



**HAPPY
VALENTINE!**

OUR 50TH YEAR OF PUBLICATION

FEBRUARY 1955

The President's Page

THE PRESIDENT's State of the Union Message to Congress made reference to "recognition of the importance of transportation to our economic strength and security." We, in the railroad industry, are hopeful that appropriate legislation will come from this session of Congress making it possible for railroads to go after increased business on an equal basis with our competitors.

If such legislation is introduced, we will keep you advised. We will need the help of each one of you as well as our stockholders and our other friends in a concerted attempt to remedy the present existing inequalities. This is true not only of federal legislation but also of activities in individual states which make it difficult, if not impossible, for your railroad to prosper the way it should. We do not ask for nor do we expect preferred treatment, but only equality of opportunity.

P. W. Johnston



Erie Railroad

Magazine



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



Vol. 30, No. 12

February 1955

Our Objective

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

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

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RAIL ENDS

Probably the widest gauge railroad in American history was an eight-foot gauge logging road extending from the Skagit River in Washington Territory into the adjacent forests. It was laid with wooden rails eight by eight inches. Each car was carried on twelve wheels with double flanges and nine inch treads.

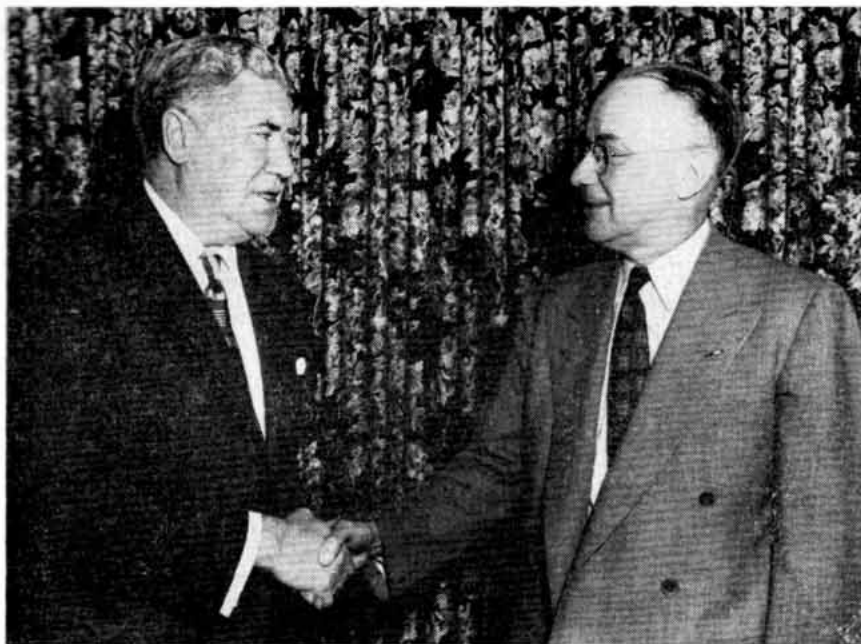
International railway speed honors, in case you haven't heard, went to France last year. On Feb. 21, a French National Railways electric locomotive, hauling a three-car train, shattered all existing speed records by attaining a maximum of 151 miles per hour.

Sharp-eyed diners aboard a special train carrying 1954 Kentucky Derby fans to Louisville might have noticed that the menu was decorated with a picture showing Horse No. 2 in first place and Horse No. 1 in second—exactly the way they finished.

Railroads recently joined in providing deluxe freight service to move one of the nation's top herds of dairy cattle 3,000 miles from Oregon to Pennsylvania. Fed and milked en route, the 113 purebred cows made the trip as smooth as butter... increasing in number by one as the train sped through Nebraska.



THE COVER—You wouldn't be expecting a big, husky locomotive fireman to be shopping for something as sentimental as a valentine, would you? Well, when Feb. 14 approaches, these big fellas are no different than you and me. Really, they're just big softies, and they're suckers like any male for a dimple, flashing eyes and a shy smile. When we caught Bob Miller, fireman at our Literary St. yard in Cleveland, in this compromising position, he blushed like a schoolboy in the middle of his first crush. Bob wouldn't say, though, who was the lucky girl. He has been with the Erie since 1941.



Quentin Reynolds (left) and President Paul W. Johnston as they appeared on the television program, "Operation Success," in New York on Dec. 19.

22-Mile Stretch To Receive CTC

Erie Railroad will install a modern train control signaling system at Huntington, Ind., and operate trains over a single track between Pershing and Aldine sometime in 1955.

Installation of the centralized traffic control system, along with track changes in the territory, will cost nearly a half million dollars. Work is expected to start with the return of warm weather when most outdoor improvements are made by the railroad.

The track in this 22-mile stretch between Aldine and Pershing was scheduled for replacement this year with heavier steel rail according to present Erie standards. With the greater efficiency of diesel locomotives compared with steam and the safety and smoothness of operation, that centralized traffic control will provide for the number of trains run in this territory, it was decided to eliminate the expense of maintaining duplicate trackage.

A three-mile stretch of double track will be retained near the middle of the single track territory as a siding where trains can pass each other, he added.

The dispatcher at Huntington will control the movement of trains over the single-track territory by means of the new centralized traffic control equipment. A panel board with a series of lights shows the dispatcher the exact location of all trains moving within his jurisdiction. By turning certain levers, he can set the signals many miles away and direct the flow of traffic.

Installation of the centralized traffic control system will require extensive rearrangement of signals in the territory. Color light signals will be used, spaced for proper braking distances to insure maximum safety between all trains. The Erie has used centralized traffic control in several single-track areas in the east with highly satisfactory results.

Crosstie Fact

The cost of crosstie replacements in railway track in recent years has averaged slightly less than 1 per cent of total operating revenues.

"What does the Chaplain of Congress do?"

"He gets up on the platform, takes a look at the Senators and Representatives, then prays for the country."

Erie Railroad Magazine

Quentin Reynolds features . . .

Erie on TV

Erie's current performance record and its past history were featured on film and in an interview between Quentin Reynolds, famed author, and President Paul W. Johnston on the television program, "Operation Success," over WRCA-TV in New York on Sunday, Dec. 19. Later it is expected the program will be televised on stations in other parts of the country.

Film sequences and narration told how the Erie became the first railroad to link the Great Lakes and the Atlantic Ocean in 1851. This was followed by scenes showing the modern Erie of today.

Erie's change from steam to diesel power was covered, with a comment that diesels cut motive power costs by 25 per cent.

Viewers were informed that Erie operates 2,245 miles of railroad serving six states with a population of 49 million people and almost half of our country's industrial strength.

Erie's emphasis on safety and progress was pointed up with scenes and descriptions of some of our new equipment and the use of radiotele-

phone on trains. The narrator explained that since 1944 our railroad had purchased 5,300 new freight cars and that it now owns 24,500 cars.

At one point the narrator commented that "the youth of the Erie was stormy and tempestuous, but today it has come of age and is one of the most substantial and respected of our nation's railroads."

Shots also were shown of the Erie's latest innovation, trailer-on-flatcar or piggyback service. The film also gave recognition to the Erie as "The Railroad That Goes To Sea," referring to our operation in New York City harbor where we have a "navy" of 257 water craft.

Mr. Johnston was interviewed by Mr. Reynolds prior to the showing of the activities on the railroad.

YMCA Director

Oral R. Ashman, clerk-stenographer in our office at Memphis, Tenn., has been elected a director of the Leslie M. Stratton YMCA in Memphis. Mr. Ashman's son, Richard, last year won an Erie Railroad scholarship.

The Job Ahead Of Us

The Operating Department

By M. G. McInnes

Vice President, Operations



The Erie has a reputation for providing good dependable service. This has not been bestowed upon us but has been earned because of the fine work performed by our people through the years.

As we enter 1955 the intense competition facing us makes it imperative that our service and efficiency continue at a high level if we are to keep our place in the transportation market. All of us in any way involved in the handling or movement of freight and passengers, the maintenance of track and equipment or the many other duties that keep the railroad operating smoothly, have a part in producing the kind of service our customers require.



Mr. McInnes

One of the most serious situations affecting our relationship with the users of our service is the increasing number of shipments damaged while in our care. This results not only in dissatisfied customers and loss of business but also in extremely costly claim payments that have a direct reflection on the efficiency of our operations.

All of us engaged in the operation and maintenance of the Erie want to be proud of the transportation job we do in 1955. A reduction in damage payments will be a long step in that direction.

I am confident that with all of us working together we can lick this problem and at the end of the year look back at a job well done.

February, 1955

The Traffic Department

By H. W. Von Willer

Vice President, Traffic

All forecasts of industrial production for 1955 indicate an increase over 1954. Every effort will be



Mr. Von Willer

made to participate in this increase and to bring back to the railroad a considerable portion of the traffic which has been diverted to highway and water carriers. To bring this about, our major objective in 1955 is to become competitive both in service and price.

All of you can help in providing competitive service and all of you can help by bringing to our attention any information you develop as to movements in which we are not participating or which have been diverted to other than rail.

We expect that tonnage originating on-line will improve. This is particularly true in the iron and steel territory where the production was held down in 1954 due to inventory accumulation.

Piggy-back service inaugurated July 12, 1954, was largely in the experimental stage throughout the year. This service will be expanded in 1955 with a number of additional origins and destinations added. The users of Erie Piggy-back Service are beginning to be convinced of its value and this traffic will grow.

We expect full automobile production throughout the year which will reflect in Erie traffic through the movement of both raw materials and finished products. With the start of a major assembly plant located on Erie tracks at Mahwah, N. J., set for May first, this traffic will be augmented further.

Industrial development continues to grow in importance and our plans are to expand and further emphasize industrial sales efforts in 1955. Plant location is the finest type of program for the present and the future.

It can and will be a better year, but to make it so will take an all out effort on the part of every Erie employee.



From outdoors the new home of our Buffalo forces looks like this on a cold day in January. A parking lot is in the rear of the building.

Buffalo Forces In New Home

*. . . all Erie
personnel in city
now located under
one roof for first
time in history.*

For the first time in the history of the Erie Railroad all Buffalo and Rochester Division and local offices are located under one roof. The various departments recently moved into our new offices at 1221 Clinton St., a block from our large East Buffalo freight yards.

An addition to the original build-

Supt. Carl S. Kinback looks over a tape perforated by the new vertical console typing reperforator set-up. The console holds three of the teletype perforators.



ing has doubled the office space available, and all offices in Buffalo except four remaining at the Louisiana St. freight house now are at the new location.

On the first floor of the new building are the offices of the Louisiana St. freight agent, his assistant freight agent and the East Buffalo freight agent and their forces, including billing, car records and freight claim. The office of the station supervisor also is on the first floor.

On the second floor of the new building are the offices of the superintendent and the division engineer and their forces and the offices of the trainmaster, master carpenter, assistant signal supervisor, telegraph and telephone office, PBX telephone switchboard, Central Traffic Control, dispatch-

ers, chief dispatcher and car distributor.

On the first floor of the old building are the cashier, police offices, rate revision bureau, doctor's office and telephone supervisor.

Traffic Offices

On the second floor of the old building are the offices of the assistant general freight agent, coal freight agent's office, personal claim agent's office and the land and tax office.

This is part of the office occupied by the office personnel of Supt. Carl S. Kinback on the second floor of the new building.

A meeting room, store rooms and file rooms are located in the basement of the old building.

This was the first move for the assistant general freight agent's forces since May 1, 1907. These Traffic Department offices had been in the Chamber of Commerce Building. The offices had been moved into the C. of C. Building just as it had been completed. Before that, it had been in the Elliott Square Building from May 1, 1903, to May 1, 1907, and the office was moved into the Clinton St. building on May 1, 1954. Before



This picture shows some members of the office of L. E. Newman, assistant general freight agent at Buffalo. The office is on the second floor of the original building.



Dictating to Florence Reilly, secretary, at left, is L. E. Newman, assistant general freight agent at Buffalo.

adds to efficiency. More work can be done by personal contact, eliminating considerable telephoning and correspondence.

A more modern teletype system has been installed and has speeded up communication with other points on the railroad. Telephone reception also has improved greatly.

Of course, parking has improved immeasurably over the impossible conditions downtown. A large

May 1, 1903, the Traffic Department had been at Exchange and Main.

The superintendent's office first was located in the Erie's passenger terminal at Michigan and Exchange. In 1935 the superintendent's office moved into the Lehigh Valley Terminal and into the C. of C. Building in June 1952.

present, 27 of our Buffalo offices are located in the Clinton St. Building.

Closer To Railroad

The new location brings Buffalo Erie folk closer to the railroad and

In this picture are shown the office forces of Glenn Snyder, freight agent at Buffalo. The office is located on the first floor of the new building.

Freight Agent Glenn Snyder dictates correspondence to Evelyn Williams, steno.



parking area is located at the rear of the building. It will be covered with black-top next spring or summer, and the small grounds also will be landscaped at that time.

The building has been furnished with the latest type of recessed fluorescent lighting. Ceilings in the new building are sound-proof. Both ceilings and walls in the telegraph office are sound-proof.

Heating is by an oil-fired boiler with walvector base board fixtures heating individual offices.

Safety Leaders Show How It's Done



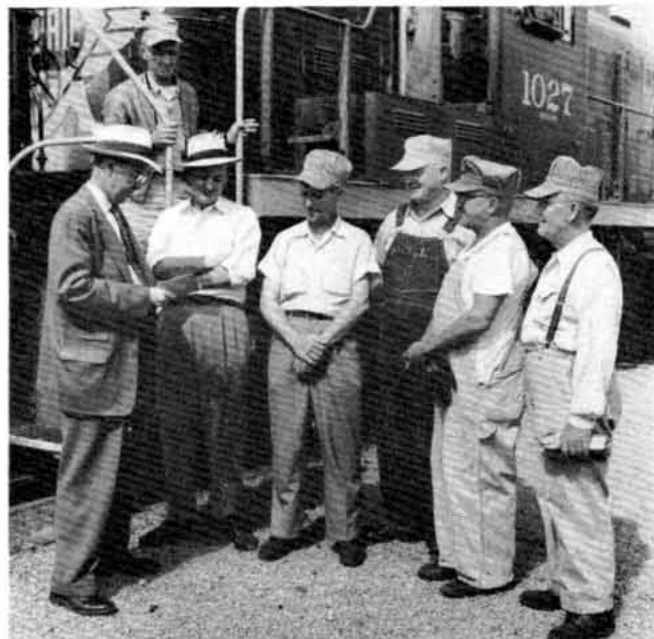
In climbing ladders, place feet slightly sideways with portion of balls of feet on the rungs. Demonstrating is H. G. Joyce, a yard conductor, while transferring from end to side ladder.



How to cut cars is demonstrated by W. F. Joyce, yard conductor. Face direction in which train is going and run alertly along the ground. Do not cut while riding adjacent car.



When crossing tracks in front of standing cars, stay at least 15 feet from car. Expect movement of cars at all times. Andy Fabian, yard conductor, shows how.



Reviewing safety rules is important. G. J. Snider (tie), general yardmaster, Brier Hill yard, does it regularly and is shown here in a session with, from the left, George Streb (on diesel), Yardmaster Leo Hackett, J. C. Tobin, W. F. Joyce, C. A. Bennehoof and H. G. Joyce.



It is OK to ride the trailing foot-board of a moving engine like Yard Brakeman W. R. Phillips is doing here, but never ride the leading foot-board. If necessary to ride at the front of a moving engine, it is OK to ride the side step. Of course, you must always keep eyes open.



When opening angle cock, open valve slowly and hold the hose firmly so it does not lash. The demonstrator is V. M. Presco, yard conductor.



The proper way to set a power brake is being demonstrated by A. L. Mele, yard conductor. The idea is to brace your feet properly, hold the ladder rung firmly with your left hand and pull with your right hand.



Fusees are tricky. Turn your head when you are lighting one and hold it away from your body like George Hohwart here.

Outside a cold, steady drizzle was soaking everything and everybody in sight, but inside the little station the cozy office glowed with warmth from a fire in the oil stove. At his desk, with earphones perched jauntily on his head, Harold E. Miller, our agent at Mantua, Ohio, worked unperturbed by the weather or the events of another hectic day.

Station Agent Miller is typical of many other agents who are the Erie's top representatives in their communities and because of their

His Days Are Too Short

devotion and loyalty to their job of serving their neighbors, have earned the respect and confidence of their fellow citizens and employers.

(Incidentally, the staff of the Erie Magazine did not realize that we had such a distinguished gentleman as Mr. Miller in our midst. It took a big city reporter from the CLEVELAND PLAIN DEALER to discover him. He was featured in a very fine article in the newspaper's "Pictorial Magazine" on Sunday, Nov. 7, 1954. The front cover in four colors, spotlighted Mr. Miller with one of Erie's big red cabooses.)

Like the other small town agents on the Erie, Mr. Miller has a great deal to do each day. Sometimes these quiet little towns are deceiving.

Much To Do

Anybody who thinks that the agents at these outlying stations have nothing to do but lounge in their swivel chairs, smoke pipes, chat with anybody who comes along and play cards with visitors who hang around the station, will learn differently if they read this tale far enough.

Not only that, but Harold Miller has just nicely started an active day when he leaves the station at



Harold Miller smiles as he reads what Reporter Dwight Boyer had to say about him in the CLEVELAND PLAIN DEALER "Pictorial Magazine." Agent Miller and an Erie caboose were featured on the cover.



Here Agent Miller checks with Conductor George Nickels of the afternoon way freight to decide on switching of cars at Mantua.



At left, Agent Harold Miller makes coffee in a corner of his office in the station at Mantua which depends only on the Erie and private automobiles for travel requirements.

quitting time. He then gets to work on his extra-curricular activities, and it makes your reporter breathless just to hear Mr. Miller tell about them.

Let's hit the high spots of a somewhat normal day for Agent Miller.

First, about the time you're settling down to some ham and eggs for breakfast, Mr. Miller has been at the station for an hour. He gets up at about 5:45 a.m. to reach the station at 6:30. By 7:30 he has sold commuter tickets and handled the express for the morning train to Cleveland. Another early morning task is to walk a mile or two along the tracks to check freight cars for loading or unloading.

The real hectic part of the race begins after these rather leisurely chores. He then has to load and unload freight cars. After the shipping bills are ready for outgoing freight, Mr. Miller weighs the shipments and sees that they are properly tagged and marked. To do this he must wade through stacks of rate books that would baffle a certified public accountant.

While he is doing this, local merchants and shippers are telephoning about expected shipments, others are asking about Susie and Aunt Mable who are due on passenger trains and others just call to chat with the genial agent.

In his spare moments ("Hah!" he'll snort when he sees this) Mr.

Miller processes the inbound and outbound Railway Express shipments on the passenger trains. These outgoing shipments also require considerable time for classifying and determining rates.

Mr. Miller types out all freight and express bills, flags down trains and personally takes packages to the baggage car.

At 54 years of age, Mr. Miller has been a station agent for 37 years and at Mantua for 17 years. Since coming there he has set up a ticket system that enables him to handle 54 types and classifications of passenger tickets to any place in the United States or Canada. He also arranges for Pullman space by telephone through Cleveland. In selling tickets he pores through some 56 timetables and special train information booklets.

By now he has a pretty good start, but he still must fill out various written reports, call in eight or 10 times on the status of freight cars, notify the Youngstown dispatcher of eastbound trains passing the depot, answer phone calls about rates and confer with the conductor of the local way freight that spots cars around Mantua.

At about 11 a.m. he brews a pot of coffee and starts on a lunch which each and every day is interrupted a dozen or so times. He often saves little chores for lunch, like how to get a cocker puppy to Seattle or Grandpa to Weekiwachee

Springs.

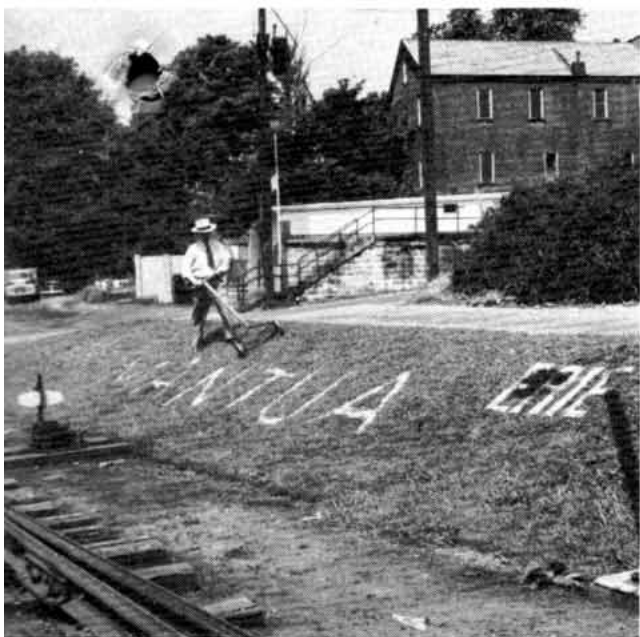
Then, of course, regularly he
(Please turn to Page 24)



Mrs. Miller tries her husband's Aurora, Ohio, fire chief's hat on his head. Oddly enough, although he belongs to numberless organizations, only one of them has furnished Agent Miller with a hat.



Agent Miller flags down an approaching train for passengers at Mantua which is a flag stop.







Busy as he is, Harold Miller has taken time to brighten up the station grounds and moves the grass regularly between interruptions.

During a switching lull, Harold Miller exchanges stories with the crew of a way freight. With Agent Miller are, from the left, Norbert Davis, H. J. Rieke and Walter Perchinske.





	November		Eleven Months	
	1954	1953	1954	1953
 Received from Customers	\$12,869,185	\$13,933,043	\$140,623,776	\$168,727,472
 Paid out in Wages <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,507,012 50.6	\$ 6,767,453 48.6	\$ 73,358,194 52.2	\$ 78,780,502 46.7
 All other Payments <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,054,844 47.0	\$ 6,609,132 47.4	\$ 63,543,860 45.2	\$ 81,664,789 48.4
 Left over before Dividends <small>PER DOLLAR RECEIVED (cents)</small>	\$ 307,329 2.4	\$ 556,458 4.0	\$ 3,721,722 2.6	\$ 8,282,181 4.9

(Based on figures reported to the Interstate Commerce Commission)

Ex-Chief Engineer Dies In Florida

Formerly chief engineer for the Erie, Joseph W. Smith died Dec. 24 in St. Petersburg, Fla.

Mr. Smith moved to Cleveland with our general offices when they were moved from New York in 1931. He remained in Cleveland until he retired in 1946.

Born in Hazleton, Pa., 75 years ago, Mr. Smith graduated from Lafayette College in 1904 and started with the Erie as a transitman. He had lived recently in Newton, Conn.

Penny Ante

The recent discovery of a bag containing 3,700 Lincoln-head pennies in a wooded area near Lewistown, Pa., created no little excitement among the townspeople as well as railroad police when it was established that the bag was part of the "loot" taken 45 years ago by a band of desperadoes who dynamited to a stop and robbed a Pennsylvania Railroad train. The bandits made away with \$65 in newly minted Lincoln-head pennies and overlooked a million dollars in gold bullion.

60-Year Veteran Retires At Deposit



A veteran of 60 years with the Erie, Charles L. Bridge, relief operator at Deposit, N. Y., was honored recently at a retirement banquet at Deposit. Mr. Bridge started with Erie May 27, 1898. From 1924 to 1944 he was general chairman on the Erie for the Order of Railway Telegraphers. In the picture, from the left, are John Hanrahan, station agent, Deposit; Fred L. Hanson, master of ceremonies, Mr. Bridge and Supt. J. R. Ebert, Hornell.

There are at least 10 stretches of curve. The longest of these, 78.9 miles in length, is in North Carolina. run for 50 miles or more without a

ERIE VETERANS

DUNMORE VETERANS AT YULE PARTY



This picture was taken at the Christmas party of the Avoca-Dunmore chapter of the Erie Veterans Association in Scranton, Pa. The party was sponsored by the Ladies Auxiliary with Josephine Micciche as Santa Claus.

Youngstown

By R. P. Reeber

We had an unusually good turnout at our December meeting.

Chapter officers for 1955 are chairman, J. J. Dempsey, vice chairman, T. H. Fay, secretary-treasurer, J. R. Fero, trustees, J. E. Kaden, J. E. McKernan and R. P. Reeber. After the business meeting and election, refreshments were served and the remainder of the evening was spent at cards.

The next regular meeting will be Feb. 2 at the K. of C. Bldg., South Hazel St., Youngstown (8 p.m.).

Meadville

By R. C. Miller

The chapter and auxiliary members met Dec. 23. A turkey and ham dinner was served at six p. m. The table setting was a Christmas scene. Mrs. A. J. Werley was chairman of the dining room, assisted by Mrs. Albert Hagen, Mrs. Edith Rudd, Mrs. Harriet Thompson, Mrs. M. P. Cutshall, Mrs. Archie Rouchie, Mrs. Lloyd Rynd and Mrs. Dorothy Kramer. Mrs. Clarence See was in charge of the kitchen, assisted by Mrs. Harriet Seybolt. Entertainers were Mrs. Pearl Nottingham and Mrs. Marie Tonnell, solos, Mrs. Ida Gilvair at the piano; Joan Boyd, accordion solos, and readings by Mrs. M. P. Cutshall, Mrs. Edna DeVillars and Mrs. Linda Monahan. A Christmas pie provided gifts for each member present.

Mrs. Bert Kuhn and Mrs. Paul Natzold were reported sick.

The veterans decided to install of-

ficers at the January meeting.

P. E. Steele, conductor, was honored for 50 years' continuous service at a dinner Dec. 19 at Huckelbury's restaurant. P. J. Seidel, trainmaster, presented Mr. and Mrs. Steele with a 50-year gold pass. Attending were Mr. and Mrs. E. W. Petrie, Mr. and Mrs. Jack McDonald, Mr. and Mrs. Seidel, Mr. and Mrs. T. E. Kane, Mr. and Mrs. H. A. Ford, Mr. and Mrs. C. C. Hummel, Mr. and Mrs. W. S. Allen and Mr. and Mrs. Steele.

Since our last meeting two members have passed away, Charles O. Emerick and Edward Hines.

Secretary Robert O'Grady has the current dues cards and each member is urged to get his as soon as possible.

Salamanca

By Hilde

Members entertained wives and children Dec. 18 at a Christmas party in the Moose Hall, 416 being present. There were about 90 children, ages 5 to 15. Entertainers were the Valastiak family, Mrs. A. C. Burley and daughter Pat, Kay Krantz and Gordon Elmeer.

After a delicious turkey dinner the youngsters were entertained with movies, a juggling act by Jim Reynolds and, of course, Santa (Signalman Vere Bennett, Jamestown).

J. W. Smith, Jr. was toastmaster. Chairman Rodgers introduced the guests, Mayor James Crowley, Salamanca; System President John F. Muchler and wife, Hornell; Past President M. A. Redding and wife, Buffalo; Dr. Wilson and wife, Jamestown.

Results of the election of officers by mail were: L. E. Rodgers, chairman; J. L. Murray, vice chairman;

L. P. Johnson, secretary-treasurer; Hildred Caldwell, recording secretary; E. J. Robisch, L. Rossman and H. M. Bunker, trustees.

Prize winners were Sally and Sandra Feichter, six-year-old twin granddaughters of Yardmaster H. J. Kamholtz, Salamanca; F. Langhans (the car) and P. Agnelli, Salamanca; J. Polombo, Gowanda, and H. Sherman, Wellsville. Door prizes: Mrs. F. Chiappetta, Jamestown; Mrs. Sam Cucchiario, Olean; Walt Smith, Buffalo, and Mrs. William Shinning, Mrs. H. A. Campbell, Salamanca; H. J. McGinn, Randolph. Through the efforts of Mrs. H. M. Bunker, each one present received a full size bottle of hand lotion.

Music for dancing was by the "Mood Men." Among the guests were the Misses Muchler, Mr. and Mrs. J. Gilbert, Mr. and Mrs. George Packer and Nancy Watt, all of Hornell; Mr. and Mrs. Walt Smith, Mr. and Mrs. Don Yaw, Buffalo; J. Crowley, Cuba, and several widows of employees.

PatsyAnn Gardner is given a vote of thanks for preparing the Christmas notices and programs, Lloyd Eastman for securing the gifts, and to all those who contributed in any way to our wonderful party.

Helen Paullman has returned to work at Wellsville following an illness.

J. W. Childs, Olean, spent the holidays with his family in Virginia.

Since our last column, two members, Phillip Young, Corry, and Joseph Pecora, Salamanca, passed away. We extend deep sympathy to their families.

Jersey City

By A. I. Raywood

The new chairman, George Kalle, has promised a different type of entertainment for our Feb. 9 meeting at the I. U. C. Club rooms, 38 Park Ave., Paterson, in addition to refreshments. The date is the second Wednesday of the month, which is the newly adopted regular monthly get-together.

On Saturday, Feb. 12, we will officially install officers at the Brownstone House, Paterson. The capacity of the dining room is limited and tickets should be secured early from the committee members, Jack Hazard, George Sisco, John Callahan, John McCoy, George Kalle.

More than 40 members attended the installation of system officers Jan. 22 at Youngstown, when Bert Stocker of our chapter was installed as first vice president.

Current dues cards can be obtained from the field men, or a note to the secretary will bring one by mail.

Buffalo-Rochester

By Ruth Nise Munger

M. L. Payne heads the new grievance committee of the B. R. T., No. 220, aided by R. I. Coe and A. Jami-son.

The M. A. Reddings, D. M. Yaws and Ted Wynnes attended the Salamanca Chapter's Christmas party at Salamanca.

Ruth and Frank Halbleib got a new
(Please turn to Page 14)

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Believe it or not, a New York professor is opposed to anyone having peace of mind. He says that all this talk about peace of mind irritates him because it means being "soothed" into an easy, pallid and innocuous existence.

Peace of mind does *not* mean laziness. Instead, it is the source of renewed activity and constant energy. It doesn't mean escape into a dream world, but more effective participation in a real world. It doesn't mean soothing or lulling, but instead dynamic stimulation of the mind and personality to more creative activity.

One of the great values of peace of mind is that it increases intellectual power. The mind is efficient only when it is cool—not hot. The nervously excited mind cannot produce rational concepts or orderly thought processes. In the heated state, the emotions dominate the mind and cause errors of judgment which may be costly.

We should never forget that power comes from quietness. Carlyle wrote, "Silence is the element in which great things fashion themselves." And Dr. E. Stanley Jones says, "The streams that turn the machinery of the world take their rise in quiet places." Perhaps an even more graphic statement is Edwin Markham's picturesque line, "At the heart of the cyclone tearing the sky is a place of central calm." And a human being equally derives his power from a calm mental center or peace of mind.

I knew another professor, a wise man, whom I will never forget. I went to him, greatly perturbed, years ago. My mind was a seething and confused mass of anxiety and irritation; I was close to panic.

"You cannot think this problem through," he told me, "with an overheated mind such as you have at this moment. You must achieve at least a measure of peace of mind before we can get your thoughts to delivering rational answers. We cannot trust your emotional reactions

because these are weighted with depression."

Then he asked me to lie down on the couch in his office and close my eyes. He began to read to me from various poets, followed by a half dozen Scripture passages. Finally, there was a long silence, after which he prayed, "Lord touch this young man's mind with Thy healing grace and give him peace of mind." Only then did he permit me to outline my problem. To this day, I recall with admiration how he guided my thinking to a sound and successful solution.

"Never try to think without a peaceful mind," he advised. I have since urged this procedure on others who have used it with equally good results.

Some months ago a newspaper editor asked me to come to his office because he had a knotty problem which baffled him. Not only was he failing to find a solution but he was growing increasingly tense.

"I have not asked you here to solve this problem," he said. "You don't know the technical problems involved. I want you to help me achieve a quiet mind so that the insights I know are in me can rise to the surface."

It was an interesting conception and I was impressed by his understanding, for it is true that if the surface of the mind is agitated the subconscious cannot get through to help deal with the problems with which the conscious mind is concerned. At my suggestion, we talked about God and God's peace. We recited certain Scripture verses. We prayed silently for the attainment of inner quietness. And finally we broke his mental log jam. Not at once, of course, but in a few days the necessary insights emerged from the grip of tension and the component parts of the problem fell into place.

Perhaps that professor in New York has no problems and needs no peace of mind. Most of us are not quite so fortunate.

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President-Elect



Jim McClellan, chief clerk in our Washington, D. C., office, has been elected president of the Chief Clerks Association of Washington.

ficer.

Chapter officers will be installed Feb. 12 at the Turners Club. The chairman is Robert Symington; vice chairman, Jim Volkenner; secretary, H. I. Moyer; treasurer, Frank Halbleib; corresponding secretary, Ruth Nise Munger; trustees, T. J. Martin, Jim Moran and N. J. Yocabucci.

The Larry Soules vacationed in Florida, stopping with their son at the Tyndall Air Force Base in Panama City.

The first quarterly meeting of the United Association of Railroad Veterans will be at the Hotel Sylva, Philadelphia. The annual meeting will be Oct. 5-7 at Asbury Park, N. J. Plans are in the making for a National Railroad Veterans holiday.

Treasurer Frank Halbleib has the current dues cards.

We are all looking forward this year to having employees with 20 years or more of continuous service join with us, attend our meetings and lend their support toward making our association a bigger and better organization.

Furlough Rate Continued

Reduced rail furlough fares for military personnel traveling in uniform at their own expense have been extended to Jan. 31, 1956. The fares were due to expire on Jan. 1, 1955. This action continues for another year, for military personnel on furlough, the tax-exempt round-trip fares, good in coaches only, at the rate of 2.025 cents a mile or less, with regular stopover and baggage privileges.

VETERANS continued

television set for Christmas.

Our sympathy is extended to John Fagan and family on the death of his mother.

The Ladies Auxiliary held a dinner

Jan. 27 and installed officers. President, Mrs. William Stretton; first vice president, Mrs. Emma Schultz; second vice president, Mrs. Florence Overs; secretary, Mrs. Ernest Jimenez; treasurer, Mrs. Mary Cunion. Mrs. Ted Wynne was installing of-

Rules Changed For Employment In Retirement

Beneficiaries drawing monthly survivor benefits under the Railroad Retirement Act are reminded that employment and self-employment may affect the payment of these benefits. This reminder is particularly important at this time because new provisions governing employment of survivor beneficiaries become effective Jan. 1, 1955.

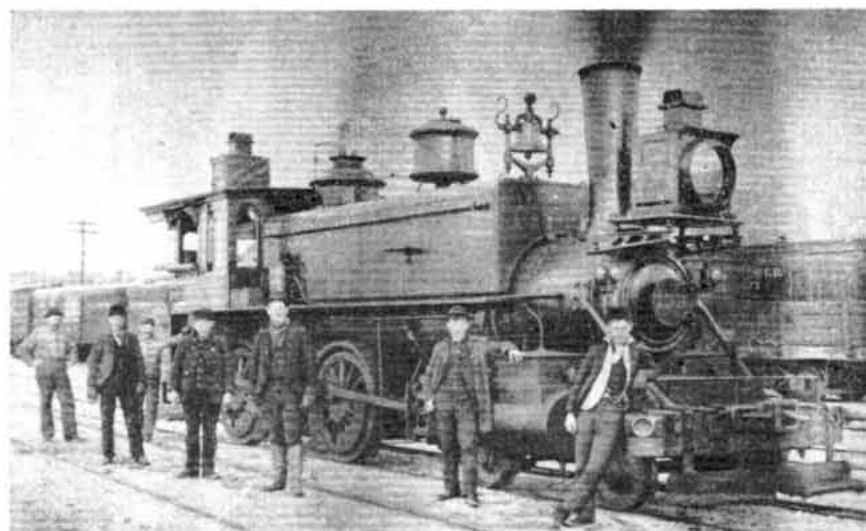
There is no change in the provision that a survivor annuity cannot be paid for any month in which the beneficiary works for a railroad, regardless of how much he earns. However, the effect of employment outside the railroad industry is different than in the past. The law now provides that beginning Jan. 1, 1955, a survivor beneficiary under age 72 may earn as much as \$1,200 in a taxable year (usually the calendar year) in employment for hire outside the railroad industry or in self-employment without losing any benefits. If a person earns more than that amount, his annuity will be suspended for one or more months, depending upon the amount of the earnings and the extent of the work. Beneficiaries are required to report such earnings to the Railroad Retirement Board.

More specifically, an annuity must be suspended for one month for every \$80, or part of \$80, the beneficiary earns over \$1,200 in a taxable year. For example, a beneficiary who earns \$1,200.01 in a year loses one month's benefits; and if he earns \$1,280.01, he loses two month's benefits; and so on. However, a benefit cannot be suspended for any month in which the earnings do not go above \$80, or, if the beneficiary is engaged in self-employment, for any month in which he did not perform substantial service.

The following schedule shows how earnings of more than \$1,200 in a taxable year will affect a survivor's annuity for that year (assuming that the survivor earned more than \$80 in every month or, if engaged in self-employment, did substantial work in every month in the year):

Earnings of	Number of payments withheld
\$1,200.01—\$1,280	1
\$1,280.01—\$1,360	2
\$1,360.01—\$1,440	3
\$1,440.01—\$1,520	4
\$1,520.01—\$1,600	5

PRIDE OF THE ERIE IN 1895



An Erie crew in 1895 stands proudly beside its iron horse in a picture which was snapped in the yard at Kent, Ohio. The engine is No. 139, a 4-4-0 equipped with link and pin, water tank over the boiler, back head light on the cab and coal box attached to the cab. The locomotive had a capacity of $\frac{3}{4}$ tons of coal, 250 gallons of water and 100 pounds of sand. Members of the crew, from the left, are (none living), A. A. Lamb, engineer; Charles Weir, switchman; John Bechtle, fireman; E. F. Hauseman, switchman; M. P. Green, conductor; Leslie Lemons, switchman, and Alva Lemons, switchman. D. P. Greene, chief clerk to the general yardmaster at Kent, is the son of Conductor Greene and owns the photo.

\$1,600.01—\$1,680	6
\$1,680.01—\$1,760	7
\$1,760.01—\$1,840	8
\$1,840.01—\$1,920	9
\$1,920.01—\$2,000	10
\$2,000.01—\$2,080	11
\$2,080.01 and over	12

If, however, the survivor did not earn more than \$80 in every month, fewer payments would be withheld than is indicated by the table. For example, say a widow earned \$1,950 in 1955, but earned \$80 or less in each of 4 months, only eight payments would be withheld instead of 10.

The rules are somewhat different for survivor beneficiaries outside the United States. Although such a beneficiary may not receive his annuity for any month in which he works for an American railroad, the \$1,200-rule does not apply. Instead, his annuity is not payable for any month in which he works on seven or more days in any employment—other than for an American railroad—as long as he is under age 72.

Railroad employees who need help in applying for benefits under the Railroad Retirement Act are reminded that they can get all the assistance they need, free of charge, at any one of the field offices maintained by the Railroad Retirement Board or from field representatives

on their regular visits to other communities. It is therefore unnecessary for employees to pay fees to other persons for help in completing applications and other required forms.

The members of a deceased railroad employee's family are also urged to go to a Board field office for whatever assistance they need in claiming benefits or getting information about them.

Here are the reasons why an applicant for a railroad retirement or survivor benefit can get the best assistance from the Board's field service:

1. The field representatives of the Board are thoroughly trained in the requirements for benefits and are well qualified to aid an applicant in filing a claim.
2. The field representatives will assist an applicant in completing the necessary forms and assembling the required supporting evidence.
3. When you file a claim directly in a Board field office, you will not only get quicker service, but you will have the added protection of an earlier filing date.

The Board points out that some railroads and railway labor organizations also offer free and competent assistance to employees and their families in filing applications.



A veteran of 12 years as a Marine although only 29 years old, Gunner Sergeant Frank M. Witt, brakeman at Jersey City, has four rows of campaign ribbons. In World War II he served in the Marshall Islands, Saipan, Tinian and Iwo Jima and was awarded the Purple Heart. He was with the Erie from 1945 to 1950 and then was recalled by the Marines for the Korean war where he won the Navy Letter of Commendation and the Presidential Unit Citation.

Got An Answer?

Have you ever suffered mental anguish because you did not know whether or not to pull down a window shade in a railroad coach when the shade also covered the seat of the passenger in front or in back of you?

This situation recently bothered one of our passengers so much that the passenger anonymously wrote editors of the Erie Magazine to ask them how to cope with the problem.

The situation arises because of the popular wide picture windows installed in today's railroad passenger cars.

If you want to take a nap and the other passenger is looking out the window, should you go ahead and pull down the shade?

Do you have an answer or suggestion?

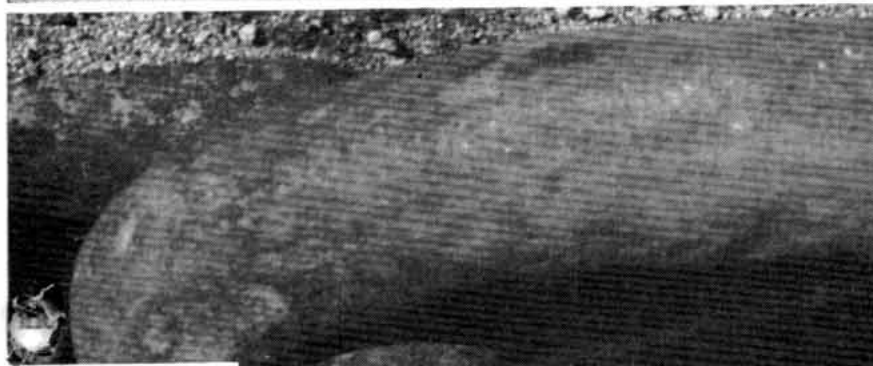
Editors of the magazine would be glad to receive any ideas or suggestions from readers. Just write to Erie Magazine, Erie Railroad, 1304 Midland Building, Cleveland 15, Ohio.

RETIREMENTS

YOU DID YOUR JOB WELL
YOU ARE TRUE RAILROADERS

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Henry W. Adams	Road Conductor	Port Jervis, N. Y.	11- 8-54	40
Mary C. Bailey	Cash Clerk	Youngstown, Ohio	11-15-54	36
George T. Blauvelt	Carpenter	Paterson, N. J.	10-27-54	28
Miklos Boros	Welder & Burner	Cleveland, Ohio	11-13-54	40
Charles L. Bridge	Relief Operator	Deposit, N. Y.	11-17-54	58
Ray A. Brink	Engineer	Hornell, N. Y.	10-28-54	44
Arthur V. Buckley	Yard Clerk	Susquehanna, Pa.	11-19-54	40
August Buechler	Boilermaker	Jersey City, N. J.	10-29-54	38
Leo S. Cichocki	Painter	Jersey City, N. J.	11- 4-54	30
John E. Coddington	Train Dispatcher	Hornell, N. Y.	12-31-54	47
Abraham B. Cohen	Special Agent	Cleveland, Ohio	12-31-54	45
James J. Conlan	Road Conductor	Buffalo, N. Y.	11-17-54	30
James J. Coppinger	Dist. Fght. Claim Agt.	New York, N. Y.	12-31-54	38
Edward J. Corirossi	Asst. Track Foreman	Port Jervis, N. Y.	10-31-54	37
Albert H. Davis	Conductor	Hornell, N. Y.	10-31-54	44
William H. Dorrell	Engineer	Jersey City, N. J.	10-31-54	49
Perry W. Ellinger	Section Foreman	Ohio City, Ohio	11-30-54	41
John M. Ellison	Marine Engineer	Jersey City, N. J.	10-31-54	41
Oscar Erickson	Engineer	Buffalo, N. Y.	10-27-54	32
Ignatz Fabian	Car Repairer	Brier Hill, Ohio	10-31-54	33
William J. Flynn	Clerk	Jersey City, N. J.	10-25-54	31
Benjamin Folland	Engineer	Chicago-Hammond Ter.	10-31-54	36
Francis X. Foran	Yard Brakeman	Croton, N. J.	10-26-54	36
James J. Fraser	Boilermaker Helper	Jersey City, N. J.	10-28-54	28
William P. Garland	Yard Clerk	Port Jervis, N. Y.	10-18-54	52
Arthur J. Haecker	Division Storekeeper	Salamanca, N. Y.	11-30-54	35
John F. Harrison	Yard Brakeman	Port Jervis, N. Y.	11- 3-54	45
John V. Hickey	Crossing Watchman	Endicott, N. Y.	11- 8-54	33
Charles C. Hohensee	Yard Brakeman	East Buffalo, N. Y.	10-30-54	34
Jens P. Josephsen	Carpenter	Jersey City, N. J.	10-31-54	20
Frank E. Knapp	Yard Brakeman	Susquehanna, Pa.	10-31-54	47
Lawrence Leprell	Machinist	Buffalo, N. Y.	11-14-54	48
Edmond R. Litchult	Road Brakeman	Jersey City, N. J.	10-31-54	47
Thomas J. Manning	Yard Brakeman	East Buffalo, N. Y.	10-31-54	33
John A. McAndrew	Freight Conductor	Avoca, Pa.	10- 4-54	44
Arthur Merk	Machinist	Susquehanna, Pa.	10-27-54	46
Robert B. Miller	Passenger Conductor	Youngstown, Ohio	10-31-54	34
Winifred M. Minnick	Claim Clerk	Cleveland, Ohio	12-16-54	47
Vingenzo Mourello	Asst. Track Foreman	Jersey City, N. J.	11-22-54	36
Luigi Montone	Crossing Watchman	Binghamton, N. Y.	11-18-54	25
Frank J. Moran	Trackman	Hancock, N. Y.	10-13-54	33
Thomas F. Mulligan	Yard Conductor	Ferrona, Pa.	11-27-54	40
Theodore Phillips	Freight Conductor	Avoca, Pa.	9-30-54	37
Lawrence S. Rhodes	Engineer	Meadville, Pa.	11- 8-54	50
Harold E. Shackelford	Chief Clerk	Marion, Ohio	12-31-54	40
Alva A. Shriner	Opr.-Leverman-Clk.	Creston, Ohio	10-30-54	48
Thomas Skringer	Carpenter	Youngstown, Ohio	10-13-54	39
Anthony Sobierajski	Boilermaker	Jersey City, N. J.	11- 3-54	47
Harry J. Spangenberg	General Agent	Toledo, Ohio	12-31-54	41
Adolph F. Stackowitz	Welder	Susquehanna, Pa.	10-31-54	36
Massimo G. Tucci	Section Foreman	LeRoy, N. Y.	10-31-54	37
Charles Voellmy	Freight Agent	Bloomfield, N. J.	12-31-54	41
Oreste G. Astarita	Crossing Watchman	Kearny, N. J.	12-24-54	41
Frank M. Berry	Passenger Conductor	Huntington, Ind.	12-30-54	51
Carl E. Brooks	Freight & Ticket Agt.	Salamanca, N. Y.	11-30-54	51
George P. Bryan	Engineer	Youngstown, Ohio	11-30-54	42
Thomas J. Connelly	Machinist	Jersey City, N. J.	12-31-54	50
Thomas L. Connelly	Pipefitter Helper	Jersey City, N. J.	11-30-54	50
William Dagg	Machinist	Cleveland, Ohio	11-30-54	32
John S. Ditch	Section Foreman	Burbank, Ohio	11-30-54	40
Francis C. Ditcher	Car Inspector	Hornell, N. Y.	11-22-54	27
Attilio Domico	Laborer	Croton, N. J.	11- 5-54	26
Eugene H. Duffy	Spreader Operator	Meadville, Pa.	12-14-54	31
Frank L. Fano	Engineer	Jersey City, N. J.	12-21-54	32
Anthony J. Grosso	Car Repairer Helper	Port Jervis, N. Y.	11-22-54	45
Edwin N. Hambly	Asst. Fght. Traf. Mgr.	New York, N. Y.	1-31-55	48
Samuel H. Hewitt	Section Foreman	Avoca, Pa.	10-29-54	52
Ralph L. Hiller	Car Inspector	Weehawken, N. J.	12-31-54	50
Francis M. Holleran	Tin & Pipe Foreman	Susquehanna, Pa.	1-31-55	49
John J. Hunter	Boilermaker	Jersey City, N. J.	12- 7-54	40
Irven R. Isenbarger	Yard Conductor	Marion, Ohio	12-11-54	39
Linas Jimerson	Trackman	Salamanca, N. Y.	10-26-54	27
Feodor Kondratuk	Engine Wiper	Secaucus, N. J.	12-31-54	44
James Limani	Section Foreman	Dunmore, Pa.	11-26-54	42
Andrew M. Lukac	Checker	Chicago, Ill.	12-25-54	42
George Massar	Crossing Watchman	Falconer, N. Y.	12-10-54	46
Tony Mazanek	Carman	Kent, Ohio	11-30-54	41
Luigi Mazzine	Machinist Helper	Secaucus, N. J.	12-28-54	44
Frank W. McCollough	Conductor	Susquehanna, Pa.	11-30-54	35
Henry J. Miller	Hostler Helper	Secaucus, N. J.	12-31-54	37
Ruth N. Munger	Telephone Operator	Buffalo, N. Y.	12- 6-54	38
Louis Neid	Car Inspector	Port Jervis, N. Y.	11-30-54	41
Leo M. Promis	Rate Clerk	New York, N. Y.	2- 8-55	30
John J. Reilly	Engineer	Jersey City, N. J.	11-30-54	49
William M. Reilly	Tin & Pipe Shop Fore.	Hornell, N. Y.	11-31-55	48
Stanko Relich	Trackman	Barberton, Ohio	11-30-54	46
Charles J. Riether	Pipefitter	Jersey City, N. J.	11-22-54	41
Michael Rusich	Car Repairer	Dunmore, Pa.	12-20-54	39
T. P. Scott	Freight Claim Agent	Cleveland, Ohio	1-31-55	46
Edward R. Smithyman	Engineering Asst.	Cleveland, Ohio	12-15-54	51
John A. Stewarts	Freight Conductor	Avoca, Pa.	12-17-54	36
John A. Walsh	Freight Conductor	Avoca, Pa.	11-30-54	47
Otto H. Weymann	Yardmaster	Weehawken, N. J.	1-31-55	44

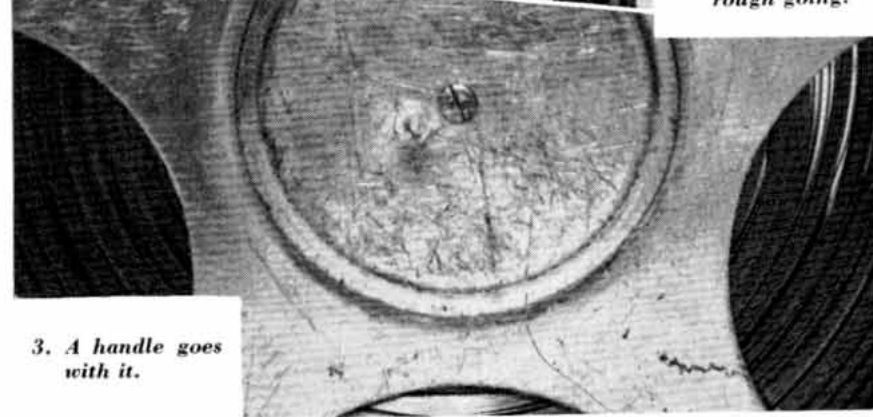
What's Your Guess?



1. If you're yar, you should guess this one.



2. They're good to have in the rough going.



3. A handle goes with it.

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For the answers, please turn to Page 21.

Jim Todd Named CofC President

Jim Todd, agent and operator at Kenton, Ohio, has been selected president of the Kenton Chamber of Commerce.

Mr. Todd attended the University of Washington at Seattle and has been an agent for the Erie since 1943 after service in the U. S. Navy.

Very active in civic affairs, Mr. Todd is secretary and treasurer of the Masonic social club, on his church finance committee, leader of a great books club, former head of a hospital auction benefit, president of the Rotary Club, a former member of the National Girl Scouts committee and serves on other committees.

Erieman's Son Wins Jet Wings

Having completed the basic phase of his jet fighter pilot training, 2d Lt. Nunzio Cappadona, son of Philip Cappadona, crane operator at our Weehawken, N. J., yard, has been awarded the U. S. Air Force pilot wings.

Lt. Cappadona trained at Webb Air Force Base, Big Spring, Texas, in propeller-driven planes as well as jet trainers. His training included tactical and show formations in addition to instrument flight.

He will now receive fighter gunnery and specialized training.

F. H. Murray Dies

A veteran of 51 years with the Erie, Frederick H. Murray, former district master mechanic in Jersey City, died suddenly of a heart attack on Nov. 15.

Born in Meadville, Pa., Mr. Murray started with the Erie as a bolt cutter in June 1893. He then received promotions to machinist apprentice, machinist, roundhouse foreman, general foreman and master mechanic at Jersey City, shop superintendent at Susquehanna, mechanical superintendent of the Eastern District and then district master mechanic, Jersey City. He retired on April 1, 1944.

Since his retirement, Mr. and Mrs. Murray had been living on Lake Lenape at Andover, N. J.

Judge: Why don't you litigants settle this matter out of court?

Litigants: Judge, that is exactly what we were trying to do when the police interfered.



Shown here are three members of the land and tax office in New York. From the left, they are Peter McDermott, assistant engineer; George W. Taylor, stenographer-clerk, and Gene Butterfield, district land and tax agent.

Everybody who has ever visited our offices at 50 Church St., New York, knows George Andrews, our receptionist on the 10th floor.



This trio is from the traffic office. From the left are Clayton Thomas, John Trumpler and Paul Moyse. They are at the everlasting task of looking up rates.

Cruising Camera Man

What you might call our No. 2 general offices are located at 50 Church Street in New York City, and many of the departments located at headquarters in Cleveland are duplicated in miniature in Manhattan.

The faces of our Erie folk in the big city haven't appeared much in our magazine, so it was decided to feature them in this department this month. Here you see some of the guys and gals who do the jobs in the Industrial Development department, the Freight Traffic office, the Treasury, the Land and Tax office, the mail room and other offices at 50 Church Street.



Shown here are three members of the New York mail room. From the left, they are Helen Mather, Mary Flush and Robert Caleskie.

*Robert J. Wynne, chief clerk,
Industrial Development department,
prepares to leave for lunch in
downtown Manhattan.*



*Elton Rutan, interest tell-
er in the treasury office
at 50 Church St., peruses
an interest record register.*



*These two pretty "railroaders"
are in the traffic office at 50
Church St. They are Naomi
Behrent (left), Steno-clerk, and
Dolores White, file clerk.*

*Relaxing at
right is Percy
Van Ness,
chief clerk,
freight traffic
office at 50
Church St.*



*Setting type is Joe Smi-
loor, veteran type-setter,
who works in the Traffic
Department on tariffs.*



*Getting some work done
via the telephone is A. E.
Barkalow, coal freight
agent.*



INCOME TAX

tips



Last August you heard such terms as "baby sitter deduction," "dividend exclusion" and "retirement income credit," when Congress passed the Internal Revenue Code of 1954.

Now these terms will have real meaning as you file your income tax return under the new tax law, containing thousands of changes in its 929 pages.

The new tax law—passed *after* the rates were reduced—includes many special adjustments aimed at helping people who particularly need relief. You'll get some of these benefits almost automatically as you fill in the blank. Others must be dug out in the fine print. That's why it is particularly important this year not to wait till the last minute, but to begin your tax returns early.

Baby Sitter Deduction

Bill and Alice Anderson think they know about the deduction of baby sitter pay. They hired a sitter when they went to the movies... and they're in for a shock.

The deduction is permitted only for actual expenses up to \$600 for the care of dependents while a mother, widower, divorced or legally separated person is *gainfully employed*.

But the broad meaning of that word "dependent" will help many. Expenses for care of a child under 12 years who is the taxpayer's son, daughter, stepson or stepdaughter, or *other dependent mentally or physically incapable of caring for himself*, are deductible. There are no restrictions as to age

or relationship in the latter case.

Thus Betty Baker can deduct what she paid the woman who sat with her bedridden dependent aunt while Betty worked afternoons at the library. She is filing a joint return with her husband, which is necessary procedure for wives asking the "baby sitter" deduction. The couple's adjusted gross income was not more than \$4,500. If their income were more, say \$4,700, they would have to reduce the \$600 limit on the deduction by the amount their income exceeded \$4,500. That is, they could take off only \$400. This limitation and the requirement of a joint return



do not apply if the husband was disabled.

More Dependents

Earl Cassidy will benefit two ways from the more liberal rules about dependents. Until now, because the relationship was too distant, he could not claim as a dependent (good for a \$600 exemption) his Cousin Jake who came

for a visit and stayed.

Jake will be listed this year because close relationship is no longer necessary to qualify a dependent who lived in the taxpayer's home and received over half of his support from him.

Young Earl's earnings of over \$600 a year would have kept him off his father's list of exemptions under the old law. Not wanting to penalize parents for their children's industry, Uncle Sam now sets no top limit for a son's or daughter's earnings. A taxpayer can claim an exemption if he provides over half the support of a dependent who is either under 19 or a student, regardless of the child's income.

The 1954 Code offers relief, also, to children who are supporting parents. For example, Fred Parsons and his two sisters share in helping their mother, who lives in her own home. Among them they have provided more than half her support for several years and each has furnished more than 10% of such support. However, as no *one* of them provided more than half, *none* was able previously to list her as a dependent. Now they can take turns in claiming the exemption. Fred can take the exemption for 1954 because his sisters have agreed to sign a statement that they will not claim the exemption for that year.

Medical Bills

This year you can deduct medical expenses in excess of three per cent of your adjusted gross income, as compared with five per cent in the past, but in listing your medical

expenses you can only include medicines and drugs beyond 1 per cent of your income.

Take George Harrison's figures. His adjusted gross income comes to \$5,000, and during 1954 he spent \$400 on doctors' and dentists' bills for the family, \$200 on hospital expenses, \$125 for drugs and medicines. He may count only \$75 of the

last item (having subtracted \$50, 1% of his gross income), which makes his total medical expenses \$675. He subtracts \$150 (three per cent of income) leaving a deduction of \$525.

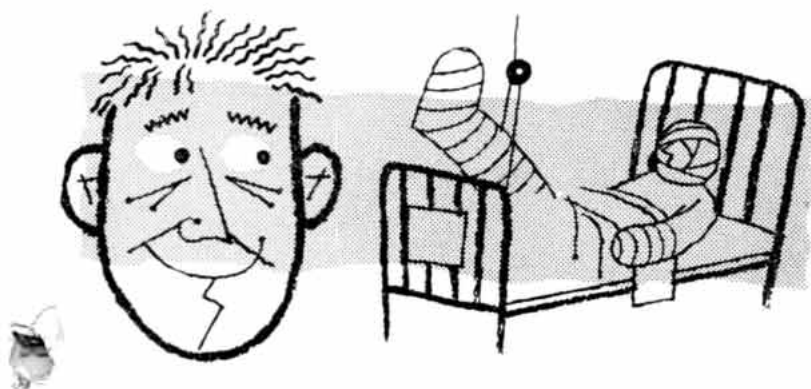
Maximum permissible medical deductions have been doubled and can now go as high as \$5,000 for a single person or married person

dividends, they are taxed again.

As another means of reducing "double taxation" 4% of the dividends after the first \$50 may now be deducted from the total tax bill, within certain limits.

Annuitants, Retirement Income

James Hunt received during 1954 the first \$1,200 annual benefit on



filing separately; up to \$10,000 for married persons filing jointly, or for the head of a household.

Look out for this change if the doctor ordered a trip for your health: you can deduct cost of transportation, but not living expenses while you were away.

Dividends

Sid Horton, who has bought stocks with some of his earnings, will find a small bonanza in the new tax law when he works out his return. His stocks paid him \$50 in dividends during 1954. On his tax form in other years he added his dividends to his \$6,000 salary. The new law, however, gives him the first \$50 of dividends tax free. This \$50 dividend exclusion can be doubled for a married couple, if both have dividends of \$50.

This tax reduction is to offset in part the effect of "double taxation"—which occurs because a corporation pays taxes on profits and then, when the shareholder receives those profits in the form of

an endowment policy with an insurance company. The new rules permit him to recover his entire investment, tax free, during the life expectancy upon which the payments will be made—this is 10 years in Mr. Hunt's case. Since his policy cost \$10,900, Mr. Hunt will exclude \$1,090 of his benefits this year. He will pay taxes on only \$110. And no matter how long he may live beyond the 10-year expectancy, he will still report only \$110 of the \$1,200 each year.

If you have this sort of annuity, your insurance company will let you know what part of your benefits is taxable. Special rules apply to certain annuities to which both you and your employer may be contributing.

The "retirement income credit"—new this year—can benefit retired persons as much as \$240. It is intended to give all retired persons tax relief similar to that enjoyed by those who receive tax-free social security payments.

Golden Spike Changes Address

The most famous railroad spike in the world—the golden spike which was driven by Gov. Leland Stanford at Promontory, Utah, May 10, 1869, marking the completion of the first railroad line to span the American continent—has moved to a new home, the Stanford Museum of the Leland Stanford University in Palo Alto, Calif.

For more than a quarter of a century the historic spike has been kept for Stanford University in a special vault in the History Room of Wells Fargo Bank in San Francisco.

The spike's special display safe, or vault, with a reinforced glass window and an illuminated interior, has been presented by the bank to the Stanford Museum, to be placed on display beside California's pioneer locomotive.

The spike contains about \$350 worth of gold.

2 Eriemen Taken By Death Same Day

B. J. "Benny" Markwell, retired and popular Erie veteran, Cleveland, and John Dimke, assistant general passenger agent, New York, both died on Jan. 17.

Mr. Markwell was born March 29, 1871. Benny, as he was known to almost every employe on our railroad, retired as chief clerk, coal revenue bureau, Cleveland, in 1946. However, until the day of his death he was keenly interested and active in the Erie Veterans Association. He was president of the vets in 1941 and was financial secretary at the time of his death.

Benny applied for his job on Dec. 29, 1890, by letter which finished "... I've had no experience in railroading but am sure I can get the general run of things in a week or so."

He got the job.

Mr. Dimke had been with the Erie since April 2, 1917. A native of Florida, N. Y., his entire career with the Erie was spent in the East around his home town, Middletown, N. Y.; Jersey City and New York City.

A CENTURY AGO

One hundred years ago—in 1854—

—There were 35,480 miles of railroad in the entire world, of which 17,317 miles, or nearly one-half, were in the United States. Of the remaining 18,163 miles, 7,686 were in Great Britain, 5,340 were in Germany, 2,480 were in France, 532 were in Belgium, 422 were in Russia, and 1,710 were in all other countries of the world.

—Passengers for the first time could travel between Philadelphia and Pittsburgh by rail without the use of incline planes.

—The Adams Express Company was formed by the consolidation of Harnden & Co., Thompson & Co., Kinsley & Co. and Adams & Co.

—Passengers could travel all-rail between Chicago and East St. Louis for the first time.

—The first railroad between Chicago and the Mississippi River was completed.

—The Panama Railroad — across the Isthmus of Panama—was approaching completion.

GUESS ANSWERS

1. A ship's anchor chain.
2. Stored car springs.
3. A surveyor's 100-foot chain.



DECISION for OHIO

During the current Ohio General Assembly session, a group of promoters again asked for the right of eminent domain—the authority to buy property without consent of the owners—to build a belt conveyor from the Ohio River to Lake Erie. The conveyor would carry coal northward and iron ore and limestone south. The commodities they propose to handle represent about 18 per cent of the railroads' gross tonnage.

In 1949 and again in 1951 a bill granting "belt conveyors" the right of eminent domain was introduced in the Ohio legislature. Both times legislative committees rejected the proposal. The bill was not introduced in 1953.

In a nutshell, the sponsors want the rights of a common carrier without the obligations that go with those rights. They admit that most of the tonnage they expect to handle will be on an exclusive contract basis with only a few shippers. They do not propose to hold themselves available to handle other commodities, or even the same commodities for anyone who wants to ship by conveyor.

To call the public's attention to the serious aspects of the proposed legislation and to let the people know that their opinions can influence their representative's vote on the subject, the Special Transportation Committee of Ohio Railroads recently released a 20-minute motion picture, "Decision for

Ohio." It is complete with sound and color.

The story of the belt conveyor started back in 1949. An overhead conveyor system was proposed to haul coal 103 miles from East Liverpool, on the Ohio River, to Lorain, on Lake Erie. Branch belts would go to Cleveland and Youngstown. Iron ore and limestone would move in the opposite direction.

Railroads studied the plan carefully. They found that construction costs would be terrific . . . problems in segregating the various classes of coal shipped would be difficult . . . breakage of coal would be high . . . the vast amount of electricity needed to start the conveyor apparently would be available only during the early-morning hours . . . there would be congestion as lake boats were funneled to one large terminal instead of using the eight coal and ore ports now operated on Lake Erie . . . a single mishap would put the entire belt out of commission. The belt couldn't reroute as railroads do when there is a tie-up. The belt would just stop.

In short, the railroads found that the conveyor would not be practical, nor could it be built at costs that would permit rates competitive with rail rates as claimed by the promoters.

If so, why are the railroads concerned?

The railroads know that if the

belt conveyor is built and then goes bankrupt, somebody would pick it up at a few cents on the dollar. With smaller investment, the new operators could undercut railroad rates and make the operation pay. But by that time the State would have established a precedent and relinquished a very precious right—the right of eminent domain. Then, the railroads, to make up for the lost traffic, would have to charge higher rates to other customers, or just close down in some places. Either way, the public would lose.

The film also tells how representatives of many other groups came before the legislative committees to oppose the proposed legislation. A large mine operator said that the belt conveyor probably would sound the death knell to the Ohio coal industry. Operating from the Ohio River, that in West Virginia, the conveyor would wipe out the rate advantage of shipments from Ohio. He estimated that 18,000 Ohio miners might be displaced.

Representatives of railroad labor also were concerned. They estimated that the belt would drain about \$118 million worth of coal and ore traffic annually from railroads in Ohio. Since about 48 cents of every revenue dollar goes to wages and salaries, that would mean the loss of about \$57 million in payrolls—which represents the jobs of about 15,000 railroaders.

City and village officials feared huge tax losses if the conveyor were built. The railroads, as an industry, are the largest taxpayers in Ohio. Last year, they paid more than \$21 million in taxes. The union depots paid over \$1 million more. Included was more than \$11 million for support of schools. Those taxes were paid in every one of Ohio's 88 counties, but, by contrast, the belt conveyor would pay school taxes in only 11 counties.

The film lays particular stress on the belt conveyor's right to eminent domain—the authority to build across farms, through villages or wherever the promoters choose to route the conveyor—as a common carrier. A railroad carries anything it is asked to carry. The belt conveyor would carry only a few items which it finds profitable. It wouldn't do anything for the farmer who wants to ship hay or the householder who wants to move some furniture. And it wouldn't help the

(Continued on Page 23)

LETTERS FROM YOU

Sir:

I wish to tell you how very pleased I am to have been associated with the "Carroll Caravan" trip to New York City. The Erie Railroad certainly did an excellent job in every way to make the trip comfortable and enjoyable. Mr. and Mrs. [G. B.] Saunders [division passenger agent], particularly, kept things running very smoothly and in a very pleasant and friendly manner. Numerous people in my group told me how much they enjoyed the trip, and I am sure many more said the same to Ralph Carroll and his wife.

From the very start, during the initial planning, and through promotional campaigning, it was certainly a pleasure dealing with Mr. Saunders and Mr. Johnson [A. T. Johnson, ticket agent].

Hugh M. Smith
Station WNEF-TV
Binghamton, N. Y.

Sir:

May I commend your conductor, William Wells, for his courteous performance of his job, and especially something that surprised—and naturally pleased me very much?

I boarded the train at Jamestown, N. Y., Mr. Wells greeted me with "How are you, Mr. Damon?" My two brothers who were with me asked if I was that well known, to which I hastened to answer that I certainly was not, but that I suspected the conductor had had advance information from the Washington office that I would board the train at Jamestown. . .

. . . Mr. Wells is a conductor of whom any railroad can well be proud.

Norman Damon, Vice Pres.
Automotive Safety Foundation
Washington 6, D. C.

Sir:

We take this opportunity to thank you for the fine service rendered for our material, ex S/S African Patriot, consigned inland to Rochester. . .

We certainly appreciate the prompt shipment you made of this material and look forward to future orders

February, 1955

TOO HEAVY A LOAD



we can send via your railroad.

E. G. Sutherland
Import Dept.
U. S. Plywood Corp.
New York 36, N. Y.

BELT Continued

man who wants 10 tons of coal. It would deal only in big shipments and would serve only a few large industries.

To show the film throughout Ohio and interpret the belt con-

trovery to the general public and particularly to answer questions, the Ohio railroads have organized a Speakers Bureau.

Railroaders who have influence with service clubs and other organizations in Ohio can now help the industry by arranging bookings for the film and speakers. To obtain the film, write to the Special Transportation Committee, 16 E. Broad St., Columbus, Ohio, or 'phone CAPITAL 1-6769 in Columbus.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Frank W. Davison	Peoria, Ill.	General Agent	3- 9-37
Victor J. Neumann	Cleveland, Ohio	Commercial Agent	4- 5-37
Robert G. Watson	Akron, Ohio	Commercial Agent	5-14-29
Harold E. Klinker	Detroit, Mich.	Commercial Agent	9-27-49

AGENT continued

arbitrarily takes some time to sweep the station, cut the grass, chalk up information on the train board and polish the oil stoves.

All these chores are a breeze for Mr. Miller, he'll say with a grin. But, if you coax him just a little, he'll tell you about the good ol' days. He's a real congenial kind of guy, and it doesn't take much coaxing.

Good Old Days

"We used to work seven days a week," he'll start off. "Besides handling a lot more U. S. Mail and operating the Western Union key, we had to load a few hundred milk cans every morning and unload all the bread and perishables for the local stores. I'm kind of happy those good ol' days are gone."

After a day like that, you'd expect these agents to go on home, take off their shoes and snooze or watch television until bed time.

Not Mr. Miller. As we said earlier he's still got a lot of work to do. He lives near Aurora, about 12 miles from the Mantua station, and he is up to his ears in community affairs, an activity the company encourages.

To give you an idea, Mr. Miller is secretary of the Aurora Kiwanis Club, clerk-treasurer and board member of the Aurora School Board, vice president of the Portage County Board of Education, president of the Northeastern Ohio School Board Association, secretary and treasurer of the Ohio State Firemen's Association, assistant fire chief and vice president of the Aurora Fire Department, Republican precinct committeeman in Aurora Township, chairman of training and operation of civil defense in Aurora and marshal of Masonic Lodge No. 606.

These aren't just honorary posts either. Mr. Miller is active in all the organizations. He averages about four evening meetings a week and often has meetings every night for weeks on end. Most of his weekends are spent on organization business at home or away.

He also has attended conventions at such places as St. Paul, Minn., Miami and Cincinnati. He is a 32d degree Mason and a charter member of the Eastern Star Lodge at New Castle, Pa. In addition he is a church board member, and Mrs. Miller is in charge of the Sunday School.

And even that's not all! He always cooks for the Christmas

200 At Party For A. B. Cohen



Approximately 200 persons attended a retirement party recently for A. B. Cohen, Port of New York expert for many years in the general manager's office, Jersey City. Mr. Cohen had been with the Erie since 1906. He received a testimonial plaque from A. E. Kriesien, assistant vice president and general manager, Eastern District. Born and raised in Paterson, N. J., Mr. Cohen at one time worked as a newsboy at the Erie station there. During World War I he was on the staff of the terminal manager, U. S. Railroad Administration, at the Port of New York. Mr. Cohen at one time served as secretary of the General Managers Association, president and trustee of the Erie Railroad Veterans Association and trustee of the New York Division Welfare Association. In the picture are, from the left, Mr. Kriesien, O. A. Frauson, superintendent of lightering and stations, master of ceremonies; Mr. Cohen and Mayor Lester F. Titus of Paterson, at the retirement dinner in Paterson.

party and other parties of the Aurora Volunteer Fire Department, for 325 guests on one occasion.

But Mrs. Miller does the cooking at home!

Five Children

Just to keep out of mischief in what spare time he might have, Mr. and Mrs. Miller have raised a happy family of five children. Wallace, 28, a graduate of Kent State University, lives at Geauga Lake near his parents with his wife and two children and works at Jack & Heintz.

Married daughter, Donna Jean Mattmueller, 27, lives at Willoughby, Ohio, with her husband, Richard, a pharmacist, and their boy and girl.

Another married daughter, Jane Burns, 25, also has a boy and girl and lives at Aurora where her husband, Jim, is a school-teacher.

Harold (Russ), 22, also is married with one boy in the family. He is in the U. S. Air Force

in Puerto Rico. Mr. Miller flew there for a visit last May when he was in Miami for the Kiwanis International convention.

The youngest son, John, 14, is in junior high school.

Mr. Miller started with the Erie in 1917 as a clerk at Aurora. In 1926 he was transferred as agent to Lisbon, Ohio, then to the same job at New Castle, Pa., in 1928, back to Aurora in 1932 and then to Mantua in 1939.

About 30 years ago Mr. Miller won first prize of \$50 for the best station and grounds on the Erie. He recently received a gold watch for 19 years of devoted service to the Aurora Volunteer Fire Department and a plaque for devoted service to the Aurora Kiwanis Club.

Your reporter is quite sure that busy Mr. Miller could add a few more anecdotes, but by now it had stopped raining and he had to get outdoors to load some freight in a box car.



AT ALL ERIE STOPS

MARION DIVISION

HAMMOND CONSOLIDATED

By Grace Connole

Congratulations to Mr. and Mrs. Paul Fogarty (yard brakeman) on the arrival of their sixth child Nov. 27 (George Walter). Little George has three brothers and two sisters.

December vacationists were H. L. Specker, yardmaster, and E. W. Brady, assistant chief yard clerk, both of whom spent the time locally. Those who traveled for visits with friends and relatives were J. H. Fritts, wife and family, Stewart, Fla.; L. W. Connole, chief clerk, Litchfield, Minn.; L. L. Worland, chief yard clerk, and wife, Bradenton, Fla.; H. E. Pontious, operator, and wife, Miami, Fla., and H. L. Kinzie, rate clerk, who decided to look Huntington, Ind., over for a few days.

We extend greetings to Mary McCarthy, relief I. B. M. operator, who joined our forces recently.

Cpl. Leonard Keene, furloughed typist and son of Emma Murphy, car record clerk, and Helen Henselwood were married Dec. 4 at the Methodist Church in Griffith, Ind. The reception was at the bride's home in Hammond. After his military discharge, Leonard plans to take advantage of the GI Bill of Rights and study at one of the schools of higher education.

As in years previous, we looked forward to hearing from former colleagues at Christmas time. It was gratifying to hear from J. W. Terre, Oakland, Calif., retired report clerk; Cpl. Angelina Cimity, Santa Ana, Calif., furloughed typist; William Stevens, Bell Gardens, Calif., retired conductor; Paul Rice and Harold M. Tuttle, respective yardmasters at Mar-

ion and Huntington; Frank Vamos, mail handler, Hammond, who is on leave due to injuries received in an automobile accident, and Robert (Bud) Armstrong, former relief clerk, Hammond.

Patricia Witwer, daughter of Agent W. G. Witwer, enjoyed a trip to Purdue University, Lafayette, Ind., where she and the members of the Forensic Club of Morton High School, Hammond, participated in the Indiana Annual State Speech Conference.

TRANSPORTATION HUNTINGTON, IND.

By T. E. Poe

We were sorry to learn of the recent death of Assistant Chief Dispatcher G. W. Brodbeck's father and extend our sympathy to the family.

Train Dispatcher H. A. Teems, wife and son, H. J. Teems, operator, WR tower, vacationed in Florida.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Signalman L. A. Anderson and wife on the arrival of a daughter. Proud grandfather is Trainmaster L. J. Carter.

Also, it was a boy for Carpenter L. E. Bigelow and wife of Andrews.

We welcome C. E. Rowland as leading work equipment repairman at Huntington. He replaces R. M. Dininny, transferred to Meadville. Best wishes to Mr. Dininny.

Our sympathy is extended to Carpenter Hugh Straw of Huntington on the death of his brother.

We hope to see Leading Carpenter A. C. Szelis back on the job soon and that he will not be confined too long with illness.

Carpenter Foreman H. L. Mauger has resumed work following a well-earned vacation.

We wish many happy years of re-

tirement to Section Foreman P. W. Ellinger of Ohio City.

14TH STREET, CHICAGO

By Chris Hardt

Congratulations to the committee of B. of R. C. Lodge No. 547 (Ronnie Bradley, Joan Stalf, Wanda Kelley, Bert Pintoy, Dannie Blake and Leonard Pullano) who arranged for our Christmas party Dec. 22 in the King Richard Room of the Ivanhoe. Among the 43 attending were G. J. Sheridan, freight agent; F. J. Mulligan, superintendent; J. M. Moonshower, assistant superintendent; R. J. Meek, assistant agent, and E. H. Spitzer, chief clerk.

Our sympathy goes to Mrs. H. Moureaux and family on the death of her daughter and our office associate, Lavergne Moureaux. Attending the funeral and expressing words of comfort and sympathy were Mary Slater, Mary Heenan, Ella Shults, Nell Walsh, June Rosznagel, Leah Jacoby, Dannie Paccella and Herbert Rosznagel.

We were happy to receive Christmas greetings from our furloughed associate, Thomas Madai, who is with the Signal Section of the Army in Japan. It seems Tommie's experience as a teletype operator at this station came in handy and timely. We congratulate him on his accomplishments.

Also, we received Christmas greetings from far off Manila in the Philippine Islands, where Peggie Reese, comptometer operator, is vacationing. Peggy is on a leave of absence and Elaine Safford, Hammond, is doing a fine job as comptometer operator temporarily.

We had our annual Christmas visit from our former freight agent, B. R. Mark, of St. Petersburg, Fla. His daughter and grandchildren reside in suburban Oak Park. One granddaughter is attending college and another is entering high school.

Best wishes and prayers for speedy

File Clerk Retires At Salamanca



The handsome lady with the radio in her hands is Edith Moffett, file clerk at Salamanca, N. Y., who retired Jan. 1 after 38 years of service with the Erie. She received the clock radio from her fellow-workers.

Veteran Calls It A Career



At the age of 72 after 50 years with the Erie, Theodore Romaine (second from right), conductor on the Greenwood Lake Division, has retired. In the photo are, from the left, C. M. Shew, A. Van Blarcom, Mr. Romaine and A. F. Wester, all conductors. Conductor Wester is presenting a wrist-watch to the retiring veteran on behalf of division conductors. The quartet of railroaders represents 199 years with our railroad.

recovery go to our associate, Yetta Morris, recuperating at Sacred Heart Sanitarium in Milwaukee.

June and Herbert Rossnagel celebrated their 10th wedding anniversary Nov. 18.

Birthday congratulations to Ronnie Bradley, Nov. 29; Jerry Dempsey, Dec. 1; Elaine Safford, Dec. 6, and Lena Savage, Dec. 22. Thanks for the birthday treats.

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Herman Breittkopf, while vacationing from Kansas City over the holidays, stopped at the office to visit with friends.

The Big Chief from Grey Eagle, Minn., visited Ethel Hillegonds over the holidays.

Via Los Angeles, we have learned that Mary Green became engaged last Thanksgiving to a dashing lad from Chicago.

Congratulations to George Vizard and wife, Georgia, who have a new baby girl.

Edna Anderson vacationed at her home town, Moline, Ill., with friends and relatives during December.

A. N. Breland, retired district freight

claim agent, was a recent visitor to the office.

Nancy Carlton and Bob Randall became engaged Christmas Eve. Our switchboard operator, Marie Kleba, also found a diamond in her Christmas stocking.

Etta Henrieks had the gals agog over the collection of doll clothes she made for her granddaughter for Christmas.

Happy birthday to Evelyn Coakley, Herb Boumann, Jack Soll, Fred Bell and Roger Kirtland.

KENT DIVISION

MARION MECHANICAL

By Susan Baker

Best wishes for speedy recovery are extended to Paul Hammon, electrician, who is recuperating after an operation. He spent the holidays with his parents in Winter Garden, Fla.

Sympathy is extended to Henry Grimes, pipefitter, and Carey Latham, machinist apprentice, on the deaths of their mothers.

We welcome back Gerald Huber after four years in the Air Force, two

of which were spent in Newfoundland.

Congratulations to Donald Jacobs, electrician helper, and wife on the birth of a daughter Dec. 20. Also, Mr. and Mrs. Nick Partipilo (boiler-maker) on their new daughter Nov. 27. Belated congratulations to Mr. and Mrs. Daniel Carr (electrician) on the arrival of a son (Jack Allen).

A welcome visitor in the office was Frank Conley, retired carpenter, who told us all about his recent hunting trip. It seems ten men bagged nine deer. A delicious venison dinner was enjoyed by yours truly, thanks to Frank.

Dick Neiderhauser, electrical foreman, surprised us all by getting rid of his Ford. Now he is driving a yellow Studebaker.

Paul Swartz, road foreman's clerk, is starting the new year in a big way—with a black Plymouth and a new home.

Paul J. Cocherl, machinist helper apprentice and our latest army recruit, spent Christmas at home.

Foreman Marion Turner and family spent a happier Christmas this season. Son Tommy was home on furlough from his station at Fort Sill, Okla.

Birthday congratulations to Dave Clark, Lewis Clark, Frank Conn, Fred Ervin, Donald Gay, Joseph Gerber, Delbert Gregory, Ivan Hart, Bill Haubert, Robert Hickman, Everett Jewell, Paul McClenathan, Clarence McNamara, William Miller, William Neal, Eugene Fletcher, John Fletcher, Calvin Rank, Ed Richendollar, Bill Sheldon, John Simmons, Paul Sims, Bob Stout, Otto Swabley, Donald Walter and Harley Watts.

MARION CAR

By H. M. Robbins

Elmer A. Elliott, 55, car inspector, died suddenly at home Dec. 19. Survivors are his widow and daughter, Delores.

It's a boy for the A. H. Harbolts (car inspector).

December birthdays: L. A. Berry, C. Glasco, C. G. Graff, S. F. Hill, J. A. Kehrwecker, F. J. Martin, J. Malone, J. C. Shuster, R. E. St. C. M. Wilcox.

Walter Yeagle, retired car repairer, called at the office recently.

AKRON, OHIO

R. G. Johns, captain of police, and wife spent a vacation in St. Petersburg, Fla.

Kay Coolican, student nurse at Mercy Hospital of Nursing, Urbana, Ill., spent the holidays with her parents, Patrolman J. J. Coolican and wife.

Patrolman W. A. Kinney likes his newly purchased trailer home.

Patrolman F. D. White and wife have bought a new home in Brimfield, Ohio.

MARION, OHIO

Women employees of the Terminal Building and other offices held their annual Christmas party at Dixie's Tea Room.

J. W. New, wreckmaster, and family are occupying a newly purchased home.

Buckeye Unit No. 4, Erie Trowel

Erie Railroad Magazine

Club, met Dec. 4 at the Grotto Hall and enjoyed a turkey dinner. Officers elected are: President, **Robert W. Leaper**; vice-president, **Walter Melby**; secretary-treasurer, **F. P. Yost**; chaplain, **Walter Lyon**; entertainment chairman, **Paul Savage**. Entertainers were **Bruce McLean**, magician, and **Patty Leaper**, accordionist. Other musical selections were by **Mrs. Paul Savage**, **Mrs. Arthur Kelly**, **Mrs. R. W. Leaper** and **F. P. Yost**. **Mrs. Robert Hart** was awarded the door prize, **H. C. Smith**, captain of police, the mystery box.

Memorial services were held for **Aquilla B. Crawford**, retired conductor, and **Ernest H. Cooper**, engineer.

J. E. Zinsmeister, lieutenant of police, Huntington, spent his vacation hunting.

L. E. Owens, patrolman, Marion, has joined the Marion Model Railroad Club.

J. J. Keggan, Engineering Corps, and wife visited their son, **Lt. John C. Keggan**, who is training at Hunter Air Force Base, Savannah, Ga. Before his enlistment **John** was a car-enter helper in the Maintenance of City Department.

The **Keggans** then visited another son, **Aviation Cadet Robert H. Keggan**, Ellington Air Force Base, Houston, Texas, where he is studying navigation. **Robert** was an electrician helper at the diesel shop prior to his enlistment.

MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine Holzbach

Congratulations to **Mr. and Mrs. A. M. Grant**, of Shenango, Pa. (trackman), on the arrival of a

Familiar Faces



The faces of this couple have been familiar to Eriemen around Susquehanna, Pa., for at least 55 years. This is **Mr. and Mrs. Leon Bagley**. **Mr. Bagley** has operated the barber shop in our Susquehanna station for 55 years. The **Bagleys** were celebrating their 50th wedding anniversary when this photo was snapped.

R. L. Hiller Gets 50-Year Pass



Presenting 50-year passes to **Ralph L. Hiller** (left), car inspector at **Weehawken, N. J.**, is **D. H. Decker**, division car foreman. **Mr. Hiller** has retired. He started his career with the Erie on March 13, 1905, and had a remarkable record of no injuries during his service with the Erie.

daughter.

Division Engineer **R. J. Pierce** and family entertained his mother, **Mrs. R. Pierce**, Hornell, N. Y., over the holidays.

Lieut. Charles Uray, U.S.N.R., chief of our Engineering Corps, spent the holidays flying servicemen home for the holidays.

Dr. Tom Crowe, son of **P. L. Crowe**, assistant division engineer, and family, of Coitsville, Ohio, were guests of his parents during the holidays.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR SHOP

By R. C. Miller

Our sympathy is extended to the families of **Edward Hines** and **Chester Hoffman**, who died recently.

John Metz (Stores) had the misfortune to fall and break a bone in his leg.

Alfred Teifer, retired machinist foreman, is a medical patient at City Hospital.

Louis Musica and wife traveled to Kenosha, Wis., for a visit with their daughter and to help celebrate their grandson's birthday.

Ray Himes, retired machinist, writes from California that the weather is great and he has acquired a good sun tan.

The correspondent had the pleasure of eating venison for the fourth straight year, daughter **Esther** being the big game hunter.

JoAnn Walker, daughter of General Foreman **Joseph W. Walker**, of the diesel shop, and **Albert J. Kottler Jr.** were married Christmas Day at St.

Brigid's R. C. Church by the Rev. Fr. **John J. Cannon**, pastor of the church. The bride had her sister, **Mrs. Paul Munley**, as matron of honor. Bridesmaids were **Mrs. Charles Lawrence**, also a sister of the bride; **Lois Kottler**, sister of the groom, and **Mrs. Joseph Tartaglione**. **Maurice J. Walker** of Fairfield, Calif., brother of the bride, served as best man. Ushers were **James H. Ball** and **Joseph Tartaglione**, Meadville, and **J. Samuel Miller**, Freeburg, Ill.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets attended the Crime Clinic Christmas party and won a door prize.

Patrolman **Andrew Herrick** and family spent a vacation in Kane, Pa., hunting.

Sympathy is extended to Patrolman **Robert E. Hamilton** and family on the death of his father, **E. E. Hamilton**.

Patrolman **Michael Melnyk** spends much of his spare time on the shooting range, trying out his new revolver.

Retired Patrolman **Larry J. Freiss** was contacted over the holidays. He asked to be remembered to all Erie friends.

CLEVELAND FREIGHT

By R. M. O'Connor

Freight Agent **J. H. Byers** and **Mrs.** spent Christmas with their daughter and family at Salamanca, N. Y.

Typist **Bob Hildebrand** played Santa Claus to 300 children at the Playhouse

Retirement Certificate Presented



A retirement certificate is presented to Francis M. Holleran (right), pipe and tinsmith foreman at our Susquehanna, Pa., passenger coach shop, by L. H. Creighton, shop superintendent. The presentation was made at a retirement party in honor of Mr. Holleran at New Milford, Pa.

Dance Studio.

Sympathy is extended to Rose Corcoran, switching clerk, whose niece died suddenly, and to Ross Cratty, O. S. & D. clerk, whose father-in-law passed away in Florida. We also learned that A. H. Brown, Cleveland Union Terminal ticket clerk, passed away. Formerly he was a biller at this station.

Scott Caton, trucker, is convalescing after an operation. Also, Mrs. Julius Gaewsky, wife of the trucker, underwent an operation.

Mrs. Grace Symington, wife of W. J. Symington, former freight agent here, passed away Dec. 2. Burial was at Buffalo Dec. 6.

Chief Clerk Carl Grunwald's son Bob was released from the Army Christmas eve and arrived from Fort Knox Christmas morning.

YOUNGSTOWN FREIGHT

By Maureen Pierson

Congratulations are extended to Mr. and Mrs. T. G. Swogger, Jr. and Mr. and Mrs. Major Frampton who celebrated wedding anniversaries recently.

Mary C. Bailey, clerk, retired recently after 36 years' service. Agent F. T. England presented Mrs. Bailey with an electric roaster on behalf of the office personnel.

Mr. and Mrs. Paul R. Adams enjoyed a vacation in California, visiting with their daughter.

YOUNGSTOWN TRAFFIC

Mrs. Kathryn Hoover, report clerk, received a birthday surprise, a cake from fellow workers, complete with candles, and a quartet singing birthday wishes. Thirty-seven of those birthdays have been spent with the Erie.

STORES

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Deer hunting season is over and Welder Verlin Greathouse was the only one of our "good" hunters to bring back that favored quarry.

The stork visited the home of Carman Helper Kenneth Miller and wife Dec. 13 and left a little daughter.

Our sympathy is extended to Laborer Ralph McMunn and family on the death of his stepfather, John Powers.

A pretty wedding was that of Sherry Leigh Osten, daughter of Helper Lawrence Osten, and Buddy Mix Dec. 22 at Olean, N. Y.

Welder John Izbinski and wife spent a week's vacation in Washington, D. C., Baltimore and Bainbridge, Md., celebrating their 25th wedding anniversary. On that date (Dec. 11) their daughter Rose was graduated as a WAVE at Bainbridge. After spending two weeks at home in Meadville, Rose reported to the Communication Technician Radio (CTR) School at San Diego, Calif., where she will be stationed for 28 weeks.

The supervision, office force and wives held their annual Christmas party Dec. 21 at the Eagles' Ballroom. Attendance was 71. After a dinner of ham, turkey and steaks, Supervisor F. F. Forbes welcomed the group. Entertainment was a facsimile of the television show, "Beat the Clock," with several participants winning refrigerators, stoves, washing machines, etc.; a duet by Geraldine Davies and Shirley Carr; a comedy quartet by "Frankie Sinatra" Seidel, "Johnny Ray" Carr, "Julius LaRosa" Treharne and "Vaughn Monroe" Smith; a community sneeze, lotto, egg trick and a "forgetful" skit. The group sang Christmas carols and a

Christmas pie provided gifts for all.

Taking part in the show were Rodney and Mrs. Besanson, Geraldine Davies, Shirley Carr, George and Mrs. Lewandowski, George and Mrs. Smith, Paul Seidel, Thomas Carr, Eugene Treharne, Norman Smith, John and Mrs. Patton; Bessie McCartney, Richard Knoblow and David Scott. The following served on committees: Reservations, Francis F. Forbes, Thomas R. Carr; decorations, Bessie McCartney, Geraldine Davies, Esther Deissler, Sara Torgian; entertainment, George Smith, Paul Seidel.

Happy birthday greetings to Robert Burton, Edgar Balizet, William Buchanan, Robert Colwell, Ralph McMunn, Richard Mowris, Stanley Miller, Meryl Rumsey.

HORNELL, N. Y.

By Anieta F. Decker

Mr. and Mrs. Winthrop Boynton and daughter Judy made a pre-holiday trip to New York. Mr. B. also was shopping in Elmira.

Gert and Ed McClenin did the town Dec. 27 (39th wedding anniversary).

The Dale Battles spent Christmas with their daughter and son-in-law in Philadelphia. Fran and Marj Williams visited relatives in Rochester, N. Y. Art Keefe, Alice Sackett and Gaylord Curry and Mrs. visited their families in Meadville. John Reynolds and family spent the day with their daughter and family in Perry, N. Y.

Congratulations to the Don Lindemans on the birth of a fifth daughter (Martha). What chance has Donald Jr. got with all those girls!

After the office Christmas party we found we have a set of twins we never knew about. Ed McClenin and Ed Ruch can wear each other's coats and never know the difference.

Happy birthday to Ed Boyle, Van Craig, Louise Eberman, Mr. Hogan, Karney Peck, Roy Smith, Fran Schwartz, Alan Terhune, Pete Clayback and Bill Childers.

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

Yard Conductor Frank J. Ballard spent his vacation at home during the holiday season.

Retired Yardman Norman M. McMullen has two new grandchildren, making a total of 25. He is kept busy making toys for them.

Pvt. Helen D. Wagner, daughter of Mr. and Mrs. David Wagner (second trick ticket agent), recently completed basic training at the new Women's Army Corps center, Fort McClellan, Ala., and now is at the Army Finance School, Fort Benjamin Harrison, Ind. Her brother, A 2/C David J. Wagner, Jr., is stationed in England with the U. S. Air Force.

Victor R. Wojtowicz, yard checker, is recuperating at home after an illness. We hope for quick recovery.

GEN. FOREMAN-WRECKMSTR.

SALAMANCA, N. Y.

James I. Miess, retired division car foreman, has returned to Tucson, Ariz. (Hotel MacArthur), where he will

Erie Railroad Magazine

spend several months.

Sympathy is extended to the family of **Joseph Pecora**, retired car repairer, on his recent death.

Congratulations are extended to **Paul Janowicz** on his marriage. Paul has bought a house outside the city limits so he can enjoy the country air.

CAR ACCOUNTANT

CLEVELAND, OHIO

By Ella Carpenter

Winifred Minnick, per diem clerk, retired Dec. 3 after 47 years of service and is now living in Paterson, N. J. She was presented with a cash gift in the office. She writes that she is enjoying her retirement and that future plans include some get-togethers in New York with other retired employees.

Margaret Brady is wearing a beautiful diamond on that certain finger, given to her by **Charles Boesch**. The big event will be in May.

Helen and Grady Ketchum moved into their lovely new ranch style home in Willowick just before the holidays. Word from Buffalo is that a welcome Christmas present at the **De-laney** home (**Mary McConnon**) was a baby boy who arrived Dec. 24 (**Richard, Jr.**).

Congratulations to **L. H. Arold** who was elected secretary of the General Office Chapter, Erie Veterans, at the annual Christmas party.

Bill Purnell, supervisor, Lake Coal and Demurrage Committee, has been at Huron Road Hospital for some time.

Reva Collins visited her parents at Owosso, Mich., during the holidays.

Elizabeth Baird, her grandson, his wife and her greatgrandson, enjoyed the beautiful weather on Christmas at Geneva, Ohio.

Charlie Johnson stopped in to wish us all a Merry Christmas. He and Mrs. saw the New Year in with relatives in New Jersey.

Back home with the folks for Christmas were **John Babli**, **Al Van Houten**, **Helen Wenzel**, **Helen Trojahn**, **Violet Hansen**, **Alice Carroll**, **Louise Lande** and your truly.

OPERATING

VICE PRESIDENT'S OFFICE

Many of our associates were homeward bound for the holidays, **Ruth O'Connor** to Rochester, N. Y., **Bea Lyons**, Buffalo, **Alice Cunningham**, Middletown, N. Y., **Edith McCaw**, plane trip to New York for the holidays and some of her vacation. We're still trying to find out where the ring with the three real pearls came from.

Our thanks to **Mrs. Phil Reagan** and **Mrs. Frank White**, wives of our workers, who again this season treated the office force to home-made cookies and fruit cake.

Elaine Mideo, of the car department, has set April 16 as the date when she will become the bride of **Don Holtz**.

ACCOUNTING

OFFICE OF COMPTROLLER

By Joe Keenan

The highlight of the Christmas sea-

February, 1955

50-YEAR MAN RECEIVES PASS



Having completed 50 years of service with the Erie, **P. E. Steele** (center), conductor, Meadville, Pa., is shown here at a dinner receiving his 50-year pass from **P. J. Seidel**, trainmaster, Mahoning Second District. With them is **Mrs. Steele**. Mr. Steele started with the Erie Dec. 19, 1904.

son was the annual party. A fine luncheon was served, but the same cry was heard at the summer picnic, "Where's the butter?" The committee believes in a low calorie menu. Two retired members were present, **T. J. Tobin** and **Alec Brady**. It just wouldn't be Christmas if **Alec** wasn't on hand to lead in the carol singing.

A few managed to get away for the holidays. **Helen Eyerman** visited friends and relatives in Brooklyn. **Marguerite** and **Frank MacEwen** visited a brother on Long Island. **Milford Adams** reported a "quiet" New Year's Eve in Times Square.

AUDITOR OF REVENUES

By Jimmy Murphy

Even though Christmas is but a memory now, we want to compliment Santa's helpers for their part in transforming the office into a picture-book setting. Gayly decorated trees in the center of each floor could not help but put our jolly workers in the mood of the season. **Nancy Panno**, **Gladys Kalman** and **Marge Petonic** outdid themselves, helped by **Dick Sale** and **Jack Badaracco** who put up the "high decorations". . . Office folks celebrated the yuletide with the real spirit of Christmas. **John Gillick** and **Tom O'Neill** discovered that **Harry Mitchell**, retired clerk, was to undergo eye surgery and, as usual, our railroaders came to the front. A collection of \$289 was taken up in the office and everyone enjoyed Christmas more, knowing that someone less fortunate was taken care of. . . A fashion show presented by the girls on the sixth floor highlighted the pre-Christmas activities. This social metamorphosis was due to the annual dinner party held in the Vogue Room. Although a fashion show is primarily designed for women, the men enjoyed seeing the girls transformed for the day from key punch operators and clerks to attractive models, displaying a carefully chosen variety of dresses, suits, skirts and "after five" gowns. . . Another de-

partmental social function was the Christmas dinner party at Kiefer's Restaurant by the feminine personnel of the interline bureau. **Irene Haborak** modeled another startling creation at this affair while **Sue Callaghan** looked scrumptuous in her navy blue outfit. . . We are glad to have ex-soldier **Bill Donohue** back with us after his sojourn with the Army. . .

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Locomotive Examination Manual Issued



Using the new manual, "Progressive Examination Questions and Answers for Locomotive Engineers, Firemen and Hostlers on Operation of Diesel Electric Locomotives," Frank Jones, supervisor of locomotive operations and author of the manual, lectures a group of Eriemen. Firemen study the manual to pass engineer examinations, while engineers study it to brush up on their jobs. Questions from the book, which is new, are used by road foremen of engines in their examinations for qualifying firemen and engineers. In the photo, from the left, are William Narry, air brake supervisor; Eugene Kelly, trainman; William Moon, fireman; Mr. Jones and Stephen Stange, engineer. The picture was taken in our traveling training car.

Another Army man, Charlie Von Duhn, Jr., visited us before leaving for Japan, looking his usual happy, well-groomed self. . . . Mel Merritt moved into his dream house on Christmas Eve. Mel had been walking on air for weeks awaiting the day. We hope Mel, Wilma and their two lovely children will be happy in their new home. . . . From reports still trickling in, Santa Claus was lavish to all at Christmas. Jack Fletcher reports the red-suited gent left a handsome wrist watch at his house. And Jean Fitz was thrilled with what Santa left in her Christmas stocking, a beautiful engagement ring. Janet Holleran walked in the Monday after Christmas and showed us the sparkler that Santa left her. . . . Jean Kranyak, one of our former girls, paid us a visit recently. Being a homemaker agrees with her. . . . Best wishes to Gladys Nichols who returned after the holidays with a beautiful diamond. . . . Visitors at the office during the holiday season included Eleanor Woodman and Lora Lee Gatzke. . . . Jim Carlin, Bob Burdinski and Ray Stevens, on furlough from the Army, also were visitors. . . . It's a big welcome home to Bob Ihlenfeld. Bob has been released by Uncle Sam after 14 months in Korea. We are glad to have him back in our office family. . . . Charlie Kraft departed from Jersey City after spending the holidays, still raving about his mother's mince pie. . . . A baby boy arrived at the Ardmore, Okla., home of Mr. and Mrs. Joseph White Dec. 14 and found a cheery welcome. Mrs. White is the daughter of Mr. and

Mrs. Charles Lobravico and grandpa has been going around with his face wreathed in a big smile and taking congratulatory bows with an equally proud heart. . . . Bill Maurer's thirst for knowledge is playing havoc with his eating habits. He misses those home-cooked meals on school nights. We're sorry for him and anticipate the day when he'll be able to go home every night for dinner. . . . Florida sun has called many members of the office during the past few months, the latest being Chief Clerk George Huber. He returned in the highest of spirits after a flying trip. . . . Abe Van Kirk is showing pictures of his two lovely daughters. They surely look like their mother. Abe is a lucky man with three attractive young ladies to wait on him. . . . Dancien Getz is the proud owner of a beautiful wrist watch and we don't blame her a bit for being excited over it. . . . On Dec. 12, Mr. and Mrs. Milt Okeson announced the engagement of their daughter, Carol Lenore, to Bernard Pimpiley. . . . A rather festive occasion developed as a result of the invitation to members of the revision group to spend an evening at Lester Morgan's bachelor apartment recently. . . . Top surprise of the month around here was the engagement of Dorothy Hrdlicka and Neil Maaswinkel. After resisting matrimony all these years, Neil finally surrendered and calmly announced that the big day would be some time in January. Incidentally, we found out the title of that book he's been buried in lately—"Hints to Prospective Bridegrooms". . . . Our sympathy

New 50-Year Man



Culminating 50 years of service with the Erie, Thomas J. Connelly, machinist, Jersey City locomotive department, recently received a gold system pass. Mr. Connelly retired on Dec. 31.

to Assistant Chief Clerk Lew Drew whose father-in-law died Dec. 3. . . We were happy to have President P. W. Johnston, Vice Presidents H. W. Von Willer and M. G. McInnes, Vice President and General Counsel W. T. Pierson and Comptroller G. W. Oakley visit us and wish us a happy holiday. They toured the offices accompanied by Auditor of Revenues W. J. Manning. . . Congratulations to Clarice Lee, ex KPO, and husband on the birth of a baby boy who has been named Danny. . . We are happy that Charlie Wiley is back with us again after a month's illness. . . Congratulations to Frank G. . . who welcomed his first grandchild Dec. 4. His son Ronald is an airman 2nd class, stationed at Victoria, Texas. . . The Jack Grahams are celebrating the arrival of Kevin Michael. Kevin, born Dec. 26, was welcomed by a sister and two brothers. . . Chuck Hatcher, with a happy grin, announced the arrival of their newest tax exemption (Dec. 31).

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Charlene Scheck and Agnes Cosentino left recently for their first trip on the Erie, bound for New York City. Fellow employees gave them helpful hints and suggestions on what to see and do. Kathryn Guiton helped put them on the right train while Dorothy Hanley and Mary McCarthy presented bon voyage gifts. In the "big city" Charlene and Agnes saw the play, "Kismet", and shopped in most department stores.

Visitors during the yuletide were August P. Groeber, retired fuel accountant, who was on his way to visit his daughter in New Jersey, and Arthur L. Greenleaf, retired assistant

auditor of disbursements, who had just returned from a vacation in Bermuda.

On Christmas Eve, Peter Gaughan and Joan Lanigan became engaged. They have set June 11 for their wedding day.

Wrist watches seemed to be the outstanding gift this Christmas. Agnes Cosentino, Theresa Cockrell, Pat Dedula and Jim Callahan are some of the new owners. Mary McCarthy says Santa forgot about her again this season. She's still waiting for that mink coat she asked for (me, too, Mary!). Sophie Ambrozi has started her correspondence again—she received a portable typewriter for Christmas. Don Keister's tie selection is the envy of all the fellas. He insists on wearing 'em despite their protests.

LaVerne Zbasnik left her position as stenographer, A & B, Dec. 31, to await the arrival of an heir.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Accounting Bureau Lodge, No. 486, B. of R. C., elected Watson Walden president and Robert Ward vice president. Gerald Curran was re-elected secretary-treasurer. Inner and outer guards are Jack Meehan and Edward Ruch; sergeant at arms, Fritz Petersen; chaplain, Angelo Petrillo; Paul Quartz, Joe Bullock and Leo Hitchcock, trustees. Legislative representative is Bill Cregan. Harry Vanderhoof was re-elected delegate to the grand lodge convention with Frank Condon as alternate. . . Fred Schmitt finally imported a new TV set from the city. . . Leo Harkins, remarking about Ed Kuniacky's pink shirt, said his wife would give him a medal if he would wear his to work. He says he wears it around the house and when the door bell rings he heads

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Delaware Conductor Completes 50 Years



Having completed 50 years of service with the Erie, Harvey B. Welch, Port Jervis, N. Y., senior conductor on the Delaware Division, is shown here receiving his 50-year system pass from A. I. Winters, road foreman of engines and trainmaster. In the picture, from the left, are H. S. Trenholm, track supervisor; W. F. Pettys, division engineer; Mr. Welch; Mr. Winters; E. W. Anderson, supervisor of stations, and Ralph S. Van Incegen, general yardmaster. Mr. Welch started with the Erie in November 1904 and was promoted to freight conductor in 1916.

for cover. . . Bill Pawling received an appointment as a member of the pipe thawing committee of his grand

lodge. . . Lillian Karl visited in New York City and Rochester. . . Harvey Schneegas received a nice letter from Ralph Horseman who sent his best regards to all. . . Robert, Jr. has come to live with Mary and Bob Hillman. . . Always knew Jerry Curran was an operator, but never knew before that it's a telephone operator. . . Harry Drury visited in Jersey. . . Mr. and Mrs. John Young, Mr. and Mrs. Morross Winters and Clarence Braisted shopped in Elmira. . . Bud Vanderhoof has a generous and remarkable landlord. . . Pearl Koskie really has a mouthful of surprises. . . C. H. Artman vacationed in Florida. . . Tunny Vet did an excellent job of organizing the Christmas party. . . Ed Shroyer and Kip Condon had free turkey for the holidays. . . P. L. Harkins' fruit cake business operated at a profit again this season. . . Mickey McInerney was a recent visitor in the office. He was just back from a tour of duty in Alaska. . . Rita Halloran reports that she is saving green stamps for a new Chevy. . . Howard Pascoe had tough luck. He slipped on the sidewalk and broke his knee cap in several places. . . Tunny Vet planning a new addition to his house

—a porch. . . Ralph Porter hiding behind a new pair of glasses. . . Bill Morgan on his annual trip to Cleveland and while he was away he lost his machine. . . Bob and Ginnie Argentieri now commute from up around Arkport, having purchased a home near the airport. . . Clarence Buck had another big year selling Christmas trees. . . Mr. Krider visiting in California. . . Angie Pettillo says his car certainly has a lot of speed, in fact, he has proof of it on the back of his license. . . Nipper Trowbridge with a new hairdo. . . Ed Shroyer and Clayt Ordway looking more distinguished with their new glasses. . . To Jane Moore and Betty Leonard goes the credit for that wonderful gesture the girls in the office did during the holiday season. . . Bowling team No. 3 now is regrettably in the cellar and hereby challenges any other cellar team. Ace Barnett, Arc Argentieri, Jimbo Vanderhoof, Vince Zannieri and Yogi Hillman compose the team. . . Don (Direct Current) Clark refereeing basketball games again this year. Charles and Steve Sayles, sons of Mr. and Mrs. Dick Sayles, now have a little brother by the name of Rommy to play with. . . Some of the fellows in the office held an "S and P" party at Bob Young's cottage at Lake Demon. . . Highlights of the Christmas party: Ed Kunicky and Bob Kraft mamboing together, Lillian Karl opening her present, Heinz Muhleisen and his parade, that glamor girl who had the fellows jockeying for position under the mistletoe.

PASSENGER TRAFFIC NEW YORK, N. Y.

By John De Waal Malefyt

Russell B. Hunt, city ticket agent, and Mrs. Ruth Westlake were married Dec. 11 at St. Peter's Episcopal Church, Rochelle Park, N. J. They are making their home in Glen Rock. Joseph N. Monzel, steamship passenger agent, spent Christmas at home in Cleveland.

EMPLOYMENT NEW YORK, N. Y.

By V. T. Bustard

John Callahan got a lot of practical railroad experience during the holidays operating his son's trains. He also did a very efficient job of decorating the office with the assistance of Joe Marshello who, John claims, is the best helper he has ever had.

During the week between Christmas and New Year's Day, A. J. Schilling spent a restful vacation at home.

MARINE

By Jesse E. Baker

Three of our tug engineers retired recently, John Van Antwerp of the Marion, Jack Ellison of the Rochester and Stephen Bobat, the Cleveland.

John Geerlof, retired deckhand of the tug Rochester, died Nov. 29. In 1898 John was an apprentice seaman on the battleship Oregon when she went around Cape Horn and took part in destroying the Spanish fleet in the



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Ferrona Yule Party



These children are enjoying the Christmas party arranged for them by the Ferrona Social Club which is made up of employees at our Ferrona yard near Sharon, Pa. In the picture are D. Karr (Santa Claus), patrolman; C. Moran, car inspector, and R. Fuller who is leading storekeeper.

little of Santiago de Cuba.

Jack Desmond, retired chief engineer of the department and a former Navy commander, also passed away recently.

George Gebhardt, captain of Steam-hoist Lighter No. 3, passed away while on a fishing trip off Sandy Hook, N. J.

Do you know that on Jan. 23, 1867, the East River froze over, ferryboats stuck in the ice, and hundreds of people walked from Brooklyn to Manhattan?

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the families of F. J. Hayes, retired general erecting foreman of the back shop, and William J. Doran, retired machinist helper, who died Dec. 3 and Dec. 15 respectively. Also, to the family of Giacomo Grillo, retired boiler-maker helper, who died Dec. 6.

The general master mechanic's office force and the head supervisors attended a Christmas party Sunday, Dec. 12, at the home of Mr. and Mrs. E. J. Rayburg. After a delicious dinner, games were enjoyed.

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

WYOMING DIVISION

By J. P. Roche

It's a boy for the R. T. Cummingses (rodman), Dunmore. This is their second. The first child is a girl.

Sympathy is extended to the family of Michael Kotek, retired trackman, Avoca, on his recent passing.

Cornelius Thomas, son of former Crossing Watchman Lewis H. Thomas, recently received his observer wings in graduation exercises held at Conally Air Force Base, Waco, Texas.

Sympathy is extended to Conductor J. L. Tighe, Avoca, on the passing of his brother, John F. Tighe, at Vet-

erans' Hospital, Wilkes-Barre.

We wonder if Conductor P. F. Dunigan received his top coat, taken in error at the Erie Veterans' Ladies Auxiliary Christmas party.

Sympathy is extended to the family of W. A. Silver, operator, Jefferson Division, who died at home Dec. 4.

We welcome M. T. Peirche back as foreman at Dunmore roundhouse. He replaces Joe DeSandis who was injured at home.

Fred Morrison, retired engineer, called at the office recently.

B. R. Perfect, track supervisor, Dunmore, spent his vacation visiting friends at Marion, Ohio, and his daughter at Greenville, Pa.

Sympathy is extended to W. B. Edwards on the death of his sister in Connecticut.

BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

Jimmy Baxter, clerk at North Tonawanda, is the proud owner of a new Ford car.

Agent Melvin Cook, of the East Buf-

falo freight office, has been transferred to Bloomfield, N. J., as agent.

Our deep sympathy is extended to Section Foreman Delgato at Niagara Falls whose two sons, 8 and 5 years, were struck and killed by an auto Dec. 24 while on their way to a store near their home. Also, to the family of Dr. C. L. Suess, of Lancaster, who died recently, aged 79 years. He worked out of our station at Lancaster while attending the University of Buffalo Medical School.

Pvt. Norman Orlowski, furloughed relief clerk at SK yard office, was home for the holidays. He left Jan. 4 for overseas duty.

BUFFALO MACHINE SHOP

By Frank Halbleib

John Nastaga, machinist, became the father of a baby girl Dec. 11. Shop mates enjoyed cigars in honor of the occasion.

Congratulations and best wishes to Robert Krolczyk, electrician apprentice, and Ruth Ketterl who were married Nov. 6.

Robert A. Bork, retired road foreman of engines, was a recent caller at the shop.



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OFFICIAL RAILROAD WATCH INSPECTORS

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

More than 200 friends turned out Dec. 16 at the Alexander Hamilton Hotel in Paterson to honor A. B. Cohen, retiring at 65 after serving the railroad since 1906. Among those attending were H. A. Bookstaver, J. D. McFadden, H. A. Rhoads, J. T. Corbett, J. G. Meulener, Tom Decker, Joe McGirr, Ted Teehan, Fred Murphy, Antoinette Geerinck, Mr. and Mrs. E. F. Bunnell, Mr. and Mrs. J. W. Conway, Mr. and Mrs. N. J. De Vito, Mr. and Mrs. Harry Coleman.

The E. F. Bunnells spent the third week of his vacation at Miami Beach, Fla. The correspondent spent three weeks in Las Vegas, San Francisco and Los Angeles.

Phyllis Jane Ovens, former stenographer-clerk here and now with the Mechanical Department, became the bride of George N. Lucas Dec. 4 in the Unitarian Church in Ridgewood. A family luncheon in Paramus followed the ceremony. The honeymoon was spent in the Poconos.

Welcome to Ed Ringle, from Weehawken Docks, as car record clerk.

Bob Campbell, operator in the dispatcher's office, is hospitalized in Paterson and Myron Hendricks, retired side lines dispatcher, underwent sur-

Charles Voellmy Honored At Dinner



This picture was taken at the dinner in honor of Charles Voellmy, freight agent at Bloomfield, N. J., who retired on Dec. 31. Mr. Voellmy had started with the Erie in July 1906 as chief clerk at Orange, N. J. He became agent in 1911 and then was transferred as agent to Bloomfield on Oct. 9, 1929, when that station opened. Mr. Voellmy is standing in the center of the picture, wearing glasses and with a dark suit and tie. Seventy-five attended.

gery in the Nyack hospital.

Mrs. Daniel Crowley, wife of the

car distributor, is convalescing at home after a stay at the Hackensack Hospital.

Deep sympathy is extended to Ray Cusick on the sudden death Christmas Eve of his wife, Mary, former stenographer here. Also, to Alice O'Donnell, chief telephone operator, on the death of her sister; to Helen Smith and family on the death of her mother, and to Antoinette Geerinck and family on the death of her aunt.

Our thanks to Ruth Larivee for trimming our office Christmas tree.

Mr. and Mrs. Paul Kelly of Binghamton sent holiday greetings to all.

Welcome to Nelson Wicks as junior clerk.

PASSAIC, N. J.

Arthur J. Bell spent his vacation working on his farm, which is progressing nicely, according to Charles Dalzell.

The Vargo twins are healthy and growing fast.

Charles Dalzell spent a week end in Pennsylvania with old pals.

Sympathy is extended to Frank Cannizzaro on the death of his mother.

Glad to hear that Mrs. John Presti is recuperating satisfactorily following an operation.

Mary Molinaro spent Christmas at home in Scranton, Pa.

Cards were received from Marion Kaiser who enjoyed a vacation in Florida.

Harry Flanagan spent his vacation hunting and touring.

Michael Vargo spent his vacation at home.

Arthur Katz plans to spend his next vacation in the Adirondacks.

M. V. Montagano celebrated another birthday and spent New Year's helping his sister and brother-in-law celebrate their 50th wedding anniversary.



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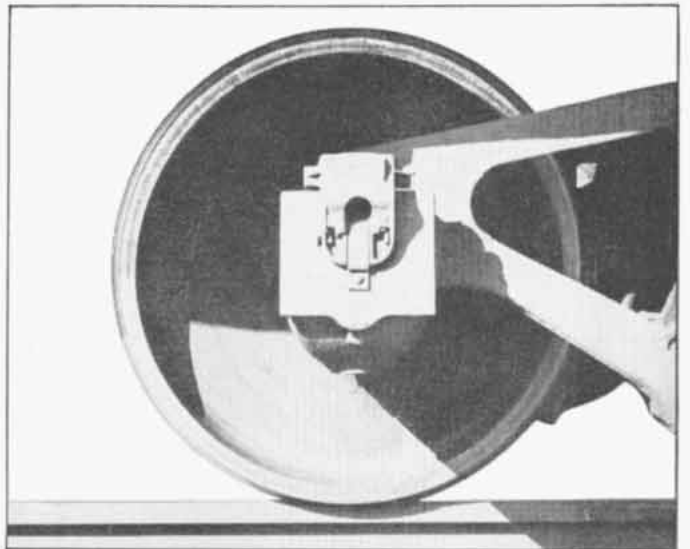
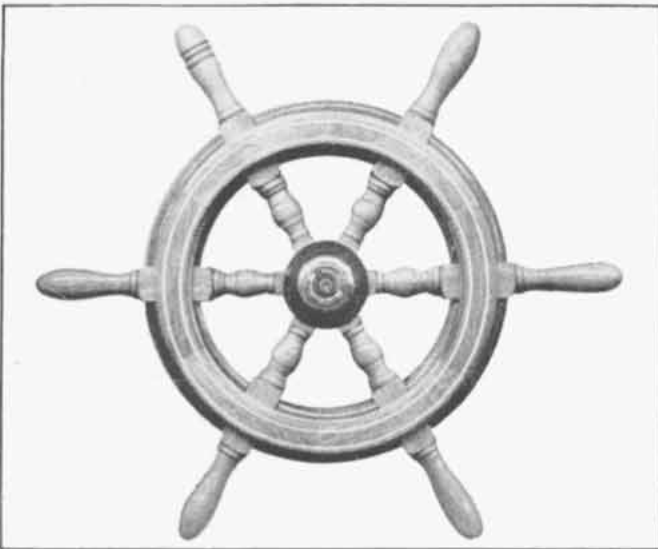
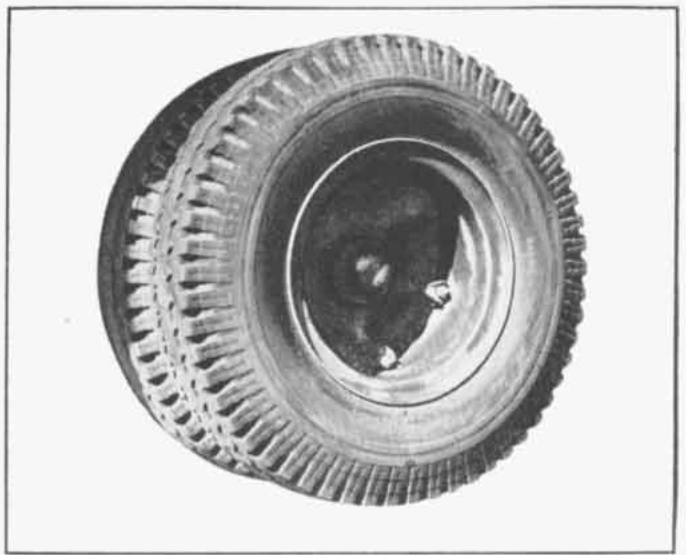
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Storage Capacity at Randall, O., of 1,000,000 Tons.



Here's a problem that taxes more than the imagination

The problem: what keeps these wheels turning?

You would expect the answer to be: demand for the transportation service that each provides. And, certainly, that is the primary requirement for a successful business.

But for three of the carriers represented, this is only a partial answer. Of equal importance in the rapid growth and successful operation of the big inter-city trucking corporations, the airlines and the barge companies, has been public financing of the facilities these carriers use. Thanks to public tax money, the airlines have had built for them some 2 billion dollars' worth of civil air-

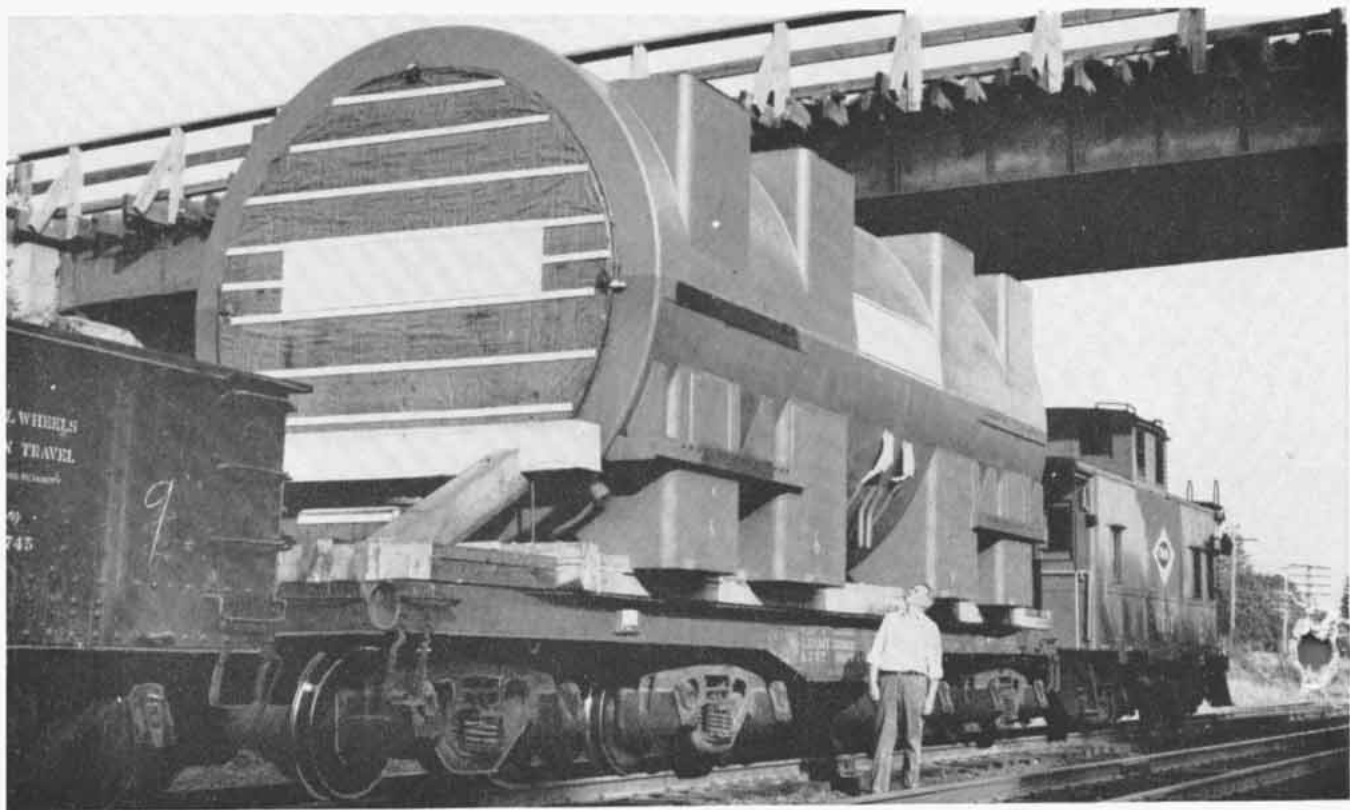
ports and airways. Waterways carriers make free use of a 4.3 billion dollar public investment in river and harbor facilities. As for the big inter-city truckers—they benefit from about 5 billion dollars' worth of highway construction and maintenance *yearly*.

On the other hand, the railroads do not benefit from public funds, but, rather, pay for and maintain their own rights of way, safety and signalling devices . . . in full. In addition, they pay heavy taxes, some of which is pooled with the public funds that aid those carriers *competing* with the railroads.

The clear fact that emerges from this lop-sided arrangement is that this country can no longer

afford to have its railroads compete on such an unequal basis.

Railroad rates must include so many costs spared the other three carriers that it is becoming increasingly difficult for the railroads to improve their services and equipment adequately to meet the nation's need for superior railroad service. And this condition will continue until such time as the government treats all carriers equally. Such equality of treatment is a heritage of free enterprise in a free economy. It is vitally needed now if the nation's transportation is to be strengthened . . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.



WEIGHTY PROBLEM

with the right answer

• The man beside the world's largest generator gives you some idea of its size but we'll be surprised if you come close to guessing its tremendous weight.

Actually, this huge machine to supply electric power to consumers and industry was one of the heaviest single shipments ever made by railroad. Gross weight was almost *half a million pounds*.

It was moved over the Erie which is famous for

having the highest and widest clearances of any eastern railroad. Add Erie's famed heavy-duty roadbed and the unexcelled loading and unloading facilities in New York Harbor, and you know why so many shippers of export and import freight say "Route it Erie!"

The experienced personnel of Erie's Foreign Freight Traffic Department is glad to cooperate in speedy and economical handling of both export and import freight.

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