

**SCENIC  
ERIE**

OUR 50TH YEAR OF PUBLICATION

**JUNE 1954**

# The President's Page

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**W**HILE 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 employees with the ultimate aim of doing our best to serve our customers.

*P. W. Johnston*





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

Vol. 50, No. 4

June 1954

### Our Objective

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

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

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

## RAIL ENDS

Wages, fuel, materials and supplies take about 68 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 employe in service has doubled in the last 26 years. In 1952 the investment for employe 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.

# Hot Paint Steps Up Car Renewals



*Repainted and renewed, these box-cars have gone through the Susquehanna, Pa., car shops and are now ready to carry the highest class freight available.*



*Old lining and flooring is ripped out to be replaced by new lumber.*

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 neces-



*Sand-blasting of peeling paint preparatory to applying the new hot paint and stenciling.*

sary. 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.



*On the car renewal production line in the shop, the first step is to clean out and renew parts in the journal boxes.*

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.

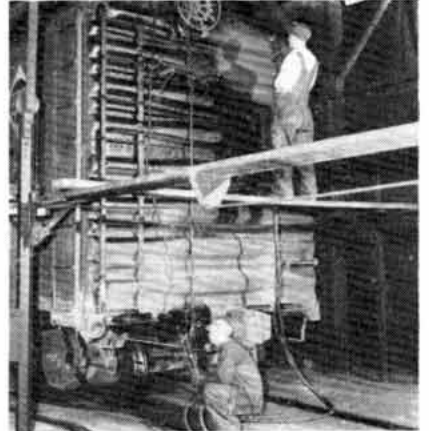
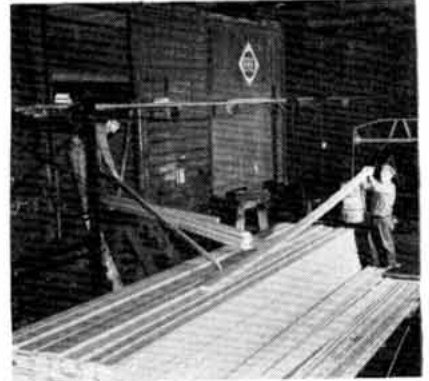
The first two operations are outdoors. When the cars arrive at Susquehanna, damaged lining and flooring inside the cars is removed. Then the loose paint on the exterior of the cars is sand-blasted at the second position.

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.

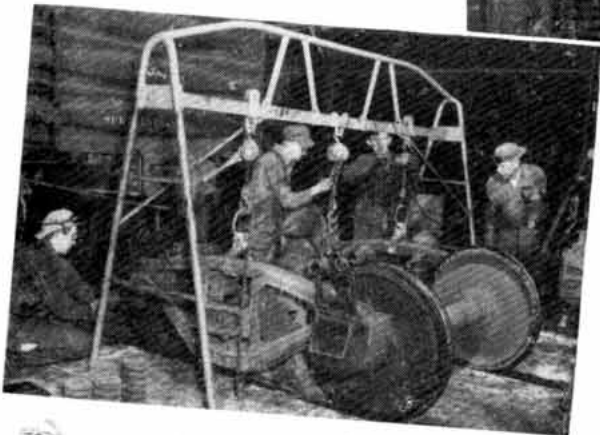
Next, bulged ends of the cars are straightened out with a pneumatic cylinder or piston arrangement which forces the bulged corrugated ends into proper alignment. Trucks are next inspected. The trucks are removed, cleaned, parts replaced if required. This operation also includes car doors and brakes.

At the next position, new side

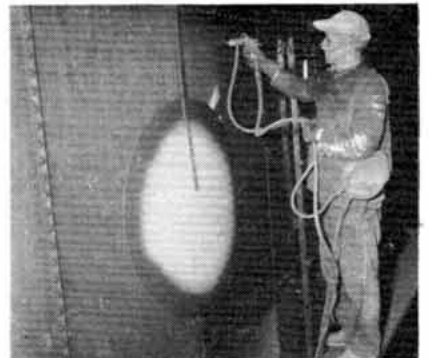
*At right is the freight car renewal production line. The workmen are relining the walls and ends of the cars and installing new flooring. The cars are connected by cable and are moved on schedule so that each operation on the production line must be completed in an assigned time for maximum efficiency.*



*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.*



*At the trucks are thoroughly inspected and removed for repairs and parts replacement.*

and end lining and flooring is installed. Then, before entering the

paint shop, undercoating of car cement is applied by spray to the under part, ends and roof of each car as a protection against weather. (Please turn to Page 34)

*With its bright new look, this car has taken on another life and again is ready for duty. It is being moved on the transfer table from the paint shop to one of the yard tracks.*



*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 Eric diamond insignia is added.*



# YOUNGSTOWNERS NAME NEW PULLMANS

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 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



*Judge Harold B. Doyle (left), Youngstown, Ohio, of the Common Pleas Court of Mahoning County, and one of the judges in the contest sponsored by the Youngstown Chamber of Commerce to name Erie's two new Pullman cars, presents awards to the two Youngstown residents who won the contest by submitting the winning names for the Pullmans, "The Spirit of Youngstown" and "The Pride of Youngstown." The winners are Mrs. Frank Steiner and C. D. Watson.*

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 give 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."

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.

*A good reputation  
is more valuable  
than money.*

June, 1954

## 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.

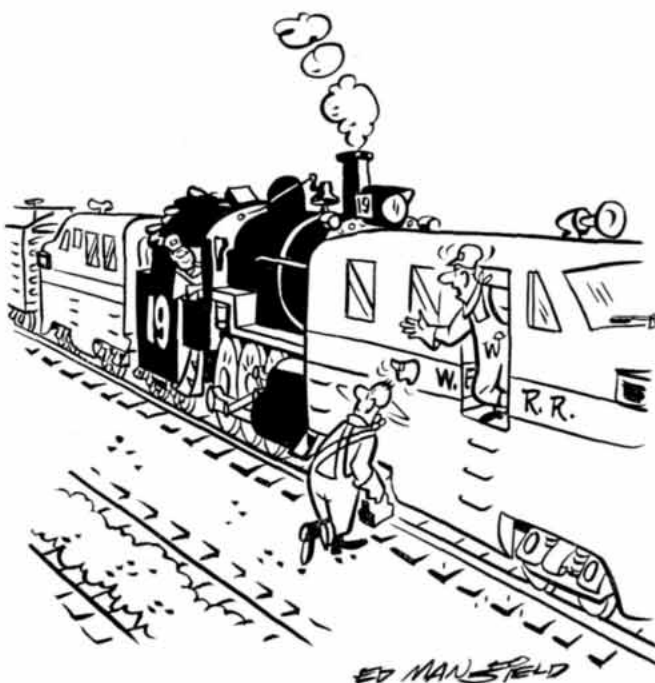
### A Big Shopper

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 rail-

way 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."



"Middle Diesel broke down. THAT'S the only relief in th' yards!"



*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.*

## 2 Canines Choose Railroad Careers

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 handling. 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



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





*Seventeen-year-old Spot (Lima) sits comfortably to nibble at some chocolate offered by an old friend, John Edington, Erie crossing watchman in Lima.*



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



*Huntington's Spot, tolerant of the whims of his human friends, patiently sits out an embarrassing moment concocted by a friend during a stop on a tour of duty.*



*It's chow time for Spot (Lima) as the Erie mascot munches a tit-bit offered by Newland McDuffie, chef on our eastbound "Lakes Cities," at the Lima stop.*

the stove.

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 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.



*During a switching halt, Spot (Huntington) visits his friend, Ralph Hoffmann, switcher engineer in the Huntington yards.*

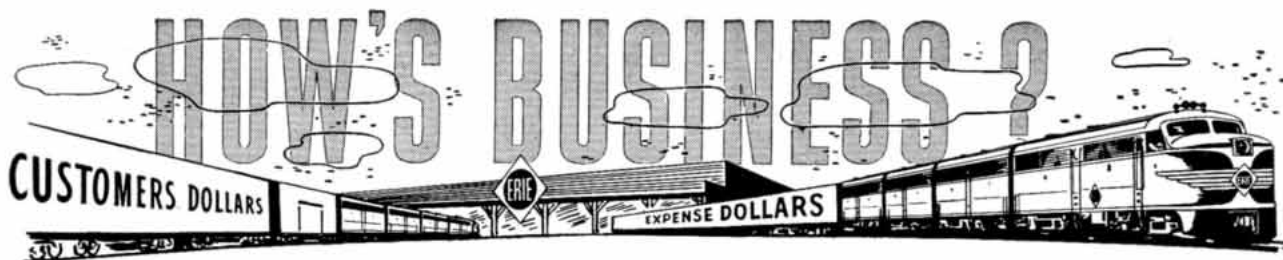
Austgen probably is Spot's best friend, but he does very well with all his Erie fellow employees.

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 (Please turn to Page 18)



	March		Three months	
	1954	1953	1954	1953
<b>Received from Customers</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$13,222,747	\$15,792,600	\$38,361,822	\$44,322,954
<b>Paid out in Wages</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,592,191 49.9	\$ 7,430,405 47.0	\$19,144,282 49.9	\$20,523,814 46.3
<b>All other Payments</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 6,214,940 47.0	\$ 7,358,277 46.6	\$17,997,053 46.9	\$21,168,752 47.8
<b>Left over before Dividends</b> <small>PER DOLLAR RECEIVED (cents)</small>	\$ 415,616 3.1	\$ 1,003,918 6.4	\$ 1,220,487 3.2	\$ 2,630,388 5.9

(Based on figures reported to the Interstate Commerce Commission)

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 forgot we moved."

Emily and Mabel By Angelo



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

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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 Waldorf. 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-

ing, the Steiners will be escorted to the Hotel Conrad Hilton, the world's largest. After breakfast there will be a tour of the Loop shopping and financial districts along Michigan Avenue and Wacker Drive and to the Navy Pier, Gold Coast, Lincoln Park, Edgewater Beach district, Loyola University and Elks National War memorial.

After luncheon at the hotel there will be a visit to the shopping area. Dinner will be in the Hilton's Boulevard Room and then the Steiners can see the stage show, "Seven Year Itch" with Eddie Bracken and Louise King. Following church Sunday morning there will be a tour of Grant Park and other areas of the Windy City.

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."

Erie 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 employees 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 employees 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:

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

**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, Rich-

ard 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.





Dr. 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

# CONFIDENT LIVING

By Dr. Norman Vincent Peale

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 lately 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 a 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)

# TRAILERS DISPLACE CAMP CARS

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 rail-

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.



## DR. PEALE continued

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, disconsolateness, 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

### NAME

Edwin E. Barnes  
Henry W. Bauman  
Harry Best  
Willard E. Boyles  
John J. Boyski  
Roe E. Carhuff  
Raymond Carluccio  
Salvatore Carlucci  
Oran D. Carpenter  
Timothy Carroll  
John Cassella  
Noble G. Checkary  
Sidney B. Clark  
Dano C. Cole  
Arthur J. Combs  
Elmer S. Corby  
William F. County  
Patrick H. Curtin  
Frank H. Dayton  
George F. Decker  
Willard J. Decker  
Nicola DeLaura  
Leonard S. DeMarco  
Edward A. Farrell  
Elmer Griffin  
William Heaney  
Clarence D. Henneman  
Charles A. Hettler  
Mrs. Michalena Horbacz  
John J. Horrigan  
Pearl S. Johnson  
Randall Johnson  
William Katins  
Albert G. Kelly  
Beebe W. Lattimer  
Desper D. Leggett  
Frank Leta  
Jozef Machala  
Hamilton A. McAllister  
George J. McCann  
Cornelius M. McCarthy  
Martin T. Moran  
Nellie L. Murphy  
John V. O'Brien  
Curlind Pace  
Roxie H. Pauling  
Albert N. Peters  
Peter Piamplano  
Frank A. Puchlowski  
Benjamin A. Pukiel  
Joseph A. Scanlon  
Arthur L. Schmidt  
Lewis C. Scott  
Samuel R. Shay  
Wilton E. Smith  
John J. Snyder  
Anthony Stachewicz  
Bert N. Steinbrecher  
Jacob Sverdlin  
Elbert Henry Terry  
Ralph W. Tracy  
Charles A. Truax  
Richard F. Walls  
William H. Ward  
Roscoe J. Winne  
Charles R. Wormuth  
Mattio Zuzolo

### POSITION

Machinist  
Machinist  
Car Inspector  
Machinist  
Dockbuilder  
Road Conductor  
Chief Stower  
Trackman  
Engineer  
Passenger Conductor  
Machinist  
Conductor  
Carman Helper  
Yardmaster  
Engineer  
Engineer  
Local & Interline Clk.  
Operator  
Patrolman  
Engineer  
Clerk-Trucker  
Track Foreman  
Carman Helper  
Chief Revision Clk.  
Conductor  
Barge Captain  
Signal Helper  
Plumber  
Coach Cleaner  
Clerk  
Bill Clerk  
Trackman  
Stower  
Conductor  
Trackman  
Foreman  
Crossing Watchman  
Coach Cleaner  
Architect, Designer  
Conductor  
Car Insp. Leader  
Conductor  
Stenographer-Clerk  
Yard Brakeman  
Trackman  
Division Storekeeper  
Carpenter  
Trackman  
Carman  
Laborer  
Pipefitter  
Clerk  
Engineer  
Box Packer  
Operator-Leverman  
Machinist  
Carman Helper  
Machine Operator  
Coach Cleaner  
Yard Brakeman  
Agent  
Conductor  
Crossing Watchman  
Car Inspector  
Road Hostler  
Conductor  
Machinist Helper

### LOCATION

Secaucus, N. J.  
Port Jervis, N. Y.  
Meadville, Pa.  
Meadville, Pa.  
Jersey City, N. J.  
Port Jervis, N. Y.  
Buffalo, N. Y.  
Binghamton, N. Y.  
Jersey City, N. J.  
Port Jervis, N. Y.  
Secaucus, N. J.  
Meadville, Pa.  
Marion, Ohio  
Croton, N. J.  
Marion, Ohio  
Buffalo, N. Y.  
Cleveland, Ohio  
Collins, N. Y.  
Jersey City, N. J.  
Susquehanna, Pa.  
Pittston, Pa.  
Garfield, N. J.  
Dunmore, Pa.  
Jersey City, N. J.  
Port Jervis, N. Y.  
Jersey City, N. J.  
Olean, N. Y.  
Salamanca, N. Y.  
Jersey City, N. J.  
Susquehanna, Pa.  
Chicago, Ill.  
Meadville, Pa.  
Jersey City, N. J.  
Buffalo, N. Y.  
Barton, N. Y.  
Meadville, Pa.  
Susp. Bridge, N. Y.  
Jersey City, N. J.  
Cleveland, Ohio  
Jersey City, N. J.  
Jersey City, N. J.  
Avoca, Pa.  
Dunmore, Pa.  
Hornell, N. Y.  
Binghamton, N. Y.  
Marion, Ohio  
Salamanca, N. Y.  
Avon, N. Y.  
Dunmore, Pa.  
Jersey City, N. J.  
Cleveland, Ohio  
Hornell, N. Y.  
Jersey City, N. J.  
Susquehanna, Pa.  
Decatur, Ind.  
Weehawken, N. J.  
East Buffalo, N. Y.  
Dunmore, Pa.  
Jersey City, N. J.  
Youngstown, Ohio  
Closter, N. J.  
Bradford, Pa.  
Paterson, N. J.  
Brockway, Pa.  
Jersey City, N. J.  
Port Jervis, N. Y.  
Meadville, Pa.

### DATE SERVICE

3-31-54 39  
4- 6-54 44  
4-23-54 29  
4- 2-54 30  
4-21-54 28  
4-19-54 38  
3-31-54 40  
4-19-54 23  
4-16-54 47  
3-25-54 53  
4- 7-54 47  
4-16-54 41  
4-13-54 38  
5-31-54 44  
3-31-54 29  
4-12-54 34  
3-30-54 34  
4-10-54 56  
3-29-54 24  
4- 9-54 46  
4-13-54 29  
4-15-54 48  
4-19-54 42  
3-30-54 27  
4- 2-54 36  
3-31-54 29  
4-16-54 32  
5-19-54 47  
4-12-54 43  
4-14-54 32  
3-10-54 20  
4- 5-54 43  
4-10-54 21  
3-26-54 31  
4-15-54 44  
4-21-54 46  
5-31-54 38  
4-12-54 41  
4-21-54 31  
3-31-54 47  
4-26-54 36  
4-19-54 24  
3-11-54 21  
5-31-54 47  
3- 6-54 35  
4-12-54 41  
3-23-54 31  
4-20-54 31  
4-21-54 31  
4-14-54 31  
3-31-54 31  
3-23-54 31  
4-16-54 35  
4-22-54 27  
4-22-54 39  
4-19-54 29  
3-26-54 28  
3-15-54 45  
4-26-54 42  
3-23-54 20  
4-30-54 26  
4-16-54 51  
3-31-54 39  
4-30-54 36

## RETIREMENTS

You DID YOUR JOB WELL

You ARE TRUE RAILROADERS

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 \$1,185,000,000 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.



## 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.

My cousin loved a fireman  
And it wasn't any joke,  
For somehow the girls  
Kept the conductors broke.

Now I used to watch those steamers  
As I sat on a pile of ties,  
And I always will remember  
How those cinders felt 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.

And there was Lehman and old Hickson,  
And Sheck and Babe Wallace, too.  
Oh, there were lots of others  
On that Bradford Division crew.

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 have we  
As those long years rolled by,  
The engines they call Diesels.  
They don't run; they fly.

Now they say I'm old enough  
To stop my running around,  
And I thought a hundred times  
That I would settle down.

Every time I'd find a place  
Where I would like to stay,  
An old Erie steamer would whistle,  
And I was on my way.

Now here am I, a small wheel  
In what they call the silver gang,  
Handling mail at the Salamanca station,  
And I think it's mighty grand.

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.*



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



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

## ERIEMEN IN SERVICE



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.



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.



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 railroad men, thinking of the payment of such a large sum of money, will lull themselves into the belief that shippers have thereby been made whole and satisfied. Nothing could be further from the truth. The payment of loss and damage claims covers only the bare cost of the goods in most cases. Usually it does not cover the value at the market place, in other words, the profit has been lost, profit is important. It is the normal reason for the production and shipment of goods.

In any case, it means that the receiver expends time and effort for which he will not be repaid by a claim settlement.

The shipper likewise expends time and effort for which he is not recompensed. How, therefore, can the shipper or the receiver be sat-

isfied with a claim payment? What the railroad's customers desire and what they have a right to is the delivery at destination of the goods that are entrusted to the railroad at the origin in the same condition as they were when received by the carrier. Anything different than that cannot be considered to be satisfactory to railroad customers.

## Handling Costs, Too

Another danger is 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, comes 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-





... is better on one route than another. If this is not true, a better way may be a competing kind of transportation—such as truck lines. Or a better way may be to move the goods in the shippers' own vehicles where a better control can be exercised over the things that bring about loss and damage.

#### 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 rightly, 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

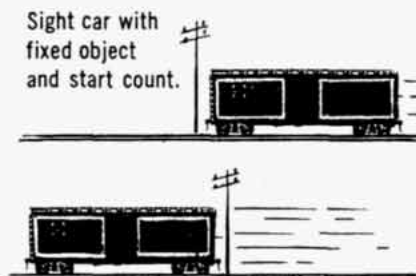
railroaders, I mean every railroad employe who has even a remote part in the business of freight shipping.

Yard forces, car inspectors, tower men, operators, rip track and shop men, railroad police, car designers, track men and just about everyone else on the railroads can contribute to a safer, easier method of getting the freight through, a method that will curtail the waste of loss and damage.

Supervision can spark this fight against waste. A paramount requirement is that supervisors know what is taking place in the freight houses, in the yards, and on the line.

Loss and damage costs money, loses business, reduces jobs. If every railroad man will earnestly and continuously devote his efforts to the elimination of this waste, the effect can be lower costs, more railroad traffic, more jobs for railroad men.

Sight car with fixed object and start count.



Count seconds it takes car to pass fixed object—

Red figures indicate damaging speed

#### Check Speed Below

If car passed object in:	40 ft. car	50 ft. car
3 seconds	9.3 MPH	11.6 MPH
4 seconds	7.0 MPH	8.7 MPH
5 seconds	5.6 MPH	7.0 MPH
6 seconds	4.7 MPH	5.9 MPH
7 seconds	4.0 MPH	5.0 MPH
8 seconds	3.5 MPH	4.4 MPH
9 seconds	3.1 MPH	3.9 MPH
10 seconds	2.8 MPH	3.5 MPH

#### OVERSPEED Couplings are DAMAGING—Here's what happens:

Safe ← Danger →

4 miles per hour	■
5 miles per hour	■
6 miles per hour	■
7 miles per hour	■
8 miles per hour	■
9 miles per hour	■
10 miles per hour	■

#### SAFE COUPLING SPEED

Damage Begins

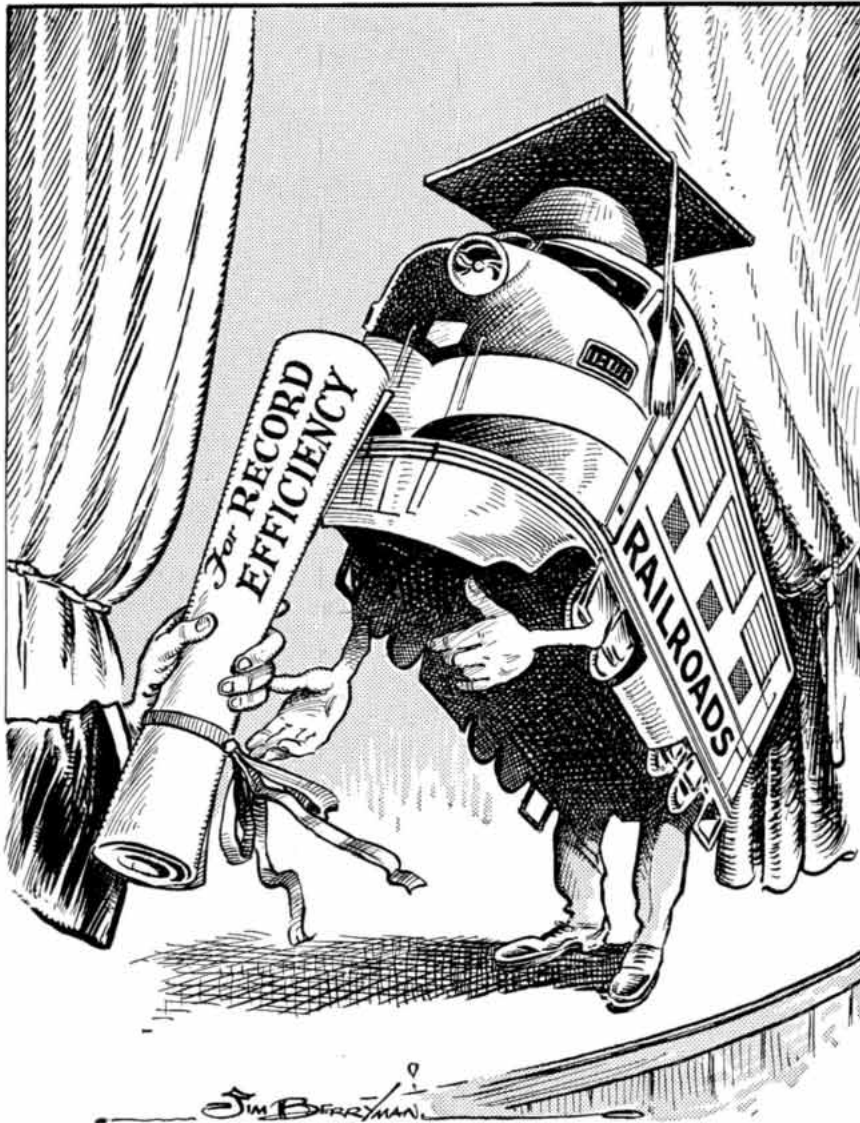
2 1/4 times as damaging as 4 MPH
3 times as damaging as 4 MPH
4 times as damaging as 4 MPH
5 times as damaging as 4 MPH
6 times as damaging as 4 MPH

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





# MASTER'S DEGREE



## WORD QUIZ

Words answering the descriptions or definitions below can be spelled from letters in the word YARD-MASTER. See how many of them you can find, and then turn to Page 24 for the correct answers. The dashes indicate the number of letters in the word sought.

1. A definite period of time. ---
2. A pitch-like substance. ---
3. A spring month. ---
4. One in authority. ---
5. An important part of the railroad. ---
6. Part of a sailing vessel. ---
7. A challenge. ---
8. To rend asunder. ---
9. Weight of a car or other receptacle containing freight. ---
10. A small animal. ---
11. Late. ---
12. A ship's officer. ---
13. A fixed point of time. ---
14. Essential to every revenue freight shipment. ---
15. To satisfy one's thirst or appetite. ---
16. Domesticate. ---
17. A girl's name. ---
18. Angry. ---
19. A small boy. ---
20. A set period of time for holding public office. ---

(Answers on Page 24)

ANDREW CARNEGIE, famous steel manufacturer, who probably founded more libraries than any other man in the world's history, began his career as a telegraph operator on a railroad, advancing to the position of division superintendent.

## DOGS 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 employees who know his remarkable friendliness. None of the employees can recall a battle that Spot has lost.

Several employees and others have tried to take him home, but he has always come back to railroading.

Spot's favorite place in the summer 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 retired engineer. Many friends called on them during the day to congratulate them. They also were congratulated on television from Chicago by Jack Brickhouse.

## Grin and Bear It By Lichty



"What they want costs plenty. That's why I am on the Payroll Savings Plan for United States Savings Bonds."



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 late 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 Moran, 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

June, 1954

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ackerd, William Leonard	Car Repairer	Brockway, Pa.	3-28-54
*Barger, Fred George	Crossing Watchman	Meadville Division	3-10-54
*Barker, Benjamin Harrison	Locomotive Engineer	Mahoning Division	3-29-54
*Beck, Wallace Earl	Rd. Foreman Engines	New York Division	3-30-54
*Boyle, Cornelius Francis	Yard Conductor	Port Jervis, N. Y.	4-17-54
*Brown, William John	Chief Clerk, S.&R.	Meadville, Pa.	4-22-54
*Comstock, Harley Larson	Asst. Ext. Gang Fore.	Meadville Division	3-7-54
*Converse, Robert Hugh	Carpenter	Susquehanna Division	4-17-54
*Corby, Thomas Anthony	Crossing Watchman	New York Division	3-6-54
*Damore, Salvatore	Track Foreman	Kent Division	4-10-54
*DeGraw, Nathaniel	Conductor	Delaware Division	3-7-54
*DeLammere, Elmer Francis	Crossing Watchman	Buffalo Division	4-4-54
*DeLauro, Frank	Trackman	N. Y. T. Division	3-29-54
*Dunathan, Robert Branson	Conductor	Marion Division	3-7-54
*Emrick, John Garner	Engineer	Kent Division	3-31-54
*Flammensfeld, Anthony Otto	Conductor	Delaware Division	4-8-54
*Gallivan, William Jeremiah	Agent	New York, N. Y.	3-20-54
*Glover, William Lavern	Engineer	Allegany Division	3-28-54
*Harvey, Arthur	Crossing Watchman	New York Division	3-21-54
*Hauenstein, William Charles	Carpenter Foreman	Marine Department	3-12-54
*Hecker, Carl John	Leading Signalman	Mahoning Division	1-24-54
*Jones, Fred Forrest	Crossing Watchman	New York Division	4-12-54
*Majewski, Adam Stanley	Car Repairer	Penhorn Shop, J. C.	4-10-54
*McCarthy, James Patrick	Conductor	Cleveland, Ohio	4-6-54
*McCauley, James Howard	Pass. Service Clerk	Wyoming Division	3-25-54
*McNelis, John Edward	Train Dispatcher	Jersey City, N. J.	3-24-54
*Miller, Karl Francis	Struc. Steel Foreman	N. Y. T. Division	1-20-54
*O'Brien, Michael	Carpenter Foreman	Dayton, Ohio	3-7-54
*Osbourne, Walter Earl	Machinist	Tioga Division	3-7-54
*Passarelli, Oreste	Crossing Watchman	New York Division	3-7-54
*Pierce, Frank Herbert	Section Foreman	Allegany Division	4-2-54
*Rahaley, Joseph Daniel	Train Dispatcher	N. Y. T. Division	3-27-54
*Reed, Benjamin Charles	Engineer	B. & S. W. Division	3-23-54
*Ricchiuto, Luigi Ludovico	Section Foreman	New York Division	3-7-54
*Rickenback, Ernest	Pipefitter	Rochester Division	4-9-54
*Rogers, Adelbert Garfield	Crossing Watchman	Mahoning Division	3-20-54
*Roswell, William Switzer	Crossing Watchman	Marion Division	1-30-54
*Rowe, Frank	Brakeman	Kent Division	3-7-54
*Stacey, Charles Edward	Passenger Trainman		
*Walchoff, George	Trackman		
*Wies, Rudy Milburn	Trackman		
*Yeiter, John	Crossing Watchman		
*Retired Employees			

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 lost them 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 in-

structed 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. Leitch, V. P.-Chf. Engr.  
Electric Controller & Mfg. Co.  
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

Name	Location	Promotion	Date Started With Erie
Fred G. Hoffmann	New York, N. Y.	General Attorney	2- 1-53
Valentine J. Derner	Duane St., New York	Agent	11- 1-17
Chester D. Carnes	Jersey City, N. J.	Terminal Agent	5-22-29
Robert C. Havens	Buffalo, N. Y.	Div. Teleph. Supvr.	10- 9-46

# 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 employees. He gathered a number of these items together for the photo reproduced above. How many can you identify? What items are missing?

## 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 Hall 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 employee."

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

*Erie Railroad Magazine*

## 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.



## RAIL QUIZ

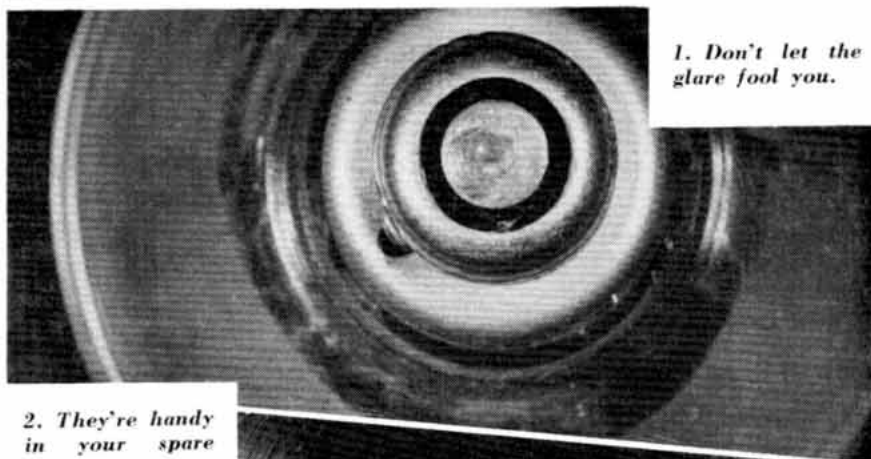
1. In railway terms, what is a "fishplate"—a tie plate, a part of a rail joint, or a plate used for serving seafood in dining cars?
2. What is a trap car—a caboose, a freight car used for assembling and distributing in terminals, or a car used by section men for carrying tools and water?
3. Which class 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  $3\frac{1}{4}$ ,  $4\frac{1}{4}$ , or  $5\frac{1}{4}$  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)

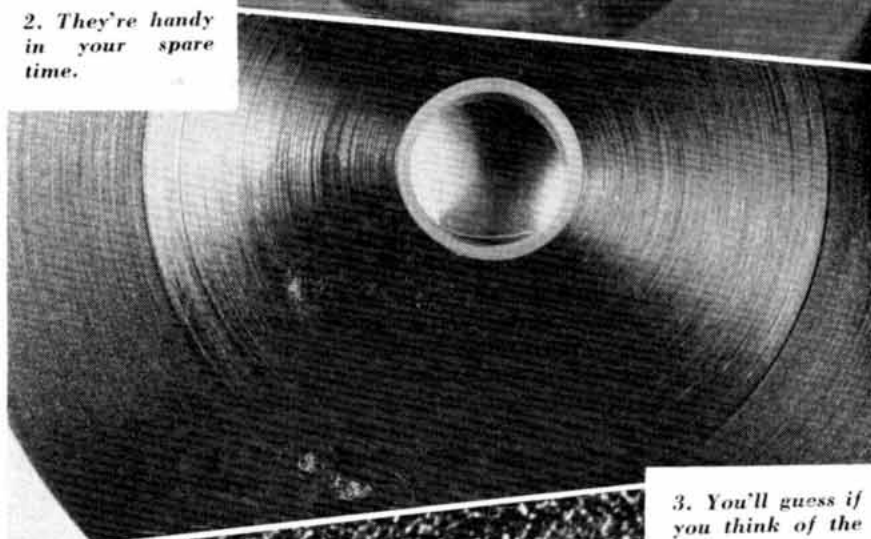
DR. LUTHER H. EVANS, former librarian of Congress and now director general of UNESCO, financed his education working as a track laborer.

June, 1954

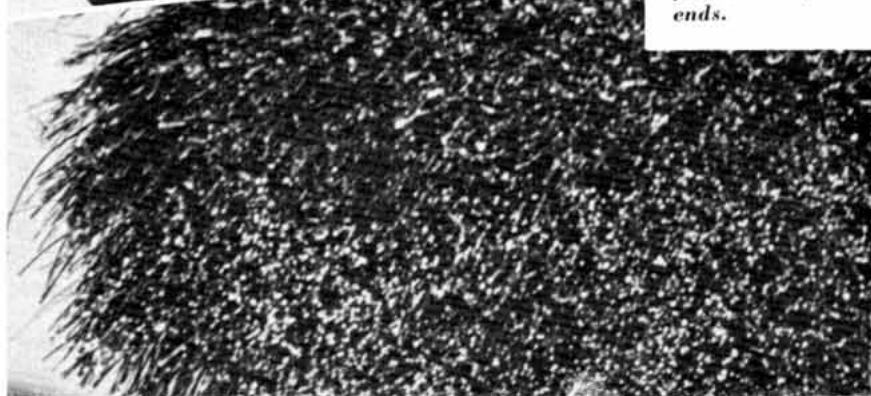
# What's Your Guess?



1. Don't let the glare fool you.



2. They're handy in your spare time.



3. You'll guess if you think of the ends.

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; Hildred 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. Mager 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 Huntington, who is getting around pretty good at the age of 86. It also was a pleasure to meet his wife. It is urgently requested that secretaries of each chapter determine for the annual picnic who is the youngest and oldest member, also the one with the most years of service. The youngest will be presented with a gold watch, the oldest, a gold medal. Aug. 14 is the date. Make your reservations early. This is your day to meet old friends and have a good time—the kiddies, too.

Veterans, be sure your dues are paid on or before June 30 so you will receive a ballot on which to cast your vote for the system officers.

Faternally,  
John F. Muchler  
President

### Youngstown

*By R. P. Reeber*

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 employe is asked to join. Our thanks to Mrs. Carney, ladies auxiliary president; Mrs. Fero, Mrs. Senn, Mrs. Green, Mrs. Schorr and the other ladies who helped to make it such a success.

We are expecting retired Veteran 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

memberships.

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 "Sully," (A. J. Sullivan of Bradford) who had just retired, with a purse of money on behalf of the employes.

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 Rudd 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 Weisman are hospitalized at this writing. Mrs. Flick at the Hamot Hospital in Erie, Mrs. Williams at the Cleveland Clinic and Mr. Weisman at St. Vincent Hospital, Erie. Hugh Urquhart is recovering 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 with 170 present. Guests included 25 ladies from the Meadville auxiliary, Mr. and Mrs. William Turner, J. F. Muchler, of Hornell, system president, and Muchler.

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 led 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. D. 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. Kebort,

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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. Krimblebine, L. D. Marker, S. D. Michael, O. N. Lackey, G. L. Nolan, A. R. Elsasser, Sr., John Sheldon, F. D. Lamb, William Balzer, W. O. Robinson, E. E. Cul- lers, O. C. Odier, W. D. Alspaugh, several of whom were present. Also, to P. D. Kacy 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 Munger

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 vicinity with 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 par- tied by co-workers and friends at North Tonawanda. Gifts were a bill- fold 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 con- fined in the hospital; Joe Slager, con- ductor, also is hospitalized; Orrin Er- ickson, 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, we are glad to say.

Meetings to retired Conductor Joe Loretan 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 de- partment 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.

Don't forget the big excursion to Conneaut Lake Aug. 14. Make your Pullman reservations with the secre- tary.

Some members have been a little

## WINDOW DISPLAY FEATURES ERIE



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

## ALMOST FOREVER

How safe is railway travel? Well, last year the railroads operated mil- lions of passenger trains, performing the equivalent of carrying a passen- ger 31,700,000,000 miles. During this period 20 passengers were fatally in- jured in train accidents. Thus there was one passenger fatality for ev- ery 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 Provi- dence to meet his death in a train accident, and were to take a 1000- 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 ac- cident, his life expectancy would be 4,343 years.

If this hypothetical man had com- menced his daily journeys at the be- ginning 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!

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 inter- ested 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 Thurs- day of every month at Washington Hall, 78-80 Godwin St., Paterson. The house committee always provides re- freshments.

## Times Change

Who gets the greater financial ben- efits from railway operations—the owners of the property or the federal, state and local governments? The answer may surprise some people. The government takes almost three times as much from the railroads in taxes as the owners receive in divi- dends. In 1953, for every dollar the owners received in dividends from railway operations, the government collected in taxes \$2.88.

There was a time when the situa- tion was reversed—and the owners received the larger share, but about 30 years ago taxes first exceeded divi- dends. This has been the case ever since then.

## RAIL QUIZ

1. A part of a rail joint, some- times called an angle bar.
2. A freight car used in terminals for assembling and distributing.
3. Transportation.
4. A place from which block sig- nals are operated.
5. Missouri.
6. About 4¼ per cent—4.23 per cent to be exact.
7. Approximately 1700—1731 to be exact.
8. A long-distance freight train that runs from starting point to destination without dropping or picking up cars en route.
9. Rail diesel car.
10. A railroad which connects other railroads upon which most of its traffic originates and terminates.



## 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.
3. Bristle end of paint brush.

## 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.

## Full Protection

WHETHER YOU ARE

**on or off duty**

For Time Lost because of Accident or Sickness. Our special Policy for Railroad Employees *free*s you from worry. Payroll Deduction Plan.

*Get full details from a Travelers representative*



or address  
Railroad Department

**THE TRAVELERS**  
HARTFORD, CONN.

## 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 Erco 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. Braunlich, assistant government bill of lading clerk.*



*The Plasti-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.*



AT ALL ERIE STOPS

## MARION DIVISION

TRANSPORTATION  
HUNTINGTON, IND.

By T. E. Poe

Best wishes to **W. E. Smith**, operator-leverman at Decatur, who retired April 16.

It's good to see Assistant Division Clerk "**Shorty**" **Wilhelm** back on the job. He was off work several weeks following an operation.

Best of luck to **E. A. Blair**, formerly supervisor of stations and car service at this point, who has gone to Chicago, N. Y. as freight agent.

**Pvt. R. L. Carter**, operator, who is on military leave, is with the Air Force Engineers in Korea. He is the son of Trainmaster **L. J. Carter**.

## MAINTENANCE OF WAY

By Maralene Trainer

A welcome visitor in the office was retired Track Supervisor **A. N. Burgett** who had just returned with his wife after wintering in Florida.

Plumber **O. J. Kimmel** of Huntington, who was taken seriously ill recently, was removed to the Mayo Hospital at Rochester, Minn.

**Mrs. H. V. Jones**, wife of the retired carpenter, is back home in Huntington following a trip to Los Angeles; **Mrs. H. O. Gabel**, wife of the trackman, of North Manchester, is spending some time in Smyrna, Wash., with relatives.

We are also sorry to learn of the illness of Signal Maintainers **J. H. Wolfe** of Delong and **A. T. Mottinger** of Ohio City.

Best wishes to retired Crossing Watchman **C. E. Griffith** and wife of

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 55 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**.

The **Leonard Pullanos** (assistant cashier) celebrated their silver wedding anniversary April 21.

## 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 system 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. I. 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 Beadleston** recently and in a meek voice said, "I swallowed some cigar juice."

## CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

**Edna Anderson**, tariff compiler, and **Evelyn Coakley**, tracing and re-signing clerk, along with 400 other members of the Railway Business Women's Association, Chicago Chapter, made a trip to Notre Dame University. They were guests of the Chi-

cago, South Shore & South Bend Railway for luncheon and sightseeing on the campus and topped a wonderful day watching **Terry Brennan** and the Fighting Irish in a spring practice session.

Happy birthday to **M. E. Rosenberg**, commercial agent; **Mary Green**, bill of lading clerk, and **Tom Keating**, percentage clerk.

Our good wishes go with **Hayden Richardson**, porter, who left the Erie last month after many years of service. Fellow employees presented **Hayden** with a purse in farewell.

**Pat Trotter**, secretary to the freight traffic manager-rates, attended the Venture Club convention at Milwaukee April 25.

## HAMMOND CONSOLIDATED

By Grace Connole

Congratulations and best wishes to **Andrew J. Dooley** and his bride of April 12, the former **Lucille Franco** of Iowa. A reception was held in their

## Our Correspondents



Our correspondent of the month is **Ray C. Miller**, sheet metal worker at the Meadville, Pa., diesel shops. A real veteran with the Erie, **Ray** started to work for the railroad on June 15, 1905. **Ray** is married to the former **Helen Shafer**, and now there are three additional Millers in the family. He says his hobbies are gardening and "putting on feeds" for Masonic orders. **Ray** is a member of Masonic Lodge 408, Chapter 191, Northwestern Commandery No. 25 and the Mystic Shrine. Doing double duty for the magazine, **Ray** is correspondent for Meadville's Erie Veterans' chapter as well as for the shops.

## Crossing Watchman Retires



*Friends and fellow workers honored Christian A. Smith (center), crossing watchman in North Tonawanda, N. Y., at a party recently. He was watchman at Robinson St. crossing for 24 years. In the picture are Stephen Sachey, party chairman, Mr. Smith and Rocco Ricciardi, track supervisor.*

honor at the home of the bride's sister. The honeymoon was a tour of southern Indiana.

That 1954 scarlet Nash Ambassador Country Club parked outside the office is the property of Fireman **Oliver J. Cromwell**.

Sincere sympathy to **N. T. Emrick**, road foreman of engines, who, within a month, attended the funerals of his brother, **J. G. Emrick**, Dayton, Ohio, retired Erie locomotive engineer, and his sister who passed away April 18 at Akron, Ohio. Also to Locomotive Engineer **George T. Smith** whose mother passed away in Murphysboro, Ill., April 5.

Operator **L. E. Brody**, HY Tower, and wife vacationed with their daughter and family in San Bernardino, Calif.

Rate Clerk **H. L. Kinzie** enjoyed a short visit from two of his sons, **Carl** and **David**, residents of Los Angeles.

## OPERATING

### VICE PRESIDENT'S OFFICE

**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

### CLEVELAND, OHIO

*By Ella Carpenter*

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

**Helen Martonicz** 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, Calif., 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.

## ALLEGANY DIVISION

### SALAMANCA, N. Y.

*By S. Minneci*

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. Rodgers** and **Mrs. Rodgers** had both sons home on 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

## 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. Kamholtz, also 41 years.*



afternoon.

Nine-year-old Michael Vecchio, son of Mrs. Sal Vecchio and brother of Operator Charles Vecchio, was drowned in the Allegany 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 Anieta 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 Cadillac.

Frank Secondos shopped in New York City in preparation for the big day in May when their daughter became Mrs. Anthony Army, Jr.

Elmer Pennington making weekend trips to Philadelphia, Binghamton and Meadville—like a sailor, he has a gal in every port.

Joseph Testani and family vacationed in Niagara Falls.

W. E. Dickinson and wife journeyed to St. Louis where she attended a Sunday School teachers' convention.

Mr. and Mrs. Ralph Lougee visited with their son in Norfolk, Va.

We hope sincerely that Yolanda, adopted child of the H. W. Curtises, will fill their lives with happiness.

Marie Bowler, retired clerk, has moved from Hornell to Meadville, Pa.

Francis Schwartz and family spent Easter in Levittown, Pa.

Cyril Albaugh visited his seriously ill father in Warren, Pa.

Kathanne Feeley and Rosamond K... really are putting the miles off those Chevies. Understand a tree got in Suzie's way so the car got a

## CHIEF TRAIN DISPATCHER RETIRES



Nearly 200 friends and Eriemen 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. Leshanski. Joseph Boyd and Joseph Roche entertained. In the picture are, from the left, front row, J. E. 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.

rest for several days.

We wish success to the Clarence Coverts who are building a new home in Canisteo.

Television really has grounded June Orvis, one of our eager travelers, who reports that she hasn't been out of town in several months.

Happy birthdays to June Orvis and Ed Ruch.

Our thanks to Joe Testani and Jim Halloran for helping with this column by 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. Flanagan, electrician helper, and family on the death of his father, W. H. Flanagan.

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

Congratulations to Mr. and Mrs.

## Jersey City Report Clerk Retires



This group of friends and Erie employees 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.

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 Craft, Mike Crawford, Tommy Dye, Kenny Emmons, John Fields, Dale Flanigan, Ted Hull, Charles Holladay, Clifton Holloway, Cecil Krichbaum, Ray Lauer, Francis Lavery, Al LaVette, Hank Masters, James McNamara, Ed McWilliams, George Miller, Paul Penry, Carmen Rich, Bill Shaw, Lozier Summers, Sam Tedesco, Clair Troxell, P. O. Wilson and Norman Worline.

Service anniversaries: T. Barbera, 36 years; I. 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.

### MAHONING DIVISION

#### 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.

#### YOUNGSTOWN FREIGHT

By Maureen Pierson

Office associates gave a farewell dinner in the Mural Room March 24 for Mrs. Ann Starr who is awaiting the arrival of a new Starr. She was presented with a quilted satin bed jacket and corsage.

Office associates also gave a dinner in the Mural Room for Nan Navin, bride-elect of Fred Shaffer, accident clerk in the superintendent's office.

Virginia Yuengert looks rested after her short vacation.

The writer now is stenographer in place of Ann Starr and will be the magazine correspondent also.

#### SUPT.'S OFFICE, YOUNGSTOWN

By Mary L. Doyle

Catherine Hunyady, stenographer in the road foreman's office, and Robert Campbell, road engineer, were married March 30. On April 19, office associates honored Mrs. Campbell at a dinner in the Mural Room and presented a chest of silver.

#### M. OF W., YOUNGSTOWN

By Catherine Holzbach

Humphrey Hulme, carpenter foreman, and wife, who visited their homelands in the British Isles, were aboard the *Queen Elizabeth* on the return trip on Easter Sunday.

Irene Shreve has replaced Elaine Leuschner as requisition clerk. Elaine transferred to the signal supervisor-master carpenter office as stenographer-clerk, displacing Maureen Pierson.

Randall Johnson, Meadville track-

### General Clerk Honored



Mr. and Mrs. Sidney B. Dean look over gifts received at a dinner for Mr. Dean who was general clerk at the Hubbard, Ohio, freight office before he retired on March 14.

man, retired April 14 with 31 years and nine months' service.

Sympathy is extended to the family of Carl J. Hecker, retired leading electrician, who died in the North Side Hospital April 4.

#### 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 *Vulcania* recently for a visit with her mother. It is 27 years since they met.

Matteo Zuzolo retired May 1 after 46 years' service.

Albert Teifer, 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 Schwartzel, retired laborer, also is recovering after an illness.

### ACCOUNTING

#### NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Margaret P. Cull

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

Erie Railroad Magazine

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for all the cards and well wishes fellow workers sent him while he was hospitalized.

The fishing party which **Hugh McCrane** and **Al Moscati** 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.

June birthdays: **William Carragher**, **E. M. Doheny**, **J. L. Vitrone**, **William Figundio**, **R. R. Walker** and **J. J. Lenahan**.

Service anniversaries: **W. J. Burke**, **W. C. Ryan**, **E. M. Doheny**, **D. Torrace** 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 posing 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 wedding bells. . . **Rosemarie Billey** has decided to devote all of her time to housekeeping. She was well liked by everyone and will be missed. . . **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 bridal array, **Janet** was attended by three bridesmaids with **Shirley Wescott** acting as maid 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 Lakewood 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 Blumena**. It's a girl, **Anne Marie**, seven pounds, six ounces. . . **Rosemary Ross** crashed into the sports spotlight when she blasted a 235-532 series in the Erie ladies' bowling league. . . **Bertha Younger** is busily preparing for her trip to New

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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 Percie 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 confides 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 Schluter, head clerk. Both served loyally and faithfully and their combined service totals almost a century. Friends crowded the fourth floor to pay tribute and speakers at the rostrum, led by Assistant Auditor of Revenues H. C. Rath, reviewed their service records, experiences shared in common through the years, and paid tribute to their loyalty, willingness and skill. . . 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 (8 lbs., 6 oz.) to Dorothy and Fred Schuller. Dorothy held a position in the Land and Tax Department before retiring in favor of domestic duties. Mr. Kane will observe his 40th year with the Erie July 10. Son Bob will be on hand to help him celebrate as he'll be discharged from the Navy this month. 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., 4½ 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 Martha 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, Marion remarked, "You should have called me. I would have grabbed my knife and fork and followed you to the biggest barbecue in town."

#### 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 . . . has returned to the fold. He served in Korea and Washington, D. C. . . Our champion, Rosie Hogan, has gone Navy. . . Carolyn Benson recovering from an operation. . . Irene Lyke is proud of her new sewing machine. Says she can do anything on it. . . 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 Bob Kraft wore his new Rawady elkskin shoes. . . Jean Leland and Jean Dineen on leaves of absence. . . Nell Singleton back after a long siege of illness. . . Nipper Trowbridge missed all the local ex-

Erie Railroad Magazine



"That's a whistle post?"



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citement while visiting in Cleveland. . . **Harold Stephens** shopping around for locomotive transportation. . . **Olga Nazar** is the latest victim of a Dansville haircut. . . **Francis Matacle** has resigned and is going into his own business. . . **Watson Walden's** friend, **Joe McNeill**, from Rexville, got a big kick out of reading about **Watson** in this column. **Joe** is stationed with the Army in Germany. The Erie Magazine sure covers a lot of territory. . . **Paul Smith** brought his daughter, **Cindy**, back from Strong Memorial Hospital in Rochester. . . Understand **Bill Moore** is trying to get blinders for his section. . . **Bill Dennis** has been discharged from the Army. He has resigned from the Erie and will accept employment in Philadelphia. . . **J. C. Heyberger** took his new Pontiac on vacation to Syracuse and vicinity. . . **Bill Barnett**, **Cletus Brown** and **May Pollinger** enjoyed themselves in California. **Cletus** and **Mary** traveled via the iron horse, but **Bill** took to the skies. . . Highlight of the month was **Flash Petrillo** doing the "bunny hop" at a local night spot. . . **Ed Kunicky**, **John K.** and **Frank Bottomley** took an afternoon off and went fishing. According to **Bob Young**, they got three beauties. . . **Frank-Julian** elected chairman of the Protective Committee of the local lodge. . . **Betty Rudig** with a new nickname, "Butcher." . . **Dick Matthews** is head of *Look* magazine's safety campaign. He is ably assisted by **Dick Wheeler**, in charge of the parade, and **Jerry Curran**, publicity. **Hornell** is the only city in the state chosen for this honor. . . **Goldie Loghry** was the first to win the secret word contest and was presented with a corsage. . . Wonder what the attraction is in Bath. **John Hitchcock** and **Zip Zannieri** over there all the time. . . **Fritz Petersen** and **Deacon Walden** out playing one night when their wives were away (P.S.: Yours truly joined them for the same reason). A good time was had by all. . . **Leo Hitchcock** says he'll have to brush up on his driving. While returning

## VETERAN NEW YORK CLERK RETIRES



For his 48 years of loyal service with the Erie, **Morris Glazer**, 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. Glazer** and **L. G. Obermeyer**, manager of the bureau. The scroll was presented by **Mr. Rath**.

from a shopping spree in Rochester, three ducks crossed the road in front of him and he only hit one of them. . . Haven't heard from **Bob Willey** since he went to Cleveland. . . For the statistical department: Did you know that 106 (67½ per cent) of the people in the office wear glasses? **Tunny Vet** has the shortest surname and **Milt Shinebarger** and **Mary Recktenwald** are tied for the longest.

## MARINE

By Jesse Baker

Employees are proud that our de-

partment 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) Laus** 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?

## PASSENGER TRAFFIC ROCKEFELLER PLAZA, NEW YORK

By John De Waal Malefyt

**J. H. Dimke**, assistant general passenger agent, spends his spare time puttering around his new home in Glen Rock. From all reports, the only thing lacking on his new property is an 18-hole golf course. No need to say where he spent his va-



cation.

The Shelburne Hotel Roof was the scene of the first annual "Amateur Nite, 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 cour-

tesies to a group of members of a Danish 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. **Andy** was

## 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.**

*Erie Railroad Magazine*

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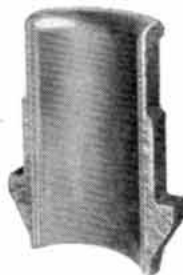
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## DICKENSON GRAD



**Robert L. Cortright, son of Leo E. Cortright of the mechanical department, Jersey City, and a part-time Erie employe, graduated this June from Fairleigh Dickinson College, Rutherford, N. J., with a degree in business administration. While in college he worked as relief clerk summers at Jersey City.**

**Derner** on his promotion to agent at Duane Street, New York.

**Mr. and Mrs. Fred Dana** (chief train dispatcher) motored to the Carolinas and Tennessee on vacation.

**Daniel Crowley**, car distributor, completed 50 years of continuous service May 6.

**Roni Monell**, daughter of the **Peter Mandelbaums**, staged a fashion show at the Traymore Hotel in Atlantic City recently.

**Mr. and Mrs. Harry Coleman** called on **Mr. and Mrs. William Ryder** (retired engineer) of Port Jervis to extend congratulations on their golden wedding anniversary April 16.

The office force received a card from **Dick Young**, who was stopping in Miami Beach, Fla.

Those from this office attending the Freight Agents' Association dinner at the Union Club, Hoboken, April 22, were **J. G. Meulener**, **E. F. Bunnell**, **N. J. De Vito**, **F. M. Sportelly** and **Paul Knapp**, self-appointed agent at Secaucus.

The correspondent attended the **Arthur Godfrey** Wednesday night show recently.

## 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 (32½ games won and 9½ 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., 893. Team high for three games, Riveters, 2546, M. of W., 2527. Player high, one game, **J. Zubrick**, 244. **A. Waleski**, 234. Player high, three games, **G. Foytack**, 604. **F. Breclnik**, 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 Munger*

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

Congratulations to **Papa Verne Frost** on the arrival of a son April 4.

Patrolmen **Tousley** and **Czombel** vacationed at points around Buffalo and worked in their gardens between trips.

**Dick Bell** was declared the loser in the race for little mayor of Winchester. He was at the polling place decked out in sartorial finery, but it seems he didn't do enough handshaking and baby kissing to emerge victorious.

**Bill Mailer** substantiates **Charley Schaefer's** claim that **Charley's** girl friend is in the same class with **Marilyn Monroe** and **Jane Russell**.

**Ed Roth** and **Bert Leuthe** say **Frankie Rydzik** can put up the stiffest sales resistance they have ever encountered.

### BUFFALO MACHINE SHOP

*By Frank Halbleib*

Sympathy is extended to the fami-



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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

er.

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.*

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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.



# CAR REPORTER ON THE JOB



"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 Locator Service.**"



**What's the magic** behind Erie's **Quick Action Car Locator 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.

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