As we listen to some political speeches and read the publications of some organizations, we often feel that we are living in an age of "name-calling". This is the device many of us used as small children when we could think of no sound arguments or lacked persuasive ability to win over our opponents. Today, it is resorted to by those trying to arouse class and racial conflict, religious bigotry; and unfortunately by some ill-advised representatives of both management and labor. Hitler was an expert in this despicable practice.

No employer or any organization in which we have membership can dictate our individual vote. I am sure that when we vote this month we will make our own decision based on our good common sense and that God-bestowed gift which, for want of a better name, we call conscience. It is this freedom from compulsion which makes the secret ballot a priceless privilege for everyone of us. It is worth preserving. Your best guarantee of retaining it is by exercising your right to vote in all elections where you qualify.
TWO RETIRE

Ernest R. Riker, of Clarks Summit, Pa., made his last run as an engineer on the Wyoming Division Aug. 27 and retired after 52 years of service.

Mr. Riker, a locomotive engineer for 45 years, first was employed as a fire cleaner on the Wilkes-Barre & Eastern Railroad (now Erie) at Moosic, Pa. He was transferred to fireman on the Wyoming Division Jan. 13, 1903, and promoted to engineer Feb. 7, 1907.

He is the proud possessor of an enviable safety record, never having had a reportable injury.

Bernard P. Rinkavage, of Carbondale, Pa., also a veteran Wyoming Division engineer, made his last run Aug. 22.

A locomotive engineer for 44 of his 47 years of service, he hired out on the Erie at Carbondale as a car repairer June 7, 1905, and transferred to locomotive fireman July 17, 1905. He was promoted to engineer July 1, 1908.

THE COVER

Operators of Erie's giant cranes at our great waterfront terminal at Weehawken, N. J., are so adept at handling the lumbering behemoths that they can do some amazing things with them. This month's cover shows one of them at work. Half a minute before this picture was taken, that dangling crate was in the box-car, and the problem was how to get it out. The crane took care of that. The crane's lines were wrapped around the crate, and the crane gently pulled it out of the car, held it aloft proudly, efficiently set it down and looked around for the next job.

5 Cash Awards Await Writers

At least five cash awards are known to be available for presentation at the Eighth Pan American Railway Congress in June 1953 for outstanding papers on railway subjects, according to a recent announcement by the organizing committee for the Congress.

The Eric V. Hauser Memorial Award of $1,000 for the paper judged to be the most helpful to the science of railroading in respect to way and structures has been offered by William T. Faricy, president of the Association of American Railroads and chairman of the United States National Commission in the Pan American Railway Congress Association. Eric V. Hauser, the father of Mrs. Faricy, was a prominent railroad builder and was identified with many other important construction projects.

The Argentine Government has offered three prizes totaling 50,000 pesos (about $3,625) for papers on railroad subjects. These include 25,000 pesos (about $1,812) for the best paper on railroad planning and coordination, 15,000 pesos (about $1,088) for the best paper on railroad operation, and 10,000 pesos (about $725) for the best paper on social and working conditions of railroad personnel.

The Pan American Railway Congress Association has also established an award of 25,000 Argentine pesos (about $1,812) and a gold medal for the paper which is of the most positive benefit toward the operation and economy of railroads. This award will be a memorial to Santiago Brian of Argentina, founder of the Pan American Railway organization and an outstanding railroad engineer.

Papers prepared by residents of the United States should be submitted in triplicate to Dr. Lewis K. Sillcox executive vice-president, New York Air Brake Co., Watertown, N. Y., on or before Dec. 15, 1952.

Teacher: What is a flood?
Little Jimmy: I knout-it's a river too big for its bridges.
Erieman Called to South Africa

After 40,000 miles of travel by air to a three-month job as transportation consultant to the government of South Africa, George F. Raymus, assistant superintendent of the New York Division at Jersey City, says he is happy to be back home but still is excited by the countless fascinating experiences of his around-the-world trip.

Mr. Raymus' travels took him first to briefings in Washington and London and then a breath-taking flight in the famed British Overseas Airways Company jet-liner Comet to the Belgian Congo, French Equatorial Territory, Angola, Southern and Northern Rhodesia, Mozambique, Italy, Cairo, Beirut and Union of South Africa.

Streaking along at 480 to 560 miles per hour, the Comet left London on June 20 and arrived in Johannesburg, South Africa, a distance of almost 5400 miles, on June 21 and included five stops for fuel. Mr. Raymus was one of the first Americans to fly in the Comet, the world's first passenger jet-liner.

Mr. Raymus made the trip as a transportation consultant for the General Service Administration of the Defense Materials Procurement Agency of the United States Government. He was gone from June 5 to Aug. 30.

His mission was to determine if anything additional could be done to speed up delivery of strategic materials from South Africa to this country. A veteran of 38 years with the Erie, Mr. Raymus is one of the railroad's top experts on terminal and

Looking grotesquely like a mixture of the ancient and the modern, native women stand and gossip beside a train at a station stop.
Back in his office, Mr. Raymus (right) shows some of his pictures to two interested listeners. Going over a map of South Africa with him to see where he was are William C. Otten, foreign freight traffic manager, and Antoinette Geerinck of the superintendent's office in Jersey City.

port operation. Based on monthly operating reports, the Erie regularly has ranked as the leading railroad in harbor operations in the port of New York, the biggest port in the world. Much of Mr. Raymus' experience has been gained in these operations.

In London he met with Gem Thomas B. Wilson, director of Region 3, D.M.P.A., and with George R. Clemens, assistant chief of the Transportation Section of the Mutual Security Agency, in Paris. The two accompanied Mr. Raymus on his trip to Johannesburg. After briefings during 10-day visits to Washington and London, Mr. Raymus boarded the Comet in London on June 20.

On July 6 Mr. Raymus left the party at Leopoldville in the Belgian Congo for Brazzoville, French Equatorial Africa, from where he went to his South Africa headquarters at Johannesburg. Based at Johannesburg, Mr. Raymus spent the rest of his time in South Africa visiting areas where such materials as chrome, manganese, copper, etc., were mined. At the mines he studied rail movement of the raw materials. Much time also was spent at the ports where the raw materials were placed aboard ships for their journey to the United States. Mr. Raymus worked with South Africa's chief transportation and government officials, an indication of the international significance of his assignment.

Government Owned

The South African railroads are government owned. The system consists of 14,000 miles of railroad which has a three-foot six inch gauge.

Mr. Raymus soon determined that the system's greatest need was locomotive power and freight equipment to handle the tremendous increase in tonnage that has developed beyond the current capacity of the railroad, most of which is single track and offers many natural problems.

Railroad officials constantly are striving to overcome the natural handicaps by double tracking, reducing the extremely steep grades and regrading.

The Erie man also found that seasonal traffic was an overwhelming handicap. For example, last year the total freight tonnage carried by the South African railroad was 65,000,000 tons. Of that total, 24,000,000 tons was coal. That meant that during the coal hauling season, the majority of the railroad facilities was concentrated on movement of coal with other commodities waiting their turn.

A typical season situation was that of one 50-mile stretch of railroad. A check showed that on that 50 miles of railroad at one time there were 10 tonnage trains of coal in transit while 14 more trains stood in the marshaling yards ready to move.

In his report to U.S. transportation and defense officials, Mr. Raymus says that he found the South African railroaders were extremely capable and experienced but were operating under tremendous handicaps.

Water Scarce

One of the other difficulties was the scarcity of water in the interior. A practice which is unheard of in the United States is common in South Africa. This is the operation of water.

When Mr. Raymus visited a native village in the Belgian Congo, he was just in time to witness this dance which is a weekly affair.

November, 1952

These pictures were taken in the Belgian Congo on the Benguela Railroad. On the left native railroaders fill a tender with wood for their locomotives. The railroad's locomotives are wood-burners. At the right a native engine crew poses beside its small switcher. The switchers are called shunting engines in the Congo.
SWITCHBACKS & CROSSOVERS

By Jack Maguire

Train robbers have written a dramatic chapter in railroading's storied past. But many lesser criminals, whose exploits were never widely publicized, have contributed some unusual footnotes to the history of outlawry on the high iron.

Men like John Dale Hammond, for example, an agent for the Wells Fargo Express Co. at Caddo, Indian Territory. One day in 1889, he sent the following wire to his superiors in Kansas City:

"I have stolen your gold shipment of $50,000. I await your arresting officers."

Hammond greeted the marshal pleasantly and admitted that he had stolen and hidden the gold; He pointed out to officers that the maximum sentence at the time for such a theft was 20 years—a rap he was willing to take in exchange for the $50,000 that would be waiting for him on release. It figured out as $2,500 annual income while he was in prison, or more than four times his $600 yearly income as express agent.

During the investigation of the crime, Hammond admitted everything except the hiding place of the gold. He was given the maximum sentence, and went cheerfully to jail in anticipation of the riches that awaited him in 20 years.

His plan might have worked if the Katy Railroad hadn't decided to relocate its main line between Parsons, Kans., and Dennison, Tex., 18 years later. The new line paralleled the old pike through Caddo, and when crews were excavating for a new cut, they hauled up the missing safe. The $50,000 was intact.

Two years later, Hammond walked out of prison convinced that crime, in his case, at least, doesn't pay.

One of the most unusual robbery attempts in the annals of railroad crime occurred on the Erie at Jersey City, N.J., in 1882.

A disgruntled telegraph operator named W. J. Sipple had discovered that one of the Jersey City telegraph offices had a key that was never used at night. This gave him the idea of attempting a payroll robbery by telegraph.

On the appointed night, he sent a message from the abandoned office to the Erie payroll clerk in Jersey City warning the latter that a robbery attempt was to be made on the pay office. Sipple, signing the initials of Gem Bird W. Spencer, Erie treasurer, directed the clerk to turn over the cash to a New York detective who would call for it later that evening.

Luckily, Chief Operator Haring, who received the message, was an old brass pounder who knew that the Morse code is like a spoken language—every operator, by his touch on the key, "speaks" it differently. When, by another lucky course of events, it was discovered that Gem Spencer had not dictated the message, Haring realized it was a fake. He also told police who the sender was.

Arrested, Sipple admitted his hoax after police had told him how Haring had recognized the peculiar, halting code that was Sipple's trademark. And thus was foiled what might have been known as "The Case of the Dot and Dash Robbery."

Sometimes there is a trace of sardonic humor that underlies the trig-

(Please turn to Page 33)
YOU Can Have MORE If the GOVERNMENT Spends LESS

... higher taxes
... higher prices
... a bigger national debt
... more government control - more socialism
... more corruption in government

If government spends less, you won’t have to pay for any of these...

5 sound reasons for ECONOMY

Yes, these are five good reasons why government should-- and must -- spend less.

But--economy begins at home. Unless you make it your job, government spending will continue to keep going UP and UP and UP.

(Tax rates and spending levels from 1952)

1 TAXES

You’ve seen your taxes going up lately. Maybe you don’t realize how much. But in a little over 6 years, the present administration has collected more taxes than all the other administrations in history collected in 156 years.

Everybody pays taxes. At present rates of spending (1952), the tax bill averages $1,589 per family for the whole country. With the planned spending of $85.4 billion next year, the tax bill would jump to $1,935 per family.

You can help keep taxes down by thinking twice before you support any new government project or service. There’s no such thing as a “free” government service.

2 INFLATION

If you look up “inflation” in any leading dictionary, you’ll be surprised to find that inflation is not just higher prices. Inflation is a rapid rise in the money supply that causes prices to rise, because the output of things to buy hasn’t gone up as fast.

What causes a rapid rise in the money supply without a corresponding outpouring of the things we want to buy? GOVERNMENT SPENDING.

You can help fight inflation by becoming a budget vigilante. When you find a government agency wasting money, don’t be bashful about it. Tell your Congressman. Write the U. S. Bureau of the Budget, Washington 25, D. C. Call your local newspaper.

It’s your money they’re wasting

(please turn page)
Our government owes $260 billion—more than twice as much as all the money in the United States.

This debt has shot up like a skyrocket in the past twelve years. Of course, a lot of it was the result of World War II. But nothing is being done to pay it off.

As a matter of fact, planned government spending for next year, if it isn't reduced, may make the debt jump up another $10 billion or so.

The average family's share of this debt is $5,860. Every child born today inherits a debt of about $1,500.

And it costs plenty in taxes just to pay the interest on the debt every year—about $6 billion worth. That comes to nearly 140 tax dollars per family every year.

YOU can help to lower the national debt by seeing to it that the organizations you belong to don't put pressure on Congress for more spending on pet projects.

America has long been the home of freedom and liberty. But have you noticed that more and more the government tells people—farmers, businessmen, workers, consumers—what to do and when to do it?

Americans have always voted down socialism. But socialism is just another name for big government.

And our government is getting bigger—fast. There are 289 million civilians on the Federal payroll. About one worker in every eight is employed by Federal, state or local governments. In most big cities, the biggest employer by far is the Federal government.

Big government spending and big government go hand in hand.

YOU can reduce big government by making it crystal-clear to your representatives in Congress that you want rigid economy in government.

And don't overlook the close connection between the huge sums of money flowing into and out of Washington and the corruption that has Shocked the nation. Thousands of people in and out of government have a hard time resisting the temptation to dip into the spending stream for personal profit.

Don't write your congressman tomorrow. Do it now!
Here's WHAT YOU CAN DO:

1. YOU are a person of influence. You probably belong to some organizations—farm groups, labor unions, chambers of commerce, trade associations, lodges, national affairs committees, voters’ organizations. Get your organization on record for economy in government.

2. If YOU don’t have a suitable organization to work through, YOU can help form one. Set up a budget committee, or an economy committee, or a study group, or whatever seems best suited to your local needs, either within an existing organization or separately. Then get all the material you can. The U. S. Chamber of Commerce can help supply you. So can other organizations like your Taxpayers’ Association or the Tax Foundation. Then make your recommendations.

3. YOU can speak up for economy. Whether you write articles, make speeches, send letters or just talk to friends on the back porch, you can have a pretty wide circle of influence.

4. YOU can resist raids on the Treasury. Don’t endorse pet projects yourself unless you first think in terms of what they mean to YOU, as a taxpayer. Remember that one man’s pet project is another man’s boondoggle—and that a lot of “inexpensive” items add up to billions. And YOU can see that the organizations you belong to don’t put pressure on Congress or the Administration for pet projects.

5. YOU can be a budget vigilante. Every citizen has plenty of contact with government agencies these days. When you see one of them wasting YOUR tax money, use your freedom of speech. Pass the word to the Bureau of the Budget, to Congress, to the press.

6. YOU can tell your senators and congressmen what you think. Tell them you know that the best way to cut taxes is to reduce spending. If you know of specific places where you think cuts should be made, say so. Congratulate your representatives when they have done a good job.

7. Talk to YOUR congressmen in person whenever you can. Sometimes it is possible to get several of them together for a group meeting when they are home during a recess. And don’t be thrown for a loss when they say, “Sure, we’d like to cut the budget if you’ll tell us where.” Be ready with some specifics. And you can always throw the ball back to them—ask them to justify their votes for spending proposals, where you don’t agree with them.

8. And YOU can vote for economy. Study the records of candidates up for election, and take a good look at their stand on government spending before you cast your ballot. And by the way—don’t forget to register and vote in every election.

Every government is a government of the people. Our government is also a government by the people.

But that’s true only insofar as the people make their influence felt.

The Government belongs to those who take an interest in it.

Have YOU shown YOUR interest lately?

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**Every tax penny comes from you and your fellow taxpayers**

Have you had your say in how this money is spent?

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November, 1952
CENTURY OLD MEMENTO

The small plaque shown here holds a half-horseshoe which is believed to have come from the hoof of an ox which was used in the construction of Erie's famed Starrucca Viaduct, the majestic stone railroad bridge on our main line near Susquehanna, Pa. A picture of the bridge also is shown. The horseshoe was mounted and presented to President Paul IV. Johnston by the Stone Bridge Lions Club of Susquehanna. Robert B. Langford, president of the club, says that the shoe was found recently near a large bull wheel which was used to raise the oxen from the ground to shoe them. Starrucca Viaduct was built more than 100 years ago. Holding the plaque is Jean Sullivan, secretary in the public relations department.

Service First

Courteous and efficient railway service is a prerequisite of successful public relations. Without good and satisfactory service, no amount of public relations effort will succeed; with it, well directed public relations effort can be most helpful in enlisting public interest in railway problems.

Four Names Added To Promotion List

Three Eriemen have received promotions in the rates office of the Traffic Department in New York, and another has been promoted to assistant to supervisor of locomotive operation.

Thomas Gilpin has stepped up to the job of assistant general freight agent in New York. With the Erie since 1919 when he started as an office boy, he advanced through various clerical jobs until Oct. 1, 1945, when he became chief of divisions bureau and March 1, 1949, became chief of the tariff bureau.

Frank K. Noonburg is Mr. Gilpin's successor as chief of the tariff bureau. He has been with the Erie since April 29, 1923, starting as an index clerk. On March 1, 1949, he became chief of the divisions bureau after an apprenticeship in clerical jobs.

The successor to Mr. Noonburg is Frank J. Nelson who becomes chief of the divisions bureau. He started with the Erie in 1922 and advanced through clerical positions to chief clerk in the rates office in 1949.

In the Operating Department, Walter G. Coleman has been appointed assistant to the supervisor of locomotive operation. He joined the Erie in 1926 and was a fireman until 1943 when he was promoted to engineer. His headquarters will be Jersey City.

PRO GRIDDERS RIDE ERIE TO MEET BROWNS

When the powerful San Francisco 49ers National Professional Football League team played the Cleveland Browns in Akron, the 49ers spent the week before the game at the Riverside Hotel on Erie's main line in Cambridge Springs, Pa., and then rode the Erie into Akron where the game was played at the Rubber Bowl. Apparently the ride on the Erie was good luck because the 49ers won. The 49ers are shown here at the Akron station just after they got off the train. At the right, an Akron radio sportscaster interviews Buck Shaw, 49ers coach, while Bob Toneff, great Notre Dame All-America tackle of 1951 and now a star tackle with the 49ers, looks on. Toneff is from Barberton, a suburb of Akron.

Erie Railroad Magazine
BOOKLET AVAILABLE

American Railroads--Their Growth and Development is the name of an attractive 32-page illustrated booklet telling briefly, with the aid of a set of eight progressive maps, the growth of the railway system of the United States from its inception. The booklet also tells how the art of railroad ing has improved with standardization and the introduction of electric and diesel power, air-conditioning, streamlined trains, improved tracks and bridges, signal communications and better plant and equipment as a result of extensive research. If you would like to have a copy of this little book, write to the Editor, Erie Railroad Magazine, Midland Bldg., Cleveland 15, Ohio.

Erie Patches Available

A limited number of Erie diamond cloth emblems for sewing on caps or left breast pockets of coveralls have been made available for members of engine crews, either firemen or engineers. The supply is adequate enough so that each member of an engine crew can obtain one of the emblems. They are washable, and it is not necessary to remove them for laundering as they are color-fast. Members of engine crews can obtain them by request from the offices of division superintendents.
Pennsylvania Honors
Mr. Johnston

Selected as one of Pennsylvania’s most prominent former citizens, President Paul W. Johnston was honored Oct. 17 at a dinner in Meadville, Pa., sponsored by the Business & Professional Women’s Club of Meadville as part of Pennsylvania Week activities.

Annually approximately 25 Pennsylvanians who priced lived in the state but now reside elsewhere and have become national leaders in their field are selected as “Pennsylvania Ambassadors” by civic organizations throughout the state. Mr. Johnston was one of 25 selected for 1952.

The dinner at Eagles Hall in Meadville was attended by approximately 300 persons.

Mr. Johnston received a plaque and scroll which was presented on behalf of the State of Pennsylvania in recognition of his selection as a “Pennsylvania Ambassador.”

Others who received the award this year included: Col. Francis S. Gabreski, World War II and Korea ace; Bernard F. Gimbel, president of Gimbel Bros.; Joseph L. Mankiewicz, Hollywood writer, producer and director; and Ed Wynn, famed movie, radio and television comedian.

BA-6 IMPORTANT IN CLAIMING UNEMPLOYMENT PAY

Railroad employees are reminded that they should submit their 1951 Form BA-6 with their first application for either unemployment or sickness benefits in the new benefit year. 

First, it serves to identify an employe to his unemployment claims agent.

Second, it helps the regional office which handles the application to determine at a glance whether the employee’s earnings are sufficient to qualify him for benefits ($300 or more).

Third, it gives the regional office a statement of the employee’s base-year earnings, on which his daily benefit rate is based. If a certificate is not attached, the regional office must get a statement of the employee’s earnings from the headquarters office in Chicago. This, of course, takes time and may delay the payment of the first claim a day or two.

An employe who does not have a certificate for any reason, and who becomes sick or unemployed, should file his claim anyway.

Nazzaro Retires

After 52 years of service with the Erie, Gaetano Nazzaro, engineer at Jamestown, N. Y., has retired.

Engineer Nazzaro started with the Erie in 1900 as a machinist helper. He became a locomotive fireman in 1911 and an engineer in 1918.

Railroad Comic Book

Enclosed with this issue of the Erie Magazine is a comic book which tells the story of our American railroads in a manner that should be entertaining and informative to youngsters and adults. Editors of the Erie Magazine liked the way the facts and figures were presented in color and picture that they thought readers of the magazine would want to have a copy. So, We’re sending one to you with our compliments. If you would care to have one or two more for your friends, we’ll be glad to send them to you. Just write to the Erie Magazine, Erie Railroad, 1304 Midland Building, Cleveland 15, Ohio.

AVOCAN RETIRES

Frank J. Sheerer has retired as yardmaster at Avoca, Pa., after almost 50 years with the Erie.

Mr. Sheerer started with the company as a brakeman at Avoca Dec. 1, 1902, was promoted to conductor Feb. 14, 1909, and to yardmaster 14 years later.

Fellow workers presented the leisure-bound veteran with a leather easy chair and ottoman.

A life-long resident of Avoca, Mr. Sheerer is the father of four children, James, employed by the Erie at the Dunmore, Pa., car shop; Francis of Taylor, Pa.; Mrs. Bart McAndrew of Avoca and Mrs. Charles Booth of Pittston, Pa.

ANNUAL REPORT

AWARDED TROYHE

Erie’s 1951 annual report has been judged the best in the Central Eastern Industry Group and has won a bronze oscar of industry trophy, the fourth year in a row that the award has been captured by the Erie.

The news was announced by Weston Smith, executive vice president of FINANCIAL WORLD, the business magazine which conducts the competition each year.

The selection for the bronze oscar also qualifies for the silver oscar in the broad industrial classification for the top award, the gold oscar, which was won by Erie’s 1950 annual report.

A Real Bargain

For a penny the railroads perform the equivalent of moving 100 pounds of freight a distance of 15 miles, on the average.

For a nickel they carry 100 pounds of freight an average of 75 miles--a distance equal to that between Boston, Mass. and New London, Conn.

For a dime they carry 100 pounds of freight 150 miles on the average--a distance equal to that which separates Baltimore and Richmond.

And for a quarter of a dollar they perform the equivalent on the average of carrying 100 pounds freight 375 miles--a distance equal to that between Detroit, Mich. and Louisville, Ky.
ERIE VETERANS

Fellow Veterans:

Thanksgiving time gives me the opportunity, in this column, to extend to all veterans and their families my sincere wishes for a very happy Thanksgiving and to thank the officers, members, and all others who in any way contributed to the support of our Association, the success of our social affairs and the increase in our membership. While we have succeeded in picking up quite a few new members, there are many eligible non-members to be contacted. A cordial invitation is hereby extended to all active and retired non-members with 20 or more consecutive years of Erie service to become members. All payments received with applications for membership by December 31, 1952, will automatically be credited to membership for the year 1953. Why not take advantage of this opportunity and make an application now for membership, and wear the button of the Erie Veterans to show you are proud of your long and faithful service? To the members who have not yet submitted payment for 1952 dues, won't you please arrange for prompt payment? In conclusion, I leave you with this reminder. Please do not fail to do your duty as a true American citizen. Take advantage of your rights and privileges and go to the polls Nov. 4 and vote for the man of your choice.

Fraternally,
M. A. Redding, President

Salamanca

The regular meeting and dinner was held Sept. 26 at Meyers Hotel with 54 members present. Entertainment consisted of group singing and a number of vocal selections by the trio, Dodd, Glasford and Sloan. Plans were made for fall and winter programs, also a dinner and masquerade dance.

There were moments of meditation and prayer for two members who passed away recently, John Kelly and W. J. Looney.

Jersey City

By Walter Bieszard

Eighty-nine members attended the regular chapter meeting and many subjects were debated, among them the system and chapter outings. Our veterans, some of whom were attending for the first time, enjoyed themselves at the Conneaut Lake Park outing even though it rained, and are looking forward to next year. Members voted to hold the annual chapter outing at Werner's in July next year. Harry Edwards from Secaucus shop, Henry E. Rutter, bridge tender at Passaic Park, spent his vacation in Jersey City.

November, 1952

Scranton Agent Retires

W. H. Osterhoudt retired from Erie Railroad service June 30, 1952, as agent at Scranton, after 36 years in Station service.

He started for the Erie as station helper at Hancock, N.Y., April 16, 1916, transferred to freight clerk at Susquehanna, Pa., Dec. 8, 1917, was promoted to agent at Honesdale, Pa., Sept. 15, 1931, and then promoted to agent at Scranton Nov. 1, 1939.

Scranton Agent Retires

By Ruth Nise Manger

Sixty members, wives and friends met at the Avon Inn Sept. 13 for our 1953 annual dinner. The feature speaker was F. H. Halbleib, freight agent at Rochester, was toastmaster and introduced the speakers, Supt. C. S. Kinback, F. J. Droit, chapter chairman, M. A. Redding, system president, C. P. Bell, division freight agent, Rochester, and James Moran and Charles Connors, Sr., party chairman; Mrs. E. J. Lafferty, chairman of the ladies auxiliary, and our honored engineer, F. F. Banaster, A. W. Fix and George Schuller. Among those present were R. A. Bork, W. Wilson, C. J. O’Leary, Secretary H. A. Moyer and Treasurer F. F. Halbleib, Community singing followed, with Mrs. F. J. Droit at the piano.

T. O. Peterson, agent at Lockport, has retired after 40 years of service. A new granddaughter has arrived at the home of Eddie Ervin, signal men.

(please turn to Page 33)

INSTALLATION SET IN CLEVELAND

Plans are rapidly being completed in connection with the 27th annual meeting, dinner and installation of officers of the Association for the year 1953, which will take place in Cleveland Saturday, Jan. 17, at 7 p.m., in the Grand ballroom of the Hotel Cleveland. The address of welcome will be given by Mayor Thomas A. Burke. Milton G. McInnes, vice president, will be master of ceremonies and the principal speaker will be C. William O’Neill, attorney general for the State of Ohio. Vice President H. W. Yon Wilier will be the installation officer and the following will be installed as our system officers for 1953: President, John J. Straut, general office; first vice president, John F. Muchler, Hornell; second vice president, Ed McCue, Cleveland; recording secretary, Rex P. Reebel, Youngstown; treasurer, R. G. Lewis, Youngstown; financial secretary, B. J. Markwell, general office; director of social activities, Frank P. Belling, Jersey City.

Our charming ladies committee will act as hostesses and it is expected that approximately 600 will attend.
Erie Pays Entire Cost of Program to Protect Its Employes In Time Of Slack Employment.

As an Erie employe, you and your family have a substantial measure of financial protection against periods of unemployment and sickness. This protection is offered to you under the Railroad Unemployment Insurance Act. The Erie pays the entire cost of this protection through a special tax. The amount which is deducted from your wages is used to pay for your retirement annuity and for the benefits which will go to your family if you should die. None of these deductions go into the unemployment insurance fund.

How valuable has the unemployment benefit system been in the past to Erie as well as other railroad employes? A quick look at the figures for the benefit year just ended, which was a fairly prosperous year, will give you a rough idea—From July 1, 1951, through June 30, 1952, close to $23 million was paid in unemployment benefits to 160,000 railroad employes. That is an average of over $140 a person; but, of course, many who were out of work a long time drew several hundred dollars during the year, while others who were unemployed only briefly, drew much less than the average. Furthermore, recent amendments to the Railroad Unemployment Insurance Act, which became effective on July 1, raised the rates at which benefits are paid by about 40 per cent on the average. This means, of course, that your protection against loss of income if you should be laid off sometime in the months to come has been increased considerably. Even if you draw no benefits at all, the knowledge that you have these benefits to fall back on if you should become unemployed contributes to a feeling of financial security.

When You Can Get Unemployment Benefits

There are, of course, certain requirements that you must be able to meet before benefits could be paid to you should you become unemployed. First, you must satisfy the earnings' requirement. If you earned $300 or more in railroad work during the 1951 calendar year, you have met that requirement for benefits in the present benefit year. (A benefit year is a 12-month period which begins on July 1 and ends on the following June 30.)

If you meet the earnings' requirement, you are considered "qualified" for benefits. However, there are several other conditions which you must also be able to satisfy. You must be "able to work" and "available for work." In the event you are unemployed because you are physically not able to work, you should apply for sickness, rather than unemployment benefits. To be available for work you must be ready and willing to work. If you have good prospects of returning to your regular work soon, you will be considered "willing to work" or, if your chances of going back to your regular job within a reasonable, length of time are not good, you will still be considered "willing to work" if you are trying to find a job. You would not, of course, be expected to try to get work which is completely outside your training or experience, or which would be unsuitable for other reasons. You will be considered ready to work if your circumstances are such that you could accept suitable work promptly if it were offered to you.

As a final requirement, you must file an application for benefits, and you must register with an unemployment claims agent for each day you wish to claim benefits. Remuneration means income such as wages, salary, pay for time lost, or vacation pay.

As a final requirement, you must file an application for benefits, and you must register with an unemployment claims agent for each day you wish to claim benefits. Your unemployment claims agent is usually your railroad foreman or supervisor, or the local station agent.
How Much You Can Get

The amount depends, first, on how much your benefits would be in the base year, but you must file a claim for each 14-day period in which you register for unemployment benefits. To your application you should attach your latest Form BA-6, Certificate of Service Months and Wages. The BA-6 shows your earnings in railroad employment during the base year. By attaching it to your application, you will help speed up the payment of your first claim, because the Board office handling your case can tell immediately at what rate your benefits are to be paid. Otherwise, a statement of your earnings will have to be obtained from the Board’s headquarters office in Chicago, and that may delay your first check.

After you complete your application, the claims agent will show you how to register on the claim form for the specific days you have been unemployed. He will also tell you when to return to continue your registration. Generally, a claimant is required to register only once a week. As soon as your 14-day registration period is completed, your claims agent will forward your claim to the appropriate regional office of the Board. Regional offices are located in Atlanta, New York, Cleveland, Chicago, Dallas, Kansas City (Missouri), Minneapolis, Denver and San Francisco.

The regional office will examine your claim, determine how much your benefits will be, and certify the amount you are to get to a disbursing office of the U. S. Treasury for payment. Generally, it does not take more than a week or 10 days after you complete a registration period, until you receive a check for that period.

How Much You Can Get

Naturally you, like every other employee, will want to know how much your benefits would be in the event you should become unemployed. The amount depends, first, on how long you are unemployed, and second, on how much you earn in railroad employment in the base year, which is the calendar year immediately preceding the beginning of a benefit year. A new benefit year begins each July 1.

Benefits are figured from your daily benefit rate, which depends upon your base-year earnings. You can determine your rate from the following schedule:

<table>
<thead>
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<th>Base-year earnings</th>
<th>Daily benefit rate</th>
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<tr>
<td>$300-$474</td>
<td>$3.00</td>
</tr>
<tr>
<td>$475-$749</td>
<td>$3.50</td>
</tr>
<tr>
<td>$750-$999</td>
<td>$4.00</td>
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<td>$1,000-$1,299</td>
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<td>$6.50</td>
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<td>$7.00</td>
</tr>
<tr>
<td>$3,500 and over</td>
<td>$7.50</td>
</tr>
</tbody>
</table>

Your unemployment benefits will be figured as follows: For the first 14-day period for which you file a claim in the benefit year, you will be paid benefits for all days of unemployment over 7, and for later periods, for all days over 4. Since benefits are payable for as many as 130 days in a benefit year, it is possible to get benefits for the equivalent of 26 weeks. For example, if you earned $3,500 or more in 1951, you could get as much as $975 in the present benefit year.

Certain Conditions

Under certain circumstances, you may be disqualified for unemployment benefits. For example, you may be disqualified for 30 days if without good cause, you (1) leave work voluntarily; (2) refuse suitable work; or (3) fail to comply with instructions from the Board to apply for work or report to an employment office. You may, be disqualified for 75 days if you are found to have made a false or fraudulent statement or claim to get benefits. Also, a fine of up to $10,000, or a jail sentence of as much as a year, or both, may be imposed on any person found guilty by a Federal court of fraud in connection with claims for benefits.

There are also conditions under which benefits must be denied. For example, you cannot be paid benefits for any day for which you receive unemployment benefits under any other Federal or State law, or sickness benefits under the Railroad Unemployment Insurance Act or any similar act. Also, you cannot draw benefits for any day you are out on a strike begun in violation of the Railway Labor Act.

You cannot get benefits for any day you are unemployed solely because of mileage or work restrictions in union agreements, or solely because you are standing by between regular trips or tours of duty.

Applying the Rules

To illustrate how these rules apply, assume that you are laid off for the first time in this benefit year when you finish work on Oct. 2. Assume also that you are net called back to work until Nov. 6 and that you are entitled to benefits for every day during the entire five-week period. Your BA-6 for 1951, ("Certificate of Service Months and Wages") shows that you earned $2,900 in railroad employment in the base year. This establishes your benefit rate at $6.50. On Oct. 9, you visit your claims agent and register for the days Oct. 3 through Oct. 9. A week later, you (Please turn to Page 34)

50 Years Service Completed

Having completed 50 years’ service with the Erie, M. F. Baker, division telephone supervisor at Salamanca, N. Y., is shown here receiving gold system passes for Mrs. Baker and himself from T. E. McGinnis, superintendent at Salamanca.

November, 1952
RAILROAD SAFETY

SAFETY LOOKS OUT OF YOUR MIRROR

Be Selfish
In This Case

PREVENTING ACCIDENTS requires the cooperation of all.
The thought of your own personal safety as well as the safety of your fellow worker depends on the safety-consciousness of each individual.

Thinking safely results in acting safely; acting safely prevents accidents that cost the loss of time, suffering, and too often, life itself.

When you observe the unfortunate person guided in his walk by the too familiar white-and-red cane, seeing eye dog, the armless or legless, ten to one their misfortune was the result of an avoidable accident.

Life and limb are precious. Let's be selfish about them—others' as well as our own.

IS IT SAFE?

Appeal To Some

Want to know who can do the most to help you prevent injury to yourself? It's the guy who looks back at you when you face a mirror. Accidents are just that—accidents. If you are alert and tend to business, you can't suffer injury. In almost every single injury case, the person who was injured could have prevented the injury if he had been alert. So, if you want to know who can help you most to stay healthy and whole, just take a look in the nearest mirror. Just like Fat Poux is doing here. He's a car inspector at Meadville, Pa., and has been with the Erie 40 years, the last 21 without injury—because he has found out who keeps him out of accidents. That's himself.

Oops! Where'd It Come From?

Recently a yard brakeman, after throwing a switch was struck by a following cut of cars, sustaining a bruised right shoulder and left knee.

What was he thinking of at the time of the injury?
If he was thinking of his job, he would have known that there were more cuts of cars following.
If he was thinking of his safety, he would have been clear of the cut that struck him.
If he was thinking of the pain he would suffer, and the suspense on his family while not able to perform his duties, he would have done his job the safe way.

WHEN WE THINK OF THE SAFETY OF OURSELVES AND OTHERS, NEITHER WILL BE INJURED.

LIFELONG JOB

Safety is not just an assignment to be completed within a time limit. It is a way of living, every day.

—in our efforts to promote safety we should think with our brain, not our emotions, and try to influence the other fellow to do the same thing.

Poor Old Foot Takes Beating

Recently a yard brakeman claimed that when a switch would not open, he attempted to open it with his right foot, suffering torn ligaments.

What was he thinking of?
If this man had stopped, took time to think, looked to observe what caused the switch not to operate, then did the job the safe way, injury could have been avoided.
Sir:

I am writing you in behalf of a group of commuters from Ramsey, N. J., about Joe Donohue who has been our station agent for some years. We understand that he is being transferred from Ramsey. We hope that this means a substantial promotion for Joe, but we shall certainly miss him.

This Joe is one of those rare individuals who habitually does favors for everyone, whether in line of duty or not, just because he likes people and vice versa. He never under any circumstances gets into an argument. He even makes the commuters laugh when the commutation rate goes up!

When a Ramsey commuter says, "Well, the good old Erie isn't so bad," or words to that effect, which is high praise from a commuter, the chances are that his next remark will show that he is thinking about Joe Donohue.

... you have in this man the most effective "public relations expert" you could find anywhere. It occurs to us that it might be worth a lot to the Erie as well as to Joe if this remarkable ability of his were brought to your attention.

Leon B. Allen
Gillen & Co.
New York 5, N. Y.

A man could not ask for a better recommendation. President Paul W. Johnston wrote Mr. Allen to tell him Joe Donohue had made application for and has been awarded a position as relief agent.

Sir:

For 35 years I have had a car, now I'm a widow and ride trains...
... I went from Cambridge Springs, Pa., to Cuba, N. Y. I can recommend the agent at Cambridge Springs for courteous attention and the trainman on train leaving Cuba for Youngstown, Ohio, Aug. 1. We were a few minutes late and the trainman wired Youngstown to hold the Pittsburgh train for me. He carried my bag and put me on the train.

Both men refused a tip and it's good to know the age of chivalry is not yet dead.

Mrs. J. C. Morrow
Pittsburgh 13 Pa.

Two fine Eriemen win another friend for the Erie.

Sir:

We would like to tell you that on a recent trip through the northeastern states and Canada, we liked our ride on the Erie Railroad better than any other form of travel that we had. The train was very comfortable.

We went from Lima, Ohio, as far as Jamestown, N. Y., taking the evening trip in order to reach our first stop-over--Niagara Falls.

Betty Gaberdial
Opal Heaton
Spencerville, Ohio

That's a fine compliment, and another real tribute to the Eriemen who are on the trains in daily contact with the passengers, meeting the public and helping them to like or dislike the Erie.

Sir:

When someone goes out of his way this day and age to give a little extra service, it should be appreciated and that is the reason I am dropping you this line.

For some time past we have shipped a deck of hogs almost every week to Scranton, Pa. over a road that is competing with yours. Frankly, the only reason that they were not routed on your road was due to faster time.

As you perhaps know by now, all livestock cars going into Pennsylvania must be cleaned and disinfected. Last week we called your competitor and they said they were unable to furnish us with a clean car, so I stopped at your office here at the stock yard to see Earl Schmitt, but found he was out. So I asked Mr. Glavin what the chance would be to get a clean and disinfected car to go to Scranton. His reply was, "I don't know, but we can sure try." And he not only tried, but was able to furnish us with a car, which we appreciated very much.

P. C. Flourney, Mgr.
Buffalo 6, N. Y.

Freight or passenger, our employees respond instinctively to a passenger's or shipper's needs.

Sir:

On Sept. 10, this company's Watkins Glen, N. Y. operation was faced with a shut down because of lack of certain materials.

Due to the efforts of your personnel (Miss Barth), the shut down was averted by the very prompt action that was taken in handling the movement and diversion of a car of cans to and at Elmira, N. Y.

We greatly appreciate the courtesy your office extended and wish to personally thank you for the splendid cooperation we received.

J. N. Kiefer, Jr.
International Salt Co.
Scranton, Pa.

Male or female, Erie folk always come through.

Sir:

I enjoy reading your magazine. It is well written, highly informative, educational, and lacks the stuffiness and formality of other magazines. I like the friendly manner and spirit in which it is published...

William Carelis
Florida Southern College
Lakeland, Fla.

Gosh, that makes us proud!
Par wins again at Meadville's

Another "Erie Day," the unique annnual event of citizens along the Erie Railroad and town of Meadville, Pa., has returned when the railroad and the town are the hosts for a day of golf and conversation at dinner.

"Erie Day" at Meadville is celebrating the towns along the railroad. The pictures on page 19 show Meadville folk matched strokes on the golf course and lifted trophies at dinner.

On the tee here is Dr. Allen B. Edwards, treasurer of Allegheny College and president of the Meadville Chamber of Commerce. Among the other linksmen in the background are Robert E. Woodruff (left back of Dr. Edwards and to the left), Erie's chairman of the board, and Dr. Harry C. Winslow (right) of Meadville.

With sand flying, Raymond P. Shafer, district attorney at Meadville, blasts out of a sand-trap.

Below, Charles E. Crandall (left), golf program chairman, presents a set of golf irons to Ben Miller II who won them in a raffle. Melvin A. Blair, Chamber of Commerce managing secretary, looks on out of the lower right hand corner of the picture.

Above is an overview during the speech.

At left, President with three Meadville leaders; Dr. Allen B. Edwards, Chamber of Commerce president, right; Melvin A. Blair, Chamber of Commerce managing secretary, and Charles E. Crandall, golf program chairman.

At right a group of "Salesmen" from "Salesmen from the left and program chairman Ben Miller; C. G. Meadville Country Club.
Day

Annual expression of friendship between Erie and the Erie, was celebrated Sept. 10 at Meadville. Eriemen and Meadville got together for some fun on the golf course and stories at dinner at Meadville Country Club.

A group of Eriemen above talk railroading with a Meadville merchant. From the left, J. J. Kukis, division storekeeper at Meadville; C. K. James, superintendent of motive power; Dan Reamer, Meadville jeweler; Charles A. Kothe, retired shop superintendent; and George Lund, assistant to the superintendent of motive power.

President Paul W. Johnston addresses the audience of Eriemen and Meadville citizens at dinner at Meadville Country Club. At left is Dr. Allen B. Edwards, president of the Meadville Chamber of Commerce and toastmaster at the dinner, with Charles E. Crandall, chairman of the golf program, at the right.

Taking it easy while the others are plowing up the golf course are, from the left, H. T. Charles, Meadville jeweler; O. H. Marshall, Erie, Pa., Pennsylvania Electric Co.; Robert Henderson, Meadville Malleable Iron Co.; H. A. Bayer, retired Erieman; and D. T. Reamer, Meadville jeweler.

Overall shot of the audience taking session after dinner.

Paul IV. Johnston chats with friends. From the left, Meadville Chamber president; Melvin A. Blair, long-secretary Mr. Johnston; Crandall, chairman of the golf program.

Of golfers get in line to purchase raffle tickets, Shirley Anne Miller for a set of golf irons. F. C. Kiebort, attorney; Charles Crandall, golf inn; Wes Morrisey, formerly with Talon; Miss Ectoris, Standard Oil Co., and Charles Ortman. Ortman & Reitz, contractors.
<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
<th>Date of Birth</th>
<th>Date of Death</th>
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<td>Garrison, Charles Oliver</td>
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<td>New York Division</td>
<td>2-14-75</td>
<td>7-14-52</td>
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</tbody>
</table>
RAILROAD PEOPLE BUILT AMERICA. THEY ARE THE VERY HEART AND CORE OF AMERICA. SO LET US HONOR OUR DEPARTING FRIENDS WITH THIS ACCOLADE. YOU DID YOUR JOB WELL. YOU ARE TRUE RAILROADERS.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
<th>Division</th>
<th>Date</th>
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<td>Crossing Watchman</td>
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<td>New York</td>
<td>9-9-52</td>
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</tbody>
</table>

OUR WARRIORS

Pvt. Oscar Robinson of Liberty Mills, Ind., employed by the Erie at Huntington, Ind., before entering the Army in October 1951, has been processed at Camp McCauley, Austria, for assignment in Europe after disembarking at Lehigh port of embarkation in Italy.

Harold J. Farley, Jr., has been promoted to staff sergeant at Selfridge Air Force Base, Detroit, Mich.

He worked for the Erie in the general yardmaster's office at Croxton, N. ft., before entering service Dec. 20, 1950.

When you feel dog-tired at night, it may be because you growled all day.

November, 1952
PUNS 'N' PATTER . . .

at all Erie stops

SEATTLE

Miss Geerinck and Miss Quinn, from our Operating Department at Jersey City, visited our office during their September vacations. We were all pleased to see our Erie friends from the Atlantic seaboard.

MEADVILLE DIVISION

ROAD FOREMAN'S OFFICE

MEADVILLE, PA.

Engineer E. H. Hall and family attended a ball game at Cleveland and saw the Yanks take the Indians in a doubleheader.

Those who spent annual vacations recently were W. C. Heasley, H. L. Kightinger, W. J. Underwood, G. W. Noblit and R. L. Owens.

Firemen J. H. Dick and R. M. Howard have resumed duty after furloughs.


ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

Donald E. Kamholtz, son of Harry J. Kamholtz, night general yardmaster, has opened an office here for the practice of physiotherapy. He is a graduate of St. Bonaventure University, the Medical College of Virginia, and the Baruch Center of Physical Medicine.

Raymond F. Freaney, son of the late William P. Freaney, chief train dispatcher, and Mrs. Freaney, has passed the New York State Bar examinations which he took last July in Buffalo. He is a graduate of the University of Buffalo Law School and earned his bachelor of arts degree at St. Bonaventure University in 1949. He is a claim adjuster for an insurance company in Buffalo.

J. R. (Bill) Smith, retired yard conductor, still is going strong at home in Ocean Beach, Calif. His hobby is gardening and raising chickens.

George Zimmerman, who retired in 1944 as yard brakeman, has a regular route to Corry, Pa. and return. The attraction there is his grandchildren.

G. H. McKinley, retired (1946) yard conductor, is doing light carpenter work.

Retired (1944) Yard Brakeman A. G. Houck lives on Route 1, Mount Dora, Fla. He says the fishing down there is very good.

Retired Yard Conductors Michael W. Maloney and Jacob T. Crist are taking life easy at their homes here. Mike's pastime is fishing, while Jake says that gardening is his recreation.

Retired Switchtender James S. Ledden also is taking life easy at his home on Pine Street, and George C. Shearer, retired switchtender, still is a Bucktooth whittler.

Night General Yardmaster H. J. Kamholtz is ill and we wish him speedy recovery.

The writer (chief yard clerk) and wife visited with Ocky H. Minnick and wife in New York City. Ocky was trainmaster's clerk here when T. B. Duggan was trainmaster.

CAR ACCOUNTANT

CLEVELAND, OHIO

By Ella Carpenter

The weather was just perfect for a wedding on Saturday, Sept. 27, when Dorothy McCabe became Mrs. James Takers. Congratulations and best wishes to the happy bride and groom.

Mollie Brodsky had a wonderful time visiting friends in Riverside, Calif. and sightseeing in Los Angeles and vicinity.

Eleanor Elewski enjoyed a motor trip to Biloxi, Miss. "dust the right time of the year to go south", says Eleanor.

G. F. Dunathan prefers the cool weather, however, He and Mrs. Dunathan are motoring through New Brunswick.

Ruth and George Smith are seeing New York State and hoping to cover parts of New England, New Jersey and Pennsylvania.

Mr. and Mrs. Roy Stuff visited their daughter in Minneapolis.

Florence Post has returned from her first long driving trip since she acquired the new car, viz. Bloomington, Ind.

Mabel Thomas visited her niece at Orangeburg, N. Y. prior to her departure for Germany to join her husband, Capt. Henry D. Beck.

We bid a fond farewell (some of us would like to go along) to Ann Kempel who is leaving us to make her future home in Miami, Fla.

Mary Ann Sabo and Donna Medley have heard so much about Florida from Ann that they have decided to see for themselves.

It was nice to see Ed Cotter (retired) who paid us a visit between trains en route from New Jersey to California.

"Admiral" Larry Gustin has completed his boot training at Great Lakes and has returned there to attend medical school. It was a treat to see him again.

The excitement at the Brady household has been almost too much for Jean and sister Margaret. First, brother Dill (Lt. William A. Brady) was home on furlough from Fort Bending, Ga., then pot. James from Camp Gordon, Ga. And if that wasn't enough, brother Tom, a reporter for the Cleveland Press, had his picture in the

Erie Railroad Magazine
paper for an attempted rescue of a man from the cab of a truck that plunged into the lake.

Ed Peakovic was one of the Erie baseball team from Cleveland who journeyed to Jersey City to play the New York Terminal Accounting Bureau. Ed says they had a good time even if they didn't win the game.

Irene Canterbury's shower for Donna Roberts was attended by many of the girls from the office, who reported that Irene's culinary art is still tops and they had a wonderful time in spite of the heat.

Carol Kilbane enjoyed a week end in Columbus. Several weeks ago Carol was the recipient of a jay walking ticket and she hasn't been fond of policemen since, even Irish ones.

Audrey Foxall has left us for a position in the Columbia Building. We wish her luck but we're going to miss our little Audrey.

OPERATING
VICE PRESIDENT'S OFFICE
Cleveland, Ohio
Alice Cunningham was called to Middletown, N. Y., due to the severe illness of her brother.

Elaine Mideo, M. Of W. Department, has taken the file clerk position in the Car Department.

John Tanis and wife visited Herman and Pearl Lanser who operate a grain farm at Jamestown, N. D. Herman is a Cousin of Mrs. Tanis.

The second annual clambake for office personnel and families, representing the Operating, Mechanical, Signal, M. Of W. and Communications departments, was held Sept. 20 at the pavilion in Fairview Park. Sixty-five adults and nine children enjoyed the festivities, climaxed by a delicious dinner.

Under the watchful eyes of Seymour Kravitz and Harry Frank, there were games for the children and women. It was a tough battle all the way with prizetakers. Again, the Youngworth boys, Mel, Al and Fete, took top honors in many of the games--three legged race, balloon blowing, bubble gum blowing and ball throwing. Dave Pfeiffer made a backward somersault ever the finish line to win the sack race. Even though the bubble gum blowing contest was for children, many of the women took part and did surprisingly well. We won't mention names, but Bill Middough has some good candid pictures. Several of the women tried their hand at horseshoes with varying degrees of success. Lucille White proved to have the truest aim at the stake while Mary McHugh tossed a wild curve that had several people running for cover.

Mrs. W. G. Carlson proved to have the steadiest band by carrying the most peanuts on a knife the full length of the course. She ended up with one peanut. Isabel Macyauskas defied a strong side wind, while Mary McHugh tossed a wild curve that had several people running for cover.

Jessie Kravitz and Isabel Macyauskas were the recipients of a jay walking ticket and she hasn't been fond of policemen since, even Irish ones.

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Two veteran Erie families were joined when this couple was married in Huntington, Ind. They are the new Mr. and Mrs. Francis R. Prus. Mrs. Prus is the former Kathleen Marie Kelly, daughter of Hubert A. Kelly, telephone super. visor, Huntington. Francis is a fireman and extra engineer on the Marion Division and is the son of Casimir Prus, car inspector at Huntington, who has 43 years' service. Kathleen's grandfather also worked for the Erie for many years. Kathleen is a nurse at St. Joseph's Hospital in Fort Wayne, Ind., where she graduated as a nurse.

Dependability proved 50 million times!

This is the Elgin B.W. Raymond railroad watch.

It is made by the only watchmaker in the world who has made over 50 million fine watches.

It is the only railroad watch with the heart that never breaks, the guaranteed DuraPower mainspring. It will rust or lose its power either.

What's more, the B.W. Raymond is timed to the stars...by the only astronomical observatory owned by a watch company, where time is regularly observed and recorded and transmitted.

The resurge watch that's accurate to begin with...and accurate for years.

ELGIN WATCHES
The Dependable Way to Tell Time

Give the finest gift of all.

LORD ELGIN CLUBMAN, 21 jewels, modernly styled in a gleaming gold and black effect. $87.50 Stainless steel model, $71.50. (Prices in United States include Federal Tax except in New York, Washington, D. C., and California where state and city taxes are in addition to Federal. All prices subject to change without notice.)
Nursing Graduate

This is Margaret Baker, daughter of L. J. Baker, ticket clerk at the Jersey City Con., course office. Margaret just graduated from St. Joseph Sol, of Nursing, St. Joseph Hospital, Paterson, N. J., and now is a nurse there.

won by Herman Violand and Karen Thompson, daughter of Dean Thompson, M. of W.

Our bakes are getting bigger and better and everyone is anxiously looking forward to next year’s.

MARION DIVISION
TRANSPORTATION
HUNTINGTON, IND.

By T. E. Poe

Congratulations to E. G. Schell, secretary to superintendent, and wife who celebrate their 25th wedding anniversary Oct. 27.

We are sorry to learn of the death of Brakeman C. E. Props and our sympathy is extended to the family.

Chief Clerk M. J. Stonebraker and wife spent a few days’ vacation in Washington, D. C.

Congratulations also to Mr. and Mrs. Harold Turtle, Jr., on their recent marriage. Harold is employed in the local Stores Department and is the son of General Yardmaster H. M. Turtle.

MAINTENANCE OF WAY
By Maralene Trainer

Retired Master Carpenter A. W. Harlow was a recent caller in the office.

We welcome R. L. Aufdenkampe as track supervisor clerk at Huntington. He is temporarily replacing Ralph Bowers who is ill of polio at the St. Joseph Hospital in Fort Wayne. Ralph has passed the crisis and from now on it will be an up-hill battle.

A. C. Smith and wife, and their daughter and son-in-law, Mr. and Mrs. Fred Berggren of Lafayette, recently made a trip to Muskegon and Lansing, Mich.

W. D. Zartman and M. A. Azbell, both veterans of Korea, are welcomed back into the Signal Department.

HAMMOND CONSOLIDATED
By Grace Martin

Best wishes to our little auburn haired typist, Grace Plople, who was married Aug. 16 to George Curtis of Hammond.

Relief Clerk Albert R. Poleczynski left Sept. 22 for induction into the armed forces. We are fortunate to have Richard Smith, former yard clerk at Griffith, put in his bid as pinchhitter for Albert.

We welcome the latest additions to the Erie family at Hammond, A. J. Gross, yard clerk, and Joyce Griffith, typist.

Sympathy is extended to Fireman E. E. Stahl whose mother, Mrs. Hattie Stahl, passed away Sept. 13 due to injuries received in a fall.

Young Bill Witwer recuperated sufficiently after a bout with a vial of acid gleaned from a stray chemistry set, to help the family entertain relatives from Iowa. Bill, Jr. doesn’t mind the scars he received as a result of the acid burns half as much as the loss of that new Hop-a-long Cassidy suit he was wearing at the time.

Road Foreman of Engines Emrick and wife have returned to Hammond after an interesting vacation in the west. They were joined by their son Roy and toured Boystown, Nebr.; took the Trail Ridge Road tour, Estes Park, Colo.; spent three days in and around Denver where they visited Mr. Evans; Central City (ghost town) Colorado; spent a day at the Royal Gorge and returned via Rocky Mountain National Parks, Mr. Rushmore, South Dakota, and the Dakota Bad Lands. Mr. and Mrs. J. J. O’Connor (gen-

Dutch Masters Cigars

The cigar you’ve always wanted to smoke
eral yardmaster) who were celebrat-
ing their 39th wedding anniversary
Sept. 16, also helped Barbara Sue,
granddaughter, celebrate her sixth
birthday. It was just six years ago
on that happy day that Barbara de-
cided to join the wedding celebrants.

Congratulations to Mr. and Mrs. D.
W. Campbell (fireman) on the birth-
of their first child, Gaff Dianne, Sept.
8, 7 lb. 13 oz.

14TH STREET, CHICAGO

By Chris Hardt

John J. Brynda, general foreman
here since 1936, reached his 30th an-
niversary with the Erie Sept. 18. He
started as clerk-messenger, then
worked in the billing department and
at the rate desk before he became
general foreman.

Louis B. Foaal, yard conductor, and
wife spent six weeks’ vacation in Los
Angeles, San Francisco and Sacra-
mento, Calif., and at their summer
cottage in the North Woods of Wis-
consin via Duluth, Minn.

Thomas Cochran and Edward Chap-
llion, with their families, spent their
vacations enjoying the beauty spots
surrounding their home town of El-
mira in New York State.

Our sympathy to Mrs. Edward Chap-
man whose sister passed away
in Florida. The funeral was held in De-
troit.

Ella Shults (rate desk) and Nell
Walsh (billing department) spent a
week in Toronto, Canada, Ella’s home
city.

F. T. Lindquist, cashier, spent his
vacation at Lake Louise in Canada.

Ernie Martin, check clerk, wife and
two daughters covered 6,000 miles by
automobile through seven states with
California as their destination.

Eileen Wall, daughter of our fore-
man, Patrick J. Wall, and Frank J.
Rezich were married June 28 at St.
Theodore Church, Chicago. Many of
out” employes were guests at the wed-
ding reception.

MAHONING DIVISION

SUPT.’S OFFICE, YOUNGSTOWN

Tuesday, Sept. 16, was Erie Rail-
mind Day at the Red Cross Blood-
mobile. Employes from all depart-
ments in Youngstown participated
and the Mahoning County Red Cross
Chapter has expressed its apprecia-
tion to all who donated blood to this
worthy cause.

Assistant Chief Clerk O’Neil spent
the remainder of his vacation at home,
viewing the world series on television.

It was nice to see our former local
claim agent, Albert Gall, and family
on their recent visit here.

YOUNGSTOWN FREIGHT

By Ann Crann

Best wishes to Sophie Golubie and
Tommy Lundeen who celebrated birth-
days recently.

Maureen Pierson had an enjoy-
able time at the Newman Club con-
vention held at Purdue University.

Jane Perrin has resumed work after a vacation with her brother and
his family in California.

Other recent vacationists are F. T.
England, Paul Moldovan, Tommy

Wins Scholarship

Shown here is Phronann Coyne,
daughter of Frank Coyne, retired
Allegheny Division conductor, and
Mrs. Coyne, telephone operator in
the general offices at Cleveland.
Phronann has won a four-year scholar-
ship at Mr. St. Joseph at
Cincinnati and entered St. Joseph
Sept. 17.
Lundeen and Arthur Hopwood.

The office force and some former members held a picnic Sept. 7 at the Veterans’ picnic grounds.

M. OF W., YOUNGSTOWN
By Catherine Holzbach

We extend our sympathy to W. F. Petteys, division engineer, on the death of his father, John Petteys, at Conesus, N. Y.

Jerome P. Kuhn, crossing watchman at Cleveland, retired Sept. 5 after 25 years with the Erie, and Bill Economu, trackman at Niles, retired Aug. 22 with 28 years’ service.

Blood donors from this department on Erie Day (Sept. 16) at the blood bank were: P. L. Crows, assistant division engineer, J. T. McCarthy, track supervisor; Elaine Leuschner, requisition clerk, and the writer. Sitting with us after our donations was a man whose son is in Korea. He was happy about the donations and said he hoped his son would not need any.

Boys returning to college after working in our department during the summer include: Robert O’Neil, Cleveland Arts School, Tom Carney, Youngstown College; Joseph P. Williams, John Carroll University, Cleveland, and W. L. Van Lenten, Yale Law School, New York.

Virginia Clair, daughter of E. E. Clair, clerk to signal supervisor and master carpenter, is studying nursing at the Mayo Clinic, St. Mary’s Hospital, Rochester, Minn.

Mac Doyle, stenographer, spent a vacation in Bermuda. She traveled by train to New York, plane to Bermuda, boat from Bermuda to New York, and auto back home. Mac thought the plane ride was monotonous—“nothing to see up there.”

BRIER HILL CAR SHOP
By Lt. David Downie

Capt. J. O. Sheets and wife spent a vacation in Texas last month.

Patrolman Andrew Herrick was seen cleaning and oiling his hunting rifle and says he will give this reporter the results of his trip.

Patrolman Vernon A. Brown has started bowling and says he intends to be near the top this season.

Patrolman Homer R. Gooch has moved to a farm and has his own lake for fishing.

Retired Patrolman Larry J. Freiss asked to be remembered to all his Erie friends.

ROAD FOREMAN’S OFFICE
MEADVILLE, PA.

Engineer E. L. Beckman and wife spent their vacation in August. Twin granddaughters were married in the Baptist Church at Greenville, Pa., and Mr. Beckman shared honors with his son in escorting the brides down the aisle.

Engineer H. L. Davis and family motored in the West and called on a former Erie trainman, Charles E. Hogue, at Steamboat Springs, Colo.

Engineer E. A. Nagel and wife vacationed in the South and saw their son James enrolled at the University of South Carolina.

Other vacationers were M. F. Hover, T. J. Groger, J. H. Ritter, C. L. Dickinson and I. A. Hoy.

CLEVELAND FREIGHT
By Helene Abersold

A cheery welcome to our attractive billing clerks, Claire Fedurek, from Lakewood, and Bose Marie Clark, from Youngstown. Also, welcome to Bob McGavin, handsome relief clerk.

Sympathy is extended to Dorothy Feighan on the death of her brother, Mr. Red.

Congratulations to B. F. Kramer who has been transferred to Literary Street yard as chief clerk to general yardmaster.

Robert Hildebrand, O. S. & D. clerk, spent four days in Boston as guest of Frank Foster, 10-year veteran of the Skating Vanities. We hear that Bob...
also cuts quite a figure on skates.
The G. H. McMugs are happily settled in their new home on Greenvale Road, East Cleveland. George says the guest room isn't ready yet as they are putting the finishing touches on it themselves. It will be known as the Cowboy Room.

Carl Grunwald, chief clerk, has a new look--new glasses and very becoming.

Chief Rate Clerk "Stormy" Cloud visited friends and relatives at Columbus and Ada, Ohio.

MEADVILLE ROUNDHOUSE
By R. C. Miller

Congratulations to Mr. and Mrs. Maurice Van Riper who celebrated their 25th wedding anniversary Sept. 16. Also to Mr. and Mrs. Charles Pucker who celebrated their 36th anniversary Oct. 16.

Our sympathy is extended to Earl Myers, retired general air brake inspector, on the death of his wife Sept. 14.

Tom Cozy and wife and Leo Haugh and wife spent vacations in New York.

Frank Geiger, night general foreman, and wife traveled to Texas to see their son who is in college.

We are glad to see Leo Rice back at work after a recent operation.

Mr. and Mrs. Victor King spent four days visiting friends in New Jersey.

EMPLOYMENT
NEW YORK, N. Y.
By V. T. Bustard
Ed Mulhall; accompanied by his wife, attended the annual reunion of the 976th Field Artillery Battalion at Atlantic City.

The bowling match in which Johnny Bakker and George Taylor met Andy Leishman and John Callahan, to open the new season, ended in a draw with each team winning three games.

PERISHABLE TRAFFIC
NEW YORK, N. Y.
By W. E. Pratt

Our Monmouth Street Yard opened Sept. 22 with the first sale of eight cars of California wine grapes. Approximately 60 buyers were on hand for the opening sale.

Our perishable traffic manager, P. J. Napoli, motored through the Pocono Mountains in Pennsylvania and the Green Hills of Vermont.

MARINE
By Jesse Balker

Jerry Abramowitz, deckhand, stopped in the office recently while on his way back to camp in Boston.

Richard Nogan, deckhand on the ferryboat Youngstown, fought a six-round bout Monday night, Sept. 22, at the Fort Hamilton arena. He put up a good fight, but lost on points. As a hobby, Nogan paints in oil and is partial to marine scenes.

Jens Jacobsen, retired fireman off the Youngstown, who went to Lyngdal, Norway, wrote and thanked the men in the department for the ship's clock they presented to him. His sister came to the office for the clock and

PROGRESS IN TRANSPORTATION—
AND BRAKES

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

Use "AB" for today's freight trains.

Use "HSC" for High-Speed, Light-weight Passenger Trains.

The New York Air Brake Company
420 Lexington Ave., New York City

Plant: Watertown, N. Y.
took it to him in Norway.

John Geerlof also was presented with a clock and he, too, has written and expressed his appreciation. He was deckhand on the tug Rochester.

Collections also were made for John A. Stein, retired ferryboat captain; Jacob Petrie and Fritz Gampers, retired engineers from the ferryboat Jamestown, and Ed Holmes, retired gateman.

BUFFALO DIVISION
BUFFALO TERMINAL
By Ruth Wise Munger
Our sympathy is extended to Jimmy Hoffman and wife on the death of their infant son Sept. 24.

Bill Heather, telegraph operator, visited his mother and sister at Sturgis, in the Black Hills of South Dakota, while on vacation.

Marion Capuzzo is expanding his restaurant business and has leased additional space. He is looking for several pretty waitresses and promises to be in position to handle the expected increase in business.

Bill Burke has returned from his vacation. He says he had excellent hunting and fishing in the wilds of Canada.

Jerry Pokrandt is driving a new car now and has more girl friends than he can take care of.

The most recent incident of livestock escaping from the feeding pens developed some new heroes, Tom Murphy, Ralph Marsteller and Tom McGuffie, who are taking the bows.

BUFFALO MACHINE SHOP
By Frank Halbleib

W. L. Aures, machinist, has retired after 42 years of service.

Fred M. Carlson is getting his hunting equipment ready, expecting to go after big game.

Mr. and Mrs. L. Leprell spent their vacation at New Orleans, La., and had a very enjoyable time.

SUSQUEHANNA DIVISION
BINGHAMTON, N. Y.

By A. E. Goetting

Vacations were in full swing during August. Helen Lacey, rate clerk, and sister Mildred spent a week at Cape Cod; R. E. Guinane, chief clerk, a week in New York City; J. C. Novan, assistant demurrage clerk, a week at the family cottage at Lake Arrowhead; Amanda Goetting, stenographer, a week at Syracuse and a week in New York City; Edward Cannon, personal claim agent, and family visited relatives in Salamanca, N. Y.

G. It. Doolittle, freight agent, and James Shrauger, chief clerk, yard office, attended a meeting of the Railroad Y. M. C. A. Sept. 22 in New York City. Secretary Babcock also attended.

Jack Moriarity, yard clerk, is back from Korea and has returned to duty in the yard office.

A. T. Johnson, ticket agent, took a week's vacation in September.

James O’Hara, retired division freight agent, Elmira, was a recent caller in Binghamton.

Elizabeth Hickey, clerk, made a motor trip to Albany.

John Nolan, revision clerk, and family motored to Syracuse and dined at Tubbards.

NEW YORK DIVISION
PORT JERVIS, N. Y.

By W. J. Fitzmaurice

Trainmaster D. M. Raney and wife motored to Buffalo, Kent and Huntington on vacation.

Best wishes to F. E. Carey, road conductor, in his retirement.

Conductor W. R. Duryea has resumed work after an extended sick leave.

Sympathy is extended to the family
To save

TIME

TROUBLE

PARKING, PROBLEMS

use our new Drive-In Bank between Market St. and Park Ave., near Straight St. FREE parking for customers having business inside our Straight St. Office.

3lake it a petal to use 1st National’s Drive-In Bank soon!

Betty Kaufmann, daughter of Harold C. Kaufmann, train dispatcher at Jersey City, and Mrs. Kaufman, has been graduated from the school of nursing at Wyckoff, N. J.

of J. H. Appleyard, retired conductor, who died recently.

Helen M, Myers, trainmaster’s stenographer, and mother motored to Honesdale Pa., to visit relatives.

George Emery, retired road foreman, and wife stopped here briefly while motoring from Susquehanna to Fair Lawn, N. J., to visit their daughter and son-in-law, Jr, and Mrs. J. W. Conway (road brakeman).

Track Supervisor H. S. Trenholm and the old fishing master, Yardmaster Adam Dresher, fished for several days at Rio. It is reported that Hurry matched Adam in the limit catches. That is something!

Passenger Conductor W. J. King has returned to duty after a motor trip through the South.

Sympathy is extended to the family of Chief Caller John Quinn on his recent death.

PASSAIC, N. J.

Vacations are over and the regular forces are back at work.

Charles Dalzel enjoyed a week end trip on the Delaware Division and hopes to go again later in the fall.

Glad to have Checker Frank Frega back at work after an illness.

Comptometer Operator Tom Ford still is recuperating after an attack of pneumonia.

The hunting season is approaching and Al Funk is getting his gun ready for the rabbits which we never see, only hear about.

Good luck to Checker Charles Beggar who has bought a new home at Pompton Lakes.

Young Bob Bashaw is driving a new Kaiser-Frazer.

SUPT.'S OFFICE, JERSEY CITY

By Merry A. D. Meyer

Congratulations to Joe Nalewaiski on completion of 28 years with the company Sept. 4.

Mr. and Mrs. George DePay spent a vacation on trips to Youngstown, New Castle and Pittsburgh in their new Chevrolet.

Tom Rooney and family vacationed at Raritan, Ill.

Jimmy Patefe’s mother is convalesc-
ing at home after a recent operation. Welcome to Lorraine Bobowicz, junior clerk, and Ruth Larivee, clerk-stenographer.

Fred Murphy has heard so much talk about Arthur Godfrey, Ed Sullivan, et al., that he just had to get a TV set to see for himself.

Mr. and Mrs. Joe Lusnia spent the Labor Day holiday at Riverhead, L. I., and Joe Mamary went to Atlantic City.

The Robert Smiths traveled to Miami Beach for vacation.

The James J. Patetes celebrated their 25th wedding anniversary Sept. 11. In the party were Mr. and Mrs. Anthony Patete (second wedding anniversary) and Mr. and Mrs. Anthony De Mayo (8th wedding anniversary). Mrs. De Mayo is a sister of James. The party dined at Gallagher's Steak House in New York and then saw "Guys and Dolls." After the party, they stopped at St. Patrick's Cathedral. Cpl. James J. Patete, Jr., of the Marine Corps, joined in the festivities.

Mr. and Mrs. R. C. Appell (assistant freight office) attended the 75th annual New Jersey State Firemen's convention at Atlantic City. Rudy is a life member.

We wish quick recovery for Mrs. A. H. Kleinman, wife of the telegraph operator, who is hospitalized at Passaic due to an accident.

Mr. and Mrs. George Daly announced the birth of a second daughter, Antoinette Geerinck, of this office, who is to be married to J. P. Hogan, F. F. Forbes and Mr. and Mrs. G. J. House when they attend the Eastern Regional Stores meeting in Montreal in September.

Yolanda DeGaetano is back with us after visiting her nephew during their vacation.

We wish quick recovery for Joe Stanley who was injured in an accident.

Antoinette Geerinck, of this office, and Mary Quinn, of the general manager's office, have returned from vacations in the Northwest. They stopped at Spokane and Seattle and enjoyed the beauty of Mt. Rainier.

The New York Division Welfare Association has arranged a Christmas dinner and dance, to be held at the Brownstone House, Paterson, Saturday evening, Dec. 20. The committee is headed by John J. Callahan. Hobby gifts will be presented.

The writer attended several dinners in New York in connection with the American Legion national convention.

STORES
SCRAP & RECLAMATION
MEADVILLE, PA.
By G. S. Smith
Rose Pero, daughter of Tony Pero, laborer, and Ronald Kohler were married Aug. 16 in the Church of God and are now living in Hillcrest, Meadville. Rose is Tony's second child to be married and he has only eleven more at home. Ronald's father has worked 30 years at the roundhouse. Our plant again has two teams entered in the Erie bowling league. No. 2 team, last year's champions, hope to upset No. 1 team (Ed Kozalo as captain), after two weeks of bowling are tied for last place. But we feel sure they'll finish higher by the end of the season.

Walter McKim has been ill and we hope he will improve quickly. The pennant-winning New York Yankees were a tonic for him. We Cleveland Indians fans are hoping to take a lot from him all year long.

Ralph MacEwen, our astronomer, has seen one of those mysterious flying saucers. He said it was like a ball of fire as it flew over his house at Cochranon one night.

The supervision, office force and wives held a birthday party, wiener and marshmallows, coffee and (ugh) Limpets. We wish Happy Birthday and wished him many more.

HORNELL STORES
By Anita Decker
E. J. McClain, chief clerk, and wife, after four grandparents, now have a granddaughter and couldn't wait to make the trip to Long Island to see Sherry Ann McClain.

Guess the French were very hospitable to J. P. Hogan, F. F. Forbes and Mrs. John S. Haase when they attended the Eastern Regional Stores meeting in Montreal in September.

Yolanda DeGaetano is back with us after visiting her nephew during their vacation.

Elaine Eberman, who has been subbing for Arlene Bell during her leave of absence, is leaving us. We'll miss Blondie and wish her luck in her new position with the State Highway.

Wonder if Jimmie Rapp is thinking of us way out in California.

C. K. Reasor, an old friend to all of us, was in town on his way to visit A. L. Sorensen in Washington, D.C.

The welcome mat is out for Philip McEntee and Dwight Wilsey, messenger and comptometer operator respectively.

Our sympathy is extended to R. W. Smith on the death of his father.

The Duffy's really will get to know Rochester now, as their daughter Carolyn is enrolled at the Rochester Institute of Technology. That was a lovely picture of Carolyn in the Rochester paper.

To J. J. DeLaney we say, "Enjoy your retirement, Jack."

Walter House is back with us after vacation in Europe.

West Keith, another of our retired employees, was in for a visit on his way to Long Island with the Mrs. to visit their daughter and grandchildren.

We were all steamed up about "open house" on Oct. 15 in connection with Industrial Appreciation Day. We're mighty proud of our new laundry and stationery department, our new machines and new steel racks.

KENT DIVISION
AKRON, OHIO

Sept. 20 was the date chosen for the wedding of Paul Eugene Ried of Akron and Anneliese of Upper Montclair, N. J. They are living in Columbus, Ohio, where Paul is assistant professor of speech at Ohio State University, while continuing studies for his master's degree. He is the only son of Paul F. Ried, traveling rate clerk.

Julian K. Daly, commercial agent, and family enjoyed a vacation in Florida.

E. F. Kaliszewski, general clerk, and wife spent Labor Day with friends in South Bend, Ind.

A. Hilk, extra clerk at the diesel shop, and family enjoyed a vacation in the east.

DAYTON, OHIO

Mr. and Mrs. DeWitt C. Kern will celebrate their golden wedding anniversary Nov. 14 with family and friends.

Mr. Kern, who has 43 years of service, retired March 31, 1951, after 30 years in the division freight office. He started as a night yard clerk at Dayton.

MARION, OHIO

Congratulations to Operator J. F. Jerew and wife on the arrival of a daughter, and to Mr. and Mrs. G. R. Hall (operator) on the arrival of a boy.

Kerna Mae McWherter of the division freight office spent her vacation in New York City.

V. A. Gillis, patrolman, and family recently enjoyed a vacation.

Eddie McWilliams, machinist, is recuperating from a back injury which he received on the first day of his vacation. We wish him speedy recovery.

We welcome Thomas N. Turner, extra clerk at the diesel shop, and Wesley H. Levien, pipefitter. The latter underwent an operation, but now is looking as fit as a fiddle.

Foreman Kenny Gerbes and family spent a vacation touring to Washing, Chicago 38, Illinois
tton, D. C., New York City, Niagara Falls and Finger Lakes, N. Y. L. W. Dodd, general foreman's clerk, spent his vacation working at home.

C. P. Dillon, foreman, attended the Alco School at Schenectady, N. Y., for one week.

Albert Cicero, shop hostler, spent a month's vacation in California visiting with his son and daughter.

Sympathy is extended to H. C. Smith, police captain, and family on the death of his sister in Mattoon, Ill.

ACCOUNTING

VICE PRES. & COMPTROLLER

By Byron Webster

Our office was stunned to learn of Chief Clerk Howard Wilhelm being hospitalized with polio. For his Erie friends who will want to send him cards and letters, his address is Lakeside Hospital, 2065 Adelbert Road, Cleveland 6.

On Oct. 4, at a candlelight service at Parma-South Presbyterian Church, Donna Roberts became Mrs. Gordon Richardson. Following a reception at the Brooklyn Heights Public Hall, the lovely bride and her soldier husband left on their honeymoon for parts kept secret from the pressing press.

It seems that Gall Farron, never too pleased with his given name, went to considerable lengths to merit a nickname which may, in time, push into obscurity his maiden-meant moniker. Not too select, yet quite appropriate, is the new handle, “Rowdy.”

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

The George Ernests will celebrate their 25th wedding anniversary Nov. 26.

We lost Janet Houghton Sept. 19 when she bid into a position in the Freight Claim Department.

Our newest charm is Virginia Blackley.

The Erie men’s bowling league opened the 1952-53 season Sept. 11. The fellas from our department are hoping they do as good as last season---first place.

Bob Peterson, Tom Mayer, Nelson Case, Don Bundy, Don Reisland, Bill Fogelson and Don Keister met at the Stadium Sept. 28 to see the Cleveland Browns-Los Angeles Rams football game.

L. J. Murtha expects to spend a week’s vacation in New Jersey.

The George Ernests motored through some of the New England states and Martha Schram went back to New Jersey to visit friends.

Birthdays: Mary Ann Leonard Nov. 1, Lester Maxwell Nov. 2, Fergie Small Nov. 16, and LaVerne Schalk Nov. 29.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

We lost our Eddie (O’Mara). He has entered the Genesee State Normal School. Tommy phillips has entered Boston University under the GI bill and Jack Andrews, our comedian, is attending Alfred University.

What Republican was Clarence Buck with at the White Horse Inn?... Jack Starr has been elected a trustee of Universalist Church... Flash Petrillo was elected president of the Erie bowling league, while Fran Crook was delegated to do the paper work... Charlie Corwin and family made an extensive tour of the New England states... Gert Moogan recently entertained Mary and Anna McCarthy of Cleveland. Anna was with this office some time ago and now is with the Auditor of Disbursements office (by the way, the McCarthys aren’t related)... After the usual advice, which was ignored, as usual, Bill Cregan merged with Ruth Mahoney.

Jerry Curran is back from Camp Drum with a nice tan and a brush haircut. He was training with the enlisted reserves...

The name John Patrick may not mean much to you, but certainly it does to Clayt Ordway. That’s his new grandson...

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CARROL M. SHANKS, PRESIDENT

HOM r OFFICE: NEWARK, NEW JERSEY • CANADIAN HEAD OFFICE: TORONTO, ONT. • SOUTHWESTERN HOME OFFICE: HOUSTON, TEXAS • WESTERN HOME OFFICE, LOS ANGELES, CALIF. November, 1952
operation on behalf of the Cub Scouts. It must be very gratifying to him to be able to give his time and energy to supply these children with happy, healthful recreation... Tip—when you find the library well, don't rush, but Frank Buck has set himself up as a one-man lending library and we are truly grateful for his thoughtfulness... Good luck to Frank Kuder... who succeeds Fred... The Columbia Building remodeling job is almost finished and conditions are becoming normal after working in the pseudoblitz atmosphere caused by electricians and carpenters making like a Shastakovitch symphony. Your correspondent is sure he expresses the feeling of all employees in saying "thanks" to the management for their considerate action in providing us with handsome, up-to-date working quarters... Marilyn Cave reported for work recently looking radiantly happy. One big reason for her happiness was revealed when she showed us a glistening diamond engagement ring she received from Jim Hennessy... A colorful marriage ceremony on Sept. 13 in the First Evangelical and Reformed Church united Joan Mitchell and James Workman. Joan and Jim are popular and a host of friends attended the wedding and reception which was held in the College Club. The couple honeymooned in New England... We were extremely sorry to learn of the death of Milt Okeson's father and extend sympathy to the family... Chief topic of conversation throughout the washroom circuit recently was the beautiful engagement rings being flashed by Mary Lou Zimmerer, Janet Touhey and Eleanore Benya... Peg Hyland put in for a pass to Washington, D. C., where she visited her soldier brother.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By C. L. O'Neill

Mary Skelly is trying to find out who her secret admirer is since she

R. R. SPECIAL

EMPLOYEES ONLY

If you work on the Erie our Accident and Sickness Policy is available to you.

See a Travelers representative at once

or address

Railroad Department

THE TRAVELERS

HARTFORD, CONN.
has been finding flowers on her desk in the morning. She knows that whoever is leaving them must be pretty bright because they are sunflowers.

Our hearty congratulations to John Sullivan whose newest heir is a boy.

The night boys and the day boys buried the hatchet and combined forces to put together a powerful softball team. Then they played host to visitors from the Auditor of Revenue's office in Cleveland. The pitchers' duel was held at Pershing Field, Jersey City, and our heroes beat the visitors 11 to 10 in the eleventh inning.

The office bowling teams started the 1952-53 season recently and have ambitious plans. They still have a few dates open and if any team in the New York area wishes a match game, contact the efficient manager, John Roach.

Teddy Gaidis and his party were watching a heavyweight champion fight at a drive-in theater recently, but their interest was more in a wrestling bout among the watchers.

Congratulations to those who have service anniversaries in November: A. J. Zazella, 35 years; Henry Kaegi, 32 years; Henry Schmidt, 31 years.

VETERANS continued

Edward of crime.

On Oct. 5, 1892, the Katy telegraph operator at Coffeyville, Karts., messaged Parsons, 31 miles away, for help. He said that the notorious Dalton gang had raided the town and the citizens were at the mercy of the gunmen. Katy yard and clerical employees at Parsons, anxious to lend a helping hand, armed themselves with guns, clubs and rocks, hooked a passenger car onto a locomotive and headed for Coffeyville.

Arriving there after a wild, 60-mile-an-hour ride, the "rescue party" found the situation reversed. The Dalton gang lay, dead and Coffeyville was quiet. And the lately besieged citizenry no longer in need of help, expressed such strong resentment toward the visitors that the would-be heroes were forced to get aboard their Vigilante Special and return home.

Train robberies, of course, remain the oldest and most publicized of railroad crimes. The first such holdup probably was the one perpetrated Oct. 6, 1866, on the old Ohio & Mississippi Railroad near Seymour, Ind. Since then, such robberies have been fairly frequent, even in this age of streamliners and train radio.

There were train robberies for three years running in 1935, 1936 and 1937. The last was the now famous holdup of the crack Baltimore-Detroit express of the B. & O., The Ambassador, on March 9, 1949. Two robbers, both captured the next day, terrorized 147 passengers and looted wallets of more than $1,000 in this latest chapter of thievery on the high iron. (Copyright, 1952, by Jack Maguire.)

CROSSOVERS continued

England. At 6 p.m., a ham supper was served.

After supper, Mrs. Norman Rough rendered two piano selections and Master Ronald Tingley sang four tenor solos. Charles Stoyer was at the piano, accompanied by Raymond Crawford on the mouth organ. Emery Fitch and Mrs. A. De Villars gave the veterans a few pointers on the old fashioned waltz. Raymond Crawford playing the mouth organ. Mrs. Lyle Houghtling and Mrs. A. De Villars gave a skit called "She Doesn't." Committee chairmen were: Mrs. Colin Urquhart and Mae Hall, reception; Mrs. A. De Villars, entertainment; Mrs. Houghtling, dining room, and Mrs. A. Hagan, kitchen.

At the auxiliary meeting, Mrs. Lloyd Rynd was reported on the sick list, and at the veterans meeting, Dan O'Day, Ed Ramey and Jim McDermott were reported ill.

Mr. and Mrs. M. P. Cuthshall and son Richard spent a vacation in New York City and Atlantic City.

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 1,800 Tons per Hour from Vessel.

Storage Capacity at Randall, O., of 1,000,000 Tons.

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SIGNAL AND TRACK DEVICES

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STILL GREATER PROTECTION--For Cars and Lading

Cardwell Friction Bolster Springs

to absorb vertical and lateral forces

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to absorb horizontal forces

CARDWELL WESTINGHOUSE CO., Chicago, Ill.
S. AFRICA

Whole trains are operated to keep other trains supplied with water. Paradoxically, in a land where so much of the railroad freight tonnage is coal, on some railroads locomotives are wood-burners. If you followed Erie’s history during our centennial celebration in 1951, you may recall that Erie wood-burners were abandoned almost 100 years ago.

To a stranger who daily worked with the most modern railroad equipment and the most up-to-date methods, these and many other difficulties were obvious immediately. During his stay, Mr. Raymus feels that a great deal was accomplished. He reports that he was able to make many recommendations which if adopted should improve transportation of South African strategic materials without interrupting the normal flow of freight in the nation.

Although his assignment kept him busy most of the time, Mr. Raymus did have an opportunity to be a tourist. He visited the fabulous Kimberley diamond mines and toured the vast Kreuger National Park and a native village in the Belgian Congo. It took him all of one day to take in the immense game reserve where wild beasts including lions and tigers roam freely and swarms of untamed monkeys brazenly rap on car windows begging for bananas.

The weather was pleasant, too, Mr. Raymus reports. It was really hot, he says, in the Belgian Congo, but in Johannesburg where he spent most of his time it was winter, with a temperature of 70 usually in the daytime and 30 at night, making an electric blanket quite cozy in his hotel room. Summer was starting about the time he left Johannesburg on Aug. 14 and temperatures were beginning to rise into the 80s.

Correspondence between Erie and government officials indicates that Mr. Raymus generated a great deal of respect for the Erie and himself. The correspondence praised Mr. Raymus’ work as an “exceptionally fine job” and commended his tact and diplomacy in working with the proud people of South Africa as well as his wide practical knowledge of railroad and port operations.

Mr. Raymus has been with the Erie since 1911 when he started in the Operating Department in his native Chicago. He also was an agent in Cleveland and an assistant superintendent in Chicago before moving to New York in 1939.

BENEFITS

Your first benefit check will cover the 14-day period Oct. 3 through Oct. 16. Since this is the first time you will have claimed benefits in this benefit year, you will be entitled to benefits in this registration period for all days over 7. Therefore, your first check will be for $45.50 (7 days x $6.50). For the next 14-day period you will receive benefits for all days over 4, which means that your second check will be for $65 (10 days x $6.50). In the final 14-day period, you are unemployed for 6 out of the 14 days, so your last check will be for $13.00 (2 days x $6.50). The total of your benefits for the five weeks you are unemployed will be $123.50. Also, you will have used 19 days of the 130 you are allowed in a benefit year.
Suppose This Were True

Of course, we're only kidding! But suppose, when you applied for a job, you had to provide all the tools and equipment necessary for you to do that job. That's really what an individual does when he goes in business for himself. He makes an initial investment and becomes owner of the business. He also takes all the risk of making it pay.

When you go to work for somebody else, the "tools" are made available to you, so you don't need an initial investment to start earning a living. But the money had to come from somewhere. Did you ever stop to think about it?

Who Buys the Tools?

In the railroad business and all other corporations, the savings of many investors, either stockholders or bondholders, furnish the money to buy the equipment employes use in doing their jobs.

The amount of money invested for each job varies by industries. The present national average is about $8,000 for each job. It's very much higher in the railroad industry---about $20,000. That's because of the tremendous investment that's needed for such expensive things like locomotives, bridges, stations, signals, etc.

Just think, behind every employe's job on the Erie Railroad there is an investment of $20,000! This money was provided by individual investors, both large and small, who had faith in the Erie and its possibilities of paying them some return for the use of their money. Some of it came from earnings of the railroad that were "plowed back" into the business.

Investors' Needs

Naturally, no one is going to invest his savings in a company unless he sees some chance of getting his money back. Without the hope of some return for the investor the source of investment capital that any company needs to progress and grow will dry up.

In other words, somebody provides the tools and somebody else does the work. Both are entitled to be paid. Last year, for instance, out of every dollar the Erie Railroad took in, it paid out 48½ cents in wages to employes for doing their jobs, 4 cents for interest on borrowed money and 3½ cents to shareholders for the use of their savings invested in the railroad.

To keep this big American business machine of ours going takes a lot of investment money---money that someone has saved and is willing to put into a business instead of spending it for some other purpose. Again, like in everything else, it takes cooperation to get things done.
It's twice the train its father was

If you could count the cars in this Erie freight train, you would find that it runs about 135 cars,--twice the length of a freight train of 30 years ago. but that's only part of the story of Erie's progress. Bigger cars and more to a train have increased the total load which means more efficient hauling. Just a generation ago the average train hauled 1906 gross tons, against 3475 gross tons today.

One of the most accurate measurements of railroad efficiency is "Gross Ton Miles Per Train Hour". The Erie has registered a 140% increase since the Twenties in this index of moving more tons of freight faster. Year after year this good showing has placed the Erie near the top among American railroads in the efficient handling of freight.

Much of the credit for these examples of progressive railroading goes to Erie's big investment in new and more efficient equipment. For the Erie constantly searches for new and improved ways to serve you, industry and our country's defense needs with the best in transportation.