long has been known as “The Scenic Route of the East.” This photo was taken in the Hornell, N. Y., westbound freight yard, named the Woodruff Yard after Robert E. Woodruff, the Erie’s chairman of the board and former president. This photo was taken just as an ALCO diesel was pulling a westbound freight into the east end of the yard.
Here is an example to show that private industry and government can work as a team for the benefit of each and at no cost to the taxpayer.

This fact was clearly proved recently by railroads serving New Orleans and by city officials. A monument to this private industry-government cooperation is New Orleans' magnificent new railroad terminal, also the city's greatly improved traffic system.

The terminal itself is not the most important evidence of the cooperation. The unique manner in which the structure and complimentary facilities became reality is a tribute to the city and the railroads working together.

Oddly enough the city of New Orleans owns its new Union Passenger Terminal although it will not cost the municipality anything. It is believed that this is the first time that such a financial arrangement has been used and that New Orleans is the only city to own its union railroad terminal.

In order to undertake this unusual project, the city issued bonds amounting to $16,000,000 for the terminal plant. However, the railroads are pledged to pay the principal and interest on these bonds with the rent they will pay for use of the terminal. In addition the railroads will pay for operation and maintenance of the terminal.

In other words, there are no subsidies involved, and the city has a new union railroad terminal at no cost whatever to taxpayers. This arrangement could well set a pattern for cities to use in financing airports.

The bonds are to be paid for within 50 years. Since the city owns the station, there will be no taxes involved. However, after the bonds have been paid for, the railroads have agreed to pay rent for the terminal which will equal the amount of revenue which the city would receive if taxes were paid on the property.

In this way New Orleans has proved that governments can find a way to solve their perplexing transportation problems without stifling, by direct or hidden forms of subsidy, the spirit of private initiative and enterprise.

No Subsidies

The project does not compare in any way with airline terminals, waterways and highways which are paid for with taxpayers' money and not by the private firms which use these facilities. The railroads are paying the bill for the New Orleans terminal—at no cost to the taxpayer.

Actually the New Orleans union station and city improvement program cost a total of $57,000,000.
41-YEAR ERIE CAREER COMES TO END

Winding up 41 years of service with the Erie, C. K. Scott has retired as engineer M. of W., Eastern District. He was feted at a party recently attended by 420 in Paterson, N. J. This picture was taken at the party and shows, from the left, J. S. Parsons, ass't chief engineer, M. of W.; Blair Bloeckers, system chief engineer; G. C. White, assistant vice president; Mr. Scott, and T. J. Sanok, assistant general manager, Eastern District. A native of Kent, Ohio, Mr. Scott started as a transitman with Erie in 1913 at Huntington, Ind., after graduating from Rensselaer Poly.

TRUCKERS LOSE MAJOR DECISION IN RAIL SUIT

A Federal judge in Philadelphia on June 23 ruled against a major claim of big-truck operators in their $250 million anti-trust suit against the Eastern railroads.

U. S. District Court Judge Thomas J. Clary sustained railroad contentions that legislative activity could not furnish the foundation for an anti-trust case. A large share of the damages claimed by the truckers in their suit are alleged to have resulted from railroad legislative activity.

The railroad position which Judge Clary supported was based on the constitution's first amendment. The truckers' anti-trust philosophy "contradicts" and, if sustained, "would nullify" the amendment, the railroads argued successfully. (The First, or "freedom of speech," Amendment provides that "Congress shall make no law ... abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

Judge Clary's ruling sustained railroad objections to outlining their activities in connection with the Pennsylvania "big truck" bill of 1951, and Governor John S. Fine's veto of that bill. The truckers had claimed that defeat of the bill had cost them heavily. The railroads argued successfully that they had a constitutional right to present their views to the legislature.

Plaintiffs in the $250 million suit are the Pennsylvania Motor Truck Association and 37 trucking firms. Defendants are the Eastern Railroad Presidents Conference, 31 Eastern railroads, the public relations firm of Carl Byoir & Associates and others.

CONTROLLERS RENAME T. J. TOBIN AS V.P.

Thomas J. Tobin, vice president—finance and accounting, has been re-elected vice president and a trustee of Controllership Foundation, Inc., the research arm of the Controllers Institute of America.

Mr. Tobin served as a national director of the Institute in 1945-1947 and as a national vice president in 1946-1947. He was president of the Cleveland Control in 1943-1944.

Doctor, Ex-Erieman, Passes 90th Birthday

A former Erie railroader who became the most popular doctor in his community of Hawley, Pa., Dr. George T. Rodman recently passed another milestone in his lifetime—his 90th birthday.

The beloved Hawley resident has been a doctor for 68 years. Dr. Rodman worked for the Erie as a telegrapher when he was a young man. Several years ago he received a letter of congratulations as being the last living telegraph operator of the 1880s. He also has a life subscription to the Erie Magazine.

25th Anniversary

Mr. and Mrs. George Bopp celebrated their 25th wedding anniversary on June 5. Mr Bopp is a machinist's helper at the Secaucus, N. J., round house. To celebrate they had dinner and attended the theater in New York City, then had a reception at their home in Jersey City. The Bopps have three boys and two girls.
A CHAIN OF COURTESY

Remember the time the girl in the shop said, “Thank you,” and gave you a big smile. Her manner was so sincere you knew she really meant it.

So you went out and told the newsboy how well he was looking. Maybe you didn’t notice it, but the newsboy had a big hello and a smile for his next customer, an elderly gentleman who asked for change from a five-dollar bill in buying a paper.

Then, the man went down the street and, as he entered a building, stopped, tipped his hat and held the door for a woman. He was a picture of real old-fashioned courtesy, and she, in turn, glowed all over.

A series of events like this can be called a chain of courtesy. One act of thoughtfulness and friendliness induces another. They may be little things which alone don’t amount to very much. But slight as they are, they give the heart a lift. And taken together, they make the world a better place to live in.

Real politeness and courtesy cannot be legislated or brought into existence by orders from above. The Erie Railroad, for instance, didn’t get its reputation for friendly service just because one day an executive decided that courtesy was a good idea.

No, the Erie’s good reputation resulted from the everyday actions of Erie employees in dealing with their customers and the general public in a considerate and friendly way.

And to maintain this fine reputation, we have to continue to be a polite and courteous railroad family—all 20,000 of us. It is true that courtesy toward passengers and shippers is a more important part of certain jobs on the Erie than it is of others. Conductors, dining car employees, freight agents and ticket sellers are constantly in contact with our customers, and their manners are in a show window, as it were, all the time. But it’s up to the rest of us to back them up.

A friendly attitude is the essence of courtesy. The social forms, the etiquette and the fashions of courtesy may change, but the basic element of friendliness does not.

Perhaps one of the most important courtesy habits that any of us can form, is that of taking the time to say “thank you” to fellow employees for acts of kindness they may do for us. For if the truth were known, most people are hungry for appreciation, for simple recognition of a job well done. And alas, how seldom it is given! Call it thoughtlessness, lack of time, or simply a lack of understanding of people and how they react—to withhold appreciation is really nothing more than a form of selfishness. It is strange but true that some people are actually afraid to express their appreciation for fear they will be laughed at; that somebody will think they are courting favor, or that the person complimented will not value what they have to say. How wrong these notions are! Better by far to say the kind word and risk all consequences, for nine times out of ten it will prove to be the right thing. And, from the selfish point of view, this is the very best way to win friends and to smooth your own way through life. The only requisite is that your “thank you” or “well done” be sincere. So the next time you have that impulse to express appreciation, even if it’s to someone you’ve never met, or scarcely know, follow through! Do it immediately, before you forget. It

How the Erie's reputation for polite and considerate service grows as a result of your day-to-day actions

Smiling, efficient waiter pleases diners...
will only take a few minutes of your time to say the word, make the call or write the note, but the good results of your deed may last a lifetime.

**Part of Our Way of Life**

Courtesy, you know, is something that has always been important in American life. Despite the fact that we have had rough-and-tumble periods of frontier life and despite our democratic desire to dispense with the frills that have sometimes been part of European manners, we have never lost sight of the need for true courtesy. A good many of our leaders have written about it.

Many of Ben Franklin's maxims touched on the subject. Ralph Waldo Emerson wrote an essay in which he said, "Manners aid to facilitate life, to get rid of impediments... They aid our dealing and conversation as a railway aids traveling, by getting rid of all avoidable obstructions of the road, and leaving nothing to be conquered but pure space." He also pointed out that manners removed men from the quadruped state, getting them "washed, clothed, and set up on end."

George Washington, at the early age of 13, took a lively interest in manners and courtesy, compiling a document called "Rules of Civility & Decent Behaviour in Company and Conversation." This contained no less than 110 rules, some of which seem rather odd today.

But others are just as sound now as they were in 1745 when young Washington set them down. He was interested both in the virtues of cleanliness and thoughtful consideration of others, stating:

"Keep your nails clean and short, also your hands and teeth clean, yet without showing any great concern for them...

"Show not yourself glad at the misfortune of another, though he were your enemy."

And in a manner characteristic of Washington, he concluded his list with a timeless moral, "Labor to keep alive in your breast that little spark of celestial fire called conscience."

(Reprinted with thanks to the Baltimore & Ohio Magazine)
### HOW’S BUSINESS?

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(Based on figures reported to the Interstate Commerce Commission)

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**TAXPAYER continued**

Committee is responsible for operating and maintaining the station. It is made up of representatives of the railroads operating out of the terminal. Voting power of the railroads is in proportion to each railroad’s use of the terminal.

The station building cost $2,-250,000 with other facilities like yards, track re-arrangements, etc., bringing the total to $16,000,000.

The station is the stub-end type which means that all trains must back in and head out. Twelve passenger tracks with platforms and canopies serve 44 scheduled trains daily. The station building is 140 feet wide and 260 feet long with 94,000 square feet of floor area. It is completely air conditioned.

At the dedication ceremony of the station on May 1, E. S. Pennebaker, chairman of the terminal committee, said: “This union station is one of the noteworthy improvements in the long and glorious life of New Orleans. We thought, talked and campaigned over 50 years with the hope that some day the union passenger terminal would be realized. Now it has been.”

The benefits have been many for all concerned. The city has benefited by gaining new traffic ways, the railroads have gained consolidation of scattered stations and by release of land occupied by the old stations for potential use by industry, and the public has gained added convenience, both in having a central location to board or leave trains and in being able to move around the city on an improved street system.

Johnny Q. Taxpayer came out ahead on this one.

**Railroading**

**By The Hour**

At this moment thousands of passenger and freight trains are speeding across the nation, busily engaged in moving persons, goods and United States mails from place to place.

In each 60-minute period—day or night—the railroads receive for shipment around 4,370 carloads of freight and deliver the same number of carloads to destination.

Each hour these railroads perform the equivalent of transporting 69,-600,000 tons of freight one mile and 3,619,000 passengers one mile.

Each hour, on the average, the railroads receive for handling about 20,800 express shipments and 1,300,000 pounds of United States mail.

For every hour of the day and night the railroads pay out, on the average $135,000 for federal, state and local taxes; more than $200,000 for fuel, materials and supplies, and $611,000 in wages.

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*Eric Railroad Magazine*
Erie Donates Steam Locomotive In Drive To Rehabilitate Korea

One of Erie's giant steam locomotives is on the way to Korea as the Erie's contribution to the campaign of the American-Korean Foundation to help rehabilitate the country recently ravaged by the war with the Communists.

The locomotive was formally turned over to the Ohio committee of the Foundation by Chairman of the Board Robert E. Woodruff at a ceremony in Cleveland recently. In perfect operating condition, the locomotive was made ready for shipment by shop forces at Hornell.

Together with other carloads of material contributed by industrial firms, the coal burner will be moved to San Francisco where it will be transported by ship to Korea. American railroads are moving all materials contributed to the Foundation without cost as part of their contribution to the relief operation.

Erie's gift is a Pacific type K-1 steam locomotive with a 4-6-2 wheel arrangement. It is in good enough condition to render hundreds of thousands of serviceable miles to the Korean railways. The engine and tender weigh over 270,000 pounds. It was originally used by the Erie in main line passenger service between New York and Chicago, later in commuter service in New Jersey before it was replaced when our railroad became completely diesel powered. The engine has been in storage since it was completely overhauled at our Hornell shops two years ago.

The locomotive will be delivered to an Erie man now serving in Korea. He is Col. George B. DeGroat, deputy general manager of the 3d Transportation Military Service which operates the Korean National Railroad. He was a road foreman of engines for the Erie and is in military service on leave of absence.

PIGGYBACK STARTS ON ERIE AFTER I.C.C. OK

Delayed a month by order of a three-man division of the Interstate Commerce Commission, Erie's piggyback service started on July 14 after the full 11-member Commission reconsidered the case and unanimously agreed to suspend the order and allow the service to go into operation.

Piggyback, of course, is the much-talked-about innovation on the railroads which consists of carrying truck trailers on flat cars from one railroad terminal to another at the same rate as those charged by common carrier truck lines. If the service is a success, it is expected to be of major importance in railroading of the future.

The first piggyback shipment on the Erie was a trailer load of cleaning compound that moved to New York City from Chicago. It was a 28,350 lb. load and moved in Train No. 100, "The Flying Saucer," on July 14.

As reported in the July issue of the Erie Magazine, our piggyback operation was to have been inaugurated on June 16. Exhaustive preparations had been made and considerable equipment had been made ready over a period of several months to start piggyback. Then, at 4 p.m. on June 14, the division of the I.C.C. suspended our tariffs for the trailer-on-flatcar service, and we were forced to halt.

Following the go-ahead signal by the full I.C.C., Harry W. Von Willer, vice president for traffic, said, "We are ready to furnish trailers to shippers who indicated an interest in this modern transportation service before our tariff was suspended last month.

We are pleased that the commission acted promptly in approving the operation."

Mr. Von Willer named benefits to the railroads and the public which would result from piggyback, saying, "The advantages to the shipper are these: One, a trailer-load service based on competitive rates covering all commodities lending themselves to trailer-load quantities. Common carrier trucks take only the 'cream' traffic and do not publish rates covering all traffic. Second, the shipper will have an 'all-weather' transportation route. Third, the shipper will get a full line of service from a railroad which has been providing good service for many years.

"The public will also benefit, as it gets a healthier railroad industry which is important to everybody economically. Second, trailer loads are transferred from public highways to rails, leaving less-crowded highways for the motoring public."

In the interval between the two orders, our salesmen, of course, were unable to sell the service to shippers. Now, however, they will concentrate on piggyback, and it is expected many shippers will take advantage of the new service. A keen interest has been shown in piggyback, according to inquiries our Traffic Department has had from them.

Harry L. Gillis, machinist at Hammond, Ind., has completed 50 years of service with the Erie and has received a gold pass.
'A Three-Way Squeeze'

"America's railroads are being taxed to death, bargained to death and regulated to death"...

So said Benjamin F. Fairless, chairman of the board of the United States Steel Corp., in a talk at a luncheon meeting of the newly organized Committee of Railroad Suppliers in New York recently. The committee was organized by railroad suppliers to launch an intensive campaign to increase public understanding of the achievements and importance of the railroad industry.

By advertising and promotion, the Committee of Railroad Suppliers aims to point out how the railroad industry is doing an outstanding job, in spite of restrictions, regulations and other hurdles which interfere with its reasonable freedom to manage.

Charging that railroads "are caught in a three-way squeeze," Mr. Fairless used the following example as one illustration of unjust taxation in one state: "... A good many important railroads run through this state, yet I am told that all of these together do not earn enough money within that state to pay the taxes levied upon them there. They must bring in money they have earned in other states to pay their taxes...

Too Much Government

"When any industry... is subjected to that kind of governmental greed, then every industry—and every economic group among our people—should rise up and protest with all the vigor at their command, because they, in the end, are the ones who suffer most."

Railroad labor organizations also were discussed by Mr. Fairless, who said in part, "Railway workers... are entitled to a wage scale that is fully commensurate with the heavy responsibilities they bear.

"But through the great power of their unions—and under the sympathetic influence of political agencies—they have forced into their contracts a number of make-work rules and featherbedding practices which compel the inefficient and wasteful use of unnecessary labor. Their desire has been to open up more jobs for members of the union... but in actual practice the effect has been exactly the opposite.

"Waste and inefficiency can never promote job security; if today railroads were free to spend on improved service and new equipment the money they are forced to throw away on featherbedding, many thousands of new jobs would be opened up—in the steel industry, in the plants of other railway suppliers, and on the railroads themselves.

"Responsible and enlightened leaders of railway labor ought—in the best interests of their own members—to face up to the facts, and to correct intelligently the unwise and uneconomic provisions that have been written into their contracts. I know of no greater contribution they could make to the cause of full employment—no greater boon they could offer to the men and women who are now trying to eke out an existence on unemployment compensation payments.

"But..." Mr. Fairless continued, "the one great obstacle which seems to have been especially designed to block railway progress at every turn... is the antiquated—prehistoric—concept of federal and state regulation under which these roads are compelled, by law, to operate.

"A century or so ago... there was at least a valid excuse for subjecting them to governmental control in the public interest. But that was a whole century ago!

"Today railroads face tremendous competition... But because railroads were once a monopoly, they are still denied the right to compete freely and effectively against their rivals.

"Never within my memory have railroads been permitted to earn a fair and reasonable return—the kind of profit necessary to attract the venture capital a modern, up-to-the-minute railway system requires. The whole story of railroad earnings—under federal and state control—can be summed up in that tragic and familiar phrase: 'Too little and too late.'

Freedom To Compete

"I do not believe government regulation of railroads means government management of railroads. I do not believe a modern system of transportation in this age of jet propulsion can be developed successfully under the horse-and-buggy concepts of 19th-century controls. I do not believe freedom to compete should ever be denied to any American enterprise in any competitive industry."

Economically, Mr. Fairless said, railroads employ one out of every 25 workers in the country, 1,250,000 employees in all, making railroads one of the largest paymasters in the world, and that in addition the railroads are one of the top consumers of goods and services in the country.

"No other industry—not even the steel industry, Mr. Fairless stated, 'has junked and replaced so much obsolete equipment in recent years. And no other industry has plowed back into improvements such a high percentage of its earnings. In the nine years since the end of World War II, (Please turn to Page 20)"
Here are two large pieces of freight which broke loose in a box-car on one of our freight trains and caused havoc. It was an inexcusable waste of money, time and material. Who was responsible? Was it poor blocking? Was it an engineer's fault? By the time the damage was discovered, it was too late to find the person at fault. The point is this: If everybody does his job carefully there will be no damage on our trains.

'Stupid Waste'

"Loss and damage to freight is nothing but stupid waste."

In 1953 the Erie spent $2,580,000 to pay claims for freight lost or damaged, on the Erie Railroad—$1.58 out of each $100 revenue.

But!!—for every dollar spent to pay freight claims, $3, at least, is spent to pay other expenses caused by the same incidents; in other words, a three to one ratio.

Freight claim expense put $2,-580,000 of Erie income down the drain in 1953—other expenses caused by the same incidents put $7,700,000 more down the drain—a staggering total of $10,200,000 in one year.

What were the other expenses related to freight lost and damaged? They were—

1. Wrecks, no matter how caused, with expense dividing as follows:
   - Wreck train expense.
   - Repairs to track.
   - Repairs to equipment.
   - Repairs to telephone lines.
   - Expense of relieving crews.
   - Expense of rerouting passenger trains.
   - Expense of furnishing bus transportation for passengers.
   - Per diem on delayed freight cars.
   - Cost of salvaging and disposing of damaged freight.

2. Station expense, including salaries and expenses of OS&D departments.

3. Expense for recoopering at
   (a) Freight stations.
   (b) Recoopering of fruit and vegetables at stations handling.

4. Expense for sending misloaded forwarder or consolidator freight to proper destination—usually by Railway Express or by motor carrier.

5. Expense of repairing cars following impacts in yards.

6. Expense of lading adjustment and transfers following impacts in yard.

7. Expense of special inspections of lading at interchange points.

8. Expense of lading adjustment at interchange points.

9. Per diem and operating expense caused by incidents numbered in items 5 to 8 inclusive.

10. Expense of freight claim agent's department, including "district" offices, traveling expense, office facilities, equipment, etc.

11. Expense of loss and damage prevention activities.

12. Expense of inspection bureaus, such as the Railway Perishable Inspection Agency.

13. Expense of insurance premiums paid underwriters.

How are we doing in 1954 compared to 1953? $1.98 in 1954 (first five months), compared to $1.58 in 1953 (12 months).

How can we improve? How can we reduce Erie expense for freight lost or damaged on the Erie? Largely by every man doing his job in a way that will prevent damage to freight and equipment, and loss of freight. The incentives—customer satisfaction, company interest, self interest, competition.

IN ONE HOUR

The railroads continuously move a tremendous current of goods and people throughout the country. In each hour, day and night, they:

- Receive about 4,370 carloads of freight for shipment.
- Deliver about as many to their destinations.
- Move the equivalent of 69,600,000 tons of freight one mile.
- Transport, figuratively, 3,619,000 passengers one mile.
- Receive about 20,800 express shipments.
- Receive 1,300,000 pounds of U.S. Mail.
- Pay $135,000 in federal, state and local taxes.

The railroads paid out $96,382,000 last year for crossties.
Maintaining a straight-A average for four years, Julia Ann Gorman, daughter of Car Distributor D.H. and Mrs. Gorman, Marion, Ohio, graduated in June at Harding High School. She was one of three class valedictorians and was active as president of Future Teachers of America, National Honor Society, Tri-Hi-Y, Spanish Club, Girls Athletic Association, Quiver Staff and other activities. She plays the flute and piano, was a member of the all-state orchestra and received first rating in the state solo contest, Boening Green U.

At a testimonial dinner congratulations were offered to D. D. Leggett who has retired as foreman of the scrap and reclaim plant at Meadville, Pa., after more than 30 years service. Gifts were presented to Mr. and Mrs. Leggett who also was present with the two Leggett boys, Jack and Donald. In the picture, from the left, are, George J. House, assistant manager of stores; Mrs. Leggett, Mr. Leggett, and F. F. Forbes, supervisor of the plant, who presented gifts on behalf of the employees.

These two young men worked for the Erie at opposite ends of the railroad before entering service and met at 8th Army headquarters in Korea where this picture was taken. Left is Pfc. Russ Anderson who worked in Buffalo. His buddy is Pfc. Bill O'Dea, freight traffic, Chicago.

After 37 years with the Erie, Patrolman Frank H. Dayton (second from left) has retired. This picture was taken at a retirement luncheon for Mr. Dayton. Before the depression of the 1930s Patrolman Dayton had achieved the rank of captain. In the photo, from the left, are Retired Captain G. R. Kell, Patrolman Dayton, Superintendent of Property Protection and Fire Prevention F. B. Wildrick, Chief of Police J. C. Stearns, Eastern District; E. W. Kappmeier, Railcy Patrolmen's International Union local chairman, and H. J. Gleason, R.P.I.U. general chairman. Patrolman Dayton joined the Erie police force after serving on the police force at Middleton, N. Y.
This group gathered recently at an office party to congratulate Daniel J. Crowley, car distributor, Jersey City, who has completed 50 years of service with the Erie. Mr. Crowley is shown in the center of the picture. On behalf of employees and the railroad, Harry A. Bookstaver, superintendent of the New York Division, presented a pen and pencil set and a gold 50-year Erie pass to Mr. Crowley who started with the Erie when he was 14.

**Eriefolk in Pictures**

After 41 years of service with the Erie, Stephen E. James (second from left), motor car shop foreman at Meadville, Pa., has retired and was honored at a party recently. Mr. James is shown here receiving a plaque for his loyal years of service to the Erie. In the picture are, from the left, Grover James, a son employed in our shops at Susquehanna, Pa.; Mr. James; E. H. Ness, superintendent of work equipment and welding, Susquehanna, and Robert James, another son, Titusville, Pa. Mr. James also received luggage and a billfold.

This smiling gob is Elmer S. Corby, Jr. A.G.A.N., former switchman in our Buffalo yards, now stationed in Hawaii. His father is Elmer S. Corby, Sr. retired Buffalo Div. engineer.

Joyce Ann King, daughter of Mr. and Mrs. Victor King, Meadville, Pa., is engaged to Edward M. Lang of Detroit. Mr. King is an electrician. Joyce Ann is a WAVE and is stationed in San Diego, and her fiancé is in the Navy stationed at Pearl Harbor.

August, 1954
RAILROAD SAFETY

Erie Mem Clobber Injury Jinx During First Half of 1954

**SAFETY RECORD**

<table>
<thead>
<tr>
<th></th>
<th>1954</th>
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<th>1953</th>
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Erie employes can end the year with one of the best safety records in the company's history if they continue their safety alertness and maintain or better their present personal injury ratio during the remaining months of 1954.

Milton G. McInnes, vice president for operations and maintenance, states that Erie employes are in fourth place among all railroads in the United States with more than 20 million man hours. The Erie finished the year 1953 in seventh place.

"We are proud of our employees' safety performance so far this year, but there is still room for improvement," Mr. McInnes said. "We owe it to our families, our fellow employes and ourselves to constantly think, work and act safely at our assigned duties in the interest of preventing human suffering."

The Erie personal injury ratio for the first four months of this year was 3.42 per million man hours. This figure is only .8 of a point higher than the railroad in first place.

According to unofficial standings, Erie employes are maintaining a pace far ahead of last year. In the first half of this year there were two employe fatalities and 65 were injured. This represents a 33 per cent improvement in reportable personal injuries over the same period last year, according to H. E. Shaughnessy, safety agent. In 1953, one employe died and 97 others were injured in the first six months. So far in 1954 there have been 32 fewer personal injuries.

**RAIL SAFETY**

Railway travel in 1953 was four times safer than air travel. The fatality rate by rail in 1953 was 0.14 per 100 million passenger-miles, as compared with 0.56 for domestic scheduled air lines.

No matter the price
No matter how new
The best safety device
On a railroad is "you".

**Safety Personality of the Month**

Youngstown Yard Conductor Gerry Lambert.

In talking over the matter of safety, Mr. Lambert emphasized the importance of looking out for the safety of your fellow-worker. No yardman should take unnecessary chances. In addition, he states, "I take great care in properly instructing the new employe."

Conductor Lambert, as well as the members of his crew, have had no personal injuries for a period of 24 years. For this outstanding performance Gerry was recently awarded his 24th consecutive Safety Honor Roll Certificate.

Mr. Lambert is married and the father of a teen age daughter.
When A. S. Moore (right), engineer on the Marion Division, retired recently after 41 years with the Erie, one of the first to congratulate him on his last trip was his son, D. Z. Moore, conductor on the Marion Division. The retiring engineer started with the Erie on Sept. 9, 1912 and now hopes to do a lot of fishing and traveling — on trains.

Fellow Veterans:
Looking forward to meeting old friends again is a pleasant anticipation.

Some of the system officers met with Bill Tarr and made final arrangements for the annual outing Aug. 14. General Chairman Frank Belling thought the bull looked in pretty good shape and ready to give some of you husky guys and girls quite a tussle. Frank says that with the full cooperation of his committee a grand time can be expected for all. A full slate of games and events is mapped out, including the lakefront cafeteria which will be open year, including the lakefront cafeteria all day June 18 at the Gordon Knight cottage at Webster Lake. A large table was laden with food and a serve-yourself meal was enjoyed on the lakefront at noon. Twenty-two auxiliary members and five veterans attended.

At the business meeting, Chaplain Mrs. George Dinius offered prayer. Chairman Mrs. Bert Thorn read a poem, "The Builder." Secretary Mrs. Harry Ellerman called the roll and read the minutes of the last meeting.

Mrs. Hubert Kelly sent a card thanking members for cards received during her illness. Mrs. George Rupright and Mrs. Vally Johnson were reported sick. New members admitted to the auxiliary are Mrs. John Ross, Mrs. Fred Jenks, Mrs. Fred Gump, Mrs. Harry Ellerman, Mrs. R. A. Hunkiecutt, Mrs. J. O. Hubartt, Mrs. Arthur Ley, Mrs. William Sutton, Mrs. George Teems, Mrs. Ovid Young, Mrs. J. M. Zent, Mrs. Fred Jenks and family, Mrs. John Ross; veterans Leroy Dolby, H. A. Teems, George Dinius, George Heitz and Harry Ellerman; hostesses, Mrs. Gordon Knight, chairman, Mrs. E. Buckner, Mrs. H. A. Teems, Mrs. Bert Thorn, Mrs. Harry Bowers, Mrs. Clarence Smith, Mrs. George Dinius, Mrs. George Heitz.

The next regular meeting will be Sept. 17. Hostesses will be Chairman, Mrs. J. O. Hubartt, assisted by Mrs. R. A. Hunkiecutt, Mrs. Harry Ellerman, Mrs. George Teems, Mrs. J. M. Zent, Mrs. John Ross.

Youngstown
By R. P. Reebel
At least 160 veterans and families were on hand for our 14th annual family picnic June 18 and had a splendid time.

Our 12th annual stag picnic will be Sunday, Aug. 22, at our picnic grounds on the Lowellville-Hubbard road .6 of a mile south of Route 422. The charge will be $1.50 per person and you may bring a friend. There will be lots of fun, plenty of refreshments and food, including the best sweet corn you can get. Festivities start at 1 p.m., E.S.T.

Meadville
By R. C. Miller
At the regular meeting June 24 Mrs. Pearl King was dinner chairman, assisted by Mrs. Susie Thomas, Mrs. Flossie Ebel and Mrs. Margaret Gohley. John Mudger was greeted with the "Happy Birthday" song.

Albert Haury, retired machinist, who was in Florida for the winter, attended the meeting.

Sympathy is extended to the family of Harry Harmon on his recent death. Members are reminded to get their dues card from Ticket Agent Robert O'Grady so they can participate in the festivities at the system picnic Aug. 14 at Conneaut Lake Park.

Buffalo-Rochester
By Ruth Nise Munger
The L. M. Soules and H. I. Moyer celebrated 31st and 32nd wedding anniversaries last month. The Moyer's also spent a week end in Utica, N. Y., in June, attending the wedding of a niece and helping his father celebrate his 85th birthday.

Get-well wishes to Henry J. Schultz and Paul Wertman who are convalescing after being hospitalized.

Seept. C. S. Kinbacher spent a June week end fishing at Gananoque, Ont. Other vacationers, Charlie Schaefer, Bill Eisenhut and Bob Summington, just resting and getting acquainted with new surroundings, retired Telephone Supervisor Fred C. Hirt enjoying the southern air in North Carolina.

D. W. Kirkendall's spare time is taken up as chief warden, Civil Defense, Southeast Districts 8, 9, 11 and 15.

Our sympathy goes to the family of retired Yard Switchman George Williams, who died June 2. He was 76 and had 45 years' service. Also to the family of Frank L. Klahn, re-

(Please turn to Page 23)
GUIDE STARTED
TIMETABLE FACES

When and where were lightface and boldface type first used to designate a.m. and p.m. in railway timetables? This question bobs up every now and then.


Previous to the March 1877 issue of the Travellers' Guide, all passenger train schedules were printed in lightface type. Beginning with the March issue of that year, the schedules of three railroads—the Rome, Watertown & Ogdensburg; the Boston, Clinton, Fitchburg & New Bedford; and the International & Great Northern railroads—were shown in lightface and boldface type to designate a.m. and p.m. times, respectively. In subsequent issues the schedules of additional railroads were set in this manner. The work was completed with the March 1879 edition.

Originally, the lightface figures in the Guide covered the time from 1 a.m. to 12:59 p.m., and the darkface figures started at 1 p.m. and ran to 12:59 a.m. This practice continued until the November 1918 issue when the present practice of showing lightface and boldface type to designate a.m. and p.m. times, respectively. In subsequent issues the schedules of additional railroads were set in this manner. The work was completed with the March 1879 edition.

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The Class I railroads will spend about $854 million for additions and betterments during the calendar year 1954, according to an estimate recently made public by the Interstate Commerce Commission. This is about 20 per cent less than actual capital expenditures in 1953.

RAIL QUIZ

1. In what state is the Lucin Cut-Off—Utah, Louisiana, or Missouri?
2. What is a Class Two Railroad—a privately-owned logging or mining railroad, a railroad which does not operate passenger trains, or a railroad with annual revenues between $100,000 and $1,000,000?
3. What metal is most commonly used in the wheels of railway passenger cars—wrought steel, chilled iron, or cast steel?
4. By what name are the "feelers" of a clearance car known—tell tales, cat's whiskers, or roundels?
5. How much did the railroads receive in 1953 for hauling the average ton of freight one mile—about 1½, 2½, or 3½ cents?
6. When was the Rail Diesel Car first placed in service on an American railroad—before, during or since World War II?
7. Is the Pocahontas region (referred to in railroad statistical reports) in the Eastern, Southern, or Western district?
8. Approximately how many passenger and freight trains are operated daily on the American railroads—15,000, 20,000, or 25,000?
9. Did railway taxes in 1953 amount to more or less than one billion dollars?
10. Where is the Cascade Tunnel—in Washington State, Colorado, or Massachusetts?

(Answers on Page 23)

The average freight train load in 1953 was 1,301 tons—the highest on record. This compares with 1,298 tons in 1952; 1,116 tons in 1943; and 702 tons in the 5-year period 1921-25.
CONFIDENT LIVING

By Dr. Norman Vincent Peale

Is life an exciting experience for you? Are you fascinated by people and by things? Can you honestly characterize yourself as an "agor" person? Have you mastered the art of getting a great thrill out of life no matter how old you are or how heavily burdened?

If your answer to any of these questions is in the negative, you're not getting what you should out of life. It is hard to understand how anyone can be dull or apathetic, living in this dynamic age. How can anyone possibly be unmoved and unthrilled by it all? It seems incredible that this amazing world should fail to evoke enthusiastic response in anyone.

I get a great thrill out of going to the circus at least once every year. And this year I was the guest of my friend, Beverly Kelly, one of the "big show's" famous publicity men. He is a very busy person and handles a multitude of details. "Beverly," I asked him, "do you enjoy this job? How long have you been at it?"

"Twenty-eight years," he answered. "And, as for enjoying it, it's a lot better than working." That's the way we all want to be, isn't it? Why, then, aren't we all that way? And how can we get to be that way?

It's a simple proposition. One reason that the thrill, the zest, the rapture, the fascination, the flavor and the joy of life depart, is because we allow ourselves to become so burdened down, so overwhelmed with a mass of things. An old lady I once knew put it very neatly when she commented, "Life is so daily."

You get up in the morning and go through the routine and infinite minutiae of the day. You worry about things, become plagued by anxieties and dwell under a haunting sense of frustration. That's the unhappy way many of us live, and of course this is depressing and completely unexciting.

But there are people who don't get that way. They seem to have a constant infusion of energy and enthusiasm. They carry life's burdens easily. What is their secret?

I have known many such people. They find their insatiable curiosity, eager interest and unquenchable zest in spiritual experience. It may be described in a line from the Bible, "In Him we live and move and have our being." When a person really finds God, he finds life that is perpetually interesting and exciting.

Out in the Southwest, U. S. Highway 77 disappears like a river of silver into the sunset. As it goes by, it passes a little town in Oklahoma. Today one of the most important spots in that town is Erwin Tucker's gasoline station.

I learned about Erwin Tucker and his gas station from an article written for the magazine Guideposts, of which I am the editor. The gas station looks like many others on any U. S. Highway any place in this country of ours. But there is one thing about it that is very different. This is a filling station where you can fill not only the tank of your car with gas and its engine with oil, but you can also fill your mind, your heart and your soul with courage and faith.

Erwin Tucker came back to Oklahoma from World War II with a lot of unanswered questions about life in his mind. Always a genuinely honest man, he describes himself, however, as "Knowing all the answers." He remembers himself as spiritually seeking for deeper understanding. Married and the father of children, he still could not find true peace of mind. He kept looking for something he couldn't seem to find.

Then one day, listening to the radio, he heard a preacher say that a man could take God as a partner. At first when he thought about it, the idea struck him as queer, different, strange. How could a man take Almighty God as a partner? But the idea stuck in his mind and somehow he began to live with God and feel a presence which gave him both peace and satisfaction.

Then he began to think about something else he had heard on the radio, this time from a Catholic. (Please turn to Page 20)
Shown on these two pages are the Eriemen at our Secaucus, N. J., diesel shops who service and maintain the diesel locomotives which operate in our huge eastern freight yards.

These men service and maintain the switchers which work the mammoth yard and also the road switchers which operate out of the shops. Service also is performed here on the mainline diesel road locomotives which roll in with the long freights from the west. Secaucus is the terminal point for these freights, and before the road diesels are turned for their return trip west, they are serviced by the Secaucus Eriemen.

Two machinists, Louis Larkin (left) and Charles Zura, lift a traction motor from a diesel truck for repairs.

Grinning Rudy Stoeckly, chief clerk, tends to some paper work.

At left John McCoy, machinist, tests a diesel air brake on an air brake test track.

Smiling broadly is Bob Stemple, machinist, shown removing an air box cover on a diesel switcher engine.
Fred Bieber, machinist, hones a diesel locomotive cylinder.

Ray Gebhardt (left), general foreman, chats with George Plog, painter, who is touching up the famous Erie diamond on the front end of a diesel switcher.

Dispatch Clerk Dick Conklin posts crews on the engine dispatching board.

Charlie Strahle, machinist, works in the pit on a diesel switcher.

Machinist George Bopp cleans a diesel cylinder liner at the left.
the railroads have spent $39 billion on maintenance alone, and another $10 billion on modernization of their facilities. "Railroad men tell me quite frankly that they are spending five times their present outlay for maintenance and improvements. They also tell me that they have a long list of projects which would yield a saving of up to 25 per cent in operating costs; and that these savings could then be used to finance additional improvements. They say that these projects are ready and waiting to go, as soon as funds are available. But these funds are not available.

Then Mr. Fairless said that the big reason for this situation is that the railroads are "taxed to death, bargained to death and regulated to death."

**SQUEEZE continued**

**OBITUARIES**

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**Dr. Peale continued**

lic priest, Father Peyton: "The family that prays together stays together." So he put up a small altar in his house and gathered his family about it every morning and evening to talk to God, their partner.

Word of Erwin Tucker's family altar began to get around. One day the boys at his gas station asked him if he couldn't put one up for them right there. Tucker and his assistants numbered three white men and two colored men—all Protestants—so they put up a Protestant altar in an empty room previously used to store junk. Somehow, the customers found out about this room and began to drop in for a moment of quiet prayer. There were Jews and Catholics among them. The little town has neither a Catholic church nor a synagogue, but Erwin Tucker went to Oklahoma City and talked to a priest and a rabbi about the symbols of devotion appropriate to those faiths.

Today there are Catholic and Jewish altars too, but all it says over the doorway to that room is "Prayer." And thousands of people traveling along Route 77 have stopped at Tucker's and found the presence of God. A department store owner was among them and now has a prayer room in his store; an officer of a great manufacturing company was inspired to put one in his factory; and the state's safety officers found that drivers who came out of that room drove better, because a man with peace in his mind and heart has better control of himself and his automobile.

As you read this, there is probably someone in Erwin Tucker's filling station filling up with prayer, power and faith. This layman has made his place of business a place of God and a living demonstration of the magic quality of faith.

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**"Gandy Dancers"**

The term "gandy dancer," applied to railroad section workers, originated in Ireland and was used mainly with reference to the Irish, according to Thomas C. Carroll, president of the Brotherhood of Maintenance of Way Employees. Railroad track crew

men used to work in unison, and they sang while they worked. The rhythmic movements of their bodies while shovelling and stomping, and singing, made it look as though they were dancing.

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RAIL FAMILY'S
PRODIGAL SON
RETURNS HOME

For 19 long months anxiety, fear
and despair pervaded the home of
Mr. and Mrs. D. D. Jernigan in
Helena, Ark. Jernigan is a railroad
worker. In May 1952, their son,
Charles, age 15, disappeared from
home. The boy was an average stu-
dent at school, popular, jolly, full of
life. Had he met with some awful
death? Or had he run away from
home? In the hope that he was still
alive, his parents wrote letters to
railroad magazines and journals ap-
pealing for help in finding their son.
Some of their letters were published.
The family also checked with FBI,
the Social Security Administration,
and police departments in many
cities. One letter was addressed to
National Broadcasting Newscaster
W. W. Chaplin. Early in December
Chaplin wired the distressed parents
"Using your story 'Report of Amer-
ica' Sunday, 13th. Million to one
shot, but worth try. Best wishes."

In his "Report of America" broad-
cast, Chaplin addressed himself
to
Charles Jernigan and all other boys
who had left their homes under sim-
ilar circumstances.

"Listen, kids," he said. "You've
done a worse thing than the Prodigal
Son did when he squandered his sub-
stance and went living with the
swine. You've broken human hearts
of those who loved you best.

"But you still can come out of it
just the way that Prodigal Son did.
And I'll bet you'll find the fattened
calf waiting for you. Try and think
ahead. You're going to be grown
up pretty soon, marry, have children
of your own.

"Project yourself into the future.
How would you feel if a son of yours
did to you what you've done to your
parents? And now's the time to fix
it. Twelve days to Christmas. Hit
the road, Charley Jernigan . . . you
can get anywhere in 12 days. Hit
the road and head for Helena and
home. Here's a chance to do a bet-
ter thing than you've ever done to your
parents? And now's the time to fix
it. Twelve days to Christmas. Hit
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parents? And now's the time to fix
it. Twelve days to Christmas. Hit
the road, Charley Jernigan . . . you
can get anywhere in 12 days. Hit
the road and head for Helena and
home. Here's a chance to do a bet-

grams from Helena. One read:
"BEST NEWS OF 1953. CHARLES
HEARD YOUR BROADCAST, RE-
TURNOE HOME 27TH. BEST
WISHES TO YOU. D. D. JERNI-
GAN." The other read: "SO HAPPY
TO BE REUNITED WITH MY
FAMILY RESULT OF YOUR
BROADCAST. BEST OF EVERY-
THING TO YOU. CHARLES JER-
NIGAN."

LADY RAILROADERS
MEET IN CLEVELAND

The Cleveland Chapter of the Rail-
way Business Women's Association
will be hostess to clubs in District
No. 2, comprised of Columbus, Cincin-
nati, Toledo, Indianapolis, Detroit,
Buffalo and Cleveland, at a district
conference banquet in the grand ball-
room of the Hotel Statler, Saturday,
Sept. 11 at 6:30 p.m. Due to the
rapid growth of the association in the
past few years it has been necessary
to divide it into districts and this is
the first formal meeting since that
time. Members of other chapters
throughout the country have been in-
vited as well as officials and their
wives from railroads represented.

Speaker for the evening will be
K. A. Borntrager, vice-president for
operations and maintenance of the
New York Central Railroad at New
York. Johnny Andrews and his
"Bandwagon" with Jackie Lynn will
furnish entertainment. A sightseeing
trip of Cleveland has been planned
for the out-of-town guests for Sun-
day, Sept. 12, followed by brunch at
the Lake Shore Country Club with a
program which will include a talk by
Elizabeth Luft, fashion editor of the
Cleveland Press.

The freight car fleet owned by
the American railroads would form a
train long enough to encircle the
United States, with several hundred
miles of cars to spare.
Sir:

... Eric, Pa., is the home town of my wife and myself. My daughter resides in Erie and makes frequent trips to Barberton [Ohio]. It is very difficult to travel between Eric and Barberton. A bus requires transfer at Cleveland and Akron, with the attendant discomfort. Traveling by train between Erie and Cleveland, thence bus, requires a taxi in Cleveland—more comfort and expense. I sold my daughter the idea of using a bus from Erie to Cambridge Springs, and Erie Railroad to Barberton. I just sold my wife the same idea. She just made a trip to Erie via your line to Cambridge Springs where she was met by automobile. On the return trip she traveled by bus to Cambridge Springs. The bus stopped right at your station. Your ticket agent assisted her on the train. One of your employees at Barberton assisted her and called a taxi for her. She had lunch on the train, and arrived home completely relaxed. None of your employees know my wife, so it is usual good Erie service...

As you know, part of my job is to assist in routing Babcox & Wilcox Co. business to and from its various plants... as well as shipments for vendors.

While I have always been a good friend of the Erie, the courteous service accorded my wife and daughter helps to cement that friendship...

This illustrates how the boys in passenger service, by courteous treatment, not only act as solicitors for passenger business, but far more important, solicitors for freight business.

The moral to the story is, treat all travelers with courtesy. It costs nothing and it may pay big dividends.

My compliments and thanks to your ticket agent at Cambridge Springs and your capable employee at Barberton. Let them know that their efforts are appreciated, and I assure you their action has already paid dividends.

Charlie Hudson
Barberton, Ohio

That justifies college education.

She raves with all the enthusiasm of her age and sex of the wonderful train equipment, the helpful courtesy of your employees, the cleanliness of the cars and their modern conveniences, the smoothness of travel.

As for me, I have the bliss of remaining in bed until two minutes before the train is scheduled to arrive, knowing from daily observation that the train will arrive exactly at 7:44 and that I can get there in two minutes instead of and without the headache due to driving into New York City or Newark. My only regret is the last years, for this is my second daughter to go to Wooster College.

Randolph B. Brown
Ridgewood, N. J.

Erie Railroad Magazine
Conductor at Hammond Retires

After 40 years of service with the Erie, J. B. Hill, conductor at Hammond, Ind., has retired. He is shown here with fellow employees on the job. In the picture are, from the left, J. Fritts, fireman; A. J. Kirkpatrick, crewman; J. M. Moonshower, assistant superintendent; Mr. Hill; Ernest Wartenka, crewman, and R. L. Woodall, engineer. Mr. Hill’s son, Joseph, Jr., is an Erie yard brakeman at Hammond, and Mr. Hill also has worked at Chicago and Marion, Ohio, starting with the Erie as a clerk.

Aug. 1954
Puns “N” Patter...

AT ALL ERIE STOPS

ALLEGANY-MEADVILLE

SALAMANCA, N. Y.

Erie men who fished in Hollow Lake, Ontario, the week of May 24 and brought back 22 lake trout each weighing between two and three pounds, were Conductors Harold Groat and Stanley Sipko, Shopmen Paul Polaski and brother Carl. Engineer E. B. Bigay and Expressmen Carl Schaefer and Alvin M. Hadley.

Retired Yard Clerk Cole Delisle and wife spent a couple of weeks in June visiting Mrs. and Mrs. R. Olmstead in New Orleans.

Meadville Division Trainman R. E. DeMaison caught a 17-inch brook trout June 5 in Sugar Lake Creek, Pa. The boys say Conductor Ernie Hall caught the fish and gave it to DeMaison. How about that, R. E.?

We regret to report the death of Al G. Houck, retired yardman, in Eustis, Fla., June 9. He leaves no close relatives.

Meadville Division Conductor Ike Mann sent greetings from “deep in the heart of Texas.” He reported that it was plenty hot and dry there.

Yard Conductor A. F. Rojek has built a two-car garage, but we see no cars in there. Where are they, Tony?

ROAD FOREMAN’S OFFICE

MEADVILLE, PA.

Congratulations to W. J. Fultz, locomotive fireman, and wife on the arrival of a daughter May 25 (Anna Marie).

Mary Louise, daughter of Engineer and Mrs. R. W. Rider, and Noel Peters of Greenville were married June 12 in the Grace Methodist Church, Meadville.

Engineer J. J. Crawford and family enjoyed a motor tour in the Canadian Rockies during vacation. Mr. and Mrs. H. F. Mitchell also plan to visit points in Canada during their vacation. Other vacationers are W. R. Frampton, C. J. Dill, N. J. Highby, G. H. Deshner, Jr., F. W. Porter, E. A. Jennings and G. S. Jones.

PASSenger TRAFFIC

NEW YORK, N. Y.

By John De Vaal Malefyt

A dinner honoring members of “The Lake Cities” bowling team which represents the Erie in the New York City Association of Passenger and Ticket Agents was held June 26 at the Blue Hills Country Club, Orangeburg, N. Y. Among those attending were John H. Dimke, assistant general passenger agent; Joseph N. Monzel, steamship agent; Bert L. Cypher, assistant ticket agent, 17 John Street; George Krom, general agent, Passenger Department, Jersey City; Donald Campbell, traveling passenger agent, and James Fields, General American Transportation Co. representative.

Tom Whalen, second trick ticket clerk, attended the graduation of his son, Tom, Jr., June 16 at the Bloomfield, N. J. High School.

Frank J. Alger, assistant ticket agent, used part of his vacation to paint his home at Woodridge, N. J.

Post cards from Chris Schmidt, referrals steamship passenger agent, and wife indicate they are having a fine time on their European trip.

CLEVELAND, OHIO

By Steve Tischler

Virginia Higgins left New York recently by Pan American Clipper for Paris and a European vacation, including a motor tour to Switzerland, Milan, Venice, Florence, Rome, Naples, Peppoli, Genoa, Monte Carlo and the French Riviera. After the tour, Ginny spent a few days with relatives in England, then boarded the S. S. United States in London for the return voyage.

Terry A. Dilske, junior clerk, spent a week end sightseeing in New York (first trip) and returned to work the following Monday with a stiff neck.

We are all glad to see Lloyd Crosby back to normal again. The cast has been removed from his ankle and he has discarded his crutches.

Jean Doyle, stenographer, is the proud owner of a new 194 Ford Mainliner which she bought on a recent trip to her home town, Greenville, Pa.

Fare Clerk George Bach spent a week of his vacation house-hunting and found one in suburban Fairview Park. Dot McNally also is a new house owner. Hers is in suburban Berea.

KENT DIVISION

AKRON, OHIO

Congratulations to Mr. and Mrs.

FRUIT CROP SUBJECT OF VISIT

Shipment of California fruit on the Erie was the subject when this picture was taken recently as Peter J. Napoli (left), perishable traffic manager, talks with Fred Read, assistant manager of the California Fruit Exchange. The picture was taken in front of a car of apricots from Winters, Calif., which the Erie brought from Chicago. Apricots are the forerunner of fruits which the Erie carries to New York on swift trains. The California Fruit Exchange routes about 1200 cars a year over the Erie from its headquarters in Sacramento, Calif. The fruit is displayed on a Chambers St. Erie pier in New York and sold through the New York Fruit Auction Corp. to New York area buyers.
F. K. Corlett (general agent) on the arrival of a grandson, William Kenneth Murray, June 11 in Hackensack, N. J.

E. K. Bennett, flag clerk, and wife attended the national Grotto convention in Pittsburgh.

Ronnie Hill, son of Yardmaster Roland D. Hill, won a gold watch for rendering a piano solo on TV. He also appeared on Jonnie Dixon's TV show.

Allen Hall, son of H. M. Hall, assistant chief clerk in the Revision Bureau, played the drums for the Boy Scout-O-Rama at the Rubber Bowl, which attracted 23,000 spectators.

Esther Martin, general clerk, spent a few days in New York City.

F. M. Smith, claim clerk, spent his vacation touring in Ohio.

MARION, OHIO

Sympathy is extended to P. E. Knauss, assistant chief dispatcher, and family on the death of his mother in Los Angeles. Also to E. W. Farley, assistant division clerk, and family on the death of his brother. L. L. Shepherd, chief clerk to division freight agent, spent his vacation catching the big ones at Traverse City, Mich.

We welcome Fern Lewis to the Maintenance of Way Department.

C. W. Sidemstricker, assistant chief clerk to division engineer, and wife Geneva, file clerk in the superintendent's office, spent Memorial Day in New York City.

W. A. Scribben, general foreman, spent his vacation with his parents in Belmont, N. Y.

Congratulations to Dick Clark, chief clerk to division engineer's office. They should have stayed home to catch the big ones at Traverse City, Mich.

At a meeting recently in the diesel shop assembly room, a charter was presented to the new Marion Chapter of Delta Mu Alpha, Transportation Fraternity, Inc. The organization is comprised of traffic men in industries in and around Marion who meet to study traffic and transportation matters. L. L. Shepherd, chief clerk to division freight agent, was installed as president and R. E. Hauptmann (stenographer in the division freight office), is secretary of the new chapter.

The Erie Trowel Club, Buckeye Unit No. 4, held a picnic at Lincoln Park for members and families, Saturday evening, June 26. Contests were conducted, prizes being awarded to Mrs. C. E. Dickson, Mrs. T. A. McLean and George Blake.

H. C. Smith, captain of police, has returned after a much needed vacation. Our best wishes for speedy recovery to Mrs. Smith who has been confined at home due to illness.

Patrolman R. L. Cleveland and wife spent their vacation getting settled in their new home.

MARION MECHANICAL

By Susan Baker

Sympathy is extended to the family of Howard L. Ault, retired pipelilter, on his death June 18.

We wish Charles E. Price, former diesel shop machinist, a long and happy retirement.

Congratulations to Mr. and Mrs. Harold Bosh (machinist helper) on the arrival of a son June 10 (Robert), also to Mr. and Mrs. Lewis Albert (machinist) who welcomed a daughter, Eileen Marie.

Charles M. Stubbs, assistant master mechanic, and Foremen Charles Dillon, Richard Neiderhauser, John Longnecker and Marion Turner attended a Cleveland-Philadelphia ball game recently. They should have stayed home as the score was 4-1 in favor of Philly.

The best of luck to Paul J. Cochard, machinist helper apprentice, who left June 23 for military service.

A recent office caller was A. L. Russell, retired machinist helper.

Good luck to Fern S. Lewis, vacation relief clerk in the diesel shop, who now is a stenographer in the division engineer's office.

Get-well wishes are extended to Mrs. H. B. Coon who has been under her doctor's care for nine weeks with a sinus infection. Mr. Coon is chief clerk to master mechanic.

Gerald M. Walker, machinist, and wife vacationed in Canada. James Hannegan, machinist helper, spent his vacation in Lincoln, Neb.

Carl Knell, assistant chief clerk, and wife attended a class reunion dinner at Gallon. It was Mrs. Knell's graduating class reunion. Larry Baker and wife Susan (Yours Truly) attended a dinner and dance at the Hotel Harding (his class reunion).


Service anniversaries: Paul Moran, 44 years; Arthur Lindeman, 43; Chet Spears, 36; E. Jewell and Curt Pace; 32; Dick Hann, 31; Don Whetro and P. O. Wilson, 30; M. Carrel and H. Woy, 29; Ivan Spires and W. Yergons, 25; C. McNamara, 18; L. Conklin, Ivan Hart and Dick Price, 18; Sam Tedesco, 12; Francis Lavery, 8; Bill Paterson, 7; James Fahey, Carey Lamham and Darrel Pierce, 4; Charles Boise, 2. Lewis Layman, George Miller and Elmer Opicka, one year each.

MARION CAR

By H. M. Robbins

It's a girl each for the Floyd Drakes (car repairer) and Richard Stanleys (box packer); a boy for the Don Lumbersons (box packer).

Roger P. Monroe, box packer, has enlisted in the Marines for a two-year hitch.

A few who observed birthdays recently are J. A. Ault, C. Everly, R. J. Hoover, A. H. Harbolt, Carl J. Jones, R. P. Lowry, W. E. Robbins, R. J. Smith, H. E. Smith, Jr., Tony Simpkins and Harry D. Stinebring.

OPERATING

VICE PRESIDENT'S OFFICE

Andy Brink enjoyed the cool breezes.
in "Good Old Sullivan County" [N. Y.] on his vacation and also visited his sister in Hancock.

Frank White's vacation will be spent at Collins Air Force Base, Alpena, Mich.

Alice Cunningham and friends have chosen a cottage on St. Catherine's Lake in Vermont for vacationing.

Byron Pierce is using his time (very profitably, we hope) around his new home in Rocky River.

Larry Blauvelt has received word that his son Bill arrived safely at Yokohama after a very rough trip. He was one of the few that escaped being seasick.

John Tanis went touring in his new Chevrolet, stopping at his brother's place in Paterson, N. J., and with old time friends in Ridgewood, N. J.

Shirley Seise Stanley, formerly with the Wage Bureau, paid us a call recently. Due to her husband's promotion, they are living in Mt. Lebanon, Pa., Pittsburgh suburb. From her appearance, it seems to be agreeing with her.

Some of our retired officers, D. J. Maley, R. M. Scott and G. H. Highley, dropped in recently to chat for a while.

Our deep sympathy to Walter Haire on the death of his sister in Hornell, N. Y.

MARION DIVISION
TRANSPORTATION
HUNTINGTON, IND.
By T. E. Poe
Division Clerk M. J. Stonebraker

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MARION DIVISION
TRANSPORTATION
HUNTINGTON, IND.
By T. E. Poe
Division Clerk M. J. Stonebraker

and wife spent a week's vacation motoring in northern Michigan.

Best wishes to Engineer J. M. Zent who retired June 18 after completing more than 45 years' service.

Helen Myers, clerk-stenographer, and Mrs. H. R. Herzog, wife of the engineer, spent the week end and Decoration Day in New York City. The most enjoyable part of the trip was attending Marble Collegiate Church and hearing Dr. Norman Vincent Peale preach his regular Sunday morning sermon.

Mary Jane Keefe, clerk-stenographer in the chief dispatcher's office, is back on duty after a vacation during which she and her sister drove to Colorado on a sightseeing trip.

HAMMOND CONSOLIDATED
By Grace Conole
Frank M. Vamos, janitor, and wife stopped in Tullahoma, Tenn., recently.

Best wishes go with Tony Karmanoff, M. of W. employe for 24 years, on his retirement June 10.

Division Car Foreman C. E. Knorr and family traveled to Pittsburgh, Pa., to see their 22-year-old son, Raymond C. Knorr, receive a pharmacist degree June 9 at the University of Pittsburgh. Congratulations.

Dorothy Marie Humphre of Hammond and Raymond H. Zency, son of Car Inspector Harry Zency, exchanged nuptial vows May 15 in a double ring ceremony at St. Joseph Church, Hammond. A reception at the American Legion Hall for 300 relatives and friends followed, after which the couple departed for a honeymoon at Farm-on-the-Hill in the Pocono (Pa.) mountains.

Fifty-four members and friends of the Chicago-Hammond Chapter of the Erie Veterans met May 27 at Neilson's Restaurant in Chicago. John Mickulas, vice-president, reported that the group enjoyed the entire program planned by the committee. Among the guests were the new assistant superintendent, J. M. Moonshower, and wife.

It was nice to see and talk again with retired Engineer Jimmy Mills when he stopped at the yard office recently while visiting with Hammond friends. Jimmy is in good health and enjoying life in their new home in Stewart, Fla. They moved recently from Dayton, Tenn.

Helen Liesenfeld, relief clerk, and daughters Grace Ann and Janet, stopped in Detroit, Buffalo and Niagara Falls, N. Y., recently.

MAINTENANCE OF WAY
By Maralene Trainer
We extend best wishes to R. C. Collins, leading work equipment repairman, Huntington, who has transferred to Meadville. We also welcome R. M. Dininny who replaced Mr. Collins here.

We are sorry to learn of the illness of Signalmen A. T. Mottinger and J. H. Wolfe; Carpenter Clayton Holbrook and Section Foreman P. W.

SPECIFY PYLE-NATIONAL
HEADLIGHTS • GYRALITES • LOCOMOTIVE ELECTRICAL FITTINGS
TURBO-GENERATORS • PLUGS AND RECEPTACLES
TRAIN CONTROL TURBO-GENERATORS
FLOODLIGHTS FOR ALL PURPOSES
PYLET CONDUIT FITTINGS
TRAIN LIGHTING SYSTEMS
MULTI-VENT SYSTEM OF DRAFTLESS AIR DIFFUSION

THE PYLE-NATIONAL COMPANY
1334 North Kostner Avenue Chicago 51, Illinois
W. L. Tighe Feted at Party

William L. Tighe (center), assistant general land and tax agent in our New York City office, who has retired, was guest of honor at a party recently at Ramsey, N. J. He had been with the railroad since Feb. 1, 1917. Others in the picture are, from the left, Mrs. Tighe, E. T. Butler, industrial commissioner. Mr. Tighe expects to catch up on some fishing and hunting.

Ellinger.

Congratulations to retired Track Supervisor A. N. Burgett and wife of Huntington who celebrated their 50th wedding anniversary recently at the home of a daughter and son-in-law, Mr. and Mrs. Grant Kelley.

We wish many happy retirement years to Trackman Anton Harmanoff and wife at Hammond, Ind.

14th Street, Chicago

By Chris Hardt

George A. Blaul, comptometer operator, is back on the rate desk after completing his Navy service, most of which was aboard the destroyer John Hood as disbursing clerk third class. Wanda Kelley, clerk in the cashier’s office, and children enjoyed a vacation in Tucson, Ariz.

John Novotny and family motored to Savannah, Ga., to visit a relative in the Marine Corps. John, our chief claim clerk, has a son, John, Jr., in the Army at Fort Knox, near Louisville, Ky.

Pearl S. Johnson, billing department, who retired recently after 43 years’ service, was presented with a Gruen wrist watch. William E. Smith, head of the rate department, made the presentation on behalf of employees and management.

John J. Brynda, general foreman, and wife celebrated their 25th (silver) wedding anniversary June 29. John, who has been general foreman here for the past 18 years, has three children, John E., 20, Adrienne, 18, and Eileen, 15.

Leo Gonyea, rate desk, and family spent part of his vacation moving into a new home in Austin, Ill.

Don Little, formerly of the rate desk, motored to Indianapolis Memorial Day with his wife and daughter, Linda Lee. Don severed his connection with the Erie June 1.

Leonard Pullano, chairman of the Protective Committee, B. of R. C., Victory Lodge No. 547, attended the annual system board of adjustment meeting in Jamestown, N. Y., June 22-23.

Eddie Chapman, of the Lifschultz Fast Freight Division, is preparing for his annual vacation in his home town, Elmira, N. Y.

An accidental cut at home in Lansing, Ill., has paralyzed the left hand of June Rossnagel, comptometer operator. She is working with the hand in a bandage.

Stanley J. Kearney, billing department, and Yotta Morris, stenographer-clerk, are hospitalized and we wish them rapid recovery.

Chicago General Office

By Curtis G. Pinnell

Helen Hill, passenger chief clerk, is about to launch into that popular mode of relaxation—golf. Recently she equipped herself with the necessary paraphernalia. After Helen and her husband return from a vacation in Daytona Beach, Fla., she hopes an ad won’t be necessary to rid her of the clubs.

Allan Anderson, “The Happy Wanderer,” returned to work July 6 after touring the West for three weeks. Allan was fascinated by the “attractive and charming” Dorothy Lamour whom he met in Las Vegas.

Gordon Miller has substituted a newer model Ford to stand in the tire tracks of his old Buick.

Nedra Troll is back after a refreshing trip to her home town, Youngstown.

Sympathy is extended to Frank Kovarik and family on the death of his mother.

Blanche Lewan, lately returned from a Mexican vacation, is telling the gals scintillating stories about a fascinating bull fighter, “Speedy Gonzales.” She has the 17th floor belles breathless and guessing as to how they understand one another’s lingo.

Birthday greetings to L. M. Schukel, general freight agent; E. R. Burton, assistant general freight agent; J. J. Oliver, commercial agent; Nancy Carlton, stenographer, and Phil Bateman, percentage clerk.

Mahoning Division

Youngstown Freight

By Maureen Pierson

Congratulations are extended to Bob Terrill and wife on their new family addition, a girl.

Mr. and Mrs. English have returned home after two weeks’ vacation in California. Other vacationers who returned recently are Mr. Darling, who made short scenic trips, and the correspondent who stopped with relatives in Saskatchewan, Canada.

A hearty welcome is extended to our new rate clerk, Jack Carney.

Bob Smith is recuperating after surgery. We hope he’ll be back with us soon.

M. of W., Youngstown

By Catherine Holbach

Francis Crowe, youngest son of P. L. Crowe, assistant division engineer, received a doctor’s degree in dental surgery June 2 at Loyola University, Chicago. He expected to report for service Aug. 1 at the Government Hospital in Savannah, Ga.

Robert J. Balchick now is track supervisor’s clerk at Waukewan. Carl Briggs has transferred to general clerk at Hubbard.

W. L. Luce, master carpenter, spent his vacation entertaining his parents from Sarasota, Fla.

Carmine Pallone, of Girard, extra gang foreman who retired in June after 41 years’ service, was entertained at dinner in the Venetian Restaurant in Youngstown July 10. Supervisor J. T. McCarthy made the gift presentation.

Meadville Diesel Shop—Signal Repair Shop—Motor Car Shop

By R. C. Miller

B. J. Murdock, retired boilermaker helper, was feted on his 80th birthday June 16 by his step-sons and their wives, Mr. and Mrs. J. H. Hilland and Mr. and Mrs. J. W. Hiland. Many friends also attended the party.

Mr. and Mrs. Frank Langley spent a vacation motoring in New England. Mr. and Mrs. J. R. Williams, who spent the winter in Florida, are up

August, 1954
CONGRATULATIONS AND BEST WISHES TO
KEN SHERR AND MARJORIE JOHNSTON
ON THEIR MARRIAGE JUNE 26. THE BRIDE
IS THE DAUGHTER OF BEN JOHNSTON, CARPENTER.
RUSCRAIG AND WIFE MORTED TO
ALTOONA AND JOHNSTOWN ON VACATION.
DAN ANTHONY IS BACK AT WORK AFTER AN ILLNESS.
CONGRATULATIONS TO MR. AND MRS.
TOM LEOGUARD ON THE ARRIVAL OF A BABY BOY (7 LB. 1 OZ.)
LEONARD BENTLEY IS RECOVERING SLOWLY AFTER BEING HOSPITALIZED.
MABEL SCHOLL SPENT HER VACATION LOOKING AFTER HER GIRL SCOUTS AT CANADOTA LAKE.
WEDDING CONGRATULATIONS: MR. AND MRS. A. T. TERRILL, 24TH ANNIVERSARY, JUNE 16; MR. AND MRS. SAM BRODZER, 32ND; MR. AND MRS. D. W. RIDGWAY, 38TH; AND MR. AND MRS. ANTHONY FERA, FIFTH.
GUY SIVERLING SPENT HIS VACATION IN CALIFORNIA, STopping WITH SONS AND DAUGHTERS.
CPL. DANIEL BADGER, SON OF JOSEPH BADGER, MACHINIST IN THE DIESEL WHEEL SHOP, WHO HAD BEEN STATIONED IN KOREA, NORTH FOR SEVERAL MONTHS.
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CPL. DANIEL BADGER, SON OF JOSEPH BADGER, MACHINIST IN THE DIESEL WHEEL SHOP, WHO HAD BEEN STATIONED IN KOREA, NORTH FOR SEVERAL MONTHS.
NURSE GRADUATES

Mrs. L. A. Henninger, daughter of Pearl McWilliams, foreman, Marion, Ohio, diesel shop, was graduated recently from the City Hospital School of Nursing, Cleveland, and is to join her husband who is stationed with the U. S. Navy at Jacksonville, Fla.

Yellowstone National Park, Wyoming. Annie Craney made her annual trek to Pontiac, Mich., where she visited with friends and relatives.

You're truly is cooling off at a cottage in the hills. If I'm not back by the end of September, come and get me. Remember what happened to Rip Van Winkle!

We're always glad to have visits from former associates. Doris Markert came in, looking as if being a full time housewife might be a pleasant occupation.

We rolled out the mat for Renilda Belden, key punch operator, who joined our ranks in June.

ACCOUNTING
AUDITOR OF REVENUES

By Jimmy Murphy

Sam Bergson has been having trouble with his heart again and is at home for a time. We hope he will soon be better and that his friendly face will be in evidence here.

It was good to see Jim Carlin who stopped in while on leave from the Army. After studying the far western timetables for months, Harry Stanton satisfied his yearning for those Rocky Mountain spots and enticed with his wife for a two-week vacation to the west coast.

We are happy to report that Charlie Lobravico soon will be back on the job after a serious operation. He had plenty of time to read during recuperation and is even better informed than before. Of course, John Badaracco will be given the benefit of all this new information. He in turn will pass it on to Jean Overin, and in the long run a lot of people will be enlightened, thanks to Mr. Lobravico's time being well spent.

Our former waybill abstractor Lora Lee Lempeke had her engagement finger decorated with a sparkler recently.

My Accident Policy
WHAT DOES IT PAY?

Today, while you are insurable, see if your protection is adequate in the face of existing conditions.

Railroad Department
THE TRAVELERS
Hartford, Conn.

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

RAILROAD ACCESSORIES CORPORATION
SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.
desk. The hot weather drove the boys to the barbershops for butch haircuts. Tom Busser, Bill Hill, John Badaracco, Joe Rangel and Tom Saunders are among the shorn, but the prize went to Chuck Walsh, whose hair was a mere rumor when the barber laid the clippers down. Dave Walsh, after a six-month sojourn in Cleveland, has returned to residence in Lakewood. Dave says he missed the rowdy crowd from Lakewood that he rides to work with. John Good has added a blacktop driveway to his Bay Village estate, another improvement to his already lovely home. Lou Roth is beaming from ear to ear. His son Joel, besides winning an Erie scholarship, was awarded two other scholarships on his graduation from Glenville High School. Sam Montgomery came up from Ravenna to say hello to us, much to the delight of his old friend, Pete Biederman. Pete has laid aside his violin during the hot weather, but assures us he'll be all practiced up by Christmas.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU

Our memories take us back to the day we played host to the boys and girls from the Cleveland Freight Claim office, so you will have to pardon us while we reminisce. The Cleveland ball players looked impressive in their blue and white uniforms and made a fine showing. One of the players told the correspondent to look for action in the eighth inning. He probably meant at the game next year. The girls from Cleveland are very attractive and we know that if a TV or movie scout finds his way to that office, the Erie will suffer a loss of personnel. The pretty number in the black bathing suit probably will remember the picnic every time she has soup. We are proud of our ball players who played so wonderfully. Zip Kearns, Bob Swall and Bob Nebelman are fast fellows on their feet. Buddy McGovern wore the most amazing outfit ever seen on a ball field. Joe Guitar, Bill Cook, T. Gaidis and Buck Rogers helped make the game interesting with their particular styles. John Roach performed as umpire in a manner that will be long remembered. John Wilson made a fine coach and we give a special thank you to John Scott for his excellent pitching. The affable bus drivers, Jimmy and Slim, of the Orange and Black Bus Co., are to be congratulated for getting the gang to the picnic and back safely. Members of Lodge 1230, their families and friends will remember the picnic as a day of fun for the entire family. The youngest babe (those honors belong, we believe, to Bob Cavanaugh) to the oldest had a wonderful day skating, swimming, eating and were all well-behaved. The water sprites, Mary and Julia Feeney, were sad to leave at the end of the day.

There were three ex-Erie men at the picnic, Jim Hughes, John Boyle and Denis O’Dwyer. We were glad to have them and we wish Dinty many happy motoring miles in his beautiful new Mercury. We are grateful to the owners of Penner’s Lake, to the chef and his staff for a delicious dinner, and for their courteous service. It was a day we shall long remember.

Despite the boasting and bragging by Fritz Peterson and others about the garden, we understand on good authority that he was ably assisted by his wife Shirley. Dorothy Marks is among the shorn, but Stitty has a new cushion for her chair. The surprise party at Mary Recktenwald’s turned out to be a surprise in more ways than one. Neil Cran dall thinking of going into the dog biscuit business, specializing in the ground T-bone style. Fred Schmitt and wife to Florida to visit their daughter and husband, Mr. and Mrs. Richard Moorehead, of Panama City. Mary and Jack Jones remodeling their house. Mozzy Jan, of the movie scout finds his way to that office, the Erie will suffer a loss of personnel. The pretty number in the black bathing suit probably will remember the picnic every time she has soup. We are proud of our ball players who played so wonderfully. Zip Kearns, Bob Swall and Bob Nebelman are fast fellows on their feet. Buddy McGovern wore the most amazing outfit ever seen on a ball field. Joe Guitar, Bill Cook, T. Gaidis and Buck Rogers helped make the game interesting with their particular styles. John Roach performed as umpire in a manner that will be long remembered. John Wilson made a fine coach and we give a special thank you to John Scott for his excellent pitching. The affable bus drivers, Jimmy and Slim, of the Orange and Black Bus Co., are to be congratulated for getting the gang to the picnic and back safely. Members of Lodge 1230, their families and friends will remember the picnic as a day of fun for the entire family. The youngest babe (those honors belong, we believe, to Bob Cavanaugh) to the oldest had a wonderful day skating, swimming, eating and were all well-behaved. The water sprites, Mary and Julia Feeney, were sad to leave at the end of the day.

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The entire office force was saddened by the official news that Edward Cummings, lieutenant in the Navy, has been declared dead. To his family we extend our sympathies. Deep sympathy also is extended to Dominick Torraco on the death of his brother Peter.

We had hoped Ed Farrell would be well enough to visit the office and receive from our local manager the Certificate of Employment from President P. W. Johnston, but since that wasn’t possible, Mr. Obermeyer made a special visit to Avon and presented same to Mr. Farrell. Ed also received a purse from co-workers in order for him to buy something to remember us by.

Francis Dunne is driving around in a dark green car these days and seems very fit ever seen on a ball field. Joe Guitar, Bill Cook, T. Gaidis and Buck Rogers helped make the game interesting with their particular styles. John Roach performed as umpire in a manner that will be long remembered. John Wilson made a fine coach and we give a special thank you to John Scott for his excellent pitching. The affable bus drivers, Jimmy and Slim, of the Orange and Black Bus Co., are to be congratulated for getting the gang to the picnic and back safely. Members of Lodge 1230, their families and friends will remember the picnic as a day of fun for the entire family. The youngest babe (those honors belong, we believe, to Bob Cavanaugh) to the oldest had a wonderful day skating, swimming, eating and were all well-behaved. The water sprites, Mary and Julia Feeney, were sad to leave at the end of the day.

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Gaugan spent a week end in Chicago, visiting an Army buddy.

Rita Connor became the fiancee of Dick Talbott June 19. Our quiet red-head with that radiant smile didn't say anything until we noticed how she was floating on air.

The office picnic was June 19 at Charlene Schek's farm in Medina County. Some 75 children and adults attended. Everyone marveled at the beauty of the farm and the crop of large strawberries. Mr. and Mrs. G. W. Thompson joined in the festivities and became very popular with the children as they handed out lollipops. In the afternoon, games were played, the baseball game ending in a 7-7 tie due to the excellent pitching of Frank Troyano and Don Budny. Some of the youngsters on the field were Tom Geary and Fergie Small who showed real athletic poise. All swimming enthusiasts enjoyed bathing in the beautiful spring-fed lake. Some fancy diving was done by Don Keisland, Tom Mayer, Tom Geary, Bill Fogleson, Vincent Dunn and Fergie Small. The prize dive was performed by Earle Smith which ended on the bank of the lake. Guess Earle didn't want to get wet. Bathing beauties from the office were on hand to enjoy the swimming, too. At evening, a large bonfire was built near the lake, weiners were roasted and everyone joined in community singing. Music was provided by Mr. Schek on his bass and son Al on the accordion.

Committee members who did a grand job and deserve hearty congratulations are Bill Fogleson, chairman. Tom Mayer, Charlene Schek, Dorothy Budav, Virginia Farson, Vincent Dunn and Don Reisland.

COMPTROLLER'S OFFICE
By Byron Webster

If everything went according to schedule, Blanche Midrach should now be Mrs. Richard Ahern. Plans called for Dick's speeding home from his station at Fort Knox, Ky., on a weekend pass July 9 to take his marriage vows with Blanche at the 10 o'clock Mass at Saints Philip and James Church July 10. When little Eddie Hyland signed up as batboy for the Erie Indians, he made a first-class fan of Dick. After the games depends on neighbor Bill's driving him to the park. No complaints, though, from Bill; he has found that watching a ball game is a lot more fun when the team you're rooting for is composed of fellow-employees.

Carl Lehmann became our trail blazer for the vacation season when
he and Mrs. Lehmann motored in New England with Cape Cod as their final destination. The Lehmanns enjoyed one day of ocean fishing, but were even more thrilled just viewing New England’s beautiful countryside with its narrow winding roads, neat white houses, and those poetically famous old stone fences.

Wyoming Division
By J. P. Roche

P. F. Dunnigan, Avoca conductor, spent his vacation on the west coast, stopping in Oakland, Los Angeles and San Francisco. Conductors J. A. McAndrew and T. J. Burke, and D. F. McCarthy, retired conductor, Avoca, spent their respective vacations at Atlantic City. Sympathy is extended to John Secora, trackman, on the death of his wife E. A. Keddie, conductor, Avoca, spent his vacation on the west coast, stopping with friends and relatives in Los Angeles. The correspondent attended the D. L. & W. convention at Hoboken June 12.

Sympathy is extended to the family of Herman Haberland, retired carpenter, who passed away June 26. Mr. Haberland was the father of C. C. Haberland, carpenter foreman, J. W. Rowan and J. A. Stewards, conductors, are recuperating at their homes after illnesses. Sophie Kunz spent the Fourth of July holiday at Mount Pocono, visiting with her niece. Angela Merrick spent the holiday week end at Mount Holly, N. J., with relatives.

Perlaborable Traffic
New York, N. Y.

Harold Angier, general manager of the California Grape & Tree Fruit League, and E. J. Pilz, project leader for the Plum Container Development Project, visited Piers 20 and 21 June 14 and 17. They were interested in two experimental shipments of plums in several types of experimental shipping containers.

Mrs. Joan Reter of Medford, Ore., was a recent caller, accompanied by the Reter Fruit Co. representative Bob Loos.

Fred Read, assistant general manager of the California Fruit Exchange, was a recent caller, accompanied by the representative from the California Fruit Exchange.

Mr. and Mrs. Lehmans were a recent caller, accompanied by the representative of the California Fruit Exchange.

Several old-timers dropped around the New York office.

Employment
New York, N. Y.

By V. T. Bustard

Our sympathy is extended to Joe Marsello and wife on the sudden death of their mother who resided with them.

Mrs. A. T. Dobler was persuaded to visit her dentist through the persistent efforts of Blake Rhodes. As a result, she is now convinced that teeth extractions really can be painless.

Mrs. H. E. Kelly, John Callahan and Blake Rhodes have returned from their vacation. Mrs. Kelly was at her son’s cottage in Connecticut, John went to the Jersey shore and Blake to the mountains of New Hampshire.

Marine
By Jesse E. Baker

Joe Vara, oiler on the tug Bing- hamton, is visiting his 94-year-old mother in Spain, his second trip home in 45 years. When he was asked if he would be able to recognize her, he said, “Yes, we exchange photographs every six months.” Joe has been with the Erie since 1927.

Mike Samanich, deckhand on the tug Paterson, also has gone to Europe to see his folks. Mike left so fast he didn’t give any of the details.

Several old-timers dropped around the New York office.
recently, William Schultz, tug captain; Fred Miller, tug deckhand; Capts. Ernest and Steve Rodgers, and William Shaw, ferryboat porter.

Georg W. Glover, Sr., 79, retired ferryboat deckhand (Rutherford), passed away June 24 at home in Nutley, N. J. A sad note too at the passing of William Weitzell, father of Walter Weitzell, ferryboat (Meadville) deckhand.

BUFFALO DIVISION

BUFFALO MACHINE SHOP
By Frank Halibeib

Sympathy is extended to the family of M. R. Glynn, general foreman at Port Jervis, N. Y., who died suddenly June 24. Three sisters and a brother are Buffalo residents, Mrs. Esther Boos, A. C., Agent Cook. After the tour, the class attended the safety meeting in the diesel shops. The children had been studying means of transportation and a tour of our East Buffalo yards and Buffalo suburb, with their teacher and family of M. B. Rowles.

BUFFALO TERMINAL
By Ruth Nise Munger

Bill Heather, telegrapher, who is at Camp Zana in Japan, was promoted to corporal in May. He is working the swing shift on the teletype switchboard and enjoying the scenery in his time off.

Night Watchman Mike Francescone and Patrolman John Czomhle are Buffalo residents, Mrs. Esther Boos, A. C., Agent Cook. After the tour, the class attended the safety meeting in the diesel shops. The children had been studying means of transportation and a tour of our East Buffalo yards and Buffalo suburb, with their teacher and family of M. B. Rowles.

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Walter S. Walter is on the mend after an operation at Camp Kilmer, N. J., shortly after returning from service in Korea.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP
By R. L. Hammond

The back shop closed the night of July 1 for the annual two-week vacation.

Clerical forces in the offices of the general master mechanic, general foreman, diesel shop, road foreman and car department, together with the supervision, held a steak roast at Stony Brook June 30. Games were played in the afternoon and at 6 p.m. Master Chef Frank Wofanger served dinner.

Sympathy is extended to R. W. Lockwood, pipefitter, on the death of his father and his wife. Also, to the family of John N. Ward, machinist, who passed away recently.

William J. Doran, machinist helper, retired June 3.

Guy Stuart, Jr., technician, has resumed duty after two years in military service, most of which was spent in Germany.

STORES

HORNELL, N. Y.
By Anietn F. Decker

John and Blanche Reynolds have our deep sympathy in the loss of their son Richard.

Welcome to Josephine Solinas, subbing for Arline Bell.

Capt. and Mrs. E. M. Jones, en route to California, stopped for a visit with their parents, Capt. and Mrs. W. Hahos.

Mr. and Mrs. E. J. McClain spent the holiday with their son Edward and family on Long Island.

We welcome A. L. Sorensens back to Hornell.

We’re hoping the Cliff Houses enjoy their new home in North Hornell.

Marie Collins, retired clerk, Meadville, spent a brief vacation with Claris Hawley, also retired.

Harry Bush spent his vacation at Cape Cod, Mass.

Happy birthday, J. F. Duffy, Helen Snyder, John Reynolds.

NEW YORK DIVISION

SUIT’S OFFICE, JERSEY CITY
By Mary A. A. Meyer

Mr. and Mrs. H. A. Rhoads attended commencement exercises at St. Mary’s High School in Rutherford June 17 when their daughter Virginia was graduated. Afterward a reception for the daughter was held at their home.

Mr. and Mrs. Daniel Sutherland (retired train dispatcher) moved last month to their new home in Largo, Fla.

We are glad to report that George Ameir is on the mend after an operation at Marymount Hospital in Cleveland.

Our sympathy is extended to the family of R. M. O’Fee, retired night general yardmaster, on his recent sudden death.

Best wishes to Joe Lusnia on his transfer to the general manager’s office as road stenographer and clerk, and to Ellen Mezey, stenographer here.
in Joe's place.

Thomas J. McConkey, former extra operator, who is with the Saudi Government Railroad at Dhahran, Saudi Arabia, writes entertainingly about his year in Arabia, its excitement, new customs and problems. About six months ago he took over as general freight and passenger agent. He added, "By all means, extend my most hearty greetings to all."

Harry Giblin enjoyed his vacation resting at home.

James Patete, former car record clerk, reports that his son, who was in an automobile accident, has been discharged from the Paterson General Hospital and is convalescing at home.

That radiant smile on Harold Terwilliger's (assistant chief train dispatcher) face is due to his Irish Hospital Sweepstakes ticket winning in the Cambridgeshire race.

Dan Cole and Frank Vanderhoff, both retired, were recent callers.

At the retirement dinner for C. K. Scott June 24 at the Alexander Hamilton Hotel in Paterson, the following were on hand to wish him well: Mr. and Mrs. H. A. Bookstaver, Mr. and Mrs. J. D. McFadden, Mr. and Mrs. J. W. Conway, Mr. and Mrs. H. A. Rhoads, Mr. and Mrs. E. F. Burnell, Mrs. A. and Mrs. O. A. Franson, Mr. and Mrs. Frank Sporledy, J. G. Meulener, W. J. Betz and Antoinette M. Gereincck.

WEEHAWKEN LOCAL & DOCKS

Sympathy is extended to E. J. Duffy and family on the death of Mrs. Duffy, and to Anne Crowley, telephone operator, 50 Church Street, New York, on the death of her father.

Speedy recovery wishes are extended to G. W. McMahon, George Webb, John Fusco and Ercole Izzo.

Best wishes to Maureen O'Keefe who has been assigned as stenographer-ephone operator in the division superintendent's office in Jersey City.

Rose Moratta again has been assigned permanently as telephone operator and clerk at Weehawken.

Robert Colville and wife returned recently from a vacation trip to Niagara Falls, Montreal and Quebec. John McGowan, now on vacation, has been improving his newly acquired property. Andrew Jansen's vacation destination is unknown.

We welcome George Venner as vacation relief messenger.

NEWARK, N. J.

William J. Moynihan, car clerk, and wife Mary had a splendid time on their vacation trip to Miami, Fla., and Havana, Cuba.

Jean M. Mantz, stenographer, spent her vacation in Florida and appears to have had plenty of sunshine.

Joseph B. Portanova, comptometer operator, spent a week in Florida.

John L. Sullivan, yard brakeman, is completely sold on the Florida climate. He returned with a rugged tan complexion.

Marjorie Decker, general clerk, has a brand new Mercury.

PASSAIC, N. J.

Arthur Katz is recuperating after an appendectomy at St. Mary's Hospital.

Myra Glinski enjoyed her vacation in Florida. James Parkinson is there now.

Frank Volpe expects to spend his vacation at the seashore. Charles Bogert will spend his at his summer cottage in the mountains.

JERSEY CITY CAR

By Bill Downes

Morris R. Trent, relief foreman at Croxton, has been promoted to car foreman. at Jersey City passenger yard. James G. Haenisch now is relief foreman at Croxton yards, and Eugene Garvey, car repairer, Penhorn shop, is assistant to division car foreman in place of Mr. Haenisch.

William Brazel, train yard foreman, and family made a vacation trip to Atlantic City and Providence, R. I.

D. H. Decker, division car foreman, and family spent a vacation in Canada.

The correspondent has returned from a short stay at Seaside Heights with his family.

A FINANCIAL WIZARD

A man wanted a ticket to a place in California and only had a two-dollar bill. It required three dollars to get the ticket. He took the two-dollar bill to a pawnshop and pawned it for $1.50. On his way back to the station he met a friend to whom he sold the pawn ticket for $1.50. That gave him three dollars for his ticket. Who is the man?
Can you tell where these routes lead?

Not all these routes lead to the same destination—and for a reason very few people suspect.

The canal, the highway and the air strip lead to higher taxes. For each is built and maintained out of public funds—out of tax money. Yet they are used daily by private companies—airlines, intercity trucking corporations and barge lines. On them, paying disproportionately little or nothing at all for their use, these other forms of transport compete with the self-supporting railroads.

The railroad right-of-way—built and maintained by the railroad that uses it and pays taxes on it—promotes general economic development and prosperity without penalizing the taxpayers. For it is part of the free enterprise system in which private capital—spurred by the profit motive—is invested to make the country more productive.

When you read that the railroads do not earn as much as other types of corporations, remember this situation—in which the railroads face subsidized competitors and pay large amounts in taxes, some of which go to subsidize those very competitors!

The railroads believe that the public would be better served if all forms of transportation paid their own way—and succeeded or failed, depending upon their own intrinsic merits or demerits, and not because of government intervention either to help or hinder them.

In the present situation, the stimulating balance of true competition is upset—and, of course, the public foots the bill...Eastern Railroad Presidents Conference. 143 Liberty St., New York 6, N. Y.
"Here's the ad we prepared for tomorrow's paper on the dress promotion, Mr. Scott. It will appear in the newspapers at the same time our shipment arrives at the store from the Erie freight station for our sale tomorrow. I'd call that good timing!"

"You mean, dependable service, Miss Jones! We've relied on the Erie for years, and they come through every time. Our Erie shipments are always on time to give us early morning delivery to the store for our advertised sales."

Erie's fast freight trains give shippers the advantage of dependable delivery when promised. Teamwork by Erie people all along the line is the answer—another reason for the Erie's reputation as "first in freight". For safe, dependable transportation call your nearest Erie representative.

Mark of Progress in Railroading

Erie Railroad
Serving the Heart Of Industrial America