



TEACHER
OPEN
HOUSE

MAY, 1952

The President's Page

ERIE has recently received national recognition for its part in the drive to make needed scrap available to defense industries.

I have just read the Progress Report of a committee of Erie men who have completed a survey of available scrap on the railroad. Especially pleasing was their comment that they noted much improvement in housekeeping conditions as compared with a similar survey made by the same committee several months ago.

Our maintenance forces, both track and shop, as well as our operating people have done an outstanding job in disposing of obsolete buildings, tracks, locomotives, freight cars and many other facilities no longer required by a modernized railroad. The new standard for cleanliness of our passenger equipment has brought many favorable comments.

Many of our passenger and freight stations and our offices have been modernized. By-products of these worth-while efforts are safer working conditions and an increasingly better reputation for Erie in the communities we serve. To continue to gain the full benefits of this program, it is important that each one of us encourage good housekeeping especially where safety or our good reputation with our customers or neighbors is involved.

P. W. Johnston

ERIE RAILROAD

Magazine



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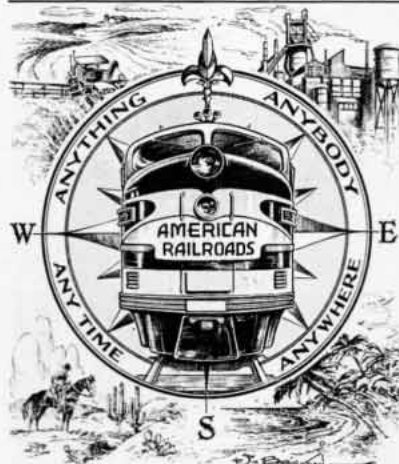
John F. Long..Photographer-Reporter

Truckers Avoid I.C.C. Rules

Despite a recent ruling by ICC against such unlimited operations, transcontinental motor truck freight movement is "inevitable," Executive Vice President C. E. Johnson of Pacific Intermountain Express, Inc., declared in New York Feb. 27. He said that over-the-road freighters already have found legal ways and means to transport cargo from coast to coast.

He explained that PIE loads a trailer and moves it to Chicago, which is as far as its transportation license permits it to go. Once in the Illinois city, Mid-States Freight Lines takes the trailer, attaches it to one of their trucks and moves it wherever it has to go. He also pointed out his trucking firm overcomes the size limitations in each state by loading its largest trailer—35 feet long—on the West Coast. From there to Denver,

ENCOMPASSING ALL



Colo., state length requirements are met by using a snub-nosed truck, for instance. When it leaves Denver en route to Kansas City, a different type of truck is attached, and from there to Chicago still another type of power is used. The combination stays within the law and the cargo is never touched, he asserted.

Any interference with rail transport is a dangerous undertaking, the full consequences of which cannot be foreseen. A single shipment of military supplies delayed or diverted can mean a difference between life and death in some remote part of the world.

New York Herald Tribune

*The over-regulation of the railroads has put them at a disadvantage in their effort to meet competition with the result that constant new appeals for higher rates have seemed to be the only way of meeting steadily growing costs. The time may be at hand when less regulation of railroads may become necessary, as a recent report by a Senate subcommittee **** has suggested.*

Denver (Colo.) Post.

Work Doubles To Meet Wages

The railroads have to perform nearly twice as much service to keep an employe on the payroll today as they had to perform twenty years ago.

This is due to the fact that wages have gone up much faster than rates. In 1931 the average revenue per ton-mile of freight service performed was 1.051 cents and the average hourly compensation of railway employees was 70.6 cents.

Thus the railroads hauled the average ton of freight 67.2 miles to earn enough to pay the average employee for an hour's work.

In 1951 the average revenue per ton-mile of freight service performed was 1.339 cents and the average hourly compensation of railway employees was \$1.77.

So, the railroads had to haul a ton of freight 132.2 miles in order to take in enough money to pay an hour's wages to the average railway employee.

Based upon annual compensation, the comparison is equally striking.

The average annual compensation for all railway employees was \$1,664.39 in 1931 and \$4,189.41 in 1951, an increase of 151 per cent, as compared with an increase in ton-mile revenue of about 28 per cent.

As a result of this disparity, the railroads, which could pay the wages of an average employee by performing 158,363 ton-miles of service in 1931, had to perform 312,876 ton-miles of service to do the same thing in 1951.

Railroads are the only common carriers in the United States required to carry whatever is offered at published rates, regardless of how unprofitable such traffic may be.

THE COVER

As you probably have guessed, the group of smiling ladies on our cover this month was touring our railroad when this picture was taken. The ladies are teachers of Hornell, N. Y., who were part of a discussion group made up of members of the faculties of Hornell schools who explored our facilities in the city during eight meetings this winter. We'll bet that teacher in the middle will tell Johnny or Mary during some future class session that railroaders are a rugged breed. However, what the teachers lacked in railroad talent, they made up in enthusiasm. For more about them, see Pages 4 & 5.

Homework For Teacher

... teachers at Hornell, N. Y., study railroading with Eriemen in tutors' roles.

Teachers of a Hornell, N. Y., discussion group are carrying back first-hand knowledge of railroad operations to their class-rooms following

a series of eight weekly talks and tours with Erie personnel at the Erie's facilities in the city.

Any precocious youngster who is

The Erieman at the other end of this conversation must have gotten quite a start to hear a pleasant feminine voice from a caboose. Here the teachers find out how Erie's radiotelephone communications system operates.



With Al J. Lacrow, wreckmaster, explaining and Chief Trainmaster W. M. Wiarda demonstrating, the teachers above learn about the operation of a freight car coupler.



convinced he knows everything about locomotives and saucily asks a Hornell teacher if she has ever honked a diesel horn is in for the surprise of his life, because she probably has. What's more, the teacher now probably can tell him more about railroads and what makes them "tick" than the schoolboy will ever learn from his toy train.

The idea for the visits to the Erie yards and offices originated with George Clicquenois, principal of Hornell's Lincoln School and leader of the teacher discussion group which is composed of faculty members from the municipal school system, including grade and high schools.

Mr. Clicquenois reports that the faculty members have been greatly pleased with the results of the series of visits to the yards and offices and have volunteered many comments of praise for the work of the Erie employees who conducted the tours and delivered talks.

Arthur W. Baker, superintendent of the Susquehanna, Tioga and Delaware Divisions, who has his headquarters at Hornell, arranged the program for the teachers and delivered the first talk on general operations Feb. 5. Supt. Baker also arranged a ninth meeting at which the two-month long program will be summarized and

Supt. Arthur W. Baker demonstrates the use of teletype tape to Hornell teachers in the Erie Railroad local telegraph office. At extreme right is Walter H. Packer, telegraph office manager. Operator W. E. Hallas is at the teletype machine.

Erie Railroad Magazine

which will enable the visitors to ask questions about any operations which might not be clear in their minds.

Many Benefits

"The benefits of such a program are numerous," Principal Clicquennoi says. "It enables us to find out about job opportunities in railroading, how many jobs might be available in normal times and what sort of talents and education are required. We teachers can return to our class-rooms and advise our students about these jobs with actual contact with railroaders as a background.

"This series of meetings has been invaluable, too, because we have been able to meet more Hornell people, and they have been able to meet us teachers. We are important in their lives because we teach their children, and the future of these children depends to some extent on whether we do our job well. Meeting the children's parents helps us to understand each other.

"In relation to this point," he continues, "meeting the children's parents helps us better to understand the children. We learn more about the background of the students through learning the problems of the parents and their employment background. Knowing their parents, we can better reach the children in the class-rooms.

"Just as important, of course, we have learned by contact a good deal about one of the country's biggest industries, transportation. It is a highly important mixture of geography and economics and one of the major reasons why the United States is the leading nation in the world.

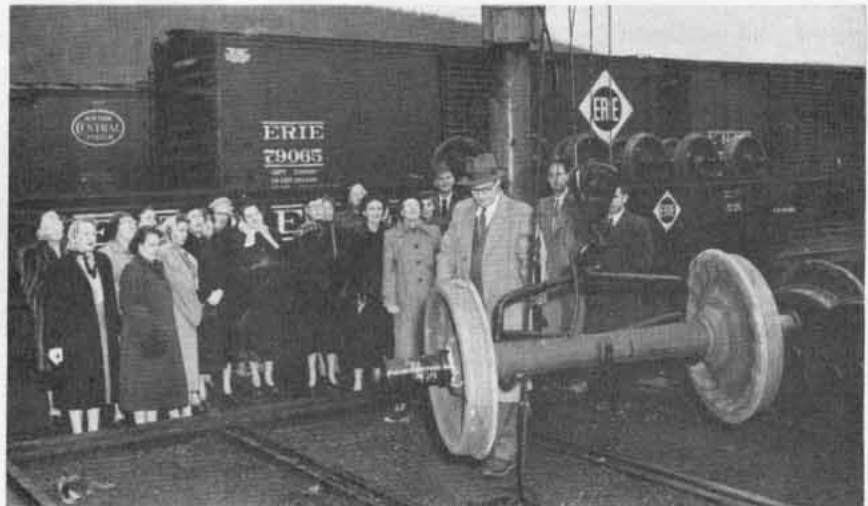
"Specifically," Mr. Clicquennoi concludes, "we have learned much about railroading and especially the Erie. We have seen on the spot the great progress that the Erie has made in switching to diesel power, the modern accounting program built around the latest type of electronic business machines, the streamlined central storehouse facilities, improved and mechanized freight handling operations, the safety and efficiency value of instant communication even from moving trains by radiotelephone and teletype and the many other modern features which have been developed and adopted by railroads to make them a dynamic, up-to-date industry.

"And I want especially to thank all the Eriemen who presented this story to us with such capable and friendly cooperation. The program has been a revelation to us."

The agenda consisted of five tours and two talks. The first tour was
(Please turn to Page 34)



Members of a discussion group making a first-hand tour of Erie Railroad operations listen while Dispatcher F. O. Reynolds contacts Binghamton. Watching are Supt. Arthur W. Baker (left) and Chief Dispatcher Guy E. Stuart. In the center background is George Clicquennoi, principal of Lincoln School, who heads the faculty group.



Above, W. M. Wiarda, chief trainmaster, explains and demonstrates to the teachers how Erie shop forces make their heavy work comparatively light with the use of mechanical devices. Here he is showing off a crane. Below, Al J. Lawrow, wreckmaster, explains the intricacies of a car repair test rack. At his right is Mr. Wiarda and at Mr. Wiarda's right is George Clicquennoi, Lincoln School principal and head of the faculty discussion group, which attended the meetings at Erie facilities in Hornell.





The Freedom Mobilization Day program for recording talks to be beamed to European nations from our continental broadcasting centers was held in Jersey City March 12 with this colorful display of flags of all nations as a background.

Below, Alphonse Van Deun is reading his message which will be broadcast to the citizens of his native Belgium over Radio Free Europe.

War of Words

... Erie barge captain sends
radio appeal to Communist nations.



With 30 other naturalized Americans born in foreign countries, Erie Barge Captain Alphonse Van Deun on March 12 recorded anti-communist and anti-dictator talks to be relayed to foreign lands by four international radio agencies in the campaign to regain freedom for all peoples of the world.

The recordings were made at a Crusade for Freedom mobilization demonstration at Snyder High School in Jersey City and were preceded by a concert by Conductor J. Randolph Jones and his Jersey City Philharmonic Symphony and the Dumka

The story of this speaker already is familiar to readers of the Erie Magazine. He is Jaroslav Konvalinka, engineer of the train which he made famous by taking it through the Iron Curtain to the free world out of his Russian satellite country, Czechoslovakia. The story appeared in the October 1951 issue of the magazine.

Ukrainian Chorus of 60 male voices.

Born in Belgium, Capt. Van Deun came to the United States in 1924 and has been with the Erie for 27 years.

In part, Capt. Van Deun's message to his countrymen read as follows:

"... I am employed as a barge captain in the Marine Department of the Erie Railroad Co. in the port of New York. I am a member of the Lighter Captains Union affiliated with the American Federation of Labor.

"My job gives me the greatest satisfaction because, for instance, I participate in the transportation of so many Marshall Plan goods to you people overseas... I can assure you, my friends, that those goods are sent to you with the sincerest feelings by the American people for the reconstruction of your glorious Belgium.

"Therefore, my dear Belgians, do not be misled by the honey-sweet promises with which the brutal Communist rulers propagandize you. Remember those still in the Communis-



tic concentration camps who slaved to the last drop of blood in order to obtain the oppressors' goal. And what is that goal? The destruction of your precious freedom! Your freedom of religion, your free government and your free democratic labor organizations!

"Wake up, Belgians! Down with Communism! so the freedom loving people may continue to live in peace and happiness! ..."

Talks Re-Broadcast

Similar messages in native tongues were recorded by the other speakers. About one minute long, these talks will be re-broadcast to foreign countries and behind the Iron Curtain to Russian satellite nations by Radio



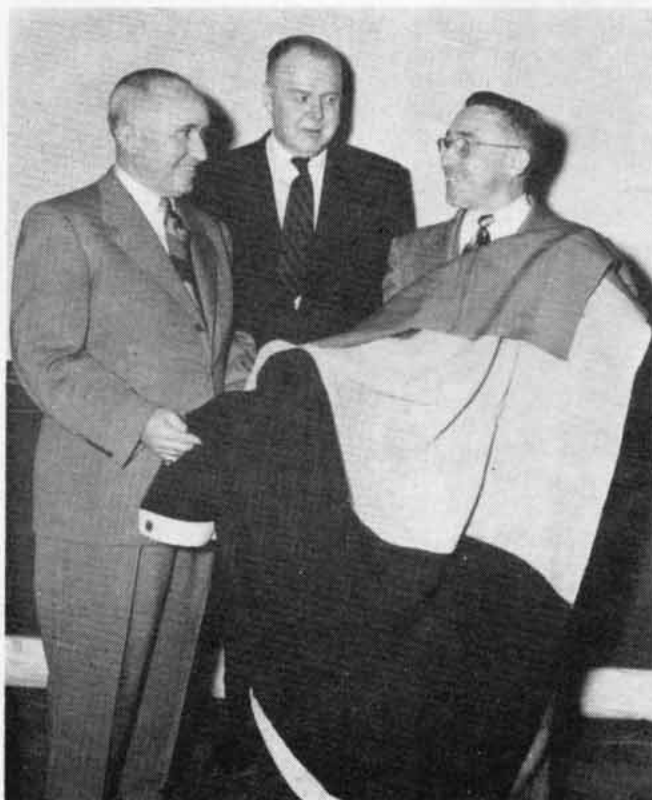
Barge Captain Alphonse Van Deun (right) is congratulated by M. B. Roderick, superintendent of the Marine Department, the day after the Crusade for Freedom program was recorded.

whose citizens have the freedom to pursue their own way of life. Radio messages can penetrate into their homes.

It is conceivable that many of the people in Russian controlled territory do not know that there are people who have the freedom to find the kind of work they prefer, who can choose the church they want to attend, who have the right to elect their own public officials and can read and say anything they like within reason.

During recent years the Russian-dominated peoples have been subjected to rigid controls imposed by the Reds which limit Communist citizens to a life which is strictly prescribed by an iron-fisted form of dictator government. This dictatorship forbids reading anything or listening to anything which is not issued by the government. All newspapers and radio facilities behind the Iron Curtain are controlled by the Communists. Red citizens hear and read only what their government wants them to hear and read about their own country as well as the outside world. Truth becomes a servant of

(Please turn to Page 33)



Barge Captain Alphonse Van Deun (right) shows off the flag of his native country, Belgium, to Mayor John V. Kenny of Jersey City (left) and Frank H. Lovette, vice president of the Bell Symphony Society of New York and executive director of the Freedom Mobilization Day preparations. Mayor Kenny at one time worked for the Erie.

The day after the Crusade for Freedom program, Alphonse Van Deun is shown (left) reading his Radio Free Europe message to a group of Erie employees in our Jersey City terminal. From the left, Capt. Van Deun; James Murray, tugboat deckhand; Jess Baker, port captain; Steve Perricane, ferry bridge-man; F. S. Adams, patrolman, and A. P. Matousek, ferry-master.

Free Europe which transmits directly to the Russian-dominated lands, by Marshall Plan radio facilities operating from 16 world capitals, by armed forces radio service from about 60 transmission points in the U. S. and overseas and by the Voice of America.

These broadcasts are an important phase in the free world's intensive cold war against Russia and its Communist allies. The United Nations is on one side and the Russians and its partners on the other side. The broadcasts and other forms of communications are vitally important because people controlled by the Russians have no opportunity to learn the truth about the outside world



When You Can Retire

... Railroad Retirement Board reviews rules on eligibility for benefit payments.

(EDITOR'S NOTE: To answer the many questions of employees, both retired and active, as to how the new Railroad Retirement Act affects them, the Erie Magazine here presents another in a series of outlines prepared by the Railroad Retirement Board Information Service concerning your retirement benefits. The amendments were passed by Congress and became law on Oct. 30, 1951.)

Are you getting near retirement age? If you are, you will certainly want to read this article. If you aren't maybe you will want to read it anyway, for you are undoubtedly interested in finding out what you can count on when your working days are over.

Probably, the first question you would want answered is: "When can I retire?"

The answer to that question for you specifically would depend on your age, how long you had worked for a railroad, and whether you are disabled.

Generally speaking, however, most employees retire on regular age annuities, sometime after celebrating their 65th birthdays. A few retire on age annuities sometime after reaching age 60 but before they are 65.

A large number retire at varying ages because they are disabled. Of course, there are certain requirements every employee must meet before any annuity can be

paid. Suppose we see what those requirements are.

AGE ANNUITIES

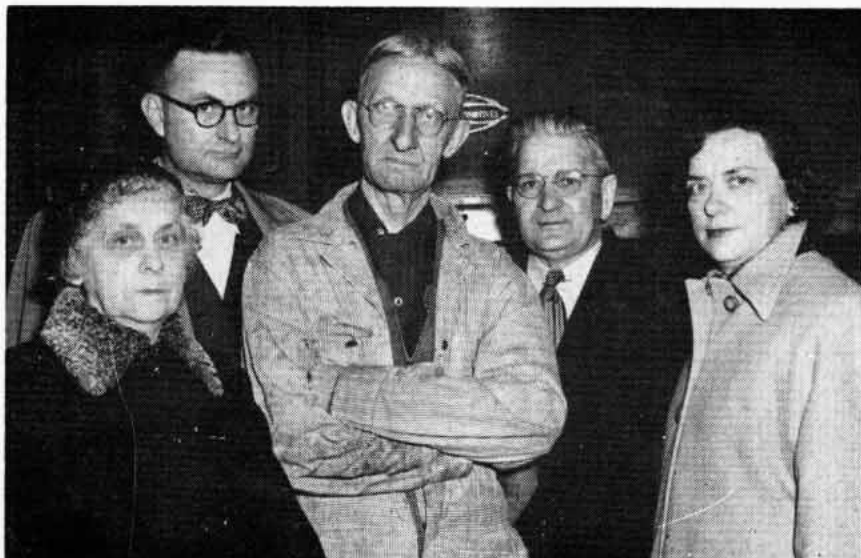
Retirement at 65.—As in most retirement plans, 65 is the normal retirement age; and, as you might expect, it is easier to qualify at that age than earlier.

If you are a regular railroad employee, the chances are you will qualify easily, for in addition to being 65, you need only 10 years (120 months) of railroad service. But before your annuity can be paid, you must (1) stop working, (2) relinquish your rights to return to service, and (3) file an application. From there on it is up to the Railroad Retirement Board to see that you receive your annuity checks promptly and regularly.

A word of caution, however. The requirements that you must stop working and relinquish rights before you can get an annuity, apply to nonrailroad employment as well as railroad.

At ages 60 to 64.—You may also be able to retire on an age annuity at 60. But the service requirement is much stiffer, and unless you are a woman employee, you will get a smaller annuity.

To be eligible for an age annuity at 60, you must have at least 30 years of railroad service. The other requirements—stopping work, giving up reemployment rights, and filing an application—are exactly the same. If you are a man, your annuity will be reduced by 1/180 for each month you are under 65 on the date it begins. For example, if you had just turned 60, your annuity



Engineer Leslie A. Jackson is shown as he completes his final run after 50 years' service on the Erie Railroad. With him are, from left to right, his wife; W. M. Wiarda, chief trainmaster; P. R. Frisbee, road foreman of engines, and Mrs. Benton McConnell, daughter of Mr. and Mrs. Jackson.

would be reduced by a third (60/180).

If you are a woman employe and have 30 years of service, you can retire any time after 60, and you will receive your annuity without reduction.

DISABILITY ANNUITIES

The fact that the railroad retirement system provides protection against permanent disability as well as against old-age is one of its most attractive features—particularly since it recognizes that a man who is disabled for his regular occupation is almost as badly off as one who is totally disabled. Such complete protection against disability is especially important to railroad employes—not only because many railroad occupations are hazardous, but because most jobs require that an employe be in tip-top physical condition.

Occupational disability.—When can you retire if you become unable to carry on in your regular occupation?

If you have as much as 20 years of railroad service, you may retire at any age; or, if you have at least 10 years of service, you may retire at age 60. In either case, however, you must have a “current connection” with the railroad industry. Also, it must be clearly established that you are permanently disabled to the extent that you cannot continue in your particular work.

The term “current connection” means generally that your last regular employment must have been for a railroad. You will have that connection if you worked for a railroad in at least 12 months out of any 30-month period and did not have a regular job outside the railroad industry after the end of that period.

Your last railroad occupation is not necessarily your regular occupation, although it usually works out that way. Briefly, your regular occupation is the one in which you worked either:

- (1) in the *most months* during the *last five years* (not necessarily consecutive) in which you were employed; or
- (2) at least *half the months* you were employed during the *last consecutive 15 years*.

Total disability.—Many railroad workers, of course,

become disabled, not only for their own occupation, but for all kinds of work. For such employes, the service requirement is less restrictive than it is for those who are only occupationally disabled. If you should become permanently and totally disabled for any regular job, you can retire at any age if you have the minimum amount of service required for any annuity—10 years. You would not even have to have a “current connection” with the railroad industry. Some examples of total disability are loss of sight, loss of both arms or both legs, loss of an arm and a leg, severe tuberculosis or heart disease.

Disability annuities not reduced.—If you should retire on a disability annuity, there would be no reduction because of retirement before age 65. Nor would you be required to relinquish your rights to return to railroad service until you reach 65.

WHAT YOUR WIFE CAN GET

So much for you! Let's turn to the distaff side of your family and see what your wife can get. Or didn't you know about the brand new wife's (or dependent husband's) benefit, which became payable for the first time on Nov. 1, 1951?

There are, of course, certain requirements you and your wife must meet before she can get her benefit. You must be at least 65 and receiving a retirement annuity. Your wife must also be at least 65, or caring for your dependent, unmarried child under 18. She must also have been married to you for three years, or be the mother of your son or daughter.

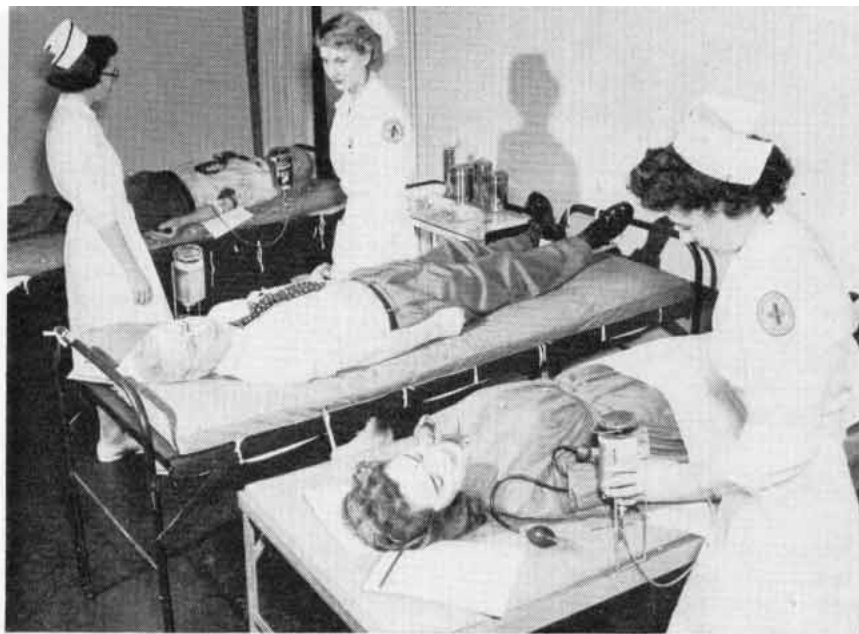
If you are a woman employe, your dependent husband can get a benefit if you both satisfy certain requirements. You must be 65 and receiving an annuity. Your husband must be 65, and he must have been dependent on you for at least half of his support at the time you retired. He must also have been married to you at least three years or be the father of your child.

Both your own annuity and your wife's annuity will be based on your years of railroad service and on the amount you earned.

Boy, Girl Scouts Get Train Ride

This happy group is composed of Boy and Girl Scouts and their leaders from Maple Heights, Ohio, a suburb of Cleveland. The boys are from Den 4, Cub Pack 60, and the girls are the Blue Birds. To learn something about passenger trains the Scouts rode an Erie train from Cleveland Union Terminal to the Lee Road station. For many of them it was their first train ride.





Three Erie blood donors find it's easy to give a pint of blood and perhaps save the life of an American soldier in Korea. Front to rear, Mary Centrackio, Byron W. Pierce and C. L. Grunwald.



Above is the first group to make the trip to the blood center in Cleveland on Erie Blood Donor Day April 2. Below, a group of employees awaits their turn to make donations. Seated, from the left, are Geraldine Prasnicky, S. L. Hamilton, H. M. Poly, J. H. Byers and F. M. Makeever. All donors are carefully checked first by trained blood center personnel to be certain that they are physically qualified to contribute blood.



Eriefolk Donate Blood

**102 Contribute
On Erie Day
In Cleveland**

With 102 Erie employees from the general offices in Cleveland answering the call, the blood bank for American soldiers fighting in Korea received a substantial donation on Erie Railroad Day April 2 at the city's blood center.

The 102 pints of blood contributed by the Erie employees will swell a sadly depleted supply which is vitally needed to save the lives of United Nations forces wounded in the fighting in Korea. The supply on Korea at times has been so low that soldiers have died because of a lack of blood for transfusions.

Shuttling between the blood center and Erie headquarters it required all day for the Eriefolk to make their contributions, and they kept the center's personnel and facilities busy throughout the day.

Vanstan Lee, managing clerk in the Legal Department, was in charge of recruiting the donors and organizing the shuttle schedule to the Red Cross blood center.

Two Erie blood donors, Edith McCaw (left) and Jean Fitz, are rewarded with a little snack.



ERIE DONATES FREIGHT CAR MODELS TO COLLEGE



Three new freight car models, built by Erie employees in our Susquehanna, Pa., car shops were donated to John Carroll University, Cleveland, to assist the college in conducting its Reserve Officers Training Corps transportation school courses. The cars are complete in every detail except brake rigging and are scaled $1\frac{1}{4}$ inches to one foot, including the lading. The models each are about eight feet long. The cars will be used as teaching aids to demonstrate to future transportation corps reserve officers how to load, brace and unload cargo. The cars were presented to John Carroll on behalf of the Erie by John F. McMullen, superintendent of the Car Department, who is shown second from the left. In

the picture, from the left, are Col. H. I. Schmitt, director of Carroll's military science department; Mr. McMullen; W. J. Brennan of the Reading Railway, president of the Traffic Club of Cleveland and secretary of the college's transportation advisory committee; Very Rev. Frederick E. Welfle, S. J., president of the university; H. J. Carroll, director of traffic for the Goodyear Tire & Rubber Co. of Akron and chairman of the advisory group, and Dr. John M. Gersting, Carroll business school professor of economics. Erie President Paul W. Johnston is a member of the advisory group.

All Employees Responsible For Good Will

Every railway employee is in a very real sense a public relations representative of his railroad. Through his numerous daily contacts with the public—on duty and off duty—whether he is in a position to make friends—or enemies—for his railroad. Whether he be a conductor, engineer, trainman, station agent, telegrapher, freight handler, office worker or boilermaker—he has daily contacts with actual or potential users of railway service or persons who are in fields of activity where they can influence public opinion for or against the railroad.

It has been pointed out that there are five major forms of contact between a railroad and the public, namely:

1. Contact through service to persons who ride the trains and who ship and receive goods by rail.
2. Contacts of the individual railroader, in railway stations, trains, of-

fices; in the home; at the church, lodge, club; on the street, and elsewhere.

3. Contacts through correspondence.
4. Contacts through telephone conversations.

5. Contacts through advertising in newspapers and magazines, through radio programs, speeches, published articles and other forms of publicity.

It is through these five forms of contact that the public at large gains all of its impressions and forms all of its opinions of railroad service and railroad personnel. Each and every railroad man and woman makes some of these contacts every day, on or off duty.

It is well that each of us keeps these facts in mind as we go about our daily work—when we write a letter, when we talk on the telephone, or when we attend church, club or lodge. What we do, how we do it; what we say and how we say it—every act on our part is adding to or subtracting from the reservoir of good will which is so essential to the future well being of the company and the industry with which we are identified and which gives us our livelihood.

It is not amiss for each of us to

Oldtimer Dies

William T. Nelson, former superintendent of the Berwind White Coal Mining Co. and long-time Erie commuter, died March 23 at the age of 77 years. He was with Berwind 45 years and had many friends on the Erie, commuting for 30 years from his homes in Upper Montclair and Great Notch, N. J.

Married

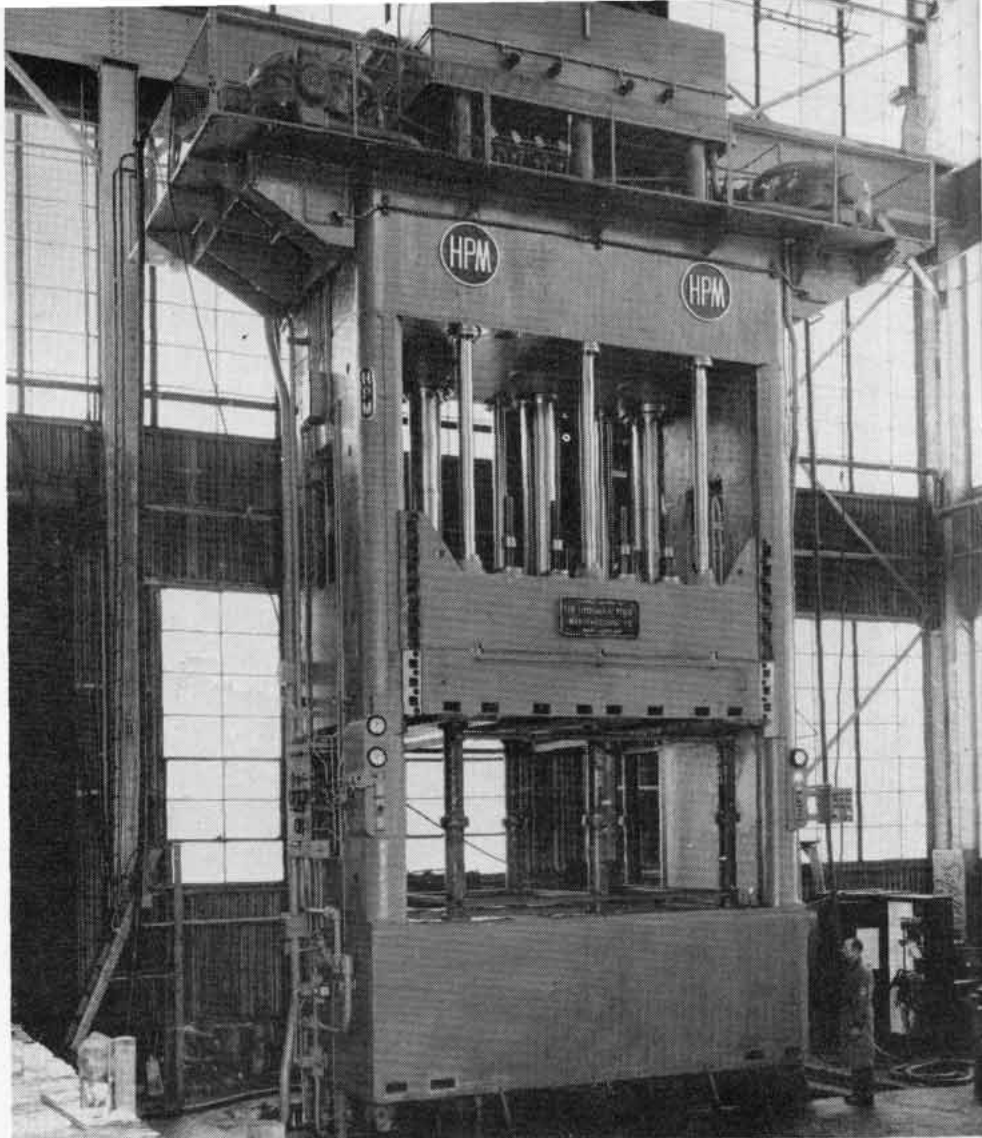
Marcella Frances Brady, daughter of Frank Brady, chief clerk to A. P. Cormann, general yardmaster at Croxton, N. J., was married March 22 to Pvt. Benjamin J. Randazzo in East Rutherford, N. J. The couple spent their honeymoon in Florida.

Hubby: I wonder why we never managed to save anything?

Wifey: It's the neighbors; they're always doing something we can't afford.

ask ourselves frankly and earnestly: "How well do I represent my railroad? Am I making friends or enemies for my company? Am I contributing to the company's reservoir of good will?"

We Get a Big One



This picture gives you an idea of the size of the gargantuan hydraulic press that the Erie moved from Mt. Gilead, Ohio, to New York harbor. That's a full-grown man standing by the press. No wonder the Erie's "high and wide" clearances were needed.

... OUR SKILL
WITH 'HIGH AND WIDES'
DISPLAYED AGAIN
WITH GIANT PRESS.

When it came time to move a giant hydraulic press manufactured by the Hydraulic Press Manufacturing Co. at its plant in Mt. Gilead, Ohio, to the consignee in France, the job of moving it to shipside in New York City harbor went to the Erie.

Once again the Erie with its extra "high and wide" clearances was performing one of its specialties—moving the big ones. The railroad's forefathers who had originally built the Erie with a broad gauge right-of-way had again enabled the railroad to give a shipper superior service.

The press went to the world-famous Societe Anonyme des Automobiles Peugeot, car manufacturing plant in Sochaux, France. There it is turning out important auto parts for one of France's best-known makes of automobiles.

When assembled the press makes a man standing by it look like a fly.

It is 36 feet high and weighs more than 260 tons. Five flat-cars were needed to carry it, disassembled, to New York harbor.

The head of the press made up a package which measured 9'x16'x16' and weighed 49 tons. The four strain rods were carried in a box which weighed more than 37,000 pounds. Those 16 foot measurements is where Erie's "high and wide" clearances paid off again.

The Hydraulic Press Manufacturing Co., a long-time neighbor of ours although not on Erie rails, is celebrating its 75th anniversary this year.

It officially started in 1877 but goes back to 1867 when it got its start literally from an apple.

Starts With Apple

Back there 85 years ago, an enterprising student of mechanical en-

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gineering who also owned apple orchards at Edison, Ohio, was dissatisfied with his slow method of pressing apple juice for cider. He was Augustus Q. Tucker.

A real go-getter, Mr. Tucker began research which culminated in an efficient hydraulic press for his cider and then expanded into what has since become the Hydraulic Press Mfg. Co.

Since the cider press days HPM, as it is known among its employees and customers, has pioneered and grown its way to the top of its field and is vital in the tool industry and countless other manufacturing fields. It is the only builder of a completely integrated press, including the frame, radial pumps, valves and controls.

The presses are used in railroad shops as wheel and bushing presses, in rayon mills as steeping presses, as high-production machines for block salt and as tools in the manufacture of abrasive wheels.

In metal working the presses handle a variety of jobs, deep drawing, extruding, embossing, forging, die-casting, powder metallurgy, sizing and die straightening.

One of the most important fields for HPM's presses is plastics. By designing and building molding machines, HPM helped set the pace for the fast-growing plastics industry. In the early 1930s, HPM stimulated the growth of the plastics industry by placing the first commercial injection molding machine on the market. Today HPM offers a complete line of all-hydraulic injection, compression, transfer and laminating presses.

The company also was the first with a complete line of presses for forming Fiberglas, another new but growing industry.

Important To Defense

HPM's machines also gave World War II armaments a boost and today are doing the same for defense. Its giant presses are used to produce huge cartridge cases in Uncle Sam's ordnance plants and form mammoth rubber pads needed in the aircraft industry.

Throughout its 75 years of progress a Tucker has had an important role in the company's management. After the founder died in 1915, a son, Walter O. Tucker, became president and currently is an active member of the board of directors. Warren G. Tucker, grandson of the founder, now heads the company's research and experimental department.

The present president and general manager of the company is John C. Cotner. Previously he was president

and general manager of the Logansport Machine Co. and is widely known as an authority for the government on machine tools. Assistant to the president is Paul C. Pocock who has been with HPM since 1909 and has served as sales manager, vice president in charge of sales, executive vice president and general manager.

John M. Dolan is vice president in charge of sales and service. A graduate of Northwestern University, Mr. Dolan for many years had been connected with the machinery industry in Milwaukee and Michigan City, Ind.

I. C. C. Turns Down Truck Request

Mathews Trucking Corp. has been denied authority in a report by ICC's Division 5 to extend its operations on the grounds that the motor freight operator was not shown to be fit, willing and able to perform the service proposed in ten applications, or to conform to requirements of the Interstate Commerce Act.

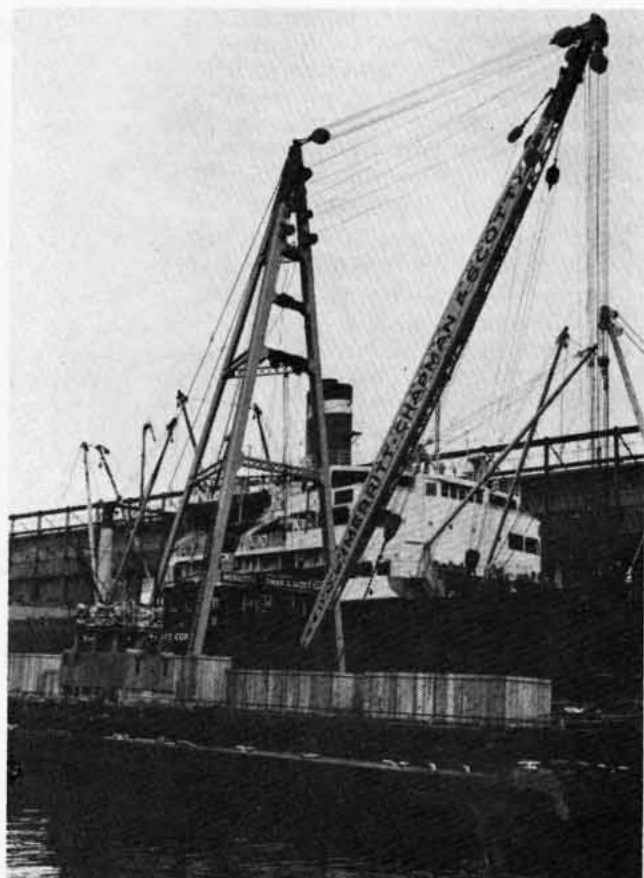
The report set forth that ICC had been too lenient in the past "in accepting assurances of future good conduct by carriers which had failed to comply with our safety regulations." Among the violations on which

A grand nephew of the founder is chairman of the board. He is G. B. Robinson. Active in Mt. Gilead community affairs, Mr. Robinson is president of the Peoples Savings Bank there, heads the Dr. Nathan Tucker Laboratories and is a trustee of the Morrow County Memorial Hospital.

Although not on Erie tracks, Hydraulic Press has always been an important Erie off-line neighbor. The Erie was a growing "youngster" of about 25 years when HPM started, but for the last 75 years many of HPM's superb presses have reached their destination via Erie rails.

ICC based its findings were unauthorized shipments handled by the applicant in 1949-50, violations of hours-of-service regulations, failure to have certificates of physical examination for all of its then employed drivers, 75 accidents in the two-year period resulting in several deaths and injuries, and lack of an adequate safety program. The applicant, which now holds certificates in 32 states and the District of Columbia, had assured ICC it would take corrective measures, but the regulatory agency replied that "the corrective measures now, or to be taken, may be effective, but that remains to be demonstrated."

A hefty floating crane prepares to lift the disassembled press from the Hydraulic Press Manufacturing Co. into the hold of the ship which will carry it to France. Taken to Jersey City on an Erie train, the crates holding the press were floated on flat-cars to ship-side by our Marine Department.



KEEPING pace with the giant strides of progress which the Erie has made since World War II in dieselization, communications and other phases of railroading, our Purchasing Department has streamlined its pricing system to keep tab on the thousands of new items which have been added to its shopping lists.

Erie's transition from steam to diesel motive power alone has increased the list of items which the Erie buys by thousands of parts and accessories. Radiotelephone, the new medium of railroad communication, has added hundreds of new parts. Then, of course, there is mechanized track maintenance equipment, freight station tractor and trailer, business machine parts and all the other modern tools and methods which our railroad has adopted to make it a pace-setter for the industry.

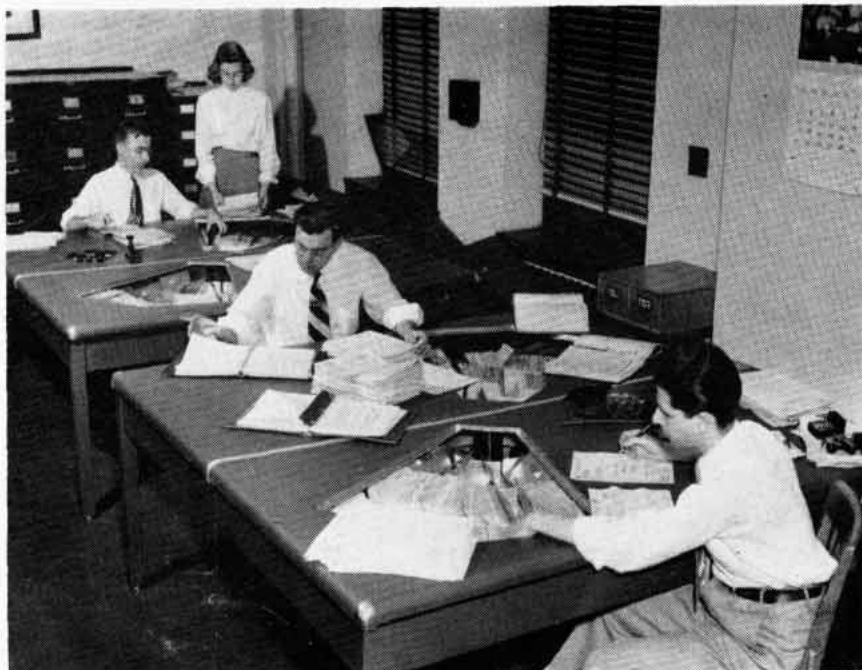
The new system which enables the Purchasing Department to stay in step with the changing, shifting scene along our rails is called a Rotorfile and consists of two combination desks with large triangular openings in four corners and rotary card files. The units are manufactured by Wassell Organization, Inc., Westport, Conn. Purchasing Department pricing personnel sit at one of the openings and spin the rotary card container so that each card is at their fingertips.

This new system has eliminated the use of the old upright drawer type pricing cabinet for our daily pricing requirements, but it has been retained for filing inactive price cards for reference purposes. The desk with the rotary files, however, has eliminated the stoop, the squint and chair spinning from the job of price checking.

Employees Enthusiastic

Employees who use the new system are enthusiastic about the change. They report that it is much more convenient and enables them to work faster. The cabinets used to mean a lot of cramped spinning in chairs in referring to cards in the cabinets from desk positions. Now the desk and rotary card container are one unit. It is no longer necessary to change position in order to obtain a card. A flick of the finger spins the rotor, and the card is immediately at hand for checking.

Although the operation may sound simple, its real worth results from the frequency of the operation. The department processes about \$100,000 worth of bills each working day. It adds up to a total of about 300 invoices a day. There usually are several items on each invoice and each



The new purchasing card filing system installed by the Purchasing Department is shown in this picture. Working at the two rotor-file tables are, from the left, John T. Kilroy, Lois Harrison, Walter L. Violand and Wallace Thompson.

Erie Shoppers Improve Files

... rotor system more convenient.

of these must be checked. In addition, when necessary, the cards are referred to before orders are placed for certain items of material.

Incidentally, checking the bills has resulted in thousands of dollars in savings, just like the dollars you save if you check your bills. The Purchasing Department reports that in 1951 it discovered errors in bills which resulted in actual savings of \$68,000.

The new system also solves a space limitation problem which was caused by the addition of many new parts

and items ordered. Each of the desks has a capacity of 25,000 cards. The rotary files merely occupy the desk space used previously in this area of the department.

The Purchasing Department each year buys about 80,000 different items. The bills for these items, not including new equipment, in 1951 amounted to \$31,500,000. All bills are checked as to unit price, trade discount, terms of shipment, and cash discounts, but the cards also include a complete description of all items,

equivalents, quantity differentials, sources of supply, and price trends, which data is used for placing orders and is available for information of using departments.

The employees in the department report that the change also has enabled them to do a better job. Because it permits them to check the invoices more quickly, saves time and allows for preparation of additional information in our pricing records.

The many Erie changes also have made the checking and buying job more complicated. For instance, 43,000 parts are listed in the department for diesel units. Since the units are bought from several manufacturers they must all be segregated. Because it has not been necessary to buy some new parts which have not worn out as yet, new items are being added daily. Employees in the department estimate that 600 new items are added for one manufacturer's units alone.

Did somebody say shopping for groceries once a week was hard on their nervous system?

Certainly the railroads are so important in this country, and especially when we get into war, that we have got to keep them alive and we have got to keep them prosperous, and we have got to keep them making themselves prosperous. There cannot be any arguments on those points.

Edwin C. Johnson, U. S. Senator from Colorado, Washington, D. C.



Referring to one of the cards from the new rotor files are Frank J. Loughlin (left), assistant purchasing agent, and John Tapping, assistant to the purchasing agent.

Want Rule Changes For Transportation

A poll conducted by the United States Chamber of Commerce among

350 transportation executives who attended its mid-west transportation conference in Cleveland disclosed that changes in national transportation policies are necessary to strengthen the nation's transport system. Sixty-nine per cent of those balloting also favored a single government transportation agency.

In addition the majority voted (1) against the practice of government representatives, other than regulatory agencies, appearing in rate hearings; (2) favored the collection of higher fuel and registration taxes to meet increased highway construction and maintenance costs; (3) endorsed wider latitude for railroad managements in rate making; (4) approved withholding of federal funds for airport construction where airports are used primarily for local flying activities; (5) called for liquidation of federal barge lines, and (6) favored state rather than federal regulation of motor vehicle sizes and weights.

Class I railroads paid the federal government as much in payroll taxes alone last year as their total taxes (federal, state and local of all kinds) amounted to in any year prior to 1922.



The outmoded way of filing information cards in the Purchasing Department is shown here with two department employees illustrating the disadvantages of the cabinet filing system. The models are W. D. Fuerst and Patricia Wolk.

Retirements

RAILROAD PEOPLE BUILT AMERICA. THEY ARE THE VERY HEART AND CORE OF AMERICA. SO LET US HONOR OUR DEPARTING FRIENDS WITH THIS ACCOLADE: YOU DID YOUR JOB WELL. YOU ARE TRUE RAILROADERS

<i>Name</i>	<i>Position</i>	<i>Location</i>	<i>Division</i>	<i>Date</i>	<i>Age</i>	<i>Service Years</i>
Alex Alexin	Car Repairer	Hornell	Susquehanna	3-16-52	72	33
James M. Amey	Conductor	Meadville	Mahoning	3- 1-52	71	44
Charles L. Bartlett	Engineer	Hornell	Allegany	3-11-52	66	35
Kenneth J. Bennett	Engineer	Jersey City	New York	2-27-52	65	43
Ossie Boggs	Carpenter	Marion	Kent	1-30-52	68	28
Joseph A. Cataldi	Carpenter	Jersey City	N. Y. Terminal	4- 1-52	76	36
Edward C. Campbell	Machinist Helper	Hornell	Susquehanna	3-10-52	60	33
Luigi Cocuzzzone	Boilermaker Welder	Hornell	Susquehanna	2-29-52	65	30
John B. Conway	Operator	West Arlington	N. Y. & G. Lake	2-26-52	60	21
Frank M. Donagh	Machinist	Marion	Kent	3-19-52	74	35
Lloyd W. Dows	Stockkeeper	Hornell	Susquehanna	3- 3-52	64	28
Joseph D'Angelo	Crossing Watchman	Belleville	New York	3-25-52	65	20
George F. Emery	Rd. Foreman of Engines	Susquehanna	Susquehanna	4- 1-52	53	35
Garfield Feil	Engineer	Cleveland	Mahoning	3- 1-52	70	46
George Garrett	Box Packer	Cleveland	Mahoning	3- 4-52	57	29
Alex Godlewski	Laborer	Buffalo	Buffalo	3-11-52	72	23
George R. Griffith	Engineer	Marion	Kent	2-26-52	65	41
Wendell P. Hale	Car Repairer	Port Jervis	Delaware	3-20-52	54	34
Eddie Hutson	Laborer	Buffalo	Buffalo	2-20-52	67	20
John L. Hinkley	Test Rack Operator	Port Jervis	Delaware	3- 4-52	62	40
Sylvester W. Hoover	Car Repairer Helper	Meadville	Mahoning	3-17-52	65	30
George Heitz	Millhand	Huntington	Marion	2-29-52	65	35
William H. Jacobs	Machinist	Hornell	Susquehanna	3- 5-52	51	32
Jens E. Jacobsen	Marine Fireman	Jersey City	Marine	3- 1-52	73	37
Leslie A. Jackson	Engineer	Hornell	Susquehanna	3-24-52	70	50
Harry G. Knapp	Engineer	Jersey City	New York	2- 8-52	62	34
Jesse C. Lawson	Yard Clerk	Lima	Marion	3- 6-52	64	32
Ray Miller	Yard Brakeman	Chicago	Marion	3- 6-52	61	25
Henry Rose	Engineer	Kent	Mahoning	3- 7-52	65	34
George D. Reilly	Road Conductor	Marion	Kent	3-14-52	57	34
Nicholas Rozyla	Car Repairer	Salamanca	Allegany	3-22-52	69	42
Glen A. Rea	Leading Carpenter	Marion	Kent	1-30-52	73	33
Joseph Rajska	Car Inspector	Chicago	Marion	11- 1-51	52	33
Margaret Rooney	Coach Cleaner	Jersey City	New York	3-19-52	—	36
Peter J. Sullivan	Road Conductor	Youngstown	Mahoning	2-29-52	43	25
Joseph J. Stasiak	Trackman	East Buffalo	Buffalo	3-18-52	74	25
Jerry Secondo	Trackman	Hornell	Susquehanna	3-12-52	43	26
Guiseppe Sini	Carman Helper	Hornell	Susquehanna	3-28-52	71	26
Henry R. Swingle	Road Conductor	Port Jervis	Delaware	2-26-52	57	36
Joseph Tantullo	Shop Hostler	Jersey City	New York	3-10-52	64	40
Irvine J. Tyler	Trackman	Callicoon	Delaware	3-15-52	62	28
Lloyd A. Ware	Conductor	Huntington	Marion	3- 5-52	56	34
Pearl H. Werner	Conductor	Marion	Kent	3- 1-52	64	32
Howard E. Weaver	Signal Maintainer	River Junction	Buffalo	3- 8-52	65	37
Norman E. Wood	Trackman	Lackawaxen	Wyoming	1-19-52	55	25

RAILROAD SAFETY



The Wrong Way



The Right Way

Mike Gross, yard conductor at Port Jervis, with 37 years' service, says: "Standing on top and at the end of a car is a heck of a thing to do even to have a picture taken for the safety agent." Mike's experience has taught him that he should: (1) ride in the middle of the car, (2) have feet braced for possible slack action, (3) stand in a position to properly pass signals to another brakeman or engineer. Mike lives at 14 Neversink Avenue, Port Jervis, and believes he will never sink from an accident as long as he follows "safe practices" such as this.

LET'S SHORTEN THIS LIST

<i>Accident</i>	<i>Safety Rules Which Apply</i>
2 Losing grip on hand-hold while aboard box cars.	(1) Always maintain firm grip and secure footing.
2 Stumbling or tripping and falling.	(2) "Watch your step."
1 Climbing box car.	(3) Keep mind on job and the right way to do it.
1 Straining muscles setting hand brakes.	(4) Use brake clubs on staff and wheel brakes, leg muscles, not arm and back muscles, on vertical wheel brakes, when setting hand brakes.
1 Suffering scratch which became infected.	(5) Report for medical attention or first aid no matter how slight injury may seem.
5 Miscellaneous.	(6) ATTENTION and CARE are necessary for safe operation.

They should write on his tombstone these words you should heed:
"Here lies a poor fool who took curves at full speed."

Who reads "No Smoking" and then forgets
May soon taste the ashes of
cigarets!

Safety At Home

Remove stumbling hazards.
Keep bathroom soap out of tub.
Seal poisons with adhesive tape.
Repair or replace worn light cords.
Have insulated pull-cords.
Place hot ashes in metal containers.
Never start or boost fires with kerosene or gasoline.
Never smoke in bed.
Turn utensil handles inward on stove.
Tie curtains away from stoves.
Keep porch steps and handrails in good condition.
Put garden tools away.

Personal Matter

No supervisor can always be at hand to watch every individual move of every man. Therefore the man must establish in his own mind the knowledge and firm conviction that Safety is to him a personal matter.

Try jaywalking for that "rundown" feeling.

BULLETIN

TO: All Concerned:

WATCH—To avoid slipping or tripping.

WATCH—Where you are stepping.

WATCH—When getting off equipment to avoid falling.

WATCH—When going around end of standing cars. Keep at least ten feet away.

WATCH—When stepping over rails to see that you have good footing.

WATCH—Before you cross tracks; there may be a train or engine coming.

WATCH—It is a thousand times more important to be careful than to be injured once.

WATCH—Don't take a chance as you may be an Accident Maker.

WATCH—Work SAFELY or you may be SORRY.

WATCH—A moment of CARELESSNESS may mean a lifetime of REGRET.

C. S. Kinback
Superintendent
Buffalo



Letters from You

Sir:

... we were attempting to make the 10 o'clock Erie Railroad train for Warren, Ohio, and prior to boarding our connecting train in Milwaukee we realized it would be impossible to make the connection because of the late train from the north. We requested the ticket agent in the Northwestern station to call the Dearborn station and request that the train be held for us.

We certainly want you to know the appreciation we have for the splendid cooperation your whole organization put forth in accommodating us in holding this train until we boarded it. It certainly was a pleasure to have a very comfortable ride and to reach our destination in the morning ready for business. This type of treatment, of course, deserves something better than just a mere letter, and I have instructed our traffic department to route as much of our business as they possibly can over the Erie Railroad.

N. L. Schmeichel, Dir. of Mfg.
Hamilton Manufacturing Co.
Two Rivers, Wis.

• *We hold the trains only in case of emergency, of course, but that extra freight business shows how important service is.*

Sir:

... your company handled the shipment of a boiler in a very satisfactory manner, from the Claremont Terminal in Jersey City, N. J., to the Municipal Electric Light plant, Norwalk, Ohio. This boiler weighed approximately 60,000 pounds, had overall dimensions of 16 feet long, 15 feet 6 inches high and 12 feet wide,

and was loaded on one of your depressed cars, Erie 7264.

The size and weight of this boiler required special handling, and we wish to take this opportunity to thank you and your organization for your assistance and cooperation in delivering this shipment to destination.

We particularly appreciate the services rendered by your J. H. Michel in working out the clearances. We also wish to thank H. H. Brown, your freight agent at Weehawken, N. J., for the courtesies extended to our L. J. Kern while this boiler was being loaded.

S. W. Kern, Vice-Pres.
International Power Machinery Co.
Cleveland 14, Ohio

• *J. H. Michel, H. H. Brown and their gangs, you have earned a "Well done!"*

Sir:

... Mrs. Kassel and myself were in Chicago and wanted to come home on the Erie. When we tried to get a reservation, we were told that they were sold out. When I mentioned that we lived in Middletown and were shippers on the Erie, the young lady asked me to call a Miss Berg. ... I can tell you that I never talked with anyone who was more interested in trying to help me. Within an hour she called me back to tell me that since there were many requests for reservations, she succeeded in having an extra car put on the train that I wanted to take. She said the tickets would be available for me at the Drake Hotel where we were stopping. All of this was done and even more, because it seemed that every man that was connected with our particular train was interested in seeing that we were comfortable and that we were having everything that we desired.

... When I hear anybody mentioning the fact that the Erie Railroad is not interested in its passen-

ger service, they are going to get themselves into an argument. I feel that Miss Berg in particular is a very efficient and competent person and certainly makes an excellent public relations person for the Erie.

Murray M. Kassel
Kassel Bros.
Middletown, N. Y.

• *Florence Berg, Chicago passenger office, you are our queen of the month for May.*

Sir:

I want to express my appreciation for the courtesy and consideration extended to me by Thomas Reilly at the Middletown office of the Erie.

It was necessary for me to change my plans several times, but Mr. Reilly made the cancellations and rearranged my reservations with such courtesy and kindness that the entire trip was made very pleasant and without any difficulty.

It is indeed a pleasure to find someone always with a smile—always ready to give that extra service, and always as kind and courteous as Mr. Reilly.

Elizabeth A. Brennan
Punta Gorda, Fla.

• *Good work, Mr. Reilly and the many other Erie agents like you.*

Sir:

Mrs. Hause and myself felt we should let you know we had a very pleasant trip to Chicago on the Erie and would like to compliment you.

Would particularly like to mention that there seems to be an attitude of friendliness among the Erie people which we have noticed is lacking in competitive roads. The dining service was very good.

Felt you might be interested in hearing this.

F. E. Hause
Asbury Park, N. J.

• *Yes, indeed, Mr. Hause, your thoughtfulness is very much appreciated.*

OBITUARIES

Name	Occupation	Location	Date of Birth	Date of Death
*Ainsworth, Raymond	Carpenter	Marion Division	4-19-95	10-15-51
*Allen, Edward Solomon	Carpenter	New York Division	7-18-71	1-27-52
Blazy, Alfons Albert	Locomotive Engineer	Mahoning Division	10- 9-91	1-27-52
*Brennan, William Thomas	Asst. Freight Claim Agt.	Cleveland, Ohio	7-30-89	2-11-52
*Brickhandler, Joseph	Engineer	Mahoning Division	4- 7-01	1-15-52
*Brooks, Ralph	Laborer	New York Division	5-30-82	1-22-52
*Calomino, Peter	Machinist	Avoca, Pa. Roundhouse	3-21-84	2-11-52
*Calvin, William	Engineer	Meadville, Pa.	9- 29-76	2- 1-52
*Caple, Floyd Russell	Blacksmith Helper	Hornell Shop	6-30-80	2-23-52
*Chandler, Henry Andrew	Leading Plumber	New York Division	8-25-93	1-23-52
*Cooper, Wallace Purdy	Machinist	Jersey City Shop	12- 9-74	2-29-52
*Costello, James Michael	Conductor	Allegany Division	5-25-72	2-23-52
*Cudahy, James Francis	Trackman	Mahoning Division	8-24-76	No date given
Dondero, Joseph John	Ash Conveyor Operator	Jersey City Shop	11-14-88	2-10-52
Dubose, Weston	Trucker	28th St., New York	4-26-94	2-12-52
Dziendziol, Michael Joseph	Checker	La. St., Buffalo	8-10-04	2-29-52
*Earle, John Andrew	Red Cap	Cleveland, Ohio	11-17-89	3- 4-52
*Farrell, Patrick	Cashier & Poultry Clerk	Weehawken, N. J.	1-29-67	1-14-52
Greene, William Patrick	Stockkeeper	Buffalo Machine Shop	7-31-88	2-12-52
*Gunya, Louis	Machinist	Cleveland Shop	2- 2-79	2-24-52
*Hatch, John Andrew	Locomotive Engineer	Meadville Division	3- 4-75	3- 8-52
Hawkinson, Charles	Trackman	Meadville Division	5-24-91	2-29-52
*Hill, Charles Arthur	Yardmaster	Elmira, N. Y.	5-16-90	2- 9-52
*Kehrer, John F.	Brakeman	B. & S. W. Division	6-16-70	2- 8-52
Laffey, James Harold	Commercial Agent	Jersey City, N. J.	12-15-17	3-18-52
*Lazor, Steve	Car Repairer	Sharon, Pa.	1- 7-76	1- 8-52
*Lee, Raymond S.	Machinist	Secaucus Shop	8-29-77	2-25-52
Livich, Stephan	Marine Fireman	Marine Department	6-16-91	3- 1-52
*Lofton, Elisha	Trackman	Buffalo Division	8-25-98	1-17-52
*Litz, William E.	Machinist	Buffalo Shop	8-18-65	2-24-52
*McMullen, Vincent Joseph	Superintendent	Mahoning Division	7-23-98	12-18-51
*Maines, John Bernard	Caller	Newburgh, N. Y.	6-28-76	2-10-52
Maloney, Andrew John	Conductor	Delaware Division	1-30-92	3- 5-52
*Manger, John Frederick, Jr.	Carman	East Buffalo Car Shop	7-12-84	1-11-52
*Martin, Melville Maltby	Clerk	Meadville Division	7-10-70	3-13-52
*Martinelli, Carmine	Car Repairer	Jamestown Car Shop	6-18-80	2-11-52
*Martz, Frank Cameron	Machinist	Hornell Shop	8-28-84	3-21-52
*Metzger, George Christian	Levelman	Allegany Division	7- 4-89	1-13-52
Moran, Edward John	Transportation Inspector	Jersey City, N. J.	9-23-04	3- 6-52
*Moran, John Baptist	Conductor	Marion Division	5-16-68	3-15-52
*Murnane, Jeremiah Francis	Yard Conductor	Jersey City, N. J.	9-22-92	1-27-52
*O'Malley, Patrick	Stationary Fireman	Secaucus Shop	3-17-88	2-27-52
*O'Shea, Joseph	Leverman	Marion Division	3-16-70	2-16-52
Pacewicz, Edward Peter	Baggage Porter	Jersey City, N. J.	8- 1-29	12-29-51*
*Peck, Marcus	Engineer	Allegany Division	5- 1-69	3-15-52
*Pfitzenmaier, Michael	Electric Crane Operator	Hornell Back Shop	1-10-74	2-26-52
*Pifko, Joseph	Crossing Watchman	New York Division	3-19-72	1-24-52
*Prinzi, Salvatore	Track Laborer	Rochester Division	11-26-84	No date given
*Reid, Norman James	Laborer	East Buffalo, N. Y.	4- 7-81	No date given
*Ridgway, William John	Signalman	Mahoning Division	7-15-80	1-19-52
Rulka, Frank	Car Repairer Helper	Cleveland, Ohio	6-18-89	2-22-52
*Shay, James	Trackman	Susquehanna Division	9-17-59	1-24-52
*Springer, Andrew	Engineer	Wyoming Division	4- 7-84	3-10-52
*Stevens, Alvah Albert	Engineer	Allegany Division	11-23-70	3- 9-52
*Stuart, Bartram North	Tug Dispatcher	Marine Department	3- 9-76	3- 3-52
Ten Eyck, Alexander	Tugboat Captain	Marine Department	4-23-95	3-11-52
*Toomey, Thomas John	General Yardmaster	Binghamton, N. Y.	11-22-85	1-21-52
Troup, George James	Painter	Susquehanna Coach Shop	2- 2-98	2-18-52
Watkins, Albert Henry	Carman	East Buffalo Car Shop	2- 4-93	2-12-52
Weaver, Anthony Elmer	Machinist	Meadville Shop	8- 7-98	2-17-52
*Weisman, Edward	Machinist	Meadville Shop	7- 5-81	2-14-52
White, William Michael	Chief Caller	Hornell, N. Y.	3-23-92	2-17-52
Wilson, Foster	Leading Carpenter	Sharon, Pa.	3-25-89	2- 9-52

* Retired Employees

* Korea

ERIE VETERANS

Enjoying Sun



These chaps were down in Florida during those cold days last winter when this picture was taken. From the left, George Goulder, retired engineer; Edward G. McCue, retired general foreman, East 55th Street Shop, Cleveland, and Joseph Swab, retired engineer. The picture was taken at the home of Engineer Goulder in St. Petersburg, Fla.

Dunmore-Avooca

By Daniel L. Sabatelle

At our meeting in Assembly Hall, Dunmore, March 5, Frank Kearney, past president of the D. L. & W. Railroad Veterans' Association, was present and extended an invitation to all our chapter members to attend their annual outing June 14 at Rye Beach, N. Y. Mr. Kearney stated that transportation between Scranton and Hoboken will be furnished upon presentation of Erie Railroad Veterans' 1952 dues cards. The boat trip between Hoboken and Rye Beach will cost \$1.50 for adults and 75 cents for children. More information can be obtained at our next meeting or by contacting the chapter chairman, Dominick De Pietro.

Two more new members from Avooca have been admitted to this chapter, Conductors James J. Dooner and Thomas J. Granahan.

Due to the fact that most of our members bowl on Wednesday nights, our meeting night has been changed from the first Wednesday of the month to the first Tuesday.

Buffalo-Rochester

By Ruth Nise Munger

Let us collect all our good thoughts, words and deeds every way and every day. That helps to make the better employee and citizen.

Chapter and auxiliary members and

friends, numbering 100, gathered at Turner's Hall March 22 for the installation dinner and fifth anniversary of the reorganization of our ladies auxiliary.

Chairman Robert Symington opened the meeting with the playing of our national anthem, followed by silent prayer in memory of those who answered the Master's call.

After dinner, Mr. Symington introduced the toastmaster, C. S. Kinback, and all joined in songs, "Working on the Railroad," "When Irish Eyes Are Smiling," "Down by the Old Mill Stream," with Mrs. F. X. Droit at the piano.

After a few remarks, Mr. Kinback introduced the installing officer, President M. A. Redding. Officers installed are: Felix X. Droit, chairman; Thomas J. Martin, vice-chairman; Frank H. Halbleib, treasurer; H. I. Moyer, secretary; trustees, D. W. Kirkendall, Larry Soule and J. M. Moran.

Officers of the ladies auxiliary then were introduced: Mrs. E. J. Lafferty, chairlady; Mrs. J. Duane, secretary; Mrs. H. I. Moyer, sunshine, and Mrs. F. H. Halbleib, historian. Past Chairman D. W. Kirkendall then turned the gavel over to Chairman F. X. Droit, who addressed the meeting, setting forth the object of the Association. The writer then made a few remarks.

Guests introduced were: Retired Veteran Van Allen, of the D. L. & W. Veterans, and his wife; Jack Lanza, brother of Charlie Lanza, and Mrs. William Winterberg, past treasurer of our ladies auxiliary. Dancing and refreshments followed.

Dates to be remembered: June 29, picnic at St. John's Orphan home; Conneaut Lake, Aug. 16. . . Sympathy to Samuel Sarge on the death of his father. . . Birthday greetings to D. W. Kirkendall and all who birthdayed in March. . . Best wishes and speedy recovery to Mrs. D. W. Kirkendall, Mrs. M. A. Redding and Mrs. C. S. Bagwell. . . From the southern vacationers, Mr. and Mrs. L. E. Luecht, engineer, in Florida, visiting retired Engineer Joe Schwenk and party, retired Engineer Joe Loretan and wife, and Yardman Bill Murphy and wife.

Hornell

By John F. Muchler

Dr. J. Raymond Kelly and wife vacationed in Florida.

M. R. Spencer is spending some time in Florida, due to his health.

Many of our members are ill, among them Dan Mosgrove, Dan Shea, Glenn Bardeen and Earl Crabtree. We wish them speedy recovery.

Our sympathy is extended to the family of A. A. Stevens who passed away recently, and to Albert Howe whose mother died at the age of 92 years.

Louis Boyden, a welder at the shop, has taken unto himself a wife and we wish him much happiness. Now he can remove that picture he kept on the inside of his locker door.

Jersey City

By Walter Bieszard

Members are sorry to learn that Charles Hicks, crossing watchman and loyal supporter of the veterans, passed away March 13.

It has been decided to hold the chapter annual outing on Sunday afternoon, July 27, at Werner's Grove, Belmont Avenue, North Haledon, N. J. Bus No. 42, which passes the grove, can be taken at the Market Street station in Paterson. Tickets will be \$3.50 for adults and \$1.50 for children from 5 to 12 years of age. Get your tickets early from the various field men or your officers.

All veterans who plan to attend the system annual outing at Conneaut Lake Park, Aug. 16, should make reservations early. First come will be sure of berths. Everyone is receiving plenty of time to make arrangements.

Veterans who have dropped out of the Association should arrange to get in the clear as the charter has been reopened for six months. For reinstatement blank, contact the chapter secretary or the various field men. Those who have not paid 1952 dues should do so at once.

The next regular meeting will be May 8 at our meeting hall, 76-80 Godwin Street, Paterson. And remember Ladies Night, to be held Saturday, May 17, at the same place.

Meadville

By R. C. Miller

About 60 veterans and wives attended the tureen dinner at the regular meeting March 27. Following the business session, cards and games were played. The 1952 cards are here and all are requested to get their dues card.

William Reddick, engineer, and Mrs. Reddick report fine weather at Fort Myers, Fla.

J. B. Williams, conductor, and Mrs. Williams are vacationing in California. J. B. reports that the weather is disagreeable.

We are glad to learn that Floyd Rudd, retired engineer, is doing fine after a recent operation.

Charles Eckert, retired engineer, and Mrs. Eckert have returned home after spending a few weeks in Florida.

Youngstown

By R. P. Reebe

The ladies auxiliary of Youngstown Chapter held a card party at the Youngstown Freight office on the evening of March 14. They had a nice crowd and we hear that they replenished their treasury to the extent of \$50 as well as furnishing a very enjoyable evening for all of us who were there. An orchid apiece to Mrs. J. W. Bowser, social chairman, and her helpers for a fine time and a nice lunch.

Retired Veteran A. M. North is back from the South with a report that he played 77 games of shuffleboard during the winter and won 57—a very good percentage.

Veteran J. W. Bowser returned to work April 1 and Veteran Henry Darling is reported coming along nicely. This is the kind of news we like to send in.

Ye scribe would appreciate a little (Please turn to Page 34)

Erie Railroad Magazine

Man of the Year



For his work as president of the Hornell, N. Y., Board of Trade, Stanley J. Glover (left), division clerk, was honored as Hornell's Man of the Year in 1951. Here he receives a plaque as evidence of the honor. Presenting the plaque is Director John J. Mellinger. Mr. Glover started to work for the Erie in Hornell in 1921.

Stubborn St. Lawrence Backers Hide Behind New Smoke Screen

The St. Lawrence Waterway and Power Project has been up for consideration, off and on, for half a century or more. Each time it has come before Congress that body has rejected it as uneconomical and unjustified.

In years gone by the St. Lawrence project was advocated as a means of reducing rates on grain to Liverpool; at other times it has been advocated as a means of supplying cheap power to certain areas. Presently, supporters of the scheme are urging it upon the country in the guise of a defense project, as a means of transporting iron ore from Labrador to steel mills in the Great Lakes area. Latest argument in its favor is that Canada is planning to go ahead with the project anyway, so the United States should jump in and help her, thereby becoming a partner in the enterprise.

Proponents of the St. Lawrence

project concede that the American taxpayers' share of the cost of building it would be \$567,000,000. But experience shows that estimates of this sort are conservative in the extreme. Independent engineers are of the opinion that the project would cost the United States hundreds of millions more than that sum before a single cargo ship passed through its locks.

Proponents of the project, who profess to be in a great hurry to get it built as a national defense project, admit that it would take five or six years to complete.

They also concede that large quantities of strategic materials and manpower, which the country can ill afford to spare during the present national emergency, would be diverted to the construction of the waterway.

These undisputed facts—involving heavy outlays of money, time, labor and materials—make it obvious that such a project should not be author-

ized unless it is urgently required in the interest of national defense.

In support of their national defense plea, proponents argue that there is a prospective shortage of high-grade ore in the Lake Superior region of the United States; that only iron deposits in Labrador can make up the shortage, and that the St. Lawrence Seaway is needed to transport the ore from Labrador. This argument falls flat on all three points:

1. The prospect of shortage of United States iron ore is so remote as to be of no concern in the present emergency. The Secretary of the Interior, who certainly ought to know, is authority for the statement that there is at least three billion tons of high-grade ore in the Lake Superior region of the United States—a thirty years' supply at the anticipated rate of consumption of Lake Superior ore.

2. The Labrador field is but one of several sources that can be drawn upon to supplement the high-grade ore from the Lake Superior region. Other sources include the much closer and more accessible Steep Rock Field at the western end of Lake Superior in Ontario, the enormous Venezuelan deposits presently under development, and the taconite or low-grade ore in the Lake Superior region, the overall potentialities of which as a supplement to Lake Superior high-grade ore are much greater than those of the Labrador field.

3. Without the expenditure of a dollar on the St. Lawrence waterway, every ton of iron ore produced in Labrador could be delivered economically to United States steel mills by one of three existing routes: (1) ocean vessel to Montreal, thence by rail to interior mills, or (2) ocean vessel to Montreal, thence in smaller vessels by the present 14-foot canal to Lake ports, or (3) ocean vessel to Atlantic ports thence by rail to interior mills.

There are several sound reasons—from the standpoint of national defense—why the use of existing routes and modes of transport is distinctly preferable to the alternative of building the proposed seaway:

It would not cost the taxpayers of the United States a dollar;

It would require no strategic materials now so urgently needed in the production of defense equipment;

It would not syphon off the labor supply needed for the production of defense materials and equipment;

Rail transportation would be strengthened by additional ore traffic and would thus be in a stronger

(Please turn to Page 33)

ERIE TEAM BOWLING CHAMPS



This quintet won the team bowling championship at the annual Erie tournament March 29 and 30 in Youngstown. The winners are from Salamanca, N. Y., and, from the left, are J. M. Moonshower, H. J. Herrick, D. J. Schoonmaker, L. F. Rettberg and W. H. Rettberg. Their score was 3101. Other winners were: Singles and all-events, C. J. Doyle, Croxton, N. J., with scores of 706 and 2010, and doubles, Kenneth Rozelle and S. J. Bonazolgia, Avoca, Pa., 1339.

Two Departments List 3 Transfers

New general agents at Detroit and Columbus, Ohio, and a new inspector of operation at Jersey City were among personnel changes made during the past month.

J. Lawrence Chapman has been appointed general agent at Columbus. For the past three years he has been general agent in Detroit. Starting as a stenographer in Cleveland in 1936, Mr. Chapman advanced through clerical positions in Marion, Ohio; Jamestown, N. Y., and Chicago until he was promoted to commercial agent in Detroit in 1943. He was in service from 1943 to 1946 and then returned as secretary to the vice president for traffic in 1946. He was appointed general agent in Detroit in 1949.

The new general agent in Detroit is Louis C. Williams who has been with the Erie since 1938. After apprenticeships in clerical positions in Huntington, Ind. and Chicago he was appointed commercial agent in Chicago in 1942. He advanced to commercial agent in Baltimore in 1945 and for the past 15 months has been traffic assistant in the Research Department in Cleveland.

Twenty-seven-year-old Wilbur J.

Erieman in Korea

Cpl. Gilbert V. Wheaton, former Erie carpenter, is serving with the 424th Field Artillery Battalion in Korea. The battalion is equipped with eight-inch howitzers. Cpl. Wheaton is a tractor driver in Battery B.

RRB Man Speaks

Maurice E. Wenz of the district Railroad Retirement Board, Jersey City, N. J., spoke to a group of Erie employes at a meeting sponsored by Croxton, N. J., Lodge No. 876 of the Brotherhood of Railway and Steamship clerks. Mr. Wenz talked about the changes made recently in the Railroad Retirement Act and answered questions at the end of his talk.

Betz has been appointed inspector of operation in Jersey City, transferring from a similar position in Cleveland. He joined the Erie as a fireman March 31, 1942, and was in military service from 1944 to 1946. He became an engineer May 16, 1949, and inspector of operation Aug. 16, 1951. He is a graduate of Allegheny College, Meadville, Pa.

Laffey Killed

James H. Laffey, commercial agent, Jersey City, was instantly killed in an automobile accident March 18 at Southfields, N. Y. He had been with the Erie since December 1939. From February 1947 to May 1951 he was commercial agent at Boston. Mr. Laffey is survived by his wife and a three-year-old son.

Farewell Dinner

A farewell dinner for Wendell P. Hale, a member of the Port Jervis car department for the past 34 years, was held March 13 by members of Port Jervis Lodge 962, Brotherhood of Railway Carmen. He was presented with a watch by Lodge President Arthur Loux on behalf of the organization. About 45 lodge members and other friends were present and enjoyed a fine turkey dinner in the Colonial Inn dining room.

Mr. Hale, who retired as car repairer March 20, will reside at Rockdale, N. Y., with his son.

Delivery Date Change

With this May issue the Erie Magazine has moved up its date of issue about 13 days. Hereafter the magazine will be mailed on about the 22d of the month preceding the month of issue. For instance, the issue for June will be mailed on about May 22 and should reach all points on the railroad no later than May 25.

The change was made to accommodate our printer, and it also adds a professional touch to the magazine. Most commercial magazines are on the stand several days before actual date of issue, and the Erie Magazine now will be in line with these professional publications.

It is not expected that the change will result in any difficulty in delivery to individual employes or the magazine's other readers. However, if employes find that they are not receiving the magazine regularly, the editors will appreciate receiving a note from anyone who does not receive his magazine in good time. Just write to The Editor, Erie Magazine, 1304 Midland Building, Cleveland 15, Ohio. We'll check promptly and will see that you get your copy on time thereafter.

PUNS 'N' PATTERN . . .



at all Erie stops

CAR ACCOUNTANT CLEVELAND, OHIO

By Ella Carpenter

The stork paid another visit to the home of the **Robert Stoughs** (Carol Yea) March 21 and left a little souvenir by the name of **Claudia Jeanne**.

Joe Pearson is celebrating the arrival of **James Edward**, his third grandson.

Sorry to have **Ruth Myers** leave us, but we wish her good luck in her new venture. Also bid au revoir to **Muriel Singer** who is vacationing with her husband in Florida for a month.

Hearty congratulations to **Joseph Sr.** and **Mrs. Nicholson** who celebrated their 35th wedding anniversary recently.

Phyllis and **Jack Schmitt** attended the S.A.E. annual dinner dance at the Cleveland Skating Club.

Larry Gustin and friend enjoyed a motor trip to Columbus.

Marian and **Cliff Palmer** entertained relatives from Chicago.

We're happy to welcome **Helen Mar-tonicz**, new relief clerk.

OPERATING VICE PRES. CLEVELAND, OHIO

Wally Kiewel resigned April 15 and accepted a position elsewhere. All wish him the best of luck in his new venture.

Alice Cunningham vacationed with **Mr. and Mrs. Giles Keller** in Fort Lauderdale, Fla., and motored back with them as far as Baltimore. **Mr. Keller** is a retired chief clerk to the superintendent of motive power.

Ruth O'Connor spent Easter week end in Rochester with relatives.

There is competition in the office since three members of the organization have purchased Westinghouse electric automatic roasters.

All are glad to see **Bea Lyons** back to work again after a tough tussle with the flu bug.

We are sorry to lose genial **Jim Betz**, inspector of operation; however, our best wishes go with him to his new assignment at Jersey City.

R. M. Scott, retired chief clerk, was a recent caller in this office and still has that familiar spring in his step. His flower plantation out in Willoughby must be a sight to behold.

STORES

HORNELL, N. Y.

By E. Van Craig

June and **Cyril** recently spent a week end in New York and saw the musical comedy, "Two on the Aisle."

Kathleen Pankau spent Washington's Birthday and the week end in Chicago.

Johnnie Corrigan of Cleveland has

Engaged to Soldier



The engagement of **Constance Rouwendal** to **Pvt. Francis B. Case** has been announced. **Miss Rouwendal** is employed at our New York Terminal Accounting Bureau, Jersey City, as a biller in the East-bound Department. **Pvt. Case** is stationed in Japan. Both are residents of Hawthorne, N. J.

been visiting his grandparents, **Mr. and Mrs. J. F. Duffy**. **Mr. Duffy** is teaching him to acquire a taste for vegetables.

Alice Sackett spent Washington's Birthday and the week end in Meadville.

Mr. and Mrs. E. J. McClenin visited their son and daughter-in-law on Long Island.

Karl Klos and wife visited their daughter in Connecticut.

Helen Snyder was a recent shopper in Rochester.

Attention all department employees! Our colleague, **John Reynolds**, can serve you the biggest and best strawberry sundaes and hot dogs at his roadside stand on the Almond Road.

Marie Bowler recently visited in Meadville.

Birthday greetings were extended to **Louise Eberman**, billing clerk. She has a new poodle hair cut.

Greetings also to **E. J. Boyle**, chief accountant, on his birthday.

ALLEGANY-MEADVILLE SALAMANCA, N. Y.

After 41 years of service, **Nicholas Rozyla** has retired. **Nick** has been a faithful, conscientious employee during his entire relationship with the Erie. May he enjoy many years in his re-

tirement.

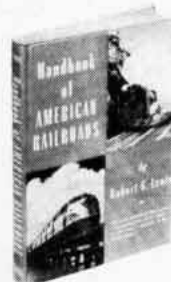
Fred Thompson, laborer, now is a qualified and licensed automobile operator. **Mrs. Thompson** spends her time on the passenger side of the car while **Fred** handles the controls. Just vice versa from what it used to be a short time ago.

William Novik, apprentice, is spending several weeks at Dunmore car shop for further apprentice training. He is living with relatives in Scranton temporarily.

The following excerpts were choice news items in the years 1909 and 1910:

- (1909) **James I. Miess**, piecework checker in the Erie shops here, has gone to Buffalo for a few days to study the piecework system used in the shops there.
- (1910) **James I. Miess** has been promoted to the position of assistant car foreman of the local Erie shops, under the present Car Foreman **Richmire**. **Mr. Miess** has been holding the position of piecework checker at the shops and he will be succeeded in that position by **Har-**

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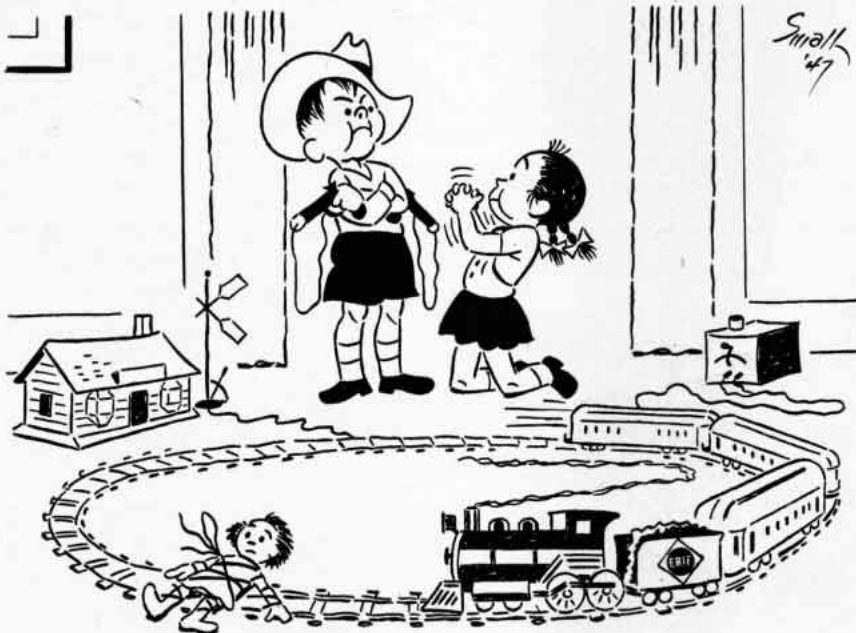
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ry Whalen, formerly a clerk in the office of Shop Foreman A. J. Davis. Mr. Miess will be in charge of the work on the cripple tracks. He has been employed by the Erie for about four years.

SALAMANCA YARD

By S. Minneci

Winston B. Swan, clerk, has returned to his position at the Falconer, N. Y. station, having received an honorable discharge at the Pensacola Air Base. The old Chevy brought him and his family back safely.

We are glad to have Coyle De Lisle back on the job after recent illness. Coyle is one of the old timers you can't keep down.

We extend sympathy to the families of W. M. Lawson, retired switch tender, and E. P. Jackson, retired locomotive engineer, on their recent deaths.

Clark Huff, conductor, Allegany Division, will return to his job this month after an extended trip to various western states, especially California.

Mr. and Mrs. Melvin J. Brooks are proud parents of a second set of twin daughters. Mrs. Brooks is a sister of Charles Vecchio, operator, and it looks like Charlie will have to be a baby sitter for a long time.

KENT DIVISION

AKRON, OHIO

H. M. Hall, rate clerk in the Revision Bureau, calls his new chow Tootsie, while F. M. Smith, car clerk, calls his new cocker spaniel Terry.

C. R. Rhamy, claim clerk, and wife vacationed in Florida.

Congratulations and best wishes to Mr. and Mrs. Russell Johnson, newlyweds. He is a messenger here.

The freight office has taken on a new look this spring with a fine paint and varnish job and new window shades.

We were glad to see Pfc. Earl

Moore, former general clerk, who was a recent caller.

Jerry Mickunas, typist, and family enjoyed a week end with relatives in Pennsylvania.

Joe Mickunas, relief clerk, yard office, attended the state tournament basketball games in Columbus.

MANSFIELD, OHIO

John Wynn is back in the track supervisor's office after spending a few weeks in the Florida sun.

C. H. Eise, yard conductor, spent his vacation in Florida, visiting his son and daughter.

Congratulations to R. E. Wyllie, cashier, and J. E. Butler, general clerk, on their new tax exemptions, a baby girl for each.

C. A. Crim, retired agent, was a recent visitor.

The clerks in the freight office are counting the days until they can move into their brand new office, which is nearing completion.

MARION, OHIO

Best wishes to Jack F. Halley, machinist apprentice, who was granted a leave of absence on account of entering the Air Corps.

W. H. Strauss, special inspector, and wife visited relatives in Phoenix, Ariz. and took a trip to Nogales, Mexico.

We welcome Dory Rybarczyk, test engineer, transferred from Meadville. Lee Larkin, in turn, was transferred to Meadville as assistant engineer of tests and chief chemist.

F. Donough, machinist, retired after 35 years of service. He has no definite plans for the future, but there is no doubt that he will enjoy his well-earned rest.

We are pleased to learn that R. R. Quackenbush is recovering satisfactorily after undergoing surgery.

Patrolman V. J. Baker has returned to duty after spending his vacation in California.

DAYTON, OHIO

Sympathy is extended to W. B. Da-

vis, yard brakeman, on the death of his mother-in-law.

Louis F. Zumbach, yard brakeman, who served nine months with the Engineers' Battalion in Korea, was home on 30-days leave. He certainly was glad to get home and talk with old friends.

Best wishes to Paul M. Bogin, stenographer and clerk in the division freight office, who joined the Air Force March 15.

Yard Conductor T. W. Mundy and wife have returned from Eustis, Fla., where they spent the winter. They enjoyed the fresh fish which he caught.

Relief Yard Clerk R. A. Smiley has moved to Vandalia with his family.

H. A. Moore, retired chief clerk, called recently and enjoyed checking over some of the new rates that are now effective.

MARION CAR DEPARTMENT

By H. M. Robbins

The golden wedding anniversary of Mr. and Mrs. W. H. Redmond was observed with a family gathering at their home on Sunday, March 16. He is 73 and retired as a car inspector Nov. 16, 1944, after 21 years and five months of service. Mrs. Redmond is 66. They were married March 16, 1902, in the parsonage of the Methodist Church at Green Camp.

MARION DIVISION TRANSPORTATION

By T. E. Poe

We learned with regret of the death of Mrs. George Boh at Hornell, N. Y., mother of W. E. Boh, road foreman of engines, Huntington. Our sympathy is extended to the family.

Assistant Division Clerk J. F. Wilhelm has a new granddaughter, Leslie Ann, born March 14 to his son and daughter-in-law, Mr. and Mrs. Ivan Wilhelm.

We wonder who is dedicating all those recordings over local station WVSH to a certain car department employee.

We were sorry to hear of the death of J. B. Moran, former passenger conductor, March 15. Mr. Moran retired Oct. 30, 1937, after completing 47 years of continuous service.

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Trackman H. G. Clifton and wife, Wren, Ohio, on the arrival of a daughter, Cathy Ann.

Mrs. Richard Young of Huntington, wife of the trackman, is convalescing following a major operation at the Huntington County Hospital.

We welcome the return of Trackman O. N. Conrad at Rochester, Ind., following military service with the Marines in Korea.

Mrs. D. H. Ard, wife of the crossing watchman at Huntington, is spending a vacation in Florida with friends.

Mr. and Mrs. R. S. Graeber recently spent some time visiting with their son, in military service in Biloxi, Miss.

HAMMOND CONSOLIDATED

By Grace Martin

When little Christine Kokot, daughter of Mike Kokot, roundhouse employe, was born seven months ago, we were unaware of the fact. But a fact

we are very much aware of is that new Chevvy Mike bought for the express purpose of conveying Christine to grandma's as often as possible. Our congratulations on Christine's arrival may be a little late, but we believe they are still in order, and we know she approves of her dad's choice of a buggy.

While we are reporting events taking place at the roundhouse, we want to mention that we had the pleasure of meeting Curley Engle, retired roundhouse employe, on the street recently. Although Curley makes his home in Huntington, he gets lonesome at times for Hammond, which is only natural considering the many years he worked here.

William Knizley, engineer, has returned to his diesel after having spent that cherished vacation in old Mexico.

The armed forces recently claimed the services of A. B. Jarvis, Jr., son of the third trick assistant chief yard clerk; A. P. Sibert, operator, HY Tower, Hammond, and William A. Martin, Jr. (air force), son of General Clerk Grace Martin.

14TH STREET, CHICAGO

By Chris Hardt

Sympathy is extended to Leo and Lois Gonyea (rate desk) on the death

of her mother, Mrs. Monahan. Burial was at Beloit, Wisc.

St. Patrick's Day is a great day for all of us at 14th Street, but the day has a special meaning for Mr. and Mrs. Otto Jordan. They were married March 17, 1917, and celebrated their 35th anniversary last March 17. Otto is our veteran route clerk.

Emil Janusch is the new clerk in the Lifschultz Fast Freight office.

Congratulations to Mrs. Harriet Fusco, former revision clerk, and husband John on the arrival of their first child. Harriet is a niece of George Greenwald, of our 51st Street yard office.

Gene Eiklor, former clerk here, now is a sergeant at the Mather Air Force Base, Mather Field, Calif.

ACCOUNTING

AUDITOR OF REVENUES

By Jimmy Murphy

Congratulations to Mr. and Mrs. Charles Von Duhn on the birth of Timothy James March 26. The eight-pound three-ounce fellow and his mother are doing wonderful. . . Randall Carl is the welcome little newcomer in the home of Doris and Walter Hasselbusch. . . The bachelor girl list is dwindling fast in the interline

bureau with two more girls soon to be married. Cupid is close on the heels of Lee Murphy who set the date of her marriage to Ray Tomasch for May 10 in St. Coleman's Church. . . Jean McEntee continues to walk on those little pink clouds as her wedding day draws nigh, Aug. 23. . . Eileen Butts has left us to take a full time job making her husband happy. . . Angelo Rizzo is confined in City Hospital. It is our sincere hope that notwithstanding his slow progress he soon may regain all the vigor and good health that were once his. . . St. Patrick's Day brought the wearing of the green and we must say the outfit sported by Patsy Graham did justice to the occasion. . . March 17 is a great day for all true Irish, but to Charlie Lobravico it has a double significance. It's also his birthday. . . Joyce Braun is sporting bangs. When Joan Adler told her the part was slightly off center, she spent the rest of the day leaning to the right. There is no denying it, Joyce is a perfectionist. . . The Official Guide is not always so staid and serious. Take a look at the officers, titles, etc., for the Lancaster and Chester Railway Co. There are 28 vice-presidents for the 29-mile road. . . Some hidden talent was brought to light recently

play ball!

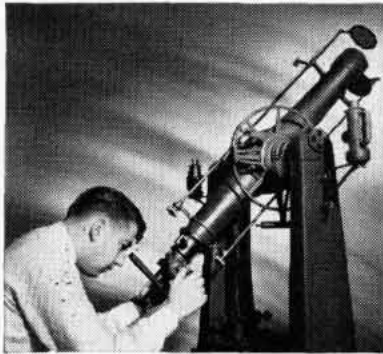


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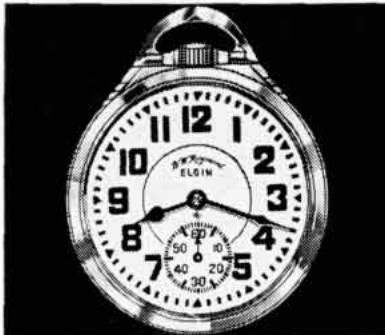
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when **Eleanore Vargo** displayed some fine art needlework done in her spare time. . . **Roblynn Kennedy's** hobby of horseback riding might be interpreted as a solution of the short haul transportation problem, but we don't think so. Neither are we the dupes of that "exercise beneficial to health" stuff. Just between us, **Roblynn's** attention seems to be entirely focused on a mysterious article called "jod-hoppers", which seem to be more important than the horse. . . On March 15 **Clare** and **Joe McNamara** announced with pride the birth of their first child, **Lynn Marie**, which is as pretty a name as we've heard for quite a spell. . . **Tom Saunders** has bid out of the machine room and is now plying his trade in the bindery. . . Chief Clerk **J. L. Gould** came in for some well deserved publicity recently. He was feted at a luncheon at the Colonial Hotel by fellow chief clerks and department officials and presented with a handsome pen and pencil set. The occasion was **Mr. Gould's** 40th anniversary with the Erie. . . On March 31 **Charlie Judge** left the company to take up new duties. It goes without saying that we'll miss **Charlie**, but he has our best wishes for success. . . As a result of recent changes in the office, **Dick Brady** becomes statistical clerk in the station accounting bureau, **Ed Manning** moves up to take over the duties of waybill sorter supervisor, and **Ray Roginski** is back in the correction bureau. . . **Jean Pszenitzki** recently accepted a position with the State Department in Washington, D. C. and will be assigned to duty with the foreign diplomatic service after six months' training. . . Many of our older employees will be sorry to learn of the death March 30 in New York of **Joseph M. Blewitt**, retired head claim checker. He was 81 years old. . . A communique from **Cassie Okie**, retired waybill sorter, who is living in Williston Park, L. I., states that **Lillian Burnham**, **Margaret Shaughnessy** and **Edith Keeler**, retired employees, were recent guests at her home. . . On March 15 **Rosemary Toomey** became the bride of **Dave Ross**. Following the ceremony the happy couple motored to Florida for their honeymoon. . . **Bill McGrath**,

Jr. is the newest recruit on the Rocky River civil defense police.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By C. L. O'Neill

We had a surprise visit from our most recent retired friends, **Gus Seefurth** and **Jim O'Dwyer**. Auditor of Revenues **W. J. Manning** made a special visit to this office to present Erie service certificates to these men whose combined service totals almost 100 years. All had a grand time when **Mr. Manning** had these men recall various experiences on the Erie back in the horse and buggy days.

We wish **Fred Di Giovanni** quick promotions in his new role as a Marine at Parris Island, S. C. **Fred** worked in the westbound before his induction.

The welcome mat is extended to two new employees, **Louis Funk**, general clerk, eastbound night trick, and **Jim Voss**, waybill dispatcher, westbound.

Our office bowling team has improved in the past few months and **John Roach** finally is getting along much better. He is working hard to better his 78 average.

Congratulations to those who have service anniversaries in May: **Tony Gioiosa** and **A. N. Zacharias**, each 36 years; **Jim Farrell**, 34 years; **John Conway** and **John Sullivan**, each 24 years.

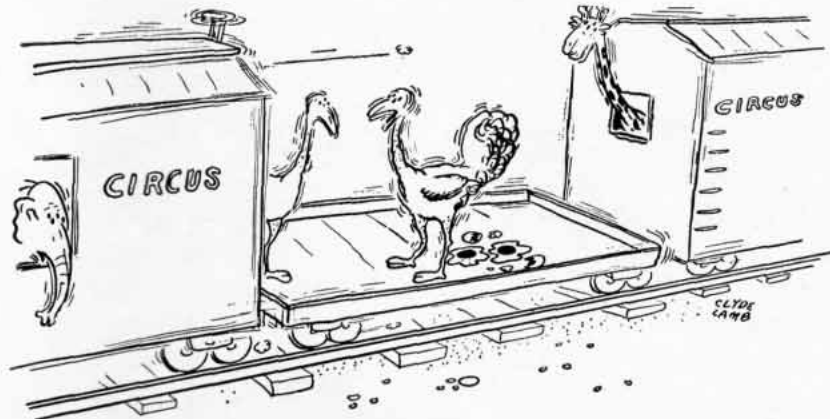
VICE PRES. & COMPTROLLER

By Paul R. Lees

The Erie sponsored bowling tournament at Youngstown was attended by two hopefuls in this office, **Byron Webster** and **Ed Peakovic**.

Helen Eyerman spent the Easter weekend visiting her niece in Chicago. The memorable part of the trip was, no doubt, her glimpse of Akron. It's possible that she only makes those Chicago trips so she can visit my old homestead.

I believe that a tape would conservatively measure a ten inch increase in **Howard Wilhelm's** chest expansion. The reason? The J. A. Wood Co. won the Junior Achievement Production Award. Nice going, **Howard**, even if



"I'LL SURE BE GLAD WHEN THESE CARS ARE EQUIPPED
WITH EASY ROLLING TIMKEN ROLLER BEARINGS."

(Advertisement)

Erie Railroad Magazine

you did drive the kids with a whip!

HORNELL ACCOUNTING BUREAU

By L. H. Lamb

Bob Schwingel, who was ill in the hospital, has returned to his new apartment. Hope he has speedy recovery. . . Wonder why **Jim Hogan** walks to work when his sister drives. Doesn't he trust her driving? . . . **Mr. and Mrs. George Hussong** are proud parents of a baby girl. . . **Eddie O'Mara** said he was going to give away his new blue coat. He could have been an usher in a fashion show if he hadn't had it on. . . If you want to get rich, get some of those peanut machines like we have in the office and put them in different places. . . **Harvey Schneegas** received a letter from **Ralph Horseman**, who's retired now and living in Marion, Ohio. **Ralph** gave this column a little pat on the back. Thanks, **Ralph**. Wish we could hear from some more of the old timers. . . Speaking of old timers, wonder whatever happened to our friend **Mac McClafferty**. He lives right here in town, but we haven't seen him since the day he left. Wish he would drop around and see the gang. . . **Henry Frei** and **Bob Collier** drop in real often. Nice to see them. . . **Bob Young's** wife presented him with another boy, their fourth. One more and he'll have a basketball team. . . **Bill Dennis** off to join **Mr. Truman's** police force. He'll make a good sergeant. . . Received a card from **Freddie Schmitt**, down Florida way. . . The M. of W. gang are looking for some kind of nice rug for **Olga Nazar** to put her feet on when she takes her shoes off. They don't want her to catch cold. . . What was **Jack Andrews** doing with that Red Cross on the back of his car? . . . The Bureau basketball team came very close to the top in their league. The league was fast and they were right on top going into the stretch, but they slipped just a little. They did have a tough schedule. Would like to mention the fellows' names for the bang-up job they did, **Capt. Jim Hogan**, **Tunney "Warts" Vet**, **Dan Swift**, **Jack "Whitey" Andrews**, **Don Middleton**, **Flash Petrillo**, **Bud Wheeler**, **Frank "Turkey" Bottomley**, **Coots Congelli**, **Neal Crandall**, **Lard Burdette** and **Jack Meehan**. . . **Lillian Karl's** plant finally brought forth a nice flower. . . Good to have **Mary Stitt** back from the hospital. . . **Bob Burdette** laid up at home due to a basketball injury. . . **Mary Reckenwald**, her mother, father and niece will fly to Germany to visit her brother who is employed by Uncle Sam. . . A toast to beautiful women. They can get anything but a man's point of view. . . Have received several purses and felt hats for the veterans at Bath. Thanks a lot. Understand there are more to come. Girls, what do you do with your worn out hose? The vets could use them for weaving. Thanks.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Roll out the welcome mat for **Josephine Ferlito**, new comptometer operator, who made her debut in the department March 10.

Virginia Kaczmarek and **Pat Cundra** are glad they switched to Hadicol because since using it they've bowled

400 series games.

Sincerest sympathy to **L. J. Murtha** on the passing away of his mother March 28.

Gerry Sapp returned to her home town of Frackville, Pa., to spend Easter.

Frank Kelly will M.C. at the May 14 annual spring baseball banquet of the Washington Birthday Eve Marching, Eating, Drinking and Singing Society. He will predict another pennant and world series victory for the New York Yankees.

Marion Studeny is planning a trip to visit her sisters, **Patty** and **Peggy Colombo**, over Decoration Day.

In my March report, I made an error concerning **Margaret Cieslak** winning a gift at the Credit Union meet-

ing. I am now retracting it. Her sister, **Ann Mary Vesely**, was the one from this department who won.

Happy birthday wishes to **Andy Mowerson**, May 5; **Dolores Kohl**, May 7; **Don Keister**, May 15; **William Kane**, May 22; **George Ernest**, May 30; and **Bill Fogleson**, May 31.

"Politeness is like an air cushion. There may be nothing in it, but it eases our jolts."

MAHONING DIVISION

SUPT.'S OFFICE, YOUNGSTOWN

Congratulations and best of luck to **Paul McNamara**, assistant car distributor, whose name has been added to the roster of married men.

Fred Shaffer, accident clerk, has

Prudential plan saves home



Mrs. Anne Caldwell, mother and homemaker, says—

"My husband died less than two months after we got this policy. But thanks to John Teppler, who recommended this policy, the children and I have a roof over our heads today—and our home is free and clear."

Agent John Teppler says, "Prudential's Temporary Income policy completely covered the Caldwell's \$8800 mortgage. At age 35 it cost them only \$19.32 quarterly. Rock-bottom cost is what makes this plan so popular. And Prudential makes it available in a wide variety of terms."



The Temporary Income policy can be tailored to fit the needs of almost any homeowner. Just give us: **YOUR AGE, MORTGAGE BALANCE, INTEREST RATE, YEARS YOUR MORTGAGE WILL RUN.**

Make sure your family will have a roof over their heads if something should happen to you. Call the Prudential Agency nearest you.



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

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FOR RAILROADERS



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No. 16

*FINEST 21-jewel 992-B Movement for unvarying accuracy and complete dependability.

*9 ADJUSTMENTS...6 to position, 2 to temperature, 1 to isochronism.

*ELINVAR-EXTRA hairspring . . . rustproof, anti-magnetic, unaffected by temperature changes.

*AURIUM balance wheel . . . rugged, stable, rustproof and non-magnetic.

*DYNAVAR power spring . . . tough, non-magnetic, rustproof. Smooth running lifetime main-spring.

*HANDSOME rolled gold case.

*DOLLAR-*SAVING* price . . . just \$71.50 (fed. tax incl.)

More railroad men carry Hamilton watches than any other make . . . because no other railroad watch offers so much for your money. Ask your watch inspector to show you the new Hamilton No. 16.

HAMILTON WATCH CO.,
LANCASTER, PA.

HAMILTON...the Watch of Railroad Accuracy

proved that driving an automobile off a retaining wall two feet high is not the best treatment for a car.

The old man of the office, **Bob Vestal**, is ready for the baseball season. It takes him a little longer to get in shape now so he started practicing right after Christmas.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

We sympathize with **E. T. Mulhall**, T. & M. checker, and family on the death of his mother-in-law, **Mrs. Ann Tyrell**, of Youngstown.

Track Supervisor **John Beilby** spent Washington's Birthday and the week end visiting relatives in St. Louis, Mo.

We wish speedy recovery for **Mrs. Dean Barbutis**, of Leavittsburg, wife of the assistant section foreman, who is seriously ill.

Crossing Watchman **Clarence Vogt** and wife enjoyed the sights in New York City recently.

Trackman **Joseph Baulo**, 67, of Leetonia, retired March 25, due to ill health. He has 16 years' service with the Erie.

Mrs. W. F. Petteys visited her parents in Buffalo for a few days.

Albert Anderson, track supervisor's clerk at Greenville, Pa., has entered military service. **Richard Maxwell** has taken his place.

Sign in a large front window of a residence: "Alterations, Light Sewing and Baby Setting." Might be that "baby setting" is a later method of baby sitting.

ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Engineer **J. A. Boyles** has resumed duty after spending his vacation in Florida.

Engineer **W. G. Reddick** and wife are spending an extended vacation in Fort Myers, Fla.

Engineer **T. B. Hall** has resumed duty after an illness. He and **Mrs. Hall** enjoyed a motor trip to Florida recently.

Engineer **T. J. Allen** spent his vacation in Texas and reports that it is fine country.

Engineer **W. C. Fleisch** has returned to work after being ill. He convalesced in Florida.

Engineer **P. J. Riordan** is reported on the sick list.

C. O. Durlin, engineer at Kent, has

For longer wear and positive protection!



not yet returned to work after sustaining injuries in an automobile accident.

Sympathy is extended to the family of **N. W. Holmes**, former engineer, who died March 10 in Meadville City Hospital.

MEADVILLE ROUNDHOUSE

By R. C. Miller

At 3 p.m. March 28, the men assembled in the machine shop to pay tribute to **Robert Pandy**, car repairer helper, who was retiring after 45 years and three months of service, and to **Tony Palmiero**, boilermaker, who has 45½ years' service. Master Mechanic **Dunton** presented each with a certificate of retirement and also an appropriate gift from the employees.

Fred Rickel and **Tom Gosart**, retired veterans, visited at the shop recently.

Walter Lucas and wife spent their vacation sightseeing in southern states.

Emery Holbrook and wife vacationed in Florida and spent a few days with son **Richard** who is stationed at Camp Gordon. **Emery** said he came home sooner than he expected as his wife would not buy any more gasoline. Reason: Too many bathing beauties.

We extend our sympathy to **Thomas**

BUCKEYE

CAST STEEL PRODUCTS

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Yokes and Draft Attachments
Freight Car Castings
6- and 8- Wheel Trucks

THE BUCKEYE STEEL CASTINGS COMPANY
New York Columbus, Ohio Chicago

J. Newcomb, boiler foreman, on the death of his sister.

WARREN FREIGHT

By Doris Johnson

Charles Bowen, yard clerk, keeps busy sponsoring week end expeditions with his Boy Scout troop. He is proud to report that his son **Billie** recently received the Star Scout award.

Belated birthday greetings are extended to **Mrs. R. P. Reebel**, wife of our freight agent.

Mark Arnold, son of **W. P. Arnold**, general yardmaster at North Warren, was the recipient of a portable radio as an award for attaining first place in a radio quiz sponsored by Station WAKR March 22. A daughter, **Patricia Arnold**, recently was elected to the National Honor Society at Roosevelt School, Kent, Ohio.

Lucille Hecker, O. S. & D. clerk, recently motored to Richmond, Va., with friends.

YOUNGSTOWN FREIGHT

By Ann Crann

We extend sympathy to **W. D. Owens** on the death of his mother.

A hearty welcome is extended to **Barbara Kennedy**, new general clerk.

CLEVELAND FREIGHT

By Helene Abersold

Glad to hear that Trucker **Michael Viellak's** wife is recuperating after a severe illness.

J. D. Carbone, yard checker, is driving a nice new Chevrolet.

If you happen to see a two tone surf grey and Tripoli red car whizzing by, it's just **Casey Roszak's** newly painted Plymouth.

Cynthia Rady, clerk-typist, spent an exciting week end recently. It was her first trip to New York City and also her first plane trip.

Thirteen of our employes volunteered as blood donors at the Red Cross Blood Bank April 2—Erie Railroad Blood Donor Day.

George McHugh, car clerk, and **Whitey Ecker**, checker, participated in the Erie bowling tournament at Youngstown March 29 and 30 and shared in the prize money. **Carl Grunwald**, chief clerk, and **Joe Carbone**, yard checker, were present to lend moral support.

The correspondent-stenographer and husband **Bob Abersold** spent Easter with relatives in Pennsylvania.

Sympathy is extended to **Joseph Gut**, ticket clerk at the Lee Road station, on the death of his mother April 1.

EMPLOYMENT

NEW YORK CITY

By V. T. Bustard

A cordial welcome is extended to our new file clerk, **Bob Phillips**.

One of the ladies in the office baked a cake for **Johnny Bakker's** birthday. The years are piling up so fast on "old man Bakker" that he had to settle for only six candles on his cake. It wouldn't hold the correct number.

Blake Rhodes visited the New York Flower Show and brought back some catalogs so **Ed Mulhall** could plan a garden for his new home.

John Callahan already has acquired the domestic touch and is spending

May, 1952

Complete Training



According to their grandfather, R. E. Towns, assistant general passenger agent in Chicago, these two young gentlemen have earned their engineer's uniforms after completion of their railroad 'training.' They are Michael Starkey and Jeffery Towns of Youngstown, Ohio.

his evenings painting and decorating the apartment into which he will move after his approaching marriage.

MARINE

By Jess Baker

Paul Rogacewicz, deckhand on the diesel lighter **Dayton**, retired the early part of this year and has received his retirement certificate.

Capt. Al TenEyck of the tug **Rochester** died at home in Waldwick last month.

Capt. George St. Amond of the tug **Waverly** has for some time been coaching sons of Erie commuters in a soccer team known as the Martin Parian Soccer Club of Clifton, N. J. The team came through the 1951-52

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PHILADELPHIA, PA.

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ATTEND CEMENT MEETING



Shown above are members of the Engineering and Maintenance of Way Departments who attended a meeting in Cleveland recently to hear a lecture on concrete and its uses in railroading. The meeting was system-wide. Second row, first and second from the left respectively are I. H. Schram, chief engineer, and Blair Blowers, chief engineer of the Maintenance of Way Department.

season with highest state honors, defeating all teams in the junior league from Cape May to Port Jervis, then went on to win the New Jersey State junior challenge cup tournament and the state championship by a score of 2 to 0.

Uncle Moses Simmons, porter on the

ferryboat *Arlington*, who is ill, is coming along nicely at the Medical Center in Jersey City at this writing.

PERISHABLE TRAFFIC DUANE STREET, NEW YORK

By W. E. Pratt

Perishable Traffic Manager P. J. Napoli attended the third annual Perishable Loss Prevention meeting at Boise, Idaho, recently. He spoke on the "delivering carriers' place in the fruit and vegetable story," bearing on the matter of prevention of damage, and told what the Erie Railroad is doing in the way of training and educating its employees in the careful handling of this highly perishable traffic.

The Produce Market Truckmen's annual banquet and dinner-dance at the Hotel Astor, Saturday night, March 29, was a gala affair.

WYOMING DIVISION

By J. P. Roche

On Feb. 27, captains of the Erie Railroad bowling teams were interviewed by Sports Editor Jack Guinan of the *Scranton Times*, in the bowling alleys of Sam's Recreation Hall, Lackawanna Ave., Scranton, Pa. A tape recording was taken of each interview and a broadcast was made by Mr. Guinan at 2 p.m. on March 2 from radio station WQAN in the Scranton Times Building. The president of the league, D. Lalli, introduced the captains—the one with the highest score and the next three high game bowlers.

Sympathy is extended to Harold Schmidt on the death of his brother at Cleveland, Ohio, and to Mr. and Mrs. B. R. Perfect on the death of her sister at Marion, Ohio.

C. P. Morgan, retired storekeeper, was a recent visitor at Avoca round-

MORRIS BASIN DRY DOCKS

Dry Docking & Vessel Repairs

MACHINE SHOP

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

NATIONAL BEARING DIVISION

AMERICAN BRAKE SHOE CO.

MANUFACTURERS OF

**Brass, Bronze, Composition Castings,
Journal Bearings, and Babbitt Metal**

230 PARK AVENUE NEW YORK, N. Y.



house.

The following employees are confined to their homes due to illness: **T. J. Burke**, conductor, Avoca; **W. R. Wild**, engineer, Avoca, and **Paul Urban**, janitor, Avoca.

William Kilmer, engineer, has resumed duty after a three-week illness.

SUSQUEHANNA DIVISION BINGHAMTON, N. Y.

By A. E. Goetting

Theo Snyder, five-year-old daughter of **Marvin Snyder**, former clerk at the freight office, was hospitalized with a bad case of virus. **Mr. Snyder** is manager of the National Carloading Co. here.

Jack Moriarity, yard clerk, who has been in military service for several years, is home from Korea. He will be stationed at Indiantown Gap, Pa., at the end of his furlough.

Sympathy is extended to the families of **Orlo D. Ellsworth**, retired engineer, and **Edward V. Chapman**, retired crossing watchman. Both died March 22. **Mr. Ellsworth** is survived by his wife, one son and two daughters, and **Mr. Chapman**, by a sister and several nieces and nephews.

HORNELL BACK SHOP AND ROUNDHOUSE

By R. L. Hammond

Congratulations are extended to **Mr. and Mrs. Gottlieb Hurne**, who celebrated their 50th wedding anniversary recently. He is a retired machinist.

Sympathy is extended to the families of **Joseph Trapani**, furloughed boilermaker, whose wife died March 28th, and **Amedeo Mazzella**, boiler-maker helper, whose mother passed away recently.

Sympathy also is extended to **Albert Howe**, boilermaker, and **Raymond Howe**, machinist, on the death of their mother, and to **Monroe Case** on the death of his brother in Dayton, Ohio.

LIGHTERAGE

28TH STREET STATION
NEW YORK CITY

Sympathy is extended to **Howard**

Walters, messenger-clerk, on the death of his father, also to the families of **James Conway**, **Weston Dubose** and **James Bullock**, employees who passed away recently.

Val J. Derner, freight agent, spent a few days in Buffalo, visiting relatives and renewing old acquaintances.

Congratulations and best wishes to **Al Ricchiuto**, assistant foreman, and **Yolanda Monti**, of Union City, N. J., on their recent marriage. They honeymooned in Florida.

G. J. Muller, chief clerk, recently moved his family into a newly built house in Emerson, N. J. When is the housewarming, **Gus**?

George Christ, O.S.&D. clerk, believes in early baseball prognostications. The Yankees, all the way, of course.

Charles Muller, retired, and wife are enjoying the Florida sunshine.

Andrew J. Meehan, yard clerk, is spending his spare time reading up on telephone technique. He wants to acquire a perfect "voice with a smile" to welcome the long awaited phone connection planned for his team track headquarters.

BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

With spring in the air, the employees are getting their gardens ready for early planting, and fishing and painting.

A testimonial and retirement dinner for **Leo A. Roll**, former signal maintainer, was held at Alden April 23.

Birthday greetings to **Walter Weis-**

R. R. SPECIAL



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If you work on the Erie
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Policy is available to you.

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STATE _____

ner, telegraph operator.

Sympathy is extended to **Ralph Sheffield**, chief crew caller, on the death of his mother.

Bert Luethe, of the agent's office, has resumed work following illness.

Shop Foreman Murphy (third trick) and wife spent a week end with friends at Du Bois, Pa.

BUFFALO MACHINE SHOP

By Frank Halbleib

We hope **Alex Godlewski**, laborer, who retired March 1, enjoys many years of leisure.

Fiori Parenti, retired boilermaker helper, recently returned from St. Petersburg, Fla.

Sympathy is extended to the families of **Joseph and Francis Nikiel** in their recent bereavement, the death of **Mrs. Joseph Nikiel**.

Walter Christ had a birthday March 14 and received congratulations from many friends, one in the wee hours of the morning from a special friend.

NEW YORK DIVISION

WEEHAWKEN LOCAL & DOCKS

Sympathy is extended to **Louis Horvath** in the recent loss of his mother.

We welcome **Ruth Larivee** as stenographer, succeeding **Ruth Gilmore**. Congratulations to **Peter Geraud** on his new addition—a brand new motor in his car.

Mrs. Hector Brown, the agent's wife, **Mrs. Frederick Larivee**, the stenographer's mother, and **Joseph Welsh**, the general foreman's father, all were hos-

pitalized at the same time.

Bob Hebig, of General Motors, and wife **Winnie** have moved into their new home in Lebanon, N. J. which they built themselves. From the photos we saw, the finished product is beautiful and professional looking.

William Dorsey and **Marshall Gill** are both ill.

St. Patrick's Day was celebrated in true fashion. One of our clerks was outstanding in a green shirt. Foremen **John O'Brien** and **James Gunter** attended a dinner given by the Hibernians.

Charles Mallon now heads the list of individual high scores with a fabulous 237 game. Unfortunately, he is not a member of the office force team who are in deep mourning after losing five straight games.

Bob Colville is a victim of **Paul Saychuk's** inability to add. **Bob** is now wearing slacks two inches too short after being measured for them by **Paul** with a one-foot ruler. **Bob** has a lovely collection of sox.

PASSAIC, N. J.

The fishing season is on and there is much talk among the freight house forces of the big ones that got away.

Al Funk was seen chasing a young squab, but he did not have the knack of a hunter. However, with the assistance of his guide, **Frank Frega**, the capture was made easy.

Congratulations to **John Smith** whose son now is studying law at Rutgers University.

Arthur Bell is busy getting the farm ready for the spring season.

We are sorry to lose **John DeFillipis**. While his stay here was short, he became well liked. We now welcome back **C. Bogert**.

Understand there is a certain individual who walks dogs on his lunch hour and he can be contacted through Station W2JAF.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Heartfelt sympathy is extended to **Mr. and Mrs. Raymond E. Cusick** on the death (March 14) of her mother.

Everyone is saddened at the death of **Edward J. Moran**, transportation inspector, Eastern District, at the Hasbrouck Heights Hospital March 6. Sympathy is extended to his family.

Glad to see **George Ameer** back after an illness.

Abe Kleinman spent his vacation at Miami Beach, Fla.

The "Blizzard Boys of '88", **Samuel Johnson Snyder** and **Frank W. Vanderhoff**, visited the office on the anniversary of the blizzard and remarked, "It's nice today, but 64 years ago it wasn't." **Mr. Snyder** celebrated his 92nd birthday Feb. 26.

Dan Crowley, car distributor, was greeted from the top of the morning till the end of St. Patrick's Day. His desk, telephone and chair were decorated in green crepe paper and shamrocks and he was presented with a green hat to match his tie. He had Irish bread and cookies for lunch.

Reminder—make plans to attend the annual spring dinner-dance of the New York Division Welfare Association at the Lexington Cocktail Lounge in Clifton, Saturday evening, May 24. Good food and entertainment are as-

PROGRESS IN TRANSPORTATION— AND BRAKES

Modern Trains, both freight and passenger, demand wider performance range in brakes. Precision to the highest degree, in all parts of the braking systems, is vital. Such precision is embodied in the braking systems built in our Plant.

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Plant: Watertown, N. Y.

sured.

Train Dispatcher **A. J. Brennan** and wife have returned from Clearwater, Fla., and Operator **R. L. Berian** and wife departed for Miami recently.

R. C. Appeld, assistant chief train dispatcher, and **Dick VanderCloster** are back on duty after being ill.

NEWARK, N. J.

By Elsie Smith

William J. Moynihan, car clerk, is back in action after a recent operation.

Three of our clerks spent vacations in Florida. **Ann O'Leary** visited Bradenton and Sarasota. **Joseph Portanova** and family spent three weeks enjoying Miami sunshine.

Congratulations and best wishes to **Mr. and Mrs. John Bitten** who were married at St. Luke's Lutheran Church in Paterson Feb. 16. They also took a trip to Florida. **Mrs. Bitten** is the former **Martha Giels**, demurrage clerk here.

Carol Voellmy, comptometer operator, prefers the snow and cold weather. She spent her vacation skiing at St. Sauveur, Canada.

*We can have no quarrel as long as the freight rates charged by the railroads of the nation measure their fair costs in performing freight service plus enough extra to enable them to find the money to perform that service and take advantage of improvements in the art of railroading. **** In railroad management it is absolutely necessary to maintain and improve service to keep up to date and to earn money enough to pay bills and have something more to pay in on the debt, and to take advantage, through the use of large sums of new money, of the improvements which are coming along at a very rapid rate. Industry needs those improvements. We need more rapid service; we need surer service; we need better equipment. It is absolutely impossible **** for a railroad to do that unless it can earn money and pay substantial dividends because it has to compete with other transportation agencies and other industrial companies in the money market for the money to make these things possible.*

Laurence F. Whittemore, Pres.,
Brown Co., Berlin, N. H.,
before New England Shippers Advisory Board, Bretten Woods, N. H.

WATERWAY continued

position to meet other defense needs;

Rail transportation, with its alternate routes and its ability to effect speedy restoration of service in case of damage, would, from a national defense standpoint, be far superior to the canal route, which might be rendered unusable for months or years by a single enemy air attack;

Moreover, railroads are in operation throughout the year, whereas the St. Lawrence would be closed by ice five months of each year.

May, 1952

CRUSADE continued

convenience.

The messages of Capt. Van Deun and the other speakers are aimed at this truth-blackout. The talks were delivered to try to inform the blacked out nations about life in countries which are built on individual freedom and enable any person to attain happiness and fortune which are limited only by ability. Many Red-controlled peoples do not even dream of such freedoms because they do not know it exists.

Born In Antwerp

Capt. Van Deun was born in Antwerp in 1901 and graduated from high school there. He worked for a government railroad there as a clerk in the maintenance of way department and was a conductor when he came to the U. S.

He married his Belgian sweetheart here. She preceded him to this country. His wife's brother is Leo Van Wezenbeck, ferry bridgeman in our Jersey City terminal. The Van Deuns have one son, John, 26, and three grandsons.

Participating in the mobilization demonstration program in Jersey City was Mayor John V. Kenny who offered the city's blessings to the speakers. Mayor Kenny is a former Erie-man.

Another distinguished speaker on the program was Jaroslav Konvalinka who piloted the famed "Freedom Train" through the Iron Curtain from his native Czechoslovakia which has been over-run by the Reds. Engineer Konvalinka's story appeared in the October 1951 issue of the Erie Magazine.

One of the guests was Larry Le-seur, distinguished radio foreign correspondent and news commentator.

The program was arranged by Frank H. Lovette, vice president of the Bell Symphony Society of New York.

Thirty-four per cent of all accidental deaths occurring on the railroads in 1950 were the result of trespassing.



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| <input type="checkbox"/> Radio | <input type="checkbox"/> Traffic Management |
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Name _____ Age _____

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MISSOURI

TEACHERS continued

through the District Accounting Bureau and was handled by Charles H. Artman, district accountant.

Tour Storehouse

The second tour was through the company's general storehouse which is located in Hornell. The visitors were escorted by Manager of Stores J. F. Duffy and Assistant Manager of Stores J. P. Hogan who led discussions.

The freight house was visited next, and Freight Agent R. L. Smith was the host. Agent Smith explained how his forces handled 75 incoming cars a night and the voluminous records and details necessary to process such a large volume of traffic which is dispatched to such points as New Mexico, Colorado, Nebraska and Missouri as well as other points.

The diesel shop visit was handled by Earl Branning, master mechanic, who was assisted by Leon Cleveland, general foreman; Sylvester Watkins, diesel shop foreman, and Martin G. Dean, special inspector to the master mechanic. The Erie shopmen explained the vast change in the shop brought about by the company's transition from steam to modern diesel motive power. Progressive maintenance, which is a continuous upkeep of the diesel units which keeps them in first-class operating condition and eliminates major repair periods during which steam locomotives were "laid up" for days at a time, was emphasized.

On March 11 H. C. Whitford, assistant supervisor of motor equipment, discussed "Diesel Operation."

The March 18 session consisted of a tour through the division offices in the Hornell passenger station. Respective operations were discussed by Chief Dispatcher G. E. Stuart, Telegraph Office Manager W. H. Packer and Police Captain L. R. Hart.

On March 25 the teachers were taken on a tour of the Hornell yard by W. M. Wiarda, chief trainmaster, and Al J. Lawrow, wreckmaster.

Comments by the teachers indicated that they were most impressed by the vastness and complication of the operation of a railroad which spans half the nation and conducts a business that reaches all the other areas of the country.

Points which impressed the teachers beside those already mentioned were the countless variety of skills and knowledge required in the industry, covering the range from muscular superiority to lawyers and scientists. The school-teachers also com-

mented on the importance of railroading in social studies and of the big part which the Erie plays in the life of Hornell where the company is the largest employer of its citizens.

The teachers went away from the meetings with a better knowledge of the railroad's problems and of the keen competition in the transportation industry where the railroads must vie for traffic with trucks, buses and airplanes, with discussion of air subsidies and near-free use of public highways by over-size trucks included in the agenda. These subsidies to competitors were contrasted with railroads which receive no government or public aid but build and maintain their own facilities.

Forty-one teachers registered for the program, and attendance averaged 32 per session.

VETERANS continued

note now and then, addressed to him at Warren Freight office, from our retired members. This is a way of letting all of your old friends on the road know how and where you are and what you are doing. We cannot promise to get everything into print, but will at least get in some mention of you if you write us.

Don't forget Youngstown Chapter meeting, first Wednesday each month at the K. of C. Bldg., Youngstown.

Salamanca

By S. E. Ambuski

The March meeting of the chapter was held at the Myers Hotel following dinner. Chairman **L. E. Rodgers** conducted the meeting and introduced the entertainment committee headed by **J. G. Ainey** of Jamestown. Movies were shown and **L. Iannelli** of Jamestown put on a one man show.

Sick members reported were **A. R. Benton** and **Harry Moss**.

Guest Speaker

F. B. Wildrick, superintendent of property protection, was among the guest speakers at the second National Railroad Police Academy conducted in Chicago April 21 to May 2, speaking on the subject, "Juvenile Problems."

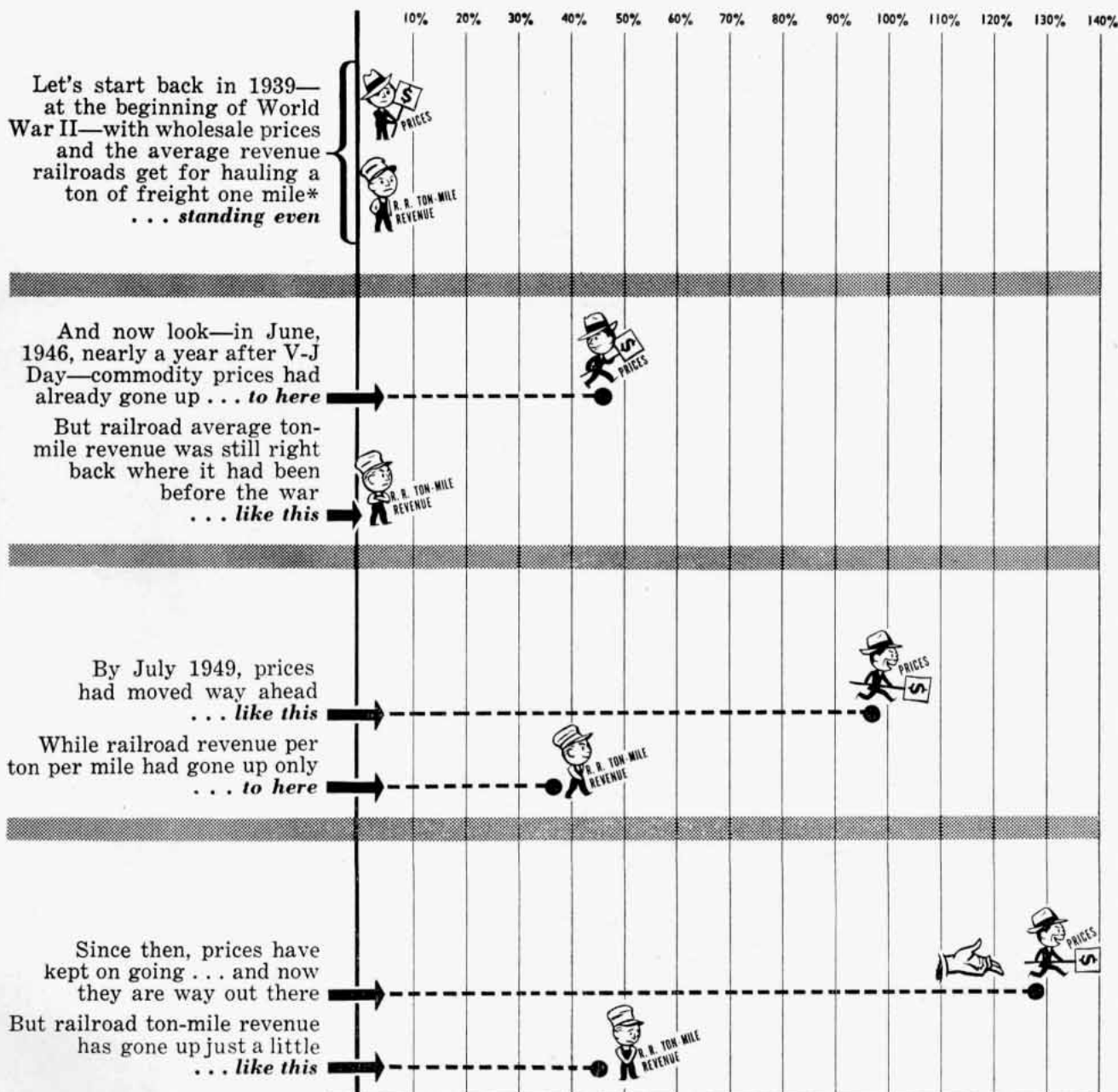
The National Railroad Police Academy is conducted to provide a means of interchange of ideas among railroads on police methods, training and education in police work. Railroads throughout the United States and Canada send selected representatives to the academy to learn and carry back to their own lines the valuable points picked up there.

Any friendship you can buy costs more than it's worth.

Erie Railroad Magazine

Railroad Freight Charges . . .

. . . the **Smallest Part** of rising prices



*Prices are as reported in the
Index Numbers of Wholesale
Prices issued by the U.S.
Department of Labor, Bu-
reau of Labor Statistics.
Ton-mile revenue measures
what railroads get, on the
average, for hauling a ton of
freight one mile.

So it is— that railroad freight charges—which even
before the war were but a small fraction of the cost of most
articles you buy—are a still smaller fraction of today's prices.

ASSOCIATION OF AMERICAN RAILROADS

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Including the April 14, 1952, freight rate increase, total increases since 1939 total less than 50%

Story of a job well done...

1951 ANNUAL REPORT HIGHLIGHTS

	1951	1950
Operating Revenues	\$178,857,243	\$166,190,465
Operating Expenses	\$134,969,353	\$121,610,080
Ratio of expenses to revenues	75.46%	73.18%
Taxes (Federal, State and Local)	\$18,437,252	\$18,907,178
Taxes per share of Common Stock	\$7.52	\$8.12
Net Income before Capital and Sinking Funds	\$13,487,837	\$13,455,493
Capital and Sinking Funds Appropriations	\$3,751,865	\$2,594,244
Net Income after Capital and Sinking Funds	\$9,735,972	\$9,860,649
Earnings per share of Common Stock before Capital and Sinking Funds	\$4.68	\$4.67
Dividends per share of Common Stock*	\$1.75	\$1.75
Number of stockholders	25,390	25,563
Average number of employees	22,404	22,027
Miles of railroad operated	2,242	2,245

* Dividends on Common Stock are payable out of accumulated earnings surplus in prior years.



WITHIN the covers of Erie's 1951 Annual Report to Shareholders is the story of a good year in the operation of a busy railroad. Among the year's accomplishments were—

1. Better service to customers
2. Improved operating efficiency
3. Steady jobs for 22,404 employees
4. Track and equipment improvements
5. Dividends to 25,390 shareholders

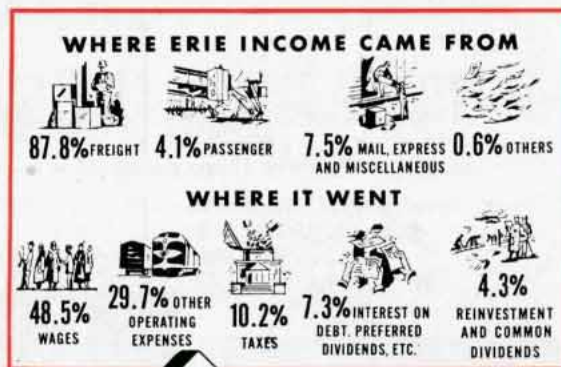
Credit part of the year's good performance — despite higher

cost of wages, materials and supplies—to Erie's progressive improvement program. The total runs to over \$95,000,000 invested in the past 5 years, pointing up again why adequate earnings are needed to keep our nation's railroads strong and healthy.

Our job is to provide industry, the communities we serve and our country's defense needs with safe, dependable transportation 24 hours a day, every day in the year!

To meet this goal, the men and women of the Erie pledge the best in service in the current year and in the years ahead!

Would you like a copy of Erie's 1951 Annual Report? If you are interested, write to Paul W. Johnston, President, Erie Railroad, Midland Building, Cleveland 15, Ohio and your copy will be mailed to you.



Erie Railroad
Serving the Heart of Industrial America

