ANNIVERSARIES afford us an opportunity to look back over the years to evaluate what has been accomplished. With this issue the Erie Magazine begins its 50th year of publication. As we review the pages of preceding issues we see a steady march of progress both in the railroad and in the magazine.

The railroad has changed a great deal since 1905 when the first Erie Magazine came off the press. Today it is in better physical condition than ever before. It is modern and progressive. Erie has adopted the most up-to-date railroad methods to help improve service. Back issues of the magazine tell this dramatic story as it has unfolded over the years.

Equally as important, the magazine has served these many years as a friendly link between employees and management. With our operations spread widely between Chicago and New York, the magazine serves as a unifying force between us, keeping us informed of company affairs and in touch with our friends and activities all along the railroad.

The magazine also can take a bow as a pioneer which produced another “Erie First”. It was the first employee magazine in the railroad industry and has never missed an issue. All of us can be proud of the record the magazine has made, and we can look forward to many more valuable issues.

C.W. Johnston
Our Objective

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

ANNIVERSARY NOTES

The Erie Magazine has carried advertising since the second issue. None was carried in the first issue, but advertising space was promoted in the initial edition.

The first issue of the Erie Magazine was concerned about waste of folders and timetables in hotel racks. School children were especially guilty, it seems. On weekends they would visit the hotels and clean out the racks.

The “conscience fund” received a great deal of space in early issues of the magazine. Conscience-stricken persons who had obtained free rides or had taken railroad property years later would send cash or checks—sometimes including interest—in payment for their past misdeeds.

Monkey wrenches were the subject of one article in an early Erie magazine. The article pointed out that 4,808 of these “humble, faithful servants” were furnished to Erie employees. It also was pointed out that the wrenches were hardy, long-lived items and should live to “a green old age.” Yet some of them must have “taken to their heels and flown to the woods,” because in the following year 1,871 wrenches had to be replaced.

A fiction continued story was printed in several of the first issues of the magazine. Written by a girl it was entitled “Some Crimes and a Thief.”

THE COVER—Coming out of the past on our cover this month are reproductions of several types of covers which were used on earlier issues of the Erie Magazine. The cover, of course, is in observance of the start of the 50th year of publication of the magazine. The very first cover used on the magazine is at the top of the layout. The gold, of course, is traditional. The first issue of the magazine was printed in March 1905. Feature stories in this issue relate some of the history of the magazine and show how the magazine is produced today.
A WORD OF INTRODUCTION.

In introducing the Erie Railroad Employes' Magazine, it is the success of the employe greater. This is demonstrated by a more exact and deft operation of the

We Start Our 50th Year

Probably the greatest change on the railroad since the Erie Magazine first was published in March 1905 is in motive power. These two pictures illustrate the progress the Erie has made in locomotives. Above are shown diesel locomotives at our Marion, Ohio, shops. Below is a camel back which was used in 1905. The Erie now is 100 per cent dieselized.

With this issue the Erie Magazine, oldest railroad employe magazine in the nation, begins its 50th year of chronicling the history and events of the Erie, its employes and railroading in general. March 1954 marks our 50th year of publication.

During its existence, the magazine has never missed an issue, having "arrived at its term" every month, 12 times a year, with its news and messages. In those scores of issues, the magazine has told of the forward surge of Erie men and women who have worked together to build a progressive railroad and establish a reputation for dependable railroad service. The railroad today is in better condition, both physically and financially, than ever before in its long and colorful history. We can all take pride in the progress we have made.

Though the writing and style of this pioneer publication has changed from one of lofty dignity to more crisp, newsy journalism, the magazine always has tried to retain a keen sense of humor, sometimes ponderous, sometimes frolicsome, as it carefully stored the history of the Erie. Stressed in all issues is the constant move-
ment ahead of the railroad and the people who work for it. Over the years there have been stories about the floods, the financial ups and downs, new traffic records, new railroad trends and equipment, the part played by the railroad and its men in two great world wars, to the present-day modernization of the Erie with emphasis on the transformation from steam to diesel, heralding a new era in railroading. It stimulates the imagination to think what the future may bring!

The first issue of the magazine was dated March 1905. The edition was the forerunner of scores of other railroad employe magazines which are being published today. The Santa Fe Magazine began publication a year later.

The first editor of the magazine was Edward Hungerford who went on to become a vice president of the New York Central and later was a widely published free-lance writer, specializing in railroad articles and books. To Eriemen, probably his most interesting book was “Men of Erie,” the popular history of the railroad copyrighted in 1946.

In that first issue of March 1905, Editor Hungerford introduced the magazine to its readers by explaining its objectives and aims as envisioned by himself and the Erie management. Largely, these objectives are the same today. They are almost identical with the objectives as expressed on the editorial page in each issue of today's Erie Magazine.

Purposes of Magazine

Editor Hungerford defined the purposes in the first issue as follows:

“In introducing the Erie Railroad Employees’ Magazine, it is proper to explain its object and purpose. It is a truth that the success of the Erie Railroad Company is largely dependent upon the rank and file. The ability and loyal support of the employees are necessary to the railroad’s success. The success of the employee is also dependent upon the success of the railroad company. It is sure that if one is the success of the other.

“A discussion of conditions with individual employees has frequently developed the fact that certain information would be valuable to employees as well as to the company if it could be made known. To bring about more knowledge of the work in hand is the object of this book. It is intended for all employees of the Erie Railroad, and its objective is to make plain the conditions that would make the op-

During the years of publication of the Erie Magazine the interior of the Erie has changed as well as the exterior. Shown here are two photos of Erie offices, one taken about the time the magazine started and the other just recently. Below is a picture of the Paterson, N. J., freight office taken about 1905. Above is a photo of the modern Chicago freight office not long after a thorough remodeling recently.

In the years when the magazine was first published, the Erie owned a fleet of lake boats on the Great Lakes, similar to the “Owego” shown here. The boats were sold, and today the Erie’s “navy” is concentrated in New York harbor with new diesel tugs as the backbone of the fleet.
This is a birdseye view of the famous Bergen Archways which were cut through solid rock at Jersey City Heights, N. J.

eration of the railroad a success.

"Through the medium of this book we hope to bring to your attention the things which occur from time to time, that the mistakes of one may be experience to others, and to keep before everyone the conditions that have or may develop on various portions of the line that have been found expensive and of no great value to the interests of the company, in other words, a thorough spread of all information that would help the employe.

"You are invited to contribute, through the medium of the editor of this magazine any information or criticism at any time... Contributions will be welcome... An effort will be made to have this magazine a representative one... a representative of all. (Editor's Note—We want to emphasize that. We want to hear from you. This is your magazine.)

"... We would like to keep the employees informed with regard to their associates on other parts of the system... Therefore, we encourage news letters... We desire to combine the features of social as well as business information."

Edward Hungerford also was a philosopher. Later on in the first issue he wrote about his hopes for the new-born infant which he was nursing.

Referring to the new publication's unique position as the first employe magazine in the railroad industry, Hungerford said, "... nothing just like what we hope and expect this magazine to be has ever been published on the face of the globe.

"There have been plenty of railroad magazines and are yet—magazines devoted to the interests of railroading as a business and an industry (trade journals, etc.)... "With none of which this magazine has anything in common.

"Neither will it trespass upon the field already covered by special publications for engineers, conductors or telegraphers.

For Erie Employes

"Its field is broader, and at the same time more restricted—broad or in that it is not for any class or division of workers, but for railroad employes; more restricted in that it concerns, and only concerns, the employes of the Erie Railroad.

"If you wear the insignia of Erie, no matter in what capacity— "If you sign the Erie payroll, "This magazine is for you."

Eight editors have followed the founder of the magazine, and they have aimed at the same goal—merely refining and improving techniques which have been developed after the trials and tribulations of their predecessors.

Besides the introduction of the magazine the first issue contained articles about veteran Engineer Eddie Kent whose picture was the first to appear in the magazine; the Erie's most famous structure, Starrucca Viaduct; a poem; a new idea in timetables; an editorial on railroads clipped from the Boston Transcript; a picture of a new steel baggage car; a tribute to a hero fireman; a review of Erie's growing steam motive power; reprinted letters and reports from correspondents all along the railroad.

Succeeding issues touched similar subjects as well as almost anything that an Erieman might want to read about.

It should be remembered that 50
years ago there was no radio or television, fewer publications and fewer other distractions to occupy readers of the magazine. Today the magazine competes against an overwhelming amount of newspapers, magazines, television, movies, radio and other-entertainment. That's one of the reasons why the magazine tries to print only material about Erie employes and the company, material which employes and other readers of the magazine cannot obtain anywhere else.

In its September 1905 issue the magazine told of the trip President Theodore Roosevelt made on the Erie, from Waverly to Lakewood, N. Y., and return to Jersey City, 649 miles. Scores of Erie men were praised for the skillful handling of the trains, and their names were mentioned.

The January 1906 issue broke the news about construction of the Islaville tunnel through the Shawangunk Mountains not far from Port Jervis, N. Y. It is the only tunnel on the Erie.

**Baseball Reported**

Sports entered the picture in the May 1906 issue when it was announced that an Erie baseball league would be organized at a meeting at Meadville, Pa.

The June 1906 issue reported that the Erie was changing the station name at Hornellsville, N. Y., always an important terminal point on the Erie, to Hornell, the new name the community had adopted.

The October 1906 issue contained a fascinating feature about the “Orange,” one of the Erie’s first and most fabulous of locomotives. It had an exciting existence but nobody seemed to recall what finally happened to the venerable engine. The December 1906 issue apparently solved that when James Burrell, a machinist at Susquehanna, Pa., related that an Erie president had consigned the museum piece to the scrap heap after seeing it in its glass house at Susquehanna.

Another story further enhances the romance of the “Orange” which at one time was assigned to Meadville. A blacksmith named Woodruff (no relation to the Chairman of the Board) was hired to run the engine which had what then was called a drop hook motion. A man not familiar with this action never knew if the engine would move forward or backward when started. As a result, Woodruff ran it off the track one day and headed for a creek. He immediately stopped it, then was afraid to start it since it might run right into the water. His fireman, apparently something of a mechanical genius, was more familiar with the old engine’s eccentricities and ran it back to the track.

Later the hook link became disconnected, and the unfortunate Woodruff decided to carry the broken connecting crank to Meadville for repairs. The fireman merely disconnected one side entirely and ran the “Orange” back to Meadville with the crank on the other side. He passed Woodruff on the way, reaching the shop before the engineer.

The superintendent replaced Woodruff by making the fireman the engineer of the “Orange.”

A clipping from the Little Val

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*March, 1954*
ley, N. Y. HUB in the July 1908 issue informed that the first train to run on the new Erie between Dunkirk and Forestville, N. Y., was operated the week of Jan. 10, 1851, and "the sleighing being first rate, we presume it will excite the curiosity of the people."

The first train for practical instruction of farmers ever run in New York State was described in the December 1908 issue. It was the first of many such trains to be operated by the Erie to help farmers and agriculture.

The February 1909 magazine told of the razing of the Erie's first home, a building at Duane, Reade and West Streets in New York. The 12-story office building was believed to be the first general railroad office building in the United States. It was used entirely by the Erie for 20 years, starting in 1848.

The largest shipment of firefighting equipment ever made was featured in the September 1909 issue. Shipped from the American-La France Fire Engine Co. at Elmira, N. Y. to Philadelphia, the train consisted of eight flat cars loaded with nine fire engines and three hook-and-ladder trucks.

**Record Freight Train**

The May 1910 edition boasted about a 97-car freight train, a record at the time. It ran from Susquehanna to Port Jervis and carried 6,913 tons. The run was an experiment. (Today's trains carry about 7,300 tons in this territory.)

In June 1910 the magazine got its first change in cover design.

The July 1910 magazine announced the opening of the famed Bergen Archways, a masterpiece of engineering in which a deep canyon was hewed and blasted through the solid rock of Jersey City Heights. The magazine said with unconcealed pride that "the cut is about the cleverest thing the old road has done" to date.

During these early years the
11,000 names were submitted. Two commuters suggested the name and received first prizes.

The June 1912 edition carried the story of the longest train "that ever ran over the Delaware Division," 125 cars—122 empty and three loaded. No siding was long enough to accommodate the train.

The story of Matt Shay, one of the best known locomotive engineers of his time, an Erieman, was told in the May 1914 issue. The Erie's famed Matt Shay locomotive was named after him. The locomotive itself was described in the August 1914 magazine as a "monster triplex."

Color, green and red, was used for the first time for the Christmas issue of December 1917. In 1917 the magazine went to war—being printed on newsprint. The June 1919 issue was a "Babies and Birds of the United States."

The magazine changed to its present size with the January 1921 issue. Recipes, styles and dress patterns at one time were popular with the ladies. In July 1922 there was a "Happy Home Edition," featuring house designs.

Cover girls made an appearance in the Erie Magazine in May 1923, so they're not exclusively the idea of the modern glamour magazine. Josephine Green, Youngstown Erie girl, was our cover girl.

One of the highlights of each issue for many years was a column by "The Old Man," supposedly F. D. Underwood, president of the railroad from 1901 to 1927, but nobody seemed to know for sure. The column was an interview between an employee and "The Old Man" and included some humor but mostly good common sense about railroading.

The great Erie migration was mentioned in the May 1931 issue. That's when Erie moved its headquarters from New York to Cleveland, and many Erie employees moved with their jobs. Erie's new home was described, including many pictures, but for some reason or other, the dramatic story never was followed up.

The story of the Erie's famous North Pole caboose is told in the December 1932 issue. Admiral Peary borrowed the caboose from the Erie to use as shelter on his historic trip to the North Pole. For many years the caboose was on display at Susquehanna, then unfortunately was destroyed. Admiral Peary's daughter, Marie Ahnighito, renowned in history as the "Snow Baby," wrote the article for the magazine.

As can be seen, the material and articles were many and varied in these early years. Advertising was used starting with the second issue. Even fiction was used at times.

During World War II, of course, all-out efforts of the railroad in doing its share to help win the war and the individual efforts of employees who fought all over the world dominated the pages of the magazine for almost a decade.

Modern Era

Perhaps the most outstanding era in the railroad's history is chronicled in the issues of the post war years, from 1946 to the present day. During these years the Erie grew to its greatest stature.

President Harding Speaks

The October 1920 issue reported an address before Eriemen at a company tournament in Galion, Ohio, by Senator Warren G. Harding, later, of course, President of March, 1954
Conferences are important in starting each issue and while it is in production. The conferences are composed of members of the staff of the magazine shown here. From the left, are Jim Ross, associate editor; Mabel Ross, secretary; G. C. Frank, assistant to the president, and John Long, photographer-reporter. Photographs are being selected to illustrate a story.

The staff of the Erie Magazine finds that putting out the magazine each month is a fascinating undertaking. The job is sometimes pleasant, nerve-wracking, exciting and dull, and at other times it is all rolled into one. Since this issue is an anniversary issue, perhaps readers would like to know how the magazine is produced.

The leg-work comes first, of course, just as on any newspaper or magazine. Each issue is filled with a variety of stories, articles, personal items, cartoons, columns and pictures in order to have a good balance of reader interest. These are obtained by mail, by telephone, by personal visits to the magazine office—and, of course, by editors and photographers whose beat is the entire railroad. These editors—or reporters—travel to all parts of the railroad for their stories and pictures.

Sometimes the stories and articles are handled by special assignment by someone of the staff. Most of the time the idea for a story comes from an employee or from an item in a newspaper or in a conversation with employees during a visit. Many stories are "naturals" which tell about some improvement, new facility or other progressive thing being done by the railroad.

Pictures are taken to illustrate the article, and the proper persons are interviewed for necessary and accurate information. Then begins the actual writing of the story while the photographer takes his film to the darkroom.

The story, or copy, is sent to the printer where it is set in type. Meantime, the photographer has printed his pictures and brings them to the editors. The editors and photographer then select the photos which will best illustrate their story. Then an artist is called in to help lay out the pictures and add a little artwork to give the story more eye appeal when it finally appears.

Pictures to Engraver

In the meantime the pictures are sent to the engraver. After the engraving is made, it is sent to the printer. At the same time a proof of the engraving is sent to the editor.

This procedure is followed for
The second step is to run off galley proofs for proof-reading and pasting in the dummy pages.

A proof-reader goes over galley proofs for errors, changes.

story of how Magazine is put out...

each story or item no matter how long or short.

The magazine office receives several galley proofs of all the type that the printer sets and puts aside one set of galley proofs with one set of all proofs of engravings. When he has a set of proofs of all the type and engravings which might be used in the current issue, he is ready to paste up dummy pages.

The galley and engraving proofs are pasted on the dummy page exactly as they are to appear in the magazine. The completed dummy pages are sent to the printer where the make-up man uses them as a guide to place the type and engravings for each page in a form. After each page in the form is made up, the form is adjusted and wheeled to the press.

Before the form is OKd for the press, the printer submits “page proofs” which are checked thoroughly for errors or possible changes. When all page proofs have been approved by the editors, the form is ready for the press. Sometimes an editor who writes a story, proof-reads it so many times that it just doesn’t seem to make sense to him any more.

The press prints sheets which hold 16 pages of the inside of the magazine. The sheets are then turned over, and the other 16 pages of the inside of the magazine are printed on the other side.

Next the sheets are taken to the folding machines which folds them so that each page falls into its proper place.

The next stop is the cutter where the folded sheets are trimmed to size.

Cover Prepared

Meantime, the cover has gone through the same steps, getting its two colors and familiar Erie diamond on the press. It is printed separately and meets the rest of the magazine at the stitching machine. After each copy is stapled, the magazine is taken to the railroad terminal in Cleveland where trains take it to Erie employes. A mail order house handles the copies which require addresses for mailing to shippers and other friends.

These are the mechanical steps that are taken, of course, and they seem simple, but just as on most jobs, the operation is not always smooth. However, it’s the complications which make an editor’s job more interesting and keep him out of a rut.

Just like the brakeman or locomotive engineer or chief clerk, the editor learns to clear the hurdles and obstacles which arise in his path.

An editor depends a great deal on employees for articles, pictures and items for the magazine. Every issue carries many of these contributions from employees all over the railroad, so perhaps it might be a good idea to repeat here how contributors can help prepare their contributions and thus improve the chances of seeing their material in print.

First, whenever you submit anything to the magazine by mail, be sure that the information is complete. Give complete names, titles, dates and other pertinent information. Remember the five W’s of a good newspaper story—Who? What? Where? When? Why? Send

March, 1954
only sharp, clear photographs, because engravings cannot be made from pictures which are not contrasty and bright.

Another important point to keep in mind is that stories and pictures should be submitted immediately when something takes place. Stale news is not worth printing.

**Deadline Time**

In producing a magazine, the most hectic period comes at deadline time—the time of the month when all stories must have been written and engravings delivered to the printer. On the Erie Magazine, for instance, no more stories or pictures are accepted after the first of the month preceding the month of issue. For example, no more items will be accepted for the April 1954 issue after March 1, 1954. Half of the magazine and the cover must be on the press by about the 10th of the month preceding month of issue and the other half by about the 16th of the month.

That's why it is a good idea to send your material in as early as possible. Then it will be printed in the issue you are counting upon.

When you wait until the last minute, it may be necessary for the editor to file away your cherished news or photo. When it comes near deadline time, the editor might be writing a last minute story just as it is happening, or chasing an important engraving that has been lost or perhaps pleading with the printing shop superintendent to give him an extra day for the second form. Unfortunately he just can't take the time to handle last minute items.

However, you don't need to waste too much sympathy on your editors because, like all good railroaders, they have learned to cope with their problems and get a big kick out of taking the good with the bad.

We cannot close this story without paying tribute to the unsung heroes of our magazine—the correspondents who voluntarily cover their small parts of the Erie for the magazine. They perform wonders in digging up their facts in interviews with employees just by being persistent reporters. The editors know they work hard, and we are grateful to our correspondents for their conscientious efforts in contributing so much to the value of the Erie Magazine. We hope all employees appreciate the work of these correspondents.
RAIL QUIZ

1. Do railroads usually purchase locomotives for cash or on an installment basis?
2. In train operations, for which of these purposes is a white signal used—for stopping a train at a scheduled flag station, for warning train crews that men are at work ahead, or for halting automobile traffic at highway crossings?
3. What is a through station—a station for long-distance passengers only, a station in which tracks do not terminate, or a station in which all tracks terminate?
4. By what other name are rail anchors known?
5. In which of these states do railroads employ the greatest number of workers—Illinois, Ohio, or Pennsylvania?
6. With what invention was Isaac Dripps associated—the cow catcher, the locomotive cab, or the track pan?
7. What is a “chore boy”—a boy who runs errands at railway shops, a motor vehicle used in freight station operations, or a locomotive hostler?
8. Who built and operated the locomotive “Old Ironsides”—Peter Cooper, Matthias Baldwin, or John Bull?
9. What do the initials GF&PA stand for?
10. Which of these railway figures is widely published weekly as an index of railroad activity—tons carried, ton-miles, or carloadings?

(Answers on Page 20)

ABRAHAM LINCOLN was an attorney for a railroad, on a retainer basis, from 1853 to 1860.

GEOE AUTREY, popular cowboy hero of many a youngster, worked in years gone by for no fewer than six railroads.

After stapling comes the trimming with this automatic cutter. Meanwhile, the cover has gone through similar steps and the issue is ready for you.

NATIONWIDE CAMPAIGN

The National Association of Shippers Advisory Boards and the 12 Regional Shippers Advisory Boards maintain 467 shipper car efficiency committees for the purpose of policing and increasing freight car utilization throughout the country. Presently these committees—sometimes called “vigilante committees”—are campaigning for the complete unloading of freight cars, free of damage, stripping, and other debris.

NEW EFFICIENCY

Preliminary figures for 1953 indicate that again, for the seventh consecutive year, the railroads established a new high record in performance per freight train hour. Available figures indicate an average performance of 23,540 net ton-miles per freight train hour in 1953, compared with the previous high of 22,567 net ton-miles per freight train hour, established in 1952.

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

By Dr. Norman Vincent Peale

"Are you Dr. Peale?" he asked. And when I said yes, he explained: "I’m sorry to say that the president of our college has been detained in New York. So I’m acting for him both as your chauffeur and your official host."

He drove me to the president’s house, showed me to a room and told me that breakfast would be ready for me at seven. When I came down to the dining room, there was the boy wearing a waiter’s apron. He served me a wonderful meal and I told him it was so good I wanted to congratulate the cook personally. So he took me out into the kitchen; there was no one else there—he stood by the stove, bowed and said, “Meet the cook.”

I made my speech in the chapel and, afterwards, someone in the choir behind me sang a beautiful tenor solo. I turned around to get a look at the singer and discovered that it was the same boy.

Self-Made Boy

When he drove me back to the train, I asked him to tell me about himself. His father, he said, had been well-to-do, and when he had first come to college, his father had given him a car and a substantial allowance. But then, at the end of his first year, his father had lost all his money and had told the son that he couldn’t afford to send him back to college.

“When I was young,” the father said, “I had no money. I went to college because I worked my way through. God helped me do it. But you’ve been brought up as a rich man’s son and I guess you’re pretty soft, and so you will have to drop out of college.”

“That annoyed me,” the boy told me, “and I said, ‘Dad, if you did it, I can do it, too.’ I went back to school and have worked ever since. God has helped me. And today my father and I are closer than ever because I can see what he had in him and he knows I have something in me. Whatever strength we’ve got in our blood hasn’t died out.”

When my train pulled away from the platform, I looked back and there he stood, smiling, happy and self-reliant. I’ve followed his career since. Of course he has done well because he learned the vital lesson that, with God’s help, you can depend on yourself.

Our country is full of youngsters like that. No, Lincoln’s breed has not died out.

A California woman looked fretfully at her untidy home. She had come to the conclusion that housekeeping was beyond her; she was continually tired and exasperated by trying to keep her house neat. So she set fire to the place and burned it to the ground. That was her solution to the problem of frustration.

Twenty-five years ago, a man walked out of his house and did not come back because he couldn’t stand his wife’s nagging. Not long ago, he returned as if from the dead. His wife told reporters that she was glad to have him back; he said she was much quieter than she had been when he left. That was the way he handled frustration.

A fifty year old business man was found dead at his desk with a revolver in his hand. He had left a note: “Life has become so complicated, my job is too demanding and too big—I just can’t stand it any more.” Thus he dealt with his frustration.

And, just the other day, a man came up to me at a public meeting to ask if I could tell him why he got drunk so frequently. “It may surprise you,” he told me, “but I hate liquor and every thing connected with it. But I can’t stand to live with myself, and it’s the only thing I know that can get me away from myself.”

All these people had one problem in common—frustration. Obviously the solutions that they found were not sensible ones. Yet, frustration is a serious problem for many. A neurologist has said, “In my opinion, frustration of one kind or another is the greatest cause of nervous breakdowns.”

Long ago, Thoreau wrote, “Most (Please turn to Page 34)
To the rescue

The spirit of railroad ing was demonstrated recently on the Erie at Olean, N. Y., when an Erieman riding on Train No. 6 while off-duty gladly lent a hand when a stalled diesel delayed the train. The air-line on one diesel unit broke and set the brakes on the entire train. Train crewmen, unfamiliar with the mechanical make-up of the diesel, were unable to repair the air-line. Walter Yergens, machinist at Erie's Marion, Ohio, diesel shop, left his coach and after learning of the difficulty, offered to make repairs. He crawled under the unit, turned off the air-line by cutting it out, and the train was able to continue its run. Supt. E. J. Robisch congratulated Mr. Yergens for his unselfish act in a letter of commendation.

A medical student under examination, being asked the different effects of heat and cold replied, "Heat expands and cold contracts."

"Quite right; can you give me an example?"

"Yes, sir. In the summer, which is hot, the days are longer; but in winter, which is cold, the days are shorter."

Revision Clerk Retires

These gentlemen are looking over a scroll of the names of fellow-employees presented to R. F. Walsh, retiring revision clerk at the accounting bureau, Jersey City. Mr. Walsh started with the Erie in 1906. In the picture are, from the left, W. H. Schneider, chief accountant; L. G. Obermeyer, manager; Mr. Walsh, and W. C. Ryan, chief clerk.

The railroads paid out $107,000,000 in settlement of freight claims last year (1952), according to the latest estimate. This is about $7,000,000 more than their 1951 payments.
Fellow Veterans:

The annual installation of system officers at Hornell was a huge success, thanks to the many loyal veterans and friends who attended and to the very fine job of installing by Veteran H. W. Von Willer, vice president. I am very grateful for the many congratulations and well wishes and the assurance of the support of everyone.

A new year always is the beginning of a new age, and with age our thoughts are of big plans. Like on the eve of a honeymoon, we should be thinking of many accomplishments for this year. First and foremost is the charter to our association. The foundation is good. The thoughts are of big plans. Like on the eve of a honeymoon, we should be thinking of many accomplishments for this year. First and foremost is the charter to our association. The foundation is good. The thoughts are of big plans.

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**ERIE VETERANS**

**1954 VETERANS OFFICERS INSTALLED IN CEREMONY AT HORNELL**

Officers of the Erie Veterans Association for 1954 were installed Jan. 16 in Hornell, N. Y., at the association’s 28th annual system installation and banquet. Vice President H. W. Von Willer, Traffic, was installing officer. The officers installed were John F. Muchler, president; Edward McCabe, first vice president; E. H. Stocker, second vice president; B. J. Markwell, financial secretary; R. P. Reebel, recording secretary; R. G. Lewis, treasurer; F. P. Belling, director of social activities. In the picture at left are, from the left, Mr. McCabe, Mr. Muchler, J. J. Straut, retiring president; George House, Mr. Von Willer, M. G. McInnes, vice president for operations and maintenance; Judge George Pratt, Steuben County Surrogate Judge and guest speaker. At right are Mr. McCabe, Mr. Muchler and Mr. Stocker.

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**Huntington**

By Arthur C. Smith

Members and wives who attended the annual meeting at Hornell Jan. 16 reported that it was a good meeting. Mr. and Mrs. B. M. Thorn, Mr. and Mrs. A. W. Harlow, Mr. and Mrs. H. A. Kelly and Mr. and Mrs. E. R. Wygant.

Good luck to Hubert Kelly, of our chapter, whose name has been entered in the race this year for the office of second vice president of our association.

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**Youngstown**

By R. P. Reebel

Hats off to General Chairman Duffy, members of his committee and the members of Hornell Chapter for the fine time shown us at President Muchler’s installation Jan. 16.

For the Youngstown contingent the event was marred somewhat by the serious illness of our veteran treasurer, Ray Lewis. Ray is back in Youngstown now and improving slowly. He has the best wishes of all of us for early recovery.

The chapter is collaborating with the ladies auxiliary on a dinner to be held in the near future. Keep your ear to the ground for further news.

Next chapter meeting: March 3, 8 p.m., at the K. of C. Bldg., South Hazel St., Youngstown.

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**Meadville**

By R. C. Miller

Twenty members were present at the Jan. 28 meeting of the chapter and the auxiliary. Mrs. Clara See was dinner chairman and assistants were Mrs. Sam Stainbrook, Mrs. Harry Seybolt, Mrs. F. W. Rudd, Mrs. Cora Whitesell and Marjory Stratton.

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**Jersey City**

By A. I. Raywood

Our annual installation dinner Feb. 13 at the Brownstone House in Paterson was attended by more than 100 members and their ladies. Guest speaker John McNaughton, a former member of the Erie family and now surrogate of Passaic County, did a grand job as did our M. C., Frank P. Belling, system director of social activities. The committee, Jack Hazzard, John McCoy, J. J. Callahan, George Kalle, George Sisco and Bud Reed, assisted by Mary Nolan and W. Wilson, arranged an excellent meal and provided many novelty souvenirs. The officers installed are Fred Smith (M. of W.), chairman; George Kalle (Station Service), vice chairman; A. I. Raywood (Foreign Freight Traffic), secretary; Frank J. Reichardt (Station Service), treasurer; Jack Hazzard (Personnel), William Braziel.

---

By A. I. Raywood

Erie Railroad Magazine
MEADVILLE VETERANS HONORED

Karl F. Smallenberger (right) and Elmer W. Petrie (center) of the Meadville chapter, receive congratulations of Irving Hoy, past president, Erie Veterans Association, after they received 50-year membership pins at a ceremony Jan. 28 at the Cussewago Temple, Meadville, at a teeny supper.
RAILROAD SAFETY

SAFETY BY HABIT

Many times at work we are confronted with posters asking us to "Get the Safety Habit". Too many times workers seem to say to themselves "They put those Posters up for the benefit of all those careless workers, not for me, I follow the safety rules". We all know that there are very few rules of any sort that all people believe were intended for them. Safety rules are no exception.

If we were to mentally review our past work days we would probably remember many instances of breaking safety rules. Not that we intentionally continue to break the same rule but many times we are tempted to "not bother to put on goggles to just drive one nail" and "it will be all right to stand on those boxes to change that one light bulb" and similar cases.

It is these exceptions that the safety habit declares war upon. For if we have the "Safety Habit" when the occasion arises to make that one exception, we will say to ourselves, "I may just as well do it the safe way and be sure."

If we will all remember that the only opportunity an accident needs is "just this one time" the Safety Habit will be here to stay.

SAFETY CLINIC

Accident: A construction worker, with a service record of six years, while climbing up a ladder, the ladder slipped and threw him to the ground.

Injury: Dislocated bones in left foot.

Cause: 1. Unsafe Act—Employee failed to make certain that ladder was properly placed.

2. Reason for Unsafe Act—Mind not on safe procedures in the use of a ladder. The accident was caused by negligence of injured employee.

Remedy: Before ascending a ladder make certain that ladder is properly secured and well balanced. A good grip on ladder with the hands is essential.

Safety Practice Begins At Home

Your home may be your castle, but the enemy is not entirely outside the walls. More accidents occur in and around the home than in any other place. Home is where safety is needed most and where it should truly begin.

By eliminating known hazards and learning to do things correctly at home, you will make your work easier and your home itself a more pleasant and comfortable place in which to live. Learning and following safe habits at home will also encourage safety-consciousness at work, while driving a car, while playing, or while participating in other outside activities.

The children in the family especially will benefit from the security which comes from living in an environment where safety is practiced. The safety lessons they learn at home from the attitudes and habits of those around them will develop in them a sense of self-reliance, cooperation and responsibility.

If you observe safety rules and try to anticipate certain hazards, and take precautionary measures against them, then home can truly be a sanctuary. It need not—it should not—be a place of potential danger. Accordingly, if you practice safety in your home, you are bound to be safety-minded on your job.

Fine For Cats, Not Railroaders

People who know more about animals than we do say that regardless of how you drop a cat, it'll always land on its feet.

We know more about railroaders than we do about cats and we know that railroaders don't always land on their feet. In fact, some of them are off their feet and on the casualty list for weeks because they failed to pick a spot that was clear of switch stands and other such obstructions, and didn't wait until the train was going slow enough for them to get off safely.

Erie Railroad Magazine
Sir:

Jan. 2, it was necessary for me to cancel reservations I had for that date on No. 7.

Your J. C. Crowley at Jersey City reestablished the accommodations for the following night after a considerable amount of “footwork” on his part.

I thought you would like to know that here is one patron who appreciates the courtesy extended by this pleasant fellow.

J. S. Bennett
Hornell, N. Y.

Sir:

I have had occasion to use the Erie Railroad from Jersey City and I thought you would like to hear a “contented customer’s” remarks.

My dealings with the Erie Railroad employees have been very pleasant, especially with those people who are at ticket offices, and even the switchboard operator. The service is most efficient and courteous.

Jacqueline Kinkead
18 Van Reipen Ave.
Jersey City, N. J.

Sir:

On the No. 2 train, the Erie Limited, out of Dearborn station in Chicago to Middletown, N. Y., there was a porter on this train that made my journey very pleasant. I am a partial invalid and was under a nervous strain, and due to his kindness and consideration, I was able to complete my trip. His name was Walls [George]. Also the man who acted as waiter (head) [E. Dawson, waiter-in-charge] and the conductor are to be commended for their courtesy.

Mrs. Evvalena Johnson
San Francisco, Calif.

Sir:

We recently requested special handling on car CN 143998, ex Buffalo on your No. 84.

We want you to know that Erie performance on this car was to our complete satisfaction, and we wish to thank the Erie people, Leon Marion in particular, for the very excellent cooperation.

S. P. Simpson, Traffic Dept.
Export Division, Chrysler Corp.
Detroit 31, Mich.

March, 1954
Welcome Fan Mail

Although it's long past Christmas, we liked this letter so much, we thought we would let all Erie men share in the praise it. It was sent to P. F. Arroyo, manager of mail traffic, Chambers St. Terminal, New York:

Dear Mr. Arroyo:

I don't know of any better way to start this new year of 1954 than to pause for a few moments and reflect upon our pleasant associations with the Erie Railroad Co., and you personally as their local representative with the Postal Transportation Service.

We believe that the crowning achievement of this year past was the manner in which the mails were handled at the Erie Railroad Station, Jersey City, N. J., during the Christmas Holiday Season. While records show that the total foot US dispatch in 1953 is slightly less than in 1952 during the month of December, the individual amount dispatched in a 24-hour period was exceeded by 181 feet in 1953. From personal observation and reports submitted by the foremen of the Erie Transfer Office, P.T.S., there was no backlog of mail at any time that could be attributed to lack of railroad manpower or facilities. Your company from the top executive who was responsible for the planning of the mail handling and who did the actual work is to be commended for establishing a record that can be equalled, but it is doubtful if it can be excelled ...

Sincerely,

J. W. Ward
District Superintendent,
P.T.S.

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
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<tr>
<td>Barnett, Francis Paul</td>
<td>Conductor</td>
<td>Allegany Division</td>
<td>1-2-54</td>
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<td>Campbell, Leonard Martinez</td>
<td>Yard Conductor</td>
<td>East Buffalo, N. Y.</td>
<td>12-25-52</td>
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<td>New York Division</td>
<td>12-19-53</td>
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<td>English, James Patrick</td>
<td>Machinist</td>
<td>Jersey City Shop</td>
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<td>Ferguson, John Alexander</td>
<td>Gen. Coal Fghl. Agt.</td>
<td>Cleveland, Ohio</td>
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<td>Hornell Back Shop</td>
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<td>Gundlach, Morris William</td>
<td>Shop Hoistler</td>
<td>Jersey City Shop</td>
<td>1-26-54</td>
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<td>Holt, Jacob</td>
<td>Band Dryer</td>
<td>Marion Shop</td>
<td>11-25-53</td>
</tr>
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<td>Johnson, Wald Oscar</td>
<td>Trucker</td>
<td>Jersey City Dock</td>
<td>6-14-52</td>
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<td>Karns, John George</td>
<td>Janitor-Mail Handler</td>
<td>Meadville Division</td>
<td>1-5-54</td>
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<td>Keith, Jesse F.</td>
<td>Chief, Requisition Br.</td>
<td>Store (System)</td>
<td>1-16-54</td>
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<td>Koebler, Edward</td>
<td>Laborer</td>
<td>Meadville Test Dept.</td>
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<td>Landert, Benjamin William</td>
<td>Passenger Conductor</td>
<td>Marion Division</td>
<td>1-17-54</td>
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<td>Massaferro, Vincenzo</td>
<td>Laborer</td>
<td>Port Jervis Car Dept.</td>
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<td>McKee, William Joseph</td>
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<td>Jersey City, N. J.</td>
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<td>McVey, Harry Glen</td>
<td>Engineer</td>
<td>Kent Division</td>
<td>1-1-54</td>
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<td>Morris, William Richard</td>
<td>Machinist</td>
<td>Corning, N. Y.</td>
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<td>O'Malley, William Harold</td>
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<td>Dataware Division</td>
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<td>Oroski, John Jacob</td>
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<td>Rees, Jesse Paul</td>
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<td>Repp, Arthur L.</td>
<td>Lumber &amp; Tie Insp.</td>
<td>Store (System)</td>
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<td>Schwartz, John Leo</td>
<td>Car Repairer</td>
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<td>Schafer, Clayton Garfield</td>
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<td>New York Division</td>
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<td>Sorgi, Ralph</td>
<td>Trackman</td>
<td>Suesquehanna Division</td>
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<td>Taylor, Harry LaMonte</td>
<td>Carpenter</td>
<td>Hornell Back Shop</td>
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<td>Thomas, Walter James</td>
<td>Delivery Clerk</td>
<td>Akron, Ohio</td>
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<td>Whitaker, James</td>
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<td>Marion Division</td>
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<td>White, John</td>
<td>Trucker</td>
<td>Mendville Division</td>
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<td>Woodruff, Harry Herman</td>
<td>Locomotive Engineer</td>
<td>Meadville Division</td>
<td>12-17-53</td>
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<td>Zarick, John Stephen</td>
<td>Car Inspector</td>
<td>Paterson, N. J.</td>
<td>1-11-54</td>
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</table>

A copper cable 4½ inches in diameter and nearly 7½ miles in length was shipped a few months ago across the country from New Jersey to Puget Sound—all in one piece. This was accomplished in a string of nine gondola freight cars. Erie carried it part way.

Fun At Phil Meyer Retirement Party

A novelty gift presented to Phil Meyer, office manager, Maintenance of Way, who retired recently, brings a roar of laughter at a luncheon for him in Cleveland. In the picture are, from the left, W. S. Storms, signal engr.; Blair Blowers, chief engineer, Engineering-M. of W.; Mr. Meyer; C. G. Giffson, supervisor of materials, M. of W., and L. H. Jenoft, assistant to chief engineer. M. of W. Mr. Meyer had been with the railroad since June 1909.

Erie Railroad Magazine
**Erie To Purchase Cars For Possible Piggy-Back Service**

At the February meeting, the Erie Railroad board of directors authorized the purchase of 100 specially-equipped roller-bearing flat cars "with an eye toward possible future use in piggy-back trailer service," President Paul W. Johnston has announced.

Carbuilders will be invited to submit bids for an extra long flat car with an overall length of 75 feet, capable of accommodating two 35-foot highway trailers by either side loading or end loading. Conventional flat cars are usually 53-feet long and can handle only one large size or two small trailers.

"We can use these trailer-carrying cars in regular service for hauling other freight until such time as the movement of highway trailers by our railroad becomes a reality," Mr. Johnston said. "The Erie and other railroads in the east have been studying the revenue advantages of carrying trailers on flat cars. From an operating standpoint, it is mechanically feasible. The problem lies in establishing rates that will return a profit without disturbing the entire freight-rate structure or jeopardizing the railroads' direct relations with shippers. We think these problems can be overcome. The Erie wants to be ready to start rail-trailer service when these matters are settled to the satisfaction of everyone."

The Erie is the first railroad to announce a decision to buy specially designed flat cars of this length for possible use in "rail-trailer" service. The 100 cars are estimated to cost over $1,000,000.

Platform height of the cars will be 41 inches from the top of the rail. Mr. Johnston explained that low-slung "depressed-center" flat cars are not necessary for this service on the Erie as its extra high and wide clearances are ample to take care of trailer heights on straight flat cars.

Specifications will call for a 75-foot car, 9½-feet wide with a capacity of at least 60 tons, equipped with four-wheel, roller-bearing trucks for operation in high speed service. Rubber-cushioned draft gears will be used with "tight-lock" couplers to absorb shock and reduce slack action.

Until such time as these cars are used for carrying trailers, the Erie intends to use them to haul such commodities as farm implements, structural steel, poles and piling and other freight, Mr. Johnston said.

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**Carmen's Lodge Installs Officers**

Officers of America Lodge 1304 of the Brotherhood of Railway Carmen were installed Jan. 25 in Salamanca, N. Y., with 70 attending the ceremony, dinner and dance.

The officers installed were Bart Paoletto, president; Fred Miller, vice president; Fred Hawkey, financial secretary; Larry Quigley, treasurer; William Novik, recording secretary.
OTTEN PROMOTED TO GENERAL RANK

Promotion of William C. Otten, Erie's foreign freight traffic manager, to brigadier general in the U.S. Army Reserve has been announced by headquarters of the New Jersey Military District at Kearny.

Gen. Otten is commanding officer of the 370th Transportation Port Command, one of the largest Army Reserve units in Northern New Jersey. He started in World War I as a private.

From 1942 to 1945 Gen. Otten served as commanding officer of the New York Port Agency. He also was head of the International Aid Agency, handling liaison for the American military with nations participating in the huge U.S. lend-lease program. He received the Legion of Merit and a commendation from the Corps of Engineers—

Gen. Otten serves as a transportation consultant for the government and in 1952 completed a military transportation mission for the Army in several countries.

Editor U.G. Baker,
Erie Friend, Dies

The Erie Railroad lost a staunch friend Feb. 4 when John U. G. Baker, crusading editor and publisher for 37 years of the Susquehanna, Pa., EVENING TRANSCRIPT and WEEKLY LEDGER, died after a prolonged illness at the age of 74, in Susquehanna.

Editor Baker was known to most Erie men at the railroad's coach shops in Susquehanna and to many officials and employes all along the Erie. He followed with keen interest the progress of the railroad and its men and many of his most important stories were about the Erie.

He was fond of boasting that the TRANSCRIPT was the world's only daily paper in a town as small as Susquehanna with its population of 2,700.

In 1945, his plant was destroyed by fire. Fellow citizens raised $5,000 and Eriemen repaired and rebuilt his press so that he could continue publication.

If all the coal carried by the American railroads in a year were loaded into one train, the train would reach 2 1/2 times around the world.

SUPPORT FOR A STRONG AMERICA

Narrow Gaugers

At one time, in the 1880s, there were more than 100 narrow-gauge railroads in the United States. Their total main line trackage was about 16,000 miles—enough to reach five times across the continent. Today there are only four railroad companies in the United States which operate narrow-gauge mileage, and the total length of such roads is 582 miles.

Frenchmen Guests At Perishables Pier

Eight representatives of French forwarding and shipping agencies visited Erie's Pier 20 in New York on the Hudson River to observe our perishables operations recently.

P. J. Napoli, manager, and Frank Sportelly, assistant superintendent, lighterage and stations, were host for the visitors. Two films on perishables handling and a tour of the pier and hectic fruit auction was included.

LATEST PROMOTIONS

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<th>Name</th>
<th>Location</th>
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<td>James J. Hoteling</td>
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<td>Commercial Agent</td>
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<td>John W. Gallagher</td>
<td>Elmira, N. Y.</td>
<td>Commercial Agent</td>
<td>10-1-48</td>
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<td>Edward F. Cantwell</td>
<td>Cleveland, Ohio</td>
<td>Chief Clerk, M. of W.</td>
<td>11-1-19</td>
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<td>M. E. Meade</td>
<td>Croston, N. I.</td>
<td>Night Gen. Yardmaster</td>
<td>8-17-27</td>
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</tbody>
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Erie Railroad Magazine
Puns "N" Patter...

AT ALL ERIE STOPS

KENT DIVISION
MARION, OHIO

A dinner in honor of A. H. (Jack) Koons, train dispatcher, who retired Nov. 1, was held at the Hotel Harding Dec. 3 by 50 friends. Supt. R. H. Lewis acted as master of ceremonies and made the presentation of a certificate of retirement and gift of luggage and leather billfold. Speakers were Mr. Lewis, A. H. Specker, trainmaster; M. C. Murphy, chief train dispatcher; P. F. Nichols, assistant engineer; C. A. Murtaugh, master carpenter, and C. H. Williamson, agent at Richwood.

R. Koons first was employed as a clerk Jan. 15, 1915, and held various positions until Dec. 1, 1918, when he was appointed train dispatcher.

Congratulations to Mr. and Mrs. Donald S. Hawk (track supervisor's clerk) on the arrival of a daughter. We welcome R. E. Harty as stenographer to the division freight agent. He succeeds R. E. Clark who now is stenographer to the general agent at Springfield.

N. R. Roseberry is filling the messenger position in the superintendent's office vacated by D. E. McWethy who now is in military service.

MARION CAR
By Harry M. Robbins

Sympathy is extended to Earl W. Richards, car inspector, on the death of his father, and to Chester V. Loy, car inspector, whose mother died recently.

It's a boy at the home of F. J. Martin, laborer, and girls at the homes of Elwood Stone, laborer, and R. P. Lowry, tractor operator.

C. LeRoy Hanning, car inspector, and wife celebrated their 25th wed-

YOUNGSTOWN FREIGHT
By Ann Sturt

Best birthday wishes to Betty O'Brien and Johnny Reece (January).

A number of our employees attended the veterans' annual convention at Hornell.

POLICE DEPARTMENT
CLEVELAND, OHIO
By David Downie

Frank B. Wildrick, superintendent of property protection and fire prevention, recently was elected trustee of the Youth Protective Council of
Eriemen Build Walker for Employee's Daughter

This ingenious walking aid was built by employees at Erie's plumbing shop at Dunmore, Pa., for Marie Flannery, daughter of M. J. Flannery, trainmaster-road foreman at Dunmore. When she was struck by a car on New Year's Day 1953, Miss Flannery suffered compound fractures of both legs and despaired of ever walking again. The walking aid enabled her to walk again. Miss Flannery has now discarded the walker and the crutches and cane which she used later. She has donated the walker to Lackawanna County Society for Crippled Children and Adults. The arms are calibrated so they can be adjusted for youngsters or grownups.

Greater Cleveland. Captain J. O. Sheets has been placed on the Advisory Committee of the Council. Captain Sheets and wife spent a week end in Meadville, looking up old friends.

Patrolman Andrew Herrick and family spent a week end in Buffalo.

Patrolman Robert E. Hamilton reports that his father, E. E. Hamilton of Ashland, is back home after several weeks in the hospital.

Patrolman Frank H. Fretter's six-year-old son Chris Cary is doing fine after a tonsil operation.

MEADOWVILLE SHOPLift—MOTOR CAR SHOP

By R. C. Miller

Congratulations and best wishes to Mr. and Mrs. Alfred Carmont who were married Jan. 5. The bride is the daughter of Thomas J. Newcomb, foreman at the diesel shop. Congratulations also to Mr. and Mrs. Chester VanSlyke who celebrated their 50th wedding anniversary Jan. 1.

The parents of Emery Holbrook celebrated their 60th wedding anniversary Jan. 18.

Mr. and Mrs. K. C. McRae are parents of a baby girl. Glad to report that Mrs. Pete Himes and Mrs. Tony Passilla have returned to their homes from the hospital.

Mac McCue, who underwent a serious operation, has recovered and is back at work.

Sympathy is extended to the family of William Meyers who died Christmas Day, also to the families of Ed Koehler, Harry Schrub and John Thomas who died in January.

ROAD FOREMAN'S OFFICE

MEADVILLE, PA.

Congratulations to Engineer E. M. Calvin and wife on the arrival of a son Jan. 8.

Congratulations also to Engineer C. L. Dickinson who has retired after 50 years' service, and to Engineer W. L. Barnard, of Kent, who is also retiring.

Get-well wishes to Engineers W. J. Hoke and G. L. Jackson who are recuperating at home after being hospitalized.

MARION DIVISION

CHICAGO GENERAL OFFICE

By Curtis G. Pinelli

"New Faces of '54" include Barbara Slaughter, ediphone operator; Sophia Ciulla, PBX operator; Paul Nathe and Tom Carlton, tariff mail room clerks.

Following the sun during January were Etta Henricks, teletype operator, on an auto trip through the South, and W. C. Holcombe, senior tariff mail room clerk, who vacationed with relatives in California.

Eyebrow raiser of the month is awarded to Jack Wrage, rate clerk, who saddened the femme fatales with the announcement of his engagement.

Our sympathy to Jack Soll, statistician, whose father recently passed away.

Happy birthday to George Kendall and Frank Hickey, commercial agents; Denise Alkim, junior payroll and voucher clerk; Barbara Slaughter, and Paul Nathe.

14TH STREET, CHICAGO

By Chris Barat

Lois Gonyea, wife of Leo Gonyea, switching rate clerk, is convalescing in Mother Cabrini Hospital. Our
March, 1954

**OFFICER OF THE MONTH**

Patrolman Charles H. Brown of the New York Division is shown here (2nd from left) receiving the “Officer of the Month” citation of the Crime Clinic of Bergen County, N. J., at a meeting Jan. 22 in Teaneck, N. J. It was the first time a railroad policeman had received the award. In the picture, from the left, are, Deputy Chief Frank Aloia, Garfield, N. J.; Patrolman Brown; Chief Matthew J. Donohue, Bergen County police; Chief J. C. Stearns, Eastern District, Erie, and Secretary Fulton H. Hardman, Detectives Crime Clinic.

**TRANSPORTATION**

By T. E. Poe

Our sincere wishes for speedy recovery to J. F. Wilhelm, assistant division clerk, who underwent surgery at the Huntington County Hospital. H. E. Pottou, operator at Huntington, and wife Betty, agent at Monterey and Ora, are back on their jobs following a vacation trip to Florida.

We were sorry to learn of the death Jan. 17 of retired Passenger Conductor Benjamin Landfert. Our sympathy is extended to the family.

Best wishes to Freight Conductor F. D. Lamb who retired Jan. 4 after completing 41 years’ service, and to Engineer E. J. Teusche, who retired Jan. 19 after more than 48 years’ service.

**MAINTENANCE OF WAY**

By Maratile Trainer

Mrs. John Sheldon, wife of the retired plumber foreman, of Lakeview, Ohio, was called to Denver for the burial of a nephew who died in Japan from injuries received in a plane crash.

Trackman Ruben Belford and wife wishes are for speedy recovery.

Mary Heenan, O. S. & D. clerk, Lifschultz Freight Department, and Dorothy Brodick of Indianapolis, visited relatives in Oskaloosa, Iowa, during the holidays. Mike also visited with her cousin, the Rev. Dennis Calahan, of St. Mary’s Church, Oskaloosa.

Ella Shutts, assistant rate clerk, enjoyed the holidays visiting with her sisters, Mrs. Irene Speedy and Mrs. May Jennison, both of Toronto, Canada.

Congratulations to Otto Jordan, veteran route clerk, who celebrated his 85th birthday Dec. 31.

During the holidays, Grace Kidd of a cooper department visited with her aunt in Atlanta, Ga. Grace’s father, George Kidd, and wife, Grace’s brother, George Kidd, celebrated his 84th birthday Jan. 9.

George A. Blaul, comptometer operator, is now disbursing clerk third class, aboard the destroyer Hall. For the first time a railroad policeman had received the award.

George D. Lamb who retired Jan. 4 after completing 41 years’ service, and to Engineer E. J. Teusche, who retired Jan. 19 after more than 48 years’ service.

**Hampden Consolidated**

By Grace Connole

Mail Handler Paul E. Smith is on the job again after a belated vacation. He went nowhere in particular and everywhere in general, being highly sought as an escort of the feminine sex for the various Christmas and New Year parties which his circle of friends attended.

The new tudor 1953 Chevrolet (two-toned tan) parked in the “For Erie Employees and Patrons Only” lot outside the yard office is the personal property of our agent, W. G. Witwer.

Rate Clerk H. L. Kinzie enjoyed a combined 1952-53 vacation, about five weeks, in Las Vegas, Nev. and various California cities where three of his children are residing. He saw for the first time two of his newest grandchildren. He also visited with retired Globe Coal Co. Inspector Jack Muller and wife who live in San Bernardino, Calif.

Polly Jane (6 lbs., 15 oz.), first grandchild of Road Conductor Walter Whitted, arrived Jan. 7 at the home of the Charles Whitteds, Gary, Ind. The new dad is a member of the law firm of Strom & Whitted.

Princess Penelope (Penny), Miss Sausage of Carroll Avenue, and pride and joy of relief typist LaVerne Mousseau, is convalescing nicely after minor surgery at a local animal hospital.

**51ST ST., CHICAGO**

By S. B. Thorson

Congratulations to Pat Rainey, car inspector, and wife on the birth of a daughter Jan. 7.

We are glad to have Car Foreman B. E. Zurn back in the fold after an illness.

Inspector Jacob (Mike) Gabor is taking some time off. Mike hasn’t been well and we hope the rest will do him good.

Engineer J. A. Steen, recently back from vacation, says he had his fill of corn pone and molasses.
The fellow with this monster told us it is a 200-pound jew-fish, caught in the Gulf of Mexico. The fisherman is R. D. Barrett, Marion, Ohio, yard conductor, who caught the fish on a Florida vacation.

of Chicago also were advised of the death of a nephew in Cincinnati.

Retired Carpenter H. V. Jones of Huntington was a welcome visitor in the office recently.

Our deep sympathy is extended to Carpenter Helper and Mrs. Leonard Becks of Huntington on the sudden death of their small daughter, Linda Sue.

Mrs. E. R. Russell, wife of the crane engineer, has been returned to her home following an illness at the Huntington County Hospital. Also, Mrs. E. L. Martin, wife of our chief clerk, is recovering nicely at home following surgery at the hospital.

MEADVILLE DIVISION
ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Congratulations to Mr. and Mrs. C. Cheney, Jr., on the arrival of a daughter Jan. 10 (Betts Ann).

Congratulations to Engineers V. A. Chipman and W. B. Hadden who retired recently. The Haddens are now in Fort Myers, Fla.

Best wishes for speedy recovery to retired Engineer James V. Dempsey who now is in the Veterans' Hospital at Phoenix, Ariz.

Sympathy is extended to the families of Engineers H. H. Woodruff and C. A. Graham. Mr. Woodruff died suddenly while on duty at Meadville Dec. 17. Mr. Graham died Nov. 26 in the WCA Hospital, Jamestown, after a month's illness.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter

Eleanore Elewski made a beautiful bride as she and Clarence Bennett were married Feb. 6 at St. Francis DeSales Church in Parma. Many friends from the office attended both the wedding ceremony and the reception which was held in the evening at the Brooklyn Village Recreation Hall. The newlyweds took a motor trip south, destination Fort Lauderdale, Fla.

Taking advantage of the Erie Athletic Association's recreational facilities at Winterthur were the future Sonja Henles of the office, Shirley Walker, Margaret Brady, Evelyn Collins, Dora Alves and Helen Trojahn.

Les Arolf has been called for jury duty and is hoping for some interesting cases.

The Arolfs were very happy to have son Bob home for the holidays from Ohio University while Harold Strom, Jr., who is in the Navy, made mom and dad's holiday complete with a
long distance call from San Francisco.

It was a pleasant surprise to see Marge Zech, our former associate, now living in Long Island. She dropped into the office for a few hours while visiting Ruth Smith.

Ellen Cunningham, Marilyn Maier and Mary Ann Sabo have been hospitalized, but should be back with us by the time this goes to press.

Our sincere sympathy to Helen Wenzel on the death of her sister at Pompton Falls, N. J., and to Al Van Houten whose mother passed away at Paterson, N. J., Jan. 24.

At long last we have a new man in the office for a change—Richard Stanley, but will answer to Rich or Dick.

PASSenger Traffic
Cleveland, Ohio

By Joan Lindsen

Dennie Carlin and Dolores Lindson may be putting away their bowling paraphernalia after the sad showing they made in the Erie tournament.

Dottie Winterich and Dan McNally were married Feb. 27 at St. Clements Church.

On the first and third Wednesdays each month at Winterhurst, you can see ice stars like Bill Vorhach, Betty DiBartolo and Ginny Higgins.

Bernie Clark, George Bach and Danny Heinrich are dill pickle fans. Kenneth Dean seems to think that pickle eating would be hazardous to his diet.

Dennie Carlin is tutoring Loyd Crosby for the position of ticket reservation clerk.

Jean Doyle moved to Shaker Heights March 1.

Operating
Vice President's Office

Mr. and Mrs. William Hill (Nora Carlin, formerly stenographer in the office of the superintendent of motive power) are proud parents of a seven-pound boy born Jan. 21 at Lakewood Hospital.

Ruth O'Connor and Beatrice Lyons spent the week end and Washington's birthday at the Greenbrier Hotel in White Sulphur Springs, W. Va.

We welcome Bob Willey and Jack Rose to the Wage Bureau. Bob comes from the Accounting Bureau at Hornell and Jack from the Maintenance of Way Department, Cleveland.

Our best wishes go with Shirley Stanley, formerly stenographer in the Wage Bureau. Her husband has been transferred to Pittsburgh, where they will make their new home.

STORES
Hornell, N. Y.

By Anieta F. Decker

We're very proud of Winnie Boynton, Bob Griswold, Paul Kraft, Bob Ward and Cyril Albaugh who were among those honored by the Rochester Chapter of the American Red Cross for their contributions of a gallon of blood.

Bob Ward recovering from a knee operation performed Jan. 18 at Rochester General Hospital.

Karney Peek has bought a snazzy new car, but now we're thinking of taking up a collection for a wash job so we can see what color it is.

The diamonds on Harold Johnson and Art Knecht have forced us to wear blinders.

Sympathy is extended to the family of Jess Keith who passed away Jan. 15.

Glad to have Clarence Covert back. Clarence had been on leave since Nov. 17 because of ill health.

Milt Chaffee has moved from the farm (Greenwood) to the village of Canisteo.

Welcome to John Kelleher, our new messenger.

Wonder how Art Schmidt is making out in Phoenix.

Again we are happy to report that our department has completed the third successive year without a reportable accident.

Scrap and Reclamation
Meadville, Pa.

By G. S. Smith

Geraldine Davies, chief clerk, and Bessie McCartney, clerk-stenographer, spent a week end in Cleveland attending the Ice Follies and shopping.

Shirley Carr, daughter of Tom and Marjorie Carr, was among the nurses copped recently at Meadville City Hospital.

A2C Richard C. Hood, son of George and Mildred Hood, visited his parents on furlough from his station at Truax Air Force Base in Wisconsin. He is a hydraulic specialist with the 520th Air Defense Group.

It is a little unusual having our bowling team in second place after winning the championship three years in a row, but we feel sure they'll make it again this year.


Ida Belle Roberts and Lawrence Grove were married recently.

Thirty-nine persons attended our an-
nu4 Christmas party at Shaffer’s Tavern consisted of games and also several comedy acts put on by the employees. Norman Smith led the group in singing carols. Afterward everyone received a gift from the Christmas pie. The committee consisted of Tom Carr, Bessie McCartney, Geraldine Davies, Stanley Lawhead and the writer. Bessie and Geraldine were in charge of the decorations.

ACCOUNTING
AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard
Twenty-one girls played hostesses to LaVerne Schalk before she became Mrs. Joseph Zbansnik on Jan. 9. After a reception in the evening, the couple left for New York. Dorothy Buday started the new year by fracturing a right finger.

ACCOUNTING
AUDITOR OF DISBURSEMENTS
Laverne Schalk before she became Mrs. Joseph Zbassnik on Jan. 9. After a reception in the evening, the couple left for New York. Dorothy Buday started the new year by fracturing a right finger... Nelson Case rolled a 579 series in bowling Jan. 14. Vincent Patrick Dunn returned to work Jan. 18 after serving in the Navy. Pat Cundia and Theresa Cockrell shopped in New York a few days... Don Reisland looks sporty in new glasses... Glad those W-2 withholding forms are out of the machine room.

EX-POW WED
Married recently were Connie Rose Pero, daughter of Tony Pero, Meadville, Pa., Reclamation Plant, and Harold Andrews who was a prisoner of war in Korea for two and a half years. They live at Meadville.

Please show me how, for just a few cents a day, I can protect my paycheck against loss through sickness and accident.

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HORNELL ACCOUNTING BUREAU
By Lynn Lamb
Margaret Wood visited in Louisiana... Fritz Petersen is sleeping with his boots next to his bed since he has become a call fireman... One of the coldest mornings of the year Dick Matthews made his “coffee-run” to the diner without his hat on... “Big Game Hunter” Lard Burdette is back on the day shift. Guess the hunting season is over... The “50 Club” held another outing at Hoyt’s, including steaks and all the trimmings... Bureau Bowling Team No. 2 is heading the Erie league. Anyone know where Leo Harlins can take some bowling lessons?... “Curley” Coller, retired, was a visitor at the office... Those frequent trips to Elmira by Jeanne Matthews certainly paid off and in the form of a large rock for that certain finger... Wonder where Paul Smith got that new
type hand cleaner in the handy can.

Paul (Frogtoe) Quartz gave up some of his veins at St. James Hospital.

Clarence Buck really resting after a big Christmas tree business.

From all reports, we expect Mike Winters' pipe to burn out soon.

"Gayblade" Harkins has yet to find the nerve to wear the canary yellow vest he received for Christmas.

We hear it's even brighter than the one Walt Coston has. By the way, did you see the one Watson (Deacon) Walden was wearing so proudly?

Bill Cregan recovering from a case of "what-do-ya-call-it".

Jerry Curran's gasoline froze up in his car, that is. He also found out that gasoline is very essential.

Don and Georgia Matthews brought Douglas Stephen home from Bethesda Hospital. Another helper for the strawberry farm.

Wonder how JCH's black and blue mark is coming along.

Rosie Hogan back to work after being laid up with "the bug" several weeks.

Ed Bottomley now behind the wheel of a '31 Ford.

Sale—one pair of ice skates, used very little in 10 years. Contact Dick Schieder. Dick recently fell on the ice at Whiskey Pond and broke a knee-cap and elbow.

Bill Leonard and Betty Rudig signed a double lease when Betty accepted a "keepsake" for her third finger, left hand.

Edna Metzger making frequent trips to New York.

According to Bruce Dungan's little daughter Deby, certain strange creatures have moved into the Dungan household.

Neil Crandall changing his W4 when Michael Stephen came to live at his house.

Ginnie Argentieri, Pauline Bove and Ed Gillette did a bang-up job on the March of Dimes campaign in the office.

Fred Petersen thinking of taking up a collection for crying towels for Fran Crook's bowling team.

Leo Hitchcock's nerve reached a new high when he came to work wearing his new shirt. Yup, the blue one with one horizontal red stripe.

Barbara Schmitt Moorehead is now a key-punch operator at the Elgin Air Base in Pensacola, Fla., for the statistical department.

If your last name begins with H you have the most popular letter in the office. H is the leader in surnames with R for given names and E for the middle name.

No one has the three initials, but we have two with the first two initials.

Delores Lindeman in St. James Hospital.

"Hot Rod" Martin Kendall showing Howard Hamilton the art of handling Beechnut Scrap.

Lucky Frank Krider well pleased the way the Moore-Maxim fight turned out.

C. H. Artman and Howard Hamilton attended the fire school held at the shops.

Many employees and their wives attended the farewell party for Bob Willey at the American Legion. Bob has been transferred to Cleveland and everyone wishes him the best. He

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...every month if Dad isn't here

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

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For food, clothes and shelter

LEES"

March, 1954
faces. In a few hours Connie Chojna mortals as he went, while Helene and zipped around the rink scattering Millie Mirack protected herself from to boast about in the office all week. Tom Saunders self-destruction by wrapping herself in several snowsuits. Tom Saunders fearful beating from the swarm of ties staged at Winterhurst were a display real skill while snail-paced great success. Over 100 skate addicts and Mary Lou Zimmerer collected enough bruises and charley horses carefree snow-bunnies with ruddy tee-a good worker, a good friend.}

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surely will be missed. He was one of the live wires on most every commit-tee—a good worker, a good friend.

**AUDITOR OF REVENUES**

By Jimmy Murphy

The semi-monthly ice skating parties staged at Winterhurst were a great success. Over 100 skate addicts were happily making figure eights all over the place and the rink took a fearful beating from the swarm of carefree snow-bunnies with ruddy faces. In a few hours Connie Chojna and Mary Lou Zimmerer collected enough bruises and charley horses to boast about in the office all week. Tom Saunders was a bit of a duffer but early greetings were in order and the greetings took the form of a cake, appropriately embossed, from the comptomy. Tom Saunders was a bit of a duffer but early greetings were in order and the greetings took the form of a cake, appropriately embossed, from the comptomy. 

**FOOT OF HENDERSON STREET • JERSEY CITY, N. J.**

**MORRIS BASIN DRY DOCKS**

Dry Docking & Vessel Repairs

**MACHINE SHOP**

**Harry Hodgur** is now driving a new Steaker. . . . Machine Room Supervisors, Thomas Patrick Barrett, our latest daddy, is wearing his new laurels with distinction. The heir has been named Thomas Patrick, natch, and the office went up in smoke in celebration of the event. Tom was not alone in his jubilation, however. To further extend the happiness which caused a bad case of inflation of the chest, Bill Hill has taken the stump of our engagement ring she received at Kirk. Sue Callaghan's birthday. To celebrate the occasion, an informal surprise party was held in her honor by fellow workers. Everyone enjoyed the festivities and Sue was pleased beyond words. . . . Shirley McCarthy's eyes are sparkling just as bright as the beautiful engagement ring she received from Dick Drabovic, former clerk in the overcharge claim bureau, now stationed at Ft. Knox, Ky. . . . We were sorry to learn of the death of Mrs. Elizabeth Manning, mother
of Auditor of Revenues W. J. Manning and Ed Manning. Our sincere sympathy. Also to B. J. Markwell, retired chief clerk, whose wife died recently. . . Welcome to Ray Conroy, our newest sorter. We consider him an asset to our force. . . The fourth floor has turned into a regular knitting center. At lunch time everyday a gentle blanket of domesticity falls over the abstracting section as argylls in all shapes, designs and colors are being made for "that guy" by Lynn Kennedy, Mary Louise Demore and Ann Cuyler have brushed up on their sympathy. Other branches of the arts and crafts might have about young folk trying very Friday morning since the beginning of the bowling season. . . Nancy Roberts has punctured her hands innumerable times while embroidering tea towels and hankies and Bea Grega proudly displays her skill as a dressmaker. . . Madeline Kozlar celebrated another birthday Jan. 28. Jean Overin, Marge Stattler and Terry O'Malley with their melodious voices sang "Happy Birthday" to her. . . Hollie Langan and Ralph Winter have been "feudin' and fightin'" every Friday morning since the beginning of the bowling season. . . The interest Denis O'Dwyer shows in rates by staying after hours every day, perhaps Din@ can assist. . . Robert's new endeavor as traffic consultant to the home of Dorothy and Gene Stack. . . Our sincere sympathy to Bob Shields in the recent passing of his brother. . . A recent sleet storm took much of our folks. John Rogers suffered a pulled shoulder muscle when he slipped on the icy pavement. Eleanor Winzinger is feeling better after hurting her wrist and Dick Cawley had the misfortune to fracture his ankle while coming to work.

**EMPLOYMENT**

**NEW YORK, N. Y.**

By V. T. Bystard

George W. Taylor and family traveled to Philadelphia on New Year's Day and witnessed the Mummer's Parade.

Ed Mulhall's "Pinocchio Club" has been making frequent use of the new recreation room which was recently completed in the basement of his home.

Mrs. H. E. Kelly received a parakeet as a Christmas gift and is trying patiently to teach it to talk.

**LIGHTERAGE**

**NEW YORK, N. Y.**

By Regina Frey

We are happy to report that air conditioning is being installed here.

Edith Petrone, lighterage clerk, returned recently from her vacation in Florida.

Bill Evans, westbound clerk, has moved into his new home in Glen Rock.

Sympathy is extended to Supt. O. A. Frauszon on the death of his brother.

Congratulations to Anne Shreiber on her daughter Barbara's engagement.

The following celebrated service anniversaries in January and February: Frank McGarrity, 43 years, Paul Romeo, 38 years, Edith Petrone, 27 years, and Ed Peterson, 26 years.

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**SHORT CUT**

**to convenience!**

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**THE ERIE STONE COMPANY**

1st National Bank

Box 5412-C, Scranton 9, Pa.

**MARINE**

By Jesse E. Baker

Ed Wisniewski, mate on the tug Horwell, has brought up the question, why are not more men in the department civil defense minded? Jersey City, New York City and many local communities have more than 200 watchers to spend two hours or more a day. See Ed for details.

Mace Van Wagenen, who retired as captain of the tug Olean early last year, came in from Bogota, N. J. to

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Box 5412-C, Scranton 9, Pa.
say hello to the folks. He says he can hardly wait until spring to work in his garden and flower beds.

Capt. Fred Wendelken, who retired in January off the tug Rochester, says he is going to take a long needed rest. Uncle Fred, as many called him, came to the Erie Feb. 1, 1892. He piloted almost every type of harbor craft—ferries, propelled lighters, tugs—steam and diesel, also yachts.

PERISHABLE TRAFFIC
DUANE STREET, NEW YORK

The March of Dimes profited from the auction sale on Pier 21 of a carload of apples Jan. 14 and a carload of citrus fruits Jan. 21. The car of apples was donated by growers and shippers of Chelan and Douglas Counties of Washington and were sold by Krass-Joseph, Inc. Sunkist Growers, Inc. donated and sold the car of citrus. All services in connection with these sales were donated and all proceeds will be turned over to the Infantile Paralysis Foundation.

John H. Street of the Foreign Operations Administration, Washington, D. C., and a team of eight members representing French forwarding agents and shippers were conducted on a tour of the piers Jan. 26. P. J. Napoli and F. M. Sportelly capably explained the operations and answered all questions.

The department was represented at the golden anniversary convention of the United Fresh Fruit & Vegetable Association at the Conrad Hilton Hotel, Chicago, in February by Perishable Traffic Manager P. J. Napoli.

More visitors in January were F. A. Wilson, assistant general manager of Sunkist Growers, Los Angeles; Mr. and Mrs. William Bryant of the Apple Growers Association, Hood River, Ore.; Howell Murphy of Pinnacle Packing, Medford, Ore., and J. A. Patterson, O.W.C. Pear Bureau, Portland, Ore.

WYOMING DIVISION
By J. P. Roche

E. A. Keddie, conductor, Avoca, and J. M. Gettings, brakeman, Dunmore, have resumed service following illnesses.

Congratulations to T. R. Switala, chief of corps, Dunmore, and Joseph Calli, chief caller, Avoca, who are fathers of baby girls, the first arrival for each.

Sympathy is extended to James Davis, fireman, on the death of his father, James, Sr., at Old Forge, Pa.

The Erie bowling league, consisting of six teams, finished the first half of the season with a bang. The M. of A. team, captained by A. Waleski, was high with 28½ games won and 12½ lost. They edged out the Burners' team (S. Astorino, captain) by one and a half games. Waleski was top bowler with 169 average, followed by "Pope" Gaetano with 168 average. M. of W. was high for three games with 293. High for one game were "Pope" Gaetano, 226, M. A. Leschanski, 224, and J. Barlik, 224.

C. I. Tippett, engineer, Avoca, is proud of his two sons in our armed forces. Corporal Charles returned to the States last month after several months' service with the 552nd Divi-
SUSQUEHANNA DIVISION
HORNELL CAR
By Mary L. Falsou
Sympathy is extended to the family of Raymond E. Stachow, former carman apprentice and son of Andrew Stachow, car inspector, who died Jan. 30. A recent visitor in Hornell.

Dick Carlson and family spent Christmas vacationing in New York recently.

HORNELL FREIGHT
By E. Miller
Sympathy is extended to Caller Charles Lockwood and family on the death of his father.

Sympathy also is extended to Ross Hill on the death of his father. Jim Aprea and Dave Arredizzi and their families vacationed in New York recently.

Wyman L. Thomas and family spent Christmas with his wife's parents in Gerry, Pa.

Lawrence Ebert, typist-clerk, recently discharged from the Marines, is attending Alfred University.

BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Nise Munger

Congratulations to Mr. and Mrs. Ed Hodge on the arrival of their first grandson, Eugene Joseph.

Best wishes to Herb Hardesty (re-tired) and Mrs. Hardesty in their new home at Zanesville, Ohio.

Mrs. Higgins, telephone operator, has a new son, a daughter-in-law, the wife of her son Gerald. They were married Jan. 30.

Sympathy is extended to the family of Fizeman James C. McAndrew who died suddenly Jan. 25, and to Francis McMahon, resident engineer, on the death of his father, 81.


We welcome Wes J. Tallichief as our new BX telegraph operator, third trick.

BUFFALO MACHINE SHOP
By Frank Halbleib
E. J. Lynch, machinist, and wife vacationed in St. Petersburg, Fla.

Charles Hugheson and Joseph E. Sieg, retired employees, recently called at the shop.

NEW YORK DIVISION
SUIT'S OFFICE, JERSEY CITY
By Mary A. D. Meyer

Several members of the office attended the retirement dinner at Clifton Jan. 7 for Joe Graf, former agent at the Paterson office, J. D. McFadden, J. M. Meulener, E. F. Bunnell, J. H. McGirr, J. T. Corbett, N. J. Devito, F. Murphy, B. Campbell, Helen Smith, Antoinette Gerinck and Gertrude Roberts.

Good luck to Bob Gallagher, transferred as messenger in S. C. Lund's office, Jersey City; to Carol Newton, from Weehawken, as stenographer-clerk to the station supervisor; to A. J. Sanok, as file clerk in place of E. P. Cheval, transferred to Pen Horn yard office, and to Ed Ringle, from Weehawken, as card record clerk here.

Best wishes to Carol Newton whose engagement was announced at Christmas.

Christmas greeting cards were received from our retired friends, S. J. Snyder, M. Downey, F. E. House, W. Beck, A. Padicen, C. Paulison and Eleanor Salley.

The 33rd anniversary dinner and installation of officers of Croxtown Lodge 876, Brotherhood of Railway and Steamship Clerks was held Jan. 16 at Hotel Plaza, Jersey City. Among those attending were H. A. Book, C. Lund's brother, Miss Sally Funk, Miss C. Lund, E. F. Bunnell, J. McBride, J. S. Snyder, E. J. Graf, and Gertude Roberts.

We are glad to report that Harry Coleman is recuperating at home after an illness at the Medical Center.

We wish speedy recovery for Helen Ryman and Ellen Mezey's mother who are in the hospital.

We are sorry to learn of the illness of Peter Mandelbaum's brother Harry.

F. W. Dana, Harold Kaufman, Ruth Larivee, Rudy Apek and Tom Rooney are back on their jobs after illnesses.

STATION FORCES
By N. J. De Vito

Tuesday—During a heavy snowstorm last month when traffic was tied up on highway No. 17, many travelers were forced to leave their cars and take refuge in the station. Jim Farley saw to it that everyone was comfortable and we received many letters of appreciation from these people.

C. E. Williams—Everett Wetmore, ticket agent, has taken a position in the Erie Police Department and we wish him good luck.

Port Jervis—The William Nolans (operator) enjoyed an early vacation in Florida this year. From all the cards we received, it looks like the fish had a bad time with Will fishing every day.

Wanaque Midvale—Eric Arnold, agent, spent a vacation relaxing at home.

Caldwell—Donald Reilly, operator, has returned from a vacation at Miami Beach.

Passeic—Sympathy is extended to E. W. Kane, freight agent, on the death of his mother. We had an exciting time last month when the freight station office was burned out.

ERIE TROWEL CLUB
By L. J. Laddieeke

Eastern Unit No. 1 of the Erie Trowel Club of Jersey City held its second annual dinner and dance Jan. 16 at the Masonic Club in Lyndhurst.

Our Brother Samuel Owens, known to us as Chief Red Cloud of the San Blas Indians of Southern California, entertained with tribal dances, assisted by a brother tribal member, Lone Wolf. Brother Owens explained that as some of the San Blas Indians were unable to read or write, a lot of Masonic work was done in the tribe through dances, several of which were demonstrated.

Many useful door prizes were collected by Fred Looney, Harry Pierce and John Cullen from the friends of the club.
2 JERSEY CITY VETERANS RETIRE

This picture was taken at a retirement dinner for James J. Finucane, carpenter foreman; and Benjamin H. Horton, chief clerk, mechanical department, Jersey City, N.J., whose combined service with the Erie totals 96 years. In the picture are, from the left, Mr. Finucane; C. F. Schwartz, general master mechanic, and Mr. Horton, who had been with the Erie over 44 years. Mr. Finucane had been with the railroad 52 years, six months.

DR. PEALE continued

men live lives of quiet desperation.

What, then, is the secret of avoiding frustration? A helpful answer is in a few simple words from Ephesians, "Having done all, to stand." This means that when you have done everything you can do, there is nothing more for you to do. Then just stop and don't do anything further.

Perfect Guide

My good friend, Dr. Smiley Blanton, the eminent psychiatrist, thinks that this sentence from the Bible is a perfect guide to mental health. Simply do the best you can, then confidently leave the results to God. Don't get excited, nervous, or be in a dither. Just stand on what you have done. It will be alright.

Many of us get so exasperated, so overwhelmingly frustrated by conditions, by people, by ourselves, and by life itself, that it seems we can no longer take it and must give way under the pressure. We may not burn down our houses, walk out on our families, shoot ourselves or become alcoholics, but in many subtler ways we allow these frustrations to dominate us and destroy the happiness and effectiveness of our lives.

To avoid frustration, I suggest a simple plan and it has helped many. Just practice facing the conditions and situations you meet as calmly as you can. Do the best you can about them and then do nothing else. If you rush feverishly around beating the air, you arouse the hot and irrational emotion of frustration. You can best oppose this with the cool emotion of quietness and poise. Practice entertaining quiet thoughts and thus utilize one of the most effective of all therapies. You can greatly benefit emotionally and mentally from the healing benefaction of quiet thoughts. Don't tolerate excited thoughts, or hot thoughts, or nervous thoughts, but practice quiet thoughts until you become proficient in this mental pattern. This will cure you of frustration.

There are some heights in life to which no exasperation, no frustration can ever ascend. You can attain this level of living through the day-by-day practice of your religious faith. From sincere faith you will draw that God-given quietness by which presently you can avoid frustration.

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50 YEARS continued

so that today it possesses strength and stability unmatched in previous years. Erie management today faces the future with confidence as the result of an expenditure of $80,000,000 in nine years for modernization of operations, the newest equipment and adoption of modern railroad ideas and methods. The modernization program for the future calls for further investment in new facilities and equipment to increase efficiency.

Most of the $80,000,000 was spent for new diesels. Since the war, the Erie has changed from steam to 100 per cent diesel motive power and has realized tremendous savings. Diesels have meant construction of new, streamlined diesel shops, and elimination of many old buildings, giving the railroad a cleaner, brighter silhouette. Freight yards have been enlarged and improved. A radio telephone communications system has been developed, giving the railroad the latest type of instant communication over the entire system between moving trains, stations and other points. Acres of electronic business machines have been installed to insure the latest in accounting operations. Our tugboat fleet in New York has been changed to diesel tugs, giving us practically a whole fleet of new tugs.

The drama of all these events is stored for all time in the pages of the Erie Magazine. The magazine has tried to do a conscientious, careful job of recording these five decades.

Perhaps, then, you will be tolerant if your magazine steps forward to take a bow and perhaps boast a little as it starts its 50th year with this issue.

Railway Equipment

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Erie Railroad Magazine
We Americans make a great deal of noise about equality of opportunity in this country.

It is quite likely, however, that if you operated one of these four forms of transportation you'd make a lot of noise about inequality.

Suppose, for example, you operated a railroad. Naturally, you'd compete with companies using the waterways, the highways and the airways.

Only you, however, would have to pay out of your own pocket the cost of building and maintaining your right of way—in addition to paying taxes on it.

Only you would have to build and maintain your stations—and pay taxes on them—while various governmental bodies build and maintain airports, waterway facilities, highways, and bus and truck terminals for your competitors.

If you were in the railroads' position, you would undoubtedly feel as they feel: that they are placed in an unfavorable competitive position vis-à-vis other, subsidized forms of transportation—in addition to being burdened with many outmoded federal and state regulations that hinder them from operating at the peak of economic efficiency.

The railroads feel that the public would be better served if competitors in transportation were put on an equal basis—with all forms of transportation offering only services their customers were willing to pay for, instead of having part of them paid for by the taxpayers.... Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.
Fast talk for the engineer’s ear

We are taking you behind the scenes to show you how Erie uses modern walkie-talkie radios to speed up freight train operations.

When a freight train stops for any reason, or where switching is necessary, instant contact with the locomotive engineer (often a mile away on long trains) cuts delay and helps on-time performance. Portable radio-telephones represent another Erie investment in better service for shippers.

More walkie-talkies are being added to supplement Erie’s 4-way radio-telephone system, which now covers the entire main line between New York and Chicago—the most complete installation of any railroad anywhere.

Add it all up and you have another example of Erie’s progressive railroading designed to give shippers the best in safe, dependable transportation.

Erie Railroad
Serving the Heart of Industrial America

Listen to "The Railroad Hour" every Monday night over N.B.C. 8:00 P.M. Eastern Standard Time