Happy New Year

ERIE

EX W10-4 H13
EW 9-5 H14
IL 40-6
BLT 11-52

JANUARY 1954
THE HOLIDAY SEASON is the time for family gatherings and a renewed appreciation of the real value of homes, parents and children. It is also a time for making New Year's resolutions.

I sincerely hope that every employee includes "safety" in his list of resolutions for the new year. We owe it to our families, because when the head of the house is injured, the entire family suffers.

In recent years, large sums have been spent on our railroad to provide better and safer working conditions. These improvements have resulted in better housekeeping which is a major factor in safety. But safety in railroading, like safety everywhere, is a combination of many factors. There is more to a good safety program than spending large sums of money, for safety is not primarily the product of devices. It is the product of the employe's judgment and experience, of constant care and attention, of thought and effort all along the line. Safety is a part of everyone's job.

I hope the New Year resolution of every employee will be to think, talk and act "safety" during 1954.

With best wishes for a Happy New Year to you and your families.

G.W. Johnston
Our Objective

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

In 1931, Mabel Nita Smith of Natick, Mass., was born on a Boston & Albany train. When she decided to marry, she did not hesitate to include the railroad on her invitation list. The railroad was glad to accept and its assistant general manager attended the wedding.

One of the shortest laws ever passed by Congress—53 words in length—was approved by President Lincoln March 2, 1863. It provided "that the gauge of the Pacific Railroad...from the Pacific Coast to the Missouri River, shall be...four feet, eight and one-half inches."

In the State of Washington there is a town named Tenino (Ten-nine-o). The town was named for the first locomotive to arrive there. The engine was No. 1090.

A diesel-electric locomotive whistle, designed to use a minimum of air while sounding, has recently been patented by a locomotive engineer. Made of brass, it looks and sounds much like a regular three-chime steam locomotive whistle.

The international railway bridge connecting El Paso, Texas, and Juarez, Mexico, is painted half red and half black. The half owned by the Santa Fe is painted red; the other half owned by the National Railways of Mexico, is painted black.

Florida's new governor, C. E. Johns, is a former railroad man, having worked many years as a conductor on the Seaboard Air Line Railroad.

Distributed free of charge to Erie Railroad employees. To others, $1.00 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.
A half century of riding the Erie Railroad as a commuter was observed in our Jersey City, N. J., terminal by Howard F. Holman, chairman of the board of directors for the Diamond Match Co., Dec. 1.

Shortly before he boarded the 5:03 p.m. train to Mahwah, Mr. Holman was ushered into the office of Harry A. Bookstaver, Erie superintendent, where he was presented a wallet sent by President Paul W. Johnston. The presentation was made by A. E. Kriesien, assistant vice-president and general manager.

In a letter to Mr. Holman, Mr. Johnston expressed the pride of the Erie's 20,000 employees in honoring a patron who has contacted many of them during his 50 years as a commuter.

A founder of the Mahwah Commuters Club which annually meets to discuss the problems of its members, Mr. Holman told the Erie officials and friends that commuters today were more fortunate in many ways than those with whom he started riding to and from work many years ago.

"The problems of the railroad must be appreciated today in the light of competition for transportation," Mr. Holman said. "I think the Erie is doing a good job with its equipment in keeping up with the times."

Looking Back

Looking back over his experiences, Mr. Holman recalled one which he felt was the most exciting and which occurred during the wildcat strike of railroad firemen and brakemen in the early 1920's.

"We weren't getting the service to which we were accustomed, and it wasn't pleasant," he related. "I was chairman of the Township Committee, and we met to discuss how to improve transportation.

"During the discussion, one of the group, R. A. Smith, volunteered that he could fire a locomotive, and we went to the Erie. Mr. Smith was accepted as a fireman, and we were told to be on hand at Suffern the next day at 6:30 a.m.

"The commuters found a train of 12 cars at the station. Smith took up the shovel, and we started off to Jersey City. Things didn't go too well as far as power was concerned, and I reported the fact to Erie officials.

"During the day, the superintendent of motive power gave our volunteer fireman a few pointers on firing a locomotive", Mr. Holman said. "On our trip home that night, we were spouting steam by the time we arrived at Ridgewood."

Mr. Holman came to Upper Montclair as a commuter in 1903 while working as a general handyman in the Diamond Match office. In 1915, he moved to Mahwah from where he has continued to commute. He rose to assistant secretary of Diamond Match in 1908; secretary in 1908; vice president, 1920; a director in 1932; and board chairman since 1948.
"There'll be a hot time in the old town next Thursday night," I heard a passerby say. I expect there'll be a big time in most towns, because it will be New Year’s Eve and many people throughout the world will be turning to noise, to confetti and to the artificial stimulation of alcohol to find excitement for that one night.

There is a way of life, however, that needs no horns, no confetti, no liquor, to provide excitement all year round. An old friend of mine who died in the year that is passing always impressed me by the excitement and delight he seemed to find in living. Even in his late seventies, everything seemed to thrill him. And I remember well the last time I saw this man, Senator Charles W. Tobey of New Hampshire.

His excitement with life was so apparent that I asked him, “Senator, how is it that you’re always so excited about everything?”

“Well,” he said, “I think it is because the Lord has given me a perennial interest in people and things and events. Why, I can hardly wait to get up in the morning to see what is going on.”

He went on then to talk about his education. He had never gone to college, but as a lad once heard a great speaker say: “Boys, I will tell you how to get an education without ever going to college. Every day have a conversation with someone who knows more than you do.”

Senator Tobey, throughout his long and valuable life, was vital and alive. He had a sense of humor; he developed a keen appreciation and interest in a variety of activities; he was filled with zest; he was able to find romance in almost everything. Life was exciting because he was filled with a God-given inner joy and appreciation.

You can find this excitement for yourself. It will rise in your heart and in your mind when pressures are thrown off, when burdens are lightly carried. You will have an astonishing sense of thrill as you serve God and people. You can acquire a habit of dynamic serenity which will give you peace in the heart, vigor in the mind and power in the entire personality. It makes no difference how far along in life you are.

I met a man the other day who, at ninety, has a spring in his walk and a song in his heart. I asked him how he did it. His answer was short and simple, “God walks with me every day.” That is the formula for wonderful, thrilling, exciting living.

Make this coming year one in which you plan to get more out of life, more of everything. The Bible says, “I am come that they might have life, and they might have it more abundantly.” All of us want to live and get all we can out of life. There is a laboratory of life in which we can learn how to do this. You will find it in your church, in your place of worship. There the atmosphere is vibrant with the power of faith; let it make its way into your life.

With that faith strong within your heart you will have found your formula for exciting living. You will live with the joyous conviction that it is a good thing to be alive because God is watching over you, ever generating power and vitality within you. What more exciting way can there be to start a New Year?

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About Dr. Peale

"Change your thoughts and change your world," is the belief of Dr. Norman Vincent Peale, noted Protestant clergyman, and the dynamic thesis of his column, "Confident Living." This new column continues the message he began so effectively in his best seller book, "A Guide to Confident Living."

Dr. Peale’s column will be reprinted in the Erie Magazine for several issues. If it appeals to our employees and outside readers, the column will be continued.

Editors of the magazine would appreciate receiving opinions by correspondence from readers about the column.

Dr. Peale has obtained dramatic results as a pastor by forging a link between religion and psychiatry to gain happiness and success for thousands.

Much of Dr. Peale’s work has been done as pastor of Marble Collegiate Church, New York City, oldest Protestant church in the country, which he has served as pastor since 1932.

Thousands of persons have come to the church for help at its psycho-religious clinic, now 12 years old. A staff of half a dozen ministers and psychiatrists is kept busy.

"To be healthy and happy," Dr. Peale says, "man must have faith, too."

Dr. Peale, now 50, has developed his program of aid for troubled human beings during a lifetime devoted to religion. He was educated at Ohio Wesleyan University, Boston University, Syracuse University and Duke University. He was ordained a Methodist Episcopal minister in 1922.

Dr. Peale also broadcast "The Art of Living," over the NBC network.

Before writing ‘A Guide to Confident Living,’ he wrote three books and numerous magazine articles.
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Join the March of Dimes

RESEARCH WILL WIN

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

FIGHT INFANTILE PARALYSIS

FRANKLIN D. ROOSEVELT
FOUNDER
Above, Ray Poole, fire prevention and fire fighting authority, puts out an inflammable liquid fire with carbon dioxide. Top right, F. B. Wildrick uses a dry chemical to extinguish a gasoline fire, and right, Lt. John J. Berichon, Cleveland Fire Department, uses good old water on a fire of paper rubbish.

FIRE SCHOOL

Working on the assumption that fires can be put out even before they start, F. B. Wildrick, superintendent of property protection and fire prevention, has inaugurated a series of fire prevention conferences to instruct Eriemen in the use of equipment and the best methods of fighting fires.

The first conference was conducted in Cleveland Dec. 3, and others are scheduled for different points along the railroad. The morning is devoted to discussion and lectures by firemen and other fire fighting authorities and demonstrations in which equipment is taken apart and thoroughly explained.

In the afternoon the classes are taken out of doors and each member of the class has a chance to use each type of extinguisher on several kinds of fire such as trash, gasoline and similar inflammable materials. Soda-acid, vaporizing liquid, foam, plain water, carbon dioxide and dry chemical extinguishers are demonstrated by factory representatives.

The conferences are aimed at preventing the tragedy of watching shops, equipment and homes going up in flames at a cost of millions of dollars, human life and untold suffering.

Fires can be beaten before they start with GOOD HOUSEKEEPING. Old newspapers and magazines, discarded furniture, oily waste and other combustible materials breed fires. Attics, basements and closets at home should be cleaned frequently, and on the job shops should be kept as clean as the home.

About 90 per cent of all fires are preventable, and three simple precautions will prevent them: 1. Keep property clean and orderly. 2. Eliminate such hazards as defective wiring and improper installation and use of electrical appliances, heating and welding equipment. 3. Observe smoking regulations.

If a fire does start, instant action is all-important. Nearly all fires start as small ones, so early detection and prompt action will keep them from growing into large and costly ones. If you discover a fire, immediately use the most effective equipment at hand. Notify the fire department at once.

Water is satisfactory for wood and similar fires, so are soda-acid and foam. However, water, soda-acid and foam should not be used on electrical fires. Water and soda-acid are not effective on grease or other inflammable liquids.

Three types of extinguishers are provided for electrical and inflammable liquid fires. These are vaporizing liquid (carbon tetrachloride), carbon dioxide and dry chemicals. These extinguishers smother the blaze by reducing the supply of oxygen. The extinguishers should be directed at the base of the fire.

KNOW WHERE THE EXTINGUISHERS ARE LOCATED IN YOUR WORKING AREA. They are provided with the hope that it will not be necessary to use them on a fire, but they might save lives, property and jobs.

TROWELS ELECT

At the quarterly meeting Dec. 2 of Eastern Unit No. 1 of the Erie Trowel Club at the Masonic Club in Lyndhurst, N. J., the following officers were elected and installed:

President, Louis Luddecke; vice president, Harry Pearse; secretary and treasurer, Fred A. Looney; sergeant at arms, John Cullen; trustee (3 years), William Potter.

John Cullen, chairman of the dinner dance committee, reported that all was in readiness for the dinner, to be held at the Masonic Club in Lyndhurst, Jan. 16, 7:30 p.m. There will be entertainment, prizes and dancing.

The railway investment per employee increased from $9,561 in 1929 to $25,727 in 1952.
Ten rubber-cushioned freight cars have been purchased by the Erie Railroad at a cost of $76,500 for use in a continuing search for ways to reduce possible damage to shipments. The ten experimental cars will be used in regular freight service but their loads will be restricted to commodities which are more susceptible to damage in transit. These loads will include newsprint, sewer pipe, crockery, glassware, wine, porcelainware, furnaces, stoves, furniture, canned goods, radiators, sheet metal, tin plate, television and radio sets, machinery and other manufactured goods.

"Damage to shipments between the factory and consumer are of vital concern to the railroads and the manufacturer," M. G. McInnes, vice president for operations, said. "Shippers are conducting tests of their packaging materials for fragile goods. The Erie is willing to experiment with these cars to determine to what extent rubber cushioning will help reduce this in-transit damage."

He added that the study will also utilize impact recorders which will be placed in the load and on the center sill of the car. These sealed machines have a pen traveling over a moving tape and indicate the time of shock or unusual handling which the freight car may experience during a trip. Inspections of the shipment will be made at loading and unloading points in order to help understand the cause for any damage which may be found.

The experimental cars, developed by Pullman-Standard Car Co., have rubber-cushioned underframes. The rubber cushion supplements the standard draft gear for absorbing the impact effect in train and yard handling of freight cars.

Longest stretch of straight track in the world is on the Transcontinental Railroad of the Commonwealth of Australia, which runs 328 miles across the Nullarbor Plain without a curve. The road is not on a dead level, however.

Longest stretch of straight track in the United States is 78.86 miles on the Seaboard Air Line Railroad between Wilmington and Hamlet, N. C.
I. H. SCHRAM HONORED AT LUNCHEON

Guest of honor here is I. H. Schram (center), chief engineer, who retired recently and received the plaudits of Erie officials at this testimonial luncheon Oct. 28 at the Hotel Cleveland. Mr. Schram was with the Erie more than 45 years. Speaking here is President Paul W. Johnston. Others are, from the left, T. J. Tobin, vice president for finance; M. G. McInnes, vice president for operations; Mr. Schram; Mr. Johnston; R. E. Woodruff, chairman of the board, and D. R. Thompson, assistant vice president.

Erie Bell Honors
Former Employe

An Erie Railroad agent’s long service in Utica, Pa. has been memorialized by a steam locomotive bell presented by the Erie for use as an auxiliary fire alarm.

The locomotive bell was presented to the Utica volunteer fire company Nov. 3 by Paul J. Seidel, Erie trainmaster at Meadville, Pa., in memory of William Adam McKay, who retired from Erie service in 1928 after more than 56 years as an agent and operator at Utica station. Mayor Clarence Marshall, who is also fire chief, accepted the bell on behalf of the community at the monthly firemen’s meeting.

The community’s need for an auxiliary fire alarm was called to the attention of Paul W. Johnston, Erie president, by W. R. McKay, a resident of Utica and the youngest son of the agent. He explained that firemen cannot be summoned in an emergency when electric power service to the community is interrupted. In his letter, he said:

“Our volunteer fire department depends on an electrically-operated siren. A short time ago, during a violent rain and electric storm which put our power out of operation, a barn was struck and fired. It was necessary to go to the house of each volunteer member to call him out.”

He added that a bell, which could be sounded when the siren failed to operate, would prevent any recurrence of such a serious situation.

COMMISSIONER

S. D. McNiel, agent at Kent, Ohio, has been reappointed to the Civil Service Commission in that city by Mayor Carl Meeker. The appointment is for a six-year term.

Average railroad revenue per passenger-mile in 1932 was 2.66 cents, compared with 1.92 cents in 1942, 2.22 cents in 1932, and 3.03 cents in 1922.

LATEST PROMOTIONS

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<th>Name</th>
<th>Location</th>
<th>Promotion</th>
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<tr>
<td>Edward A. Nolan</td>
<td>Croxton, N. J.</td>
<td>Night Gen. Yardmaster</td>
<td>7-1-26</td>
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<tr>
<td>John E. Snell</td>
<td>Indianapolis, Ind.</td>
<td>Commercial Agent</td>
<td>8-16-42</td>
</tr>
<tr>
<td>Robert F. Smith</td>
<td>Toronto, Ontario</td>
<td>Commercial Agent</td>
<td>11-16-53</td>
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<td>Ernest W. Hardin</td>
<td>Chicago, Ill.</td>
<td>Capt. of Police</td>
<td>7-2-22</td>
</tr>
<tr>
<td>F. W. Haudenschild</td>
<td>Salamanca, N. Y.</td>
<td>Capt. of Police</td>
<td>10-9-29</td>
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<tr>
<td>Frank B. Wildrick</td>
<td>Cleveland, Ohio</td>
<td>Supt. of Property Protection and Fire Prevention</td>
<td>8-20-09</td>
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<tr>
<td>E. E. VanSchaick</td>
<td>Jersey City, N. J.</td>
<td>Inspector of Operation</td>
<td>10-3-39</td>
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<tr>
<td>William F. Hedden</td>
<td>Youngstown, Ohio</td>
<td>Road Foreman of Engines</td>
<td>6-6-43</td>
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<tr>
<td>Howard B. Hart</td>
<td>Jersey City, N. J.</td>
<td>Road Foreman of Engines</td>
<td>4-4-42</td>
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January, 1954
Eleven miles of the Erie Railroad’s Graham Line, which serves as an alternate route for freight trains, will become the main line through this area shortly if approval is received from the Interstate Commerce Commission and the Public Service Commission of New York State.

The project involves building two new stations at Howells and Otisville to replace stations now located on the old line. A spur track from Howells Junction will serve industrial sidings at both communities. The plan eventually will also put approximately 50 miles of track under centralized traffic control between Port Jervis and Suffern.

With centralized traffic control, a dispatcher in Jersey City, some 70 miles away, will direct the movement of trains over this territory. Lights on a panel showing a diagram of the railroad under his control will indicate the progress of each train within the controlled track. He can open and close switches by pushing buttons to control train movements.

The new route is approximately 100 feet lower than the old passenger line where the original Erie Railroad was built more than 100 years ago. The heavy grades required helper locomotives to push freight trains over the hill in the Shawangunk mountain range until Joseph M. Graham, an Erie vice-president 60 years ago, conceived the idea of building the alternate route passing through the mountain in a mile long tunnel at Otisville. This is the only main line tunnel on the Erie Railroad.

The Graham Line, named for its planner, was opened approximately 50 years ago to handle freight trains while passenger traffic continued over the original main line. With dieselization and centralized traffic control, Erie officials found it was possible to operate all traffic over the lower route, approximately one-tenth of a mile longer than the old main line, without congestion. The new plan will reduce the cost of maintaining two routes through the same territory.

**IDEAL SITUATION**

Montana and Pennsylvania each has a railway junction point so inaccessible to other forms of land transportation that no automobile can get to it. At Lombard, Mont., where the Northern Pacific and Milwaukee railroads meet, the only way into the town except by railroad is by skiff on the Missouri River. At Penn Haven Junction, Pa., where the Lehigh Valley and Central of New Jersey roads cross, there is no highway because of the narrow river gorge and the roughness of surrounding hills.
**Railroads Help To Store Grain**

"Operation Mothball"—the job of storing surplus wheat in 125 unused ships of the Federal Maritime Board anchored in the Hudson and James rivers—has recently been completed and railroad spokesmen figure that it took 142 miles of boxcars to get the grain to the storage points.

"Railroads, the agency of domestic transportation capable of moving such a shipment most quickly and economically, handled 28,128,000 bushels of wheat in four months," David I. Mackie, chairman of the Eastern Railroad Presidents Conference, said in reporting the project.

Mackie said that about 18,750 carloads of wheat were involved in the movement. The grain was hauled to New York City, Baltimore and Norfolk terminal points, and then transferred to the ships via barge and grain elevator.

Participating in Operation Mothball were the Pennsylvania, New York Central, Baltimore and Ohio, Lackawanna, Norfolk and Western, Lehigh Valley, Western Maryland and Virginian railroads.

The 843,750 tons of grain was purchased by the Department of Agriculture under support programs and stored in the ships to relieve over-flowing granaries.

A railroad is termed a "bridge-line" when it is used as a connection or "bridge" between other railroads where traffic originates or terminates.

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**Mrs. Markwell Dies**

Mrs. Edna M. Markwell, wife of Bennie Markwell, well-known retired Erie man and financial secretary of the Erie Veterans Association, died Nov. 21 in Lakewood, Ohio, where the Markwells live. Funeral services were Nov. 23. Beside Mr. Markwell, she left three children, Carolyn Gardner, June and Benjamin J. Jr.

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**Eric Rescues Stranded Air Travelers**

The following telegram was received by John Dimke, assistant general passenger agent in New York, from 50 airline passengers who were stranded during a storm recently at Binghamton, N. Y., when the airline had to cancel some of its flights:

"Accept our congratulations on the finest dining room and/or steward we have come across in our many traveling experiences.

"We refer to Mr. Eric Ratcliffe who helped feed us when we jammed up train No. 8.

"After being left destitute in Binghamton because the airlines cancelled out, 50 of us piled on No. 8 demanding accommodations and food. Mr. Ratcliffe alone—repeat—alone took care of our needs and made us feel that the Erie Railroad was truly interested in getting us to our destination."

SIGNED: 50 Airline Strandees
OBITUARY ERROR

The Erie Magazine is happy to report that, paralleling the famed case in which Mark Twain was involved, one of the deaths listed in its obituary column in the November issue was slightly exaggerated.

On the list was Frank Curt Rother, yard brakeman and extra yard conductor, Croxton Yards, N. J. We are happy indeed to hear from Mrs. Rother that her husband "is very much alive."

The report of the death was based on a notice received from the Railroad Retirement Board. Actually, the Frank Rother who had died had "G." for his middle initial and apparently was with another railroad.

We regret any embarrassment that may have been caused by this error.

Wrecker or Builder?

I watched them tearing a building down—

A gang of men in a busy town.

With a ho-heave-ho and a lusty yell
They swung a beam and a building fell.

I asked the foreman, "Are these men skilled,
As the men you'd hire if you had to build?"

He gave a laugh and said, "No indeed!
Just common labor is all I need.

I can easily wreck in a day or two
What builders have taken a year to do!"

And I thought to myself as I went my way,
Which of these roles have I tried to play?
Am I a builder who works with care,
Measuring life by the rule and the square?

Am I shaping my deeds by a well-made plan,
Patiently doing the best I can?
Or am I a wrecker who walks the town,
Content with the labor of tearing down?

The captain of the carferry called down to the crew quarters, "Is there a mackintosh big enough to keep two young ladies warm?"

"No," was the booming answer.
"But there's a MacPherson who's willing to try!"

Materials Handling Equipment 'Garage'

At our Weehawken, N. J., docks, Erie's own mechanics have the skills and facilities to repair and maintain the variety of tractors and other materials handling equipment which are used to move the mountains of freight coming on and off the docks. Here an Erie man checks a tractor engine.

Erie Railroad Magazine
Commuters’ Morale Booster Retires

Although this picture was taken last summer we could not pass up the chance to show it. This is Joe Marino (left), ferry deckhand, receiving a 50-year gold pass from M. B. Roderick, Marine Department superintendent. Since then Joe has retired. Born in Italy, he came to this country when he was 17. He was a deckhand from March 2, 1920, until he retired last fall. During his many years on the ferries, he made friends with hundreds of commuters who always seemed to be lifted in spirit by his broad smile and cheerful word for each of them. To his last day on the job he was distinguished by his neat appearance and spryness. Joe has raised a family of seven boys and three girls, lives at Garfield, N. J.

Chicago-Hammond

By Chris Hardt

Members and friends held their annual fall party Nov. 16 at Five Points, Hammond. After a delicious chicken and fish dinner, an evening of fun and relaxation was enjoyed. There were games and many prizes. Ed Fulcher (retired), association trustee and former patrolman at Chicago, was present. His home is in New Glasgow, Va.

Jersey City

By A. I. Raywood

The board of officers for 1954 are: Chairman Fred Smith; Vice Chairman George Kalle; Secretary Alexander I. Raywood; Treasurer Frank Reichert; Trustees Jack Hazzard, William Brazil and George Sisco. This group will be publicly installed Saturday evening, Feb. 13, at the Brownstone House, West Broadway at Burhans Avenue, Paterson, N. J. Dinner has been arranged by a committee under the chairmanship of Jack Hazzard. The other members are George Sisco, John McCoy, George Kalle, John J. Callahan, Herman Limsky, John Wilson, Mary Nolan and Burton Reed. Tickets will cost $3.50 per person. Plans for a grand affair have been completed and we hope to have a capacity gathering.

While on the subject of installations let’s not overlook the event planned for Saturday, Jan. 16, at the Hotel Sherwood in Hornell N. Y., when the system officers will be installed. Activities start at 7 p.m. with no time set for ending. Your secretary has tickets and hotel reservation cards and will be glad to assist anyone who wants to attend. It will be but two short years until we will be host to the system officers when our own brother Vice President Bert Stocker, will bring these members to our area for his installation.

Our meetings continue to hold the interest of our members, but we would like to see some new faces occasionally. We meet the second Thursday each month at the Polish National Hall, 78-80 Godwin Street, Paterson.

Salamanca

The regular meeting and dinner was held in the Chestnut Room of the Myers Hotel Nov. 20 with 108 members present. Mike Redding, former system president, was a guest from the Buffalo Chapter. We also had a guest from the NKP Veterans’ Chapter of Buffalo.

This was designated as T. E. McGinnis Night, a testimonial to the superintendent’s organizational leadership and untiring efforts which have made the Salamanca chapter a top ranking unit both in membership and social activities.

Election of officers was held and the present officers were unanimously reelected for another term.

Committees were appointed and plans completed for the Christmas party to be held at the Myers Hotel Dec. 18.

Youngstown

By E. P. Reekel

The January chapter meeting will be on the 6th at the K. of C. Building on South Hazel St., Youngstown. Final plans for the annual dinner and installation of officers will be completed. The time will be 8 p.m., as usual, with refreshments and cards.

We report with deep regret the death on Nov. 16 of Howard J. Beatie, road foreman of engines at Youngstown, and loyal chapter member. We extend our sympathy to Mrs. Beatie and their family.

Our sympathy also is extended to Financial Secretary B. J. Markwell on the death of his wife. She was well known and greatly loved by members of our chapter.

Buffalo-Rochester

By Ruth Nise Munger

On Nov. 14, 50 co-workers and friends of R. H. Jordan, division engineer, gathered at the Donovan Post in Buffalo to tender him a “moving up” party. He has been promoted to a similar position at Huntington, Ind. Charles Connor from Avon was toastmaster and introduced the guests, C. S. Kinback, T. J. Leonard, A. Young, George Molasky, H. Balcom, D. M. Yaw, J. Krizman, William Connable and the correspondent. After the speeches, Chairman T. J. McTigue presented Mr. Jordan with a momento plaque and a cash gift. L. E. Isham and many other officials were present.

Many more happy birthdays to Frank Halbleib, our treasurer, and all who had birthdays in November.

Our sympathy is extended to Henry J. Schultz on the death of his mother, Elizabeth Williams Schultz, aged 80 years. In earlier days, Mrs. Schultz was employed in our car department at Buffalo.

The secretary has 1954 membership cards.

Youngstown Auxiliary

By Florence Carney

Fifty ladies met Nov. 10 at the Chestnut Dining Room for a farewell luncheon honoring Mrs. J. R. Ebert, Mrs. W. F. Petteys and Mrs. T. A. McLean who were moving to other points on the railroad. Mrs. Ebert and Mrs. Petteys to Hornell, N. Y., and Mrs. McLean to Marion, Ohio. Mrs. J. P. Allison presented the gifts and (Please turn to Page 34)
United States Railway Network
Unmatched by Any Other Nation

Railway transportation has reached its highest development in the United States of America.

No other country possesses such an extensive railway system.

The United States embraces slightly less than 6 per cent of the land area of the world and about 6 per cent of the world's population. Yet we have in this country 223,000 miles of railway line, or about 29 per cent of the railway mileage of the world.

These railroads perform about 45 per cent of the world's railway traffic.

The total length of all tracks operated in this country is approximately 396,000 miles, which, if so laid out, would form 125 lines reaching across our country from the Atlantic to the Pacific.

But railway tracks constitute only a part of the gigantic railway plant. There are thousands of bridges and tunnels, countless freight and passenger stations and terminals, hundreds of repair shops, engine houses and store houses, coaling and water stations, freight yards, wharves, docks, and many other facilities.

And there is the huge fleet of locomotives and cars and work equipment — the rolling stock — which makes the transportation services of the railroads possible.

Rolling Stock

In round figures, there are in operation on the railroads of this country 16,200 steam locomotives, 21,000 diesel—electric locomotive units, and 760 electric locomotives; 38,000 passenger cars of various kinds, and approximately 2,050,000 freight cars.

This is enough wheeled equipment, if placed in train formation, to reach more than five and one-half times across the continent, from ocean to ocean.

The present investment in the Class I railroads, after depreciation, is more than 25 billion dollars.

Millions of Americans have a financial stake in this huge investment, either as individual holders of railway securities, or as savings bank depositors or insurance policy holders whose funds are invested by banks and insurance companies in railway securities.

Railroads are among the largest employers of labor. They provide employment directly to approximately 1,250,000 wage earners. Together with their families, these railroaders comprise a group of around 4,500,000 men, women and children—equal to the population of North Dakota, South Dakota, Montana, Wyoming, Colorado, Idaho and Nevada combined.

In every city and in nearly every town and village in the United States there is a railway payroll and each month the railroads distribute around 2,500,000 pay checks amounting to about $450,000,000—spreading the benefits of railway employment into every state and nearly every community in the United States.

Important Consumer

But that is not all: Railroads provide a huge market for the products of industry. In 1952, they spent $1,900,000,000 in the United States for fuel, materials and supplies. And, in addition, they spent hundreds of millions of dollars for new locomotives and cars and other hundreds of millions for improvements to fixed property.

The railway shopping list includes many items ranging from tooth picks to cross ties and bridge timbers; from

(please turn to page 31)
Sir:

Again I want to repeat what I have said before about Tom Wogan, your Akron yardmaster. He certainly is a friend of ours.

With the assistance of your Akron operating force, Tom came to our rescue last Saturday when our engine at the grain elevator broke down with 175 cars of grain on track for us to unload.

Our own maintenance force worked about 24 hours trying to fix the engine without success. Tom suggested that we give the Erie mechanics a crack at it, which we did, and within a short time the engine was operating again.

We greatly appreciate this wonderful cooperation on the part of the Erie Railroad personnel at Akron and believe the least we could do is to tell you about it.

Our thanks go out to all of them.

L. Adams, Traffic Mgr.
Quaker Oats Co.
Akron 8, Ohio

Erieman's Son
In Towed Sub

The son of an Erie employee at Hornell, N. Y., was a member of the crew of the submarine, Harder, which needed the longest tow in the history of American subs after developing engine trouble recently in the Atlantic Ocean.

The submariner was Chief Engineer John Dobranski, son of Michael Dobranski, car repairer, Hornell car department.

The tow was for 2100 miles to the New London, Conn., sub base from near Belfast, Ireland. One of three engines failed, one was needed to charge batteries, and officers decided against using only the third engine. A sub rescue vessel, the Tringa, towed the Harder to New London.

Golden Wedding

Mr. and Mrs. Howard Skinner of Matamoras, Pa., were honored at a golden wedding anniversary for them at the Epworth Methodist Church recently at Matamoras. Mr. Skinner is a retired Erie locomotive engineer.

50th Anniversary

Mr. and Mrs. Clayton Shafer of Port Jervis, N. Y., celebrated their 50th wedding anniversary recently at their home. Mr. Shafer is a retired Erie conductor.

Erie Radio

Rescues Bossy

A cow on the Paul Drazer farm, near Kouts, Ind., chewed her cud contentedly today after the Erie Railroad's train radiotelephone system helped save her from possible strangulation.

For reasons known only to Bossy, her head and neck became wedged in a forked tree growing along the railroad tracks. Despite all her efforts, she was unable to free herself.

Fireman R. H. Oxley, of Huntington, saw the valiant struggle from the cab of "The Erie Limited" speeding toward Chicago and realized emergency action was required. He picked up the radiophone, contacted F. E. Pontius, train dispatcher at Huntington, Ind., and asked that aid be sent to the animal.

The dispatcher notified Ted Hurley, the track section foreman at Kouts, who hurried to the farm. With the aid of the farmer, Bossy was rescued. According to her owner, she was little the worse following her brush with fate.

A Texan walked into a bar of a New York night club, saw a customer lying helpless on the floor, and pointing to him, said:

"Give me a shot of that."

"Aw, I bet you only like me because my Pop's an Erie engineer!"
The soft mantle of twilight was just tucking the bright autumn countryside in for the night as we came out of the Cuyahoga Valley.

Only a few moments before, we, Mrs. Seltzer and I, had climbed the abrupt side of the huge Erie diesel cabin in the Terminal, and seated ourselves in armless chairs as it pulled out for Youngstown.

To the right we saw the fiery glow of the steel mills, the "perpetual flame" of the gas refineries, the plumes of river boats, and heard the infinite assortment of noises that together make industry's curious but welcome symphony of community progress.

To the left we saw the Rapids rushing east with their cargoes of packed-in humans seeking surcease from the day's labors on the plateau first settled by the Shakers and more recently made over by the late Van Sweringen brothers into one of America's more fashionable suburbs.

The route out of the valley was a winding, circling, retracing one which called from Engineer Nicolo Sanfilippo all of his alertness, and constant application of the full-throated warning of the diesel horn, whose unique sound distinguishes it from all others on the roads, rails or water. It is the old train whistle gone modern.

It was the first time Marion and I had ever ridden in the cabin of a huge diesel. Several times over the years I had "helped" the engineer of the steam locomotive on passages through the night from Cleveland to New York, and likewise to Chicago, for personal adventure stories. But never before a diesel. No experience is quite like it.

I looked over at Engineer Sanfilippo, a small, happy, singing man, with gray-white hair and dancing eyes, whose love for his complicated steel giant was like the love of a father for an infant son. It is rare that Engineer Sanfilippo has passengers with him on a trip. The rules are strict and we felt privileged to enjoy this experience and more particularly with such a man as Nicolo Sanfilippo.

As he skillfully, with the help of signals that seemed forever turning reds, and greens, and yellows, and signs that carried an endless series of messages along the railroad right-of-way made his way out of the valley, it became clear that in this instance man and machine were as one.

The sight of this diminutive man moving this giant mechanism at his slightest will by the flicker of buttons and gadgets was itself tremendously fascinating.

Twilight had not yet taken away the vividness of the colors, but, rather, given them a softer glow, rendering them even more beautiful to the eye as the big diesel spun along the rails—like a restless animal seeking to break loose from its restraining leash.

"Would you like to sit here with me?" Engineer Sanfilippo asked.

I didn't need a second invitation. I slid over by him, and watched as he manipulated one device after another, and as he pulled ceaselessly on the cord which blew the diesel siren at crossing after crossing.

There was so much to see. The breathtaking panorama of nature at its best, as the hungry diesel ate up mile after mile of steel rail. The incredible number of crossings, at which many drivers tried to beat the oncoming train, to the
Heart in a Mighty Diesel

understandable indignation of the veteran engineer, who softly cursed them for their dangerous risk-taking. The many villages, hamlets, rural places, industrial concentrations along the way, each a typical American scene at the end of a day in the world’s most productive country. All made the swift journey exciting, colorful, adventurous.

But most of all was the engineer himself.

For there he sat, on his armless chair, surrounded by a bewildering profusion of instruments, his eyes fixed steadily on the twin rails stretching ahead, or bending into curves, talking without lifting his eyes or mind from his job ahead, or humming operatic arias.

At the Erie Railroad headquarters they are proud of Nicolo Sanfilippo, but no prouder of him than he is of his Lake Cities Express, or the whole business of railroading.

Nicolo does not look like an engineer. Passing him on a city street he might look like a proprietor of a little store somewhere, or an office worker. Nor does he talk like one. He talks more like the lover of music he is, and it is traditional around the Erie Railroad that during the week of Metropolitan Grand Opera at Public Hall they have to put a replacement on Engineer Sanfilippo’s run that week.

Nicolo went to work for the Erie about 47 years ago as a waterboy at the Literary St. Yards. Three years later he became a switchtender, then qualified as a locomotive fireman in 1910, and became an engineer while World War I was still in progress in 1917.

Next to his love for his giant diesel, his love for the opera, and his love for the cornet, which he played in Russo’s Band in its early parading around Cleveland, the tiny engineer loves to read to librettos of Il Trovatore, the Marriage of Figaro, the Merchant of Venice, Aida, and La Traviata, in about that order.

But Engineer Nicolo Sanfilippo has loves which transcend even these. They are almost twin loves—the loves of his family, four children, James, 38, in Los Angeles; William, 36, who works for Leece

Neville; Joseph, 34, a distributor for Tappan stoves in Cleveland, and Mrs. Gloria Sims, his only daughter, whose husband operates a house furnishing business.

The other of the twin loves is America. Nicolo Sanfilippo was born in Italy, with the love of music that country brings into a small boy’s heart. As a child he heard of America’s greatness, and begged his parents to come to America, and when they declined, he found his own way over here at 15.

On the way to Youngstown, in the cabin of that big diesel, we found excitement, adventure, countryside beauty, industrial greatness—and the thrill of a giant locomotive clickety-clacking over steel rails. We were profoundly impressed by the thrill of it all.

But even more thrilled were we by the little engineer himself, and his love for his adopted country, of which he can say not enough—the country of opportunity, of his beloved diesel, of his grown family, of the world’s finest music, and of what Nicolo Sanfilippo, pointing to his stout heart within a small body, describes simply as “the land where the soul is free to go where the heart and mind take it.”

A wonderful blending together of man and machine, but, in this instance, as thrilling as it was, it was more man than machine. —L. B. S.
RAILROAD SAFETY

SAFETY

(Although the Magazine has a policy against printing most poetry, we do print a bit of it occasionally when it serves a purpose. That's why we're printing the following poem. We thought perhaps it might have a safety message in it for you. It was written by W. T. Strickland, engineer on the Allegany Division.)

By "Diesel Bill"

The Old Engineer who is driving our train, has been with us 40 odd years—

He's a Jolly Old Guy as the scenery rolls by—but some motorists drive him to tears—

I wonder if you, ever stop and consider the situations we meet, While holding the reins and driving the trains through the rain, the hail or the sleet.

Do you ever stop and consider the cargo, the cars he's pulling may hold,

Mothers and wives, whose various lives are worth more than silver and gold.

If you should get killed at the crossing, do you think it would be a great loss. Then why, don't you stop and consider before you go dashing across.

You may beat the train to the crossing, and dash across safe and sound.

But if you get caught at the crossing, I bet you'll feel kind'a down.

Your luck may not hold out for ever, but you'll try it again and again.

You don't find, my dear friend, it's bad in the end cause the odds are one out of ten.

You drive right up to the crossing and slide your car to a stop—

But it sure would be bad, if your brakes didn't hold, and the train should come out on the top.

You'd get the grand thrill of an old fashioned spill but it wouldn't matter too much.

And your poor heart would ache, when you stepped on the brake, and it didn't respond to your touch.

You won't be long meeting your master, it just takes a minute or two.

So why don't you, stop at the crossing, like all safe motorists do. Let's be ever mindful of danger, let us watch for the signal or gate,

For when the signals are working, it may be forever too late.

You'll set on a cloud in a black and white shroud and strum on a golden guitar.

So, why not be safe at the crossing you'll find that it's better by far—

DANGER LURKS IN ANTI-FREEZE

Various types of alcohol (methanol, denatured ethyl alcohol, isopropyl alcohol etc.) are widely used as anti-freeze agents for radiators, and precautions should be taken in using them. All these materials are classed as flammable liquids and must be handled carefully. The flash point of most of these alcohols in the pure state is from 58° F to 62° F. The recommended precautions for handling alcohol are as follows:

1. Drums should be stored away from heat and out of direct rays of the sun. Plugs in drums should be upward. Fire or an open flame should never be used close to the drums.

2. Drums should be grounded to prevent accumulation of static electricity and non-sparking tools should be used in handling or opening drums.

3. Periodic checks for leaks should be made where any quantity of alcohol is being stored.

4. All alcohols used for anti-freeze purposes are poisonous and vapors are toxic in confined or unventilated areas.

Lights On

It gets dark rather soon after dinner. Take a look at the lights on your car—today . . . Be sure that every one is working. The Ohio State Safety Council reminds us all—You have to see danger to avoid it . . . and your car can be avoided easier, at night, when all lights show.
Puns "N" Patter...

AT ALL ERIE STOPS

MAHONING DIVISION
SUPT.'S OFFICE, YOUNGSTOWN
By Mary L. Doyle

A farewell party was held Nov. 20 at the Youngstown Country Club, in honor of J. R. Ebert, promoted to superintendent at Hornell, N. Y. J. C. Mann, district claim agent, acted as toastmaster. Short talks were made by S. F. McGranahan, general manager, J. P. Allison, assistant general manager, and F. E. Navin, assistant superintendent. Mr. Ebert was presented with a gift.

Sympathy is extended to the family of H. J. Beattie, road foreman of engines, who passed away Nov. 16.

Carolyn Horvat, stenographer in the clerks' office, has returned to work after spending a vacation in Florida.

M. OF W., YOUNGSTOWN
By Catherine Holzbach

One hundred guests were present at the farewell party for W. F. Petteys and T. A. McLean Nov. 13 at Schuster's in Sharon. J. P. Allison, assistant general manager, was toastmaster and speakers were S. F. McGranahan, general manager, H. J. Weecheider, engineer M. W., and J. R. Ebert, superintendent. F. L. Crowe, assistant division engineer, made the presentation of gifts to Mr. Petteys and Mr. McLean (promoted to division engineer at Hornell, N. Y. and signal supervisor at Marion, Ohio, respectively).

Anthony Gargano, trackman at Leavittsburg, retired Oct. 1. Associates and friends held a farewell din-

er Nov. 13 at the White Front Restaurant in Warren and presented him with a gift.

Anthony Bello made a good showing in the Nov. 3 election at Niles. He ran for councilman-at-large and won 2,835 votes, but lost the election by a slight margin. Mr. Bello's son John arrived in San Francisco from Japan last month and spent Christmas at home. He is with the Navy.

The department extends congratulations to W. R. J. R. Ebert on his promotion to division superintendent at Hornell, N. Y., and wishes him continued success.

CLEVELAND FREIGHT
By Ritta M. O'Connor

Homer Williams, janitor, bade farewell to fellow employees recently and now is among those retired.

Sympathy is extended to the family of Robert J. Schuster's in Sharon.

Our champion horseshoe pitchers, Emery Holbrook and Henry Leighty, met their Waterloo in the final match of the season and had to buy a steak dinner for Ansel McCue and the correspondent, also our scorekeeper, Lansing Dowd, at the Youngstown Country Club, in honor of J. R. Ehert, promoted to superintendent at Hornell, N. Y., and wishes him continued success.

Cleveland Freight
By Helen Rupert

A. N. Vecchia, car inspector at New Castle, and the M.rs, have returned from an extended trip to France and Italy.

Among others on vacation recently were W. Brittain and family who stopped in St. Louis and New York City. E. Reider flew to Dallas, Tex., and tried his luck at hunting. Belatedly but sincerely, we extend our heartfelt sympathy to Mike Holub on the death of his mother.

The welcome mat is out for Albert Ebert, our new janitor, as well as Charles Hyde, trucker, Jim DiPaola, Jr., relief clerk, who came up from Warren, and James Austin and Ernest Lichtner, truckers.

SHARON, PA.
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ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Mr. and Mrs. E. A. Nagel enjoyed a motor trip in the South and visited their son who is a student at the University of South Carolina.

Other recent vacationers are P. R. Schwab, N. L. Klinginsmith and J. A. Boyles who were optimistic about hunting this season.

ROUNDHOUSE—SIGNAL REPAIR SHOP—MOTOR CAR SHOP
MEADVILLE, PA.

By R. C. Miller

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The welcome mat is out for Albert Ebert, our new janitor, as well as Charles Hyde, trucker, Jim DiPaola, Jr., relief clerk, who came up from Warren, and James Austin and Ernest Lichtner, truckers.

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Mr. and Mrs. E. A. Nagel enjoyed a motor trip in the South and visited their son who is a student at the University of South Carolina.

Other recent vacationers are P. R. Schwab, N. L. Klinginsmith and J. A. Boyles who were optimistic about hunting this season.

ROUNDHOUSE—SIGNAL REPAIR SHOP—MOTOR CAR SHOP
MEADVILLE, PA.

By R. C. Miller

Our champion horseshoe pitchers, Emery Holbrook and Henry Leighty, met their Waterloo in the final match of the season and had to buy a steak dinner for Ansel McCue and the correspondent, also our scorekeeper, Lansing Dowd, at the Youngstown Country Club, in honor of J. R. Ehert, promoted to superintendent at Hornell, N. Y., and wishes him continued success.

Cleveland Freight
By Helen Rupert

A. N. Vecchia, car inspector at New Castle, and the Mrs, have returned from an extended trip to France and Italy.

Among others on vacation recently were W. Brittain and family who stopped in St. Louis and New York City. E. Reider flew to Dallas, Tex., and tried his luck at hunting. Belatedly but sincerely, we extend our heartfelt sympathy to Mike Holub on the death of his mother.

The welcome mat is out for Albert Ebert, our new janitor, as well as Charles Hyde, trucker, Jim DiPaola, Jr., relief clerk, who came up from Warren, and James Austin and Ernest Lichtner, truckers.

Our sympathy is extended to the family of Anthony Garpann, trackman at Leavittsburg, retired Oct. 1. Associates and friends held a farewell din-

January, 1954

Willis King on the arrival of a nine-
pound twelve-ounce baby boy.

James King, electrician at Niles, and family spent Thanksgiving with his parents, Victor King, electrician, and family. Another son Tom spent the holiday on the high seas on his way home from India where he was serving with the U. S. Navy. Vic's daughter Joyce graduated from Navy School in San Diego on Dec. 4 and expected to be home for Christmas with mother and father.

Our sympathy is extended to the
KING-SIZED VACUUM CLEANER

At Erie's docks at Weehacken, N. J., where almost all freight is handled by machine, even sweeping of the piers is done mechanically. Pictured here is the machine that does it. How would you like to turn it loose in your living room? A similar machine sweeps our Jersey City station.

family of Jacob Gross, chief clerk in motor car shop, who died Nov. 19. Also to the family of Samuel Lilly, diesel shop machinist who died Nov. 13.

Those who celebrated wedding anniversaries in November were Mr. and Mrs. Raymond Peters. Son Louis was home on military furlough to help his parents celebrate on Nov. 25.

Also, Mr. and Mrs. Charles Schwab celebrated their 20th wedding anniversary.

OPERATING

VICE PRESIDENT'S OFFICE

Billy Andrews is in Lakewood Hospital for an operation, and Frank Larri- ssey is in St. Luke's. We wish them speedy recovery.

We welcome Walter Socha in the position of ediphone operator. He has taken the place vacated by Nora Hill.

We hear Byron Pierce's daughter Shirley is wearing a sparkler, which means a son added to the family. Byron has two daughters.

CAR ACCOUNTANT

By Ella Carpenter

Our unusual fall weather didn't deter the late vacationists who were planning to get away from the ice and snow. Marion and Cliff Palmer headed for Florida again and hoped to make a side trip to Havana. Helen Trelaahn sojourned in California.

By contrast, Violet Aurvansen reports that she had to walk part way to Jersey City that stormy weekend early in November as the train wasn't able to pull into the station.

From out of the West—Nebraska, that is—we have word from Mr. and Mrs. Donald Timm (Norma Fanslau) of the birth of Gary Lee Oct. 31.

We enjoyed a visit from Mary Ann Hedges and daughter Linda who is getting to be quite a big girl.

It was also a treat to see Eleanor (Lauz) Skinner, a former associate, now living in Clifton, N. J.

Football received its full share of attention from John Babl, who went to Columbus to see Ohio State and Michigan State fight it out, Betty Schneider, who made the trip for the Ohio State homecoming weekend when they played Northwestern, and Ed Peakovic who journeved to Pittsburgh to help the Cleveland Browns win over the Pittsburgh Steelers.

Mrs. Baird and family spent Thanksgiving Day in Geneva. Ruth Smith entertained company from California.

The newest additions to the key punch department are Agnes Billey and Jane Bonsignore. Lillian Chippar is the new stenog, taking the place of Lucy DelRegno who left us to work in the Comptroller's office.

KENT DIVISION

AKRON, OHIO

Joseph A. Miekunas, relief yard clerk, and Lucy Loacona, a registered nurse, were married Nov. 14. Jerry Miekunas, typist and comptometer operator at the freight station, was best man. After the honeymoon trip to Niagara Falls, the couple is living in Akron.

L. V. Brownell, general foreman, is high man in his bowling league with 535-344.

F. D. Bott, chief clerk, yard office, L. V. Brownell, general foreman, and C. O. Ritter, trucker, accompanied by their wives, enjoyed a week-end in Chicago.

Sam DeMore, retired section foreman, is convalescing nicely at his home after recent illness.

Adele Sproat, typist and mail clerk, spent her vacation traveling in the West, stopping at the Grand Canyon, visiting her son and family in Los Angeles, and returning through Washington and Oregon.

MARION, OHIO

Congratulations to Mr. and Mrs. C. L. Wilmuth, Jr., on the birth of a daughter (Melody Rose). Mr. Wilmuth is a patrolman at Dayton.

Congratulations and best wishes to Patrolman R. L. Cleveland and his bride, who is the former Alberta Snee of Marion. They were married Nov. 1 in the Emanuel Lutheran Church here.

Sympathy is extended to Patrolman V. A. Gillis and wife on the death of her father, Anton Staker, retired Erie car inspector.

HONEYMOONERS

With Honeymoon Bridge in the background, the new Mr. and Mrs. R. L. Cleveland of Marion, Ohio, pose at Niagara Falls after their recent wedding. The groom is a patrolman at Marion where the couple was married this summer.
New York Division Engineer Retires

Shown here is part of the large group of Erie officials and employees who attended a dinner at Lodi, N. J., in honor of Paul Sobott, terminal division engineer, who retired recently. Back row, from the left, L. H. Jenoff, assistant to chief engineer, Maintenance of Way; J. S. Parsons, assistant chief engineer, M. of W.; Blair Bloers, chief engineer; Mr. Sobott; J. M. Collins, superintendent of the Dining Car Department; A. E. Kriesien, assistant vice president and general manager, and E. J. Dean, assistant vice president. Front row, from the left, Mrs. Parsons, Mrs. Sobott, Mrs. Bloers, Mrs. Jenoff, Mrs. Kriesien and Mrs. Dean. One of the gifts received by Mr. Sobott was a large plaque carved out of wood by Garrett Wouters, carpenter.

family of Ernest Daum, machinist at the diesel shop, whose death occurred Oct. 30 in the old machine shop at the diesel shop.

Our best wishes accompany Walter W. Greaves, former machinist, on his promotion and transfer to Cleveland as relief foreman.

Congratulations to the Charles Grubers on the arrival of a baby boy (Bradley Jay) Nov. 7, weighing seven pounds, 13 ounces. Charlie is chief clerk to the trainmaster.

A recent visitor at the office was R. J. Laken, chief clerk to the superintendent of motive power at Cleveland.

Among new home owners is A. H. Specker, trainmaster. He is the proud owner of a farm.

Kenny Gerbes, B. Simmons and Charlie Dillon, diesel shop foremen, were among the many first-day hunters.

Happy birthday wishes are extended to


MARION DIVISION
14TH ST., CHICAGO
By Chris Hardt

The office and freight house employees and management joined hands Nov. 18 in extending farewell greetings and good luck wishes to E. J. Robisch, assistant superintendent, on his promotion to superintendent at Salamanca. Ed, as he is popularly called, was showered with gifts which demonstrated that he was everybody's best friend.

Robert Costa, 18-year-old son of Carl Costa, flag clerk, is stationed at San Diego, Calif., for seven weeks' basic naval training.

We congratulate Ernest W. Hardin, new captain of the local police department, Former Police Captain Frank W. Haundshild was transferred to Salamanca.

Leonard A. Pullano, assistant cashier, was pallbearer at the funeral of Axel Orn, 82, father of our late revision clerk, David Orn.

Clifford Campbell, check clerk, vacationed at St. Augustine, Fla.

Best wishes for speedy recovery to Lois Gonyea, wife of Leo Gonyea, of the rate desk, who is undergoing plastic surgery. Margie, their 13-year-old daughter, is taking over in the kitchen while her mother is in the hospital.

Deep sympathy to William Cervenka, check clerk, and family on the death of his wife.

Our new junior stenographer is Fred White Eagle, and our new comptometer operator is Peggy Reese.

Arthur Braeau caught a nine-and three-quarters-pound northern pike at Chain O' Lakes in Wisconsin. Art says his deep freeze came in mighty handy.

Foreman B. B. Steenbergen is a proud grandfather. Daughter Lois and husband Don Little became parents Nov. 16. The infant's name is Lynda Lee Little. Don was general clerk here before entering the Army.

MAINTENANCE OF WAY

By Maralene Trainer

Assistant Chief Clerk A. C. Smith recently passed his 40th milestone with the Erie. He and Mrs. Smith celebrated by spending their vacation in Miami, Fla., where they saw for the first time their only grandson, Glen Edward Smith, Jr.

Our deep sympathy is extended to the families of Section Foreman H. D. Urschel and former Section Foreman Noah Hand. Mr. Urschel passed away Nov. 19 following a sudden illness and Mr. Hand passed away at Akron Nov. 16 at the age of 84.

Plumber Foreman John Sheldon has retired following 33 years' service and now is at home at Indian Lake, Ohio. Also, Trackman Tony Manici, with 44 years service at Huntington, and Crossing Watchman R. T. Symonds, with 32 years service at Lima, have retired.

Former Assistant Division Engineer O. N. Lackey and wife recently attended the wedding at Salamanca of Margery Ann Moore and Kenneth Blackburn Scott, son of Mr. and Mrs. C. R. Scott.

Track Supervisor E. M. Wilt and wife have returned to Hammond following a vacation with relatives in Washington, D. C. and Madison, Wis.

TRANSPORTATION

By T. E. Poe

Best of luck to E. J. Robisch, assistant superintendent at Chicago, who has been promoted to superintendent at Salamanca, N. Y.

We welcome back to the division

From Nine to Five

By Jo Fischer

"My wife's brother is coming to work for us and I want one of you super-salesmen to sign him up for the Payroll Savings Plan."
HAMMOND CONSOLIDATED

By Grace Connole

We were obliged to bid farewell to Mr. and Mrs. E. J. Robisch (assistant superintendent, Chicago-Hammond Terminal) who departed for Salamanca, N. Y. Dec. 1 where Mr. Robisch has taken over the duties of superintendent. Although they are from the East and are happy to be returning to home ground, the Robisches will not forget Hammond and the Chicago Terminal for more reasons than one, the most important being the arrival Nov. 9 of Karen Ann (nine pounds). Little Miss Robisch has a brother, E. J., Jr.

We greeted Mr. and Mrs. Glen Cornelius and small son Oct. 1. Mr. Cornelius took over the duties of relief foreman, due to the transfer of Frank Cervone.

Rate Clerk Harry Kinzie proudly announced the birth of his seventh grandchild (Joseph Douglas) at the home of son Bill in Las Vegas, Nev., Oct. 31 (Mrs. William Kinzie’s birthday).

Corky Ward (family canine), head of the R. K. Ward family (relief clerk), has given his complete approval of the new red Olds convertible which Ronnie bought recently.

Additions and betterments at Hammond station are Laverne Moureau, relief typist, and Edwin W. Lamberth, assistant rate clerk.

Agent W. G. Witwer and family spent Thanksgiving with Mrs. Witwer’s folks at Mason City, Iowa.

About 50 members and friends from Hammond attended the Erie Veterans’ semi-annual gathering Nov. 16 at Phil Shmidt’s Restaurant in Hammond. George Stalf, chief clerk at 51st Street, Chicago, was elected chairman for 1964 and Lloyd W. Connole, chief clerk at Hammond, was chosen vice-chairman.

O. C. O’Dier, retired conductor of Huntington, Ind., hasn’t forgotten former associates at Hammond. Just recently he remembered us with a generous box of bittersweet which he and Mrs. O’Dier gathered especially for the Hammond girls. He and his wife have traveled extensively, but it is always nice to return to Huntington and their children, he reports.

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Happy birthday to H. W. Boumann, commercial agent; Jack Soll, statistician; Evelyn Coakley, reconsigning and tracing clerk; Peggy Smith, ediphone operator and stenographer, and F. M. Bell, chief tariff compiler.

Pat Trotter, secretary to freight traffic manager—rates, spent the last week of November in New York shopping and seeing the new shows.

We were sorry to say goodbye to John Schnefke, secretary to freight traffic manager, John is now working in our St. Louis office.

Herman Brettkopf, chief correspondence file clerk, spent Thanksgiving in New York City with his brother.

ACCOUNTING

COMPTROLLER’S OFFICE

By Byron Webster

We extend our deepest sympathies to John Michel whose father passed away in Meadville, Pa., last month.

That once-empty desk in our office has been filled in fine style by Lucy Del Regno, a stenographic transfer from the car accountant’s office.

Donna Richardson is kept on pins and needles Monday and Tuesday evenings with her bowling in the Railway Business Women’s League on Mondays and attending sewing classes on Tuesdays.

While down town to see Santa Claus and do some Christmas shopping, Bobby Keenan and Johnny Wilhelm took time out to pay a short visit. Bobby is Joe Keenan’s two-year-old son and Johnny is the four-year-old pride of Pop Howard Wilhelm.

AUDITOR OF REVENUES

By Jimmy Murphy

Traditionally June is the month of brides, but in our office November seemed to shower diamonds. Lynn Kennedy was the first to come in wearing a sparkler on the third finger, left hand. The wonderful guy is Les Murman of Santa Ana, Calif., now living in Cleveland. . . . Two weeks later Shirley Wescott entered the portals of engaged bliss. Starry-eyed and smiling radiantly, she showed off her ring in a clutter of ohs and ahs. Sooner or later, she will walk down the aisle and become Mrs. Paul Kalser. And by a happy coincidence, Shirley and Ray will become sisters-in-law. How nice! . . . Janet Houghton has that able-bearer-you look ever since she received that beautiful sparkler from Dale Locher. . . . Shirley Pierce, daughter of Byron Pierce, of the operating vice-president’s office, recently came to work beaming with happiness. She had just received a ring from Ray

Erie Railroad Magazine
Janttary, these bright young people will take their places in the waybill section. We hope full attendance will be the order of the day. The many friends of retired Chief Clerk J. J. Drabovic are in high spirits from the joy of such an event. Drabovic left the Army. Chief Clerk J. L. Gould congratulated Fred on his fine service record and good fellowship and the high esteem he enjoys among his fellow workers. Mr. Gould then presented Fred with a 17-jewel wrist watch, suitably engraved, from his co-workers.

Lois Immo, captain of the Lucky Strikes in the ladies' bowling league, says things haven't been going so good lately, but she has been a member of the team that would keep all scores in the three-number bracket. Our future soldiers, Bert Ostrom and Paul Jurcik, were surprised and pleased when the station accounting bureau gang presented them with handsome wrist watches. The remarks of Chief Clerk A. C. Roscelli were appropriate and well received and a party at Farrell's rounded out the pre-martial activities.

Harry Martin is having a serious and painful illness, but you can't keep a good man down, so he'll be happy to report when he is back in harness again. Brides have dominated the local scene for the past few months. Wedding bells pealed for Mary Leanza and John Cangelosi who were married before a beautifully decorated altar in St. Rose's Church. Anna Mae Vesey knows how to turn heads and charm. She modeled a charming ballerina length gown when she acted as bridesmaid at a recent wedding.

And Joan Dinda, who has been living in the clouds awaiting the big day, changed her name to Mrs. Edward Telepak at St. Benedict's Church. Pat and Connie Chojna, Janet Halloran and Joan Patterson are still humming all the tunes from a hit musical they saw on a recent trip to New York. Knowing that we would probably be in for a long winter, Gladys Kalman motored to Florida for a few weeks to enjoy the sunshine and warm weather.
acquire those much needed vitamins.

... There was lots of fun for everyone at the Turkey Trot dance sponsored by the Erie Athletic League at St. Hedwig's Hall. Tom Barrett carried the ball and his efforts brought out the younger set in good numbers. ... Pat Richlin made her debut and anyone who would like to learn how to jitter-hug without paying for the lessons should see our little bombshell. ... To A. C. Roselli our sincere sympathy on the death of his mother. ... Our condolences also to Jack Braher, whose sister died recently at Clifton, N. J. ... We are happy to hear that Emily Cupwich is recovering rapidly from her appendectomy and we hope she will be back with us real soon.

NEW YORK TERMINAL
STATION ACCOUNTING BUREAU
By C. L. O'Neill

We express our appreciation to those who have contributed to this column the past year and hope they will continue to help.

Our heartiest congratulations to Andy Regan who now boasts of a baby daughter.

The Jersey Journal recently carried the picture of a championship basketball team in Jersey City 30 years ago. One of the players with a heavy head of hair was our own Zip Rears.

The welcome mat is extended to anyone who would like to learn how to jitter-hug without paying for the lessons should see our little bombshell. ... To A. C. Roselli our sincere sympathy on the death of his mother. ... Our condolences also to Jack Braher, whose sister died recently at Clifton, N. J. ... We are happy to hear that Emily Cupwich is recovering rapidly from her appendectomy and we hope she will be back with us real soon.

TANK MAN

This is Bryce T. Brown, former car repairer helper at East 55th St., Cleveland. Bryce now is in the Third Armored Division, Fort Knox, Ky. His father is Bryce Brown of the Engineering Department, general offices, Cleveland.

Stella Wilson, new night biller. Everyone was talking about the wonderful turkey they had on Thanksgiving, but after listening to gourmet Gabriel Chiecone, you should try a goat for a real feast.

Helen Wysinski has been doing a lot of home dressmaking lately. If she is going into the business, then we will give her a little advertising.

Congratulations to Joe Backman who has 31 years' service with the Erie this month.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

The William J. Fahertys did it again. Yep! For the third consecutive year they sent taffy to the office. This surprise was welcomed by all who tasted it, and we thank the donors once again for their thoughtfulness.

Shirley Dean bid back to the Auditor of Revenues Department and on Nov. 9 we got a new messenger. She is red-haired Rita Anne Connor, a graduate of Ursuline College. Another new comptometer operator started Nov. 16. She is blond, blue-eyed Charlene Ruth Scheck.

Did you know? ... The Henry Becks recently returned from visiting their son Bob at the Great Lakes Naval Base. ... Tom Meyer is a new home owner. ... William Kane is sporting new glasses. Virginia Blackley and Peter Gaughan are the two newest students who took the I.B.M. keypunching course. ... John Quinn was one of the lucky ticket-holders at the annual Thanksgiving drawing held by the Erie Veterans' Association Nov. 24. ... Mary McCarthy took a week end trip to Buffalo, N. Y., early in December, to visit Anna McCarthy. ... Night school enthusiasts are Arde Mann, Anita DiVitto, Pat Cundra and Peter Gaughan. ... The Frank Troyanos spent nine days basking in the sun at Miami Beach, Fl.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

That cloud of smoke seen floating around the office is Russ Westphal, who is breaking in a new pipe. ... What does Dansville have that all the girls are going there to get their hair cut? Mary Hillman was the latest to make the trip. ... Francis Cassidy attended the Ice Follies in Buffalo. ... Wesley Woodruff got stuck in the snow during the bad storm and had to spend the night at a farm house. ... Jane Moore spent two week-ends at home. Believe that's news for a "Believe It or Not" column. ... Little Beeman Lee has come to live with Mr. and Mrs. Robert Burdette. Bob was real proud while passing the traditional stogies.

Bill Leonard visiting in Huntington, Ind. ... Howard Hamilton wishes Bob Willey would make a New Year resolution not to play any more tricks on him. ... Mary Kinnerney doesn't understand why the keys to her car don't fit ArFrntieri's car. ... Danny Swift refereed his first basketball game of the season at Alford-Almond. ... Bob Hillman won a new Savage automatic shot gun. ... Stan Walter having his usual run of good luck. ... Betty Rudig vacationing with her parents in Huntington, Ind. ... Ruth Hunt went to vote and found she couldn't because she had failed to register. ... We just don't seem to get any news from Tamler's twilight crew. ... If all the game "caught" in the men's room was together in one place, there would be enough to

HALF CENTURY MAN

Receiving a gold pass for 50 years of service with the Erie is I. H. Shill (left), at right, Malcolm R. J. The pass is being presented by N. J. DeVito, station supervisor, New York Division and branches.
give everyone in the state a Thanksgiving dinner... Marguerite Whiting to Richmond, Va., on a vacation... Harvey Schneegass' house got in the way of a partridge. Ran "smack-dab" into it and got killed. Harvey's wife had the game warden call for it before Harvey could get into the deep freeze... Lloyd (Lefty) Angell received a trophy from the payroll department for services "above and beyond the call of duty."... Walter Coston, doing a tour of duty in Chicago for the eastern railroads, spent Thanksgiving at home. Understand he's known as "Senator" out there... Mr. and Mrs. Leo Rixford recently celebrated their 29th wedding anniversary... Howard Hamilton going all out for hunting this season. The only thing he shot so far is the tail off a rabbit... Fran Matacale doing a "bang-up" job as financial officer of the local VFW... Bruce Dungan, proud daddy of Daniel Bruce... Betty Radig says she doesn't plow. She digs and she does it in the spring... John Young had a painful but decorative furuncle on his end of his nose... Ed Kunicky has a 1933 wax job on his 1955 Buick... Barbara Baker Armbruster, former key punch operator, was a recent visitor in the office. She's living in northern California... Carolyn Benson, Ruth Hunt, Mary Recktenwald and Jeanne Matthews took an excursion to the big city to see the bright lights and tall buildings. Ruth says that muscles must be expensive there because she had to pay 97 cents for a lemonade... Jim Hogan, former comptometer operator, who is with Uncle Sam in Germany, really can slay the frauleins now that he dances... Loghry in the Bethesda Hospital... Bill Moore again cracking the whip in the comptometer section. Among those out for the deer season were Flash Petrillo, Frank Bottomley, Bill Pawling, Dick Sayles, Bob Young, Tom Halloran, Bob Burdette, Ed Kunicky, Fritz Petersen, Ralph Porter, Ed Bottomley and Bob Pebbles.

PRIZE PITCHER

Posed with two trophies here is Francis "Butch" Lemon, son of New York Division Engineer Francis (Abby) Lemon, Port Jervis, N. Y. Butch won the trophy on the left as the best pitcher in the Port Jervis Little League, and his team won the other award as league champs. Butch won 7 and lost one for the champs.

the Hudson River. Do you know that the New York police protect New York Harbor to the high watermark on the Jersey shore?

PERISHABLE TRAFFIC

PIER 20, N. R., NEW YORK

Gus Keith happily passed out cigars after becoming the father of a baby boy Nov. 11.

A group of Delaware fruit and vegetable growers visited the piers Nov. 13. Walter Tholen was on hand to explain the operation and answer questions.

On Nov. 19, Ed Sheehan conducted B. A. Dominick, assistant professor of marketing at Cornell University, and William Tyler, secretary of the New York State Commission on Agriculture, around the piers. They were making a study of the Washington Market area.

Pictures of Pier 21 will be included in a film of the fruit auction industry in New York City, which will be shown on various dates on the weekly television program, "Industry on Parade," in 122 cities throughout the nation. The sponsor is the National Association of Manufacturers.

The Pavonia Avenue Juice Grape Jobbers Association held their seventh annual dinner at the Union Club, Hoboken, Nov. 28. A grand time was had by all, thanks to President Tom Gangemi.

EMPLOYMENT

By V. T. Bustard

Jack Burko, former file clerk here and later an electrician helper in Seacoast, visited us recently while on furlough from Port Eustis, Va. He appeared to be in excellent physical condition and expected to be assigned to foreign service shortly.

George Taylor entertained us with a program of Christmas carols and songs during the holidays.

Andy ("Jimmy Powers") Loishman is rapidly gaining a reputation as the sports authority of the department.

MARINE

By Jesse E. Baker

On Oct. 28 Frank Cotos, painter's helper, and Michael Sherlock, dockhand, saw two boys in the water south of the Marine Yard. They had fallen overboard. The two men jumped into the water and swam to the boys and rescued them from drowning.

They swam with the boys back to the Marine Yard, where other men on a barge hauled all four aboard.

The boys were Joseph Borowski and Robert Drum, both 10 years old and both of Jersey City, N. J.

Both boys and the two rescuers were taken to the locker room where their wet clothing was dried and a good scrubbing with clean water and plenty of soap was administered.

The Erie police were notified and they took the two boys home, none the worse for their untimely ducking.

Capt. S. V. Rodgers of the ferryboat Jamestown, retired Nov. 10. Capt. Rodgers came to the Erie Dec. 28, 1912, and since that time it is estimated he made 375,000 trips across the

January, 1954
in honor of A. W. Baker.
M. J. Flannery, trainmaster-road
foreman, stopped in Chicago, Cincin-
nati and Washington, D. C., on va-
cation.
Best wishes to M. T. Peirche in his
new position as roundhouse foreman
at Jersey City.
Angela Merrick spent Thanksgiving
and the week end with her niece at
Mount Holly, N. J.
F. H. Reum spent a week's vaca-
tion visiting his daughter at Silver
Spring, Md.
M. A. Leshanski visited his daugh-
ter Mary at Rockville, Md., with a
stop-over at Gettysburg, Pa.
Walter Knecht, trainman at Avoca,
has returned to service following an
illness.
W. B. Edwards, fireman, visited
with friends at Chickasha, Okla.
Congratualtions to David O'Boyle,
stores clerk, on the arrival of a girl.
E. A. Reddie, conductor at Avoca,
is ill at home.
Recent office visitors included W.
J. Clark, retired road foreman of en-
gines, and E. R. Riker, retired engi-
near. Both are in the best of health.

BUFFALO DIVISION
BUFFALO TERMINAL

By Ruth Nise Munger

William L. Norris, retired yardmas-
ter, attended the 50th annual meeting
of the Lockport Masonic Order as an
honor guest and received his 50-year
membership medal from the master of
the Grand Lodge. Congratulations to
Mr. Norris and other fellow members
who worked with him a half cen-
tury ago.

Our sympathy to the family of Wal-
ter H. Weisner who died Nov. 14.
Walter came to the Erie 12 years ago
from the Pennsylvania Railroad. Also
to William Spors, retired shop hostler,
whose wife died Nov. 22.

Our contemplated new office build-
ing is the subject of much conversa-
tion and conjecture. Bert Leuthe and
Joe Richards are concerned as to
whether it will contain a cafeteria.
Civil defense minded Kenny Hicks
wonders if it will be equipped with
a bomb shelter.

Ray Egan went to visit an old friend
recently, a man with a reputation as
a clever psychiatrist. But the Doc
saw Ray coming and beat him to
the couch.

Our automobile messengers are
proud boys, all vying with each other
for the privilege of driving the new
station wagon. The only exception is
Gary McPherson who is ready always
to drive anything on wheels.

One of the most conscientious em-
ployees on the railroad is our own
Herbie Zimmer. Recently he showed
up, ready for work, a full two hours
before starting time. Herb modestly
gave credit to a faulty alarm clock,
but we are inclined to attribute it to
his ambition and love for his job.

BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the be-
reaved families of Walter Ogee, Ed-
war Dahl and M. Komisarek.

Sympathy also to Peter Clayback,
William Spors, W. Aures and A.
Aures in their recent bereavements.

Mr. and Mrs. Casimer Cybulski
(former machinist) celebrated their
44th wedding anniversary Oct. 20.

Congratulations are extended to Mr.
and Mrs. R. G. Higgins on the birth
of a daughter Oct. 3.

GRADE "A" Crushed Stone,
properly prepared and
screened clean for all pur-
poses.
Quarry at Huntington, Ind.,
on the Erie Railroad
Ask Us For Prices
THE ERIE STONE COMPANY
TOLEDO 4, OHIO

OVER 50 YEARS
devoted entirely to the
Design, Manufacture and Servicing of
RAIL JOINTS

THE RAIL JOINT COMPANY, INC.
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New York 7, N. Y.

Erie Railroad Magazine
LONG CAREER ENDS

Comploring 47 years of service with the Erie, Hugh T. Sweeney, assistant freight traffic manager, Chicago, has retired. Born in Minneapolis, Minn., Mr. Sweeney started as a stenographer with the Erie in Chicago in 1906.

SUSQUEHANNA DIVISION
HORNELL CAR

By Mary L. Falzoi

Sympathy is extended to the family of Wasyl Lawrow, retired car repairer, who passed away after a long illness; to John and Frank Marino on the death of their mother, and to Clarence Magee, retired car repairer, on the death of his mother.

Welcome back to Jack Schwartz after an extended illness.

George Bohownik, foreman, took his vacation during the hunting season and bagged his quota of pheasants and rabbit.

William Leonard, foreman, and wife spent a week of their vacation in the "Windy City."

We hope for the speedy recovery of John Bay, car repairer, who underwent an operation recently.

Howard Emerson, clerk, spent his vacation "deer" hunting.

STORES
HORNELL, N. Y.

By Anieta F. Decker

G. J. House was given a surprise (and impromptu!) birthday party. The Stationery Department furnished the "cake" and the Daily Mirror the "felicitations!"

Francis Swartz has moved his family to a little farm outside the village of Almond.

Among those taking advantage of the exceptional weather were Ruth Hedden and her sister who motored to New York.

As of this writing we are concerned about Clarence Covert who recently underwent surgery.

June Orvis and Cyril Albaugh had the pleasure of attending a performance of the Boys' Town Choir.

Don Lindeman not feeling well from the double effects of Thanksgiving and his birthday. Incidentally, Don had a poker party at his house the other night. Ed Ruch, Roy Smith, Bob Ward, Fran Schwartz, Bob Griswold, Van Craig and Joe Zaproski helped lighten the Lindeman larder.

The Gaylord Currys touring in New York.

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

The William Tell of the department is John Dessena who got a buck deer with a bow and arrow.

SCRAP AND RECLAMATION
MEADVILLE, PA.

By G. S. Smith

Tony Pero reached a quarter century of service last month.

A son was born recently to Pvt. Alfonso Gaglione and his wife Gretchen at Fort Belvoir, Va., where he is stationed.

Our champion bowling team is having a tough time getting started in the Erie Railroad bowling league this season. They are in third place, but edging slowly toward coveted first place. They have confidence that they will make it again. It could be that the competition is a little tougher.

Our sympathy is extended to William E. Longstreth and family on the death of his mother. Also, to Alton Hills and Paul Walls whose fathers died.

After the small game hunting season was over and most of the so-called hunters at the plant had their quota, they began getting their guns oiled and sights fixed so they could get that deer.

Robert Forbes Rumbaugh, little grandson of Lena and Francis Forbes, wasn't quite up to consuming that big turkey leg on Thanksgiving (he was only two months old), but the family was all together at the Rumbaugh home in Pittsburgh.

Marian Greathouse, daughter of Bernice and Forrest, received a long distance call from her fiance, Ralph Hickman, in Japan. It was 4 a.m., but she was thrilled to be awakened at that hour by her man.

R. L. Dobbins and Joe Severo celebrated birthdays in December. Only one birthday in January.—Robert Burton, who is in military service.

ALLEGANY DIVISION
SALAMANCA, N. Y.

By S. Minneci

The "Four Musketeers," Yardmen A. M. Ball, L. F. Rettherg, F. J. Crossfield and Chief Caller Ted Burleson, tramped the Cattaraugus County hills for three days at the start of the deer season, looking for the elusive buck. They had had no luck at the time this item was written.

Other deer slayers (yardmen) who had no luck at this writing are Clar-
ence Kirby, Leonard Pavia, Robert Plunket and Earl John.
Freight Office Clerk Chester Dolecki visited friends in St. Paul, Minn., while on vacation.
Yardmen A. M. Ball and L. F. Rettberg vacationed in and around Salamanca.
Our sympathy is extended to the family of Engineer Harold Saunier who died in the Salamanca District Hospital Nov. 10.
On Nov. 7, Salamanca was blanketed with 18 to 22 inches of snow, putting a stop to the pleasant fall weather we were enjoying.

The Rev. Ronald S. Morrissey officiated at the marriage of Margery Ann Moore and Kenneth Blackburn Scott in the rectory of St. Mary's Episcopal Church at 2 p.m., Nov. 14. The bride is the daughter of Mr. and Mrs. Leonard M. Moore of Salamanca, and Kenneth is the son of Mr. and Mrs. C. R. Scott of Ridgewood, N. J. After the wedding trip to Florida, they returned to Salamanca to reside. Kenneth is second trick operator at "X" Tower in Olean.

The Rev. Michael E. Colligan, pastor, officiated at the marriage of Ann Louise Moore and Lt. Edward Joseph Murty, Jr., U.S.A.F., in St. Patrick's Church here at 11 a.m., Nov. 14. She is the daughter of the Leslie M. Moores (he is car distributor) of Salamanca and Lt. Murty is the son of Edward J. Murty of Kenmore, N. Y., and the late Mrs. Murty. Lt. and Mrs. Murty are living in San Angelo, Tex.

WRECKMASTER-GEN. FOREMAN
SALAMANCA, N. Y.

Robert V. Nolan, son of S. F. Nolan, gang foreman, who is a senior at the University of Buffalo, has been elected to membership in Pi Mu Epsilon, national honorary mathematics fraternity. He is majoring in mathematics. The purpose of the fraternity is to promote mathematical scholarship among the students in academic institutions of university level.

A son weighing nine pounds and 12 ounces was born to Mrs. William Trummer. Bill is a car inspector. A son also was born to Mr. and Mrs. Joseph Capozzi. Joe is a carman apprentice.

Forrest Main has been transferred from Salamanca to Meadville. Carl Phillians has been transferred from Cleveland to Salamanca; while Kiah Keister transfers from Salamanca to Brockway, Pa. as general foreman.

James Miess, retired division car foreman, is spending the winter in Tucson, Ariz.

MEADVILLE DIVISION
ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Engineer Harold P. Saunier, of Salamanca, N. Y., died Nov. 10 following a heart attack.

Vacationers who anticipate good hunting at this writing are G. H. Deshner, Jr., R. F. Stear, C. E. Clark, J. M. Kindervater, W. G. McCain, J. B. Drachslin and H. H. Woodruff.

Erie Railroad Magazine
NEW YORK DIVISION
WEEHAWKEN LOCAL AND DOCKS

We welcome Carol Ann Newton, stenographer, who replaces Maureen O’Reece; Joseph Tono, messenger, in place of Richard J. Tracy, and E. Brockman, General Motors Overseas Corp. representative. He replaces Robert Hebig who was transferred to the Fair Lawn, N. J., plant.

Sympathy is extended to George Wilkins on the death of his mother, to Leo Hudson on the bereavement of his brother, and to John Dugan, whose mother-in-law passed away.

Best wishes are extended to Eugene Riordan, dock laborer-cooper, who retired recently.

Since our last column, Robert E. Colville was married, as was Lt. James A. Kille, son of our chief clerk.

The freak storm of Nov. 6 and 7 struck Weehawken with all the fury of the 1930 storm, but fortunately the damage was not as extensive. Reports from our foremen indicate that the yeomanlike efforts of our night forces in moving considerable freight resulted in a minimum amount of damage and a consequent saving in claims which would have resulted had the freight not been moved. We congratulate McGreal and Dugan and their forces on their foresight and efforts.

SUPT’S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Our sincere sympathy to Neil Fulton and family on the sudden death of his brother. Tunis Fulton, Sr. Tunis was a telegrapher with the Erie 49 years.

It’s a baby boy for the John McBrides (St. Mary’s Hospital, Hoboken, Oct. 28). The mother is the former Anne English, stenographer-clerk in this office. Congratulations to Mr. and Mrs. R. R. Mitchell (foreman of engineers) on the arrival of a baby girl at Valley Hospital, Ridgefield, Nov. 1.

A trip to Los Angeles and a tour of California has been concluded by Mr. and Mrs. H. A. Rhoads. They visited his mother and sister in Los Angeles. Our sympathy to Mr. Rhoads on the news just received that his mother passed away.

Nice to have Richard Young back after a bout with the virus.

Congratulations to Walton E. Smith, former trainmaster here, on his promotion to division engineer at Buffalo, and to Wilbur J. Betz as trainmaster with headquarters at Jersey City.

Get-well wishes and flowers were sent to Ruth Larivee, who was hospitalized at Hackensack, also to Harry Coleman, ill at home.

After writing this column, the correspondent took off on a vacation to Los Angeles, Nev., Los Angeles and San Francisco.

The Old Plantation Inn in Teaneck was the scene of the recent fall dinner-dance held by the New York Division Welfare Association. Employees, families and friends were on hand to partake of the delicious main course, roast beef, and to spend the evening socially. General Chairman Walter Turner and his committee and Master of Ceremonies Frank P. Belling were given a rousing hand as a tribute to their part in making this an outstanding event. Members are looking forward to the next affair, to be held in the spring.

Officers elected to serve during 1954 will be installed at the January meeting. Abraham B. Cohen, president; Nicholas A. Volpe, vice-president; Mary L. Quinn, secretary; Antoinette M. Geerinck, treasurer; Burton S.

STILL GREATER PROTECTION—For Cars and Lading

Cardwell Friction Bolster Springs
to absorb vertical and lateral forces

Cardwell and Westinghouse Friction Draft Gears
to absorb horizontal forces

CARDELL WESTINGHOUSE CO., Chicago, Ill.
The track’s always clear for saving at 1st National Bank, the friendly bank with offices close to where you live or work. It’s more convenient to save at 1st National!

Open your account now...only $1 gets you started. (See phone book for our handy locations.)

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**STATION SERVICE**

*By N. J. De Vito*

Passaic, N. J.—Charles Dalzell has bought a new television set and we are looking forward to an open house party. M. V. Montagano and Charles Dalzell passed another milestone of service last month. Digger O’Dell Barrett now is working at Ridgewood station and we miss him. We welcome Frank Nolan and wish him good luck. Arthur Katz again assisted Jim Parkinson in playing Santa Claus to the kiddies at Garfield, N. J. Harry Flanagan spent the recent holidays visiting relatives. Tom Ford basked in the Florida sun on his belated vacation.

Montclair, N. J.—Wayne J. Ferrero is the proud father of a baby girl. The whole town is talking about our new station. They’re proud of it and so are we. The mayor of Montclair bought the first ticket when we had the official opening.

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**Railroad Record**

**Album Published**

The Folkways Records and Service Corp. of New York City recently produced a recording of railroad and other folk songs entitled *900 Miles and Other R. R. Songs*, sung by Cisco Houston, with guitar accompaniment. Eight of the eleven songs included in this album relate to train wrecks, boomers and railroad-riding hoboes. They are: *900 Miles; Wreck of the ’97; Hobo Bill; The Great American Bum; The Brave Engineer; The Gambler; The Rambler; and Railroad Bill*. A 10-page illustrated booklet containing the words to the songs accompanies the recording. (Sold in record stores throughout the United States; 10", 33 1/3 RPM, Folkways Records Album FP-13, list price $4.95.)

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**N. Y. Rail Tax**

**Almost $40 Million**

Railroads operating in New York paid almost $40 million in state and local property and school taxes in 1952, according to figures made public recently by the Associated Railroads of New York State.

The 1952 tax payments of $39,526,612 amounted to $5,283 for each mile of railroad line in the state.

Last year, one out of every 114 persons in the state were employed by the railroads. A total of 129,537 railroad employees in the state were paid $447,060,346 in wages and salaries during the year.

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**W. H. MINER, INC.**

**EFFICIENT RAILWAY APPLIANCES**

**CERTIFIED FRICTION DRAFT GEARS**

**POWER HAND BRAKES**

**TRUCK SPRING SNUBBERS**

**THE ROOKERY**

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**THE ERIE DOCK COMPANY**

**CLEVELAND, OHIO**

**IRON ORE UNLOADING DOCKS**

Unloading Capacity 2,400 Tons per Hour from Vessel.

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

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**BUCKEYE CAST STEEL PRODUCTS**

- Truck Side Frames
- Truck Bolsters
- Couplers
- Yokes and Draft Attachments
- Freight Car Castings
- 6- and 8-Wheel Trucks

**THE BUCKEYE STEEL CASTINGS COMPANY**

New York

Columbus, Ohio

Chicago
Estimated 1,000,000 Stockholders Own American Railroads

Nearly every American citizen has a financial stake, directly or indirectly, in the railroads of the United States. Some have a direct stake in the railroads as owners of railway stock or railway bonds. Others have indirect financial stakes in the railroads as owners of life insurance policies or as depositors in savings banks and trust companies which invest heavily in railway securities.

In a recent survey there were 876,000 stockholders of Class I railroads, and there is no telling how many other citizens owned stock in 480 Class II and Class III railroads and 213 switching and terminal companies in this country. Altogether, there are probably upward of one million owners of railway stocks in the United States.

Who Are They?

Where do these million railroad stockholders live? At Bar Harbor, or Palm Beach? A few do, but the great majority of them live on the farms and in the villages and towns and cities of America, from coast to coast, from border to border. They live in every state and nearly every city and town in America. They are our neighbors and friends—the people we meet on the street every day—and the great majority of them are just plain folks—merchants, doctors, office employees, town and county officials, preachers, painters, paper hangers, lawyers, teachers, and so on. According to statistics compiled by the Interstate Commerce Commission, the average railway stockholder owns 89 shares of railroad stock.

A few years ago an analysis was made of stock ownership for a New England railroad, which is typical of many other railroads. It showed that of 195,000 shares outstanding, 75,000, or nearly one-half, were owned by 1,382 stockholders scattered throughout the state in which the railroad operates. Investors in other New England states own 62,442 shares. Only 21,306 shares, or thirteen per cent, were owned outside of New England. Another striking fact in connection with the ownership of railroad stock was that about one-third of all the stock outstanding was owned by women. About one-fourth of the total number of shareholders were employees of the railway company.

Other Owners

Ownership of railway stock represents only a part of the public's financial stake in the railroads. It is estimated that there are in the neighborhood of one million owners of railway bonds. Of the total par value of railway bonds and other funded securities outstanding in the hands of the public, trust funds, the states and individuals hold about 45 per cent; regular reserve life insurance companies hold about 27 per cent; commercial banks and mutual savings banks hold about 18 per cent; and the remaining 10 per cent is invested in railway bonds by colleges, universities, foundations, etc. Altogether, more than one-half of all railway bonds outstanding in the hands of the public are held by life insurance companies, banks, educational institutions and foundations.

Thus, in addition to some one million stockholders and hundreds of thousands of individual bondholders, there are many millions of savings-bank depositors and life-insurance policyholders who have a financial stake in railway earnings.

A recent study of railway taxes in Ohio shows that 53.6 per cent of all state and local taxes paid by the railroads of that state go to support the public schools.
speakers were Mrs. C. W. Catterson, Mrs. Ray Lewis and Mrs. E. Mulhall. Our thanks to Mrs. Frank Senn, Mrs. John Ilas and Mrs. James Bowser for the attractive table decorations. The luncheon committee members were Mrs. Ralph Fero, Mrs. W. L. Schorr and Mrs. John Carney, Sr.

Our regular meeting and luncheon was Nov. 17 at the Grotto Dining Room.

Sympathy is extended to Mrs. Howard Beattle on the death of her husband, and to Mrs. Joe Deitl whose mother died.

Mrs. W. Owens, Mrs. C. C. Peters and Mrs. Thomas Timlin were hospitalized recently. Mrs. T. Swogger is out again, having fallen and injured a leg.

Approximately 12,000 different items are required to be kept on hand at railway shops for diesel locomotive repair work. Storerooms and storage yards are usually located centrally in the shop grounds, often adjoining the main shop building.

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NURSES NEEDED NOW FOR TRAINING

If you want a chance for job opportunities, numerous fields, good pay, and future security — nursing is the career for you!

If you are age 17 to 35, a high school graduate with biology, chemistry and algebra, in good health, married or single, man or woman, have ability to learn and like people, you will want to inquire into nursing. Check now with your hospital. You can serve in many fields as a registered professional nurse: public health, airlines, research, U. S. Armed forces nurse corps, foreign service, teaching and hospital service. You will find that the salaries are good and that there are many opportunities for rapid advancement.

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WORD ANSWERS


RAILROADS continued

strawberries to steel rails, from typewriters to steam and electric locomotives.

Thousands of industrial enterprises and millions of industrial workers are engaged in supplying the needs of the railroads.

Nor is THAT all. The railroads are among the country's largest taxpayers.

In 1952, they paid $1,262,600,000 in taxes to federal, state and local governments. In thousands of communities large and small, throughout the country, their taxes are relied upon to help support the public schools, to help maintain the highways, to support public institutions, to maintain police and fire protection, and to defray costs of local government.

These facts give one some idea of the magnitude and the economic importance of our railroads, not to mention the indispensable service they perform as the only agencies providing complete year-round nation-wide common carrier transportation service in the handling of passengers, freight, perishables, express and mails.

Is it any wonder that the railroads are called "The Lifelines of the Nation"?

GUESS ANSWERS

1. Air shutters on a diesel switcher locomotive.
2. Nothing but a homely old radiator.
3. Louvres of a fluorescent light fixture.

QUIZ ANSWERS

1. 15 per cent.
2. Men who build and maintain bridges and buildings.
3. About $1.15.
4. About 750 pounds (weights range from 700 to 835 pounds)
5. William F. Harnden.
6. 1815 (in New Jersey).
7. Rail from which the original ends have been removed.
8. Virginia.
9. A part of a rail joint.
10. Twenty.

Erie Railroad Magazine
AN UNWANTED TRAVELING COMPANION

DON'T FORGET...
I'M STILL WITH YOU!

15% U.S. TAX ON TRAVEL

JOHN Q. PUBLICLY
It's not little any more . . .

. . . and it's not red, either! The quaint "Little Red Schoolhouse" was all right in its time. But today's splendid modern elementary or high school is built and equipped to match the growth of the community it serves.

"Thriving" is the word for the many communities of the Erie Area. Both business and industry choose these growing Erie communities served by a progressive railroad . . . to build new plants bringing in larger payrolls, which in turn mean better homes and bigger and better schools.

A prosperous community is a valuable asset to a railroad, for as your community grows the Erie grows too. So the Erie continues to progress . . . constantly bettering its equipment and service to business, industry and the people of the communities along the busy Erie right-of-way.