HAPPY NEW YEAR!

OUR 50TH YEAR OF PUBLICATION

JANUARY 1955
WE HAVE JUST COMPLETED a year that presented quite a challenge to railroad men all along the line. With business off about 15 per cent, it was necessary to economize and adjust our expenses to the prevailing level of traffic. Fortunately, we were able to make this adjustment without deterioration in the service we were able to provide for our customers, or the physical condition of the railroad. Every possible attempt was also made to minimize any hardship to our employees.

A combination of loyal, conscientious effort on the part of employes and the efficient use of the new tools and equipment that have been modernizing the Erie in recent years did the job. As a result, the Erie was in the black throughout the entire year although net earnings were less than half of what they were in previous years.

We have successfully weathered this period and are now looking forward to the coming year. The skies are clearing and we are beginning to see definite signs of brighter weather ahead. There has been a noticeable uptrend in business activity in the last few months which seems to be gaining momentum not only in the Erie area but throughout the nation. We expect this steady advance to continue, which should mean that the Erie will have a better year in 1955.

With these encouraging prospects, we can all share in the hope for a Happy and Prosperous New Year.

[Signature]
Our Objective

Primarily the Erie Railroad Magazine is published for Erie employes 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 part of each issue is devoted to individual aspirations and achievements of Erie employes on and off the job.

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

Distributed free of charge to Erie Railroad employes. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.

January 1955

RAIL ENDS

Here’s another birthday item. The Swansea & Mumbles Railway in England had a party this summer celebrating its arrival at the ripe old age of 150 years. Oldest passenger railway in the world, it’s still going strong.

The Netherlands has a train, running one day a week, called the “Cheese Express.” Every Friday morning from April to late September, the train carries sight-seers and buyers from Amsterdam to the world-famous cheese mart in Alkmaar. Passengers are treated to samples of cheese passed out by girls in Dutch costume.

Longest and fastest daily non-stop run in the world today is made by “The Elizabethan,” fleet London-Edinburgh express of the British Railways. Powered entirely by steam locomotives, the train makes the 393-mile trip in six and a half hours, averaging 60.5 miles per hour. In many places, this ballast scorcher hits top speeds of more than ninety-miles an hour.

One of the interesting and exacting jobs of the Railway Express Agency is transporting large numbers of carrier racing pigeons from any section of the country to any designated point and releasing them simultaneously at the precise second specified by the owners.

THE COVER — Properly attired to spread the cheerful spirit of the holiday season and optimism for the approaching New Year, Smiley, the Erie’s ambassador of good-will, takes over our front cover this month to wish all Erie employes and friends of the railroad a very merry holiday season and prosperity and happiness in 1955.
new project sees it the possible answer to the long search for a material that will provide the most satisfactory, smoothest and longest-lasting railroad crossing yet devised.

The possibilities for similar installations include places where streets and highways cross railroad tracks throughout the country; railroad station areas where passengers and baggage trucks must cross one or more sets of tracks, and factory receiving and shipping areas where similar conditions are encountered.

Present as workmen installed the first rubber crossing in Akron were its inventor, C. H. Rennels, of Youngstown, Ohio; S. A. Du Pree, general manager; R. B. Warren, products manager, and other personnel of the Goodyear Industrial Products department; H. J. Wecheider, engineer, Maintenance of Way, Western District, Youngstown; J. P. Morrissey, division engineer, and other representatives of the railroad.

Built of Rubber Slabs

The rubber vehicular roadway between the track rails is built with slabs of rubber measuring 36 inches wide by 59 inches long. They are a little more than three inches thick, including a sheet of heavy gauge steel sandwiched within each slab. The rubber roadway rests on treated wood laid on top of each regular railroad tie, and each slab is fastened down by lag screws 12 inches long, installed through metal and rubber grommets, to hold the slabs securely in place.

The rubber slabs have tapered flanges where they meet the rails. When sprung into place, the rubber flanges are designed to form a watertight wedge with the rail, thus preventing seepage which causes deterioration to the ties and fouled ballast in the crossing. Under normal conditions, the rubber installation should last indefi-
John McMullen Receives Testimonial

One of Erie's most distinguished veterans and now a consulting engineer for the railroad, John McMullen (left), former superintendent of the car department, shows a testimonial, which he received from the Association of American Railroads, to his son, J. F. McMullen (center), who succeeded him as superintendent of the car department, and M. G. McInnes, Erie's president for operations. The testimonial was presented for Mr. McMullen's distinguished and valuable record of service as a member of the committee on car construction from July 1919 to January 1954 by the committee. He also was a member of the committee on car trucks of the Master Car Builders Association.

nitely, according to Goodyear's engineers.

Smaller rubber slabs were used outside of the rails, extending to the tie ends of the track and these, too, are designed to form a watertight union with the rails.

"How did you get so completely intoxicated?" asked the judge.
"I got in bad company. You see there were four of us. I had a bottle of whiskey and the other three don't touch the stuff."

Bowlers To Roll
At Youngstown
In 10th Tourney

Erie bowlers will roll in their 10th annual system-wide tournament Saturday and Sunday, March 19 and 20, at the Marvondale Alleys in Youngstown, Ohio.

Entry forms can be obtained from team captains. They should be mailed as soon as possible to H. E. Fowle, 1441 Alameda Ave., Lakewood, Ohio.

Entry fees are the same as last year, $3.75 per event or $11.25 per entry for all events.

50 King-Size Flats
For 'Piggy-Back'

The "ultra" in roller-bearing flat cars is being ordered by the Erie Railroad for use in its new piggy-back service.

An order was placed with Bethlehem Steel Co. to build 50 specially equipped flat cars with an extra length of 75 feet to accommodate two large size highway trailers. The cars, estimated to cost $550,000, will be equipped with roller bearings as well as rubber cushioned draft gears, and tight-lock couplers to reduce slack action and prevent damage. Delivery is expected in late January.

The Erie started piggy-back service last July between New York, Newark and Chicago, using standard flat cars. Plans are under way to extend the service to other points along the line.

LATEST PROMOTIONS

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January, 1955
Could Airlines Do This Job?

The nation's railroads expected to handle between Dec. 1 and Christmas Day enough mail to fill more than 5,000 trains of 12 standard mail cars each, the Association of American Railroads said Dec. 1.

The Post Office Department anticipated that space equivalent to more than 60,000 of these 60-foot mail cars would be required to move the more than five and one-half billion pieces of intercity holiday mail that was expected to pour through post offices throughout the country during the 24 days.

This meant that the railroads would be called on to haul an average of more than 200 solid mail trains a day, according to the A.A.R. With each of these trains carrying over a million pieces of postal matter, there would be sufficient mail transported to give every American, Canadian and Mexican an average of more than 25 pieces of mail.

Postal officials estimated that the holiday season mail traffic would increase slightly over the corresponding 1953 period when five and four-tenths billion parcels and letters were delivered—the great bulk of which was transported by rail.

In order to accelerate the movement this season of the more than 54 million sacks of pre-Christmas mail to their points of destination, the Post Office Department estimated it would need to utilize at least 3,625,000 linear feet of mail car space. This footage is sufficient to make up a solid mail train extending more than 685 miles.

In moving this mountain of mail, the railroads would use the 2,600 Railway Post Office cars in daily service over the 137,000 miles of track designated as mail routes by the Post Office Department. Besides the R.P.O. cars, the railroads would also make available a fleet of more than 11,500 baggage and express cars for moving mail.

To speed up the delivery of mail again this Christmas, the Post Office Department augmented its 14,500 railway mail car personnel with additional trips of regularly assigned personnel at overtime pay. In addition, the railroads had nearly 50,000 of their own workers assigned regularly to handle the mails in railroad stations.

Aside from expediting the billions of gift parcels and greeting messages from coast to coast, the railroads also were set to transport thousands of cars of express and freight loaded with Christmas merchandise, the A.A.R. pointed out.

JUNIOR ACHIEVEMENT

The Erie Railroad again is sponsoring Junior Achievement groups in Cleveland this year. There are two groups. These groups are organized as small businesses or industries and are operated by high school students for experience. Adults are advisors and are furnished by sponsoring companies. President Paul W. Johnston is a member of the advisory council and E. E. Seise, assistant to the president, is a member of the board of trustees of Junior Achievement of Greater Cleveland, Inc.

Two members of Jampco, the other Erie JA company, show their product, a trousers-skirt hanger, to R. A. Mylius (second from left), assistant electrical engineer and a JA advisor, and Dr. W. E. Mishler, chief surgeon and director of claims. The products are for sale, and Erie employees will receive an opportunity to purchase them.

Junior: Is a ton of coal much?  
Father: It depends on whether you're shoveling it or burning it.

Erie Railroad Magazine
In the real tradition of railroading, there are some employees whose jobs call for them to be on duty on Christmas Day.

To those of you who are railroading today, I would like to extend special and personal greetings, knowing that you may be away from your homes and your families a part or all of the day.

The true meaning of Christmas is with us no matter where we may be. I am sure your folks at home are thinking about you today and are with you in spirit. To them and to each of you, I would like to say "Merry Christmas".

P.W. Johnston

(A copy of this letter from President Paul W. Johnston was sent to all Erie employees who had to be on their jobs on Christmas Day.)
Erie Engine Serves Korea

Donated to the people of Korea after being displaced on the Erie by a more efficient diesel, one of our retired steam locomotives has started a new, useful career, with a leading role in the program to rehabilitate the war-torn country.

The locomotive went by rail to San Francisco and then across the Pacific Ocean aboard the steamship Indian Bear. Retaining its old Erie Engine No. 2524, it was officially accepted by the Korean government in a ceremony on Oct. 23 at Seoul Central Station on the day that it pulled its first passenger train.

The train, No. 17 and 18, or the "Unifier" as it is more popularly called, is the fastest in Korea. It runs daily between Seoul and Pusan, a distance of 164 kilometers. No. 2524 powers No. 17 to Taejon and then returns to Seoul with No. 18.

The locomotive was presented on behalf of the Erie to Chong Rim Lee, minister of land transportation of Korea, by Col. George B. DeGroat, deputy general manager of the United States' 3rd Transportation Railway Command and former Erieman.

At the ceremony Col. DeGroat said, "In speaking for the Erie Railroad, we are deeply sympathetic with your many problems and hope that this contribution of Engine No. 2524 will in some way be helpful in operating successfully the Korean National Railroad which is the bloodstream of transportation in Korea."

A native of Hornell, N. Y., Col. DeGroat started with the Erie on our Susquehanna Division as a fireman and engineer. When he entered service in World War II on a leave of absence, he was assistant district fuel supervisor. Following World War II he rejoined the Erie and then resigned to re-enter the military service. He also was a county supervisor while living in Hornell. His home now is in Cincinnati.

Medal of Merit

Recently Col. DeGroat was awarded the Medal of Merit "Ulehi" by the government of Korea for his efforts in the efficient and successful operation of the railroad during the early rehabilitation program which followed the Korean war.

Col. DeGroat also has been awarded the World War I and II Victory Medals, the Bronze Star, the Asiatic-Pacific Medal, the European Service Medal, the Army of Occupation Medal, the Korean and United Nations Service Medals, the National Defense Medal and the Armed Forces Reserve Medal.

During his Korean tour, both he and the 3rd TRC received the Republic of Korea Presidential Unit Citation and the U.S. Meritorious Unit Citation. During World War II Col. DeGroat served in the Pacific Theater on Papua and New Guinea and in the European The-
ater of Operations.

The job of keeping the railroad equipment in Korea in operating condition since 1950 has been assigned to a member unit of the 3rd TRC, the 765th Transportation Railway Shop Battalion, which has an Erie origination.

The battalion was built around a nucleus of key officers and enlisted men from the Erie, mostly from Hornell. It arrived in Korea on Aug. 30, 1950, and was immediately scattered over 300 miles of railroad to operate backshops, repair yards and forward RTOs. A handful of men remained in Pusan to set up a main backshop.

During the war the 765th struggled to repair and maintain the locomotives and rolling stock vital to the war effort.

No. 2524 gets an inspection as it stands on a dock in San Francisco just before it went aboard the Indian Bear for its trip to Korea. From the left are, Yung Hon Choo, Korean consular general; J. C. Bannatyne, commercial agent, San Francisco; Capt. W. L. Turney, U. S. Navy; Palmer Beris, West Coast director, American-Korean Foundation; H. F. Keeden, general agent, San Francisco; Howard Klassner, chairman of the board, Pacific Far East Lines; Capt. J. B. Stefenac, U. S. Navy, and Mr. Cudy, national field director, American-Korean Foundation.

(Please turn to Page 21)
Looking ahead with optimism although confronted with some disappointing figures for 1954, members of Erie's passenger traffic staff gathered at their annual sales and service meeting at Jamestown, N. Y., on Dec. 7 to square off with one of the most persistent problems facing the railroads today—passenger deficits.

Just like on other railroads, passenger revenues on the Erie were somewhat lower in 1954 than in 1953. The division representatives stood up to these facts and unanimously pledged renewed effort to wipe out the decrease in 1955.

The undertone of conservative optimism was the feature of the meeting. Each of the passenger men forecast a comeback in his area in tune with the brighter outlook for business in general for 1955.

The passenger men agreed that the lag in business and industry generally during a good portion of 1954 was part of the answer to decreased passenger revenues. Although they were depending on better economic prospects in 1955 to help with an increase in their sales, each of them expressed the determination to sell harder and introduce more ideas in the coming year.

A. G. Oldenquist, Erie's energetic passenger traffic manager, prepared a full docket for the meeting.
Look Ahead

His passenger staffmen put in a 10-hour day jam-packed with business in an effort to find ways to attack the perplexing bugaboo of the deficit in passenger operations. All railroads are wrestling with the same problem. The Erie is off less than most in passenger revenues on a percentage basis.

From the left, P. F. Arroyo, manager, mail, baggage and express traffic; V. F. Green, assistant general passenger agent, Youngstown; J. P. Clark, division passenger agent, Akron; W. L. Scherr, division passenger agent, Youngstown; Gerald Saunders, division passenger agent, Elmlro; J. H. Dimke, assistant general passenger agent, New York City; F. J. Wild, general passenger agent; Mouncey Ferguson, account executive, Grissold-Eshelman advertising agency, and A. G. Oldenquist, passenger traffic manager.

Four members of the passenger department staff discuss passenger traffic at the meeting Dec. 7 in Jamestown. From the left, Gerald Saunders, division passenger agent, Elmlro; J. H. Dimke, assistant general passenger agent, New York City; F. J. Wild, general passenger agent, and A. G. Oldenquist, passenger traffic manager.

One of the passenger promotions to create new revenue and which will be emphasized in 1955 is Erie organized tours. A survey of those at the meeting indicated that the tours operated to New York and Chicago in 1954 were especially successful. More stress will be put on these and a schedule is being arranged for a larger number of Erie communities.

Special fares also were discussed thoroughly. Such innovations as family fares and group economy fares which afford substantial savings to travelers will be pushed. The family fare enables husband and wife or parents and children to ride our trains at reduced fares in coaches or Pullman cars. Groups of three or more also can obtain fare reductions for use in coaches.

The special fares were inaugurated principally as a competitive tool to lure the traveling public away from other forms of transportation. The Erie also is fighting aggressively to win passengers away from the highways, and the special fares have been quite a successful inducement.

Realizing that some of their most important appeals to the public are courtesy, safety and consideration for the passengers' comfort, the men at the meeting discussed plans for improving these features. Conductors, trainmen, ticket agents and their staffs will be reminded of the important role they play in the sales program and that their action and effort often can mean the difference in whether or not passengers stay with the rails.

The meeting closed on a note of optimism for 1955 and the resolution that extra efforts must be exerted to retain present passengers and gain new ones.

From the left, John Van Der Velde, assistant to the passenger traffic manager; G. W. Krom, general agent, passenger department, Jersey City; William Vorbach, chief rate clerk; G. H. Down, city passenger agent, New York City; O. B. Chapman, division passenger agent, Jamestown; R. E. Torres, assistant general passenger agent, Chicago; R. A. Johnson, traveling passenger agent, Chicago, and Donald Campbell, traveling passenger agent, Jersey City.
The Air Mail Myth

By Donald I. Rogers
Business and Financial Editor
New York Herald-Tribune

Because of an experiment by the Post Office Department, some Americans, perhaps without realizing it, have been sending letters between selected cities by air mail while paying only three cents. Others buying conventional six-cent air mail stamps have received no more service for their money than the fortunate mail users selected by the Post Office and air lines for special treatment.

This has been the result of a little publicized venture by the Post Office people to see how it would work out if air lines, after taking care of all paid-for air mail, filled their available space with regular so-called "surface mail"—the conventional three-cent letter.

It's fine for those who get air-mail service for a three-cent stamp, but somewhat unfair for those who pay six cents for the same service. About all that can be said of a six-cent air-mail stamp in these selected cities is that you can be sure if its six cents.

Railroads Kicked Around

With due regard for objectivity, it appears that the railroads—those same railroads which recently, as a public service, agreed to halve their freight rates on hay in the drought areas—are getting another official kicking around.

This all started a year ago, Sept. 8, 1953, when the Postmaster General requested the Civil Aeronautics Board to fix the compensation to be paid air lines participating in experimental flying of certain surface mail between New York, Newark and Washington on one hand, and Chicago on the other. This, without any notice, jeopardized a long-standing friendship between the railroads and the Post Office Department.

It was to have been an experiment of one year's duration, to end Sept. 30, 1954, but Sept. 30 has come and gone; the experiment has broadened to other cities, and now the Post Office is asking that the C. A. B. fix regular rates on this kind of service. Judiciously the C. A. B. has granted the Association of American Railroads the right to intervene in this rate-fixing business.

Objectively viewing the situation, the Post Office Department is certainly acting unconventionally. No authoritative determination of the public interest has been made in this "limited experiment." Yet the plan is spreading to other cities, and apparently further expansions are contemplated.

Between New York City and Chicago and Washington and Chicago railroad transportation of first-class mail has been almost eliminated, according to the A.A.R. This is an important revenue-producing function counted on by the rail carriers.

The railroads are required by Congress to carry any and all mail offered to them. They must provide and maintain facilities for doing it. They have invested just under $1,000,000,000 in special mail-handling equipment in order to live up to their agreement with the Post Office Department.

The annual revenues of a bit more than $310,000,000 are, by themselves, not important to the railroads but, in many cases, they make the difference between operating passenger service at a profit or at a loss.

There are 40,000 postoffices in the United States, only 600 of them served by air lines. About 85 per cent of all inter-city mail is handled by rail. For this lion's share of service, the Post Office Department pays only 13 per cent of its total operating expenses. The remaining 15 per cent of the mail not moved by rail required 87 per cent of the Post Office's budget.

For transportation of domestic air mail the air lines receive an average of 294 cents a piece, more than 20 times as much as the one-eighth-cent a piece paid to the railroads.

For the fiscal year ending June 30, the Post Office Department's own report shows that letters and packages moved by rail produced revenues of 575.4 million dollars and incurred expenses of 513.5 million dollars, producing an excess or profit to the Post Office Department of 61.8 million dollars.

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Law Associate

John B. Hogan, who worked during vacations on Erie track gangs and son of the late John B. Hogan, Sr., former Erie man, has become an associate in a Binghamton, N. Y., law firm, Pearis, Ressegue & Stone. He attended St. Ann's School and Hornell, N. Y., High School, Canisius College and Boston College Law School.

Big Operation

The Railway Express Agency, owned by the Railroads of the United States, receives and delivers 355,000 express shipments daily. The agency conducts business through 23,000 offices and by the use of 117,- 000 miles of railroad, 115,000 miles of airlines, 71,000 miles of motor carrier lines and 12,000 steamship lines. In the performance of this immense operation the Railway Express Agency operates 14,000 motor vehicles and employs 41,000 workers.

Aurora Agent Feted By Friends

You Benefit

The railroads paid higher payroll taxes in 1953 than did other industrial employers in the United States. Retirement and unemployment insurance taxes paid by the railroads took 2.7 per cent of their total operating revenues, whereas total comparable taxes paid by all manufacturing industries as employers averaged only .7% of income.

January, 1955
An extra yard conductor at our Brier Hill yards in Youngstown, Ohio, has an idea how a person feels when he learns he has won in the Irish sweepstakes.

Bill James and his wife, Dolores, didn't have one of the fabulous winning sweepstakes tickets, but they did almost as well on the television show, "The Big Payoff."

For winning on the show, the two were awarded an all expenses paid trip to Rio de Janeiro, a mink coat for Mrs. James and other gifts. Expenses include a round-trip by plane. The two expect to take the trip on Bill's next vacation.

One correct answer hit the jackpot for Bill. The question was "Which president named the White House?" Bill answered Theodore Roosevelt and collected the prizes.

He says he knew the answer because back in his school days he had written a theme on the subject.

The couple was given a choice of vacation spots but picked Rio because while in the Navy during World War II Bill's ship had docked in the famed South American city, but he had not been able to go ashore because of a quarantine.

**Railroad Stories**

**Collected In Book**

A collection of 15 railroad stories by some of the world's best-known authors is contained in a new book which was published this month by the McBride Co.

The name of the book is "Great Railroad Stories of the World." Some of the authors whose stories appear in the book are Lucius Beebe, Charles Dickens, Marquis James, Octavus Roy Cohen, William Saroyan and Thomas Wolfe.

The stories were written mostly about the early era of railroading as far back as wood-burning engines and more about the coal-burners and the building of the West. The yarns are filled with the romance and flavor of a growing, lusty country.

Erie Railroad Magazine
Just 30 Minutes
Of Railroading

Thirty minutes is a brief period. But it can encompass an enormous amount of activity in transportation. Consider what the railroads do in 30 minutes.

In the next half-hour—and in any other average half-hour of any day—some 600 freight and passenger trains will start on their runs somewhere in the United States, and another 600 will pull into terminals, their runs completed.

The transportation output of freight trains in this 30-minute period will be the equivalent of hauling a ton of freight more than 34,500,000 miles.

When quantities moved and distances involved are measured, it is found that the railroads are responsible for more commercial intercity freight hauling than all other forms of transport rolled into one.

In the same half-hour, passenger trains will produce transportation equivalent to carrying 1,807,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

It costs a lot of money to run anything as big, complex and extensive as our railroads.

During these brief 30 minutes the railroads will pour into the bloodstream of the nation’s economy more than $304,000 in wages to their employees and $110,000 in purchases of fuel, materials and supplies.

And the treasuries of the national, state and local governments will be fattened by more than $67,600 in railroad taxes. The foregoing refers to Class I railroads only.

And, remember, that happens in just half an hour—and it happens each and every half hour—or 48 times every day.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

As we face the New Year, I find inspiration in reading about a fine American family who learned the secret of successfully facing difficulties in past years. This family has become quite well known of late, for one of their sons is President of the United States. Elizabeth Logan Davis tells their story in her book, “Mothers of America.” She says that David and Ida Eisenhower were not prosperous people. David was a fine man, but his earnings were always small. One hundred and fifty dollars a month was the most he ever made. He worked in a creamery; then he opened up a small business and failed. Discouraged, he moved to Texas for a short while.

Ida followed him a little later with one baby and there, in Denison, she gave birth to the present President of the United States. Finally they moved back to Kansas and the six Eisenhower boys grew up in Abilene.

The Eisenhowers belonged to a religious group called River Brethren, a very spiritual people who had moved west from Pennsylvania because they thought it had become too worldly. The entire Eisenhower family, including all the boys, went to church every Sunday. They came home after church and the boys cooked Sunday dinner, giving their mother her only rest of the week.

There was a Bible in the Eisenhower home, of course, and every boy had to read it through once every year and commit some favorite passages to memory. If they weren’t rich in worldly goods, they were rich in spirit, which is more important.

They raised their own vegetables; the boys sold the surplus so that the family might have the extra cash. They were reared to be self-reliant boys. They didn’t think of themselves as underprivileged; that word hadn’t even been coined! They were good, clean, honest American people. Indeed they felt they had wonderful privileges, for think of the happy family life they had; the pleasant town in which they lived; the church and schools they attended; they had the blessing of a free country and the guidance and love of God. Underprivileged? These boys? Not at all.
RAILROAD SAFETY

ERIE WINS SAFETY AWARD

A special safety award was presented to Erie’s Cleveland employees at the 24th Annual Industrial Award dinner Dec. 13 in Cleveland. The award was for the record of only four personal injuries for 1,528,007 man-hours of work between April 1 and Sept. 30, 1954, in the non-manufacturing division by companies with 501 to 1,500 employees. The award was accepted by M. G. McLane (standing left), vice president for operations, from James H. Fluker, superintendent of the division of safety and hygiene of the Industrial Commission of Ohio. Seated is Jack Kidney, manager, express service, Goodyear Tire & Rubber Co.

Safety Personality of the Month

"I like to work safely at all times and make the safety habit my daily habit" is the sound advice of Kent Division Fireman John S. Ewing of Marion, Ohio.

In discussing the matter of safety, Mr. Ewing also stressed the importance of watching out for the safety of your fellow workers. John has had no personal injuries during his 13 years' service.

Ewing is married and the father of three girls.

Fireman Ewing
Fellow Veterans:

As I write this, the year is nearly over. It has gone much too fast. It seems too bad that it can’t be like old Saint Nick, last and last and last.

Yes, it has been a nice year, knowing and meeting so many of you. But this moves on and we strive to keep up with it, like new models in industry, or in politics where changes are made perhaps for the betterment of mankind. So too, in this association do we make changes. New faces appear, and we ever are looking forward.

These things are inevitable; we loosen our hold on the old year and look forward to the beauties and accomplishments of the new one. So now I say to my friend, the incoming President, Peace be with you and may your reign be most pleasant and may an abundance of good will be with you.

Fraternally,

John F. Muncher
President

Huntington

By A. C. Smith

The chapter and auxiliary held their fall get-together and pot-luck supper Nov. 20 in the Masonic Temple dining room with 125 present, including 12 from out of town.

B. M. Thorn acted as master of ceremonies and introduced the speakers, Supt. F. J. Mulligan, whose subject was modernized transportation; L. J. Carter, trainmaster; and J. F. Wilhelm, chairman of the nominating committee, who read the names of officers nominated for 1955. B. M. Thorn, chairman, O. C. Odler, vice chairman, A. C. Smith, secretary-treasurer, and M. J. Stonebraker, A. W. Harlow and C. E. Jackson, trustees. Then the present officers were introduced, A. C. Smith, A. W. Harlow and E. B. Wygant.

Mr. Thorn announced that the following couples were celebrating wedding anniversaries, Mr. and Mrs. R. M. Erehart, Mr. and Mrs. H. H. Whitted, Mr. and Mrs. J. M. Zent. The names of those who retired during the year were read: A. R. Elasser, Sr., W. O. Robinson, J. C. Spahr, H. P. Illatt, Walter McIntire, A. S. Moore, G. H. Frewer, F. W. Swaney, H. J. Teeple, O. J. Kimmel, H. H. Whitted and J. M. Zent.

B. L. Hart, a magician from Bluffton, Ind., and wife were with us. He entertained with interesting card tricks.

Committee members were Mr. and Mrs. B. M. Thorn, Mr. and Mrs. A. C. Smith, Mr. and Mrs. E. B. Wygant, Mr. and Mrs. G. Y. Knight, Mr. and Mrs. H. A. Tevens, Mr. and Mrs. A. H. Klapper, Mr. and Mrs. H. E. Ellerman, Mr. and Mrs. J. F. Wilhelm and Mrs. H. M. Bowers.

January, 1955

Erie Veterans

General Office Chapter Elects

These veterans were elected as officers of the general office chapter at the chapter’s meeting and dance Dec. 8. From the left, Joseph Pfieffer, treasurer; L. E. Drew, trustee; C. J. R. Taylor, vice chairman; Anthony Farina, chairman; L. H. Arold, secretary, and J. J. Stout, trustee. Two trustees, R. F. Denton and A. C. Roscelli, were absent. President and Mrs. P. W. Johnston attended the dance. Ed Doyle was entertainment chairman.

Youngstown

By R. P. Reebel

Committee chairmen for the annual installation of officers and dinner at Youngstown Jan. 22 are: Arrangements, J. J. Callahan, R. P. Reebel; dinner, J. R. Ferio; reception and transportation, J. B. Smith; advertising and publicity, R. A. Sause, Jr.; music and entertainment, J. E. McKernan.

They have started drawing for a door prize at chapter meetings. The winner must be present. So far no one has been there to collect and the door prize now is $14 and going up $2 each month. Better come to the next meeting, Jan. 5, at C. Bldg., S. Hazel St., Youngstown (8 p.m.).

Youngstown Auxiliary

By Mrs. F. J. Senn

The November meeting was on the 16th at the Aut Mori Grotto. Officers elected for 1955 are: Mrs. John Carney, president; Mrs. Leo Driscoll, vice president; Mrs. James Bowers, secretary-treasurer; Mrs. Carolyn Fuller, treasurer; Mrs. Edgar Mulhall, chaplain; Mrs. J. Davis, guard.

Our Christmas party was Dec. 14 at the Grotto Hall.

Jersey City

By A. J. Raywood

We start the year with new officers and hopes for a bigger and better chapter. Chairman George Kelle; Vice Chairman Jack Hazzard, Secretary Alexander I. Raywood; Treasurer Frank Reichardt; Trustees William Brazel, George Sisco and Joseph Horstig.

The installation and annual dinner will be Feb. 12 at the Brownstone House, Paterson. Dinner tickets can be obtained from Jack Hazzard, George Sisco, George Kelle, John McCoy or J. J. Callahan.

Field men now have the current dues cards, or a note to the secretary will bring one by mail.

Our big objective is making preparations for entertaining the system officers.

(Please turn to page 21)
Maneuvering his truck into position is Mail Handler and Truck Driver Pete Kofka.

Baggage Agent Jimmy Robinson (right), surrounded by baggage tag stamps, prepares a tag for some luggage.

Ticket Clerk Walter Orr displays the cheerful attitude that is the goal of all Erie employees, especially those dealing directly with the public.

Yardmaster Con O'Keefe gets some work done on the telephone.

A railroad terminal, especially at train time, can be an extremely busy place with railroad men working quickly and efficiently to accomplish many things so that the trains can depart on time.

These pictures were taken recently at our terminal in Youngstown, Ohio, and show Eriemen and women on the job. The photos were taken while the westbound “Lake Cities” was being switched and serviced before proceeding on to Chicago while Cleveland cars waited for connection with the morning “Steel King” from Pittsburgh to Cleveland.
Monte Banning, dispatcher for the First District, Mahoning Division, looks like everything is under control.

Smiling cheerfully, Agnes Gabler, stenographer in passenger department, replaces a folder in her files.

Right. Max Swartz, dispatcher on the Second District, Mahoning Division, checks train in his territory.

Christmas season was near when these pictures were taken, and Mail Handler Felix Patton was beginning to notice more mail bags.

Posing to smile for photographer, Yard Conductor Robert C. Henry prepares to board switcher.

Chief Dispatcher Jim Kelley relaxes at his desk to pose for the cameraman.
Sir:

Recently the two 3-A classes of School No. 13, Paterson, N. J., went on a trip on the Erie Railroad train. The teachers were Mrs. Bloom and Mrs. Immerman. A few mothers chaperoned the children. A chartered bus took us to the Erie station. While we were on the train on the way to Jersey City we were singing songs. When we got to the Erie station in Jersey City, a guide met us. We went on the ferry as soon as we got there. From the ferry we saw Colgate Clock, the largest one in the world. We saw the Statue of Liberty and also one large ship. When we got off the ferry on the New York side, we went to visit the fruit pier. We were able to see oranges, pineapples, and many other types of fruits. Then we went back to New Jersey side on the ferry.

When we got back to Jersey City, we went to the roundhouse. We saw the Erie machine shop and power plant and other buildings. We had a ride on the turntable. Then we went to the Hudson tubes where we rode the moving sidewalk. Then we rode the ferry a few more times. We got the train back to Paterson where the chartered bus met us and took us back to school. We had a beautiful day.

Susan Curtis and
Joseph Gallagher

Sir:

We wish to express our appreciation for the courtesy and help given our men by your agent, C. H. Williamson, at Richwood, and R. L. Amrine, town-erman at Peoria.

We have been unloading pipe and stringing it on a line for the Buckeye Pipe Line Co. in Ohio. It was necessary for us to unload this pipe from railroad cars. Our men are strangers in Ohio and these two gentlemen helped them immeasurably in expediting this work.

All the pipe we handle is shipped from the mills to destination by rail and we unload it from the cars and haul it to the pipe line right of way. We operate in all states except Cali-
January, 1955

Korea continued

ly needed to supply the combat troops with food, ammunition and other supplies.

A prime target, railroads took such a bad beating that it was necessary to arrange to have the excessively heavy repairs made in Japan.

During October and November of 1950, scarcely more than a company handled 969 cars, 59 locomotives and 61 hospital cars in addition to processing 40 locomotives for shipment to Japan for heavy repairs.

In December 1950, the Chinese Communists entered the war and demand for rolling stock and motive power became greater as damage increased. Many of the 765th were lost to combat arms, and battalion strength was pared to bone. However, a record number of cars and locomotives was turned out.

Unit Citation

The Meritorious Unit Citation was awarded for this work.

Then the United Nations forces began a drive north. Inexperienced army personnel had to be trained for railroading so that the 765th could furnish the necessary rail transportation to carry supplies and personnel. The battalion's motto became "Get it in—get it fixed—get it rolling."

The "peace conference lull" came in early 1951 and the motto was changed to "The better the repair, the longer she'll roll."

More than 12,000 pieces of rolling stock were assembled and 75,000 repairs were logged.

The winter of 1952 and the spring of 1953 were a confusion any other form of transportation. The battalion's shops have been turned over to the Koreans with military personnel.

During its four years in Korea, the 765th TRSB has earned three Meritorious Unit Citations, one Republic of Korea Presidential Unit Citation and numerous commendations for individual achievements and initiative.

Mail continued

Taxpayers' Expense Seen

Yet air mail letters and cards produced revenue of $45.5 million dollars, while incurring expenses of $120.4 million dollars, to operate at a loss, a cost to the taxpayers, of $28.9 million dollars.

Despite this, the Post Office seems to be experimenting with a system to allow the air lines to take on extra mail whenever they want it at the expense of the railroads.

No matter how much is added at this point, it seems likely to result in an added expense to the taxpayers and for what purpose?

The figures of experience show that the average cost of moving mail by rail is much less than by any other form of transportation.

It seems unwise to uproot the system.

VETERANS continued

BUFFALO-ROCHESTER

By Ruth Nise Muerger

The 765th was called on for another special job at the end of the truce talks. The new assignment was to transport the Chinese and North Korean prisoners of war to the demilitarized zone. Special features were necessary, like paint-

ing, stenciling and chicken wire for grenade screening. The Red prisoners in the cars and unfriendly demonstrators outside were responsible for a great deal of extra repairs. The trains had to be overhauled after each run.

During recent months the battalion's shops have been turned over to the Koreans with military personnel supervising. Hospital car maintenance, readying new equipment for service and diesel repair still are handled solely by military personnel.

During its four years in Korea, the 765th TRSB has earned three Meritorious Unit Citations, one Republic of Korea Presidential Unit Citation and numerous commendations for individual achievements and initiative.

Mail continued

Taxpayers' Expense Seen

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It seems unwise to uproot the system.

VETERANS continued

BUFFALO-ROCHESTER

By Ruth Nise Muerger

Supt. C. S. Kinback was chairman of the Community Chest division of commerce and industry for this area. The drive was successful after much hard work by the committee.

Clarence Smith, chief clerk at Tona-

wanda, stopped in New York City on vacation.

Ruth and Mr. Moyer are proud grandparents. A new granddaughter arrived Oct. 30.

Our sympathy is extended to the family of William Leid, 92, retired road foreman of engines, who died Nov. 9. He retired in 1932 after 50 years' service.

Our sympathy also to Robert A. Bork and daughter (retired road foreman of engines) on the death of his wife, Emma. Mrs. Bork was active in church affairs and our ladies auxiliary.

Jane Youknut, freight office clerk and historian for the Railway Business Women's Association, Buffalo Chapter, arranged a surprise for the members at their recent meeting. She had the dessert brought in on a tray five feet long. When uncovered, the culinary art of her sister-in-law turned out to be a train (cake) on rails complete from engine to caboose. The ladies decided it was too nice to cut and had it sent to the Crippled Children's Hospital.

Chapter officers elected at the December meeting are: Chairman Robert Symington; Vice Chairman Jim Volkmer; Secretary Herb L. Moyer, Treasurer Frank Hableb, Trustees T. J. Martin, N. J. Yockabuel, J. M. Moran. They will be installed Feb. 12 at the Turners' Club. T. J. Martin will be chairman with N. J. Yockabuel as co-chairman.

Mrs. William Stretton is the new ladies auxiliary president.

Claude S. Bagwell and Mrs. were on a winter vacation in California and Mexico.

Sympathy is extended to Mrs. C. J. O'Leary on the death of her sister, Mrs. F. King, Dec. 1.

21
TRAFFIC AND DEVELOPMENT

H. W. VON WILGEB, Vice-President, Cleveland.
D. G. THOMPSON, Assistant Vice-President, Cleveland.
A. F. MILLSS, Assistant to Vice-President, Cleveland.

PASSENGER—Sales and Service

A. G. GOLDENQUIST, Passenger Traffic Manager, Cleveland.
A. A. HAMLII, Mail Department, New York.
R. B. ARBONO, Mail Department, New York.
HENRY HERRMANN, Mail Traffic Manager, New York.

FREIGHT—Rates

E. C. HALLEAB, Assistant Vice-President, New York.

FREIGHT—Sales and Service

H. E. O'GRADY, Assistant Vice-President, Chicago.
D. M. LYNN, Assistant Vice-President, New York.

FOREIGN FREIGHT TRAFFIC

J. E. MCDONALD, Foreign Freight Agent, Cleveland.

PERISHABLE AND DAIRY TRAFFIC

R. E. KINSELL, Perishable Traffic Manager, New York.

COAL AND COKE

G. A. LAMB, Coal Traffic Manager, Cleveland.
R. T. PHILLIPS, General Coal Freight Agent, Cleveland.

INDUSTRIAL DEVELOPMENT

D. M. LYNCH, Assistant Vice-President, Cleveland.

OPERATING—MAINTENANCE—ENGINEERING

M. D. WHITE, Assistant Vice-President, Cleveland.
E. J. STURB, Assistant Vice-President, Cleveland.
I. J. STRAUB, Assistant to Vice-President, Cleveland.

MAINTENANCE OF WAY—ENGINEERING

B. C. WHITE, Chief Engineer, Maint. of Way, Engineering, Cleveland, 0.
H. M. SHEPPARD, Assistant Chief Engineer, Cleveland, 0.
J. S. PAISONS, Assistant Chief Engineer, Maint. of Way, Cleveland, 0.
L. H. JENCKS, Engineer, Maint. of Way, Cleveland, 0.
J. W. O'DONOGHUE, Engineer, Maint. of Way, W. Dist., Cleveland, 0.
W. W. STORRIS, Signal Engineer, Cleveland, 0.
P. H. MENAGE, Superintendent of Communications, Cleveland, 0.

MECHANICAL

K. E. DOUGLASS, Superintendent of Power, Cleveland, 0.
G. W. CARLSON, Assistant, Maint. of Way, Cleveland, 0.
J. F. McUILLAN, Superintendent of Car Department, Cleveland, 0.
W. S. KÍLDER, Assistant, Maint. of Way, Cleveland, 0.
C. E. HALL, Maintenance Engineer, Cleveland, 0.
G. E. McINTYRE, Chief Electrical Engineer, Cleveland, 0.

PURCHASING

J. F. O'NEIL, Purchasing Agent, Cleveland.

STORES

J. F. DUFFY, Manager of Stores, Barnell, N. Y.
J. P. HOUGH, Assistant, Maint. of Way, Cleveland, 0.
G. J. HOUSE, Assistant Manager of Stores, Barnell, N. Y.

WAGE BUREAU

D. D. PURDY, Supervisor, Wage Bureau, Cleveland, 0.
LEGAL—LAND AND TAXATION

W. T. PIERSON, Vice-President and General Counsel, Cleveland.

M. C. SMITH, Jr., General Solicitor, Cleveland.

P. H. DONOYAN, Assistant General Counsel, Cleveland.

J. P. CANNY, General Attorney, Cleveland.

J. T. CLARK, Assistant General Attorney, Cleveland.

F. G. HOFFMANN, General Attorney, New York.

T. D. CAINE, Attorney, Cleveland.

R. D. LACKLAND, Attorney, Cleveland.

DAVID A. LERCH, General Land and Tax Agent, Cleveland.

F. D. HALTER, Assistant General Land and Tax Agent, Cleveland.

P. F. RUEHLHEIT, Land and Tax Agent, Cleveland.

ACCOUNTING AND VALUATION

G. W. OAKLEY, Comptroller, Cleveland.

C. G. LEHMANN, Assistant Comptroller, Cleveland.

F. A. MAcEWAIN, Assistant Comptroller, Cleveland.

G. J. FOGL, Assistant Comptroller, Cleveland.

J. L. MICHEL, Assistant to Comptroller, Cleveland.

G. W. THOMPSON, Auditor of Disbursements, Cleveland.

W. J. MANNING, Auditor of Reserves, Cleveland.

H. N. HALPER, Valuation Engineer, Cleveland.

TREASURY

W. H. MEYN, Treasurer, Cleveland.

JASPER VAN HOOK, Assistant Treasurer, Cleveland.

G. C. FRANK, Assistant to President, Cleveland.

SECRETARY—INSURANCE

R. H. HANN, Secretary, Cleveland.

C. E. POST, Assistant Secretary, Cleveland.

SURGICAL AND PERSONAL INJURY CLAIMS

W. E. MISHLER, Chief Surgeon and Director of Claims, Cleveland.

J. F. MURRAY, Chief Claim Agent, Cleveland.

PUBLIC RELATIONS—ADVERTISING

E. S. HOOT, Chief of Research, Cleveland.

RESEARCH


TRAFFIC DEPARTMENT REPRESENTATIVES

Akron 8, Ohio—El grease Station, J. P. Clark, Division Passenger Agent; 89 East Exchange St., F. K. Cuthbert, General Agent.


Atlanta 3, Ga.—Healey Bldg., H. A. Buckman, General Agent.

Baltimore 2, Md.—Munsey Bldg., George Pettersen, General Agent.

Birmingham 3, Ala.—203 N. 26th St., W. L. Thornton, General Agent.


Chicago 4, Ill.—327 S. La Salle Bldg., A. W. Melinke, City Passenger Agent; L. J. Burgott, Asst. Gen. Freight Agent.


Cleveland 15, 0.—Midland Bldg., D. C. Kelsey, Asst. Gen. Freight Agent.

Columbus 15, Ohio—8 E. Long St., C. F. Lauer, General Agent.

Dallas 1, Tex.—1509 Main St., J. A. Moore, General Agent.

Dayton, Ohio—22 S. Main Bldg., P. W. Fischer, Division Freight Agent.

Des Moines 9, Ia.—804 Walnut St., O. A. Kiel, General Agent.


Edmonton, Alberta—10128 103rd St., Guy M. Greenwood, Commercial Agent.

Elmira, N. Y.—Erie Station, G. E. Saunder, Division Passenger Agent; H. J. Spindler, Division Freight Agent.

Huntington, Ind.—50s E. Market St., Harold L. Johnson, Division Freight Agent.

Indianapolis 4, Ind.—11 S. Meridian St., L. R. Breckenridge, General Agent.

Jamesstown 3, N. Y.—Erie Station, O. H. Chapman, Division Passenger Agent; J. L. Chapman, Division Freight Agent.

Jersey City 2, N. J.—Erie Station, G. W. Krom, Gen. Passenger Dept.; E. H. Huffman, Division Freight Agent.

Kansas City 5, Mo.—1001 Baltimore Ave., N. C. Frick, General Agent; H. F. Stand, Asst. Gen. Agent.

Los Angeles 14, Calif.—510 W. Sixth St., K. O. Hemming, General Agent.

Marion, O.—Terminal Bldg., J. L. Tjaden, Division Freight Agent.

Memphis 3, Tenn.—9 N. Second St., W. R. Jacobs, General Agent.

Minneapolis 2, Minn.—327 Marquette Ave., J. L. Harris, General Agent.


New Haven 10, Conn.—157 Church St., M. R. Fitzgerald, General Agent.

New York 29, La.—110 Baronne St., E. W. Burnett, General Agent.


New York 7, N. Y.—50 Church St., H. A. Wilson, Gen. Eastern Freight Agent.

Omaha 2, Neb.—1319 Farnam St., C. L. Cox, General Agent.

Peoria 3, 111.—331 Fulton St., C. C. Radford, General Agent.

Philadelphia 2, Pa.—1428 S. Penn Sq., C. F. Whaddock, General Agent.


Portland 3, Ore.—621 W. Morrison St., W. E. Reager, General Agent.

Rochester 4, N. Y.—220 Reynolds Arcade Bldg., C. P. Bell, Division Freight Agent.

St. Louis 1, Mo.—721 Olive St., J. W. Cloud, General Agent.

San Francisco 5, Cal.—651 Market St., H. F. Keelen, General Agent.

Scranton, Pa.—1113-3-4 First National Bank Bldg., G. T. Dolan, Division Freight Agent.

Seattle 1, Wash.—1335 Fourth Ave., R. J. Dunden, General Agent.


Toledo 4, Ohio—245 Summit St., C. W. Strub, General Agent.

Toronto, Ont.—69 Yonge St., Robert Williamson, Gen. Freight Agent.


Puns “N” Patter...

AT ALL ERIE STOPS

LIGHTERAGE
NEW YORK, N. Y.
By Regina F. Frey

Many of our employes spent vacations in Miami, Fla. Herman Miller, Charlie McGowan, Charlie Seville and the correspondent were in St. Petersburg last month.

Jack Lewis has removed from Hawthorne, N. J., and now is commuting from Stratford, Conn.

Lil Skupin kept us well supplied with pears from a tree in her back yard.

Congratulations to Clarence Johnson and Charlie King who celebrated November birthdays, and to Charlie Seville who completed 27 years with the Erie last month.

Dot Shea and Loretta Londregan spent vacations in Atlantic City.

CONGRATULATIONS TO CLARENCE JOHNSON AND CHARLIE KING WHO CELEBRATED NOVEMBER BIRTHDAYS, AND TO CHARLIE SEVILLE WHO COMPLETED 27 YEARS WITH THE ERIE LAST MONTH.

BY JOHN DE WAAL MALEYFT

Mrs. Frank J. Alger, wife of the assistant ticket agent, is home again and doing well after a few days’ stay in the Passaic General Hospital.

This reporter attended the annual sales and educational meeting of the American Association of Railroad Ticket Agents, held in New Orleans Nov. 15-19. Others attending from this area were A. J. MacNamara and D. Scullion of the Jersey City ticket office.

MARINE
By Jesse E. Baker

Michael Samanich, deckhand, returned recently from a trip to his mother’s home in Yugoslavia. Mike had not seen his mother in 32 years. Economically and in many other ways there has been a big change in the country and its people. The American dollar buys a lot, but there aren’t many things to buy.

Capt. and Mrs. Ernest Rodgers celebrated their golden wedding anniversary Nov. 20, also Mrs. Rodgers’ birthday. Before he retired, Capt. Rodgers was on the ferryboat Jamestown.

A testimonial and retirement dinner was given Daniel Posthumus, inspector, at Bruno’s, Jersey City, Nov. 26.

Do you know that Robert Fulton’s Clermont made five miles an hour up the Hudson River and was called Fulton’s Folly?

WYOMING DIVISION

By J. P. Roche

Ronald B. Smith, extra clerk, has resumed duty after two years’ service in the Army.

E. R. Decker, trainman, has resumed duty after an absence due to an injury received in an automobile accident.

A. E. Mitchell and Joe Kolmanskopker, retired conductors, were recent callers at the office.

Sympathy is extended to M. J. Flannery, trainmaster-road foreman, and family on the passing of his mother, Mrs. Catherine Flannery.

Gordon Shiffer, trainman, bagged himself a 10 point, 125-pound buck near Susquehanna on the first day of the hunting season.

The welcome mat is out for Stanley Julius, recently transferred from agent at Susquehanna to agent at Avoca.

Sympathy is extended to A. B. Nolan on the death of his brother, Joseph, Scranton.

H. E. Broderick, transitman, and wife stopped with relatives in Lakewood, Ohio, over Thanksgiving.

Claire Greaves, telephone operator, visited her brother, Walter, Girard, Ohio, over Thanksgiving.

Ted Phillips, retired conductor, has taken up permanent residence in his trailer at Ontario, Calif.

M. H. Ferry has been appointed master carpenter on the Wyoming and Jefferson Divisions, headquarters Hornell, N. Y.

C. H. Weber, engineer, has resumed duty after a brief illness.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

It was moving day Nov. 28 for Supt. C. S. Kinback and staff, and the maintenance of way forces. The move was from the Chamber of Commerce Building to our new building, 1221 Clinton Street at Babcock Street.

Their offices are on the second floor where the trainmaster and the communications and police departments also will be located. On the first floor is the agent’s office and the East Buffalo freight office. The freight traffic agent, land and tax and claim agents moved to the new quarters last June. Being all together will make for better business and more efficient service.

Our sympathy is extended to the
family of Clarence Gantzer, division engineer's office, who died suddenly Nov. 12. He was 54 years old and had 34 years' service. Also to Frank Mathias on the death of his brother, John W., Nov. 9; to the family of Bernard Christie, extra telegraph operator, who died suddenly Nov. 1, and to William Jahneke and family, whose son Carl met a tragic death Oct. 29.

Our sympathy is extended to Mrs. Herbert Hardesty of Zanesville, Ohio, on the death of her husband, a retired patrolman from this division (Nov. 16). We welcome B. Guy Chaney as extra operator in the dispatcher's office.

HORNELL, N. Y.

By Howard W. Pascoe

A coon and venison supper with trimmings was served by the Erie Trowel Club at its Ladies Night meeting Dec. 15 in I. O. O. F. Hall. Cards and dancing followed.

STORES

HORNELL, N. Y.

By Anieta F. Decker

Arthur Haecker, retired division yardkeeper, Salamanca, and Mrs. are wished many years of health and happiness in their new location in California. Joe Zaproski, Mr. Haecker's successor, has our best wishes for health, happiness and success.

Carolyn Duffy, student at Purdue, spent Thanksgiving with her parents, Mr. and Mrs. J. F. Duffy.

The Gaylord Currys made their annual trip to New York and especially enjoyed the "Ice Show."

Ruth Hedden visited her brother Bill, road foreman of engines at Youngstown.

The Reynolds family will be eating venison, but no thanks to John. Son Keith has the honors.

Bill Hahn has our sympathy in the loss of his step-father, Mr. King.

Thanksgiving found the Dale Battles and Art Keefe visiting parents in Meadville, the Ed McElwens with their son, Eddie, on Long Island.

Birthday greetings to Ed McElwin, Cliff House and Sol Falzoi.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Mr. and Mrs. Harry R. Coleman, accompanied by Eleanor Salley, retired stenographer, made a motor trip to Myrtle Beach, S. C., stopping at Virginia Beach, Richmond and Washington.

Glad to see Evana Vander Woude, former stenographer-clerk, back in the Passenger Department following an operation.

We welcome B. Guy Chaney as extra operator in the dispatcher's office.

Bill Rooney, son of the T. C. Rooney's, using a bow and arrow, bagged a 150-pound, eight-point buck in northern New Jersey on the opening day of the deer season.

The Neil Fultons, Sr. and Jr., were on a hunting trip in the Adirondacks at Inley, N. Y. Neil Sr. upheld the family tradition by getting a spike buck weighing 150 pounds dressed.

Gertrude Roberts vacationed at Miami Beach, Fla.

Good luck wishes to Ed Ringle, transferred to Weehawken Docks.

We welcome John Kelly as car records clerk.

Phyllis Jane Ovens was honor guest at a dinner and shower at the Commonwealth's Restaurant's "New York" Nov. 16. Gifts were a silver tea pot and Swedish glass urn. Attending were Antoinette Gerrinck, Helen Smith, Eleanor Mosier, Christina McNamara, Frances McNamara, Mary Dillon and Mary Helen O'Dea. Those who could not attend were Laura Coleman, Mary Quinn, Marjorie Ovens and the correspondent. Phyllis became the bride of George Lucas at the Unitarian Church, Ridgewood, Dec. 14.

Antoinette M. Gerrinck vacationed in Spokane, Wash., Mr. and Mrs. Harold Kaufman, in Virginia.

Speedy recovery is wished for Mrs. Daniel Crowley, wife of the car distributor, who was hospitalized at Hackensack.

Nice to see Bob Campbell, operator in the dispatcher's office, back after an illness.

Our sympathy to Mr. and Mrs. Francis Bookstaver on the sudden death of their infant son.

Happy Birthday to Ellen Mezey.

Charles Voellmy, Bloomfield freight agent, was given a testimonial and retirement dinner Nov. 23 at the Lexington Grill, Clifton. The following were among the 75 on hand to extend

WEEHAWKEN LOCAL & DOCKS

G. DiNardo (Frank Bell), retired foreman, Dock F, returned recently from a trip to Italy. He stopped in Rome, Naples, Venice, Pompeii and Milan and also visited his brother and sisters. He was fortunate in having his nephew, John Di Falco, Italian police captain, available to act as his guide.

Recent callers at the station were C. Mengedothe, retired, and G. Abjornson, on sick leave.

Sympathy is extended to N. De Robertis, Corrado and Frank Tattoli, who were bereaved recently. Also, C. Welsh on the loss of his mother and hertis.

County Industrial League indicate that issuing challenges to other teams for Johnson, on sick leave.

It is assumed that they soon will be C. Mengedothe, retired. and the Weehawken team is improving.

James were bereaved recently. Also, nephews, John Di Falco, Italian police anderson, available to act as his guide.

EMPLOYER

MISS

WILL MULTIPLY LIKE

YOU

BANKS

SAVINGS

AND WHAT

BUY

US.

TO DAY

THE

WORTHY

CO.

EMPLOYEES WHO

PRESENT

MRS. WORTH

SPEAKING ON

"THE PAYROLL

SAVINGS PLAN

AND YOU"

PASSAIC, N. J.

Glad to hear that Arthur Katz has recovered fully from recent illness and

is himself again.

James Parkinson toured in the New England area during his week's vacation.

Marion Kaiser, cashier, spent her vacation in the South.

We welcome back Mary Molinaro who is feeling fine again.

Frank Volpe spent his vacation in his hometown and vicinity.

Congratulations to Ed Jacobetz, ticket agent, on his recent marriage. The honeymoon trip was to Sun Valley, Idaho.

MARION DIVISION

14TH STREET, CHICAGO

By Chris Hardt

The list of eligible bachelors at this station is dwindling fast, as evidenced by the beaming countenance of Friedel T. Lindquist, cashier in the freight agent's office, on his engagement to Helen E. Johnson of Woodstock, III. Helen's ring is a beauty.

Office associates wish the popular couple continued happiness and success as they prepare for their wedding and occupation of a country home at Crystal Lake, Ill.

We extend our sympathy to Ed Jacobetz, ticket agent, on his recent marriage. The honeymoon trip was to Sun Valley, Idaho.

The youngster in picture is becoming a champion ice skater under the colors of the Erie. His name is Allan A. Austin, and he is the 13-year-old son of Ed Austin (left), claims investigator, Auditor of Revenues, Cleveland. Allan has won trophies at the Arena Winter skating meet this winter will compete at Cleveland, Jamestown, N. Y., Detroit and Lake Placid, N. Y. He is in the eighth grade and skates for the Edgewater Skating Club.

At right is Al Hamilton, president and coach of the Edgewater Skating Club.
de Janeiro.

Our sympathy also to Leonard Puliano, assistant cashier, on the death of his brother Frank; to Jack Sortino on the death of his father, and to William E. Smith, rate department head, whose brother John died recently.

We welcome heartily pretty Donna M. Myers, clerk and assistant switchboard operator.

TRANSPORTATION
By T. E. Poe
Helen Myers, clerk-stenographer in the superintendent's office, spent a few days in Kansas City, Mo.

Engineer Ben Folland Retires

Fellow employees are shown here saluting Engineer Ben Folland of Chicago when he made his last run recently before he retired. In the picture, from the left, are Creeman Percy Fink, Conductor Louis Poole, General Yardmaster S. B. Thorsen, Road Foreman of Engines N. T. Emrick, Engineer Folland, Foreman R. B. Campbell and Jim McKeown, another crewman.

best wishes to Nancy Dye, daughter of G. L. Dye, electrician, Mechanical Department, on her recent marriage to Robert Spath, former car department employee, now in the 111th Air-Borne Division stationed at Fort Campbell, Ky. The reception was at the home of the bride's parents following which the couple left for a honeymoon trip in Indiana and Ohio.

P. R. Albano, operator-leverman, Lima, is the proud father of a son, born Nov. 13.

We were sorry to learn of the deaths of two retired employees, L. L. Sparks, engineer, Oct. 29, at the age of 80, and H. W. Coble, yard conductor, Nov. 18, aged 79 years.

MAINTENANCE OF WAY
By Maralene Trainer

Sympathy is extended to retired Crossing Watchman E. C. Griffith and family on the recent death of Mrs. Griffith at Huntington; also to the family of Martin Risier, former trackman at Huntington, who passed away recently at home.

Congratulations to Section Foreman R. S. Overholt and wife on the celebration of their 40th wedding anniversary.

Sorry to learn of the illness of the wife of the leading carpenter, Albert Szlis.

Janice Bell, daughter of Transitman E. O. Bell, is studying to be an air-line hostess in Minneapolis, and his other daughter, Jane, is studying to be a nurse at the Parkview Memorial Hospital in Fort Wayne.

HAMMOND CONSOLIDATED
By Grace Conitole
It is nice to have Wilbur Bobst, relief clerk, back with us again. Helen Myers, clerk-stenographer in the superintendent's office, spent four days in Kansas City, Mo.

Patrolman Frank Harris journeyed to Jamestown, N. Y., for the testimonial dinner Nov. 5 at the Norris Club in honor of Patrolman Tom Heliums who was retiring after 30 years' service. Frank reports he had the pleasure of seeing again Patrolman Edward Fulcher, retired.

Conductor Elmer King spent his vacation tracking down unsuspecting rabbits and miscellaneous game. Hunting is Elmer's favorite sport and Fall vacations for him are just what the doctor ordered.

Congratulations also are in order for Leonard Keen, furloughed typist, stationed at Fort Sheridan, Ill. He recently was promoted to corporal.

Mr. and Mrs. Norman T. Emrick (road foreman of engines) have returned from a picturesque vacation which included a trip over the Smoky Mountains and down the west coast of Florida as far as Naples; a stop at Fort Lauderdale and then up the east coast and back home.

Porter Sibert, operator, and son Gerry, spent some time at Westfield, Wis. during Pud's vacation. They indulged in the real he-man sports of hunting and fishing with satisfactory results.

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Ray Bentley, train yard foreman, took advantage of his vacation period to visit with his son and family at Barksdale Air Force Base, Shreveport, La. Although the deer hunting excursion was disappointing, the trip to the State Fair with the grandchildren was a huge success. "Gramps" saw to it that the small fry rode every ride and sampled the wares at most of the concessions.

CHICAGO GENERAL OFFICE
By Curtis G. Pinnell
Congratulations are extended to Art Melnik who recently was elected
secretary-treasurer of the City Passenger Agents of Chicago.

Our best wishes to John Fischer and Jean Stahlhut who exchanged wedding vows at Bensenville, III., November 13. The newlyweds motored in the South on their honeymoon.

We hear from Herman Breitkopf that he had a wonderful vacation in Las Vegas last month.

Our good wishes go with Alice Bena who has taken a position with another firm.

Harold and Nancy Klinker are sporting a '55 Bel Air Chevrolet.

Esther Martin, general clerk, vacationed in California with her niece. E. F. Kalliszewski, reassigning clerk, motored to South Bend, Ind., for a week-end visit with relatives.

Birthday greetings to John Fischer, Helen Griffin, George Vizard and Nancy Casablanca.

Jean Stahlhut who exchanged wedding vows at Bensenville, Ill., November 13. The newlyweds motored in the South on their honeymoon.

We gladly welcome back Conductor Norman Eakin and report that William Swires, retired conductor, is improving nicely after an illness.

H. B. Richard, flag clerk, spent a week-end with relatives in Circleville and vicinity.

Esther Martin, general clerk, vacationed in California with her niece.

R. E. Snyder, rate clerk, Revision Bureau, and wife enjoyed a visit in Cincinnati.

KENT DIVISION
AKRON, OHIO
Odette Herz, general clerk, spent her vacation with her son Bill and wife in Los Angeles.

Sympathy is extended to Howard Halcomb, relief clerk, and family on

50th Anniversary

Mr. and Mrs. Nick Santoro, Youngstown, recently celebrated their 50th wedding anniversary. Mr. Santoro has one daughter, three sons, a

gal, one son was killed in World War II.

Marion, Ohio

Sympathy is extended to the family of Engineer E. H. Cooper who died suddenly at home, and to the family of retired Conductor A. B. Crawford whose death also occurred recently.

The third polio death of a Marion County resident was that of Robert Eldon Reiff, former machinist at the diesel shop. He is survived by his wife and children, Roberta, 11, Jan, 7, and Larry, 3, his father, Henry Reiff, retired machinist, and brothers, Donald and Paul, the latter a machinist here. Our heartfelt sympathy is extended to his family.

Robert Ellwood and Harry Forry, machinist helpers, have retired and our wish is for continued health.

Congratulations to Mr. and Mrs. John Miller (electrician) on the birth of a son, Keith Jeffrey, and to Mr. and Mrs. John Livinsparger (diesel clerk) on the arrival of a daughter, Sue Ellen. Another proud father is James McNamara, machinist helper (daughter, Karen Elaine).

Earl Bosh and Richard Burley, diesel shop employees, are recuperating after recent operations.

We’re glad to see Harry Coon, chief clerk, and Paul Swartz, road foreman’s clerk, back on their jobs after bouts with a virus.

Belated birthday greetings to Chuck

Eric Railroad Magazine
Dunmore Car Foreman Retires

Gifts are presented to Foreman Harry Schultz, Dunmore, Pa., by C. N. Swartwood, shop superintendent, when Mr. Schultz retired recently after 36 years' service with the Erie. From the left, Stephen Schultz, a brother; Arthur Boom, W. C. Eshelman, William Foley, John Bowen, Sal Sabia, Art Kroger, Mr. Schultz, Dominick Zuck, C. N. Swartwood, Ted Murray, G. M. Heeres, W. C. Patterson and James Horvat, all of the Car Department.

Gruber, trainmaster's clerk, who says he is only 30 years old.

Sympathy is extended to the family of Francis Lavery, laborer, who died recently. Formerly he was employed at Hornell.

Congratulations to Foreman Marion Turner and wife on their 25th wedding anniversary.

Ray Strawser, general foreman, and wife vacationed in California, stopping with his brother. Chief Clerk Harry Coon and wife spent three weeks in Michigan and Wisconsin. Barney Simons, foreman, spent his time building a back porch. Ted Hargraves, foreman, and Mrs. vacationed in New Orleans with their daughter. Mr. and Mrs. Gray Titus went to Detroit. Ivor Dodds spent his vacation installing floor furnaces. John Longnecker and wife enjoyed out-door life at Boot Lake, Mich. Understand Johnny tried to get rid of his wife by pushing her into such a floor register into the furnace. This happened in their new home and not on vacation. Dick Robinson and Charlie Johns, machinists, tried their luck at deer hunting in Pennsylvania, but we've not seen any venison. F. E. Dean, machinist, spent his vacation at home and Vern Kinsler, California and Oregon.


MAHONING DIVISION
CLEVELAND POLICE
By David Downie
Captain John O. Sheets and wife

SHORT CUT
to convenience!

Enjoy the convenience of Saving at any of the handy offices of 1st National Bank. There's one near where you live or work! (See telephone directory for locations.)

1ST NATIONAL BANK
AND TRUST COMPANY OF PATerson
Paterson, Clifton, Pompton Lakes and Borough of Totowa, N. J.
Member Federal Deposit Insurance Corp.

Marion Car
By H. M. Robbins

Roger P. Monroe, box packer, now a member of the Marines, was a recent caller while on furlough. He is stationed at Parris Island, S. C., A few observing birthdays recently. H. L. Bradt, J. E. Gibbs, P. W.
entertained friends from Meadville. Patrolman Andrew Herrick and family spent several days in Pittsburgh. Have you noticed that Patrolman Robert E. Hamilton has taken several inches off his waistline? Bob says this was accomplished by diet and simonizing his new automobile.

Patrolman Michael Melnyk has been teaching his eight-year-old niece, Diane Zelch, how to roller skate. Mike formerly traveled with the Roller Derby as a skater.

We extend sympathy to Patrolman R. E. Hamilton whose father passed away at Ashland, Ohio, Nov. 26.

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Caller McCue, R. B. Haylett and W. A. Cotton spent a week hunting wild turkey in the mountains. W. H. Snow spent his vacation in the big woods hunting deer.


YOUNGSTOWN FREIGHT
By Maureen Pierson —
We welcome back Jane Ferrin who had been sick for some time.

Best wishes are extended to Betty and Jack O'Brien who celebrated their fifth wedding anniversary Nov. 26.

The office had a surprise recently when Ann and Ed Starr brought in their four-months-old Johnny. We readily can understand why he is the "Starr" of their life.

From the looks of the 1955 vacation schedule, there will be more skiers than swimmers.

Mr. and Mrs. J. R. Fero spent a few days in New York recently, stopping with his brother and family.

CLEVELAND FREIGHT
By R. M. O'Connor
A. D. Ingram, checker, has a new blue Cadillac and James Austin, trucker, a new Chrysler.

S. Bonas, checker, and J. M. Tischler, rate clerk, were winners in the freight house turkey raffle.

Carl Grunwald, chief clerk, has resumed his duties after a long bout with bronchial pneumonia. There was good news for Carl when his son Bob, a corporal in the Army in Korea, wrote that he would be home soon.

Car Clerk George McHugh spent two weeks' vacation landscaping his yard and relaxing.

Sympathy is extended to Checker

E. L. Craft on the death of his wife's aunt.

The freight will move swifter since Mike Rohal, checker, has invested in a pair of new glasses.

Fred Schroeder, relief clerk, has a new addition to his family, a puppy called Jim.

Ross Cratty, O. S. & D. clerk, spent his two weeks' vacation at home.

MEADVILLE DIESEL SHOP
SIGNAL REPAIR SHOP
MOTOR CAR SHOP
By R. C. Miller
Sympathy is extended to the family of Joe De Loss, retired machinist, who died Oct. 31, and to the family of Charles Emerick, retired blacksmith, on his death Nov. 26. Also to R. H. Prenatt on the death of his father.

William King has resumed duty after two weeks' illness.

Emery Fitch, machinist, retired Dec. 1 after 42 years with the Erie, and with Mrs. Fitch, is spending the winter in Fort Myers, Fla.

Congratulations to Roy Smith on the arrival of his first grandson, and Ed Glaseal on his promotion to signal repair shop foreman.

Col. Harold Johnston, son of A. L. Johnston, of the motor car shop, has been assigned to the Pentagon Building in Washington, D. C. Harold, who has been in military service 17 years, is a former Erie employee.

Paul Richard Heme has returned to duty here after two years of Army service. He has a rating of sergeant first class.

Daniel Badger, son of Joseph Badger, also has returned home after two years in the Army.

Mrs. Victor King spent three weeks visiting friends in New Jersey.

Frank Vatter is home from the hospital and is expected back to work soon.

M. OF W., YOUNGSTOWN
By Catherine Holzbach
We extend sympathy to W. L., master carpenter, and family on the death of his mother-in-law, Mrs. Eva Long, who resided with them. Burial was at Conneaut Lake, Pa., Nov. 26.

Joan Brennan now is stenographer here in place of Sally McGranor. Tom Vestal is stenographer-clerk in the master carpenter and supervisor's office in place of Anita Donnelly, now stenographer in the superintendent's office.

R. J. Pierce, division engineer, and wife traveled to California by auto on vacation.

D. F. Scott spent his vacation on fishing trips in his home neighborhood.

E. T. Mulhall, T. & M. clerk, and wife went to Memphis, Tenn., on vacation.

W. H. Van Lenten, wife and son, Attorney W. L. Van Lenten, vacationed in Paterson, N. J.

YOUNGSTOWN POLICE
By J. A. Fenisey
Lt. C. H. Pageler has returned from another successful hunting trip at Salamanca, N. Y., with the same old...
story—"You should have seen the one that got away."

Patrolman E. Matanin returned from his vacation in Florida with a good sun tan and broke.

Sympathy is extended to Patrolman C. E. Talky and family on the death of his mother.

MEADVILLE DIVISION
ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Congratulations to Mr. and Mrs. C. T. Woodruff on the arrival of a daughter Oct. 29 (Margaret Jane).

Donna McCain, daughter of Mr. and Mrs. V. G. McCain and Richard R. Bloch were married Oct. 30 in St. Paul's E. & R. Church. Richard is the son of the Ralph Smocks of The Plateau, Meadville.

Engineer L. S. Rhodes has retired after 49 years and seven months' service. We wish him full recovery from recent illness.


AIF:GANY DIVISION
SALAMANCA, N. Y.

During the deer hunting season in Cattaraugus County, the following Erie men got bucks: Trainman Gerald Bushey, a seven pointer in Allegany State Park; Patrolman B. H. Hensley, a seven pointer, Great Valley and Carl Schaefer, Railway Express driver, a six-pointer. Yardman Lester F. Rettherg got a 10-point deer in Allegany State Park Nov. 29 and Trainman C. W. Jones got a 150-pound black bear in Windfall Hollow.

Car Distributor Leslie M. Moore and Mrs., returned Nov. 22 from San Antonio, Texas, where they visited with the son-in-law and daughter, 1st Lt. Edward J. Murty, Jr. and wife.

We extend deep sympathy to Yard Conductor Kenneth W. Taylor and family on the death of his mother Nov. 19.

The correspondent says "thanks" for all the cards he received while recuperating from a recent illness.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

Thanksgiving called for a double celebration at the home of Olga Tanka. Her parents, Mr. and Mrs. Michael Tanka, celebrated their golden wedding anniversary.

Pete, Margaret and Tommy Scherr ate turkey with relatives in New Jersey. Ditto, John Babli, Alice Carroll and your truly.

Lu Landers, Marilyn Maier, Betty Schneider and Shirley Prince started the holiday season early with a gala dinner at Gruber's.

A wonderful evening among old friends, plus a delicious dinner was enjoyed by Ellen Cunningham when her class had a reunion at the Cleve-
OPERATING VICE PRESIDENT'S OFFICE

Glenn Ekers, office engineer in the mechanical engineer's office, is the proud daddy of a little girl, born Nov. 25 in Lakewood Hospital.

Bill and Marion and little Billy Mid-dough visited for two weeks with Bill's parents in Florida.

We all miss Seymour Kravitz of the Station Service Department, but are glad about his promotion. He is a claim agent in Chicago, which, by the way, is HOME to Seymour. Frank White, of the Car Department, was promoted to fill the vacancy.

It is nice to see John Ray, electrical engineer, back on the job after five weeks in the hospital, and then at home recuperating from an operation.

Patrolman Retires At Jamestown

Honored at a luncheon recently in Jamestown, N. Y., Patrolman Thomas L. Hellums has retired after more than 31 years of service with the Erie. He plans to live with his wife in Mississippi, his home state. Mr. Hellums (left) here is receiving a miniature policeman's badge from Western District Police Chief R. P. Steen. He also received many good wishes and a cash gift.

ACCOUNTING AUDITOR OF REVENUES

By Jimmy Murphy

Mr. and Mrs. Joe Bangert belatedly announced the arrival of Joseph Raymond Nov. 16 and Joe is beaming. . . . Gwen Thilenfield is counting the days till hubby Bob comes home from Korea which should be some time this month. . . . The Babb residence really is jumping since Bill purchased a record player. Guess the neighborhood kids can look forward to being invited into the new Babb "Rec". . . . Danny and Jean Kranyak are quite elated over the new addition to their family, a baby daughter. . . . Charlie Lobraico's wife is recuperating after a sojourn in the Cleveland Clinic. She is doing nicely and we hope she will have speedy recovery.

Does anyone know whether Tom Barrett stopped in the office recently to see the old gang or to look around for potential customers now that he is an insurance salesman? . . . Sam Bergson really keeps the mailman busy sending cards and letters to our sick and retired friends. . . . Mary Centrackio has returned from a cruise to the Hawaiian Islands. Not only did she enjoy the scenic beauty of the tropical islands and delight in the delicious food served, but she brought back a lot of colorful photographs and several typical bills of fare to bear out the wondrous descriptions. Now more than one person in the office is considering a vacation in Honolulu this year. . . . Dan Cupid certainly has been kept busy with his bow and arrows. The wedding of Virginia George and Al Johnson took place Nov. 13 in St. Marion's Church and that wedding day smile seems to be a permanent fixture on Virginia's countenance. Shirley Wescott and Paul Kaiser were next to join the Lohengrin parade. They were married Nov. 20 in the Church of the Covenant with Kay Kaiser in the role of bridesmaid. After a rousing send-off with rice and old shoes, the couple
motored to Niagara Falls. Clare Williams continued to walk a round little town ever since her marriage to Bob McCann Nov. 27. The ceremony was in St. Stephen's Church and our official recognition of the nuptials was the tendering of a beautiful bedspread accompanied by a brief speech from Jack Fletcher. Joan Adler and Pat Graham are back from a whirl in the big city, New York, where they had lots of fun and saw many of the new shows. Rosemary Ross and husband moved into their new home recently. Joan Overin dropped out of circulation for two weeks recently when she was laid up with a fractured rib. Anne O'Toole now is happily plying the trade of housewife. Juanita Smith finally broke down and had her long blond tresses cut. Shirley Ranft still is reminiscing over her trip to Philadelphia where she witnessed the Army-Navy football game. Shirley was the guest of a handsome midshipman. Joe Pfeifer is enthusiastic about his new home and talks things over with veteran gardeners in the community in preparation for a beautiful spring. Dorothy Liccardi would make up her mind. One day it's saddle shoes and another day it's Spanish heels and 51 gauge. Presumably after hours activity dictates. Hitch hiking is getting more appealing every day. Tess Babington just passed her driver's examination. Alley chatter: Joan Bonsignore is setting the pace in the Ladies League with a huge 194 individual high game. Anne Marie Mark recently nailed the maples for a 351 series which topped Shirley Kaiser's previous 3 game high by two pins. Jimmy Laggan's Revision team is being pushed to the limit by the Engineerinatquiet who are one game off the pace. Jim registered the individual 3 game high with a neat 698 set. For thrills, action and good fellowship, get out to the alleys on Thursday nights and support your favorite team. The keglers make quite a show with the colorful Erie uniforms neatly stitched on their shoulders.

HORNELL ACCOUNTING BUREAU
By Lynn Lamb

Jane Moore and Delores Lindeman visiting in Rochester. They went to meet a 7 o'clock train that didn't get in until 11. Understand Jane still doesn't know which church she was in. Margaret Wood back from a California excursion. Ben Bayly's wife presented him with a son on Thanksgiving Day. For $5 Tip Tannler got his name in the paper. Lillian Karl visiting in Rochester. Robert (Robin Hood) Young took to the woods with his bow and arrow during the hunting season. Have learned through one of my wandering reporters that Rus Westphal's favorite song is "Don't Let the Dust Get in Your Eyes". Dottie Rixford on one of her famous excursions, this time to Chicago. J. C. Hoyberger visiting in East Aurora and Elmira. Jean Dineen has terminated her services with the Erie and has taken up housekeeping. Nipper Tebridge to Syracuse. Edna Metzger won a wristwatch at a local auto dealer's. Bob Pfeibles had his car winterized and Simonized. Charlie Corwin learned all about cats during Margaret Wood's absence. Watson Walden reports everything is fine in Rexville and that the table still is well spread. Understand Bill O'Regan had an attack of buck fever. He took ten shots at a buck and the buck still is laughing. Dorothy Marks visiting in New York. Betty Leonard raving over the tea cart husband Bill bought her. When and how did Jane Moore get the nickname "Nutmeg"? Jim Barnett, who is sailing a desk for the Navy at Atlantic City, was a recent caller in the office. Jim says the grass is going to get mighty tall under his feet from here on in. Dan Swift reports that he's getting his exercise now that Junior has come to live with him. Tom Halloran decided he needed more sleep mornings so he up and moved within a block of the office. A stork party for Mary Hillman was held by the girls of the office at Arkport Inn. The local B. of R. C. lodge planning another
party for February. Bob Argenti- ler had the “big game” urge. He took to the woods this season, but no damage to the deer stock was reported. Wonder if Irene Lyke is in the trucking business. Hope everyone saw the red truck she drove to work. Dottie Rixford and Goldie Rixford took their annual holiday trip to New York. After all these years Charlotte Geary has a name for her cat. Seems like the cat got on the neighbor’s roof and couldn’t get down. Charlotte couldn’t call it because of no name. The obliging neighbor took the window out so the cat could be retrieved. Up to this writing and with only one more day to go, our Eddie Kunicky is the only one to get a deer. Believe the gold should be checked at Fort Knox. Ross Cook went visiting in Kentucky and stopped off at the Ithaca have a new baby girl to add to their family of three girls and a boy. Bob is a former employe. Had a very unusual treat for Thanksgiving dinner. Stuffed partridge in the woods this season, but no damage to the deer stock was reported. Some day she may get as far as Aus-

lations and best wishes to a lovely couple.
Welcome, Sophie Frances Ambroz, comptometer operator (Nov. 11). Jimmy Callahan was one of the lucky winners in the veterans Thanksgiving raffle.
When Fred Talbot wears his new glasses he looks like a college professor.
Virginia Blackley is the owner of a new bowling ball and a classy red plaid bowling bag.
Kathryn Guiltin, the newest sweater-girl in the office, is giving the other girls competition.
Don Reisland, a substitute one night for the A. of D. bowling team, rolled a 277-series, that is, not game. Says Don, “I had lots of offers from other teams to bowl with ‘em, but I accept.”
A hearty “thank you” to the W. J. Fahertys for the box of taffy they sent from Miami Beach, Fla., in November.

OFFICE OF COMPTROLLER
By Joe Keenan
As the end of the year rolled around, everyone hurried to take advantage of unused vacation time. Donna and Byron Webster spent two weeks in Phoenix, Ariz. Everyone was surprised that he didn’t figure a way to make his Thursday night bowling.
Donna Richardson spent Thanksgiving and the week end in St. Louis. Some day she may get as far as Austin, Tex. The same week end saw Helen Eyerman and Frank MacEwen in Chicago. Helen wanted to check on her little nephew who was hit by a car several weeks ago. She was happy to hear that the six-year-old is fully recovered.
Blanche Ahern was able to spend several days with husband, Richard, before he left for army duty in Germany.
We understand Bill Hawley now is keeping a list of those who gave him cigars. It is quite an exclusive list-
ing, for, as Bill says, “Please, no five-
cent cigars.”

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.

THE BUCKEYE STEEL CASTINGS COMPANY
New York Columbus, Ohio Chicago

662 RAILROADS
At the beginning of 1954 the railroad system of the United States was composed of 662 operating companies. Of these, 130 were Class I railroads, with gross operating revenues of more than $1,000,000 a year; 159 were Class II railroads, with operating revenues of more than $100,000 but less than $1,000,000 a year; 159 were Class III railroads, with operating revenues up to $100,000 a year, and 214 were switching and terminal companies.
Suppose steel couldn't price its own product

The steel companies and the railroads have a great deal in common. Each is basic to the nation's economy and defense. Each is a large and good customer of the other.

However, while steel management is entirely free to exercise its judgment in adjusting prices to obtain business and meet competition, railroad management is not. It is prevented from doing this by regulations originally aimed at curbing railroad monopoly, a situation which disappeared many years ago.

Steel can adjust its prices overnight by management decision—which is as it should be in a free economy. The railroads must first submit proposals to the government before they can raise or lower rates, and then are frequently subjected to delay.

Steel can quickly stop the manufacture of any item which dwindling demand causes to be made at a loss. The railroads are prevented from abandoning many unprofitable services without recourse to long and involved regulatory processes—and then are often denied approval and forced to continue unneeded services at heavy expense.

Because of these and many other inequalities, the railroads—vital to the country and its economy—operate under increasing difficulties that handicap their managements in taking steps aimed at giving the best possible service to the public.

The railroads do not seek relief from all regulation. They ask only that the regulations under which they operate be modernized in line with today's highly competitive conditions in the transportation industry... Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N.Y.
ERIE PIGGY-BACK . . . THE ALL-WEATHER ROUTE

“That's a real advantage to us—no weather trouble with Piggy-Back deliveries. Erie’s Piggy-Back service between New York and Chicago is the real all-weather service route. Trailers that ride the rails give us second morning delivery that can be depended on.”

“Called our New York plant two days ago and here's our shipment in Chicago already—right on schedule. Trailers are loaded at our plant then shipped by rail without further handling. Door-to-door delivery also helps to save time.”

Piggy-Back service on complete trailer loads provides shippers second morning delivery at New York and Chicago—in any weather! Trailers are carried on flat cars in Erie’s fast freight trains. Rates are competitive with other carriers. Here’s another example of Erie’s progressive railroading—giving shippers the best in dependable transportation.