



RADIO  
EQUIPPED



RAILROADS  
ON  
PARADE

OUR 50TH YEAR OF PUBLICATION

DECEMBER 1954

# The President's Page

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**T**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.

*P. W. Johnston*



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

No. 10

December 1954

### Our Objective

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

George C. Frank . . . Asst. to President  
 Jim Alan Ross . . . Associate Editor  
 Mabel I. Ross . . . Secretary  
 John F. Long . . . Photographer-Reporter

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## RAIL ENDS

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.



**THE COVER**—We have an idea most of our readers this month will want to spend most of their time looking at our cover, not reading about it, so we aren't going to say much here. You might like to know that our cover girl is June Wells, a model who lives in a Buffalo suburb. During Railroad Week in Buffalo, June was a hostess on the Talgo train at the railroad display. Editors of the magazine asked her if she wouldn't pose with the Erie caboose in the exhibit. She obliged. The result is easy on the eyes—as you can plainly see.

# 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 Eriemen 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

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



the Eastern Railroad Presidents Conference.

Many Erie officials participated in the program, and numerous exhibits in downtown windows featured our railroad. One of our new bay window cabooses was included in a display of railroad equipment during the week.

The observance reached its climax on Oct. 21, Presidents' Day, when more than a score of railroad presidents and many railroad brotherhood leaders gathered in

**... railroaders, Buffalo citizens**

**meet during Railroad Week**

**to discuss industry at series**

**of exhibits, civic luncheons.**



*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. Kriesien, 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

portation, 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

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 ap-



*The Erie bay window caboose at the display was quite popular.*

peared 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 father shows the railroad display to his two youngsters.*

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 S. 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-

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

# 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.

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 provid-

the Erie had made.

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



*This picture was taken just before the ribbon was cut to climax the dedication ceremonies. Around the microphone, from the left are, Passaic Commissioner Nicholas Martini, Patricia Ann Argalas, who cut the ribbon, President Paul W. Johnston and Adolph Kriesien, assistant vice president and general manager of the Eastern District.*

*Guests board the inspection train at Passaic. From the left: Ervin Kraft, director of the Board of Freeholders of Passaic County; C. Moore, Jr., freeholder; V. J. Perneti, freeholder; Lloyd Marsh, county treasurer; H. J. Donahue, freeholder; Commissioner W. B. Cruise; Mrs. Mattie S. Doremus, freeholder; Commissioner Nicholas Martini, Mayor Morris Pashman, Conductor Carl Berner and President Paul W. Johnston. The guests inspected Erie improvements in Passaic.*

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

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

ed, but the hardy passengers ignored them, preferring to stay out in the open where they could get a better look at the changes that



*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.*



credit to our city."

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 Perneti, 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. Cinamon, William E. Cruise and Nicholas Martini and others. Representing Erie's board of directors was Albert F. Metz, chairman of the board of the Okonite 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 proj-

ect 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.

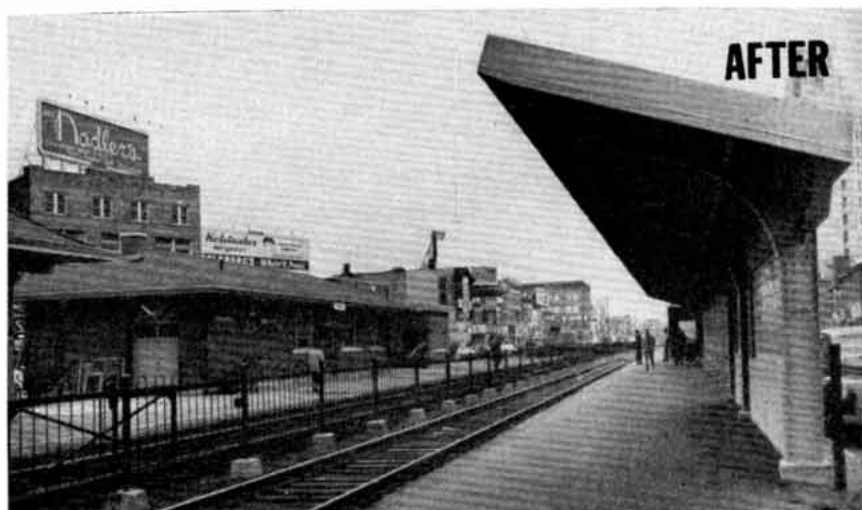
#### Connecting Tunnel

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



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





*These two pictures illustrate how much the new fence has improved the appearance of the downtown area. The new fence is cleaner and safer.*

of the Board of Public Utility Commissioners of New Jersey co-operated in the study.

Initially the automatic warning and protection devices were recommended for the crossings at Lafayette, Paulison and Ayerigg 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 along Main Ave. for widening the street and speeding up vehicular traffic. Additional land will be deeded 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



*These "Before" and "After" pictures show the old and new shelters on the eastbound side of the tracks. The new shelter is brick and glass.*



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 railroad freight 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:



*The Washington Place crossing is typical of the improvement in the 13 crossings which were affected by the project. Elimination of the old watch towers and shanties permitted widening of the main downtown street.*



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 number of ton-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.*



"Which one's for bubble gum, daddy?"

# They're Mad About Trains!



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



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.

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 hot-dogs, 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.

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



**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 out ahead of Five and get stung for 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 shack over after the hog, but the hogger hadn't showed up and the tallowpot was over at the bean works getting a boiler-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 black-jacks. 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 orders. By that time they had started from the roundhouse with the razor-back. 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 blocked 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 mofet 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

December, 1954

## The Season's Best



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 7,132,329 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

Name	Location	Promotion	Date Started With Erie
F. N. Snyder	Cleveland, Ohio	Supvr. Work Equip. and Welding	1- 1-18
Anthony Kennedy	Cleveland, Ohio	Asst. Supvr. Work Equip. & Welding	11- 1-22
M. J. Foli	Cleveland, Ohio	Asst. Comptroller	12-16-16
J. I. Michel	Cleveland, Ohio	Asst. to Comptroller	5-16-19



*President Paul W. Johnston presents a share of stock to one of Erie's newest and youngest owners, 11-year-old Michael Small of Swayzee, Ind.*

## Young Man of Industry

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.

*Gold Digger: So your millionaire's check bounced on you, did it?*

*Chorus Girl: Yeah, that louse! It came back marked "Insufficient fun."*



**H. W. Von Willer**

## H. W. Von Willer Elected Director

Harry W. Von Willer, vice president-traffic, 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 Controllershship 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 of-

fice in New York City where he was 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



M. J. Foli

J. I. Michel

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.



	September		Nine Months	
	1954	1953	1954	1953
 <b>Received from Customers</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$12,429,137	\$15,424,739	\$114,146,120	\$138,388,016
 <b>Paid out in Wages</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,931,195 55.7	\$ 7,265,365 47.1	\$ 60,149,590 52.7	\$ 64,693,265 46.7
 <b>All other Payments</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 5,379,000 43.3	\$ 7,815,349 50.7	\$ 51,163,552 44.8	\$ 66,913,599 48.4
 <b>Left over before Dividends</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 118,942 1.0	\$ 344,025 2.2	\$ 2,832,978 2.5	\$ 6,781,152 4.9

(Based on figures reported to the Interstate Commerce Commission)

## 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 \$8,000,000 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.

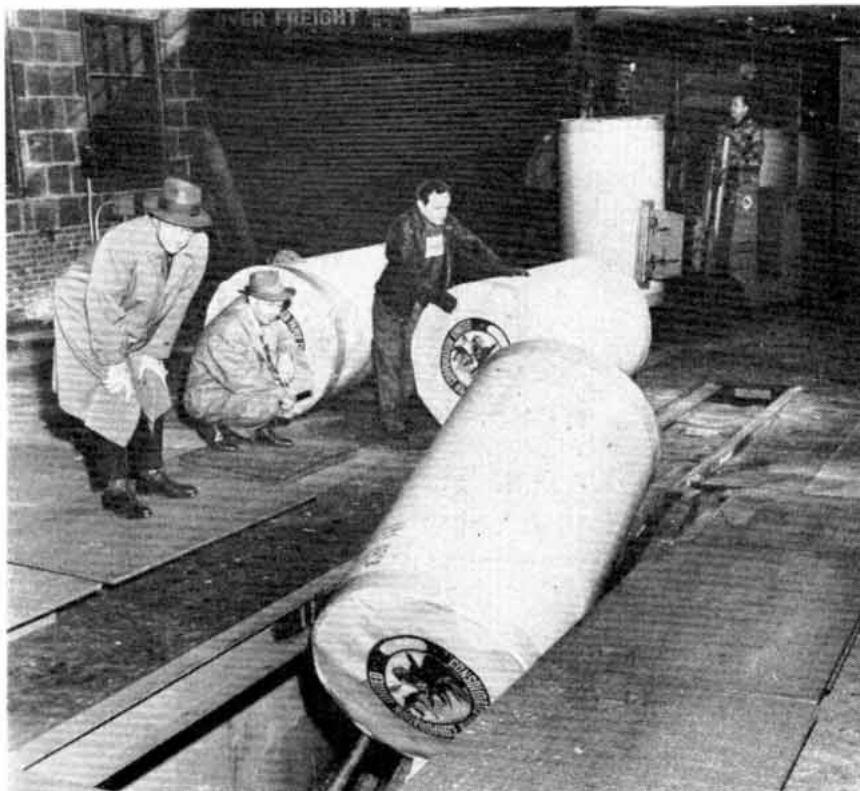
The new system was designed by William Ginsberg Associates, New York engineering consultants, who supervised the construction of

the new plant.

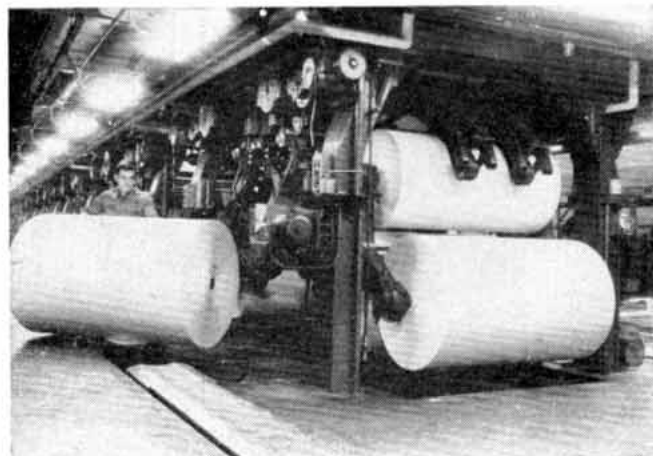
The building was erected adjacent to the company's existing plant. The addition extends the Beacon Journal property to the point where it is just across Broadway from the Erie freight depot. The Erie's facilities are on the east side of the street and the new plant on the west side.

## 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



*The heavy rolls here are being unloaded from a box car on the Erie spur track and are being placed on the conveyor for their trip to the Beacon Journal presses. Watching the operation (left) is Frank Corlett, Erie's general agent at Akron. The rolls weigh 1,400 to 1,800 pounds each.*



*The conveyor ends beside the presses — where the heavy rolls of newsprint can be mounted on the presses with the greatest of ease.*

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.

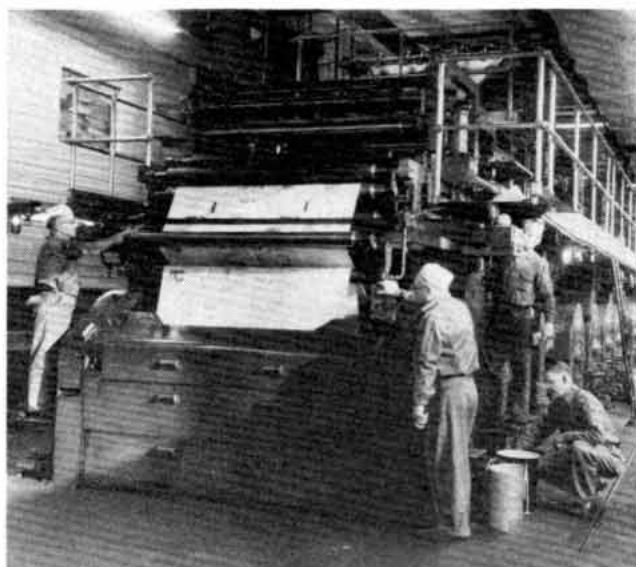
Even though Akron is the center of the rubber manufacturing industry and produces vast amounts of rubber belting, engineers found rubber wouldn't be suitable for this project because of the sharp decline from the depot platform to the tunnel.

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-

*The other end of the presses is shown here—with printing finished and ready to be folded and cut for the news-stands.*



*Frank Corlett, general agent, Akron, watches rolls of newsprint ride the conveyor through the tunnel en route to the paper's presses.*

atically-motivated piston connected by linkages to the pusher. The latter shoves the rolls off the conveyor.

An industrial truck with a special clamping device then picks up the roll and takes it to the newspaper's extensive storage facilities which are capable of handling 7,000 tons or about four months supply.

A similar lift truck is maintained by the Beacon Journal on the Erie platform to unload the cars.

low-street level of the plant and an automatic air-actuated kick-off pushes the rolls off the conveyor.

The kick-off is sort of a Rube Goldberg invention. Engineers say

there is no simple way to explain it other than this:

As a roll of paper contacts a limit switch, this energizes a solenoid valve which activates a pneu-

## 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.

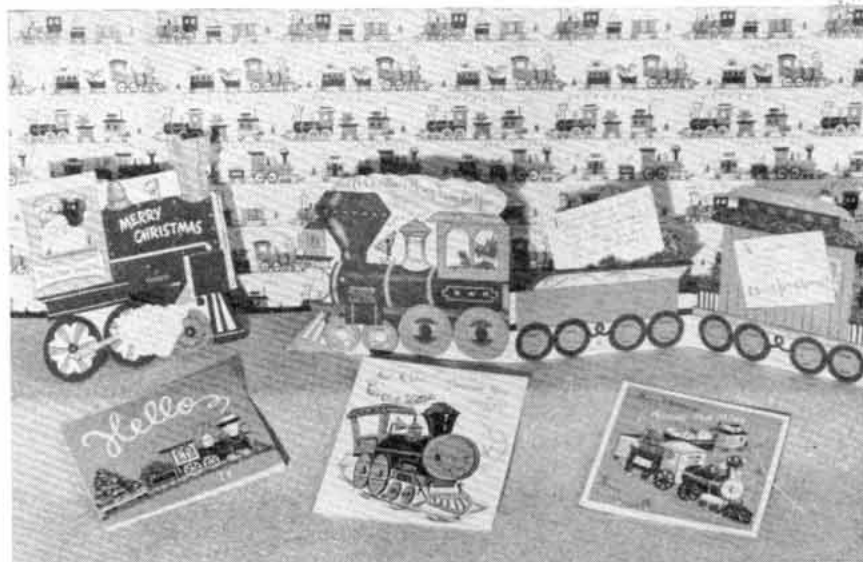
*"I can whip any man working for me," boasted the foreman.*

*"You can't whip me," said one*

*husky lad.*

*The foreman looked him over carefully. "You're fired."*

## Christmas Cards Feature Trains



Trains are featured on many Christmas cards this year. The selection above includes a "money train" (center, right) designed to hold a dollar in dimes in slotted wheels. The backdrop is a Christmas gift wrap.

Erie Railroad Magazine



*engagement of Phyllis Jane Owens, employed in the office of the general master mechanic at Jersey City, to George Lucas, assistant sports editor of the Paterson, N. J., CALL, has been announced by Miss Owen's mother. The couple expects to be married Dec. 4.*

## New Steel Rails Heavier, Stronger

Today's rails—the most vital part of the railway structure—may look very much the same as those of 15 or 20 years ago, but the truth is they are heavier, stronger, more durable and much safer than the rails which they replaced.

The first railroads in this country were constructed of wooden rails upon which were fastened thin strips of iron to provide a running surface for the wheels.

Iron rails, many of which were imported from England, gradually replaced wooden rails.

The weight of these iron rails was from 45 to 56 pounds per yard.

The first steel rail was rolled in the United States in 1865, and, in 1867, the first Bessemer steel rails were manufactured in this country. During the 1870s, steel came into extensive use. By the late 1890s, steel had almost completely replaced iron.

As weights of locomotives and cars increased and methods of rail manufacture were improved, the weight of rails increased.

Today's steel rails—much superior to those of even a short generation ago—range in weight on main lines

# 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 *you*!

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 presents 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 who remembered you last year. Add to your list a few persons who never gave you anything and who certainly expect nothing from you. You can find real 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.

(Copyright 1954, Post-Hall Syndicate, Inc.)

from 85 to 155 pounds per yard. The average weight of main line rail is now about 104 pounds per yard.

The length of rail has also been increased from time to time. The earliest strap-rail was 8 or 10 feet in length. By 1850, rail 18 and 20 feet in length was common. In 1920, the standard length was 33 feet.

The present standard length is 39 feet, but some railroads use rails 60

and in some cases 78 feet long in special locations.

In fact, some railroads are now using "continuous" rail—rail that has its joints welded together into lengths of a mile or more.

The longest continuous welded rail in use in the United States today is 33,792 feet in length. There are numerous stretches of continuous rail exceeding a mile in length.



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

*At right, John Gbur is a cheerful blacksmith who started with the Erie back in 1903.*



## Cruising Camera Man

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



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



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.

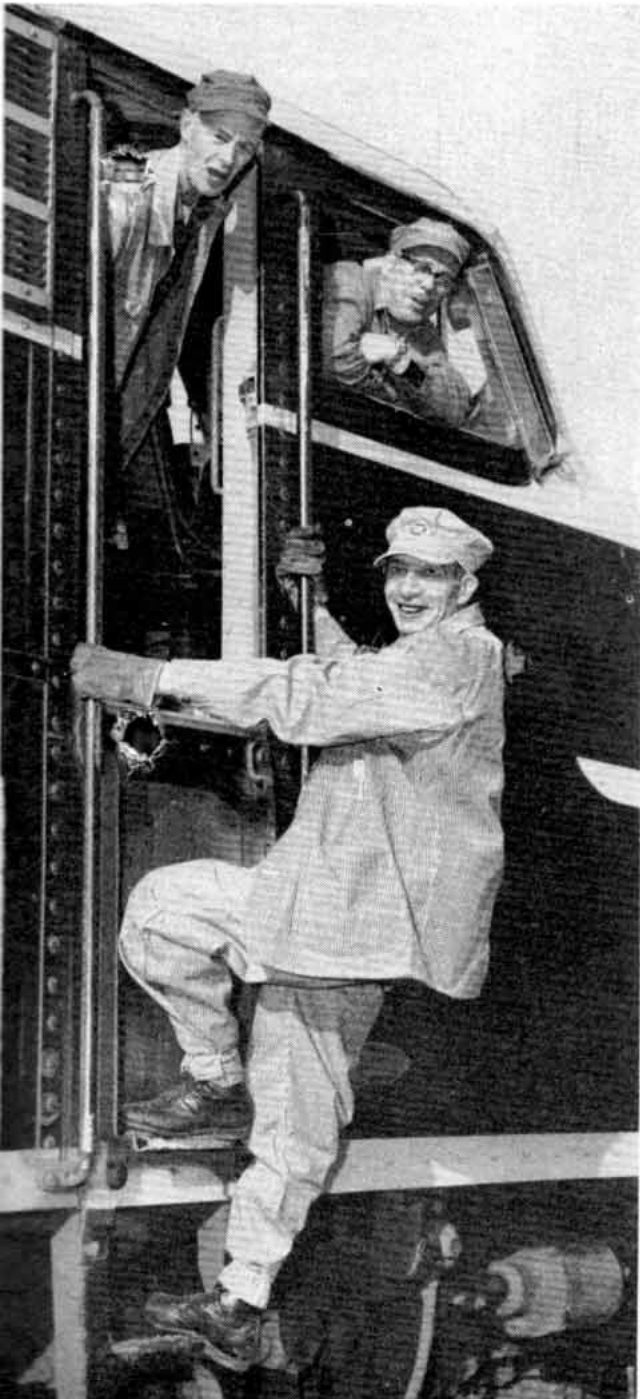
The pictures on these two pages show some of the topflight Erie railroaders who look after our operations in the East Buffalo yard.

*Below, Frank Yohannes, yard brakeman, and Frank Switalski, yard conductor, are-  
pare to board their caboose.*

*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 Catalfu, 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.*

# ERIE VETERANS

## Fellow Veterans:

Through this medium I extend holiday greetings. I have had the pleasure of visiting many 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 merry and that you will enjoy a most happy and prosperous New Year.

Fraternally,  
**John F. Muchler**  
President

## Buffalo-Rochester

By Ruth Nise Munger

Our pheasant hunters have had no luck. Guess we had too much rain.

Retired Engineer **Joseph A. Loretan** and wife celebrated their golden wedding anniversary Oct. 19. They have two daughters and two granddaughters.

Well wishes to **J. R. Dambach**, 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 the **Shiptons**, who motored to Scranton via the Poconos and back through New York State. The **Moyers**, after attending the United Association of Railroad Veterans' convention in Rochester, went on to New York City; the **Fred Kerns**, also to New York; the **Henry Schultzes** to Rushford Lake as guests of the **Stens**, enjoying their log cabin and surroundings. The **John Fagans** went to Marion and Cleveland, **John** attending the yardmasters' meeting. **Chairman** and **Mrs. Adams** spent three weeks in Florida last month. The **O'Learys** (yardmaster) spent two weeks in October visiting with their daughter and son-in-law at his station

at Camp Lejeune.

The ladies auxiliary held a Dutch treat luncheon at McDoel's Nov. 3 and made plans for winter gatherings.

Thanks much, auxiliary and chapter members, for the beautiful flowers and plants the correspondent received during her convalescence.

## Youngstown

By R. P. Reeber

At our October meeting, **J. J. Callahan** and the writer were appointed co-chairmen of the annual system installation dinner to be held Jan. 22 at the Pick-Ohio Hotel.

We deeply regret the loss of two more of our old and valued members, Engineer **Owen B. Sweeney** (retired) who passed away Oct. 13 of a heart ailment from which he had suffered several years, and Road Conductor **James W. Waddington** (retired) who suffered a stroke several months ago, which terminated fatally Oct. 24. They were long-time members and unflinchingly attended our meetings. We extend our deep sympathy to both families.

We had a very good attendance at the covered dish dinner Oct. 13. 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 **Kay Krantz**, Jamestown 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. Dise**, 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**, Jamestown, and **Merle Capwell**, Corry. **Miss Krantz**, accompanied at the organ by **Mrs. Mildred Northrup**, sang four selections.

We still have on our sick list **Harry Moss**, **Thomas Hickey**, **A. J. Haecker**, all of Salamanca; **A. J. Sullivan**, Allison Park, Pa., and **Helen Paulman**, Wellsville. **J. I. Miess** is convalescing after a stay at the St. Francis Hospital in Olean.

We are sorry to report the death of **Dana Willett**, 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 DeVillars**, second vice-president; **Mrs. Adam Werley**, secretary; **Mrs. Albert Hagen**, treasurer; **Mrs. Joan Ebel**, 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 Kebort**, trustee.

The tureen dinner preceding the meeting was in charge of **Mrs. W. W. Thomas**, chairman; **Mrs. Velba Ebel**, **Mrs. Goldie Yochom**, **Mrs. Lida Terrill**, **Mrs. Blanche Fredericks**, **Mrs. Pearl King** and **Mrs. Helen Stenger**. Dessert was pumpkin pie and Halloween decorations were a feature.

Those reported on the sick list were **Mrs. Karl Smallenberger**, **Sam Haselhurst** and **Chester Hoffman**. **W. R. Lawyer**, machinist, is back at work after an illness.

The next meeting will be Dec. 2.

## Jersey City

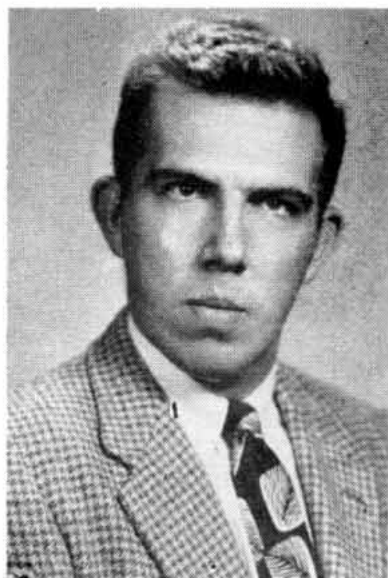
By A. I. Raywood

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 departments 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 committee 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 neighborhood that evening.

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



William B. Sutherland, Jr., son of William B. Sutherland, Sr., third trick dispatcher at Jersey City, graduated Oct. 10 from Lehigh University with a degree of bachelor of science in chemical engineering. He was president of Alpha Sigma Phi, a member of the Newtonian Society and Arnold Air Society, band, American Institute of Chemical Engineers and president of the Student Chemical Society at the College.

## Chicago Foremost Railroad Center

It was just a century ago—in 1854—that Chicago began to be recognized and acclaimed as the leading railway 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 250,000 cars.

In the Chicago terminal zone there are 255 freight houses and 372 public team tracks for loading and unloading freight. About 4,300 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, 1953, reported 79,000 employees with an estimated annual payroll of \$350,000,000. The railroads spend around \$325,000,000 a year with Chicago firms for fuel, material, supplies and equipment.

# RETIREMENTS

You DID YOUR JOB WELL

You ARE TRUE RAILROADERS

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Alexander Anisowich	Carpenter	Weehawken, N. J.	9-30-54	27
Clarence E. Bellam	Passenger Conductor	Huntington, Ind.	10-15-54	43
Albert T. Blake	Conductor	Jersey City, N. J.	10-16-54	43
Trace L. Braymer	Crossing Watchman	Meadville, Pa.	9-18-54	27
Edward L. Burton	Engineer	Susquehanna, Pa.	10-14-54	47
Thomas A. Casey	Freight Agent	Port Jervis, N. Y.	11-30-54	43
Antonio S. Catanzaro	Floatman	Jersey City, N. J.	9-30-54	30
Michael J. Cavanaugh	Yard Conductor	East Buffalo, N. Y.	9-30-54	45
Henry F. Christoffer	Road Brakeman	Jersey City, N. J.	9-30-54	38
Alexander C. Clark	Chief Clerk	Cleveland, Ohio	11-30-54	45
Leonard I. Conklin	Yard Conductor	Crofton, N. J.	8-31-54	37
Vonnia S. Cornell	Yard Brakeman	Youngstown, Ohio	10-18-54	26
Millard J. Cornell	Stower	Jamestown, N. Y.	8-11-54	34
Eli Daniels	Shop Hostler	Kent, Ohio	10-22-54	38
Raymond V. Donovan	Passenger Brakeman	Hornell, N. Y.	10-11-54	38
Emery A. Fitch	Machinist	Meadville, Pa.	9-30-54	42
Martin H. Fitzpatrick	Train Dispatcher	Hornell, N. Y.	11-30-54	32
Harry C. Forry	Machinist Helper	Marion, Ohio	10-15-54	32
Charles R. Foster	Freight Engineer	Dunmore, Pa.	9-7-54	49
Joseph Galazin	Car Repairer	Jersey City, N. J.	10-14-54	25
Pasquale Gallo	Carpenter	Jersey City, N. J.	10-29-54	32
Hiram C. Garver	Tender Repairer	Marion, Ohio	10-28-54	39
Charles E. Gillette	Engineer	Hornell, N. Y.	9-30-54	48
George L. Hart	Road Conductor	Meadville, Pa.	10-20-54	45
Thomas L. Hellums	Patrolman	Jamestown, N. Y.	11-20-54	31
Arthur J. Houghton	Road Conductor	Cleveland, Ohio	9-30-54	31
Andrew Kowalow	Car Repairer	East Buffalo, N. Y.	9-14-54	37
Arthur D. Lattimer	Trackman	Thompson, Pa.	9-22-54	35
Tracy R. Lewis	Road Brakeman	Jersey City, N. J.	9-17-54	41
Chas. W. Liebensberger	Tariff Compiler	New York, N. Y.	10-31-54	38
William Linkowski	Machinist-Millwright	Jersey City, N. J.	9-30-54	33
Michael A. Loughery	Freight Engineer	Avoca, Pa.	8-31-54	44
Anthony Massimino	Revision Clerk	Jersey City, N. J.	11-30-54	31
David J. McLaughlin	Machinist	Jersey City, N. J.	10-14-54	46
James H. McMahon	General Yardmaster	Susquehanna, Pa.	11-30-54	49
Santo Mercurio	Shop Hostler	Niles, Ohio	10-31-54	28
John Mich	Car Inspector	Crofton, N. J.	10-21-54	34
Edward J. Nolan	Engineer	Jersey City, N. J.	9-16-54	39
Gaetano Napodano	Laborer	Jersey City, N. J.	9-30-54	48
Maurice H. Osterhout	Truckman	Susquehanna, Pa.	9-13-54	33
Fred J. Owens, Sr.	Trucker	Weehawken, N. J.	9-30-54	42
Manfred O. Pangborn	Conductor	Marion, Ohio	9-20-54	50
James D. Parker	Roundhouse Foreman	Secaucus, N. J.	11-30-54	46
Lawrence S. Pletcher	Chief Caller	Marion, Ohio	10-20-54	50
Daniel Posthumus	Chief Inspector	Jersey City, N. J.	11-30-54	27
Arthur Quackenbush	Yard Brakeman	Port Jervis, N. Y.	9-30-54	39
Leo E. Rausch	Engineer	Buffalo, N. Y.	10-8-54	43
Thomas J. Reinhart	Section Foreman	Avoca, N. Y.	10-28-54	42
Edward A. Rodgers	Derrick Engineer	Meadville, Pa.	9-30-54	34
Daniel Ryan	Electrician	Jersey City, N. J.	10-4-54	27
Harry H. Schultz	Foreman	Dunmore, Pa.	10-31-54	36
Henry P. Shauger	Trackman	Otisville, N. Y.	9-27-54	32
James O. Shaw	Boilermaker Helper	Jersey City, N. J.	10-14-54	30
Charles Shlimits	Asst. Sect. Foreman	North Randall, Ohio	8-16-54	51
John F. Smykla	Carman	East Buffalo, N. Y.	8-24-54	26
Harry L. Stearns	Crossing Watchman	Meadville, Pa.	9-27-54	48
Joseph E. Virgil	Road Conductor	Port Jervis, N. Y.	10-19-54	43
George Watkins	Carman	Dunmore, Pa.	9-29-54	31
Ira L. Weaver	Engineer	Hornell, N. Y.	10-7-54	38
James A. Williams	Fireman	Jersey City, N. J.	8-30-54	26



Sir:

I have noticed that the crossings, ditches and the railroad right of way in general through Wellsville 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.

deLesseps S. Morrison  
Mayor  
City of New Orleans

Sir:

... We needed advice and turned to the Erie, and R. J. Dundon, 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 Drazdick, Traffic Mgr.  
White Pine Sash Co.  
Spokane 10, Wash.

Sir:

Having completed a month's trip to the coast and return plus the Canadian Rockies, all by railroad, I feel

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Baillie, Joseph Griffiths	Baggageman	New York Division	8-22-54
Bennett, Harry Fay	Master Carpenter	Wyoming Division	10-19-54
*Blackman, George Clarence	Car Inspector	Port Jervis, N. Y.	10-20-54
Brown, Charles L.	Conductor	Susquehanna Division	10- 3-54
*Bucciolo, Aniello	Trackman	New York Division	8-21-54
*Cole, Eli Martin	Road Conductor	New York Division	10- 6-54
Coughlin, Joseph George	Operator-Leverman	Kent Division	10-12-54
*Davis, Robert Thompson	Gen. Foreman, M. of W.	Mahoning Division	9-22-54
*Dingman, Elmer Philip	Conductor	Meadville Division	8-25-54
*Drost, Walter	Machinist Helper	Secaucus Shop	9- 5-54
Dulsky, John	Shop Hostler	Hammond, Ind.	9-22-54
*Gleason, James Paul	Machinist Helper	Port Jervis Roundhouse	10-20-54
*Goins, George	Laborer	Brier Hill Shop	8-27-54
*Gurnee, Winfield Scott	Conductor	Jefferson Division	9-17-54
*Howe, Thomas Joseph	Delivery Clerk	Marion Division	10- 5-54
Kuchman, Nicholas	Sealer	Marion Division	10- 5-54
*Lake, Edson Albert	Conductor	Delaware Division	9-14-54
Lamm, Lewis LeRoy	Yard Conductor	Mahoning Division	9- 5-54
*Loneragan, Maurice Patrick	Asst. Gen. Yardmaster	New York Division	9- 6-54
*Lyons, Frank Joseph	Conductor	Bradford Division	9-17-54
*Marko, Alex	Car Repairer	Port Jervis, N. Y.	10-14-54
Miller, Edward Richard	Conductor	Marion Division	9-25-54
*Murray, Frederick H.	Dist. Master Mechanic	Eastern District	11-15-54
*O'Neill, Michael Joseph	Laborer	Crofton, N. J.	8-19-54
*Pandorf, Joseph	Bridgeman	Marine Department	10- 5-54
Paul, John	Tunnel Watchman	N. Y. Term. Division	10- 7-54
Reiff, Robert Eldon	Welder	Marion Shop	10-17-54
Reymore, Susan Hannah	Crossing Watchman	Mahoning Division	10- 3-54
Rood, Cecil Allen	Station Laborer	Hancock, N. Y.	10-10-54
*Schneider, John Francis	Marine Engineer	Marine Department	9- 9-54
*Smith, John	Trackman	Susquehanna Division	9-21-54
Tharp, Joseph Clyde	Yark Brakeman	Kent Division	10- 7-54
Tomchuk, Wasil	Janitor	Jersey City, N. J.	10- 5-54
*Tracht, Florence Emmitt	Engineer	Kent Division	9-19-54
Ventura, Thomas	Carpenter	New York Division	9-20-54
Walters, Hugh Allen	Trackman	Marion Division	10-15-54
*Willett, George Dana	Telephone Maintainer	Meadville, Pa.	10-20-54
*Williams, Franklin Burleigh	Plumber	New York Division	9-22-54
Woskow, John	Laborer	Secaucus, N. J.	9-26-54
*Zampino, Anthony	Hostler-Loce, Crane Opr.	Hammond, Ind.	8-22-54
*Stalbrook, Fred Raymond	Machinist	Meadville, Pa.	8- 4-54
*Stauffer, Clifton	Trackman	Mahoning Division	8- 8-54
*Stinele, Bartol John	Track Foreman	Mahoning Division	9-10-54
*Strausbaugh, John Edward	Engineer	Kent Division	9- 2-54
*Sudzarski, Zygmunt	Coach Cleaner	Jersey City, N. J.	8-12-54
Swab, Joseph	Engineer	Mahoning Division	8-26-54
Vaccaro, Salvatore Michael	Freight Carman	Susquehanna Coach Shop	9- 9-54
*Vogelsinger, John Rudolph	Boilermaker	Hornell Roundhouse	9- 6-54
White, Fordyce Arthur	Conductor	Allegany Division	9- 6-54
White, John James	Conductor	Wyoming Division	9- 6-54
*Wilkins, Samuel August	Engineer	New York Division	9- 6-54
*Woolery, Edwin Elverda	Dispatcher	Marion Division	7-16-54
Zimmer, Bertram Compton	Yard Brakeman	New York Division	
*Retired Employees			

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. Wandless  
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.*

# RAILROAD SAFETY

## 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 rail-roader. That's something that will never change.

## 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?





AT ALL ERIE STOPS

## KENT DIVISION

AKRON, OHIO

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.

**Odette Herz**, general clerk, spent her vacation with her son, **Bill Zimari**, and wife in Van Nuys, Calif.

## MARION, OHIO

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.

## MARION CAR

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.

October birthdays: **J. Casperson**, **R. L. Camm**, **L. M. Craft**, **S. E. Craycraft**, **R. E. Cluff**, **L. C. Dominy**, **V. Emerson**, Sr., **C. Griffith**, **Calvin Jones**, **G. W. Keener**, **H. L. Manley**, **Elwood Stone**, **H. E. Smith**, Sr., and **F. Sauer**.

## MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine Holzbach

**Eddie Clair**, leading clerk for mas-

ter carpenter and signal supervisor, and wife spent a week end with their daughter, **Virginia**, at Rochester, Minn. **Virginia**, a senior at St. Mary's Hospital School of Nursing, recently was elected president of the Minnesota State Student Nurses Association, Rochester Division.

**Tom Vestal** is stenographer in the supervisor's office in place of **Anita Donnelly**. **Anita** has transferred to the superintendent's office.

The correspondent vacationed in New York City recently.

## YOUNGSTOWN FREIGHT

By Maureen Pierson

**Jimmy Bowser** and wife visited their son and grandchildren in Long Beach, Calif., on vacation.

**Margery Frampton** and husband, **Major**, spent two weeks' vacation touring in the New England area.

Birthday wishes are extended to **Nan Shaffer** and **Virginia Yuengert**.

The office force anxiously is waiting to see **Johnny Reebel** shovel coal for **Gene Garde**. **Johnny** made a bet during the world series that if the Indians lost four straight games, he would shovel coal for eight hours.

## SUPT.'S OFFICE, YOUNGSTOWN

By Mary L. Doyle

Best wishes for speedy recovery are extended to **H. W. Shay** who is recuperating after an operation in Marymount Hospital, Garfield Heights,

Ohio.

We welcome **Anita Donnelly** in place of **Tom Vestal** who now is in the M. of W. Department.

**F. E. Navin** and wife are back from a vacation trip to Florida.

**Rose Schagrin** spent a week's vacation in New York City.

## MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR SHOP

By R. C. Miller

Congratulations to **Mr. and Mrs. James King** on the arrival of a new daughter.

**Mr. and Mrs. William Mangold** spent a vacation motoring on the Skyline Drive and in the South.

Our sympathy is extended to the family of **Howard Romasser**, signal repair foreman, on his death Oct. 20.

**George Balizet** and wife vacationed at Miami Beach, Fla.

**Howard Lohr** and wife celebrated their second wedding anniversary Oct. 23.

## ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Engineer **F. A. Snodgrass** attended the Ice Capades in Cleveland.

Recent vacationists were **C. B. Nutt**, **C. Urquhart**, **J. H. Bruce**, **G. L. Malliard**, **I. A. Hoy**, **H. E. Zuver**, **T. J. Groger**, **C. M. Hartley** and **T. J. Allen**.

## CONDUCTOR RETIRES; SONS CARRY ON



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.

Erie Railroad Magazine



**Ronald 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. Other vacationers were **R. F. Jones**, **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

# Hamilton's experience in making railroad watches



RAILWAY SPECIAL #15, \$71.50

RAILWAY SPECIAL "A," \$89.50

means greater accuracy  
in all other **Hamiltons**



CELESTE with bracelet, \$65.00

KENMORE with matching band, \$71.50

SHARON with cord, \$79.50

See the new Hamilton Illinois watches, value-priced from \$33<sup>95</sup>

Prices include Federal Tax.



DEBONAIR "D" with strap, \$33.95

LADY GAY "H" with bracelet, \$39.95

SIGNAMATIC with reserve power indicator, matching band, \$69.95

**FREE:** color folder of 1954 watch styles. Send name and address to Dept. RK-16a Hamilton Watch Company, Lancaster, Pennsylvania. © HWC

## 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 L. 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 Chinese, 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. Ekers, 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. 1.

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 Rosnagel'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 S. 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.

## CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Dorrie Weisshaar, former secretary to F.T.M. Rates, and now a full-fledged housewife, was a recent caller with her 18-month-old Danny.

Dick Meyer severed his Erie connection and has become chief clerk with another eastern railroad with of-

## 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. Sindon, R. D. Masters, V. Emerson, D. L. Malone, H. F. Altenberger. Back row, V. L. Barkley, P. I. Hanning, Wreckmaster J. L. New, E. A. Griffith and A. Everly. J. E. Gibbs and W. Everly were absent at picture time.

fices in the same building as ours. We'll be looking forward to seeing Dick around the building.

**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 Alkim**, former file clerk. Quote, "All that bending. Whew!"

**Harold** and **Nancy Klinker** jostled 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 words 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 is of 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. **Blanche Lewan** depicts a good facsimile 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 Siwik** 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 that he passed the state bar examination.

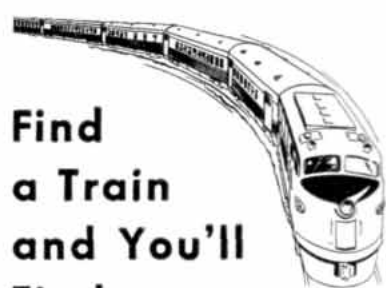
**Nancy Fox** and her hubby motored to New York State, marvelled over the Adirondacks, made merry in New York City and enjoyed picturesque Niagara Falls and historic Washington.

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

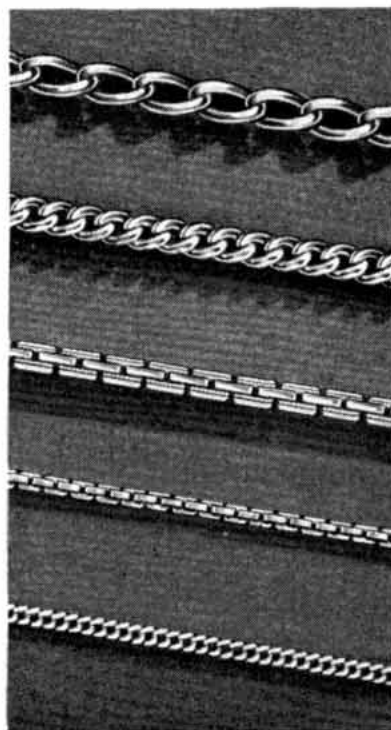
Rate Department vacationers were **Art Hartman**, who took a trip to Indiana, and **Frank Kovarik** who whiled away the hours at home.

Birthday congratulations to **Roger Hilpp**, **Edna Anderson**, **Art Hofer**, **Pat Trotter**, **Ed Larson**, **Nancy Fox** and **Hank Vandenboom**.

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



Find  
a Train  
and You'll  
Find a  
SIMMONS CHAIN



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

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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 on the Erie at Callicoon, N. Y., to Chicago, Council Bluffs, Iowa; Ogden, Utah; San Francisco; Los Angeles; Houston; New Orleans; St. Louis; then back to Chicago and Callicoon where we started. In the picture are, from the left, Fred Gillis, ticket clerk; Evana Vander Woude, clerk-stenographer, and Joe Gallagher, chief clerk.

### CHICAGO POLICE

By G. E. Young

We heartily welcome new employees, **Allan Fisher** and **Ronald Ziedman**.

**Leah Jacoby** spent part of her vacation relaxing in St. Joseph, Mich.

Patrolman **J. V. Bowler** reported that during the recent torrential rainstorm, 22½ inches of water caused considerable damage to furniture and personal belongings in his basement apartment.

### HAMMOND CONSOLIDATED

By Grace Connoles

Somewhere between I.B.M. operations and piggy-back reports our agent, **W. G. Witwer**, was able to enjoy a part of his vacation. The family had planned a short trip to Iowa, but the children's conflicting school schedules interfered, so the Iowa trip will come later.

**Fred Keene** (car department) has his deep-freeze well stocked with fish as the result of his vacation activities. He and his father-in-law fished with great success at various lakes in Indiana, Illinois and Wisconsin, their record catch for one day being 243.

Relief Clerk **R. W. Thomas** and family stopped at various points on a trip west during vacation. Their ultimate destination was Des Moines, Iowa, where they were guests of friends.

During vacation travels Relief Yardmaster **William A. Ebert** visited with

his brother, Supt. **J. R. Ebert**, at Hornell.

Sympathy to **Robert Hensel**, yard brakeman, whose mother passed away at Huntington, Ind., Sept. 26.

One of our reliable and dependable employees has been spoken for by Uncle Sam. The sharp-eyed old gentleman took a look at **Reginald Plopper**, yard clerk, and presto! **Reggie** was in as of Nov. 2, and now we are anxiously waiting to see that handsome uniform with **Reggie** inside.

### MAINTENANCE OF WAY

By Maralene Trainer

We regret to learn of the illness of former Assistant Division Engineer **O. N. Lackey** who is confined at the Lutheran Hospital, Fort Wayne.

Congratulations to Carpenter **Willis Switzer** and wife on the arrival of a daughter to join the family.

Track Supervisor Clerk **A. W. Foley** of Lima has returned to work following an illness and seems to be as good as new.

We extend our sympathy to the family of Trackman **H. A. Walters** who passed away recently at his home in Ohio City following a lingering illness.

T&M Clerk **O. D. Young** and wife covered the country on vacation, going to Hornell for a visit with Mr. and Mrs. **Cyril Hilyard** and family, then on to New York City. On their return to Huntington, they motored to Birmingham, Ala., where they visited with relatives.

Congratulations to Trackman **W. D.**

**Burns** at Huntington on his recent marriage.

### TRANSPORTATION HUNTINGTON, IND.

By T. E. Poe

Our best wishes to Engineers **C. E. Lewis** and **H. H. Whitted** who retired 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 stopoffs.

### ACCOUNTING

#### OFFICE OF COMPTROLLER

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 the 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 Duis**, **Bill Hawley**, and two now retired, **Alec Brady** and **Art Dussault**. A fine camera and all necessary gadgets were 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 Kanovsky**, **Carol** and **Bill Gornik** and **Kay** and **Joe Keenan**.

Congratulations to **Mike Foli** and **John Michel** on recent promotions.

I understand **Lucy Del Regno** and a girl friend walked away with the prizes at a Halloween party. The pair came as **Liberace** and brother **George**.

### HORNELL 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 Deegan** 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. ... The parting of the ways came when **John Hitchcock** 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 Hitchcock** took an afternoon off to help his wife with the washing. ... **Paul Quartz** finally gave

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" DeLany** had a little unpleasant experience. . . **Jim Hilton** buying hay for a "hay-burner" at Batavia Downs. . . **Goldie Loghry** to a BPW 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 Dungan** put in new lawns and the grass is coming along fine. . . **Jane Moore** to New York City. . . **"Flash" Petrillo** on a milk diet. His favorite expression now is "ulcers are bothering me". . . **Bob Pebbles** 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 Pidkowiec'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 Crandall** attending announcers' school at station WLEA. . . **Phil Sahfer** brought **"Nipper" Trowbridge** a nice bouquet of glads. . . **Helen Huff** really takes her TV seriously. She turned 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 on one of the Pennsylvania ridges at Cresson. . . **Mary Recktenwald** and **Carolyn Benson** sent a card from Florida addressed to "The Second Floor Ladies Room". . . Wonder 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 little sister named **Kathleen**. . . **Zip Zannieri** 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 **Genesee'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?"

#### AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

**Coletta Rauschert** bowled a 192 game Oct. 14, making her high bowler in the Thursday night women's league. She's also credited with bowling a 440 series.

**Anna McCarthy** stopped here Oct. 22. She was packed and ready to leave on an extended trip to California with a stopover at the Grand Canyon.

"A gentleman farmer," says **Char-**

## Distinguished Citizen, Agent Retires



Photo by Binghamton Press

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.

**lene Scheck**, "is a guy who will lift his hat to any tomato".

Did you know? . . . **Earle Smith** motored to New York and New Jersey, stopping in East Orange, N. J., for a visit with **Frank Tynan**, retired fuel accountant. . . **Bill Fogleson's** mother, from Grand Rapids, visited here for a few weeks. . . **Don Bundy** and family have moved into their new home. . . The **Frank Troyanos** spent Thanksgiving visiting his nephew in Oklahoma City.

[Editor's Note: The engagement of Correspondent **Mary Ann Leonard** and **Raymond John Zukowski** was announced last month by her parents, Mr. and Mrs. **Stanley S. Leonard**. **Mary Ann's** engagement ring was a birthday surprise. They plan to marry in the spring.]

#### 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 Petonic**, 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 Busser** and **Nancy Boehmer** 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-

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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 90. . . **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 fiancé, **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.**

## 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.

## MAKE TRACKS

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**Roscelli** 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 45th year with the company Oct. 19. . . **Mary Centrackio** 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 communique from **Bob Burdinski** 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 Mae** was ogling over her Christmas cards, rereading the nostalgic sentiments.

### NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By A. J. Zazella

Another month has passed and we see Christmas gift lists being circulated.

One of our clerks came to work one morning wearing a brown shoe and a black one. When it was called to her attention, she replied it was strange, for her sister had a similar experience the same day.

Our girls had an unexpected thrill when **John J. Kerwin** came out of



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retirement just to visit with us. We were pleased also to receive visits from retired employes, **Gus Seefurth**, **Maurice Glazer** and **Dick Walsh**.

Revision Clerk **Anthony Massimino**, who has joined ranks with our retired employes, looks forward to spending future years as a gentleman farmer, a real disciple of the good earth.

"That Old Gang of Mine" will have a lot of meaning for **Quentin Doyle** from now on. He is engaged to **Cecelia Vetter**, a school marm from Jersey City.

The entire Bureau is shouting "Happy Birthday" to **Clinton Cook**, **Patrick Brignola**, **John Small** and lovely **Lorraine Sadowski**.

Congratulations to **T. Carlsen**, **F. J. McElhatten** and **T. Gaidis** who have service anniversaries in December.

Bureau employes extend best wishes for a long and happy retirement to our senior accounting officer, **T. J. Tobin**, vice president, Finance and Accounting.

## STORES

**HORNELL, N. Y.**

By *Anieta F. Decker*

Welcome to **Gerald Vosburg**, from the Accounting Bureau, who is stenographer here since the resignation of **Arlene Bell**. **Arlene** now is **Mrs. Oakley Glover**.

Our sympathy to **Francis Williams** on the death of his sister.

**Suzanne Feeley** and **Mr. and Mrs. Robert Griswold** attended the Notre Dame-North Carolina game at South Bend.

**J. R. Dambach** and **Mrs.** have our best wishes for many happy years in his retirement as division storekeeper at Buffalo; and **P. J. Clayback** is wished success in his new position. He has succeeded **Mr. Dambach**.

**John and Blanche Reynolds** are smiling again now that their son, **Keith**, is out of service after four years in the Navy.

A very welcome visitor to the office was **Harry Caldwell**, retired division storekeeper, now a resident of Salamanca.

**Mr. Woolever** has our sympathy on the loss of his sister, **Mrs. Leon Bennett**.

Happy Birthday to **Suzanne Feeley** and **Joe Bulock**.

## MEADVILLE SCRAP & RECLAM.

By *G. S. Smith*

Foreman **Rodney Besanson** and wife, **Mary**, celebrated their 18th wedding anniversary recently.

**Hattie Forbes Francis**, sister of Supervisor **Francis F. Forbes**, and **John A. Zirock**, Ellwood City, Pa., were married recently. **Mr. Forbes'** wife, **Lena**, baked the traditional four-tier wedding cake for the reception. The wedding trip was to Niagara Falls, State College, Pa., and Washington, D. C.

**Rose Izbinski**, daughter of Welder **John and Mrs. Izbinski**, enlisted in the WAVES for four years and is taking boot training at Bainbridge, Md. **Rose** is the second **Izbinski** child to serve in the armed forces. **Michael** was discharged recently as a storekeeper seaman and now is attending a radio and television school in Pittsburgh.

The supervision and office force held

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. Dobbins** 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



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OFFICIAL RAILROAD WATCH INSPECTORS

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 Nise 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 Mailliar (son).

John W. Schueler, car inspector at Silver Springs, attended the world series games at Cleveland.

Clarence Schueler, division car foreman, Youngstown, and wife were recent callers in Silver Springs, where he was a car inspector for a number of years.

P. G. Catchpole, 77, passed away late in September at the Wyoming County Community Hospital in Warsaw. Burial was in Gainesville, N. Y., Sept. 30. He worked on the Rochester Division.

#### BUFFALO MACHINE SHOP

By Frank Halbleib

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.

#### WYOMING DIVISION

By J. P. Roche

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

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

#### 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 employees 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, clerk, 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 Giblin, Long Island; Phil Schmidt, Eddie Wringle, Pete Mandelbaum, and John McBride, local trips; Mr. and Mrs. Rudy Appeld, Virginia; Ralph Ricciardi, Montreal. Mr. and Mrs. J. W. Conway also made local trips.

Evana Vander Woude, former steno-clerk here and now with the Passenger Department, is convalescing at home after surgery at Beth Israel Hospital, Passaic.

Good luck to Elizabeth Petak, junior

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## He'll Be Taking It Easy Now



Recently when Engineer W. H. Dorrell, Jersey City, retired, he was presented gifts by his crew. In the picture are, from the left, Fireman W. R. Maloughney, Engineer Dorrell, Conductor R. J. Hunsiger, Brakeman E. Elliott and R. Daugher, members of the crew on the stock train.

clerk, who has been transferred to Newark Freight as stenographer.

Mr. and Mrs. Harry Coleman attended the dinner and reception at the Park Lane Hotel, Huguenot, 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. Dabron each was presented with a purse.

The Daniel Crowleys celebrated their 40th wedding anniversary Oct. 12. 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 Dabron, 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 illnesses.

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. Kegan, Croxton, was held at Keilp's Inn, Secaucus, Oct. 16, with 158 in attendance. Supt. H. A. Bookstaver presented a plaque, General Yardmaster A. P. Cormann, a 21-jewel Benrus wristwatch, Chief Clerk Frank Brady and John Callahan, a purse and wallet. Mrs. Kegan 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 be-

ing 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 employes 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. McMahon, George Webb, John Fusco and Robert Greer after illnesses or surgery. Abjornson, Forest, Byrd and Izzo still are incapacitated and we extend best wishes for speedy recovery.

We regret the departure of Ethel Ahl, stenographer, who plans to take

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Home Address \_\_\_\_\_

Occupation \_\_\_\_\_

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MACHINE SHOP

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

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.

## Meadville's Friendly Bank

*serving the folks  
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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. P. sons**, 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 Marshello**, 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 Terwilliger**.

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, retired 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 telescopic lens—mounted above the general yardmaster's tower 60 feet above track level. In the viewer the terminal superintendent watches all activities 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.

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## 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.

# TRACED BY PHONE!



"**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 Locator 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!

Mark of Progress  
in Railroading



## Erie Railroad

Serving the Heart of Industrial America