HE NEWSPAPERS AND MAGAZINES are filled with forecasts by economists, politicians and businessmen who mostly agree that 1954 will not be as good a business year as 1953.

It was understandable that some day the steadily climbing business spiral, under the false stimulus of war and threats of war, would find a leveling-off spot. It is generally agreed that it now seems to be at hand.

How do we anticipate Erie will fare? Our Traffic and Research experts tentatively forecast a 7 1/2 per cent decline in Erie freight-ton miles as compared with 1953. While this has necessitated certain economies and very careful planning for the use of our dollars, we will still be able to maintain the railroad at its present high standard. It will be a year of severe competition within our industry and also with other forms of transportation.

Never in the Erie's long history was its plant and equipment in better condition to meet this situation. There is good reason for optimism, not only our railroad but also the basic economy of the country as a whole is sound.

After this period of adjustment, there will be a fine future for companies like Erie which are progressive and are manned by capable and loyal men and women.

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

Emily Post might have difficulty today in finding the same degree of courtly courtesy observed on trains by Charles Dickens during his travels in America more than a century ago. A passage taken from his description of American railroads says, "If a lady takes a fancy to any male passenger's seat, the gentleman who accompanies her gives him notice of the fact, and he immediately vacates it with great politeness."

It is estimated that this country's Class I railroads will pay out $1,183,000,000 in taxes in 1953. Approximately $515 million will be for federal income taxes; $294 million for payroll taxes; $374 million for state, county and local taxes, a large part of latter going for support of schools.

American railroads haul a lot of shipments of tableware as a matter of course, but nothing so unusual as one "spoon" that was transported recently over the rails. A steel company called upon a railroad to carry a thirty-ton sidewall of a huge ladle to be used for pouring molten steel. Loaded edgewise on a special heavy-duty flatcar, the "spoon" was 10 feet wide and stood almost 16 feet above the rails. With the bottom added to it, the ladle holds 265 tons.

Newest pride of British Railways is The Elizabethan. This new queen of the rails claims the world's longest non-stop run of 592 3/4 miles between London and Edinburgh. It makes the run in six and three-fourths hours, at times hitting 90 m.p.h.

THE COVER—We had snow in mind when we began our search for the February cover. It was several days past deadline time, so John Long, Erie photographer, hopped the first train East where we heard there was a snow-storm. He stopped at Port Jervis, N. Y., and ended up at Otisville tunnel which is a short way east of Port Jervis. There was some snow, but in addition Photographer Long got the west end of the tunnel, a mile long and the only main line tunnel on the Erie, one of the Shawangunk Mountains through which the tunnel passes and Freight Train No. 91 headed west. This part of the railroad was recently changed as reported in the January 1954 issue of the magazine.
FAITH FINDS A WAY

... Erie Helps Tiny Community
Rebuild Church Destroyed By Fire

Undaunted by fire which destroyed their 102-year-old church, but instead, buoyed by faith and a willingness to work, a small band of parishioners in tiny Rathbone, N. Y., today again are worshipping in their own church, rebuilt with their own hands and an assist from the Erie Railroad and other well-wishers.

The steadfast but cheerful perseverance and plain hard work of the members of the Rathbone Methodist Church and the sympathy of outsiders who contributed financially and in other ways enabled the congregation to hold services in the new church less than two years after the fire on Jan. 27, 1952.

The new church, by the side of Erie's main line tracks which run through Rathbone, was dedicated on Nov. 1, 1953. Finishing touches were completed in time for 1953 Christmas services.

Representing the Erie Railroad at the dedication services on Nov. 1 was Arthur W. Baker who has since retired as superintendent at Hornell, N. Y. Erie's contribution to the church was a tract of timber at Erwins, N. Y., about 10 miles east of Rathbone. Members of the church cut down the trees and milled them into lumber.

After the fire on Jan. 27, 1952, leaders of the church decided im-

Below is an interior view of the new church. The picture was taken soon after the first service was conducted during October.
mediately that the church should be rebuilt. It burned on a Sunday afternoon following the usual services that had been conducted in the morning.

Men of the community started to tear down and clean up the charred ruins of the old church on the Saturday after the fire. Other churches in the area were visited and inspected for ideas for plans for the new church.

It was Ed Preston, track foreman for the Erie, who suggested the idea of using the timber which was standing on some of our property at Erwins. When the railroad heard about it, it was glad to cooperate.

Men of the church cut the trees, and the logs were hauled by Clarence Risley, a church member, to the sawmill at Rathbone where it was sawed into lumber at the Sam Berry Mill and the Ray Risley Mill. Ouths of the parish cleared the brush at the timber lot, and the branches were used for firewood at the parish.

The first cinder blocks for the church were placed for the basement walls on Decoration Day 1952. Taking time out for summer farm work, the walls were finished in October.

The superstructure was started on Oct. 27, 1952, by Roger and Ellery Williams, church members also, and the rafters were raised on Dec. 9.

Admiration by neighboring individuals and organizations in the Canisteo River Valley for the enthusiasm and spirit of the industrious church folk resulted in many donations and offers of help from the valley and beyond the ranges of hills.

The Addison Barber Shop Chorus at nearby Addison, N. Y., staged a benefit program. Ingersoll-Rand offered a new bell. Plans drawn up by Miss Kathleen Taft were blueprinted by the Corning Glass Works. Many others helped.

Thus the church is a tribute to the patience, labor and love of its members and the response of other approving Americans who have always rallied behind those with initiative and desire to build and create.

Members of the Rathbone Methodist Church now are proud to point out that they have a church which cost $25,000 but for which they paid $11,558.75 in cash. The balance was a labor of love by the parishioners and materials donated by friends.

*February, 1954*
CARRYING THE BIG LOAD

MORE THAN 85% OF ALL INTERCITY MAIL

FALLACIES FOUND IN TRUCK CLAIMS

Occasionally one hears the statement that motor trucks handle the great bulk of the nation’s freight traffic. Some claim that trucks handle three out of every four tons that move. The latest claim is that 77 per cent of all freight in the United States is shipped by motor truck.

Of course, there is no question that motor trucks are performing a great and valuable service in American transportation. There is no question that they are handling a large volume of freight. But the public should not be misled by any such claims as those referred to above.

In determining the true size of the transportation job, it is necessary to measure not only how much freight is carried but also how far it is carried. If the distance factor is omitted, a ton of freight carried one mile is counted the same as a ton carried 3,000 miles. The 77 per cent figure referred to encompasses not only freight handled by commercial trucking firms which originates in one city or town and terminates in another city or town, but it also includes freight which originates and terminates within the same city or town; in other words, local transfer and delivery service, and freight which moves locally from farms to markets, by both for-hire truckers and by trucks that are owned by farmers and other private parties not engaged in common carrier service.

The ton-mile is the only accepted and meaningful measure of the size of a transportation job. On that basis, railroads perform more transportation service than all other common carriers combined.

The Interstate Commerce Commission has reported that in 1952 intercity trucks, including privately operated vehicles as well as those operated for hire, handled 140 billion ton-miles, pipe lines performed 160 billion ton-miles, inland waterways, including the Great Lakes, performed 155 billion ton-miles, while the railroads performed 623 billion ton-miles. In other words, the railroads performed more than four times as many ton-miles of service as did motor trucks engaged in intercity traffic.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arthur E. Hoffmann</td>
<td>Jersey City, N. J.</td>
<td>Asst. to General Manager</td>
<td>7-9-06</td>
</tr>
<tr>
<td>Adolph W. Voss</td>
<td>Paterson, N. J.</td>
<td>Ticket Agent</td>
<td>1920</td>
</tr>
<tr>
<td>William Dornan</td>
<td>Passaic, N. J.</td>
<td>Ticket Agent</td>
<td>1920</td>
</tr>
<tr>
<td>Rocco D. Ricciardi</td>
<td>East Buffalo, N. Y.</td>
<td>Truck Supervisor</td>
<td>5-12-26</td>
</tr>
</tbody>
</table>

J. A. FERGUSON DIES

John A. Ferguson, 62, general coal freight agent for the system from 1941 until his retirement Jan. 31, 1953, died Dec. 29 in Lakewood, Ohio.

Mr. Ferguson started his Erie career at Pittsburgh in 1908. After serving in the Navy in World War I, he returned to the Erie as chief clerk at Pittsburgh and remained as commercial agent and coal freight agent until 1930 when he was advanced to division freight agent at Scranton, Pa. He became coal freight agent at Cleveland in 1931 and general coal freight agent in 1941.

In the first half of 1953 the railroads collected 2.69 cents for each mile of passenger travel. This is less than it was in 1930, when wage and price levels were far below what they are today.
CONFIDENT LIVING

By Dr. Norman Vincent Peale

was preparing to leave my office late one Sunday night when the telephone rang. The call was from a man I did not know; he said he was staying at a hotel in a nearby city.

"I just don’t know what to do," he said. "I’ve been unable to sleep. I’m discouraged. I’m really depressed. And tomorrow afternoon at three I have to meet the greatest crisis of my whole life. If things don’t go right, I’m finished."

"Wait a minute," I told him. "How many years have you been allowed in life so far?"

"Forty-seven," he said.

"Haven’t you got through a good many crises in all those years?" I reminded him. "Nothing is ever quite as bad as it sounds. Just say to yourself, ‘if things don’t go right tomorrow, there’ll be other days.’"

I could almost feel him relax a bit at the other end of the line. "Maybe I’m too hot up about this," he said. "What do you think is wrong with me?"

"Well," I answered, "I can’t see you, but, from our conversation, I would say you seem depressed."

"That’s only half of it—I’m through."

"You won’t get anywhere that way," I insisted. "If you lack confidence and affirm defeat, you will draw failure to you. If you have confidence and affirm faith, you draw success."

"How in the world," he demanded, "do I get confidence when I’m in a situation such as this?"

"Begin by asserting to yourself that you will stop worrying about tomorrow afternoon," I advised. "Then sit down in a chair and get calm and relaxed. Now tell me, who are you thinking about most?"

"Why, myself," he answered promptly.

"That’s one reason you’re depressed. You must immediately do something for someone else. Have you given anything to anyone lately?" I asked. "Or done anything for anyone else?"

"No, I haven’t," he admitted. "Then go to the Salvation Army tomorrow morning and make a contribution. This will help you to forget yourself, to get outside yourself where your creative powers are bogged down. Then start to pray, not in a spirit of panic, but in calm faith that you are getting your answer. Pray a prayer of thanksgiving—be thankful you’re well and strong enough to lift up the phone and talk to me, or anyone else."

My caller agreed to try this.

"You have a lot to be thankful about," I continued. "Your crisis needn’t be a crisis—it can be an opportunity. Be thankful for that opportunity. And pray with faith and hope and expectancy and optimism. If you do this, I think that three o’clock engagement will turn out better than you think."

He said goodnight and I did not hear from him again until some months later, when he came to see me.

"Dr. Peale," he said, "when I called you, I was steeped in gloom. I couldn’t think; I couldn’t do anything. I’d lost all my confidence."

"Loss of confidence will always sap your creative ability," I told him.

"It sure did do that to me. But I followed your advice and began to build it up again. The results have been far better than I expected. You won’t find me depressed again, I’ve learned to find confidence through faith."

How right he was! If you are depressed about anything, try the method that proved so effective (Please turn to Page 21)
ERIE PAYS NEW JERSEY TAX BILL

William H. Meyn (left). Erie Railroad treasurer, and W. T. Tighe (center). assistant general land and tax agent, present New Jersey State Treasurer Walter H. Margetts. Jr., with a check for $1,899,855.80 to pay the railroad's 1957 property taxes. Mr. Margetts said that the state would retain $844,861.93 and distribute the remainder at local levels. He added that total franchise and property taxes paid by all railroads in the state amount to $18,557,138.65 for 1957, with $14,174,723.65 going to municipalities in the state's twenty-one counties.

COMPANY WINS SAFETY AWARD

Compiling the best record in its classification in Cleveland, the Erie Railroad was presented a safety award at the 23rd annual Greater Cleveland Industrial Safety Award banquet Dec. 14 in Cleveland.

The certificate was awarded for a record of only two accidents in a total of 1,845,858 man-hours worked in the Cleveland area by Erie employees. This was in the classification of more than 1,500 employees in the non-manufacturing division.

J. S. Parsons, assistant chief engineer, Maintenance of Way, accepted the award for the railroad.

The dinner was sponsored by the Division of Safety and Hygiene of the Industrial Commission of Ohio and the Greater Cleveland Safety Council.

Foreman: "You're asking big pay for a man with no experience."

Applicant: "Well, the work is much harder when you don't know anything about it."

CARROLL RETIRES

Sixty-five Erie employees attended a testimonial dinner for Charles (Nick) E. Carroll, former supervisor of operation, Western District, at the Youngstown Country Club Jan. 8.

Nick retired Dec. 31 after more than 47 years of service, having originally started as a telegraph operator on the Meadville Division on Aug. 14, 1906.

Nick's progress carried him upward from telegraph operator to extra train dispatcher at Meadville, relief dispatcher and assistant chief dispatcher at the same location, train dispatcher at Salamanca, chief train dispatcher at Huntington, and thence to supervisor of operation at Youngstown. He was promoted to the latter position on March 16, 1943.

Western District General Manager S. F. McGranahan acted as toastmaster and speakers were H. Clark, G. E. Lund, H. J. Weecheider, D. S. Day and V. F. Green. A retirement certificate was presented by M. G. McInnes, vice president for operations.

The railroads of the United States own and operate about 3,800 ferryboats, tugboats, steamboats, car floats, lighter, scows, and other units of floating equipment.

Port Jervis Engineer Retires

This picture was taken at the retirement ceremony for Passenger Engineer Samuel M. Kenyon of Port Jervis, N. Y. In the picture, from the left, are Brakeman J. G. Lamb, Engineer Kenyon, Conductor W. J. King, Brakeman D. Roaling, Conductor I. S. Kunkel and Fireman J. V. Bonanto. Mr. Kenyon plans to "take it easy."
BROTHERHOOD PRESIDENT 'RETIRES'

President Johnston (left) and 'Davey' Robertson

D. B. ROBERTSON ENDS ERIE CAREER

David B. Robertson, 77, who headed the Brotherhood of Locomotive Firemen and Enginemen for 31 years, officially ended his career as Erie Railroad engineer Dec. 31 when he accepted a retirement certificate from President Paul W. Johnston.

Mr. Robertson and Mr. Johnston sat side by side in the latter's office as they recalled many events in the meetings where they were on opposite sides of labor negotiation tables. Before becoming president of the Erie, Mr. Johnston was vice president for personnel and served on a committee which represented the entire railroad industry on labor matters.

A native of Youngstown, Mr. Robertson started working for the Erie there in 1898 as a fireman. He was promoted to engineer in 1902 and became local chairman of the Brotherhood during the same year. In 1905, he was elected general chairman of the Brotherhood for the entire Erie Railroad system between New York and Chicago.

Mr. Robertson continued to operate trains between Youngstown and Cleveland until 1911 when he was granted a leave of absence to perform his organization's duties. He was continued on the Mahoning Division engineers' roster since that time.

He was elected vice president of the union in 1914 and moved up to president in 1922. He retired from his Brotherhood post last September and relinquished his place on the Erie roster a short time later.

The certificate presented by Mr. Johnston cited him for 55 years of loyal association with the Erie Railroad.

MRS. MAGEE DIES

Mrs. Lizzie Teeter Magee, 74, wife of George Magee Sr., of Hornell, N. Y., a retired employee, died Oct. 23, 1953 in St. James Mercy Hospital, following a heart attack.

All the other forms of transportation in the U. S. combined do not carry as many tons of freight as many miles as do the railroads of this country. And the railroads—without aid from the taxpayers—do their huge hauling job at a lower average charge than any other form of general transportation.

ERICA ATTEND AREA CONVENTION

Several Erie engineering and maintenance officers will again play an important part in the annual meeting of the American Railway Engineering Association at the Palmer House in Chicago March 16-18.

The AREA, which is the construction and maintenance section of the Engineering Division of the Association of American Railroads, has for more than 50 years been preeminent in the field of engineering relating to all aspects of the fixed properties of the railways.

The following Erie men will participate in the meeting:

H. N. Halper, valuation engineer, as chairman of the association's committee on records and accounts will present six reports.

W. R. Swatosh, assistant to superintendent of construction, will present a report on revision of the association's manual on contract forms.

H. J. Weechender, engineer, maintenance of way, Western District, will present a report on various track patrol methods.

Blair Blowers, chief engineer, will present a report on hold-down fastenings for tie plates.

Where 41 Cents Will Get You 66

While the dollar we knew in 1939 is worth only 41.5 cents in a grocery store today, it will still buy 66 cents worth of railroad freight service, according to the Eastern Railroad Presidents Conference.

Rail freight costs to the shipper, the Conference reports, have increased only 52.1 per cent since 1939. Latest U. S. Department of Labor statistics reveal that food prices soared in October 1953 to 141 per cent above the 1939 level.

Leading the ascent of cost-of-living items are the standard "main courses"—the 1939 dollar will buy only 37.5 cents worth of meats, poultry or fish today. It is worth less than 42 cents buying fruits and vegetables, slightly more than 46 cents buying dairy products and 47.5 cents buying cereals and bakery products.
STEAMSHIP AGENT

On His Job,
Joe Monzel,
A Railroader, Meets
More Ships Than Trains.

To hundreds of future Americans who come as immigrants by ship to our country from foreign lands, one of the first native born Americans they meet is a friendly Erie steamship agent who has an easy air of confidence and assurance about him.

The Erieman is Joe Monzel who a few short months ago was a capable passenger agent in Ohio and, like any human being, was scared stiff when he was promoted to an entirely different line of work and in very unfamiliar surroundings.

When he first took over the steamship agent's duties in hectic, frantic New York, Joe was lost, unfamiliar with his duties and a total stranger to the people who would be helping him in the months to come.

Today Joe handles his duties as if the job was tailor made for him, and he is as popular with Travelers Aid representatives, U. S. Customs agents, shipping personnel and agents of other railroads as he is with the friends he makes of these new arrivals.

Joe likes the work now, and it is obvious from the manner in

Steamship Agent Joe Monzel checks luggage—to find his "meets" or new prospects who might ride Erie.
which he handles the often forlorn, half-scared immigrants who are getting their first glimpse of this strange and wonderful country of ours. They learn to depend on and trust him almost instantly as he quietly and patiently explains the railroad portion of their trip and makes arrangements so they can smoothly pass through immigration, customs and the baggage snarl.

Joe usually is the first unofficial American that the immigrants meet, and the unexpected interest and genuine warmth with which he treats them makes a lasting impression of hospitality of the United States. This first meeting creates a tender spot in their hearts for the Erie which becomes the first railroad over which they travel after reaching America.

Much Variety
The Erie steamship agent's job is full of variety. Agent Monzel has no regular working hours. Ships with passengers arrive at all hours of the day and night, arrive many hours late, and this means long off-hour work.

Occasionally two or more boats arrive at the same time. Then Joe calls on aides in the passenger offices in the New York area to help him, assigning one or more men to each boat. Usually Joe has “meets” on an arriving ship. A “meet” is an immigrant or other passenger who has made arrangements beforehand for travel on one of Erie's trains to his destination in the Erie area or beyond. Tickets for the “meets” are prepared in advance, and Joe has these ready when he contacts the immigrant.

Almost always, Joe also has

Infrequently, money is a tremendous problem. One day Joe presented tickets but no money to an elderly lady with five children. The entire family did not have even a penny in cash.

When the family boarded the train at our Jersey City terminal, an Erie brakeman came to the rescue. The brakeman passed the hat around in the train and came up with $17, and that added greatly to the pleasure of the train trip for the hungry new Americans.

Seeks Prospects
While Joe is trying to locate his “meets” he also keeps one eye on prospects who do not have transportation arranged beyond their arrival point. He tries to find out where they are going and determines whether they can use Erie trains to their destinations. Joe picks up many passengers in this way, and his close contact and friendship with the Travelers Aid

February, 1954
and ship personnel helps him greatly to secure this passenger business since they refer him to prospective train travelers who need his services.

Much of the time while he is on the pier Joe checks the acres of luggage which are piled high. Each piece of luggage is addressed to destination, and the addresses very often tip off Joe to potential passengers.

When the travelers reach the pier, Joe helps them find their luggage and then checks it through the baggage room. He then arranges for transportation to our Chambers Street station where the immigrants board one of our ferries for the ride across the Hudson River to the Jersey City terminal.

Special care is taken by the Erie to make certain that when the immigrants arrive at their destination they are greeted by their friends or sponsors. Joe notifies his passenger office that the immigrants are on the train, and the office wires their destination as to when the train will arrive.

As a fellow who really likes people and enjoys talking with friend or stranger, Joe can get along fine even when there is no common language between them. Merely with a gesture of his hands and rolling of eyes, he can calm a terrified immigrant and have him laughing and at ease without a word being spoken between them.

Joe can get along reasonably well in Polish, Slovak, Bohemian and German. He says he now is learning Italian. Unabashed if he cannot explain in words, he gesticulates and speaks in a jargon of several languages with the best of the immigrants.

**Travelers' Friend**

Because of his congenial ways, the immigrants promptly accept him and do not hesitate an instant to ask him for aid or advice. Recently a pretty visitor to the United States offered to marry him. She had a six-month visa and liked the U. S. so much that she wanted to stay permanently.

She decided that the best way to stay here was to marry an American, so she proposed to Joe during the bus ride to the Chambers Street ferry. Joe's diplomacy received one of its most severe tests.

On another occasion Joe volunteered to aid a frightened Pole who had arrived from France. Before boarding the ship in France, the Polish voyager had been told by some of his friends that when he arrived here American gangsters and Indians would beat him up.

Joe called Herbie James, city passenger agent, who is another equally congenial Erieman, and the two persuaded the Polish immigrant to come to lunch with them. He especially wanted to taste American beer, and after a cheery lunch and two beers the Eriemen convinced the Pole that he was in the most friendly country in the world.

Performing extra little services is just part of the job for Joe. One "meet" arrived on a boat at 6:45 a.m. and was anxious to catch "The Erie Limited" out of Jersey City at 8:30 a.m. Usually it is almost noon before the last passengers clear customs. Joe tackled the job and succeeded in rushing through immigration, customs and the baggage room at the pier, and the lady boarded the train. In addition, Joe managed to buy a bouquet of roses for the lady as requested in a wire by the lady's better half.

Joe got his first job with the Erie in 1916 and has been with the railroad continuously since 1920. A native Clevelander, he started in the freight department and transferred to the passenger department in 1927.
KNOW THEM?

Words answering the descriptions or definitions below can be spelled from letters in the word ROADMASTER. See how many of them you can find, and then turn to page 34 for the correct answers.

1. What every tired railroader enjoys.
2. Locomotives have them; hobos rode them.
3. A rodent.
4. A small pad.
5. Weight of a freight car less the freight.
6. Female equine.
7. Domesticated.
8. There's one called Boulder.
10. First man to be operated on.
11. A deep trench surrounding a feudal palace.
15. Steam locomotives do it often.
16. A member of the reptile family.
17. A kind of water.
18. An important part of a sailing vessel.
19. A way for trains.
20. A receptacle for sand atop a locomotive.

(Answers on Page 34)

Early Locomotives

5. “Brookline”—Originally built in Liverpool (1835) and rebuilt in 1840 at Boston & Worcester Railway shops.
7. “Stockbridge”—Built by Rogers, Ketcham & Grover in 1842.
9. “Victory”—Built by Rogers in 1849. This was the first engine with shifting link valve motion.
10. A Baldwin “pusher” on the Erie.

In the first five months of 1953 the railroads collected 1.92 cents for the average passenger-mile of commuter service performed and 2.83 cents for the average passenger-mile of regular intercity passenger service performed.

It is estimated that the Class I railroads will pay out $1,183,000,000 in taxes this year. Of this sum $815,000,000 will be for federal income taxes, $294,000,000 will be payroll taxes, and $374,000,000 will be state, county and local taxes.

February, 1954
Roles Reverse
Over the Years

For several years past, the Association of American Railroads' widely read booklet *Quiz on Railroads and Railroading* has carried as its frontispiece an interesting full-page picture showing a kind-faced locomotive engineer helping a little boy get his toy locomotive and train in running order. It is a human interest picture of the first rank.

But there is more human interest in the picture than meets the eye. The locomotive engineer with the understanding look is Billy Jones, who, for many years as one of the pilots of the Southern Pacific's "Daylight" between Los Angeles and San Francisco, was widely known among railway men on the Pacific Coast. The boy is Donald Lyons, son of Leo J. Lyons, yardmaster on the Western Division of the Southern Pacific.

That was 15 years ago.

Today, Locomotive Engineer Billy Jones, retired from railroading after many years of service, is occupying his leisure time operating his 1 ½-foot gauge "Wildcat Railroad" through his apple orchard at Los Gatos, Cal.

Donald Lyons' father is now superintendent of freight car service of the Southern Pacific, with headquarters in San Francisco, and Donald himself is at the throttle of a real steam locomotive operated by the 712th Railway Operating Battalion in Korea, and has recently been engaged in pulling trains of prisoners of war up to Freedom Village and returning hospital trains bearing American sick and wounded to Pusan and other seaports.

3rd TMRS SEeks AID FOR KOREA

Members of the 3d Transportation Military Railway Service stationed in Korea are sponsoring a campaign to obtain contributions of clothing for the relief of Korean people and are requesting the help of Eriemen and other railroaders.

Contributions of clothing should be mailed to Commanding Officer, Headquarters, 3d TMRS, APO 301, c/o Postmaster, San Francisco, California.

The balance in the unemployment insurance fund administered by the Railroad Retirement Board was $692,000,000 on June 30, 1953. This fund has been built up entirely from payroll taxes levied against the railroad companies, plus interest earned thereon.

Save with United States Savings Bonds

Erie Railroad Magazine
ERIE VETERANS

Salamanca's Captain Bunker Retires

Popular Harry M. Bunker, Erie police captain at Salamanca, N. Y., and an Erie man for 37 years, retired Dec. 31 and was honored at a dinner attended by 110 guests Nov. 30 from all over the railroad. Capt. Bunker received a check from the policemen's special fund, a wood-working machine and other gifts. He also received a 1000-day clock for Mrs. Bunker. Shown above at the dinner are J. C. Stearns, chief of police, Jersey City; R. P. Steen, chief of police, Youngstown; Capt. Bunker and F. R. Wildrick, superintendent of property protection and fire prevention, admiring one of the captain's gifts.

Fellow Veterans:

It has been said that nobody ever got hurt on the corners of a square deal. That is true particularly when one deals fairly with his fellow man. Now a word to those who do not belong to our Association. STOP, LOOK and LISTEN. You will hear the veterans talking about the good times they have at their regular meetings and annual outings, also at the United Veterans conventions. Our membership is about 5,000. Let's watch it grow—each resolving to bring in a new member. In unity there is strength. Let us unite and be strong.

Fraternally yours
John F. Muehler
President

Salamanca

Our annual Christmas party was held Dec. 18 in the Chestnut Room at the Myers Hotel. One hundred attended. Jim Murray was chairman of the committee. Group singing during dinner was led by Francis Glasford. Music for round and square dancing was by Ronnie and Gang. Santa distributed toys, which were exhibited and then donated to the Salvation Army.

It is with pride that we mention the accomplishments of our chapter. In two years our membership increased from 65 to 330, which won for us the membership prize for 1962. Our veterans are a live group and their social activities are unsurpassed.

Membership cards may be secured from Stanley Ambuske, secretary-treasurer. A prompt response will be appreciated.

Buffalo-Rochester

By Ruth Nise Munger

Two hundred eleven veterans, wives and guests gathered at the Turners' Club in Buffalo Dec. 12 for our annual Christmas party, which was preceded by a short business meeting and election of officers, George E. Adams, chairman; P. J. Wirt, vice chairman; H. I. Mayer, secretary; F. H. Halbleib, treasurer; T. J. Martin, M. A. Redding and J. M. Moran, trustees.

Vice Chairman F. J. Droit presided in the absence of Chairman Adams. Toastmaster C. S. Kneback called William Winterberg, retiring weekmaster, to the mike, praised him for 48 years of loyal service and presented him with a watch, a certificate of merit from President Johnston, an album and other gifts. Mrs. Winterberg received a corsage of orchids and a purse.

The vice chairman then introduced honor guests, R. A. Bork, retired road foreman of engineers; George Southworth, retired passenger conductor, and presented them with life membership cards. W. Leid, retired road foreman of engines, was not able to attend and his card was taken to his home.

Toastmaster Kinback called this columnist to the mike and after expressing gratitude for her long service, announced her birthday. The Ladies Auxiliary presented a large birthday cake with lighted candles and all joined in singing "Happy Birthday." (Right here I want to express my appreciation for the gift and all the birthday cards).

Mr. and Mrs. R. A. Bork have returned home after six weeks in Pensacola and St. Petersburg, Fla. They visited Bob Jamieson, retired yardmaster, and wife in St. Pete.

Sympathy is extended to Henry J. Schultz on the death of his brother Frank, a retired engineer, and to Mrs. Schultz on the death of an aunt; also to Joe Kennedy whose mother died, and to John Moore on the loss of his brother.

Congratulations to L. H. Tegler and wife on the arrival of a daughter Dec. 18.

Mike Mirco, section foreman, retired Dec. 16 after 51 years' service.

Walter Teetsel, section foreman, from Dalton, is welcomed to North Tonawanda, also Section Foreman L. R. Garguilo, transferred from Buffalo to North Tonawanda.

Officers will be installed at our next meeting (Feb. 20, Turners' Club). Dinner will be at 7 p.m. The Ladies Auxiliary presented the Chapter with a blue and gold banner.

Meadville

By Ray C. Miller

The regular meeting of the chapter and the auxiliary was held Dec. 30 with 100 members present. Mrs. Irving Hoy was dinner chairman and assistants were Mrs. Ray Damaj, Mrs. Thomas Hall, Mrs. George Hood, Mrs. George Staples, Mrs. Cole Urquhart and Mrs. E. J. Weldon. Christmas songs were sung by Paul Lackey with Mrs. Ida Gilvair at the piano. Mrs. Irene Knorr read "The Little Angel" and Joan Boyd gave several accordion selections.

The auxiliary elected Mrs. Louis Keibert president; Mrs. Ray Damaj, first vice-president; Mrs. W. W. Thomas, second vice-president; Mrs. A. J. Werley, secretary; Mrs. A. L. Hovey, treasurer; Mrs. Ray Damaj, chaplain; Mrs. Floyd Rudd, marshal; Mrs. John Thompson, flag bearer, and Mrs. Ida Gilvair, pianist. Mrs. Howard, of Kent, Ohio, was a guest. Members reported sick were Mrs. Pearl King, Mrs. Jesse Collier and Mrs. Floyd Rudd.

The chapter elected Charles King

(Please turn to Page 34)
SALES DEAN RETIRES

The dean of Erie's Sales & Service Department, Benjamin U. Burns, commercial agent in the Chicago office, retired from service on Dec. 31. He started with the Erie on July 1, 1895, as a messenger and spent his entire career in Erie's Chicago office.

 Railroad Hour Stars Born All Over U.S.

Stick a pin almost any place on a map of the United States and you're likely to be close to the birthplace of a famous star who has appeared as a guest with Gordon MacRae on the Monday evening Railroad Hour over the National Broadcasting Company network. For, like the railroads, the stork crisscrosses the country and distributes his blessings of talent to villages, towns and cities without regard to size and state lines.

The permanent cast of the Railroad Hour is a cross section of big and little America. Gordon MacRae, star of the show, was born in East Orange, N. J., and got his early training before audiences at schools and churches. Carmen Dragon, leader of the railroad industry program's orchestra, first saw the light of day at Antioch, Cal. All through his school and college years, he was prominent in musical activities, hinting at the top rank he was to achieve as an adult. Norman Luboff, whose famous chorus provides vocal support for the Railroad Hour, is a native son of the nation's second largest city, Chicago.

Announcer Marvin Miller, one of the great names in the field of commercial spokesmen, was born and grew up surrounded by railroads, for he is a native of St. Louis. The two noted writers who prepare the scripts that have helped make the Railroad Hour the favorite show of millions of people come originally from two Ohio towns that vary vastly in size. Jerome Lawrence is from Cleveland and Robert E. Lee claims Elyria as his birthplace.

Murray Bolen, director of the show, is a distinguished native son of West Concord, Minn.

The roster of guest stars who have made the Railroad Hour sparkle in performances of the world's best operettas also twinkle with the names of home towns great and small. For instance, one of the brightest gems in the great Metropolitan Opera Company crown is also a frequent visitor on the show train, Miss Nadine Conner, who was born in Compton, Cal., which compares favorably in size with Piedmont, Cal., where Miss Dorothy Warenstokj entered the world to become, in time, a famous singer.

Moving eastward toward the middle of the country, the stork hovered over Lincoln, Neb., long enough to leave lovely Lucille Norman. He stopped at Centralia, Ill., with a little girl now known as Virginia Haskins, and when he got to Cincinnati, Ohio, he deposited a bundle of talent by the name of Doris Day.

As a baby, Dorothy Kirsten was a close neighbor of Gordon MacRae, for this famous blond, one of the Metropolitan Opera's most brilliant artists, was born in Montclair, N. J. And all the way across the continent, in Spokane, Wash., another great Metropolitan star, Patrice Munsel, was born.

New York City, the largest city in the world, is naturally well represented on any list of talent. Among the Railroad Hour guests who claim the metropolis as home are Elaine Malbin and Rise Stevens.

But Island Pond, Vt., is not to be denied its claim to fame, for one of the legendary names in show business got its start there. Who? Rudy Vallee.
RAILROAD SAFETY

120 Volts Can Kill

Don't regard 120 volts of electricity disrespectfully. It can kill you even if you are in the best of health.

Avoid using bad extension cords on electric hand drills and similar tools. Do not contact wet surfaces when using electrical equipment. Workers who have ignored these rules have received fatal shocks. Others have suffered serious burns.

The degree of hazard is determined by this formula: Current through body equals voltage applied to body divided by resistance of body and contact. When your feet or hands are wet, your skin resistance is low, and that can mean that even 120 volts can be increased enough to kill you.

A Thousand Words

This is what that fellow meant when he said one picture was worth 1000 words. We don't have to tell you what might have happened if Alvin Nicholas, car man helper at the car shops at Dunmore, Pa., had not been wearing safety glasses. It's very simple: He would be minus one eye today. He was backing out rivets with an air hammer when one of the rivets ricocheted into a lens.

February, 1954

RIGHT WAY IS EASY WAY

Ever see a traffic cop using a trombone instead of a whistle . . . or a carpenter driving nails with a shoe . . . or a painter painting a house with a toothbrush?

There's a right tool for every job, and the examples above point up the fact that when the wrong tool is used the result is pretty silly. On some jobs, the use of the wrong tool, however, could be more than silly—it could be plenty serious. A bad injury or even death might be the result.

Before you start a job make sure you have the right tool for that job and also that the tool is in good condition.

HOW MUCH?

Suppose someone were to show you a bottle containing 300 pills, all exactly alike. He tells you that one of these pills is deadly poison, 29 of them will cause violent illness, and the rest are harmless. How much would he have to pay you to take one of these pills? Nothing could induce you to take such a risk.

Statistics show that for every 300 accidents, one will result in death, 29 will cause disability, and the rest will be harmless. In other words, when you take an unnecessary chance that may result in an accident, it's the same as taking one of the pills in the bottle, and you do it for nothing.

The only reward you can possibly get is the saving of a few seconds' time or a few ounces of energy.

So, the next time you are tempted to take an unnecessary risk, remember the story of the 300 pills in the bottle. Put the pill back in the bottle—take your time and do it the safe way!

"YOU SURE LOOK WORRIED," a call boy said to his general yard master. "Listen," said the GYM, "I have so many worries that if something happens today that I should worry about, I won't be able to worry about it until next week!"
Sir:

We want you of the Erie to know that we appreciate very much the service your Des Moines office has been rendering us.

We have a few cars from the east that need special rush on them and your office here has kept us intelligently posted and has gone to every length to keep us advised as to where and when our cars are rolling.

Especially has your John Olson done a wonderful job for us. We understand that our loss will now in Atlanta. He worked a long time in the Iowa territory to teach us fellows the kind of service the Erie could deliver if they just had the chance to prove it.

Harlan F. Crispin
Harlan F. Crispin Co.
Des Moines, Ia.

NAME                POSITION                LOCATION                YEARS
Ray H. Bates            Conductor            Meadville, Pa.            1953
William G. Brierley     Test Track Operator    Port Jervis, N. Y.       1949
Frank Buczynski          Trucker               Jersey City, N. J.       1937
Luther F. Burruss        Janitor               Meadville, Pa.           1954
Aurelio P. Colaiaco      Laborer               Port Jervis, N. Y.        1953
Charles C. DeLisle       Car Dispatcher        Salamanca, N. Y.          1953
Caricano di Nardo        Freight Conductor     Weehawken, N. J.          1954
Carl H. Elsen            Yard Conductor        Mansfield, Ohio          1953
Mawten W. Gets           Yard Conductor        Buffalo, N. Y.           1953
Charles H. Grau          Road Conductor        New York, N. Y.           1953
Frank E. Hillett         Machinist            Hornell, N. Y.           1953
Harry Harris             Switchtender         Jersey City, N. J.       1953
Charles O. Herman        Fire Builder          Chicago, Ill.            1930
John Hoinka              Chief of Div. Bureau  Chicago, Hammond 1953
Edwin A. Jashek          Carpenter            Jersey City, N. J.       1953
Wallace D. Jewell        Claim Clerk           New York, N. Y.          1954
Charles Johnson          Trainman              New York, N. Y.          1954
William H. Johnson       Engineer             New York, N. Y.          1954
William H. Kinsley       Gatekeeper            New York, N. Y.          1954
Andrew Kornacki          Yard Brakeman         New York, N. Y.          1954
Frank Le Roi             Trackmen             New York, N. Y.          1954
Leo F. Lyons             Road Agent            New York, N. Y.          1954
Tony Manicci             Office Manager        New York, N. Y.          1954
William J. McFarlin      Shop Hostler          New York, N. Y.          1954
Philip Meyer             Asst. Sect. Foreman  East Buffalo, N. Y. 1953
Allan J. Miller          Freight Conductor     Buffalo, N. Y.           1953
Michael Mirco            City Foreman          Buffalo, N. Y.           1953
Austin E. Mitchell       General Foreman      Buffalo, N. Y.           1953
Michael J. Murphy        Engineer             Buffalo, N. Y.           1953
Joseph Nissen            Car Repairer Helper    Buffalo, N. Y.           1953
Frank Pankser            Track Foreman        Buffalo, N. Y.           1953
Thomas J. Keily          clerk-Operator         Buffalo, N. Y.           1953
Darwin A. Baxton        Trucker               Buffalo, N. Y.           1953
Frederick W. Shadick     Trucker               Rochester, N. Y.         1953
Andrew D. Heffern         Trucker              Rochester, N. Y.         1953
Ray T. Symonds           Crossing Watchman     Jersey City, N. J.       1954
Ralph A. Titus           Car Inspector          Lima, Ohio               1953
Andrew A. Trenk          Watchman             Marlion, Ohio            1953
Linzie Vinson            Engineer             Jersey City, N. J.       1954
Fred L. Wales            Conductor            Jersey City, N. J.       1953
Richard F. Walsh         Revision Clerk        New York, N. Y.            1954
Malv C. Washburn         Telephone Operator     New York, N. Y.            1954
William N. Wimber        Engineer             Buffalo, N. Y.           1953

Sir:

I was one of several hundred people stranded on Route 17 last Friday night who had to take refuge in the railroad station at Tuxedo.

I am writing you to express my appreciation of the extreme kindness and courtesy beyond the call of duty shown to us weary travelers by your night ticket agent at that station. He did everything that anyone could do under the circumstances. I don’t know how many people will write to you to tell of his kindness, but however many may, I am certain it will in no way equal the number of the letter that felt most grateful to him and thanked him from the bottom of their hearts.

Gratia Harrington
City of New York
Department of Hospitals

NEW TREASURER

John H. Dimke, assistant general passenger agent, 11 Rockefeller Plaza, New York, was elected secretary of the General Eastern Passenger Agents Association at the 32d annual meeting of the association at the Waldorf-Astoria Hotel Jan. 7 in New York. Mr. Dimke had been assistant secretary.

Employer: “We need a responsible man.”

Applicant: “That’s me! Whenever I’ve worked, if anything went wrong, they’ve told me I was responsible.”

Erie Railroad Magazine
Riders of Erie trains from Paterson, N. J., will miss personable, efficient Joseph Graf from whom they have been buying tickets and from whom they have been seeking transportation advice for the past 29 years. Ticket Agent Graf retired on Dec. 31 after 46 years with the Erie. Mr. Graf started with the Erie in 1907 as an assistant baggage man and has been in charge at Paterson since 1924. He went 44 years without being absent from work.

Essay Discusses

Free Enterprise

The Nov. 23, 1953, issue of Brevits, issued by Vance, Sanders & Company, Boston, contains a little essay credited to Warner & Swasey, machine tool manufacturers. To the query "What is Free Enterprise?" the following explanation is given:

It has nothing to do with politics nor wealth nor class. It is a way of living in which you as an individual are important. Little things make up this way of living, but think what you would lose if you ever surrendered it.

Free Enterprise is the right to open a gas station or grocery store or buy a farm, if you want to be your own boss, or change your job if you don't like the man you work for. (Under communism you work where you're told, and you live and die bossed by hard-fisted bureaucrats who tell you every move you dare make.)

Free Enterprise is the right to lock your door at night. (In communist countries the dread secret police can break it down any time they like.)

Free Enterprise is the right to argue.
FURLOUGH RATES ARE CONTINUED

Military personnel traveling in uniform at their own expense and foreign military students now on duty in the United States can ride at the special furlough rate of 2.025 cents per mile or less, in coaches, until the end of March 1954, according to the Chairman of the Inter-territorial Military Committee.

The reduced rates, applying to round-trip fares, include regular stopover and baggage privileges. They represent a saving of up to one cent per mile.

The action to include foreign military students was taken by the railroads at the request of the Secretary of Defense. It will give the foreign students an opportunity to see the country, learn about our habits and customs and meet Americans from all sections of the nation.

CHICAGO RESEARCH BUILDING COMPLETE

The new Mechanical Research Laboratory building, forming a part of the Research Center of the Association of American Railroads in Chicago, has been completed and put in readiness to receive laboratory equipment. Several months will be required to completely equip the laboratory.

When the testing equipment and laboratory facilities are fully installed, it will be possible to consolidate there much of the experimentation and the testing of draft gear couplers, brake beams, truck side frames and bolsteres, and a variety of other studies having to do with locomotives and railway cars.

The Research Center is located on the campus of the Illinois Institute of Technology.

The two longest railway curves and the longest uniform single railway curve in the United States are all in Louisiana—a 9.45-mile curve on the Illinois Central, a 9-mile curve on the Southern Railway, and a uniform curve of 5.7 miles on the Texas & Pacific Railway.

The railroad police organization, 8,000 strong, representing nearly 400 railroads in the United States, is the largest privately supported police organization in the world.
YMCA TROPHY PRESENTED AT HORNELL

The “Superintendent’s Trophy,” awarded to the Erie department at Hornell, N. Y., which shows the biggest increase in members in the YMCA drive, is being presented here by Supt. John R. Ebert (right) to Carl Maaks, master mechanic, on behalf of the Mechanical Department which won the trophy for the second consecutive year. Erie employees increased their memberships in the Hornell Y by 35 percent. Earl Bannning, general master mechanic, was chairman of the drive. In the center is Elliott M. Hartman, Rotary club president, with the trophy awarded to his club in the campaign among Hornell’s service clubs.

RAIL QUIZ

1. When did Congress pass the Standard Time Act—in 1883, 1900, or 1918?
2. In railroad terms, what is a “possum belly”—a stout superintendent, a tool locker under a caboose or work car, or a leather apron worn by car repairmen?
3. Is a crosstie placed in track so that the adzed portions will be at the top and bottom, or on the sides?
4. For each dollar which the railroads receive for the transportation of freight and express, how much do they collect for the government from shippers in the form of federal transportation tax—one, two, or three cents?
5. Which of these three weights is standard for steel rails—114, 115, or 116 pounds per yard?
6. What is the average life of a treated crosstie in track—more or less than 20 years?
7. Which department of the railroad is especially concerned with personal injury claims—Accounting, Law, or Traffic?
8. What is the recommended clearance above rails of bridges and tunnels—about 15, 22, or 27 feet?
9. For what railway officer do the initials GSMP stand?
10. About how many new locomotive units were placed in service on the railroads of the United States in 1952—less than 1,000, between 2,000 and 3,000, or more than 3,000?

(Answers on Page 34)

DR. PEALE continued

for this man. Pray prayers of thanksgiving. Do something for someone else. Get outside yourself. Become calm and quiet and think of the text, “Give thanks unto the Lord, for He is good.” Believe in and practice the creative power of confidence and it will work miracles in your life.

Have you ever tested what you think and say and do? It’s a good idea to do so just to be sure you think, and speak, and do the right things.

Many of us have never stopped to set up any fixed standards of testing our conduct. We go from one situation to another in a hit-or-miss fashion, hoping for the best, but often getting the worst. Inevitably, we make mistakes.

Thinking about this question, about twenty years ago a Chicago manufacturer of aluminum kitchenware, Herbert J. Taylor, found an answer. Mr. Taylor has, apparently, a talent for finding answers. Mr. Taylor’s answer is known as “The Four-Way Test.” It is simply this:

The Four-Way Test of the things YOU think, say or do
1. Is it the truth?
2. Is it fair to all concerned?
3. Will it build good will and better friendships?
4. Will it be beneficial to all concerned?

(Copyright 1953, Post-Hall Syndicate, Inc.)

February, 1954

2 Veterans Retire

Two veteran employees retired Dec. 31 in the office of the Auditor of Disbursements, Cleveland. Shown here holding their framed retirement certificates are August P. Groebner (left), statistician with 54 years’ service, and Lester P. Maxwell, fuel accountant with 47 years’ service. With them is George W. Thompson, auditor of disbursements. The veterans received luggage from co-workers.
PERISHABLE TRAFFIC
DUANE STREET, NEW YORK

During the holidays, this station handled import cherries from Chile, peaches and apricots from South Africa, and Italian chestnuts.

Eight members representing forwarding agents and shippers of the French Government visited our piers recently. Facilities and operations were explained by O. A. Frauson and P. J. Napoli.

EMPLOYMENT
NEW YORK, N. Y.

By V. T. Bustard

John J. Callahan, assisted by Dick Lejong, did a commendable job of decorating the office for Christmas. A. J. Schilling presented them with a variety of gifts contributed by coworkers.

Jack Hazzard and family spent the holidays in Cleveland. A lot of people would like to know how Johnnie Bakker developed such a tremendous appetite for rolls.

MARINE

By Jesse E. Baker

The boatmen held their second annual communion and breakfast Dec. 6 at St. Stephen's Church in New York. Seventy-eight men from the Erie and their families attended.

Webster Livingston, ferry porter, is ill in the U. S. Public Health Service Hospital, Manhattan Beach, Brooklyn 35, N. Y. Letters and cards would be more than welcome.

Fritz Gampers and Henry Whitter, retired ferryboat engineers, dropped in during the holidays. They said time was not heavy on their hands. They can't find time to do all the things they want to do.

D. R. (Richie) Laus, captain of the tug Marion, is a master craftsman when it comes to making scale models of barges, carfloats, lighters and tugs. His models have been displayed from Chicago to Radio City. Now he is building an 18-foot outboard motor boat in his basement. No, he will not have to take the side of the house down to get the boat out. Richie has too much foresight for that.

Michael Walsh, father of John Walsh, wheelsman on the ferry boat Meadville, passed away recently at the age of 93 years.


Do you know that the Statue of Liberty on Bedloe's Island and Ellis Island, though in New Jersey waters, are part of New York State?

WYOMING DIVISION

By J. P. Roche

David J. Flannery, extra operator-clerk at Dunmore, has enlisted in the Marine Corps and is stationed at Parris Island, S. C.

B. R. Perfect, track supervisor, has resumed duty after an illness.

Sympathy is extended to the family of A. W. Larrabee, retired Jefferson Division operator, who died recently.

Conductors J. J. Cunningham, Dunmore, and V. J. Thompson, Avoca, have resumed duty after illnesses.

H. E. Broderick, transitman, visited relatives in Lakewood, Ohio, over the Christmas holiday.

NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Mike Downey, retired Greenwood Lake dispatcher, called at the dispatcher's office during the holidays and was quite interested in C. T. C. radio and printers.

Helen Hanson and Donald Raymus, son of the George F. Raymus, were married Nov. 28 at a nuptial mass in St. Mary's R. C. Church, Rutherford. Jack Raymus was his brother's best man and Rose Mary Hanson was maid of honor. The honeymoon was in Greenville, S. C.

Mr. and Mrs. Charles Mezey made a vacation motor trip to the South and Southwest.

Mr. and Mrs. William Sutherland (dispatcher) spent a vacation in Clearwater, Fla.

Richard Young spent Thanksgiving and the weekend in New Orleans and Miami.

We hope that Harry Coleman, who was hospitalized at the Medical Cen-

53 YEARS SERVICE COMPLETED

Congratulating Yard Clerk Coyle C. DeLisle (right), Salamanca, N. Y., who has completed 53 years' service with the Erie, is E. J. Robisch, superintendent at Salamanca. The picture was taken in the Salamanca yard when Mr. DeLisle retired. Looking on are, from the left, J. J. Malone, retired general yardmaster; H. J. Kamholts, general yardmaster; Sam Minney, chief yard clerk, and C. E. Brooks, agent. Mr. DeLisle received several gifts.
Ticket agent for the last 35 years at Middletown, N. Y., Thomas J. Reilly retired on Dec. 31 after more than 40 years service with the Erie. Starting with the railroad in 1913, for his first five years, Mr. Reilly was at Vails Gate, N. Y.

MIDDLETOWN TICKET AGENT RETIRES

WEEHAWKEN LOCAL & DOCKS
We welcome Joseph J. Clancy as messenger in place of Joseph Tono.

BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Nise Manger

Yard Engineer William N. Wimber retired Dec. 20 after 51 years' service. On his second run, his family, co-workers and union officials gathered around him. He was presented with a cash gift and pen and pencil set. His wife, daughter, son-in-law and two grandchildren rode in the cab with him.

Frank Duke, section foreman, retired Dec. 1 after 27 years; Elmer Burton also retired Dec. 1. He spent most of his 37 years in a locomotive cab.

Second Trick Chief Train Dispatcher E. Juenger and wife spent the holidays with his father in Los Angeles.

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Hubbard Lodge 614, Brotherhood of Locomotive Firemen and Engineers, entertained Nov. 25 for J. Frost, C. M. Buckholtz, Al Miller and T. Healy, all retired. Life membership cards were presented to them. Art Koehl received a 50-year pin and W. G. Keller, A. Rauen, L. L. Knob, George Feltz, Sr., and W. J. Duttweller received 40-year pins. W. J. Keller was chairman.

PW Tower operators are pleased with their new automatic oil furnace.

Genial Bud Diehl, contract truck driver, spent the holidays in Philadelphia and vicinity.

A gala holiday party was attended by Tommy Murphy, Eddie Schichtel and Bud Zimmer.

Dick Bell says the ever increasing number of Christmas presents he receives is the big reason for his constant good humor.

Joe Karg was not caught unprepared this Christmas, providing himself with a large bag which seemed capable of holding a bushel of gifts. He ignored comments about being left holding the bag. "Just plain jealous," says Joe.

Now that the annual business lull is over, we anticipate a banner year. We will meet it with pleasure and handle it in style in our new building.

SUSQUEHANNA DIVISION
HORNELL CAR
By Mary L. Falzo

Sympathy is extended to the families of retired Car Inspectors Ervin Carman and Frank Page who died Dec. 4 and Dec. 8 respectively.

Donald Amy, carman helper, is convalescing at home following an operation.

Phil Linehan, test rack operator, spent his vacationtouring the countryside in his new Plymouth.

August Lodato and wife went to Washington, D. C. to spend the holidays with their sons Paul and Norman and their families.

Thanks to the cooperation of the car shop gang, our annual Christmas party was a big success. All our retired employees were present. Santa Wasyl Lawrow distributed gifts and refreshments were served.

ROUNDHOUSE AND BACK SHOP
HORNELL, N. Y.
By R. L. Hammond

The office force of the general master mechanic, together with top supervision, attended a Christmas party Dec. 14 at the home of Mr. and Mrs. E. J. Rayburn. Games, dancing and refreshments were enjoyed.

The annual Christmas party in the office was held Dec. 23 with a gaily decorated Christmas tree and gift exchange.

Sympathy is extended to the family of Hugh L. Watt, retired machinist, who died Dec. 2, also to the family of William Moore, retired machinist. Corning, who passed away Dec. 31.

STORES
HORNELL, N. Y.
By Anieta F. Decker

Carolyn Duffy came from Purdue to spend the holidays with her parents, Mr. and Mrs. J. F. Duffy. Their son Jack and family also visited them. Mr. and Mrs. E. J. Me-
Clenin spent Christmas and the week end with son Edward and family on Long Island. Ruth Hedden vacationed in New York. The Gaylord Currys went to Meadville for the holidays. Frances and Marj Williams visited in Rochester. George House did his good deed delivering baskets to the needy. The gang received a Christmas card from Philip McEntee in Korea. The Dale Battles enjoyed the holidays at home with both daughters and their families. The Jim Hogans were a little blue with son Jimmy in Germany. Suzanne Feeley tired from too many parties, Arlene Bell thanking Santa for all the new clothes she got. A word of thanks from yours truly to those in the office who remembered me so kindly at Christmas.

Art Schmidt is on a leave of absence and enjoying the sunshine in Phoenix.

Birthday greetings to Van Craig, Ed Boyle, Louise Eberman, Jim Hogan, Karney Peck, Roy Smith and Francis Swartz.

ALLEGANY DIVISION
SALAMANCA, N. Y.
By S. Minneci

Congratulations to Victor Wojtowicz, yard checker, and wife on the birth of a son Nov. 22 in the Salamanca District Hospital.

Yard Conductor Frank J. Ballard spent his two weeks' vacation in Bucktooth, just feeding the chickens and collecting eggs.

John H. Thornton has been awarded the first trick yard clerk position in place of Coyle C. DeLisle who has retired. Thomas O. Sander has the second trick position vacated by Mr. Thornton.

Yard Clerk A. J. Pruner is back on the job after a month's illness.

In the Christmas home lighting contest held in Salamanca the week of Dec. 20, Mr. and Mrs. Joseph Kiskiel won first place in the general display division. Mr. and Mrs. B. J. Pruner placed second in the religious and scenic category. In the window and doorway decorations, Mr. and Mrs. H. M. Groa won second prize and Mr. and Mrs. Carmen Paoletto received honorable mention.

WRECKMASTER-GEN. FOREMAN
SALAMANCA, N. Y.

William Schinning, who was transferred recently from Cleveland to Salamanca as assistant to division car foreman, now is at home at 92 State Park Avenue, Salamanca. The Schinnings have a son Gary, age 5, and to all the confusion of moving, Mrs. Schinning gave birth to a son while still in Cleveland.

MEADVILLE DIVISION
ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Congratulations to the W. D. Thompsons on the arrival of a son Dec. 2. Revan, the new arrival, has a brother Keith.

A girl (8 lb., 8 oz.) was born Nov. 21 at Meadville City Hospital to Mr. and Mrs. A. E. Jennings (engineer). Debra Elizabeth has two brothers, 10 and 7.

Mr. and Mrs. J. H. Ross left by rail for Jacksonville, Fla., for a visit with their daughter and son-in-law.

The J. N. Lacey's motored to Daytona Beach, Fla., to spend a vacation with relatives.

Other recent vacationers were W. L. Wilson, W. L. Retberg, J. H. Fletcher and G. E. Bidwell.

OPERATING
VICE PRESIDENT'S OFFICE

Several members of the office spent Christmas with relatives in New York State, Ruth O'Connor, in Rochester; Bea Lyons and Walter Haire, Hornell; Alice Cunningham, Middletown, and Edith McCaw, Bronxville.

F. X. Jones returned after a brief vacation. He remarked that some west side Clevelanders were concerned over his revolving Christmas tree.

We gladly welcome back F. J. Larriesy after his illness.

MARION DIVISION
51ST STREET, CHICAGO
By S. B. Thorsen

We are happy to welcome the new assistant superintendent, J. M. Moonshower, and will give him all the support we can.

Conductor P. R. Fink, who is confined at home with his right leg in a cast, due to an injury, may be classed as a shut-in, but nothing can shut out his sense of humor. He awoke in the hospital one morning and found Car Foreman R. E. Zurn in the bed across from him. So both celebrated Zurn's birthday (Nov. 25).

Clerk R. K. Hanagan was on va-

Sure, there is a Santa Claus!

By Hungerford

Santa has come and gone, but we liked this cartoon so much we thought we would print it anyway!—The Editors.
Burns Retires After 59 Years Service

The framed retirement certificate of Benjamin U. Burns, commercial agent at Chicago, is presented here to Mr. Burns by Assistant Vice President R. E. O'Grady, Chicago, at a luncheon for the veteran Eriean. Mr. Burns was with the Erie for 59 years. In the picture, from the left, are E. C. Hallberg, assistant vice president; New York; Mr. Burns; L. J. Burgott, assistant general freight agent; Mr. O'Grady and W. F. Kennedy, retired assistant vice president. Mr. Burns spent his full career with the Erie.

HAMMOND CONSOLIDATED
By Grace Connole

Jack and Theresa Chambers, operator and typist, respectively, chose the name Denise Marie for their first born who arrived in the wee hours of Dec. 16.

Our new assistant superintendent, J. M. Moonshower, and family are settled in their new home at Munster, Ind.

Late vacationists were Marie Soley, car record clerk, who enjoyed various holiday celebrations, including the wedding of a cousin, without having to reckon with the old alarm clock; Elmer King, conductor, hunted most of the time and shot 22 rabbits; Emma Keen, typist, visited her son, W. J. Leonard Keen, a furloughed typist, at his station at Fort Leonard Wood, Mo.; Patrolman Frank Harris visited his sister at Anniston, Ala., a brother at Birmingham, and relatives at Gadsden; Train Yard Foreman Ray Bentley and family stopped with relatives at Orlando, Fla.

Wedding bells rang Nov. 26 for Arlene Bunch, a typist for the IHB Railroad, and John M. Morgen, Jr., son of our conductor, at the Evangelical Lutheran Church in Hammond. Yard Brakeman William R. Harris and Patricia A. Micenko said "I do" in a ceremony performed Nov. 28 in the bride's home. They are living in nearby Lansing, Ill.

Conductor E. J. LaVigne and wife spent three days on his sister's farm near Lansing, Mich.

Fireman R. A. Joanes has completely recovered from an appendectomy and is back among us.

That new two-tone tan Chevrolet Agent Witwer is driving was bought in time to give the family an assist with Christmas shopping.

Among the first to remember the yard office folks with good wishes for the holiday season and the new year was former Report Clerk J. W. Terre, now living in Oakland, Calif.

MAINTENANCE OF WAY
By Maralene Trainer

We welcome H. J. Wesel as levelman in the Engineering Corps at Huntington. He replaces F. G. Pohlman who was called into Army service and is now at Camp Leonard Wood, Mo.

Retired Track Supervisor Clerk E. C. Gray and wife, of Rochester, Ind., are spending a well earned vacation and taking their first trip to Florida. Retired Signal Maintainer F. R. Fennimore, of Athens, Ind., is spending the winter in California.

Congratulations to Retired Carpenter G. W. Dinius and wife, of Huntington, on the celebration of their 50th wedding anniversary at their home.

We were sorry to learn of the death of two of our former employees. H. O. Bowman, passenger conductor, who retired March 27, 1946, passed away Dec. 13; Conductor F. E. Wiles, who retired June 16, 1947, passed away Dec. 19. Our sympathy is extended to the families.

Our best wishes to Engineer W. H. Knizley who retired Dec. 15 after more than 37 years service, and to A. L. Boyle, brakeman, who retired Nov. 27 after 12 years service.

Helen Myers, clerk-stenographer, is back on the job after a vacation trip to New Orleans and Florida.

14TH STREET, CHICAGO

We welcome back Donald L. Little after two years in the Army. His return was delayed awaiting the arrival of the stork who finally appeared Nov. 16. Linda Lee's proud grandfather is B. B. Steenbergen, assistant general foreman.

The office force sends greetings to J. M. Moonshower, new assistant superintendent here, and salutations to E. J. Robisch, new superintendent at Salamanca, N. Y.

We cordially welcome Peggy Reese, comptometer operator, and Fred White Eagle, junior stenographer.

Sympathy is extended to William Cervenka on the death of his wife.

Hugh J. Owen died Dec. 17 after a long illness. He had been in Erie service 44 years.

We welcome back Wanda Kelley, general clerk, and Patrick J. Wall, both of whom underwent surgery.

Best wishes for speedy recovery, to Lena Savage, comptometer operator; Pearl Johnson, bill clerk; Christian Hardt, revision clerk, and William Cowin, who were hospitalized.

Joan Stahl, stenographer-typist, always is catching her fingers in her

"Stop worryin'. There's no train scheduled for over two hours."
desk drawers. Any solution?

A gala Christmas party was held in Howard VonPosch’s basement. Singing and dancing were the main attractions in the Knotty Pine Room.

Irene Januska, comptometer operator, has left the service.

Best wishes to Louise Santoski, stenographer, on her recent marriage to George W. Surma in St. Peter’s Evangelical Lutheran Church, North Judson, Ind.

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Edna Anderson, tariff compiler, vacationed at home during December.

Best wishes to Peggy Smith, file clerk, who became the bride of Jerome T. Lewon Dec. 26 at St. Rita’s Church.

A large crowd assembled Monday night, Dec. 21, at Harding’s Restaurant for the combination Christmas party and dinner dance in honor of Commercial Agent Ben Burns who retired Dec. 31 after 59 years with the Erie. Ben received a set of matched luggage from co-workers. We all wish him continued good health and much happiness.

Happy birthday to Herb Boumann, commercial agent; Jack Soll, statistician; Evelyn Coakley, reconsigning and tracing clerk; Peggy Smith, file clerk, and F. M. Bell, chief tariff compiler.

Congratulations and best wishes to Phil Bateman, tariff file clerk, and his bride who is the former Roberta Campbell. They were married Dec. 19.

KENT DIVISION

AKRON, OHIO

Sam DeMore, retired section foreman, is convalescing at home after

AFTER 56 YEARS

Looking forward to retiring and want the most living for your dollars? Then see what Crescent City, Florida offers you! You’ll live in a friendly town situated between two lakes, surrounded by flowers with miles of orange groves nearby.

You’ll enjoy out-of-doors living with a Winter mean temperature of 62.6 and a Summer mean of 78.9—these figures from the U. S. Weather Bureau 2 miles south of us. Summer days are often cooler than New York, Boston or Chicago and the nights are cool for good sleeping.

You can see how this mild climate saves you money. You wear light clothes for comfort—no keeping up with the Jones'. Men seldom wear a tie or coat. Clothing bills for women are equally economical.

Your house requires little heat in winter—so your fuel bills are small. Food costs are no more than other parts of the country. Plenty of fresh fruits and vegetables at low prices.

Building costs are 'way down. You can own a modern 2 bedroom home, brand new, for as little as $7,500. City and county taxes are low, no tax on home-steads up to the value of $5,000. No state income tax, no state ad valorem tax and no state bonded debt.

Here’s where you really enjoy life. Wonderful fishing (Crescent City is the bass capital of the world). There’s hunting nearby, boating, swimming, gardening and plenty of congenial folks like yourself for friends.

The best way to see what Crescent City offers is to visit us and look around. This is your invitation

Write to

GEORGE C. MILLER

Executive Vice-President

CHAMBER OF COMMERCE — CRESCENT CITY, FLORIDA
an operation.

Andrew Ludick, car inspector, is back at work after suffering a foot injury.

Esther Martin, general clerk, visited relatives in California on vacation.

H. O. Hall, assistant chief clerk in the Revision Bureau, spent a week end in Mansfield and Lexington, Ohio.

D. C. Mitchell, freight agent, took his vacation over the holidays. He spent part of it with his parents in Florida who were celebrating their 55th wedding anniversary.

MARION MECHANICAL

By Susan Baker

Charles Johns, machinist, and wife were recent visitors in New York and saw the Arthur Godfrey morning show, a rehearsal of Ed Sullivan's "Toast of the Town," and the musical, "Kismet." In her thoughtful and understanding way, Mrs. Neisten, of J. H. Dimke's office, made the trip one they will not soon forget. On behalf of Charlie and his wife and all the other folks Mrs. Neisten has helped in this manner, may we say sincerely, "Thank you."

A. G. Clemence, road foreman of engines, is next in the line of new home purchasers. Within several months he and his family should be installed in the home which is now in the process of construction.

Harry Coon, chief clerk to master mechanic, had a rather serious bout with flu during Christmas week.

L. C. Walker, gang foreman, and wife visited his family in Danville, Ill., during the holidays.

John Longnecker and Kenny Gerbes, foremen; Ivor Dodds, general foreman's clerk, and John McClure, machinist, spent several unsuccessful days in Coshocton County during the deer hunting season. Kenny shot the top out of a spruce tree, but it is not known whether or not there was a deer in it.

After several years in military service, J. L. Thompson, W. T. Jackael, H. E. Holloway, L. L. Stroh, and O. W. Cooper have resumed their duties in the diesel shop.

January service anniversaries: Jack VanBuskirk, eight years; Susie Baker, six years.

MAHONING DIVISION

YOUNGSTOWN FREIGHT

By Ann Starr

Best wishes to Mr. and Mrs. Major Frampton who celebrated another wedding anniversary.

Irene Shreve spent several days' vacation in New York.

Mary Bailey has been ill several weeks. We wish her speedy recovery.

M. OF W., YOUNGSTOWN

By Catherine E. Holzbach

G. J. Kahl, assistant chief clerk, and wife enjoyed a vacation in Philadelphia with their daughter, Mrs. Raymond Scott, and family.

Mrs. Ed Herman, stenographer, who is on a leave of absence, was entertained Dec. 8 at dinner in the Mural Room of the V.F.W. Restaurant by the ladies of this department and the superintendent's office.

Frank M. Hamilton has replaced Richard Maxwell as track supervisor's clerk at Greenville. Richard has been transferred to Meadville as clerk in the system Work Equipment Department.

E. E. Clair, leading clerk for master carpenter and signal supervisor, received a letter from his daughter Virginia who is a nurse at St. Mary's Mayo Clinic, Rochester, Minn., stating that she experienced a white Christmas. The temperature was 20 degrees below zero.

W. L. Luce, master carpenter, and wife motored to Florida to spend a vacation with his parents who live in Sarasota.

DIESEL SHOP—SIGNAL REPAIR SHOP—MOTOR CAR SHOP

MEADVILLE, PA.

By R. C. Miller

Congratulations to Mr. and Mrs. Raymond Metz on the arrival of a baby girl. This makes Stockkeepers John Metz and Mal Dunlop first-time grandpas.

Joe Figereill is back at work after an operation. Ansel E. McCue is recovering slowly after his recent operation. Joe Fantasia is back at work

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HOME OFFICE: NEWARK, NEW JERSEY
after an illness.

When Henry Schwab, retired machinist helper, arrived home at 11:30 p.m. Dec. 22, he thought the house was on fire. It turned out to be his birthday cake with 69 lighted candles.

Ray Himes, retired machinist, visited his son in Glendale, Calif., and reported the temperature was 90 degrees.

Charles Stokes, chief clerk to the division storekeeper, and wife visited their son James at Camp Carson, Colorado Springs. They also made trips into Arizona and New Mexico.

Barbara Joan Romasser, daughter of the Howard Romassers (signal repair shop foreman), and Lt. D. R. Peedeo were married Christmas Day in the Episcopal Church here. After the wedding trip, the couple will live at Camp Riecher in Alabama where he is stationed.

Charles Palmer, our champion ice skater, planned to do some fancy ice skating at Rockefeller Center, New York, during the holidays.

Mr. and Mrs. William Mangold spent Christmas in New York.

May and Mabel Schell traveled to New York over Christmas and the week end to see the Rockefeller Center Christmas tree and do some shopping.

Tom Gladys got an eight point buck and Eugene Ritenour a three point buck during the recent deer season.

Mr. and Mrs. William Mangold spent Christmas in New York.

Other recent vacationers were P. E. Williams, E. M. Calvin, R. G. Schwab, W. M. Peelman, G. R. Gear, W. L. Barnard and B. P. Donohue.

**CLEVELAND FREIGHT**

By Rita M. O'Connor

Congratulations to J. H. Byers, freight agent, who is a grandfather for the second time—another boy.

Cashier Ross G. Cratty is on a leave of absence and Katherine Wood, unclaimed freight clerk, is filling in behind the bars. Casey Roszak, ticket clerk at Lee Road station, now is unclaimed freight clerk here.

Ray Martyne spent his Christmas vacation at the Post Office. If there was any mix-up in the mail, consult friend yard checker.

John Coddington, assistant cashier, and family spent the holidays in Hornell, N.Y.

Chief Clerk Bob Grunwald's son in the Army landed in Tokyo and then was shipped to Seoul, Korea, where he is a teletypist.

Welcome to Fred Schroeder, relief clerk, who has replaced Jim DiPaola.

Understand Ben Kramer, O. S. & D. clerk, purchased an electric train for his little daughter (?).

George McHugh, car clerk, Bob Hildebrand, typist, and Billers Marlene Schlosser and JoAnn Stakolich decorated the office for the holidays which added to the Christmas spirit for our annual party.

**POLICE DEPARTMENT**

CLEVELAND, OHIO

By Lt. David Downie

Capt. John O. Sheets and wife had a pleasant Christmas surprise. Their son Richard returned home after three and a half years in the Air Force at Ramey Air Base in Puerto Rico. Their other son Joseph, a district salesman for the Osborne Mfg. Co., at Houston, Texas, also came home with his family, including granddaughters Peggy Jo and Nancy Gayle. It was the first Christmas since 1949 that the entire family had been together.

Patrolman Andrew Herrick, wife and son Robert spent a vacation at their hunting lodge near Kane, Pa., and had very good luck.

Patrolman Robert E. Hamilton's son Robert, 6, fell and broke a wrist. He is doing nicely, especially after Santa's visit.

We welcome Patrolman Frank H. Fretter to the force.

Retired Patrolman Larry J. Freiss made a hunting trip to Garrettsville, Ohio.

The correspondent's daughter, Doris Downie, of Jamestown, N.Y., is enjoying her new red Plymouth automobile.

**ROAD FOREMAN'S OFFICE**

MEADVILLE, PA.

Engineer F. A. Bleutge visited in Arizona during his vacation.

Other recent vacationers were P. E. Williams, E. M. Calvin, R. G. Schwab, W. M. Peelman, G. R. Gear, W. L. Barnard and B. P. Donohue.

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**Erie Railroad Magazine**
ACCOUNTING

COMPTROLLER’S OFFICE
By Byron Webster

An invitation to wives and husbands swelled our guest list considerably and made this season’s Christmas party one of the best ever. The list read: Alec Brady, Mr. and Mrs. Arthur Dussault, Mrs. M. J. Foll, Mrs. Lucille Horvat, Mrs. Kay Keenan, Mrs. C. G. Lehmann, Mrs. G. W. Oakley, Mrs. T. J. Tobin and son Hugh. Mr. and Mrs. Jasper Van Hook and Mrs. Donna Webster. Milford Adams’ introduction of a new type of blackboard charades proved to be the undoing of Mr. Brady who does a far better job of singing Christmas carols than he does trying to illustrate their titles with chalk and slate. As always, our gift exchange brought out an assortment of humorous, decorative and useful presents. Perhaps the most useful gift of all was the sprig of mistletoe given to Frank MacEwen. Many were the male hands that this tiny twig found its way into and the female heads it somehow managed to avoid over.

Praised highly after the Christmas party, Helen Eyerman and Frank MacEwen sped eastward to be in on a Brooklyn reception for Santa Claus and the New Year.

Former messenger Ted Ostrom paid us a visit during the holidays while he was vacationing from his studies at St. Edward’s University in Austin, Texas. The transplanted Texan would have made any native-born proud of him with his vaunted tales of the land of brag and boast.

Mr. and Mrs. C. G. Lehmann returned from a Florida vacation bearing the Sunshne State’s bronze brand which contrasts sharply with the Cleveland pallor worn by the rest of us.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

Those on hand to enjoy the veterans’ turkey dinner at the Allerton Hotel Dec. 16 were Edna Langila, Charlotte Scholz, Mary McCarthy, Kathryn Guiton, George W. Thompson, William Kane, Frank Troyano, Henry Beck, Fergie Small, Frank Van Hook and Leon Hopkins. Door prizes were won by George W. Thompson, Fergie Small and Henry Beck.

Ardo Mann and wife Janet were guests on the Morning Bandwagon radio program Dec. 24. It seems that friends in England wrote to the NBC station here to request a number to be played at Christmas, and Johnny Andrews obliged. It was nice to hear someone we know for a change on the radio.

Arthur Greenleaf was in town Dec. 18 to wish us all a Merry Christmas. And a merry one ’twas on Dec. 24 when we held our office party. The committee members did a wonderful job decorating the office, baking, buying and preparing the food and seeing that the party was a success. Congrats to each and every one.

Mr. Stork was busy during the Yuletide season. He delivered a blond, blue eyed girl (Janet Kay) to the Bill Fogleons Dec. 24. On Dec. 28, Don and Yolanda Keister became proud parents of an 8 lb. 2 oz. baby boy.

HORNELL ACCOUNTING BUREAU
By Lynn Lamb

Fritz Petersen hit the pins for a big 612. Understand the Bureau will have a couple teams entered in the Youngstown tournament. Charlotte Geary a little tardy for work one morning because her cat was lost. Don’t know where Bob Hillman acquired his new nickname, “Parrott.” Ross Cook took a little ribbing on his beef about cigarettes, especially since he doesn’t smoke. “Master Mechanic” Cliff Friends did a good job fixing Dottie Rixford’s flower pot. Flash Petrillo made a big hit with his solo in the firemen’s minstrel. Ed Kunicky told his newly waxed ’35 Buick and acquired a ’53 Ford. Ed Gillette, Bill Leonard and Betty Rudig on shopping excurs...
sions to New York. . . Dottie Rixford, Mary Recktenwald and Mr. and Mrs. Charles Corwin picked the same weekend for shopping. . . Joanne Matthews making rather frequent trips to Elmira. . . Betty Rudie entertained the M. of W. at a Christmas party at her home. Bob Willey was head chef. . . Leo Harkins was in the fruit cake business again this season. . . Ed Dressler was much surprised to receive greeting cards from Mickey Mantle and Casey Stengel. He was doubly surprised to see Hornell postmarks. . . Again, the Christmas party was held at the American Legion and a good time was had by all. . . Harry Lemen not only bought a new Ford but when they gave him back his old one he had traded in, he kept that also. . . Very nice greetings received from Jim Neff. . . C. H. Artman vacationing in the Sunny South. . . Christine Ann is the new star boarder at the Dave Delany home. . . Many thanks to Mary and Ken Rhodes’ nephew, Eddie Clancy, who is stationed in Korea, for his complimentary remarks about this column. . . No one in the office got a deer this season. . . Mary Hillman, our first woman hunter, reports squirrel hunting is good but the rabbits run too fast. . . Gert Moogan late for work, but a note to Ed Dressler from her neighbors cleared the air. . . Ed Draney was a most welcome office visitor. . . Wonder what Bob (Smoky) Kraft did with the red helmet received for Christmas. . . Believe a collection will be taken up real soon for some near-sighted, far-sighted, or what-have-you hunters. Besides George Willsey, Bob Willey and Coots Congelli went on a hunting trip. While walking along the shore of a lake they came upon some poor defenseless ducks riding on the water, so up went the guns and Bang! Bang! Nothing happened to the poor little ducks. They just sat right there while their owner came out of his blind and explained to our hunters that they were decoys. . . The list of eligibles is dwindling fast as George Willsey became engaged to Mary Gentieri. Ed Gillette gave a beautiful “rock” to Marilyn Fisher, James Corbe and Mary Orzechowski of Bridgeport, Conn., were married. The ohs and ahhs after seeing Betty Rudie’s ring presented to her by Bill Leon. . . The local B. of R. C. will let a valentine dinner dance at the Moose Club Feb. 14. President Lamb appointed the following committees: General arrangements: Fred Petersen, chairman, E. Schmitt, C. Albaugh, B. Sheridan, J. Meehan, R. Hoyt and J. Orvis; tickets: M. Hill, chairman, D. Swift, C. Benson, M. Kinney, R. Schleder, B. Allison, R. Ward and D. Lindeman; entertainment: M. Recktenwald, chairman, H. Uhleisen, L. Marvin, R. Hagan, A. Petrillo; decorations: B. Rudie, chairman, E. Dungan, N. Watt, O. Nazar, W. Langer and W. Meurer. I gather that Commando was a wee bit perturbed about his name appearing in this column last month. . . After two and a half years as a columnist, I finally have a scoop—a rather expensive one but a scoop nevertheless. While on a shopping trip to Rochester recently Yours Truly not only contributed to the coffers of Monroe County via the sales tax, but helped swell the treasury of one of the villages along the way for, shall we say? a misunderstanding of one of the traffic laws.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU

By Margaret P. Cull

We begin this column by thanking Charlie O’Neill for his wonderful job of reporting news items each month. All the clerks agree that he did a fine job and we hope he takes satisfaction in the fact that it was appreciated.

The clerks were honored by a visit from a beautiful lady in pink, Loretta Hughes’ daughter Linda, age 11 months.

Gus Seefurth paid us a visit recently and it was nice seeing him again.

We had a visit via letter from John Sliwicki who is in Germany. We gather that he likes the life there. John’s letter was so informative and his style so fine, that when he returns to the Bureau we’re going to make

Erie Railroad Magazine
Santa Claus is shown disembarking from an Erie train which brought him to mobs of children at Hornell, N. Y., on Nov. 27. Directly behind Santa is Bill Warda, chief trainmaster at Hornell. After the train arrived, a parade featuring jolly Santa followed and went through the downtown district.

from our reporter for this column.

Sir Stork visited the James McGo
erns and left a—heavenly bundle (James Owen), 8 lbs., 4 oz.

Off to a good start for 1954 is Meta
Rosenberger, westbound typist, who
will become the bride of Vincent Mur
ray Feb. 20 at St. Lucy's R.C.
Church. Wanda Bobowicz suddenly
has become left handed. Could the
beautiful diamond ring on her third
finger have anything to do with it?

Clinton Cook, our prosperous P&D
clerk, has bought a 1950 deluxe four
doors Chevrolet with two white wall
tires.

Our fishermen, Al Moscati and
Dominiek Auletto, tried their luck re
cently in the briny blue and came up
with some cod, the size of which
changes every time they talk about
them. We would like to know if fish
ning and exaggerating go together.

The bowling team is looking for
ward to their trip to Youngstown to
participate in the Erie tournament.

The bowlers promise an artistic tri
umph this year. To insure this, they
are curtailing all social activity until
after the tournament.

To the following amethyst wearers
we extend HAPPY BIRTHDAY greet
ings: Mary Skelly, Veronica Boyd,
Charlie O'Neill, Eugene McGovern,
John Sullivan, Dominiek Auletto, Phil
O'Brien.

A HAPPY ANNIVERSARY to those
who came to the Bureau in February:
J. W. Barry, P. D. Brignola, F. J.
Dunne, D. A. Moffit, M. P. McCor
mick, A. M. Clancy and L. J. Funk.

Auditor of Revenues
By Jimmy Murphy

Trees that seemed to have sprouted
overnight provided a festive back
ground for the parties we had on
Christmas Eve. The traditional red
ribbon-and-wreath decor was particu
larly becoming in the station account
ning bureau where gifts were distribu
ted by Santa Claus who bore a
marked resemblance to Bill Wallen
fels. Tony Farina was a reasonable

Facade of Kris Kringle to members
of the agency bureau where gifts were
exchanged amid much merriment. . .
President P. W. Johnston and Vice
Presidents H. W. Von Willer, M. G.
McInnes and T. J. Tobin honored
us with a visit and toured the offices
accompanied by Auditor of Revenues
W. J. Manning. . . By and large,
everyone was cheered by the wonde
rful Christmas spirit and the holiday
was much brighter because of it. . .

The toot of train whistles temporarily
replaced the sound of carols in the
hearts of Erie folks as they began
their exodus amid a babble of happy
Christmas talk. . . Agatha Fleck
enjoyed a recess from her abstracting
chores to visit her brother in Brook
lyn, N. Y. . . Kay Phelan greeted
her sister at Woodridge, N. J. on
Christmas Eve while Jo Farrell spent
the holiday with her brother in Jer
sey City. . . Joan O'Farin was among
the holiday travelers and Mr. and
Mrs. Sam Lawrence had their Christ

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Quarry at Huntington, Ind.,
on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO

The "ERIE BANK” in Kent
THE KENT NATIONAL BANK
KENT, OHIO

THE ERIE DOCK COMPANY
CLEVELAND, OHIO
IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.
Storage Capacity at Randall, 0., of 1,000,000 Tons.
mas dinner with relatives in Brooklyn. The Cupwich family had the welcome mat out for Emily who arrived home from the hospital in time for the pre-Christmas fun. The holidays were happy days for Chief Clerk George Huber who traveled east to visit his family. Home from Jacksonville, Fla., was Marine Corp. Bill Wingfield for the long anticipated holiday dinner with his mother, K.P.O. Eleanor Wingfield. Christmas under Hawaiian skies is recommended by Betsy Gruber who deserted Cleveland for a plane trip to Honolulu where her fiance is stationed. Christmas was celebrated by the Hohut family at their apartment in the Hotel Allerton. Refreshments, including champagne, were served. Sam Montgomery, rate recheck clerk, retired Dec. 15 after 31 years of loyal and efficient service. Sam was profoundly grateful for the gifts she had dug deep for, and was grateful for the gift we had found. Those who attended the testimonial dinner honoring Sam were treated to a delightful dinner as well. Sam left the office to enjoy the Christmas holidays in her home. The Sherman menage: Mary Catherine, 6, Martha, 5, Larry, 3, Dennis, 2, and Margaret, 1, after sprouting their best behavior for weeks with a wary eye toward the fireplace and visions of the famous man, made a beeline for the beribboned gifts stacked under the Christmas tree. Those flashing diamonds that have been dazzling our eyes for the past few weeks merely indicate that a few more members blissfully have joined the follow the leader epidemic which has swept the office. Those flashing diamonds that have been dazzling our eyes for the past few weeks merely indicate that a few more members blissfully have joined the follow the leader epidemic which has been sweeping the office. Completely disregarding the various holidays that dot the calendar this season of the year, Alberta Scharf went right ahead and created her personal red-letter day. On Dec. 25 she was elevated to the position of rate recheck clerk, succeeding Sam Montgomery, rate recheck clerk. Refreshments, including champagne, were served. Those who attended the testimonial dinner honoring Sam were treated to a delightful dinner as well. Sam left the office to enjoy the Christmas holidays in her home. The Sherman menage: Mary Catherine, 6, Martha, 5, Larry, 3, Dennis, 2, and Margaret, 1, after sprouting their best behavior for weeks with a wary eye toward the fireplace and visions of the famous man, made a beeline for the beribboned gifts stacked under the Christmas tree. Those flashing diamonds that have been dazzling our eyes for the past few weeks merely indicate that a few more members blissfully have joined the follow the leader epidemic which has been sweeping the office. Completely disregarding the various holidays that dot the calendar this season of the year, Alberta Scharf went right ahead and created her personal red-letter day. On Dec. 25 she was elevated to the position of rate recheck clerk, succeeding Sam Montgomery, rate recheck clerk. Refreshments, including champagne, were served. Those who attended the testimonial dinner honoring Sam were treated to a delightful dinner as well. Sam left the office to enjoy the Christmas holidays in her home.
The army can breathe a sigh of relief now that it’s just Civilian First Class Jim Petone. He’s strictly our worry now, but it’s good to have him back again. A number of the girls from the fourth floor enjoyed a delightful get-together at Taunton Inn. We were surprised recently by a visit from Vic Krajcir, former waybill sorter, now stationed with the Army in Panama. A. D. Tillman is the second member of the outbound interline bureau to be called for jury duty. On Jan. 7, John Urbin completed 47 years’ service. Our capable weight investigator began his railroad career in 1907. Congratulations also to Al Krause who completed 35 years’ service Jan. 18.

Highlight of the departmental social functions recently was the Christmas party at the Theatrical Grill by the feminine personnel of the passenger bureau. Laverne Ramara’s description of the affair led all to believe that the shindig must have been quite an affair. The exchange gifts at the machine roomette’s Christmas party produced loud squeals of surprise and the usual comical remarks. Ann Marie Mark, after much window shopping, finally decided on a beautiful beige cloth coat which is very becoming and definitely date-bait.

Family Doctor: “I know you wanted a boy, so I’m sorry to tell you it’s a girl this time.”

New Father: “That’s all right, Doc. A girl was my second choice.”

Marine ‘Graduates’

Marine PFC. Kenneth A. Kinderrater has completed his basic training at Parris Island, S. C., and has been assigned to Camp Lejeune, N. C. He recently spent a furlough with his parents, Mr. and Mrs. James Kinderrater, Meadville, Pa. Mr. Kinderrater is a Meadville Division fireman.

February, 1964
VETERANS continued

chairman; Louis Keibort, vice-chairman; Robert O'Grady, secretary-treasurer, and Jake Welley, trustee. Walter Hoke, Jake Cotton, Charley Stoyer, G. S. Hart and A. C. McCue were reported sick.

Members deceased since the last meeting are Jake Groen, John White, Sam Lilly and F. L. France.

Mr. and Mrs. R. D. Williams are vacationing in California.

W. D. Hadley retired Dec 30 after 36 years' service. He and Mrs. Hadley are spending the winter at Fort Myers, Fla.

Dues cards are now in the hands of the secretary.

Youngstown

By R. P. Reebel

Chapter officers this year are John Belby, chairman; J. J. Dempsey, vice-chairman; J. E. Fero, secretary-treasurer; J. E. Kaden, J. E. McKennon and R. P. Reebel, trustees.

Our sympathy is extended to the family of William White (retired) who died Dec. 7 of a heart ailment.

A. M. (Andy) North celebrated his 85th birthday Nov. 20. Contrary to his usual custom, he is staying in Warren this winter. Andy retired in 1937 after 60 years of service. He says, "I feel that a retired veteran has an obligation to preach and make known the high class transportation service provided by the Erie Railroad. We all have friends and more or less influence that can be used to increase the revenues of the company. It is a pleasure to help."

The next regular meeting will be Feb. 3 (8 p.m.) at the K. of C. Building, South Hazel Street, Youngstown.

Approximately 4,000,000 acres of land are used by the railroads of the United States for rights-of way, yards, shops, station grounds and other railway purposes.

Hornell Trowels

At the December meeting of the Erie Trowel Club No. 3 of Hornell, N. Y., 40 members were treated to a game supper. Charles Gillette donated five coons which Mrs. Gillette cooked deliciously.

A turkey supper was served at the January meeting (Ladies Night) by the Rebecca's of the I.O.O.F. Lodge. Harvey Schneegas was chairman of arrangements and Joe Shoemaker was in charge of entertainment.

ENTERPRISE continued

with how much money you have or don't have, nor what your job is or is not. Free enterprise means the right to be yourself instead of some nameless number in a horde bossed by a few despots. Free enterprise is the sum of many little things—but how miserable you'd be if someone stole it from you!

The first sleeping car was made in 1836 by installing sleeping berths in a regular passenger train coach on the Cumberland Valley Railroad in Pennsylvania.

WORD ANSWERS


QUIZ ANSWERS

1. 1918. (Standard time was adopted by the railroads in 1883.)
2. A tool locker under a caboose or work car.
3. Top and bottom.
4. Three cents.
5. 115 pounds.
6. More than 20 years.
7. Law.
8. About 22 feet.
10. More than 3,000. (3,056 to be exact, on Class I railroads.)

GUESS ANSWERS

1. Tubes for mailing pictures, calendars, etc.
2. Ball of wrapping twine.
3. Part of a stack of paper hand towels.
You and I have no right to object to taxes

until we object to the way taxes are spent. People are always writing their congressmen demanding a price support or a pension or a harbor dredging, or a new plant or something else they want in their area. But when have you written your congressmen refusing such "gifts"?

Every one of these things which may be very pleasant when we get it, is most unpleasant when we pay for it—and we always pay for it, usually in hidden taxes, hundreds of them every day of our lives.

The government cannot give you anything because it has nothing—it first must take it away from you and then pretend to give some of it back (and a lot is wasted in the handling).

"Write your congressman"—certainly. But if we believe in ourselves and our country—if we have self-respect and American independence—we should write him to stop spending money on us. Thrift, like charity, begins at home, and we'd better hurry up and begin to practice it, before it's too late.
O NCE the surveyor's job is done, another new plant will start growing up in a typical Erie community . . . perhaps yours. And soon a new payroll will be bringing new prosperity to the area, to its stores, to its people.
The Erie freight train in the background is an important part of that prosperity, for industries choose communities served by a progressive railroad . . . healthy, growing communities with a future.
That's why the Erie takes such an active interest in local activities and welfare. As they grow, so grows the railroad . . . each helping the other to prosper.
To keep pace with your community's progress, the Erie constantly strives to better its service, investing heavily in new and better equipment. We want to do everything we can to help attract new industries and new payrolls to further the prosperity of the many growing cities and towns along the Erie right-of-way.

Erie Railroad
Serving the Heart Of Industrial America

Listen to "The Railroad Hour" every Monday night over N. B. C. 8:00 P. M. Eastern Standard Time