



**ERIE**  
**PIGGY-BACK**  
~~**STARTS**~~  
**HALTED**

# The President's Page

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**A**LTHOUGH THE DECISION of the Interstate Commerce Commission to suspend freight rates which the Erie filed for our "piggy-back" service was disappointing, we will continue to seek approval of this operation because it is an extremely important development in the nation's transportation industry.

We hope that shortly the I. C. C. will rule favorably on our request to inaugurate this new type of service. "Piggy-back" operation is a progressive step and fills a definite need. It provides a service which shippers and public, alike, have approved.

When it does become a reality, as I believe it will, Erie employees will have an opportunity to prove that "piggy-back" operation is a service that will greatly benefit the shipping public as well as improve the strength of our railroad.

*P. W. Johnston*



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

Vol. 50, No. 5

July 1954

### Our Objective

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

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

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## RAIL ENDS

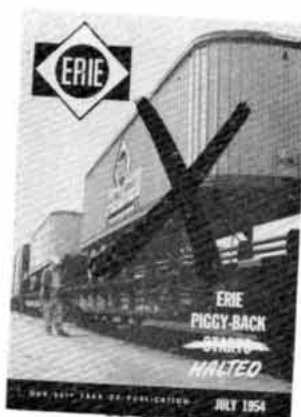
Diesel-electric locomotive units range in pulling power from 150 horsepower in switching service to 2400 horsepower in line-haul freight service.

Lots of students take the train to school but, deep in the wilds of northern Ontario, it's the other way 'round . . . the train takes the school to the students. Their classroom is a converted railway coach that travels in freight trains from one tiny forest settlement to another. Children come in by foot, canoe, skis, snow-shoes and sometimes by dog team. After five days of classes the school moves on—leaving homework for the next four weeks.

When a busted boiler threatened to stop production in a spaghetti and ravioli factory in a Midwest town, an accommodating railroad saved the day by piping steam to the plant from one of its old switch engines.

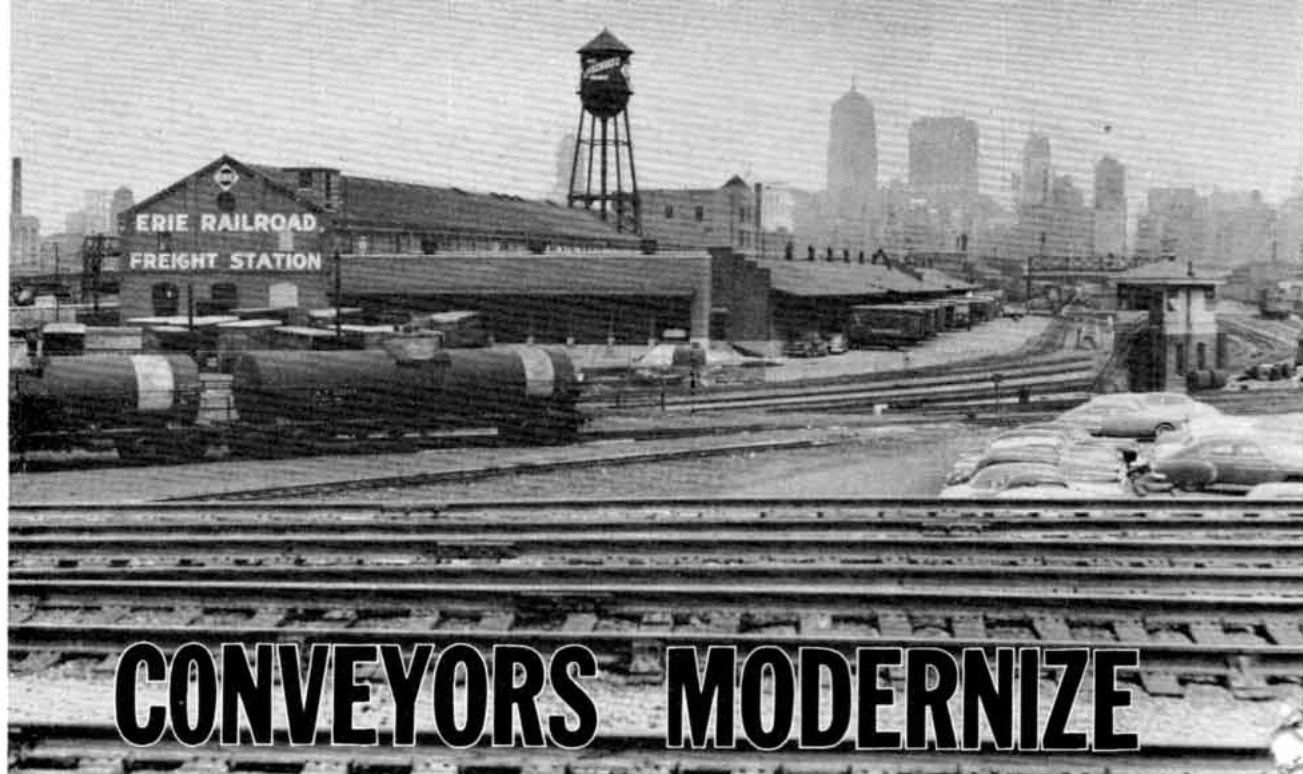
The average compensation of railway employees has increased 158 per cent since 1940. Then it was 77 cents an hour; in 1953 it was \$1.99 an hour.

The aggregate seating capacity of passenger train cars was 1,353,448 passengers at the beginning of 1953, according to the Passenger Progress Number of Railway Age Magazine.



**THE COVER**—As you probably already have decided from looking at our rather unusual cover this month, we had meant to feature the start of "piggy-back" service on the Erie in this issue. However, at press deadline time when the cover was almost ready, the Interstate Commerce Commission suspended rates for the service, and we had to postpone inauguration of the service. For the full story about Erie's "piggy-back" plans, turn to Page 10.





# CONVEYORS MODERNIZE CHICAGO FREIGHT HOUSE

Striking evidence of more modernization and streamlining on the Erie was disclosed recently when a towveyor, conveyor and other major improvements were completed at our 14th Street downtown Chicago freight terminal to make it one of the most advanced freight handling facilities in the railroad industry.

The new mechanized equipment

was installed to improve handling of package freight between railroad cars to highway trucks and trailers.

The new equipment also is a boon to employees because they now can handle the merchandise mechanically and thus avoid pushing and pulling on hand trucks. Machines operated by the men handle most of the heavy work, and the

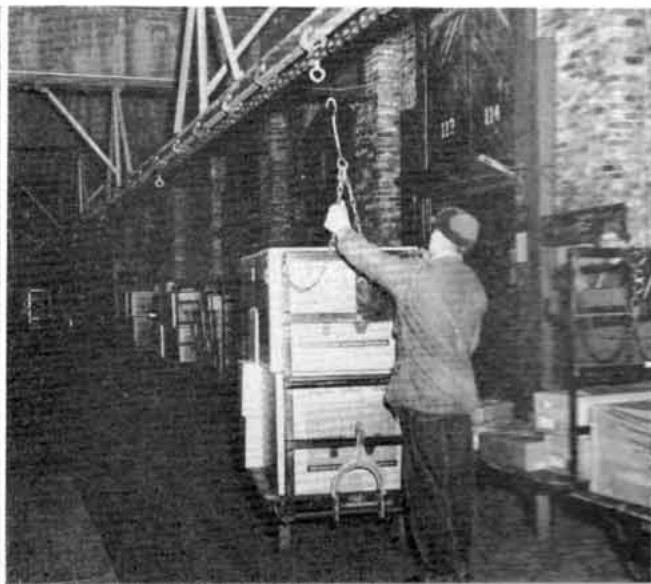
employees report that they have been able to do their jobs more easily and efficiently with the new equipment.

Supervisors report that there have been fewer sore muscles and backs since the mechanical handling equipment was installed.

Beside the new towveyor conveyor, other improvements include construction of a house con-

*Lower left is the first step in handling freight under the new set-up at 14th St., Chicago. Packages are transferred from a box-car to one of the four-wheel*

*rubber tire trailers which will be pulled by the towveyor to its proper section. Lower right, after a trailer is loaded, it is hooked to a loop on the towveyor.*

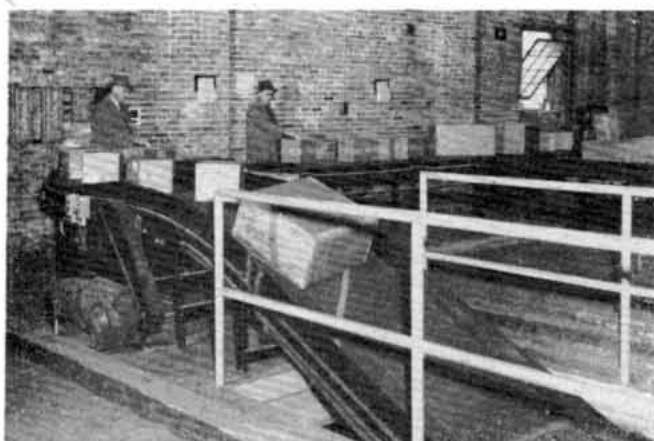




*Trucks with packages destined for second floor sorting are unhooked from tow-veyor and placed on conveyor "feed" on first floor. The packages then rise to the second floor on the incline.*



*Up the incline go the packages to the second floor for marking and proper sorting.*



*Above, as packages reach the second floor, they are marked for storage areas according to delivery zones. Right, packages are taken off a finger and placed on trailers which will be towed to storage areas to await delivery to consignees.*

necting the south ends of the inbound and outbound houses, rehabilitation of basement space, installation of one new elevator, replacement of one old elevator with a new one, a new intercommunications system and other mechanical equipment.

Since many of our customers, such as department stores, receive large-volume shipments daily, efficient and prompt handling is essential. Therefore, our first objective in planning the new system was to enable direct movement of freight from rail cars to highway vehicles when volume and operating conditions required it.

To avoid unnecessary handling by keeping multi-package freight away from sorters, thus speeding up the work and simplifying the entire freight handling operation, a direct movement of freight from the car to the specific accumulating section was desirable when the volume for one consignee justified.

### Two Goals

These two goals, direct movement of merchandise from rail car to truck and direct movement of volume freight from car to a storage area, were accomplished by installation of the tow-truck conveyor on the main floor of the warehouse. This towveyor is an endless chain under the ceiling beams and circling the main floor of the freight house, towing four-wheel platform trailers. Merchandise cars arriving from East Coast cities at 1:45 each morning on our crack time freight, No. 99 "The Flying Saucer," are handled at 14th Street.

As soon as "The Flying Saucer" arrives, merchandise is speedily unloaded onto the trailers, each of which bears a number on a destination plate which corresponds both to its immediate city destination and the storage section in the





*Shown here is a typical storage area on the second floor. Note wall sign and trailer's markings.*



*Freight for which highway vehicle is ready is lowered from the second floor on the newest elevator.*



*Here is the final step, loading of the highway trailer for delivery.*

warehouse.

As a trailer is loaded it is attached by an employee with a hook to the towvevor. The trailer then is pulled around the loop until someone at the proper location detaches it. If the load on the trailer is a volume shipment to one consignee, the trailer is stopped in the holding section assigned or adjacent to the vehicle at the truck loading platform.

Loading of the road trucks begins early in the morning so that the first deliveries can be started by the time businesses open. First highway vehicles leave as early as

6:30 a.m.

The small shipment packages which need to be sorted get a different handling than the volume freight. The towvevor trailers bearing miscellaneous loads are unhooked at the south end of the house and packages are placed on the conveyor which carries them upstairs to the second floor. On the second floor the packages are sorted according to zone number.

The first floor power-drive roller conveyor or "feed" is 42 inches wide and 32 feet long. An inclined belt carries the packages to the second floor where after a 90 degree turn there is another power roller conveyor 157 feet long. Spaced along the second floor conveyor are seven "finger" gravity sorting conveyors at right angles to the main power conveyor.

#### **Merchandise Marked**

Markers chalk each package with its proper section number as it comes up to the second floor on the inclined belt conveyor. The zone numbers refer to delivery zones in Chicago and are standard throughout the freight house for classifying and handling.

Under the new system only two to six men mark the freight packages, greatly increasing the accuracy over the old system when up to 50 men did the marking.

Pickers are stationed at the fingers where needed and shove

packages onto the correct finger according to storage zones. Generally a finger is assigned nine storage sections. Loaders set up nine trailers at each finger—four on each side and one at the end. Each trailer is numbered to correspond to the zone section assigned each consignee. As each trailer is filled, it is hauled to a storage section to await dispatch to a highway vehicle.

Six small hand tractors, called "walkies" by the men, are used to move the loaded trailers. Storage areas for each delivery zone are marked off on the second floor. Straight loads for storage usually are taken to the second floor by elevator to eliminate second and third handling.

A typical storage section is marked off in four areas, one for filled trailers, one for shipments of four or more pieces and one for three or less pieces. The trailers are moved back and forth between the sorting fingers and storage areas until all the freight has been classified.

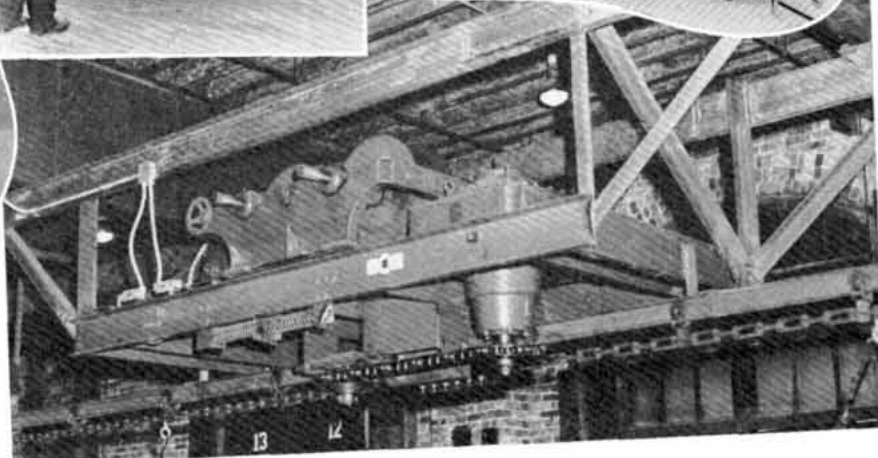
When ready for transfer to highway trucks, the freight house trailers are moved to the first floor by elevator and then to the truck platforms.

Loading of highway trucks begins before unloading of rail cars and sorting is completed. Ordinarily it is attempted to load a truck with freight for only one

*This overall picture takes in the south end of the second floor of the freight house and shows the conveyor including the fingers, power conveyor against the wall and the top of the incline at the far end. Note, also, the new lighting which has been installed as part of the large improvements program.*







signee, but if a full load is not available, freight for several consignees is combined on one truck.

The towveyor is 1186 feet long and moves at 120 feet per minute. One power unit is sufficient for operation. There are 80 rings on the towveyor which is reversible.

Eight hundred of the four-wheel trailers were purchased for the towveyor operation.

#### Other Improvements

Other new improvements at 14th Street include:

Obsolete lighting has been replaced with a better, brighter fluorescent system throughout the freight house. A combination of fluorescent and incandescent lighting is used on the first and second floors.

The new brick wing and center platform provides storage space, space for the feed part of the conveyor and vehicle back-up spots and gives the entire freight house a U-shape.

The new intercom system is a time and step saver. Stations are spotted at convenient points in the buildings and are easily identified by large orange squares where the instruments are mounted. Push buttons on the units, which include small talk-back speakers, are provided for signalling five stations: Three in the foreman's office and one each for the telephone switchboard operator and the outbound house. Each of the five master stations has additional buttons which enable each to page a person in any area of the building. Red lights at the master stations show which lines are busy.

The six hand tractors, an elec-

tric fork-lift truck and two gas tractors are serviced in the basement. The electric shop is staffed by an electrician and includes a battery charging room. Equipment includes six hand tractor battery chargers, a rectox for the fork truck and two extra sets of batteries for the hand tractors.

Special training for many employees before completion of the

project insured efficient operation of the new system without delay. About 20 key men, including foremen, marker foremen and temporary supervisors, attended the special courses. The training program extended over a two-month period, and each of the 20 men attended classes eight hours a day for two weeks. Each man received

(Please turn to Page 18)

*This was the old way. The towveyor and conveyor and other improvements at 14th St. make the job of moving freight from rail cars to highway vehicles much easier today. The work now is being handled by machines, not muscle.*





Above, Joel Roth, Mr. Roth, Mrs. Roth and President Paul W. Johnston just after Mr. Johnston had congratulated Joel as a scholarship winner. Mr. Johnston also congratulated the other winners at the Cleveland luncheon.

# President Awards Scholarships

With proud parents and their sons and daughters beaming happily, President Paul W. Johnston presented letters notifying the winners who were selected to receive Erie's second group of five four-year \$1000 college scholarships at a luncheon May 21 in Cleveland.

As reported in the June 1954 issue of the magazine, the second group of winners are:

Marilyn K. Laesser, Buffalo, N. Y., daughter of Edward J. Laesser, foreman, car department, East Buffalo, N. Y.

Joel L. Roth, Cleveland, Ohio, son of Louis R. Roth, rate clerk, accounting department, Cleveland.

William F. Condon, Canisteo, N. Y., son of Fred L. Condon, transitman in the maintenance of way department, Hornell, N. Y.

Diane I. Reynolds, Susquehanna, Pa., daughter of Ira T. Reynolds, electrician in the Susquehanna coach shops.

Richard T. Ashman, Memphis, Tenn., son of Oral R. Ashman, clerk-stenographer in our traffic office in Memphis.

The winners were selected on the basis of competitive examinations, high school achievements and leadership traits. The selection committee consisted of Dr. M. Ellis Drake, president of Alfred University, Alfred, N. Y.; Dr. James G. Lyne, editor of Railway

Lower left, Edward J. Laesser, Mrs. Laesser and Marilyn K. Laesser. Lower right, Ira T. Reynolds, Mrs. Reynolds and Diane Reynolds







Age Magazine, and Dr. Ralph E. Crow, director of Adult Education of the Cleveland, Ohio, Board of Education.

Right, Fred L. Condon, Mrs. Condon and William F. Condon.

Left, Mrs. Oral R. Ashman, Dick Ashman and Mr. Ashman

The scholarship program was inaugurated in 1953, and the first group of five winners now are in their freshman years in college.



## RAIL QUIZ

1. How many axles are there in a standard box car—four, six, or eight?
2. In model railroading, how many different gauges of track are known to be used—one, three, or five?
3. In railway accounting and statistics, what do the initials N.O.S. stand for—non-operating statistics, not otherwise specified, or not on schedule?
4. What is a prepay station—a station to which freight shipments must be prepaid, a station from which prepaid freight is forwarded, or any agency freight station?
5. Are railway post office cars equipped with windows?
6. Which of these car markings de-
7. What is a joint rate — a freight rate which is shared by two or more railroads, a passenger rate which provides for a return trip, or an agreed rate of rental for a track or facility used by two or more railroads?
8. What is a trunk line—any main line railroad providing public transportation service, or a railroad operating over an extensive territory?
9. Does the term "trailing load" refer to the weight of cars drawn by a locomotive, the weight of cars and contents so drawn, or the weight of the contents only?
10. How many freight classification territories are there in the United States — three, six, or nine?

(Answers on Page 22)

## \$14,500,000 A Day

Complete figures now in the hands of the Interstate Commerce Commission show the total Class I railway payroll in 1953 to be \$5,326,000,000, which is only slightly less than the all-time high payroll of \$5,328,000,000 in 1952.

To put it another way—the railway payroll in 1953 averaged approximately \$14,500,000 a day, Sundays and holidays included.

More than 38,000 piles were used in the construction of the Lucin Cut-off across Great Salt Lake in Utah, opened for traffic about 50 years ago.

## LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
W. F. Caden	Paterson, N. J.	Asst. Signal Supvr.	8- 9-36
W. C. Spain	Youngstown, Ohio	Asst. Signal Supvr.	4-21-41
Robert H. Dean	Binghamton, N. Y.	Asst. Signal Supvr.	9- 8-41
Robert J. Cross	Youngstown, Ohio	Div. Teleph. Supvr.	7- 1-47

July, 1954

START YOUR  
DAY RIGHT



...EAT A GOOD BREAKFAST



# This Little Piggy Did Not Go To Market!

*This is how the first Erie piggy-back cars might have looked in an Erie train if the Interstate Commerce Commission had not ordered a halt to the operation. This photo was taken during a practice run at the Hammond, Ind., yards.*

After many months of careful study and planning, the Erie Railroad announced it was going into "piggy-back" service starting June 16. Tariffs were filed with the Interstate Commerce Commission on May 17 giving the required 30 days notice that the Erie intended to go into the business of hauling highway trailers on flat cars between New York and Chicago at the same rates as charged by the truckers. Special flat cars were fitted up, ramps were built and arrangements made to lease trailers.

Everything was in readiness when, in a surprise move, the I.C.C. issued an order at 4 p.m. on June 14, just 32 hours before the service was to begin, which blocked the Erie and five other railroads from going ahead with their plans. By a vote of 2 to 1,



Division 2 of the Commission prevented this new and progressive transportation service from going into effect. Many millions of dollars in equipment and facilities

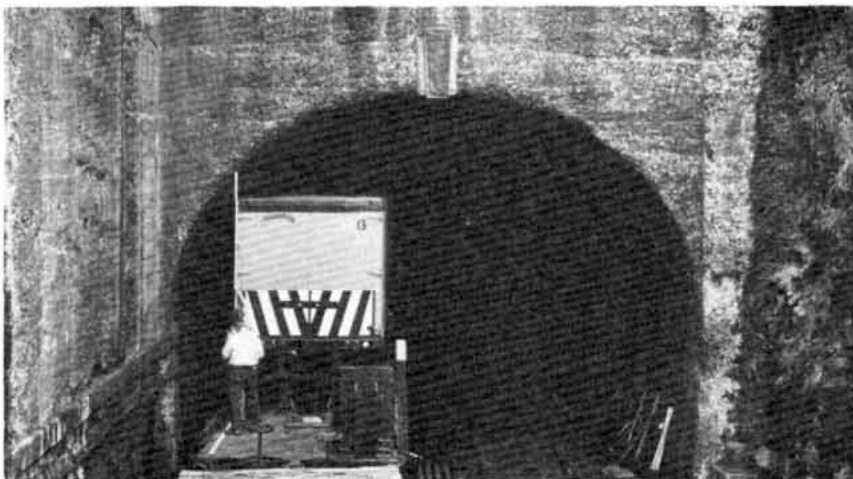
were made idle by this decision.

"Piggy-back" service is considered one of the most progressive steps the railroads have undertaken, along with dieselization, in recent years. It is an outstanding example of the initiative and new ideas which the railroads are developing to improve their service to the public and make the industry a dynamic force in our economy.

With one curt statement, the I.C.C. ordered that the program be delayed. There was no explanation. However, leading newspapers said that the suspension announcement came after truck groups had protested inauguration of the service.

## Urged To Cancel

The railroads immediately urged the entire 11 man Commission to review the case and cancel its order. In urging cancellation of the order, the railroads said the proposed service "represents the most important change in the method



*This photo was taken in the East to show our piggyback activity at that end of the railroad. Here flatcars loaded with trailers are run into the Bergen Tunnel to check for clearances. As you can see there's plenty of clearance. The Erie is noted for carrying high and wide loads because of the extra large clearances it has along its right-of-way between all terminals.*

of railroad transportation in many years". The new idea, the railroads said, "has captured the imagination of the public" and has been the subject of wide-spread discussion.

"Shippers and the public," the petition continued, "generally . . . have expressed strong commendation and approval of the initiative and progressiveness of the railroads in their desire to experiment, on a limited basis, with this advanced type of rail transportation service."

The petition further said that the suspension order ". . . will discourage attempts by the railroads to furnish new types of improved service for the benefit of the public". The Commission also was informed that trailers have been acquired, flat cars equipped, terminal facilities provided, personnel trained "and all plans perfected to

### Change Possible

This piggyback article explains the situation as it was at the time the article was written. The railroads concerned were seeking to have the piggyback rate suspension order lifted as the *Erie Magazine* went to press. There was a slight possibility that the railroads' request might be granted.

inaugurate the service".

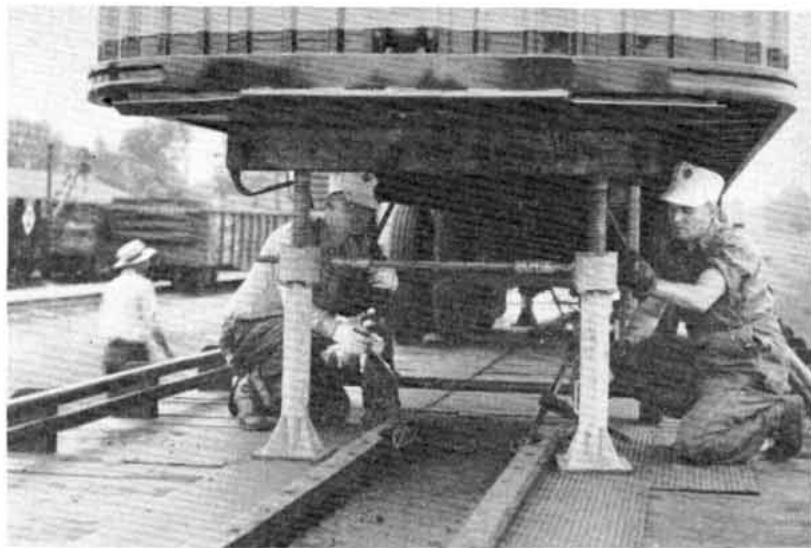
The suspension order seems more than ordinarily unusual, because some railroads have been providing the same sort of service for many years.

In conclusion, the petition said, "All of the plans, effort and investment of these railroads are now held inactive. This shows the irreparable injury to these railroads and necessity for prompt corrective action."

What this does to the Erie's plans was explained by M. G. McInnes, Vice President for Operations, to a WALL STREET JOURNAL reporter who interviewed him. Mr. McInnes said that the I.C.C. decision "is disturbing inasmuch as similar service is in effect on other lines" and it "is just going to postpone inauguration of the service on the Erie".

He also disclosed that we had received bids for 100 roller-bearing flatcars 75 feet long for carry-

July, 1954



*Shown here is a close-up of how the wheel-less end of the truck trailer is jacked up on the flat car and tied down securely to prevent movement.*

ing two 32 foot trailers at a cost of over \$1 million. The I.C.C. order changes things, said Mr. McInnes, because the equipment will not be bought "until we know a little more about I.C.C. thinking in the matter of piggy-back operations".

When the service was first announced, Harry W. Von Willer, Vice President for Traffic, said, "The establishment of 'piggy-back' service by the Erie is not a cure for all our ills, but it is definitely a progressive step and gives us one more tool with which to work and brings us into a competitive position which we have not had for some time. The reaction from the shipping and receiving public is most encouraging, and we are quite sure that the volume will grow to the point where the revenue will be a valuable contribution to Erie income."

All this, of course, until the I.C.C. said "Stop!"

Mr. Von Willer, who guided his staff in thorough research of "piggy-back" on the Erie over a period of many months, lists several advantages that the service offers to the shipper and to our railroad. For instance, the shipper receives the same over-the-road service that he has been getting

by truck at the same minimum and at the same rate, but the service is extended to all commodities which lend themselves to trailer load handling. This is quite different from the service offered by the over-the-road truck because trucks prefer to carry only higher-rated commodities. Other advantages to the shipper include dependable, scheduled performance, full and complete security in the event of claim liability and an all-weather route that is not affected by ice and snow and many of the other hazards of the road.

### Door-To-Door

"Piggy-back" service was set up to offer door-to-door service to the shippers, including, of course, pick-up and delivery service by truck. Local contract draymen were to be hired to pick up and deliver at the shipper's door, and, of course, Erie fast freights were to haul the trailers over our rails on a second morning delivery basis between New York and Chicago.

As Mr. Von Willer explained, the establishment of trailer-on-flatcar service could have given our railroad a competitive advantage which we had not had heretofore. It would have put us on

*At Hammond, Ind., a truck tractor backs a trailer up the ramp and onto one of Erie's modified flatcars, showing how the trailers are loaded on the cars.*





# Rail Service

## Subjected to Seemingly Unnecessary Delay Until Next Year by ICC

By **RALPH HENDERSHOT**,  
Financial Editor.

Announcement was made earlier this week by the Interstate Commerce Commission that it had suspended until Jan. 15, 1955 a plan proposed by six railroads to carry highway trailers on flat cars, the so-called "piggy-back" service. The railroads had hoped to put the service in effect this month.

Several factors are apparent in this development. For one thing, the railroads were anxious to increase their freight business. For another, they evidently were prepared to offer service which would appeal to shippers. And, presumably, the service could result in lower prices to consumers.



Ralph Hendershot

Why the commission should stall so long in making a decision on this deal is difficult to understand. It plans to hold hearings on June 28, and it should be able to make up its mind in less than six months.

Obviously some of the trucking concerns might be hurt if the plan were to be put into effect. But the movement of freight is a competitive proposition these days, and if the railroads can afford to do it for less they should be permitted to do so. That sort of thing is in the public interest.

### Have Met Competition.

It is well known that the railroads have been obliged over the years to meet the competition offered by the trucking companies, the shipping lines and the aircraft concerns. And there have been plenty of times when they were hurt by this competition. In fact, they have been hurt so much at times that many of them were forced into bankruptcy.

To be sure, some of the damages they suffered were the result of their own shortsightedness. They refused to meet this competition head-on. But, now that they are seeking ways and means of turning the tide, it seems rather unfair that they should have roadblocks thrown in their way.

The public's stake in the situation is greater than that which may be reflected in lower freight rates and possibly lower prices for the goods it buys. We need aggressive and financially healthy railroads in this country. They are particularly needed to insure the movement of military equipment and men in the event of war.

### Delays Are Discouraging.

We need the trucking companies, too, of course. And the ICC should see to it that competition between the two groups of organizations is fair and reasonable. But they should compete. And when one or the other comes up with a workable proposal to reduce costs, it should not be discouraged by unnecessary delays in getting a green light.

NEW YORK WORLD-TELEGRAM

a par with truckers (something which apparently the truckers did not like) between points on our railroad both as to rates and minimums. Also, it undoubtedly would have given us an advantage service-wise, something which would have been to the advantage of the shipper. The motoring public would also benefit by having less congestion on the highways.

Under the Erie set-up, the trailers would be loaded on special-

# Editorial Comment

equipped flatcars from the ends of the cars by means of ramps. Regular truck tractors would back the trailers onto the cars. Each car is equipped with tailgate ramps which can be lowered and raised for use as bridges between cars.

Other features on the flatcars (now standing idly by) include tie-down brackets to secure trailers, siderails to guide the trailer wheels and provide additional tie-down fixtures and compartments in the decks of the cars for chains, jacks and other gear.

We know that Erie employees were enthusiastic about "piggy-back," because it could be an important revenue producer to our railroad and to our industry. Usually, the Erie wanted to be among the first to take advantage of any progressive steps to improve service and attract more business. (Please turn to Page 19)

CLEVELAND PRESS

## Is There Any Reason the ICC Can't Move a Little Faster?

For a business that's often accused of fighting off progress, the railroad industry has responded with amazing vigor to the new idea of hauling truck trailers on freight cars.

Within the past five months, 11 railroads, including all five of the big ones that serve Cleveland, have developed and announced plans for "piggyback" service, which promises healthier railroads and less congested highways.

One—the Erie—already is prepared to begin service. Another, the New York Central, is starting a new \$1,000,000 terminal to handle truck trailers here.

Against this background of energetic railroad enthusiasm, the red light the Interstate Commerce Commission flashed is disappointing and ill-timed.

The ICC refused to approve rate schedules for the new service, which were to go into effect today, and has postponed action for seven months while it conducts a leisurely investigation.

The truckers undoubtedly had a hand in the ICC delay, for they object to piggybacking if the railroad owns or leases the trailers, as the Pennsy and Erie plan to do.

They don't object, apparently, if the railroads only haul trailers owned by truck companies, as the New York Central plans. They are, of course, entitled to state their case before the ICC.

But the railroads, which have long complained about the mountainous red tape and slow-train-through-Arkansas tempo of ICC deliberations, can properly ask these questions:

- 1: Why did the ICC wait so long to start its investigation, when piggybacking obviously has been on the way for months?
- 2: Why must it wait until Jan. 15, 1955, to make up its mind?

# NEW PULLMANS IN SERVICE

"Erie Railroad's purchase of two new sleeping cars for the Chicago service is a forward step in the effort to build Youngstown into the ideal site for industrial might", Mayor Frank X. Kryzan said during ceremonies in which the two modern cars were christened at the Erie Terminal.

Mrs. Kryzan, wife of the mayor, cut a ribbon across the steps of one car as she said:

"On behalf of the people of this greater Youngstown area, I am

*Mrs. Kryzan cuts the ribbon to open the car for public inspection. Others are Mr. McGranahan, Mayor Kryzan, Mrs. Steiner, Mr. Watson.*

happy to christen the Erie Railroad's two new sleeping cars with the names of Pride of Youngstown and Spirit of Youngstown".

Following the ceremony, 1610 persons inspected the newest and most modern sleeping car equipment on any railroad during the

afternoon.

Stanley F. McGranahan, general manager of the Western District, was master of ceremonies. He introduced George P. Finnegan, who expressed appreciation of the Youngstown Chamber of Commerce for the privilege of conducting the contest to select the names for the new cars among Youngstown residents.

## 'East or West'

"In extending our congratulations for the very fine additions to Erie equipment, the Chamber is ready to recommend Erie service to the east or west", Mr. Finnegan said.

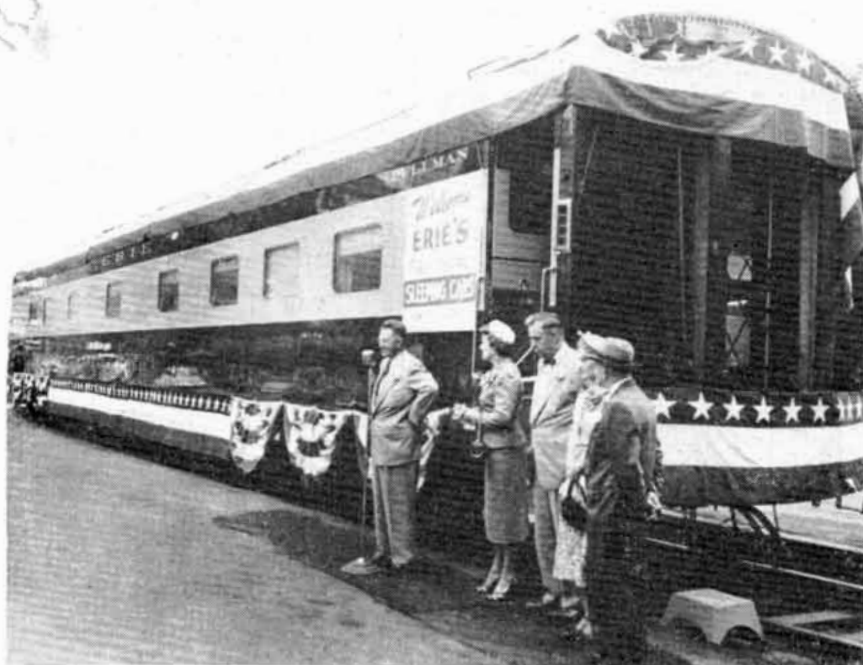
Mrs. Margaret Steiner, wife of a Railway Express Agency employee, and C. D. Watson, a salesman for the Borden Co., were guests as winners of the car naming contest. They were presented a weekend trip to Chicago and New York for two persons as prizes in the contest.

Swelling the crowd which witnessed the christening ceremonies were Milton G. McInnes, vice president for operations; D. R. Thompson, assistant vice president for traffic; A. E. Kriesien, assistant vice president and general manager, Eastern District, who was formerly general manager in Youngstown, and scores of operating and traffic department personnel who were attending a conference prior to the start of "Rail-Trailer" freight service on the Erie





(Please turn to Page 14)



*The outside of the new Pullmans is shown in this photo which was taken during the ceremonies when the cars were dedicated. In the picture are, from the left, Stanley F. McGranahan, general manager of the Western District; Mrs. Frank X. Kryzan, wife of the mayor of Youngstown, Ohio; Mayor Kryzan, and Mrs. Frank Steiner and C. D. Watson, both of whom won trips to Chicago and New York, respectively, for naming the two cars in a contest.*





	April		Four months	
	1954	1953	1954	1953
 <b>Received from Customers</b>	\$12,360,477	\$15,507,798	\$50,722,299	\$59,830,752
 <b>Paid out in Wages</b> PER DOLLAR RECEIVED (cents)	\$ 6,188,802 50.1	\$ 6,926,840 44.7	\$25,333,084 49.9	\$27,450,654 45.9
 <b>All other Payments</b> PER DOLLAR RECEIVED (cents)	\$ 5,748,376 46.5	\$ 7,575,297 48.8	\$23,745,429 46.8	\$28,744,050 48.0
 <b>Left over before Dividends</b> PER DOLLAR RECEIVED (cents)	\$ 423,299 3.4	\$ 1,005,661 6.5	\$ 1,643,786 3.3	\$ 3,636,048 6.1

(Based on figures reported to the Interstate Commerce Commission)

## PULLMANS continued

Railroad.

The new Pullmans have five bedrooms for multiple occupancy in the center of the car. Among new features is the elimination of rooms at the extreme ends where space is utilized for excess luggage, linens and other equipment.

### New Type Beds

The beds in the roomettes have been designed with a cutaway portion so the passenger can lower them while standing in the room. The beds also have newly-developed counterbalances for ease in lowering or raising.

The sofas in the bedroom have been replaced by lounge chairs to provide greater freedom of movement. Beds are arranged across the room with the lower folding into the wall and the upper into the ceiling. Disappearing partitions can be moved back so two bedrooms can be occupied with the lower berths forming twin beds.

For greatest privacy, toilet facilities in the bedrooms will be enclosed in a separate room. Wash bowls are of vitreous china, the

same as found in the most modern homes. A foot pedal operates the water mixing valves to provide selected water temperatures. A vanity cover can be swung over the wash bowl to form a convenient dressing table in front of triple mirrors for lady passengers.

The Erie's overnight Youngstown-Chicago schedule is intended to give businessmen a full day for conferences and calls without the extra expense of a hotel room. The westbound sleeper departs on "The Erie Limited" just before midnight, but the sleeper is parked at Youngstown and will be open for occupancy at 9:30 p. m. It arrives in Chicago the next day before the business day begins.

Returning, the sleeper is part of "The Atlantic Express," leaving Chicago at 10 p. m. and reaching Youngstown the next morning.

## U. S. RAILROADS STRESS PROGRESS

During the last nine years the railroads of the United States have spent more than a billion dollars a

year, on the average, for additions and betterments to their properties.

This huge outlay has gone into better track, signals and equipment. It is one of the principal reasons why the railroads are able to carry more tons more miles than is done by all other forms of transportation combined—and perform this service at a lower average charge than is made by any other form of general transportation.

Headache Means

SOMETHING'S WRONG

If it Persists  
See Your Doctor



Erie Railroad Magazine



# NEW LOOK

Employees at the freight house in Jamestown, N. Y., are working



*Above is one view of the main office showing new furniture and equipment.*

cashier's office, foreman's office and men's lunch room on the first floor.

Employees were so pleased with the improvements that Ralph E. Peters, trucker and local chairman of the Brotherhood of Railway Clerks at Jamestown, wrote to President Paul W. Johnston to



*Above, Bill O'Neill, freight house foreman, uses the new pneumatic tube communications system installed in the freight house.*

in practically new quarters since the offices were remodeled and new furniture and equipment was furnished.

The renovation project included the main office and the agent's office on the second floor and the

*At right is a part of the main office which shows the private office of Freight Agent Leo R. Smith and the new office switchboard.*



thank him on behalf of the employees for modernization of the offices.

A new fluorescent lighting system and sound-proof ceilings were installed throughout. A new pneumatic tube communications system also was added. The fluorescent lights are recessed into the ceiling.

New lights also were installed in the freight house and on the outside platforms.

*Shown at left is another part of the main office on the second floor of the freight house.*

# RAILROAD SAFETY

## SECAUCUS SHOPMEN WIN SAFETY AWARD

The Secaucus, N. J., locomotive shop has been awarded a Certificate of Merit for its outstanding safety record by the Department of Labor and Industry of the State of New Jersey.

The award was made as a result of a statewide interplant safety contest in cooperation with the New Jersey State Industrial Safety Committee during January, February and March of 1954.

### DON'T BE TOO SURE

We have often watched a man climb a ladder to paint or repair his home, and if we watch closely we will notice his rate of climb "tapers off" as he reaches the top. His movements are cautious and he is more careful in his manner of working than if he had been doing the same type of work on the ground. We say "of course, that's only common sense," and yet isn't it "common sense" to stay out from under a pair of wheels or door which the tractor is carrying on the shop track? Isn't it "common sense" to remove the air hose from the pathway in the yard and place it neatly along the rail?

After we have watched a man work off his ladders for several days we find that he's just not quite as careful as he was the first day. He gains a little more confidence and it's obvious by his movements. Perhaps he gets a little too confident or "cocky", so to speak. This also happens in industries all over the country.

As long as we have human beings and machinery we will have accidents, but if we can put across the practice of using "common sense" and impress our forces that they should be as safety-minded in their work on the ground as the man at the top of the ladder, then surely it's only "common sense" to believe that over a period of time the number of accidents should decrease.

*The Class I railroads of the United States spent \$613 million last year for iron and steel products.*

## SAFETY WINNERS TELL HOW

How the Allegany, Bradford, Meadville and B. & S. W. divisions achieved the remarkable safety record last year which brought the award for the best operating division performance.



**E. H. Early,** veteran Meadville Division freight conductor with 47 years service:

"It seems last year all the men tried a little harder to reduce personal injuries. Another important factor is that in recent years the men react more favorably to constructive correction in regard to safety. This receptive attitude paid off."



**Myer Lasky,** veteran Salamanca yard conductor with 36 years' service:

"I attribute our remarkable safety record to our General Yardmaster who continually keeps all yardmen alerted in the practice of safety. His sincere efforts have paid off in Salamanca Yard."



**J. J. Scullion,** dispatcher with 15 years' service:  
"All of our work depends on safe operation, consequently it becomes a basic part of our job.

"While the dispatchers played some part in attaining a good safety record last year, it could not have been achieved without the 100 per cent cooperation of our road and yard men. This teamwork paid off."



**E. E. Plough,** Meadville Division engineer, working in Salamanca Yard, with 36 years' service:

"Good supervision always results in good morale and consequently the men will put forth greater effort to achieve a good safety record. Last year all of the men worked safer than ever before."



**C. L. Montgomery,** Allegany Division passenger conductor with 40 years' service:

"It seems to me that years ago the old timers took more chances that resulted in injuries than we do today and, of course, the company has helped to educate the men in safe methods. These safety campaigns and our officers insisting that we do the job the 'safe way' were the main reasons we won the best division performance last year."

# ERIE VETERANS

## HOSTESSES FOR SALAMANCA VETERANS



*These pretty young ladies were the hostesses for the May dinner-dance of the Salamanca, N. Y., chapter of Erie veterans. From the left, they are the Misses Patsy Gardner, Joanne Rodgers, Nancy Watt and Irma Wunsch.*

### Fellow Veterans:

Every day and in every way the time is drawing nearer. Let me remind you that all entries for the oldest and youngest veteran, and the one with the most years and days of service with the company, must be in the hands of the chairmen not later than Aug. 1.

I would like to have the pleasure of meeting all veterans and their families at Conneaut Lake Park Aug. 14. Let's make this a banner year. Make reservations early with one of your chapter officers so you will be sure of a berth and will not be disappointed at the last moment.

It has been gratifying on my visits several of the chapters to note the enthusiasm of the members, the good fellowship, and the progress that is being made. What dinners they put on! You don't know what you are missing by not being present. If anyone who reads this isn't a member, don't hesitate any longer.

Let us pray that we will have nice weather for our outing. It is expected that the Huntington-Erie band will furnish music. Let's all be there to enjoy it.

Fraternally yours,  
**John F. Muchler**  
President

### Buffalo-Rochester

*By Ruth Nise Munger*

Congratulations to **Edward Laesser**, foreman of the car department, whose daughter, **Marilyn**, was among the second group of five students awarded Erie Railroad scholarships which will provide \$1000 a year for four years toward their college educations. She was graduated last month from Bennett High School.

Our vacationers are scattering far and wide, Train Dispatcher **Sam Sorgi**

to Los Angeles to visit his daughter, and also stopping in New Mexico to see **E. L. C. Perkins**, retired train dispatcher, and wife. Claim Agent **Ted Wynne**, accompanied by **Mrs. Wynne**, attended the claim agents' meeting in California. **Mary J. Youk-nut** attended the Railway Business Women's Association convention in Miami, Fla., and went on to Cuba.

Congratulations to **William Wimb-ert**, retired engineer, who has received a life membership card from Hubbard Lodge, B. of L. F. & E.

Best wishes to **Casimer Podemski** and wife on their 25th wedding anniversary June 25. Their son has graduated from Bishop Ryan's High School. Also to **Peter Czoseki** and wife whose golden wedding anniversary was May 30. He is a retired car inspector with 33 years' service. Two sons are Erie employees.

We are glad to see **Nick Young** back on the job after an illness. Speedy recovery wishes to Conductor **Robert I. Coe** who is hospitalized.

Our sympathy to the family of **H. E. Kinnane**, yard conductor, who died May 13. Also to the family of **Richard G. Schacht**, yard conductor, who died May 3.

Chapter Chairman **George E. Adams** spent two weeks in Detroit, Mich.

A new member who has been welcomed into our association is Conductor **Harry T. Lynch**.

Ninety-four members and friends attended the spring luncheon of our ladies auxiliary and enjoyed the delicious roast beef.

If you have not made your reservations for the Conneaut Lake picnic Aug. 14, contact Secretary **H. I. Moyer**.

For more information about the October meeting in Rochester, N. Y., of the United Association of Railroad Veterans, contact the correspondent.

### Jersey City

*By A. I. Raywood*

On Sunday, July 25, members, families and friends will meet for our annual picnic at Werner's Grove in North Haledon. The committee is doing a grand job of providing for a perfect day, no matter what the weather. There will be more than enough to eat and drink, some grand door prizes as well as prizes for games and contests. A name band will provide dance music and pieces for the barber shop quartets that make their appearance at these affairs. **George Sisco** and his committee have tickets, which are \$3.50 for adults and \$1.75 for children from five to 12 years. Buses, marked North Haledon, will leave the Erie station in Paterson every 15 minutes and will stop at the grove gate.

Reservations for the annual excursion to Conneaut Lake Aug. 14 can be made with the secretary. Contact him early so that space can be assigned in time to avoid a last minute rush.

We are sad to learn that our most active member, Past President **A. B. Cohen**, has been assigned duties that will take him away from us for some time. Good luck to him in his new endeavors.

Our membership drive still is going strong. Check your roster and get in the contest by providing names of some of the younger veterans.

### Salamanca

*By Hilde*

Two hundred members and guests attended our May dinner-dance at the Hotel Dudley May 21. **John Valastiak** sang "The Lord's Prayer" preceding the dinner. **Mr. Rossman** acted as toastmaster. Chapter Chairman **Rodgers** introduced the guests, System President **John Muchler**, of Hornell, **James Crowley**, mayor of Salamanca, and **John Crowley** of Cuba. Singing by the **Valastiak** family and **Mrs. A. C. Burley** followed. Dance music was by the Mood Men, including our Little Valley agent, **A. A. Carbone**.

**Mr. Robisch** thanked the members of his committee, including **J. J. Malone**, for the good job each had done to make the party a success. He also presented a gift from the employees to **Fay Hill**, former station supervisor who has been transferred to Marion, Ohio. Hostesses were **Patsy Ann Gardner**, **Joanne Rodgers**, **Irma Wunsch**, all of Salamanca, and **Nancy Watt** of Hornell.

We are sorry to report that **A. J. Sullivan**, retired Bradford agent, is ill at the home of his daughter, **Mrs. J. J. Arenth**, in Allison Park, Pa. Also that **Francis Glasford** is hospitalized at Olean, **Dennis Wachter** is confined to his home due to a fall and that our secretary, **Stanley**, is in the Salamanca Hospital. Glad to report that all are doing nicely.

New members are **Loryne Goodsell** and **George DeGain**.

### Meadville

*By R. C. Miller*

A baked ham supper was served at  
(Please turn to Page 20)





Officials take the first ride on the new speedwalk at our Jersey City Terminal. This is the endless rubber belt which carries commuters between our terminal and the Hudson & Manhattan Subway. This picture was taken during opening day ceremonies. In front row are, from the left, Bernard J. Berry, mayor of Jersey City; William Reid, president of the H. & M. and E. J. Thomas, president of the Goodyear Tire & Rubber Co. which was one of the co-builders of the new unique conveyor belt.

## Boon To Commuters

Commuters using Erie's trains at our Jersey City terminal received a "lift" recently when the world's first passenger rubber conveyor belt was opened in the tunnel leading from the Hudson & Manhattan subway to our terminal.

The "speedwalk" eliminates a 10 per cent grade as it carries pedestrians 227 feet in 35 seconds. It is estimated about 9000 persons daily use the walk.

Officials who participated in ceremonies opening the endless moving walk predicted the day was the start of a new era. It is believed similar belts can be used in conjunction with other subways, stairs, ramps, inclines and hills.

One of the observers at opening day ceremonies was A. E. Kriesien, assistant vice president and general manager of the Eastern District. It is thought a moving walk might be used at other terminals on the Erie.

At present the belt operates up the incline for passengers walking to our station. The belt is reversible, however, and it is planned to operate it in the other direction when commuters are in reverse.

### RECENT BRIDE



Shirley Joanne Dean, daughter of Mr. and Mrs. Kenneth L. Dean, Cleveland, was married recently to Kenneth D. Bolt, Cleveland. Mr. Dean is in the Passenger Department in Cleveland. The couple was married in Lakewood, Ohio, Baptist Church and left for a trip through Eastern states.

## 1,168 EMPLOYEES

### ENROLL FOR BONDS

Responding to the drive conducted during the first half of May, 1,168 Erie employees became new subscribers for purchase of government savings bonds on the payroll deduction plan. In addition 531 employees increased their subscriptions a total of \$5,097 per month.

President Paul W. Johnston praised Erie men and women for their patriotism and loyalty and further encouraged all employees to make additional purchases of savings bonds, reminding that such action would enable employees to save money for extras and emergencies as well as help their government.

### Club President

H. J. Spangenberg, general agent for the Erie Railroad at Toledo, Ohio, has been elected president of the Toledo Transportation Club.

For carrying the average passenger in 1953 (other than commuter travel), the Class I railroads received an average of 2.53 cents a mile for travel in coaches and 3.38 cents per mile for travel in sleeping and parlor cars.

### 14th ST. continued

for permanent reference a detailed description of the entire operation. Fifteen men memorized the new alphabetical sorting guide which lists the zone numbers for the Chicago delivery area.

During its comparatively brief period of operation, the new system has created order and added to efficiency, according to observers. The elapsed time between unloading of cars and loading of highway vehicles has been reduced. Fewer shipments show up as "Can't Locate," "Over" and "Short." Damage and shortage claims have been reduced materially. The direct movement of freight from rail car to highway vehicle has been expedited, and the handling of shipments has been reduced.

Mechanical handling has been substituted for manual handling, making the job easier and safer for employees. The consignees benefit by better and faster service than ever before, and 14th St. now has a capacity for handling an increased volume of freight.

Erie Railroad Magazine

## ERIE BOWLER WINS \$11,200 IN TOURNEY



Checks amounting to \$11,200 in bowling prizes bring that smile to the face of Joseph A. Kapella, Erie yard office clerk at Kent, Ohio. Mr. Kapella won the cash plus a \$1000 diamond studded medal in the rich Peterson Bowling Classic of 1954 in Chicago. He had a choice of the medal or \$1000. The checks are being presented by L. P. Peterson. Mr. Kapella won \$10,000 for the eight-game high singles total of 1637, \$1000 for a third place single game of 267, \$100 for high individual game on two alleys and \$100 for the high score on his squad of 32 bowlers. Mr. Kapella rolled the winning games on Feb. 14, but the tournament did not finish until late in May.

## G. C. Frank Elected R.P.R.A. President

George C. Frank, assistant to the president, was elected president of the Railroad Public Relations Association at the end of the two-day convention of the organization in New York City June 14 and 15.

Vice presidents elected were: Western region, C. S. Pope, vice president of the Soo Line; Southeastern region, R. G. Hodgkin, Jr., public relations representative, Atlantic Coast Line; Eastern region, A. S. Baker, executive assistant to the president, Boston & Maine. J. D. Parel, manager of agricultural relations of the Association of American Railroads, was elected secretary and treasurer.

## Allen Starr, 103

### Ex-Telegrapher, Dies

Allen A. Starr, of Ramsey, N. J., 103-year-old former Erie telegraph operator, died May 27 at the home of his daughter, Mrs. Samuel Holt. In September 1951 he participated in the ceremonies at Harriman, N. Y., commemorating the 100th anniversary of the first telegraphed train order and was the oldest retired telegrapher known to the Morse Club of America and to Western Union officials.

## Vacationers Enjoy Railroad Travel

Millions of vacationing Americans find railway trains the most comfortable and most enjoyable mode of travel. The fourth nationwide travel survey recently completed by Research Department of The Curtis Publishing Co., Philadelphia, reveals that vacationists spent upwards of \$300,000,000 for railway transportation while on vacation trips in the year ended March 1953.

Of the families canvassed, 48 per cent took one or more vacation trips during the year—29 per cent took only one trip and 19 per cent took two or more trips. The average duration for all trips was 10.2 days. The average number of vacation trips per family was 1.7 and the average number of persons on each trip was 2.4. Projected to a national basis, 20,160,000 United States families took 34,272,000 vacation trips.

The trend toward vacationing throughout the year is gaining headway, the survey shows. Compared with the pattern of vacations around the turn of the century, when about 90 per cent of the trips were estimated to have been clustered in the

summer months, the results of this survey show that touring today is a year-round pursuit for many segments of our population. The peak travel months, as might be expected, are still June, July and August. These months accounted for 50.5 per cent of the total trips taken last year, according to the survey. The fall months, however, accounted for 21.8 per cent of all trips taken, and the winter and spring seasons for 10.4 per cent and 17.3 per cent, respectively, of the total trips.

Seasonal factors, geographic choice and proximity of vacation resorts have important bearings on the methods of transportation used. The results of the survey show that the average miles per round trip was greatest by Pullman travel, airplane, and oceangoing ships.

When analyzed on an income basis, the findings of the survey demonstrate that the largest share of the transportation expenditures are by the above-average income families. Fifty-seven and five-tenths per cent of coach travel and 69.3 per cent of Pullman travel expenditures for vacation trips were made by families in the upper-half income groups, that is, families having annual incomes of \$3,558 and over.

## 'UNIDENTIFIED' IDENTIFIED

Thanks to Emery A. Large, retired section foreman, Leiters, Ind., we have the names of the two section foremen we could not identify in a picture we used in the May 1954 issue of the magazine.

Mr. Large says they are Willis Foraker of Bippus, Ind., and Riley Mote, Servia, Ind.

## PIGGY continued

business. Employees would have gotten a great amount of satisfaction out of their contribution to this most important innovation in railroading. It was gratifying to see that the Brotherhood of Locomotive Firemen and Enginemen have endorsed the railroads' position by filing a protest with the I.C.C.

We are hoping Eriemen will get the chance yet to show what they can do with "piggy-back" service—and soon!

## Oldest Y Member

### Taken By Death

James B. Kinne, 93, of Hornell, N. Y., retired Susquehanna Division conductor, and oldest member of the Railroad Y.M.C.A. in the U. S. and Canada, died May 16. He was a past president of the board of directors of the Hornell, N. Y., Y and had held a membership since 1882. At retirement in 1937 he had been with the Erie 57 years.

GENERAL OMAR BRADLEY as a youth worked as a boilermaker's apprentice in the shops of a railroad in Moberly, Mo.

## VETERANS continued

the May 27 meeting of the veterans and the auxiliary. **Blanche Fredericks, Lena Stenger and Mrs. James Gourley** were in charge. Honor guests were **Mr. and Mrs. Hobbett Michael** who celebrated their 50th wedding anniversary recently. They have 12 children and 12 grandchildren. He is a retired engine hostler.

**John F. Muchler**, of Hornell, system president, and **Mrs. Muchler** were guests. He talked interestingly about the welfare of our organization.

**Mrs. Edna Devillar** was in charge of the entertainment committee. **Mrs. A. W. Nottingham** sang two songs with **Mrs. John Frey** at the piano. **Howard Epingheimer** gave two accordion selections.

Plans were made to get into the chapter all employees with 20 or more years of service.

## Youngstown

By R. P. Reebel

We welcome new members, **Katherine Hoover**, Traffic Department, Youngstown; **Stanley R. Kingsbury**, Ferrona Yard, and **Jane Lynch**, office of Engineer, M. of W., Youngstown.

Retired Veteran **J. C. Hartman** and wife will celebrate their golden wedding anniversary July 18.

Veteran **A. M. North**, who retired in 1937 after 60 years' service, hopes to be called on for a few remarks at the Conneaut Lake outing. He has a couple stories he would like to tell the gathering.

## Youngstown Auxiliary

By Mrs. F. J. Senn

System President **John F. Muchler**, of Hornell, and **Mrs. Muchler** were dinner guests of the Youngstown veterans and wives at the Out Mori Grotto recently. Snapdragons, tulips and iris with yellow candles decorated the speakers' table. **Rex P. Reebel** was toastmaster. **Mrs. Vern Green** and **Mrs. W. L. Schorr** were in charge of arrangements. They were assisted by **Mrs. John Ias**, **Mrs. Ralph Fero**, **Mrs. Loyd Robinson** and **Mrs. Frank Senn**. **Mrs. John Carney**



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Baumgarden, Joseph Albert	Signalman	Buffalo Division	4- 7-54
*Bock, Leonard Eckle	Station Agent	Delaware Division	5-13-54
*Burczynski, Leo	Freight Car Carpenter	Susquehanna, Pa.	2-25-54
*Campbell, William Thomas	Dispatcher	Jersey City, N. J.	4-16-54
*DeCenso, James	Temp. Carpenter	Brier Hill Shop	5- 1-54
*Dibblee, William Paul	Accountant	Hornell Accounting Bur.	4-17-54
*Fawcett, Henry Thompson	Stationary Engineer	Cleveland Shop	3-18-54
*Flannigan, William Howard	Conductor	Kent Division	4-13-54
*Gifford, Arthur Lavelle	Boilermaker Helper	Susquehanna Shop	4-27-54
*Gunderman, Elmer	Car Repairman	Hornell, N. Y.	4- 7-54
*Harman, Thomas James	Conductor	Mahoning Division	4-23-54
*Harris, Chester Arthur	Crossing Watchman	New York Division	4-10-54
*Hornak, Ignac	Machinist	Hornell Shop	4-25-54
*Houser, Frederick Michael	Carpenter	N. Y. Term. Division	5-24-54
*Hughes, Frank William	Engineer	New York Division	4-27-54
*Hughes, Thomas Edward	Car Inspector	Sharon, Pa.	5- 1-54
*Jackson, Leslie Aden	Locomotive Engineer	Susquehanna Division	4-23-54
*Kinnane, Hillary Everett	Conductor	Buffalo Division	5-11-54
*Leonard, Chester Bates	Conductor	Mahoning Division	5-13-54
*Lloyd, John Augustus	General Agent	San Francisco, Calif.	
*Lynch, George Washington	Station Baggage man	New York Division	5- 2-54
*Mason, Chester	Second Cook	Dining Car Department	4- 7-54
*Mason, John Charles	Passenger Conductor	Kent Division	4-24-54
*Middleton, Alva Jay	Trainman	Mahoning Division	5- 4-54
*Miller, William P.	Painter	Dunmore Shop	
*Miner, Aden	Machinist Helper	Hornell Roundhouse	5-20-54
*Moylan, Frank David	Engineer	New York Division	4-14-54
*O'Brien, Patrick Joseph	Yard Conductor	Corning, N. Y.	4-22-54
*O'Fee, Robert Martin	Night Gen. Yardmaster	Croton Yards, N. J.	5-27-54
*Pasos, Joseph	Marine Fireman	Marine Department	5-20-54
*Pierce, Frederick	Agent-Operator	New York Division	3-29-54
*Redmond, Clarence	Trackman	Allegany Division	4-26-54
*Reilly, George Robert	Brakeman	Allegany Division	4- 8-54
*Rizzo, Angelo	Rate & Division Clerk	Cleveland (Aud. Revs.)	5- 9-54
*Saracino, Domenico	Stowman	Hornell, N. Y.	5-14-54
*Sayles, Benjamin James	Extra Trucker	Weehawken, N. J.	4-19-54
*Scanlon, Joseph Aloysius	Pipefitter	Cleveland Shop	5- 7-54
*Schacht, Richard Gustav	Yard Conductor	East Buffalo, N. Y.	5- 3-54
*Schorr, Edwin Elmer	Locomotive Engineer	Kent Division	4-20-54
*Schultz, August A.	Claim Investigator	Cleveland (Aud. Revs.)	4-14-54
*Slaughter, Henry	Caller	Marion Division	5- 9-54
*Van Etten, Lester Nathan	Crossing Watchman	Susquehanna Division	4-19-54
*Retired Employees			

presided. Cards were a diversion. luncheon and style show at Higbee's  
On May 25 the ladies attended a in Cleveland.

## YARDMASTER RETIRES AT MARION



Gathered here are friends of **J. L. McIntire**, yardmaster, as they presented him with luggage when he retired recently. He had been with the Erie 25 years. In the picture, from the left, are, **G. F. Blake**, **O. E. Dawson**, **George Hanley**, **F. L. Garvin**, **H. J. Barnhart**, **Mr. McIntire**, **P. R. Rice**, **R. D. Whitehead**, **Waide Smith**, **J. L. Myers** and **R. W. Leaper**. The retiring yardmaster joined the Erie June 22, 1929.





Dr. Peale

# CONFIDENT LIVING

By Dr. Norman Vincent Peale

a job carrying baggage back and forth to the planes?"

"I don't want to carry baggage!" he protested. "I make ten thousand a year at what I'm doing now!"

"Then perhaps you would be better off sticking to what you're doing. But, if you became the best luggage carrier an airline ever had, perhaps you could work your way up."

"That's not the way I want to do it," he said, and added, "there is something else I would like to do. I've always loved birds. I'd like to study birds and write a book about them."

"What's stopping you? You can study them after you come home at night from your ten thousand dollar job and on weekends," I suggested.

Please note that the two things this man wanted both had wings: airplanes and birds. Of course, what he really wanted was to fly away, to escape from responsibility. People are prone to run away from situations in which things become a bit difficult.

He finally admitted that his personal situation had become intolerable because of constant minor irritations.

We had finally reached the station and I had time only to say, "We cannot live in a world where there is no difficulty. But Almighty God has given us manhood and strength and character and the assurance of His presence. So if we just stand up to our problems, we can solve them right where we are. Don't retreat into daydreams about flying away when things get a little rough. That's the time to think positively and constructively. Difficulty is a challenge, and challenges met and solved make men of us."

I advised him to sit down with paper and pencil at the end of each day and list every right experi-

ence he had during the day. Then he was to read the list to himself aloud. "You will find this a catharsis of the mind," I promised him. "You will flush out every frustration, every disappointment, every hurt, every irritation. And more important, you will discover that more things have gone right than have gone wrong. As you change your mental attitude toward your situation, the situation will itself change for the better."

I am glad to report that he followed this suggestion and no longer wants to fly away.

\* \* \*

I would like to pass on to you a valuable suggestion I received from a psychiatrist about handling an insult.

In probing inner conflicts he sometimes awakens the hostility of a patient who may flare up at him saying bitter and insulting things. The psychiatrist, of course, does not take this personally for he is a scientist working with a problem. So he takes a scientific and analytical attitude and asks himself, "Why does my patient react in this manner? How does this reaction reveal to me how I may help him?" He and his patient are soon on good terms.

Not many of us are psychiatrists, but we are all human beings, and sometimes unconsciously we stir up people so that they say unpleasant and vindictive things to us. It is then that we must become scientific in our attitude, objective, dispassionate. Instead of trading insult for insult, why not do what the psychiatrist does? Say calmly, "Let's analyze this person to see why he reacts to me in this way." Then work out a strategy to correct the relationship.

For example, a man came to me recently, very disturbed. I tried to help him by telling him some-  
(Please turn to Page 23)

had a peculiar experience recently. I made a speech at a convention and had to hurry away before the meeting ended to catch a train. On the way out a man stopped me. "I have to talk to you," he said.

"I'm sorry, but it will be on the run," I told him. "My train leaves in fifteen minutes."

There was no taxi in sight; so we started to walk toward the station. "Can you talk fast?" I asked my companion.

He thought he could. "I am dissatisfied with my present situation," he explained. "I want to get out of it."

"Why," I asked, "Aren't you getting well?"

"Last year I made ten thousand dollars," he answered.

"That's a good income. Why do you want to leave a ten thousand dollar a year job?"

"There's something else I like better. I often go out to the airport and watch the planes take off and land. I'd love to work with airplanes."

"Well," I replied, "if there is anything you want to do, if you want it badly enough and are willing to make the necessary sacrifices, you can do it."

"I've written to the airline presidents asking for an executive job," he told me, "but they don't even answer me."

"Perhaps you ought to start at a more realistic level. Why not go out to the airport and ask for

# LETTERS FROM YOU



Sir:

... I am 10 years old. My mother put me on the Erie Railroad train going out of New Jersey. . . as I had to ride on the train to Corry, Pa., to my grandparents.

My mother asked the porter on the train to look after me, also the conductor. This is what I like to tell you. I had the best care on your train. The porter was most kind and helpful. I like to say a kind word about him and thank him again, also the conductor. I will never be afraid to travel on your Erie train at any time to see my grandparents, or any place.

Thank you again for a very pleasant trip on the Erie Railroad.

Carol Ann Brynolfson  
Brooklyn 26, N. Y.

Sir:

... I left my suitcase on one of the forward smokers on train No. 167 (6:07 p. m. from Jersey City) bound for Ridgewood. The following morning I found that the suitcase had been turned in to the baggage office at Jersey City by a trainman named Coro [S. E. Coro, brakeman] who apparently was working as an extra on that run. The contents of the suitcase were intact and I am extremely grateful to Mr. Coro and to the Erie Railroad for promptly turning the suitcase in to the lost and found where I could get it again quickly. . . .

Ernest D. North, Gen. Atty.  
American Teleph. & Telegraph Co.  
New York 13, N. Y.

Sir:

... we would like to compliment the Erie on the very fine service on ... car which you turned over to the Belt Railroad at 5 a. m. Feb. 1. The North Western got this car in time to be routed out of Chicago yesterday on 187 at 10 p. m. This car is now scheduled to arrive at Peshtigo late tonight.

It is most remarkable that a car out of North Hawthorne, N. J., Jan. 30 would arrive in Peshtigo Feb. 2. Many thanks to the Erie for this

# RETIREMENTS

YOU DID YOUR JOB WELL  
YOU ARE TRUE RAILROADERS

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Arthur D. Bellis	Train Starter	Jersey City, N. J.	4-22-54	48
Joseph Bocci, Sr.	Marine Fireman	Jersey City, N. J.	5- 4-54	37
Edward S. Boyle	Yard Conductor	Port Jervis, N. Y.	5-14-54	50
Charles W. Burleigh	Conductor	Dunmore, Pa.	4-30-54	51
Donald Carlile	Upholsterer	Susquehanna, Pa.	5-12-54	42
Clarence J. Goble	Conductor	Port Jervis, N. Y.	5- 7-54	38
Harry R. Coleman	Report Clerk	Jersey City, N. J.	3- 9-54	32
Henry Collins	Trackman	Marion, Ohio	4- 8-54	38
John T. Conaway	Engineer	Hornell, N. Y.	5-12-54	38
William H. Cooper	Tinsmith	Susquehanna, Pa.	5-20-54	29
Harold W. Craig	Junior Engineer	Meadville, Pa.	6-30-54	43
Leonard M. Crawford	Barge Captain	New York, N. Y.	4-27-54	35
Basil A. DeNardo	Leading Stockkeeper	Salamanca, N. Y.	4- 9-54	41
Michael Dribnack	Engineer	Susquehanna, Pa.	4-30-54	38
Robert L. Dwight	Conductor	Hornell, N. Y.	4-28-54	40
Even M. Evenson	Carpenter Foreman	Jersey City, N. J.	6-30-54	20
Roy Z. Fortney	Road Brakeman	Jersey City, N. J.	4-21-54	50
Frank Galanzo	Track Foreman	Waldwick, N. J.	4-30-54	50
Teofil Giazdowski	Watchman	Jersey City, N. J.	3-24-54	27
Clarence J. Halstead	Road Brakeman	Port Jervis, N. Y.	5-12-54	2
Edward J. Hartman	Trackman	Howells, N. Y.	5-13-54	34
Rudolph Hausle	Yard Brakeman	Croton, N. J.	3-18-54	34
William C. Heasley	Engineer	Meadville, Pa.	5-21-54	37
David Henion	Telegr.-Intl. Towerman	Suffern, N. Y.	5-15-54	60
Alessandra Iuliano	Carman	Meadville, Pa.	5-25-54	49
Esther M. Jeffries	Rate-Bill Clerk	New Castle, Pa.	5- 5-54	36
Thomas J. Keenan	Conductor	Cleveland, Ohio	5-11-54	25
William H. Keller	Engineer	Jersey City, N. J.	4-20-54	49
John W. Kelly	Interchange Clerk	Weehawken, N. J.	3-29-54	25
Clarence N. Knorr	Conductor	Bradford, Pa.	5-20-54	49
John K. Maziarz	Boilermaker	Brier Hill, Ohio	1-22-54	32
John L. McIntire	Yardmaster	Marion, Ohio	5- 6-54	35
Frank J. McNamara	Trackman	Hawley, Pa.	5-12-54	22
Fred Miller	Tugboat Deckhand	Jersey City, N. J.	5- 7-54	23
Richard A. Mook	Engineer	Meadville, Pa.	5- 5-54	42
John U. Moore	Chief Clerk	Greenville, Pa.	4-30-54	26
Grove D. Muckinhaupt	Section Foreman	Saegertown, Pa.	4-30-54	43
William E. Nolan	Operator	Port Jervis, N. Y.	3-31-54	47
Joseph J. Pietron	Welder	Susquehanna, Pa.	5-12-54	38
Frank A. Pitrelli	Checker	Buffalo, N. Y.	5-14-54	40
Charles F. Plummer	Engineer	Huntington, Ind.	4-30-54	48
Charles N. Price	Crossing Watchman	Cambridge Spgs., Pa.	5- 6-54	23
John Rogacki	Engine Wiper	Secaucus, N. J.	5-31-54	34
Edward J. Rogers	Car Repairer	Salamanca, N. Y.	5- 4-54	34
Albert L. Russell	Machinist Helper	Marion, Ohio	5-31-54	32
Martin J. Sapinski	Laborer	East Buffalo, N. Y.	6-21-54	30
Clarence W. Saville	Div. Teleph. Supvr.	Youngstown, Ohio	5-31-54	41
Burton L. Scott	Crane Engineer	Dunmore, Pa.	6-30-54	46
Charles K. Scott	Engineer M. of W.	Jersey City, N. J.	6-30-54	41
Jesse C. Shaw	Agent	Alfred, N. Y.	5-15-54	47
Andrew W. Smith	Engineer	Jersey City, N. J.	4-13-54	46
William C. Swires	Yard Conductor	Akron, Ohio	5- 3-54	35
George E. Tallman	Engineer	Lima, Ohio	5-15-54	46
Howard A. Tyrrell	Yard Brakeman	Croton, N. J.	4- 2-54	39
John Waddington	Machinist	Jersey City, N. J.	5-28-54	39
Karl Walther	Crane Engineer	Paterson, N. J.	6-30-54	39
Charles E. Webb	Conductor	Youngstown, Ohio	5-13-54	47
Charles A. Webster	Janitor	Jersey City, N. J.	4- 7-54	28
George Wester	Boilermaker	Jersey City, N. J.	5- 4-54	30
Dewitt G. Whitaker	Agent	Nutley, N. J.	5-31-54	59
Jesse B. Wray	Machinist Helper	Hornell, N. Y.	5-17-54	31
Anna Zajac	Coach Cleaner	Jersey City, N. J.	5-14-54	28
John Zaluskil	Carman	East Buffalo, N. Y.	5- 7-54	26

type of service.

F. J. Royer, Traf. Mgr.  
Badger Paper Mills, Inc.  
Peshtigo, Wis. (2/2/54)

P. S.: Car is in now, 3:40 p. m.

Sir:

... we learned from you (in Cleveland) that the Erie can handle higher and wider loads as they advertise. The height and width dimensions that you provided will prove most helpful in our future planning. . . .

Richard F. Gault, Traf. Mgr.  
C. F. Braun & Co.  
Alhambra, Calif.

## Quiz Answers

- Four.
- Five.
- Not otherwise specified.
- A station to which freight shipments must be prepaid.
- Yes.
- FGEX. (The suffix X denotes a private car line.)
- A rate which is shared by two or more railroads.
- A railroad operating over an extensive territory.
- The weight of cars and contents so drawn.
- Three.

thing of what I have just told you, but he objected: "It's all right to talk about being scientific, but I'm riled up. Do you know what that so-and-so called me?"

"What did he call you?" I asked.

"He called me a skunk," roared the man. "He's going all over town telling everybody that's what I am!"

"Well, let's apply the scientific method," I told him. "Are you a skunk?"

"Of course not," he exclaimed, in outrage.

"Does being called one make you one?" I continued.

"Certainly not," he replied.

"Then what he is saying is a lie," I said. "And a lie cannot run very far because it has short legs. Let him keep on saying it. After a while people will realize that you are not a skunk and may even conclude that he is one. Take that scientific attitude and you will come out on top in the end."

Well, I could literally see this man rise to lofty heights of judicial impersonality. He actually became amused and, in time, began even to pray for the man who had insulted him. The incident made him analyze himself to ascertain what there was about him that had caused the other man to insult him. After all, none of us is perfect. He found and began to eliminate certain unattractive qualities. Eventually, the other began to follow his example and a friendly relationship developed between the two.

If someone says something about you that isn't true, saying so won't make it so. But, if it is true, then of course you or I would want to correct ourselves, I am sure you will agree.

If anyone will develop this scientific technique of emotional control, he will become wholly objective about insults. By keeping one's reactions on a high spiritual and emotional level, one can banish the hurt as well as the cause.

You can find the basis of this scientific method in the pages of the Bible. People who do not understand the practical value of that great book call its teaching theoretical. But, as a matter of fact, there isn't a vestige of theory in its pages. Its principles are

## SPIRIT OF '54



the greatest collection of sound, workable, practical guidance the world has ever known.

Steep yourself in its wisdom and you will develop an urbane, philosophical detachment. This will give you such emotional control that you can handle an insult or any other problem of everyday living.

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*Out of \$285 million in transportation excise taxes collected by domestic carriers from the traveling public in 1952, the Internal Revenue Bureau estimates that 42 per cent came from railway passengers, 35 per cent from airline passengers, 22 per cent from motor bus passengers, and 1 per cent from waterlines.*

## FOR IMPROVEMENTS

The Class I railroads of the United States will spend close to \$900,000,000 this year for additions and betterments to their properties, according to an estimate prepared by the Interstate Commerce Commission. Reports received by the Commission from 123 Class I railroads show that their aggregate capital expenditures in 1954 will total \$854,000,000, compared with \$1,198,000,000 in 1953.

Seven Western railroads from which reports were not received spent \$62,300,000 last year for capital improvements. If their capital expenditures in 1954 are reduced in the same proportion as those of the 123 railroads which reported, their expenditures will be \$44,400,000 in 1954, bringing total expenditures by 130 Class I railroads up to \$898,000,000.





## Puns "N" Patter...

AT ALL ERIE STOPS

### WYOMING DIVISION

C. W. Burleigh, of Dunmore, freight conductor for 45 of his 51½ years with the Erie, retired May 1. He made his last trip April 30.

Mr. Burleigh started as a brakeman on the division Nov. 10, 1902, and had been a conductor since Oct. 9, 1908. In December, 1952, he was presented with a gold pass by D. A. Logan, division superintendent. He was chairman of the Brotherhood of Railroad Trainmen for 13 years, is an ardent sportsman and has been active in Boy Scout work. He is the father of five daughters and one son.

Stephen H. Ward, of Elmhurst, former roundhouse foreman at Dunmore, died May 10 at home after a brief illness.

### SUSQUEHANNA DIVISION

#### HORNELL DIESEL SHOP

By R. L. Hammond

Jesse B. Wray, machinist helper and John J. Horrigan, clerk at Susquehanna, retired in May.

Congratulations to "Grandpa" George Kneale, back shop machinist, who is wearing a big smile these days and for a good reason: The first boy born in the Kneale family.

Norma Nilson, stenographer, has a new Oldsmobile 88.

Stasia Mahoney, wife of Clerk Jack Mahoney, is in the hospital and we all wish her rapid recovery.

We welcome Mary Falzoi, new clerk to Pete Frisbee, road foreman of engines.

Wonder how many more times a fender can be fixed on a certain diesel clerk's car. Some people just get too close!

Earl Branning, general master

mechanic, is fast becoming a horticulturist, and with amazing results.

Our chief clerk (the correspondent) finally traded in his 1936 Packard for one of those new 1946 Packards.

Aden Miner, retired machinist helper, W. J. Olix, retired boilermaker, and S. O'Brien, machinist, passed away recently. Sympathy is extended to their families.

### BUFFALO DIVISION

#### BUFFALO TERMINAL

By Ruth Nise Munger

Harry Guyett of the agent's office vacationed in northeastern New York and New Hampshire.

We extend our sympathy to the family of Joe Howard, of the cooper, who died May 26. He was 67.

Clarence Duval is creating quite a sensation with his unbelievable reception of far distant TV stations. He claims his set performs miraculously without benefit of an outside antenna whenever there is a full moon.

George Stranahan is receiving congratulations on the remarkable safety performance at the coopering track. They have completed 10 years without a reportable injury.

Dominic Francescone is confident of his chances of getting into the movies now that he has undergone plastic surgery. His pal, Mario Capuzzo, says he will get in every time he pays the admission price.

Joe Richards and Bert Leuthe are considering calling their exotic coffee creation, "Love on the Beach."

#### BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to Martin T. Sieg, retired machinist, and family on the death of Mrs. Sieg.

Fred Carlson went on a fishing trip in Canada.

### LIGHTERAGE

#### NEW YORK, N. Y.

By Regina F. Frey

Sympathy is extended to Bertha Trefry on the death of her mother.

Ruth Gillmore spent a week end in Cleveland, calling on former co-workers in the Auditor of Revenues office and attending a wedding.

We are happy to see Bill Gannon working inside as claim clerk. He succeeds Al Kennedy who has become shore foreman.

Congratulations to Anne Schreier whose daughter Barbara was married June 5.

Jack Lewis and Emil Skupin will be celebrating service anniversaries this month. Jack has 41 years and Emil 32 years.

Herman Miller is spending week ends at his home in Manasquan, N. J.

### MARINE

By Jess Baker

Andy Morgan, engineer of the tug Paterson, went to Pass-A-Grille, Fla., on vacation. He made a side trip to St. Petersburg and met John Tidblom, Erie veteran from the days (1907) of the tug Daniel Willard. John's last assignment was on the tug

Scranton. He wants to be remembered to all.

Strange things will happen. Eddie Simms and family were in Pass-A-Grille the same two weeks Andy was there. Ed was disappointed when he

## Our Correspondents



Taking a bow as an Erie Magazine correspondent this month is Byron C. Webster, book-keeper in the comptroller's office. A native Clevelander he lives with his wife, the former LaDonna Loving of Phoenix, Ariz., in Lakewood, a Cleveland suburb. He served in World War II in the Air Corps for 30 months and was discharged as first sergeant of the 4th Emergency Rescue Squadron on Saipan. Byron attended Maric College and Kent State University and earned his degree at Baldwin-Wallace College. He is a member of Lambda Chi Alpha and Alpha Phi Gamma. He started with the Erie in September 1949 as a stenographer in car records and transferred to the comptroller's office three months later. Not new to journalism, Byron was editor of his high school magazine, his squadron newspaper and sports editor of the Baldwin-Wallace Exponent. An enthusiastic sports fan, Byron has played sandlot baseball, also at college and now is shortstop for an Erie softball team. He also has a 180 bowling average in an Erie league, leading the loop the past two seasons in that department. Byron also is serving his second term as president of TEPEE, Erie entertainment organization.

## COMMUTER RIDES ERIE FOR 52 YEARS



One of our best customers is being rewarded in this picture for more than a half century of commuting on Erie trains on the Greenwood Lake Division. He is J. T. Emery, New York publisher, who has commuted to New York City and his business for 52 years and still rides daily. He started from the old Montclair Station and later from the old Chestnut Hill Station, now Glen Ridge. The Erie recently presented him with an engraved bill-fold for his long-time loyalty to the Erie. Presenting the bill-fold is H. A. Bookstaver (right), superintendent of the New York Division. Looking on is George Krom, general agent, passenger dept.

learned Andy was staying only a few doors away and they did not meet. The Simms enjoyed swimming in the gulf and fishing in Tampa Bay.

Len Van Olden, storekeeper, marine yard, celebrated his 34th year with the Erie last month. May 14 was the correspondent's 25th anniversary with Erie.

Mrs. June DeNuto, wife of the ferry Bridgeman, died May 15. John has our deep sympathy.

Joe Cronan, former engineer of the tug Hornell, was found dead at home in Matawan May 28. He retired in October 1953 after 26 years with the Erie.

Do you know that the George Washington bridge across the Hudson River at 179th Street, Manhattan, was built to be a double-deck bridge? Only the upper level has been completed.

### NEW YORK DIVISION

#### SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Carl Hansen, assistant chief train dispatcher, attended the recent reunion dinner in Cincinnati of the 732nd Railway Operating Battalion. Congratulations to Chester D. Carnes on his appointment as terminal agent at Jersey City, with jurisdiction over mail and baggage handling operations.

Recent callers were T. J. Reilly, retired ticket clerk, Middletown, and

J. Graf, retired Paterson ticket agent.

Harry Giblin's parakeet is talking now and uses a few choice words.

Best wishes to Art Bellis, train starter, in his retirement.

Belated congratulations to Mr. and Mrs. Fred W. Dana who celebrated their 27th wedding anniversary April 23.

Mrs. Harry Coleman was hostess at a get-together and retirement dinner at home in Rutherford recently, in honor of Harry. Among those attending were Joe McGirr, Tom Decker, Joseph Lusnia, Joe Mamary, Nick DeVito, Teddy Teehan, Dan Crowley, John McBride, Walter Duffy, Antoinette Geerneck, Christina McNamara, Eleanor Salley and the correspondent. The Colemans celebrated their fifth wedding anniversary May 14 with a family dinner at home.

Our deep sympathy to Mary L. Quinn, general manager's office, and family on the death of her father.

Mr. and Mrs. Thomas Decker sent postcards from Hot Springs, Ark., where they spent a spring vacation.

Good luck to the George Ameers who have moved to Clifton.

Welcome to Bob Collins, operator in the dispatcher's office, and Bob Campbell, train starter in place of Art Bellis.

Congratulations to Mr. and Mrs. Robert Smith who celebrated their fifth wedding anniversary Memorial Day. They spent the long week end

at Lake Hopatcong.

Walter Duffy, stenographer in the chief dispatcher's office, spent his vacation in Chicago and Indiana.

Ruth Larivee attended the Junior Women's state convention in Atlantic City.

The recent dinner-dance of the Welfare Association, held at the Union Club in Hoboken, was highly attended by employees and families. Introductions followed the chicken dinner and prizes were awarded. Dance music was by Denny Barry's orchestra. Walter F. Turner and his committee were complimented for their zeal in making the affair a success financially as well as socially. Conductor Frank P. Belling, as master of ceremonies, conducted the proceedings in his inimitable style. The Association will not hold regular meetings during the summer.

A testimonial dinner honoring Warren Hopper, yardmaster at Paterson, was held May 20 at the Lexington Cocktail Lounge in Clifton. Mr. Hopper retired June 1 after 52 years' service. There were 125 present, including the following from Jersey City: H. A. Bookstaver, J. D. McFadden, Mr. and Mrs. J. T. Corbett, Mr. and Mrs. W. J. Betz, Mr. and Mrs. T. C. Rooney, N. J. DeVito, F. W. Dana, Mr. and Mrs. R. R. Mitchell, T. F. Dooley, A. E. Hoffmann, G. W. Krom, W. J. Klink, Mr. and Mrs. Hart, B. Campbell, E. J. Curtis and J. McCall. Mr. DeVito acted as toastmaster. Mr. Bookstaver made the gift presentations, an engraved wallet, key case and purse.

### WEEHAWKEN LOCAL & DOCKS

Sympathy is extended to John Krauss and brothers who lost their mother recently.

Best wishes for speedy recovery are extended to Mrs. H. H. Brown who underwent surgery at Hackensack Hospital, and to J. D'Ambrosio, confined at the Veterans' Hospital in East Orange. Also, we hope George Webb will be back with us soon.

George C. Kalle, chief clerk, visited his son, Second Lieut. James Kalle, who was attending Officers' Communication School at Fort Benning, Ga. He has since been assigned to Fort Riley, Kans.

Charles Mallon has joined the home owners group and presently is concerned about the construction of his new home.

A large number of employees, families and friends attended the Welfare Association's spring dinner-dance May 8. We take this opportunity to thank all those who responded so generously to the drive conducted by the Association.

### PASSAIC, N. J.

Our forces are awaiting the completion of the new freight office, at which time we will have a grand opening.

Myra Glinski expects to spend her vacation in Florida.

Genial Jim Parkinson has requested passes to take his first trip to Florida.

Congratulations to Marion Kaiser on her chairmanship of the Warren

# SAILORS WIN NATIONAL SAFETY AWARD



A. E. Kriesien (left), general manager of the Eastern District, congratulates M. B. Roderick, superintendent of the Marine Department, after Mr. Roderick had received the winner's certificate from the National Safety Council for having the best record in its section of the Council's safety contest in 1953. The Erie navy won the award in the Group A Harbor Equipment division for a record of only 2.82 accidents per million man-hours worked during 1953. Our navy is in New York harbor.

Hopper dinner.

Thanks to John Preste and A. Marmo for treating the freight house forces to the first night game at the Yankee Stadium.

Charles Bogert took a quick vacation, due to illness in his family. We hope everyone has recuperated.

## JERSEY CITY FREIGHT CAR

By Bill Downes

James G. Haenish, assistant to car foreman at Penhorn shop, is the father of a second boy (9 lb., 13 oz.), born June 2. The other child is three-year-old Mark. The proud grandfather, Gustave A. Haenish, is a retired Penhorn shop car repairer who lives on his own farm at Windsor, N. Y. He was looking fine when he attended a recent veterans' meeting in Paterson.

Ruth Trent, of Penhorn shop, spent part of her vacation in the Poconos.

Frank Hill, retired box packer, called at the shop recently. He is spending the summer at Lake Hopatcong.

## EMPLOYMENT

### NEW YORK, N. Y.

By V. T. Bustard

John J. Bakker won a ham as a door prize at the New York Division Welfare Association dinner-dance. Where are all those sandwiches you promised us, John?

Joe Marshello spent the first half

of his vacation at home and enjoyed a restful week.

The favorite topic of conversation between Mrs. A. Dobler and Ed Mulhall is the health of their dogs; however, occasionally they do find time to discuss their own ailments.

## ALLEGANY DIVISION

### WRECKMASTER—GEN. FOREMAN SALAMANCA, N. Y.

Andy Laieski, car inspector, and some friends spent a week's vacation fishing in Canada.

Bill Schinning and wife entertained the children of Bill's Sunday School class at a lawn party at their home. Earlier in the afternoon the children cleaned up the stone lookout tower located in Allegany State Park.

Michael Skutnick, retired car inspector, and wife, of Long Beach, Calif., are planning a return trip to Salamanca to visit friends and relatives.

Leo Gifford, machinist, is recuperating at home. He suffered a fractured hip in a fall March 15.

Jim Miess, retired division car foreman, is planning to return to his home here after spending about seven months in Tucson, Ariz.

Floyd Fisher, car inspector, is recuperating at home in Dayton, N. Y., after a recent operation.

Frank Nolan spent several vacation days with friends and relatives in the old home town, Port Jervis, N. Y.

John Paklepa spent his vacation

finishing his new home on the Salamanca-Little Valley road.

## SALAMANCA YARD

By S. Minneci

Yard Conductor A. M. Ball and wife, and Mr. and Mrs. Elton Rice, spent part of their vacations at Camp Chaffee, Ark., visiting Pmts. Robert A. Ball and David Rice.

Mrs. Loryne Goodsell, retired clerk, visited her daughter, Mrs. Helen Tober, in Louisville, Ky. Loryne saw the running of the 80th Kentucky Derby and still gets a kick out of a \$2 bet.

Pfc. Donald P. Mosher, of the Marine Corps, was a caller here May 20 and related some of his experiences. This was his last furlough before being shipped to Los Angeles for re-assignment.

John J. Malone, retired general yardmaster, and Yard Conductor Percy Lawson are back on their feet after recent illnesses.

Yark Clerk Jack Thornton has sold his farm near Springville, N. Y. He kept his jeep and drove it back to Salamanca.

The correspondent and Mrs. Minneci spent a week's vacation with their son, Normand, and family in Silver Spring, Md. They watched the Armed Forces Day parade down Pennsylvania Avenue and the air show at Bolling Air Base, Washington, D. C.

## MEADVILLE DIVISION

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

Congratulations to Mr. and Mrs. Dale M. Betz on the arrival of a daughter May 27 (Deborah Ann).

Mr. and Mrs. W. G. McCain made a vacation trip to Texas. Other vacationers were J. C. Willison, R. K. Ross and F. A. Stockton.

Best wishes to Engineers R. A. Mook and W. C. Heasley who have retired. The Mooks returned recently from an extended visit in West Palm Beach, Fla.

Our sympathy is extended to engineer L. S. Rhodes on the death of his wife.

## STORES

### HORNELL, N. Y.

By Anieta F. Decker

A dinner was given Arthur L. Schmidt, retired clerk, May 3 at the American Legion. During the addresses it was brought out that in 37 years of service Art never was late for work. He now is a patient at the Bath Veterans' Hospital and all of us wish him speedy recovery.

Mac McClenin has recovered from a siege of the virus. We blame that cough on the cheap cigars he smokes.

Suzanne Feeley had a wonderful time at the "Spring Weekend" at Penn State. With the number of persons directing her, we're surprised she ever got there.

Arlene Rohan, who is on a leave of absence, is missed around the office.

Our deep sympathy to Cyril Albaugh on the death of his father, and to Arthur Keefe on the death of his brother.

The Dale Battles motored to Phila-

Erie Railroad Magazine



## Girl Scouts Visit Glass Center On Erie



These Girl Scouts and their leaders recently visited the Corning Glass Center at Corning, N. Y., via the Erie. There were 72 girls and 11 adults in the group from Salamanca, N. Y. In the picture from the left, are Mrs. Joseph Wojtowicz, Mrs. Paul Millhausen, Zenna Rockwell (on stepping box), Helen Yaworsky, Ann Millhausen (on coach platform). The Millhausens are the family of the Salamanca electrician.

delphia and the C. W. Hahns to Falls Church, Va., to spend Mother's Day with their daughters.

If Fran Williams is wondering about the consumption of ink in the office, he might have a talk with Helen Snyder. She was seen wearing a considerable amount of it on the skirt of her dress.

Nancy Watt attended the veterans' banquet at Salamanca. She pulled the lucky number that won Roy Smith the maple syrup. We're wondering if Nancy has found a tall boy friend since she's changed from flats to spikes.

Happy Birthday, Cyril Albaugh, Gaylord Curry, Charlie Holden, Nancy Watt, Rosamond Kneale.

George Doll, who received first and second degree burns when an oil stove blew up in the cabin occupied by him and his party on a recent fishing trip in the St. Lawrence River, has been removed from Mercy Hospital, Watertown, N. Y., to the Bethesda Hospital in Hornell. He is reportedly doing quite well.

Robert Wauffle, who has resigned, is wished success in his new position in Richmond, Va.

Walter House and Howard Hunt took early vacations. Walter is back after a week in New York City. Howard spent ten days fishing in Chesapeake Bay.

Our sympathy is extended to the family of Aden Miner, father of Carl Miner, on his death May 20.

tonio and St. Louis. She says the sun shone only one day while she was in "Sunny California." She went on several sightseeing tours and really has a lot to talk about. The cement mixers weren't working the day Bessie was in Hollywood so she didn't get her footprints in the sidewalk.

Our bowling team came through with the championship for the fourth straight year. Team members are Ralph Farzalo, Richard Maust, Thomas Carr, Ralph Foster, John Olosky, Ed Zelaski and the correspondent.

Ralph Hickman, fiancé of Marian Greathouse, daughter of Bernice and Forrest, arrived home from Korea at 5 in the morning. We understand the big day is not far off.

Storekeeper Seaman Michael Izbinski, son of Welder John Izbinski and wife, received his honorable discharge from the Navy at the Naval Receiving Station in Norfolk, Va., recently.

Birthday greetings to Forrest Greathouse, Harold Harvey, Cecil Schumacher, Tony Ferricone, Frank Valletta, John Mattis, Lawrence Grove.

## KENT DIVISION

### KENT, OHIO

Congratulations to General Yardmaster J. E. Glynn, Sr., and Mrs. Glynn on the arrival April 28 of a grandson, Garry Paul Glynn, son of Chief Caller James E. Glynn, Jr.

Congratulations also to R. W. Schmeltzer, yard clerk, and wife on the birth of a daughter March 17 (Kathleen), and to E. E. Tillett, yard clerk, and wife, a daughter May 14 (Rebecca Aileen).

Sympathy is extended to the family of W. J. (Dusty) Rhoades, yard clerk at Dayton, on his death May 24. He had 34 years' service.

### MARION MECHANICAL

By Susan Baker

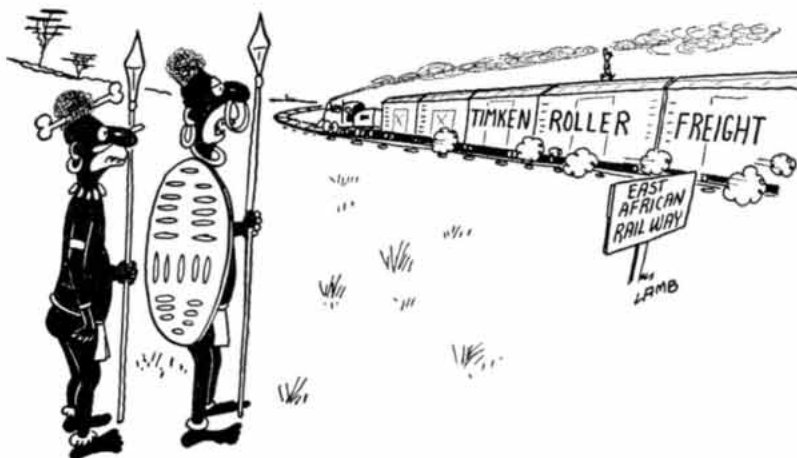
Sympathy is extended to Ivor Dodds, general foreman's clerk, on the death of his mother.

Belated congratulations to Clifford

### MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Bessie McCartney, our wandering stenographer, returned from her vacation recently. She stopped in Denver, Salt Lake City, San Francisco, Los Angeles, Hollywood, Beverly Hills, Santiago, Tijuana, Mexico, San An-



"REMEMBER THE OLD DAYS WHEN THEY USED TO STOP FOR HOT BOXES, AND WE'D CATCH A BRAKEMAN ALMOST EVERY DAY FOR THE POT?"

Advertisement

E. Longnecker, machinist helper in the diesel shop, and wife on the birth of a daughter, Cathy.

George O. Lockwood, retired engine dispatcher, called at the office recently. He now is a proud grandfather to a little miss who arrived at the home of Mr. and Mrs. Dan Reams (machinist helper in the diesel shop).

Our best wishes accompany A. L. Russell, machinist helper, in his retirement (June 1).

Fisherman Ivor Dodds brought back a 22-pound fish to substantiate his statements—one that really didn't get away.

Harrod Geissler, clerk, and family spent a week end at Fort Knox, Ky. A son Paul is stationed there with the Army.

Another fisherman, Charlie Dillon, spent a week's vacation in Canada. When he returned, he was telling all about the "Chinese Prayer"—not a word about the fish he caught or didn't catch.

Congratulations to Mr. and Mrs. Ronald Wasson who welcomed a daughter, Audrey Loa, and Mr. and Mrs. Kenneth Seaman, a son. Ron is a pipefitter apprentice and Kenny a laborer in the diesel shop.

At the opening of the softball season, both entries from the Erie emerged victorious. Erie No. 1 defeated Marion Industries 3-2 in an extra inning game. Erie No. 2 defeated Pollak Steel 16-2. Paul Rice, general yardmaster, manages the first team and Patrolman Dick Moran handles No. 2.

Service anniversaries: Tom Delaney, 34 years; Bill Simmons, 32; Wes Levien, 31; J. Cramer and Tony Euliano, 30 years each; Charles Purdy, 28; Frank Lares, 27; A. Fosnaugh and Marion Turner, 26 each; J. Fletcher, 25; Dick Burley, 17; M. Ulery, 15; W. F. Smith, 14; Bob Forsyth, J. Grounds, Jr., John McClure and Paul Reiff, 13 each; Jim Eckert, Bob Paterson and Clair Troxell, 12 each; Mark Harvey, H. Johnson and V. Kinsler, Jr., 11 each; Garland Elkins,

10; Ardella Swift, 9; Harold Stone, 7; Harold Fry and Bill Kepler, 6; Bill Craft, R. C. Long, Paul McClenathan, Leland Myers, 5 each; Mike Partipilo, R. F. Taylor and Ron Wasson, 4 each; Ron Geer, 3; Glen Conklin and Ralph Turner, 2 years each.

Birthday congratulations: Joe Amato, W. J. Brown, Albert Cicero, G. Davidson, John Draper, Frank Eise-man, Ralph Emmons, Eldon Goldsmith, Ellis Goldsmith, J. Grounds, Jr., Paul Hammon, Merrill Hendel, Robert Hurley, Vern Kinsler, Jr., Carl Knell, Frank Lares, A. Lazza, John Little, John Livensparger, Charlie Lust, John McClure, W. McFarland, Frank Ringle, J. J. Simmons, D. Thompson, Lew Walker and Ronald Wasson.

W. G. Paterson, pipefitter, and Jack Freeman, apprentice, have acquired new homes, but they won't be able to move in until late this fall.

#### MARION CAR

By H. M. Robbins

G. R. Kellogg, train yard foreman, and wife spent two weeks' vacation in the Middle West and Far West. A. G. Armentrout, car inspector, and wife vacationed in the South. Relief Foreman T. P. Lavin spent his vacation in Susquehanna, Pa., with his mother.

Charles N. Sharp was discharged from the Army as a corporal recently and has resumed his duties as box packer here.

Birthday congratulations to H. D. McConahy, E. A. Elliott, B. C. Belcher, E. H. Crow, R. L. Collins, O. E. Collins, C. H. Drake, P. R. Drake, V. Emerson, Jr., W. E. Griffith, A. C. Heffelfinger, Leon Huffman, W. R. Haughwout, T. P. Lavin, E. W. Richards, E. V. Schertzer and L. E. Wygle.

#### MARION STORES

By Isabelle Gorenflo

Best wishes to R. H. Pauling, division storekeeper, in his retirement. He was with the Erie 47 years. On May 19 he was given a dinner at the Hotel Harding with 72 men from the

system present. H. I. Phelps, master mechanic, was committee chairman, assisted by Harold Thomas, division clerk, and Lester Huhn, clerk to division storekeeper.

We welcome C. A. Lefferts as division storekeeper. He had held a similar position at Port Jervis, N. Y.

We are glad to have Howard Walker, Jr. back on the job after an illness.

Speedy recovery is hoped for Mrs. J. A. Smith, wife of the stockkeeper, who is hospitalized.

#### AKRON, OHIO

L. B. Hine, retired freight agent, was presented by the Akron Traffic Club with a gold engraved life membership card at the 35th annual dinner May 20 at the Mayflower Hotel. The toastmaster, D. W. McClelland, club president, commended Mr. Hine on his activities in the club and for his special work in the Perfect Shipping Month meeting of 1953 which had the largest attendance in the country. A. W. Baker, of Marion, retired superintendent, was present for the presentation, while "Sunshine Gene" Flack of the Sunshine Biscuit Co., New York, was the principal speaker.

Helen Suhr, cashier's clerk, vacationed in Marietta, Ohio.

Besse Westbrook, transit clerk, spent three days in Washington, D. C., with the Ohio Council of Republican Women who were presented to the First Lady, Mamie Eisenhower, in the Red Room at the White House. They also had the privilege of meeting George Humphrey, secretary of the treasury, and Oveta Culp Hobby, secretary of health, welfare and education. They were honored at luncheon in the Congressional Dining Room by Rep. William H. Ayers and George Bender, the speaker being Vice President Richard Nixon.

The Erie Trowel Club (Buckeye Unit 4) met Saturday evening, April 24. President George Blake, yard conductor at Marion, and Secretary R. W. Leaper, switchman, journeyed to Akron in the "Jack Koons Special" (Train 6) so dubbed for retired yardmaster Jack Koons. A covered grill dinner was served in the Trinity Methodist Church by Akron district members, Yardmaster Roland Hill and wife; Conductor Norman Eakin and wife; L. S. Blocker, Jr., foreman, Mechanical Department, and Mrs. Blocker; Conductor Forest Brickley and wife; C. V. Cartwright, M. of W., and wife; Engineer A. B. Holcomb and wife; Conductor C. O. Tobin and wife; Section Foreman John Weaver and wife. Entertainment consisted of games and music by an orchestra directed by Ronnie Hill, son of the Roland Hills. Janie Cartwright sang and played the accordion. Colored pictures also were shown.

#### PASSENGER TRAFFIC

CLEVELAND, OHIO

By Steve Tischler

We were happy to see Chuck Hatcher, former statistician, when he stopped by to say hello.

Dennis Carlin, former reservation clerk, who is now with Freight Traf-

Erie Railroad Magazine

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driving a new Chevie and **R. H. Gray**, cashier, is the proud owner of a two-tone green Pontiac Catalina.

**J. H. Byers**, freight agent, spent a week's vacation in New York State. Unfortunately, the weather was bad.

#### YOUNGSTOWN FREIGHT

*By Maureen Pierson*

**Ann Beck** looks happy and rested since making a vacation tour in California and other points in the west.

Associates here join in wishing **Mr. Owens** luck and continued success in his new position as chief clerk at Greenville.

The **Fred Shaffers** (Nan Navin) have returned from their honeymoon tour of Washington, D. C.

**Jane Perrin** is still on the sick list. All join in wishing her speedy recovery.

covery.

It was a delightful surprise when **Gene Slepisky**, former clerk, brought his baby girl to the office. She is the picture of her proud papa.

#### M. OF W., YOUNGSTOWN

*By Catherine Holzbach*

Good luck wishes to **W. F. Caden**, assistant signal supervisor, who has been transferred to a similar position in the east. Also to his successor, **W. C. Spain**, who was foreman of maintainers on the Susquehanna Division.

We express sympathy to **R. J. Pierce**, division engineer, and family on the death of **Mrs. Pierce's** mother.

**W. S. Hoza** has returned from vacation. He spent it doing "home" work.

**Charles Uray**, chief of corps, was in New York City over Decoration Day, and **Irene Shreve**, requisition clerk, visited relatives in Erie, Pa.

#### SUPT.'S OFFICE, YOUNGSTOWN

*By Mary L. Doyle*

Congratulations and best wishes to **Fred Shaffer** and **Nanette Navin** who were married May 8 in St. Edward's Church. A breakfast and reception at the Pick-Ohio Hotel followed.

Birthday greetings to **R. E. Vestal**, contract clerk, and **N. P. O'Neil**, assistant chief clerk.

#### MEADVILLE DIESEL SHOP— SIGNAL REPAIR SHOP— MOTOR CAR SHOP

*By R. C. Miller*

**Harry Baker**, retired machinist, who spent the winter in Florida, called at the diesel shop recently. Another visitor was **Harry Marley**, retired carpenter.

**George Emler** and wife spent a vacation in Phoenix, Ariz.

**Carl Emler** is driving a new Chevrolet automobile.

**Vincent Gladys**, wife and daughter **June** are attending ball games in

Cleveland.

**Mrs. Frank Rice** is a patient at City Hospital. Others who have been hospitalized are **Mrs. Archie Rochie**, **Harold Payne** and **William Schaffner**.

**Joseph Figerell**, machinist, is at home now, recovering slowly from injuries received in an automobile accident.

Wedding anniversaries: **Mr. and Mrs. Eugene Ritenour**, **Mr. and Mrs. Paul Consider**, **Mr. and Mrs. George Onyskow**, **Mr. and Mrs. Russ Lair** and **Mr. and Mrs. Frank Langley**.

Our sympathy to **Mrs. Ed Keefe** on the death of her mother, and to **Ed Keefe** on the death of his brother.

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

Recent vacationers were **I. A. Hoy**, **G. E. Mauck**, **M. J. Dignan** and **L. E. Wagner**.

**Mr. and Mrs. C. C. Consider** are planning a vacation trip to Laramie, Wyo.

**Engineer G. L. Jackson** has resumed duty after an illness.

Retired **Engineer C. F. Eckert** called recently. He and his wife spent the winter in Tampa, Fla.

#### MARION DIVISION

##### 14TH STREET, CHICAGO

*By Chris Hardt*

We congratulate **Verne Felgenhauer**, of the timekeeper's desk, and wife, **Marylynne**, on the birth of their first child, May 20 (**Patricia Lynne**).

The bearded man calling at our office is **Herb Rossnagel**, former clerk. He stops here for his wife, **June Rossnagel**, rate clerk. **Herb** is staying bearded until August, when their home town, Lansing, Ill., will celebrate its centennial.

Our sympathy to **Charles Watson**, flag clerk, Lifschultz Section, on the death of his mother.

**Pearl S. Johnson**, of the billing desk, who has retired after 43 years with the Erie, was awarded the company's official certificate in grateful appreciation of her conscientious services.

Glad to welcome back **William Smith**, head of the rate desk, who has recovered from recent illness.

**Thomas J. Madai**, former revision clerk who was training with an armored division at Fort Leonard Wood, Mo., stopped off at this station enroute to Camp Georgia, where he will complete basic training.

Our hats are off to **Florence Lee**, wife of **O. T. Lee**, rate desk, and her crew of workers who assisted the Disabled Veterans financially by selling poppies during the drive.

**Ella Shults**, assistant rate clerk, went to Toronto, Canada, for the 25th wedding anniversary of her sister, **Mrs. Irene Speedy**. She also visited with her other sister, **Mrs. May Jennison**, and nephew, **Don Jennison**.

#### CHICAGO GENERAL OFFICE

*By Curtis G. Pinnell*

Good wishes were extended to **Mary Green**, bill of lading clerk, at a luncheon May 6 given by the office belles. **Mary Dugan**, retired payroll clerk, and **Dorri Weisshaar**, former secretary, were present. By a lucky coincidence **Mary's** luncheon was the day before she moved from the girls' club.

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CHICAGO

Poor **Mary** carried her baggage by her lonesome and after walking up and down three flights of stairs, appeared at least three inches shorter the following day. **Mary** will be missed during her leave of absence.

At a recent raffle in Forest Park, **Toni** and **Grace Battagliano** had a lucky streak. After submitting a few hundred coupons, they won a Fryrite. Their minds are filled with pleasant memories of their recent trip to Florida and Mexico. They are wearing beautiful coats of tan and are relating exciting accounts of their adventures. Believe it or not, they met an Eskimo in Acapulco.

Others who packed their bags and headed south are **Blanche Lewan**, stenographer, rates, Mexicobound, and **George Lange**, percentage clerk, who is touring in Florida for a much needed rest after his melodramatic appearance before the footlights.

**Ronnie Dykman**, percentage clerk, who is stationed with the Army in Japan, reports that his dilemma is in finding a girl over five feet tall. **Ronnie** is a court reporter for special courts-martial.

Have you noticed how rested **Marge** looks these days? Must be the furniture. Orange crates are uncomfortable, aren't they?

June was a big month for **Jack Soll** and family. On the third, **Jack** and his wife celebrated their 31st wedding anniversary, and the biggest thrill of all was on the 14th when **Jack's** son **Leon** received his master's degree from the Northwestern School of Law.

The Passenger Department boasts of its champion smelt fishermen. **R. E. Towns**, **A. W. Meinke** and **Bill Lightholder** have been out disturbing the fish at 3 a.m.

Proud owners of new cars are **Jack Spoolstra**, a Ford, and **Nancy** and **Tom Carlton**, co-owners of an Olds.

**John Fischer** is showing off proudly a "wallet size" (8x12) picture of his latest.

A new employee is **Gordon Miller**, senior office boy.

Birthday congratulations to **D. A. O'Connor**, commercial agent; **H. K. Berkopf**, chief file clerk; **A. E. DeGiorgi**, chief rate clerk.

#### HAMMOND CONSOLIDATED

By Grace Connoles

Some of the details and problems that go with the purchase of a new home were taken care of by **Charles Klemsman** during May when he used five precious vacation days for the purpose. Possession of the new home is not a reality at this time, but we hope with **Charlie**, it won't be long now.

**Frank Harris**, patrolman, arranged his vacation so he could attend the wedding of his niece, **Mary Joyce Harris**, in Birmingham, Ala., June 5.

Because of the illness of Relief Clerk **R. W. Thomas'** father-in-law, **Mrs. Thomas** and the children, **Randy** and **Janice**, have been spending considerable time in Terre Haute, Ind. We wish **Mrs. Thomas'** father speedy recovery.

It was necessary to bid farewell to **F. E. Griffin**, telephone maintainer, recently when he bid on and received a similar position at Susquehanna.

July, 1954

Pa. In his place we welcome **Charles A. Wilder**, former assistant system maintainer in the east.

The month of June this year had a special meaning to the **Norman T. Emricks** (road foreman of engines). On the 14th they attended the graduation of their only son, **Roy M.**, from Science and Arts College, Cornell University, Ithaca, N. Y., with a B.A. degree. This fall **Roy** will take post graduate work at the University of Illinois, where he has been offered an assistantship which includes teaching part time. On June 15 the **Emricks** observed their silver (25th) wedding anniversary.

#### MAINTENANCE OF WAY

By Maralene Trainer

**Mr.** and **Mrs. Glen Smith** and son of Miami, Fla., spent a week's vacation with **Mr. Smith's** parents, Assistant Chief Clerk **A. C. Smith** and wife, and brother **Earl Smith** and family of Kingsland. The entire family attended the graduation of a daughter and sister, **Mrs. Pauline Berggren**, from Purdue University.

Congratulations to Section Foreman **V. A. Parker** and wife on the arrival of a son to join their family at Akron.

**Judith** and **Joan**, daughters of Crossing Watchman **Albert Uhl**, of Huntington, are recovering nicely following surgery.

Retired Track Supervisor **A. N. Burgett** of Huntington and wife are proud grandparents of **Lawrence Howell Burgett**, born in New York City. The father is **Perry Burgett**, assistant director of music of the National Broadcasting Co. studio in New York. He is also the arranger for the Skitch Henderson show and wrote the theme song for the Glen Miller show.

#### TRANSPORTATION

By T. E. Poe

Vacation time is here again and it seems that everyone heads for Minnesota in hopes of catching some of the big ones to be found in its lakes. Supt. **F. J. Mulligan** and wife spent a week at Woman Lake. Assistant Chief Dispatcher **G. W. Brodbeck** and wife also headed for Woman Lake. Engineer **C. E. Guthrie** and Fireman **M. J. Hull** and wives spent a couple of weeks at Hackensack.

Five Erie officials, along with officials from the Pennsylvania, Nickel Plate and Wabash railroads, were graduated May 10 from the public speaking class of Indiana University Extension School at Fort Wayne. From the Erie were **F. J. Mulligan**,

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division superintendent, **H. L. Johnson**, division freight agent, **L. J. Carter**, trainmaster, **J. R. Michael**, chief dispatcher, and **V. Abrams**, commercial agent.

Our sympathy is extended to Car Distributor **J. C. McCauley** on the recent death of his mother.

**Al Stauffer**, a Markle, Ind., businessman, who had been a member of the Huntington-Erie Band for the past 30 years, passed away Sunday, May 23, while the band was presenting a Memorial Day program. Al was a loyal booster of the Erie Railroad.

Best wishes to Engineer **G. E. Tallman**, who retired May 10 after completing more than 46 years of service.

## ACCOUNTING

### COMPTROLLER'S OFFICE

By Byron Webster

**Wilma Kanovsky** underwent an operation at Lakewood Hospital the latter part of May and came through it so well and so quickly that several of the many "get-well" cards sent her arrived at the hospital after Wilma already had got well and gone home. Wilma's ready smile and helpfulness were greatly missed during her absence.

Two wonderful weeks were shared by **Blanche Midrack** and her fiancé, **Pvt. Richard Ahern**, when Dick was granted a 14-day post basic-training furlough from Fort Knox, Ky.

**Lucy Del Regno** recently appeared in a St. Ignatius musical. We're hoping no booking agent caught her performance for we should hate to lose the services of one of our fine stenographers.

**Joe Keenan** used a week of his vacation to motor to Missouri where he witnessed the ordaining of a cousin of his into the Catholic priesthood.

### AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

The TEPEE semi-formal dance on May 8 at the Statler Hotel was a huge success. **Vincent Dunn** is vice-president of the organization. Those who attended from our office were **Charlene Scheck**, **Rita Connor**, **Dorothy Hanley**, **Gerry Sapp**, **Don Keister** and your correspondent.

The A. of D. bowling team ended the season in eighth place. "The team members' averages are not at liberty to be published," said the team captain, **Nelson Case**, "since this just wasn't their season."

Fifteen members of the W. B. E. M. E. D. and S. Society dined at the

Colonial May 18, then went to see the Indians beat the Boston Red Sox 6-3.

**Tom Mayer** says, "School days are the happiest of your life, providing, of course, your youngsters are old enough to go."

**Anita DiVitto** celebrated a year of service May 25. To help her remember, **Virginia Blackley**, **Agnes Cosenino**, and **Charlene Scheck** presented her with a small cup cake.

While in Buffalo in May, **Marion Studeny** had a long phone chat with **Anna McCarthy**. Anna is enjoying good health and sends best wishes to everyone.

Another Buffalo visitor (May 15) was **Harry Laurie** and his wife **Jean**. Harry had a chance to see **Walter J. McConnon**, retired road and equipment accountant. Mr. McConnon sends best regards to all former office associates and friends.

Did you know? . . . **Vince Dunn** attended classes at IBM for key-punching and passed with flying colors. . . **Dorothy Hanley** went to Holland, Mich., in May to see the tulip festival. . . **Theresa Cockrell** was sent home from work because of illness. We learned later it was a case of measles. . . **Rita Connor** made a trip to Meadville, Pa., recently. The week end and Memorial Day found many folks traveling. **Dorothy** and **Julius Buday** drove to Chicago to visit her sister, **Virginia**. **Gerry Sapp**, **Frackville, Pa.**, to visit her family. **Charlotte Scholz**, to her brother in Allendale, N. J., and the **Frank Troyanos** drove to Baltimore to visit his sister.

"Marriage is like a railway sign. You see a lovely girl and stop; then you look, and after you are married, you listen."

### HORNELL ACCOUNTING BUREAU

By Lynn Lamb

**Bob Pebbles** had the earliest swim of the season. He combined it with a fishing trip and it wasn't intentional. . . **Bob Gregory**, **Bob Argentieri** and **Don Matthews** to the city to watch the Yanks play. . . **Mr. Artman** surprised everyone by driving in a new Buick. **Walt Coston**, no be outdone, came out with a Pontiac (fireman's red). . . **Ed Kunkick** thinking of becoming a heart specialist. . . **Pearle Koskie** recuperating at home after an operation at St. James. She received a sunshine box and one of those exclusive "Dungan" cards from people at the office. . . **Mary Stitt** having a little trouble keeping warm. . . While being laid up **Dick Schieder** has become rather versatile, playing the ukulele, painting and making ship models. . . **Ed Dressler** has an interesting scrap book on the other seven teams in the American League. . . **Bob Ruger** resigned and is now a timekeeper with one of the contractors on the new thru-way. . . We wish the very best to **John Werkley**, Pullman conductor, who retired recently. John was considerate and courteous to bureau employees traveling to and from the city. . . **Jack Burlingame** landed a beautiful 18-inch rainbow trout. . . **Jim Schofield** traded cars. . . **Paul Smith** painted his house. . . Can't figure out how the window got broken, and then we wonder how the new pane got cracked. . . For the statistical department, did you ever stop

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to figure out the family ties in the office? For father and son we have **John and Leo Hitchcock, Harry and James Vanderhoof, Robert and Ted Tannler**. For mother and daughter there is **Dottie Rixford and Bobbie Sheridan**. Father and daughter combination is **Dick and Jeanne Matthews**. Husband and wife teams are **Ginnie and Bob Argentieri, Mary and Ken Rhodes, Mary and Bob Hillman** and **Carrie and Stan Walter**. Brothers are **Ernie and Bruce Dungan, Ed and Frank Bottomley, Martin and Don Kendall, Ed and Roscoe Dressler**. Brother and sister acts are **Charlotte and Bill Geary, Pauline Bove and Dick Schieder, Rita and Tom Halloran**. . . . Looks as if **Aber Burdette** is the champion fisherman of the office. He's the first one to catch his limit. . . . **Helen Huff** off to New York City to an Amaranth convention. . . . **Clayt Ordway** is a grandpa again, **James Edward, 8 lbs., 12 oz.**, born to his daughter and husband, **Mr. and Mrs. Dennis Nagle** of Riverside, Calif. This also makes **Yours Truly** an uncle again. . . . **Ed Kunicky's** name is now on the city tax rolls with the purchase of a house on Crosby Street. . . . **He Rixford** beaming with the picture of the Yankees over her desk. . . . The Payroll Department's contest to "Name De Boid" was won by **Ernest E. Dungan, Jr.**, with the name, "Ethelbert". The department gave a little party to all the contestants when the winner was announced. . . . By the way, did you ever wonder what **Ernie's** middle name is? . . . **Zip Zannieri** with a new Buick. . . . **Harold Stephens** and family enjoyed a trip to New York where they took in a ball game. . . . **Frank Bottomley, Angie Petrillo, Ray Clark and Aber Burdette** on a five day fishing trip to Canada. . . . **Ed Bottomley** holding a fire sale. He cleaned up his yard and burned all his rakings which, he found out later, included his wrist watch. . . . Highlights of the month: **Ed Kunicky** trying on **Nipper Trowbridge's** vest and Accounting Bureau night at the ball park. . . . **Robert Pebbles** donated a trophy for sportsmanship to the Hornell Little League.

#### AUDITOR OF REVENUES

By Jimmy Murphy

Cupid's darts continue to fly thick and fast. Before a beautifully decorated altar in St. Benedict's Church, **Bernice Sabovik** and **Dennis Vavro** were united in marriage May 22. A reception in the church hall was held in the evening and the happy couple honeymooned in New Hampshire. . . . On May 29 **Nancy McTigue** took unto herself to have and to hold, **Don Schabel**, who was more than agreeable. This lovely wedding took place in St. Angela's Church. Following a reception at the J.D.N. Hall, the newlyweds motored to Florida. . . . It will soon be wedding bells and rice for **Anne Prentice**. Her engagement to **Bob Hood** was announced May 18. . . . The **Johnny Desmonds** are the bursting-with-pride parents of **Susan** who came to live with them May 21. . . . Over the long week-end **Anne Marie Mark, Alberta Lawler and Tess Babington** made a pilgrimage to New York. They moved so fast and so continuously that they forgot to go to bed. . . . Now that the bowling season is over something new has

been added to the already unlimited qualifications of several of the sporting element. Two softball teams have been entered in the Lakewood League and so far the only casualty is **Tom Saunders** who is suffering from a fractured finger. . . . The sound of "Miss Brezine", always accepted as agreeable and by some even euphonious, now produces momentary deafness to **Babs**. But just say "Mrs. Klanac" and you are rewarded with the sweetest smile. **Babs** made the switch in names at a beautiful ceremony in St. Colman's Church May 15. . . . It's nice to see **Marge Stattler** back at her desk after a recent tonsillectomy. . . . From now on, please refer to **Barbara Buck** as **Barbara Lieb** because in a pretty wedding in St. Clement's Rectory, **Barbara** and **Jerry Lieb** promised to love, honor and obey. Many well-wishers from the office attended the reception which was held in the bride's home. Best wishes. . . . Another wedding of

interest occurred May 7 when a large representation of friends witnessed a pretty candlelight ceremony in the Lakewood Baptist Church where the marriage of **Shirley Dean** and **Kenneth Bolt** was solemnized. A reception was held in the church parlors. . . . **Betsy Gruber** is counting the days until a certain handsome young soldier arrives home from Korea. . . . The news from Mt. Sinai Hospital where **Sam Bergson** is a patient is that he is convalescing nicely. . . . **Anna Mae Vesey** reports a pleasant trip to South Bend, Ind., where she attended the senior prom and graduation exercises at Notre Dame University. . . . We are happy to report that **Bob Rasmussen** is improving steadily after his emergency appendectomy and expects to be back among us soon. . . . We were sorry to learn of the death of Chief Clerk **J. L. Gould's** brother who passed away in New Jersey. . . . **Vicky Juris** became the mother of a baby girl May 20. **Vicky**



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is an alumnus of the overcharge claim bureau. . . We were extremely sorry to learn of the death of **Gus Schultz**, retired claim investigator, and extend sympathy to the family. . . Our sincere sympathy also to **Adelaide Rizzo** on the death of her husband, **Angelo**, suddenly, May 9. **Angelo** was a real asset to the company, a hard worker, and will be greatly missed. . . **Bob Purcell** informs us that **Cassie Okie**, retired waybill sorter, is living in Williston Park, L. I. and enjoying her retirement immensely. . . **Charlie Luttier** was absent for two weeks, holding forth as a jurymen in the courthouse. We can just see him pouring forth words of conviction into the listening ears of his fellow jurymen. . . **Vera**

**Phillips** had an experience which will, no doubt, go into her mental scrap book. Ask her what happened on that boat en route to Havana. . . **Bill Yehle**, popular correction bureau clerk, has matriculated at Baldwin-Wallace College. . . **Pat Richlin**, **Bertha Torok** and **Katy Phalen** are still reminiscing over their wonderful week-end trip to Geneva. . . **William Joseph Murray** arrived at the home of Mr. and Mrs. **Jack Murray** on May 18. From all indications, the new arrival seems to possess his mother's good looks and his father's subtle disposition. . . On May 5, **Bill** and **Eleanor Woodman** announced the arrival of a baby girl, **Susan Marie**. . . **Charlie Lobravico** is progressing nicely after being a patient in Lake-wood Hospital. It is our sincere hope that, notwithstanding his slow progress, he may soon regain all the vigor and good health that were once his. . . We lost another fine worker when **Terry Thomas** left to take up the very important task of being a housewife.

## NEW CASTLE CLERK



*Esther Margaret Jefferies, general clerk at New Castle, Pa., has retired after 36 years with the Erie. She started with the Erie as a messenger April 5, 1918.*



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### NEW YORK TERMINAL STATION ACCOUNTING BUREAU

Honorable mention is given our employees who take part in the various welfare activities. The collectors who are doing a fine job are **Charlotte Schall**, **Wally Ayers**, **Bill Storm** and **John Wilson**. Special mention is made of the fine job of recording secretary performed by **Danny Moffit** and also to members of the protective committee, **Al Moscati**, **Bob Doyle**, **Henry Schmidt**, **Jim Whalen** and **John Wilson**. Their success was in evidence at the picnic. The committee (**Mary Nolan**, **John Boyle** and **John Wilson**) was rewarded by the happy outcome of the affair.

Congratulations to **Stella** and **John Sullivan**, proud parents of **Kevin**.

Also to **Doris** and **Joe Guittari** on the birth of their son, **Charles William**.

**Cookie** and **Oakie** (parakeet and turtle) are new boarders at the **Eugene McGovern's**. **Crackers** (pet canary) now lives with the **Toby Friedlanders**.

**Bill Lund** has bought a power drive, power brake, power-steered and power-windowed Chrysler Imperial. It is hoped **Bill** has the power to meet the payments.

Membership in the C.C.C. is swelling daily—**Wally Ayers**, **J. Guittari**, **Tom Collins**, **John Boyle** and **Charlie O'Neill**. Qualifications are just a crew cut.

Florida is the favorite vacation spot for bureau clerks. **Patsy Brignola** and family enjoyed themselves there recently. **Patsy** agrees with all **John Wilson** and **Bill Schneider** have say about their vacation paradise.

Our best wishes to **John Boyle** who left this bureau and has accepted a position with the Ford Motor Co. traffic department.

**Wanda Bobowicz** made a beautiful bride. We wish her much happiness in her new role as housewife.

July birthdays: **Nick Passarelli**, **Helen Wysinski** and **John McDonough**.

Anniversary congratulations to **N. Passarelli**, **Mary Skelly**, **W. G. Massey**, **Bob Doyle**, **Charlotte Schall** and **Al Moscati**.

The average annual compensation of railway employees in 1953 was \$4,415, compared with \$4,352 in 1952, \$4,182 in 1951, and \$1,913 in 1940.

There are 89 railroads in the United States which own only one locomotive each. Fourteen of them are Class Two railroads, 50 are Class Three railroads, and 25 are switching and terminal companies.

*Erie Railroad Magazine*

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## THE PUBLIC AND THE TAX DOLLAR

The public should keep awake to how their tax dollars are being spent—to see that nobody gets a free ride on the American cart-wheel.

For when tax dollars are spent for things private industry itself can and should pay for, the tax bills mount.

Take the matter of transportation. While the railroads build and maintain their own rights-of-way—and pay taxes on them—most of the railroads' major competitors use highways, waterways, airports and

airways built and maintained with tax money. For such use of publicly provided rights-of-way they pay disproportionately little—and sometimes nothing.

Thus, while the railroads pay their own way, the airlines, the big inter-city truckers and the inland waterway carriers are being subsidized out of Federal, State and local tax money. *Your tax money and railroad tax money.*

The railroads maintain that the public (meaning *you*) would be better served (and would pay less

in taxes) if all forms of transportation paid compensatory charges for the use of government-provided facilities. For then, they could all compete on an *equal basis* for the business that each can handle most economically and most efficiently.

The railroads operating in the densely populated and highly industrialized east are especially affected by this situation. It's not only their tax dollar that's involved, but yours as well . . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.



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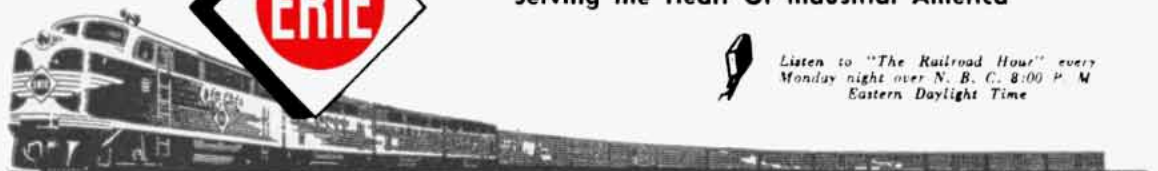
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