URING recent months I have attended many meetings where traffic managers of large and small industries were present. It has been gratifying to hear their complimentary remarks about Erie service and the fine and capable people who act as Erie salesmen.

All of us have a responsibility to individually do the kind of railroad job that will justify continuance of Erie's good reputation. Erie has some handicaps that we must overcome. Our railroad is somewhat longer than competing lines between Chicago and New York. We can continue to overcome this handicap by the use of modern equipment, a well-maintained roadbed and by determination for on-time performance.

Erie also has portions of its line where industry is not located in the abundance that some of our neighbors enjoy. Here again, this handicap can be overcome by making our railroad and the communities in which we live attractive to new industry. This might be considered a long-range objective but in the meantime we can obtain "overhead" traffic through good service, courtesy in our daily contacts with our customers and by taking advantage of every opportunity to further our common objective of keeping Erie a progressive railroad.

The future of Erie Railroad and of Erie people depends to a great degree on the volume of traffic we can continue to deserve.

\[\text{Signature:}\quad \text{C.W. Johnston}\]
Our Newspapers on Rail Freight Rates

New York Times

This latest rate crisis on the railroads, like its numerous predecessors, may be expected to focus attention, for a time at least, on the chronic nature of the railroad problem and the long-overdue need for a national transportation policy. On other occasions public and congressional interest in that problem has, unhappily, rarely outlasted the immediate emergency. Perhaps this is to be just another repetition of the same pattern.

THE COVER

This month's cover photo truly pictures a "Sentimental Journey," for these Marion, Ohio, Eriemen are waving good-bye to the last train to be pulled by a steam locomotive on the Erie Railroad between Kent, Ohio, and Chicago. Hereafter, only diesel motive power will be seen on this part of our railroad. Locomotive No. 3028, an N-1, is pulling a K-5A and two R-4s. They left Marion Feb. 14 for re-assignment at Brier Hill yard in Youngstown and at Hornell, N. Y. No. 3028 was built in 1912 in Schenectady, N. Y., by American Locomotive Co. and is a 2-8-2. The largest servicing point on the Erie, with another big shop construction program currently underway, Marion now is a concentration point for diesels and will no longer service steam power. What few steam engines remain on the Erie will be serviced mainly at Hornell and at Jersey City.

But the present episode at least will have provided us with an unusual, and perhaps significant, touch of human drama. This dramatic note was brought out in a letter to the Eastern Railroad Presidents Conference from Herschel D. Newsom, master of the National Grange, in which the latter set forth the views of that great farm organization on the railroad situation. Mr. Newsom wrote in part:

"We are much concerned with the consequences of the present regulatory policy. Recent events have made it all too evident that railroad bankruptcy means eventual Government ownership or Government subsidy—neither solution is tolerable.

"It seems clearly apparent that our total transportation policy must be modernized. While it is perhaps the railroads' responsibility to carry this story to the public, yet I believe we must all be concerned. We are, therefore, suggesting that this be a subject of study in Grange meetings throughout America."

Ralph Hendershot

From New York World-Telegram & Sun

The National Grange now feels the (rail) carriers are not getting a fair shake from the Interstate Commerce Commission.

It has been obvious for a rather long time that competitors of the railroads have been getting the breaks in handling the nation's freight and passenger transportation business. And it is well that this is beginning to get the attention of those who produce much of this business, including the farmers. It is conceded that we cannot get along without the railroads. It also is granted that they have been unable to earn a reasonable return on their investments for a great many years. They have been forced to undergo one financial reorganization after another and if basic faults are not now corrected the next step may very well be government control. That would be about the worst thing that could happen.

Philadelphia Bulletin

The Interstate Commerce Commission has grown up. Its authority has been greatly extended. It began with power to veto rail rates. Now it makes them. That it does not make them with due regard for the new form of competition the railroads have to meet, and for the fact that rail competitors are subsidized at public expense, has now dawned upon the National Grange. The Grange therefore wants to see the transportation policy of the Government modernized...
Increased Benefits

(Editor's Note: To answer the many questions of employees, both retired and active, as to how the new Railroad Retirement Act affects them, the Erie Magazine here presents an outline prepared by the Railroad Retirement Board Information Service concerning your retirement benefits. The Act was passed by Congress and became law on Oct. 30, 1951.)

After considering the suggestions of various interested groups on amendments to the Railroad Retirement Act and studying the probable effects of the proposals, Congress passed a bill which the President signed into law on Oct. 30.

Suppose we examine the new law:

Benefits Higher: Not Taxes

The new law calls for no increase in the tax schedule. However, under the present schedule, which was adopted in 1946, the tax rate reached its maximum of 61/4 per cent on Jan. 1, 1952.

Despite no increase in taxes, higher benefits are in store for employees for a number of reasons including:

1. a higher benefit formula; 2. credit for service after age 65; 3. a wife's benefit; and 4. a new minimum guarantee.

Suppose a railroad employee retired at the age of 67 on Jan. 1, 1951. Say his annuity was based on 28 years of service and average monthly compensation of $250, and came to $117.60 a month. In his Dec. 1 check, covering the month of November, the annuity was raised 15 per cent—to $135.24.

This is the way his original annuity was figured from his average monthly compensation:

\[
\begin{align*}
2.4\% \quad \text{of the first } \$50 & \quad = \quad \$1.20 \\
1.8\% \quad \text{of the next } \$100 & \quad = \quad 1.80 \\
1.2\% \quad \text{of the remainder} & \quad = \quad 1.20 \\
\hline
\text{Total} & \quad = \quad \$4.20 \\
\hline
\end{align*}
\]

\$4.20 \times 28 \text{ years of service} = \$117.60

As of Nov. 1, it was refigured like this:

\[
\begin{align*}
2.76\% \quad \text{of the first } \$50 & \quad = \quad \$1.38 \\
2.07\% \quad \text{of the next } \$100 & \quad = \quad 2.07 \\
1.38\% \quad \text{of the remainder} & \quad = \quad 1.38 \\
\hline
\text{Total} & \quad = \quad \$4.83 \\
\hline
\end{align*}
\]

\$4.83 \times 28 \text{ years of service} = \$135.24

The highest annuity anyone can receive at the present time is $165.60. To get this amount, the employee must have 30 years of service at average monthly compensation of $300. Eventually, when it is possible for an employee to receive credit for more than 30 years—that is, when more than 30 years of service after 1936 are possible—annuities of more than $200 will be payable.

The amendments also increase the amount paid to employees who, because of short service or low earnings, are awarded annuities under the minimum formula of the Railroad Retirement Act. In the past, a minimum annuity was equal to the least of the following amounts:

\$3.60 \times \text{times years of service, } $60, \text{ or the employee's average monthly compensation. Under the new law, it is equal to the least of:}

\$4.14 \times \text{times years of service, } $69, \text{ or the

When Carl Haswell, carpenter at Dunmore, Pa., retired recently, he was rewarded with a testimonial dinner Dec. 6 at Donnini's Restaurant in Dunmore. In this picture, Carpenter Haswell (center, right) is receiving a $50 defense bond from H. F. Bennett, master carpenter, on behalf of fellow employees. From the left, H. Alger, welder; W. J. Brown, division clerk; B. R. Perfect, section supervisor; Mr. Bennett; M. J. Flannery, trainmaster-road foreman of engines; Mr. Haswell; M. A. Leshanski, chief clerk, Maintenance of Way; H. E. Broderick, transitman, and Carl Haberland, carpenter foreman.

Erie Railroad Magazine
The crediting of service after age 65, or after retirement, is another important provision in the 1951 amendments, and one which means still higher annuities for a good many employes.

Under the old law, no service after the end of the year in which the employe became 65 years of age could be credited toward an annuity. Because of this, many employes have received annuities based on less railroad service than they actually had.

The employe in the example above was credited with 28 years of service, but he had really worked 30 years. Now, let's see what this provision does for him.

His annuity before Nov. 1 was equal to $4.20 times 28 years of service, or $117.60. Under the new formula, he receives $4.83 for each year of service, assuming his average compensation after age 65 was still $250. Since he now gets credit for 30 years of service his annuity becomes $4.83 times 30, or $144.90. His total increase as of Nov. 1 is then $27.30. If his earnings in the two additional years were higher than his previous average of $250, the increase would be a little more.

It was not necessary for the employe to apply for either of these increases. The check he received on Dec. 1 was 15 per cent higher than before. His Jan. 1 check included the adjustment for the additional two years of service.

There is another kind of service which may now be counted. This is service performed after retirement on an age annuity. If a retired employe returns to work, he may have his annuity refugured to include the additional service.

WIVES GET BENEFITS

Going back to the man in our example, suppose that he has a wife who is also 65 or older. She now gets an annuity, too. And, because her husband's annuity is more than $80 a month, she gets the maximum payable to a wife—$40. Together, the couple receives $184.90 a month. If the employe's annuity had been less than $80 (after the increases, of course) his wife's annuity would have been equal to half of his. If the employe were not past 65, his wife could not qualify until he reached that age.

Also, a wife who is not yet 65 may get an annuity if the husband is at least 65, and they have a child under age 18.

It is also possible for the dependent husband of a retired woman employe to get a monthly benefit under the new law. This benefit, which is comparable to a wife's benefit, is payable if the husband had been receiving at least half of his support from his wife. The amount is the same as for a wife.

Like her employe-husband, a wife cannot draw her benefit for any month in which she works for a railroad, or for the employer whose services she left to accept her benefit. Moreover, her benefit is not payable for any month for which her husband's benefit is not payable for any reason. Also, if a wife is entitled to a retirement benefit in her own right under the Railroad Retirement Act or the Social Security Act, her railroad annuity is reduced by the amount of her own retirement benefit. However, a wife's benefit under the social security system will not affect her railroad annuity. These same restrictions apply to a dependent husband.

MINIMUM GUARANTEE

The new amendments also mean an additional increase for a considerable number of low-earners or short-service employes, the result of a new minimum guarantee provision. Under it, a railroad employe is guaranteed that his total retirement benefits (including his social security benefits, if any) will not be less than what he would receive from the Social Security Administration if his railroad employment had been credited under the Social Security Act. Actually, in applying this provision, the total benefits that would be payable to the family under the Social Security Act must be considered. This total will sometimes include a minor child who could get a benefit under that Act.

To illustrate a simple application of this provision, assume a man is entitled to an annuity of $35 under the Railroad Retirement Act on the basis of his railroad service. It is possible, under certain circumstances, that a social security benefit on this same service would be higher—say, $40. If so, the railroad annuity would be raised to $40.

RESTRICTIONS AGAINST DUAL BENEFITS

Not all employes who had retired can get a 15-per cent increase in their benefits. This is because

(Please turn to Page 34)
As the result of a suggestion by an Erie employe, Conductor-Preacher William K. Holmes’ ticket punch perforates tickets with a hole in the shape of a cross, symbolic of his vocation.

Prayer Vital Says conductor

...Erie man preaches on New York streets, helps listeners to overcome everyday burdens.

Many passengers on the Erie commuter train out of Jersey City on which William K. Holmes is conductor also know Mr. Holmes as their pastor.

A veteran trainman of 41 years on the Erie commuters, Mr. Holmes also is a preacher, after delivering his sermons in churches as substitute minister but concentrating on outdoor services in New York’s financial district on Wall Street around the Stock Exchange.

Although the usual street-corner soap-boxer is considered a rabble-rousing radical and malcontent, Conductor-Minister Holmes and his colleagues have earned the deep respect and admiration of scores of businessmen, executives and his fellow-employees for their unselfish and persevering efforts in carrying the word of God to people who, although basically Christian, never seem to have time to get to church.

Mr. Holmes’ regular “pulpit” is at the corner of Wall and Nassau Streets opposite the Stock Exchange. In his group who preach are two diamond merchants, one investment broker and one department head for a large corporation.

Quiet, tall and husky, Mr. Holmes undoubtedly would catch the eye of a Hollywood director who was looking for someone to play the part of a minister in a movie. A cheerful respect and friendliness is shown him by the hundreds of Erie employes and passengers who call “Hi, Bill” to him as he passes through the Jersey City terminal or through the trains on which he works.

Helps Troubled Folk

He can recount many heart-warming stories of people whom he has reached with his simple, sincere religious philosophy. He clearly recalls one deputy commissioner of markets of New York City who admits being saved from total despair after listening to Mr. Holmes. The man told him he had a suicide pact with his wife. Beside his regular job he also had interests on Wall Street. During
the depression of the 1930s he lost all his material possessions. The couple were prepared to carry out their pact, but the man changed his mind after hearing Mr. Holmes speak on the gospel. Today, Mr. Holmes says, the man is a successful personnel executive.

Mr. Holmes has many such inspiring stories. One of his former listeners was a racketeer, a member of the notorious Al Capone and "Legs" Diamond gangs. Mr. Holmes reports that the man changed his way of life after attending a series of the street-corner meetings. The man became such a devout Christian that at one time he fell to his knees to implore a friend to make peace with the Lord before he underwent a serious operation which he did not expect to survive. He became a successful legitimate business man, then passed on to a better land, a place the Lord calls Heaven.

Although he has always been deeply interested in religion, Mr. Holmes said he did not become actively engaged in it as a practitioner until he was 40 years old. He says he decided to launch his extracurricular activity after listening to the veteran radio preacher, Percy Crawford. A bible quotation was the deciding factor. It was "For whosoever shall call upon the name of the Lord shall be saved."

**Started At Home**

Conductor Holmes started his ministerial career at home. For one year he attended Bible classes, and even now he studies the Bible whenever he has a spare moment. A Schofield Bible is a permanent item in his grip which he always has with him.

Testimony that his work has not been in vain comes from successful businessmen who often tell their stories to Mr. Holmes and relate how listening to the Gospel has changed their entire outlook on life.

He recalls one lady who told him the Gospel had helped her to keep from murdering her sister. She had decided on the action and was on the way home to carry out the deed when she stopped to listen. She changed her mind, forgave her sister and the two were reconciled.

During one series of talks, Mr. Holmes tells of a boy who came each day to listen to him, and each day the boy cried. Finally Mr. Holmes asked a colleague to substitute for him and talked to the boy. He learned that the boy’s brother had been sentenced to die in the electric chair at Sing Sing prison. Mr. Holmes visited the prisoner and although, of course, he could not save the life of the brother, he did get him to pray for forgiveness before he was executed.

Another of Mr. Holmes’ “parishioners” was a bum on the Bowery for 20 years, listened several times to Mr. Holmes and has become a success in business.

The basis of Mr. Holmes’ philosophy of religion is his unqualified belief that God hears and answers prayers. His sermons always emphasize that “The Lord simply asks us to trust Him. We can depend on that because He died for us.”

When the weather is suitable Mr. Holmes preaches.

Amidst towering Manhattan skyscrapers and teeming sidewalks, Conductor-Preacher William K. Holmes delivers his sermons. This picture was taken looking up Nassau Street from almost the exact spot where Mr. Holmes preaches.
HIGH on the list of things which make a man happy is his job, for a man who likes his job can become absorbed in it for eight or more hours a day and forget the problems of a complicated world.

There are thousands of such men in railroading, and the Erie apparently has its share of them. Quietly in Erie's scores of shops, yards and offices between Chicago and New York there are Eriemen who thoroughly enjoy their work that they are constantly striving to develop methods and tools to enable them to do their work 'better and more efficiently.

The diesel shops at Marion, Ohio, are a good example. Here as at many other points on the railroad, recommendations are being made daily by the shop forces for 'better methods and tools for doing the job. Much of the time the new tools and methods are developed individually, and at other times the ideas are passed along to shopmen who put them together and thus develop the finished product.

3 Test Racks

Of the numerous Erie developments, three worthy of note are to be found in the electrical area of the diesel shops at Marion. These are the results of engineering design and interested cooperative employes who shape the designs into practical equipment. One such employe is H. L. Dixon, electrician, who can be accredited with building up the three pieces of apparatus and assembling therein his ingenuity and ideas to conserve considerable time and cost in locomotive operation and maintenance.

One of the three pieces of apparatus is a test rack for diesel locomotive engine governors consisting of a motor-driven oil pump and test panels.

The governor which regulates the fuel supply to the diesel engine and the load output of the main generator is placed on a work bench and is connected by cable and plug to the test panel. Oil under pressure is furnished the governor by the pump, and locomotive operating conditions can be simulated.

The value of the tester is the fact that it enables the shopmen to check a repaired governor before it is installed in a locomotive. Previously the reconditioned governors could not be tested until they were installed in the locomotives. Then if the flaw had not been corrected, the governor would be returned to the shop and checked again. Meanwhile, the locomotive unit remained in the shop when it was needed in service.

Another of the developments at
Marion is a tachometer generator test rack. The function of the tachometer generator in a diesel locomotive is to register the engine speed on the engine control panel tachometer and protect the diesel engine from overspeed.

The third development that is making it easier to test electrical repairs at Marion is a jumper test rack.

These jumpers are used to train line the electrical control system between diesel locomotive units. The jumper test rack enables shopmen to test various wires in the jumper individually and systematically with ease, rapidity and safety.

**Speeds Up Tests**

As in the case of the governor test rack, the tachometer generator and jumper tests now can be made in the shop following repairs, again eliminating the necessity of holding a diesel unit in the shop longer than necessary.

These are the sort of things Erie men are coming up with regularly, stimulated by the desire to do a better job and save time. Not content to stay in a rut as they perform monotonous duties, they try to develop better ways to do their jobs—and there is plenty of evidence that they are having a good deal of success in improving new and improved ideas.

Although he is only one example of many of his fellow employees, Electrician Dixon is typical of why railroaders have this pride in their jobs. Like the majority of experienced railroaders, Mr. Dixon has spent most of his working life in railroading. He has been with the Erie 34 years and has been an electrician in Marion for 31 years. Previously he was located in Kent, Ohio, and at the Brier Hill yards in Youngstown. Like many another railroader, Mr. Dixon made the transition to diesel motive power without a break in stride and now is equally adept at operating on the electrical innards of a diesel-electric locomotive as well as the electrical appurtenances on a steam giant of the rails.

In most cases, these Erie “craftsmen” have no examples to work from. For instance the three testers mentioned here are the result of the thinking of Eriemen. They had no examples to follow. When they found the need for such test equipment, they had to call on their skills, understanding of their jobs and just plain ingenuity. Although other railroads may have similar devices with which to accomplish the same jobs, these on the Erie Railroad are “Erie” from beginning to end.

**Mary Dugan Retires**

Miss Mary Dugan, senior payroll and voucher clerk in the Traffic Department in Chicago, retired Jan. 15, after more than 40 years’ service with the Erie.

Her first employment with the Erie Railroad was as T.E.B. clerk Feb. 1, 1911, but it is hard for the present generation of employes in the Chicago Traffic Department to think of her as anything except payroll clerk. They have had an uneasy feeling that their pay would stop if “Dugie”, as she was affectionately called, ever stopped.

At a special luncheon in the Atlantic Hotel, employes presented a lovely Bulova watch to her with the deep-felt hope that it would tick happily for her through many years of well deserved retirement.

**Everyone is ignorant. Only on different subjects—Will Rogers.**

**Cost of Wages**

A good illustration of how inflationary trends have added to the cost of railway operations is found in a comparison of railway wages and ton-mile revenues during the last ten years. In 1941 the average straight time hourly earnings of railway employes was 80.3 cents and the average amount received by the railroads for carrying a ton of freight one mile was 0.935 cent. Therefore, in order to earn enough money to pay an average hour’s wages, the railroads had to carry a ton of freight at an average of 85.9 miles.

In 1951 the average straight time hourly earnings of railway employes was $1.77 and the average revenue per ton-mile was 1.339 cents. Therefore, to earn enough money to pay an average hour’s wages, the railroads were required to carry a ton of freight at an average distance of 132.2 miles, or 46.3 miles farther than in 1941.

**Railroad Engineers To Meet In Chicago**

Railroad engineering and maintenance officers of the American Railway Engineering Association will have their annual convention March 11-13 at the Palmer House in Chicago.

Twenty-two committees involving 900 specialists will report on phases of railroad engineering which will include tracks, bridges, buildings, water facilities, yards and terminals.

The convention also will include an exhibit of modern materials, power tools and machines employed in railroad engineering and maintenance work.

A youngster was saying his bedtime prayers in a low voice.

“Hey, can’t hear you, dear,” prodded his mother.

“T wasn’t talking to you,” was the firm reply.

**March, 1952**
ERIE employees around Olean, N. Y., have become enthusiastic basketball fans during the past two winters since one of the railroad's neighbors, St. Bonaventure University, has come up with one of the hottest college basketball teams in the country.

Students from the college and the team's other fans follow their brilliant basketeers to many of the games on Erie trains. For example, nearly 500 of the fans rode a special Erie train to New York City's famed basketball arena, Madison Square Garden, Feb. 13, to cheer the Bonnies in a crucial encounter Feb. 14 with St. John's University of Brooklyn which

Shown above is part of the crowd of nearly 500 St. Bonaventure University students which rode a special Erie train to watch their basketball team in New York's Madison Square Garden. This picture was taken at Olean, N. Y., home of the Bonnies.

The president of St. Bonaventure University at Olean, N. Y., on Erie's main line, is Very Rev. Juvénal Lalor, O.F.M.

This picture of the St. Bonaventure University campus was taken from Deverux Hall on the campus.
Located in south central New York State in Olean on the Erie's main line, St. Bonaventure University this year has an enrollment of about 1200 students.

The trip was a thoroughly enjoyable one according to all reports except for one thing—the Bonnies lost a thriller, 59-56. Wonder if that Feb. 13 date had anything to do with it.

One of the individual stars of the Bonnies' outstanding cage aggregation is Bill Kenville, below.
Although there were business sessions, most of the time at the Erie Veterans Association installation meeting Jan. 19 at Buffalo was devoted to fun. Here a group watches two of its colleagues in some "horse" play.

More than 300 delegates attended the Erie Veterans Association's 26th annual dinner and installation of officers at the Hotel Statler in Buffalo on Jan. 19.

Michael A. Redding of Buffalo was installed as president for 1952.

The group was welcomed by Buffalo Mayor Joseph R. Mruk. County Court Judge Carlton A. Fisher of Buffalo was guest speaker and stated that the Erie Railroad had a "terrific influence on the people and towns in the Buffalo area" and that railroads have "contributed an immense share to the building of America, and remain today as vital parts of the country's economic stability and defense effort."

This picture was taken at the head table during the banquet. Included in the picture are, from the left, seated, A. E. Kriesien, assistant vice president and general manager, Eastern District; M. G. McNees, vice president for operations and maintenance; C. S. Kinbock, superintendent, Buffalo; Mayor Joseph R. Mruk, Buffalo, and Carlton A. Fisher, county court judge, Buffalo.

Five past presidents of the Erie Veterans Association were at this table at the vets' 1952 installation Jan. 19 at the Hotel Statler in Buffalo. From the left, L. E. Drew, Mrs. M. J. Ricciardi, Mr. Ricciardi, Mrs. I. A. Hoy, Mr. Hoy, Mrs. F. J. Troyano, Mr. Troyano and A. B. Cohen.

These lovely ladies were the hostesses for the veterans' annual convention Jan. 19 in Buffalo. From the left, Mrs. E. L. Ervin, Mrs. J. F. Orlovski, Mrs. H. J. Schults, Mrs. H. Bruendl, Mrs. G. Honberger, Mrs. E. E. Shipton, Mrs. Edward Lafferty, Mrs. G. C. Cunion, Mrs. Charles Lanza and Mrs. H. Rathman.
Patrolman Nick Honored at Banquet

On Feb. 1, Aron Nick, patrolman, Property Protection Dept., retired after 26 years of service. He started his career at Edgewater, N. J., to which point he was assigned for approximately 15 years. He was transferred later to Weehawken, N. J., and then to New York City where he was located at the time of retirement. He was guest of honor at a testimonial dinner Jan. 24 in the Terminal Banquet Hall, New York, at which time he was presented with a check from the special retirement fund of the Property Protection Department, a miniature badge of a retired police officer, and a bouquet of flowers for Mrs. Nick.

ERIE VETERANS

Fellow Veterans:

I wish to express my sincere thanks and appreciation to the committee, the ladies auxiliary, the system and chapter officers and all those who participated in any way to make our installation banquet at Hotel Statler, Buffalo, such a success.

Officers installed for 1952 are: M. A. Redding, president, Buffalo; J. J. Straut, first vice president, Cleveland; J. F. Muchler, second vice president, Hornell; R. P. Reebel, recording secretary, Warren; J. R. Ward, financial secretary, Dunmore; R. G. Lewis, treasurer, Youngstown, and F. P. Bellinger, director of social activities, Paterson.

Our next big get-together will be at Conneaut Lake Park, Pa., Aug. 16, and I will be looking forward to greeting you personally.

Fraternally,

M. A. Redding, President

Youngstown

By R. P. Reebel

Congratulations to Buffalo Chapter on the installation dinner. Over 300 from Youngstown Chapter were there and everyone had a thoroughly enjoyable time.

Retired Veteran L. T. (Ribbs) Mahan and wife are basking in the sunshine at Hollywood, Fla., where Ribbs reports great success at deep-sea fishing. We’ll bet he still prefers “low card wild” for an indoor sport.

We extend our sincere sympathy to Veteran C. F. (Peg) Pierson and family on the death of Mrs. Pierson. Although there was a bad snowstorm on the night of our regular chapter meeting last month, we had a good attendance and the social part of the evening, after the business meeting, was enjoyed.

Remember that our meetings are on the first Wednesday of each month at the K. of C. Building on South Hazel Street.

Hornell

By John F. Muchler

Those who did not attend the annual installation of system officers at Buffalo missed something to be remembered. M. A. Redding and the committee on arrangements left nothing undone to make the affair enjoyable. They deserve much praise and gratitude.

Our sympathy is extended to Veteran Ed Burke who was called to Philadelphia recently because of the death of his sister.

We wish speedy recovery for Timothy Ryan who is hospitalized for treatment.

Mrs. Beatrice Casey has returned from a trip to Texas.

The chapter meets the first Wednesday of the month at I.O.O.F. Hall on Broadway at 8 p.m. Your presence will be appreciated, also your cooperation.

Your membership card is ready. Get it early from the chapter secretary, Stanley Stone.

I wish to express my appreciation and thanks to those who gave me their votes for second vice president.

Jersey City

By Walter Bieszard

At the annual installation on Jan. 26 at Scheisgruth’s in Clifton, we were delighted at having our system president, M. A. Redding, present to install the officers for 1952. He gave an interesting talk on the veterans and encouraged the signing of new members. We have many who could belong and they should do so at once.

Our chapter was well represented at the annual meeting in Buffalo and everyone enjoyed the hospitality of the Buffalo Chapter.

We are anticipating a Ladies’ Night in April or May. This is advance information so that members can be on the lookout for the date, either in the Erie Magazine or on bulletin boards, and make plans accordingly.

Our chapter meets the second Thursday of each month at Washington Hotel, 76-80 Godwin Street, Paterson. The next will be March 13, 8:30 p.m.

Arrange to get your 1952 dues cards at once from the various field men or your secretary, Walter Bieszard, 112 Pavonia Ave., Jersey City, or 103 Post Ave., Hawthorne, N. J.

Buffalo-Rochester

By Ruth Nise Munger

We expect this to be a banner year for enrolling new members. Those who have carried responsibilities on their jobs for 20 years or more are eligible for membership. Join up, get better acquainted and foster that grand social feeling.

Congratulations to retired Yard Conductor Jake Cook and the Mrs., who celebrated their golden wedding anniversary Jan. 20.

A birthday greeting card shower was given E. J. Edmonds (retired) on his 79th birthday. He received more than 60 cards and remarked that he didn’t know he had so many friends.

Larry Soule says he has the smartest granddaughter, Jane Boji, six months old. Grandma just smiles and her eyes twinkle.

Bill Machin is home from the hospital and ready for callers.

A cord of appreciation to J. J. Blair, N. Biepler, Steve Bleimer, and Hank Schultz for their work in handling our special train, Jamestown to Buffalo and return, Jan. 19 and 20. Also to the management who furnished the train. The delegates enjoyed the bus tour to Niagara Falls on Sunday. We had no snow and ice that day.

M. A. Redding, system president, attended the installation meetings at Clifton, N. J., Jan. 26, and Dunmore, Pa., Feb. 9.

Your correspondent attended the first quarterly meeting of the United Association of Railroad Veterans.

Henry Brunt has been accepted as a new member of this chapter.

It is time to take up your 1952 membership card.

The privately-owned, privately-operated and tax-paying railroads of the United States—ostensibly exempt from the enterprise system successfully at work in America—provide freight service at lower rates than prevail in most other countries of the world where railroads are owned and run by the government and are tax exempt. The American railroad operator can railroads neither ask for nor receive government subsidy of any sort.

March, 1952
Senator. Hammond
Dies In Albany

New York State Senator Chauncey B. Hammond, 69, of Elmira, who also was an Erie employe, died Feb. 11 in his hotel room in Albany. He was attending a session of the Senate when he became ill.

Mr. Hammond was elected to the

State Assembly in 1934. He also was active as a Mason.

After finishing school, Mr. Hammond became associated with his uncle, Jacob L. Greatsinger, who was president of the Brooklyn (N. Y.) Rapid Transit Co. and later built the Elmira, Corning & Waverly Electric Railway in which the Erie had a controlling interest. Mr. Hammond became superintendent of the interurban railway and in 1925 was made general manager. The line was abandoned in 1930 and Mr. Hammond retained his connection with the Erie until his death.

$100,000,000
Paid By B.A.R.E.

CHICAGO, Feb. 6—The Benefit Association of Railway Employees, the mutual disability, life and hospital protection association known to hundreds of thousands of railroad men and their families as "the B.A.R.E.", today paid its 100,000,000th dollar in benefits. Recipient of the check which boosted B.A.R.E. benefit payments over the $100,000,000 mark was a Santa Fe engineer.

Founded to provide protection for "rail's" against loss of income and increased expenses due to disability caused by illness and injury, the B.A.R.E. was among the first organizations of its kind to extend its protection service to include hospital-surgical protection for members and their families. In 1947 the B.A.R.E. further extended its protection for railroad men and their families with a full line of life insurance savings plans for railroad employees, their wives and their children.

In building a diesel-electric locomotive, about 125 tons of steel are required, compared With 165 tons for a steam locomotive.

Vets Set Picnic Date

The Erie Railroad Veterans Association has announced that it will stage its annual picnic for 1952 on Saturday, Aug. 16, at Conneaut Lake near Meadville, Pa.

Steam locomotives are classified by their wheel arrangement, a 2-4-2 locomotive, for instance, indicating the number of small wheels on the front axle or truck, the second number indicating the number of driving wheels and the third number indicating the number of small trailing wheels which support the rear of the locomotive.

Erie Railroad Magazine

C. B. Hammond

THIS IS KOREA

(The following letter was received by H. J. Spangenberg, general agent at Toledo, from an Erie man in service in Korea. Harold E. Klinker, clerk-stenographer in the front lines in Korea.)

Hello:

... I have been assigned here as one of Maj. Gen. Young’s three secretaries. Actually do like the job, but do not care at all for Korea. It is just as everyone describes it—hills and more hills. The lowest temperature so far since my arrival—14°. When it dips under here, it is mighty cold, a different cold than that at home. Cuts right through you, but I’m getting used to it. By working here in this office, have a warm office and also have two oil stoves in our tent where we sleep. Plenty of good warm clothing and plenty of food—not always the best, but edible and filling. Cigarettes, candy, toilet articles come free in rations, so that doesn’t leave anything to spend money on except your monthly beer ration at 14 cents a can, about 12 cans a month. We don’t have to pay income tax either, but then we don’t draw much to pay it on anyway.

I was promoted to Pfc. 5 January. After being assigned, it opened the gates to promotion. I hope there are more in the offing, and have reason to believe there are.

We are about 15 miles behind the line here. Can hear all the artillery firing. Really firing today. We are about half way between the east and west coast, across the 38th parallel—approximately 60 miles north of Seoul. If the present rotation system continues, I’ll be due to rotate to the States in August. That will only leave three months to go for me. My date of discharge is 7 December since they extended us for three months.

The people at home might think this is an odd war—but little do they realize that the Generals think the same. General Young says he has never been in such a crazy, queer war, and this is his third one. No question but what we are prepared for anything they might throw at us. I think we could hold very well and repulse them. We no longer have any hope in the peace talks—they are an old story now. Everyone puts in their time here and are anxious to get out and go home. I fall in that same category. This is the most sordid place I’ve ever seen or ever hope to see. The people are filthy, there are practically no houses or even buildings standing, especially in this area. The destruction and ravaged homes are sickening to the sight. I have made one trip to Seoul since being here and do not care to go again. Utter ruin, nothing else. The people are even afraid to return and rebuild for fear they will only overrun it again. They just won’t rebuild homes now. Children, to be felt sorry for, roam the country, scavaging food wherever it may be found. We use as many boys around the C.P. here as possible, clothe, feed and pay them too. Some are grateful, but some have learned too well how to “goof off” from the G.I.’s...

Harold
Future Competitor?

Pittsburgh Consolidation Coal Co.'s experimental pipeline hauling coal has begun operation at Cadiz, Ohio. (Review—Sept. ’51, p. 4; Feb. ’51, p. 12). The line, which will undergo a year of tests to determine its feasibility, was designed for the commercial transportation of coal, possibly being the forerunner of a pipeline system carrying coal to the Great Lakes and perhaps other large consuming areas.

The demonstration pipeline is now about 8,000 feet long, but is expected to be extended to 17,000 feet. As now operated, it simulates a commercial operation both as to equipment and conditions of topography, according to company officials. The system uses a 12½ inch diameter pipe and moves up to 9,000 tons of coal daily. The fuel is transported as a “slurry,” a mixture of fine pieces of coal and water, pumped through the pipeline under pressure.

J. W. Touhey

John W. Touhey of Carbondale, Pa., for many years employed as a pipefitter in the shops at Susquehanna, died Sept. 3, aged 90 years.

‘MARCH OF DIMES’ AUCTION

This car of fruit was donated by the Tulare County Fruit Exchange, Porterville, Calif., and auctioned off at Erie’s fruit and vegetable auction rooms on Jan. 24 in New York City. The auction netted $4,000.70 for the polio March of Dimes fund. The kids are Stuart Strugger and Joyce Fischer, both former victims of infantile paralysis. Directly in front of Stuart is Andy Ewing, vice president and auctioneer with the New York Fruit Auction, and visible over his shoulder is Cliff Robertson, New York division manager for the California Fruit Growers Exchange. At his right is Al Smith, dealers service representative for CFGE. The others are well-known New York perishables buyers.
RAILROAD SAFETY

EMPHASIS ON SAFETY

One of the most safety-minded areas on the Erie is around Salamanca and Hornell, N. Y. Tricks like this train order on safety by Supt. T. E. McGinnis keep the men on the alert.

Let’s Shorten This List

Following is a list of the reportable injuries which occurred on the Erie in January and a list of the rules which if they had been observed would have prevented the injuries. Keep these rules in mind. That’s now you can keep off this list.

5  Alighting or boarding moving equipment
2  Slipping, stumbling on ground
3  Sudden stops or slack action
2  Handling freight hand trucks
2  Caught in tie lines (Marine)
1  Losing grip while riding moving equipment.

1  Closely observe ground conditions before alighting from moving equipment. If it is dark, get on and off at slower speeds.
2  Be prepared at all times for trains to move or be moved. Be in the clear.
3  Look ahead. Expect the unexpected as nearly as possible.
4  Keep hands and feet in the clear handling lines.
5  Ride cars in a safe place, a safe way and as far as practicable “Stay Put.”

SAFETY

A human measure
A loyal employee’s duty
A means of instilling thought and care on the part of supervision and workman alike
A Christian duty to take care of ourselves and of our fellowman.

CHANCES

The odds against being chewed by a lion on your Main street is probably more than one in a million. The chance of being bitten by a shark while boating in any of our great rivers is infinitesimal. The chance of being hit by an airplane while you are working inside a building is practically zero. But all these things have happened to someone!

The chance of your being injured while at work is relatively small. But, no matter how long the odds are against it, it can happen. When it does happen, it is just as serious as if the odds had been short.

Thinking and working safely will make it less likely to happen. You may save yourself and someone else, too, from the agony of injury if you make safety a part of your performance of every job.

safety is something of which you must be conscious during all your working hours.

TALK IT UP

When a pitcher goes four or five innings without allowing a hit, most players and fans won’t talk about it for fear of “breaking the spell” and spoiling a no-hitter. But no-hitters seldom occur; if the players would talk it up and the fans cheer, the courage and support given the pitchers might produce many more no-hitters.

When there have been no accidents for a time, we likewise often hold our breath and don’t talk about it for fear of “breaking the spell.” We all want to see a string of scoreless innings on accidents, no man hurt, no women sorrowing, no children suffering. Our chance of achieving this goal is better if we keep talking it up, trying to get everybody thinking and acting safely all the time on every job. Let us keep continuously talking and practicing safety and plugging for a “no-hit” month in accidents for the entire railroad.

Erie Railroad Magazine
### Retirements

Railroad People Built America. They are the very heart and core of America. So let us honor our departing friends with this accolade: You did your job well. You are true railroaders.

#### Name | Position | Location | Division | Date | Age | Years
--- | --- | --- | --- | --- | --- | ---
Colonel W. Bessey | Passenger Trainman | Meadville | | 1-1-52 | 70 | 31
Edwin J. Connors | Engineer | Buffalo | B&S/W | 12-31-51 | 69 | 51
John J. Cleary | Car Repair | Binghamton | Susquehanna | 1-14-52 | 65 | 40
Ernest D. Clark | Conductor | Buffalo | | 1-16-52 | 69 | 60
Louis DiPietro | Boilermaker | Brier Hill | Mahoning | 1-16-52 | 65 | 34
Frank J. Durkin | Machinist | Dunmore | | 1-7-52 | 66 | 32
Mary Dugan | Payroll & Voucher Clerk | Chicago | | | | |
Ewald H. Ebel | Foreman of Maintainers | Cleveland | | | | |
Albert W. Flick | Shop Hostler | Attica | | | | |
Edward J. Flanagan | Laborer | Port Jervis | | | | |
James B. Gangle | Tugboat Deckhand | Hornell | | | | |
John J. Geerlof | Shop Hostler | Jersey City | | | | |
Robert E. Hohn | Boilermaker | Marion | | | | |
Jared J. Howarter | Engineer | | | | | |
Lumun W. Hinkle | Machinist Helper | | | | | |
John N. Haring | Yard Conductor | | | | | |
John F. Hartman | Engineer | | | | | |
Clifton G. Hotchkiss | Engineer | | | | | |
Philip Julias | Carpenter | | | | | |
Joseph Kaplna | Yard Brakeman | | | | | |
Frank L. Klahn | Structural Steelman | | | | | |
Frank A. Keligren | Machinist | | | | | |
Albert H. Kuhn | Trainman | | | | | |
John F. Linehan | Operator | | | | | |
Carey R. Morgan | Leading Carpenter | | | | | |
William Meeman | Section Foreman | | | | | |
Tobia Musati | Carman | | | | | |
John Noe | Cashier | | | | | |
Gertrude F. Padien | Operator | | | | | |
Robert J. Pinkney | Laborer | | | | | |
Ralph Pascarello | Trainman | | | | | |
Charles H. Peterson | Carman Helper | | | | | |
Antonio R. Ricci | Boilermaker Helper | | | | | |
Don G. Russell | Engineer | | | | | |
Floyd A. Smith | Machinist | | | | | |
Gustave W. Stein | Pipefitter | | | | | |
Raymond G. Schauer | Station Accountant | | | | | |
August C. Seefurth | Yard Conductor | | | | | |
Charles E. Sullivan | Engineer | | | | | |
Edward E. Schorr | Trackman | | | | | |
Carl S. Seehorn | Yard Conductor | | | | | |
Warren B. Vreeland | Machinist | | | | | |
John J. Ward | Yard Conductor | | | | | |
John J. Weldon | Engineer | | | | | |
Fred E. Wald | Tugboat Deckhand | | | | | |
Stanley Wonsiewicz | | | | | | |

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March, 1952
<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
<th>Date of Birth</th>
<th>Date of Death</th>
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<td>Bailey, George</td>
<td>Blockman</td>
<td>New York Division</td>
<td>3- 1-73</td>
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<td>*Bennett, Ephriam Gaylord</td>
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<td>Carr, Stuart James</td>
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<td>*Carroll, John Joseph</td>
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<td>Chisarik, Joseph</td>
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<td>*Cole, Jesse Hadley</td>
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<td>Daly, John Edward</td>
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<td>Dederick, Herbert J.</td>
<td>Switch Inspector</td>
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<td>Diehl, Otien Grover</td>
<td>Retarder Operator</td>
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<td>Dougherty, William Michael</td>
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<td>Avon Shop</td>
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<td>Eaves, David Frank</td>
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<td>Youngstown, Ohio</td>
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<td>*Emery, Oliver Calvin</td>
<td>Brakeman</td>
<td>Wyoming Division</td>
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<td>*Gongas, Gus Nicklas</td>
<td>Agent-Operator</td>
<td>Mahoning Division</td>
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<td>*Granger, Leroy Meeks</td>
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<td>Marine Department</td>
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<td>Department of Structures</td>
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<td>*Marinan, John Joseph</td>
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<td>*Mincher, Charles B.</td>
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*Retired employees

**Notes:**
- No date given
- Erie Railroad Magazine
9 MORE WIN PROMOTIONS

Last month’s promotions on the Erie included one industrial commissioner, four commercial agents and three road foremen of engines among nine advancements.

Edward T. Butler, Jr., has been appointed eastern industrial commissioner in New York City succeeding the late H. J. Hart. Mr. Butler has been western industrial commissioner, Cleveland. A native of Youngstown, Mr. Butler has spent most of his 20-year Erie career in Cleveland. He studied law at Western Reserve University in Cleveland and is a member of the Ohio Bar Association. He became a commercial agent in Cleveland in 1938 and then a general agent in 1945.

The new city freight agent for Brooklyn, N. Y., is Arthur J. Stuewe who has been with the Erie since 1926. He has been in the New York and Brooklyn traffic office since 1927 and has been a commercial agent since 1930, first in Brooklyn and then since Jan. 3, 1930, in New York City.

Robert S. Mounce, Jr., has been appointed commercial agent in New York. He started with the Erie in 1937 as an office boy in New York in the traffic office, then became a commercial agent in New Haven in July 1947, transferring to Newark, N. J., in Nov. 1949. While in service two years he became a captain.

Redding at Newark

Succeeding Mr. Mounce at Newark is Thomas J. Redding who has been in the assistant general freight agent’s office in Buffalo. Mr. Redding joined the Erie in Niagara Falls, N. Y., in 1938 and has had clerical and office duties in Niagara Falls, Cleveland and Buffalo.

With the Erie since Oct. 16, 1919, Walter J. O’Gara has been appointed commercial agent in New York City. He started as division passenger agent in Jersey City, then was general freight and passenger agent in New York, transferring thereafter to duties as chief clerk, then commercial agent in New York April 1, 1931. Since Jan. 1, 1942, he has been commercial agent at New Haven, Conn.

Austin S. Williams has succeeded Mr. O’Gara at New Haven. An Erie man since 1929, Mr. Williams started as a statistical clerk in New York and advanced through office positions until he became a commercial agent in New York on Feb. 1, 1946.

At Hornell, N. Y., J. W. Hank has been appointed road foreman of engines on the Marion Division, Hammond, Ind., is Norman T. Emrick who has been with the Erie since July 12, 1917, when he began as a fireman. He was promoted to engineer May 12, 1942, and to assistant district fuel supervisor June 20, 1943. He also has been road foreman of engines on the New York Division, Buffalo Division and Susquehanna Division since Nov. 1, 1945.

Acting track supervisor is the new title of J. M. Whitmer, Sub-Division No. 2, Mansfield, Ohio. He has been with the Erie since May 23, 1929, when he started as a trackman. He became assistant foreman May 14, 1935, and extra gang foreman Aug. 1, 1943.

After the first of January, 1952, benefit payments to retired railway employees under the Railroad Retirement Act will total $736,000,000 a year. Such benefits in 1951 were at the rate of $636,000,000 a year.
The following talk was given by John Garber of The Train Dispatcher, official publication of the American Train Dispatchers Association, before the convention of the American Railway Magazine Editors’ Association Nov. 2 at White Sulphur Springs, W. Va. The talk was one of three delivered by railroad labor editors on the convention program. This feature of the program was scheduled to attempt to explore problems of railroad journalism which could be attacked mutually by the two groups of editors.

During the past five years, The TRAIN DISPATCHER magazine has devoted 26 numbers to running feature stories about individual railroads with a cover picture from every line except one and that one was because a suitable scene was not available in the library of the company in time to go with the story.

The original purpose of this method of boosting the railroads was to help develop a proper pride among railroad workers for the industry in which they served. To do this they must have a broad view of rail transportation coverage throughout the nation. In fact, they must be acquainted with all branches of railroad work and the facilities the industry offers. Such knowledge is absolutely necessary to lead a majority of his class of workers.

As John Garber of The Train Dispatcher, official publication of the American Train Dispatchers Association, states in the accompanying article, the railroad has a job of which he can be extremely proud. Railroaders like the men in this picture, for instance, are the backbone of this nation’s most important transportation, vital to the life of the country. These men are experts in their jobs and operate modern tools which require the highest mechanical skill. Railroading in recent years has been streamlined and continuously developing new techniques which are gaining the industry recognition for a new outlook on present and future progress. Men of Erie especially can be proud of their railroad’s development for the Erie is one of the leaders in the adoption and use of diesel power, radiotelephone communications, truck machinery and business machines, new rail techniques which have enabled the industry to make giant strides in advancement in recent years.

As the railroads were put to work, it COULD and WOULD bear fruit. The individual railroader needs leadership in such a movement—he needs an example. Where is he going to get it unless it be through the only contacts a majority of his class of workers gets. That is through some kind of a regular publication such as his organization journal or a company magazine.

In the first place, the railroad worker must be instilled with a proper pride and satisfaction in railroad employment. Most railroaders have this pride, and they never tire of bragging about their work. However, they should become better acquainted with all branches of railroad work and the facilities the industry has for rendering service to the traveling and shipping public, not only on their own roads but as far as possible throughout the country so they could talk about it more fluently.

Very few jobs are more important to the progress of our country, and railroaders generally, put their shoulders to the wheel to benefit the industry in which they are employed, telling the world about their good jobs and boosting the work that provides their bread and butter. Most railroaders have come to know that (Please turn to Page 33)
Letters
from You

PAN MAIL, TOO!

Although most of the letters received by the Erie Railroad are complimentary to the company or its employees, some of the letters are complaints. The letters of complaint are answered, and every effort is made to correct the reason for complaint. As can be readily understood, some of the problems of the writers cannot be totally corrected, but in each case the Erie tries to give complete satisfaction. Some of the letters which indicate the type of complaint recently received follow:

Sir:

...I am writing you, not on a gripe basis, but on the basis of constructive criticism which I think you, as management, should know.

I went into the dining car at approximately 7 o'clock and got out close to 9 o'clock. I waited approximately a half hour to have my order taken, approximately a half hour to get the food, which was served cold, and roughly 45 minutes to be served coffee. I had asked that the coffee be served with my dinner, and spoke to the waiter four times during the 45 minute period. Finally, I prevailed upon the steward to bring me a cup. The waiter did not fail, however, since he eventually brought a pot of coffee. This waiter wore badge No. 1. I would like to point out that I was not the only one who received this type of service, and it was a standing joke in the car. The steward was powerless to do anything about the matter, so he too made a joke of it. ...

A Passenger

Sir:

...I am talking about the things they saw and did, and I am sure they will not forget the visit.

The success of the trip was due greatly to the interest shown by Mr. Isham [road foreman] and yourself [Charles M. Stubbé, general foreman] and your knowledge of the things in which boys are interested.

I want to thank the Erie Railroad Co. for making their facilities available and especially thank you and Mr. Isham (to whom I am writing a similar letter) for spending your valuable time in escorting the group. The trip was a real success.

L. R. Sweet
Chairman of Committee
Cub Scout Pack 116
Tenafly, N. J.

o These enthusiastic youngsters remind us that we have the best jobs in the world.

Sir:

Just a word of thanks for the swell job you did in cooperation to insure our railroad delivery of milk in the strike period ...

I want you to know we appreciate the extra time you put on the job of making many emergency moves with our rail equipment to keep our plants covered with cars and rail service.

T. A. Drescher
Manager of Transportation
Borden's Farm Products
New York 13, N. Y.

• Such fine compliments are an incentive for Eriemen to make that extra effort.

Sir:

...I like the fan letters very much, but the pan letters, wow! What do people want? Don't they know the whistle blowing and bell ringing are signals and they are the warning that a train is coming? Also the soot. I lived eight years real close to the railroad and, yes, I got soot from trains, but I got lots more from the coal furnaces in the neighborhood, my own included.

Bessie V. Mellin
Kent, Ohio

• Our heartfelt thanks to you for your kind understanding of the situation.

Sir:

I want to take this opportunity to thank you for the courtesy shown my grandson while he was traveling alone on his trip from Chicago to Galion on train No. 2 on the night of Jan. 8.

He is nine years old and arrived in Galion around 1:30 a.m., and the first thing he mentioned to his grandma was how nice the train crew were to him and the attention they gave him.

I want you to know we appreciate the hospitality shown him and will always remember it.

Jay F. Nichols
Mayor
Galion, Ohio

• Youngsters are one of our favorite type of passenger.
PUNS ‘N’ PATTER...

at all Erie stops

He’ll Take It Easy Now

After 31 years of service in the Erie Property Protection Department mostly in the Chicago area, Patrolman Floyd L. Moore (center) retired Jan. 31 and was honored at a testimonial luncheon Jan. 25 in Warren, Ohio. In the picture are, from the left, R. P. Steen, chief of police, Western District; F. B. Wildrick, superintendent of the Property Protection Department; Patrolman Moore; S. F. McGranahan, general manager, Western District, and J. R. Ebert, superintendent, Mahoning Division.

EMPLOYMENT
NEW YORK CITY
By V. T. Bustard

Jack Hazzard has gained quite a reputation around the office as a zipper repairman.

Ed Mulhall has nicknamed Johnny Bakker “Captain Carlsen”. He says that Johnny is always the last man to leave the ferryboat.

John Callahan’s days as a carefree bachelor are numbered. He has set the date for his wedding late this spring.

MARINE
By Jesse Baker

Capt. Fred Decker, of the diesel lighter Dayton, while on vacation in January, paid a visit to one of our former tug engineers, Henry Mulke, 89 years old, who lives in Roselle, N. J. He gets around almost as good as he did when he was on the tugs. If anyone in the department ever gets down his way, Henry will be glad to see him.

In a four round bout with Santo Santiago, of Puerto Rico, in Brooklyn Jan. 19, Richard T. Nogan, ferryboat deckhand, won the decision by a knockout in 87 seconds of the second round. Santiago was on the canvas for three minutes. The fight was televised and the ring announcer mentioned the Erie Railroad three times during the match. The fans gave the boys a big hand and requested a rematch for the 26th.

Yard employees mourn the loss of their buddy Serge (Siggy) Hansen, carpenter, who died Jan. 22. Sympathy is extended to the family, also to the family of Percy G. Harris, oiler on the ferryboat Arlington, who died Jan. 20 as a result of a fall in his home in Montclair, N. J.

L. Van Olden, storekeeper, is basking in the Florida sun. Hope we will be able to recognize him when he returns.

John Dirks, rigger, retired Jan. 31 and was presented with a handsome wrist watch by co-workers in the machine shop.

PERISHABLE TRAFFIC
NEW YORK CITY
By W. E. Pratt

We deeply regret the passing of George M. Kendall, of the firm of Simons & French who are good patrons of the Erie. George was regarded highly and was a foremost authority on pineapples.

Thanks to a carload of oranges donated by the Tulare County Fruit Exchange, Porterville, Calif., and sold here Jan. 24 by the New York Bruit Auction Corp., the New York March of Dimes campaign was $4000 to the good in their war against polio.

The Perishable Freight Agents held their monthly meeting Jan. 10 at the Hotel Abbey. C. Spangler, of the firm of Tassini & Salisch, was guest of honor. Mr. Spangler spoke concerning the cooperation he has received from railroad representatives covering the market area here and, speaking for the entire industry, they were most grateful.

The United Fresh Fruit and Vegetable Association’s 48th annual convention at the Hotel Cleveland, Cleveland, Ohio, was well attended by receivers here. Our perishable traffic manager, P. J. Napoli, attended.

We welcome two new traffic representatives to the New York market, E. L. Morgan, perishable agent of the Chicago & Northwestern, and James T. Walker of the Frisco Lines.

Joe P. Kadlec of the Rock Island has been promoted and now is working out of the Philadelphia agency. He has been succeeded here by D. F. McHugh.

We were delighted to hear from Mr. and Mrs. Harry L. Vizard who are in Tucson, Ariz. Harry is taking it easy since his retirement and we are all rooting for his speedy and complete recovery.

SUSQUEHANNA DIVISION
HORNELL BACHSHOP & ROUNDHOUSE
By R. L. Hammond

E. Branning, master mechanic, and wife spent a week in Florida and saw his son, Earl C. Branning, Jr., receive a Doctor of Laws degree from...
March, 1952

Congratulations!

C. E. Sullivan (center), yard conductor at Binghamton, N. Y., is being congratulated by Chief Yardmaster J. D. McFadden (left) and General Yardmaster L. D. Miller shortly before the conductor retired Dec. 30.

the College of Law, Stetson University, De Land, Fla.

John Jacobs, blacksmith in the back shop, and Mrs. Jacobs celebrated their 50th wedding anniversary Jan. 10 with a family dinner for 20 at the home of a son, Mr. and Mrs. Francis Jacobs. During the evening more than 60 neighbors and friends attended an open house. The Jacobs have lived in Hornell 35 years.

Sympathy is extended to Mrs. Marian Gremer, file clerk and stenographer, on the death of her mother Jan. 28, and to Frank Henry, engine dispatcher's clerk, whose sister, Mrs. Richard Wager, died recently.

Sympathy is extended to the families of Leonard B. Wing, laborer in the diesel shop, who died Jan. 3; Martin J. Lynch, retired machinist, who died Jan. 5, and Leroy M. Granger, retired toolroom foreman, on his death Jan. 24.

BINGHAMTON FREIGHT
By A. E. Goetting

Thomas Toomey, retired general yardmaster, who underwent a minor operation last fall, died Jan. 21. Sympathy is extended to the family.

Joseph Delaney, yard clerk, and wife vacationed at Pomona Beach, Fla., last month.

Phil Golden, yard brakeman, and wife enjoyed a vacation in New York City recently.

The Triple Cities Traffic Club held Railroad Night at the Arlington Hotel Jan. 8 with dinner at 8. M. G. McNees, vice president, was the speaker. Approximately 350 were present.

BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Nise Munger

During a 60-mile windstorm Jan. 15, a tree was blown across our telephone wires at Warsaw, N. Y. Service was restored quickly by our efficient telephone inspector and his men.

Happy birthday to Roger McDermott, train dispatcher, Jan. 21.

Congratulations to retired section man James Spoon, Eden, N. Y., and the Mrs. on their 50th wedding anniversary.

Walter McKenna, relief car foreman, and Ralph Bailey, telegraph operator, are recuperating after hospitalization. Sympathy is extended to the latter on the death of his wife.

Former co-workers and friends of Bob Pinkney, retired operator, River Junction, gave a dinner for him Feb. 21 at the Ridge Inn near Mount Morris, N. Y.

On Jan. 31, co-workers and friends of Bill Wiarda, including some from other railroads in the Niagara Frontier, honored him at a testimonial dinner at the Turn Verein. He has been transferred to the Susquehanna Division at Hornell. Supt. Kinback was toastmaster. Among others present were Robert Bork, R. Jordan, Doc Kennedy, Ted Wynne, Mr. Calahan and W. F. Wilson. T. J. Martin made the presentation of a pen and pencil desk set.

Fred Zimmerman, retired B. & S. W. engineer, on Feb. 5 received his 50-year pin as a member of Hubbard Lodge, Brotherhood of Locomotive Firemen and Enginemen. He is the only living charter member. His son William is a B. & S. W. fireman and engineer.

Sympathy is extended to Chief Night Caller Frank Cray on the death of his mother; to Eugene Diebold on the death of his mother; and to the family of William Blumstatter who died recently.

We are glad to report that Jerry Pokrandt is recuperating nicely after his operation.

Margaret Schafer is walking around with her head in the clouds these days, due to the sparkler on her third finger, left hand.

Clarence Duval has a new hobby. In addition to his experiments with television he is studying nature photography.

Everybody is busy with his income tax, trying to figure out how to get a refund from Uncle Sam.

BUFFALO MACHINE SHOP
By F. Halbleib

Sympathy is extended to Anthony Fisher, former machinist, whose wife died recently.

STORES
SCRAP AND RECLAMATION
Meadville, Pa.
By G. B. Smith

Things are slow in the way of news items; however, our bowling teams, No. 1 and No. 2, seem to be rolling along in good shape, one to the extreme and the other to the sublime.

No. 2 team is in first place in the Erie Railroad league and No. 1 is last in eighth place. The members of No. 2, with Ralph Foster as captain, are Richard Maust, Ralph Farzalo, Ed Koziel, T. R. Carr and Charlie Pero. The team in the cellar, captained by Frank Hamienski, is composed of Verlin Grathouse, Homer Bodkin, Robert Burton, Charles Tarr and Paul Walls. Walls returned to the team recently after having a broken ankle. The other members hope that with the return of their star, the team gradually will get out of last place.

These teams are in the 8-team Erie Railroad league and recently received

"YES siree boys, HAMILTON on a railroad watch has always meant the best your money can buy—in design, in quality, in accuracy, in advanced engineering."

This new No. 16, 21-jewel 992-B watch with its handsome rolled-gold case has 9 adjustments—6 to position, 2 to temperature and 1 to isochronism.

Its long-lasting Dynavarr mainspring is harder than the finest carbon steel spring, assuring you dependable power for a lifetime. Its Elinvar-Extra hairspring and Aurium balance wheel protect its unrivalling accuracy from the effects of magnetism, temperature changes and moisture.

Ask your time inspector about a Hamilton No. 16—the finest, most dependable railroad watch your $75.00 can buy. Hamilton Watch Co., Lancaster, Pa.
Every tick whispers—

"Proved
50 Million
Times"

You get proved dependability from an Elgin B. W. Raymond. Because Elgin alone has made over 50 million fine watches...more than any other watchmaker in the world.

And that experience has made Elgin B. W. Raymond railroad watch a standby for trainmen through five generations.

Remember, too, that Elgin’s B. W. Raymond is the only railroad watch with the heart that never breaks. It’s the guaranteed DuraPower mainspring that ends forever the main cause of watch repairs, mainspring failure.

Before you buy, see Elgin’s B. W. Raymond—timed to the stars in Elgin’s own observatory.

ELGIN
WATCHES
The Dependable Way to Tell Time

"Me only want ticket. Me got reservation."

new shirts with the Erie emblem and the words Erie Railroad Company emblazoned on the back. They wore them for the first time Feb. 8 and it was a beautiful sight to see eight teams all decked out in the same kind of shirts.

Richard Maust has high three-game average for the season so far, with 658. The two teams have been invited to attend the annual Erie Railroad bowling tournament at Youngstown April 29 and 30. We are sure they will perform creditably and that we will be proud of them.

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

It was a proud and happy moment for Mrs. Elizabeth Baird when her grandson, Bernie Noble, and Doris Shand of Geneva, Ohio, were married at Trinity Cathedral Jan. 26. The wedding breakfast was held at Monaco’s.

Marlyn Maciak has returned from a winter vacation at Miami Beach, where she was registered at the Surrey Hotel.

Les Arold and Mrs. were among those who attended the 26th annual meeting of the Erie Veterans at Buffalo.

Sophie Jarosz has decided that she can’t see the country in two weeks, so is leaving us for an extended tour, starting with points south and west.

Mollie Brodsky is recuperating after an operation performed at Doctor’s Hospital.

Recent accident victims were Frances Wanzer and Ann Muntean who each had a bad fall and Donna Medley who is nursing a sprained wrist.

Bob Gilder is back at work minus a pair of tonsils which he left at City hospital.

Paul Dunford, former associate, was a surprise visitor this past month.

Greetings and good luck in her new job to Audrey Foxall, stenographer, transferred from the Columbia Building.

ALLEGANY-MEADVILLE
JAMESTOWN, N.Y.

Marcia O’Neill, daughter of the William O’Neills, received 99 per cent mark in music for the mid-term at Mount Mercy Academy in Buffalo. This is the highest rating which has been achieved at the Academy.

Joseph Perrotti, captain of the R. C. Paasch team in the Transportation Bowling League, finished in first place for the first half of the season.

Joseph Cervone, yardmaster, received radio and newspaper publicity for rolling 664 in the Transportation League on Jan. 31.

It is with deep regret we report the sudden death of Joseph Coffaro in an automobile accident. Joe was a former trucker at this station, more recently employed as switchman in the yard department.

C. T. Arend, chief clerk, and Mrs. Arend, Alex Lund, trucker, and Mrs. Lund, together with Mrs. Marjorie Lust and son Richard, were in Hornell Feb. 2 to help celebrate the birthday of Henry Goyer, foreman. Mrs. Lust’s son Richard recently returned from service in Korea.

Martin Arend, inspector with the Eastern Weighing and Inspection Bureau, retired Dec. 31 with 59 years of railroading, 34 of which were spent as inspector with the Bureau at this station. He will devote full time to his hobby of research into the various transportation methods which served this community in the past. He has a complete file of newspaper clippings and pictures covering.

OPERATING VICE PRES.
CLEVELAND, OHIO

It’s leap year and Bea Lyons is falling for the men. One knocked her down in front of the Terminal the
other morning. We’ll see how this develops.

George Smiljanich is attending night classes at John Hay High School, furthering his education and improving his service to the Erie.

Junior Clerk John Sarli has been notified by the Army to appear for his preinduction examination.

Walter Härle recently attended the theater with the LY sisters, UG and HOME.

Bill Middaugh was in Jamestown recently to visit his parents.

Edwin (Uncle Eddie) Speer was quite a picture recently when he gave his sister Janet in marriage at St. Mel’s Church.

Bob Wilhelm bought a set of chains for his car, expecting heavy snow, then the sun came out.

Jim Brady, former mail truck chauffeur, called at the mail room recently and reported that he is the father of a second son. That’s why he is wearing that broad smile.

Mr. and Mrs. P. L. Green made a trip to San Francisco to visit their son, in the Navy. They had dinner on board his boat and while dining at the Cliff House, had a display of rain and heavy wind. Although it rained three of the four days they were there, nevertheless San Francisco impressed them favorably.

KENT DIVISION

AKRON, OHIO

Sympathy is extended to Agent L. B. Hine and family on the death of his brother Henry.

William B. Cooley, operator, and wife announced the arrival of twins, Ramona Gail and Rodney Dale, Jan. 12.

Mrs. R. G. Johns, wife of the captain of police, enjoyed a trip to Florida.

Rocco Campisi, car inspector, has resumed his duties after an illness (pneumonia).

Helen Suhr, cashier’s clerk, and Julia Suhr, typist, are living in a new home on Stabler Road.

We welcome to Akron Richard McNeil, transferred from Cleveland as stenographer in the traffic department.

We also welcome Jack Oberst, new general clerk.

Adele Sproat, typist and mail clerk, spent a recent week end visiting her brother in Charleston, W. Va.

ASHLAND, OHIO

Sympathy is extended to the family of I. E. Almondinger, track supervisor, who was killed in an automobile accident Feb. 2.

We welcome Earl Jones as freight office typist. He was transferred from Marion where he was relief yard clerk, east yard. We also extend congratulations to him on his marriage Jan. 27 to Dorothy Kile, of Chesterville, Ohio.

MARION, OHIO

Sympathy is extended to Capt. of Police H. C. Smith and wife on the death of her brother, Carl Tankred, of Chicago.

Congratulations to the following on new arrivals, in their families: J. L. Brumfield, yard brakeman, a son, Larry Eugene; Arthur Erwin, yard brakeman, twin daughters, Marcia Rae and Michele Renee, Jan. 11; M. M. Benjamin, caller, a daughter; Danny Draha, a daughter, Ellen Eloise, Jan. 11; A. L. Simmons, brakeman, a daughter.

Sympathy is extended to D. D. Shoemaker, yardmaster, and family on the death of his father.

Arthur Steele, conductor, is enjoying the sunshine in Arizona.

S. S. Holleda, retired train baggage agent, writes from Florida that he is more than enjoying the sunshine.

E. E. Phipps, retired conductor, made a trip through the Pacific Northwest.

Mary Margaret O’Donnell, accident clerk; Jackie Withers, employment clerk, and Geneva Sidenstricker, file

Fine, tempered and true, the old straight razor was handed down from father to son. So it was with all fine things, including the rare enjoyment of a Dutch Masters Cigar. Now, as then, the fragrant aroma and rare mildness of this fine cigar is one thing the man in the family can always rely on.

MARION CAR DEPT.
By H. M. Robbins

Elmer G. Richards, 71, car inspector for the last nine years, died Jan. 8 at home. He was a member of Forest Lawn Presbyterian Church and Lodge 1008, Brotherhood of Railway Carmen. John Koenig, retired car inspector, died at home Jan. 31, due to a heart ailment. He was a member of Wesley M. E. Church, Order of Eagles Lodge 1008, Brotherhood of Railway Carmen.

MAHONING DIVISION
SUPT’S OFFICE, YOUNGSTOWN

Nam Navin, mail clerk-messenger, journeyed to Hackensack, N. J. to attend the wedding of Supt. J. R. Elder’s daughter Jeanne to Sgt. T. J. Clair of the Air Force. Maureen Plerson is back in the office again, this time as clerk-stenographer. She replaces Tom Vestal who has returned to the general manager’s office.

YOUNGSTOWN FREIGHT
By Ann Cronn

Best wishes to Betty O’Brian who celebrated her birthday Jan. 24. Congratulations are extended to Paul Wiseman, trucker, and wife on the arrival of a baby boy. Mr. and Mrs. J. R. Fero, Mr. and Mrs. T. G. Swogger, Sr., Mr. and Mrs. J. W. Bowser, Mary Bailey and John-

ny Bayne were among the members who attended the veterans’ annual convention at Buffalo.

A hearty welcome is extended to Anita Donnelly, new acting typist-clerk.

WARREN TICKET
By Bill Noff

On Jan. 31, when Engineer “Scotty” Goulder was making his last run on 606 and 623 before retiring, he was greeted at Warren by Mr. and Mrs. Fitch and presented with an engraved cigarette lighter as a token of remembrance.

M. OF W. YOUNGSTOWN
By Catherine Holzbach

Several members of the department attended a farewell dinner at the Tote Hotel, Feb. 2, honoring L. M. Swoap, construction supervisor. He has been transferred to the Eastern District.

William Meehan, leading carpenter, Cleveland, retired Jan. 10 on account of ill health. He has 25 years of service.

We were sorry to learn of the death of Frank Seman, Ravenna, Ohio, formerly section foreman at Aurora.

P. L. Crowe, assistant division engineer, received a ‘phone call from his son Tom Jan. 18 saying, “I have a son 30 minutes old.” The boy, has been named Dennis and is the first grandchild in the family.

Harry Winter, trackman, Pulaski, Pa., retired Dec. 12 after nine years of service. He was physically disqualified.

W. J. Davis, maintainer helper, Solon, Ohio, and David Slater, assistant maintainer at Leavittsburg, entered military service recently.

We congratulate Lee Olson, head of engineering corps, on the birth of a son Feb. 1 (the day on which my mother was entertained at a dinner to celebrate her 79th birthday). Lee’s son is called William Ritter.

MEADVILLE ROUNDHOUSE
By R. C. Miller

Clarence Conrad, carpenter, announced the arrival of a granddaughter Feb. 4.

Floyd Messerall and his wife spent a few days visiting their son who is studying for the ministry in Chicago. Fellow employes of James O’Neil wish him speedy recovery after his recent illness.

Arthur Wright, retired machinist helper, is doing well at the hospital, having sustained a broken leg.

Mrs. John Saggio is recovering nicely at the hospital after a major operation.

The local roundhouse organization is very proud of their 1953 safety record, no reportable injuries having occurred during the year.

MARION DIVISION
TRANSPORTATION
By T. E. Poe

Helen Myers, clerk-stenographer, is back on the job after undergoing minor surgery at the Thornton Minor Hospital, Kansas City, Mo.

Conductor H. M. Bowers and wife spent two weeks’ vacation at Pine Lake, Fla.

Our best wishes accompany the fol-

Family protection you can afford NOW

Jack O’Keefe says, “I thought $10,000 of life insurance was out of the question for me, I was just getting started in the roofing business.”

But Jack’s Prudential man told him about the “Modified 5” plan. He showed Jack that during the first five years, his premiums would be 50% less than in later years. At age 28, $10,000 of family protection costs Jack $10.90 a month during the first five years—only $21.80 a month after that. And dividends will reduce these costs further.

You’ll find the Mod 5 just as good a buy at other ages too. Call The Prudential Agency nearest you and ask about Mod 5 protection for your family. DO IT TODAY.

The above facts are based on an actual case, but of course true identities are not given.

THE PRUDENTIAL
INSURANCE COMPANY OF AMERICA
A mutual life insurance company

Newark, N. J.  Houston, Texas  Los Angeles, Calif.  Toronto, Ont.

Assistant Division Clerk (Shorty) Wilhelm traveled to Lexington, Ky., to witness a basketball game in which the Tulane University team participated. His son Ivan, a senior, is captain and a member of the Tulane team.

MAINTENANCE OF WAY

By Maraleone Trainer

Congratulations to Foreman V. A. Parker and wife on the birth of a daughter at Akron, Ind., and to Trackman H. J. Burns and wife at Huntington on the arrival of Vicky Hay.

Foreman H. D. Urschel is welcomed back to work at Laketon, Ind.

Sympathy is extended to Trackman John Dixon and family on the recent death of Mrs. Dixon’s mother.

We have heard rumors that there is to be a basketball game between the single trackmen at the trackmen at Boone Grove. Haven’t been able to get any details, but there’ll be some tried basketball players, I’m sure.

Signal Supervisor E. F. Champlin is proud of his new granddaughter Patricia, born Jan. 26 to his daughter. She is following in the footsteps of his son, George, who retired recently.

We extend heartfelt sympathy to Louise Wilson, roundhouse clerk, whose mother passed away recently. We say “D. D.” as he was known to us, was a congenial worker and we sympathize with his family and friends.

HAMMOND CONSOLIDATED OFFICE

By Grace Martin

On Dec. 30, our assistant superintendent’s son, Edwin Robisch, Jr. and Miss Agnes Garver were married in the First Methodist Church at Ada, Ohio. They now reside at Marion, Ohio, where we understand Junior is following in the footsteps of his dad and is working for the Erie at Marion yard. Congratulations and best wishes for their future welfare and happiness.

It is exceedingly nice to have our own telephone-teletype maintainer at Hammond and we hope F. E. Griffin will enjoy working with us. He comes from Port Jervis and will be joined by his wife and six children, three girls and three boys, as soon as he is able to locate a suitable home.

Lee Motz, relief patrolman, Hammond-Chicago, is back on the job after quite a siege of illness, originating with an abscessed tooth and complications arising therefrom. Also, our switchtender, Luke Ballard, is back to work after a long absence due to illness.

Since it is leap year, Brakeman Act Boyle, Huntington-Hammond terminal, no longer saults through this office where women abound; he sneaks through with a glassy stare, and when he returns to the safety of his bachelor quarters at Huntington, the reunion with his several hunting hounds is quite touching. He informs them he again has survived a trip to Hammond and is still true to them. They weep dog tears of joy at his steadfast devotion, sniff, sniff.

S. C. W. C. Bobst, furloughed relief clerk, now with the Military Air Transport Service, dropped in to see us recently while on leave from his base in Texas. He was due at Camp Kilmer, N. J., Feb. 13, from where he expected to leave for service in Europe.

We extend heartfelt sympathy to Louise Wilson, roundhouse clerk, whose mother passed away recently.

G. C. Crumley and daughter have returned from a motor trip to California. They were gone about a month and among other places they visited were Riverside and Los Angeles where they have friends and relatives.

Grandpa once again is our rate clerk, Harry L. Kinzie, whose son, William R., and wife, Ironton, Mo., presented Mr. Kinzie with a grandson, William Ridley, Jr., son Jan. 17. From all reports, he is a fine boy and will be calling on grandpa shortly.

Mrs. W. G. Wittwer, wife of our agent, is certain William, Jr., intends to become a chemist, as he was discovered deeply engrossed in mixing two of her favorite perfumes recently. The odor arrived at after the mixing process has not been named yet—no sale.

ACCOUNTING

VICE PRES. & COMPTROLLER

By Paul R. Lees

Congratulations are in order for two of the “boys” in our department. Byron Webster was elected president of the Erie Athletic League and Edward Peakovic was elected the seventh floor’s representative to that organi-
"I understand he works for the railroad."
tended by Dolores Hildebrand and Betty Manning. After the ceremony a wedding breakfast was served at Miller’s in Lakewood... On the same day Marion Retajski became the bride of Pvt. John Swansinger in St. John’s Church. The prenuptial activities included a dinner party given by the couple at Steeler’s and the office gang chipped in with a wedding gift. Following a reception in the evening the couple left by plane for Petersburg, Va. Our best wishes for honeymoon bliss... We were deeply shocked at the untimely death of Jim Conlon. We wish to express the personal sorrow of our office. Jim had many years of service and during all that time he carried out his duties faithfully and efficiently. He was cheerful, thoughtful and considerate. Our sincere sympathy... Jim Hagen has left us, having received an urgent call from the Air Force... Steve Miko also has been called by Uncle Sam to report for induction. We hope their stay will be of short duration... One of our regular visitors is Ben Weinberg, retired head claim checker. It’s always a pleasure to see Ben who seems to be holding up well in retirement... Mary’s car has announced her engagement to Don Wishart and is wearing a mighty pretty sparkler... And Joan Mitchell may be feeling her way out while we are dishing out congratulations is Ben who seems to be holding up well in retirement... Our office bowling team is in hard training for their third annual trip to the Erie tournament in Youngstown. Manager John Roach has his men under close surveillance as he wants his team to make a good showing this year.

**AUDITOR OF DISBURSEMENTS**

By Mary Ann Leonard

The passing away of Robert Kusenze, Sr. on Jan. 10 was a great shock to all of us and the memory of Kaptain Kuz will remain with us always.

Don Bundy and Nelson Case won second prize in the doubles tournament at the Lakewood Recreation on Jan. 19. Their series was 1240.

We’re happy to hear that Dee Layzer’s crushed finger is much better. Although it will take some time for her to get back into the comptometer swing again, she’s content in using those 5 keys.

Pat Flynn, with her fighting Irish smile, is back to work after recent illness.

With all the changes in the office, our newest office girl, Gerry Sapp, has quite a time remembering who’s sitting where from day to day.

At the Credit Union meeting on Jan. 21, Ann Mary Vesely and Margaret Cieslak were two of the many who walked off with prizes.

The leather cuts and poodle cuts are right in fashion at the office. Pat Cundra, Betty Williott, Dolores Layer and Neva Rook ventured forth and got them.

Frank Troyano enjoyed his stay in Buffalo Jan. 19-20, attending the Erie车站 Accounting Bureau by C. L. O’Neill

Jack Collins challenges anyone in the office to a race. Since he put new sparkplugs in his 1935 Buick, it takes him only five minutes to start his car.

Our office bowling team is in hard training for their third annual trip to the Erie tournament in Youngstown. Manager John Roach has his men under close surveillance as he wants his team to make a good showing this year.

Al Moscati is searching for an expert noise locator. The noise sounds like a boiler shop in operation in his car but so far no one can locate it. Patsy Erignola has become a car owner again and wants to get back in the taxi service. He favors a set price of two riders for a quarter, so we look forward to a meeting of the office taxi men.

If you are wondering why Marge Cull comes in with sleepy eyes in the morning, the answer is a new television set. Marge says she has to be careful what she looks at, but she surely enjoys television.

Congratulations to those who have service anniversaries in March: O. McGovern, 42 years; Florence Murphy, 36 years; John Shannon, 29 years; Morris Glazer, 28 years; Anthony Masimino, 27 years; John Wilson, 25 years.

Top management in the railroad industry needs men with vision and know-how more than ever before. And one way of gaining this special knowledge is to take the I. C. S. courses in Railroad Management—sections range from railroad organization and operation, to leadership and output.

These I. C. S. home study courses were developed by practical railroad men for railroad men on the way up. Fill out the coupon now!
Veterans annual installation dinner.

A recent letter from Peter Gaughan informs us he is stationed in Japan. When P. J. Kindler came to watch the girls bowl a few weeks back, it seemed to help their morale a bit because their scores went up another notch.

Jim Boyd says the way old songs are coming back, you can't tell a person's age by the tune he hums.

On Feb. 8, Bill Fogelson, Bob Peterson, Nelson Case, Don Bundy, Don Keister, Don Reisland, Vince Dunn and Tom Mayer attended boxing matches at the Arena.

There are more telephones than bathtubs. This means more dirt goes over the wires than down the drain.

Veterans annual installation dinner.

It informed us he is stationed in Japan.

A recent letter from Peter Gaughan at Huntington, Ind., on the Erie Railroad.

Grade "A" Crushed Stone, properly prepared and screened clean for all purposes.

Quarry at Huntington, Ind., on the Erie Railroad.

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Erie Railroad Magazine
he entered military service in 1942. Antoinette Geerinck, Ann Crowley, Mary Quinn and the Harry R. Coleman visited the Berrys at North Bergen before their departure for Great Falls, Mont., where Frank will be stationed for the next three years.

Sympathy is extended to Neil Fulton, assistant chief train dispatcher, and the Fulton family on the death of his brother Walter, assistant city clerk in Clifton from 1931 to 1950, when he retired.

We are glad to see John McBride back on duty after an operation.

Mrs. Joe McGirr is ill and we hope for her speedy recovery.

Fred Dana, Francis Bookstaver, Rudy Appeld, Tom Rooney and Joe Stanley have returned to duty after bouts with virus and colds.

Raymond E. Cusick, night foreman at Dock 8, and Mrs. Cusick, a stenographer in this office, recently celebrated their 30th wedding anniversary at home in Bergenfield, N. J. They attended Mass in St. John's R. C. Church, celebrated by a nephew, the Rev. Bertin L. Smith, of the Carmelites Whitefriars Hall, Washington, D. C., who gave them the papal blessing. A turkey dinner for 27 was served at their home, followed by a reception and buffet supper in the evening for 42 guests.

The New York Division Welfare Association's annual spring dinner-dance will be held Saturday evening, May 24, at the Lexington Cocktail Lounge in Clifton. The arrangements committee is headed by Vice President Nick Volpe as chairman. Burton Reed, chairman of the board of trustees, will be in charge of the drawing for numerous prizes, and Chairlady Mary Quinn and Treasurer Antoinette Geerinck will handle the dinner tickets.

50-Year Vet Retires
A member of a three-generation Erie family, Engineer Alfred H. MAILLET, Port Jervis, N. Y., retired Jan. 31 after 50 years with the Erie.

Mr. Maillet's father, the late Joseph E. Maillet, was with the Erie 59 years before retiring in 1937. He died in 1943.

Alfred H. Maillet, Jr., is the third generation member of the family to work for the Erie. He has nine years service as a fireman on the Delaware Division.

Mr. Maillet recalls that he started work with the Erie in 1901 in the Mechanical Department.

Retires at 70

Ned F. Hoom, stower at Scranton Road Freight House, Cleveland, with the Erie 35 years, retired Feb. 1.

Cable address: GALIONIRON, Galion, Ohio

March, 1952

J. C. stand for in Harry Flanagan's name. Ask him.

Joe Osar vacationed in Florida in January.
**Half Pie, Yet!**

A photographic reproduction of what is said to be the first restaurant menu printed in America, back in 1834 is quite interesting today.

The legend on the back of this interesting gastronomic antique relates that on his 21st birthday, Lorenzo Delmonico, an almost penniless Swiss emigrant, opened at 494 Pearl Street, New York, a restaurant which was to become famous throughout the world. He was America's first restaurateur to furnish his customers with a printed bill-of-fare. Following are some sample prices:

- Cup of tea or coffee, 1c
- crullers, 2c
- soup, 2c
- half pie, 2c
- hash, 3c
- beef or mutton stew, 4c
- corn beef and cabbage, 4c
- beef steak, 4c
- pork chops, 4c
- pork and beans, 4c
- liver and bacon, 5c
- roast beef, 5c
- fried eggs, 5c
- ham and eggs, 10c
- hamburger steak, 10c
- roast chicken, 10c
- REGULAR DINNER 12 CENTS.

In 1834, when the downtown businessman dined at Delmonico's at this incredible scale of prices, we are told, $6 a week was a good wage and a man of affairs could keep a country and town house, staffed with seven servants (and save money besides) on $3,000 a year.

**POSTMASTER RIPS AIR MAIL SUBSIDY**

In letters to the Civil Aeronautics Board, Postmaster General Jesse M. Donaldson recently took issue with CAB's policy in respect to mail pay rates for the scheduled airlines. He objected to “the projection” into mail rates of a CAB report to Congress on “administrative” separation of subsidy and service elements in mail pay.

Mr. Donaldson set forth in his letters that inasmuch as the Post Office Department had no part in the preparation of CAB's subsidy-service mail report that the agency should not project it beyond its original purpose, namely to advise Congress of CAB's tentative determination for administrative purposes of the amount of subsidy contained in mail pay payments. He expressed belief that his department has a substantial interest in protecting the public from excessive rates for the transportation of mail by air the same as by other forms of transportation, and therefore reserved the right to re-open CAB's action.

Additionally, the postal chief has filed what was said to be the first suit in which the Post Office Department has challenged an air mail pay order of CAB on the ground that the aviation agency erred in excluding from its mail pay computations a profit made by an airline from the sale of its certificate. The suit seeks review of two mail rate orders of CAB concerning Inland and Western Airlines.

“*Your ticket is for Decatur,*” the railway conductor regretfully informed the befuddled passenger. “*This train is on the St. Louis line. It doesn’t go through Decatur at all.*”

“*Good Heavens!*” gurgled the traveler. “*thish ish awful. Have you toldsh the engineer?*”
they have the best jobs in the world.

I think however, that many railroaders can benefit railroading a great deal by refraining from making derogatory or slighting remarks about other railroads or their services, although, of course, friendly competition is stimulating. This should also extend to refraining from unkind or discriminatory references to different classes of railroad workers. I might say in this connection that it has been the policy of our publication to eliminate any reference to another class of rail employe that might appear critical or in the category of ridicule. A joke may be a joke but don't let it hurt the feelings of a fellow worker. Such an inner policy among railroad workers will generate better opinion among people outside the railroad industry. In effect, if the railroad man thinks he's good, knows he has a good job and feels he is working at an up-and-coming, useful business, that confidence is going to be transmitted to railroad patrons, both actual and potential...

Everything is possible if you believe in yourself. You must believe in your cause. Ours is unquestionably the advancement of the railroad cause. If we strongly believe in our own cause, it then only remains to pass along your belief to the railroad customer, whether he is actually seeking your services or only potentially in need of them.

I want to thank you for this opportunity to be with you and to extend to the members of your group the heartiest best wishes of the American Train Dispatchers Association for your continued success. May we never live to see the day when the railroads will cease to be as they now are—the backbone of the nation's industrial life and the strong sinews to protect us in time of danger or carry us to victory in time of war.

RAILROAD HOUR BOOKLET READY

Would you like to receive an attractive booklet containing pictures and biographical sketches of the talented singers and musicians who entertain you and your family on the Railroad Hour show over the National Broadcasting Company network each Monday evening? The Association of American Railroads offers such a booklet free of charge to readers of this magazine. More than 165,000 radio listeners have received copies of the booklet.

Gordon MacRae, singing star of the show; and members of his family are featured in the booklet. Among the guest stars whose pictures are included are Lucille Norman, Dorothy Kirsten, Nadine Conner, Dorothy Warenksjold, Irra Petina, Marion Bell, Eileen Wilson, Patricia Munsel, Evelyn Case and Kenny Baker. Railroad Hour listeners are here made acquainted with Jean Holloway, Jerome Lawrence and Robert E. Lee, the script writers who adapt the musical productions for radio presentation. By illustrations and text, listeners become acquainted with Carmen Dragon, arranger and director of the music. Norman Luboff, choral director, and Marvin Miller, announcer.

The booklet also includes a list of radio stations which carry the Railroad Hour, a list of railroads sponsoring the programs, and brief descriptions of many shows which have been presented on the Railroad Hour since its inception in October, 1948. If you desire a copy, write to the Public Relations Dept., Association of American Railroads, Transportation Building, Washington 6, D. C.

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BENEFITS continued

some of them are also entitled to old-age benefits under the social security system.

In the past an employee who qualified for both a railroad annuity and an old-age social security benefit could get full benefits under both systems. That is still true for employees who do not have any railroad service before 1937. But for those who do, the amount of the railroad annuity must be reduced.

- The reason for this reduction is that both railroad and social security benefits are weighted to give "bonus credit" for service performed before either system existed. To avoid giving double "bonus credit" when an employee qualifies under both systems, Congress decided to reduce the amount of the railroad annuity.

In such cases, the railroad annuity is reduced by the social security benefit, but not below what the employee would receive on his taxable railroad service only—that is, on his service after 1936.

The reduction for dual benefits applies to employees who had already retired as well as to those who will retire in the future. However, for those who were already on the retirement rolls, the effect is usually to offset other increases which they could otherwise receive. This is because the law specifies that an employee cannot get less now under both systems than the total amount he was entitled to when the law was passed.

Suppose, for instance, the railroad annuitant in our example had also been entitled to, but not necessarily getting, an old-age social security benefit of $50 when he retired in October 1951. This benefit, together with his railroad annuity of $117.60, gave him a total retirement income of $167.60.

On Nov. 1, 1951, his railroad annuity was first increased, by 15 per cent and by crediting service after 65, to $144.90. By subtracting social security benefit it would be reduced to $94.90, or below what he was receiving in October. Therefore, it must be raised back to $117.60.

10-YEAR SERVICE REQUIREMENT

From now on, employees must have at least 10 years (120 months) of railroad service to qualify for any benefit under the Railroad Retirement Act. Anybody with less than 10 years will have his credits transferred to the Social Security Administration and will look to that agency for his benefits.

This provision of the new law does not affect employees who were awarded annuities before Oct. 30, 1951.

JOINT-AND-SURVIVOR ELECTIONS

Anyone who is drawing a reduced annuity because he made a joint-and-survivor election may be interested to learn that he can now revoke that election if he chooses. With the increase in widows' benefits, the joint-and-survivor annuity serves a much less important function.

Very likely many employees who are drawing annuities reduced because of a joint-and-survivor election will want to take advantage of the new provision. If they do, their annuities will be increased to the full amount.

When a wife on whose behalf an employee made such an election, dies before the employee, the election is automatically revoked.

EXTENSION OF FILING DATE

Employees now have a full six months after they meet all the requirements for eligibility in which to file their application for a retirement annuity without loss of benefits. In the past, the time limit was 60 days.

This article will be followed, in a later issue, by one explaining how families of deceased employees are affected by the 1951 amendments.

PRAYER continued

Holmes preaches regularly, five days a week, at Wall and Nassau Streets during his lunch period from 2:15 to 3 p.m.

He also often preaches in Port Jervis, N. Y. churches when the pastors of the churches are on vacation, also at Monroe and Hillburn, N. Y., Paterson, N. J., and New York City. For three years he was associated with an evangelistic community in Newark, N. J. For three years during World War II he served with the Christian Businessmen's Victory Center on Times Square. There he conducted services for military men and also personally interviewed many servicemen who were troubled about how to get to Heaven.

He never writes any of his sermons. They are extemporaneous and apparently quite effective. Among his other regular listeners are a bank president, a former bank vice-president, several stockbrokers and several retired police officials.

Asked why he did not take up church work as a full-time career, Mr. Holmes says, "I think that is one reason why my present work is more effective. Any skeptics who might be listening to me, I think will realize I must be sincere if I do not depend upon this work for a living. It makes it easier for them to believe and understand me."

His work is backed up by a minister's honorary degree. This degree was conferred on him by the Church of Christian Fellowship in New York.

He and Mrs. Holmes live in Suffern, N. Y., one of the Erie's commuter communities.

If you are too busy to pray, you are too busy!

RUST-OLEUM

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Erie Railroad Magazine
These pictures have a bearing on your pocketbook. For the railroads alone of all forms of transportation pay every nickel of the cost of everything they use. They build and maintain their own “steel highways.” They pay all the cost of their tunnels, terminals and bridges — their own signal systems, and safety devices.

This is true of no other form of public transportation. All others use waterways, airports and highways built and maintained for them largely with your tax dollars — and even with taxes paid by the railroads themselves.

The railroads ask no handouts. They ask only a fair return for service rendered — and the right to compete for your patronage on a “no favorites” basis within the enterprise system.
The ear that's never lost!

Ever wonder how a busy railroad can give a shipper the whereabouts of his car—often while he holds the phone? That's what happens when Erie's "QA"—Quick Action Car Locater Service goes to work.

Suppose you have a car of merchandise that you have to trace fast—one among the 30,000 other cars spread over Erie's 2,200 miles of railroad. The answer is quickly available from records made of every car on every train at key points.

These-records are teletyped daily to Erie's offices in 45 cities coast-to-coast, so Erie shippers can get the location of their carload shipment at any time!

Ask any shipper about Erie's Quick Action service and he will tell you it is a big help in business. Here is another example of Erie's progressive railroading—another Erie "first" and one of the reasons why so many shippers say "Route it Erie!"

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