



**BEAUTIES
BOTH**

OUR 50TH YEAR OF PUBLICATION

MAY 1954

The President's Page

WE ARE PROUD to join with other railroads in the suggestion made by the U. S. Treasury Department that efforts be increased to encourage the purchase of U. S. Savings Bonds through the payroll deduction plan. The Erie Railroad has had such a plan in effect for some time to make it easy for employees to put money aside for a rainy day.

Early in May one of your fellow employees will contact you to explain the value of purchasing U. S. Savings Bonds regularly through the payroll deduction plan.

The general chairmen of the Erie Railroad labor organizations met with Erie officers to discuss the best methods of conducting a savings bond campaign. It was the consensus of opinion that the payroll deduction method is the most practical. We are happy, indeed, to call to your attention the letter dated April 16, 1954, that appears on the opposite page, containing a message reflecting the views of the Erie general chairmen.

In joining this program, you are joining with millions of Americans who are insuring their future. They are also patriotically helping to protect the nation's financial stability.

If you are already a subscriber, you will be asked to consider increasing the amount of your bond purchases.

I invite you to participate in the Erie Railroad payroll deduction plan to purchase U. S. Savings Bonds.

P. W. Johnston

S. W. SHERWOOD, Vice-Chairman
163 Main Street
Hornell, N. Y.

WM. E. NESTOR, Chairman
6 Wells Street
Hornell, N. Y.

J. J. SCHREUR, Sec'y.-Treasurer
848 Engineers Building
Cleveland, Ohio

Association of General Chairmen, Standard Railroad Organizations ERIE RAILROAD SYSTEM LINES

AFFILIATED ORGANIZATIONS

Brotherhood of Locomotive Engineers
Brotherhood of Locomotive Firemen
and Enginemen
Brotherhood of Railway and Steamship
Clerks, Freight Handlers, Express
and Station Employees
Brotherhood of Maintenance of Way
Employees
International Association
of Longshoremen

Brotherhood of Railway Carmen
of America
International Association of Machinists
International Brotherhood Blacksmiths,
Drop Forgers and Helpers
International Brotherhood
Electrical Workers
Order of Railway Telegraphers

International Brotherhood Boilermakers,
Iron Ship Builders and Helpers
of America
Order of Railway Conductors
Railway Patrolmen's
International Union
Brotherhood of Railroad Trainmen
American Train Dispatchers Assn.

Sheet Metal Workers International
Association
International Brotherhood of Firemen
and Oilers
Brotherhood of Railroad Signalmen
of America
National Organization Masters,
Mates and Pilots of America
Railroad Yardmasters of America

April 16, 1954

EMPLOYEES OF THE ERIE RAILROAD CO.

Greetings:

The U. S. Treasury Department is launching a campaign to encourage more railroad employees to buy U. S. Savings Bonds through the payroll savings plan and the attendant benefits of systematic saving.

There is no better way to save regularly than the automatic way of buying Savings Bonds through the Payroll Savings Plan. Every month, every pay day, the man or woman who is saving regularly faces the future with growing confidence and more peace of mind. That new home, or repairs to the old, education for the young folks, contented and independent old age, provisions for family emergencies, the man or woman who saves today is prepared.

While saving for your own future by regular buying and holding of Savings Bonds, you are investing in the future of your country, building our Nation's defenses, buying a share in America.

All National Labor Organizations have wholeheartedly endorsed the purchase of Savings Bonds through the Payroll Savings Plan. This Association likewise endorses this method of saving. Participation is voluntary.

We therefore urge every employee to join this program and insure your own and the Nation's future by joining the Payroll Savings Plan.

Sincerely,


VICE - CHAIRMAN


CHAIRMAN


SECRETARY-TREASURER



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

RAIL ENDS

If all the railroad bridges in the United States were laid end to end, a train could cross the continent from New York to San Francisco without touching ground. There are more than 191,000 of them, totaling almost 4,000 miles in length.

Some folks didn't like the way a conductor announced his train's arrival at Penn Station. It was his custom to sing out: "New York, the wicked city." Following a protest by indignant New Yorkers he changed his station call to one you can interpret as you please. "This is IT," he says.

When the Oregon State College basketball team traveled to Ohio in January, a western railroad had one of its Pullman cars altered to provide special berths nine feet long for these boys whose average height is 6' 8" (the tallest one is 7' 3").

Probably the poorest excuse ever recorded was given by a motorist in Kansas City who ran his car into a freight train at a street crossing. He told police, "I honked my horn." The unimpressed police arrested him on a reckless driving charge.

Vol. 50, No. 3

May 1954

Our Objective

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



THE COVER—The pretty savings bond salesman—saleslady, rather—on our cover this month is pert Nancy Brusacoram. She is a medical stenographer in the chief surgeon's office in Cleveland. A native of Chisholm, Minn., Nancy has been with the Erie since November and wants everyone to know she thinks the world of savings bonds. She says, "Everybody should buy them and the bigger the better, because they are an excellent investment, provide security and help our country."

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

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

Them Was The Days

(The following letter was written to H. Snead Low, general secretary of the Y.M.C.A., Hornell, N. Y., by a good friend and former Erie man, 83-year old John H. Galbraith, now living at Dunkirk, N. Y. We thought it would bring many nostalgic memories to Mr. Galbraith's contemporaries and furnish a few smiles for younger Erie-



men and at the same time perhaps increase their respect for our railroad's pioneers.)

Dear Sir:

... when I joined the "Erie University, the college of hard knocks," was in the days of the pin and link, and some years before the freight engines and freight cars were equipped with air; the stopping of engine or cars was all done by hand brakes, until about the year 1900.

The lighting of passenger cars was by brass-bound, heavy, ponderous lamps hung from the ceiling of the car; filled with kerosene oil; four lamps to a car.

Everything went fine for the eyesight until the wick began to smudge. Then the chimney gradually became coated over, and sooner or later a darkness would take place within the car, regardless whether the sun was shining without, for the windows were greased over, and *thickly*, from the kerosene oil, wafted through the air.

The conductor had to carry his lantern in the crotch of his arm to

see to collect fares, in daytime as well as night-time.

The heating of the passenger cars was by what was called a pot bellied coal stove, fitted into one of the corners of the coach.

The fire was made into heat by filling the belly of the stove with *soft coal* and then it was a common practice to douse the coal with a good amount of kerosene oil to give it a start before lighting it. Sometimes the brakeman would give it too much and when he gave it the light, it would blow the top lid to the ceiling and leave us feeling lucky the whole stove didn't blow up. That was only



the beginning. If the brakeman became careless and didn't watch the draft, then commenced smoke and smudge throughout the car, and that meant for the brakeman to open each end door until the coach was cleared. It was hard on the passengers in the winter time when it would be blowing and snowing and maybe zero weather. And, *also*, "my lady" started on her journey with a nice white waist. When she reached the end of her journey her hands and face were black and she also had a black waist.

Sincerely,
John H. Galbraith

GREATEST BENEFITS

Railroad employees and their dependents, in the year ended June 30, 1953, received the largest amount of benefits ever paid in a 12-month period. Altogether, 969,000 persons received benefits of \$558,000,000 during the year. Retirement benefit payments totalling \$365,000,000 went to 406,000 retired employees and their eligible wives. The remaining \$193,000,000 was divided as follows: \$95,000,000 to 210,000 survivors of deceased employees; \$54,000,000 to 224,000 unemployed

workers, and \$44,000,000 to 158,000 sick or injured employees.

A Day's Work

About 25,000 passenger and freight trains are operated on the American Railroads every day. These trains carry each day more than a million passengers on journeys totalling nearly 90 million miles a day, and they move each day more than 10 tons of freight a mile for every person in the United States.

Know the Word?

Words answering the descriptions or definitions below can be spelled from letters in the word CONDUCTOR. See how many of them you can find, and then see end of quiz for the correct answers.

1. A unit of weight used in rail-roading.
2. Collect on delivery.
3. A civil wrong or injury to a person or his reputation.
4. Spanish word for bull.
5. Part of a locomotive piston.
6. A part of a tree.
7. Cows chew it.
8. Negative preposition.
9. To guide.
10. One skilled in medicine.
11. A small bed.
12. A commodity often associated with fruit.
13. To decay.
14. A unit of weight spelled backwards.
15. Used in the Morse Code.
16. A Spanish lord or gentleman.
17. Family name of British Royal House in the Sixteenth Century.
18. A South American bird.
19. Corpulent.
20. A tube for conveying fluid.

CONDOR; 19. ROTUND; 20. DUCT. 15. DOT; 16. DON; 17. TUDOR; 18. DOT; 12. NUT; 13. ROT; 14. NOT; 11. COT; 9. CONDUCT; 10. DOCTOR; 8. NO; 5. ROD; 6. ROOT; 7. CUD; 1. TON; 2. C.O.D.; 3. TORT; 4.

CLEANEST CITY

One of the Erie's main line metropolitan communities, Hammond, Ind., has been judged the cleanest city in the United States for 1953, and as a "citizen" of the community, the Erie is happy to share in the glory.

By cooperating with good house-keeping, our railroad has helped Hammond to achieve the cleanest city title. Hammond's Mayor Anderson on March 24 received a trophy for the title and congratulated the Erie as one of the industries which aided the city in reaching its goal.

Said the judge: "I wish to commend you two drunk drivers for running into each other instead of some innocent person. If this thing can be encouraged, I think we may have hit upon the solution of a serious problem."

Your Future - - - -



With management and Erie Railroad brotherhood leaders wholeheartedly supporting the campaign, a drive will be conducted among Erie employees from May 1 to May 15 to increase the pur-

chase of United States savings bonds.

Special appeals have been made by brotherhood chairmen and President Paul W. Johnston to encourage employees who do not

buy bonds at present to start buying them and for those who already buy them to purchase more.

The big reason for the drive is to enable our government to make the dollar worth more. The sav-

ings bond program plays an important role in the effort to achieve this goal. You help your country and yourself.

Of course, the bond purchaser also gains personally. He provides for future needs and also earns an automatic profit by interest accumulations on the money with which he purchases the savings bonds.

Purchase of bonds through the payroll deduction plan is being emphasized. It is the most convenient way for systematic saving since it requires no effort whatever on the part of the pur-

chaser. He merely authorizes the deduction, then the Erie's payroll department does the work. The operation is simple and, actually, the buyer usually does not miss the money he saves by buying the bond.

Division superintendents and department heads will be chairmen for the campaign and will coordinate activities in their departments.

Leaflets explaining the savings bond campaign will be distributed with the first paychecks in May. Posters and other promotional materials also will be displayed to stress the importance of the drive.

Each employee will receive an application card to indicate his desire to subscribe if he is not already a bond buyer or to increase his payroll savings purchases if he already participates.

The savings bonds benefit you personally in the following ways:

1. Provide a measure of security for the future.
2. Develop saving habits.
3. Provide a convenient and sure way to save.
4. Provide a fund for future emergencies.
5. Create a sense of well-being.
6. Put money to work for you.

United States savings bonds benefit your country in the following ways:

1. Promote national thrift.
(Please turn to Page 8)



DAVID FRANCO, trainman, has been buying a \$100 savings bond each month since 1951 and before that for about five years bought the \$50 bonds. He says, "I buy savings bonds to save money and because these bonds are the best safe investment I can think of."



CAROL NEWTON, stenographer, 19 years old, buys a \$25 savings bond each month. Carol feels it's never too early to start building a nest egg, and her reason for buying the bonds is very simple: "I buy them to save money."



HAROLD A. RHOADS, terminal trainmaster, has been buying a \$100 savings bond each month for 13 years. He says, "When I retire, it will be swell to have an additional \$100 coming in each month beside my pension check."



MRS. LAURA COLEMAN, general clerk, has been buying a \$25 savings bond each month for 10 years and before that bought Liberty Bonds during World War I. She says, "I want to help my country, and this is the only way I can do it, because I couldn't serve during the wars. Of course, I also buy savings bonds to save money."



J. H. MCGIRR, assistant division clerk, buys a \$100 savings bond every three months. He started 10 years ago and says, "I buy these bonds regularly because I think they are a good investment, and I also help our country."

RAIL EDITORS SALUTE ERIE MAGAZINE



Members of the executive committee of the American Railway Magazine Editors Association salute the start of the 50th year of publication of the Erie Magazine by presenting a certificate of congratulations to President Paul W. Johnston in his office when the committee met in Cleveland recently. Presenting the certificate is Clifford Somerville, Boston & Maine, president of ARMEA. Others in the picture, from the left, are Hugh Fitts, Missouri Pacific; Mel Shepherd, Santa Fe; Jim Ross, Erie; Somerville; Bill Crumley, Nickel Plate; George McCallum, Maine Central; Harry Tate, M-K-T, and John Green, Reading. The Erie Magazine was the first employe publication in the railroad industry and has never missed an issue. A special March 1954 issue related the magazine's history.

The railroads paid \$2.88 in taxes last year for every dollar they paid in dividends to their owners.

HINE RETIRES



After 42 years' service with the Erie, L. B. Hine, freight agent at Akron, Ohio, retired on Nov. 1. Friends and fellow employes presented him with a purse and a radio in farewell.

BONDS continued

2. Spread the debt responsibility.
3. Provide funds for national defense.
4. Help combat inflation.

The savings bonds mature in nine years and eight months. That means that a bond for which you pay \$75 is worth \$100 in that time, drawing 3 per cent interest. The bonds continue to increase in value over the maturity period. They are redeemable for cash after the first two months after the purchase date.

Bonds are a safe investment, because they are backed by the United States. Our country has never defaulted on an obligation. The bonds offer the highest returns on any guaranteed savings in the country. They are ideal for the small investor who cannot afford "risk" investments and who wants to be sure that his investment will always be available when he needs ready cash.

There is no safer way to save for specific long-range desires. You can plan a savings bonds program to provide for a home, busi-

ness, college education for children or for a long trip in the next few years. It's easy to save enough with savings bonds to provide adequately for these things on a specific date. All you have to do is buy the bond which will provide the cash when it is needed.

Don't fool yourself that you're going to start saving or investing in the next few weeks or next few months. Ask yourself how many times you've told yourself that. Then figure out how much you've saved. Usually it's a discouragingly small amount if you have any savings at all. The payroll saving plan makes it easy for you to save regularly.

In the next few days figure out how much money you would like to have in the next few years to do what you have been hoping to do for so long. Then plan a program for saving and decide how U. S. savings bonds can help. In the next few days one of the Erie employes with whom you work, who has been selected as the savings bonds representative in your group, will contact you.

All you have to do is SIGN A CARD TO SPECIFY what amount of bond you want to buy. The payroll department will do the rest, and before you know it, you'll be very glad you started buying U. S. savings bonds. They add up fast!

The railroads have developed a machine that can grind up 300 pound cakes of ice and load the ground ice into refrigerator cars at the rate of one ton in 15 seconds.



Rails Cut Costs Of Transportation

Back in the 1830s and 1840s the whole country was talking about the astonishing savings which were resulting from the introduction of railroads. The people of that period had been accustomed to paying wagoners upwards of 20 cents a mile for transporting a ton of freight. Railroads were not only speeding up the movement of freight but they were cutting transportation costs amazingly.

In 1848 railroads in New Jersey were hauling freight for 11 to 14 cents per ton-mile. In Pennsylvania rates ranged from 5 to 7 cents per ton-mile; in New York State and in the country as a whole average charges were from 6 to 9 cents per ton-mile, depending upon the class of commodities handled.

The people of that period had good reason to be enthusiastic over the new mode of transportation which in a few years had reduced freight costs to one-third or even one-fourth the level existing before railroads

Youngstown Erie Bowlers At Tourney



These Eriemen are members of the Erie Bowling League in Youngstown, Ohio. The league began in 1929 as a duck pin circuit in Warren, Ohio, and the following year became a bowling league in Youngstown. The league has operated continuously since then with at least 10 teams, with 12 last year.

were introduced.

But if these people were to return today they would be even more astonished. In spite of the fact that wages, prices and taxes are far higher than they were in 1848, railroads now carry freight for an average of less than 1½ cents per ton-mile, or about one-fifth or one-sixth as much as they charged in 1848.

Low-cost railway transportation is a part of our American heritage. It





has been a factor of first importance in the nation's amazing agricultural and industrial development.

Boy: "Ma, what was the name of the last station?"

Mother: "Don't bother me, I don't know. Don't you see I'm reading?"

Boy: "Gosh, that's too bad you don't know 'cause little brudder got off there."



	February		Two Months	
	1954	1953	1954	1953
 Received from Customers	\$12,332,435	\$13,687,557	\$25,139,075	\$28,530,354
 Paid out in Wages PER DOLLAR RECEIVED (cents)	\$ 6,097,997 49.4	\$ 6,304,782 46.0	\$12,552,091 49.9	\$13,093,408 45.9
 All other Payments PER DOLLAR RECEIVED (cents)	\$ 5,855,072 47.5	\$ 6,703,325 49.0	\$11,782,113 46.9	\$13,810,476 48.4
 Left over before Dividends PER DOLLAR RECEIVED (cents)	\$ 379,366 3.1	\$ 679,450 5.0	\$ 804,871 3.2	\$ 1,626,470 5.7

(Based on figures reported to the Interstate Commerce Commission)



If you hadn't seen "Boomtown on the Erie," the site at Mahwah, N. J., where the Ford Motor Co. is building its huge new Eastern assembly plant adjacent to Erie tracks, since last fall, you wouldn't believe your eyes today.

Steel work on the sprawling factory is almost completed, and Eriemen have built two bridges, two yards and spur tracks to serve the giant. Helped by mild winter weather, the area has been a beehive of activity, and construction is on schedule.

It is expected the steel work

aisles within the plant will be from 12 to 15 feet wide and will total 10 miles in length.

The plant's capacity will be about 1000 automobiles and trucks a day, and it is thought about 3000 persons will be employed with a payroll of about \$250,000 per week.

Summer Completion

The building is expected to be completed this summer with machinery due to be moved in during the fall. Plans call for assembly of vehicles to start the latter part of 1955.

The plant is located 21 miles northwest of the George Washington Bridge and 14 miles north of Paterson, N. J., on Route 17 near the Ramapo River.

Erie's spur to the plant runs from SF tower at Suffern, N. Y., to the plant. A new yard at Suffern, named Hillburn yard, has been built for the plant. The yard consists of five tracks and will be used for classification purposes. It has a capacity of 184 cars.

The Mahwah yard is adjacent to the plant and consists of seven tracks. It has a capacity of 283 cars and will be used for storage purposes. Five of the tracks are finished.

One of the bridges was built over the Ramapo River and another over a private road.

The Mahwah plant is only part of Ford's mammoth expansion program, emphasizing the company's confidence in the industrial and economic future of the United States.

The Mahwah plant will be the largest Ford assembly plant in the country. Two other similar plants are being built at San Jose, Calif., and Louisville, Ky.

A. M. Harris, plant manager of the Ford assembly plant at Edgewater, N. J., recently expressed the company's belief in the future in a talk before the Traffic Club of North Jersey.

"The fact that we are investing in this tremendous expansion pro-

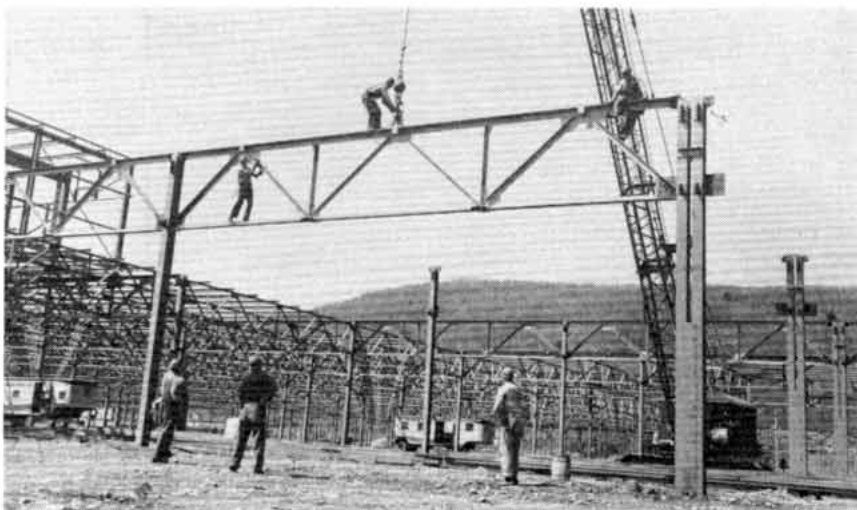


At left is a photograph of half of the mammoth plant. So much more as is shown here is out of the picture. The camera lens could not get in the entire plant from a distance of a quarter mile.

will be finished about June 1. Concrete foundations are finished. Grading also has been completed, and part of the roof for the huge structure has been installed. Workers experienced only three weeks of bad weather on the job.

The one-story assembly building will be 2100 feet long, or the length of seven football fields laid end to end. It will be 790 feet wide and will provide floor space of 1,700,000 square feet or 39 acres under one roof. Traffic

At right, steel construction men complete the steel work on the new plant. When this picture was taken early in April the steel work was almost finished.





we will accept it!

"We will find a prosperity based on the basic needs of the individual consumer in his search for better living. We must base our thinking on the economic situation of good business created by new ideas—fostered by genuine need of consumer goods—in an
(Please turn to Page 15)

At left is the bridge which Erie-men had to build over the Ramapo River for the spur to the new Ford plant located on Highway No. 17.

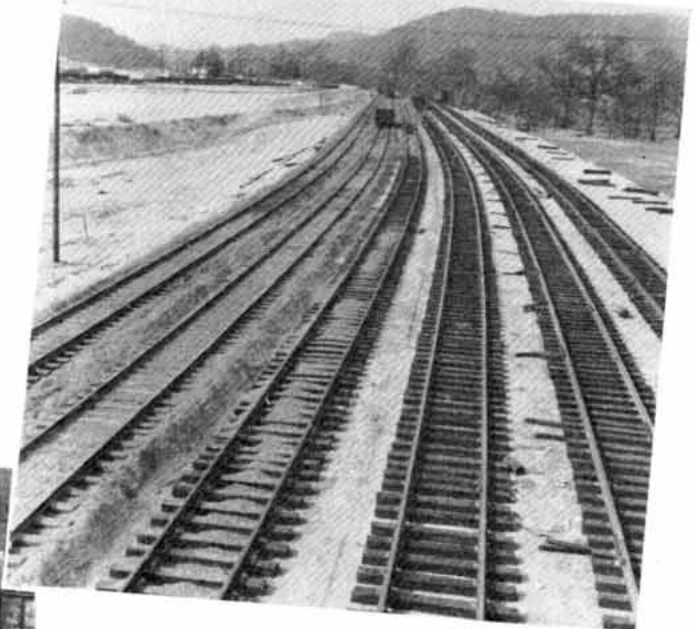
At right is the smaller bridge which our engineers had to build to overpass a private road.

gram is a testimonial," Mr. Harris said. "to Ford Motor Company's faith in the economic future of this country."

Optimistic Outlook

"We emphatically disagree," he continued, "with professional and amateur prophets who foresee serious business reverses and even calamity in the near future.

"Perhaps the prophecy of recession, depression and economic collapse is more sensational and attracts more immediate attention than the thought of calm normal prosperity. It seems quite human for thought to dwell more on trouble, tragedy and fear, than on good news. But how much more inspiring, intriguing, uplifting and exciting is the prospect of tremendous growth, vast improvement and real forward progress! The future will give us all this if



Above is the Mahwah yard which is adjacent to the new Ford plant. Consisting of seven tracks, the yard will be used for storage. It was being finished when this photo was taken.



At left is the Hillburn Yard in Suffern, N. Y., adjacent to our main line. It was complete when this picture was taken the first week in April. The yard will be used for classification.



Dr. Peale

CONFIDENT LIVING

By Dr. Norman Vincent Peale

perience of beauty and peace is a profound secret of making yourself into a relaxed and tranquil person.

I have been practicing this technique myself, and it is most rewarding. I have gone back through my experiences, mentally reviewing and reliving all the beautiful scenes I have ever witnessed. You do not need to go back to a place physically to get something from it. You can return there mentally, and less expensively, and get the same results.

I heard of a little girl who had lived all her life in Colorado, amidst the towering mountains near Denver. Her family was about to move to Texas and she was told that in Texas there were no mountains. "But, Mummy," she protested, "I'm going to miss the mountains."

"You can take them with you in memory," her mother told her.

On the morning they left, her mother noticed her outside the house, looking at the mountains and opening and closing her eyes as fast as she could. "What are you doing, honey?" her mother asked.

"I'm photographing the mountains on my mind," the child explained, "so that I can take them with me to Texas." Later she was to love the vast beauty of the far reaching plains of Texas.

When I was in Honolulu I thought it was the most beautiful place I had ever seen. I promised myself to return some day and shall entertain that fond hope until I go back to those charming islands. I photographed the beauty of Hawaii on my mind and brought it back to New York with me. So great is the reconstructive power of memory that even now I can plainly hear the soft washing of the surf; I can see the blue water of Waikiki, and the golden sunshine over Diamond Head. I can hear the plaintive Hawaiian music and get the aroma of the abundance of flowers. When I close my eyes I can see in memory that place of beauty. I can feel its peace.

So we can use our memories to

tranquelize the mind. Perhaps that is what the Psalmist had in mind when he said, "I will lift up mine eyes unto the hills from whence cometh my strength."

Try such an excursion in your own thoughts. See what can be done in this way to add to your peace of mind. Memorize present moments of peacefulness as they come to you. Recall from your subconscious mind earlier experiences in your life which have left an impression of tranquility quiet on you. Practice using these beautiful memories to tranquilize your mind. Recall every inspiration, every high moment, every uplifting experience, and draw again upon the peace of God which they brought you. The practice of tranquility will help you relax mentally and live efficiently.

* * *

One day not long ago, I went to Philadelphia for a meeting of a board of which I am a member. I took a train that should have brought me to the station there just in time to get to my meeting. Unfortunately it was late, and I came dashing out of the station looking for a taxi in quite a hurry.

I started for the first car in line, but someone else got there first. I dashed for the second, and again a man got in right in front of me. Finally, I managed to get into the third and sank into the back seat half-exhausted.

"Where to?" asked the driver.

I told him.

"Are you in a hurry to get there?"

"Oh, yes," I told him. "I have to get to a meeting and I'm late."

"You're puffing," he reminded me. "You shouldn't puff that way. A man your age ought to take it easy."

I was surprised and a bit indignant. "What do you mean? A man my age! What's the matter with my age? I'm practically a youngster."

"You don't want to kill yourself. (Please turn to Page 34)"

A few weeks ago I had a talk with a famous oldtime baseball pitcher whom I admired as a boy. You may not be old enough to remember Cy Young, but I remember him very well. He won 511 games, setting an all-time baseball record in the major leagues.

"Cy, were you ever nervous when you pitched?" I asked him.

He looked at me in surprise. "Why, no," he said.

"How did you keep from being nervous?" I persisted.

"I just wasn't made that way," he told me.

I commented on how fortunate he was not to be "made that way." It is a marvelous thing to meet someone nowadays who isn't under tension. But if you seem unable to have a relaxed mental attitude, take heart—you can be "made that way." By practice, you can become a relaxed person and be free from tension.

A most important element in such practice is tranquilizing in the mind. One of the best ways to do that is to go to church. The sunshine flooding through the beautiful windows is a symbol of serenity; the holy place is filled with faith. The glorious music of the hymns helps create a mood which lifts the heart and brings true tranquility. And the wonderful thing is that you can hold such great spiritual moments in your memory to draw upon them for strength when things become tense or difficult. In the midst of stress, going back mentally to some ex-

ERIE VETERANS

MEADVILLE OFFICER INSTALLATION



These are the officers who were installed by the Meadville, Pa., veterans chapter auxiliary at the group's installation meeting. Seated, from the left, Mrs. Roy Damon, first vice-president; Mrs. Louis Kebort, president; Mrs. Albert Hagen, treasurer, and Mrs. A. J. Werley, financial secretary; standing, Irving Hoy, trustee; Mrs. Louis Thomas, second vice president; Mrs. Charles King, conductor; Mrs. Harriet Thompson, flag bearer; Mrs. Clara Lee, chaplain; Mrs. Ada Rudd, marshal; Charles King, chairman, and A. J. Werley, trustee.

Fellow Veterans:

I am sure each one of you will join me in congratulations on the start of the 50th year of publication of the *Erie Railroad Magazine*. Its accomplishments have been great, and the editors have done and are doing a great job. Through the magazine many things are brought to our attention which otherwise might have been overlooked. Take the present magazine and one 50 years old and compare the change of dress and the advancement that has taken place.

Our big question is, has our association, in its 28 years, advanced as rapidly as it could and should have? We have our problems, yet we have an open and uncultivated field. Let's do some work on it.

Congratulations to Mattie Ryan, Claude McMeans, of Hornell, and Thomas Mannion, of Jersey City, who have 25 years or more of continuous membership in the veterans' association. Are there any more? Congratulations also to our members who have worked for the Erie 50 years. Both are records to be proud of.

Fraternally yours,
John F. Muchler
President

Meadville

By R. C. Miller

Fifty veterans and wives attended the March 25 meeting. The tureen dinner was in charge of Mrs. R. P. Williams, chairman, Mrs. Albert Hagen, Mrs. James Gorley and Mrs. A. J. Werley. Table decorations were in the St. Patrick color scheme.

G. S. Hart was reported sick. All members who haven't picked up their dues cards are urged to do so at once.

Buffalo-Rochester

By Ruth Nise Munger

Our fullest cooperation to Supt. C. S. Kinback on his appointment as director of the commercial division of the Community Chest. Our attorney, W. L. Marcy, Jr., is chairman of the appeal.

Sympathy is extended to the family of W. D. Kennedy, former agent at Silver Springs, who died March 17. He was 64 and had 34 years' service.

Good wishes to Conductor A. G. Kelly on his retirement March 31 after 44 years' service.

Charles Newell, agent at Ferry

Street, Buffalo, and Frederick P. Hirt, division telephone supervisor, were honored by 28 coworkers and friends March 31 at a retirement dinner at Hartman's. Supt. Kinback was toastmaster and also presented the gifts. Mr. Newell has 46 years' service and Mr. Hirt, 35 years.

Congratulations to the O'Learys who have a new son-in-law. Daughter Frances was married recently and is living in North Carolina.

Louis Leucht and Mrs., during their stay in St. Petersburg, Fla., visited with many retired Erie veterans and their wives.

Youngstown

By R. P. Reebel

Oliver W. Holmes is in the hospital recuperating from a serious heart attack. Our best wishes for quick recovery.

Treasurer Ray Lewis has been home for some weeks now. He really looks and sounds like himself again and no doubt will soon be around giving the raspberries to us "kids" who still have to work for our living.

Number one veep, Ed McCue and the Mrs. are sopping up some of that famous Florida sunshine. They tried to get there all winter, but like most of our retired veterans, Ed was just too busy.

Retired Veteran L. T. McMahan and Mrs. McMahan celebrated their 55th wedding anniversary March 30. Here's hoping they celebrate 55 more.

Next chapter meeting will be May 5 (8:30 p.m. E.S.T.) at the K. of C. Bldg., South Hazel St. We will start plans for our fourteenth annual family picnic. Refreshments will follow the meeting.

Salamanca

Fifty-seven members and guests attended the March 19 meeting at the Myers Hotel. Speakers were supervisory officials, chapter officers and representatives from the various crafts. Afterward there was group singing and visiting.

This chapter was presented with a savings bond for securing the most new members during 1953 of any chapter on the system.

The annual spring dinner-dance will be a grand affair. Make plans to attend. Also keep in mind the annual outing to Conneaut Lake (Aug. 14).

Jersey City

By A. I. Raywood

We were pleased to have Thomas Mannion at our April meeting to receive his life membership card which he earned through 26 years as a member of our veterans' association. The presentation was made by Past President A. B. Cohen who gave a brief outline of Tom's activities.

Twenty years' continuous service entitles an employee to become a member of the Erie Veterans' Association, and 25 years of membership entitles him to a life membership card similar to Tom Mannion's. Our chapter is having (Please turn to Page 34)



RETIREMENTS

YOU DID YOUR JOB WELL
YOU ARE TRUE RAILROADERS



Sir:

On behalf of our company as well as other interested receivers of Puerto Rican pineapples, we wish to express to you our sincere thanks for your splendid cooperation and interest in the welfare of the Puerto Rican pineapple industry.

We were faced with a serious disruption in the handling and distribution of these pineapples which might possibly have affected the importation of this fruit. Due to your combined efforts as well as those of other officials of your company, a very satisfactory solution has been arrived at and we are very grateful for the good work you have done for the Puerto Rican pineapple business.

We have had other occasions in the past to express our gratitude to the Erie Railroad for their services on other matters. We again are very happy to extend our thanks for their ready assistance in helping to preserve this important pineapple business. It is another example of the Erie Railroad Co.'s service to and interest in the perishable fruit industry.

G. Warren French
Simons & French Co., Inc.
New York 13, N. Y.

Sir:

Last week I made my first post-polio trip, traveling by Erie to and from Chicago.

The courtesy and consideration shown me by the railroad was so outstanding that I believe they are certainly worthy of comment. James Todd, local agent, was especially helpful in arranging this trip. Many thanks to Erie.

John F. Lichty
Kenton, Ohio

Sir:

In our organization, we like to know when people down the line are doing a good job, and I judge you do also.

Four of us were in New York last week and we have always wanted to ride over the Erie, but have been

NAME

Edward G. Ashton
Peter Baby
Chester N. Beams
Sidney Duke Bean
Mark L. Bigler
Leo T. Borowicz
Basil Borrone
Reuben A. Bundy
Harry J. Cajlahan
Harry B. Campbell
Frank C. Chismar
Orville H. Conrad
Edward J. Daley
Delbert Delaney
Nicholas Di Santo
Michael Donofrio
Fred N. Dunn
Thomas J. Floersch
Delbert F. Frizzell
Olus F. Frye
William J. Gallivan
Thomas Hacia
Gustave Haenisch
Norman A. Hall
Porter H. Harmon
David J. Hogan
Frank L. Hutchins
Gabor Jacob
Stephen E. James
Edward O. Jessup
Frank L. Jose
Joseph Kay
Oscar R. Krech
Charles R. Lindholm
Blair A. London
George Ludu
Joseph Malberti
Alexander M. Masio
George J. McGill
John J. McGinn
Ralph E. Miller
Walter J. Montgomery
John J. Mooney
Donald J. Morey
Charles H. Newell
Ralph Peters
John F. Pierson
William L. Rettberg
William O. Robinson
Edward Schell
William J. Schluter
Howard Schoonmaker
John W. Shafer
Christian A. Smith
John Smith
Rocco P. Soraci
John C. Spahr
Theodore C. Stafford
Charles E. Stewart
Arthur R. Stubbs
Albert J. Sullivan
Ludwik V. Suruda
George L. Tanner
Mrs. Mary E. Trodd
John J. Walsh
Daniel C. C. Walters
Charles H. Weir
Claude S. Whiteman
William Wymer

POSITION

Barge Captain
Laborer
Road Brakeman
Clerk
Leading Carpenter
Acetylene Welder
Crossing Watchman
Chief Clerk
Yard Brakeman
Carpenter
Car Repairer Helper
Passenger Conductor
Track Supv. Clerk
Trackman
Boilermaker Welder
Engine Wiper
Engineer
Engineer
Patrolman
Road Conductor
Agent
Trucker
Carman
Machinist
Conductor
Engineer
Boilermaker Helper
Leading Car Insp.
Work Equip. Foreman
Engineer
Fireman
Boilermaker Welder
Ticket Agent
Machinist
Trackman
Machinist
Dock Laborer
Stower
Yard Clerk
Engineer
Pipefitter
Machinist
Leading Stockkeeper
Machinist
Assistant Agent
Electrician
Yard Conductor
Engineer
Freight Conductor
Pipefitter
Head Clerk
Crane Engineer
Engineer
Crossing Watchman
Conductor
Crossing Watchman
Crossing Watchman
Car Inspector
Machinist
Engineer
Agent
Air Brakeman
Engineer
Coach Cleaner
Boilermaker
Trackman
Passenger Carpenter
Passenger Conductor
Trucker

LOCATION

Jersey City, N. J.
Port Jervis, N. Y.
Port Jervis, N. Y.
Hubbard, Ohio
Meadville, Pa.
Buffalo, N. Y.
Corry, Pa.
Brockway, Pa.
Meadville, Pa.
Binghamton, N. Y.
Meadville, Pa.
Meadville, Pa.
Binghamton, N. Y.
Swains, N. Y.
Hornell, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Port Jervis, N. Y.
Marion, Ohio
New York, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Hornell, N. Y.
Meadville, Pa.
Marion, Ohio
Jersey City, N. J.
Chicago, Ill.
Meadville, Pa.
Hornell, N. Y.
Brockway, Pa.
Hornell, N. Y.
New York, N. Y.
Brockway, Pa.
Cramer, Pa.
Brier Hill, Ohio
Weehawken, N. J.
Jersey City, N. J.
Hornell, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Hornell, N. Y.
Susquehanna, Pa.
Marion, Ohio
Buffalo, N. Y.
Salamanca, N. Y.
Ferrona, Pa.
Meadville, Pa.
Huntington, Ind.
Susquehanna, Pa.
Cleveland, Ohio
Port Jervis, N. Y.
Port Jervis, N. Y.
No. Tonawanda, N. Y.
Jersey City, N. J.
North Newark, N. J.
Decatur, Ind.
Marion, Ohio
Hornell, N. Y.
Ferrona, Pa.
Bradford, Pa.
Jersey City, N. J.
Salamanca, N. Y.
Jersey City, N. J.
Jersey City, N. J.
Griffith, Ind.
Susquehanna, Pa.
Hornell, N. Y.
Mansfield, Ohio

YEARS SERVICE

3-15-54 28
2-16-54 41
3-10-54 38
3-1-54 30
3-19-54 31
2-28-54 46
2-28-54 24
2-10-54 37
3-3-54 25
8-21-53 51
3-17-54 28
1-5-54 45
3-31-54 31
3-5-54 27
3-8-54 34
2-9-54 50
2-16-54 36
3-5-54 50
3-18-54 44
3-30-54 36
3-31-54 44
3-16-54 27
2-18-54 35
3-8-54 34
3-23-54 52
3-11-54 39
2-28-54 30
3-29-54 43
4-30-54 41
2-11-54 38
3-1-54 32
3-8-54 34
2-15-54 46
3-31-54 45
2-3-54 20
4-30-54 45
1-25-54 18
2-8-54 16
3-5-54 32
3-11-54 50
3-5-54 28
3-24-54 34
3-10-54 38
1-21-54 24
3-12-54 47
3-31-54 49
3-23-54 25
2-19-54 41
3-9-54 49
3-20-54 23
2-10-54 43
3-5-54 25
2-23-54 55
3-17-54 36
3-16-54 36
3-15-54 41
3-31-54 44
3-26-54 48
3-18-54 47
3-30-54 38
3-31-54 23
2-26-54 24
2-3-54 36
2-28-54 53
2-23-54 36

unable to make it on account of time schedules. It looked as though we were going to make the grade last Saturday morning and I called the reservation clerk, who turned out to be Estelle Neisten, and she did a very prompt and satisfactory job in lining up the necessary four bedrooms for us. Unfortunately, at the

last minute, one of our party was taken ill and it was necessary to cancel. However, the intelligent service which this reservation clerk gave me impressed me to the extent I wanted to tell you that kind of an employee in New York.

H. I. Markham
Chicago 3, Ill.

RAILWAY AGE OFFERS \$100 IN CONTEST

A prize of \$100 will be awarded by *Railway Age Magazine* to the railroader who submits the best essay on how to reduce inventory of materials, supplies and fuel and how to reduce transportation in non-revenue service.

All railroaders who subscribe to the magazine are eligible. Maximum length is 4000 words with 2000 to 2500 words recommended. The essay should be typed triple-space on 8½ by 11-inch white paper. The author's first name should appear only on the first page of the manuscript.

Entries postmarked up to May 10 inclusive will be accepted. The essays should be mailed to C. B. Tavenner, *Railway Age*, 30 Church St., New York 7, N. Y.

Rail Service Vets To Meet

Railway service veterans who "high-balled" the guns, ammo and thousands of other war tools to the fronts in World War II and in Korea will hold their Ninth Annual Reunion at the Schroeder Hotel in Milwaukee, Wis., on Sept. 17, 18, and 19.

Organized into the Military Railway Service Veterans, the group

JOHN WERKLEY RETIRES



One of the Erie's finest good-will ambassadors and a close friend of hundreds of employees and passengers, John Werkley, Pullman conductor on "The Lake Cities," retired April 1 after 41 years' service. From 1913 to 1939 he was a conductor in the Jersey City area. He has worked on "The Lake Cities" since 1941. He is shown here with his familiar friendly grin.

now numbers 1,200 and is conducting a membership drive to enlist the thousands of others who conquered a multitude of problems under extreme conditions while successfully carrying out the world's greatest logistical task.

The expanding organization recent-

ly started the publication of the bi-monthly *MRS Journal*, devoted to news and pictures of military railway service veterans. The Editor is Clarence Gordon, P. O. Box 1769, Denver 1, Colorado.

The inside windows of Pullman cars are made of non-shatterable glass.

CHIEF CLERK ENDS 51 YEARS SERVICE



Approximately 400 friends and fellow employees attended a testimonial party for C. D. Mee (center, dark tie, white shirt), passenger bureau chief clerk, in Cleveland when the veteran retired after 51 years service. Mr. Mee started with the Erie on Aug. 28, 1902, as a clerk in the bureau. He received a cash gift at the party and was congratulated by T. P. Hennessy, assistant auditor of revenues, for his many long years of service with Erie.

FORD continued

atmosphere of normalcy and peace.

"We must keep our thinking attuned to the great economic and population growth now taking place in our country.

"We must be alert to recognize the real need and desire for industry's products. We must not be confused by the gloom and doom that those who would destroy us are preaching. There is no truth in it."

Mr. Harris also paid tribute to the recent growth of Bergen County where the new plant is located. He cited figures which show that Bergen is the second fastest growing county of its size in the country. In 1940 the population of the county was 410,000. Today it is 630,000, an increase of more than 50 per cent.

THE CHAMP AT BAT



RAIL QUIZ

1. Is the capacity of a railway tank car usually expressed in pounds, gallons, or barrels?
2. To which department of the railroad does the trainmaster belong—traffic, operating, or mechanical?
3. What is a "foul" bill of lading—a bill made out incorrectly, a bill covering shipment having an unsavory odor, or a bill indicating damage or shortage at time of shipment?
4. Have the railroads of the United States as a group increased or decreased their funded debt in the last 20 years?
5. What is the "throat" of a car wheel—the part next to the hub, the part between the tread and the flange, or the part between the hub and the rim?
6. What is a "pool train"—a train the revenues and expenses of which are pooled between two or more railroads; a train which carries passengers, freight, express, and mail; or one of several passenger trains assigned to a certain run?
7. When the term "100-pound rail" is used, does the 100 refer to the weight per lineal foot, per lineal yard, or per rail length?
8. In railway accounting, how is revenue from dining car operations classified—as passenger revenue, as passenger-train revenue, or as passenger service revenue?
9. In what time zone is Cincinnati, Ohio—Eastern or Central?
10. About how many cars does the Pullman Company operate—3300, 6300, or 9300?

(Answers on Page 34)

RAILROADS BUILD U.S. PROSPERITY

Railroads are real distributors of prosperity.

No one knows this better than the local merchant, the local banker, or the local newspaper editor.

In thousands of cities and towns throughout America, businessmen—large and small—depend in part upon railway pay checks and railway purchases for their prosperity.

In 1952 the Class I railroads of the United States paid out \$5,338,000,000 in salaries and wages, \$1,818,000,000 for fuel, materials and supplies, \$1,256,000,000 in taxes, \$1,333,000,000 for additions and improvements to their plants; \$314,000,000 for interest on borrowed money and \$338,000,000 in dividends to stockholders—a total for the six items—wages, purchases, taxes, improvements, interest and dividends—of \$10,397,000,000.

This amounts to \$28,500,000 a day—for every day in the year—all of which filters through every segment of the nation's economy and contributes to the well-being and prosperity of every community in the land.

SURGEON'S ASSISTANT



Dr. Regis J. McNamee has been appointed assistant to the chief surgeon in Cleveland. He is a graduate of John Carroll University and the University of Pennsylvania Medical School. He trained at Cleveland City Hospital. He was discharged from the service with the rank of lieutenant colonel and for five years was attending surgeon at Crile Veterans Hospital in Cleveland. The McNamees have two children

Erie Railroad Magazine

BENNIE RETIRES



After 43 years service, Benjamin Elkind has retired as principal assistant engineer, having joined the Erie as a student foreman on the New York Division in 1911. At his retirement he received the following letter from E. W. Wendell, deputy chief engineer, State of New York:

Dear Bennie:

So easily, so silently and so quickly does the sand run out of the hour glass that we who are busy fail to note its ever diminishing volume. It probably is best so or we would become fretful over the inexorable laws of nature over which we have no control.

To me, it seems but yesterday that you were actively engaged in putting forth your best efforts for the future welfare and successful relations of the Erie Railroad. It is difficult and unpleasant for me to anticipate functioning with your company without you being there. Always when it has been necessary make a determination, I have had in mind your careful, intelligent, analytical review. Always I have said, after my decision, that the matter should and would not be considered final until we had sufficient time to hear from Ben if he disagreed.

What a service you have rendered the Erie Railroad. Without fanfare, without polishing the Brass Hat, you have carried with you, in the State of New York, respect for your accomplishments and admiration for your ability. Yes, we will miss you, Bennie, but we will never forget you.

Of you, more than anyone I have ever known, it can be said—

"Master, I've done Thy bidding, and the light is low in the west,
And the long, long shift is over—Master I've earned it—Rest."

Sincerely,
E. W. W.



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ajas, Frank	Machinist Helper	Sacausus Shop	3-15-54
*Anderson, John Lars	Carpenter	Marine Department	1-22-54
*Bird, Daniel Alonzo	Car Inspector	Marion Car Shop	3-7-54
*Black, Harry Wheeler	Conductor	Tioga Division	1-23-54
*Brenchley, Frank Deward	Tender Repairer	Susquehanna Shop	2-7-54
*Brennan, Mary Margaret	O. S. & D. Clerk	Warren, Ohio	3-2-54
*Brown, David Thomas	Road Conductor	New York Division	12-16-53
*Brzezinski, Joseph John	Foreman	Jersey City Docks	1-7-54
*Chadwick, Ezra	Train Dispatcher	Mahoning Division	2-7-54
*Chapman, Frank Joseph	Yard Brakeman	Delaware Division	1-7-54
*Conrad, Orville Harry	Passenger Conductor	Meadville Division	3-20-54
*Conway, James Patrick	Crossing Watchman	Buffalo Division	2-7-54
*Corkery, William Joseph	Delivery Clerk	Meadville Division	2-22-54
*Culliton, James Vincent	Yard Clerk	Buffalo Division	3-2-54
*Dobran, Michael John	Stationary Fireman	Brier Hill Shop	3-6-54
*Dolan, Hugh Vincent	Crossing Watchman	Susquehanna Division	1-28-54
*Driscoll, Daniel William	Trackman	Allegany Division	2-7-54
*Duryea, William Edward	Carpenter	New York Division	2-26-54
*Fallon, John	Trackman	Buffalo Division	2-7-54
*Ferrese, Bruno	Box Packer	Dunmore Car Shop	2-9-54
*Ferry, Clark Julius	Laborer	Meadville Roundhouse	
*Fox, Philip Alexander	Checker	Buffalo, N. Y.	1-17-54
*Frengillo, Luigi	Track Foreman	N. J. & N. Y. R.R.	12-7-53
*Gams, Harold William	General Yardmaster	Hornell, N. Y.	2-8-54
*Garvey, James Francis	Yard Brakeman	Binghamton, N. Y.	1-3-54
*Gillette, Charles Malcolm	Road Brakeman	New York Division	2-22-54
*Goshorn, Elwin Francis	Joint Car Inspector	Ferrona, Pa.	2-7-54
*Haring, John Nicholas	Machinist Helper	Jersey City Shop	3-9-54
*Hinck, George Henry	Brakeman	New York Division	1-14-54
*Horn, James Demarest	Machinist Helper	New York Division	3-10-54
*Hoskins, Francis Emlen	Designer	Cleveland (Engrg.)	12-11-53
*Hussong, Eugene Allen	Engineer	Susquehanna Division	2-7-54
*Izbicka, Jozefa Anna	Car Cleaner	Jersey City, N. J.	1-7-54
*Johnson, Joseph Marshall	Janitor	Kent Division	1-7-54
*Kellam, Thomas Slater	Brakeman	Mahoning Division	1-8-54
*Kennedy, William Albert	Yard Brakeman	Youngstown, Ohio	2-23-54
*Kennedy, William Dennis	Agent	Buffalo Division	3-14-54
*Kostantny, Timothy	Engine Preparer	Spring Valley, N. Y.	2-7-54
*Labardo, John	Trackman	Meadville Division	1-8-54
*Lipsky, John	Assistant Foreman	Wyoming Division	1-23-54
*MacDonald, Donald John	Car Repairer Helper	Port Jervis Car Shop	3-19-54
*Mackey, Aaron Gustus	Engineer	New York Division	
*Mandelbaum, Harry Jack	O. S. & D. Clerk	Jersey City Local	2-10-54
*McAndrew, Joseph Francis	Conductor	Delaware Division	3-5-54
*McDowell, Sadie Bell	Janitress	Kent Division	1-7-54
*Mead, Benjamin Franklin	Conductor	New York Division	
*Moore, Clarence John	Trucker	Dayton, Ohio	2-13-54
*Mulligan, Charles	Trackman	Kent Division	2-7-54
*Myers, Jacob Charles	Engineer	New York Division	2-7-54
*Obenour, Clay	Yard Conductor	Marion, Ohio	3-12-54
*Peters, August John	Engineer	Marion Division	3-14-54
*Pettit, Frank	Operator	New York Division	2-7-54
*Pinto, Sebastiano Thomas	Blacksmith	Dunmore Shop	1-14-54
*Roell, Anthony Joseph	Leading Car Inspector	Buffalo Car Shop	
*Romano, Thomas Carmine	Baggage & Mail Handler	New York Division	1-14-54
*Ross, James	Trackman	Jefferson Division	3-1-54
*Rudd, Floyd Warner	Engineer	Mahoning Division	2-7-54
*Rudowski, August	Dock Laborer	Weehawken Docks, N. J.	2-6-54
*Satalich, Simon Joseph	Barge Captain	Marine Department	3-16-54
*Slowik, Edward	Machinist Helper	Buffalo, N. Y.	2-21-54
*Sparks, Robert Albert	Cashier	Marion Division	3-5-54
*Steele, Edward John	Ticket Agent	Susquehanna Division	12-1-53
*Theeman, John	Machinist	Buffalo, N. Y.	2-7-54
*Thompson, John Wilson	Carpenter	Mahoning Division	1-7-54
*Thorn, William Wesley	Yard Brakeman	New York Division	
*Trent, Julian	Car Inspector	Jersey City, N. J.	3-5-54
*VanDerbeek, Walter Edwin	Cashier	Jersey City Local	2-7-54
*Winans, Sidney	Boilermaker	Port Jervis, N. Y.	2-17-54
*Winsor, George Eugene	Car Inspector	Salamanca, N. Y.	2-22-54
*Woodworth, Fred Eugene	Laborer	Allegany Division	3-16-54
*Zimmerman, George Charles	Yard Brakeman	Salamanca, N. Y.	3-20-54

*Retired Employees

ERIEMEN GIVE HELPING HAND

Although this incident occurred last fall, we thought it was so outstanding we decided to mention it even at this late date.

Last Aug. 12 Arthur V. Connelly, delivery clerk at Hornell, N. Y., freight transfer, was forced to retire because of ill health. He had 34 years' service with the Erie and lived at Smith Pond about 15 miles

west of Hornell.

Eriemen at Hornell learned that the Connelly cottage was in need of winterizing to be comfortable for the cold months. Seven Eriemen volunteered for the task. On their relief days they installed new siding and did other carpentry work, and Mr. and Mrs. Connelly were as snug as a bug for the winter.

The seven men were Henry Goyer, C. Benedict, D. Andrezzi, J. Alexin, R. M. Ordway, I. T. Stuckey and J. D. McRae.



This is an example of how the renovated offices look at Huntington, Ind., where Marion Division headquarters are located in the station.



Elmer Rahn (right), trainmaster's clerk and Huntington band leader, shows the bell lyre bought for the band by Erie employees, to L. J. Carter, trainmaster, Marion Division.



Albert Szelis, carpenter, continues renovation of station.

Cruising Camera Man

One of the busiest points on the Marion Division is division headquarters at Huntington, Ind., from where Supt. F. J. Mulligan and his employees control activities on the division which runs from Marion, Ohio, to Chicago.

The headquarters are in the station at Huntington, and the offices have just recently been remodeled. While in the area, our Cruising Cameraman decided to feature the new offices and also picked up some informal shots of Erie men and women on the job.

Lower left, H. V. Welker, junior clerk-stenographer, checks work on the new electric mimeograph machine in the office. Below, Waldo Gray, relief dispatcher, works at the new C. T. C. board at Huntington.





Here is the modernized drafting room at Marion Division headquarters at Huntington with sound-proof ceiling and new windows and lights.



Division Clerk M. J. Stonebraker (left) goes over some correspondence with Supt. F. J. Mulligan in the superintendent's office.



At left, Hubert Kelly, division telephone supervisor, checks one of the new jack boxes he has installed in the Huntington offices. New lines can be added easily to this type box. Inset is the old type box which has a limited area for new lines.

Below, John Michael, chief train dispatcher, discusses an assignment with Mary Jane Keefe, stenographer.



RAILROAD SAFETY

GOGGLES WRECKED BUT EYE IS SAVED



Our testimonial for safety this month comes from Darryl Knapp, electrician at our Hornell, N. Y., diesel shop. As can be plainly seen, Darryl continues to see the world with two good eyes instead of one—because he wore safety goggles on a job where he needed them. With a hammer he was cracking porcelain insulators on a generator brush-holder when a large piece of porcelain struck a lens. The accident also resulted in development of a new method for removing the insulators, using a V-block and protective shields and cracking the porcelain with a hand press, eliminating flying pieces.

ACCIDENTS WILL HAPPEN

How Eriemen Are Injured

A yardmaster, while checking section of a train which was passing him, stumbled over switch stand and sustained laceration of right leg below knee.

Scow captain, while walking toward end of pier to obtain papers for his cargo, tripped over a small piece of dunnage and in falling sustained abrasion to shin of leg.

Carman helper while descending from a gondola, struck his leg on a

nearby iron skid, causing bruises.

Engineer, while attempting to open locked door on engine, pounded so hard on door that bone snapped in shoulder, resulting in fracture.

Road conductor, while climbing side of car to set brakes, missed top rung of ladder, lost hold with both hands and fell to ground, landing on feet, fracturing heel of left foot.

Trackman when cranking motor car, motor kicked back and crank struck and fractured right wrist.

Erie Railroad Magazine



AT ALL ERIE STOPS

KENT DIVISION

AKRON, OHIO

Mr. and Mrs. C. O. Ritter (trucker) are vacationing in Florida. Upon their return they will be "at home" in their new brick house in Unionton, Ohio.

Mr. and Mrs. A. B. Hanam (trucker) have announced the arrival of their first grandchild, Mary Kathryn Hanam.

L. W. Brillhart, chief clerk in the Revision Bureau, our "gentleman farmer" who keeps us supplied with eggs and vegetables in season, is driving a new super 88 Oldsmobile.

Mr. and Mrs. L. V. Brownell (general foreman) announced the arrival of their first granddaughter, Denise Elaine Marburger.

Esther Martin, general clerk, attended the flower show in Cleveland.

The bowling team that went to Youngstown for the tournament took seventh place.

A number of employees attended the Perfect Shipping Month meeting held by the Akron Traffic Club at the Italian Center.

Mr. and Mrs. D. C. Mitchell (agent) have moved into their new home in Fairlawn Heights.

MARION, OHIO

Mr. and Mrs. J. A. Lott (operator) announced the arrival of a granddaughter, Vicky, their second grandchild.

Congratulations to Donald Marquis who has been appointed chief clerk to the division engineer, and to C. W. Sidenstricker, Jr., now assistant chief clerk.

David C. McWherter, former messenger in the superintendent's office,

is now stationed with the Third Armored Division's tank training school at Fort Knox, Ky. His transfer to Texas is expected in the near future.

DAYTON, OHIO

Clarence J. Moore, retired freight house trucker, died Feb. 13, aged 80 years.

Earl Vest, chief clerk, underwent surgery at the Miami Valley Hospital March 17. Our sincere wishes for speedy recovery.

MARION CAR DEPT.

By H. M. Robbins

It's a girl at the home of Raymond M. Phillians, regular apprentice.

Walter Yeagle, retired car repairer, and wife visited in Tucson, Ariz.

A. G. Armentrout, car inspector, and wife visited their daughter and son-in-law in Fairfile, Cal.

R. B. Levien, retired car inspector, and wife spent several weeks in Florida.

MARION MECHANICAL

By Susan Baker

We welcomed Doward Lee Runyon, machinist helper, on his return to his job after several years in military service.

The welcome mat also is extended to new employees, Darwin Pope, James Rollins and Luther Kight, machinists, and Bert Bumbera, electrician.

Sympathy is extended to John Livensparger, diesel clerk, and family on the death of his brother Robert.

Tom Kraus, machinist at the diesel shop, picked an ideal time for his vacation (California) as the weather here has been anything but good.

The R. C. Keenans and A. G. Clemences are settled in new homes and enjoying themselves. When are the house-warmings?

April birthdays: T. Atkins, R. Bechtel, C. Boyle, M. Colorusso, Paul Conrad, Harry Cramer, Ron Geer, Charlie Hackworth, Earl Kyser, Carey Latham, Wes Levien, Carey Long, Harley Lowery, Paul Moran, Art Oswald, Elizabeth Murphy, Bill Smith, Dave Staub, J. E. Turner, N. R. Walter and Don Whetro.

Wonder if driving that new green Studebaker has anything to do with Charlie Gruber's (chief clerk to trainmaster) high spirits.

Ivor Dodds, general foreman's clerk, has resumed duty following an attack of flu.

Sixty employees from Marion attended the annual system bowling tournament at Youngstown March 20-21. Charlie Dillon, diesel foreman, scored 692 in the singles (fourth place), topped by Paul Rice, general yardmaster, with 702. Understand Red Turner found several good poker hands, but the catch was, they weren't his.

Service anniversaries (April): Ted Atkins, 27 years; Bill Born, 30; Harold Bosh, 14; Tony Catania, 31; Guy Collins, 13; Harry Cowell, 31; Francis Dean, 20; John Fantacci, 12; Ellis Goldsmith, 7; Jimmy Hannegan, 37; Bob Hart, 10; Robert Hurley, 12; A. J. Korody, 3; J. V. Moore, 11; Art Oswald, 6; Dan Reams, 5; Ed Rich-

endollar, 12; Henry Rugala, 12; Barney Simmons, 32; John Smith, 4; Earl Tanner, 15; Gray Titus, 30, and J. E. Turner, 4.

MARION DIVISION

HAMMOND CONSOLIDATED

By Grace Connoles

Supply Sergeant A. B. Jarvis, Jr., son of the assistant chief yard clerk, received his promotion shortly before his discharge from the Army at Fort Bliss, El Paso, Texas, March 19, after two years' service. He and his wife again are living in Hammond in the new home they bought just previous to his induction.

The L. L. Worland (chief yard clerk) family circle is complete again since Mrs. Worland's return from Florida. She and her sister visited with their father who lives in Bradenton.

Stanley Jaszczak (car department), of Calumet City, Ill., has the good wishes of the employees on his retirement recently after 34 years' service.

All five of the offspring of Pretzel, pet dog of the children of Emma Keen, typist, have been placed in approved foster homes. Everyone is happy except Pretzel who had different plans for her pups.

Mrs. Robert W. Thomas, Randy and

Our Correspondents



Our correspondent for the month of May is Anieta F. Decker who covers the Stores Department at Hornell, N. Y., for the magazine. A graduate of Hornell High School, she attended Hornell Business School before being employed as a messenger in the manager of stores office in January 1943. She now is stenographer to the manager of stores. Her hobby is traveling, and she also likes automobiles, particularly Buicks.

Janice LeAnn, wife and children of the relief clerk, spent an enjoyable week with Mrs. Thomas' parents in Terre Haute, Ind. Bob is careful again to scrape his feet before he enters the house and to see that his cigarette ashes land in the ash tray.

The team which represented Hammond in the bowling tournament at Youngstown March 20-21 (A. J. Dooley, yardmaster; R. E. Cutler, bill clerk; C. F. Klemsman, relief clerk; J. Machay, switchtender; Paul Marshall, night foreman, and R. J. Schultz, yard brakeman) reported a good time but was silent when asked about their bowling scores.

14TH STREET, CHICAGO

By Chris Hardt

Bowlers from this station who participated in the eighth annual system tournament at Youngstown March 20-21 and brought home high scores and prizes were: Leo Gonyea, Len Pullano, L. Kleban, Thomas Cochran, Ed Chapman, Cliff Campbell, Emil Pudik, Edward Spitzer, Dominic Frederico, J. Lipinski and Joseph Frederico.

We welcome new employees, Ralph Schmidt, revision clerk, LaVerne Moureaux, clerk, and Sidney Shudnow, biller.

Albert G. Pintoy is welcomed back to the tracing desk after two years with the Army in Korea.

Office and freight house employees and management honored Patrick J. Wall, foreman, on his retirement Feb. 28. J. J. Brynda, general foreman, made the gift presentation of a collapsible golf cart and set of golf clubs.

Otto Jordan, veteran route clerk, had a double celebration on St. Patrick's Day. March 17 also is his wedding anniversary (37th).

Thomas Madai, of the revision desk, who is now in the Army, was honor guest at a farewell noonday party March 12. Tom cut two big cakes, appropriately decorated for the occasion, and poured coffee. The entire office force enjoyed the treat and said goodbye to a real nice guy.

We regret the absence of William E. Smith, head of the rate department, who is hospitalized.

TRANSPORTATION

By T. E. Poe

Best wishes to Freight Conductor W. O. Robinson who retired March 9 after 43 years' continuous service.

Assistant Division Clerk J. F. Wilhelm, who is recuperating after an operation, called at the office recently. He expects to be back on the job soon.

Pvt. Robert L. Carter, son of Trainmaster L. J. Carter, has completed engineer basic training at Fort Leonard Wood, Mo., with a unit of the Sixth Armored Division.

MAINTENANCE OF WAY

By Muralene Trainer

Good luck to Bob Aufdenkampe, clerk to track supervisor at Huntington. Bob is secretary of this year's Veterans of Foreign Wars Indiana State Bowling tournament, which is being held at Huntington. Bob, with the aid of his bowling partner, will be

BRAKEMAN RECEIVES GOLD PASS



After completing 50 years' service with the Erie, Passenger Brakeman D. N. Coble (center) receives a gold pass from Trainmaster L. J. Carter (second from right) at Huntington, Ind. In the picture are, from the left, Pullman Porter Crispus Walker, Conductor J. P. McNulty, Mr. Coble, Mr. Carter and Passenger Brakeman F. W. Shaw.

out to defend their 1953 doubles championship which they won in last year's tourney.

Our regrets to Track Supervisor Clerk and Mrs. A. W. Foley of Lima on the death of her stepmother, Mrs. Pearl Palmer, at Huntington.

We wish many happy years of retirement to Trackman D. C. Walters of Griffith.

We are sorry to learn that Mrs. H. L. Mauger, wife of the carpenter foreman, was injured seriously in an automobile accident recently. A few days later her father passed away following an illness. We extend sincere sympathy to Mr. Mauger and family. Congratulations to the new grandparents, Chief Clerk E. L. Martin and Mrs. Martin. Mary Jane arrived March 13 at the home of their daughter and son-in-law, Lt. and Mrs. Robert Rouch, at Camp Pickett, Va.

It is also a girl, Pamela Susan, who has come to live at the Webster Peggs home in Kenton. Grandpa Earl Peggs is our inspection operator (motor car).

Deep sympathy to Maintainer W. T. Weinley at Huntington on the sudden illness and death of his wife, Hazel, at the Huntington County Hospital.

General Foreman E. L. Stanton and family have returned to Hammond following a vacation trip to Tucson, Ariz.

51ST STREET, CHICAGO

By S. B. Thorsen

Deep sympathy is extended to In-

spector Harry Whitacre on the death of his wife, and to Inspector Richard Craig on the death of two members of the family in two months, first his twin son, then his father.

Queenie, canine pet of the yard the past several years, slipped quietly off to dog heaven. She made daily trips at the car foreman's office, the elevator and the yard office.

August Petters, retired (1937) engineer, passed away March 14, aged 87 years. He had 45 years' service.

Inspector Gabor Jacob has returned to work after six weeks' illness.

Conductor Tom McInerney, wife and daughter Nancy returned recently from a trip to Colorado.

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Representing Chicago at the system bowling tournament at Youngstown were Art Meinke, city passenger agent; Bob Johnson, traveling passenger agent; John Fischer, commercial agent; Herman Breikopf, chief correspondence file clerk, and Tom Keating, percentage clerk.

Pfc. Bill O'Dea, former file clerk, is now doubling as steno and personnel clerk in Korea. Bill hopes to return to the States in about nine months.

Mr. and Mrs. George H. Monson (Jean Borre), of Winthrop Harbor, Ill., announced the arrival March 20

Marion Division Section Foremen, 1914



This picture was taken of section foremen on the Marion Division in 1914 at Hammond, Ind. Some of the men still are working for the Erie. Top row, from the left, Ed Smet, Ernie Hennel, Frank Pontius, Emory Large, Gus Shott, Bill Stevenson, Harry Meese, Tony Miller, Marion Martin, Harry Richardson, Charles Shott, Charles Yates, Elgy Eyclon, Doc McIntire, A. N. Argett, Lewis McIntire and Bill Murtagh; middle row, Lew Burkhart, Jack Trinesky, John Dalton, Ed Anderson, John Hand, Weslie Kreighbaum, Julius DeMarcido, Gus Zacker, Bill Cunningham, unknown, unknown, Jack Crist, Noah Hand and A. M. DeWeese; bottom row, Martin Anderson, Pete Sanders, P. J. Shepston, Henry Shoddy, Ed Dressler, George Metzger, F. D. Lakin, Theodore Mackrell, Jim Burke, Harry Adams and W. S. Storms.

of an 8 lb. 14 oz. baby girl, Jeanne Ann. Jean formerly was stenographer to the assistant freight traffic manager—rates.

Our heartfelt sympathy to Don O'Connor, commercial agent, whose mother passed away last month.

Our good wishes go with Peggy Lewon, file clerk, who left us March 31. She has joined her husband who is stationed at Fort Bragg, N. C.

Happy birthday to Harold Keeler, chief clerk to assistant vice president; Harold Klinker, chief clerk to assistant general freight agent; Dick Meyer, rate clerk; Al Watkins, rate quotation clerk; Jack Spoolstra and Bob [unclear], tariff mail room clerks.

Congratulations to Tom Carlton, tariff mail room clerk, on his engagement to Carolyn Powell March 25.

We extend a hearty welcome to Al Anderson who is our new senior office boy.

the Erie bowling tournament in Youngstown in March. Carl also spent a week's vacation painting the apartment into which he moved recently.

CLEVELAND POLICE

By David Downie

Patrolman Andrew Herrick passed cigars March 14 on the arrival of an eight-pound girl, Cynthia Ann.

Patrolman Robert E. Hamilton was snowbound on Ohio Route 42 in the blizzard of '54.

Patrolman Frank H. Fretter and family spent several days fishing at Leesville, Ohio.

Patrolman Donald A. Zuzow looked up some old Navy buddies while in Altoona, Pa.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

We welcome Albert Anderson, who has resumed as track supervisor's clerk at Greenville after 18 months' service in Heilbronn, Germany, with the 112th Infantry Regiment of the 28th Infantry Division. He was clerk-typist in the Regimental S-1 Section.

John T. Seman now has been permanently assigned as general foreman at Cleveland in place of Bruno Dicasali. The latter was appointed track supervisor at Greenville last October.

We extend sympathy to Joan Brennan, stenographer-clerk in the office of the signal supervisor and master carpenter, on the death of her sister Mary. Mary was injured fatally in an automobile accident while en route to work as O. S. & D. clerk at the Erie freight office in Warren.

Mrs. J. T. McCarthy, wife of the

MAHONING DIVISION

CLEVELAND FREIGHT

By R. M. O'Connor

J. H. Byers, freight agent, bought a new seahaze green Crestline Ford prior to St. Patrick's Day.

J. W. Fogarty, foreman, had the misfortune of having his new Pontiac badly damaged after driving it one week. His old Pontiac was dent-free when traded.

Rose Corcoran, switching clerk, attended a dinner at the Union Club, March 22, in honor of Bishop H. Jordan of British Columbia.

To prove he was really snowbound recently, George McHugh, car clerk, brought in snapshots indicating knee-high-plus snowdrifts.

Carl Grunwald, chief clerk, and Whitey Ecker, checker, chaperoned

May, 1954

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ERIE DAY AT MARION CHURCH



Fite Memorial Baptist Church of Marion, Ohio, recognized members of 32 Erie families recently at a service. Fifty-two were present. The oldest person present was Mrs. Iva Northup, wife of the late Amos Northup, Erie brakeman. In the picture are, first row, from the left, Gene Woy, Janice Jenkins, Sheila Jenkins, Forest Wilson, Billy Wertz, Carol Spain, Sandra Tharp, Marcia Hart, Shirley Watt, Linda Richardson, Pauline Savage, Catherine Miley, Clara Brown, Wayne Davis and Denny Wertz; second row, Mrs. Northup, H. B. Jenkins, Mrs. Jenkins, John Savage, Carolyn Jenkins, Beverly Jenkins, Shirley Barton, Larry Davis, Fred Jones and Jack Davis; third row, James Utery, Dennis Gorenflo, Ivan Hart, Mrs. Hart, Mrs. Janice Lingrel, Janet Lingrel, Richard Hart, Carolyn Miley, Mrs. Miley and Arthur Miley; fourth row, Mrs. Hay Wertz, Mrs. Delmon Gorenflo, Mrs. Davis, Jeff Davis, Mrs. William Freshour, Donald Freshour, David Freshour, Richard Woy, Mrs. Harvey Woy and Mrs. Spain; fifth row, William Tharp, Mrs. Tharp, Mrs. Straeser, Ray Straeser, Salo Bayles, Mrs. Bayles and Mrs. Morrison. Rev. Norman D. Renn officiated.

track supervisor, was named "Woman of The Week" recently by radio station WFMJ because of the birth of her 13th child, Thomas Patrick. Mrs. McCarthy and a companion (she chose her mother) reported at the radio station. Mrs. McCarthy was presented with an orchid corsage and a box of candy. Both were taken via taxi to the Pick-Ohio Hotel for dinner and then to a show at one of the theaters.

The M. of W. bowling team (Jack Beilby, retired track supervisor; Carl Briggs, Frank Danicic, Paul Crowley and Track Supervisor J. T. McCarthy) did very well in the system bowling tournament with a team score of 3033, good for third place money. Mr. McCarthy also made a good showing in the doubles with Jack Beilby, and in the all events, with a 1917 total.

Mark L. Bigler, leading carpenter at Meadville, retired March 19. He has 31 years of service.

MEADVILLE DIESEL SHOP— SIGNAL REPAIR SHOP— MOTOR CAR SHOP

By R. C. Miller

Mr. and Mrs. Humphrey Humes sailed on the *Queen Mary* recently for a visit with relatives in England and Scotland. They will return on the *Queen Elizabeth*.

J. J. Kukis, division storekeeper, and wife spent a vacation in Miami, Fla.

Our sympathy is extended to Hatt Himes on the death of his wife. Also to Clarence Conrad whose brother died, and to Ansel McCue on the loss of his mother.

Mr. and Mrs. William Wise are spending three months' vacation in Florida.

Nick Severo is a granddad for the first time—a boy.

D. D. Ludwig and Charles Puckett are on the sick list.

YOUNGSTOWN POLICE

By L. E. Owens

Congratulations to Staff Lieut. E. A. Lommatzsch and wife. Their son Gary was awarded first prize in the freshman science class of the Boardman High School for the best drawn poster of The Freedom Train with the Jefferson Memorial in the background. There were 155 entries.

ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Mr. and Mrs. C. Urquhart are visiting in West Palm Beach, Fla.

Engineer G. L. Jackson is absent on account of illness.

Engineer H. J. Bradley has returned from his vacation.

SUPT.'S OFFICE, YOUNGSTOWN

By Mary L. Doyle

Sidney D. Bean, general clerk at the Hubbard freight office, was honored by friends and fellow employees at a retirement dinner March 15 at the Youngstown freight office. Mr. Fero made the presentation of several gifts. One was a fishing outfit which Sid intends to make good use of in his leisure time. He retired March 1. He does not plan on moving to a warmer clime as this part of the country still is OK for him.

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

Yardman Leonard Pavia trapped three beavers this season.

A girl was born March 25 in the Salamanca District Hospital to Mrs. E. C. John, wife of the yardman.

Retired Yardman George C. Zimmerman died March 20 while on vacation in Florida. Our sympathy is extended to the family.

Our sympathy also to the family of Fred E. Woodworth, laborer, who died March 16 after a brief illness.

Anthony J. Muzi, former train crew caller, now is with the 502nd Transportation Traffic Regulation group at Fort Eustis, Va. Recently he took part in Exercise Flash Burn at Fort Bragg, N. C., a field maneuver employing the newest Army tactics and weapons.

Seaman Jack A. Evans, former freight house employe, is serving aboard the *Newport News*, flagship of the U. S. Sixth Fleet, in the Mediterranean. During February the cruiser completed two exercises with Turkish and Grecian armed forces.

Jake Scheck, retired Bradford Division engineer, is training horses for a local dairy merchant.

WRECKMASTER-GEN. FOREMAN

SALAMANCA, N. Y.

Leo Gifford, machinist, is progressing satisfactorily at the Salamanca District Hospital. He fractured a hip when he slipped on the ice while heading for his automobile after leaving the shop on March 15.

Bowlers from the Car Department who attended the system bowling tournament at Youngstown were Bart Paoletto, Stan Wright, Pete Pedacchio, Bill Novik, Paul Janowicz and Walt Stoeckel.

Eleanor Pedacchio, wife of Pete Pedacchio, car repairer, was a member of the doubles bowling team that won first place in the city bowling tournament.

Adam Ambuske spent three weeks' vacation in Florida where he visited his daughter Pat in Lakeland.

MEADVILLE DIVISION

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Congratulations to Mr. and Mrs. R. M. Wood (fireman) on the arrival of a son (John) Jan. 30.

Recent Florida vacationists were Mr. and Mrs. C. J. Bierwerth, Mr. and Mrs. Ray Forbes and Mr. and Mrs. W. J. Underwood.

STORES

HORNELL, N. Y.

By Anieta F. Decker

Sympathy is extended to Mr. and Mrs. Elmer Stocum on the death of her grandmother.

Bob Stickles and Claim Woolever were among the many virus victims. Mrs. J. F. Duffy found out that the wind really blows in Buffalo.

Elmer Pennington spent a week end in his home town, Meadville.

Cyril Albaugh was called to Meadville because of the serious illness of

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big swing is to the 23-jewel Waltham Vanguard.
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best buy for quality, for looks, for down-right *value*!

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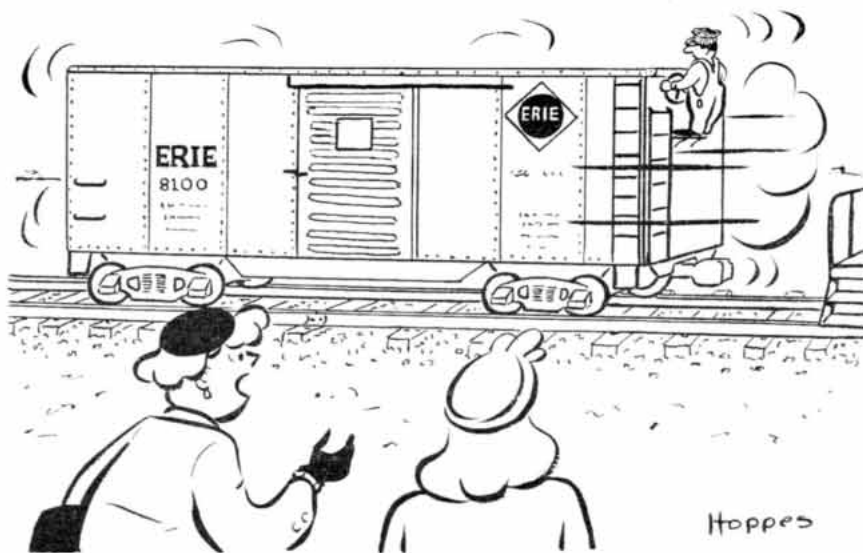
Handsomely styled;
17 jewels;
expansion band.
39.75

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expansion bracelet.
49.75

Smart, modern;
21 jewels. **49.75**
with expansion bracelet
57.50

20 diamonds—17-jewel
Lady Waltham.
250.00

Self-Winding Autochron.
with leather strap
65.00
59.50



"Well, they must be putting motors in box cars now!
There's a man running that one!"

road to recovery after an operation.

Domenic Gallicchio attended the funeral of a cousin in Buffalo.

Our sympathy is extended to **James Hover, Jr.**, whose mother died unexpectedly March 12.

Among those who attended the recent policemen's ball at the Moose Club were **Mr. and Mrs. Lewis Johnson**, **Mr. and Mrs. Robert Stickles**, **Mr. and Mrs. Karney Peck** and **Charles Blickwede**.

Best birthday wishes to **Cecil E. Clark**, **John C. Rauber**, **Ira R. Englert**, **Raymond P. Congdon**, **John A. Dessena** and **Bernard L. Clancy**.

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

A girl (**Barbara Jean**) was born March 19 to the **Richard Hoods**. A granddaughter for **George and Mildred Hood**.

Sympathy is extended to **Richard Maust** and family. His father died recently.

Shirley Carr, daughter of **Marjorie** and **Tom**, is convalescing after an illness.

Our plant bowling team now in first place in the league. The race is so close that only one or two points separate the first four teams.

All employees are proud that our plant has received an award from the Pennsylvania State Department of Labor and Industry for having a perfect safety record for the third consecutive year. Manager of Stores **J. F. Duffy** made the presentation of the 1953 certificate of honor to **Francis F. Forbes**, supervisor, in a brief ceremony at Hornell. **J. P. Hogan** and **George J. House**, assistant stores managers, participated.

An all-day seminar on the latest methods of putting out fires was conducted in Meadville March 23 by **F. B. Wildrick**, superintendent of property protection and fire prevention. Officers from the system attended. Local fire department and law enforcement officials were guests. The actual demonstration took place at this plant, our fire team assisting. Methods of dealing with oil and gas fires and the various types of extinguishers were shown, several old railroad cars being ignited.

May birthdays: **A. J. Thomas**, **Walter McKim**, **Edward Savel**, **Steve Zuccaro**, **Thelma Pope** and **F. D. Johnston**, who is in the Army.

ACCOUNTING

COMPTROLLER'S OFFICE

By Byron Webster

Bowling captains looking for a hot prospect for next year would do well to consider **Joe Keenan**. A rookie at the game, **Joe** started out having a rough time clearing the century mark but now is knocking off games of 150 and 160 with regularity.

Word has it that **Richard Ahern**, now stationed at Fort Knox, Ky., would gladly trade a good portion of the Fort's gold for a few days at home with his fiancée (and our messenger), **Blanche Midrack**.

Vince Dunn, of the Auditor of Disbursements office, has taken upon himself the job (?) of teaching our **Donna Richardson** the fine points of

his father.

It would seem that **John Adrian** would take enough steps at work during the week so that he'd want to rest on Saturday. But not **John**! Every Saturday he goes woodchuck hunting.

We know how proud **John Kelleher** is of his new Plymouth and **Louis Johnson** of his new Olds.

Rosamond Kneale spent a brief vacation in Buffalo and attended the Ice Follies. **Arlene Bell** also attended the Ice Follies.

Joe Bulock has swapped cars. Now he is driving a Plymouth, the "Black Maria."

Louise Eberman is among the gals learning to drive. With her and **Suzanne Feeley**, both on Mill Street, taking lessons, **Ed McClenin** is concerned about his hedge.

Sol Falzoi participated in the annual system bowling tournament at

Youngstown.

Binghamton probably is none the worse for wear, but after hearing about **Ruth Hedden's** week end trip, we're wondering.

Good to see **Bob Ward** about without crutches.

Happy Birthday, **Paul Kraft**.

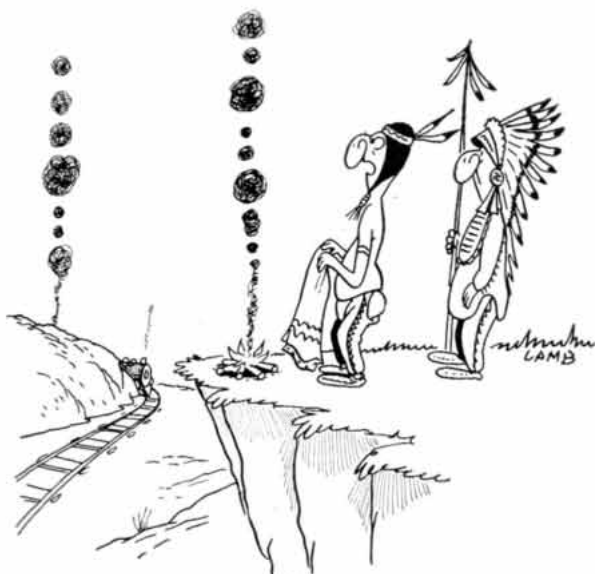
HORNELL GENERAL STORES

By Joseph F. Testani

Mr. and Mrs. Daniel McCleary of Canisteo have adopted a sweet little miss named **Cynthia**.

W. R. Dickinson, stockkeeper in Section E, slaughtered his prize bull recently and entertained members of the Glad Tidings Tabernacle at a steak supper at his home.

We are glad to report that **Mrs. Wolfanger**, daughter of **Val Crozier**, unloading foreman, is well on the



"HERE I'VE BEEN TALKING FOR TWENTY MINUTES AND IT TURNS OUT IT'S NOTHING BUT A HOT BOX--- SOMEBODY HAD OUGHT TO TELL THEM ABOUT TIMKEN TAPERED ROLLER BEARINGS."

Advertisement

EAGLE SCOUT



Son of Fred Cortese, Sr., chief accountant in the Accounting Bureau, Hornell, N. Y., Fred, Jr. 12, recently became an Eagle Scout. He is a member of Troop No. 9, St. Ann's Church, Hornell. The award was presented to the scout by his mother.

the game of golf. He has a tough enough time trying to beat her at bowling, and now he's asking for it on a golf course.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Margaret P. Cull

It is believed all interesting people have hobbies. **Tony Massimino** has 500 chicks to keep him busy in his free time. **Pete Lamprakos**, like all men who have rating as their avocation as well as their vocation, has acquired an air of seriousness. One of the clerks told **Pete** he was going on a trip to Buffalo. Forgetting he was dealing with humans, **Pete** replied, "That's Trunk Line Territory". **James McGovern's** hobby is taking pictures of his son, **James Owen**, "most handsome baby in the world," according to **Jim**. **Willie Figundio** justly boasts of his five children. **Angela**, 3, has been ill recently and enjoys receiving cards. Let's remember her on her birthday, June 27, Box 161, Woodridge, N. J. **Jim Farrell's** delight is his granddaughter, 14, who has many hobbies, one of which is horseback riding. **Harvey Gray's** hobby is vacationing. Every year he returns to his native Douglastown, N. B., and spends his time with his mother. Ask **Harvey** about the Micmac Tribe. A warning to all guests of the **O'Neills**: **Charlie** has a tape recorder. He derives pleasure by recording conversations (unknown to the conversationalists) and rewards his callers with a playback.

Marcel Rogers, working arduously in his new home in Glen Rock, has no time for hobbies. We are waiting to hear of the results of his first garden.

Best wishes for speedy recovery are extended to **E. A. Farrell**, chief revision clerk, who is at the Fitkin Me-

morial Hospital, Neptune, N. J.

The bureau lost a capable and experienced worker when **Denis O'Dwyer** left. Good luck to him in his new field.

Congratulations to the **Hurleys**. Their first heir is a boy.

Bob Nebelung and **Fred DiGiovanni** have been discharged from military service and have returned to work with us.

Sympathy is extended to **Nick Passarelli** and family on the death of his father.

Morris Glazer, retired P&D man, was surprised when he came in for a visit recently and **Mr. Obermeyer** presented him with a fine watch, a gift from his coworkers.

Birthdays in May: **G. Keever**, **P.**

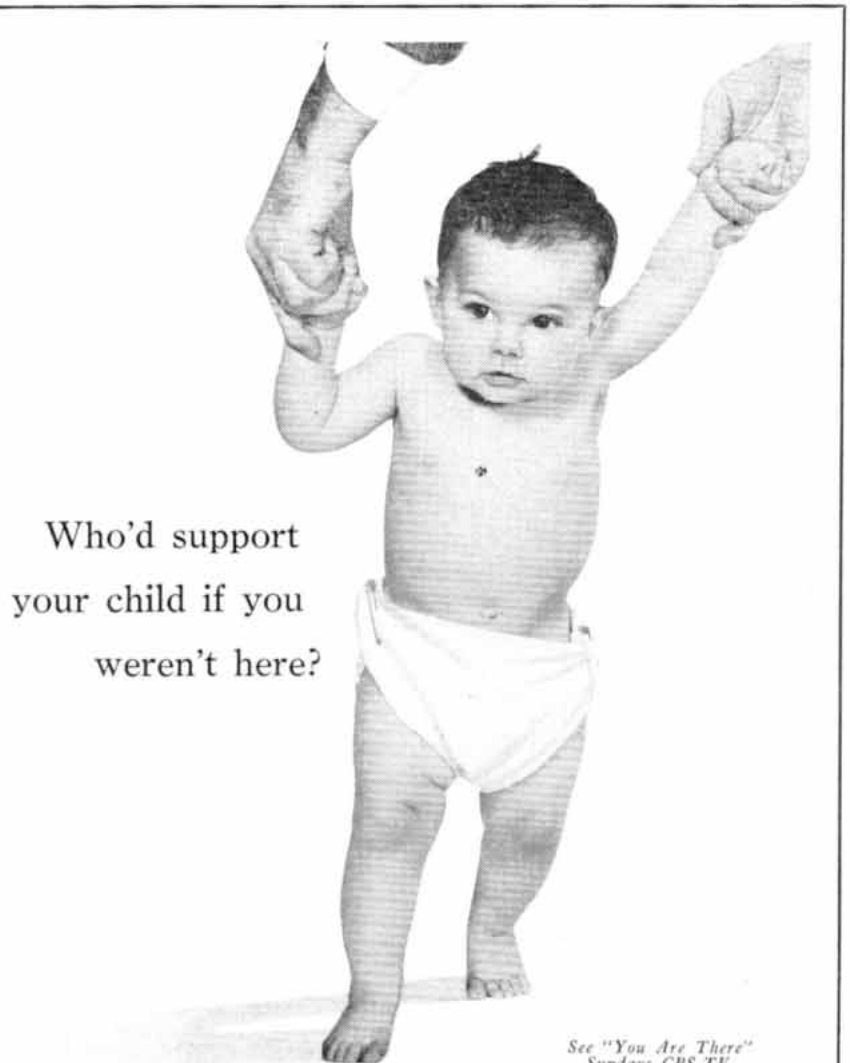
Jordan, **J. Collins** and **H. Roselle**.

Anniversary congratulations to **J. V. Conway**, **J. F. Farrell**, **J. A. Denny**, **C. A. Gioiosa**, **E. A. McGovern**, **J. J. Sullivan**, **R. R. Walker**, **A. N. Zacharias**.

AUDITOR OF REVENUES

By Jimmy Murphy

Approximately 400 associates honored **C. D. Mee**, passenger bureau chief clerk, when he retired March 31 after more than 51 years' service. It was a memorable occasion and a wonderful tribute to a man who began his long and impressive career in 1902. The ceremony was arranged by **John Gillick**, president of the lo-



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your child if you
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"Engineers can't be firemen, dear. It just isn't union!"

cal chapter, B. of R. C., who expressed the friendly sentiments and good wishes of the group before presenting Mr. Mee with a cash gift from his fellow workers. Assistant Auditors of Revenues T. P. Hennessy and Harry Rath warmly congratulated Mr. Mee and spoke of the cordial re-

lationship existing between him and his associates and commended him for his loyal service. Both joined in wishing for him many years of health and happiness. . . . The exceedingly broad and permanent smile being worn by John Badaracco is due to the arrival of John Patrick at St. John's hospital March 17. Congratulations also to Vic Badaracco, proudest grandpa in the county. . . . Bernice Nosse found it difficult to settle down to the daily grind in the office after spending two weeks in Florida. She returned with a lulu of a cold. . . . Kay Phelan is greatly indebted to the girls in the abstracting group for playing the part of the good fairies on the occasion of her birthday which, appropriately enough fell on March 17. The gals contributed individual birthday cakes in the form of a shamrock. . . . Ann Nageotte and Tommy O'Toole are on a merry-go-round as their wedding day (June 26) draws nigh. Ann is deep in plans and living in the future as she dreams of satin and lace, gleaming silver and snowy linens. . . . Anything from a heavy fog to a blizzard is sufficient to bring out the current fashions in boots. On the day of our annual blizzard the office looked like a sound set in a Roy Rogers picture. . . . Our sincere sympathy to Harry Stanton whose brother-in-law died recently. . . . Things were jumping at Stouffers Restaurant when Barbara Kraft, Anna Mae Vesey, Julie Mlakar, Betsy Gruber, along with some more of the office crowd, gave a farewell party for Vicki Juris. Vicki has left to take care of her household duties and she was presented with a lovely corsage and other parting gifts from her friends. . . . Bill Duffy may some day be known as the father of a boxing champ if his youngest son Billy continues to display the form he showed in the recent high chair bouts. . . . After finding Central Park and Radio City all by themselves, our neophyte travelers, Ann Nageotte, Katy Phalen, Gwen Ihlenfeld and Toni Cammuso, returned from New York and are toying with the idea of setting up an

information bureau for visitors from the hinterlands of Cleveland. . . . Congratulations to R. D. Chenoweth on his assignment as chief clerk in the passenger bureau. He has already demonstrated his capabilities and has an enormous capacity for work. . . . Jerry Stalter is not one to let himself get into a rut. After years of drinking coffee in the orthodox manner he decided to pour his into his lap one morning. The effect was sticky but colorful. . . . Coming attractions: Beverly Bader bubbled over with excitement as her wedding day approached. The big event was May 1 in St. Mel's Church. Barbara Brezine and Sam Klanac scheduled their Lohengrin for May 15. Nancy McTigue is busy with plans for her May wedding. . . . Put together about 250 congenial Erie employees representing all departments, mix well with good fellowship plus the music of Vic Stuart's orchestra, and the result should be a happy evening. On May 8 the Erie Teepee social and athletic club will hold a semi-formal dance at Hotel Statler and the committee in charge has spared no effort to make the dance a success. . . . On a recent week-end Virginia George decided to pack her bags and fly to Canada. . . . We hear the trip was prompted by her interest in the Royal Northwest Mounted Police. Having heard how they track down men with such tenacity, Virginia wanted to test the theory so that the same technique might be applied. We haven't heard how the theory worked, but at any rate, she's back after a wonderful trip. . . . Our mythical laurel wreath has been awarded to Charlie Lobravico, Bob Shields and Abe Van Kirk for carrying on the old and pleasant custom of supplying the office with candy on their birthdays. . . . Bob Burdenski looked resplendent in his uniform when he stopped by for a visit recently while on furlough from the Army. . . . The office is still adding and subtracting members. We lost Irene Shepherd and Lois Desmond who turned in their No. 3 pencils for the career of housewife. But Dorothy Stack has returned to the fold and Bill Yehle is back at his desk in the correction bureau after serving in the Army for two years. . . . Yolanda Fackelman, after working for

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Erie Railroad Magazine

BASKETEER

Cpl. Clifford P. Nye, ex-Erietrackman, Salamanca, N. Y., is on the basketball team of Company 1, 16th Regiment, 1st Infantry, in Germany.



the railroad more than two years, has taken a leave of absence to get ready for the newcomer due at her home this month. . . Two birthday celebrations with appropriate refreshments were held in the agency bureau for **Bruno Meyer** and **Tom Saunders**. . . We are happy that **Chris Nolan** is back with us again after being hospitalized three weeks. . . At the moment **Jennie Sakarozok**, **Glenn Nicholas**, **Dolores Hildebrand**, **Vera Phillips** and **Dot King's** minds are filled with the pleasant prospect of vacationing in Florida. They will attend the R.B.W.A. meeting. A cruise to Havana is also on the agenda. . . **Anne Villak** pulled a fast one with ladder, suitcase, etc. You can imagine the yackety-yak let loose by the machine roomettes when they heard the news about her elopement and marriage to **Michael Shumney**. . . **Audrey Kramer** has surprised everybody with her gymnastic ability. Her most recent accomplishment was a two-and-a-half back somersault on the stairway while hurrying to lunch. Now her lily white hand is swathed in great quantities of gauze and tape. The bigger the bandage, the more sympathy, which **Bertha Torok** lavishes unstintingly. . . Looking like a million dollars, **Betty Fowler** left the office amid much fanfare for her plane trip to Florida. On the return trip she paid a surprise visit to her fiancé who is stationed at Parris Island, S. C. . . **Dolores Doyle** finally broke down and changed her hair-do. Everybody raved about it so much she wishes she had done it a long time ago. . . **Juanita Smith** recently returned from Florida wearing a beautiful coat of tan. She and **Ernie** spent two weeks basking in the sun on the sands at Key West and returned laden with oranges and glowing accounts of the Sunshine State. . . That proud expression on **Barbara Buck's** face can be traced to the fact that her brother **Jack** will do a simulcast of the St. Louis Cardinals baseball games this season. . . Gals, in case you are wondering about that gleam in **Jack Trefney's** eyes lately, it's not what you think. **Jack** has added a '37 Buick convertible to his collection which now includes a '25 Rolls Royce and '32 Chevy. . . On Feb. 27, **Clarice Mora** strolled up the aisle of St. Christines Church in Euclid and was met by **Raymond Lee** at the altar. After exchanging the solemn vows, they left on a honeymoon trip to the Pocono mountains. We wish them the best of luck and happiness. . . We are happy to hear that **Eleanor Rinaldi** is recovering

from the serious injuries received in the gas blast last September. She was confined to the hospital for six months and recently was released on crutches. Her husband, **Angelo**, also was injured but has completely recovered. . . **Harry West** has moved into his newly purchased home out Fairview way. . . Recent visitors to our office included former Interline Clerk **Bill Watson** and retired Abstractor **Ann Mathews**.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Don Keister proudly showed off his son, **Robert Alan**, to office associates March 9 when his wife, **Yolanda**, brought him in for a visit.

Jackie and **Don Reiland** became parents for the fourth time Feb. 25. **Robert Francis** weighed 8 lbs., 5 oz.

Virginia Blackley has bought a Hammond organ. As soon as she brushes up on a few tunes, she and **Coletta Rauschert** will play a duet.

Tom Mayer says his is a sad case since his vacation plans to Michigan fell through.

Nelson Case became a 20-year man with the Erie April 18. He is eligible to join the Erie veterans now. **Kathryn Guiton** celebrates 30 years May 5 and **Marion Studeny's** tenth anniversary was April 1.

With spring came the new hair styles and trims worn by **Theresa Cockrell**, **Virginia Farson**, **Charlene Scheck**, **Marion Studeny** and **Jerry Sapp**.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Don and **Martin Kendall** having a little trouble with the water system on the farm. . . **Mary Pollinger** is California bound. . . **Jack Andrews**, former employe and now a member of the New York State police, was a visitor. . . **Bill Leonard's** ulcers are acting up again. . . **Bill Geary** recently completed a successful year as exalted ruler of the local Elks Lodge. . . **Clarence Braisted** and **Lillian Karl** found the roads a little slippery one morning. . . **George Willsey** has left us and gone into business for himself. A farewell party in his honor was held at Lisi's. . . **Lucky Pearl Wright**. . . Everyone admiring "Curley" Gibi's new haircut. . . **Harry Lemen** pulled a ligament. . . Is **Kip Condon** going off his rocker? Understand he's taken to reading love stories. . . One of our prominent bowlers was barred from the nine o'clock league. . . **Harvey Miller** and son **Lewis** "dieseled" to Binghamton and back. . . **Bill Moore** working on top secret material—VIP.

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... Harvey Schneegas received a letter from Ralph Horseman who is living in Marion. Ralph writes that he keeps track of things through this column. . . Ruth Hoyt all smiles with her new Pontiac. Stan and Carrie Walter also have a new Pontiac. . . Rosie Hogan's mother had a surprise party for her on her birthday anniversary. . . Mike Winters traded his Buick in on a newer one. . . Flash Petrillo almost had a new Plymouth. . . Why do they call Jerry Curran "Dick Tracy"? . . Bob Pebbles held up a little on his work while Jack Starr was on vacation. . . Bob Tanner off several days with a cold. . . Bruce Dungan's new home in Arkport is coming along fast. When is the house-warming party? . . Zip

Zannieri "dickering" for a new Buick. . . Bill Leonard and Betty Rudig going to Huntington to make initial arrangements for their September 4 wedding. There is a rumor around the office that many people will attend and that a "wedding coach" is in mind, providing enough are going. . . Cletus Brown really up in the air over his California trip to visit his mother. . . Watson and Eula Walden real happy with their daughter's new brother. . . John Hitchcock, Flash Petrillo and Zip Zannieri on a little excursion to Bath. . . Harold Fisher, former machine room man and now with Eastman Kodak, was a recent visitor. . . Bill Moore announcing the arrival of a new son by making a change on his W-4. . .

Young Rails



Their dad says the steam locomotive was being replaced by a diesel. These are Mary, 3; Bob, 6, and Fred, 12, children of Jim Briggs, Lima, Ohio, with their private road.

RUST-OLEUM

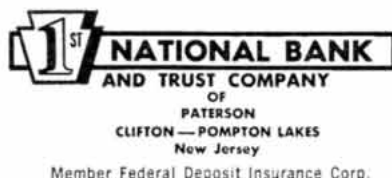
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SHORT CUT

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For the statistical department: 106 people in the bureau own cars. This is 66 1/4 percent. Chevies lead with Ford, Buick and Studebaker in that order. Pontiac and Dodge are tied for fifth place. Harry Lemon is the only aristocrat, with two cars, and believe it or not, Bill Pawling and "Sailboat" Sayles each own one and one half cars. . . Also, did you know that there are only eight left-handed people in the office? . . The Heinz Muhleisens very happy over the baby boy who came to live with them. . . Bill Morgan having a time trying to swap his '35 Ford for a '53 Chevy. Yup, you might have guessed it. He's trying to swap EVEN. . . Imagine everyone's surprise when Bob Hillman went to the key punch department. . . The match folders for the Veterans in Bath are coming in good. Received another box from Dave McGahan's office in Cleveland. The ladies' silk hose are slowing up a little. The Veterans can use both, and thanks to all who have contributed.

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CLEVELAND, OHIO

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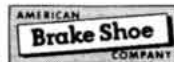
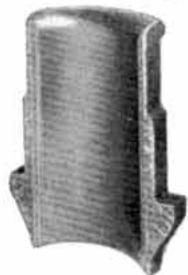
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CAR ACCOUNTANT

CLEVELAND, OHIO

By Ella Carpenter

A little bundle of joy arrived at the home of Doris and Kenneth MacKert March 23 and was named Pamela Joyce.

There was also a new arrival at the home of Dick Staley, a brother, Paul Allen, born March 15.

Bob and Dora Alves are planning an auto tour of Florida and intend to cover points of interest in that state.

Our deep sympathy to G. F. Dunathan whose father passed on March 29.

OPERATING

VICE PRESIDENT'S OFFICE

Walter Socha is in Marymount Hospital for treatment of a displaced disc. We are hoping for speedy recovery.

Len Riker decided on an early vacation and took the Mrs. to California to visit a brother.

Harry Frank made a plane trip to California for the wedding of his eldest granddaughter. While there he was presented with a handsome Hamilton watch by his son and daughter-in-law. It's a regular Hamilton rail-

EXCITED VISITORS



This group of youngsters from Tisdale School, Ramsey, N. J., recently visited our Jersey City terminal to learn about railroad operations and to look over our facilities. Their host was Don Campbell of our Jersey City passenger office, shown here in the light coat and hat.

timepiece. are all sorry that Mrs. Herm V. and had to go back to the hospital for a second operation on her arm. It was broken in a fall in December 1952.

SUSQUEHANNA DIVISION HORNELL DIESEL & BACK SHOP

By R. L. Hammond

Guy E. Stuart, Jr., furloughed electrician apprentice, has been promoted to corporal with the 2nd Armored Division, in Germany.

Machinists Walter Montgomery, Charles E. Stewart, Norman A. Hall, and Boilermakers Nicholas Di Santos and Joseph Kay retired in March.

ENDICOTT, N. Y.

By A. Lucile Baldwin

The board of governors of the International Business Machines Club, in cooperation with the railroad and the Endicott Model Railroad Club, sponsored a Family Railroad Night recently, featuring models of famous trains, toy trains and antique railroad equipment. The Erie displayed its famous A. & G. W. No. 5, a miniature woodburning engine. Supt. J. R. Ebert spoke on the service rendered by the railroads, followed by three films on railroad-ing. Other division officials present were W. M. Wiarda, chief trainmaster; W. F. Petteys, division engineer; Stanley Glover, division clerk.

HORNELL CAR DEPT.

By Mary L. Falzoi

Sympathy is extended to Earl E. Weaver, car repairer, on the death of his wife.

Welcome to our new foreman, Warren Livingston.

William Flaherty, car inspector, is a patient at the Bath Veterans' Hospital (Ward 4-A).

John Bay, car repairer, has resumed duty after an extended illness.

Welcome to Philip Dewey, car inspector, who is back working with the old gang. He received his discharge

from the Marine Corps recently.

Congratulations to Frank Marino, car oiler, and wife on the arrival of a baby girl.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Gertrude Dixon, retired clerk, Louisiana Street, is vacationing with friends in Tucson, Ariz.

Sympathy is extended to F. F. Crowley, retired B. & S. W. division passenger conductor, on the death of

his son, the Rev. Fenton Crowley, in New York, aged 56 years.

Night Chief Yard Clerk Maurice Fleckenstein really is proud of his brother, Cpl. William, a B&O operator, now doing similar railroad work in Korea.

Margaret Higgins saw the St. Patrick's Day parade in New York with friends. They stood in line four hours while it passed.

Frank Craig and Bob Johnson returned from their vacations in St. Petersburg, Fla., with good coats of suntan.

Mrs. Les Kendall, wife of the night train dispatcher, called the fire de-

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partment recently when she detected an odor she thought might be caused by a defect in the refrigerator mechanism. However, the firemen found that a skunk had crawled into the basement. They disposed of it and all was serene again in the Kendall household.

Ed Hogan reports he had a grand time on his vacation in Florida. He profited from Louis Leucht's experience and avoided certain pitfalls.

Floyd Mailler has returned to work

after a sojourn in Mexico.

We regret losing Nick Yacobucci, who transferred to the Car Department, and Joe Gawel, who decided to try his hand at the trucking game.

We are happy to welcome Bill Taggart.

BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to Edward Faltisco and family on the death of

his father.

R. A. Bork, retired road foreman of engines, was a recent caller.

WYOMING DIVISION

By J. P. Roche

Harry Tuthill and wife spent a vacation at Daytona Beach, Fla., as guests of R. E. O'Hern, former machine shop supervisor at Dunmore and Hornell. They also visited with M. A. Tuthill at Crescent City, Fla., a former Delaware Division conductor. Other cities visited were Miami, Fort Lauderdale and West Palm Beach.

G. A. Keller, retired engineer, will make his permanent residence in Rutherford, N. J. in the near future.

We welcome J. F. Orr as chief train dispatcher at Dunmore.

K. I. Walsh, retired file clerk, was honored at a dinner at the Deitrick on March 27. Gifts were presented.

C. F. Weller, Jefferson Division trainman, is confined to his home by an illness.

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PERISHABLE TRAFFIC

DUANE STREET, NEW YORK

A group of 40 Cornell University marketing students visited our piers Sunday night, March 28. This is an annual affair. The students are in charge of Max E. Brunk, professor of marketing. P. J. Napoli and E. B. Sheehan extended the usual courtesies.

All in the department extend sympathy to Agent W. J. Gallivan's family. He died April 8 at home in Rutherford, N. J.

We were pleased to see Bill Pratt, former perishable freight agent. He looked well and felt fine.

Mexican cantaloupes reaching the New York market are selling rather well. Their production is growing each year. Texas cantaloupes also are expected in good volume. Cherries, strawberries, plums and pears from California will soon be on New York tables.

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

We are glad to have Ed Mulhall back on the job after his recent illness.

John Bakker is trying to select the vacation spot he would like to visit this year. Since John is such a great traveler, his task becomes more difficult each year.

Mrs. H. E. Kelly expects to get an automobile and will be looking for a driving teacher in the near future.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Bertha Trefry spent a vacation in Lake Worth, Fla.

Frank Sees, messenger, is training as an air cadet at the Lockland Air Force Base in San Antonio, Texas.

Joe Di Mitri celebrated two anniversaries in April, seven years with the Erie and four years of marriage.

We welcome new messengers, Joe Piegari and Tony Cantonzaro.

Service anniversaries: Charles McGowan, 30 years; Lillian Skupin, 28; Dorothy Shea, 26; and Neal Ardes, 11.

MARINE

By Jesse E. Baker

Barge Captains **Salem Dahlstrom** and **George Dittmar** are back on their jobs after extended illnesses.

Al Wilson, wheelsman on the ferryboat *Meadville*, still is undergoing surgery on his nose at the Marine Hospital on Staten Island. He would be glad to see anyone who happens to be down that way.

Best of luck to Barge Captains **Ed Ashton** and **William Heaney** in their retirement.

Heartfelt sympathy goes to the family of **S. J. Satalich**, on his death March 17. He had been in Erie service since 1913 and was first on the barge captains' roster.

Sympathy also to **Raymond McGrane**, deckhand on the tug *Hornell*, and **George Witter**, tug dispatcher, on the passing of their mothers.

Do you know that Pier C in Hoboken, between First and Second Streets, will be 700 feet long and 328 feet wide when completed next spring? It will be the widest pier in the Port of New York.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

The annual spring get-together of the Welfare Association will be Saturday evening, May 8, at the Union Club in Hoboken. General chairman is **Walter F. Turner** of the freight yard. There will be a full course dinner and music by **Denny Barry** and his orchestra.

The "Blizzard Boys", **Samuel Johnson Snyder** and **Frank W. Vanderhoff**, paid us a call on the anniversary of the blizzard of '88.

Mr. and Mrs. Daniel H. Sutherland (retired train dispatcher) are back home after a month's vacation in Orlando and Indian Rocks Beach, Fla. Also, **Abe Kleiman** spent two weeks' vacation in Miami Beach.

Bellis, who has been ill, visited us recently.

Congratulations to **Mr. and Mrs. Peter Mandelbaum** who celebrated 29 years of marriage March 27.

A pat on the back to **Paul Knapp**, master carpenter, and his men for the fine job they did of face lifting and streamlining our file room.

Best wishes to **Harry Coleman**, former car record clerk, in his retirement.

Helen Smith is back at work after an attack of virus.

STATION FORCES

By N. J. De Vito

PASSAIC FREIGHT—Good luck to **Rita Anselmi**, extra clerk, who has resigned from the Erie.

NUTLEY (FRANKLIN AVENUE)—**James Gildea**, agent, made an auto tour while on his recent vacation.

SALISBURY MILLS—By the looks of Agent **A. F. Giraud**, he must have spent a lot of time on the beach while on vacation in Florida.

CLOSTER—**B. F. Leah, Sr.** is the new agent, having replaced **R. W. Tracy**. The latter retired recently

after 45 years' service.

PORT JERVIS TICKET—**William Nolan**, operator, who has retired after 47 years' service, expects to do more traveling. He and his wife returned from Florida recently. Daughter **Mary** received her white cap at capping exercises of the freshman class at St. Vincent's Hospital in New York.

HACKENSACK (ESSEX STREET)—Sympathy is extended to the family of **Fred Pierce**, former agent here, on his death March 28. Since his retirement he had spent most of the time in Florida.

PASSAIC, N. J.

Since the recent fire, our office force is divided, half at Garfield and half at Paterson Freight. The new freight office is to be erected on the east end of the present freight house floor at street level.

Genial Jim Parkinson is getting set to perform at the annual dance of the P.B.A. in Passaic.

Myra Glinski is preparing for her vacation at St. Petersburg, Fla., in June.

"Grandma" **Marion Kaiser** attended the annual women's bowling tournament at Syracuse in April.

Arthur Katz is going to the New York State mountains again to check at Santa's Work House. He wants to make sure he will not be forgotten this year.

Trucker **Al (Dutch) Guillermain** still listens to the "Lone Ranger" and wants to be "Tonto."

The **Vargo** twins are doing fine and can now assist Pop around the kitchen.

Frank Frega purchased two rabbits for his family so all his children could have a bunny for Easter.

WEEHAWKEN LOCAL & DOCKS

Retired employes, **Joseph Malberti**, **Angelo Gervolino** and **Gaetano Di Nardo** called at the station recently.

We welcome new employes, **Maureen O'Keefe**, **Vincent S. Penney**, **Wilbur V. Brown** and **Joseph Watkins**. **Erwin Walkowicz** has returned from Korea and has been assigned as tally clerk.

James Coughlin, former messenger-junior clerk, was presented with a

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DR. PEALE *continued*

self getting to that meeting. Nothing can be that important. Easy does it, you know."

I thought for a minute and said, "I guess you're right—it isn't that important."

"Well, don't worry," he told me. "We'll get you to that meeting all right."

We started off and he kept talking all the time. "You know," he said, "there's a minister who writes a column in the paper here every Sunday. He says that this hectic driving of yourself and being in a hurry all the time is what gets people sick."

Then he went on and quoted to me everything I had said in my last column. You can be sure that, when I got out of the cab and paid him, I tried to keep my face turned away. I don't know whether he had ever seen a picture of me, but, believe me, that was one time I didn't want to be recognized.

I went upstairs to my meeting and found that they were still reading the minutes of the last meeting, something not very important. I could have been even five minutes later and it wouldn't have mattered a bit.

I decided to practice what I preach a bit better. I certainly try to do that and there are times when I am reminded quite forcefully of just how important this is. Just recently I have lost three of my best friends. They died of high blood pressure, high tempo, heart trouble. And only today I had a letter from the wife of another friend who has just been offered a wonderful new job. Tragically enough, he can't accept it because he has developed heart trouble.

"I wish you could tell me what's wrong with him," his wife writes. "He is so excited and tense all the time. Maybe now he will have to be quiet for a while and get the healing peace of God back into his life."

A great doctor, William Osler, once advised a medical college graduating class somewhat as follows:

"When a doctor comes into a sickroom, no matter how bad the case may be, he must come in bringing poise and quiet confidence. He must not be apprehensive, or at least he must not show it. He must regard himself as master of the situation; he must meet every variable in the situation with

composure. And the way a doctor lives is the way that we all must live."

The best rule for living without tension is to practice confidence in your religious faith. Each day do the best of which you are capable. Practice doing it quietly, calmly and easily. Leave the results to God, casting all your care upon Him. I'm not going to rush any more. I appreciate the lesson I learned from that Philadelphia taxi driver.

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VETERANS *continued*

ing a contest now although neither contestant is aware of the race. **George Kalle**, Weehawken Docks office, already has sent in seven applications and **R. O. Leverton**, Police Department, has signed eight members. Both men have more applications in their possession. Wouldn't it be good to have a few more contestants in the race so we could bring our membership up to the thousand mark before the end of the year?

This month we honor our country's heroes. Let's also offer a few minutes of silent prayer for brother members who have passed on.

In order to vote in the system election, dues must be paid by the end of June. Dues cards are now in the hands of field men.

QUIZ ANSWERS

1. In pounds.
2. Operating Department.
3. A bill indicating damage or shortage at time of shipment.
4. They have decreased it by approximately two billion dollars.
5. The part between the tread and the flange.
6. A train the revenues and expenses of which are pooled between two or more railroads.
7. Per lineal yard.
8. Passenger service revenue.
9. Eastern.
10. About 6300.

purse by the office force on his recent marriage. The newlyweds honeymooned at Fort Myers, Fla.

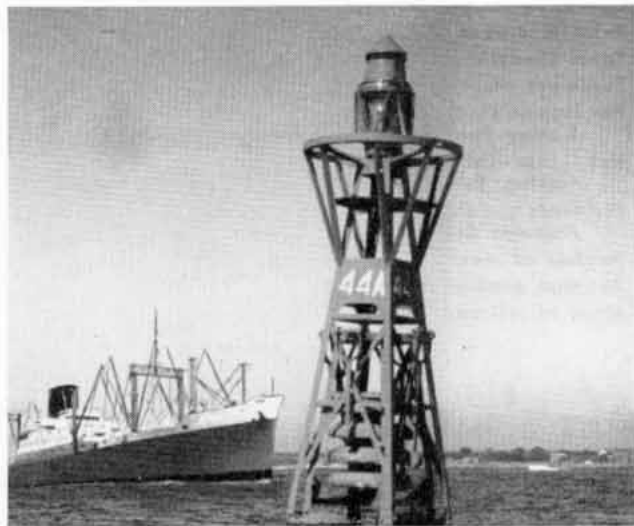
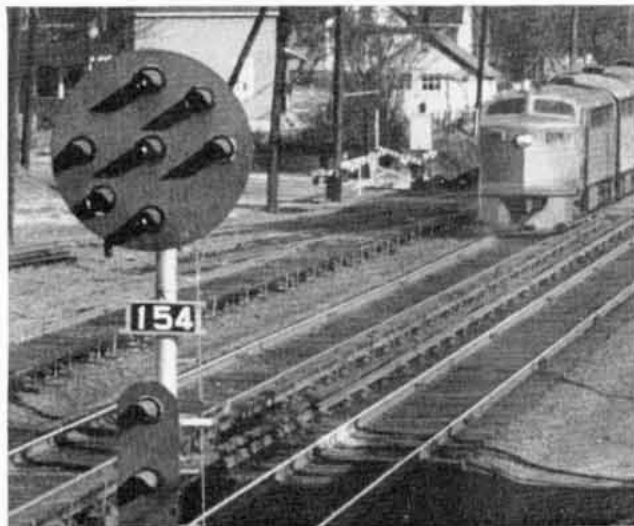
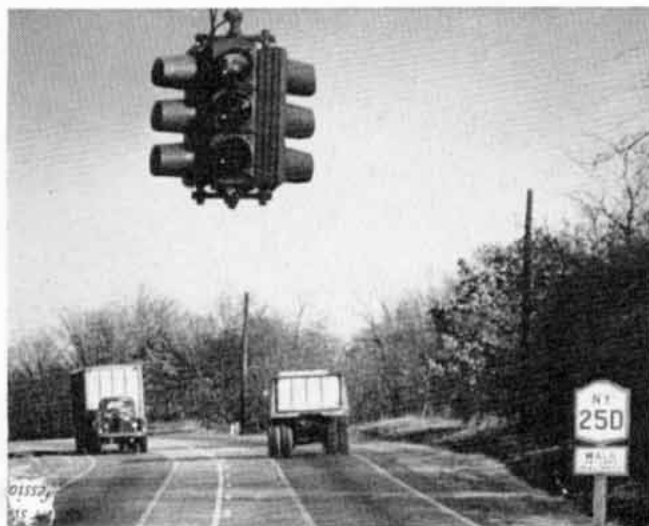
The Jersey City Local and Docks bowling team took three games from our team, which tied the series at three games apiece, with the assistance of Weehawken star, **Bobby (Hot-Rod) Colville**. The rubber match is in the making.

Sympathy is extended to **George W. McMahon**, checker, on the loss of his mother, and to **Frank Hans**, watchman, whose wife died.

William Vollinger, our General Motors representative, has intentions of starting an independent political party in his home town, Paramus.

Erie Railroad Magazine

As a taxpayer, do you know: WHICH ONE
OF THESE DOESN'T BURN TAX DOLLARS?



You're undoubtedly familiar with these traffic control devices for various forms of transportation.

But do you realize that only *one* of them doesn't burn up tax dollars?

Consider these facts. Up to the end of 1953, Federal and local governments had spent some 2 billion dollars on the construction of *civil airports and airways*.

From the turn of the century to June 30, 1953, Federal expenditures for *river and harbor* navigation facilities exceeded 4.3 billion dollars.

Highway construction in the United States has cost 39 billion

dollars since 1921. *Highway* construction and maintenance costs come to about 5 billion dollars annually—with you, as a private citizen, picking up the biggest part of the bill. (For every 100 ton-miles of travel, a typical personal car pays taxes averaging 34 cents while a 30-ton highway truck pays an average of only 12 cents.)

Railroads, on the other hand, have spent more than 20 billion dollars to install rights-of-way and other facilities. In addition, they pay taxes on them—which help to subsidize their competitors in the air, on the water and highways.

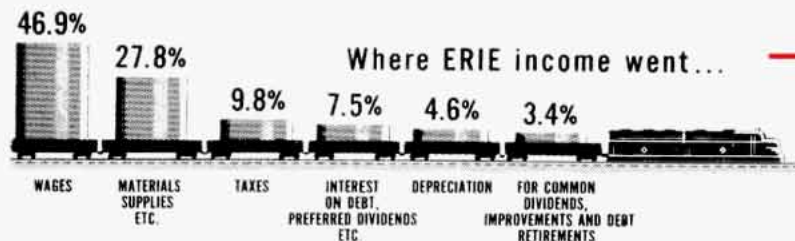
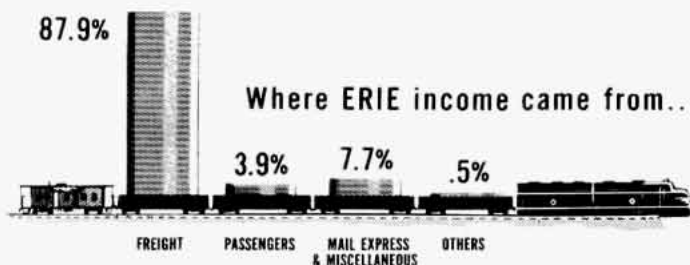
When, therefore, you hear the railroads say they want the opportunity to compete with other forms of commercial transportation on a free and equal basis, you can understand their position.

It is their feeling that the public would be much better served if all forms of transportation were put on a truly competitive basis. Not only would each be spurred to provide constant improvements in services and facilities, but the cost would fall where it rightly belongs—on users instead of taxpayers. . . . Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.

ERIE PROGRESS PAYS OFF AGAIN

Highlights of the year

	1953	1952
Operating Revenues	\$181,505,236	\$176,459,018
Operating Expenses	\$136,382,758	\$134,941,169
Ratio of expenses to revenue	75.14%	76.47%
Taxes (Federal, State and Local)	\$17,827,359	\$17,706,129
Taxes per share of Common Stock	\$7.28	\$7.23
Net Income (before Capital and Sinking Funds)	\$12,581,603	\$13,223,521
Net Income (after Capital and Sinking Funds)	\$8,168,984	\$8,992,611
Dividends per share of Common Stock	\$1.75	\$1.75
Number of stockholders	25,573	25,835
Average number of employees	20,703	21,463
Miles of railroad operated	2,224	2,237



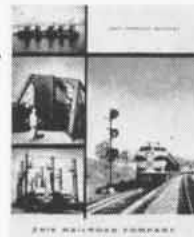
● An improvement program totaling \$160,000,000 since the early 1940's has put the Erie Railroad in the best physical shape in all its history. In that time the share-owners have received \$64,000,000 in dividends and the railroad's debt has been reduced by \$18,000,000.

The Erie is now a completely diesel-powered railroad with full train-radio coverage over the entire line between New York and Chicago. Add it all up and it means better service for shippers and travelers, improved working conditions for employees, and greater stability for share-owners.

The underlying strength of the railroad and the industrial area it serves are the basis for confidence in the future progress of the Erie.

Good Reading . . . send for your copy!

If you are interested in further information, send for a copy of Erie's 1953 Annual Report. Write to Paul W. Johnston, President, Erie Railroad, Room 1302, Midland Building, Cleveland 15, Ohio.



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