To My Daddy, the Best Engineer Ever
All of us are aware of the great progress the railroads have been making in modernizing and improving their service. The changes that have taken place on the Erie are typical examples of the kind of progress that has been going on throughout the industry. The railroads have been spending over a billion dollars a year to do a better job at lower cost to the public. We all know that if we give better service than our competitors people will more readily buy what we have to sell.

These huge investments have been made even though earnings have not been sufficient to pay for them without going into debt. Nevertheless, the railroads have been strengthening their competitive position and preparing for the increased selling job that lies ahead. They want to give the kind of service that will fit the needs of the public, yet there are certain barriers along the road that prevent the railroads from going ahead to further progress.

Those barriers are the out-moded laws and regulations under which the railroads are working today—old laws that were not designed to meet present-day competitive conditions. As a result they are handicapping the railroads and restricting their ability to serve the public better and more economically.

The Erie, together with other railroads, is engaged in a program to direct public attention to these out-of-date rules with the hope that the people of America will study them and join with us in bringing about desired changes for a modernized transportation policy.

As employees, you will want to become familiar with these proposals because they affect the entire future of the railroad industry.

This issue of the magazine contains an article giving more details about the program. I am sure you will want to support it in whatever way you can. We will keep you informed with brief reports from time to time as the program moves along.

B. W. Johnston
RAIL TALES

There's a privately owned railroad in Denmark which recently offered a new service to its passengers. Hereafter its trains will stop at intervals out in the country so passengers can get off to pick blooming heather.

When East African railroads first built their telegraph lines, the wires were strung on 12-foot poles. They hadn't thought about giraffes going somewhere in a hurry. The animals began breaking their necks and the wires. The poles are taller now.

Each night clean-up crews at Grand Central Terminal in New York City scrape up more than eight pounds of chewing gum from the one and a half million square feet of floor space in the fabulous man-made caverns. Over a year's time the crews collect a ton and a half of discarded, be-trodden gum.

The first patent in the United States was issued for a railroad invention on July 13, 1836. The device helped increase the power of steam locomotives and prevented their wheels from sliding. John Ruggles, U. S. Senator from Maine, received the patent.

The world's biggest freight car was built recently by an American railroad. A depressed flat it is 124 feet long, has 32 wheels and can handle loads up to 500,000 pounds.

THE COVER—There is no doubt about who is the best boy friend of this young lady. The glamor gal on our cover this month is Jo Anne Allen, age 3. The tiny goldilocks is the daughter of Joseph D. Allen who is engineer on a freight run between Cleveland and Meadville. When Erie Magazine editors found themselves alarmingly near deadline time without a cover for the February issue, Jo Anne came to the rescue. She volunteered to visit the East 55th St. yard from where her daddy works, and presented this little ol' valentine to her "heart throb." We are grateful to The May Co. of Cleveland for furnishing the huge valentine for this month's cover.

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, a part of each issue is devoted to the individual aspirations and achievements of Erie employers and employees on and off the job.
Each fall one of the most colorful scenes in American railroading is re-enacted daily when numerous buyers gather at Erie's Monmouth St. Yard in Jersey City for the auction of hundreds of cars of California juice grapes for home and commercial wine-makers.

From about the middle of September to around Thanksgiving Day, the yellow reefers loaded with boxes of refrigerated juice grapes roll daily into our Croxton Yard for classification and re-icing if necessary. Many arrivals are ordered direct to Monmouth Street Yard for auction. Commercial buyers attend the Monmouth St. auction while retail and home users buy at Pavonia Ave. team track yard.

The Erie Railroad handles 100 per cent of the transcontinental auction juice grapes that come into the New York market. The next time you relax sipping a glass of California wine in the New York-New England areas, it is pretty safe to assume that the grapes for the wine arrived on Erie's crack manifest freight train, No. 74.

The grapes are grown in California's fabulous San Joaquin Valley, and come from Modesto, DiGiorgio, Lodi, Porterville, plus several other shipping points. There are many varieties . . . Alicantes, Zinfandels, Carrignanes, Muscats, Malagas, Missions, etc.

**Top-Notch Railroading**

These grapes are valuable freight, and it takes first class railroading by expert railroaders to bring them in in good order after a coast-to-coast 3000-mile journey through heat waves, rain-storms and blizzards. Erie men have been doing a perfect job of it, however, for 30 years. That's why the business keeps coming our way.

The Erie picks up most of the grape cars at Chicago but also receives some from its connections at Huntington, Indiana, Lima, Ohio, also some at Buffalo, N. Y. The majority of the cars go forward in our train No. 74 effecting second morning arrival in Jersey City from Chicago. The cars are available for the two o'clock auction on the day of arrival . . . only the best trained railroaders can give such superlative service.

Train No. 74 gets into Croxton about 3:25 a.m., time enough to service the cars and spot them at Monmouth St. for 10 a.m. inspections. The car doors are opened and samples of the grapes in each car are displayed for inspection by prospective buyers. The actual auction sale starts promptly at 2 p.m.

Monmouth St. yard has a capac-

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Above is a scene at the end of a grape sale at the Erie's Pavonia Ave. yard in Jersey City. At this yard the juice grapes are sold to retailers and home wine makers.

At the right two prospective commercial buyers of juice grapes inspect the fruit in one of the box cars at the Monmouth St. yard. They jot down notes on their pads and then make bids at the auction in the afternoon. These buyers are Louis Levanti (left) and Ralph Comunale.
ity of 227 cars. There are 19 tracks in the yard, 14 with covered platforms. The Pavonia Ave. team tracks can accommodate 100 cars of juice grapes in addition to miscellaneous freight. On peak days as many as 125 carloads of juice grapes have been sold at auction.

About 75 per cent of the juice grapes sold in Jersey City are subsequently diverted to such points as the Bronx, Brooklyn, Long Island, Port Chester and New England. The other 25 per cent are diverted to Pavonia Ave. team tracks for home sale and to Newark, Paterson, Passaic, Dundee and other points.

Colorful Scene
Perhaps the most picturesque feature of the daily auction is the sale to home buyers. These auctions are attended by persons up to 80 years old who have been coming to the sales since they were started back in the early 1920s.

At Monmouth St., all sales are in carload units only. Some buyers purchase as many as 20 cars in one day. The auctions are handled by the New York Fruit Auction Corp. and Brown & Seccomb Fruit Auction Co.

At all times from the moment the Erie picks up the cars at Chicago to the time they are sold at Jersey City, the cars are covered by the amazing car locator service. Our Quick Action Car Locator service in Cleveland and at important terminal points can tell a patron just where his car is while in our possession. This enables him to divert cars if he chooses to the choicest markets.

Wine grapes only are sold at Monmouth St. and Pavonia Ave. Yards. Table grapes are unloaded, displayed and sold through auction at Erie's Duane St. Station, Piers 20 and 21, North River; the most important wholesale perishable station in the New York metropolitan area.

Each season the Erie hauls enough cars of juice grapes into the Eastern market to make a solid train about 25 miles long. Since 1934 almost 66,000 carloads of juice grapes have arrived over the Erie Railroad.

This vast enterprise is managed by the same personnel which handle the other perishable and freight activities in and around Jersey City. These supervisors are P. J. Napoli, perishable traffic manager; W. E. Pratt, perishable freight agent; William Flusk, freight agent at Jersey City, and his assistant, Walter Tholen.

Acres and acres of vineyards are shown in this air-view of the DiGiorgio Grape Farms in California's famous San Joaquin Valley. Shown here is only a small part of the vineyards and the community center buildings. Most of the grapes which Erie trains bring into the East come from vast vineyards like the one shown in this picture. Such farms are located in many parts of California and Arizona.
New Benefits Due Korea Unemployed

Unemployed railroad workers who qualify for unemployment compensation under the Veterans' Readjustment Assistance Act of 1952, and who also qualify under the Railroad Unemployment Insurance Act, may receive both types of benefits through the Railroad Retirement Board.

To qualify, a veteran must have 90 days or more of continuous military service, and some of it must have been performed after June 26, 1950. He must also have been discharged under conditions other than dishonorable.

The veteran unemployment compensation program became effective on Oct. 15 of this year. The compensation is payable at the rate of $26 a week. If a veteran is eligible for unemployment benefits at a lower rate under any other State or Federal law, he can get a supplementary payment. If he is eligible for unemployment benefits at a higher rate, he cannot draw against his veteran unemployment compensation.

This means that an unemployed railroad worker may get a supplementary payment through the Board if his daily benefit rate under the Railroad Unemployment Insurance Act is less than $5.50. Veterans who do not qualify for railroad unemployment insurance or who have drawn all their railroad unemployment benefits, must go to State agencies to claim veteran compensation.

A veteran can get as much as $276 in veteran unemployment compensation. He can draw upon that amount over a period beginning Oct. 15, 1952, and ending five years after a date to be set by Presidential proclamation or by concurrent resolution of Congress.

To find out which of its current claimants may be entitled to supplementary payments, the Board will write letters to those who are under 50 years of age and whose daily benefit rate is less than $5.50. If a claimant believes he is qualified for the supplementary compensation, he should fill out a form which will be printed on the back of the letter and send it, along with a photocopy or certified copy of his discharge papers, to the regional office of the Board from which the letter was sent.

A veteran cannot qualify for the veteran unemployment compensation during any period for which he receives an education or training allowance, or a subsistence allowance, under the Veterans' Readjustment Assistance Act of 1952. Also, if he receives mustering-out pay under that Act, he cannot receive the veteran unemployment compensation within 30 days of discharge if his mustering-out pay is $100; within 60 days, if $200; or within 90 days, if $300.

RAILROAD CROSSES OCEAN TO CUBA

Ocean-going car ferries transfer freight cars between United States and Cuban rails in a matter of hours, and freight cars belonging to various railway companies in the United States are familiar sights to large numbers of Cubans living along the rail routes.

It is a surprising fact that Cuba has no fewer than 189 separate and distinct railroads. Of these, 13 are common carrier railroads which provide transportation service to the public exclusively; seven are sugar-mill or terminal railroads which provide transportation or switching service to the public, and 189 are sugar-mill railroads exclusively.

Altogether, these railroads comprise 10,404 miles of track. They range all the way from a few thousand feet in length to hundreds of miles in length, the largest system on the island having 1,381 miles of track.

Most of Cuba's common carrier railroads are of standard gauge construction (4 feet 8½ inches); many of the sugar-mill railroads are of narrow-gauge construction (3 feet and 2 feet 6 inches).

Deputy Fire Chief

A volunteer fireman for 11 years, Neil Dunnick, Jr., rate clerk in New York City, has been elected deputy fire chief of the Volunteer Fire Department at Fair Lawn, N. J.

Mr. Dunnick has been with the Erie since 1924. He has been a member of Fair Lawn's Fire Co. 3 for 11 years and has been an officer of the company six years, serving as captain three years.

Stewardess (on take-off): The gum? That's to keep your ears from popping at high altitude.

Passenger (on landing): Miss, now that we've arrived, how do I get the gum outta my ears?
Alert Candidates
Needed for Nursing

The need for nurses and opportunities in the nursing profession are now greater than ever according to hospital authorities who have asked the Erie Magazine to aid in the current recruiting campaign.

If you have the following qualifications, you are a good nursing candidate: Age 17 to 35; a year of chemistry, biology and high school math; good physical condition; ability to get along with people and like them; tact, a sense of humor; resourcefulness and adaptability; dependability.

If you are such a person and have a desire to serve mankind, you will make a good nurse. For more information, just check with your nearest hospital.

The railroad’s taxes in 1951 amounted to $49,426,000—which was 61 per cent more than the railroad’s entire net income, after taxes.

LAST PAYMASTER

William Abram Rose, 82, the last of the Erie paymasters who traveled the length of the railroad in old-style pay cars, died Jan. 8 at St. Luke’s Hospital, Cleveland, after an illness of four weeks. He started working for the Erie Aug. 28, 1888, as a clerk in the Treasury Department and retired as paymaster on June 30, 1941, after almost 53 years of service. Mr. Rose was a 32nd Degree Mason and a member of Salaam Shriners Temple of Newark, N. J., the Erie Railroad Veterans Association and the New York Railroad Club. He is survived by two sons, Albert L. and George W., six grandchildren and five great-grandchildren.

E. J. Stubbs Speaks at Ravenna Arsenal

Discussing materials handling operations, E. J. Stubbs, assistant vice president, operations, spoke to supervisory employees of the Ravenna Arsenal at Apco, Ohio, Nov. 18. He spoke after dinner to about 150 supervisors. At the table, from the left, are E. V. Cratcher, comptroller; Col. C. K. Allen, commanding officer; Paul Borda, general manager; Mr. Stubbs; W. J. Fogarty, industrial relations manager; H. M. Krengel, production manager, and L. E. Lynch, transportation manager.

U.S. RAILROADS WORTH $60 BILLION

If the Class I railroads of the United States were to be reproduced today from scratch—equipment and all—they would cost in the neighborhood of sixty billion dollars.

This estimate is based upon expert testimony presented in the 1951 freight rate case, Ex Parte No. 175.

Sixty billion dollars is an incomprehensible sum to most persons.

It is nearly double the amount of money in circulation in this country.

It is more than the total value of all farm property in the United States.

It is almost equal to the total national wealth as late as 1888.

It is equal to $380 for every man, woman and child in the United States.

Many years ago Congress passed a law sponsored by Senator Robert M. LaFollette, the elder, directing the Interstate Commerce Commission to find the value of the railroads of the United States. The directive was to find the original cost to date, the cost of reproduction new, and the cost of reproduction less depreciation. A large staff of engineers, appraisers, examiners and other experts was employed by the Interstate Commerce Commission and by the individual railroads to come up with an answer.

Several years were required to complete the inventory and valuation of the properties. When these records were completed, each railway company was directed by the Interstate Commerce Commission to file reports periodically, describing in detail every addition and betterment as well as every retirement affecting any part of its property. These reports have been filed by the railroads for many years past and they have enabled the Interstate Commerce Commission to maintain a perpetual inventory of each segment of railway property.

The current value of any or all railroads is determined by applying present-day labor costs and prices to the inventory.

A breakdown of the estimated cost of reproduction new figure was filed in the freight rate case as follows:

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<td>Right-of-way</td>
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<td>Roadbed and Tracks</td>
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<td>Stations</td>
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<td>Other Roadway Properties</td>
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<td>Rolling Stock</td>
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The Class I railroads spent an average of $3,928,000 a day for additions and betterments to their properties in the first six months of 1952.
Retirement Act
Plans Years Ahead

As you no doubt know, the Railroad Retirement fund is raised by deductions from your pay and by payments by the Erie and other railroads which match yours.

Since you may already have built up a pretty substantial stake in the system, you might want to know what happens to the tax dollars you pay and how the costs of the different benefits are shared by you and the Erie.

In setting up the railroad retirement system, one of the important considerations was that the system be kept financially sound. Also, it was intended that the costs be spread as evenly as possible over the entire life of the system, so that it would not be necessary to increase taxes as the system matures.

Under this method of financing, tax collections will be higher than benefit payments for a number of years, thus building up a reserve against the day when benefit payments exceed tax collections. By that time, the reserve must be large enough so that the interest it earns will make up the difference. The money in the reserve is held in a special account in the United States Treasury and is invested in special Treasury notes earning interest at the rate of three per cent.

You are paying taxes at the rate of 6 1/4 per cent of your monthly railroad earnings up to $300. The Erie matches this amount. The present tax rate is the maximum called for under the railroad retirement tax schedule.

Building the Reserve

Perhaps the best way to give you some idea of what happens to the retirement taxes you pay, is to show how much of each tax dollar is used for benefit payments, how much is used for administration costs, and how much is added to the reserve fund.

About 63 cents out of each dollar collected in taxes in the fiscal year ended June 30, 1952, was spent to pay benefits to retired railroad employees and to survivors of deceased employees; 36 cents was added to the reserve fund; and only one cent went for administrative costs.

None of your tax money is used to pay for the benefits you receive when you become sick or unemployed. These are paid by a tax contributed by the railroads.
4 ELECTED TO TOP EXECUTIVE POSTS

Rearrangement of the office of secretary-treasurer following the death Dec. 12 of Gerard B. Townsend who held the office has resulted in the creation of the new position of vice president for finance and accounting and in the election of three Eriemen as secretary, treasurer and comptroller.

The new vice president for finance and accounting is Thomas J. Tobin who has been vice president and comptroller. A native of Bloomington, Ill., Mr. Tobin was with the Chicago & Alton and the Interstate Commerce Commission before coming to the Erie in 1922 as a valuation accountant. He was elected vice president and comptroller in 1949.

The post of secretary went to Robert H. Hann, a third generation railroadman and a native of Hornell, N. Y., where his father was a machinist. Mr. Hann has been general attorney in the Legal Department. He started with the Erie in 1922 as a machinist helper. In 1939 he left to complete his education at Rutgers University and then returned to the Erie in the Legal Department.

Promoted to comptroller is George W. Oakley who started as a messenger with the Erie in Jersey City at the age of 14. After service in World War I and then in the president's office, he was promoted to assistant auditor of revenues in Cleveland in 1944. He became assistant comptroller in 1943.

New Treasurer

Elected to the position of treasurer is William H. Meyn who has been with the Erie 48 years. Mr. Meyn started in the auditor of revenues office in New York, transferred to the treasury office and moved with the Erie general offices to Cleveland in 1931. He has been assistant treasurer since 1949.

Succeeding Mr. Oakley as assistant comptroller is Frank A. MacEwen who has been assistant to the comptroller. Mr. MacEwen has been with the Erie since 1908.

Succeeding Mr. Meyn as assistant treasurer is Jasper Van Hook, general accountant, who has been in the comptroller's office since 1912 when he joined the Erie in New York City.

The new assistant to the comptroller is Michael J. Foil, a veteran of 32 years with the Erie. He has been special accountant in the comptroller's office since 1944.

Mechanical Dept. Changes

Three changes also have been announced in the mechanical department as the result of the retirement of Charles P. Brooks, mechanical engineer.

Mr. Brooks' successor is Earl D. Hall, engineer of tests and chief chemist at our laboratory in Meadville, Pa. Mr. Hall started with the Erie in 1913 while attending college at Meadville.

The new chief chemist at Meadville is Matthew L. Larkin who has been with the Erie 10 years. A graduate of Penn State, he started as a junior chemist.

H. P. Zydzor, 28, has been promoted to supervisor of machinery and tools, succeeding C. F. McKinney who has retired. A graduate of Hobart College, Mr. Zydzor started with the Erie in 1948 as a special apprentice in the locomotive shops in Hornell.

In the Traffic Department, Henry F. Heck has been appointed general agent at Washington, D. C. He started with the Erie at Paterson, N. J., in 1923 and was promoted to commercial agent in New York City in 1941. Mr. Heck has been assistant general agent in Washington since early in 1951.

Thomas P. Ward, Jr., has been promoted to commercial agent in New York. With the Erie since 1940 he was in military service in World War II and again in 1950 and has worked in traffic offices in New York, Jersey City and Boston.

At Newark the new commercial agent is John Brain, Jr., who went to work for the Erie in the Newark agency in 1946.

Tax Burden
Nears Confiscation

An analysis prepared under the direction of Evans A. Nash, chairman of the United States Chamber of Commerce's Transportation and Communication Committee, emphasizes the prospect that the present tax burden on transportation is at the point of confiscation.

The report showed that the estimated 1951 transportation tax load of $2.5 billion, which includes $844 million for the federal transportation excise tax, was more than twice last year's net income of $1.2 billion for the entire transportation industry. Thus it took more than $3 before taxes to get $1, the analysis disclosed. Add the increasingly large cost of operation and the ratio of gross to net is startling. For example, the analysis revealed, Class I railroads last year grossed approximately $10 billion, but the net shrank to $993 million, a ratio of 14 to 1.

To help cut the federal budget, Mr. Nash's report suggested (1) holding highway federal aid to $400 million annually for the next two years, instead of the $550 million recommended by the House Public Works Committee; (2) restricting airport federal aid to projects of the highest priority and urging development of more non-aviation revenue sources at airports to help pay airport costs wherever possible, rather than leaning on Uncle Sam; (3) urging passage of legislation to require the prompt sale of Federal Barge Lines which has cost the nation's taxpayers millions of dollars; (4) opposing unnecessary and costly river and harbor projects that annually consume hundreds of millions of dollars and (5) urging less and more streamlined regulation of transportation.
VITAL importance of a current need to modernize our entire national transportation policy was emphasized Dec. 30 when President Paul W. Johnston assembled all Erie executives and officers at an unusual meeting in Cleveland to discuss the situation.

Mr. Johnston called the meeting of management personnel so that specific information could be presented concerning the problems which face our industry. In turn, officers and supervision will discuss these problems with Erie employees so that they will be better informed of this effort to improve the status of railroading in our nation’s economy.

If each of us is to contribute our share to this improvement, we must know what our problems are and must realize that we are not seeking advantages over our competitors but are merely trying to remove disadvantages caused by outmoded laws. Modernization of these old laws will enable railroads to compete for freight and passengers on the basis of equality, which everyone will agree is in the public interest.

In the past decade railroads have stressed modernization of their equipment and facilities. They have greatly improved their efficiency in spite of unfair competition from carriers who are subsidized by taxpayers’ money. We can make even greater advancement if the obstacles of outdated regulations are removed.

The Interstate Commerce Commission administers the laws set up by the Congress which govern railroads. These outdated laws were written many decades ago when railroads had a monopoly on transportation. Today there is tremendous competition from trucks, planes and boats.

The railroads’ program lists nine major problems which can be eased immensely by up-to-date realistic legislation. There is good reason to believe that corrective legislation will be introduced in Congress in 1953 which will help solve most of these problems.

**Most Important Problems**

The five most pressing problems and their remedy are:

1. Decrease the excessive delay between the time when substantial increases in operating costs are imposed upon the railroads and the time when they are allowed to adjust rates and fares. Under existing law, the record in the past has been pretty dismal. Proceedings before the I.C.C. on the increases in rates requested by the railroads have taken a year and sometimes longer. The average has been 352 days. One of these proceedings recently ran 466 days even though the request was finally granted. Imagine trying to run a business under such a handicap! It would lead most businesses to bankruptcy. The time lag has cost the railroads over $1 1/3 billion—money which could have been used to improve railroad service. Furthermore, if the railroads had this money available to them at the time, it is entirely conceivable that rates would
Seated at the table are officers of the Erie who led the discussion of railroad problems among Erie executive personnel Dec. 30 at Cleveland. At the table, from the left, are E. E. Seise, assistant to the president; T. J. Tobin, vice president for finance and accounting; W. T. Pierson, vice president and general counsel; President Paul W. Johnston; H. W. Von Willer, vice president for traffic; M. G. McInnes, vice president for operations and maintenance, and G. C. Frank, assistant to the president.

be lower than they are today.

Many times this time lag is alleviated by interim decisions which grant portions of the increase before the final decision is reached.

The railroads propose that the waiting period be reduced to 30 days with the I.C.C. authorized to modify increases after that time if later hearings prove the increases too high.

2. Reduce the time lag of a request for a necessary increase in rates and fares on the state level.

Even when the I.C.C. authorizes increases, many states hold up the intrastate increases, causing even further delay. The I.C.C. is empowered to prescribe increases within the states but has been somewhat reluctant to use this authority due to the delicate relationships between the Federal and state regulatory bodies.

It is proposed that I.C.C. be authorized and directed to take jurisdiction in intra-state cases after a state has not reached a decision in a specified length of time or has refused to permit rate increases.

3. The rule that requires the I.C.C. to consider effect of rates on traffic volume. This rule has been used by the Commission primarily to whittle down carriers' requested increases in rates, the Commission apparently fearing that the increases proposed would reduce the traffic volume by diverting business to other forms of transportation and hence would not bring in the additional revenue estimated by the carriers.

It has been proposed that this
rule be revised so that railroads can determine what "prices" will produce the most revenue just like any normal business decides on its prices. They contend the I.C.C. should consider instead what effect a rate would have on the level of earnings so that railroads could attract badly needed capital and strengthen railroad credit.

4. Remove the delay in approval of requests to abandon passenger trains which testimony proves are operated at a loss. Even though a request for an abandonment is reasonable, a railroad cannot appeal against a state which decides against it; yet staggering losses continue to undermine railroad earnings.

The losses resulting from poorly patronized and unnecessary trains undermine the entire railroad and affect employe job security. Because of these losses, money that would ordinarily be used for necessary improvements and additions of equipment or facilities is not available. In this way progress is restricted, and the welfare of the employes is weakened.

**Passenger Proposal**

It is proposed that railroads be granted the right to appeal such an adverse decision to the I.C.C. which should have the power to make a decision on fair abandonment requests because of the effect such losses have on interstate traffic and the financial stability of the railroads. Abuse of such a law would be impossible because I.C.C. would have the final say. Also, railroads recognize their obligation to furnish satisfactory passenger service to their communities and would not want to drop trains needed to furnish necessary service.

5. Repeal the so-called "long-and-short-haul" restriction which does not apply to other forms of transportation but greatly handicaps railroads. This rule says that no rail or water carrier can charge more for a short haul than for a long haul over the same route in the same direction and that the through rate must not be more than the total of the intermediate rates.

What this means is that a motor carrier can sharply reduce his rates on a certain route that might parallel part of our railroad and thus take the business from us. We cannot change our rate on that haul to meet the trucker's rate, because it would mean changes in many other rates. This sharply points up the terrific competition in the transportation field and the railroads' helplessness in meeting their competitors on equal terms.

The other four changes in rules which are considered necessary by unbiased experts for a sound transportation policy are:

6. Require motor contract carriers (carriers who serve only selected shippers) to file and adhere to rates they actually charge. Railroads are required to publish their actual rates. At present contract carriers are not required to do so. Competitors of contract carriers have no means of learning what rates are charged. Also, it is proposed that contract carrier permits be limited so they do not duplicate present common carriers which perform the services adequately and economically.

7. Authorize I.C.C. to determine the economic justification of building proposed waterway projects. At present the Corps of Engineers decides and does not have to consult the I.C.C. which regulates the nation's transportation—including waterways. As a result many needless and costly projects have been built in the past.

8. Establishment of a national policy which would require users of all forms of transportation to pay their fair share of the cost of providing facilities for their use. Air terminals, highways and waterways are built with taxpayers' money and are used by air lines, trucks, and boats without adequate payment which gives them an advantage over railroads who build and maintain their own terminals and all other facilities with private capital.

**Parcel Post Rates**

9. Revise laws to give the power to the I.C.C. to recommend (Please turn to Page 17)
PICTURE REPORT FROM DUNMORE

Pictured here are four events featuring Erie employes which took place recently at Dunmore, Pa. 1. Surrounded by fellow-workers, Tommy Brown, electrician, is presented with a check by General Foreman Dave Decker from his friends as a farewell before entering military service. 2. Lawrence (Eddie) Farley, chief train dispatcher on the Wyoming Division who retired Nov. 30, is shown with A. E. Kriesien (right), assistant vice-president and general manager of the Eastern District, at a farewell banquet for Mr. Farley attended by 135 persons. Toastmaster D. A. Logan, superintendent of the Wyoming and Jefferson Divisions, presented Mr. Farley with a gift on behalf of his friends. 3. Approximately 75 persons attended the second annual Christmas party of the Ladies auxiliary of the Dunmore-Avonola. Santa Claus was Mrs. Santo Micciche. 4. C. W. (Bill) Burleigh, conductor, receives a gold pass for 50 years of Erie service from Supt. Logan. Looking on is M. J. Flannery, trainmaster and road foreman of engines. Mr. Burleigh started as a brakeman and has been a conductor since 1908.

Rail Services  
Cost Less Today

In this period of inflation and the reduced value of the dollar, it is necessary to resort to indices to determine the true value of services performed.

The transportation of one ton of freight one mile and the transportation of a passenger one mile, commonly called the ton-mile and passenger-mile, respectively, are probably the best practicable measures of transportation work done by the railroads. The average revenue per ton-mile and per passenger-mile are, therefore, the best practicable measures of the general level of railway freight rates and passenger fares.

The American dollar was regarded as a 100-cent dollar in the period 1935-39. Since then its true value—that is, what it will buy—has declined, and, with the zooming of wages and prices of all kinds, railway rates have increased somewhat.

But freight rates and passenger fares have not increased in proportion to the increases in wages and prices.

And here is a fact worth noting: Based upon the 100-cent dollar of 1935-39, the average amount received by the railroads for each ton-mile and passenger-mile of service performed is lower today than it was before the war.

For instance, based on 100-cent dollars, the railroads received for transporting a ton of freight one mile 8.63 mills in 1941 and 6.79 mills in the first half of 1952.

On the same basis, for each passenger-mile of service performed, the railroads received 1.666 cents in 1941 and 1.394 cents in the first half of 1952.
R. R. A. Amendments

Raise Benefits

As a result of the 1951 amendments to the Railroad Retirement Act, the average retirement income for retired railroad employees went up from $82.58 to $105.91 a month. Considering only employees with wives who became eligible for a benefit, the average rose from $91.06 a month for the employee alone before the amendments to $141.16 for the couple after the amendment. For employees who did not have eligible wives the average increased from $78.88 to $89.97. Although the amendments became effective Nov. 1, 1951, these figures are for employees who were drawing railroad retirement annuities on Dec. 31, 1951.

The biggest single factor in raising benefits was the flat 15 per cent increase for 225,000 annuitants. This boosted the average for all annuities by $11.03.

Benefits for Wives

Another far-reaching change was the addition of a monthly benefit for the wife (or dependent husband) of a retired employee over age 65. As of the end of 1951, over 78,000 wives were receiving benefits averaging $37.50 a month. For all annuitants, including those who did not have wives, these benefits raised the average family retirement income by $11.40.

A third addition to the law was the provision for crediting service after the year in which the employee becomes age 65. Over 96,000 of the retired employees worked after they became age 65. For these, the change meant an average increase of $2.52 a month.

A fourth important factor in increasing benefits was the provision which guarantees that retirement benefits under the Railroad Retirement Act will not be less than comparable social security benefits. About 2 per cent of the retired employees on the rolls at the close of 1951—3,800—were affected by this provision. The average increase was $15.26 a month.

Some Reduced

On the other hand, some 30,000 retired employees were affected by the provision which reduces the amount of a railroad annuity when it is based on some service before 1937 (untaxed service), and the employee also becomes eligible for an old-age insurance benefit under the Social Security Act. For 22,000 of them, the annuity remained the same. These employees were without wives entitled to a benefit, and the effect of the reduction provision was merely to offset the increases which would otherwise have been made. The remaining 8,000 annuitants had wives who qualified for a benefit. For 1,000 of them, there was no change in the family income because the wife's benefit made up for the reduction in the employee's benefit. For the other 7,000, the wife's benefit more than offset the decrease so that the couple received $24.75 more per month, on the average, under the amendments than the employee alone was drawing under the old law.

Cowpuncher (looking at a very rare steak): Take this back and have it cooked.

Waiter (snapping): It is cooked.

Cowpuncher: Cooked, nothing! I've seen cows hurt worse than that get well.

Erie Railroad Magazine
**RAILROAD SAFETY**

**DON'T**

Don't ever use an air hose
On a buddy—just in fun;
Unless, perhaps, his murder
Is a risk you'd like to run.

Don't single out a victim
For a shove by a machine
He may be there to greet you
Where the pastures are all green.

And, if you want to wrestle
Or indulge in fistic play,
Go find yourself a manager
And do it right—for pay.

Don't give a man a hot foot,
Which isn't very cute
It may cause an injury
And lack of pay, to boot.

There's just no room for nonsense,
Shop comics and their jokes
Should all be locked away some place
Where they cannot bother folks.

If you're not a prankster
You'll never have to shun
The widow and the children
Of the man you killed in fun.

**HAND BRAKES**

1. Familiarize yourself with the various types of hand brakes.

2. Test the brake by taking up the slack. After testing, release only enough slack to allow the car to run freely. Control the speed of the car or cars at all times.

3. Use a brake club only when necessary. Do not use a defective club or a makeshift. Never use a club on a vertical wheel brake.

4. Make sure you have a secure hand hold and good footing. Be on the alert for sudden starts and stops, for cars failing to uncouple, and for misjudgment of distance at all times.

In no previous period in American history were railway expenditures for additions and betterments as great as they were during the 5-year period ended Dec. 31, 1951. In this period (1947-1951) expenditures for improvements averaged $3,582,000 for every working day.

**SAFETY CREED**

1. We believe that injuries can be prevented.

2. We believe that everyone should accept a personal responsibility for the prevention of injuries and accidents.

3. We believe in following only safe practices in handling each job.

4. We believe that it is necessary to be safety conscious, familiar with the current safety record and vigilant in detecting and correcting all hazards.

5. We believe that all supervisors should be leaders of the men under their supervision, that they should display initiative in matters of safety and should teach, practice and request obedience to the rules of safety to prove their sincerity.

6. We believe that safety instruction should be continuous, not occasional; it should be aggressive, not passive.

7. We believe that when mishaps occur, it is an indication that someone or something is in need of correction and that through correction, suffering and inconvenience will be prevented.

8. We believe that wholehearted cooperation along the line is essential to safety.
Sir:

Just a few lines to compliment your brakeman, Harry Thompson, Jr., on the courtesy extended to a woman of foreign extraction on Train No. 171 on Nov. 6.

Mrs. Leslie and I were returning from New York and we saw this woman was very much concerned. Upon investigation, we found that she had lost her wallet and had not discovered it until after the train left Jersey City.

Brakeman Thompson, when we got to Rutherford, had them radio back to Jersey City and found that the wallet was in the telephone booth where she thought she left it. They allowed her to get off the train and go back to Jersey City for same.

Railroad men are criticized so many times that I cannot help but write you about the nice manner in which this case was handled.

Also, at the same time, I want to compliment you on the new upholstery in many of your suburban cars and the cleanliness of same. It is a pleasure to ride on the dear old Erie vs. buses and cars on the highways going into New York.

S. Inglis Leslie
Lyndhurst, N. J.

*Yep, you just can't beat a train ride!*

Sir:

. . . A word of approbation for one of your employees who meets the daily commuting public and makes the homeward journey more pleasant. This very friendly fellow is Paul Herzic, a ticket-taker at the Chambers St. ferry house. He addresses every passenger passing through his gate with a friendly greeting. When one is tired from a day's work, perhaps feeling grouchy or worried, it is a real pleasant experience to get a "Good evening, Captain," "Howdy, Governor," or "Evening, Mam," served with a friendly smile and wave of the hand.

W. C. Heise
Asst. to President
North American Co.
New York 4, N. Y.

---

**Y Membership Trophies Awarded**

Erie employees figured in two trophies awarded to winners in the Hornell, N. Y., YMCA membership drive. The Mechanical Department at Hornell received the award as top membership team on the Erie while Supt. Arthur W. Baker, president of Rotary, accepted a trophy to the Rotary Club as champion membership service club. At left, Frank Wolfanger holds the Superintendent's Trophy, donated by Supt. Baker, which was awarded to the Mechanical Department, while Supt. Baker holds the Rotary trophy.

Looking on is Harrison S. Dodge, campaign general chairman.

There was a day not so many years ago when almost every community in the United States was working to get a rail connection. Wherever a railroad went, it made business. It spent a great deal of time and money to locate industries along its line because industries meant development and increased freight revenues. That policy was followed by the railroads from the Atlantic to the Pacific and from Canada to the Gulf. It was a framework of steel on which the strength of our nation was built.

New modes of transportation have been developed but nothing has taken the place of the railroads. The public, however, has become so used to rail transportation that the novelty of it long ago disappeared and its importance to a city or town has been largely forgotten because the railroad station is there when you need it, just like air or water.

Too few people realize that rail lines are working just as persistently to locate employing industries along their tracks as they were twenty-five and fifty years ago. Attractive advertising is now used to present the advantages of different sections of the country for manufacturing, processing, packing, distribution, warehousing etc.

The railroads are still pioneers and a town without a railroad lacks advantages that no other form of transportation can give it.

It is just good business for our country to advocate and work for conditions which will encourage the railroads in the continuous development of new industries and payrolls in the vast territory which they serve.

The welfare of the rail lines and communities is inseparable, and policies which hurt either, hurt both.

Herald Hancock, N. Y.

Erie Railroad Magazine
REGULATION continued

parcel post rates sufficient to cover the cost of the service. As it is now, parcel post (government operated) has an unfair advantage over Railway Express (privately operated). Your taxes help to pay for parcel post service and thus give it an advantage over Railway Express.

These nine problems are admittedly a minimum but will be a step in the right direction. Even if legislation is passed to ease these problems, the railroads still will lack the degree of freedom from regulation enjoyed by competitors and business in general.

Impartial Endorsement

Impartial authorities have recommended and endorsed these changes in the nation’s transportation policy because they realize it is in the public interest. It has often been expressed that as the railroads go, so goes the economy of the U. S. These proposed changes would make a healthier rail industry and would result in a healthier economy. Elimination of these handicaps would enable railroads to operate more efficiently and economically, thus achieving the goal which has been sought but not achieved by excessive regulation.

Erie employees can best help by learning the facts and discussing them with their friends. It is important that the public know these facts, and Erie employees can pass them along. A well-informed public is the key to the establishment of a modernized transportation policy because the majority of our citizens insist on fair play. If they know the facts, they will act.

Another way that Erie employees can help is by offering their help to organizations who seek speakers for luncheons and meetings. If you know of any such civic or service clubs who are looking for speakers, simply let us know by dropping us a line, and we will see that a competent speaker is made available. Write to Erie Magazine, Erie Railroad, 1304 Midland Building, Cleveland 15, Ohio.

February, 1953

RETIEMENTS

You Did Your Job Well
You Are True Railroaders

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<thead>
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<th>NAME</th>
<th>POSITION</th>
<th>LOCATION</th>
<th>DATE SERVICE</th>
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</thead>
<tbody>
<tr>
<td>Archibald Anderson</td>
<td>Conductor</td>
<td>Brockway, Pa.</td>
<td>12-11-53</td>
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<tr>
<td>Charles F. Banta</td>
<td>Yard Brakeman</td>
<td>Binghamton, N. Y.</td>
<td>12-12-53</td>
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<td>Harry A. Brophy</td>
<td>Yard Conductor</td>
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<td>Leo T. Broders</td>
<td>Yard Brakeman</td>
<td>Kent, Ohio</td>
<td>11-1-53</td>
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<tr>
<td>Joseph Carboni</td>
<td>Machinist Helper</td>
<td>Hornell, N. Y.</td>
<td>12-17-53</td>
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<td>Thomas A. Carr</td>
<td>Station Baggagebag</td>
<td>Susquehanna, Pa.</td>
<td>12-2-53</td>
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<tr>
<td>William G. Carrodi</td>
<td>Engineer</td>
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<td>12-18-53</td>
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<td>John C. Chaney</td>
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<td>Marion, Ohio</td>
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<td>Ralph W. Charles</td>
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<td>Michael J. Conaboy</td>
<td>Carman</td>
<td>Avon, Pa.</td>
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<td>Edward R. Cunningham</td>
<td>Car Inspector</td>
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<td>Angelo D. Daniels</td>
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<td>Mariano DeMasiene</td>
<td>Trucker</td>
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<td>Walter E. Dobson</td>
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<tr>
<td>Hugh V. Dolan</td>
<td>Crossing Watchman</td>
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<td>Michael F. Duddy</td>
<td>Yard Brakeman</td>
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<td>William F. Elwell</td>
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<td>Elmer E. Evans</td>
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<td>Paul Foll</td>
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<td>Dominick Galley</td>
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<td>Russell H. Guy</td>
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<td>William J. Haslam</td>
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<td>Eugene A. Hussems</td>
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<td>Donald W. Jackson</td>
<td>Signalman</td>
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<td>William F. Kolman</td>
<td>Patrolman</td>
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<td>Louis Kreitzman</td>
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<td>Robert Laszny</td>
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<td>Daniel J. Lumrock</td>
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<td>William G. Line</td>
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<td>Lewis E. McIntyre</td>
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<td>Ellis M. Mendenhet</td>
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<td>Anthony Middura</td>
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<td>Andrew R. Moran</td>
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<td>Patrick J. Munley</td>
<td>Switchtender</td>
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<td>James F. O'Connor</td>
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<td>Frank W. Ray</td>
<td>Boile Foreman</td>
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<td>Emil Reichert</td>
<td>Chief Clerk</td>
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<td>Raymond F. Smith</td>
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<td>James F. Tealowd</td>
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<td>Carol E. Sturgeon</td>
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<td>Frederick B. Templesen</td>
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<td>Henry H. Treene</td>
<td>Yardmaster</td>
<td>Black Book, N. Y.</td>
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<tr>
<td>Frank Trutek</td>
<td>Air Brake Repairer</td>
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<td>Harriet L. Utter</td>
<td>Engineer</td>
<td>Pooles Park, N. J.</td>
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<td>Charles R. Wentza</td>
<td>Engineer</td>
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<tr>
<td>Richard R. Wheaton</td>
<td>Yard Conductor</td>
<td>Kent, Buffalo, N. Y.</td>
<td>12-26-53</td>
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</tbody>
</table>

There’s something fascinating about the railroads that just doesn’t seem to wear out.

C. W. Hammond, News Commentator, Rochester Station KHOW, Oaakland, Calif.

 Husband: If I’m unable to get back from this trip this evening, I’ll send you a note.

 Wife: Never mind. I found the note in your pocket last night.

Complete WATER TREATMENT FOR Railroads
SURVEYS • RESEARCH • SERVICE
CHEMICALS • EQUIPMENT

NALCO NATIONAL ALUMINATE CORPORATION
6216 West 66th Place
Chicago 38, Illinois

17
Towerman Steve Village at West End Tower, Cleveland, had no trouble flashing a happy grin on Christmas day on the job. He had a swell Christmas at home.

Providing service for our shippers at the Scranton Rd. freight house in Cleveland were Jake Tischler (left), rate clerk, and Homer Williams, janitor. They took time here to give the office Christmas tree a little attention.

Engineer Joe Dietl (right) and Fireman John Tobin pulled No. 628 out of Cleveland on Christmas. The Dietls had Yule dinner with friends while Fireman Tobin had Christmas with his six children and attended church services.

Christmas Day...

ON THE JOB

Like many of their brethren along the entire railroad, these Eriemen—and lady, too—kept trains rolling even on Christmas day by doing their jobs as usual.

Of course, there were hundreds of others who performed essential tasks on Christmas, and the employees here represent them in this picture story. On behalf of all Erie employes, the Erie Magazine acknowledges their loyalty and devotion to the job.

Even though they worked on Christmas day, they also paid tribute to this most solemn and festive holiday in the Christian world. Before reporting to their jobs, or after, these railroaders attended church with their families, shared Christmas with their friends and enjoyed the glowing faces of their children as they opened gifts.

We thought this combination of responsibility on the job and enjoyment of the traditional Yuletide season was worthy of special mention in the magazine.

Amid the yammering of teletype machines and telegraph keys, H. T. Sloan, (left) telegraph operator at Cleveland headquarters, kept in touch with all points on a bustling railroad. Then he relaxed at Christmas dinner at the home of his daughter.
In the Transportation office, Assistant Transportation Superintendent Ed Whelan (right) and Charlie Metcalf handled the Christmas duties. Ed went to 7 a.m. Mass before reporting to the office.

In the Car Accountant’s office, Cleveland, Donna Medley and Richard Cottier compiled passing reports so Erie could live up to a prize reputation — telling shippers exactly where their freight is at any time.

Conductor Frank Dailey (right) and Trainman Michael Korp helped keep Train No. 626 on time. Conductor Dailey’s family waited for him before opening gifts, and Trainman Korp had a big Christmas eve with his two daughters, Natalie, 10, and Ruth, 5.

Brakeman Lawrence E. Dietrich worked out of Cleveland’s E. 55th St. yard, and before reporting on the job played Santa Claus for his four children and attended church services.

Brakeman Norman Foote and Night General Yardmaster Joe Masson worked in the Literary St. freight yard in Cleveland on Christmas day. Norman passed out gifts to his children Christmas Eve.

Safeguarding the merchandise in cars on the Erie is a day-to-day ritual, and on Christmas day the job at our Scranton Rd. freight station in Cleveland was done by Patrolman Andy Herrick who also enjoyed Christmas at home with his son, Robert Andrew, 5 years old.
ERIE VETERANS

GENERAL OFFICE ELECTION

The General Office Chapter elected officers Dec. 9 at the Hotel Hollenden in Cleveland. The new officers are shown above, seated from the left, P. C. Chamberlain, Engineering, vice chairman; Les Arolf, Transportation, chairman; Tony Farina, Auditor of Revenues, secretary; Jim Hanson, Industrial Development, treasurer; standing, all trustees, Joe Schnell, Engineering; Phil Meyer, Maintenance of Way; Ed J. Roach, retired; Bob Denton, Engineering; Lou Drez, Auditor of Revenues. Below is part of the crowd which attended the election.

dance was held at the Myers Hotel Dec. 19 with 70 in attendance. E. A. Blair was general chairman in charge of the festivities. He was assisted by the chapter officers. The committee in charge of decorations (Mrs. Rossman, Messrs. Martorell, Rodgers and Wunsch) did a splendid job. Music for round and square dancing was by Fralick's orchestra. Specialties were an Indian ceremonial dance by Arthur John with tum-tum accompaniment by Mrs. John, also tap and novelty dancing by C. R. Fralick. There was group singing during dinner.

Gifts distributed by Santa Claus were a source of much fun and amusement. After the party these were turned over to the Salvation Army.

Reminder: Secretary Stanley Ambuski has 1953 membership cards for distribution.

Buffalo-Rochester

By Ruth Nise Munger

Members and friends gathered at Turner Hall, Buffalo, Dec. 13 for the annual Christmas dinner. Santa Claus distributed gifts to all. William Binkert was party chairman.

After a short business session, election of officers for 1953 was held and the following took office: George Adams, chairman; Felix Drott, vice chairman; Frank H. Habble, treasurer; Herbert L. Moyer, secretary; trustees, J. J. Moran, T. J. Martin and M. A. Redding.

On Jan. 28, after dinner at Hartman's on North Street, Buffalo, the following officers of the Ladies Auxiliary will be installed: President, Mrs. John W. Fagan; first vice president, Mrs. Joseph F. Duane; second vice president, Mrs. Michael A. Redding; recording secretary, Mrs. Henry J. Schultz; corresponding secretary, Mrs. Michael J. Dziendziel; treasurer, Mrs. Leo G. Overs.

Al W. Bender has been appointed yardmaster at Black Rock, succeeding W. A. Crowley, resigned. Morris Fleckenstein has succeeded Mr. Bender as assistant chief clerk.

L. E. Newman, assistant general freight agent, has been elected to the board of directors of the Transportation Club in Buffalo.

Francis Murphy, night engine dispatcher, is home after a stay in the hospital.

E. Zgoda (Easy) and wife vacationed in New York while en route to Florida.

Whistles blasted farewell to Yard Conductor Richard R. Wheaton Dec. 20 at the end of his last run after 42 years' service. Co-workers presented him with a cash gift.

The next meeting will be Feb. 21 at Turner Hall, 61 High Street, Buffalo.

Hornell

By John F. Muchler

The annual installation of chapter officers was on Dec. 6 at the Moose Club. John F. Duffy presided as toastmaster at the turkey dinner and introduced A. W. Baker as the principal speaker. Ed Scott, P. L. Morris, Leon (Please turn to Page 33)

Brie Railroad Magazine

Fellow Veterans:

It is hoped that all of you and your families had a most enjoyable and Merry Christmas and that the year 1953 will be a healthy, prosperous and safe one for all.

The 27th annual executive officers installation dinner, held at the Hotel Cleveland, Jan. 17, is history now and I'm sure all those in attendance had a most enjoyable time. The General Office Chapter rightly can be proud of the efforts of its committees and members who did a wonderful job to make it such a tremendous success.

Many items of interest to all Veterans were discussed and acted upon at the business meeting, information concerning which no doubt has been transmitted to you through the local chapter representatives who attended the meeting.

As pointed out in my oration at the annual dinner, our present membership is less than half the number of employees eligible, and every one of us would be remiss if we did not make the little extra effort that may be necessary to contact and enroll in our Association all employees who have 20 or more consecutive years of service. It can be done, so let's do it.

Fraternally,

J. J. Straut, President

Salamanca

Our Christmas party, dinner and
OUR WARRIORS

Pvt. Raymond P. Mroz of Susquehanna, Pa., who entered the U. S. Army in February, is now serving with the 7th Infantry Division in Korea.

Employed by the Erie when he went into service in October 1950, Pvt. Domenic M. Tucci was due to return to the United States after serving with the 43d Infantry Division in Germany.

Another 43d Div. soldier, Pfc. George W. Brown, Salamanca, N. Y., was due to return from Germany after a year in Europe.

Airman 2d Class D. E. Martin, son of T. J. Martin, division clerk at Buffalo, is located at Kusan Air Force Base in Korea.

Following a 17-month tour of duty in Korea, Sgt. Lawrence R. Carpenter, a ticket clerk at Hornell, N. Y., before entering service, was reported enroute home by the Army. He served as a chief clerk in the 3d Transportation Military Railway Service unit.

Pfc. Robert J. Yettke, son of C. A. Yettke of the resident engineer's office in Elmira, N. Y., has been awarded the Purple Heart for wounds received in action in Korea. Soon after receiving the medal, he was to be on the way home on rotation.

Employed by the Erie at Buffalo, N. Y., before entering service, Pvt. Richard Kazmierczak has arrived in Germany and is now serving with the 1st Infantry Division. He is a wireman in Regimental Headquarters Company, 26th Infantry Regiment.

Formerly with the Erie at Sharon, Pa., George O. Swartz, who entered the Army in April 1951, has been promoted to sergeant at his station in Trieste.

Employed as a claim clerk by the Erie at Elmira, N. Y., before entering service, 2nd Lt. William J. Miles has graduated from the Far East Command Chemical School at Camp Gifu, Japan.

Another recent graduate of the Far East Command Chemical School is Pvt. Paul H. Winiecki of Attica, N. Y., who worked for the Erie before entering service.

Clifford C. Hill, a file clerk for the Erie in Cleveland before entering service, has been promoted to corporal at his station in Trieste, the free territory between Italy and Yugoslavia.

February, 1953
WOMEN ENJOY CHRISTMAS PARTY AT MARION

It must have been a long and cheerful Christmas season for the Erie girls at Marion, Ohio, if these pictures are samples. The pictures were taken at the girls' Christmas party, Dec. 2, with exactly a month to go to the day after New Year's Day. Left, Mary Lou Morrett and Susie Baker were described here as "attempting" the "Charleston." Center, from the left, Agnes Lotte, Anita Wise, Dorothy Gaffney and Mary Margaret O'Donnell are supposed to be imitating Johnny Ray's tearful Christmas party, Dec. 2, with exactly a month to go to "Cry." Right, Jackie Withers and Anita Wise are toying with those galloping dominoes, dice—for toothpicks, we hope.

Railroad data considered good . . .

BUSINESS INDICATOR

At noon every Thursday a press release is issued by the Washington, D. C., headquarters of the Association of American Railroads which is of special interest to railroad men and financial editors all over the country. It is the announcement of freight carloadings for the previous week. Wire services immediately relay the report to newspapers throughout the nation, which give it a prominent place on financial pages.

There is good reason for this interest in the number of railroad freight cars loaded and moved each week. Economists, businessmen and financial experts know that, since the railroads carry the bulk of the nation's freight, the volume of carloadings provides a yardstick for measuring the nation's economic activity.

The A.A.R. carloading report is broken down to show loadings by districts and also by freight classifications, such as coal, grain, livestock and ore. It gives comparisons of loadings during the current week with loadings during the corresponding week of the previous year and during the preceding week. The figures which it contains are compiled by Association statisticians from data supplied by individual railroads.

For businessmen and economists these seemingly dry statistics provide a dependable indicator of business trends. Seasonal factors and other conditions considered, comparatively high carloadings indicate that the state of the nation's business is good. An abnormal drop in carloadings is a storm signal which is closely watched by economists and businessmen, since it may indicate a decline in general business activity.

This close correlation between carloadings and economic activity is evident in all the ups and downs of industry which have occurred over the past decades. During the depression of the 1930s, for example, railroad carloadings hit an all-time low. The gradual trend of business recovery was traceable in the steady rise in carloadings.

More recently, an increase in carloadings has reflected the rise in business activity and the nation's defense needs. In past months, carloadings have averaged about 686,000 a week, ranging from 658,000 in January to 781,000 in June, the difference reflecting seasonal trends, strike conditions and other factors.

Other reports issued periodically by the Association are also widely used by editors, financial writers, economists and businessmen to gauge the trend of business activity. One of these, issued monthly, carries the combined figures for the railway industry, showing orders placed for new equipment as well as the number of new locomotives and cars placed in service.

Still another index to business conditions is provided by railroad earnings. A monthly report on the earnings of Class I railroads is issued from A.A.R. headquarters, usually during the second week of the second month following the period covered. Earnings of individual railroads are made public by the roads themselves and are published on many financial pages, in abbreviated form, every month.

"As the railroads go, so goes the nation's business." This remark, made by a financial writer, helps to explain why businessmen who want to keep on top of current economic activity watch railroad statistics on carloadings, equipment purchases and earnings with more than casual interest.

GOLD PASS AWARDED

Completing 50 years of service, James H. Hanna, clerk in the general agent's office, Newark, N. J., was awarded a gold system pass at a testimonial luncheon recently.

E. J. Dean, assistant vice president in the Traffic Department, presented the passes to Mr. and Mrs. Hanna at the luncheon attended by fellow employees and friends.

Mr. Hanna joined the Erie in the Operating Department Oct. 13, 1902, and transferred to the Traffic Department in New York April 8, 1920. He has been assigned to New York, Philadelphia and Newark.
Heather, spent Christmas with his mother in Sturgis, S. D. for the first time in five years.

BUFFALO MACHINE SHOP
By Frank Halbleib

Francis E. Donnelly of Hornell, son of F. E. Donnelly, special inspector at the Buffalo locomotive shop, and Carol J. Willis of Howard, N. Y., were married recently in Our Lady of Fatima chapel, St. Ann's church, Hornell, by the Rev. Lawrence Gannon. The reception was held at the home of the bride's parents, Mr. and Mrs. Cash Willis, in Howard. The wedding trip was to Boston and the New England states. Ignatius Toporczyk attended the Holy Name Society convention at St. Patrick's Cathedral in New York as a representative of Our Lady of Chasctachown Church in Buffalo.

Best of luck to James J. McGrath, electrician apprentice, who now is in the Army.

Francis J. Murphy, general foreman, is doing nicely after undergoing an operation and we hope for continued speedy recovery. He was discharged from the hospital the day before Christmas.

PERISHABLE TRAFFIC
Pier 20, N. R., New York
By W. E. Pratt

Our office was attractively decorated for the holidays and looked like home, sweet home.

Two cars of Washington State apples, contributed by growers, were sold for about $8,000 and the proceeds donated to the National Foundation for Infantile Paralysis.

Hats off to the girls in Duane St. Freight Agent Frank Sportelly's office when it comes to interior decorating. The centerpiece of fruit-apples, pears, grapes, oranges, etc.—was so nice that we took pictures of it and will send one for the next issue.

MARION DIVISION
HAMMOND CONSOLIDATED
By Grace Martin

Edward E. Cullers, Huntington-Hammond conductor, retired recently after 44 years of railroading, the last 11 with the Erie. He and his wife will spend their time at home in Huntington, gardening in season and making short trips.

Jack E. Chambers, ticket clerk-operator, and Theresa Sucich were married Nov. 15 at St. Mary Church, Griffith, Ind. After the double ring ceremony, a reception for 70 was held in a Highland, Ind. Inn. The honeymoon was spent in Chicago.

Ray Bentley, leading car inspector, second trick, and wife have returned from a vacation spent with their daughter-in-law, grandson and son, T/C Sgt. Clifford Bentley, at Barksdale Air Force Base, Shreveport, La. Ray enjoyed hunting in what he described as a veritable hunter's paradise. The grandson took such a shine to granddad that Ray was forced to take him along in the taxi to the depot and then, through subterfuge, disappear so he could board the train for home without the memory of a little tear-stained face.

Arthur L. Boyle, Huntington-Hammond brakeman, is confined to his home after having undergone surgery. We wish Art passing through the office, dropping sly quips and bringing smiles. If Arts a good boy and follows doctor's instructions, it won't be long before he is pestering us again.

Joyce Campbell, typist, soon will say "I do" if the diamond sparkling on that third finger, left hand, means anything. And it certainly does, says Paul L. Rice, yard clerk, who presented Joyce with the ring.

Late vacationists were Elmer King, conductor, going no place in particular; Oliver Cromwell, engineer, to Indianapolis to spend time with his 89-year-old mother who is seriously ill; Yardmaster A. J. Dooley visiting his Wyoming Division activities are well covered for the Erie Magazine by Joseph P. Roche, trainmaster's clerk in Dunmore, Pa., for the past nine years. Off the job, Joe spends all of his time as a sports fan, singer andfather. He is extremely proud of his 17-year-old daughter, Geraldine, and 11-year-old son, Joseph, Jr. Geraldine is an honor student at Dunmore High while young Joe attends Dunmore Junior High and is a star in the Dunmore Little League in baseball. Joe, Sr. married Bertha Purta, a childhood sweetheart, on Oct. 8, 1934. Considered quite an outfielder in baseball and a good basketball player in his youth, Joe Sr. now is just a spectator. At one time he was a member of the Junger Mannerchor and now is a member of the Nativity Church Choir.
First Drama Quartet Rides Erie

These famed thespians, members of the much-publicized "First Drama Quartet," rode our Train 685 from Youngstown to Cleveland Dec. 7 on their nation-side tour. From the left, Vincent Price, Charles Boyer, Sir Cedric Hardwicke and Agnes Moorhead.

Robert J. Meek, assistant agent, wife and two sons spent Christmas with Mrs. Meek's parents at Nunda, N. Y., where on Dec. 24 the parents celebrated their golden wedding anniversary. They have ten grandchildren.

Mr. and Mrs. Don Little (daughter of B. B. Steenbergen, foreman) of Manhattan, Kans., spent the holidays at the Steenbergen home. Don, a former clerk here, is stationed with the armed forces at nearby Fort Riley.

Our associates in the armed forces are Burt Pintoy, Korea; James Connolly and George Blaul, Norfolk; Clarence Sarafinik, Broadview, Ill., and Jerry Dempsey, in West Virginia.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Carpenter Helper C. O. Hale who has joined the ranks of the married men.

Chief Clerk E. L. Martin must have spent a disappointing vacation. He planned to go ice fishing and we had no ice—nothing but rain every day.

Janice Bell, daughter of Levelman E. O. Bell, has gone to San Diego, Calif., where she will attend San Diego State College.

We extend our sympathy to the family of Vincent Miller at Rochester, Ind. Mr. Miller passed away Nov. 20. He was formerly signalman at Rochester and had been retired since 1940.

Mrs. O. D. Young has been returned to her home after a serious illness following a heart attack several months ago.

Our sincere sympathy to Mary Jane Keeffe whose uncle, Philip Wassman, Fort Wayne, suffered a fatal heart attack when entering a hockey game.

TRANSPORTATION

By T. E. Poe

Our best wishes accompany Freight Conductor E. E. Cutters who retired Nov. 24 after completing over 44 years of continuous service with the Erie; Engineer C. R. Wentz who retired Nov. 14 after 42 years' service; Chief Clerk W. M. Rhodes, Ohio City, who was physically disqualified Dec. 2 after 34 years' service.

Conductor F. E. Fisher and wife are vacationing in Florida.

Remodeling of the superintendent's office has been completed and we are settled down after the confusion. The changes made are greatly appreciated by all concerned and are really nice.

The day before Christmas, candy, homemade cookies and coffee were enjoyed by all at the office.

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

In a recent bowling match, John Callahan and Andy Leishman were unable to break their tie with George.
Taylor and Johnny Bakker. Each team won three games, just as they did when they met at the beginning of the season.

Jack Hazzard and Blake Rhodes should organize a shopping service. During the holiday season, they did a great deal of shopping here in New York for various members of the department.

For the third successive year John Callahan put up our Christmas decorations. He was assisted by Jack Burke.

KENT DIVISION
AKRON, OHIO

L. B. Hine, freight agent, and wife enjoyed a vacation in New York City. Mr. Hine was on the Johnny Olson Household Jamboree TV show and was awarded a basket of groceries, nylon hose and theater tickets.

Capt. R. G. Johns (Police Department) and wife, together with their son, C. D. Johns, general clerk, and wife, spent a couple of weeks in Florida with relatives.

Congratulations to A. A. Hilk, chief clerk in the Revision Bureau, who was appointed traveling rate clerk; to L. E. Brillhart, our "gentleman farmer" and assistant chief clerk in the Revision Bureau, who was appointed chief clerk; to H. M. Hall who was awarded the position of assistant chief clerk; to Wayne H. White, night rate clerk at the freight station, who was transferred to rate clerk in the Revision Bureau and to Harold D. Stewart, baggage and ticket clerk, who was awarded the night rate clerk position.

Andrew Kavulla, caller, is convalescing from a fractured heel.

Paul Zent, delivery clerk, is recovering after a gutter operation.

Samuel LiCausi, checker, is convalescing from a heart ailment.

Adele Sproat, typist and mail clerk, is vacationing in Miami, Fla.

MARION, OHIO

Congratulations to M. L. Larkin on his recent promotion and transfer to Meadville. He made many friends here.

Our best wishes accompany Dorry Ryharezyk, also transferred to Meadville.

Sympathy is extended to Machinist Robert Forsyth and family on the death of his father, R. K. Forsyth, former conductor; also to machinist William Simmons and family on the death of his brother.

Get well wishes are extended to Elson Myers, tender repairer, and Henry Masters, boilermaker, who were injured in an automobile accident; W. J. Brown, pipefitter, and A. W. Lares, machinist, recuperating from recent operations; J. K. Brady, labor foreman, who was admitted to Marion City Hospital for treatment.

Congratulations to Freedon Gullette and wife on the arrival of a daughter.

Special Inspector W. H. Strauss, who expects to celebrate his 65th birthday, May 19, plans to retire. Records indicate he was born in leap year; therefore he is not eligible for retirement until 1968.

Bill Strauss spent the New Year holiday with his mother at Saeger-town, Pa.

OPERATING
V. PRES.'S OFFICE, CLEVELAND

Eighty-five friends and associates gathered in Room 804, Republic Building, Dec. 31, to pay tribute to three veterans who were retiring. C. F. Brooks, mechanical engineer, C. F. McKinney, supervisor of tools and machinery, and our own Curt DeVo, office manager, who spent 48 years with the Erie. Mr. Brooks and Mr. McKinney each have more than 41 years. Our charming ladies served luncheon, consisting of roast turkey

good strategy

You used to plan "battles" on the playroom floor. Today, when you sit to think out a knotty problem, enjoy the solace and companionship of fine Dutch Masters Cigars. That's good strategy! For in their unmatched aroma and taste you'll find a helpful, understanding friend—anywhere, any time. They start at two for 25¢.

Dutch Masters Cigars
The cigar you've always wanted to smoke
ROSE GETS SEND-OFF

Shown here are some of the fellow-workers and friends who gathered at a retirement luncheon for L. S. Rose, special engineer, who retired recently in Cleveland. From the left, A. E. Boessneck, chief accountant; H. M. Shepard, assistant chief engineer; Benjamin Elkind, principal assistant engineer; C. A. Roberts, engineer of structures; Mr. Rose; H. A. McAllister, architectural designer; Walter Lyons, general foreman, Communications Department; H. A. Dise, retired engineer of structures; R. F. Denton, chief clerk; W. R. Marshall, retired assistant engineer of structures, and I. H. Schram, chief engineer.

and baked ham sandwiches, cranberry and potato salad, olives, pickles, nuts, etc. John Straut, assistant to vice president, acted as toastmaster and Vice President M. G. McInnes made the presentation of a retirement certificate, autographed album, new Erie transportation and a U. S. defense bond to each. Among the guests were C. F. Schwartz, general master mechanic, Jersey City; Earl Brannin, general master mechanic, Hornell; J. F. Duffy, manager of stores, Hornell; H. I. Phelps, master mechanic, Marion, and F. D. Kennedy, master mechanic, Buffalo, also two retired members, R. M. Scott and G. H. Higley. Ruth O'Connor and T. W. Brink won door prizes. Congratulations to Ray Lares, chief clerk to superintendent motive power, who was in charge of arrangements.

Herm Violand’s wife had the misfortune to fall and break her elbow while visiting in the east. However, she felt better on receiving the news that a new son (sixth grandchild) had been added to the family of their son Edward.

Ruth O’Connor (and all of us) wants to know what is wrong now that leap year has ended and the long-term gals still are out on a limb.

Ed Speer moved into his new home for the holidays.

Bob Wilhelm was visited by an old associate from the Stationary Department.

Santa Claus brought an electric train to the home of Warren Speer. Between father and son playing with the train, lighting the tree and watching television, Warren says the illuminating company will soon declare another dividend.

MAHONING DIVISION

SUPT’S OFFICE, YOUNGSTOWN

Jim Humble, district claim agent at Jersey City, stopped in the office to say hello to old friends while in town during the holidays.

Fred Shaffer displayed some of his rare talent with a paint brush. He did a good job of shellacking his index card case.

Bob Vestal, contract clerk, bought an electric train for his son for Christmas. Understand Bob has to do the running because he feels Robbie isn’t qualified. Same old story—daddy running the train until sonny is a few years older.

Harry Shay figured on another dependent for 1952, but it looks like the doctor miscalculated. Harry still is just an expectant father.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

W. F. Pettys, division engineer, and wife motored to St. Augustine, Fla., for two weeks’ vacation. They traveled over the Blue Ridge Parkway and stopped at the Fountain of Youth.

Elaine Leuschner, requisition clerk, visited the big city of New York for the first time recently. She was lost in the “tunnels” for a while but finally came out all right.

W. L. VanLenten, a Yale law student and son of Chief Clerk W. H. VanLenten, spent the holidays in Youngstown with his parents.

G. J. Kahl, assistant chief clerk, and wife spent Christmas in Chicago with their daughter and her family.

Floyd Burns, of our Engineering Corps, spent a week’s vacation hunting rabbits and caught only two. He says that is the way he spent his days, but at night he was more successful and not catching “rabbits.”

Charles Uray, transitman, proudly wearing a field jacket complete with hood and de luxe fasteners, a Christmas gift from his girl friend.

The M. of W. bowling team is now in fourth place out of ten teams. Track Supervisor J. T. McCarthy is
leading with an average of 183. Jack Belby, retired, still keeps his place on the team and maintains a high average.

YOUNGSTOWN FREIGHT
By Ann Cram

Best wishes to Maureen Pierson and Ruth Hammond who celebrated birthdays Dec. 1. Congratulations to Mr. and Mrs. Thomas Lundeen who became parents of a baby boy recently.

Irene Shreve has resumed work after two weeks' vacation in Florida and Mary Bailey is back from a vacation in California.

CLEVELAND FREIGHT
By Helene Abersold

As usual, our annual office Christmas party was a merry one. Chandler & Rudd served a tasty luncheon and cakes were baked by several of the girls and wives. Katherine Wood and Robert Hildebrand supervised the decorating of the office and tree. We all missed Rose Marie Clark who was furloughed and now is working at Brier Hill. We also missed the mistletoe. Latest report is that Carl Grunwald was carrying it under his hat.

Welcome Christmas cards were received from our retired veterans, W. J. Symington, Emily Belsan, Emil Grandt and Thomas Reap; also one from Ann Beck, now at Youngstown Freight. The billing department isn't the same without Ann.

We all wish speedy recovery to Scott Caton who was under surgery and hospitalized during the holidays. We hear he is recuperating nicely and will be back with us soon. Also glad to have Harry McLaughlin back after a brief illness.

Dorothy Feighen, comptometer operator, and Emily Belsan, former assistant cashier, spent a week in New York and Philadelphia. They saw several Broadway plays and also visited with Dorothy's relatives in Philadelphia.

Harold Hill, checker, got a nice Christmas present. On Dec. 9 he was presented with a son (Jerry Wayne), who has enlisted in the Navy, is in boot training at Great Lakes, Ill.

Fred Miller, car inspector, and family spent several days in Chicago with their son Robert, a student at Northwestern University.

Proud fathers are Fred Thompson, laborer, and Bob Trusinowski, clerk. Fred was presented with a boy, the third child, and Bob with a girl, the first.

Sympathy is extended to Leo Gifford, machinist, and family due to the death of his mother.

SALAMANCA YARD
By R. C. Miller

Ray Williams and wife are spending the winter at Fort Myers, Fla.

Sympathy is extended to Lloyd Terry on the death of his wife; to Joseph Yost whose wife died Dec. 21; to E. L. Collins whose mother died Dec. 5, and to Mrs. Walter Johnson whose mother died Dec. 26.

Walter Johnson, machinist, is a surgical patient at Spencer Hospital. Congratulations to Mr. and Mrs. Emery Fitch who celebrated their 45th wedding anniversary Dec. 19.

Mr. and Mrs. W. L. Lawyer spent Christmas with their daughter and family at Defiance, Ohio.

Gus Crandall and wife spent the weekend of Dec. 27 with relatives at Buffalo.

Marilyn Peters, a nurse at the V. A. Hospital in Oklahoma City, spent Christmas with her parent, Mr. and Mrs. Francis Peters. It was the first time in ten years that she has had a vacation at the holiday season.

Lee Vaughn retired Jan. 1 after 32 years of service.

Congratulations to Earl Hall who took up the duties of mechanical engineer Jan. 1.

Your correspondent has been eating a little deer meat since his daughter Esther shot a 125-pound doe in the big woods.

ROAD FOREMAN'S OFFICE
MEADOWVILLE, PA.

Those who enjoyed vacations during the holiday season were B. F. Donohue, W. L. Barnard, W. R. McColb, C. E. Hollabaugh, E. S. Whitehead and W. M. Peelman.

Sympathy is extended to H. E. Zavor and family on the death of Mrs. Zavor.

ALLEGANY-MEADVILLE SALAMANCA CAR
James Paolotto, carman apprentice,
Greatest for Road Work; also Greatest for Railroad Work

Not as many years as the good old “Erie,” but enough decades to prove its worth on many kinds of railroad work, “Caterpillar” Diesel Tractors and outfits are today equipped to cut costs and save time and manpower wherever there is earthmoving or lifting to be done.

The economy of the “Caterpillar” is not only in its amazing adaptability, but also in its inherent ruggedness and long hours of work on little fuel.

You men who keep the mighty “Erie” working at full efficiency, will find a ready and willing aid in “Caterpillar” Diesel Tractors.
taking it easy at home, recuperating after recent illness.

ROAD FOREMAN’S OFFICE
MEADVILLE, PA.

Mr. and Mrs. R. A. Mook spent the holidays with their son and his family at Springfield, Mass.

Cpl. Howard J. Kahm, son of Engineer H. J. Kahm and wife, arrived home Dec. 2 from Trieste after two years in military service.

The following spent vacations in December:

T. M. Gsnity, former fireman and now with the Army Aircraft, has re-enlisted for a six-year period and soon will leave for an assignment in Greenland.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

Rosemary Bremer arrived Dec. 12 and Johnnie passed cigars and candy a few days later.
The very next day after this column went to press last month, Helen Liechvar arrived with a twinkle in her eye and a diamond on her left hand. The lucky fellow is a southern boy named Grady Ketchurn.

Dan Cupid paid a Christmas visit to Donna Medley and Larry Gustin. Result—engagement, evidence—diamond ring. The “Admiral” was a recent visitor to the office.

A/2C James Gephart of the Air Police who is stationed at Webb Air Force Base, Big Spring, Tex., paid us a visit during the holiday season. We also had a visit from Joe Busser who is with the army at Harrisburg but hopes to be back with us soon. We hear that Dick Marosek was home for a weekend from Camp Breckenridge, Ky.

Mr. and Mrs. Harold Post visited son George and family in Phoenix, Ariz. at Christmas time. They returned very much impressed with the Southwest.

After a rather chilly reception the first few days of their vacation, Marian and Cliff Palmer enjoyed the sunshine at Miami Beach where they were registered at the Billows.

A wonderful and exciting Christmas present—a vacation trip to Atlanta, Ga.—was enjoyed by Marvin and Joan, children of Sam Buchwald.

An overseas call from her niece in Germany was the highlight of the holiday season for Mabel Thomas. It took two days of waiting to get the call through, but it was worth it.

Holiday vacationists in New York and New Jersey were Violet Auryan-son, Helen Wenzel, Winifred Minnick, Alice Carroll, Helen Trojalin, Al Van Houten, John Babli and yours truly.

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The height of something-or-other was when John Babli returned from vacation, tired but happy, and found his car had been stolen while he was away.

The office Christmas party was held Dec. 22 at Coyton’s Restaurant. Christmas cards were received from Mary (McConnon) Delaney and Cor-

SUSQUEHANNA DIVISION
HORNELL R. H. & BACK SHOP

By R. L. Hammond

On Dec. 18, the office force of the general master mechanic, together with employees from other Erie offices, attended a turkey dinner and dance at the Moose Club. Department heads entertained with various skits; there was a Christmas tree and gifts were exchanged.

Sympathy is extended to the family of Anthony Fucci, furloughed boilermaker, who passed away Dec. 1.

WYOMING DIVISION

By J. P. Roche

The Erie Railroad Bowling League, consisting of eight teams, finished the first half of the season as follows: A. Waleski, of the M. of W. team, came out high man with a 169 average. Stores was high for one game with 871. M. of W. was high for three games with 2452. First prize went to the Farm team, captained by Sammy Astorino; second prize to M. of W. and third prize to Stores. The second
WANT CREDIT?

One of the best ways to establish your own sound credit in Paterson, Clifton and surrounding communities is to become a checking or savings account depositor at 1st National Bank. Friendly community offices with all the strength and safety of a big metropolitan bank.

RETIREMENTS HONORED AT BUFFALO

Right, C. S. Kinback, superintendent at Buffalo, is shown presenting gold 50-year passes to Mr. and Mrs. F. W. Darrow. Mr. Darrow entered Erie service in 1902 as a painter and retired as a conductor July 26, 1952. Left, R. J. Baxter, supervisor of stations and car service at Buffalo, presents certificate of retirement to E. D. Finch at Atlanta, N. Y., who started as an operator at Atlanta on July 1, 1902, and retired as agent there last Aug. 21.

BABCOCK LADDERS
Are Superior for Industrial Use
EXTENSIONS SINGLES STEPS
Write for Information
THE W. W. BABCOCK CO.
MANUFACTURERS
BATH, N. Y.

THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS
Unloading Capacity 1,800 Tons per Hour from Vessel.
Storage Capacity at Randall, O., of 1,000,000 Tons.

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

Our sympathy to Mrs. Eleanor Ryan Salley, retired stenographer, on the death of her husband.

James J. Patete became a grandfather on Thanksgiving Day—a bouncing boy.

Marine Cpl. James J. Patete, Jr. was home on furlough for the holidays.

The Joseph McGirrs have returned after a vacation at New Orleans and Miami Beach.

Harry Coleman went deer hunting at Rio, N. Y.

Our thanks to Teddy T eaten, Phil Schmidt, Harry and Laura Coleman, Ruth Larinee and Alice Sari for trimming our office Christmas tree and to Joe Stanley who gave us the tree.

Congratulations to Betty Hohman Davidson, our former stenographer and car record clerk, on the arrival of a baby daughter. The Davidsens now have a son and a daughter.

Bill Sutherland sent postcards from Clearwater, Fla.

Holiday greetings were received from our pensioned friends, Wallace Beck, Samuel Johnson Snyder, Charles Paulison, F. E. House, C. L. Smith, A. Padlen and Frank Haagen.

Congratulations to Barbara Coan whose engagement was announced at Christmas.

Welcome to Ellen Mitchel Meezi, ediphone operator and stenographer.

WEELAWKEN LOCAL AND DOCKS

Sympathy is extended to Eugene Hayes and James Crosson who lost their step-father and father, respectively, Dec. 10, and to Marshall Gill whose father died Dec. 9, aged 93 years.

We are all hoping for the early recovery and return to duty of H. H. Brown, agent, who was confined to
Hackensack Hospital for a major operation. He returned home Dec. 31 and is convalescing.

Marshall Gill, checker at Pier C, who was injured in New York Oct. 30, is doing nicely and soon will be back to work.


PASSAIC, N. J.

Congratulations to our new chief clerk, Frank J. Volpe, also to Arthur J. Bell, demurrage clerk, and Michael Vargo, assistant cashier.

James J. Parkinson supervised the Christmas decorations in our office, and was "Santa Claus" after his assigned hours.

Tom Ford still is away due to sickness. We wish him speedy recovery and return to duty.

M. V. Montagano has a new television set, but seems to have a great deal of trouble with the tubes.

John Sees anxiously is awaiting a good snowfall as he bought new sleds for his boys.

STORES

HORNELL, N. Y.

By Anieta Decker

Happy birthday to Ed McClenin, Cliff Happy House and Sol Falzoi.

Harold Johnson spent his vacation in New York City and Cleveland.

Many of our "gang" spent Christmas out of town—off to Rochester went Mr. and Mrs. E. J. McClenin to visit son Robert and family, and Mr. and Mrs. F. P. Williams; home to Meadville went the Gaylord Currys, Marie Bowler and Art Heefe; Cyril Mr. and Mrs. F. P. Williams; home to Warren, and Alice Sackett to Cleveland.

Mr. and Mrs. Duffy had Mr. and Mrs. Thomas Corrigan and family (daughter Marion) with them for Christmas and daughter Carolyn home from Rochester Institute of Technology.

Glad to see Kathalyne Pankau and Jimmy Delaney in town.

SCRAP & RECLAMATION

MEADVILLE, PA.

By G. S. Smith

The annual Christmas party for the supervision, office force and wives was held Dec. 16 at the Beacon Inn. Dinners of turkey and Swiss steak were served for 31. There was a minstrel show and several comedy skits under the direction of the writer. The "talent" was all from the group present. Yours truly was interlocutor and end men were Stanley Lawhead, D. D. Leggett, Don Minnis and Ralph McEwen. Those taking part in the skits were F. F. Forbes, D. D. Leggett, Tom Carr, Mrs. Stanley Lawhead, Mrs. Forrest Greathouse, Mrs. George Smith, Bessie McCartney, Stanley Lawhead and Ralph McEwen. The minstrel chorus was ably taken care of by the rest of those present.

Ed Herring, former employee who is now in the Army, visited us during the holidays minus his right leg which he lost in Korea. However, he is getting around in pretty good shape with an artificial leg.

Another visitor from the armed forces was the son of George Hood, leading stockkeeper. His aim was stationed at Sheepd Air Force Base, Wichita Falls, Tex.

Frank Kamienski, welder, is sick and we wish him speedy recovery.

The tragic accidental death of the correspondent's mother a few days before Christmas brought sorrow into the family. The blow was softened, in part, by the many kind expressions of sympathy and the beautiful floral pieces sent by friends and associates. It truly is a godsend to have friends at a time like this.

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ACCOUNTING

VICE PRES. & COMPTROLLER

By Byron Webster

Steve Tischler, who joined our force in December as messenger, already has made his presence pleasantly felt. Beside proving to be a capable worker, Steve has been selected to play on the Erie Athletic League basketball team and has demonstrated an artistic touch through
his contribution to our Christmas decorating of the office.

Speaking of Christmas, former employee Alec Brady and Art Dussault joined us in celebrating the Yuletide season at our annual Christmas party.

Donna Richardson welcomed in 1963 at Indianantown Gap, Pa., where her husband is assigned as a drummer with the Fifth Division Band.

Helen Eyerman spent the year-end holidays "back home" in Brooklyn, U. S. A.

AUDITOR OF REVENUES

By John Gillick

The holidays brought good news to match the good cheer. Each group had its own Christmas party, with Jim Carlin acting as Santa Claus in the Agency Bureau. In the Revision Bureau, Pete Biederman not only assumed the Kris Kringle role, but also gave his annual Christmas violin concert this year featuring a stunning rendition of the Hot Canary. The girls of the fourth and fifth floors, under the direction of Virginia George, added to the spirit of the season with a lovely selection of Christmas carols.

For new engagements have been announced since last we wrote. Mary Lou Jacoby is espoused to Jerry Nageotte; Joan Dinda to Edward Telepaki; Marion Tomasic to George Cole and Grace Consenza to James Smith. Grace and Jim will be married Feb. 7 at St. Raphael's Church in Bay Village. Already wed is Delores Antonaro to George Mondock. Delores is looking forward to her trip to Alaska, where her husband is serving with the armed forces. Holiday travelers included Rita Guerard and Shirley Ranft, who journeyed to Phoenix, Ariz., to spend the holiday with Rita's parents. Doris White headed south to Fort Breckenridge, Ky., where her husband Jim is stationed in the Army. The gay season was further enlivened by a farewell party given to Robert Thomas, while Mary Herr took a short visit. He is attending Geneseo State Teachers College.

As we go to press we notice that all is well in the office. We extend our congratulations to the committees in charge.

Betty Willett proudly is wearing her gold Hamilton wrist watch she won at the December Christmas party. Betty Farson isn't working in her new fur coat all day for nothing. She's so proud of it she can't help letting people know how much she paid for her. . . . Theresa Kaczmarek is planning to make a few trips this year just to have a chance to use that new luggage she bought.

Birthday wishes to: Dorothy Hanley (Feb. 5), Virginia Farson (Feb. 12), James Callahan (Feb. 14), and Don Reisland (Feb. 18).

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

The Bureau really was draped with Christmas decorations this year. Each department went all out to make the office look the nicest it has ever looked. Wish more of the old-timers could have seen the many original and beautiful decorations. The local B. of R. C. sent gifts to all men now in military service. Mrs. Ed Metzger received a pipe and tobacco for Christmas and the latest report is that she likes it very much. Don Keister got a Christmas card from one of his friends. C. H. Artman vacationing in Florida. Fred Peterson, now stationed at Camp Richie in Maryland, called at the office during the holidays. Edna Metzger not only locked her car in the garage but her house also. She had quite a time attracting someone's attention. Some of the fellows did a little fast deer hunting. They brought their lunches and went hunting during the noon hour.

Goldie Loghry and Dottie Rixford on their annual trip to New York. Received a Christmas card from Barbara Moorehead, now living in Florida. Mary Kerr taking up bowling. The following tax exemptions were recorded in the office: Fred O'Neill, Michael Carr, Mrs. Frances Heinz Muhleisen; Jacqueline Cheri to Mr. and Mrs. Robert Ragan; Frank Martin to Mr. and Mrs. Donald Clark. Edna Metzger on a little excursion to New York. "Yankee" Hillman really is sold on Buicks. The Walter Costons enjoying a new television set. Olga Noe spent the day running all one afternoon. Mrs. Heinz Zyderd (Adele Ormsby) was a recent visitor with her two lovely daughters. The Zyders now live in Cleveland where her husband recently was promoted with the Erie. Ed O'Mara, former clerk, stopped in for a short visit. He is attending Geneseo State Teachers College. Clifford Price, former IBM operator, now with Eastman Kodak, also called at the office. Ruth Hogan took a swell time on her trip. Fran Matlack and Margaret Reynolds have announced their engagement. Ken Ormsby leave for a Christmas tour fished in for a gambbet. Congratulations to the following with birth anniversaries in December: vitamin Bottomley, Howard Hamilton, Robert Gregory, Mary Recktenwald, Edward Yochem, Bruce Dungan, Ken Rhodes, Anthony Ziamok, Ed Gillette and Eleanor Trowbridge.

SAFETY IS NO ACCIDENT

Erie Railroad Magazine
The 190 veterans who attended the General Office Chapter election looked at live entertainment after these many months of the television kind—and as you see here, the live type compared very favorably with TV. Second and fourth from the left are Mary Noreen and Patty Londregan, 13 and 11 years old respectively, daughters of J. J. Londregan, secretary’s office. With them are Sandra Adams and Gayle Breaster.

VETERANS continued

Cleveland and others were called on for remarks. Mr. Duffy then introduced retired Veterans Fred Latting, Fred Lyons, Charles Vincent, Jacob Rossmann and Nick Caparullo. Second Vice President John F. Muchler introduced L. A. Jackson, an engineer with 50 years’ service, and on behalf of the Veterans Association presented him with a diamond emblem. Ralph Lougee led group singing with Marion Donahue at the piano. Mrs. Scott sang two selections. Then the assembly returned to the hall for the installation of officers: Harry Travis, chairman; Francis Tyson, vice-chairman and treasurer; Nick Caparullo, secretary; trustees, Hal Livermore and Joseph Schaumburg. For the ladies auxiliary: Mary Wallin, president; Bernice Tyson, vice-president; Mrs. William Dickinson, secretary, and Wintred Eisenburg, treasurer.

Sympathy is extended to E. J. Sealman and family on the death of his wife; to the family of Emmett J. Dugan, who passed away recently, and to Dorothy Marks whose mother passed away Dec. 29.

Youngstown

By R. P. Reebel

At the Dec. 3 meeting, chapter officers for 1953 were elected. The chairman is John J. Callahan, chief clerk at Warren freight station; vice chairman and chairman of social committee, John A. Itas, assistant chief clerk at Youngstown freight; re-elected secretary-treasurer, J. Ralph Fero, chief clerk, Youngstown freight. This is a very good line-up and we look for a booming year.

It is with deep sorrow that we report the passing on Dec. 7 of Charles

February, 1953

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"GEE, NOW I ALMOST WISH I'D LET YOU KISS ME BEFORE WE GOT MARRIED!"

George Hood, trustee for three years. Plans were made to hold a joint installation of officers at the January meeting.

Those reported ill were Leo Rice, Frank Vatter, Karl Smallenberger, Frenchy Devillars and Charles Stoyer. Mrs. Walter Hoke was on vacation in Florida.

At a meeting of the Brotherhood of Railway Trainmen, Jesse Collier was presented with a 60-year pin and Ed Miles and Fred Maxwell each received a 50-year pin. Dues cards are now in the hands of the secretary-treasurer and members are requested to get theirs as soon as possible.

It is plain that the nation's railroads have contracted the habit of technical progress, a habit which in- stills confidence that the railroads will continue to meet the commercial and security needs of our country.

Meadville
By R. C. Miller

A tureen dinner for 140 was served Dec. 30 at the regular meeting of the chapter and auxiliary. Those in charge were Mrs. George Staples (chairman), Mrs. Irving Hoy, Mrs. Coltn Ureghart, Mrs. Florence Wel- don, Mrs. George Hood and Mrs. Tom Hall. All were glad that Mrs. Sam Thomas was able to attend after two years of illness.

Election of officers for 1953 was held. Charles King was elected chair- man, Louis Kebert, vice chairman, Bob O'Grady, secretary-treasurer, and

What's Your Guess?

1. You're looking at the arches of Starrucca Viaduct as they would look in a horizontal position.

2. Our engineers call this a set of engineer's degree curves. It is used to lay out track curves.

3. These are message tapes hung up on their racks in the Youngstown, Ohio, communications office.
The red Korean strongpoint had stalled our attack; Lieutenant Burke saw that a breakthrough must be made. Rallying 35 men, he crept close to the enemy bunkers. He laid down a grenade barrage. Then he ran forward to an exposed knoll and opened a one-man pitched battle. He turned a light machine gun into the Red position. He caught live enemy grenades in mid-air and threw them back. Once he killed three men with his pistol. Before sunset Lieutenant Burke and 35 men had defeated 300. The lieutenant says:

"Every day, men who fought in Korea are coming home. They're finding jobs—partly because they and you and I own nearly 50 billion dollars' worth of Defense Bonds. For Bond savings—which protect our own families—are also building a great backlog of national prosperity. Reason enough for investing in Bonds—don't you agree?"

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Peace is for the strong! For peace and prosperity save with U.S. Defense Bonds!
There's more than meets the eye in this view of a stretch of Erie track caught in a quiet moment between trains.

To anyone who takes a railroad for granted, the price tag to build a stretch of track like this would cause a skeptical whistle. But there would be even more surprise at the cost of keeping track in top condition.

Note the heavy rail in the picture, the large ties and tieplates, the clean rock ballast and automatic signals—all part of a well-maintained track. In 1952, the Erie Railroad spent over $23,500,000 to maintain its 2242 miles of railroad between New York and Chicago. That's an average of $10,000 a mile—paid for out of the railroad's own funds, without subsidy from the taxpayer.

To do this job better and faster, the Erie has invested many more millions of dollars in the most modern track maintenance machinery. Such expenditures underline the importance of allowing adequate earnings if we are to keep the nation's railroads strong and healthy—ready for any emergency in the defense of our nation.

It is this constant effort to build a better railroad that has earned the Erie the reputation of one of America's progressive railroads and why so many shippers say "Route it Erie!"

Mark of Progress in Railroading