This month many of us will be asked to sign pledge cards for our local Community Chests. Your railroad was one of the first to make annual contributions to Community Chests in Erie towns. We have repeatedly indicated that Erie wants to be a good neighbor and this is but one evidence of the sincerity of these statements.

It is just as important that we individually do our part in both working for worth-while community programs and in being generous in our contribution of time and money. I am sure that you will get much satisfaction in knowing that you have made possible deserved assistance to those who are less fortunate.

Erie will cooperate by making payroll deductions if you find this a more convenient plan for you.

S. W. Johnston
Our Objective

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

RAIL ENDS

High up in the Western mountains, in bitter winter weather, ice and snow around railroad switches are melted by jets of flame from gas burners ignited by the flip of a switch in the dispatcher’s office 200 miles away. Erie uses similar switch heaters.

Fifty freight cars were required to haul the spring edition of the New York City telephone directory to New York from Chicago where the directory was printed.

The Class I railroads of the United States are paying taxes at the rate of approximately $2,500,000 a day.

The organist at Grand Central Station in New York is forbidden to play “The Star Spangled Banner.” The ban has been in effect since the day after the Pearl Harbor attack when the song was played during the rush hour, causing amazing confusion. Trains pulled out without their passengers who stood at attention. All activity was halted as the trains left while commuters watched helplessly.

The heaviest single item ever imported by way of New York Harbor was a 432,000-lb. casting which arrived from England in 1953 and was moved by rail from New York to Columbus, Ohio.

THE COVER—Some time ago while covering his “beat” around the yard and diesel shops at Marion, Ohio, our photographer came across these two diesels being serviced at the then new sanding and fueling station at the shops. The sand towers and diesels looked like they might make a good picture composed of lines, balance and strength. The result impressed the editors, so this month we used the picture for our cover. On the left is an American Locomotive Co. road unit and on the right a General Motors Electro-Motive road unit.
A Look Beyond the Station . . .

. . . railroad suppliers organize committee to help tell industry's story to public.

Having shouldered the task of telling its own story to the public about railroad progress over the years, the railroad industry today is receiving some much-appreciated help from railroad suppliers who have organized a committee to inform the public about the importance to the United States of a strong, healthy railroad system.

Organized just recently, the Committee of Railroad Suppliers in July launched its publicity and promotion program to increase public understanding of the achievements and problems of the railroad industry.

The committee describes itself as "a voluntary group of railroad suppliers interested in broadening public understanding of the railroad industry."

The program mapped out by the suppliers makes use of many forms of advertising and promotion directed to the public in strong messages which will appeal to the average American in his own self-interest. The first of these ads appeared in many metropolitan newspapers on July 1.

In addition to the ads, attractive promotion material is being distributed to business and community leaders.

One of the booklets distributed by the committee is entitled "A Look Beyond the Station." In digested form the booklet tells the story of the great progress made in railroading in recent years, in spite of over-regulation and subsidization.

Not True Picture

Using the old-fashioned railroad station as a symbol, the pamphlet says that what is seen when you look at the old station and what is actually happening in the industry "are two quite different things."

"Beyond that station there has been a revolution, second to none in American industry. Probably no other industry has made so many fundamental advances, nor developed and used so many technological improvements. No industry has met so many ob-

Eric Railroad Magazine
stales." This includes mounting competition on all sides, with railroads restricted in their freedom to meet the competitive situation because of regulating measures primarily designed to prevent "railroad monopoly." There is also the difficulty in creating new capital, because so much profit must be plowed back rather than turned into dividends. Another problem is the absolute necessity to replace and modernize technical facilities and equipment to the tune of $1,000,000,000 a year. These are a few of the problems.

"But the progress made by railroad managements, in spite of these difficulties, has been little short of miraculous," the suppliers say.

The booklet then makes the statement that "modern railroad-ing" is about 35 years old. Going back to World War I, the suppliers state that under government management during the war the industry took a bad beating.

Private managements had to rebuild from scratch, and they were doing quite well until the depression years. Even so, the railroads made much headway, paying off a great deal of debt.

Between 1921 and 1953, by good management and sound, economical operation, the railroads invested $22,000,000,000 to rebuild the industry—money that was difficult to find, money that had to be borrowed or taken out of the meager earnings by the hardpressed industry.

Second Big Job

The job of reconstruction began again after World War II, reports the suppliers booklet.

"Never has any industry," says the pamphlet, "been so carefully, so thoroughly redesigned, from the inside out"—electronic devices, radio communications, automatic car sorting; mechanical freight-handling equipment; new motive power; latest control and signal systems; a half million new cars; track-laying and maintenance machines.

By 1948, more than one-fifth of the money being spent on improvement in industry was spent by the railroads. No other industry uses so much of its profits to gain greater efficiency and strengthen the property of its owners.

Diesel locomotives are mentioned as one of the most important improvements. They have enabled railroaders to do more work with less effort. However, improvements include better couplers, draft gear, brake shoes, hand brakes, journal boxes and bearings, lubricants, fuels and even ties.

The improvements have not been limited to the right-of-way, the booklet goes on. Research and creative thinking also have resulted in better supervision and management. Railroad teams have been redesigned and streamlined, too. New techniques and principles have been developed. Management is constantly seeking new and better ways to do the job.

Wear Straitjacket

Railroads are making this progress, the suppliers continue, in the confines of an economic and regulatory straitjacket. Unlike almost any other industry, railroads do not have the freedom to run their business as their managements think it should be run. They cannot set their own prices or rates. The government's decisions are slow in coming. Many times they are too late to do any good.

In short, the railroads have had to lift themselves by their own bootstraps in order to stay in the black and progress.

Other forms of transportation are not as strictly regulated and some even receive subsidies from the government in the form of tax free facilities while railroads pay heavy taxes on their properties.

In spite of these handicaps, "A Look Beyond the Station" says, "courageous men are forging a brilliant future out of a difficult past. Today's railroad managements are meeting their problems with intelligence, skill and patience and are making steady and continuous progress. They know that their obligations go beyond the normal businessman's requirement to operate a sound business; they know they have an obligation to the American public and the American economy to maintain and continuously improve America's major arteries of transportation."

Successful railroads give the United States much more than just a strong, efficient transportation system, remind the suppliers. The railroads probably are the most important potential consumers of goods in the world.

In 1953, Class I railroads spent more than $2,000,000,000 for fuel, materials and supplies. Few persons realize that the railroads absorb almost 7 per cent of the total steel output of this country.

If the railroads had the funds to make all the improvements that they feel they should make, they would buy even more of these materials. It would mean more for everybody, since scarcely a person in the United States would not benefit by it.

That is one of the most important reasons why the railroads should have the opportunity to earn a fair return. They need the same freedom to operate their business as their competitors and other business enterprises.

Since everybody would benefit if the railroads were able to release their pent-up demand for more improvements, the railroads and the suppliers are appealing to the public to urge their government to give the railroads the reasonable freedom to do business that is so essential to further progress.
Kent Division
Frolics at Picnic

Scores of Erie employes on the Kent Division enjoyed games, prizes and eats at the annual picnic of the division Aug. 17 at Garfield Park at Marion, Ohio.

Present and retired employes renewed old friendships and helped themselves at a basket lunch. Children romped at games and won prizes. Art Specker was general chairman of the picnic.

Part of the crowd of Erie employes at the Kent Division picnic is shown here as they waited for drawings for the prizes which were a picnic highlight.


At the ticket table, from the left, back, Paul Swartz, Ray Harty, D. S. Haeck and Kenneth Gasmire; front, J. F. Blazer and C. E. Aukeman.

Engineer G. D. Bevis furnished ponies for appreciative children.

Left, from the left, Dean Baker, R. K. Clark, Garray Hall, J. P. Coughlin and K. A. Thompson.
Erie Executives Visit Retired Agent

While in Bradford, Pa., for Erie Day, which is sponsored each summer by the community, Erie officials visited James C. Moffatt, retired local agent, at his home. Mr. Moffatt is Bradford’s oldest retired Erie employee and has been recovering from a recent illness. Front row, from the left, Willis T. Pierson, vice president and general counsel; Mr. Moffatt and Lester R. Edwards of Bradford, Erie director; back row, President Paul R. Johnston, Chairman of the Board Robert E. Woodruff and M. C. Mclnnex, vice president for operations and maintenance. At the Chamber of Commerce dinner that night Mr. Johnston predicted an upturn in business in the fall.

100th Birthdays

A special three and one-half pence postage stamp commemorating the centennial of Australian railroads went on sale throughout Australia on Sept. 13 and will continue on sale for one month. The stamp design, contrasting a diesel locomotive with an early type of steam locomotive, symbolizes the remarkable progress of Australia and its railway system during the last 100 years.

Norway also is celebrating its railroad centennial this year. The celebration feature is a special train carrying exhibition material to all railroad points in the country, stopping at important stations. The train will finally become a part of a great exposition at Oslo this fall.

Lund Retires with 38 Years Service

After 38 years’ service with the Erie, George E. Lund, assistant to the superintendent of motive power, C. K. James, has retired and was honored at a testimonial dinner Aug. 26 at Meadville, Pa. Mr. Lund started with the Erie as roundhouse foreman at Meadville in 1916. He later worked at Huntington and Hammond, Ind.; Cleveland, Ohio; Hornell and Buffalo, N. Y., and Marion, Ohio. At the dinner Mr. and Mrs. Lund received presents. The picture above was taken at the party and shows from the left, W. A. Carlson, assistant superintendent of motive power; Mr. James, Mrs. Lund and Mr. Lund.

October, 1954

Cleveland Keglers Plan

Plans were completed by TEPEE, recreation group in Cleveland, for a men’s and women’s Erie bowling leagues to operate this winter in Cleveland.

The 12-team men’s league started Sept. 9 at Lakewood Recreation and the 8-team women’s league Sept. 2 at Playhouse Square Recreation.

Men’s league officers are: President, Nelson Case; vice president, Herb Leonard; secretary-treasurer, Bob Johnston. Women’s league officers are: President, Corine Depuy; secretary, Shirley Wescott; treasurer, Connie Chojne; sergeant-at-arms, Lou Raynak.

More than one-half of every dollar the railroads received in 1953 for the transportation of passengers, freight, express and mails was paid to their employees in wages and to the Federal government in payroll taxes for the benefit of railway employees. Total gross operating revenues for Class I roads amounted to $10,664 million; the payroll chargeable to operating expenses amounted to $5,062 million; payroll taxes amounted to $288 million, a total of $5,350 millions, or 50.2 per cent of the total operating revenues.
... mechanical equipment installed to ease task of unloading cars of perishables.

Tractors for Pier 20

In New York City, on our Piers 20-21 at Duane Street, the perishables piers where a train-load of fresh delicious fruit is unloaded nightly in a hectic scene that pulsates with drama and activity, something new has been added. Duane Street station is the spot through which passes most of the west coast table fruit consumed by New York's millions.

Continuing the Erie program of installing mechanical handling equipment wherever it is proved advantageous, small gas tractors, trailers and accessory equipment have replaced hand-trucks to make the operation more efficient and easier for employes.

The operation involves unloading refrigerator cars and placing crates of fruit and melons on display on the pier. As our swift perishable trains arrive at our eastern terminal in Jersey City, the loaded refrigerator cars—called "reefers"—are loaded on carfloats and towed across the Hudson River by tugboats to Piers 20-21 where the unloading takes place.

Time for unloading the reefers and in displaying the perishables on the pier floor is at a premium, because a great deal of work must be done between the time the tugs shove the floats of cars against the dock and the time when the first buyers arrive in the small hours of the morning to inspect the fruit and melons.

Previously, the unloading was done by gangs equipped with hand-trucks. It was a slow and laborious process, demanding much muscle and stamina for the trucking from car to dock. Now the trucking is done by tractors and four-wheel trailers.

Increased Efficiency

The new method has resulted in more efficiency and also has minimized damage to crates and contents in addition to making the job easier for our employees.

Twenty-one new motorized tractors and 180 new four-wheel trailers with rubber tires were purchased for the new operation. The...
Two-way traffic is shown on the new all-steel welded ramps.

Trailers are 30 inches wide, to permit movement in and out of reefer doors. A gang consists of five men, one tractor and six trailers.

Frankly, if the unwary stranger were to walk into the pier at the height of activity during the night when the cars were being unloaded, he would be amazed at the apparent confusion as tractors with loaded and empty trailers whizzed the length and breadth of the pier.

Actually, the lively scene is very orderly and pre-planned. Each move is mapped out in advance. The tractors spend a minimum of time and negotiate a minimum of distance in hauling their loads from the cars to the proper display area and then picking up empty trailers and returning to the cars for new loads.

In addition to the tractors and trailers, other equipment was purchased for the revamped operation. Four steel welded ramps, each weighing 7,000 pounds, and eight smaller ramps were acquired, replacing older ramps. These ramps bridge the gap between the dock and the floats. Heavier ramps were needed for the tractors and trailers. The smaller ramps are used to ease the grades at the ends of the main ramps.

The new steel ramps permit two-way traffic. As loaded trailers are pulled off the floats, empty trailers can be hauled in the other direction on the same ramp.

If any proof of the value of the new operation is required, the employees involved are happy to talk about it. They're all for it.

**Inexplicable**

The grizzled old mountaineer, paying his first visit to a railroad, was fascinated by the switch engine shuttling back and forth in the freight yard. Scratching his chin, he turned and remarked to his friend:

"I can understand how the engine pulls the cars. I've got that all figured out. But I'll be durned if I can see how the cars pull the engine back."

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**RAILROADS PAY**

**TRAIN OF GOLD**

**TO MEET TAX BILL**

A trainload of gold—or its equivalent in value—is required to pay the annual tax bill of the American railroads!

Taxes paid by Class I railroads in 1953 to federal, state and local governments added up to $1,185,000,000. Gold is valued at $35 per fine troy ounce. This equals about $500 per pound avoirdupois, or $1,000,000 per ton.

Therefore, to pay their taxes in 1953 the Class I railroads of the United States had to shell out the equivalent of 1,185 tons of gold.

If all this gold were loaded in railway express cars, containing 40 tons each, a train of 30 cars would be required to transport it.

The Railway Express Agency on May 31, 1954, was operating over 175,000 miles of railroad and 349,875 miles of other lines.
This month (October) is the second annual careful car handling month. It is national. All railroads take part.

On Sept. 8, in Youngstown, M. G. McInnes, vice president for operations, met with a group of system and district officers to perfect plans for intensive careful car handling activity on the Erie Railroad in October.

Mr. McInnes emphasized the fact that Erie spent $1,374,000 in the first half of this year to pay freight claims, compared to $1,370,000 in the same period in 1953, whereas Erie freight revenue in the first six months of 1954 was $68,160,000, compared to $82,239,000 the first half of last year. He said that the fact that Erie spent $1,374,000 for freight damage in the first half of 1954 is the best possible reason why we should improve our careful car handling performance. Further, he said, most of the money spent by the Erie, and by all railroads, for freight damage, is the result of overspeed impacts, on Erie trains and on trains of other railroads.

Within a few days after the system meeting, Adolph E. Kriesien, assistant vice president and general manager of the Eastern District and S. J. McGranahan, general manager of the Western District, held meetings with their superintendents and other district and division officers, to plan the October careful car handling activities on each district and division.

All trainmasters, road foremen of engines, general yardmasters and yardmasters will give intensive supervision to the handling of cars in the yard and on the road. The local chairmen of the operating groups will cooperate—as well as district and division M. of W., diesel and car officers and agents. The activity of terminal committees will be stepped up.

The theme song will be, "Handle Freight Carefully and Keep Our Customers. It's Everybody's Job on the Erie".

Each superintendent will have an impact recorder for his use in demonstrations. They will make some more open stop watch checks of speeds of cars in yards, as time cars are cut off, and as time cars couple with cars already in track (two men, two stop watches). This procedure also checks the effect of gradients of tracks in yards.

Trainmasters or road foremen
engines will discuss ways and means to improve car handling on the Erie, with men attending air brake rules classes and operating rules classes.

There will be more prevention inspection of carloads at junction points, both received and delivered, with special attention to commodities on which we are receiving claims for much damage or bitter complaints from shippers and receivers.

Freight loss and damage prevention is EVERYBODY'S job on the Erie—handle freight carefully and satisfy our shippers and receivers. WE CAN DO IT, CAN'T WE?

One of the most important phases of careful car handling is shown in this photograph. Care on the part of the engine and train crew can prevent an untold amount of damage in yard switching operations all along the railroad.

Erie Grandfather Wins Golf Crown

After 30 years of golf, Charley Murphy, grandfather and third trick director, terminal tower, Jersey City, decided he would enter a golf tournament, the New Jersey Public Golf Organization meet.

He won the championship on his home course, Hendricks Field in Belleville, N. J.

Relaxed and chatting with the gallery, Murphy won the final in match play, 4 and 3.

The new champ is the father of five children ranging from four to 23 years in age.

He has been working for the Erie for 30 years.

UP! UP! UP!

Materials and supplies purchased by the railroads today cost 331 per cent more, on the average, than they did before World War II, (Dec. 1940), while the wage rates for railroad employees in the same period has gone up 160 per cent. The average revenue per ton-mile for freight handled by the railroads in the same period has increased only 54 per cent.

RETIR ED ENGINEER REACHES 100 MARK

William L. G. McClure, Huntington, Ind., a retired Erie locomotive engineer, observed his 100th birthday Sept. 1.

Mr. McClure, a railroader for 58 years, came to the Chicago and Atlantic Railway (now the Erie) from the Burlington road in 1888 and took up residence in Huntington that year. He retired in 1933 at the age of 79. He was active until about four years ago.

down! down! down!

An average return of 3.49 per cent on their investment in the 12 months ended May 31, 1954, was reported by Class I railroads. This compares with a return of 4.41 per cent in the previous 12-month period. Rate of return calculated on earnings before interest and rentals, is based on the average investment in road and equipment estimated at the beginning and end of the period as shown by the books of the railroads, including materials, supplies and cash less accrued depreciation.

VETERAN FRANK LOUGHLIN HONORED

Completing a half century of service with the Erie, Frank J. Loughlin (right), purchasing agent, was honored at a luncheon recently in Cleveland. He is receiving a 50-year veteran's pin here from John J. Straut, assistant to the vice president for operations and former president of the Erie Veterans Association. Others in the picture, from the left, T. J. Tobin, vice president for finance; H. W. Von Willer, vice president for traffic, and President Paul W. Johnston. Mr. Loughlin started as a messenger in the purchasing department in New York in 1904.
On Aug. 31, President Eisenhower approved a bill which substantially increases railroad unemployment and sickness benefits, liberalizes several of the provisions under which retirement and survivor benefits are paid, and raises the limit on both creditable and taxable railroad earnings.

Benefits Increased

Unemployment and sickness benefits are raised, effective July 1, 1954, (1) by establishing a higher benefit-rate schedule, and (2) by providing that the benefit rate for any employee will not be less than half of his regular rate of pay for his last railroad job in the base year up to a maximum rate of $8.50.

In order to qualify for unemployment or sickness benefits, an employee now must have earned at least $400 in the base year—that is, in the calendar year preceding the benefit year, which begins on July 1. Also, an employee may not receive more in each type of benefit in a benefit year than his creditable earnings in railroad employment in the base year. Otherwise, the maximum remains at 130 times the employee’s daily benefit rate, as before.

Employer contributions for unemployment and sickness benefits are now paid on employee earnings up to $350 a month instead of $300. This provision was also made effective as of July 1, 1954.

The revised schedule of benefit rates, subject to the new special minimum mentioned above, is as follows:

<table>
<thead>
<tr>
<th>Base year compensation</th>
<th>Daily benefit rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>$400-$499.99</td>
<td>$3.50</td>
</tr>
<tr>
<td>$500-$749.99</td>
<td>$4.00</td>
</tr>
<tr>
<td>$750-$999.99</td>
<td>$4.50</td>
</tr>
<tr>
<td>$1,000-$1,299.99</td>
<td>$5.00</td>
</tr>
<tr>
<td>$1,300-$1,599.99</td>
<td>$5.50</td>
</tr>
<tr>
<td>$1,600-$1,999.99</td>
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</tr>
<tr>
<td>$3,000-$3,499.99</td>
<td>$7.50</td>
</tr>
<tr>
<td>$3,500-$3,999.99</td>
<td>$8.00</td>
</tr>
<tr>
<td>$4,000 or over</td>
<td>$8.50</td>
</tr>
</tbody>
</table>

Annuities to Widows

The Railroad Retirement Act was also amended by the new legislation in a number of ways, chief among them being the reduction from 65 to 60 in the age at which widows without eligible children may draw a survivor annuity. The lower age requirement also applies to dependent widowers and parents.

Disabled Children, Mothers

The amended law permits payment of a survivor annuity to a child over age 18, and to its mother, if the child became totally and permanently disabled before age 18. Under the old law, the annuity to a widowed mother under age 65 was discontinued as soon as her youngest child became 18, and no child 18 or older was eligible.

Retired Widows

A widow (or widower or parent) may now draw a railroad retirement annuity based on her own railroad service and at the same time get the full amount of any survivor annuity to which she may be entitled under the Railroad Retirement Act on the basis of her deceased husband’s employment. Before, the survivor annuity was reduced by the amount of the retirement benefit and was frequently eliminated completely. This provision, however, does not eliminate deductions made on account of a retirement benefit for which she qualifies under the Social Se-
curity Act.

The new law strikes out the provision requiring that a child's survivor annuity be withheld for any month in which a child 16 or 17 years old did not attend school.

Disability Annuitants

The disability retirement provisions were amended by substituting a straight monthly earnings test for the previous six-consecutive-months earnings test. Under this amendment, if a disability annuitant under age 65 earns more than $100 in any one month, his annuity would not be paid for that month. Of course, the annuitant may be required to furnish proof from time to time that he is still disabled. Any annuity terminated under the old provision may be reinstated as of Sept. 1, 1954, if the employee is still disabled.

Earnings after age 65 may now be disregarded in computing a retirement benefit if this will result in a higher annuity. This provision is retroactive to November 1951, when such earnings first became creditable. Retired employees whose annuities were lowered somewhat because of the inclusion of earnings after age 65 may now apply to the Railroad Retirement Board for a recomputation of their benefits.

Waiver of Annuity

A new provision has been added to the Railroad Retirement Act that permits a beneficiary to waive all or part of his annuity or pension. The purpose of this provision is to enable the person to meet the income requirements for a Veteran's Administration benefit. The waiver may be revoked at any time.

The amendments also provide for excluding from coverage service as a delegate to a national or international convention of a railway labor organization, unless the employee had previously performed creditable service other than as a delegate. This provision applies to both the railroad retirement and unemployment insurance laws.

Employees and employers will, as of July 1, 1954, pay taxes under the Railroad Retirement Tax Act on employee earnings up to $350 a month instead of $300. The tax rate remains unchanged.

Erie Men Praised

As Bond Buyers

Employees of the Erie Railroad in Ohio have been praised for their efforts to increase purchase of savings bonds in the recent payroll savings campaign. The praise came in a letter from John L. Collyer, chairman of the Ohio Payroll Savings Advisory Committee and president of the B. F. Goodrich Co.

In his letter to President Paul W. Johnston, Mr. Collyer said "... On behalf of the Ohio Payroll Savings Advisory Committee, I wish to express appreciation for the cooperation you gave to the Treasury Department.

"... Your continued cooperation with the Treasury Department in its efforts to stabilize our economy and maintain a sound dollar will be appreciated."

For Crippled Children

Proceeds from two benefit performances of the Ice Capades of 1955 at the Cleveland Arena on Monday and Tuesday evenings, Oct. 11 and 12, will go to the Society for Crippled Children.

Erie employees who attend the two performances will be contributing to rehabilitation work with handicapped children. Tickets can be obtained by mail from the Cleveland Arena, WTAM-WNBK in the N.B.C. Building, or the Society for Crippled Children, 14587 Madison Ave., Lakewood 7, or can be purchased at the Arena.

KOREA REUNION

These two apprentices at our Susquehanna, Pa., shops went into military service and met again while serving in far off Korea. They are Pvt. John V. Westfall and Pvt. Eugene Price, U. S. Army.
Submarine Duty

Now aboard the U. S. Submarine "Burrfish" in the Atlantic Ocean, Lt. (jg) R. L. Pettigrew is the son of R. L. Pettigrew, conductor, Cleveland, and is on leave of absence from his job as a Mahoning Division brakeman.

Have You Changed Your Residence Address?

On or about Jan. 31 each year the Accounting Department mails to the last address of which they have record, Withholding Tax Statement U. S. Treasury Department Form W-2, showing total wages paid you for the year and amount of Federal Income Tax withheld.

Because of the large number of forms returned by the Postal Authorities for better address, it is desired to emphasize the importance of the Accounting Department having your latest residence address on file.

If you have changed your residence since the first of the year, kindly clip the slip printed below, fill it in and mail promptly to C. H. Artman, District Accountant, Erie Railroad Co., Hornell, N. Y., by company mail.

CHANGE OF ADDRESS

Name ........................................
Street Address ................................
or Rural Route ..................................
City or Village, ................................
Postal Zone and State ....................
Identification Number .................... Shop or Div. ............
General office employees should notify their department head of any change in residence address.
RAILROAD SAFETY

Thankful For Safety Shoes

Ever have 9,000 pounds pass over your foot and come out without a scratch? Floyd Messerall, trackman with 29 years service, of Meadville, Pa., had such an experience. Know what saved him? SAFETY SHOES! The huge water tank shown here passed over Floyd’s right foot, but because he was wearing safety shoes there was no accident. He lost no time off the job, lost no toes. Floyd is shown here with the tank. In the tank picture are James L. Thomas and Regis Howell, trackmen at Youngstown, Ohio.

ERIE SAFETY RECORD BETTER

SAFETY RECORD

<table>
<thead>
<tr>
<th>Year</th>
<th>Killed</th>
<th>Injured</th>
<th>Ratio Per Million Man-Hours Worked</th>
</tr>
</thead>
<tbody>
<tr>
<td>1954</td>
<td>2</td>
<td>80</td>
<td>3.8</td>
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<tr>
<td>1953</td>
<td>1</td>
<td>114</td>
<td>4.7</td>
</tr>
</tbody>
</table>

 Erie employees are in third place in safety among railroads in the United States with more than 20 million man hours, according to statistics released recently by the Association of American Railroads. The Erie finished the year 1953 in seventh place.

This is the highest position the Erie has ever held nationally. The Erie personal injury ratio for the first six months of this year was 3.55 per million man hours.

According to unofficial standings, Erie employees are maintaining a pace far ahead of last year. In the first seven months of this year there were two employe fatalities and 80 were injured. This represents a 30 per cent improvement in reportable personal injuries over the same period last year, according to H. E. Shaughnessy, safety agent. In 1953, one employe died and 114 others were injured in the first seven months. So far in 1954 there have been 34 fewer personal injuries.

Basic Differences

A fundamental difference between transportation service performed by the railroads and transportation service performed by other agencies is that railroads perform all types of common carrier service while their competitors make no effort to provide complete service, but, instead, pick and choose their traffic, concentrating on the more profitable kinds of traffic.

A second fundamental difference between railway transportation and other forms of transportation is that railroads build, own and maintain their own roads and pay taxes on them, whereas competing forms of transportation—except pipe lines—enjoy the benefits of roadways, airport facilities and beacon systems provided at the expense of the taxpayers.

Poor Mr. McToggles
Would work without goggles,
A careless sort of a guy;
He thought safety rules
Were made just for fools;
He learned—but it cost him an eye.

Safety Personality of the Month

“Safety is a job that must be considered by all of us, individually, as well as collectively” is the good advice of Susquehanna Division Brakeman M. M. Bryan.

In talking over the matter of safety, Mr. Bryan stressed the importance of watching out for the safety of your fellow worker. In addition, he states, with great confidence, “I know the fellows on our division are all safety minded. In my opinion, the practice of safety is far better than an insurance policy. There is no fine print, and it costs you nothing.” Bryan has had no personal injuries during his 12 years’ service.

Brakeman Bryan, who lives in Hornell, N. Y., is married and the father of three children.
CONFIDENT LIVING

By Dr. Norman Vincent Peale

Some time ago I saw something which made a lasting impression on me. I was scheduled to speak at a banquet in a large hotel ballroom. The program was an elaborate one and some musical numbers preceded my talk. First, there was an excellent vocalist and then a violinist played several enjoyable numbers.

Finally he played a piece which the lady sitting next to me said was very difficult. Not knowing too much about music, I had to take her word for it, but it was confirmed by the audience, which burst into hearty applause as soon as he was finished.

As he was taking his bow, we saw a strange thing. Just behind him, a workman in overalls wandered out on the platform carrying a saw. The audience laughed, thinking there had been some mistake. The violinist turned, took the saw from the man, placed the end on the floor, applied his bow to the smooth edge and began to play. The laughter continued for only a moment because the violinist began to bring forth really good music from that saw. After he had played one number, he handed the saw back to the workman without comment and returned to his violin.

I haven't been able to get that incident out of my mind because it made me realize what a master can do with any common-place instrument. And I began to reflect that perhaps if I, poor individual that I am, would yield myself more completely to the skillful touch of God, that great Master might get out of me music I didn't know was there.

I began to ask myself these questions: "Have I any powers hidden within me that I have never found? Is there something better in me than has been demonstrated?"

I suggest that you might find it worthwhile to think seriously about these same points. Do you honestly believe that your own best powers have ever been completely released? Have you ever expressed fully your inner capacity? Has the fundamental charm of your personality ever been exercised?

One of the greatest tragedies in this world—and it is one we witness every day—is the pathetic fact that people live out their lives and never have these hidden powers really released. They may have been given a wonderful charm which does manifest itself to some extent, but their full talents and abilities have never come to fruition. As a very great thinker once said, "What a tragedy that so many people live and die with all their music still within them."

Indeed, there must be hundreds of people in this world who have never gotten themselves out of low gear. They are still struggling, crawling along through life, getting more and more bitter and frustrated and discouraged because life is so hard for them. We do not minimize the fact that life is difficult, but I want to emphasize that there are amazing hidden powers in each of us which can enable us to meet and overcome both our own weaknesses and the circumstances of life.

One of my favorite Scripture passages testifies to the existence of these powers. It is the twelfth verse of the first chapter of John: "But as many as received Him, to them He gave power to become the sons of God." The meaning of this passage is quite simple: those who believe and practice spiritual living experience a release of hidden powers which enables them to have God-like attributes and new effectiveness in their own lives.

It is amazing what can come out of human beings when they get to know themselves. Hidden powers respond to the Master's touch.

Alexis Carrel, the great scientist, once wrote his description of man: "Despite all the immensity of the natural world, it is not big enough for man. He is the size of the terrestrial mountain, the oceans, the rivers; and there is within him another world that divides the barriers of time and space and if his will is indomitable he may walk in the eternal cycles."

Those are majestic words and they express an equally majestic idea, namely, that you are wonderful in your potentialities and capacities. The Psalmist says, "What is man that thou art mindful of him? and the son of man that thou visitest him?"

Yet, all too few of us realize that by the grace of God and the power of faith we are capable of taking dominion over life instead of being dominated by it. So forgetful are we of this fact that we get a real thrill when we meet someone who dominates his job and his daily life instead of letting it dominate him or when we see how magnificently others meet the everyday problems of living.

I was staying in a San Francisco hotel, where I struck up a conversation with the chambermaid. She was past middle age and impressed me as an unusual person. As I observed her in the days spent at the hotel, she always seemed cheerful and happy, and I was curious enough to ask, "You are always happy even though you work hard doing these rooms. How many do you have to do each"
Kent Division Trainman Retires

Being congratulated here is Trainman C. O. Phallen of the Kent Division who has retired after 38 years service with the Erie. With him are Conductor W. H. Banley (left) and Supt. R. H. Lewis. Mr. Phallen started with the Erie on Jan. 16, 1906, as a brakeman, and has never had a reportable injury.

Fellow Veterans:

Once again the annual system outing of the Veterans' Association is one to be remembered. While the afternoon outdoor games were rained out, the festival spirit was not dampened. Some were lucky and won nice prizes. Our thanks to the Dining Car and Car Departments for their help in making our part of the outing so pleasant.

Our new meeting rooms at 38 Park Avenue, Paterson, are close to the Erie station and those who couldn't walk the distance to the old meeting place will have no excuse for not attending. There is ample parking space for those who drive. We thank the members of the Maintenance of Way Department for their assistance in our moving.

Plans are being carried out for early start of meetings, less wind-jamming and more time for social get-togethers.

The time is getting close when we will make our chapter report to Cleveland headquarters and we want 100 per cent paid up membership.

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On one of the repair tracks, Dave Evans, car repairer helper, and Joe Jaceworski, car repairer, were busy replacing a set of wheels on a truck.

Cruising Camera Man

This month the Cruising Cameraman features the employees at the Kent, Ohio, yard where Erie are busy breaking up and making up trains, repairing cars and making out reports.

An average of about 20 freight trains a day is handled at Kent. Cars on the freights are set off here for both the Kent and Mahoning divisions. That means that local trains have to be made up daily for runs to deliver cars to industry and business located in the area.

Freight cars also are repaired here for the Kent and Mahoning divisions.

Smiling, genial John Serfilippi, car inspector, was snapped by the Cruising Cameraman as he shoved a set of wheels toward a crane.

Armed with his tools, Arnold Russi of the car department was making the rounds of the freight cars in the yard, checking the journal boxes.

Walkie-talkies were being demonstrated at Kent, so J. E. Glynn, general yardmaster, obligingly donned one for the Cruising Cameraman.
Busy on the company telephone was Roger Naftzger, eastbound clerk.

At right, Jim Powell, electrician, had just finished work for the day and was carting away his welding equipment.

Below, E. A. Alexander, storekeeper, checks parts in his neatly kept storeroom.

The crankcase oil in one of the diesel switchers was being checked by R. F. Gareri, machinist.

Below, Kathryn Goodman, general clerk in a world of men, was pecking away on a teletype and waved a friendly greeting at the Cruising Cameraman.
Sir:

I feel I would be remiss if I did not drop you a line to thank you for the excellent cooperation the Erie Railroad has given us on the shipments to International Salt Co. at Watkins Glen, N. Y. I want to particularly commend Bob Treadwell (chief clerk) whom I feel bent over backwards to do all he possibly could for us on these shipments.

I might add that if all the railroads gave us the cooperation we get from the Erie, life would be a lot more rosy.

J. L. Peckham, Dist. Mgr.
United Eastern Coal Sales Corp.
Rochester 4, N. Y.

Sir:

Recently we shipped 58 cars of wheat to Portage County [Ohio] by Erie. We realize that this is not much wheat, but it was quite a job for country boys like us to tackle and we had about all we could handle with our other work.

I would like to put in a good word for your switching crew and the Ravenna station personnel. They went out of their way to help us and cooperated fully in having things happen quickly here, and in switching as we wanted.

Ellis F. Mayhew
Mayhew Elevator Co.
Ravenna, Ohio

Dr. Peale, continued

day?" "Sixteen," she replied, "with two beds in every room." "Thirty-two beds to make—and that many rooms to clean! That's work," I commented.

"Nothing hard about it," she answered. "I come in here in the morning knowing that I have sixteen rooms to do. I go at them and pretty soon they're done. That's all there is to it."

Simple? Of course it is. But I liked it. Here was a truly wonderful human being who was master of her own life. I have met so many people who are overwhelmed by their jobs even before they start. They make their work extra hard for themselves in their thoughts, before they even undertake it. They build up obstacles constantly.

One thing wrong with a great many people is that they let life overwhelm them. Problems, conditions and difficulties add up until they crush the spirit. People become tired and depressed, and eventually they are defeated by circumstances and problems. In short, life masters them.

But people are designed to be big and to live on a big scale. They are intended to have sufficient power to control their work and life. Everyone should have a sound respect for his own powers. Many years ago, someone told me about a man who offered an unusual prayer every morning. It ran something like this, "Oh, Lord, give me a high opinion of myself." Of course, it may occur to you, as it does to me, that some people have this high opinion of themselves without the necessity of praying for it. But, on the other hand, most of us tend to underestimate ourselves. As a result, we let life's difficulties defeat us.

The technique of dominating your life instead of letting it dominate you is to accept the valuation of yourself as one whom God created in His own image, and to whom He gave dominion. Realize that you have God-like and God-given powers within you. Eliminate all thoughts, attitudes and actions that tend to frustrate your inner spiritual powers. Believe that you are able to be master of your own life and all its problems. (Copyright 1954, Post-Hall Syndicate, Inc.)
Obituary Error

It is not often that we have such good news to report.

We are glad to report that the name of Francis A. Ridenaue, machinist at Meadville, Pa., was listed erroneously in the obituary column in our September issue. He is very much alive.

The error was made in reporting the name to the magazine.

Reduction in railway operating expenses in the first half of 1954 did not keep pace with reduction in operating revenues; consequently, the ratio of expenses to revenues increased from 75.52 last year to 80.22 this year.

"Why do you blame your financial difficulties on your neighbors?" asked the judge.

"Well," the woman explained, "they're always doing something we can't afford."

VETERANS continued

award, a gold medal.

Eighty-five veterans, wives and children made the trip this year, including 32 members of the Huntington-Erie band, directed by Elmer H. Rahn. The band played several selections on arrival at the park and during the dinner. They had Gene Wollenhaupt, guest soloist, with them. He played a few pieces on his accordion during the concert and at the beginning of the business meeting. L. J. Carter and J. K. Weikal played on the Western District softball team and helped them win the game. M. J. Stonebraker did a fine job as referee. L. L. Dolby and George Dinius won door prizes.

Death claimed two of our members late in August. L. D. Markler, vice-chairman and a retired (1953) conductor, died Aug. 24. He was 66 years old and had 28 years' service. On Aug. 25, John J. Heavey, a past president of the system veterans, died at the age of 86. He also was a retired conductor. Our sympathy is extended to their families.

Buffalo-Rochester

The gala day is gone (Conneaut Lake outing Aug. 14) and there are many happy hours to remember. Herb Moyer and Bob McGuane won door prizes.

George and Mary Cunion spent their vacation in Florida. Charles Page vacationed at the lake. Sympathy is extended to the family of A. A. Haettich, E. & S. W. Division conductor, who died Aug. 7. He would have been 60 years old Aug. 8 and had 44 years' service.

Our best wishes to Conductor Charles H. Bunting who has retired.

The correspondent says "many thanks" for the cards received while recovering from her injury.

October, 1954
14TH STREET, CHICAGO

By Theresa Pacella

Chief Timekeeper Howard Von Posch and wife, Helen, enjoyed a Cook's Tour of the West, stopping at Pike's Peak, Yellowstone National Park, Salt Lake City and Denver.

Robert Gould, typist, spent his vacation in New York City and also Atlantic City, N. J.

Leonard Kleban, messenger-clerk, spent a week-end with friends and relatives at Youngstown.

Ronnie Bradley, telephone operator, and Joan Stahl, typist, have golden suntans acquired during a week's vacation at Miami Beach, Fla.

Chris Hardt, revision clerk and regular correspondent, is ill and we wish him speedy recovery. Also, Stanley Kearney, bill clerk, who still is absent due to illness.

Frederick Hoogakker, freight house foreman, retired Aug. 31 and was presented with a Lord Elgin wristwatch and other articles. Fred hopes to satisfy an urge to travel.

CHICAGO GENERAL OFFICE

By Curt Pinnell

After a week and a half of dodging paint brushes and sprayers, everyone agreed it was worth it for the 17th floor to have its face redone.

Phil Bateman is minus a vest button. His new son, David Stuart, arrived Aug. 10.

Warren LaDuke, commercial agent, Detroit, stopped at the office while on vacation to visit with many friends here.

We welcome Bob Randall back from the Army. Bob was an instructor in the Transportation School at Fort Eustis, Va.

Congratulations to Herman Breitkopf who has been promoted to chief clerk at our Kansas City office.

The many friends of W. V. Kennedy were saddened at the news of his passing away on Aug. 28. Mr. Kennedy was assistant vice president here until his retirement in 1946.

A bouquet to the weatherman who provided a perfect day for the office picnic at St. Charles on Aug. 21. Also a vote of thanks to Caroline Saydak and Gordon Miller who were responsible for planning the picnic.

We are happy to hear that Dave Davis is improving after his illness. In the meantime, we have Etta Hendricks back in harness.

Congratulations to John Fisher on the announcement of his engagement.

John now is willing to relinquish the "most eligible bachelor" title to anyone possessing the necessary qualifications.

Birthday congratulations to Caroline Saydak, Fred Drews, Elsworth Breland, Al Anderson and Art Cervinka.

Denise Allman was enchanted by the mountains in Colorado while spending her vacation touring the Rockies and years to return to Pike's Peak with the help of a chuck-wagon dinner (minus the steak) in the Garden of the Gods even though she racketed "cats and dogs," and also is excited about her trip to Pike's Peak where she lost her watch. She regrets not having more pictures during the tour due to the heavy mountain dew.

Pat Trotter has returned from a cruise to Bermuda and Nassau feeling very frisky. She keenly scented that there were 28 bachelors aboard ship.

Other vacationers: Carrie Saydak and Sophia Ciulla missed seeing each other at Delavan, Wis. Myron Reel and family motored to Florida, while Louise LeVeille and husband glided there via locomotive. Alice Sikorsky, Marge Ellis, Fred Drews, Frank Nolan, Morrie Rosenberg and George Kendall rested on their laurels at home.

Good luck to those who have left Erie service to further their education, Bob Voltz, to Capital University, Columbus, Ohio; Jack Wrage, University of California, Los Angeles.

This month's correspondent is Steve J. Tischler, Jr., Passenger Traffic Department, Cleveland.

Steve started with the Erie in September 1953 in the Freight Claim Department as an inbound mail clerk and is now a steno-clerk in Passenger Traffic.

Steve is a graduate of Benedictine High School and lives with his parents in Lakewood, a Cleveland suburb. He is a rabid sports fan and although football is his first love, he has played sandlot baseball and is currently playing his second season with Erie's softball team. Steve also serves on the executive committee of the Tepee, an entertainment planning group for Cleveland Erie employees.

Journalism is something new to Steve, but he says he enjoys writing the monthly article about his office for the Erie Magazine.

Erie Railroad Magazine
We trust Jack will give our greetings to Mary Green who now is making her home in L. A.

Ethel (Girl of the Hour) Hillegonds, who suddenly has become lefthanded, is being consulted by the other goggle-eyed femmes fatale on her technique of acquiring a beautiful diamond. A collection was taken to provide green eye shades for the hapless girls sitting near Ethel. The engagement was the perfect conclusion to Ethel's fishing trip in Minnesota.

**HAMMOND CONSOLIDATED**

*By Grace Connole*

J. G. Moscatello, drawbridge operator, and family made a vacation trip of approximately 7,000 miles through 16 states and into old Mexico; along the west coast on the famed 101 Highway; to Tombstone, Ariz., Grand Canyon, Hoover Dam, Painted Desert, Las Vegas, Petrified Forest, Yosemite National Park and the big redwood tree forests. They also stopped with friends in Oakland, Portland, Spokane, Oklahoma City, and Butte, Mont. At one point they were driving in 110 degree temperature and the next moment were high in the mountains with snow on either side of the road.

Another interesting vacation was that of the W. J. Herrmann family (locomotive fireman). They traveled to Whittier, Calif., stopping with Mrs. Herrmann's brother and family, and made trips to Long Beach and Catalina.

General Yardmaster J. J. O'Connor again is in charge of yard operations, having spent three weeks at Paw Paw Lake, Mich.

General Foreman (Roundhouse) F. D. Wright and wife chose Lake Mary, near Alexandria, Minn., for their vacation. Fishing was good and the surroundings perfect.

Reginald Plopper, yard clerk, used his vacation period to catch up with the numerous jobs a person puts off throughout the year until he "gets time." The time for Reggie was his vacation period. He accomplished a great deal and now can go home after work and relax.

Paul E. Smith, mail handler, beside moving the family into their new home during his vacation, had time for social affairs, acquiring a new girl friend every night.

The R. K. Wards (relief clerk), with Mrs. Ward's sister and husband, motored to Niagara Falls on vacation and crossed into Canada. They brought back moving pictures of the trip which some of us had the pleasure of seeing.

Raymond E. Cutler, bill clerk, wife and son were in a group of 11 who banded together for a vacation at Lawrence Lake, Westfield, Wis. Fishing was the main attraction, but when 11 friends get together at a lake in Wisconsin, on vacation, there just is no end to the interesting incidents and memories thereof.

Frank Vamos, mail handler, wife and daughter stopped with friends at Terre Haute, Ind., on vacation.

Patrolman Martin Banyas, of Meadville, Pa., dropped in for a surprise visit recently. We were nosey and Martin obligingly brought us up to date concerning his doings since leav-

**Who knows better than a railroad man**

**It means so much more to give or get... a Hamilton**

Railroad men were first to find in Hamilton the dependability and accuracy so essential to their personal and business lives. They really wrote Hamilton's famous slogan, "The Watch of Railroad Accuracy." And Hamilton's experience in making railroad watches means greater accuracy in all other Hamiltons.

The mainspring in every Hamilton is rustproof, anti-magnetic and guaranteed unbreakable. There are shock-resistant and water-resistant Hamiltons, too. And for as little as $33.95 you can own a Hamilton Illinois.

Your jeweler or time inspector will be proud to show them to you.

FREE: Color folder of 1954 watch styles. Send name and address to Dept. RK-15-A, Hamilton Watch Co., Lancaster, Pa. CV12W.

**October, 1954**
CAR INSPECTOR GETS GOLD PASS

A gold pass for 50 years of service on the Erie is being presented to Michael DeCottis (front center), Jersey City car inspector, by S. C. Lund, car department general foreman. At Mr. DeCottis’ right is R. S. Mounce, former general foreman, passenger cars, for whom the new 50-year man worked for 35 years. Watching the ceremony are co-workers of the distinguished half-century man.

KENT DIVISION
MARION MECHANICAL

By Susan Baker

Our best wishes accompany E. F. Conley, carpenter, and C. E. Davis, machinist helper, who have retired.

Congratulations are extended to Mr. and Mrs. Guy Ellis and Mr. and Mrs. Ronald Long on their new family additions (girls). The fathers are diesel shop machinists.

Dick Neiderhauser, electrician foreman, wife and daughters vacationed at East Harbor. Mr. and Mrs. Hoosey Williams visited their son who is an umpire in the Mississippi and Ohio Valley League. Hoosey, minus the Mrs., attended a convention in New York City of District 85, I. A. of M. System Federation 100. Paul Swartz, road foreman’s clerk, and family, Long Island on Indian Lake; Ray Schlagenhauf, pipefitter, wife, daughter and grandson, New England, New York City, Niagara Falls and Canada. Harry Cramer, machinist, wife and son stopped in Chicago; E. J. Carey, foreman, and family, Indian River, Mich.; S. Britz, carpenter, San Francisco; Charles Stubbs, assistant master mechanic, wife and daughter and family traveled about 4,000 miles on a western trip, stopping in the Black Hills and Yellowstone and Glacier national parks; Chuck Gruber, trainmaster’s clerk, and family took several local trips. He managed to trim a few trees in between trips. Some of the other vacationists were Ray Laufer, John Lusch, Bill Simmons and Robert Brown.

Carl Knell, assistant chief clerk, has ventured into the house painting business. Maybe, with luck and dry weather, he’ll have it done by fall—55.

We extend a cordial welcome to new employees, Leslie Irey and Harry Williams.
This large surface condenser went to the municipal power plant at Turin, Italy. It was manufactured at the Allis-Chalmers Works in West Allis, Wisc., and the Erie carried it most of the way to shipboard.

A. G. Clemence and R. C. Keenan, new home owners, have been talking about their lawns. Road Foreman Clemence, who says he has found a solution, has planted plugs of the so-called "Korean grass." We're all watching its progress with interest.

At the annual division picnic held at Garfield Park in Marion, the No. 1 Erie ball team defeated team No. 2, scoring 3-1.

Jack Williams, machinist apprentice, is back home after two years service with Uncle Sam, the last 18 months in Korea. That new Buick is a birthday gift from his parents.


Service anniversaries: Gerald Walker, 38 years; W. J. Brown, Wallace Crizer, Frank Deramo, Tom Nolfi, 38 each; Earl Bosh, Foss Cochran, Harry Forry, Ike Graham, Clint Knessley, Forest Smith, Ray Strawser, Hosey Williams, 32; J. J. Simmons, 31; Harold Busler, 30; Frank Eiseman, Jr., E. M. Moore, 29; Delbert Collins, Lewis Walter, 28; Earl Kyser, 25; Clifford Irey, 17; Kenny Gerbes, 16; B. L. Brown, 15; W. Walter, 14; Jim Cross, Lewis Draper, Claire Johnson, 13; Hugh Worline, 11; David Clark, 6; James Byrd, O. Cooper, Charles Cox, Paul Daum, John Masters, E. Shuster, Paul Sims, 5; Richard Bechtle, Lewis Clark, Eldon Goldsmith, Bill Jackson, Clair Ketcham, Alfred Lavette, John Thompson, Milton Walker, 4; B. Conn, Charles Emmons, Donald Jacobs, James Kinnett, Bob Kisor, Kenneth Payne, one year each.

AKRON, OHIO
Conductor Norman Eakin and wife

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AKRON, OHIO
Conductor Norman Eakin and wife

Vacationed in York and Dubois, Pa., Dunnell, N. J., and Stamford, Conn., calling on Norm's World War II buddies. Then they motored to New Hampshire and Vermont.

The wedding of Mary Jane Bright and Brakeman Donald Wogan took place July 31 in the Presbyterian Church at Cuyahoga Falls. Reception was at Lacomini's. Don is the son of retired Conductor T. G. Wogan, Akron.

R. G. Johns, captain of police, wife and Esther Martin, general clerk, attended the combined division and veterans' picnic at Marion Aug. 17. Sympathy is extended to the family of retired Conductor G. W. Burns on his recent death.

AKRON TICKET

According to unauthorized reports, the fish in Lake Erie were thinned out considerably when Agent O. E. Blair spent a week of his vacation at Put-In-Bay.

Al Hornish, relief ticket clerk, spent his vacation on the sands at Miami Beach.

The brightest spot in Goodyear Heights now is the home of Norm Winter, ticket clerk. His vacation was spent painting.

A bachelor party was held for Ticket Clerk Bill Schumacher at Agent Blair's home. Bill took the "fatal" step Sept. 3.

We are happy to welcome Relief Clerk John Bosley back after an emergency appendectomy.

MARION, OHIO

Sympathy is extended to A. H. Koons, retired dispatcher, and family due to the death of Mrs. Koons' father, H. L. Petri, retired conductor, is recuperating slowly at home in Lake- side, Ohio, after a major operation. We welcome Patrolman L. E. Owen to Marion.

Patrolman R. P. Moran has resumed duty after an operation.

Patrolman V. A. Gillis spent his vacation in Chicago and Dayton.

MAHONING DIVISION
M. O. W., YOUNGSTOWN
By Catherine Holbach

Anthony Belo, signalman-commissi- sioner, who is in charge of Little League baseball teams in Niles, accompanied 150 players and 35 managers on their excursion to Cleveland Aug. 15.

We extend sympathy to W. L. Luce, master carpenter, and family on the death of his mother, Mrs. C. A. Luce, Aug. 15 in Sarasota, Fla. Burial was in Meadville, Pa.

Anita Donnelly, stenographer, vaca- tioned in Buffalo and Albany and the Adirondack mountains.

F. W. Holland, crossing supervisor, made short local trips during his vaca- tion.

The correspondent spent a week's vacation at Geneva-on-the-Lake, Ohio.

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Best wishes to Engineer Fred Row- land who retired July 31 after 38 years' service. Mr. and Mrs. Row- land expect to travel at their leisure. Mr. B. P. Donohue has re- sumed work after an illness.

Mr. and Mrs. Harry Laughlin vacationed in Wheeling, W. Va., stop- ping with his brother.

YOUNGSTOWN FREIGHT
By Maureen Pierson

The office had a surprise recently when Bill Newell, retired stationary fireman, paid us a visit. We were all glad to see him and to know that California really agrees with him.

Best birthday wishes to Henry Darling and Ralph Fero.

Jack Ilas, wife and two sons spent a week's vacation at the lake and a few days touring in Washington, D. C.

Mr. and Mrs. Ralph Fero have returned after vacations in North Dakota. Evidently the country air was a good influence. Our chief clerks came back five pounds while he was away.

Virginia and Bill Yuengert treated their son, David, to a weekend trip to New York by Pullman.

CLEVELAND POLICE
By David Downie

Capt. John O. Sheets and the cor- respondent attended the Crime Clinic Annual stag clambake at Brook Park, Ohio.

Patrolman Andrew Herrick is teach- ing his wife to shoot. Beware, Andy!

Patrolman Robert E. Hamilton and son, Robert Lee, 9, attended the hot rod races whenever possible. The son tried some of the things he has seen on his bicycle and injured a knee.

Patrolman Michael Melnyk is a new member of the force. He formerly resided in Cleveland and we welcome him back home.

The correspondent and his wife spent a weekend in Jamestown, N. Y., calling on friends and attending a wedding.

ALLEGANY-MEADVILLE
SALAMANCA, N. Y.
By S. Minneci

We extend our deep sympathy to
MAKE TRACKS
to 1st National Bank for all types of loans. Fast service—low monthly payments!

1ST NATIONAL BANK
AND TRUST COMPANY
OF
PATerson
CLIFTON—POMPTON LAKES
New Jersey
Member Federal Deposit Insurance Corp.

R. J. Smith, of Ocean Beach, Calif., retired yard conductor, whose wife died July 21.

Yard Clerk B. J. Pruner and wife spent their vacation in Los Angeles in July, visiting with friends. They reported that the weather was too hot for comfort.

Switchtender John K. Kamholz and family vacationed at Finley Lake. John said the fishing was slow.

A. J. Haecker, storekeeper, is coming along fine after being hospitalized.

Yard Clerk Howard G. Stephens attended several baseball games in Cleveland in August.

Yardman Lee Ketthorg has done it again. On Sunday, Aug. 15, he won his fifth Elkdale golf title, this time from Hale Davis.

Tom Lycett, of Carrolton, N. Y., retired agent, died Aug. 18. He was 83—one of the village's real old timers. Our deep sympathy is extended to his family.

Two former Erie men, Ocky and Sal Minneci, brothers of the correspondent, called at the Erie offices early in August and also attended the Minneci family reunion at Joe Cucchiaro's cottage at Cuba Lake. Joe is the son of Section Foreman Salvatore Cucchiaro of Olean.

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

Congratulations to Charles Dill and family on the arrival of a baby girl Aug. 22.

Engineer F. A. Stockton has resumed duty after being ill. Engineer W. G. McCrane is absent on account of illness.

Engineer C. Cheney, Sr., and wife motored to Indiana for a family reunion, then to New York City for a visit with relatives.

Mr. and Mrs. R. C. Henrich and twins, Roberta and Robert, were in Youngstown and Pittsburgh on vacation and also attended the fair at Toronto.

OPERATING
VICE PRESIDENT'S OFFICE
John Straut and family spent a

glorious vacation at Sparrow Lake, Ontario.

We understand that Bob Wilhelm of the mail room was pretty well tuckered out after pitching 16 innings at a ball game.

J. A. Bader, draftsman (Mechanical), has taken a position with another company. Our best wishes go with him on his new job.

Phil Reagan, while on vacation, stopped at the office with his twin sons. They are friendly boys and we always look forward to their visit.

Good luck to Charles Platten, junior clerk, who has taken a position in the Medical and Personal Injury Claim Department (Dr. Mishler's office).

CAR ACCOUNTANT
CLEVELAND, OHIO

By Ella Carpenter

Alice Kysor, whose engagement was announced in this column last month, surprised us by eloping to Delaware and becoming Mrs. William Lindsey on July 25.

Lula and Elgin Featherston were proud participants at the ceremonies held at the New York Custom House when her brother-in-law, Raymond Rhodes of Hawthorne, N. J., was inducted as comptroller of customs, an appointment made by President Eisenhower. A sightseeing trip around New York Harbor and dinner at the Whitehall Club followed.

Helen and Grady Ketcham entertained friends from Nashville, Tenn. Joan Baker enjoyed her plane trip to Chicago to visit friends, but the highlight was a visit to the famous Pump Room.

Shirley Prince and fiance, Bill Rice,
WERE THESE USED FOR BAIT?

Since it was not explained to the editor, he is in doubt whether this mess was used for bait or whether it's the catch. Anybody impressed? The fishermen were J. J. Collins, general foreman, and son, Jerry; A. K. Beeching, electrician, and son, Robert; D. M. Huggins, (not in picture) master mechanic, and E. L. Jones, electrician apprentice, Cleveland.

To a railroad man, the famous Waltham Vanguard is more than a gift, more than a watch...it's an indispensable tool of his trade!

For three generations this fine watch has been the overwhelming favorite of America's railroaders because they know its accuracy and dependability are unflinching.

Precision 23-jewel movement — 9 adjustments (6 for position, 2 for temperature, one for isochronism) — conical hairspring — anti-magnetic — rust-resistant — and, it's the only 23-jewel yellow cased railroad watch priced so low!

WALTHAM WATCH CO.
Waltham "the Watch City", Mass.

America's first and still
America's finest Railroad Watch!

$7150

In gold plate case, $82.50 in 10K gold-filled heavy, new case. Available with Box Case or Montgomery dial.

WALTHAM VANGUARD

WALTHAM GIFT WATCHES
for the whole family

17-J. modern dial expansion bracelet $35.75
17-J. open case $39.75 (with expansion bracelet) $49.75
21-J. with expansion bracelet $49.75
17-J. self-winding non-chronograph $65.00 (with leather strap) $59.50

October, 1954 27
were victims of a Friday, the 13th, automobile accident. Donna was hospitalized, but is coming along nicely. Mary Ann more fortunate, was able to return to work in a few days and to spend the following weekend with friends at Madison on the Lake.

To finish up the season your correspondent spent an outdoor kind of weekend at Oplebay Park, Wheeling, W. Va.

ACCOUNTING
AUDITOR OF REVENUES
By Jimmy Murphy

Congratulations to Bert Ostrum on his promotion to corporal at Fort Lewis, Wash... Taking advantage of the warm summer weekends, Rita Adornetto, Danecen Goetz, Dolores Caputo and Pat Steele modeled the latest swim suits at Geneva-on-the-Lake. Glowing tales about Oglebay State Park in W. Va. are being heard from Betty Hill. Another wonderful vacation to remember. It's good to hear that Genevieve Conniff is improving steadily. We hope she will be back with us soon. We're glad also to have Marge Statler back. Congratulations and best wishes to Mr. and Mrs. Art Graham for whom wedding bells rang in the Church of the Ascension. Art is an IBM operator in the machine room and Mrs. Graham is the former pretty Jeanne Randazzo... Virginia George came in recently wearing a stunning diamond engagement ring. We are afraid we're losing her, but this couldn't have happened to a nicer girl. Betty Vanderhide came to work the other day beaming with happiness. She had just received a beautiful engagement ring... Earl Howard adds dignity to the office with those new executive type glasses... Aug. 28 turned out to be a beautiful day for a wedding and the wedding of Lora Lee Lempke and Bill Gatzke was an equally beautiful occasion. Lora Lee designed the bouquets and floral decorations for the church and reception and Lorraine Campbell was one of the pretty attendants... We're happy to see a recuperated and smiling Sam Hill. Another won- derful vacation to remember. Rita Combustion Catalysts and Steam Generator Treatment. They spent one week at the shore and then traveled to New York City to take in the sights.

MORNINGSTAR NICOL, INC.
TAPIOCA FLOUR • POTATO STARCH
DEXTRINES
630 W. 51st St. North Hawthorne
New York 19, N. Y. New Jersey

SCHOLARSHIP WINNER
Margaret Parsons, daughter of Orange S. Parsons, walter-in-charge, Dining Car Department, has won a $1000 per year four-year scholar- ship to Howard University as a result of a national competitive exami- nation. She graduated from Hunter College High School. In true re- duced and smiling Sam Hill. Another won- derful vacation to remember. Rita Combustion Catalysts and Steam Generator Treatment. They spent one week at the shore and then traveled to New York City to take in the sights.

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This very pretty angel of mercy is Janice Pageler, daughter of Charles Pageler, Lieutenant Kathleen of police, Youngstown, Ohio. Janice graduated with high honors in September from the Illinois Masonic Hospital School of Nursing, Chicago. She will practice nursing in Youngstown.

on Chief Clerk George Huber's face and don't know why, he's an uncle again. Mr. and Mrs. Edward Huber announced the birth of twins, a boy and a girl, at French Hospital in New York. This blessed eventful occasion marked the fourth addition to the Huber menage in three years. So if our genial chief clerk seems to be a little awe-struck, it is only because such happy events are occurring with amazing rapidity in his family...

Mary Lou Demor spent two weeks on military leave, training at the Marine Corps base in Camp Lejune, N.C. She is a member of the Women's Marine Supply Platoon in Cleveland and attended the supply school for one week where she received instruction in the new accounting system now in use at all Marine Corps bases. Mary Lou also enjoyed the many recreational facilities available at the base, including a beach picnic, rifle match and helicopter flight which were part of the planned program...

That happy glow on Jim Malloy's face gave his secret away before he uttered a word. Sure enough, he has become a full-fledged member of the Stork Club. We would like to congratulate the little miss Malloy. She couldn't have picked nicer parents...

... On Aug. 21, Valerie Per added her name to the long list of happy brides when she became Mrs. Anthony Baznik at a service in St. Vitus Church. A pre-nuptial shower given by Sue Callaghan and Babs Klanae was held in Sue's home and she received many lovely gifts. The office expressed its approval of the marriage by presenting Valerie with an electric skillet. Alma Klem is so proud of becoming an aunt that one would think she were the mother. Anyone desiring a kitten, see Emily Cupwich. She has six new ones at her house...

Summer showers are filling the hours for Marilyn Williams, who is on a merry-go-round as her wedding day draws nigh...

Vicky Juris stopped in to see us the other day with her three-month-old daughter, Michele Antonette, who has lovely blond hair and blue eyes...

Betty McKinley, a machine room alumna, became the mother of a baby girl Aug. 12. Congratulations to ma, pa and little Bonnie Mary...

Corinne DePuy enjoyed a nice long visit from her husband, Lee, who was home on leave during August...

Daneen Goetz is wearing a diamond ring to signify her agreement to a merger with Tom Novine. We were shocked at the death of Ed Bruton, who retired on a disability pension a few years ago. To say that Ed was well thought of isn't enough. All of us deeply and sincerely miss a very good friend. To his family and son, Bobby, goes our heartfelt sympathy. The machine room seems to be a proving ground for career girls.

Now, a new star appears on the horizon. Lois Conser left us to concentrate on her stage career. Her capabilities have been well known to us and we wish her success in this new venture. Her professional name is Lisa Jeffreys. A very happy young lady in our midst is K.P.O. Marge Gray whose marriage to Wilson Bryan, of Beldenboro, N.C., took place at her home recently. Lois Imnike was maid of honor and the happy couple honeymooned at Myrtle Beach, S.C. ...

We regret very much the retirement of Joe Delaney, due to a physical disability. A more loyal employee would be hard to find...

Now we have a new office boy on the fourth floor. Bernie Donaas seems to be a pro...

... He has become a full-fledged member of the Women's Marine Supply Platoon in Cleveland and attended the supply school for one week where she received instruction in the new organic accounting system now in use at all Marine Corps bases. Mary Lou also enjoyed the many recreational facilities available at the base, including a beach picnic, rifle match and helicopter flight which were part of the planned program. That happy glow on Jim Malloy's face gave his secret away before he uttered a word. Sure enough, he has become a full-fledged member of the Stork Club. We would like to congratulate the little miss Malloy. She couldn't have picked nicer parents...
recent production of Call Me Madam: Margaret Kitzerow... North Randall has acquired another Erie resident, Dorothy MacDougall. She and Mac have bought a house on Derbyshire Drive... Gene Horvath and family spent most of their vacation in the White Mountains at North Conway. Despite an afternoon of rain, the veterans' outing at Conneaut Lake was a success. Present from our office were Mr. and Mrs. G. W. Oakley, Frank MacEwen and sister, Marguerite, Helen Eyerman and Joe Keenan. The office picnic was held Aug. 12 at Brecksville Reservation. Everything went smoothly despite complaints of the accuracy of the map showing directions to the park and of the absence of butter. A pat on the back goes to Lucy Del Regno and Blanche Ahern who expertly planned the outing. George Oakley, Frank MacEwen and Mike Foli. The badminton matches would have come off smoothly if Blanche Ahern had not smashed the birdie high onto the shelter roof. The small fry present were Bruce and Leonore Horvath, April Lou Gornik and Bobby and Pat Keenan. Thoroughly satisfied with directions to the park and showing them how to get there, the little boys were Bruce and Bob Keenan. Leonore Horvath, April Lou Gornik and Bobby and Pat Keenan. Despite an afternoon of rain, the veterans' outing at Conneaut Lake was a success. Present from our office were Mr. and Mrs. G. W. Oakley, Frank MacEwen and sister, Marguerite, Helen Eyerman and Joe Keenan. The office picnic was held Aug. 12 at Brecksville Reservation. Everything went smoothly despite complaints of the accuracy of the map showing directions to the park and of the absence of butter. A pat on the back goes to Lucy Del Regno and Blanche Ahern who expertly planned the outing. George Oakley, Frank MacEwen and Mike Foli. The badminton matches would have come off smoothly if Blanche Ahern had not smashed the birdie high onto the shelter roof. 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er, former employee, now with a parish in Cleveland, reads this column. Ella Dennison, Carolyn Benson, Mary Recktenwald, Ruth Hunt, Eleanor Trowbridge and Jane Moore were among those attending the wedding of Betty Rudig and Bill Leonard in Rochester, Minn. Milt Shine.

Mike Winters' hat was lost, misplaced of Betty Rudig and Bill Leonard in Rochester, Minn. Milt Shine.

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stage. Perhaps, seeing this in print, he will oblige and wear a hat. Even a pork-pie would please H. W.

Heartfelt sympathy is extended to Mr. and Mrs. L. G. Obermeyer on the death of an uncle, and also to Frank McElhatten on the death of his brother.


**STORES**

**MEADVILLE SCRAP & RECLAM.**

*By G. S. Smith*

Laborer Ed Zelasko's wife presented him with a baby girl in August. Ed is one of the stars of the Zogas' men's softball team which recently won the Pennsylvania State championship, the first time a Meadville team ever won that high.

Sympathy is extended to the family of Warren Best, stockkeeper, on his recent death.

Burner Richard Maust was called to the armed services and left for training Aug. 19. He was one of the top bowlers on our championship team the past few years. We will miss him this season when we need a final strike or spare to win a close one. Dick was presented with cash and a wallet. Tom Carr, bowling captain, is trying hard to line up another good bowling team for the Erie Railroad League.


**HORNELL, N. Y.**

*By Anita F. Decker*

Arlene Bell has resumed work after 90 days' leave, wearing a lovely diamond on that finger. Luck was with Ruth Hedden the other morning; the troopers stopped her coming from Consesus Lake, doing 60 in a 25 mile zone, and Ruth gave an alibi that stuck.

Congratulations to Joe Donaldson on his appointment as storekeeper at Huntington, Ind.

June Orvis and Cyril Albough spent a few days with friends in Cazenovia, N. Y., and stopped at the Game Farm at Catskill, N. Y.

Hard to keep track of our employees' cars. Art Keefe, Don Linderman and Bob House are the latest to 'swap.' The E. VanCraic's spent a brief vacation in Buffalo. Francis and Marj Williams found the "Dog Show" of much interest.

Those desirous of learning the French language might contact Sol Falzoi. Sol is not too versed, but he has mastered the "right" words.

Ed Boyle still is wondering what happened to Nancy Watt's picnic.

Mrs. J. F. Duffy was a patient at St. James Mercy Hospital where she underwent surgery on her right index finger.

"Happy Birthday" to Alice Sackett, Ruth Hedden, George House and Bob Ward.

**MEADVILLE BRIDE**

Shown here is the new Mrs. Ralph Hickman, formerly Marian Greathouse, daughter of Forrest Greathouse, leading burner, scrap and reclamation plant, Meadville, Pa. Ralph and Marian were married in Meadville recently; now live in Baltimore where Ralph is stationed at Fort Meade.

**THE ERIE DOCK COMPANY**

**CLEVELAND, OHIO**

**IRON ORE UNLOADING DOCKS**

Unloading Capacity 2,400 Tons per Hour from Vessel.

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

**AIRCO**

Products and Service for
Gas and Electric Welding
Hand or Machine Gas Cutting
Flame Cleaning, Flame Hardening
Car Scrapping and Reclamation

**AIR REDUCTION**

Air Reduction Sales Company • Air Reduction Magnalia Company • Air Reduction Pacific Company
Divisions of Air Reduction Company, Incorporated
Offices in principal cities

**PAASSENGER TRAFFIC**

**NEW YORK, N. Y.**

*By John De Waal Malefyt*

J. N. Monzel, steamship agent, spent his three weeks' vacation in his hometown, Cleveland, Ohio. One of the most enjoyable days was spent
with his nephew at Geauga Lake Park riding the merry-go-round and other amusements.

M. E. Nevin, chief clerk, attended an Eastern Star convention at Detroit.

R. L. Hunt, city ticket agent, made a trip to Yellowstone National Park with his two sons, Sonny and Jimmy.

G. H. Down, city passenger agent, was kept busy on summer week ends escorting large tour groups around New York City. These tours were organized by newspapers and radio stations at some of our larger on-line stations.

CLEVELAND, OHIO
By Steve Tischler

John Van Der Velde, assistant to passenger traffic manager, traveled to California on vacation in August. Jean Doyle, stenographer-clerk, was at Ocean City, N. J., and came back with a good suntan. Dolores Lindsen, stenographer-clerk, spent a quiet vacation at Camp Drum, visiting his brother, then they toured in New England. The correspondent and family spent their vacation touring in New England and the Adirondacks.

BUFFALO DIVISION

BUFFALO MACHINE SHOP
By Frank Halbleib

Sympathy is extended to the family of Henry Bayer in their bereavement.

Michael Fachko, machinist helper, retired, was a recent caller. The correspondent (stenographer-clerk) motored to Florence, Ala., where he visited with a good suntan. Dolores Lindsen, stenographer-clerk, was on vacation in August. Jean Doyle, stenographer-clerk, was at Ocean City, N. J., and came back with a good suntan. Dolores Lindsen, stenographer-clerk, spent a quiet vacation at Camp Drum, visiting his brother, then they toured in New England. The correspondent and family spent their vacation touring in New England and the Adirondacks.

WYOMING DIVISION
By J. P. Roche

Congratulations to Donald Hewitt, carpenter helper, on the arrival of a son.

Congratulations also to William Beecho, truckman, on his marriage to Constance Mrozeka of Mayfield, Pa.

E. D. Fern, general foreman, has resumed duty after a successful vacation fishing expedition in Canada.

J. A. Murphy, general foreman, spent his vacation on a motor trip through the bordering southern states.

Sympathy is extended to Engineer Ed Smith, on the death of his daughter, Mrs. Francis Williams, Scranton, Pa.

Conductor F. J. Loughney has resumed duty after a vacation trip to Quebec.

M. J. Flannery, trainmaster-road foreman, visited the grave of his son, Dave, at the Marine Training Center, Memphis, Tenn. Dave is a former telegraph operator on this division.

Sympathy is extended to the family of August Schmidt, retired carpenter, on his recent passing.

MARINE
By Jess Baker

Congratulations to Captain Fred Wendelken (retired) of the tug Rochester who has been appointed head of evening schools in Hoboken.

William Knoll, retired bridgeman, stopped in the office en route to Binghamton, N. Y., for a visit with relatives.

Martin Nesbitt, barge captain, who has been with the department 30 years, has cause to be proud of his son, William F. Nesbitt, a graduate of Notre Dame Law School. William has passed the bar examination and plans to practice law in Hudson County, N. J.

Thomas Heaney, retired ferryboat deckhand (Meadville) (Meadville), passed away Aug. 21. Tom, who was liked by everyone, was a member of the Third Order of St. Francis.

Do you know that Fort Jay on Governors Island is 160 years old and that it has a nine-hole golf course built around the walls of the old fort?

EMPLOYMENT

NEW YORK, N. Y.
By V. T. Bustard

Mike McGhee, who was employed here during the summer, has resumed his studies at Notre Dame University.

Blake Rhodes doesn't appear to be as enthusiastic about the New York Yankees this year as he has been in the past.

John Bakker is the unofficial correspondent for this department who keeps the boys in military service informed by sending them the latest office news.

THE FLEISHEL LUMBER COMPANY
SAINT LOUIS, MISSOURI

LEVALLEY, McLEOD INC.
We supply Leading Brands of:
MACHINE TOOLS, ELECTRICAL AND MILL SUPPLIES, CONTRACTORS EQUIPMENT, including VALVES, PIPE and FITTINGS, PLUMBING and HEATING SUPPLIES

ELMIRA, SCHENECTADY, BINGHAMTON, SYRACUSE AND OLEAN, N. Y.

The “ERIE BANK” in Kent
THE KENT NATIONAL BANK
KENT, OHIO
NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Congratulations to Mr. and Mrs. George DePuy who celebrated their 22nd wedding anniversary Aug. 6.

Our sympathy to Russell Sisco, third trick main line dispatcher, and family on the death of his father.

Dick Young rode steam passenger trains on the Virginian Railway and took photos of steam and electric locomotives at Princeton, W. Va. On Sept. 5, he was on a special excursion of the National Railway Historical Society to Shenandoah, Va., taking photos of N & W Railway steam locomotives.

Mr. and Mrs. Harold A. Rhoads recently had as house guest Mickey Paxton, Mrs. Rhoads' nephew, from Chicago. Also, a son A/2C Robert W. Rhoads, U. S. A. F., was home on 25-day leave from Hartinger Air Force Base in Texas. Son Sg't. Harold (Mike) Rhoads was expected home on leave after 17 months' duty in Korea.

Another son, A/2C Robert Rhoads, who is stationed at MacDill Air Force Base in Florida, is on an assignment in Africa.

STATION FORCES
By N. J. De Vito

Agent J. V. Haishead, Middletown, N. Y., has retired after 51 years with the company. . . George Cole traveled to California on vacation. . . Walter Duffy, from the chief dispatcher's office at Jersey City, filled in at Middletown during the vacation period as he does each year.

Harry M. Houghtaling, agent at Mountain View, became a grandpa recently. A seven-pound son was born to his daughter, Mrs. Polinias, who is residing in his home while her husband is with the Navy. . . George Conklin, agent at Tenafly since 1952, has retired after 40 years' service. . . We were glad to see C. E. Casey, agent at Chester, when he called at the station recently. He has been off sick several months. L. I. R. Parker, Washingtonville agent, is acting agent at Chester while Charlie is off. J. Dallessandro is filling in at

URECO HORIZONTAL WHEEL STATIONARY AND DROP SHAFT TYPE POWER HAND BRAKES
URECO (HACKMANN) TRACKLINERS FOR TRACK LINING ECONOMY

We are pioneers of all safety footwear and Railroad Employees are invited to write us directly for Factory Price list.

SAFETY FIRST SHOE COMPANY
HOLLISTON, MASSACHUSETTS

A burglar entered a building and saw a notice on the safe: "Don't waste dynamite, the safe is open. Just turn the knob."

He did so. The place was flooded with light; a bell clanged loudly. As he was being taken to prison he said: "My confidence in human nature has been rudely shaken."

A B. A. degree was received by Harvey Alan Bender, son of Oscar Bender, estimated revenue clerk, Cleveland, at the June commencement of Western Reserve University.

Washingtonville.

Joseph Jacobus, ticket agent at Ridgewood, is back on the job following an appendectomy. . . Howard Cahill has resumed duty at Little Falls after an illness. . . E. Garafano, formerly at North Newark, now is agent at Franklin Avenue, Nutley, due to the retirement of Mr. Whitaker. Edward Sisco has been assigned as agent at North Newark, F. C. French as agent at Glen Ridge, and Wayne Ferraro as agent at West Orange.

Sympathy is extended to Al Cordisco, agent at Lake View, on the death of his wife, and to George DeGraw, extra clerk-operator, whose wife also died recently.

PASSAIC, N. J.

Harry Flanagan, O. S. & D. clerk, toured in New York State on vacation. Rate Clerk Charles Dalzell has returned from vacation. He took local trips.

We are expecting Arthur Katz to resume his duties soon, following an operation.

Demurrage Clerk M. V. Montagano spent his vacation in New England. Selections are being made for another round of vacations (third week).

Erie Railroad Magazine
Who gains from this close partnership?

Have you ever thought of the great advantage a farm father has over a city father?

Many a city father sees his children only a few hours a day, and then there are many distracting influences. In fact, there are almost too many demands in city life to allow a father and a son to have as close a relationship as both might wish.

On a farm, on the other hand, a father and son have interests more closely allied, with fewer distracting influences and more time in which to share them together.

Playing no small part in stimulating and encouraging this unity of interests are such organizations as the 4-H Clubs and the Future Farmers of America.

Working as closely as they do with farm youth, they open the inner eye of the boy on a farm to the broad opportunities inherent in the soil.

It is because of the importance of 4-H and FFA work that the railroads have participated in and will continue to participate in the programs of both these organizations.

Intimately associated with the farmer in good times and bad, the railroads have a particular interest in strengthening and perpetuating this closest partnership in the world. The future progress of farming depends on it—and all America will benefit from it ... Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.
"Our cost figures look better since we started using Erie's on-time delivery of our materials. By meeting our needs for scheduled deliveries at regular times, the Erie has become part of our production line."

"Keeping cost down is important to us. Now that we can depend on getting supplies moved in as scheduled, we've been able to cut out one step in our operations—thanks to the cooperation of the Erie."

Dependable service and a record of promises kept are but two of the many reasons shippers depend on the Erie Railroad.