



**CUB
SCOUT
TOUR**

OUR 51ST YEAR OF PUBLICATION

MARCH 1955

The President's Page

THE RAILROAD INDUSTRY is in the most highly competitive situation in its entire history. Recognition of this fact should bring home to every railroader the need of joining forces for our common good and for the good of the nation's economy. We can no longer afford the questionable "luxury" of family quarrels about trivial things.

This does not mean that any group should abdicate their rights nor discontinue their efforts to properly advance the interests of those to whom they have responsibilities. There are several large areas where it should be easy to reach agreement on common objectives. Our problem is to be big enough in our thinking so that we will not confuse the two fields—the one of common interest, and the one of divergent interest.

We can still retain the basic freedom to have honest differences of opinion on certain issues. These differences, however, need not cloud our thinking to the extent that we pursue the suicidal course of refusing to cooperate wholeheartedly for the preservation and growth of the industry to which many of us have given long years of service.

P. W. Johnston



Oldest Employee Magazine in Railroad Industry . . . Our 51st Year of Publication



No. 1

March 1955

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 employees on and off the job.

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

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RAIL ENDS

Norway is celebrating its railroad centennial this year and like the Erie did in 1951 is featuring a special train carrying exhibition material to all railroad points in the country. Remember our exhibition train in the summer of 1951? The Norway train finally will become a part of a great exposition at Oslo this fall.

The famous "Blue Train" of the South African Railways also is known as the "Duodenal Express." Its passengers consist mostly of ambitious, hard-driving people who love good food and drink—in short, the type of people who are most apt to suffer from ulcers.

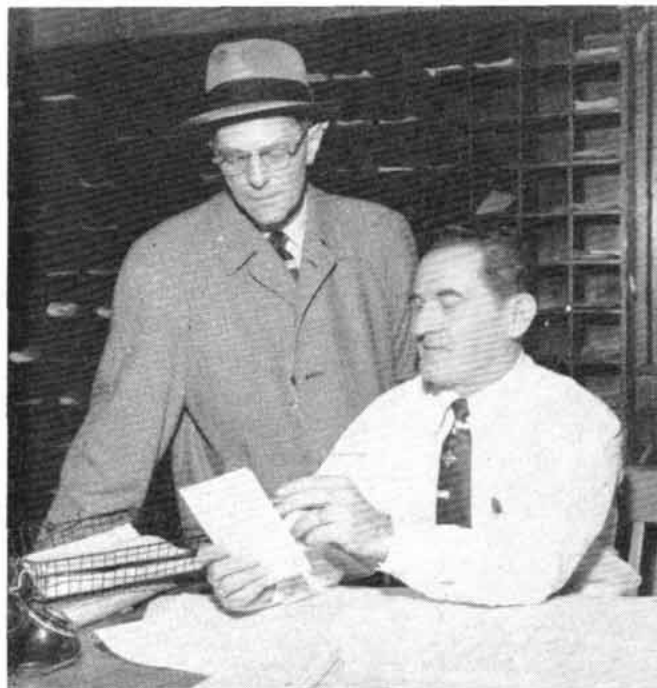
In Burke, Idaho, the trains sometimes have to wait for the automobiles. The town is squeezed by narrow canyon walls, and a gas station is so situated that when an auto is being serviced it straddles the railroad tracks. Trains and autos have an agreement—first come, first served.

There was a time in New Hampshire when only persons bound for church could ride a train on Sunday. A state law prohibited the sale of tickets on Sunday except to Sabbath worshippers.



THE COVER—During January and part of February, Cub Scouts practically took over the Erie and other railroads. January was Railroad Month for the Cub Scouts, and the Erie went all out to show the Cubs how our railroad operates. Between Cleveland and Meadville, Pa., there were six special weekend trains of Cubs. A total of about 4200 Cubs and their parents rode the six trains. Of course, there were similar trains at other points on the railroad. The Cubs were taken to diesel shops, yards, passenger stations and other points of interest. If you don't think they enjoyed the trips, just look at Pages 8 and 9 which show the Cubs on visits to facilities in Youngstown and Cleveland.

Family Affair



Above is the original member of the Erie's Orlowski family, John P. (seated). With him is Ward Wilson, trainmaster at Buffalo.



Going over some car records with Yardmaster Jack Whalen is Francis Orlowski, at right.

If you ever find it necessary to contact an Erieman named Orlowski in Buffalo, be prepared or you will find yourself running around in circles.

There are six Erie employees named Orlowski in Buffalo, and they belong to the same family. This family affair includes four brothers and two sons of one of the brothers.

Some research was conducted by editors of the magazine to determine if there were any larger family groups working on the Erie at the present time, but the Orlowski clan seems to be in line to claim the championship.

Of course, we found many Erie-



Pvt. Norman Orlowski is the youngest of the family of Eriemen. He has been transferred overseas and serves in the U. S. Army

men who are descendants of long lines of former Eriemen, but there does not seem to be any family at present which has six or more of its members working for the railroad.

Only a sort of surface research was conducted, but there was some evidence that indicated that railroading gets into the blood of some American families. Some times this urge takes the form of at least one member of a family for many generations adopting railroading as a career. At other times whole families take to railroading at the

Erie Railroad Magazine

same time as in the case of the Orlowskis.

Father First

The first of the high-iron Orlowskis to go to work for the Erie was John P., father of the two sons in this sturdy Erie family. Now 50 years old John P. hired on with the Erie in our East Buffalo yards on Sept. 1, 1922. He now is yard clerk on one of the shifts at East Buffalo yards.

Francis, a brother, now 46, was the next of the family to take up railroading with the Erie at East Buffalo. He has worked at several clerical jobs in the sprawling yards and now, like his elder brother, is a yard clerk. He started with the Erie on May 13, 1929.

The next of the family to try his hand at railroading was John F., 27-year old son of John P. He started on Dec. 15, 1943, as an extra yard clerk, then became a yard clerk and later an extra timekeeper. He entered the U.S. Merchant Marine on Nov. 27, 1944, on a leave of absence and returned to the Erie on Aug. 20, 1945. He worked as a trucker and messenger before being promoted to cashier-rate clerk at our freight house in North Tonawanda, N. Y., where he is assigned at present.

Apparently the reports the first



Affability and engaging smiles are the mark of the members of the Orlowski family. An example of the smile is displayed above by John F. Orlowski as he checks rate books on his job at North Tonawanda freight house.



Charley Orlowski (right) grins at a remark by Buck Jones, yard conductor at East Buffalo.



Yardmaster W. F. Knoll talks over a switching job with Edward Orlowski (right) at JX yard.

three Orlowskis brought home to the family about the Erie were favorable because on March 1, 1944, another brother, Edward, 32, started work with the railroad. He began as a switchtender in East Buffalo and was promoted to yard brakeman before entering military service on Sept. 10, 1945. He was in the U.S. Army Quartermaster Corps and served overseas in Austria before returning to the Erie. On Nov. 16, 1954, he was (Please turn to Page 13)



The reason for the intense concentration in this picture is the study of bell tones. On the left is Prof. Robert Kleinschmidt who is in charge of the Vibrations Laboratory at the School of Engineering at the University of Buffalo in Buffalo. Behind the bell is Ted Wynne, claim agent, who volunteered for a bit role in this picture. The bell was donated to the lab by the Erie.

Carillon Expert Receives Erie Bell For Tests

Prof. Robert Kleinschmidt is constantly hearing bells, but before you assume that they're in his belfry, perhaps it had better be explained that one of his duties is to test bell tones.

Prof. Kleinschmidt is in charge of the vibrations laboratory of the School of Engineering at the University of Buffalo in Buffalo. One of the types of sounds which he studies is bells. Recently the Erie donated one of the bells from a steam locomotive to the laboratory, and Prof. Kleinschmidt is using it for his studies.

In addition to his job at the university, Prof. Kleinschmidt is a carillon expert and is the carillonneur at the famous Rainbow Tower at Niagara Falls, N. Y. He also has been carillonneur at the First Methodist Church, Germantown, Philadelphia, and guest carillonneur at the Washington Memorial at Valley Forge, Pa. He has played almost every carillon in America.

The Rainbow Carillon at Niagara Falls is one of the best-known in the world. In musical range it is one of the largest in the world and the largest in the British Commonwealth of Nations. The carillon covers a musical range of four and a half chromatic octaves, half an octave less than maximum. The Bourdon, the

largest bell, weighs 10 tons, is over eight feet in diameter and 6½ feet high, giving the note E natural. The entire set of bells, minus framework and playing mechanism, weighs 43 tons.

The tones can be created by grinding metal from various levels of the inside of the bell. The carillon is played from a clavier which is arranged like a large piano keyboard, except that small round oak levers spaced two inches apart take the place of ivory keys. The bells do not move but are struck by the clappers which are connected to the keys by a simple lever system. The clapper on the Bourdon bell weighs 325 pounds. Heavy as the bells and clappers are, the player can make sounds loud or soft at will by the pressure of his fingers or feet, emphasizing particular notes or melodies, just like a pianist.

Better wait a few minutes at a grade crossing than spend many months in a hospital.

Erie Engineers Speak at Meeting

Five members of the Erie's Engineering Department will have parts in the annual meeting of the American Railway Engineering Association March 15-17 in Chicago.

H. N. Halper, valuation engineer, as chairman of the association's committee on records and accounts, will read his committee's eight reports to the convention.

W. R. Swatosh, assistant superintendent of construction, will present a report on the revision of the association's manual with respect to contract forms.

Blair Blowers, chief engineer, will present a report on hold-down fastenings for tie plates.

A. K. Frost, assistant to the chief engineer, maintenance of way, will report on end splitting of hard ties.

L. H. Jentoft, engineer, maintenance of way, is to report on natural water ways and prevention of erosion.

"This is a great country, Pat."

"Yes, how's that?"

"Right here, lad, the paper sez yez can buy a foive-dollar money order for only ten cents."

I. H. Schram Dies

I. H. Schram, retired chief engineer, died Jan. 28 at his home in a Cleveland suburb. Before retiring in 1953 he had been with the Erie for 45 years. Born in Milwaukee, Wis., Mr. Schram started work with the Erie as a transitman on the New York Division. He later became division engineer at several points and in 1927 was promoted to engineer, maintenance of way, at Hornell, N. Y., and in 1932 at Jersey City. He became acting chief engineer, maintenance of way, in 1943, then chief engineer, maintenance of way, in 1944 and chief engineer in 1946.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
Frank V. Kelleher	Cleveland, Ohio	Freight Claim Agt.	3-1-17
George W. Krom	New York, N. Y.	Asst. Gen. Passgr. Agt.	3-16-25
Henry Herrmann	Jersey City, N. J.	Gen. Agt., Passgr. Dept.	12-15-10
Arthur W. Meinke	New York, N. Y.	Asst. to Mgr. Mail, Baggage & Express	1-4-37
Robert A. Johnson	Chicago, Ill.	City Passenger Agt.	8-11-47
Charles A. Crim, Jr.	Chicago, Ill.	Trav. Passenger Agt.	6-13-44

FREIGHT CLAIM AGENT RETIRES



After more than 46 years with the Erie, Thomas P. Scott, freight claim agent since 1943, has retired. He is shown here at a luncheon in his honor receiving a framed retirement certificate from President Paul W. Johnston. A native of Paterson, N. J., Mr. Scott started with the Erie as a clerk at Homestead, N. J. He worked as an agent and then entered military service in World War I. When he returned to the Erie in 1919 he was assigned to loss and damage, advancing in the department until he was named to the top post.

RAILROAD PRESIDENTS START AT BOTTOM

Most railroad executives began their careers in minor positions—at the bottom of the ladder—and advanced step by step, through many years of hard work, to their present positions.

This fact is brought out in a study of the careers of 76 railway presidents based on data in the 1954 edition of "Who's Who in Railroading," just off the press. The study shows that most of these presidents commenced railroading as office boys, messengers, clerks, stenographers, station helpers, trackmen, rodmen, chainmen, draftsmen, accountants or telegraph operators.

The analysis shows that 43 of them graduated from colleges or universities, and 9 others had the benefit of one or more years of college or university training. Nineteen received no formal education beyond grammar or high school. Two of these have been awarded honorary doctorates for their outstanding achievements in the railroad world. Seven other railway presidents supplemented their public

school education by attending business school or by taking correspondence courses at home.

While the college-trained man

F. V. Tynan Dies

Frank V. Tynan, former chief fuel accountant at Cleveland, passed away at St. Mary's Hospital, Orange, N. J., on Feb. 1, at age 79.

Mr. Tynan began with the Erie as a clerk in the Mechanical Department at Jersey City in 1896 and later held various positions during his 44 years' service. He retired Oct. 31, 1940, and resided with his daughter at East Orange, N. J.

Major Cost

A tabulation of maintenance expenditures of Class I railroads since World War II shows a striking stability in the ratio of maintenance expenses to total operating revenues. Expenditures for maintenance of way and structures take between 14 to 15 per cent of revenues, and maintenance of equipment expenditures take between 18 and 19 per cent. Year by year, without much variation in the ratio, these total maintenance expenditures take just about one-third of total operating revenues.

stands a better chance of getting to the top than the man who does not possess such training, the analysis shows that the door of opportunity is not closed to the man without a college education if he has the right qualities of leadership.

Eriemen Study Impact Tests



Three Erie agents study the results of an impact test conducted during the ninth seminar of the Central Research Laboratory of the Association of American Railroads at Chicago Jan. 24-28. The seminar is conducted for the purpose of reviewing methods of preparing freight for shipment and loading and bracing of freight in cars. From the left are G. F. Ervin, freight agent, Paterson, N. J.; H. H. Brown, freight agent, Weehawken, N. J., and A. G. Stine, freight agent, Marion, Ohio. In this demonstration two types of blocking were tested to determine the effect of overspeed impact.



... youngsters,
parents enjoy
tours of shops,
other facilities.



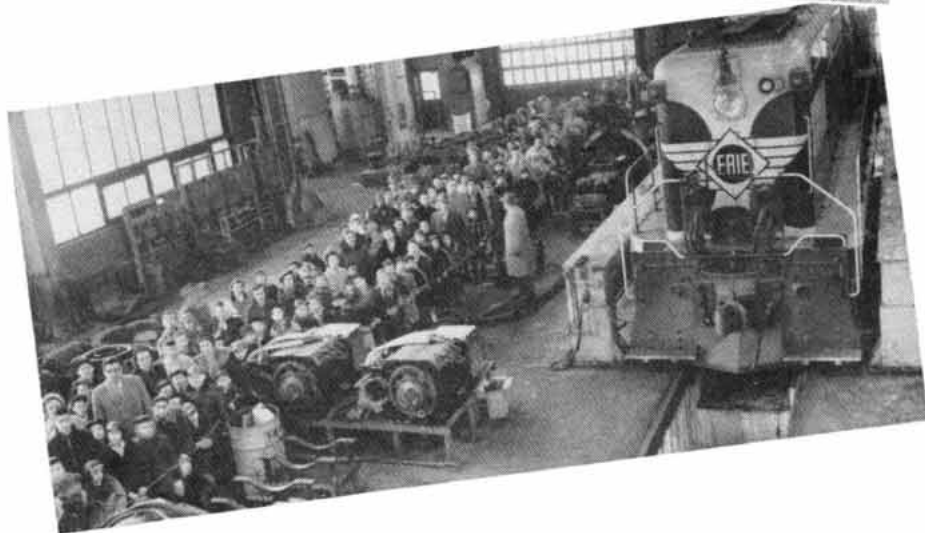
Cub Scouts Visit Erie

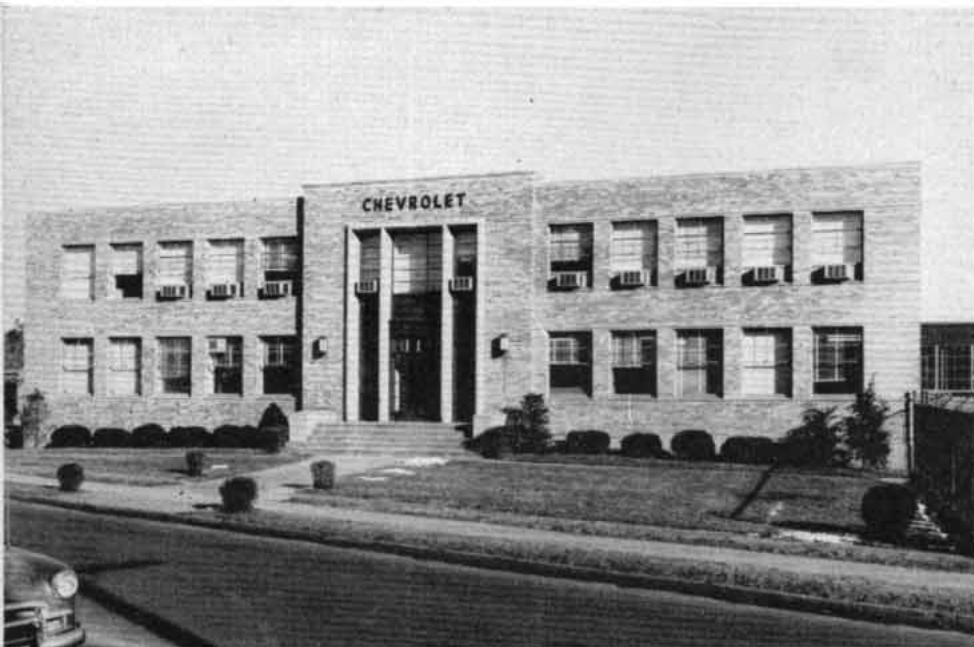


January was Cub Scout Railroad Month, and the Erie Railroad extended a warm welcome to the Cub Scouts by organizing many special week-end trains for them so they could see for themselves how our railroad operates.

On these two pages are pictures which tell the story of two of the Cubs' visits on the Erie. The pictures were taken at Youngstown and Cleveland.

One father, H. A. Blair, Warren, Ohio, expressed the opinion of the Scouts and parents as follows: "... My boy had a fine time going through your Cleveland shops with the Warren Cubs on Jan. 29. It is nice to know that companies the size of yours are interested in boys and will go to the time and expense you people did in giving them an education in railroading. I think you have created a few future railroaders, at least my boy is quite interested. . . ."





Above is a view of the office building of the Chevrolet export boxing plant at Bloomfield, N. J., located on our Orange Branch.

Erie Service Part of Chevrolet Assembly Line

When a railroad is considered part of the assembly line of a large, important industrial plant, like the Erie's relationship with the Chevrolet export plant at Bloomfield, N. J., then the skill of the employees and the service of the railroad must be unexcelled, and that's just what we are providing at Bloomfield.

A remarkable amount of drama is packed into every day of such an operation, and numerous Erie folk at many points in our area are involved, performing duties under constant pressure with a mini-

mum of excitement.

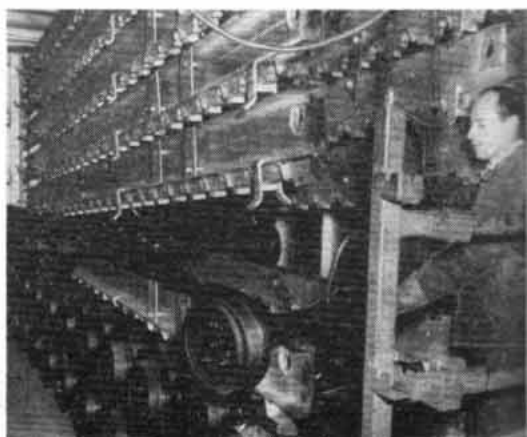
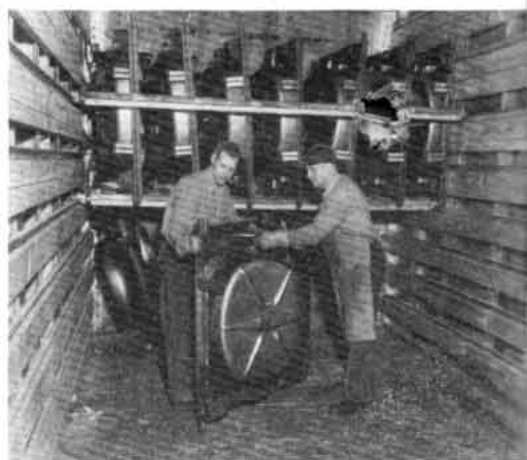
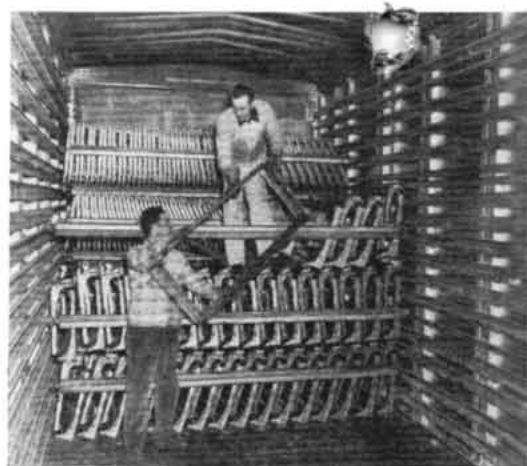
Take a recent day in mid-January. You are in the tiny office of Harry Wands, our yardmaster at the Bloomfield yard adjacent to the Chevrolet plant. Outdoors it is bright and clear but bitterly cold. It was pleasant to step into the hot office to thaw numbed bones.

You can't help liking Yardmaster Wands immediately. He is busy every minute, but he has time for everything. He is in and out of the office constantly, like a jack-in-the-box. Most of his time in the

office is spent on telephones. He is equipped with three of them to keep in touch with the Chevrolet plant, the chief dispatcher's office in Jersey City, various Erie agents in the area and with other points on the railroad.

This beehive of activity is a tonic to Yardmaster Wands. A man of medium size, he has a twinkle in his eyes and dimples in his cheeks. He is cheerfully efficient and accommodating even during

Shown below are three types of special boxcars which are provided by the Erie and other railroads to give top quality service. The two top cars can be modified to carry several types of parts. The bottom car was built just to carry axles from the Chevrolet plant in Bu-falo.



the most hectic periods of his busy day. He responds quickly to your questions. Yardmaster Wands is a good man to shoulder the responsibility of his exacting job.

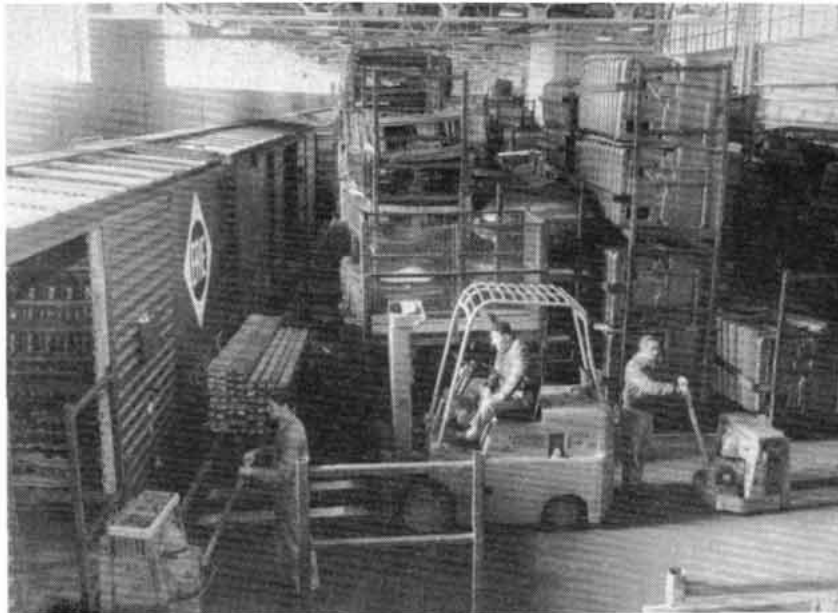
The Chevrolet Export Boxing plant at Bloomfield does not make parts for any vehicles nor are they assembled there into complete vehicles. Unassembled parts for Chevrolet, Pontiac, Oldsmobile and Buick passenger cars, for Chevrolet and G. M. C. trucks and Cadillac body parts are packed and boxed in crates at the plant for shipment to General Motors assembly plants overseas.

Parts destined for the plant originate in many sections of the country. Axles and motors, for instance, come from Buffalo right on our railroad. The Erie also carries many cars of parts annually directly from other G. M. manufacturing plants to Bloomfield. Then, of course, our railroad hauls the packed boxes in trains of gondola cars from Bloomfield to our dock facilities at nearby Weehawken, N. J. An average of 25 cars are dispatched daily to Croxton for delivery to Weehawken.

The plant at Bloomfield is the only plant of its type owned by General Motors.

As was said earlier, when your railroad is part of an important plant assembly line, only the best is satisfactory even in trying circumstances.

These are the loading tracks at the Bloomfield Chevrolet export plant. There are two tracks and as the loaded boxes come off the various assembly lines two overhead cranes hoist them into the gondolas. The cars then are hauled to Weehawken.



Here's a picture of a railroad that is part of the assembly line of a large industrial plant. These tracks run adjacent to the assembly lines, and parts can be taken out of the cars and placed directly into boxes as they are loaded on the line. Of course, parts taken out of these cars also are stored.

Mostly it means having cars of parts where they're wanted when they're wanted—and that means ahead of time. If the car is not there it may mean that an entire assembly line halts and waits. That slows production and is costly.

Superintendents, trainmasters, dispatchers, agents and many others contribute all their railroad skills to see that deadlines are met, but Yardmaster Wands is in direct contact with the job right at the plant.

It is he who sees that the cars are spotted. This means cars must be set up daily for 7 a. m., again at 12:45 p. m. and also at 4:30 p. m. Preliminary moves for the



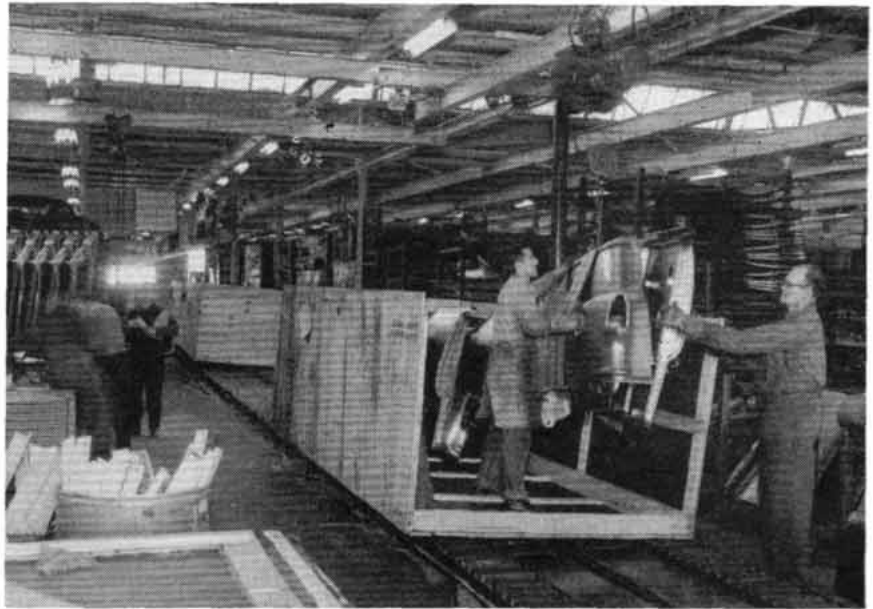
The energetic yardmaster at the Bloomfield freight yard is Harry Wands (right), here talking over switching details with Charley Ryerson, engineer on one of the crews in the yard.

7 a. m. set-up sometimes are made as early as 3 p. m. on the previous afternoon, and the concentrated switching begins at about 12 midnight. This routine is followed three times a day. In between, cars loaded with parts assembled in

boxes are pulled, made up into trains and sent on their way to shipside at Weehawken.

As might be expected, there are emergencies. For various reasons, usually good reasons, cars occasionally are delayed en route. That means special moves, and this requires action from Yardmaster Wands, the dispatchers at Jersey City and many Erie folk at other points along the railroad. If the parts are coming from Buffalo, for instance, Eriemen there, of course, play an important role in such a special move. Forces at Croxton Yard also have a vital part in the action.

Of course, the same type of quality service must be supplied to the other plants and businesses in Yardmaster Wands' territory while also serving Chevrolet. By judicious shuttling of cars back and forth, Yardmaster Wands packs as many as 135 cars into



Rear fender units are being boxed on this assembly line. Usually boxes are loaded with one type of part to take advantage of space.



Many of the plans for rail service at the Bloomfield plant are determined by meetings of these two men, Melvin N. Cook (left), Erie agent, and Lloyd G. Robinson, assistant traffic manager.

bound loads annually.

The method of shipping at Bloomfield is called "C. K. D." or "Completely Knocked Down." The idea is to ship enough boxes containing enough parts to build a specified number of vehicles. General Motors packing researchers have accomplished wonders in taking advantage of every cubic inch of space. At present the unit of shipment averages 22 boxes which contain all the parts required for 24 vehicles.

Extreme care is taken to insure accuracy as to count and identity and to guard against loss or damage. Receipt of too few, wrong or (Please turn to Page 21)

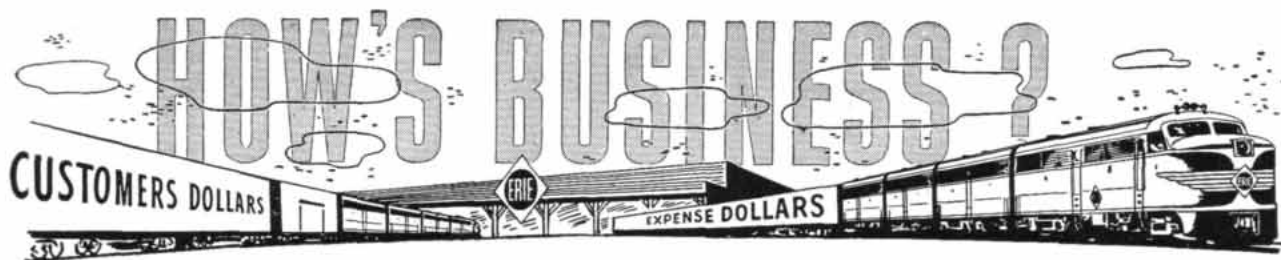
the yard at a time. An average of about 50 inbound and outbound cars are handled daily for the Chevrolet plant alone.





Just to make his job even more interesting, Yardmaster Wands must keep in mind that his main line track must be kept clear during morning and evening rush hours for two passenger trains daily which carry commuters to and from their jobs in New York.

The Bloomfield Chevrolet plant was established in May 1925. More than 6,000 freight cars a year are required to bring in the material which is boxed at the plant and approximately 17,600 types of automotive parts are handled. This amounts to about 150,000 tons of automotive freight annually. Approximately 6,000 freight cars also are required to handle the out-



This is one of our piers at Weehawken from where the boxed vehicle parts from Bloomfield sail to overseas ports.



	December		Twelve months	
	1954	1953	1954	1953
 Received from Customers	\$12,270,632	\$13,647,201	\$152,894,408	\$182,374,673
 Paid out in Wages	\$ 6,732,885	\$ 6,851,067	\$ 80,091,079	\$ 85,631,569
PER DOLLAR RECEIVED (cents)	54.9	50.2	52.4	46.9
 All other Payments	\$ 5,417,314	\$ 6,909,331	\$ 68,961,174	\$ 88,574,120
PER DOLLAR RECEIVED (cents)	44.1	50.6	45.1	48.6
 Left over before Dividends	\$ 120,433	Def. \$ 113,197	\$ 3,842,155	\$ 8,168,984
PER DOLLAR RECEIVED (cents)	1.0	Def. .8	2.5	4.5

(Based on figures reported to the Interstate Commerce Commission)

Retirement Honors

Before his retirement recently, James J. Coppinger, district freight claim agent, New York, was honored

at parties by the New York Terminal Committee of the Eastern Claim Conference and by members of his office staff. At the office party he received his retirement certificate and

a purse. Mr. Coppinger is a former chairman of the New York Terminal Committee. He had been with the Erie 37 years.

Cleveland Vet Gets Gold Pass



One of the most familiar figures around the Erie's general offices in Cleveland has passed the half-century mark with the railroad. He is Bill Clark, Engineering Department, shown here (center, bow-tie) receiving a gold pass from Blair Blowers, with members of the department surrounding the pair.

FAMILY continued

promoted to yard conductor.

Almost two years later the fourth of the brothers, Charles M., 35, decided to try railroading. He hired on as a yard brakeman on Dec. 11, 1945, and is now working in JX yard in East Buffalo.

The youngest of the railroading Orlovskis did not wait long to get in on a family tradition. He is Norman, son of John P. Now only 20, he started to work for the Erie as a yard clerk on July 11, 1951.

At present Norman is in service with the U.S. Army and was with the family over the holidays on furlough. He was due to embark for overseas duty on Jan. 4. Prior to that he had trained with railroad troops at Fort Eustis, Va.

But even with Norman in military service, the Orlovski family has good representation on the railroad.



We have no special reason for using this picture. We got it from somebody and printed it because these are Erie employees. They are, from the left, F. C. Main, division car foreman; Margaret Michel, clerk, in the division car foreman's office, Meadville, Pa., and K. J. Keister, general foreman, Brockway, Pa.

The South African Railways employ one man out of every eight in South Africa between the ages of 18 and 64. The total number of white employees is substantially more than 100,000. The number of employees of other races is only slightly less.

Airman From Marion



Aviation Cadet Robert H. Keggan, former electrician's helper at Marion, Ohio, diesel shop, is completing flight training at Ellington Field, Tex., as a navigator and electronic observer. He is the son of John J. Keggan of the office of the division engineer.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

When a man named Walter Davis was eight years old, he was stricken with a severe attack of infantile paralysis. It was said that he would never walk again.

But a minister from his church came to see him and prayed with him. Then he looked the stricken little boy squarely in the eye and said, "You just believe, son, and you will walk again."

The boy's mother stressed the same idea of faith, and lovingly she worked over his poor little weakened legs until he got so he could walk and even so he could run. One day, on an athletic field, he saw a man high-jumping. The boy had grown to be over six feet tall and he thought this was a sport he would like to try. He did try it and found that he could do quite well at it. He decided then that he would become the best high-jumper in the world. What wonders the divine audacity of faith works in our lives.

But his legs were still weak and he had to keep working on them. When he married, his wife watched him work on his legs and thought deeply about it. One day she said to him: "Honey, you will have to get a power somewhere else than in those legs of yours. You must have power in your mind, too." Then she coined a wonderful phrase: "You need the strength of belief. If you get the strength of belief into your mind and heart, you will get the power you need in your legs."

Walter Davis put his wife's idea into practice and it eventually brought him into the Olympic Games, and later to a great record. In a championship field meet he had cleared the bar at six feet eleven and then at six eleven and a half. Then they put it up to six eleven and five-eighths. He shook the bar down the first time; he shook it down

a second time.

Then he lay on the ground to rest and said to himself, "The strength of belief." He painted a mental picture of himself, clearing that bar, "propelled," he said, "by the power of God." Then, before a hushed stadium, he got up, jumped and cleared it at six eleven and five-eighths! The boy they said might never walk again was champion high-jumper of the world.

He began to turn somersaults of delight. And then, ending one somersault on his knees, there before that crowded stadium he thanked God for his victory.

"The strength of belief" is a wonderful idea and it has motivated not only athletes but people in all endeavors and in all walks of life. It is your key to the self-confidence that each of us needs if we are to meet the difficulties, obstacles and opposition we face in everyday life gallantly and successfully.

There is a text in the Bible which seems to me to be fundamental in attaining self-confidence. I believe that it is so powerful that if you drive it deep into your conscious mind until it sinks into the unconscious and takes possession of you, you can change your life entirely. You will find it in Paul's letter to the Romans: "If God be for us, who can be against us?"

Personalize those words so that they apply directly to you: "If God be for me, what can be against me?" Then bring into your mind a picture of all the things you think are against you. Now bring God into your mind to face these obstacles. How can any of them stand against God? Practice "the strength of belief". Really believe, "If God be for me, what can be against me?" You cannot possibly be faint-hearted or afraid, because you will have found the key to self-confidence.

Still on the Ball

Although retired for many years, Elmer Fawley, former section foreman, now living at Crown Point, Ind., still is alert to emergencies around railroads. While driving not long ago in Crown Point he noticed signals flashing at a railroad crossing with no trains in sight. He stopped and walked up the tracks to find the

trouble. A switch was open, so he closed it and notified the track foreman so it might be repaired to prevent possible accidents.

"So you taught your wife how to play poker?"

"Sure, and it was a swell idea. Last Saturday night I won back nearly a third of my salary."



RETIREMENTS

YOU DID YOUR JOB WELL
YOU ARE TRUE RAILROADERS



Sir:

It is very pleasing for me to address this letter to you regarding the spirit of cooperation displayed by three members of your Erie family in performing an excellent service for our company. . .

The incident involved a very important movement of refined tall oil from General Mills, Kankakee, Ill., to the plant of our processor, American Alkyd, Carlstadt, N. J., and in particular to the handling of car X 11948.

The men I should like to compliment are Mr. [George] Raymus of the Tracing Department, Mr. Hurley [J. R. Hurley, chief clerk, General Eastern Freight office], and last but certainly not least, Mr. [Carl] Hanson, of the dispatcher's office at Croxton, who really went all out to assist us. . .

E. F. Hylan, A.G.T.M.
West Va. Pulp & Paper Co.
New York 17, N. Y.

Sir:

Thank you for arranging a wonderful trip for us. . . We really felt rather big, having a private coach on our first train ride. We never would believe there were so many different things on a train, like the kitchen and bedrooms.

Please give our thanks to the many people who helped to make this trip so pleasant, particularly the friendly porter. . .

The Fifth Grade
Elm Street School
Waverly, N. Y.

Sir:

I have been commuting out of Hawthorne, [N. J.] for a number of years and I do want to take time out to compliment you on the young man you have had working at Hawthorne for the past year or so.

This lad [Stanley Jablonski, agent] is most courteous, obliging and pleasant as well as meticulous about his own appearance. I have observed also the improvement in the station itself. . .

V. Vonderschelde
Fair Lawn, N. J.

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Stephen M. Bobat	Marine Engineer	Jersey City, N. J.	1-3-55	28
Charles E. Bonecutter	Locomotive Engineer	Marion, Ohio	12-31-54	45
Heber D. Bonnette	Locomotive Engineer	Marion, Ohio	1-13-55	42
Stanislaw J. Borowski	Yard Brakeman	Port Jervis, N. Y.	12-21-54	28
John Burek	Trackman	Union City, Pa.	1-14-55	29
Brown J. Butch	Locomotive Engineer	Buffalo, N. Y.	1-3-55	43
Walter Conger	Car Repairer	Jersey City, N. J.	1-21-55	38
George F. DeGail	Conductor	Salamanca, N. Y.	1-17-55	42
Thomas P. Ducey	Engineer	Jersey City, N. J.	12-31-54	39
George E. Duffy	Engineer	Jersey City, N. J.	1-11-55	52
Zigmond Endo	Carman	Avoca, Pa.	1-5-55	35
Michael J. Enright	Machinist	Susquehanna, Pa.	1-12-55	44
Lester F. Erskine	Blacksmith Helper	Hornell, N. Y.	1-4-55	36
Edward F. Fay	Yard Conductor	Binghamton, N. Y.	1-13-55	41
George A. Fetzer	Locomotive Engineer	Buffalo, N. Y.	1-3-55	43
Stephen Filip	Carpenter	Jersey City, N. J.	1-3-55	26
John H. Fillhart	Yard Conductor	Lima, Ohio	1-5-55	41
Robert J. Gilmore	Crossing Watchman	Middletown, N. Y.	12-3-54	21
Harry E. Griffith	Yard Clerk	Meadville, Pa.	12-31-54	31
Fred W. Gully	Boilermaker	Susquehanna, Pa.	1-12-55	49
Stephen W. Heckman	Car Inspector	Avoca, Pa.	12-31-54	43
Leonard F. Hess	Locomotive Engineer	Buffalo, N. Y.	12-31-54	42
Harry E. Hewitt	Engineer	Meadville, Pa.	12-27-54	53
John Hryniewicz	Air Brakeman	Jersey City, N. J.	12-31-54	44
Ercole Izzo	Trucker	Weehawken, N. J.	12-31-54	28
Joseph E. Johnson	Telegrapher	Croxton, N. J.	10-26-54	43
Edward L. Jones	Car Inspector	Port Jervis, N. Y.	1-10-55	37
Joseph Jurczak	Blacksmith Helper	Jersey City, N. J.	1-7-55	35
Joseph G. Lewis	Road Conductor	Port Jervis, N. Y.	12-9-54	35
Salvatore Maffettone	Asst. Track Foreman	Monclair, N. J.	1-28-55	27
James J. Marion	Welder	Port Jervis	1-21-55	38
William H. Meyn	Treasurer	Cleveland, Ohio	2-28-55	51
Edith R. Moffett	File Clerk	Salamanca, N. Y.	12-31-54	39
James J. Neary	Machinist	Jersey City, N. J.	1-10-55	54
Thomas J. O'Brien	Freight Conductor	Dunmore, Pa.	12-31-54	46
George A. O'Callahan	Pipefitter	Susquehanna, Pa.	1-12-55	53
Joseph F. O'Connor	Electrician Helper	Avoca, Pa.	1-17-55	32
Thomas M. O'Keefe	Machinist	Weehawken, N. J.	1-4-55	31
Glenn Perry	Engineer	Hornell, N. Y.	12-15-54	43
W. A. Radziszewski	Car Repairer	Jersey City, N. J.	1-6-55	38
Theodore Romaine	Road Conductor	Jersey City, N. J.	1-4-55	50
Francis R. Saternow	Train Dispatcher	Youngstown, Ohio	1-31-55	28
Raymond Schlagenhauf	Pipefitter	Marion, Ohio	12-27-54	41
George A. Scheiber	Car Inspector	Kenton, Ohio	1-30-55	37
Michael A. Schumacher	Machinist	Port Jervis, N. Y.	1-7-55	50
William Slavine	Car Repairer	Jersey City, N. J.	12-2-54	35

Dunmore Honors Retiring Eriemen



Shown here are four of seven retiring Eriemen at Dunmore, Pa., who were honored at a party recently at Dunmore. They received checks for \$50 each from the Brotherhood of Railway Carmen of America, Local 809. Thomas Hastings (left), union president, presents the checks to Bert N. Steinbrecher, Anthony Mecca, Vito Nigro and Anthony Sarry. Absent from the party were Charles Nordrosky, George Watkins and Leonard DeMarco.



Mr. Meyn



Mr. Stubbs

Meet Erie's New Treasurer

A veteran of almost 43 years of service with the Erie, Jasper Van Hook has been named treasurer to succeed William H. Meyn who retired on March 1.

The new treasurer started with the Erie in September 1912 in the comptroller's office in New York City. After various clerical jobs he entered military service in World War I on Oct. 1, 1918. He came back to the Erie as a bookkeeper on April 1, 1919, and then was advanced to accountant on Oct. 1, 1921. On Dec. 1, 1939, he became accountant and chief clerk. On March 1, 1944, he was promoted to special accountant



Mr. Van Hook

2 Erie Officials Retire

Completing long careers with the Erie, William H. Meyn, treasurer, and Elmer J. Stubbs, assistant vice president, retired on March 1 after reaching their 65th birthdays in February.

A native of Brooklyn, N. Y., Mr. Meyn had been with the Erie since June 13, 1904. He started as a clerk in the auditor of revenues office in New York City. In 1907 he was transferred to the Treasury Department. When our railroad moved its general offices to Cleveland in 1931, Mr. Meyn also moved.

On May 1, 1937, Mr. Meyn was promoted to assistant to the treasurer and then to assistant treasurer on Sept. 10, 1947. He was elected treasurer on Jan. 1, 1953.

Born in Lewisburg, Ohio, Mr. Stubbs started with the Erie on May 19, 1913, as assistant agent at Essex Fells, N. J. He became ticket agent at Oil City, Pa., on Oct. 6, 1915. His next job was as agent at Falconer, N. Y., on May 7, 1917. Three months later he was transferred as agent to Oil City. On March 4, 1919, he became relief agent on the Meadville Division.

Mr. Stubbs was promoted to freight agent at Akron, Ohio, on March 1, 1920, and then agent at Duane St., New York City, on Jan. 3, 1928. On Sept. 16, 1929, Mr. Stubbs was promoted to assistant superintendent of terminals at Jersey City, N. J., and became chief clerk to the superintendent of transportation at Cleveland on June 16, 1933. Three years later he was advanced to superin-

tendent of transportation and then to general superintendent of transportation on Dec. 1, 1949.

On Sept. 15, 1950, Mr. Stubbs was elected assistant vice president.

Mr. Stubbs attended Ohio Wesleyan University and Ohio State University. He also studied in special courses at the University of Akron, Columbia University and Ohio Northern University.

He is a member of three committees of the Association of American Railroads: The Car Service Committee, of which he was chairman in 1951; the Freight Loading and Container Committee and the National Loss and Damage Prevention Committee.

He also is a member of the Eastern Association of Car Service Officers, the American Association of Railroad Superintendents, of which he was president in 1944; the Eastern Demurrage and Storage Bureau, the New York Railroad Club, the Central Railroad Club, the Western Railroad Club, the Pacific Railroad Club, the American Society of Material Handling Engineers and the Society of Industrial Packing and Material Handling Engineers.

Mr. Meyn and Mr. Stubbs were honored at a luncheon in Cleveland on Feb. 1 which was attended by Erie officials and other employees and friends.

The number of trespassers on railway property fatally injured in 1953 totaled 1,044, compared with an all-time high of 5,612 in 1907.

and to general accountant on March 1, 1951.

He has been assistant treasurer since Jan. 1, 1953.

Mr. Van Hook is a native of Paterson, N. J. He attended New York University and Fenn College and is a member of the Accounting Division of the Association of American Railroads.

As of June 30, 1954, more than half a million monthly benefits were being paid under the Railroad Retirement Act—293,900 to retired employees, 98,600 to wives and husbands of retired employees, and 169,000 to survivors.

Total track mileage of railroads in the United States is now more than double what it was in 1888. Then it was 191,376 miles; today it is about 395,000 miles.

RAILROAD SAFETY

Safety Personality of the Month



Chef Clayborn

In his almost 30 years with the Erie, Chef-Cook Dorsey Clayborn has never been involved in a reportable accident, so he should have some good ideas about safety.

Chef Clayborn's formula is not at all complicated. He just advises alertness and thinking on the job at all times. For instance, he concentrates on proper handling of knives and kitchen utensils, and he always tries to have firm footing and proper balance. On moving trains, of course, that's extremely important.

Finally, he thinks safety at all times. Thinking safety is a habit with him, as much so as eating.

Time For Safety

It takes one minute to write a Safety Rule.

It takes one hour to hold a Safety meeting.

It takes one week to plan a Safety Program.

It takes one month to put it in operation.

It takes one year to win a Safety Award.

It takes one lifetime to make a Safe Worker.

And it takes one second to destroy it all with one accident.

Rail-Hopping

There's a rule in most railroad safety rule books which reads, in so many words: "Don't step on top of a rail, frog or switch."

This rule is usually promoted with a good deal of vigor. We've known some railroad people, though, who wondered what all the shouting was about. The practice of stepping on the rail rather than over it, to some seems like a simple, harmless thing. Of course, you and I know better, but just to straighten out the people who

don't here's the story.

Hard, wheel-polished steel is slippery, and the opposite rail is located just in the right place to crack your skull if you slip and measure your length across the rails. Furthermore, it's not uncommon for someone to break an ankle, leg or knee by slipping off a rail. And, of course, it takes more physical effort to place a foot on the rail and hoist your body up and over.

Stepping on the rails is awkward, and it looks sloppy to anyone watching. Stepping over the rails is a prime mark of good, well-seasoned railroad men.

Six Good Reasons

Pat Murphy attended a safety meeting. The boys had been given some printed instructions and the safety man wanted to check on results.

"Pat" he said, "can you give me six good reasons for safety?"

"I can, indade, sir," Pat replied, "The four little Murphys, me wife and meself."

*A tree will make a million matches;
one match may burn a million trees.*



From National Safety News
Published by
The National Safety Council



This is a case of a man taking a picture of a man taking a picture of a man. The amateur photographer is Bob Copeland, fireman, and the engineer is Harry Mitchell. The picture was taken while Train No. 7 was being serviced at Salamanca.

Cruising Camera Man

One of the most picturesque Erie communities is Salamanca, N. Y., near the border of Pennsylvania, with two of its neighbors being beautiful Allegheny State Park and an Indian reservation.

Nestled in the mountains, Salamanca is headquarters for the Allegheny Division. At Salamanca, too, the Dunkirk Branch cuts off to Dunkirk, N. Y. At Dayton, N. Y., between Salamanca and Dunkirk the Branch is crossed by the Buffalo and Southwestern Branch from Jamestown, N. Y., to Buffalo.

Salamanca, then, is a busy point on our railroad, and these photos show some of the Erie folk who perform some of the jobs at this hub on the main line.



Floyd Perkins, engineer, watches from the cab of his switcher to catch the signals of his crew while working in the Salamanca yard.

As one of our main line trains pulls into the Salamanca station, John Blehar, mail handler, prepares to handle the mail and express.



Keeping traveling public posted is one of the jobs of Warner M. Bramlee, ticket agent at Salamanca, who is shown here marking the station train board.

EASTBOUND TRAINS				
FROM	TO	DUE	REPORTED	LEAVE
HICAGO	NEW YORK	11:25		
HICAGO	NEW YORK	11:31		
LEVELAND	NEW YORK	11:31		
HICAGO	NEW YORK	11:31		
WESTBOUND TRAINS				
FROM	TO	DUE	REPORTED	LEAVE
EW YORK	CLEVELAND	6:15		
EW YORK	CHICAGO	7:15		
EW YORK	CHICAGO	7:25		
EW YORK	CHICAGO	7:35		



By telephone, Gardner Ross, freight clerk, checks the whereabouts of a car destined for Salamanca.

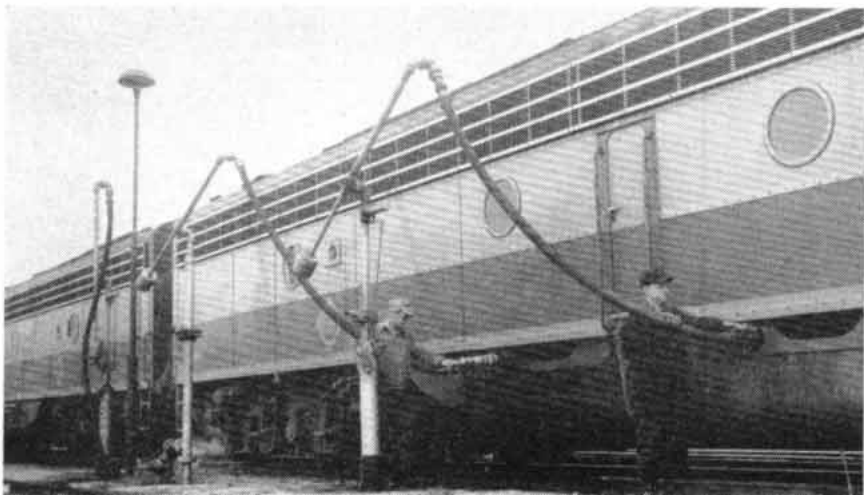


A switcher is serviced by Andrew Quigley, hostler, at Salamanca yard.



Elmer Dahlgren, (seated) first trick dispatcher, and Ed Robisch, superintendent at Salamanca, watch the progress of a train on Central Traffic Control board.

Below, Charles Smith (left) and Joseph Doleski fuel up No. 7, "The Pacific Express," as it makes its daily stop en route from New York to Chicago.



Our passenger trains consume a great deal of ice for the water coolers and here Ralph Harold, carman, prepares a bucket of ice for a train that's due in the station soon.

Surprise Party



A surprise party was given recently for Jim McMahon, retired general yardmaster, Susquehanna, Pa., and mayor there, by Erie supervisors. He received a purse and watch. Mr. McMahon retired Dec. 1.

Word Quiz

Words answering the description or definitions below can be spelled from letters in the word STREAMLINER. See how many of them you can find, and then turn to page 21 for the correct answers. The dashes indicate the number of letters in the word sought.

- Railroads employ many of them.
_ _ _ _
- A fast steamship. _ _ _ _ _
- A shademaker. _ _ _ _ _
- The headlight should be at night.
_ _ _ _
- A huge body of H₂O. _ _ _ _
- A father or forefather. _ _ _ _
- Used in drainage projects.
_ _ _ _ _
- To stir up or provoke. _ _ _ _ _
- Eight furlongs. _ _ _ _ _
- A drop of lachrymal fluid.
_ _ _ _ _
- We all enjoy it. _ _ _ _ _
- A railroad track. _ _ _ _ _
- A very thin fog. _ _ _ _ _
- Deep mud. _ _ _ _ _
- A widely-used beverage. _ _ _ _
- A female horse. _ _ _ _ _
- Every railroad train has one.
_ _ _ _ _
- Five-hundred uniform sheets of paper. _ _ _ _ _
- Material used in construction.
_ _ _ _ _
- What railroaders do if they live long enough. _ _ _ _ _

(Answers on Page 21)



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Amato, James V.	Machinist Helper	Meadville Shop	10-12-54
Bay, John	Car Repairer	Hornell Car Shop	11- 5-54
*Bray, Yauger	Clerk-Baggage	Buffalo Division	12- 3-54
Brzuszkiewicz, Stanley	Plumber	N. Y. Terminal Div.	11-20-54
*Buck, Fred	Locomotive Engineer	Susquehanna Division	10-10-54
*Carroll, Emmett William	Yard Conductor	Susquehanna Division	10-11-54
*Cholewka, Frank	Coach Carpenter	Susquehanna, Pa.	10- 7-54
*Cooney, Thomas Terrence	Gang Foreman	J. C. Passenger Car	11- 8-54
Cooper, Ernest Henry	Engineer	Kent Division	11-13-54
*Cooper, Martin Drew	Clerk	New York Division	10- 5-54
*Corstange, Willard	Engineer	Meadville Division	10-13-54
*Dell'Osso, Joseph	Machinist	Meadville Roundhouse	10-31-54
*Desmond, John Patrick	Chief Engineer	Marine Department	12- 9-54
*Donovan, Raymond Victor	Brakeman	Susquehanna Division	11-15-54
*Doran, William Joseph	Machinist Helper	Hornell Diesel Shop	12-15-54
*Elliott, John Elsworth	Trackman	Susquehanna Division	10-22-54
*Emerick, Charles Otto	Blacksmith	Meadville Shop	11-26-54
*Ferraro, Antonio	Laborer	Secaucus Shop	11-27-54
*Gareri, Giuseppe	Trackman	Kent Division	8-27-54
Gebhardt, George William	Steam Hoist Ltr. Capt.	Marine Department	12-11-54
*Geierlof, John Johannes	Tugboat Deckhand	Marine Department	11-29-54
Gerlach, Oscar Charles	Locomotive Engineer	Mahoning Division	11-25-54
*Grillo, Giacomo	Boilermaker Helper	Hornell Back Shop	12- 6-54
*Hayes, James Francis	General Erect. Foreman	Hornell, N. Y.	12- 3-54
*Kazmirski, Steve	Car Inspector	Elmira, N. Y.	11-12-54
*Kotek, Michael	Trackman	Wyoming Division	10-31-54
*Lapergola, Nicholas	Trackman	Susquehanna Division	9-23-54
Lavery, Francis Edward	Laborer	Marion Shop	11-24-54
*McHale, Anthony Joseph	Engineer	Delaware Division	12-15-54
*McManus, Zella Suzanne	O. S. & D. Clerk	Mahoning Division	11-23-54
*Mitchell, Myron Malcolm	Asst. Chf. Train Disp.	Mahoning Division	10-17-54
*Mook, Grant	Operator-Clerk	Meadville Division	11- 6-54
Moureaux, LaVern Alice	Comptometer Operator	Marion Division	12-10-54
*Nisbet, Ommer Delette	Engineer	Allegany Division	12-11-54
*Penzie, Stanley	Stevendore	Jersey City, N. J.	9-30-54
Priest, Bertram	Crossing Watchman	New York Division	11-17-54
Silver, Wellington Ambrose	Operator	Jefferson Division	12- 4-54
*State, Henry Frank	Blacksmith	East Buffalo, N. Y.	10- 8-54
*Sweeney, Owen Benedict	Engineer	Mahoning Division	10-13-54
*Waddington, James William	Conductor	Mahoning Division	10-24-54
*Wheeler, Carl David	Mail Handler	Susquehanna Division	10- 6-54
*Winnicki, Ralph John	Yard Clerk	Salamanca, N. Y.	7- 5-54
*Wisinski, Frank	Car Repairer	Hammond Car Shop	11-27-54
*Young, Philip Levi	General Clerk	Meadville Division	12-20-54
*Zehender, August Joseph	Locomotive Engineer	Marion Division	12- 4-54
Blanchfield, Clarence H.	Agent-Operator	Mahoning Division	12-14-54
*Cahill, John William	Conductor	Buffalo Division	1- 8-55
*Carafa, James	Trackman	Buffalo Division	12- 2-54
*Cusick, Mary Gertrude	Stenographer	New York Division	12-24-54
Dimke, John Herman	Asst. Gen. Pass. Agt.	New York, N. Y.	1-17-55
*Dumbauld, James Warren	Laborer	Huntington Car Shop	10-2-54
*Eddy, Edgar Walter	Yard Conductor	Meadville, Pa.	12-24-54
Elliott, Elmer	Relief Car Inspector	Marion Car Shop	12-18-54
*Farrell, Henry William	Steam Hoist Engineer	Marine Department	12-16-54
Fell, George Waldron	Passenger Conductor	Mahoning Division	12-18-54
*Finch, Emory Dwight	Agent-Operator	Rochester Division	12-25-54
*Fink, Peter	Carpenter	Delaware Division	1-26-55
*Foy, Thomas James	Tool Room Attendant	Jersey City Shop	1-18-55
*Fraser, Anthony	Crossing Watchman	New York Division	11-13-54
*French, Bert	Engineer	Susquehanna Division	11-16-54
*Garber, Joseph	Crossing Watchman	New York Division	11-25-54
*Gardner, Arthur Garfield	Boilermaker	Hornell Shop	1- 1-55
*Hatch, Charles Bert	Shop Hostler	Port Jervis Shop	1-17-55
Hines, Edward	Machinist	Meadville Shop	12-20-54
Hoak, William Horace	Carman	Brookway, Pa.	1- 8-55
*Hoffman, Chester Millard	General Foreman	Meadville Roundhouse	12-18-54
*Holland, Elston Joseph	Dairy Agent	New York, N. Y.	1- 1-55
Holmes, Oliver Wendell	Road Conductor	Mahoning Division	12-24-54
*Horton, Erskine Thurlow	Crossing Watchman	New York Division	9- 4-54
*Justin, George Millard	Box Packer	Susquehanna Freight Car	11- 1-54
*Kase, Carl Jacob Peter	Machinist	Marion Shop	12-31-54
*Kelley, Fred Lutheran	Telegraph Operator	Susquehanna Division	12-17-54
*Kornalo, Andrew	Car Repairer	Penhor Shop	1-17-55
*Lanahan, Anthony	Trackman	Delaware Division	12-19-54
*Leid, William	Road Foreman of Engines	Buffalo, N. Y.	11- 9-54
Mahaffey, William Patrick	Engineer	Kent Division	12-14-54
*McCarthy, Timothy Joseph	Asst. Chief Accountant	Jersey City, N. J.	11-25-54
McCullough, Robert George	Road Brakeman	New York Division	12-22-54
*McDonough, Francis Lewis	Road Conductor	New York Division	12-22-54
*McDowell, Zera Mond	Conductor	Marion Division	1- 3-55
*Merritt, William Morehouse	Engine Foreman	Midvale, N. J.	12-15-54
Nangle, John Mathew	Ticket Clerk	Youngstown, Ohio	12-14-54
Nebergall, Elmer Elby	Checker	Lima, Ohio	1- 5-55
*Pecora, Joseph	Car Repairer	Salamanca, N. Y.	12-21-54
*Petersen, Frederick Otto	Machinist	Hornell Back Shops	1- 5-55
*Piscitelli, Vincenzo	Engine Pumper	Bradford, Pa.	11-14-54
*Pohle, William John	Engineer	Mahoning Division	1-13-55
*Popovitch, Frank	Car Repairer	Chicago Car Shop	1-12-55
*Riccobon, Joseph Nicola	Carpenter	Marine Department	12- 5-54
*Romaine, Coe Van Etten	Brakeman	New York Division	1- 8-55
*Schiavi, Paolo Alfonso	Assistant Foreman	Susquehanna Division	11-24-54
*Schultz, Frederick Paul	Machinist Helper	Jersey City Shop	1-13-55
Shaw, Guy Albert	Conductor	Mahoning Division	12-15-54
Snyder, Earl Joseph	Trackman	Delaware Division	12-22-54

*Retired Employees

Sergeant Wins Military Award



A former apprentice at our Penhorn, N. J., shops, Sgt. Harry J. Heater, Medical Detachment, 1277th ASU, Camp Kilmer, N. J., receives the commendation ribbon with metal pendant from Brig. Gen. J. F. R. Seitz, commanding officer, Camp Kilmer. Sgt. Heater earned the award for "meritorious achievement in ground operations against the enemy" in Korea where he served from March 1, 1953, to May 6, 1954. The sergeant's father, James Heater, is an inspector at Weehawken, N. J.

PLANT continued

damaged parts would result in an inventory of uncompleted vehicles which, because of the great distances involved, would require a long time to correct. Parts also are protected with anti-rust preparations applied at the plant.

In a typical postwar year 71,000 vehicles were shipped from the Bloomfield plant. These went to the following destinations: Australia, Belgium, Brazil, Denmark, Indonesia, Ireland, Mexico, Pakistan, Peru, Philippine Islands, South Africa, Sweden, Switzerland and Venezuela.

Adjacent to the export plant at Bloomfield is the General Motors parts warehouse which also is served by the Erie. The plant was opened in April 1934 and serves five other warehouses and 1,700 dealers with spare parts for Chevrolets, Pontiacs and Oldsmobiles in New Jersey, Delaware, Maryland, the New England states and about half of Pennsylvania, Virginia and New York. Incoming shipments of cars or parts amount to about 1,400 carloads annually.

It is perhaps appropriate to note in this article about a General Mo-

tors plant that G. M. in November 1954 reached a breathtaking milestone in its history—the building of its 50-millionth car.

This total becomes awesome when it is realized that if all these cars were lined up bumper to bumper, they would completely fill a six-lane highway encircling the earth at the equator.

The vast operations of General Motors require the help of Americans in almost every community in our country. The company's plants are located in countless towns and cities, but the company reaches many more persons through plants and businesses which are suppliers. It would be difficult to estimate how many millions of Americans helped G. M. build its first 50,000,000 vehicles.

Currently G. M. employs about 550,000 men and women in 64 communities in 19 states. When it first started in 1908, it had 14,250 employees. At that time the Cadillac was equipped with a 10-horsepower, one-cylinder engine. Pay was about 15 cents an hour and weekly pay \$7.50 for a 50-hour week.

The tools and facilities needed by G. M. to build 50,000,000 ve-

hicles were financed mostly by savings invested by its stockholders which total almost 500,000. The company's cars are sold by 18,000 dealers who employ about 200,000 persons.

Uruguay Dieselizes

Uruguay is probably the first country in the Western Hemisphere, and possibly in the world, to complete the dieselization of its railroads. The last two American built locomotives needed to complete dieselization were shipped from a U. S. port to Uruguay on Dec. 31.

Word Quiz

1, MEN; 2, LINER; 3, TREE; 4, LIT; 5, SEA; 6, SIRE; 7, TILE; 8, RILE; 9, MILE; 10, TEAR; 11, REST; 12, LINE; 13, MIST; 14, MIRE; 15, TEA; 16, MARE; 17, REAR; 18, REAM; 19, LIME; 20, RETIRE.

"I lost control of my car."

"Have a wreck?"

"Nope—taught my wife and son to drive."

Killed In Action



Military funeral services were conducted Jan. 5 for Cpl. Eugene E. Rowland, former extra operator on the Mahoning Division, at the Arlington National Cemetery in Arlington, Va. Cpl. Rowland was killed in action in Korea on Nov. 6, 1950. He was awarded posthumously the Silver Star medal, the Purple Heart and the Presidential Citation. He had been recalled by the U. S. Marines. His father, Thomas Rowland, is an Erie engineer.



Above are the new officers for 1955 of the Erie Veterans Association. Seated, from the left, Abe Cohen, acting financial secretary; E. H. Stocker, first vice president; Walter W. Turner, second vice president; Frank Bell-ing, director of social activities; standing, Ray G. Lewis, treasurer; Rex P. Reebel, recording secretary; John F. Muchler, immediate past president; J. F. Duffy, master of ceremonies; Ed McCue, president.



Harry Von Willer (center), vice president for traffic, congratulates the new president, Ed McCue, of the vets. Mr. Von Willer was installing of-ficer. At the table are, from the left, J. F. Duffy, manager of stores; Mr. McCue; Mr. Von Willer; President Paul W. Johnston and M. G. McInnes, vice president for operations. The installation was at Youngstown, Ohio.

Below are a couple of informal pictures taken at the installation. The dancers are, from the left, Mrs. W. F. Joyce, Mike Ricciardi, Mrs. Mike Redding, Mr. Redding, Mrs. F. J. Mulligan, H. A. Kelly, Mrs. Ricciardi

and Mr. Joyce. At table, are, from the left, Mrs. Lee Kihm, J. E. McKernan, Mrs. Dora Zaccane, Mrs. William Naples, Mrs. Steve Criscione, Steve Criscione and Wil-liam Naples.



300 Attend Vet Installation At Youngstown

Approximately 300 members and guests attended the 29th annual banquet and dance of the Erie Rail-road Veterans Association for instal-lation of system officers for 1955 at Youngstown Jan. 22 with the local chapter as host.

The main speaker was President Paul W. Johnston. Harry Von Willer, director and vice president for traffic, was the installing officer. Mr. Frank X. Kryzan of Youngstown welcomed the veterans on behalf of the city. The invocation was by Mon-signor James F. Murphy.

The co-chairmen of the committee for arrangements were J. J. Callahan and R. P. Reebel. Other members of the committee were John Beilby, J. J. Dempsey, R. G. Lewis, J. E. Mc-Kernan, Mrs. Florence Carney, J. R. Fero, Ed McCue, R. A. Sause, Jr., and J. B. Smith.

The hostesses were Mrs. V. F. Green, Mrs. W. L. Schorr, Mrs. Lloyd Robinson, Mrs. Leo Driscoll, Mrs. Ralph Fero, Mrs. Frank Senn, Mrs. C. T. McKnight, Mrs. Dorothy Fay, Mrs. Jack Ilas and Mrs. J. J. Calla-han.

ERIE VETERANS

Veterans Honored At Port Jervis



In the picture above are nine of the 14 Erie employees who retired in the Port Jervis, N. Y., area in 1954 and were honored at a dinner Jan. 12 by the Green Island Social Club at Sparrowbush, N. Y. Seated, from the left, are Vincent Bodi, James Marion, James Garrity, Cosmo McKeeby, Louis Nied; standing, from the left, H. A. Bookstaver, division superintendent, Jersey City; Arthur Queckenbush, Edward S. Boyle, John F. Harrison, Stanley Borowski and A. E. Kriesien, general manager and assistant vice president. The 14 vets served a total of 455 years with the Erie.

Fellow Veterans:

At our twenty-ninth annual meeting in Youngstown on Jan. 22, a tentative date was set in August for our annual outing. I would suggest that all chapters get organized at an early date, so that when an inquiry is received from the transportation committee you may be in a position to assist the committee relative to your Pullman requirements for veterans attending the annual outing and any other information desired by the committee.

To have a better and stronger association, let every member make an effort to bring one new or reinstated member to your next chapter meeting.

Fraternally,
Edward McCue
President

Buffalo-Rochester

By Ruth Nise Munger

Our best wishes to the following engineers, members of Hubbard Lodge 614, who retired recently: Oscar Erickson, Charles G. Recktenwald, Leo E. Rausch, B. J. Butch and George Fetzer. Their combined Erie service records total 200 years.

We extend sympathy to the family of Jack Cahill who died Jan. 8.

Twenty-two members traveled to

March, 1955

Youngstown Jan. 22 for the installation of system officers and enjoyed the hospitality of the Youngstown veterans and their auxiliary.

The Ladies Auxiliary held an impressive candlelight installation of officers and dinner in January. Fifty-four members sat down to a delicious turkey dinner at MacDoel's. A punch party preceded the dinner. Mrs. Ted Wynne was chairman and Mrs. John W. Fagan, outgoing president, installed the officers, Mrs. William R. Stretton, president; Mrs. H. J. Schultz, first vice president; Mrs. L. G. Overs, second vice president; Mrs. E. V. Jimenez, recording secretary; Mrs. G. E. Adams, corresponding secretary; Mrs. G. C. Cunion, treasurer; Mrs. H. A. Brundt, historian; Mrs. S. J. Dziendziol, guard; Mrs. F. M. Kern, chaplain; Mrs. J. W. Fagan, past president. Favors were tiny cups and saucers, tokens from the incoming president. Mrs. J. Rudolph was pianist and soloist.

Best wishes to Margaret Ann Redding, daughter of the M. A. Reddings, who is planning a fall wedding.

Birthday greetings to Mrs. Emma Schultz and Mrs. Mary Cunion.

Salamanca

By Hilde

At the Jan. 28 meeting in the

Chestnut Room of the Myers Hotel, only 35 members were present due to the severe weather. Chairman Rodgers gave a report of the system meeting at Youngstown on Jan. 22. Supt. E. J. Robisch installed the 1955 officers. Following the business meeting, a movie, The Jackie Robinson Story, was shown.

Members who were hospitalized recently are T. F. Hickey, L. E. Rodgers and L. Martorell. Other members who have been ill are D. J. Wachter, Harry Moss and A. J. Sullivan. Francis Glassford returned to work recently after a month's illness.

Best of luck wishes accompany J. W. Smith, track supervisor at Jamestown, who has been transferred to Hammond, Ind., as general foreman.

Jersey City

By A. I. Raywood

New officers installed at the Brownstone House in Paterson on Feb. 12 are G. C. Kalle, chairman; John Hazzard, vice chairman; A. I. Raywood, secretary; F. J. Reichardt, treasurer; William Brazel, George Sisco and Joseph Herzig, trustees. They have promised to do all in their power to make our chapter bigger and better. Now all that is needed is the cooperation of the membership.

We were elated on Jan. 22 when President Edward McCue appointed as financial secretary for the balance of the year, A. B. Cohen, our chapter member and system past president. Another thrill for the 35 Jerseyites who attended the system installation at Youngstown was to see Bert Stocker elevated to the office of first vice president and Frank P. Belling returned to the important office of director of social activities.

Next year the system meeting will be held in this territory and a committee has been assigned the important task of preparing a suitable reception for veterans from all over the railroad. The committee is open for suggestions and ideas for entertaining our guests.

We are pleased with the attendance at our meetings on the second Wednesday of each month. For those who haven't sat in with us, we would remind them that we meet in the I. U. C. club rooms at 38 Park Ave., Paterson.

Youngstown

By R. P. Reebel

Chapter officers elected for 1955 at our December meeting were: Chairman, J. J. Dempsey, vice chairman, T. H. Fay, secretary-treasurer, J. R. Fero, and trustees, J. E. Kaden, J. E. McKernan and R. P. Reebel.

Co-Chairmen Callahan and Reebel of the installation wish to extend thanks to the committee chairmen, committee members and other members of the chapter who worked so hard and well to put the affair over. Everyone seemed to have a splendid time and all thanks to our hard-working committees for it.

We missed the Hartmans, Joe and Nan at the installation. They seem to have lost their taste for snow and ice and head for California earlier (Please turn to Page 34)



AT ALL ERIE STOPS

WYOMING DIVISION

By J. P. Roche

James Limani, retired track foreman, was honored by 75 friends and former fellow employes at a dinner at Donnini's, Dunmore, Saturday evening, Jan. 29. Supt. D. A. Logan was the principal speaker and presented Mr. Limani and Sam Hewitt with retirement certificates. Mr. Limani retired Nov. 26 after 42 years' service. Mr. Hewitt retired as track foreman Nov. 1. He has 52 years' service. D. L. Sabatella presented Mr. Limani with a wallet and other gifts. J. T. Murphy, brakeman, entertained with several fine selections.

Sympathy is extended to Joseph Pradel, former boilermaker at Avoca, on the death of his mother.

William Henning, son of Yardmaster E. J. Henning, has been transferred to the West Coast. He is in the Army Signal Corps.

P. P. Manley, conductor, and Joseph DeSandis, foreman, are back at work after injuries at their homes. August Williams, relief foreman, Avoca, has resumed duty after three months' illness.

Congratulations to Edward Lutz, trackman, on the arrival of twin sons.

Thomas Johnson, retired engineer, is visiting with his daughter, Mrs. Marion Lombardi, in Fort Lauderdale, Fla.

Sympathy is extended to W. J. Lee, conductor, Jefferson Division, on the death of his 11-month-old granddaughter. Carl Lee, the child's father, is chief caller at Susquehanna.

C. L. Hendrickson, Jefferson Division conductor, visited with his daughter, Mrs. Elmer La Barre, Windsor, N. Y., while on vacation.

A. B. Crowe, engineer, has resumed duty after an extended vaca-

tion in Florida. Mr. Crowe reports the weather a little chilly this year.

M. T. Peirche has returned to Secaucus, N. J., as relief foreman.

W. R. O'Boyle, station clerk, Avoca, and wife visited with friends at East Orange, N. J., New York and Brooklyn over a recent week end.

J. A. Sheridan, shop hostler, and wife visited friends in Miami, Fort Lauderdale and St. Petersburg while on vacation recently.

William Drake, electrician, and James Conkey, car inspector, Avoca, are off on account of illness.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the family of Frank Migliore, laborer, and to Carl Migliore, laborer, on the death of a son and brother Jan. 16.

Sympathy also is extended to the families of Frederick O. Peterson and James J. Sullivan, both retired back shop machinists who died Jan. 5 and 11 respectively.

A party was held Jan. 26 at Jack Smith's restaurant for W. Reilly, pipe and tin shop foreman at the back shop, who was retiring Jan. 31. Presentations of a retirement certificate and a gift were made by General Master Mechanic Earl Branning and Master Mechanic C. E. Maahs respectively. Guests attending from out of town were C. F. Schwartz, general master mechanic, Jersey City, and his chief clerk, A. J. Dillon; T.

F. Maloney, general foreman, Jersey City; R. T. Noblit, general foreman, Port Jervis; R. J. Lares, chief clerk to superintendent of motive power, Cleveland; C. R. Benson, foreman, Salamanca, and F. E. Donnelly, special inspector, Buffalo.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Our sympathy is extended to the family of former Rochester Division Conductor George A. Leary who died Jan. 13.

John Stanton is the new operator, third trick, at FW Tower.

Agent Droit at Tonawanda was busy during the first week in January rounding up flat cars for transportation of a 62-foot long steel tank, the first of nine such tanks being built for the Government.

Bill Hart's book for academy award honors is "Executive Suite."

Allie Pokrandt says he runs five or six miles every morning without fail.

PASSENGER

NEW YORK, N. Y.

By John De Waal Malefyt

Sympathy is extended to the family of John H. Dimke, assistant general passenger agent, who died suddenly Jan. 17. Services were held at St. Stephen's R. C. Church in Warwick, N. Y. Pallbearers were George W.

Huntington Conductor Gets Gold Pass



Following almost 51 years service with the Erie, Passenger Conductor F. M. Berry (center), Huntington, Ind., here receives a gold pass from Supt. F. J. Mulligan (right). At left is Trainmaster L. J. Carter. Conductor Berry retired on Dec. 30. He had been with the Erie Railroad for 50 years, nine months.

Retiring Yardmaster Honored



At right is J. J. Regan, yardmaster at Croxton, N. J., who retired recently after more than 49 years with the Erie. Presenting a framed retirement certificate to him at a dinner in his honor in Secaucus, N. J., is H. A. Bookstaver, superintendent, New York Division. He retired Oct. 15.

Krom, general agent, Jersey City; Joseph N. Monzel, steamship passenger agent; Bertram L. Cypher, assistant ticket agent, 17 John St.; Donald Campbell, traveling passenger agent, Jersey City; Gerald B. Saunders, division passenger agent, Elmira, and James Fields of the General American Transportation Co., New York.

Russell B. Hunt, city ticket agent, was taken suddenly ill and was confined to his home.

Mrs. E. Neisten, chief clerk, and Mr. and Mrs. H. T. James (city passenger agent) attended the wedding of Claire M. Creighton, stenographer, and Walter Westlake of Glen Rock, at Christ Church, Suffern, Jan. 29. Tom Whalen, night ticket clerk, has taken a sudden interest in French poodles. Going to the dogs, Tom?

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

Our best wishes to Joe Marshello, former stenographer, who has resigned and taken a position with a Wall Street cocoa broker.

Mrs. A. T. Dobler and her husband are the proud owners of a new Cadillac.

Ed Mulhall still is on leave of absence due to illness. We all hope he will soon be able to resume his duties in this office.

MEADVILLE DIVISION

ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Engineer F. A. Stockton retired recently.

Engineer F. B. Campbell, Sr., vacationed in Fort Myers, Fla.

Mr. and Mrs. E. A. Jennings and

March, 1955

family visited in Lakeland, Fla., during his vacation.

Mrs. R. W. Rider accompanied their daughter and son-in-law to Colorado Springs by auto where they expect to be located. Mrs. Rider will return by rail.

MARINE

By Jesse E. Baker

Al Wilson, wheelsman; Alland Jensen, Harry Meyer and Louis Petacka, all deckhands, are home from the hospital. James Remagli, deckhand on the ferryboat *Arlington*, is ill at home.

The following old-timers dropped in to see us and wish us all a happy New Year: William Schultz, Mace Van Wagnen, William Hulsaver and Fred Decker. Capt. Decker, of the lighter *Dayton*, is in Florida and will see Arthur Terwilliger in St. Petersburg.

Winfield Rumsey, retired engineer of the tug *Rochester*, died at home in Long Branch, N. J., Jan. 25.

Len Van Olden is in Florida again. You just can't keep him away.

Do you know that the deepest subway in New York City is the B. M. T. 60th Street tunnel under the East River? It is 113 feet to the top of the rails below sea level.

PERISHABLE TRAFFIC

NEW YORK, N. Y.

Perishable Traffic Manager P. J. Napoli has been very busy with the United Fresh Fruit & Vegetable convention at the Commodore Hotel here in New York and then in Boston with the Erie's annual luncheon and the annual dinner of the Traffic Club of New England. The affairs gave Mr. Napoli an opportunity to renew ac-

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| <input type="checkbox"/> Bridge & Building Foreman | <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Diesel Loco. | <input type="checkbox"/> R. R. Signal Men's |
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| <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Section Foreman |
| | | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| | | <input type="checkbox"/> Traffic Management |
| | | <input type="checkbox"/> Welding—Gas & Electric |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

quaintance with many friends in the perishable industry.

Previous to this, he had his hands full with two strikes, one by Local 202 and the other one by I.L.A. Local 976. In addition, we had a fire on Pier 20 the late afternoon of Jan. 4 which damaged two of our auction rooms. However, measures have been taken to put the rooms in good condition again. We still have six auction rooms available.

W. E. Pratt, retired perishable freight agent, dropped in for a visit recently. He looks swell and says he is feeling fine.

A car of Sunkist Navel oranges, donated by growers of the Tulare County Fruit Exchange, was sold at auction Jan. 25. The net proceeds of approximately \$2,700 will go to the March of Dimes.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Recent office visitors were Al Padien, from Indiana, retired chief clerk to passenger trainmaster; J. Laggan, extra operator, from the Recruiting Center at Bainbridge, Md., and Mrs. George DePuy, former stenographer here.

Third week vacationists: George DePuy, Joe McGirr, Joe Stanley, George Ameer, Joe Angelo, George Verhoest, Mr. and Mrs. William Sutherland, Largo, Fla.

Holiday greetings were received

from **Dan Sutherland**, Largo, Fla., retired train dispatcher; **Charles Weissert**, Mesa, Ariz., retired conductor; **Eleanor Salley**, Jersey City; **Charles Paulson**, Harriman, and **Mike Downey**, Bloomfield.

Tom Rooney became a first-time grandfather recently with the birth of a girl to his daughter-in-law in the General Hospital, Passaic, and **Ruth Larivee** became an aunt for the first time. A boy was born to her sister in the Hackensack Hospital. **Dan Crowley**, who has been a grandfather several times, has a new granddaughter, born to his daughter at St. Mary's Hospital, Passaic.

Glad to see **Pete Mandelbaum** and **Bob Campbell** back at work after illnesses.

Joe Nalewaiski has been transferred from the train desk at the Jersey City Local Station to this office as file clerk in place of **Andy Sanok**. **Andy** now is stenographer in place of **Helen Smith**. **Helen** is ediphone operator in place of **Joe Mamary**. **Joe** has taken **Ellen Mezey's** place as stenographer-ediphone operator. **Ellen** has replaced **Carol Newton** as clerk-stenographer to station supervisor. **Carol** has taken **Maureen O'Keefe's** place as ediphone operator, and **Maureen** has been transferred to Duane Street, New York.

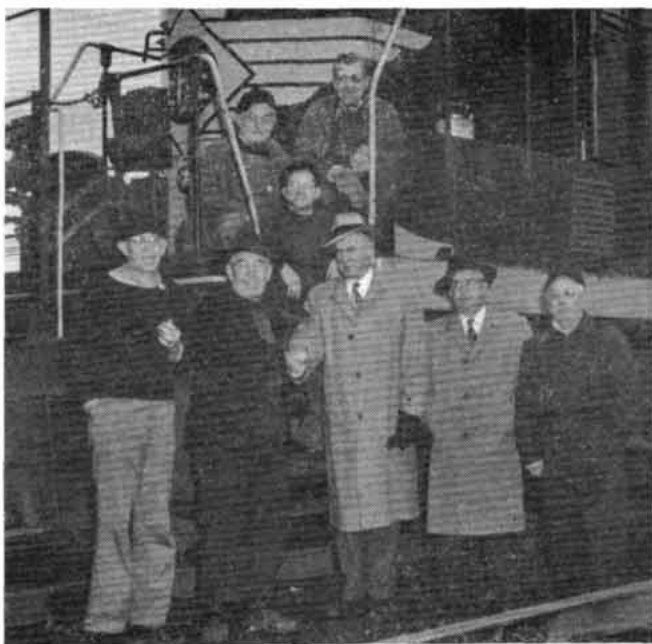
Our sympathy to **William Fitzgibbon**, retired operator from the dispatcher's office, on the death of his sister.

Neil Fulton, Jr. and **Arthur Godfrey's** pilot recently visited at the home of **Neil Fulton, Sr.**, assistant chief train dispatcher. **Neil, Jr.** also is a pilot.

Our deep sympathy to the family of **John H. Dimke**, assistant general passenger agent, on his sudden death. Also, to the **Collins** family on the sudden death of **Virginia Collins**, matron at the passenger station.

The Welfare Association has set May 21 as the date for their annual gathering, to be held at the Brownstone House, Paterson. **John J. Callahan** is committee chairman.

Veteran Retires At Dunmore



The gentleman who is second from the left on the ground is a certain **Thomas J. O'Brien**, Dunmore, Pa., who retired recently after 46 grand years with our railroad. With him are some of his Erie buddies, from the left, on the ground, **J. J. Kreis**, brakeman; **Mr. O'Brien**; **M. J. Flannery**, train-master-road foreman of engines; **J. F. Orr**, chief train dispatcher; **Sol Sabia**, leading car foreman; center, **J. T. Murphy**, brakeman; top, **T. L. Dougherty**, engineer, and **D. P. Singer**, fireman.

WEEHAWKEN LOCAL & DOCKS

We regret the departure of **Bruce Kolacy**, stenographer. In his place we welcome **Frank E. Nolan** who was claim stenographer at the Duane Street Station.

Chief Clerk **George C. Kalle** spent the holidays with his son, **Lt. James A. Kalle**, at Fort Riley, Kans.

Rose Marotta has returned here as telephone operator and clerk.

Ercle Izzo retired Jan. 1 and we

all join in wishing him years of health and enjoyment.

Sympathy is extended to **David Stratton** who lost his brother recently.

The bowling team here has become firmly entrenched in the cellar. This is their first venture into the industrial ranks and they should remember the slogan, "Wait until next year."

PASSAIC, N. J.

We wish **Michael Vargo** good luck in his new home.

Retired Conductor **Bill Frieder** called at the office recently.

Sympathy is extended to **John Sees** and family on the death of his wife's grandmother.

Jim Parkinson is figuring on taking his vacation during July, intending to go to Florida.

Leo McCauley is looking forward to a busy season due to many new industries locating in the Dundee section.

Brakeman **Harry Kinney** was fortunate in getting his glasses replaced after an unusual experience.

Congratulations to **Marion Kaiser** on her recent bowling feat, averaging 202 in the Bergen County Championship.

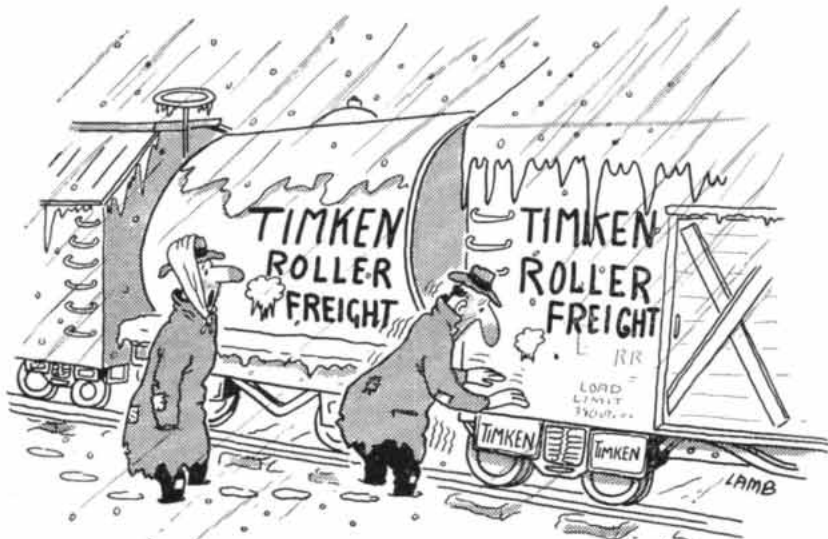
STORES

HORNELL, N. Y.

By **Anieta F. Decker**

Carl Miner has our sympathy in the recent loss of his mother. Also, **John Rauber**, who underwent major surgery at St. James, is wished speedy

Erie Railroad Magazine



"YOU'RE WASTING YOUR TIME, JOE—CAN'T YOU READ?"

Advertisement

recovery by all his friends.

The latest addition to the list of ulcer victims is **Walter House**. How he misses his spaghetti!

Eddie Ruch had the boys in for a card game and we hear they took him to the cleaners.

Rosamond Kneale's anecdotes concerning her recent operation were well received in the office.

Saw **Paul Kraft's** name in the paper—little accident on Broadway.

We were all pleased to see **Jesse Minium** the other day. **Jesse** stopped in the office to visit old friends. Also in the office recently was **Joe Zaproski**, still the same good natured guy.

The gals were talking about **Marie Bowler** the other day. Since her retirement **Marie** has not been too well and we hope by now she's doing much better.

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

General Foreman **Tom Carr** and **Marjorie** celebrated their silver wedding anniversary recently. They have two daughters, **Shirley Carr** and **Marilyn Wolfe**, and two grandchildren, **Brenda** and **Thomas Wolfe**.

Another wedding anniversary (55th) was celebrated by the **Marion T. Lawheads** at their home in nearby Cochran. Son **Stanley** is stockkeeper at our plant. They have two grandchildren and five great-grandchildren.

Lawrence Osten, helper, visited his newly married daughter, **Sherry Leigh Mix**, in Olean recently.

Mrs. George Hood, wife of the leading stockkeeper, made an emergency trip to Madison Wis., where their son **Richard's** daughter was seriously ill with pneumonia. She is out of danger now and doing fine.

Our sympathy goes to the family of **Floyd Higby**, retired laborer, on his death.

The engagement of **Alice Ricci** and **Robert Hood**, son of **George** and **Margaret Hood**, has been announced. A summer wedding is planned.

Birthday greetings to **John Brecht**, **George Hood**, **Mick Varano**, **Harold Mowris**, **John Rogers**, **Robert Stanford**, **Walter Carpenter**.

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

The following Erie men and wives were winners in the annual Christmas home lighting contest sponsored by the city: In the general display, **Mr. and Mrs. Joseph Kiskiel** took second place; second place winners in the religious or scenic display went to **Mr. and Mrs. B. J. Pruner**; doorways and windows, first place, **Mr. and Mrs. John R. Kennedy**, second place, **Mr. and Mrs. H. M. Groat**. **Mr. and Mrs. Arlington T. Thompson** (file clerk) became parents of a boy Dec. 30, weighing seven pounds, three ounces.

Section Foreman **Nick Reach** and **Mrs.** returned to Salamanca Jan. 9 after visiting their daughter, **Mrs. Alan Carey**, and family in San Diego, Calif.

JoAnn Rodgers, daughter of Track Supervisor **L. E. Rodgers** and wife, became the bride of **Leonard Kurlej** in St. Mary's Church at noon on Jan. 10.

Another wedding was that of **Donna Marie Prusinowski**, daughter of Yard Clerk **Anthony Prusinowski** and wife, and **Richard E. Zalewski** at Holy Cross Church Jan. 15.

Lt. Cdr. A. C. Burley, son of **A. C. Burley**, chief clerk to the division engineer, has been ordered to the U. S. Naval Academy at Annapolis to teach ordnance and gunnery. He had been commanding officer of the **U.S.S. Ray**, a radar picket submarine since it was recommissioned in August 1952. He also has been notified of his selection for promotion to commander.

Pfc. Robert Ball, with the U. S. Army in Austria and son of Yard Conductor **Ardell M. Ball** and wife, scored 19 points for the winning 510th All-Stars basketball team in the first of two games between the All-Stars and Vikings played recently in the Palladium in Vienna. He was a star player on the Salamanca High School basketball team.

KENT DIVISION

AKRON, OHIO

E. R. Paul, commercial agent, has been elected commander of the Legion's

Out in all weather... KEEP DRY

Engineered protection in every vulcanized waterproof seam of this fine rubber work clothing.



U. S. WORKSTER SUIT

- rugged, heavy coated fabric
- full-length jacket
- inside fly front
- rust-resistant ball and socket fasteners
- corduroy-tip collar
- high bib overalls; adjustable suspenders
- in black or safety yellow

U. S. SQUAM HAT

- watershed brim
- with or without head lining, ear flaps and chin strap



BLACK FLEXON ARCTIC BOOT

- net lined
- four buckles

U. S. SWITCHMAN COAT

- roomy
- ventilated cape back
- corduroy-tip collar
- knee length
- ball and socket fasteners
- deep pockets

U. S. NOBBY HAT

- reinforced brim
- cemented seams
- ventilated crown
- with or without head lining, ear flaps and chin strap

FLEXON HI-CUT BOOT

- flexible lining
- medium weight



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Vets Receive 25-Year Pins



This group of Erie veterans received 25-year pins recently at a dinner in Paterson, N. J. From the left, they are **John McCoy**, **George Sisco**, **Joseph Nalewaicki**, **Daniel J. Crowley**, **Frank P. Belling**, **John J. Callahan**, **Wilfred Clayton**, **William Brazel** and **James Davidson**. There were 150 persons present.

Summit County Council, which includes posts in Summit and Portage counties.

The freight office and Traffic Department forces presented **Julian K. Daly** with a Shaeffer snorkel pen and pencil set on his promotion to commercial agent at Cincinnati.

We welcome **Robert Watson** who succeeds **J. K. Daly** as commercial agent. **Bob** formerly was a stenographer in the general agent's office at this point.

L. V. Brownell, general foreman, and wife announced the arrival of a granddaughter, **Laura Stanoyevic**, Dec. 29. **Harold D. Stewart**, night rate clerk, and wife announced the arrival of a daughter, **Jill**, Jan. 26.

AKRON POLICE

Congratulations to Patrolman and Mrs. **W. A. Kinney** on the arrival of a son Jan. 12. He has been named **William Lee**.

Patrolman **C. W. Corbett** recently purchased a lot on Kellys Island, Lake Erie, where he is planning to build a cabin.

MARION, OHIO

We are happy to report that **D. S. Hawk**, track supervisor's clerk, has resumed duty after an illness.

Sympathy is extended to the family of Engineer **W. P. Mahaffey** who passed away recently.

J. L. Tjaden, division freight agent, and wife spent the holidays in Des Moines, Ia.

Bob Cole, the new messenger, formerly worked in the yard office.

Dale Gorman, car distributor, and wife, daughter **Julia**, and **Gail Gorman**, of the division engineer's office, motored to St. Petersburg, Fla., during the holidays. **Julia** attends Wheaton College, Wheaton, Ill.

Connie (Finnegan) Griswell, our former messenger, paid us a visit recently with daughter, **Melinda**, born in December.

Approximately 350 attended the annual Christmas dinner-dance of the Central Ohio Traffic Club at Mansfield, Dec. 9. Those attending from the Erie were **J. L. Tjaden**, division freight agent; **W. F. Rathburn**, agent, Mansfield, and **H. D. Adams**, agent, Ashland.

W. E. Shackelford, chief clerk to

Croxton Lodge Installs Officers



This gang is composed of members of Croxton, N. J., Lodge 876 of the Brotherhood of Railroad Clerks. The group gathered at a dinner recently in Jersey City to install its officers. H. P. Schmidt and V. Cull installed.

the freight agent, has retired after 39 years of service. We all wish him many happy retirement years.

H. M. McNew, yard clerk, and **J. E. Sheele**, interchange clerk, and their families vacationed in Florida.

Agent **H. D. Adams**, Ashland, and family are enjoying their new home.

We welcome **C. D. Carnes** as freight agent at Akron, due to **D. C. Mitchell** being assigned to other duties.

Patrolman **George Colflesh** and wife have moved into their new suburban home.

The following have new cars: **Jackie Huff**, employment clerk, superintendent's office, Mercury; **Fern Lewis**, stenographer, division engineer's office, Chevrolet; **Walde Smith**, chief clerk to general yardmaster, Plymouth; **Charlie and Geneva Sidenstricker**, Oldsmobile; **Benny Graff**, operator, Dodge; **J. E. Durham**, operator, Plymouth; **Wayne Hotelling**, Buick.

Sympathy is extended to the family of **T. W. Farley**, retired conductor, whose death occurred at the home of a son. Also to the family of retired Conductor **H. L. Petri** who died Jan. 30.

MARION CAR

By H. M. Robbins

A few observing birthdays recently are **Virgil L. Berry**, **Charles E. Copper**, **Charles R. DeBolt**, **Clifford C. Drake**, **Jerry L. Decker**, **John H. Eaches**, **Joseph L. Fazara**, **Earl A. Griffith**, **Paul I. Hanning**, **Leo C. Large**, **Walter G. Lyon**, **James F. Layton**, **Harold Rhoads**, **Joseph C. Richardson**, **James S. Thornberry**, **Richard E. Williams**.

MARION MECHANICAL

By Susan Baker

Sympathy is extended to **Curt Pace**, machinist, on the sudden death of his father.

Best wishes accompany **Ray Schlagenhaut** on his retirement Dec. 27. **Ray** was a pipefitter and has 41 years' service.

The welcome mat is extended to **Howard Walker, Jr.**, new diesel clerk. **Howard**, whose nickname is **Pug**, transferred from the Stores Department.

Congratulations to **Mr. and Mrs. James Fahey** on the arrival of a daughter and to **Mr. and Mrs. Wayne Tomlin** who welcome a boy. **Jim** is a machinist apprentice and **Wayne** is machinist helper apprentice.

C. F. Krichbaum with wife spent a vacation with their sons who are in military service in Florida, Mississippi and Kentucky. **Louis Albert**, machinist, vacationed in Hornell with his family. **John Masters**, machinist, and family took a trip to Rochester, N. Y. Other recent vacationists were **Carl Owens**, **W. E. Alexander**, **Vern Kinsler**, **Garland Elkins** and **Wayne Tomlin**.

New car owners are **Ivor Dodds**, general foreman's clerk, a Plymouth station wagon, and **Ray Lauer**, foreman, a '55 Plymouth.

G. E. Lund, of Meadville, renewed acquaintance with Marion friends during the Christmas season. **Mr. Lund**, before his retirement, was assistant to superintendent of motive power. We were pleased to see him and are

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looking forward to future visits with him.

Birthday congratulations to **R. Brown, Dick Burley, M. Carrel, Tony Catania, Charles Cox, L. Disterdick, M. Draper, Dick Dreher, Tom Elver, Bob Forsyth, Harold Fry, Oney Grant, Harold Johnson, Bill Johnson, Frank LaBarbara, Al Lares, Cliff Longnecker, John Longnecker, J. V. Moore, Bill Paterson, Ralph Rinesmith, Jack Robbins, Dale Saunders, Fred Sanderson, Clarence Smith, Ivan Spires, J. O. Stone, Lovell Stone, T. W. Taylor, J. L. Thompson, Ray Thompson, Arthur Watt, Lloyd West, Don Wilson and Robert Wilson.**

MARION DIVISION TRANSPORTATION

By T. E. Poe.

Best wishes to **J. H. Fillhart**, yard conductor at Lima, who retired Jan. 5. He has more than 41 years' service.

C. R. Swank, Huntington freight office cashier, spent a brief vacation in Florida.

Yardmaster **D. L. Herendeen** is home again after undergoing major surgery. We hope to see him back on the job soon.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Carpenter **H. E. Chapin** and wife of Huntington on the celebration of their 39th wedding anniversary Jan. 22.

We were sorry to learn of the death of **Jacob Siemik**, retired trackman, Huntington.

Peggy Sell, daughter of Water Softener Attendant **I. V. Sell**, is now at home recuperating from an illness after a visit to the Huntington County Hospital.

We extend deep sympathy to Chief Clerk and **Mrs. E. L. Martin** and

family on the death of her father, **M. L. Lavey**, North Manchester, following a heart attack.

CHICAGO POLICE

Recent additions to the force at 14th Street Station are **Arthur A. Wiesner**, son-in-law of retired Patrolman **Edward G. Fulcher**, and **Edward J. Mitros**. Mr. Fulcher called at the office recently. He spends much of his time at his farm in Virginia.

Another caller at the captain's office was **B. R. Mark**, former agent at Chicago and Youngstown, who was in Chicago during the holidays. He now lives in Florida.

John S. Steen, lieutenant of police, is recuperating after an appendectomy. We wish him speedy recovery.

Richard E. Lockhart, patrolman at 51st Street yards, vacationed in Colorado and Springfield, Ill.

14TH STREET, CHICAGO

By Chris Hardt

The girls held a bridal shower and party Jan. 14 for **Arlene Nordhus** and **Ronald Zera**. **Lena Savage, Ronnie Bradley, Joan Stalf, Elaine Safford** and **Donna Myers** were in charge of arrangements and gift selection.

Our sympathy is extended to **Floyd Barth**, freight house teller, whose mother died Jan. 20, aged 90 years. Those attending funeral services at St. Casimir Church were **John Novotny**, chief tracing clerk, **E. C. Wise**, O. S. & D. clerk, and **Mary Heenan**, O. S. & D. desk, **Lifschultz Freight**.

Andrew Lukac, checker, retired Dec. 20 and was presented with a watch and billfold by fellow workers. **Andy** was with the Erie 42 years.

Raymond Fealey, carman, has joined the Navy and we are waiting to hear where he will be stationed during his

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After completing 44 years' service with the Erie, **C. E. Bonecutter**, Marion, Ohio, engineer, has retired.

March, 1955



training period.

Louise Butler (billing) spent a few days of her vacation with her sister, **Florence McCormack**, in Albany, N. Y.

Ella Shults, of the rate desk, spent the holidays with her family in Toronto, Canada.

Dannie Blake Pacella spent a week's vacation in New Orleans and **Clarence Graham**, veteran caretaker, a week with his sister in Pensacola, Fla. He made the round trip on the C. & E. I.

Railroad's "Hummingbird" streamliner.

HAMMOND CONSOLIDATED

By Grace Connoles

Marie Soley, I.B.M. operator, spent her annual vacation at Christmas time and **Alyn D. Carter**, drawbridge leverman, reports everything to his liking at Lakeland, Fla., where he spent his vacation.

We learned just recently of the pass-

ing of **Bill Bruce**, of Suisun, Calif., former yard brakeman here. A few years ago, after 30 years with the Erie at Hammond and other points on the system, **Bill** went to Suisun and became an employee of the Southern Pacific Railroad. He always kept in touch with us through correspondence with Conductor **Ernest Wartena**. Mr. Wartena, not having received word from **Bill** for some time, dropped him a Christmas card. A reply came from **Bill's** landlady saying that he died June 3, due to heart failure and a severe attack of pneumonia. He was buried in the veterans' plot in Rockville Cemetery near Fairfield. She had arranged the funeral with railroad veterans as pallbearers, as she knew **Bill** would have wished.

Sympathy is extended to **W. Anderson**, roundhouse machinist, whose brother died suddenly at home in Huntington, Ind., Jan. 7, and to **Roy W. Elkins**, freight house foreman, whose brother-in-law died Dec. 27 at Farmer City, Ill.

Frank Vamos, mail handler, is making good progress at Edward Hines Hospital, Hines, Ill. He was involved in a serious automobile accident August.

CAR ACCOUNTANT

CLEVELAND, OHIO

By Ella Carpenter

It used to be, according to the bards and poets, that love and springtime were synonymous, but time has changed all that, I guess. **Ed Peakovic** has popped the question to **Shirley Pierce** and **Dorothy Pizem** has promised to become Mrs. **Richard Cinadr**. Wedding bells will ring in June.

Also in the hearts and flowers department is **Carol Phillips** who is wearing a beautiful diamond as a token after having said "Yes" to **Donald Velien**.

Dick Marosek has left us to attend Kent State where he is majoring in

Outstanding

Cpl. D. W. Gaetano, son of **Edward P. Gaetano**, carman at Dunmore, Pa., was selected as the outstanding soldier in his tank battalion in Germany last November. He was a carman apprentice at Dunmore before entering service. Another son, **Donald**, was quarterback of the Scranton, Pa., Central High School football team last fall and is captain-elect of this year's baseball team.



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New York Veteran Retires



Forty-eight years after the start of his career with the Erie in Honesdale, Pa., **N. Hambly**, assistant freight traffic manager-rates, retired on Jan. 31. He started as a telegrapher-clerk on July 27, 1906, and moved to the Traffic Department in New York in 1911. Following service in World War I, Mr. Hambly advanced through the rates department until he got his last job July 16, 1939.

international relations.

From way out in Nebraska comes word that it's a boy, **Allan Clifford**, born Jan. 3 to Mr. and Mrs. **Donald Timm** (Norma Fanslau).

A real skiing enthusiast is our **Joan Baker** who enjoyed a winter vacation at Norway Lodge, Aspen, Colo.

Our deepest sympathy to Mrs. **Purnell** whose husband, **William**, died Jan. 18. **Bill** was supervisor of lake coal and demurrage and his roll top desk has been a familiar sight in the office for quite a few years. Burial was at Omaha, Neb.

We welcome **James Mulcahy**, night tabulator operator, and **Gayle Ramsey**, PR relief clerk, whose names were added to the roster last month.

ACCOUNTING

OFFICE OF COMPTROLLER

By Joe Keenan

The other morning **Donna Richardson** walked into the office with a big smile on her face and a big diamond on her finger. Our congratulations to **Donna** and **Austin Cannon**. The date is to be in April.

A big welcome is extended to our new stenographer, **Joan Milota**.

While we were trudging back and forth to work through the snow, wind and cold, **Dorothy MacDougall** was basking in the warm Florida sun, enjoying a two-week vacation.

Poor **Byron Webster** has been quite blue with his measly 168 average, while this correspondent has been breaking his neck to maintain a 135 average. But it makes for good post-mortem discussions.

AUDITOR OF REVENUES

By Jimmy Murphy

Those who attended the annual Credit Union meeting at Hotel Manger Jan. 21 spent a very enjoyable eve-

March, 1955

Achievement Program, wish to express their appreciation to the Erie folk who welcomed members of the company when they visited here. This service to our high school youth is in keeping with the long standing tradition that the Erie tries to be a good citizen in the communities it serves and that Erie men and women are vitally interested in promoting the civic welfare and general well being of their fellow citizens. . . Word from **Leroy Lewis**, who has been off for several months, is that he is progressing nicely and expects to return to work soon. **George Arlington** is pinch-hitting for **Roy**. . . We were



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extremely sorry to hear of the death of Harold Dayton's mother and extend sincere sympathy. . . It was also with deep regret that we learned of the death of John Winter's wife. Mr. Winter is a retired interline clerk and the department extends sympathy to the bereaved. . . Anna Mae Vesey became the bride of Don McLaughlin Jan. 30. Our girl Friday was sent out to cover the story but, as expected, her romantic soul overwhelmed her usual perspicacity, so you can imagine the scoop she brought in. A vague rhapsody about shell pink dresses, the bride's roses, etc. Needless to say, the bride, starry-eyed and looking as though she belonged on a Christmas tree, presented a beautiful picture as she descended the steps of St. James Church amid a shower of rice and the best wishes of friends and relatives. . . Our deepest sympathy to Kay Phalen whose brother met with a tragic death. He was struck by a motorist on Christmas Eve and died Jan. 17. . . That proud expression on George Smith's face can

be traced to the fact that he recently was elevated to the dignity of a grandfather. . . The office doubles bowling tourney at Lakewood recreation Jan. 15 attracted a record number of entries, necessitating two shifts. The Bill Malone-Jimmy Laggan combination copped top honors with 1234, showing the way to the George West-Frank Latkovich duo by one scant pin. Charlie Von Duhn engineered the event and registered top 3 game high with a 588 set which included a 224 game. Bill Stipe cracked a 233 game for high single. . . Johnny Clements has given up city life for the more restful country atmosphere out Euclid way. . . Also appreciating the advantages of suburban living is Lynn Covey who wouldn't exchange it for anything. . . Jack Rau has been hiding all the time the fact that his son Johnny was elected Prince Charming at the West Tech High Cinderella Ball. He betrayed it only when, bursting with pride, he modestly mentioned the happy news of Johnny's graduation. . . The accident which befell Bill McGrath while en route to work is sincerely regretted by his many friends. . . He missed his friendly smile and cheerful conversation. Fortunately Bill recovered quickly and is back on the job again. . . On Jan. 15 Johnny Good left the company and took up new duties with the Bay Village Fire Department. It goes without saying that we'll miss Johnny, but he has our best wishes for success. . . We were all shocked and saddened at the death of former Chief Clerk B. J. Markwell who retired in 1946 after 56 years of faithful service. Mr. Markwell had served as president and financial secretary of the Erie Veterans Association and was 83 when he died at his home in Lakewood. Our sincere sympathy to his survivors. . . Joan Intihar is bubbling over with excitement as her wedding day approaches. The big event will be April 16 in St. Wenceslas Church. . . Dorothy Phillips, who left the clickity-clack of the machine room a few months ago, has returned to the fold. She has decided to stay around permanently, and that's just peachy with us. . . On Jan. 18 death came suddenly to another of our old friends and former co-workers, Walter Styles, 76. He retired on June 1, 1945, after 21 years of faithful service. Blessed with robust health, Mr. Styles never missed an opportunity to visit his office friends and always took pleasure in their association. Our sympathy to Mrs. Styles. . . Our gay young blade, Frank Buck, gave an unforgettable rendition of a dying swan as he thudded to the ice during the weekly ice skating party at Winterhurst. Good old Frank, anything for a laugh. . . There has been an aura of romance coming from the revision bureau for some time now. We learned the reason when Millie Mirarek appeared wearing a beautiful diamond on the significant finger. . . Pat Runchey surprised the key punch operators when she came in one morning with the third finger, left hand, properly adorned. She has been blinding us ever since with the beautiful solitaire she received from Joe Green. . . Old Stone Church was the scene of a beautiful wedding Jan.

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14 when Janet Hill became the bride of Jim Young. Another wedding of particular interest to the machine roomers took place Jan. 15 when Shirley McCarthy and Richard Daugherty were married in the Sixth United Presbyterian Church. A wedding trip to Washington, D. C. followed the reception. . . . Not to be outdone by the marriage department, our baby department is also doing a booming business. The Dick Cawleys are celebrating the arrival of a baby girl, who has been named Karen Ann. They have two daughters and a son. . . . Another gala wedding took place Jan. 29 when Gladys Nicholas and Jack Anderson promised to love, honor and obey. They spent four weeks basking in the Florida sunshine and sent back post cards replete with waving palm trees to add a touch of irony to us poor shivering souls. . . . Lois Emonds, newest K.P.O., comes to us from Long Beach, Calif., and is doing a slick job.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

The following committees appointed by President Watson Walden did very good jobs handling the annual B. of R.C. party. Time and place, Don Clark, chairman, Joe Bullock, Richard Wheeler, Nancy Watt and Jack Meehan. Betty Leonard was chairman of decorations with Ernie Dungan, Ben Bayly, Ruth Hunt, Nipper Trowbridge and hubby Bill. Tickets,

Bill Cregan, chairman, Ed Gillette, Ginnie Argentieri and Bob Ward. Angie Petrillo handled the entertainment with help from Olga Nazar, Mary Recktenwald, Carolyn Benson, Jane Moore, Delores Lindeman, John Kelly, Harvey Schneegas, Freddie Cortese, Freddie Schmitt, Heinz Muhlisen, Bill Pawling and Dick Schiedler. . . . Bob Hillman can't wait until spring to try out the new grass catcher he received for Christmas. . . . Martin Kendall slows down when he comes through Canisteo. . . . My reporter was only half right last month about Bob and Ginnie Argentieri commuting. . . . Lyle "Gyp" Marvin is back on the night shift. . . . At its first meeting the S. & P. Club changed its name to the "Fin and Feather Club". . . . Charlotte Geary now tips the scales at a nice figure, 122. . . . Zip Zannieri has a new lease on life since receiving his Marilyn Monroe calendar. . . . Ed Kunicky is the latest to join the numismatists. . . . Bill Morgan had to sell one of his cars due to the parking problem. . . . Pauline Bove left her cookies at the diner. . . . After making a name for himself playing basketball, Bud Vanderhoof is now making another one on the refereeing end. . . . Wonder what Mr. Krider meant when he sent a card signed "Simon L". . . . The third floor folks are rather smart with their new paint job. . . . Ginnie Argentieri, Pauline Bove and Ed Gillette collected for the March of Dimes and did a very good job. . . . What ever happened to the annual report of the Gold Association? . . . Mary

Hillman leaves Robert, Jr. home with mother and is back at timekeeping. . . . Bob Gregory must have had a little experience with flame throwers while in the service, or at least, that's the way it looked when he insisted on cooking his own steak. It wasn't charcoal broiled, it was flame cured. . . . Phil Shafer, Butch Ermy and Fred Singleton are on furlough. Bob Turner came back from Japan just in time to help with the W-2s before reporting back for duty. . . . The M. of W. threw a party for Goldie Loghry and Mary Stitt whose birthdays fall on the same day. Understand the theme song was "Fifty-Four in Fifty-Five". . . . John Young's radio is bothered by a certain TV set. . . . Bob Pebbles' wisdom tooth is bothering him. It's the only one he has left and he's afraid he'll lose it. . . . If you want the Rexville recipe for old fashioned buckwheat pancakes, see Watson Walden. . . . The boys in the back of the room have nicknamed Charlie Corwin "Gabby". . . . There has been quite a switch in cars and it all started when the Hoyts got a new Pontiac. Their old one was taken by Stan and Carrie Walter and their car was picked up by Clarence Buck. John Hitchcock is the proud owner of the first '55 car in the office. . . . Charlie Slaght has returned to work after a vacation (?) in Japan. . . . Zip Zannieri and John Hitchcock dropping a dollar each at the local hoosegow. . . . Leo and Dottie Rixford enjoyed their annual vacation in Florida. . . . Hope that by the time this column appears,

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AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Janet and Arde Mann are beaming new parents to **Darrell Wayne**, (8 lb. 4 oz.) who made his debut Jan. 11. **Lester Maxwell and Anna McCarthy** visited us Jan. 13. **Lester** is enjoying his retirement on the home front. **Anna** had just returned from an extended trip to many interesting points in the West.

"The three Rs are important all through life," says **George Ernest**. "At 20 it's Romance, at 45 it's Rent and at 65 it's Rheumatism".

Welcome to our new stenographer, **Rita Ann Mazur** (Jan. 7).

FREIGHT CLAIM

CLEVELAND, OHIO

By Chickery-Chick

A farewell party was held at Kiefer's Jan. 18 in honor of **T. P. Scott**, who was retiring as freight claim agent Jan. 31 after 47 years with the Erie. The employees presented a purse. Among out of town guests were **W. H. Myrer**, district freight claim agent, and **A. H. Haase**, special agent, both of Chicago; **J. E. Tischler**, special agent, New York, and retired employes **E. J. Roach** and **G. M. Quinlan**.

The new year brought gems to a couple of dandies, **Alicia Manley** and **Pat Wolk**. Neither has set the wedding date.

Our deepest sympathy to **George Mizanin** and family on his father's death.

Marge Freda and **Mary Marce** decided to escape the cold, windy weather by taking a California trip.

Mrs. Julia Petonic presented her husband with a daughter (6 lb. 13 oz.), their first offspring, Jan. 30.

Hearty congratulations to **Frank Kelleher** on his promotion to freight claim agent.

Best wishes to **Vince Bilardo** who has taken advantage of the G. I. Bill of Rights to pursue his music studies.

At the recent Pickwick Credit Union meeting, Chief Clerk **Charlie Dunn** won a steam iron and **Mike Kurt** took home a portable spotlight.

Joey Revana, one of our All-American boys, has taken a much needed rest in Florida.

Jimmy Green and **Morey Turnbull**, two of the better known bowlers, continue to pace the red hot Freight Claim Five in the Thursday night league at Lakewood Recreation.

Bob Crowley took up residence back East on his promotion to special agent

in New York. The office crew gave "Smokey" a brief case as a going-away gift.

We welcome newcomers **Tom Donovan** and **Al Starcher**.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

We gladly welcomed back **Jim Kelly** on his return from Korea.

Congratulations to **Ruth Gillmore** who has transferred to the Traffic Department. We welcome her successor, **Quentin Doyle**, formerly a typist in the Accounting Bureau.

Sympathy is extended to **J. J. Sullivan**, assistant superintendent, on the death of his sister.

Frank McGarrity observed his 44th service anniversary last month.

Greetings to **Edna Andrews** and **Jack Lewis** who celebrate natal days this month.

MAHONING DIVISION

YOUNGSTOWN FREIGHT

By Maureen Pierson

Chief Clerk **Ralph Fero** and his committee are to be congratulated for their untiring efforts and cooperation in connection with the Veterans Association annual installation of officers at the Hotel Pick-Ohio Jan. 22.

Best birthday wishes to **Betty O'Brien** (Jan. 24).

We extend deep sympathy to **Ralph Fero** on the death of his mother and to **Frank Sullivan** whose brother passed away.

Recent vacationists were **Virginia Yuengert** and **Sophie Golubiec**.

CLEVELAND FREIGHT

By R. M. O'Connor

J. W. Fogarty, freight house foreman, has traded his black Pontiac for a sparkling new two-tone-blue car. We hear that Chief Rate Clerk **J. F. Cloud** is getting a new white-top, blue-body Pontiac.

An early vacationer was Relief Clerk **Fred Schroeder**. He and his family spent a week with **Fred's** folks in Long Island, N. Y.

Best wishes to **Don Rourke**, yard checker, who has resigned and is making his home in New York City.

Trucker **Mike Petraska** is back on the job after an illness.

CLEVELAND POLICE

By David Downie

Capt. **John O. Sheets** and wife cele-

brated another wedding anniversary last month.

Patrolman **Andrew Herrick** has been looking at new cars, so we wouldn't be surprised if we saw him with one.

Patrolman **Michael Melnyk** and wife celebrated their 13th wedding anniversary last month.

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Our sympathy is extended to the families of **Alfred Teifer**, retired foreman, and **Arthur Dean**, furloughed welder, on their deaths Jan. 10.

Grover James, **Bob DeFinney**, **Bill Thorpe** and **N. R. Smith** spent two days in Youngstown attending diesel school.

Bill Wise and family are spending a vacation in Fort Orange, Fla.

Kenny Hall is back at work after two years in military service.

R. S. Lain has returned to work after a week's vacation and says he is caught up with fox hunting.

Mrs. Frank Swavey is recuperating at home after her recent operation.

Fellow workers wish **Kenneth Schilling** speedy recovery. **Kenneth** is hospitalized at Susquehanna, due to an accident.

ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Mr. and Mrs. G. S. Wagner spent Christmas visiting in Kansas City with their twin sons and their families.

Mr. and Mrs. B. P. Donohue spent his vacation in Chicago during the holidays, stopping with their son.

Mr. and Mrs. Houseman are planning a visit to Galveston, Texas.

Mr. and Mrs. G. R. Gear are vacationing in Arizona and Los Angeles.

Mr. and Mrs. L. L. Bentley plan to make a vacation trip to Texas.

VETERANS continued

each winter. Another of the regulars who was missing and very much missed was **Mrs. L. T. McMahan**, who has been feeling under the weather.

Our sympathy is extended to Secretary-Treasurer **Fero** on the death of his mother Jan. 31.

Meadville

By R. C. Miller

The veterans and the auxiliary met Jan. 27. **Mrs. Harry Seybolt** was dinner chairman, assisted by **Margery Stratton**, **Mrs. Sam Stainbrook** and **Mrs. Cora Whitesell**. After the dinner, **Mrs. T. F. Gorman**, past president of the auxiliary, installed the officers.

At the veterans' meeting, **Charles King** and **Irving Hoy** gave reports of the installation of system officers in Youngstown.

Those on the sick list are **L. L. Hoffman**, **Frank Mason**, **Roy Kinder-vater** and **Clint Seymore**.

At the auxiliary meeting, **Mrs. Edna DeViller** and **Mrs. George Hood** were reported sick.

Mrs. Ada Budd and **Mrs. Blanche Flick** vacationed in Florida.

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Every hour, more than 300,000 tons of freight is loaded into the boxcars, vans, holds and fuselages of four of America's prime movers.

You could measure the size of the *load* these carriers handle in terms of cubic capacity—or tonnage—or dollar volume—but none of these figures would answer the big question above.

The heaviest *burden* is carried by the transportation agency whose services are most vital to the country—yet which operates under a tremendous disadvantage with respect to the nation's other carriers.

It is not the trucking industry, for this industry has had its growth generously aided by public

tax funds—which help provide and maintain the highways used by the big inter-city truckers. Nor is it the airlines—which benefit from tax-built airports and airways—or the domestic waterway carriers, whose channels and navigation facilities are virtually a “present” from the public.

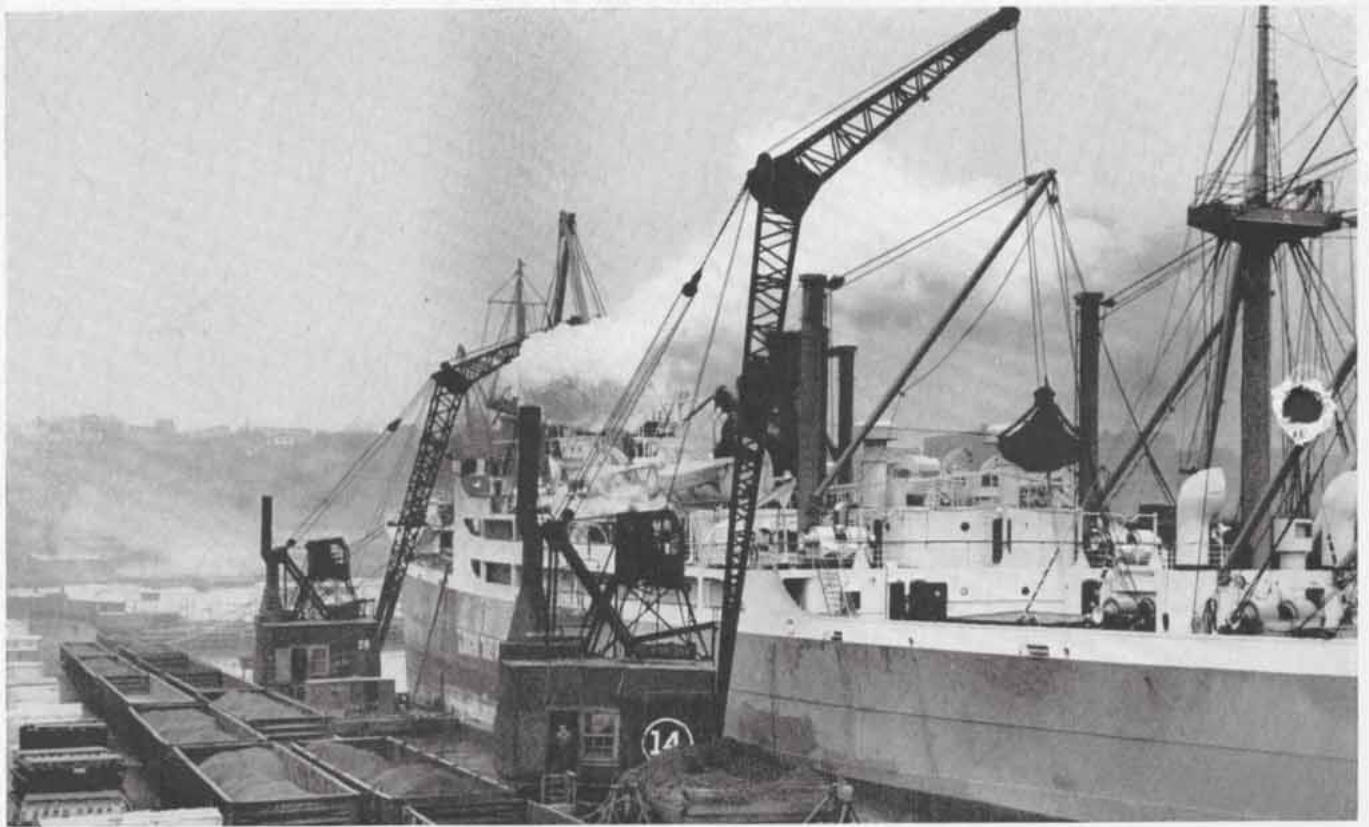
These transportation agencies can charge lower rates for the services they provide, since the taxpayer carries part of the load. And, of course, the taxpayer is *you*—as well as the companies that manufacture many of the things you buy and include *their* taxes in the prices they charge you.

Such is the case with America's air lines, barge lines and inter-city

truckers. It is *not* the case with America's railroads—which build and maintain their own rights of way and, in addition, pay taxes. When, on top of this, some of the taxes the railroads pay are used to help defray the cost of facilities for their competitors, the nation's railroads are not only discriminated against but weakened.

Today, more than ever, America must have a strengthened railroad network. To accomplish this requires recognition by the government that all carriers, like all other businesses in a free economy, must be treated equally under the laws of the land . . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.

FROM BOAT TO SMELTER-DIRECT



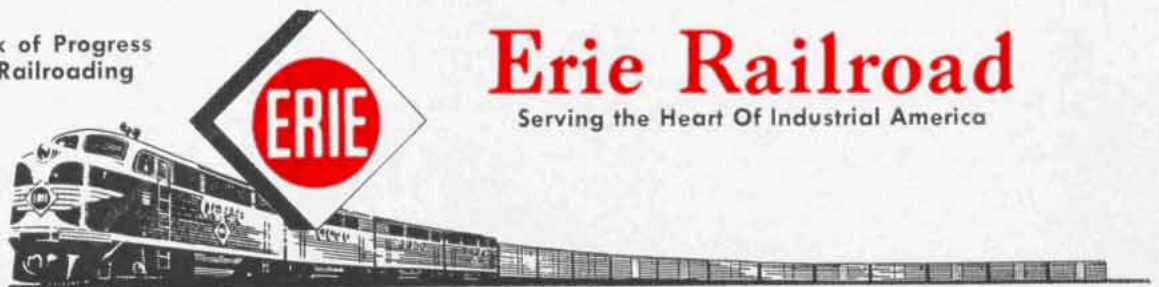
● This photograph of busy Pier "H" at Weehawken on the Hudson River tells shippers a story of time-and-money saving typical of Erie's foreign freight operations.

Erie's rails run clear to the end of the pier, so that the ore is unloaded from the ship directly into the cars. From here it is hauled to the receiver over Erie tracks, without additional handling—a real saving in costs!

This is another example of how Erie's Foreign Freight Traffic men can help shippers by keeping costs down and speeding the movement of export and import shipments.

These men are backed by Erie's unsurpassed facilities at Jersey City and Weehawken and Erie's navy of 205 boats — one of the largest railroad-owned fleets in New York Harbor.

Mark of Progress
in Railroading



Erie Railroad

Serving the Heart Of Industrial America