WHILE IT IS FITTING that Erie give credit to its older employees in recognition of their long term of meritorious service, we must never forget the importance to our organization of the contribution of our younger people. Recently I was privileged to attend a very pleasant social gathering arranged by some of the younger Erie employees. I was proud of the fine appearance and conduct of the Erie men and women present who helped to make it a success.

We of the older generation, disturbed by the world's many troubles and worried by temporary economic difficulties in our business life, often become pessimistic and may even lose sight of the great future which awaits our industry if we but have courage and vision. We gain a great deal from friendship with our younger associates who retain much of the enthusiasm and loyalty which some of us may have lost.

Irrespective of the accomplishments or mistakes of those of my generation, much of the future of our company is in the hands of the young men and women of Erie.

Whether we are old or young, we should be thinking how successful we will be if we inspire cooperation between all groups of employes with the ultimate aim of doing our best to serve our customers.
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.

RAIL ENDS

Wages, fuel, materials and supplies take about 65 cents out of every dollar of railroad revenue.

The first all-steel freight car in the United States was built in 1896-97.

For every five tons of new steel the railroads use, they return to the mills four tons of iron and steel scrap.

The railway investment for each employee in service has doubled in the last 26 years. In 1952 the investment for employee was $27,189 against $13,652 in 1926.

The railroads of the United States spent around $151,000,000 a month in 1952, on the average for fuel, materials and supplies.

In the past 30 years the railroads of the United States have spent more than $20,000,000,000 for improvements to plant and equipment. Almost half of this huge sum has been spent in the eight years since the end of World War II.

The cost of a standard diesel-electric locomotive unit is now in the neighborhood of $175,000. Thus, a 3-unit diesel locomotive of average size and weight represents an investment of $525,000.

THE COVER—This month's cover picture was photographed in one of the most beautiful scenic areas along our railroad. The picture was taken in the magnificent Susquehanna River valley near Great Bend and Susquehanna, Pa., and is another striking photo in a series of outstanding pictures of the river and the valley. The valley is one of the reasons why the Erie has been known for decades as "The Scenic Route of the East." Almost our entire main line between the Ohio-Pennsylvania state line and Jersey City runs along glistening rivers through green valleys and along colorful ranges of wooded hills.
Taking advantage of another progressive railroad innovation, the Erie car department has adopted the hot paint method of painting box-cars which are being renovated at our Susquehanna, Pa., car shops. The new method saves considerable time and is more economical.

The work now going on at Susquehanna consists of renovating and upgrading on an up-to-date production line basis. When the cars reach the end of the production line, they are suitable for any type of high class lading such as flour, grain and tin plate. Before shopping, their use was limited to rough freight.

The familiar “box-car brown” paint is sprayed on the cars as the last operation. Before the paint leaves the nozzle of the hose it is heated electrically to a temperature of 160 degrees.

With the hot paint method one coat is satisfactory for each car. Previously two coats were necessary. However, the one coat now applied by the hot spray method is equal to the thickness of the two coats formerly applied.

Previously it had been necessary to let each of the two coats of paint dry overnight on each car. Hot paint eliminates one day in the paint operation. In addition, because only one night is needed to permit the single coat to dry, storage space is saved in the shops.

Paint manufacturers claim that hot spray paint will hold its gloss longer. Heat is substituted for thinner in the paint. Viscosity is reduced and hot solvents evaporate rapidly at the spray head, and the result is a uniform delivery of the film with a smoother coat and very little “running” of the paint.

The production line for giving new life to the box-cars is similar to the famed automobile produc-
tion lines in Detroit.

The first two operations are outdoors. When the cars arrive at Susquehanna, damaged lining and flooring inside the cars is removed. Then the loose paint on the exterior of the cars is sandblasted at the second position.

The cars then enter the shops. At the first indoor position, journal boxes are thoroughly cleaned by a mixture of compressed air and kerosene, and journal box parts are replaced where necessary. New packing, of course, is inserted.

Next, bulged ends of the cars are straightened out with a pneumatic cylinder or piston arrangement which forces the bulged corrugated ends into proper alignment. Trucks are next inspected. The trucks are removed, cleaned, and parts replaced if required. This operation also includes car doors and brakes.

At the next position, new side and end lining and flooring is installed. Then, before entering the paint shop, undercoating of car cement is applied by spraying to the under part, ends and roof of each car as a protection against weather.

(Please turn to Page 34)

At right is the freight car renewal production line. The workmen are relining the walls and ends of the cars and installing new flooring. The cars are connected by cable and are moved on schedule so that each operation on the production line must be completed in an assigned time for maximum efficiency.

After the trucks are checked, this power hammer smooths out the bumps in the ends of the car.

The final step before the actual painting and stenciling of the cars is the application by spraying of a coat of cement underneath the cars, on the roof, and the ends.

The car is sprayed with the new hot paint. The container on the painter’s hip is the heater.

The final step on the production line, of course, is the stenciling, and here the famed six-foot Erie diamond insignia is added.
Two residents of Youngstown, Ohio, won week-end all-expense paid trips to New York City and Chicago, in a contest sponsored by the Youngstown Chamber of Commerce, for naming the two new Pullman cars which the Erie will operate between Youngstown and Chicago.

Each prize includes two people. Winner of the New York trip is C. D. Watson, a salesman for the Borden Co. The winner of the Chicago trip is Mrs. Frank Steiner, a housewife. A total of 1400 names was submitted.

The contest to name the two cars was sponsored by the Youngstown Chamber of Commerce which took an interest in the cars because they would play such an important role in the travels of Youngstown residents.

Judges for the contest were Judge Harold B. Doyle, Youngstown, of the Common Pleas Court of Mahoning County; George R. Reiss, transportation editor of the Youngstown Vindicator, and Vernon F. Green, assistant general passenger agent for the Erie at Youngstown.

Beside the two top winners, five other entrants received two tickets to Cleveland Indians baseball games plus railroad transportation to Cleveland and return.

The two cars, each costing $200,000 and due to be delivered in May, will be named the “Spirit of Youngstown” and the “Pride of Youngstown.” The week-long naming contest was limited to the Youngstown area because the shiny, latest type Pullmans will originate their daily trips to Chicago and back in Youngstown.

For Businessmen

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 at “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.

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. 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 bedrooms 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.

Weekend at Waldorf

Mr. and Mrs. Watson’s trip to New York will include a weekend at the famed Waldorf-Astoria Hotel. The trip starts on our “Lakes Cities” with a special table in the diner for dinner. Breakfast also will be on the diner as “The Lake Cities” glides through the picturesque hills along the Delaware River valley which give the Erie its reputation as “The Scenic" (Please turn to Page 10)
ERIE 'PIGGY-BACK' SERVICE TO BEGIN BY MIDDLE OF JUNE

The Erie Railroad will start "piggy-back" service on June 16 for hauling highway trailers on flat cars between New York and Chicago, President Paul W. Johnston has announced.

Erie's plan will provide door-to-door delivery of freight at the presently established truck rates for various commodities listed in rate schedules filed with the Interstate Commerce Commission. Other commodities and service between intermediate points may be added later as sufficient business develops.

The railroad will lease trailers for purpose and maintain a direct service contact with shippers. Initially, the Erie will use standard flat cars for handling loaded trailers in existing fast freight trains between New York and Chicago, offering second-day delivery in both directions. The present cars can handle one large trailer or two small ones.

In April, Erie asked car builders to submit bids on 100 roller-bearing flat cars, 75-feet long, capable of carrying two 35-foot highway trailers by either side loading or end loading. The Erie expects to place a firm order for these cars within the next few weeks, at a cost of more than $1,000,000.

"This new door to door service gives shippers the benefit of lower minimum weights than are now available for railroad carload shipments," said Mr. Johnston. "This should be a big factor in getting some of the freight business off the highways and back on the rails."

A Big Shopper

The railroads' shopping activities last year added up to $1,818,000,000. This was exceeded in only two previous years in history—1948, when purchases totaled $2,183,000,000, and 1951, when they totaled $2,176,000,000. The foregoing figures are for fuel, materials and supplies used in railroad maintenance and operation; they do not include expenditures for additions and betterments.

"So Liz is sore at her husband. I thought he was perfect. He always turned over his paycheck to her on the first of every month."

"Yeah. But she found out he gets paid on the fifteenth, too."

The Class I railroads had a rate of return on investment in 1953 of 4.23 per cent, according to preliminary estimates of the Association of American Railroads. This is slightly above the rate of return in 1952, which was 4.16 per cent.

GIANT LOAD RIDES THE ERIE

Taking advantage of the Erie's higher and wider clearances, the Federal Machine & Welder Co., North Warren, Ohio, shipped this mammoth press via our railroad to the Ternstedt Division of General Motors Corp. at West Trenton, N. J. As it stands on this new Erie depressed flat-car, the load is 14 feet, 18 inches high. The entire shipment consisted of 28 cars.

A good reputation is more valuable than money.

June, 1954
Probably the most unusual "railroaders" in the Midwest are located in Lima, Ohio, and Huntington, Ind. They are both named "Spot," look very much alike and, as you probably guessed, are dogs. Both are "employees" of the Erie Railroad with Lima's Spot having seniority rights.

Each Spot has similar duties and performs them under various titles. Depending on the time of day, they are assistant agent, assistant yardmaster, assistant dispatcher or any number of other things. Conscientious workers most of the time, the two are on call 24 hours a day. Understandably, however, they occasionally have ideas of their own, and once in a great while they neglect their primary duties in favor of chasing rabbits, romance or ham bones.

Although eligible for retirement, Lima's Spot has not applied for a railroad pension as yet. He is 17 years old, which is a ripe old age for a canine. He has been railroading for 12 years, and the only noticeable difference in his work in recent years is a tendency to move around at a more leisurely pace.

His main duties are to meet all passenger trains. He rides Ticket Clerk Ed Austgen's mail carts to guard the mail and express. He never growls or bites except when he is on guard duty on the carts or in the baggage room. Then he will bite only gloved hands.

**Freight Man First**

When he first took the Erie job he devoted all his time to the freight office when he found he could depend on liberal handouts. Later, however, he transferred much of his attention to the ticket office so that he could meet the passenger trains when he found they had dining cars and friendly chefs. He still is the top morale builder at the freight office and spends his mornings there where he has special privileges next to

---

*With a throaty growl, Spot (Lima) bites Ticket Clerk Ed Austgen's hand as he guards a mail cart at train time in Lima.*

*Spot (Huntington) gets some attention from a pretty admirer, Carolyn Van Dine, Erie stenographer, who fixes his jacket.*

*Huntington's amiable Spot stops for a brief visit with Waldo Gray, monitor on the control board in the dispatcher's office.*

*Eric Railroad Magazine*
Lima's Spot belonged to a family across the street from the freight house but spent most of his time on his railroad job. Two years ago when his owners moved, he elected to remain with the railroad rather than begin a new career at his advanced age.

He spends nights at the ticket office and when a train is late, you would think he was an Erie trainmaster. He paces back and forth between Ticket Clerk Austgen and the door, indicating his disapproval.

On Austgen's off days, Spot panhandles at the track supervisor's office for his food and water. When Austgen lived nearer the station, Spot used to go to his house for grub on the ticket clerk's off days, but the clerk has moved too far from the station.

Austgen probably is Spot's best friend, but he does very well with all his Erie fellow employees.

All employees contribute to Spot's dog tag fund. His owner on the tag receipt is listed as "Erie Employees." This year the collection amounted to $2.20 more than the price of the tag, so employees purchased some cloth, and Mrs. Austgen made the canine a coat with "ERIE" and "Spot" lettered on it.

**2 Years With Erie**

Huntington's Spot has about two years' service with the Erie. He also has a fancy coat. Although much more youthful than his Lima contemporary, he carries out his routine duties diligently, like an old timer. He roams more and makes yard and car checks regularly, digressing only occasionally to sniff a tree or chase a cat.

The Indiana Spot seems to regard the freight house as needing his special care. There he guards the stove.

Continuing daily tour, Huntington's Spot spends a few minutes with Supt. F.J. Mulligan.
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**How's Business?**

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</table>

*Briefing on figures reported to the Interstate Commerce Commission*

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The judge, quizzing the defendant, asked, "You mean to say that you threw your wife out of the second story window through forgetfulness?"

"Yes, sir," was the quick retort of the defendant. "We used to live on the ground floor and I plumb forget we moved."

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**Pullmans continued**

Route of the East.

An Erie representative will meet the Watsons at our Jersey City terminal to escort them to the Walford. Then there will be a tour of Rockefeller Center and luncheon and a look at the great city from the observation roof. After that will come a three-hour yacht cruise around Manhattan Island for a look at the impressive skyline, financial district and the giant ocean liners moving in and out of the harbor.

The evening will be spent at one of New York's finest night spots, the Bal Tabarin, with time out for a stroll through Times Square.

Breakfast Sunday will be at the Waldorf with the morning reserved for attendance at church. In the afternoon a sightseeing tour has been arranged which will cover the Cathedral of St. John the Divine, Harlem, Central Park, Grant's Tomb and many other points of interest.

A similar experience awaits Mrs. Steiner on her trip, probably with her two daughters, to Chicago. Following arrival at Dearborn Station in Chicago on Saturday morn-

---

Emily and Mabel  By Angelo

"That money in E-Bonds would take on almost as much weight as you have in ten years!"

---

A woman called up for jury duty refused to serve because she didn't believe in capital punishment.

Trying to persuade her, the judge explained: "This is merely a case where a wife is suing her husband because she gave him $1,000 to pay down on a fur coat and he lost the money in a poker game."

"I'll serve," she said, "I could be wrong about capital punishment."

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Eric Railroad Magazine
1954 SCHOLARSHIP WINNERS

Members of the 1954 scholarship committee study applications for Erie's annual college scholarships for sons and daughters of Erie employes at the committee's meeting recently in Cleveland. This year 109 applications for the scholarships were received. From the left are Dr. M. Ellis Drake, president of Alfred University, Alfred, N. Y.; Dr. James G. Lyne, editor of Railway Age Magazine, and Dr. Ralph E. Crow, director of adult education of the Cleveland, Ohio, Board of Education.

Three sons and two daughters of Erie employes attended a luncheon in Cleveland on May 21 to hear from President Paul W. Johnston that they had been selected to receive the second group of five scholarships awarded annually by the railroad and providing $1000 a year for four years toward the winners' college educations.

Parents of the winners also were guests at the luncheon. The winners are:


William F. Condon, Canisteo, N. Y., son of Fred L. Condon, transitman in the Maintenance of Way Department, Hornell, N. Y.

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.

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

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

This is the second group of scholarships awarded by the Erie. The scholarship program was inaugurated in 1953, and the first group of five winners now are in their freshman years of college.

An outstanding student, Richard Ashman has had straight A's since the sixth grade. He has been national fly-casting champion and was adjudged the most outstanding freshman art student in his high school. He is an ROTC candidate, a member of the National Honor Society and won a letter in track. He has been a newsboy and has worked as a boy's secretary in the YMCA.

Richard plans to study law at the University of Mississippi.

William Condon is class treasurer and won letters in basketball four years, being captain of the team this year. In school he also has been active in the band, chorus, senior play and on the yearbook. He also is a senior Scout, member of the church choir and a coach in the church basketball league. He is a member of the National Honor Society.

Devoted to music, Marilyn Laesser plans to attend the University of Buffalo where she hopes to major in music. She has spent a good deal of her leisure time practicing piano. At school she also participates in athletics, the Hi-Y Club and in production of her class yearbook. Marilyn is a member of the Legion of Honor, scholastic organization. She is secretary of her sorority and sergeant-at-arms of her club and is on the staff of the school paper.

Interested in engineering, Joel Roth plans to attend Case Institute of Technology in Cleveland. He has worked as a drug store clerk and as a jet parts inspector and drill press operator in an industrial plant. For four years he has been his school's spelling champion. Joel also is a member of the Student Council, president of his club and a Boy Scout. He participates in Junior Achievement, baseball and swimming.

Journalism is the career Diane Reynolds prefers. She plans to attend Pennsylvania State College. She is an expert cook and typist, accepting typing jobs in her spare time. Diane is secretary of her class and is active in her high school's band, chorus, operetta and music club.

June, 1954
CONFIDENT LIVING

By Dr. Norman Vincent Peale

Not long ago, I saw the motion picture version of Lloyd Douglas' novel, "The Robe". And I was impressed by the deep hush that came over the audience in a large New York theater as the great old words were spoken, "Father, forgive them; for they know not what they do."

It was an impressive tribute to the skillful mastery of the hurts of life. Jesus had developed around himself a wall of spiritual and emotional control through which the sharp darts of hurt could not penetrate. His emotional control center was never breached. The same is possible for us through the spiritual and emotional power which He teaches.

Gene Tunney once told me that in his early career he faced fear. He read in the newspapers what his opponent said he was going to do to him, and though he is a strong and competent man, this registered apprehension in his mind.

"One night," he said, "I woke and the room seemed to be shaking. I thought perhaps it was an earthquake, but the tremor wasn't in the earth; I was shaking in my own mind. I got up and prayed, and it came to me that I could build a wall of faith around my mind through which the darts of fear could not enter."

Thought Wall

This impressed me as a sound technique, that of creating a thought wall around yourself that is impervious to slights and hurts. Develop this spiritual protection and every hurt that strikes that spiritual wall is deflected or broken. To be sure, this is an imaginative procedure. But the imagination is one of our most powerful gifts. Imagination is the process of using images. So form a mental image of a wall around yourself through which no hurt can penetrate to the center of your personality. This powerful mental and spiritual discipline will give you a philosophical attitude toward life and people. It will help you to be relaxed and impersonal and dispassionate. It will take the heat from your emotional reactions. As a result, you will become a controlled person and will gain mastery over those sharp hurts which upset people.

To maintain controlled, and therefore successful human relations, it is helpful to cultivate the scientific attitude. By that I mean when someone says or does anything to hurt you, say to yourself calmly, "Now let's analyze him to see why he's trying to hurt me, why he is mean or unkind. What is the reason for his attitude?" Such objective reasoning tends to make your thinking factual and your emotional reactions cool. Then you are able to figure out a strategy to correct the relationship.

There is an even more effective way to keep from being hurt. It is to learn to live on a higher spiritual level where you do not constantly think about yourself and thus become acutely sensitive. On this upper level of spiritual understanding you can take a compassionate and long suffering attitude. This will tend to draw even your enemies to you in the long run.

It is most unfortunate that so many people spend their lives emphasizing their hurts and difficulties until they make them into obsessions. Eventually they destroy their own possibility of happy living. But, by using the techniques mentioned above, you can lift yourself to a level where you can think and react constructively. In this way you can achieve that mature control of your emotions which will guarantee happy and successful living.

So many of my readers have written asking how to overcome depression that I have recently been investigating various techniques for finding a brighter outlook. And, as a result, I have become convinced that no one needs to be a victim of depression or discouragement. I believe that any individual who sets his mind to it can live with hope, eagerness, delight, enthusiasm and power.

Of course, you must realize that there is a cyclic rise and fall in human moods, just as there are cycles in other forms of earthly existence. All of us have our emotional ups and downs, but I am certain that you can keep these mood cycles on a relatively high level so that, even in the down sweep of the cycle, you can be elevated in spirit.

I have mentioned before the wonderful Bible text: "Who hath called you out of darkness into His marvelous light." That means simply that God has called us out of the shadows of depression into the brightness of His joyous living.

How do we find this brightness? There are almost as many ways as there are people. I got the quickest answers to this question from two eleven-year-old girls. One told me, "Why, when I begin to feel a little low, I go home and change my clothes." I suppose that's why women are always buying new hats. It lifts their moods.

The answer from the other little girl was just as good: "I just sit down and talk it all out with myself and with my mother. I get it all out of my system."

A man told me that when depressed he sits down and writes (Please turn to Page 14).

Dr. Peale

Erie Railroad Magazine
Keeping in step with progress, several mobile Erie crews have been furnished house trailers as an up-to-date method of staying close to their work as they move up and down the railroad.

Two types of crews which are living in house trailers furnished by the Erie are the traveling welding and megger gangs. The welding gangs build up track frogs, switch points and crossing frogs. This welding eliminates the necessity of moving the track to Meadville, Pa., for rebuilding and then returning it to its former location. The megger gangs test instruments and wiring along the railroad.

Each welding gang has two trailers. There are two of these gangs. There are two megger gangs, and each has one trailer. Each trailer accommodates two persons.

Formerly the crews worked out of camp cars. The trailers are more economical and can be moved more quickly. Each trailer is furnished with a three-quarter ton truck which is used for towing as well as other purposes. The trailers can be parked adjacent to the job at stations or other convenient locations where water and electricity is available.

The trailers are the most modern available. Provided in each are a bottled-gas cooking stove, an electric refrigerator, a hot water heater, toilet, shower facilities and an oil heater.
out a list of all the things he has to be thankful for. He says he can cover reams of paper with reasons for happiness when he gets started. And another man has a method I can only recommend for those whose neighbors aren’t too close. He goes home and sings in the shower bath.

Still another man thinks of all those who are worse off than he is. Soon his self pity changes to sympathy.

More Profound Method

All of these methods are good, but none of them are really profound enough. They can only superficially relieve depression. We must have a basic answer, for this is a great problem. Millions of people, according to some authorities, are victims of mild depression. This is marked by discouragement, loneliness, disconsolation, a feeling of inferiority, an inability to enjoy themselves, a sense of some shadow hanging over their lives. They are the kind of people who go around saying, “Oh, what’s the use?” and “It’s never going to be any better!” and “I’m a flop.”

There is one basic answer to all of this, one sure way to a brighter outlook. It is the technique of positive affirmation. Affirm that God is with you, that He is helping you, that He is filling your mind with peace and joy. If you condition your mind in the belief that Almighty God is right by your side, you will in time develop an outlook incapable of discouragement. This is one of the greatest techniques of confident living, and as you sincerely practice this pattern of thinking, your feelings of depression will soon pass away.

A wise old Scotsman said something which always helped me, “I find that even in ill weather when He is by my side I walk on the sunny side of the brae.”

When you move away from God, the longer and deeper the shadows become. When you are near to Him the light is so strong there can be no shadows. Consequently when you feel depression and discontentment, simply affirm, “I live with God.” Continue this affirmation until your mind becomes filled with God’s presence. Depression will lift in proportion to how effective you recondition your thoughts.

So this is the answer. If you want a brighter outlook, if you want to conquer discouragement and pessimism, if you want to know the full joy which life is capable of giving you—live with God. Tolstoy who made his way out of depression, said, “To know God is to live.” Then the shadows will fly away and each day will be bright with optimism, courage and power.

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$3.2 MILLION A DAY

The railroad tax bill last year averaged $3,246,000 a day, or a total of $1,155,000,000 for the 12-month period.

HAROLD E. STASSEN, former governor of Minnesota and now director of mutual security in the Eisenhower administration, was once employed as a sleeping car conductor.

Erie Railroad Magazine
The Old Erie Blues

Our poet, William Bushey, who works for us handling mail at Salamanca, N. Y., should consider himself very lucky. His poem hit the desk of the editor, who ordinarily is a hard-hearted fellow, when he was in an easy mood. So, the poem is being printed. Usually we don’t even read poems, because there is no room for them in the magazine. However, Mr. Bushey’s poem is about the Erie, and, although it’s corny, we decided to use it. However, don’t be encouraged, all you poets.

By William Bushey

Now I was born in Limestone
In an old brown shack,
Just a little shanty
By the Erie Railroad track.
The humming of the drivers
Was my lullaby.

And an old Erie steamer
Taught me how to cry.

My brother was a fireman
And my mother dear,
She always used to wave
At that rawhide engineer.

And now I sit on a pile of
Then I always remember
How those cinders fell in my eyes.

I’d watch old Adam Eckhart’s
And Raggy Robertson’s trains,
Even though at my young age
I did not know their names.

Some used to throw me candy
As I sat there day by day,
And if any of them are living
This, I’m sure, they would say.

And never were they dreaming
Of the day that was to come.
That all the old steam engines
Would be buried one by one.

So, now look what we have
As those long years rolled by,
If they call Diesels.
They don’t run; they fly.

Now I sit on a pile of
Then I always remember
How those cinders fell in my eyes.

Now here am I, a small wheel
In what they call the silver gang.
And I was on my way.

They even teach us safety,
And they remind us day by day,
So let’s all be mighty careful,
And that’s all I have to say.

A nickel goes a long way today—
you can carry it around for weeks before you find something to buy with it.

A/2c George Tippett is in the U. S. Air Force at San Marcos, Tex. He is the son of Charles Tippett, engineer on the Wyoming Division.

ERIEMEN IN SERVICE

After three years in the Marines, including about six months in Korea, Corp. John P. Lenihan has returned to his job as yard clerk at 51st St., Chicago. He was in the front lines at Outpost Bunker Hill when the cease fire order came. After returning to the U. S. he participated in Operation Desert Rock, Frenchmen’s Flats, Nev.

Pfc. R. E. Backersto, ex-trackman at Mansfield, Ohio, is with the 572d Military Police Co. in Austria.

David C. McWherter, former messenger in the superintendent’s office, Marion, Ohio, is stationed at Fort Knox, Ky., at the tank training school and was expecting to transfer to Texas in a short time.

An electronics technician on the “Courier” in the Mediterranean Ocean, ET3 Harold J. Curry is the grandson of Patrick Bellino, retired conductor, New York Division. Before joining the Coast Guard, Harold attended R.C.A. Institute in New York, then worked in the electronics division of the Dumont Laboratories, Clifton, N. J.
LET'S BEAT THIS LOSS
AND DAMAGE

(Editor's note—Following is a condensed version of a talk given by Mr. Adams at the careful car handling meeting held in Pittsburgh, Pa., on April 1. Mr. Adams' complete talk was read at the Freight Loss and Damage Prevention meetings held by each superintendent on the Erie during April. Also some copies were given to general chairmen and division chairmen of the several employee unions.)

By L. L. Adams
Asst. to Vice President
United States Steel Corporation
Pittsburgh, Pa.

We have been told that in 1953 the railroads of the United States paid out to shippers approximately $110,000,000 for loss and damage to freight.

This yearly story of loss and damage payments is in danger of becoming monotonous. It was $102 million in 1949, $90 million in 1950, $100 million in 1951, $107 million in 1952. Now it is $110 million in 1953. The payments have been about $100 million per year for so long that railroaders are in danger of regarding as inevitable the annual payment of about that amount for loss and damage.

There is danger, too, that railroadmen will overlook the great additional expenses incurred by the railroads in handling and settling claims. It is quite reasonable to believe, as some of the railroads do, that these costs amount on the average to twice the amount of the actual claim payment.

When we add up these various loss factors, the actual claim payments, plus at least double the cost of those claim payments for the railroad's administrative and investigative costs, plus the shippers costs that are not covered by the claim payments and take into account the economic waste involved, we are talking about a sum in the nature of half a billion dollars rather than a hundred million.

But after all of this has been considered, after claims have been paid and the files closed, what is perhaps the greatest danger of all to railroads and to railroad employees—that is, the competitive danger. Remember that the customers of the railroads have been caused loss, expense and inconvenience. The claim payment has been a very small recompense and can cover only part of the real cost. Furthermore, shippers understand very clearly that the source of the funds from which railroads make claim payments is freight charges. In effect, therefore, the shippers collectively are paying these claim payments to themselves.

Under the circumstances shippers naturally and in self defense must look for a better way of taking care of their transportation needs. A better way may be a different railroad route if experi-
### Bad Practices

Possibly some bad practices have come into play during the last 12 or 13 years of greater demand than supply. In many cases, receivers of goods have been willing to overlook damage brought about in shipping. But 1954 is different. Customers are demanding, and rightlg, that they be furnished what they have ordered—goods in first class condition.

Railroad users must demand better equipment, better service and perfect outturn. Railroads need to find a way of drastically reducing loss and damage to meet this demand.

Railroads have been doing many things to improve the situation; one of the most important things is to provide better equipment.

Railroad customers have not been overlooking their part in this fight against waste. They have been developing, at considerable cost, improved packages and methods of loading. They have also been examining the new developments in railway car construction.

Railroad customers will continue, with increasing intensity, to demand more modern and better maintained equipment. But, in addition, they look for something else from the railroads. That is, better use of what is now available.

Railroaders can do many things to stop this waste and this competitive disability. When I say

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**Check Speed Below**

If car passed object in: 40 ft. car 50 ft. car

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<tr>
<th>Speed (MPH)</th>
<th>3 seconds</th>
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<th>5 seconds</th>
<th>6 seconds</th>
<th>7 seconds</th>
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<th>9 seconds</th>
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<td>5.9 MPH</td>
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<td>4.4 MPH</td>
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<td>7.3 MPH</td>
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<td>3.6 MPH</td>
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### OVERSPEED Couplings are DAMAGING—Here's what happens:

- **Safe**
- **Danger**

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Damage Begins</th>
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<tbody>
<tr>
<td>4 miles per hour</td>
<td>2¼ times as damaging as 4 MPH</td>
</tr>
<tr>
<td>5 miles per hour</td>
<td>3 times as damaging as 4 MPH</td>
</tr>
<tr>
<td>6 miles per hour</td>
<td>4 times as damaging as 4 MPH</td>
</tr>
<tr>
<td>7 miles per hour</td>
<td>5 times as damaging as 4 MPH</td>
</tr>
<tr>
<td>8 miles per hour</td>
<td>6 times as damaging as 4 MPH</td>
</tr>
</tbody>
</table>

Handle freight carefully and keep our customers. **IT'S EVERYBODY'S JOB ON THE ERIE R. R.**

---

June, 1954
DOMS  continued
the freight, taking time out only
to dash to the passenger platform
to greet the chefs and tackle some
roast beef or chicken handouts.
His quiet demeanor conceals fierce emotions. Other canines have
tried to invade his domain, but
he has discouraged them all with
a savagery that amazes Erie em-
ployees who know his remarkable
friendliness. None of the em-
ployes can recall a battle that
Spot has lost.
Several employes and others
have tried to take him home, but
he has always come back to rail-
roading.
Spot’s favorite place in the sum-
mer is the dispatcher’s office. It
is air conditioned, and he spends
summer’s hottest days there. The
dispatcher’s office is next to the
office of Supt. F. J. Mulligan, and
Spot regularly makes a visit to
check with the superintendent on
railroad matters.
Of course, he doesn’t let the heat interfere with his rewarding visits
with the dining car chefs as the
passenger trains arrive. He checks
the trains personally, rain or shine.

Golden Wedding
Mr. and Mrs. William E. Ryder,
Port Jervis, N. Y., celebrated their
golden wedding anniversary April 16
at their home. Mr. Ryder is a re-
tired engineer. Many friends called
on them during the day to congratul-
ate them. They also were congratula-
ted on television from Chicago by
Jack Brickhouse.
Sir:

Yesterday noontime I called you at your office and learned that you would be back later, and in your absence, spoke to a Mr. Hanley of your division. It was very important that I receive a special switch at Ridgefield yesterday afternoon, as we were shutting down that night and we were short of corn syrup.

Mr. Hanley arranged immediately to have these two tank cars switched to Ridgefield later yesterday afternoon, and this morning I am advised by our sales department that they are very well pleased with the service you gave us in this particular emergency. I might state that Mr. Hanley was very efficient in handling this and I believe he should be commended.

Al Remmers, East Traf. Mgr.
Corn Products Refining Co.
New York 4, N. Y.

Sir:

I have frequent occasion to travel the Erie Railroad from Chicago to Meadville, Pa., and I should like to take this opportunity to bring to your attention the courteous service rendered on these occasions by Phil Marxan, your passenger agent at the Dearborn Station in Chicago. I have greatly appreciated the help he has extended me in obtaining desirable accommodations at various times. Therefore, I wish to call to your attention the courteous treatment he has accorded me, for I believe it is helpful to you to know that such employees are performing their duties properly.

B. F. Brundred
Brundred Oil Corp.
Kansas City 2, Mo.

Sir:

I was so pleased with the service and courtesy extended by your organization in connection with an incident that occurred last week that I am writing to tell you about it.

On Thursday I caught the 12:29 train at Lee Road [Cleveland] for Pittsburgh. On my return Friday, I found that I had lost my keys. Actually, up to this time I had some doubt about having them with me at all. In reviewing my activities during the two days I thought perhaps I had been in possession when I placed my overcoat on the rack above the seat. I called your lost and found department about 7 p.m., giving them a complete description of the keys, and the gentleman who attended to me said he would call me back the same evening after he got in touch with Pittsburgh. This he did, telling me that I might pick up the keys the following morning since they were being forwarded on the "Steel King." On Saturday morning I did as instructed and obtained the keys. I wish to take this opportunity of thanking those who had anything to do with this for their service and the courteous manner in which it was given.

John D. Letich, V. P.-Chf. Engr.
Cleveland 4, Ohio

There were 1,188,269 employees on the Class I railroads of the United States in November 1953.

EZIO PINZA, the singing star of South Pacific, was once a railroad flagman.

## LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fred G. Hoffmann</td>
<td>New York, N. Y.</td>
<td>General Attorney</td>
<td>2-1-53</td>
</tr>
<tr>
<td>Valentine J. Dero</td>
<td>Duane St., New York Agent</td>
<td>11-1-17</td>
<td></td>
</tr>
<tr>
<td>Chester D. Cames</td>
<td>Jersey City, N. J.</td>
<td>Terminal Agent</td>
<td>5-22-52</td>
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</tbody>
</table>

## OBITUARIES
RAILROAD SAFETY

HOW MANY DO YOU RECOGNIZE?

On a recent visit to the stores department, Hornell, N. Y., Harold Shaughnessy, safety agent, noticed the many items of safety equipment made available to employes. He gathered a number of these items together for the photo reproduced above. How many can you identify? What items are missing?

WHICH IS CORRECT?

When you climb a straight ladder do you grasp the rails or rungs? There are arguments for both methods.

FOR GRASPING RUNGS
1. Rungs offer uniform support of normal “grip size” at every position.
2. Rungs supports are evenly spaced, consistent with the progress of the feet.
3. Rungs offer a more secure support, in case the feet slip, and there is not the hazard of splinter wounds or friction burns as might be the case with side rails.

FOR GRASPING RAILS
1. Climbers feel more secure sliding hands along a continuous support, grasping at regular intervals. (It is agreed that the “lap” of extension ladders is an exception).
2. Side rails are less subject to wear.
3. They are not subject to dirt and grease left by shoes.

Authorities admit either method of climbing is acceptable, although they feel that the evidence favors the “rung grasping” method. But, rail or rung, they are certain about one thing—make certain to hold on securely, using both hands when going up or down and keep rungs, rails and shoes clean of dirt, grease or other slippery substances.

MARINE DEPARTMENT WINS SAFETY AWARD

The Erie Marine Department has been announced as the winner in its section of a National Safety Council award for the department’s outstanding safety record for 1953.

The department 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.

General Foreman Speaks On Safety

C. F. Young, general yard foreman of the Erie at Buffalo, spoke recently on “Maintenance of Way Safety” at the safety section regional meeting of the AAR at the Hotel Statler.

Mr. Young appeared before 150 men of the various railroads affiliated with the Niagara Frontier Superintendents’ Association. Mr. Young is a graduate of Laurel Hill Academy and Scranton University, Scranton, Pa. He has been with the Erie 27 years.

Safety Personality

Mr. Felter

“Carefully consider the job to be done” describes the philosophy of Marion, Ohio, Diesel Shop Machinist Pete Felter.

In talking over the matter of safety, Mr. Felter emphasized the importance of first inspecting the tools needed for the job. The use of worn or improper tools may cause a man to injure himself or others.

“Make sure you are wearing your goggles before starting a job that requires eye protection. I take great care in properly instructing the new employe.”

In 30 years of service, Mr. Felter has never lost a day because of personal injury.
RAIL QUIZ

1. In railway terms, what is a "fishplate"—a tie plate, a part of a rail joint, or a plate used for serving seafood in dining cars?

2. What is a trap car—a caboose, a freight car used for assembling and distributing in terminals, or a car used by section men for carrying tools and water?

3. Which class of operating expenses is the greatest—maintenance of way, maintenance of equipment, or transportation?

4. What is a "block station"—a station in which tracks come to an end, a place from which block signals are operated, or a station at which all trains must stop?

5. Which State west of the Mississippi River was the first to introduce steam railway transportation—Iowa, California, or Missouri?

6. What was the average rate of return on net railway property investment in 1953—about 3½, 4½, or 5½ per cent?

7. How many dining cars are operated by the railroads of the United States—about 1700, 2200, or 2700?

8. What is a "maintracker"—a track inspector, a diesel-powered motor car on a mainline run, or a long-distance freight train that runs from starting point to destination without dropping or picking up cars en route?

9. To what do the initials RDC usually refer—rail diesel car, rail detector car, or rail derrick car?

10. Does the term "bridge line" have reference to tracks on a bridge, to a railroad having many bridges, or to a railroad which serves as a connection between other railroads upon which most of its traffic originates and terminates?

(Answers on Page 23)

DR. LUTHER H. EVANS, former librarian of Congress and now director general of UNESCO, financed his education working as a track laborer.

June, 1954

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For the answers, please turn to Page 24.
ERIE VETERANS

Salamanca Vets Meet In Jamestown

This is part of the group of 110 who attended the meeting of the Salamanca, N. Y., chapter of veterans at Jamestown, N. Y. Seated, from the left, Lloyd Rodgers, president; Leonard Johnson, trustee; E. J. Robisch, superintendent at Salamanca, trustee; Mildred Caldwell, corresponding secretary; standing, Stanley Ambuski, treasurer; Louis Rossman, trustee; Joseph W. Smith, dinner chairman, and C. T. Arend, D. S. Fordham and L. R. Smith, dinner committee. The meeting was at the Norris Club.

Fellow Veterans:

It is with great pleasure that I extend congratulations to three more members who have 25 years of continuous membership in our association. Munson Adams, Peter J. Magee and Charles Mattice of the Port Jervis Chapter. They have received life membership cards and I hope they will live many more years to enjoy showing them to fellow veterans.

In my visits to some of the chapters I notice the activity in securing new and renewal members. Which chapter will walk away with the prize for securing the most members? Wives can play a big part in this game by getting the men with 20 years of service to join and enjoy the good times and fellowship of veteranism. Ladies, it will be more fun than playing bingo. Let us see what kind of organizers you can be.

Recently I had the pleasure of calling on and visiting with that old warhorse, J. J. Heavey, of Huntingdon, who was in charge of Supervisor Joe Smith. His helpers were Dan Fordham, Leo Smith and Brud Arend. During the meeting Joe presented Chairman Rodgers with a surprise list of 25 new members.

John Valastiak of Bear Lake, accompanied by Mrs. Mildred Northrop, of Bemus Point, at the organ, sang “The Lord’s Prayer,” and other selections. Later, Shorty Powell sang “Are You From Dixie?” and Bill Bingham played and sang hill-billy style.

E. J. Robisch presented “Sally,” (A. J. Sullivan of Bradford) who had just retired, with a purse of money on behalf of the employees.

Among first nighters attending were A. K. Stauffer and Martin Arend, retired members.

Meadville

By R. C. Miller

The veterans and the auxiliary held a meeting April 22. Mrs. Harriet Thompson was dinner chairman, assisted by Mrs. Ed Ridd and Mrs. Ed Ebel.

Mrs. Donald Hank was reported to be feeling fine after her recent operation.

Mrs. Blanche Flick, Mrs. Ella Williams and Charles Weissman are hospitalized at this writing. Mrs. Puck at the Hamot Hospital in Erie, Mrs. Williams at the Cleveland Clinic and Mr. Weissman at St. Vincent Hospital in Erie. Mrs. Hughes was in Euclid Hospital, suffering slowly after his recent operation.

Twenty-five members of our ladies auxiliary motored to Huntington, Ind., April 24, where they were guests of the ladies auxiliary of that chapter. They were shown the town, had dinner at 6 p.m., and reported that it was a day to remember.

Huntington

By A. C. Smith

Our spring get-together and pot luck supper was held at the Masonic Temple April 24. Members, guests and Auxiliary were present.

Chairman B. M. Thorn opened the meeting. Mrs. Melvin Holloway led in singing “The Star Spangled Banner” accompanied by Mrs. George Tallman. H. A. Kelly acted as master of ceremonies.

Following the supper, Mrs. Holloway sang in group singing, accompanied by Mrs. Tallman. Mrs. Iva Kaylor read “A Trip to New York” and “Buying a Carpet for the Church.” Introduction of those at the speakers’ table followed, including the auxiliary officers, Mrs. H. E. Ellerman, secretary-treasurer; Mrs. H. A. Teems, press reporter; Mrs. A. W. Harlow, vice chairman, and Mrs. B. M. Thorn, chairman; the chapter officers, B. M. Thorn, chairman; L. R. Smith, vice chairman; Mrs. Marker, vice chairman, and A. C. Smith, secretary-treasurer.

Mrs. Holloway sang “I Believe” and “Mother,” accompanied by Mrs. Tallman. Mr. Kelly read a letter from B. J. Markwell, system secretary, who sent his regards and regrets that he was unable to attend. Also, J. J. Heavey was not able to be with us.

Mrs. Thorn then welcomed the ladies from Meadville, and Mrs. Kohert.

Youngstown

By R. P. Reebel

Although we did not have too large a crowd, we had a fine dinner April 26 and a very enjoyable time. We were honored by the presence of our president, John Muchler, and Mrs. Muchler. John spoke on the value of membership in our Association and our duty to see that every eligible employee is asked to join. Our thanks to Mrs. Carney, ladies auxiliary president; Mrs. Fero, Mrs. Sassn, Mrs. Green, Mrs. Videh, Mrs. Smith, and the others who helped to make it such a success.

We are expecting retired veterans W. A. Newell and Mrs. Newell, of San Diego, Calif., east for a visit this summer. It will be good to see them again.

Preparations are well under way for our fourteenth annual family picnic, which will be Sunday, June 13, at Slippery Rock Pavilion in Mill Creek Park, starting at 2 p.m. Ice cream, coffee and pop will be furnished for everyone, so pack your supper in a basket and be there! June 2 will be our last meeting until fall, 7:30 p.m. E.S.T., K. of C. Bldg., South Hazel St., Youngstown.

Salamanca

By Hilde

About 110 members and guests attended our April 23 meeting at the Norris Supper Club in Jamestown. The dinner and entertainment were in charge of Supervisor Joe Smith. His helpers were Dan Fordham, Leo Smith and Brud Arend. During the meeting Joe presented Chairman Rodgers with a surprise list of 25 new members.
chairman of the group, responded. Mr. Kelly introduced William Turner, the speaker.

Recognition was given to veterans who have retired during the past 18 months: O. J. Krimble, J. D. Marker, S. D. Michael, O. N. Lackey, G. L. Nolan, A. R. Elsasser, Sr., John Sheldon, F. D. Lamb, William Naylor, W. O. Robinson, E. E. Culmers, O. C. Odier, W. D. Alsbaugh, several of whom were present. Also, to P. D. Kaye who was present.

Recognition also was given to our oldest veteran, John Pinkerton, who will be 86 in August; and to Frank Swaney, agent at Spencerville, the veteran with the longest service—54 years, and still working.

Buffalo-Rochester

By Ruth Nise Menger

Car Inspector Elmer Bengel and Mrs. vacationed in Clearwater and St. Petersburg, Fla.; Roger McDermott, train dispatcher, and family spent Easter in New York and visited relatives; Bert Childs, conductor, vacationed in Hollywood, Calif.; Engine Dispatcher Francis Murphy took his time moving into his new home; Mr. and Mrs. A. W. Peters spent three weeks in Miami, Fla.; and H. E. Kinnane, conductor, is taking a world tour.

Christ Smith, Robinson Street crossing watchman, retired and was partied by co-workers and friends at North Tonawanda. Gifts were a billfold and cash.

Best of luck to Frank Leta, Niagara Falls crossing watchman, with nearly 50 years service, and C. J. Carr, yard conductor, who have retired.

Ray Harlow, conductor, still is confined in the hospital; Joe Slager, conductor, also is hospitalized; Orvin Erickson, engineer, and J. J. Conlon, conductor, are on the sick list. We wish them speedy recovery.

We extend deep sympathy to Julia Vanderhoff, retired North Tonawanda clerk, on the death of her mother. Julia has recovered from her recent illness. Greetings to retired Conductor Joe Lorestan and Mrs. who have returned home after wintering in Florida.

Retired Yard Conductor John H. Wales called at the superintendent's office recently.

Clarence R. Duzen of the car department has been welcomed as a new member.

Our annual basket picnic will be June 19; the annual system outing will be Aug. 14 at Conneaut Lake Park, Pa., and the United Association of Railroad Veterans will meet Oct. 15-17 in Rochester, N. Y.

Jersey City

By A. I. Raywood

Our outing committee reports all is ready for the annual outing to Warner's Grove in North Haledon. We plan to take care of kids of all ages with games, food, and drinks. Tickets can be secured from any member of the committee.

Dr. conducted the big excursion to Conneaut Lake Aug. 14. Make your Pullman reservations with the secretary.

Some members have been a little late in paying dues. If dues are not paid before the end of this month, delinquent members will not receive a ballot permitting them to vote in the system election of officers.

Now that bingo and drawings are legal in New Jersey, we would like to know if members would be interested in a series of games for the benefit of our chapter. Come out to the next meeting and express your views. We meet the second Thursday of every month at Washington Hall, 78-80 Godwin St., Paterson. The house committee always provides refreshments.

June, 1964

WINDOW DISPLAY FEATURES ERIE

This display was featured in the West Federal St. windows of Strauss-Hirschberg in Youngstown, Ohio, to advertise a special carload purchase.

ALMOST FOREVER

How safe is railway travel? Well, last year the railroads operated millions of passenger trains, performing the equivalent of carrying a passenger 31,700,000,000 miles. During this period 20 passengers were fatally injured in train accidents. Thus there was one passenger fatality for every 1,022,580,645 passenger-miles.

The trouble with these figures is that they are too big for any human being to comprehend.

So let's dramatize them.

If some man were doomed by Providence to meet his death in a train accident, and were to take a 1,000-mile train journey every day, 365 days of the year, and if he should keep this up year in and year out until he was overtaken by a train accident, his life expectancy would be 4,343 years.

If this hypothetical man had commenced his daily journeys at the beginning of the Christian Era, in the year A.D. 1, he would now be less than halfway to his goal. His travels would continue for another 2,391 years!
Prices Double

The cost of a ton of steel rail has more than doubled since 1941. In that year the railroads laid 1,197,593 tons of new rail in replacements, for which they paid an average of $43.26 per gross ton. In 1952 they installed 930,317 tons of new rail in replacements, for which they paid an average of $87.03 per gross ton.

The late United States Senator CLYDE M. REED was once employed in railway mail service.

GUESS ANSWERS
1. Base end of reflector type electric light bulb.
2. Spool of black and white movie film.

Word Answers
1. DAY; 2. TAR; 3. MAY; 4. MASTER; 5. YARD; 6. MAST; 7. DARE; 8. TEAR; 9. TARE; 10. RAT; 11. TARDY; 12. MATE; 13. DATE; 14. RATE; 15. SATE; 16. TAME; 17. AMY; 18. MAD; 19. TAD; 20. TERM.

Erie’s Junior Achievers

A sponsor of Junior Achievement companies in Cleveland for several years, the Erie Railroad this year backed three companies in the city. Composed of high school students, the teen agers organize real business concerns to manufacture products which they actually sell. In this way they get practical business experience while still in high school. Industrial and business firms furnish their own employees as business counselors. Below are this year’s Erie groups with Erie counselors.

Above is the Eeco Novelty Co., which manufactures wood hamburger presses. The counselors are J. F. Cloud, chief rate clerk, Scranton Rd., freight; J. W. Fogarty, warehouse foreman, Scranton Rd., freight; J. C. Braundlich, assistant government bill of lading clerk.

The Plast-Crafters Co. manufactures salt and pepper shakers and shadow boxes. The Erie advisor is Jack Trefney, icing bureau clerk.

The What-Not Co. manufactures Christmas snowman door ornaments, and the Erie advisors are Genevieve Bell, assistant government bill of lading clerk; Frank J. Powella, rate revision clerk, and John Desmond, percent revision clerk.
Huntington, who celebrated their 66th wedding anniversary recently.

It was with regret that we learned of the death of former Crossing Watchman John C. Spahr at Decatur. He had completed 50 years with the Erie before being forced to retire because of failing health.

14TH STREET, CHICAGO

By Chris Hardt

Anne Kulig Swies, our former clerk, is the mother of a third child, Mary Anne, born March 30. Her other children are sons.

Thomas J. Madai, former revision clerk, is now a private with an armored division at Fort Leonard Wood, Mo.

Roger Costo, son of Carl Costo, foreman, who was hospitalized, slowly is getting back to normal. Another son, Robert, is with the Navy at Puget Sound.

We welcome a new biller, Walter Anderson, who recently returned to the Erie April 6.

51ST STREET, CHICAGO

By S. B. Thorsen

Congratulations to George Greenwald, clerk, who celebrated 45 years with the Erie April 6.

Several of our employees participated in the bowling tournament at Youngstown, but failed to recall what their averages were.

Clerk Robert Lee has his Nash back on the street, completely overhauled and repaired. He was in an auto accident two months ago, but was not injured. However, his wife received minor injuries.

We are happy to see Yardman P. R. Fink back in harness again. He had been off duty since November 1953 due to an injury.

Jacob Gabor, our humorous car inspector, has retired and will be missed.

Conductor C. J. Dempsey has been commended for quick thinking and fast action when the carpenter kitchen car caught on fire on the east team track at 14th Street April 12. He cut away from his work, pulled four cars of merchandise off track one, forced the team track switch, which was spiked, uncoupled the flaming car and pulled it a safe distance away. The fire department put out the blaze.

Leo Rosignal, car repairer, has tried to master the art of cigar smoking. Weak kneed and white faced, he groped his way to Foreman Gus Beadlestone recently and in a meek voice said, “I swallowed some cigar juice.”

CHICAGO GENERAL OFFICE

By Curtis G. Pinwell

Edna Anderson, tariff compiler, and Evelyn Coakley, tracing and reconstructing clerk, along with 400 other members of the Business Women’s Association, Chicago Chapter, made a trip to Notre Dame University. They were guests of the Chica-
Crossing Watchman Retires

Conductor Fred W. Spawton's hobby is the care and renting of boats on Conesus Lake. He operates by the "honor" system—"Please help yourself to a boat and drop one dollar in the box downstairs." If you haven't got the dollar, it's OK.

Car Inspector Adam Ambuski sent warm greetings from Lakeland, Fla., where he vacationed with his daughter, MRS. Richard Phillips, and family.

Yard Clerk Bernard J. Pruner and wife spent a few days' vacation in New York sightseeing and attending radio and television shows.

We are happy to report an improvement in the condition of Jack Crouch, of the Engineering Corps, who was injured in a recent auto accident.

Our deep sympathy to Edna Burr, M. of W. stenographer, and family on the death of her father April 15.

Track Supervisor Lloyd E. Rodden and Mrs. had both sons home from college for the Easter vacation, James, from Purdue, Lafayette, Ind., and Lloyd, Ashland University, Ashland, Ohio.

Expressman John Spencer and wife went to the Buffalo airport April 19 to greet their son, Airman 1/C Charles G. Spencer, on his return from Tokyo after two and a half years' service with the Air Force.

Yard Clerk Leon W. Chapman attended the Detroit-Cleveland baseball game at Cleveland April 15. Rain spoiled some of the game.

The trout season opened April 10 and this correspondent was up and at them at 5 a.m., as usual. He got the limit (10), and five more the next day.

180 YEARS' SERVICE WITH ERIE

The four Eriemen in this photograph have a total of 180 years of service with the Erie Railroad. They make up the third trick yard office force at Salamanca, N.Y. From the left they are Chief Caller Ernest G. Abers, 45 years; Yard Clerk Coyle C. DeLisle, 53 years; Chief Yard Clerk Sam Minneci, 41 years, and General Yardmaster Harry J. Kamholts, also 41 years.

OPERATING

Ruth O'Connor spent Decoration Day with her folks in Rochester, N.Y.

R. M. Scott, retired chief clerk, was an office caller recently after spending two weeks in Florida. He is busy now grooming his flower plantation in Willoughby, Ohio.

Alice Cunningham was a recent visitor in Middletown, N.Y.

CAR ACCOUNTANT

Mollie Brodsky visited relatives in Philadelphia and also enjoyed seeing the ocean again from the boardwalk at Atlantic City.

Helen Martinez flew to Miami where she registered at the Delano for a wonderful week of sun, fresh air and outdoor living.

Ruth Smith sprained her ankle but recovered in time for her and George to take their scheduled trip to see granddaughter, Susan, in Berkeley, Cali., with a side trip to the Grand Canyon.

Our best wishes for speedy recovery to Alice Kyser who has been in the hospital for some time.

Operating Vice President's Office

By Ella Carpenter

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Our best wishes for speedy recovery to Alice Kyser who has been in the hospital for some time.
Nine-year-old Michael Vecchio, son of Mrs. Sallie Vecchio and brother of Operator Charles Vecchio, was drowned in the Allegheny River April 23. Our sympathy is extended to the Vecchios.

Yard Brakeman Percy Lawson was taken to the hospital April 25 for an emergency operation. Our wishes are for quick recovery.

We wish Noble G. Checkary, former Meadville Division conductor, a long and happy retirement. He raises dahlias as a hobby.

**STORES**

**HORNEll, N. Y.**

By Anita F. Decker

Elbert Hunt is in the market for a television set equipped with a mouse trap. Seems a mouse chewed the insulation off several wires on his set, resulting in a repair bill of $14. However, the mouse was electrocuted.

Frank Johnson is proud of his new trap. Seems a mouse chewed the insulation off several wires on his set, resulting in a repair bill of $14.

Nearly 200 friends and Erie men honored J. A. (Joe) Wallace, Chief Train Dispatcher on the Wyoming Division, at a party recently when he retired after more than 50 years with the Erie. M. J. Flannery, trainmaster-road foreman of engines, was party chairman and was assisted by W. J. Brown and M. A. Leschanski. Joseph Boyd and Joseph Roche entertained. In the picture are, from the left, front row, J. F. Wallace, Mrs. J. A. Wallace, J. A. Wallace, D. A. Logan, superintendent at Dunmore, Pa., and Mrs. Logan; back row, R. H. Boykin, retired superintendent; Mrs. Boykin; J. F. Duffy, manager of stores; Mrs. Flannery, Mr. Flannery, Mrs. J. F. Orr and Mr. Orr.

Happy Birthday to June Orvis, one of our eager travelers, who reports that she hasn’t been out of town in several months.

Happy birthdays to Eunice Orvis and Ed Ruch.

Our thanks to Joe Testani and Jim Halloran for helping with this column in reporting the storehouse news.

**Meadville Scrap & Reclam.**

*By G. S. Smith*

D. D. Leggett, scrap foreman, has retired after 30 years and seven months’ service. He started as a pipefitter and came to our plant Sept. 1, 1927, as foreman. We hated to see him go as he was one of the main cogs in this big machine, but he carries with him the best wishes of each of us.

Our sympathy is extended to the family of William J. Brown, retired (1952) chief clerk, who had been living in West Palm Beach, Fla.

Tony Pero and Joe Homoki are recuperating after recent illnesses.

Our bowling team still is in first place by four and a half points in the Erie league. With only two more nights before the season closes, nothing but a complete collapse could cause them to lose their chance for their fourth consecutive year as league champs.

Happy Birthday to Warren Best, John Izbinski, John Saggio, Lawrence Osten, Frank Leslie and John Schultz, the latter in the armed services.

**Kent Division**

**Marion Mechanical**

*By Susan Baker*

Best of luck to John K. Brady, labor foreman, on his retirement. John had been on the sick list for some time.

Henry D. Ackerman, machinist helper, has left to spend several years with Uncle Sam. Our good wishes accompany him.

Sympathy is extended to Dale C. Flanigan, electrician helper, and family on the death of his father, W. H. Flanigan.

A recent caller was William Shults, retired pipefitter, who stopped by before going to Montana for a visit.

Congratulations to Mr. and Mrs.

Miss Nina Stiver has retired after 40 years at the City Hall. She will fill their lives with happiness.

Mr. courthouse.

This group of friends and Erie employes honored Harry Coleman, retired report clerk, at a dinner recently in Jersey City. The guest of honor received a wrist-watch and Mrs. Coleman a corsage. Thomas C. Rooney, chief car distributor, was the toastmaster and made the presentations.

June, 1954
Paul Daum on their new arrival April 11 (Carolyn Louise). The mother is the former Norma Crider of the freight house. Also, to Mr. and Mrs. Kenneth Ruhl, Jr., on their new addition, Gary William, April 3, and to Mr. and Mrs. Ralph Rinesmith who welcomed a daughter March 26 (Debra Jean).

We welcome a new special machinist apprentice, Theodore R. Hull. Congratulations to him on winning the Erie Athletic Association's $500 award. Quite a welcome at that!

Paul Swartz, road foreman of engines clerk, was much concerned about his new bicycle being out in the rain. When the truth came out, the bicycle belonged to his son.

Birthday congratulations to Harold Boyd, Floyd Butz, Paul Cocherl, Cliff Worline, T. Barhera, Mrs. Irene Shreve has replaced Elaine Schneider, who is on sick leave. Mr. Schneider, who is on sick leave, is recovering after an illness.

Service anniversaries: T. Barbara, 36 years; J. Bentley, 14 years; Harold Boyd, five years; D. Carr, four years; Harold Darnell, 13 years; E. Elliott, 26 years; F. Ervin four years; Merrill Gates, nine years; Oney Grant, 34 years; Ted Hargraves, 25 years; Bill Haubert, 13 years; C. Holloway, 30 years; H. E. Holloway, four years; Bill Johnson, 29 years; Tom Kraus, 37 years; C. Long, 30 years; Dick Lone, 12 years; E. E. Moore, 30 years; Louis Pfeiffer, 10 years; Calvin Rank, five years; Roy Thompson, 32 years; Wayne Tomlin, four years; Loyd West, one year; Don Wilson, four years.

AKRON, OHIO

Congratulations to Allan, Glenna and Gary Joe Hall, children of H. M. Hall, assistant chief clerk in the revision bureau, who took second place in a talent contest and first place in a group of from 4 to 8 years, sponsored by the Barberton Chamber of Commerce. They were awarded a trophy in the talent contest and Elgin gold watches in the other contest.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets and wife are planning a Canadian fishing trip.

Patrolman Andrew Herrick has tried out his new gun on the pistol range and feels sure he will bring home the bacon next hunting season.

The new car bug is biting Patrolman Robert E. Hamilton.

Patrolman Frank H. Fretter is back in Cleveland after spending several weeks in Chicago.

The correspondent and wife spent a vacation in Florida.

MEADVILLE DIESEL SHOP—

SIGNAL REPAIR SHOP—

MOTOR CAR SHOP

By R. C. Miller

Raymond Peters and family vacationed with relatives at Kilmichael, Miss.

Mrs. Guy Siverling is visiting with sons and daughters in Los Angeles.

Mrs. Josephine Passilla crossed to Italy in the Vulcana recently for a visit with her mother. It is 27 years since they met.

Matteo Zuzuolo retired May 18 after 46 years' service.

Albert Telfer, retired machinist foreman, and wife motored to Florida, stopping at the Bock Tower, Silver Springs and Miami.

Congratulations to Roy Knapp and wife on their 25th wedding anniversary.

William Schaffner is recovering slowly after an operation.

Joe Schwartz, retired laborer, also is recovering after an illness.

ACCOUNTING

NEW YORK TERMINAL

STATION ACCOUNTING BUREAU

By Margaret P. Call

John and Margie Wilson vacationed in St. Petersburg, Fla., but John was too late to see the Yanks in spring training.

Mr. Schneider, who is on sick leave, came in for a visit, accompanied by his grandson who was fascinated by the machines in the office. Dorothy Cavanaugh and son Robert were welcome visitors too.

E. A. Farrell sent a note of thanks...
for all the cards and well wishes fellow workers sent him while he was hospitalized.

The fishing party which Hugh McCrane and Al Moscetti attended netted one fish and two sunburned fishermen.

"Battler" Rogers and "Tiger" Doheny have a new hobby—boxing. Tiger opened his training camp at Breezy Point, Rockaway, late in May, and Battler is setting up a gym in his new home. We may have fireworks before the Fourth.

This should be a summer on wheels for the boys. Teddy Gaidis has a new Olds. Gene McGovern also has an Olds, Dominik Auletto is hoping to win money for a new car and Tom Montrose is shopping around for one.


Service anniversaries: W. J. Burke, W. C. Ryan E. M. Doheny, D. Torrance, and V. B. Boyd.

AUDITOR OF REVENUES

By Jimmy Murphy

Jack Sherman now has six to call him daddy. The newest addition to the Sherman household arrived April 20. It's a girl, Marilyn Jean . . . Charlie Luttier has returned after a glorious week in Florida where he visited his son, Tommy . . . Peggy Reinecke is walking about these days with a big smile, apparently well pleased with her new duties in the GBL bureau. . . . It was unusual for Claire Williams to be off on account of illness, but germs sometimes have a way of picking out the healthy specimens. Claire is back after an annoying session with her tonsils and is now capable of poising for vitamin ads. . . . Sparklers always remind us of the Fourth of July, but the one Joan Stieber is wearing on the correct finger brings to mind Cupid and wadding hell's.

Mike Von Duhn visited us recently while on furlough. He looks well after months of intensive basic training in the Army at Fort Knox, Ky. . . . Janet Houghton became the bride of Dale Locher in Faith Lutheran Church April 24. Dressed in traditional bridals array, Janet was attended by three bridesmaids with Shirley Wescott acting as matron of honor. A wedding trip to the Pocono mountains and Washington, D.C., followed the reception . . . . We are happy to report that Charlie Lobravico, who was critically ill in Lake- wood Hospital following an operation, is on the road to recovery. . . . Beverly Bader became Mrs. John McGroarty, in a beautiful ceremony at St. Mel's church May 1. A number of girls from the office attended the wedding and the reception which followed in the bride's home. April 30 was the Blessed Eventful day for Peggy Blumen. It's a girl, Anne Marie, seven pounds, six ounces. . . . Rosemary Ross crashed into the sports spotlight when she blasted a 255-532 series in the Erie ladies' bowling league. . . . Bertha Younger is busily preparing for her trip to New
England. Shirley Dean and Kenneth Bolt are officially engaged. This came as a complete surprise to most of us, but we're all delighted.

In addition to her many other talents, Lucy Patac could do very well in the interior decorating business as evidenced by the keen taste in her new home. Marian Swansinger decided that office work and home work was just too much. She bid us a sad adieu and will devote her time taking care of her husband. Marian's friendly personality made friends galore.

Jeanne Yanochko confesses that she is leaving to concentrate on raising an heir. Best wishes to Jeanne, a truly pleasant and congenial person.

April 30 marked the happy conclusion of the long railroad careers of Bill County, local and interline clerk, and Bill Schutzer, head clerk. Both served loyally and faithfully and their combined service totals almost a century. Friends crowded the fourth floor to pay tribute and ed the fourth floor to pay tribute and

Harry Martin treated the gang to a box of candy before he left by plane for Florida. Chris Strauss also spent his vacation in the Sunshine State.

Angelo Rinaldi left our service unexpectedly. Our best wishes for success in his new position. Best wishes to Grace and Jim Smith who acquired full membership in the Stork Club May 2. It's a girl.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

William Kane became a first-time grandpa April 1 with the birth of Linda Susan (4 lbs., 6 oz.) to Dorothy and Fred Schiller. Dorothy held a domestic duties.

Hornell Accounting Bureau
By Lynn Lamb

We welcomed Jack Berry back from the Marines. He served in Europe, the Far East and the Caribbean. Another former Marine, Bill Morgan, has returned to the fold. He served in Korea and Washington, D.C.

Our champion, Rosie Hogan, has gone Navy.

Carrol Benson recovering.

Another granddad for the first time is Henry Beck whose son, Lester, and his wife, Patricia, became parents March 28 in Portsmouth, Va. (Thomas Henry, 7 lbs., 4 oz.). Congratulations to both families.

A dinner in honor of Pat Cundra was held April 20 at the Sherwood Inn. Twenty girls attended. Pat and Peter Dedula were married May 8 at St. John's Greek Catholic Church. A reception followed later in the evening.

Mrs. Lester Maxwell, wife of the retired fuel accountant, fell down the stairs in her home and sprained a knee and ankle. We hope she has speedy recovery.

Dorothy Hanley, Jim Callahan and Fred Talbot were the lucky ones to attend the opera this year.

When Vincent Dunn told Marion Studeny that a grocery store owned by a friend burned down, "you should have called me. I would have grabbed my knife and fork and followed you to the biggest barbecue in town."

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Bill Pawling has seen the light again now that he's back on days.

Paul Quartz claims his wife is a much better cook now that he has bought her a new Tappan. Walt Whitman busy tearing off wall paper.

For one dollar, Watson Walden found out that he couldn't park his car on the street all night.

Bill Morgan so excited over his newly purchased car, he walked right off the porch without using the steps and fell in the briar bushes. Edna Metzger on another trip to the city.

Have you ever tried escalloped tomatoes and leeks? They're delicious. If you're in doubt, ask Dottie Rixford's husband, Leo.

Spring was opened officially when Zip Zannieri took off his coat and burned it.

Nipper Trowbridge missed all the local ex-
VETERAN NEW YORK CLERK RETIRES

For his 48 years of loyal service with the Erie, Morris Glaser, clerk in the New York Terminal Station Accounting Bureau, Jersey City, received a scroll from his fellow employees as a token of their friendship and admiration for him. At the presentation above are, from the left, W. C. Ryan, chief clerk; H. C. Rath, assistant auditor of revenues; Mr. Glaser and L. G. Obermeyer, manager of the bureau. The scroll was presented by Mr. Rath.

MARINE
By Jesse Baker

Employees are proud that our department won the 1953 National Safety Council Award on display in the office. It is through their efforts in safety practices that we were able to win the award.

Henry Whitter, retired (1951) engineer of the ferryboat Youngstown, came down to the ferries recently and asked about old friends.

Capt. Nicholas Ferraioli of the ferryboat Arlington, is ill at home in Clifton. His wife returned recently from a trip to Naples, Italy, where she visited relatives.

Webster Livingston, ferryboat porter, who is out of the hospital for a short time, is trying to get his sea legs back. However, the hospital will not release him for a month or so.

Charlie Hagerty, former engineer of the ferryboat Meadville, dropped in recently to greet old friends. He left in 1947 and went to work for a concern in Connecticut.

Capt. D. R. (Richie) Lau has launched the 18-ft. motor boat which he built in his basement and christened it Captain Moe. It has an outboard motor and can speed along at 25 knots.

Do you know that on June 30, 1900, the Hoboken piers and five steamships were on fire which cost $145 lives and $10 million property damage?
The Shelburne Hotel Roof was the scene of the first annual "Amateur Night, Dinner and Show," April 28, sponsored by the New York City Association of Passenger and Ticket Agents. G. H. Down, city passenger agent; R. Wagner, ticket agent at 17 John St., and this reporter were among those present. One of the highlights was E. Jacobetz, ticket agent at Passaic, who performed some of his magic tricks.

F. J. Alger, assistant city ticket agent, won third prize ribbon at a tropical fish show recently. Frank also won first prize, a bowling ball, at a recent drawing of the New York City Association of Passenger and Ticket Agents.

We welcome Claire M. Creighton, our new stenographer.

H. T. Harlow, of Chicago, retired assistant general passenger agent, honored us with a visit.

PERISHABLE TRAFFIC
DUANE STREET, NEW YORK

We were pleased to extend courtesies to a group of members of a Jewish external materials handling team who inspected our facilities the night of June 2.

The first box of California cherries sold at auction here April 30 brought $55 and the proceeds were turned over to charity.

We welcomed the visit of Mrs. Joan Reter of the Reter Fruit Co., Medford, Ore. She was accompanied by Bob Loos, their New York representative.

We extend best wishes to Ken Scott on his retirement after 41 years with the Erie.

Best wishes to Val Derner on his appointment as agent at the Duane Street Station.

EMPLOYMENT
NEW YORK, N. Y.

By V. T. Bustard

Congratulations and best wishes to Andy Leishman and Bette Shaw who were married May 15 in St. Joseph's R. C. Church, Paterson. The honeymoon was spent in Florida.

AKRON NEWLYWED

The former Marilyn Snyder was married to Robert L. Claytor in Akron on April 17. She is the daughter of R. E. Snyder, Akron revision bureau rate clerk.

given a bachelor party April 30 by co-workers and friends at the home of Ed Mulhall.

Jack Hazzard and family spent one of our beautiful spring weekends on a trip to Massachusetts where they visited relatives.

NEW YORK DIVISION
STATION FORCES

By N. J. De Vito

FAIR LAWN—William Wagner and family spent three weeks' vacation at Miami Beach.

NYACK—Charles Berry and family enjoyed the scenery from their car while on vacation.

OTISVILLE—Edward Casey has been assigned as agent in place of John Sweeney. John has taken a relief position.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

P. J. Weber, trainman, who retired Jan. 6, was a recent caller. He resides with his family in Hawthorne and is going on a trip to Saratoga Springs, Washington, D. C., Florida and California.

Mrs. T. J. Teehan, wife of the car distributor, and their son John went to Ravenna, Neb., April 27 for the dedication ceremony of the new Our Lady of Lourdes R. C. Church, of which her cousin, Father Anthony, is the pastor.

Harry Giblin now is report and car record clerk in place of Harry Coleman, retired. Eddie Ringle, messenger at the Weehawken Local station, has been promoted to car record clerk here.

Nice to have Tom Rooney back after an illness.

Sympathy is extended to the family of Wallace Beck, retired road foreman of engines, on his recent death, and to John Campbell, relief dispatcher, and family on the death of his brother, William J., a retired dispatcher.

Congratulations to Valentine J.
Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I.C.S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by nearly 300 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

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Explain fully about your course marked X:

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[ ] Drafting
[ ] Electrical Engineering
[ ] Machinist
[ ] Locomotive Trip
[ ] Mechanical Engineering
[ ] R. R. Apprentice
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Erie employees will receive a special discount.

PATTISON & BOWNS, Inc.

Subsidiary of The Pittston Company

17 BATTERY PLACE

NEW YORK 4, N. Y.

TELEPHONE

Whitehall 4-4200

WYOMING DIVISION

By J. P. Roche

Burns I. Perfect, son of B. R. Perfect, track supervisor, Dunmore, was awarded a citation for meritorious service of the Yokohama transportation corps in March and has been promoted to captain in the regular army.

Sympathy is extended to Joseph Desandis, Sr., and Joseph Desandis Jr., on the death of Peter DeSandis, brother of Joseph, Sr. and uncle of Joseph, Jr. The deceased formerly worked at the Dunmore roundhouse. The Erie Bowling League, consisting of eight teams, finished the second half of the season April 14. The Farm team, captained by S. Astorino, was the winner (52.4% games won and 47.6% lost). The M. of W. team, captained by A. Waleski, won the first half. In the roll-off game, the M. of W. team was the winner. They have been presented with A.B.C. champion arm-bands as the winners of the 1953-54 season. A. Waleski was high bowler in the second half with an average of 173, followed by A. Sartor, member of the same team, with 166. Team high for one game, Riveters, 919, M. of W., 890. Team high for three games, Riveters, 2546, M. of W., 2327. Player high, one game, J. Zubrick, 244, A. Waleski, 234. Player high, three games, Foytack, 604, F. Breccelini, 598. The Fitters and M. of W. teams were entered in the Times Major Handicap bowling tournament. The Fitters team, captained by D. Lalli, won some prize money in this tournament.

Sympathy is extended to the family of J. P. McCarthy, retired conductor, on his recent death.

A. B. Nolan, engineer, spent his vacation visiting his daughter in Danbury, Conn.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Manger

Our sympathy is extended to the family of Joseph Baumgarden, retired signal maintainer, on his death April 3, aged 90.

Congratulations to Papa Verne Frost on the arrival of a son April 4. Mr. and Mrs. Frances Dehaye, both of Buffalo, are the parents.

On March 25, Miss Ruth Scheurer, of the Times Majors bowling team, staged a fashion show at the Traymore Hotel in Atlantic City, N. J., recently.

Congratulations to Miss Jane Schaefer, of the Times Majors bowling team, on her recent marriage to Mr. Louis Schaefer, of the same team, with 166. Team high for one game, Riveters, 919, M. of W., 890. Team high for three games, Riveters, 2546, M. of W., 2327. Player high, one game, J. Zubrick, 244, A. Waleski, 234. Player high, three games, Foytack, 604, F. Breccelini, 598. The Fitters and M. of W. teams were entered in the Times Major Handicap bowling tournament. The Fitters team, captained by D. Lalli, won some prize money in this tournament.

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lies of Eugene Schranz, W. Smith and N. Baumgarden in their recent bereavement. Norm Schiller, of the road foreman's office, became a daddy again (girl) April 7. The boys enjoyed the cigars.

HOT PAINT continued

On this part of the production line, the cars are attached by cable, and a winch pulls the line of cars into each position.

After a car has its undercoat, it is pulled into the paint shop where the single coat of hot paint is applied. It is left to dry overnight, and the stenciling of the big Erie diamond insignia and other lettering is done the following day. On this same day the car is ready to be put back in service.

Each car is in process four days, but in that time it is completely reconditioned and when returned to service is comparable to a new car.

HARRY VON ZELL, popular radio announcer and comedian, was once a railroad payroll clerk.

Meal ticket for your family

...every month if Dad isn't here

Make sure your family will have a regular monthly income from Prudential life insurance to pay for their daily needs.

See your Prudential Agent

See "You Are There" Sundays CBS-TV • Hear Jack Berch Mon.-Fri. ABC radio

Erie Railroad Magazine
Suppose the government dictated a cereal manufacturer's price structure

The breakfast cereal manufacturers of the country have justly earned a reputation as astute merchandisers. Their managements are sensitive to public needs and wants—and are free to make decisions that, in their judgment, will satisfy those needs and wants.

In setting the price of their products, for example, they do not have an agency of the Federal government decide for them whether or not it is the price most people will be willing to pay. That is determined—following management’s decision—in a free and competitive market.

The railroads, almost alone among those American enterprises which operate under competitive conditions, are unable to function in this way.

Railroad managements, for example, do not have complete authority to establish their own rates. Instead, their charges must first be submitted to the Interstate Commerce Commission—which may substitute its opinion for that of railroad management regarding the effect of the proposed rates on the volume of railroad traffic.

In other words, railroad rate regulation restricts the exercise of managerial judgment—not only in deciding what is good for the public, but also in deciding what is good for the railroads themselves.

The railroads operating in the industrialized and highly populated East are especially hampered by outmoded regulations, Federal and state, which take important decisions out of their hands, or delay them, or make them impossible. They do not seek removal of regulation. They do ask, however, that railroad regulations be modernized, in line with present day competitive conditions.

In our free enterprise economy this method of operation will bring most benefits to the public, labor, shippers, stockholders and all concerned...Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.
"Hold it, Dan! Just got a flash from our Buffalo plant. Production will stop unless they get hold of the material in the two cars now on the way to New York. Better get the Erie man on the 'phone quick and divert the cars to Buffalo."

"That’s what I call service, Jim. The Erie traced the two cars while I held the 'phone, and now they’re issuing diversion orders. The Erie certainly backs up its claims for its Quick Action Car Locater Service."

What’s the magic behind Erie’s Quick Action Car Locater Service? Through system and teamwork, daily records of every carload on every train are dispatched to all Erie sales offices from coast to coast. These records enable our men to trace cars almost instantly for a shipper while he holds the 'phone—part of Erie’s progressive service in providing safe, dependable transportation.