O MANY OF US Christmas is a time for giving material gifts and New Year's Day is a time for making good resolutions. These two holidays come so close together that we might well re-examine these activities.

Unfortunately, many of our gifts are bought at a counter and have a dollar value but do not always carry the true message of Christmas. The good resolutions we make on New Year's Day are usually directed at our personal conduct and our relations with other people. If honestly made and faithfully performed, they may well have a far-reaching effect on our fellow workers, our friends, and our families—far beyond any dollar value.

Here are a few resolutions all of us can think about:

1. To be considerate and fair in our dealings with fellow workers;
2. To spend more time with old friends who, because of age or physical disability, are no longer able to work side by side with us; and
3. To make our family life both for husband and wife, as well as for our children, one of contentment and happiness rather than one of discord.

These are but a few of the many New Year resolutions some of us should make. Why not wrap them up now and plan to put them under your Christmas tree?

My wish for all of you and yours is: A Merry Christmas and Happy New Year.

[Signature]

C.W. Johnston
When and how did the word "caboose" originate? No one seems to know the answer, but the name was generally known in railroad circles as early as 1855. It was not until 1863, however, that the first caboose was equipped with a lookout elevated above the car roof.

The oldest scheduled passenger train in the world is said to be "The Flying Scotsman" which has been running daily between London and Edinburgh since 1862.

The first gas-turbine-electric locomotive was built and placed in operation in 1948. Today there are 22 locomotives of this type in service on a Western railroad, and three are on order with the manufacturers.

All railroads in Costa Rica have a gauge of 3 feet 6 inches.

Approximately 11.1 cents of every dollar the public paid to the railroads for transportation in 1953 was paid by the railroads to federal, state and local governments in taxes. Railway tax payments for the year totaled $1,185,001.052.
Railroads on Parade

When a 17-car special pulled into Buffalo's Exchange St. Station last Oct. 22 after completing a 40-mile tour of the city's industrial back-yard, thousands of Western New Yorkers had a better idea of the railroads' contributions to the growth and prosperity of the Niagara Frontier.

The tour of industrial and rail facilities was the closing event of Buffalo Railroad Week which ran from Oct. 18 to 22 and was a project of the Niagara Frontier Railroads' Committee on Community Relations. The Erie men on the committee are C. S. Kinback, superintendent, and L. E. Newman, assistant general freight agent.

An impressive series of special events, exhibits and dinners marked the week's program and won the applause of business, industry, civic and government leaders as well as the newspapers. The undertaking was by far the most ambitious and productive, in terms of good will and an understanding of railroad aims, yet attempted by any of the community groups set up by

meet during Railroad Week

to discuss industry at series of exhibits, civic luncheons.

Below is a picture of one of the Erie's miniature locomotives in Weed's store in Buffalo in a Railroad Week display.

Above, Carl S. Kinback, superintendent, Buffalo, addresses the Central Railway Club of Buffalo at the club's dinner. He is the retiring president of the club. Seated at his left is A. E. Kriesen, assistant vice president and general manager of the Eastern District.

Buffalo for a labor-management breakfast, a Chamber of Commerce luncheon, the 66th annual dinner of the Central Railway Club of Buffalo and a number of receptions. In the afternoon, the regular monthly meeting of the Eastern Railroad Presidents Conference was held. This was the first time it was held away from New York

Erie Railroad Magazine
City.

Track Exhibit

On Oct. 15, the Friday preceding the opening of Railroad Week, the track exhibit of new and old railroad equipment was opened at Central Terminal. Included, in addition to Erie's new caboose, was the ultra-modern Talgo train and Old No. 999, the steam locomotive which hit a speed of 112.5 miles an hour between Buffalo and Batavia, N. Y., in 1893.

Across the road from the track exhibit, the railroad suppliers showed their wares in a big tent. Nearly 50,000 persons enjoyed a close-up look at the track exhibit.

The week was officially opened on Oct. 18 when a giant 425-ton steam locomotive was presented by the Chesapeake & Ohio Railroad to the city in ceremonies before 300 children who climbed onto the engine for photographers.

The locomotive is to remain in Centennial Park "in order that the people of Buffalo and all future generations may keep alive the memory of the steam locomotive that contributed so spectacularly to the growth of Buffalo and the United States."

A newly-formed group — the Railroad Frontiersmen of America — was host at the Presidents' Day breakfast. Frank B. Columbus, legislative chairman of the New York State operating brotherhood group, told the railroad presidents and brotherhood chiefs about the frontiersmen and called on management and labor to unite in a program to improve the position of the industry.

Undersecretary Speaks

Robert B. Murray, Jr., undersecretary of commerce for trans-
poration, was the speaker at the Chamber of Commerce luncheon which was attended by 800 persons. Mr. Murray said that the major responsibility of the government in transportation was to eliminate unnecessary obstacles that prevent the railroads from solving their problems.

James H. Carmichael, president of Capital Airlines, was a surprise speaker at the Central Railway Club dinner. He said there were many areas in which railroads and airlines should seek to cooperate.

Only about 200 guests were expected for the rail tour of the city, but when 1000 accepted invitations, plans were quickly altered to handle the larger group. The guest list read like the "Who's Who?" of Buffalo.

Sponsors of the event were immensely pleased by results. Buffalo newspapers, news services and radio and television stations were extremely enthusiastic about Railroad Week. One newspaper carried at least one story a day for 41 days with a six-page special section, a full-color cover and two pages of pictures on the Sunday before Railroad Week. At a press preview of the Talgo Train, 109 newspaper, radio and TV men and women attended.

Displays in 54 different major department store windows were devoted to the railroads. Stickers appeared on auto windows and bumper cards were carried on cabs and delivery trucks.

Lafayette Square in midtown was renamed Railroad Square for the week by Mayor Steven A. Pankow.

Council's Proclamation

The Buffalo Council issued a proclamation which said in part, "Whereas the railroads are our one indispensable form of transportation and are the most important single factor in the build-up and expansion of America's might and whereas the City of Buffalo occupies its high place in industry and as a home center largely because of the railroads serving the Niagara Frontier ... be it

... Resolved that the Council, on behalf of the people of Buffalo, express the fervent hope that the railroad industry may flourish and prosper now and forever, as a continuing free enterprise in a free world."

The celebration activities were sponsored by the Niagara Frontier Railroads' Committee on Community Relations, the Buffalo Chamber of Commerce, the Railroad Supply Industry Committee for Buffalo Railroad Week, the Railroad Frontiersmen of America, the Central Railway Club of Buffalo, the Buffalo Traffic Club and the Buffalo chapter of the National Railway Historical Society.
A New Look In Passaic

... new station,

crossing installations

improve downtown area.

Erie spends $500,000

on extensive project.

Disdainful of a mild drizzle that temporarily dampened festivities, Passaic civic leaders and high school students, riding in open gondola cars, cheerfully participated in ceremonies which formally dedicated the new Erie station and crossing improvements Nov. 17 in downtown Passaic, N. J.

The feature of the program was a train trip along the mile-and-a-half of Erie Railroad through the heart of Passaic where the improvements were made. Several hundred guests made the open-air trip. The drizzle started just as the train pulled out but quit before the special reached the east end of the city. Coaches were provided.

After the train trip, the entire project was dedicated in a brief ribbon-cutting ceremony. Miss Patricia Ann Argalas, a senior at Passaic High School, snipped the ribbon. She was chosen for the honor by her classmates. Short talks were delivered by President Paul W. Johnston and Passaic Commissioner Nicholas Martini.

Mr. Johnston praised county and city officials for their cooperation and for their determination in supporting the improvement program, which started nearly three years ago.

Commissioner Martini was lavish in his praise of the Erie "for contributing to an improvement which
The half-million dollar project was financed completely by the Erie. Cooperating in the various phases of planning and construction were officials of the City of Passaic, the Board of Public Utility Commissioners of New Jersey and the County of Passaic.

**Officials On Trip**

Aboard the inspection train were County Treasurer Lloyd B. Marsh, Freeholders Ervin O. Kraft, Vincent Pernetti, Harry Donahue, Robert C. Moore, Maurice Kreger and Mrs. Mattie Doremus; County Engineer William Botbyl, County Road Supervisor Robert Wardle; Mayor Morris Pashman, Commissioners Julius J. Cinnamon, William Bruzie and Nicholas Martini and others. Representing Erie’s board of directors was Albert F. Metz, chairman of the board of the Oconite Co.

Mrs. Hortense Kessler, president of the New Jersey Board of Public Utility Commissioners, also was present. Other board members are W. T. McGrath, director of the division of railroads; C. N. Gerard, assistant director of the division of railroads; T. F. Fallon, inspector; R. B. Lynch, engineer; J. J. Call, grade crossing accountant; N. W. Rapp, bridge inspector, and H. B. Freefield, tariff expert.

The Passaic High School band furnished music for the occasion. The high school also was represented by two students from each home room in connection with their civic activities studies.

Following the ceremony the guests attended a luncheon at the Upper Montclair Country Club. The band had a special lunch in an Erie dining car parked at Passaic for the occasion. Many of them never had the thrill of eating in a railroad diner.

Beside the new station the project includes automatically controlled flashing light signals, short-arm gates and bells at 13 intersections, new protective barriers all along the right-of-way, a shelter along the eastbound track and other general improvements between Summer St. and Aycrigg Ave.

The modernization eliminated the antiquated towers and shanties as well as the old station, also the stations at Prospect and Harrison Streets which were only a half mile from the main station.

**Connecting Tunnel**

A tunnel under the tracks connects the station and the new shelter on the eastbound side. The shelter is constructed of brick, steel and glass blocks. Brick kiosks protect the entrances to the tunnel.

The automatic crossing protection systems were installed after Erie and municipal officials made a study of the possibilities of speeding up traffic and increasing protection for pedestrians and motorists. The Division of Railroads.

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*Image of Members of the Passaic High School band had one gondola car to themselves. The other guests are shown in the last two gondolas of the train which was operated so the guests could inspect the improvements.*

*Image of Before and After photographs of the old and new Passaic station.*

*Image of Erie's old familiar Passaic station is shown in the top picture in contrast with the newer, more functional station shown below.*

*December, 1954*
of the Board of Public Utility Commissioners of New Jersey cooperated in the study.

Initially the automatic warning and protection devices were recommended for the crossings at Lafayette, Paulison and Aycrigg Avenues, and these were started early in 1952 and completed by June 5, 1953. They were so popular with the public and improved the safety factor so much that it was decided to give Passaic the “new look” which is so apparent today.

Installation of the new systems posed many intriguing problems, and modern science and electricity were called upon.

With 84 passenger and freight trains passing through the city daily at varying speeds, a control system was needed to start the flashing lights and lower the gates in time to protect the public and at the same time keep crossings as clear as possible.

Electric timing circuits, today’s marvel of science, make the decisions on when to lower and raise the crossing gates.

These “mechanical brains” now control the circuits which lower the gates, flash lights and ring bells earlier or later depending on the speed of approaching trains.

Another bit of magic performed by the amazing electric timing circuits is to raise gates to enable street traffic to move when the trains stop at the station for more than 15 seconds, then lower the gates again when the train starts.

Many accessories have been added to the automatic crossing gates for maximum safety and protection of the public. The “short-arms” protect sidewalks. Included also are signs indicating number of tracks, “Stop on Red Signal,” “One Way,” right or left turn and signs warning of side streets and driveways.

The crossing gates and signal system are powered by electricity from the local power company, but the Erie also has installed its own auxiliary power system which in an emergency can operate the entire project for more than seven days.

Elimination of the towers enabled our railroad to reduce the width of its right-of-way and deed to the county a strip of land on Main Ave. for widening the street and speeding up vehicular traffic. Additional land will be deed by the railroad to provide better parking along the street.

The old wire fences along the Erie’s right-of-way have been replaced by flex-beam guard fences which add to safety and appearance.

The station houses the ticket office, waiting room, lounges, baggage room and utility room. The...
The building is illuminated by the latest type recessed fluorescent lighting fixtures in the ceilings and under the roof overhang.

The Railway Express Agency, which has a building adjacent to the station, remodeled the building to conform with the architecture of the station.

The entire project is a tribute to the cooperation of government officials and private industry who worked together to achieve the common goal of community improvement by increasing safety, improving appearance and expediting movement of traffic.

2 FOR A DOZEN

Two waybill checkers in one railfreight office now do by telephone a job that until a few months ago kept a dozen men traveling about the local freight yards.

When a crew starts loading or unloading a freight car, it plugs a two-way loud-speaker telephone into a nearby wire connection and gets instructions from the office on where each package goes. Formerly a checker had to accompany each of a dozen crews.

EFFICIENCY UP

Here are a few of many ways in which the efficiency of railway operations has been increased since World War II:

From 1946 to 1953—
The average freight train load was increased 20 per cent.

The number of cars in the average freight train was increased 22 per cent.

The average speed of freight trains was increased 14 per cent.

The average miles run daily by each active freight locomotive was increased 14 per cent.

The average number of miles made per active passenger locomotive per day was increased 30 per cent.

The average miles of service performed per average freight train-hour was increased 37 per cent.

The average freight train in 1940 consisted of 50 cars and carried 849 tons of freight. In 1953, the average freight train consisted of 63 cars and carried 1,301 tons of freight. Due to greater speed and efficiency, the average performance per freight train-hour increased from 14,028 net ton-miles in 1940 to 23,443 net ton-miles in 1953—a gain of 67 per cent.
They’re Mad About Trains!

Cheerfully disregarding a mild rain, 832 enthusiastic members of the Buffalo and Rochester chapters of the National Railway Historical Society on Oct. 10 indulged in their favorite pastime—a leisurely train ride on the Erie on well-broken-in equipment through the autumn grandeur of the hills and valleys of central New York.

Only the imaginative rail fans any longer call them rail fan trips. This one for instance was called the “autumn leaf” excursion. However, pause before you snicker.

Many of these 832 sensible citizens got up around 5 or 6 a.m., attended church and arrived in time to board their “foliage” special at 8 a.m. There must be something about it!

From Rochester the round-trip was over 300 miles. Cost from there was $5.95 for the round trip and from Buffalo, a somewhat shorter run it was $4.95.

The trip was made through some of the most picturesque country in the East, and included Letchworth Park, home of the “Grand Canyon of the East” Gorge. The Erie’s famed Portage Bridge crosses the Gorge. Of course, there was a stop for picture-taking.

Many of the fans brought lunches, but those who did not, spent a good deal of time in the counter car operated by a Rochester concessionaire. He was cleaned out of 700 hamburgers, 40 pounds of hotdogs, 150 bags of popcorn, two cases of crackerjack, 200 bottles of milk, nine pounds of coffee and a hunk of beef.

At 9:30 p.m., 13½ hours after it started, the special arrived back in Rochester with its tired but happy passengers. It was a long, drippy day—but no complaints were heard, only happy sighs and discussion of plans for the next trip.

The Bank of Safety pays 100 per cent and never fails.

Excited as children at Christmas time, the rail fans line up for a trip through a diesel locomotive at the diesel shops, Hornell, N. Y.

The rail fans had an unusual combination for their engineer and fireman—father and son. They were J. V. Schafer, junior and senior, Acon, N. Y., shown here with Lee Isham, foreman of engines, Buffalo.

The new “siesta coaches” now in production by an Eastern manufacturer cost $210,000 each.

The incline railway leading to the top of Lookout Mountain in Chattanooga, Tenn., has carried more than 17,000,000 passengers since it was opened for operation in 1895.

MARCH OF DIMES

FIGHT INFANTILE PARALYSIS

JANUARY 3-31

Erie Railroad Magazine
Railroad Veteran
Stumps Collegian

A young man who had just been graduated from one of the nation's leading schools of business administration, where he had specialized in transportation and had been especially proficient in business English, was entering upon his railroad career as a clerk in the trainmaster's office. A conductor walked into the office with a mean look in his eye.

"Good morning," said the young man, politely, "what can I do for you?"

"There's my junk," said the conductor, pushing a bundle across the counter, "and I'm going to pull a pin! I was called last night for a midnight local. We had to beat it to get ahead of Five and get stuck on the bunch. I was snorting around trying to get out. They didn't have the string together until I got down here. I hurried the head shank over after the hog, but the hogger hadn't showed up and the tallowpot was over at the bean works getting a boller-wash and a graveyard stew and flirting with the canary that works at night. They didn't have the crummy on, and the goat was down in the east end of the kitchen shaking blackjacks. I went a-rearing down there and run down a snake. He said they had forgotten it but were after it then. Said they had to get a brownie box too, as a brass collar was going along.

"I put the hind shack to grabbing numbers and went to the office for one. By that time they had started from the roundhouse with the razorback. They came up the lower river and out on the Denver lead. The west goat was up on the long tail with a string and had them block off the willy. The goat finally went to the graveyard and the engine came down the klondike; but in the ram they ran through a gate and backed up and put the water wagon on the ground. They stuck a couple of frogs under her and got her back on, and came down through the Moffet onto the train.

"There was a southend stinger over there trying to get out, too, and he pulled out ahead of me and got me blocked on the crossover, and by that time we had every track in the yard tied up. Nobody could move. Then, to cap the climax, Night Chief Rain-in-the-Face strolled out and inquired when I was going to highball out of town! That was the last straw! I tell you, Bozo, I'm done! I want my pinko and a pass to Chi." By this time the new clerk was lying limp and senseless across his desk.

CARLOADINGS
Carloadings in the United States in the last quarter of 1954 will be 8.6 per cent under the same period of 1953, according to a forecast of the Regional Shippers Advisory Boards. The numerical reduction is from 7,132,320 to 6,519,232 carloads. Principal reductions, percentage-wise, are in hay, straw and alfalfa; ore and concentrates; iron and steel products, and cotton. Principal increases, percentage-wise, are in frozen foods, fruits and vegetables, automobiles and motor trucks and livestock.

LATEST PROMOTIONS

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<td>Supvr. Work Equip. and Welding</td>
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<td>Anthony Kennedy</td>
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December, 1954
One of the Erie Railroad's youngest stockholders—11 years old—recently received his stock certificate directly from the man at the top—President Paul W. Johnston.

The new stockholder is Michael Small of Swayzee, Ind. The certificate was presented to him when Mr. Johnston visited Huntington, Ind., recently to speak at the local Chamber of Commerce dinner. The presentation was made aboard a diesel switcher in the Erie yard in Huntington.

Michael obtained the share of stock at the Indiana State Fair when his name was drawn from some 45,000 other names at the scene of the railroad display at the fair. Each of the nine major railroads who participated in the exhibit awarded one share of stock to the lucky boys or girls of high school age or younger whose names were drawn.

What are Mike's plans? Well, now that he owns part of the railroad, he wants to attend a stockholder's meeting.

While in Huntington, Mr. Johnston visited William McClure, retired engineer who celebrated his 100th birthday on Sept. 1. Mr. McClure received an autographed retirement certificate from Mr. Johnston.

In his address Mr. Johnston told his audience that "Corporate management must do some soul-searching and bring into stronger focus the real objectives and responsibilities with which it is charged."

In analyzing the Erie management's philosophy he listed four primary responsibilities:

1. The responsibility to more than 18,000 employees who are entitled to fair wages in return for honest and productive performance.
2. The responsibility to the owners of the railroad who are entitled to a fair return for the use of their savings invested in the company.
3. The responsibility to customers who are entitled to courteous, dependable service, a responsibility shared by both management and employees.
4. The responsibility to the general public, particularly in the communities through which the railroad operates, by participating in civic affairs and contributing to welfare projects.

"We consider that the greatest assistance we can give to a community such as yours is to be a progressive railroad and perform a good transportation service that will help attract desirable industry to Huntington," Mr. Johnston said.

H. W. Von Willer
Elected Director

Harry W. Von Willer, vice president-trafic, was named to the company's board of directors Nov. 23 to fill the unexpired term of Otto D. Donnell, who resigned because of ill health.

Mr. Donnell, formerly president of the Ohio Oil Co., has served as a member of the Erie board since 1933. Mr. Von Willer was born in Greensburg, Ind., and has been with the Erie for 31 years. He started as chief clerk in the Erie's sales office at Indianapolis, Ind., and received various promotions in the Traffic Department as a representative of the Erie at several locations along the railroad as well as off-line.

On July 1, 1942, he was selected to head the department as vice president in charge of traffic.
President Paul W. Johnston (standing) presents a gift to T. J. Tobin who retired recently as vice president for finance. The occasion was a luncheon for Mr. Tobin. At left is Henry S. Sturgis, vice president, First National Bank of New York, and an Erie director; at right is Robert E. Woodruff, former president, now Erie board chairman.

T. J. Tobin Retires; With Erie 32 Years

Ending a career of 46 years in the railroad industry, 32 years with the Erie, Thomas J. Tobin, vice president for finance and accounting, retired on Oct. 31.

Mr. Tobin rose from valuation accountant to his present post in the 32 years he was with the Erie. He was honored by Erie’s directors and officers at a luncheon Oct. 22, following a meeting of the board in Cleveland.

A native of Bloomington, Ill., Mr. Tobin started his railroad career in 1908 with the Chicago and Alton Railroad, now the Gulf, Mobile and Ohio, after completing high school and business college. He later studied accounting and finance at New York University.

He left the Alton in 1918 to accept a position with the Interstate Commerce Commission as accountant in charge of the financial investigations under the Valuation Act of 1913. Four years later he resigned the ICC post to go with the Erie.

Mr. Tobin advanced from his first position of valuation accountant to general accountant, assistant comptroller and comptroller. He was elected vice president and comptroller in 1949 and vice president for finance and accounting in 1953.

He has been actively associated with the Controllers Institute of America, serving as president of the Cleveland Control, national vice president and a director at various periods. He is vice president and a trustee of the Controllership Foundation, Inc., the research arm of the Controllers Institute, and a member-at-large of the Advisory Council on Federal Reports, official business consultant to the Federal Bureau of the Budget.

Mr. Tobin is a past chairman of the Accounting Division, Association of American Railroads, and is an honorary member of Beta Alpha Psi, national accounting fraternity, the Cleveland Athletic Club and the Cleveland Chamber of Commerce.

2 Promoted in Comptroller’s Office

Michael J. Foli has been promoted to assistant comptroller and John I. Michel to assistant to comptroller effective Nov. 1.

A native of Wappinger’s Falls, N. Y., Mr. Foli attended schools in Towaco and Clifton, N. J., and studied accounting at Western Reserve University. His first job with the Erie was in the general manager’s office in New York City where he was a stenographer in 1916. After holding various clerical positions in the operating department, he was secretary to the president when the Erie moved its headquarters to Cleveland in 1931. He became chief clerk in the president’s office in 1936 and moved to the comptroller’s office in 1944 as a special accountant. He was promoted to assistant to comptroller, Jan. 1, 1953.

Mr. Michel started as a timekeeper and clerk in 1919 at Meadville, Pa., where he was born. From the accounting bureau in Meadville, he went to New York City in 1920 where he became a construction accountant for the auditor of disbursements. In 1942 he was promoted to research accountant in the research department and chief clerk of the department in 1944. Mr. Michel was advanced to special accountant in the comptroller’s office in 1951 and general accountant in 1953.

NURSES SOUGHT

Girls seeking an interesting and rewarding career should seriously think of going into the nursing profession since in years to come job openings will be plentiful in the nursing field.

Preparation for this career for high school students should include as much science, chemistry, physics and mathematics as possible, as well as English and Social Science courses in order to obtain as general a background as possible for the profession. Our country needs candidates for practical nursing as well as professional nursing. To find out more about the training available write or telephone the director of nursing at the nearest hospital.

In the 12 months ended August 31, 1954, Class I railroads earned a return of only 3.3 per cent upon their net property investment, including cash, materials and supplies, after deducting accrued depreciation.
ARE YOU READY FOR S-D DAY?

Employees of the Erie Railroad as well as all drivers in the United States have been asked to participate in the one-day automobile accident prevention day, "Safe Driving Day," on Wednesday, Dec. 15, to see if American drivers cannot go through one 24-hour period without a traffic accident.

The purpose of S-D Day is to prove that it is possible to prevent car accidents if drivers make a special effort to do so.

Success of S-D Day could prevent many fatalities and injuries. In 1953 American drivers killed one person every 14 minutes. A total of 38,300 persons were killed by vehicles. In addition there was a traffic injury every 23 seconds. A total of 1,350,000 persons were injured seriously enough so that they were disabled beyond the day of the accident.

All you have to do to participate in S-D Day on Dec. 15 is to observe all traffic regulations, practice sportsmanship and be courteous to every driver and pedestrian and give full attention to driving and walking.

In short, drive and walk as you would have everyone else drive and walk.

The average dividend rate paid by the railroads of the United States amounted to 4.8 per cent on the capital stock outstanding in 1953.

SUPREME COURT JUSTICES RIDE ERIE

The Supreme Court Justices of the United States are shown here in Jamestown, N. Y., just after they had arrived on an Erie train to attend the funeral for Supreme Court Justice Robert H. Jackson whose home town was Jamestown. From the left, Sherman Minton, Stanley F. Reed, Tom C. Clark, Hugo Black, Chief Justice Earl Warren, Harold Burton, Felix Frankfurter and William O. Douglas. The special train arrived in Jamestown Oct. 13.
Conveyor Feeds Hungry Presses

By JOE KUEBLER
Financial Writer
Akron Beacon-Journal

Giant rolls of paper now move directly from the Erie freight depot in Akron to the neighboring Beacon Journal Publishing Co. as the result of the paper's $4,000,000 expansion program.

A conveyor system, installed in a tunnel constructed under the street, carries the newsprint right into the building from the box cars at a minimum of expense.

Believed to be the first installation of its kind in the country, it is designed to effect a major saving in paper handling.

Formerly newsprint arrived at a public warehouse by rail, was unloaded and stored until needed. Then it was reloaded onto trucks to be hauled to the newspaper plant where once again the 1,400 to 1,800-pound rolls had to be unloaded and taken to the presses.

With the Beacon Journal consuming 22,000 tons of paper annually, the savings in handling and storage charges is readily apparent.

The new system was designed by William Ginsberg Associates, New York engineering consultants, who supervised the construction of the new plant.

The building was erected adjacent to the company's existing plant. The addition extends the Beacon Journal property to the point where it is just across Broadway from the Erie freight depot. The Erie's facilities are on the east side of the street and the new plant on the west side.

Tunnel Constructed

Permission was obtained from both the Erie and the city of Akron to construct the tunnel under the street which is 99 feet wide at this point. The tunnel is 25 feet below the street level.

The conveyor itself extends 207 feet from the depot platform well into the storage area of the newspaper plant. It was manufactured by the Gifford-Wood Co. of Hudson, N.Y.

Even though Akron is the center of the rubber manufacturing industry and produces vast amounts of rubber belting, engineers found rubber wouldn't be suitable for this project because of the sharp decline from the depot platform to the tunnel.

The paper rolls which are a maximum of 40 inches in diameter,
ride on maple slats with concave surfaces. Steel lugs rise at intervals as the conveyor declines, preventing the rolls from sliding down the 23 degree slope. These lugs become flush with the wood as the conveyor resumes horizontal travel.

The paper is conveyed into a be-

What Next?

A new application of electronics to provide automatic control of moving freight cars in classification yards was recently announced. The equipment virtually eliminates impact damage resulting from human error. It weighs each car, determines its overall rolling characteristics by radar and continually measures its speed. This and other information is transmitted to an electronic brain which instantly calculates the braking-effort required to retard the car for proper coupling speed and automatically controls the operation of the car retarder.

Professor: What is a paradox?
Student: Two doctors.

Approximately 24,200 railway officers and thousands of railway supply men are listed in the "Pocket List of Railroad Officials," which is issued quarterly. This handy and useful publication is now in its 60th year of service to the railway and railway supply industries.

More than one in a dozen of the officials, engineers, and foremen who composed the committee ...
Confident Living

By Dr. Norman Vincent Peale

High in the Adirondack Mountains, there is a village whose address is “Santa’s Workshop, North Pole, New York.” Here tourists may see a jolly Santa Claus at work readying his Christmas gifts. There also they may buy presents to take home with them.

Although “Santa’s Workshop” is a commercial enterprise, it is also the center of a vast Christmas goodwill program in which the contributions of visitors plus a portion of the workshop’s income are used to send toys to thousands of children in orphanages, asylums and industrial schools. And, among its buildings, there is a chapel for the use of those who visit North Pole, dedicated, of course, to St. Nicholas.

This combination of a good business, a sense of charity and a realization of the fact that Christmas, after all, centers about chapel and church offers a fine example for the rest of us at this time of year.

Once again, our streets are colorfully lighted and the shop windows handsomely decorated. Once again, cities and towns are thronged with people shopping and getting into the exciting spirit of the season. And, once again, it is easy for us to forget what that spirit really is and what kind of giving we should do at Christmas.

But, with a little thought, you can make this the happiest Christmas of your life. You can learn that the greatest Christmas gift you can make is the gift of your love for humanity.

Put something of yourself into everything you give. Make your selections personally. Even if you’re not very good at doing so, at least wrap your gifts yourself. Because “the gift without the giver is bare.” Personally, take your present to the person to whom you are giving it if at all possible. And, in any event, accompany your gift with a prayer that God’s richest blessings may go with it.

In giving don’t limit yourself to your loved ones and friends. When you make up your Christmas list, go beyond your family circle, your intimate friends and those whom you remember last year. Add to your list a few persons who have no one to remember them. You can find a lot of happiness by giving to those who would be surprised and tremendously pleased. This will put a new joy into your giving, however modest your gift may be.

Don’t forget people of other races and creeds in your giving. The only power which can create real brotherhood and understanding in this world is the power of friendship and love. Give in the name of Him who said, “Love one another.”

Give something to those who are especially needy and who might otherwise have little joy in the holiday season. These gifts should be among your finest. In doing this you will have the joy of hearing a voice within your heart say, “Inasmuch as ye have done it unto the least of these . . . ye have done it unto me.”

A gift, however great or small, speaks its own eloquent language. And when it carries the love of the giver, it is truly blessed. All religions teach the sacramental sacredness of self-giving. This ideal lies at the heart of Christmas. “For God so loved the world that he gave . . . His only begotten son that whosoever believeth on Him should not perish but have everlasting life.”

So this year, give yourself, with every gift, and your Christmas will be the happiest you have ever known.

(Permission of Post-Hall Syndicate, Inc.)

December, 1954
At right, John Ghur is a cheerful blacksmith who started with the Erie back in 1903.

Ray McNair, blacksmith's helper, operates a drill press.

Below, Ed Gable, who works in the car department, gives the photographer a great big smile.

Below, Frank Yohannes, yard brakeman, and Frank Switalski, yard conductor, prepare to board their caboose.

Having finished a job, Herb Schueler, welder, carts away his equipment.

Cruising Camera Man

One of the busiest Erie scenes in Buffalo is our freight yard in East Buffalo. Originating here are our eastbound freights and also the locals for the heavily industrial Niagara Frontier. Of course, the freights from the East also are handled here.

The pictures on these two pages show some of the topflight Erie railroaders who look after our operations in the East Buffalo yard.
The Erieman with the economy size smile is Yard Conductor C. E. Starks.

When the "Cruising Cameraman" appeared on the scene, this crew was just clambering aboard their diesel to start the second trick. The crew consists of Engineer James Catalfa, Brakeman Victor Goldsmith and Fireman H. D. Hassler.

Winding up a day on the job with clean-up ceremonies in the locker-room are Carman Apolinary Zaremba, Box Packer Mike Shachry and Apprentice Ronald Vogl.

The driver of this blitz buggy is John Kasianczuk, tractor operator.
Fellow Veterans:
Through this medium I extend holiday greetings. I have had the pleasure of visiting some of the chapters this year, and I found in every instance a cordial welcome for which I am very grateful. My wife accompanied me on most of these visits. She joins me in saying thanks for the wonderful time that was shown us.

I enjoyed visiting with the officers and members, and all were interested in securing new members. That is what helps to build a great association such as we have on the Erie. I appreciate the helping hand extended by the officers and members in the discharge of my duties.

The United Association of Railroad Veterans, of which the Erie veterans are a part, held its convention in Rochester, N. Y., Oct. 16-17. Approximately 800 attended including Erie veterans from Jersey City, Hornell, Buffalo, Avon and Meadville.

Be ever mindful of the fact that the annual installation and dinner will be held at Youngstown in January. Make plans early because a good crowd is expected.

The holiday season is drawing nigh. My sincere wish to each and every one is that your Christmas will be very happy and prosperous New Year.

Fraternally,
John F. Muchler
President

Buffalo-Rochester
By Ruth Niss Mungen

Our pheasant hunters have had no luck. Guess we had too much rain. Retired Engineer Joseph A. Lorentz and wife celebrated their golden wedding anniversary Oct. 19. They have two daughters and two granddaughters.

We wish to J. R. Damback, division storekeeper, who retired recently after 48 years' service.

Among late October vacationists were Adolph Pokrant, who stayed at home, helping with preparations for his only daughter's wedding, and Road Constructor James W. Waddington (retired) who passed away Oct. 13 of a heart ailment from which he had suffered several years, and Road Constructor Louis Casey (retired) who suffered a stroke several months ago, which terminated fatally Oct. 24. They were long-time members and uniformly attended our meetings. We extend our deep sympathy to both families.

We had a very good attendance at the covered dish dinner Oct. 15. The food was delicious and after dinner we had a fine time playing cards. Come to the next meeting and find out what you are missing.

The next chapter meeting will be Dec. 1, K. of C. Bldg., S. Hazel St., Youngstown, 8 p.m.

Salamanca
By Hilde

Sixty members attended our Oct. 22 meeting at the Norris Supper Club in Jamestown. The meeting was opened with the singing of "The Lord's Prayer" by Ray Krantz, James-town Hi student.

Dinner Chairman J. W. Smith, Jr. introduced the guests, C. K. Scott, who retired recently as engineer M. of W., Eastern District, and H. A. Disc, retired engineer of structures. Mr. Scott once was division superintendent at Salamanca and now has returned here to make his home. Two first nighters also were present, Paul Hayes, James town, and Merle Capwell, R. of W. W. Waddington, retired, of W. W. Waddington, retired, accompanied at the organ by Mrs. Mildred Northrup, sang four selections.

We still have on our sick list Harry Moss, Thomas Hickey, A. J. Haeker, all of Salamanca; A. J. Sullivan, Alli-son Park, Pa., and Helen Paulman, Wellsville. J. J. Miss is convalescing after a stay at the St. Francis Hospital in Olean.

We are sorry to report the death of Dana Willet, Corry, former telephone maintainer. A. J. Bernard, retired M. of W. supervisor, recently was voted a life member of our chapter.

The next meeting will be our Christmas party Dec. 18 at the Moose Hall. Reservations must be made by Dec. 5.

Meadville
By R. C. Miller

Members of the chapter and the auxiliary met Oct. 28 and elected officers. For the auxiliary: Mrs. W. W. Thomas, president; Mrs. Louis Kebort, past president; Mrs. Edna De-Villas, second vice-president; Mr. Adam Werley, secretary; Mrs. Robert Hagen, treasurer; Mrs. John Ebol, chaplain; Mrs. W. R. Lawyer, conductor; Mrs. Edna Rudd, marshal; Mrs. Harriet Thompson, flag bearer. Chapter officers are: Karl Smallenberger, president; Ray Miller, vice-president; Robert O'Grady, secretary-treasurer; Louis Kebert, trustee.

The tureen dinner preceding the meeting was in charge of Mrs. W. W. Thomas, chairman; Mrs. Velba Ebol, Mrs. Goldie Yochom, Mrs. Lida Ter-rill, Mrs. Blanche Fredericks, Mrs. Pearl King and Mrs. Helen Stenger. Dessert was pumpkin pie and Hallow-en decorations were a feature. Those reported on the sick list were Mrs. Karl Smallenberger, Mrs. R. B. W. burst and Chester Hoffman. W. R. Lawyer, machinist, is back at work after an illness.

The next meeting will be Dec. 2.

Jersey City
By A. I. Raywood

We are coming to the end of another year and as we look back we feel that there have been cheerful moments and some we would rather forget. The Grim Reaper has collected his toll in active members, changes in positions and retirements have removed a few more. We must carry on and make replacements where possible. The secretary needs the assistance of members in depart-ments where changes have been made, in getting the names of other members who can assist him in the distribution of next year's dues cards.

Tickets can be obtained from commit-tee members for our installation of officers Feb. 12 at the Brownstone House in Paterson.

The next meeting will be Dec. 8 at 28 Park Ave., Paterson. The house committee promises something special, so let's have a big gathering. We also invite members of other chapters to sit in with us if they are in the neigh-borhood that evening.

A standard railroad stock car will carry about 25 or 30 medium weight beef cattle.
Chicago Foremost Railroad Center

It was just a century ago—in 1854—that Chicago began to be recognized and acclaimed as the leading railroad center of the North American continent. The city has never relinquished that title, and for many years past it has been known as the world's greatest railway center. Today Chicago is served by 38 railroads, of which 20 are trunk line roads, seven are switching and terminal companies, eight are industrial railroads, and three are electric interurban roads.

Within the Chicago terminal district there is more than enough railway trackage to form a double-track railroad reaching across the United States from coast to coast. This trackage includes more than 200 freight yards with a total capacity of 290,000 cars.

In the Chicago terminal zone there are 255 freight houses and 372 public team tracks for loading and unloading freight. About 4,500 manufacturing plants, utilities plants, wholesale warehouses, and other industries are served by private rail-

way tracks.

All told, there are more than 5,000 locations in the Chicago terminal district where cars are delivered for loading and unloading.

At any time, day or night, there are about 1,100 locomotives, 3,600 passenger cars and 50,000 freight cars in the Chicago area.

Because of its strategic position as the traffic, purchasing and banking center of many important railway systems, Chicago's prosperity is affected by the business and earnings of these railroads not only in the Chicago area but also in all other parts of the country. Each day around 1,450 passenger trains and more than 2,000 freight trains enter, leave or operate in the Chicago terminal district. These trains provide Chicago with direct through service to and from every part of the United States and many important cities in Canada.

In Cook County, where the City of Chicago is located, and in DuPage and Kane counties, Illinois, and Lake County, Indiana—all in the Chicago terminal area—the railroads in July, 1954, reported 79,000 employees with an estimated annual payroll of $850,000,000. The railroads spend around $325,000,000 a year with Chicago firms for fuel, material, supplies and equipment.
Sir:

I have noticed that the crossings, ditches and the railroad right of way in general through Wellsville right are in excellent condition and are a credit to those responsible for the maintenance.

I wish to express my sincere appreciation to you and the other employees responsible for a job well done.

Leo V. Ludden, Mayor
Village of Wellsville
Wellsville, N. Y.

Sir:

Thank you very much for your letter and the copy of the August issue of the Erie Railroad Company magazine. I am particularly glad to have this article (New Orleans station) because of its emphasis on the successful cooperation of government and private enterprise. Your thoughtfulness in sending it to me is appreciated.

deLosseps S. Morrison
Mayor
City of New Orleans

Sir:

... We needed advice and turned to the Erie, and R. J. Dunlop, general agent, and E. F. McHugh, commercial agent, Seattle, responded. Later H. C. Well [assistant freight traffic manager, Chicago] became interested in our proposal and we believe his advice and cooperation helped tremendously in getting the final approval for our proposal.

For years we have relied on the Erie for service and we will continue having it on our favored list. Our thanks to H. W. Von Willer, vice president—traffic, and Mr. Well and all the others on [the Erie] line who contributed their time in helping us.

William Drazedick, Traffic Mgr.
White Pine Sash Co.
Spokane, Wash.

Sir:

Having completed a month's trip to the coast and return plus the Canadian Rockies, all by railroad, I feel I am in a position to make comparisons in this mode of travel.

On our return we requested the Erie from Chicago to Ridgewood [N. J.]. All of this preliminary is to tell you that it was the best equipped, most smooth-running line we were on. Our request was for a bedroom throughout and nowhere did we find a more comfortable room, in every way, plus being able to enjoy the scenery from the fine wide windows, in most comfortable chairs.

May I also add that the waiter-in-charge, [Gerald] Hinch, was most attentive and did an excellent job in the dining car. The trip throughout, after the Twentieth Century, Super Chief, etc., was a delightful experience and I just want to say, thank you.

Mrs. H. J. Wandlees
Ridgewood, N. J.

In the five years ended Dec. 31, 1953, the railroads of the United States spent $3.96 for improvements to their properties for every dollar they paid in dividends to their stockholders.

In the last 20 years (1934-1953) the Class I railroads of the United States spent nearly $14 billion for additions and betterments to their properties.

Erie Railroad Magazine
SAFETY CHEATERS

You wouldn't cheat at cards... and you'd resent it heartily if anyone suggested that you might cheat in business... but how about cheating just a bit on SAFETY?

If you're like a great many workers, you'll have to admit that there have been occasions when you have disregarded a SAFETY RULE, or been guilty of some infraction of safety laws or regulations.

"But", you say hastily, "I only do it when it's perfectly safe. I'd never think of doing it if there were any danger involved."

There's always danger involved. And the fact that it's not apparent often makes it more treacherous.

The function of SAFETY RULES is to protect you and everyone else who works with you. They can't protect you if you ignore them.

Never ask yourself, "Is it safe to cheat a little this time?" Make up your mind, once and for all, that it's never safe to Cheat on SAFETY!

It's Safe, If...

WHEN you're up on a car setting a brake it might look to the non-railroader like you're in a pretty perilous position. But if you're a safe railroader, you'll know there's really no danger as long as you...

- Take the proper position on the car as required by the type of brake. Always keep secure footing and firm hand hold.
- Test the brakes. When a club is required use a standard brake club in good condition. Apply stress toward the car.

Fashion Tip

Monsieur Christian Dior, the French fashion designer, keeps the gals in a dither with his radical style changes.

We men can be thankful that we've got no "fashion dictator." Men styles come and go, but we go on wearing pretty much what we please.

And there's one thing we can be sure of. Safety shoes will always be in style for the well-dressed railroader. That's something that will never change.

December, 1954

2 Irritated People

Number One—YOU, when you're watching your favorite television program and the signal suddenly becomes weak, making the picture "snowy," blurred and indistinct.

Number Two—AN ENGINEMAN, when he's trying to figure out a sloppy, half-hearted, weakly given hand signal.

For safety's sake give hand signals clearly and distinctly so there's no misunderstanding as to their meaning!

It's Easy

It's hard to figure out why anyone would get hurt on such a simple operation as throwing a switch, yet people continue to get hurt in the same old way.

Here are three easy-to-follow practices which will eliminate countless aches, pains and sprains.

- Place your feet solidly.
- Be on balance.
- Keep hands and feet clear of movement of switch lever and keep your eye on the ball.

SAFEST

The railway passenger train provides the safest form of travel ever known. In the last 10 years (1944-1953), the railroads performed 507 billion passenger-miles of service and had 666 passenger fatalities, in collisions, derailments and other train accidents. For each passenger fatality occurring in this type of accident during that period, the railroads performed the equivalent of carrying a passenger 250,000 times across the continent between New York and San Francisco.

There has never yet been a crossing accident that couldn't have been avoided with proper care.

The first part of safety to the motorist rests squarely on the shoulders of the man at the wheel.

Think of what you're doing in every move you make;
Think of what may happen with every chance you take.

Just because you see its tracks is no sign a train has just passed.

WHAT'S WRONG WITH THIS PICTURE?
The Baptist Temple was the setting for the wedding of Rhea Spurgeon and Ronald Lee Holman, stenographer in the general agent's office. Rhea wore a waltz length gown of white tulle and lace. A bonnet of shirred tulle held her veil in place. The reception was in the church parlors.

Odeth Herz, general clerk, spent her vacation with her son, Zimarik, and wife in Van Nuys, Calif.

Sympathy is extended to Captain of Police H. C. Smith and wife on the death of her brother, Arthur Reish, Decatur, Ill.

Patrolman R. P. Moran spent his vacation in Michigan and Indiana.

Mary Margaret O'Donnell, accident clerk in the superintendent's office, vacationed in Gary, Ind., Columbus, Ohio, and New York City.

By H. M. Robbins

It's a girl for the Stanley Craycrafts (box packer).

Robert E. Smith, car repairer, is the proud possessor of a bright red '54 Mercury.


When Conductor Clarence E. Bellam (center), Huntington, Ind., retired recently, there still were a couple of Erie conductors in his family, his sons, William H. (left) and Clarence W. The senior conductor in the family had 43 years of service with our railroad.
Akron Newlyweds

Donald Lee Holman, stenographer in the general agent's office, Akron, and Rhea Spurgeon were married recently at Baptist Temple in Akron. The reception was in the parlors of the church.

MEADVILLE DIVISION
ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Sympathy is extended to C. J. Bierwerth and family on the death of Mrs. Bierwerth.

Engineer L. S. Rhodes is a medical patient at Meadville City Hospital.

R. J. Leffingwell has returned from a trip to Cheyenne, Wyo.

W. G. McCain has resumed duty after an illness.

Mr. and Mrs. W. D. Thompson spent a few days in New York City. Their vacationers were R. F. Fres, W. J. Underwood, C. M. Wolfe, C. J. Bierwerth and J. W. Hickernell.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

Their third son, who has been named Larry, Jr., was born to Beatrice and Larry del Sonno Oct. 24.

Her sister's home at Centerville, Pa., was the scene of a lovely Fall wedding Oct. 30, when Edna Gibbons became the bride of Clare Post with the Rev. Fuller officiating. The ceremony was followed by a reception, after which the newlyweds left on an auto tour, destination undisclosed.

The Fall season is attracting many visitors to New York for the new plays and stage shows. While visiting relatives in the east, Mrs. Elizabeth Baird and Helen Trojahn took time to see a few shows along the great white way.

Mr. and Mrs. G. F. Dunathan took one of their favorite tours in Pennsylvania to see the foliage in its

December, 1954

Hamilton’s experience in making railroad watches

means greater accuracy in all other Hamiltons

-See the new Hamilton Illinois watches, value-priced from $33.95

Hamilton Watch Company, Lancaster, Pennsylvania.
Hornell Tool Room Foreman Retires

Tribute for his 48 years of service to the Erie was paid to Leo J. Franks, tool room foreman, Hornell, N. Y., at a party recently in Hornell. Earl Branning, general master mechanic, presented a gift to Mr. Franks, and W. G. Carlson, assistant superintendent of motive power, presented the retirement certificate. In the picture, from the left, are Mr. Carlson; Mr. Branning; Mr. Franks; M. G. Dean, special inspector; W. M. Reilly, pipe and tin foreman, and I. F. Cleveland, general foreman.

autumn hues.

Betty Schneider was among those who cheered Ohio State to victory over Iowa at Columbus one rainy week end. Irene Canterbury is thrilled to have her sister, Mrs. Carl Vesely, and family back from Germany where they have been for the past two years. Nephew Charlie, born over there, has grown to be quite a boy.

Carol Phillips had the honor of being appointed an officer in the Fairview Park Chapter, Order of the Eastern Star, and had a new American Beauty formal for the occasion.

Norma Simmons and friend Audrey from the NKP thoroughly enjoyed a reunion in Detroit with their vacation pals from Jack and Jill Ranch.

We're glad some of the girls who have "retired" to being just plain housewives take time out to pay us a visit occasionally. Our latest visitor was Phyllis Schmidt.

That Chinee, Gypsy and clown you saw were none other than Mary Ann Sabo, Donna Medley and Shirley Walker bound for a masquerade party.

Our sincere sympathy to Mr. and Mrs. Harold Strom on the death of her mother, Mrs. Adderly, at Hawthorne, N. J.

OPERATING

VICE PRESIDENT'S OFFICE

G. R. Ekerr, office engineer, is the proud father of Roberta Eileen, six and one-half pounds.

Our best wishes go with Seymour Kravitz on his promotion to special agent, Freight Claim Department, Chicago, effective Nov. 3.

We await with interest and some anxiety a report on Harry Coykendall's weekend sightseeing trip to the big city. Christmas shopping, perhaps.

Bill Middaugh and family spent a vacation visiting his folks at Palm Harbor on Florida's west coast.

Flo Haas' vacation time was used to take care of a few necessary jobs at home.

MARION DIVISION

14TH STREET, CHICAGO

By Chris Hardt

We regretfully report the death of Nicholas Kuchman, veteran sealer. Nick was at his usual job Oct. 7 and appeared to be in perfect health. He died suddenly soon after arriving home that evening.

Peggie Reese, comptometer operator, is on an extended vacation and will visit her brother who is stationed in Manila with the armed forces. She expects to be back at her desk in January.

During the heavy winds and rains in October, a small twister uprooted a tall poplar tree on the front lawn of Herb and June Rossnagel's (clerk) home in Lansing, Ill. The tree fell onto the house, damaging the roof. Herb formerly was a clerk here and their marriage was the result of an office romance.

Congratulations to Stanley J. Kearney of the billing department who was an honor guest at a recent dinner of the Chicago Tribune Abraham Lincoln Round Table Club.

We miss Oliver T. Lee of the rate department who is performing a patriotic duty—serving on the jury in the Criminal Court of Cook County.

Congratulations to Joseph L. Lifschultz Fast Freight representative, and wife on the birth of a daughter Oct. 3.

John Novotny, head of the tracing desk, announced the marriage of his daughter, Dorothy, Nov. 6 at St. Leonard Church, Berwyn.

2 AT MARION ON JOB 50 YEARS

Gold passes for 50 years of service with the Erie are being presented here to two Eriemen at our Marion, Ohio, yard. At left is L. S. Pletcher, chief caller, and at right, H. S. Jacoby, retarder operator. The passes are being presented by A. H. Specker, trainmaster. The two started during the days of the pin and link coupler.
Marion Car Department Wrecking Crew

These fellows are members of the Car Department wrecking crew at Marion, Ohio. The group is proud it has not had a personal injury since October 1936. From the left, first row, W. E. Sinden, R. D. Masters, F. Emerson, D. L. Malone, H. F. Altenberger, Rock row, V. L. Bykley, P. L. Hanning, Wenstreester J. L. New, E. A. Griffith and A. Everly. J. E. Gibbs and W. Everly were absent at picture time.

Beverly O’Bel and Nancy Carlton can be assured they will acquire either perfect figures or round shoulders from their recent promotions to the file room. This is predicted by Denise Alkin, former file clerk. Quote, “All that bending. Whew!”

Harold and Nancy Klinker jested their flivver to tropical Florida. Harold was so comfy in his beach clogs, he wonders if it would appear conspicuous to wear them to the office, just occasionally that is!

Amidst Grace Battaglino’s flow of a sonorous drawl ripples since her return from a week’s vacation at Birch Tree, Mo. Toni Battaglino joined her for a few days and spent the remainder of her vacation in New York attending a quaint wedding. Because of hurricane Hazel, a portable organ was used during candlelight services.

“Tranquil Tom Keating made like Rip Van Winkle and stayed at home for a week’s vacation. Helen Griffin winged her way to Miami. She is very excited about ‘looping the loop’ for the first time and fears it is the opinion that she trod on enchanted ground while in Florida.

Those aren’t freckles John Fischer is festooned with—just plain paint specks John acquired while decorating his new apartment. Would be interesting to get a bird’s-eye view of this panorama.

Ethel Hillegonds, in the grand style of another artist, is giving her new home the paint and brush treatment on the outside.

Whip and spur, by leaps and bounds. Blanch Lewan depicts a good fac-simile of a wonderful equestrian. Any similarity between her and Alice Bena, who has been an agile roughrider for quite some time, is purely coincidental. We are looking forward to a horsemanship show at an early date.

A legion of Cupid’s darts litters the office. Single blessedness seems to be a vanishing thing. It soon will be wedding bells and rice for Barbara Roess whose engagement to Gene Swick was announced Oct. 10. Gordon Miller also will be led to the altar comes ‘55.

It’s a Ford, green, shiny and power driven, for Art Meincke and family. They might call it the Thunderbird. We don’t see any resemblance whatever.

More news about Grace Battaglino who deserves a pat on the back. She just recently procured a driver’s license although she hasn’t mastered parking yet. Grace rates herself as a “day driver.” Afraid of the hobgoblins at night, Grace?

Proud parent Jack Soll informs us that his son, Leon, received notification he passed the state bar examination.

Nancy Fox and her hubby motored to New York State, marveled over the Adirondacks, made merry in New York City and enjoyed picturesque Niagara Falls and historic Washington.

Nedra Troll checked the car assembly lines in Detroit on her vacation.

Rate Department vacationers were Art Hartman, who took a trip to Indiana, and Frank Rovarik who whiled away the hours at home.


We are happy to welcome to the office another buckeye. Bob Swaney.

Dec. 4, 1954

With railroad personnel, Simmons Quality Gold Filled Watch Chains are strong favorites. And for good reasons.

Since 1873, Simmons has specialized in making the right type of watch chains that Railroad men need... ...strong, durable chains...chains that are both beautiful and practical.

See the latest popular styles at your favorite jewelry store.

R. F. SIMMONS COMPANY
ATTLEBORO MASS.
LONG TRIP STARTS ON ERIE

Three members of the Jersey City passenger department office look over a passenger ticket which will take a couple almost around the United States. The travelers are Mr. and Mrs. Norman S. Beringer of Liberty, N. Y. The trip originates in Cleveland, Ohio, at Huntington, Ind., Sept. 29. Mr. Lewis has 46 years' service and Mr. Whitted 38 years.

Our sympathy is extended to the family of E. R. Miller, former freight conductor, on his death Sept. 25. Division Clerk M. J. Stonebraker is back on the job after a motor trip to Florida with several stops.

ACCOUNTING OFFICE OF CONTROLLER

By Joe Keenan

Office members extend to T. J. Tobin every wish for a happy and successful retirement after more than 32 years of faithful and loyal service. His leadership and companionship will be missed.

Mr. Tobin was honored by this office at a luncheon Oct. 28 in Hotel Cleveland. Representatives attended from the Auditor of Revenues, Auditor of Disbursements, Treasury, Valuation and Research Departments. Among those present were six who were in the Comptroller's Office in 1922 when Mr. Tobin became a member of that office. Frank MacEwen, Jasper Van Hook, Charlie Duls, Bill Hawley, and two now retired, Alec Brady and Art Dussault. A fine camera and all necessary gadgets was given to Mr. Tobin by the group.

New York City seems to be extra attractive this time of the year. Long week-ends were enjoyed there by Wilma Kanowsky, Carol and Bill Gornik and Kay and Joe Keenan.

Congratulations to Mike Foli and John Michel on recent promotions.

HORRICK ACCOUNTING BUREAU

By Lynn Lamb

After almost a year's absence, Dick Schieder is back in the fold. Dick broke his leg while skating last January. Several months later he re-broke it while getting out of the bath tub.

Marguerite Whiting visiting her new granddaughter in Marion, Ind.

Ed Deogan shortened his finger up a little. Margaret Wood off to California for a visit.

Walt Whitman has been two years trying to get his bedroom walls painted. Understand he finally bought the paint. Looks as if wife Jeanne will have to do the job after all.

Little Michael James has come to live with the Canisteo Porters.

Bob Young bagged two pheasants the first day of the hunting season. Joe Hitchock sold his drums.

Joe LaChiusa on the new thruway, stopping in Buffalo.

Jim Schofield has his storm windows up. Carrie and Stan Walter visiting in Stroudsburg, Pa.

Leo Hitchock took an afternoon off to help his wife with the washing. Paul Quartz finally gave

Erie Railroad Magazine
in and bought a TV set. Looks like wife Mary won out. . . . Charlotte Geary and Dottie Rixford had a little experience with the Canadian police on their recent trip to our northern neighbors. . . . "Zipper" De Lany had a little unpleasant experience. . . . Jim Hilton buying hay for a "hay-at station". . . . Goldie Loghry to a SPW dinner in Corning. . . . Our own "Speed" Cregan went hunting with Brooklyn's "Flash" Spooner. Wonder who got the bird. Understand "Speed" is considering making speeches at local rod and gun clubs. . . . Ed Bottomley and Bruce Duncan put in new lawns and the grass is coming along fine. . . . Jane Moore to New York City. . . . "Flash" Pettrillo on a milk diet. His favorite expression now is "ulcers are bothering me". . . . Bob Bubbles has resigned as a director of the local Legion Post.

. . . Dottie Rixford hit the jackpot and took the Payroll Department out to dinner. . . . We miss Stan Pidkowicz's son Francis on paydays. Since Fran started to school we don't see him any more. We hear by the grapevine that Bill Leonard bought wife Betty several new skirts. . . . Bill Pawling, Bill Cregan and Neil Granadl attending announcers' school at station WLEA. . . . Phil Sahnoff brought "Nipper" Trowbridge a nice bouquet of glads. . . . Helen Huff really takes her TV seriously. She tuned her set off in the middle of a play because they said court would reconvene at 11 o'clock the next morning. . . . Paul Quartz spent several days in one of the Pennsylvania ridges at Cresson. . . . Mary Recktenwald and Carolyn Benson sent a card from Florida addressed to "The Second Freight Claim Investigator". . . . We hear why, when Jane Moore calls for a taxi, she asks them to send Duane.

Bob Kraft trying to keep Ed Kunicky, Tom Halloran and Bob Hillman under his wing when their wives were away. . . . It cost Bob Young $2 to get his name in the local paper recently. . . . Tom Piacenti made a good combination of the world series, his vacation and his relatives. . . . Tom Halloran's two sons now have a step sister named Kathleen. . . . Zip Zanieri recently turned in his highest bowling score, 229. . . . Jim Hogan back with the Erie after working for Uncle Sam's Army in Germany. . . . Jean Leland to New York with her husband Sam, attending a distributors' convention. She met Mayor Wagner, Franklin Roosevelt Jr., and Geneese's "Jenny". . . . Ed Gillette to St. James Hospital where he had an appendectomy. . . . On Dec. 3, Harry Vanderhoof completes 36 years with the Erie. . . . Wonder if now is the time to ask, "What happened to those Indians?"

Distinguished Citizen, Agent Retires

Following 58 years of service with the Erie and many years devoted to serving his community, G. H. Nichols, agent at Endicott, N. Y., for 52 years, has retired. Friends and employees attended a testimonial dinner for him in Binghamton, N. Y., and he is shown here (right) with J. R. Ebert, superintendent at Hornell, just after he had received a plaque and a purse. Mr. Nichols was very active in Endicott community affairs. For 42 years he has been a member of the Board of Education. A school built in 1936 was named after him. He has served as mayor, trustee and village clerk, and he is a charter member of the Endicott Rotary Club, the Greater Endicott Chamber of Commerce and the First Presbyterian Church.

AUDITOR OF REVENUES

By Jimmy Murphy

Two colorful weddings brought an air of gaiety to our office during October. Loretta Kubis, mail clerk in the agency bureau and Bob Petone, freight claim investigator, were married Oct. 9 in Our Lady of Good Counsel Church. Following the reception the couple motored to New Orleans for a three-week wedding trip.

Also on Oct. 9 Claim Checker Tom Buser and Nancy Bohmher were wed in a setting of white chrysanthemums at St. Patrick's Church. The reception in the Lakewood Community Center attracted a host of relatives and friends. They honeymooned in Washington, D. C. . . . Speedy re-

Magnolia Inn, Magnolia Springs, Alabama

Excellent fresh and salt water fishing

Modern accommodations, ideal for those who prefer quiet, pleasant surroundings

Reasonable rates
covery to Angie Kramer who is ailing with virus pneumonia. . . Head Claim Checker John Ricciardi was welcomed warmly on resuming his duties after an operation. . . Our sincere sympathy to Ben Weinberg, retired head claim checker, whose mother, Mrs. Katherine Weinberg, Paterson, N. J., succumbed at the age of 96. . . Joan Stieber’s name was added to the long list of autumn brides when she became Mrs. Joseph Kasyar in St. Stephen’s Church Oct. 16. After a reception at the V. F. W. Hall, the newlyweds honeymooned in the Pocono, Pa., mountains. . . Doris Walton has a complete file on St. Petersburg, Fla., and its environs, covering every hotel and motel in the area. Anyone heading that way shouldn’t hesitate to contact her. She’ll be glad to give them expert advice. . . Betsy Gruber is happy to have her fiance, Jack Bouhall, home after two years in Hawaii with the Army. Betsy is making plans for her wedding in May. . . A cordial welcome to Jim Haeley, Tom Edwards and Jack Gwynne, newest waybill sorters. . . St. James R.C. Church was the scene of a pretty wedding Oct. 23 when Anne Prentice became Mrs. Bob Hood. The bride, gowned in Chantilly lace, was given in marriage by her father, John Prentice, head M. I. T. clerk. The reception in the evening was in the bride’s home. . . Chief Clerk A. C. Roselli currently is receiving his mail at St. John’s Hospital where he is recovering from an illness. . . That proud expression on Frank Buck’s face can be traced to the fact that his brother Earle has become a father for the second time. Little Ellen Marie arrived Oct. 17, joining a sister, Elaine, who was born on Oct. 17 three years ago. . . Barbara Lieb has left us and taken a full-time job making her husband happy. . . Stepping into the limelight this month is Ted Baker who celebrated his 40th year with the company Oct. 17. . . Mary Centrackie sailed to Hawaii on the SS Lurline and spent ten carefree days in the sun. . . Bill Donohue, stationed at Fort Belvoir, Va., writes that he is married to a Southern belle. He expects to be back with us this month. . . P.F.C. Bob Love and Corp. Angelo Pizzillo, stationed in the western sector of Berlin, patiently were waiting the arrival of Tom Ostrum who arrived recently in Heidelberg, Germany. A communiqué from Bob Burdzenski states that he is back in the Canal Zone after policing the U. S. Embassy in Honduras during the recent election. . . Paul Kayser has received his discharge from the Army and was welcomed home by his sister, Kay, and fiancée, Shirley Westcott. . . Congratulations to Ed Schauer who has become the father of a baby girl. . . Harry West also is sporting a big smile and passing out cigars. . . Anne Mae Vesey is a sure-fire bet to win the Miss Christmas Spirit poll. Weeks before even the North Pole began to stir with activity, Anne was ogling over her Christmas cards, rereading the nostalgic sentiments.

Secaucus Foreman Gets Pleasant Farewell

A “Best Wishes” sign marked the occasion when James Parker (center), roundhouse foreman at Secaucus, N. J., received his retirement certificate from Charles F. Schwartz, (left) general master mechanic, and L. Gebhardt, general foreman, recently. Mr. Parker had almost 47 years of aggregate service. Fellow employees also presented him with a purse.
a Halloween party at the correspondent's home with costumes representing a hunter carrying her hunting dog; rabbit and gun, clown, scarecrow, flapper, man's old fashioned nightgown, and even Marilyn Monroe with a baseball bat. Guests were led through the house under dim green lights to the horror room with cobwebs, a head, and an arm and a hand hanging from the ceiling. Cider, doughnuts, coffee, popcorn and candy were served and various games were enjoyed.

Birthday greetings to R. L. Dobkins and Joe Severo.

PASSenger TRAFFIC
NEW YORK, N. Y.
By John de Waal Malefyt

H. T. James, city passenger agent, and wife toured in the New England area on vacation. Incidentally, Herb is happy about his new television set. Tom Whalen, ticket clerk, and wife took off for the western Jersey hills in his "brown bomber" for his third week's vacation.

Lunch hour finds Claire M. Creighton, stenographer, working on the Daily News crossword puzzle with the

railROAD
ACCESSORIES CORPORATION
SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.
help of Frank J. Alger, assistant ticket agent.

R. B. Hunt, city ticket agent, is proudly showing the colored photos he took at Yellowstone National Park on a recent trip with his two sons.

CLEVELAND, OHIO
By Steve Tischler

Dot and Dan McNally visited the Cleveland Press “Do It Yourself” show at the Public Auditorium.

Way back in the good old days when Bernie (Scat Back) Clark was starring for the Holy Name Eleven, he received a shoulder injury, which, he says, is beginning to act up again.

It seems that Ginny Higgins has decided she’s tired of getting up at the rooster’s crow in the morning and now has an apartment on Cleveland’s West Side.

Congratulations to Joan Lindsen and Bill Offutt on their promotions to steno-clerks. Joan will remain here while Bill will be taking letters in Coal Traffic. Bill formerly was a clerk in the traffic vice-president’s office.

BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Nice Munger

Sympathy is extended to the family of Tower Operator Golden Greely who passed away suddenly Oct. 16 while on vacation. His age was 56 years and he had 37 years of service. Burial was at Portageville, N. Y.

The newest papa happens to be Messenger Floyd Mailiar (son).

Fiore Parenti, retired boilermaker helper, was a recent caller at this shop. He is planning a trip to St. Petersburg, Fla.

J. R. Dambach, division storekeeper, retired Nov. 1. We wish the Dambachs many enjoyable years and the best of luck.

BUFFALO MACHINE SHOP
By Frank Halbleib

J. A. Dooner, conductor, Avoca, is recuperating at home after an operation at the Veterans’ Hospital in Wilkes-Barre.

R. H. Soeley, operator-agent, Union-

THE FLEISHEL LUMBER COMPANY
SAINT LOUIS, MISSOURI

THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 2,400 Tons per Hour from Vessel.
Storage Capacity at Randall, O., of 1,000,000 Tons.

CARMAN MARRIED

Charles Markarski, carman apprentice at Penhorn, N. J., shop, was married Oct. 16 to Margaret Reidy in Jersey City. The couple honeymooned at Niagara Falls.

dale, is off on account of illness.

Contributions from Erie employes in the Lackawanna Valley area assisted in putting the recent drive over the top.

Engineers C. H. Weber, W. R. Woodward, H. A. Swingle, and Gordon Shiffer, brakeman, are anticipating some good rabbit hunting.

A. B. Crowe, engineer, is packing his bags for a trip to Florida where he will visit friends at St. Petersburg, Miami and Jacksonville.

Best wishes to Margaret Leshanski, daughter of M. A. Leshanski, stenographer, M. of W., on her marriage to Joseph Mack, Scranton.

Edward Smith, engineer, is on an extended leave of absence due to illness.

NEW YORK DIVISION
SUPT.’S OFFICE, JERSEY CITY
By Mary A. D. Meyer

Tom Rooney still is in mourning for the Yankees and Joe Stanley is as happy as a lark because the Giants won the World Series.

Vacations: Mr. and Mrs. Daniel Crowley, Niles, Ohio; Mr. and Mrs. Harry Gibb, Long Island; Phil Schmidt, Eddie Wringle, Pete Mandelbaum, and John McBride, local trips; Mr. and Mrs. Rudy Appeld, Virginia; Ralph Eleeardi, Montreal, Mr., and Mrs. J. W. Conway also made local trips.

Evan Vander Woude, former stenoclerk here and now with the Passenger Department, is convalescing at home after surgery at Beth Israel Hospital, Passaic.

Good luck to Elizabeth Petak, junior

Erie Railroad Magazine
December,
E. F. Bunnell sent his regrets at being unable to attend due to hurricane Hazel damaging his property.

Mr. and Mrs. Harry Coleman attended the dinner and reception at the Park Lane Hotel, Hunenot, given by the Brotherhood of Railway Clerks' Lodge at Port Jervis for three members who retired in the past year. C. Eagan, W. Garland and R. Dahron each was presented with a purse.

The Daniel Crowley's celebrated their 40th wedding anniversary Oct. 19. A dinner in the Ritz Restaurant, Passaic, Dan's 65th birthday was Oct. 20. A surprise birthday cake with candles was presented to him at noon in the office.

Recent callers were Richard Dahron, retired chief clerk, Port Jervis, and Charles L. Weissert, Mesa, Ariz., retired conductor.

Glad to see Abe Kleinman, James Laggan and Alice Shama back at their desks after illness.

James Laggan, extra operator, has enlisted in the Navy and is at the Recruiting Center, Bainbridge, Md.

A testimonial and retirement dinner in honor of Yardmaster John J. Regan, Croxton, was held at Kelip's Inn, Secaucus, Oct. 16, with 175 in attendance. Supt. H. A. Bookstaver presented a plaque. General Yardmaster A. P. Corman, a 21-jewel Benrus wristwatch, Chief Clerk Frank Brady and John Callahan, a purse and wallet, Mrs. Ragan received a corsage. Vincent Cull was master of ceremonies and H. A. Rhoads spoke. Others attending from this office were Tom Decker and Dan Crowley.

E. F. Bunnell sent his regrets at being unable to attend due to hurricane Hazel damaging his property.

The A. J. Stanleys motored to Washington, D. C., and Alexandria, Va., where they visited with Mrs. Stanley's brother who returned from overseas recently.

"Happy Birthday" to Carol Newton and Antionette Geerinck.

WEEHAWKEN LOCAL & DOCKS

G. Di Nardo (Frank Bell), retired foreman, Dock F, is traveling in Italy and a number of employees have received cards from Rome.

Good luck to Fred Owens who retired Oct. 1.

Sympathy is extended to Keen Simmons who recently lost his wife.

We welcome the return of G. W. McMahoon, George Webb, John Fusco and Robert Greer after illnesses or surgery. Abjohnson, Forest, Byrd and Izoo still are incapacitated and we extend best wishes for speedy recovery.

We regret the departure of Ethel Ahl, stenographer, who plans to take
a course in dietetics. We are pleased to greet her successor, Bruce Kolacy.

Those entitled to third week vacations are spending the time painting and repairing their properties.

The Weehawken boys found it hard to stay off the polished lanes and accordingly entered a team in the Hudson County Industrial League. Reports are that the balls must be too heavy or the pins are nailed down.

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WORK CAREER ENDS

Ernest H. Ness, supervisor of work equipment and welding, retired Oct. 31 and was honored at a party in Meadville, Pa., by fellow employees and friends. He is shown here (right) receiving his retirement certificate from J. S. Fons, assistant chief engineer, maintenance of way. Mr. Ness had been with the Erie for 37 years.

JERSEY CITY FREIGHT CAR

Mr. and Mrs. Bill Downes returned home recently after vacationing in Miami Shores, Fla.

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

Andy Leishman, the most recently married man in our office, is getting a lot of helpful advice from Joe Marshall, the newest father in the department.

Mrs. A. T. Dobler has returned from a visit to her cousin’s home in Miami, Fla.

Blake Rhodes welcomed the cool autumn weather because it brought to an end a summer of strenuous gardening work at his home in Port Jervis.

MARINE

By Jess Baker

Tom Wouters, master mechanic, marine yard, is spending his vacation in Denmark and the Netherlands. Tom writes that the American dollar goes a long way and buys a lot in those countries. Eating is of the finest and he is enjoying himself immensely.

Mel Teneyck, tug captain, announced the arrival of Donna Lynn Aug. 25.

Jim Ambrose, engineer on the tug Marion, has returned from St. Peters-

burg, Fla., where he met John Tidblom and Arthur Terwilli.

Do you know that ferryboats are mentioned in the Bible? Second Samuel, 19:18.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Congratulations to Rose Aldridge, former typist, on the birth of a daughter, Karen Ann.

We are glad to report that Paul Romeo is recuperating after a recent operation and is expected back shortly.

Herman Miller, assistant chief clerk, spent his vacation in Miami Beach.

Frank Evers, accountant, is on Oct. 1 after 48 years’ service.

The following have service anniversaries in November: Paul O’Neill, 29 years, and Ed Vreeland, 28 years.

Best wishes to Helen Heffernan for speedy recovery.

RAILROAD TV

One railroad has installed television to enable the central office to watch freight car movements and general switching operations in a freight yard. The apparatus consists of a viewer and two cameras—one with a wide-angle lens, the other with a tele-

scopic lens—mounted above the general yardmaster’s tower 60 feet above track level. In the viewer the ter-

minal superintendent watches all ac-

tivities in those parts of the yard where freight trains are made up. By pressing a button that switches on the telescopic lens, he can watch yard operations 2,000 yards away.
How to relieve traffic and tax headaches at the same time

These two photographs illustrate the cause—and point a way to the cure—of a good many tax and traffic headaches.

The one shows freight on its way to market by rail. The other shows freight moving by highway.

When freight goes to market by rail, the rate charged includes the full cost of the transportation—including the roadway, signaling and safety devices, and taxes paid to the local, state and federal governments. In other words, the user pays his full and just share of all costs involved.

When freight goes to market by truck, the rate charged does not always defray the full share of the cost of the facilities used for private profit. A major portion of the cost of building the highway, maintaining it, installing and maintaining traffic controls and patrolling the road is paid by the private motorist and the general taxpayer.

Naturally, this hidden subsidy makes it possible for the long-haul trucker to charge a lower rate. This, in turn, induces more freight to move by highway—which causes the cost of highway maintenance to be still further increased and traffic lanes to become even more congested.

The railroads serving the busy East feel that if the big long-haul trucks paid their full share of the costs of the nation’s highways, competition between train and truck would soon be on a more equitable basis—to the benefit of taxpayers, private motorists and small truck operators.

In fact, it has been the history of American business that free and equal competition works to the best interests of all involved, providing the highest degree of service at the lowest possible cost... Eastern Railroad Presidents Conference, 143 Liberty St., New York 6, N. Y.
"This is Jenkins at the freight house. Just had a 'phone call from a contractor who wants a location report on his four cars of road machinery in transit from Chicago. His highway contract calls for starting the job in 36 hours and he wants to make sure the cars arrive in time. Check it while I hold on, will you please?

"That was a swell job of tracing your sales office did for us. Our equipment arrived on the job in time to start on the contract date—thanks to the Erie's fine cooperation. We're certainly sold on Erie service and personal attention!"

Many shippers depend on Erie Car Locater Service for prompt action. Records of every loaded car on every train are dispatched daily to Erie sales offices, coast-to-coast. That's why our men are able to give a quick report on the location of cars. For the extras in service and dependability—it's the Erie!