

**FILL
'ER
UP!**

OUR 50TH YEAR OF PUBLICATION **OCTOBER 1954**

The President's Page

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.

P. W. Johnston



Erie Railroad

Magazine



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

Vol. 50, No. 8

October 1954

Our Objective

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

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

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RAIL ENDS

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.

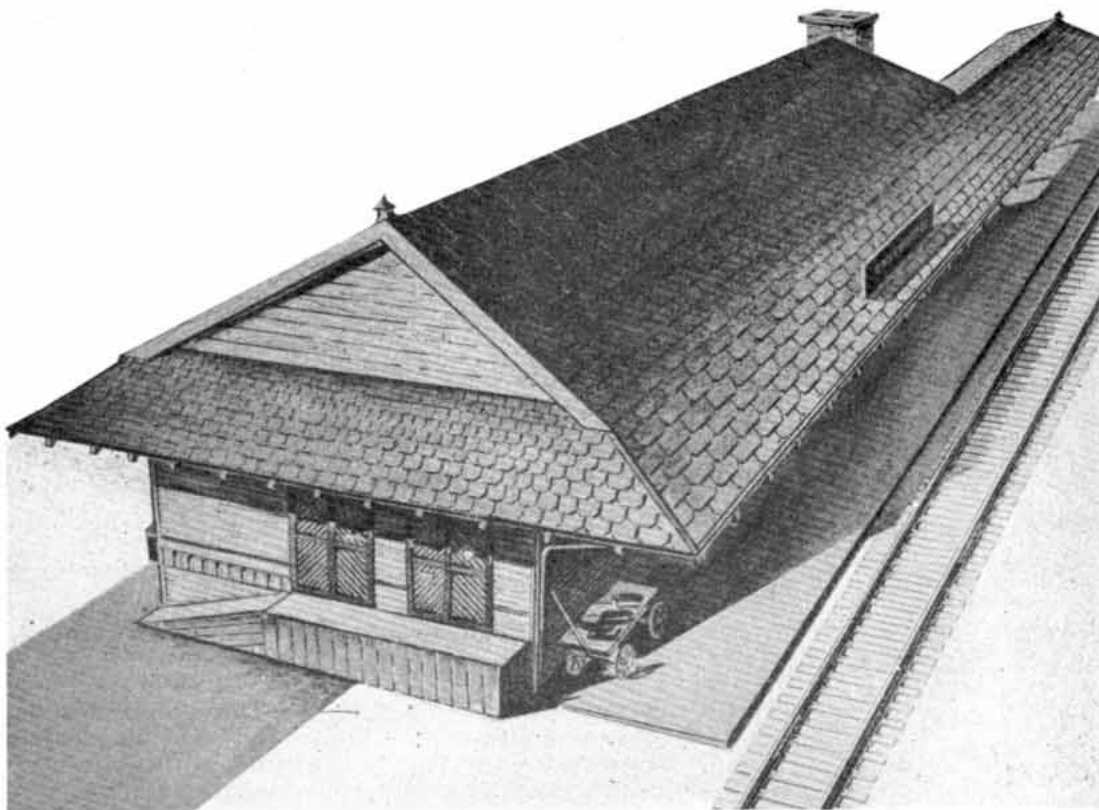
The Class I railroads of the United States are paying taxes at the rate of approximately \$2,500,000 a day.

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-

stacles." 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 hard-pressed 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 con-

tinuous 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."

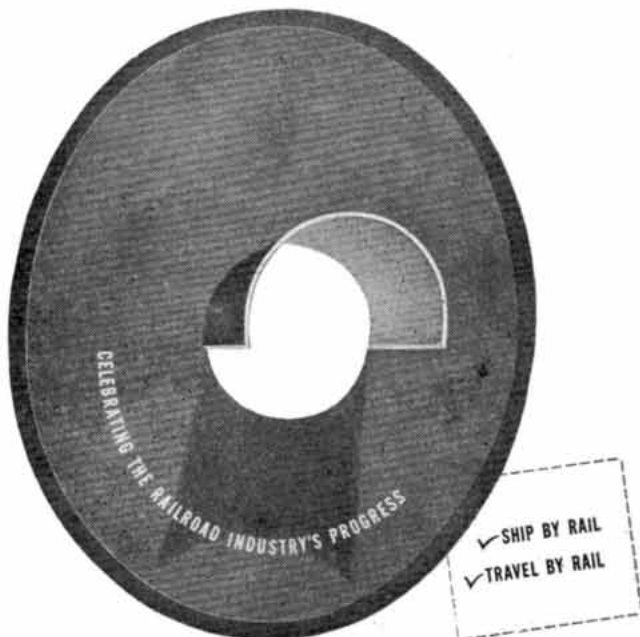
Successful railroads give the United States much more than just a strong, efficient transportation system, remind the suppliers. The railroads probably are the most important potential consumers of goods in the world.

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 employees 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 employees 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 employees at the Kent Division picnic is shown here as they waited for drawings for the prizes which were a picnic highlight.

Below, from the left, W. P. Maloney, A. W. Baker, J. C. Tucker, J. Phelps and Leo Keller.



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



Left, from the left, Dean Baker, R. K. Clark, Gar-ray Hall, J. P. Coughlin and K. A. Thompson.

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



Erie Railroad Magazine

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 employe 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 W. Johnston, Chairman of the Board Robert E. Woodruff and M. G. McInnes, vice president for operations and maintenance. At the Chamber of Commerce dinner that night Mr. Johnston predicted an upturn in business in the fall.

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 Dupuy; 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 employes in wages and to the Federal government in payroll taxes for the benefit of railway employes. 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.

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.

On an average week day, passengers arriving and departing at the Washington Union Station total 50,000 and require the use of 2,500 passenger-train cars. On a Saturday or Sunday this movement jumps to 70,000 passengers and requires the use of 3,000 passenger-train cars.

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.



Just before going to work on Pier 20 these tractors posed in this line-up for the photographer.

**... 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 employees.

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.

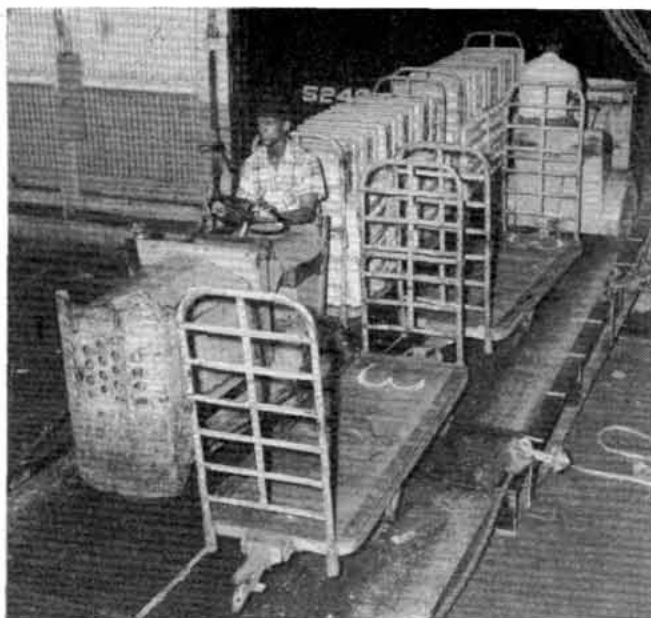
Increased Efficiency

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

During the day some of the tractors are used on Pier 19 for transferring merchandise.





Two-way traffic is shown on the new all-steel welded ramps.

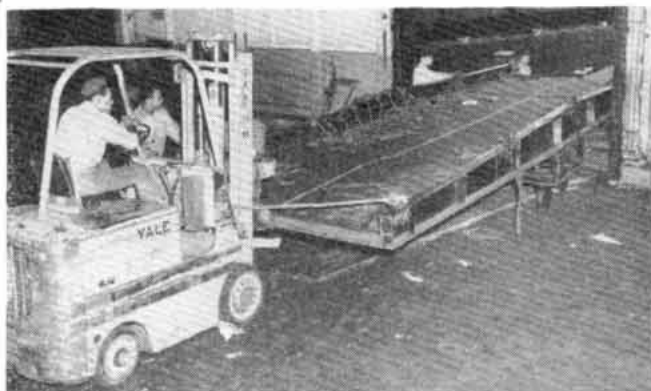
trailers are 30 inches wide, to permit movement in and out of reefer doors. A gang consists of five men, one tractor and six trailers.

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

A fork lift truck moves one of the new steel ramps into position.



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."

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 178,000 miles of railroad and 149,875 miles of other lines.



One of the tractors brings two trailer-loads of fruit into a display area. The tractor immediately picks up two empty trailers and takes them back to a refrigerator car to be loaded.



Extreme importance of careful car handling was emphasized at a meeting of this group of Operating Department executives with M. G. McInnes (seated on desk), vice president for operations, presiding. Plans were drawn up for Careful Car Handling Month in October. Back row, from the left, J. P. Allison, assistant general manager, Western District; T. J. Sanok, assistant general manager, Eastern District; E. E. Zabriskie, assistant freight claim agent; T. W. Billheimer, prevention engineer, L. H. Jentoft, engineer M. of W., Eastern District; front, E. J. Stubbs, assistant vice president; S. F. McGranahan, general manager, Western District; William Hazzard, chief clerk, engineering corps of the division engineer, and A. E. Kriesien, assistant vice president and general manager, Eastern District.

HANDLE WITH CARE

Careful handling of cars will prevent freight damage . . . SAFE coupling speed is four miles per hour . . . DAMAGE begins at five miles per hour . . . Overspeed couplings are damaging . . . Erie spent \$1,374,000 for freight damage in the first six months of 1954 . . . Down the drain . . . Stupid waste . . . We got nothing for it

but the ill-will of many shippers and receivers . . . It is stupid to spend money for nothing . . . And the worst of it is, all railroad men, and shippers and receivers working together, can prevent most of the freight damage.

THESE ARE THE POINTS TO REMEMBER ABOUT CAR HANDLING!

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 of

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 131 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.

RETIRED 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.

RETIREMENT, BENEFIT LAWS LIBERALIZED



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:

Base year compensation	Daily benefit rate
\$400-\$499.99	\$3.50
\$500-\$749.99	\$4.00
\$750-\$999.99	\$4.50
\$1,000-\$1,299.99	\$5.00
\$1,300-\$1,599.99	\$5.50
\$1,600-\$1,999.99	\$6.00
\$2,000-\$2,499.99	\$6.50
\$2,500-\$2,999.99	\$7.00
\$3,000-\$3,499.99	\$7.50
\$3,500-\$3,999.99	\$8.00
\$4,000 or over	\$8.50

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 ap-

plies 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 bene-

This provision will result in generally higher annuities, the amount of increase depending upon the



length of time the higher earnings are credited. This applies to both retirement and survivor 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.

Industry and agriculture—from which we all directly or indirectly make our living—are both dependent upon a continent-wide, all-year-around, all-commodity transportation service which only the railroads can furnish.

Eriemen 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.



fits.

Beginning July 1, 1954, compensation is credited up to \$350 a month instead of \$300 as before.



	July		Seven Months	
	1954	1953	1954	1953
 Received from Customers	\$12,238,201	\$15,564,707	\$88,921,277	\$107,003,938
 Paid out in Wages PER DOLLAR RECEIVED (cents)	\$ 7,278,335 59.5	\$ 7,809,640 50.2	\$45,867,720 51.6	\$ 49,848,675 46.6
 All other Payments PER DOLLAR RECEIVED (cents)	\$ 4,783,778 39.1	\$ 7,232,804 46.5	\$40,554,802 45.6	\$ 51,165,333 47.8
 Left over before Dividends PER DOLLAR RECEIVED (cents)	\$ 176,088 1.4	\$ 522,263 3.3	\$ 2,498,755 2.8	\$ 5,989,930 5.6

(Based on figures reported to the Interstate Commerce Commission)

Submarine Duty



Now aboard the U. S. Submarine Burrfish in the Atlantic Ocean, Lt. (jg) R. L. Pettegrew is the son of R. L. Pettegrew, 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.



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.

ERIE SAFETY RECORD BETTER

SAFETY RECORD

	(First 7 months) Killed	Injured	Ratio Per Million Man-Hours Worked
1954	2	80	3.8
1953	1	114	4.7

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 employee 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 employee died and 114 others were injured in the first seven months. So far in 1954 there have been 34 fewer personal injuries.

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



Brakeman Bryan

"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.



Dr. 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 are mindful of him? And goes on to add, "Thou hast made him a little lower than the angels. . . Thou madest him to have dominion over the works of Thy hands."

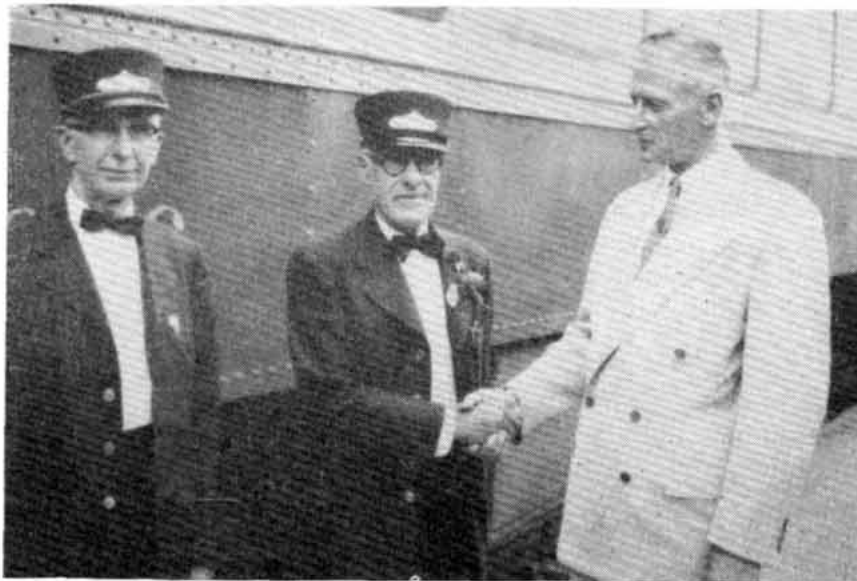
Yet, all too few of us realize that by the grace of God and the power of faith we are capable of taking dominion over life instead of being dominated by it. So forgetful are we of this fact that we get a real thrill when we meet someone who dominates his job and his daily life instead of letting it dominate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

(Please turn to Page 20)

ERIE VETERANS

Kent Division Trainman Retires



Being congratulated here is Trainman C. O. Phallen of the Kent Division who has retired after 48 years service with the Erie. With him are Conductor W. H. Hanley (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. I believe everyone had a good time. Some were lucky and won nice prizes. My congratulations to **Joe Pellegrino**, winner of the gold watch, and also to the oldest veterans, **Martin Hildebrand** and **Benny Markwell**.

I take this opportunity to express my sincere appreciation and thanks to the chairmen, committees and all others who helped make the day such a success. Also to the park management and hotel staff for their courtesy and cooperation in providing accommodations.

The large attendance was extremely gratifying and I trust everyone returned home with pleasant thoughts.

A word of praise and thanks to members of the Huntington-Erie band who provided fine music. Thanks also to the personnel and management of the Erie Railroad for their help. Most are veterans, but some could not attend.

No life is so strong and complete but it yearns for the smile of a friend.

Fraternally
John F. Muchler
President

Jersey City

By A. I. Raywood

We are quite happy over results
October, 1954

at the Conneaut Lake picnic. Our new member, **Joseph Pellegrino**, won the youngest veteran prize and proudly shows the handsome watch to all he meets. **John Ricciardi** helped in keeping the Western District from taking honors in the ball game. Many members came home with prizes for other events. We are proud, too, that two of our members are in the official family, **E. H. Stocker**, vice president, and **F. P. Belling**, director of social activities. 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.

Meadville

By R. C. Miller

The veterans and the auxiliary held a picnic at North Street picnic grounds. **Louis Kebort**, **Henry Fred-**

ericks and **Ray Miller** acted as a committee. Ice cream and pop were served to the children. After the picnic supper, cards and games were played at the I.O.O.F. Temple.

Our sympathy is extended to the family of **Fred Stainbrook** who was killed in an automobile accident in Florida. **Mrs. Stainbrook** was seriously injured in the accident and we hope she will have fast recovery.

Mrs. Charles King and son, **Donald**, visited relatives in Tennessee. **Mrs. Blanche Fredericks** and daughter visited relatives in Georgia and Florida. **Mr. and Mrs. James Gourley** and daughter vacationed in Los Angeles.

Martha, daughter of **Mr. and Mrs. C. Urquhart**, has returned home to San Antonio, Tex., after a visit with her parents.

Youngstown

By R. P. Reebel

We were fortunate in having a good day for our stag picnic Aug. 22. About 60 veterans were there and we had a grand get-together. Among others, we were glad to see retired veteran **Sid Huffnagle**, who, with us, was in the "long time no see" class. Missing was our old friend **Jim Waddington**, who is in pretty bad shape. Why not drop in to see him? He is not able to get out and really enjoys seeing old friends.

Veteran **Jane Perring** is back in South Side Hospital at Youngstown for another operation.

We were deeply grieved to hear of the death of Past President **John J. Heavey**, Huntington, Ind., who was well known to many of our members. We extend our deep sympathy to **Mrs. Heavey**.

We were also pained but not surprised to hear of the death of Veteran **Arthur G. Edwards** in Miami, Fla., where he had resided for a number

ATTENTION, VETERANS!

Refunds will be made on all unused boat ride tickets sold at the system outing Aug. 14 at Conneaut Lake.

Send unused tickets, with names and addresses, to **B. J. Markwell**, Room 805, Midland Building, Cleveland 15, Ohio.

of years. Although originally from the east end, he had been employed in Youngstown for many years before his retirement. **Mrs. Edwards** has our sympathy in her loss.

Remember the next meeting, Oct. 6, 8 p.m., K. of C. Bldg., South Hazel St., Youngstown.

Huntington

By Arthur C. Smith

Our chapter again had the oldest veteran present at the annual system outing. This year's winner was **Martin O. Hildebrand**, 87, retired blacksmith, who came from his home in Tujunga, Calif., to attend the outing. He is very proud that he won the
(Please turn to Page 21)



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

Cruising Camera Man



Walkie-talkies were being demonstrated at Kent, so J. E. Glynn, general yardmaster, obligingly donned one for the Cruising Cameraman.

This month the Cruising Cameraman features the employees at the Kent, Ohio, yard where Eriemen 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.





Busy on the company telephone was Roger Naftzger, eastbound clerk.



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

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.



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.





RETIREMENTS

YOU DID YOUR JOB WELL

YOU ARE TRUE RAILROADERS



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 government wheat from 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 empties 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 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 mast-

NAME

Angelo Battisti
Stanislaw Brudzinski
Joseph J. Carroll
George W. Conklin
Oliver E. Cooper
Joseph P. Coyle
Ralph E. Cummings
Elmer H. Curran
Catherine I. Eagan
Joseph F. Early
Edgar W. Eddy
James F. Evers
Nicholas Ferraioli
Salvatore Fiori
Irvin W. Foster
Adam T. Fox
Leo J. Franks
Lloyd B. Garver
John Glass
Jay B. Harmison
Alfred G. Heyne
Francis M. Horan
Saturnin B. Jaszczult
Ona J. Kimmel
Joseph Lehner
Joseph T. Linehan
Leon J. Marion
William H. Masters
Fred S. Mitchell
Benjamin Mysukiewicz
Michael Nawolchik
Otto E. Neureuther
Charles Nordrosky
Daniel J. O'Connell
Alfred G. Ogden
Ferdinando Pagano
Charles O. Phallen
George Quackenbush
Fred Rowland
Frank Skinner
Roy L. Stephenson
Charles S. Symonds
Frank Terpolilli
Edwin N. Thompson
William L. Tighe
John P. Walsh
James L. Weisbarth

POSITION

Carman Helper
Watchman
Signal Helper
Agent-Operator
Trackman
Dist. L. & T. Agent
Laborer
Carman Helper
Clerk
Pipefitter
Yard Conductor
Accountant
Ferryboat Wheelman
Machinist
Trackman
Engineer
Tool Room Foreman
Yard Brakeman
Trucker
General Foreman
Engineer
Yard Conductor
Boilermaker
Plumber
Carpenter
Trackman
Asst. Gen. Fght. Agt.
Boilermaker
Carman
Box Packer—Car Insp.
Watchman
Machinist Helper
Punch & Shear Opr.
Track Foreman
Engineer
Coach Cleaner
Passenger Trainman
Passenger Conductor
Engineer
Carman
Car Inspector
Traveling Auditor
Checker
Telegraph Operator
Asst. Gen. L. & T. Agt.
Ferryboat Deckhand
Dept. Accountant

LOCATION

Susquehanna, Pa.
Weehawken, N. J.
Middletown, N. Y.
Tenally, N. J.
Hawley, Pa.
Buffalo, N. Y.
Port Jervis, N. Y.
Susquehanna, Pa.
Port Jervis, N. Y.
Jersey City, N. J.
Meadville, Pa.
New York, N. Y.
Jersey City, N. J.
Hornell, N. Y.
Susquehanna, Pa.
Buffalo, N. Y.
Hornell, N. Y.
Marion, Ohio
Jersey City, N. J.
Susquehanna, Pa.
Port Jervis, N. Y.
Ferrona, Pa.
Jersey City, N. J.
Hammond, Ind.
Susquehanna, Pa.
Narrowsburg, N. Y.
Detroit, Mich.
Marion, Ohio
Meadville, Pa.
Jersey City, N. J.
Susquehanna, Pa.
Buffalo, N. Y.
Dunmore, Pa.
Waldwick, N. J.
Blossburg, Pa.
Jersey City, N. J.
Marion, Ohio
Port Jervis, N. Y.
Meadville, Pa.
Susquehanna, Pa.
Meadville, Pa.
Cleveland, Ohio
Elmira, N. Y.
Youngstown, Ohio
New York, N. Y.
Jersey City, N. J.
Cleveland, Ohio

YEARS

SERVICE

8-11-54 43
7-31-54 47
7-31-54 46
7-31-54 40
8-11-54 22
4-30-54 34
8- 4-54 21
8-11-54 44
2-28-54 37
8- 6-54 36
7-27-54 36
9-30-54 48
7- 7-54 34
8-31-54 40
7-30-54 32
8- 5-54 48
9-30-54 48
8-30-54 43
8- 2-54 26
7-31-54 32
6-17-54 38
8-18-54 36
8-31-54 40
7-27-54 38
8-17-54 49
7-31-54 47
9-30-54 34
9-19-54 30
7-31-54 32
7-31-54 32
7-14-54 46
8-23-54 32
8- 7-54 41
8-26-54 26
7-25-54 48
7-31-54 49
7-31-54 49
8- 2-54 47
7-31-54 39
7-27-54 46
7-31-54 36
8-23-54 50
7-31-54 42
8-20-54 41
6-30-54 37
7-23-54 35
4-30-54 24

er 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. Ridenauer, 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. Marker**, vice-chairman and a retired (1953) conductor, died Aug. 24. He was 66 years old and had 29 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.

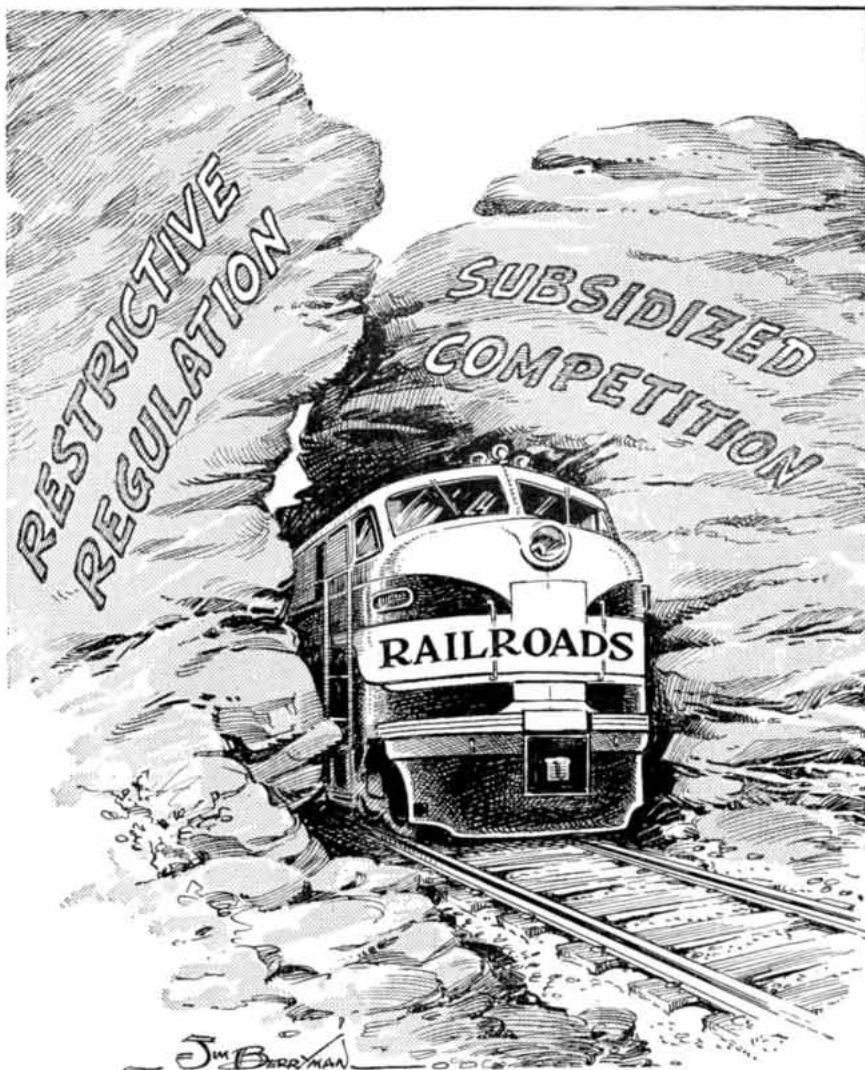
Sympathy is extended to the family of **A. A. Haettich**, B. & S. W. Division conductor, who died Aug. 7. He would have been 60 years old Aug. 8 and had 44 years' service.

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

TIGHT SQUEEZE



'COALMOBILE' TOURS ERIE AREA



This vehicle is called the 'Coalmobile,' and it is touring the East, including many Erie communities, to tell the story of coal and to help folks with their heating problems. It has been on the road since June and has been touring the Eastern seaboard and Pennsylvania. Movies also are shown, and in clinics the need is stressed for conservation of our fuels.



Puns "N" Patter...

AT ALL ERIE STOPS

MARION DIVISION CHICAGO POLICE

By J. E. Kane

Congratulations to Patrolman J. F. Vondrak on the arrival of a son who has been named Junior.

We welcome new members, W. A. Millsbaugh and W. J. Kohbarger.

Retired Patrolman E. G. Fulcher visited with former co-workers at 51st Street yard recently.

Sympathy is extended to Patrolman J. S. Steen on the death of his infant daughter.

The correspondent spent his vacation in Wisconsin and Chicago.

TRANSPORTATION

By T. E. Poe

Chief Dispatcher J. R. Michael is back on the job after vacationing at Lake Barbee and McCormick Creek State Park.

Best wishes to Engineer H. C. Miller who retired July 26 after more than 47 years' service.

We are sorry to report the death of J. J. Heavey, former safety supervisor, at the Huntington County Hospital on Aug. 25. Our sympathy is extended to the family.

Death also has claimed retired Conductor L. D. Marker and our sympathy is extended to the family.

W. E. Boh, road foreman of engines, and family vacationed in the Catskills.

Pvt. R. L. Carter, operator, on leave of absence, who has been serving with Air Force Engineers in Korea, has been transferred to Guam. Pvt. Carter is the son of Trainmaster L. J. Carter.

Assistant Chief Dispatcher G. W. Brodbeck and family vacationed at Woman Lake, Minn.

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 Staff, 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 her 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. 26. 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 Henricks 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 Alkim was enchanted by the mountains in Colorado while spending her vacation touring the Rockies and years to return. Denise enjoyed a chuck-wagon dinner (minus the steak) in the Garden of the Gods even though it rained "cats and dogs," and also is excited about her trip to Pike's Peak where she lost her watch. She regrets not having taken 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 Keel 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 educations, Bob Voltz, to Capital University, Columbus, Ohio; Jack Wrage, University of California, Los Angeles.

Our Correspondents



This month's correspondent is Steve J. Tischler, Jr., Passenger Traffic Department, Cleveland. Steve started with the Erie in September 1952 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) **Hillemonds**, 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 Connoles

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, squiring 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 leaving.

October, 1954

Who knows better —than a railroad man

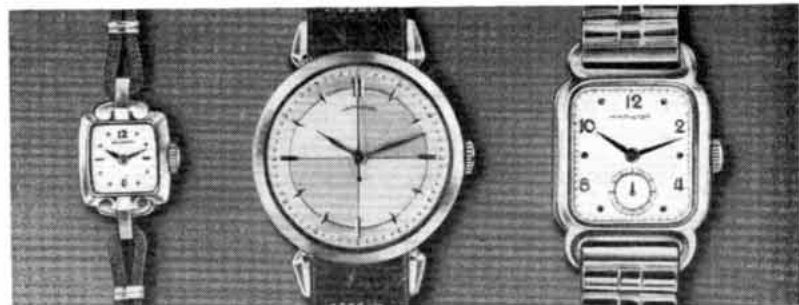
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Hamilton

THE WATCH OF RAILROAD ACCURACY

ing Hammond. When he left us he was a blue-eyed, good looking boy. He still is—and now has a charming wife and child.

Mrs. Norman Emrick, wife of the road foreman of engines, visited in Salamanca recently with Mrs. E. J. Robisch and also at Akron, Ohio, with relatives.

We are sorry to report that James Evanoff, trackman, suffered a stroke recently and is confined to the hospital. At latest report, he was convalescing slowly.

Twin sisters, Mrs. Donald Alkire and Mrs. Robert Kronsell, gave birth to daughters two days apart (Aug. 10 and 12) in the same room in the same hospital. Both husbands are Erie employees (Don is a patrolman and Bob a locomotive fireman) and the babies' grandfather is none other than Relief Mail Handler Eric Bystrom. Cheryl Lynn Alkire has a brother, Donald, 2, and a brother, John, 1, while Glenda Dee is the first child for the Kronsells.

Deep sympathy is extended to Wilbur Hammond, machinist at the roundhouse, whose father, C. W. Hammond, 94, of Huntington, Ind., a retired Erie engineer of 50 years' service, died July 22. Also to the family of Frank Black, retired derrick engineer, with 35 years' service. He was the father-in-law of Walter Harbrecht, car repairman.

Heartfelt sympathy also goes to Allen Kindt, assistant rate clerk, whose grandmother, Mrs. Schroeder, Lansing, Ill., passed away recently.

MAINTENANCE OF WAY

By Marlene Trainer

It was a girl for the Albert Baileys at Crown Point (trackman) and also for the M. A. Azbells at Rochester (signalman).

We extend our deep sympathy to Division Engineer R. H. Jordan and family on the death of his stepmother at Toledo, Ohio. We were sorry also to learn of the death of Richard Cupp at Uniondale. He was the brother of Mrs. Fred Harris, wife of the section foreman at Uniondale.

Retired Plumber and Mrs. J. C. Reeb of Huntington are visiting in Washington, D.C. at the home of their daughter.

We are very sorry to learn of the serious illness (polio) of James Bell small son of Transitman E. O. Bell of Huntington, who is in the St. Joseph Hospital in Fort Wayne.

Martin O. Hildebrand, former blacksmith at Huntington, visited with us in the office while en route from his home in Tujunga, Calif., to attend the veterans' picnic at Conneaut Lake. After returning from the picnic he stopped again to show us the beautiful gold medal he was awarded as the oldest veteran present. President P. W. Johnston made the presentation.

Chief Clerk E. L. Martin has resumed work following his vacation with his family, stopping in Washington, D.C., Baltimore and other eastern points.

KENT DIVISION

MARION MECHANICAL

By Susan Baker

Our best wishes accompany E. F.

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.

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.

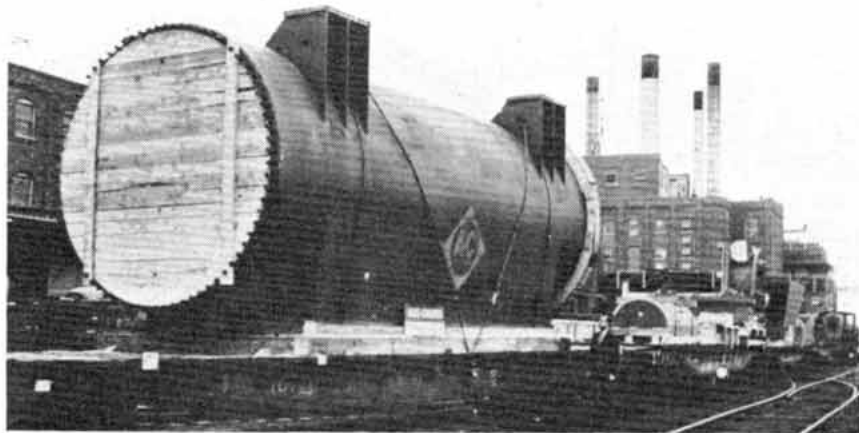
Dick Neiderhauser, electrician foreman, wife and daughters vacationed at East Harbor. Mr. and Mrs. Hosey Williams visited their son who is an umpire in the Mississippi and Ohio Valley League. Hosey, minus the Mrs., attended a convention in New York City of District 85, I. A. of M. System Federation 100. 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 Lauer, 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.

ERIE CARRIES CONDENSER FOR ITALY



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 on the Eastern seaboard.

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.

Birthday congratulations to Wes Abrams, Earl Bosh, Harold Busler, Dan Carr, Harry Cowell, Bill Craft, Earl Dodson, Lewis Draper, Chester Eckert, James Grounds, Cliff Irely, Charlie Johns, Clint and Frank Kneisley, Tony Lavenia, John Marshall, Clarence Miley, John J. Miller, Robert Murphy, Dick Neiderhauser, Elmer Opicka, Carl Owens, George Pemberton, Darwin Pope, Bill Ross, Henry Rugala, Harold Stone, Ray Taylor and Hugh Worline.

Service anniversaries: Gerald Walker, 38 years; W. J. Brown, Wallace Crizer, Frank Deramo, Tom Nolfi, 33 each; Earl Bosh, Fess Cochran, Harry Forry, Ike Graham, Clint Kneisley, 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 Irely, 17; Kenny Gerbes, 16; R. L. Brown, 15; N. 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 Bechtie, 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

October, 1954

vacationed in York and Dubois, Pa., Dunnellen, 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 Brigate and brakeman Donald Wogan took place July 31 in the Presbyterian Church at Cuyahoga Falls. Reception was at Iacomini's. Don is the son of General Yardmaster 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. Koon's father, Pearl Sells.

H. L. Petri, retired conductor, is recuperating slowly at home in Lakeside, 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. OF W., YOUNGSTOWN

By Catherine Holzbach

Anthony Bello, signalman-commissioner, 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 Donnelley, stenographer, vacationed in Buffalo and Albany and the Adirondack mountains.

F. W. Holland, crossing supervisor, made short local trips during his vacation.

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

ROAD FOREMAN'S OFFICE MEADVILLE, PA.

Best wishes to Engineer Fred Rowland who retired July 31 after 38 years' service. Mr. and Mrs. Rowland expect to travel at their leisure.

Engineer B. P. Donohue has resumed work after an illness.

Mr. and Mrs. Harry Laughlin vacationed in Wheeling, W. Va., stopping 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 Iias, 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 vacationing in North Dakota. Evidently the country air was a good influence. Our chief clerk gained 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 correspondent attended the Cleveland Crime Clinic annual stag clambake at Brook Park, Ohio.

Patrolman Andrew Herrick is teaching his wife to shoot. Beware, Andy!

Patrolman Robert E. Hamilton and son, Robert LeRoy, 9, attend 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. Minnecci

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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. Kamholtz 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 Les Rettberg has done it again. On Sunday, Aug. 15, he won his fifth Elkdale golf title, this time from Hale Davis.

Tom Lycett, of Carrollton, 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 Cucchiari's cottage at Cuba Lake. Joe is the son of Section Foreman Salvatore Cucchiari 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. McCain 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

Senior Engineer Retires



Completing 43 years of service with the Erie, Harold W. Craig, senior engineer in the Valuation Department, Meadville, Pa., retired recently. A native of Augusta, Me., Mr. Craig started with the Erie as a special apprentice in Port Jervis, N. Y., where he has lived for the past 36 years.

glorious vacation at Sparrow Lake, Ontario.

We understand that Bob Wilhelm of the mail room was pretty well tucked 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 Kyser, 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 Ketchem 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,

Erie Railroad Magazine

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CHICAGO...NEW YORK

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.

drove to Rochester with his folks so he could see all his friends and relatives there prior to being inducted. Bill now is stationed at the Navy training base, Bainbridge, Md.

Irene and Bill Canterbury spent a few days of their vacation visiting relatives in Michigan.

Violet Auryansen registered at the Shannut in Ocean Grove, N. J., and was lulled to sleep by the waves every night.

Mrs. Elizabeth Baird and daughter, Mrs. Ruth Noble of Paterson, N. J., also enjoyed the ocean breeze at the Jersey shore.

Muriel Singer spent a few days with her family in dear old Brooklyn.

Annie Craney had a special reason for her trip to the big city, viz., her brother who is in the army is stationed there.

Johnnie Folwasny made his annual trip to California to visit relatives and stopped off en route to see Louie Guillemette (retired) at Phoenix, Ariz.

Quite a versatile young lady is our Norma Simmons who, after a few days in New York, went western at the Jack and Jill Ranch in Michigan.

Tillie and George Prell took a leisurely tour of southern Ohio in their Plymouth.

Charlie Johnson (retired) and granddaughter, Donna, from Allendale, N.J., visited us last month.

We hope the Florida sunshine and lots of rest will do John Bremer a world of good. John is on leave under doctor's orders.

Mary Ann Sabo and Donna Medley



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17-J, coin case (with expansion bracelet) \$39.75 \$49.75



21-J, with expansion bracelet \$49.75



17-J, self winding autochron (with leather strap) \$65.00 \$59.50

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 week end with friends at Madison on the Lake.

To finish up the season your correspondent spent an outdoor kind of week end at Oglebay 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**, **Daneen 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 Stattler** 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

Scholarship Winner



Margaret Parsons, daughter of Orange S. Parsons, waiter-in-charge, Dining Car Department, has won a \$1000 per year four-year scholarship to Howard University as a result of a national competitive examination. She graduated from Hunter College High School in June and at Howard will major in chemistry.

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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 Bergson** after his recent tussle with the medics. . . **Connie Chojna** spent a weekend in Atlantic City and liked it so much that she returned for a second trip a month later. This time she brought along her sister, **Pat, Ursula DiLiberto** and **Marge Pharis**, who evidently prefer variety when it comes to vacations. They spent one week at the shore and then traveled to New York City to take in the sights. . . Our own **Joan Patterson** is happy as a bunny with the addition of a girl's best friend. The fellow in her future is **Bill Ermatinger**, a wonderful guy. . . **Debonair Vic Badaracco** has been hitting new heights of sartorial splendor recently. . . In a true romance of the rails **Barbara Bittle**, stenographer in the interline bureau, was wed to **Kenny Blask**, percent revision clerk, in a double ring ceremony in St. Wenceslas Church, Maple Heights. Following the reception the newlyweds honeymooned at Niagara Falls and Virginia Beach. . . **K.P.O. Doris White** is an excitable person at times so you can imagine the reaction when her husband, **Jim**, returned from overseas duty in Japan. **Doris** now is on a well earned vacation. . . Just in case you saw the big grin

Erie Railroad Magazine

NURSE GRADUATES



This very pretty angel of mercy is Janyce Pageler, daughter of Charles Pageler, lieutenant of police, Youngstown, Ohio. Janyce 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 Lejeune, 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 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 little Kathleen 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 Klanac 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 Kliem is so proud of becoming an aunt that one would think she were the mother. . . . Anyone desiring a kitten, see Emily Cupwiche. 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-months-old daughter, Michele Antionette, 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 Bladenboro, N. C., took place at her home recently. Lois Immke 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 Jonas seems to have the same speed and snap that Ray Stevens had. . . . Mr. and Mrs. Dean Marsden have returned from a trip to Yellowstone Park. . . . The birth rate continues to skyrocket in our office. Baby bedlam broke loose last month when Ray Roginski, beaming and wearing his new laurels with distinction, announced a new heir. Jeanne Yanochko, Mannie White and Rita Sliva were next to join the baby parade. . . . Harry Mitchell, former icing clerk, who suffered from dermatitis for many years prior to his retirement on a disability, is living now at 1236 51st Ave., North, St. Petersburg, Fla. How about sending him a greeting card? He's almost totally blind.

OFFICE OF COMPTROLLER

By Joe Keenan

Bill and Ethel Hawley spent a week at their favorite Lake Chautauqua resort, Bemus Point, N. Y. Everything was fine, as usual, except the weather, Bill reported. . . . Seen at Cain Park's

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recent production of Call Me Madam: Margaret Kitzrow. . . 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 Con-

way, N. H., also a day at the Maine seashore. En route home, they stopped at Montreal, Toronto and Niagara Falls. . . T. J. Tobin and son, Phil, made a three-week tour of the West, stopping at Yellowstone, Glacier, Seattle, San Francisco, Los Angeles and Grand Canyon.

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 and served the food and drink. Carl Lehmann claims the office horseshoe championship due to his trouncing of 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.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Don Clark was elected president of the Bureau Golf Association at the annual outing held at the Hornell Country Club. Angie Petrillo is the new vice president, the secretary is Ernest Dungan, Jr., and Tunney Vet will handle the finances. The outing was another huge success due to hardworking committees. Leo Harkins again acted as toastmaster and introduced the guests, G. W. Thompson, Ed Draney, Leon Hopkins, C. H. Artman, A. L. Sorensen, Bob Willey, J. R. Ebert, W. G. Hollands, Al Rawady, Ben Goodman, George Agar, H. L. Frei, George Willsey and Bob Pugh. Retired employees present were Jim Neff, Elizabeth Smith and Bob Collier. John Kelly won both the Comptroller's cup for low gross and the Auditor of Disbursements' cup for low net. Leo Harkins walked off with prizes for second low gross and second low net. Bill Barnett, third low gross and net. Al Morris captured fourth low net and Coots Congelli took fourth low gross. Dick Wheeler won the booby prize. In the putting contest. Bill Pauling took first place with Ray Clark coming in second. First place to the ladies went to Irene Lyke with Marguerite Whiting taking second. Angie Petrillo and Watson Walden took first in the men's horseshoe games. Fritz Petersen and Pop Doty were second. Bobbie Sheridan and Rosie Hogan were just too good for the rest of the ladies' teams while Jane Moore and Ginnie Argentieri came in a close second. In the shuffleboard contest, it was Ralph Porter and Ruth Hunt in first places with Harold Hogue and Goldie Loghry second. Door prize winners were Ray Clark, Mary Recktenwald, C. D. Hilliard, Tom Page, Henry Drury, Paul Quartz, Jeanne Matthews, Ed Deegan, Harvey Schneegas, Bobbie Sheridan, Ruth Hunt, Ella Dennison, George Hussong and Ralph Porter. The only fault with these outings is that everyone has such a good time they forget about the time and effort a few people spend to make such an affair possible and successful. The committee chairmen and members deserve much credit for such an undertaking. Bob Pebbles taken at Batavia Downs, Bob having a hard time trying to explain to his wife what "on the nose" means. Pauline Bove paid one dollar to find out about the parking restrictions in front of her house. Mary Stitt visited in Detroit and Toledo. Watson Walden has joined the ranks of the taxpayers. Mr. and Mrs. Henry Drury visited in New York City. Harold Matthews, former employe, was a recent visitor in the office. Many bureau members joining the new credit union for employes. Leo Hitchcock is sold on Cape Cod and South Shore. John Kelly has been de-Studebakerized and now is mechanized by the Ford Motor Co. John Young and wife on a little fishing excursion. The girls held a stork shower for Jean Dineen at the Hotel Sherwood. By the way, this issue begins my fourth year as magazine correspondent. Received a lovely calendar from Bob Hedges in Ithaca. I hear from one of my far-flung reporters that the Rev. William Town-



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CHICAGO

er, former employe, 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 Huntington, Ind. Versatile **Angie Petrillo** now is among the news announcers on radio station WLEA. **Mike Winters'** hat was lost, misplaced or stolen, so he broke down and bought a new one. **Ed Dressler** and wife visited their daughter and husband in Rochester, Minn. **Milt Shinebarger** traded his Study for **Clayt Ordway's** DeSoto when **Clayt** traded his DeSoto in for another one. **Nipper Trowbridge** visiting in Chicago. **Mike and Mrs. Winters** vacationed at Racquette Lake in the Adirondacks. The girls gave a shower for **Betty Rudig** at the Moonlit in Bath. They were almost ready to eat when someone started counting noses. Everyone was there but **Mary Pollinger**. Red faces were in order because no one had dropped around to pick **Mary** up. After a couple of long distance phone calls, a cab pulled up in front of **Mary's** house and she taxied in the front seat to the party.

AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

The men's bowling team started the season Sept. 9 at Lakewood Recreation. **Nelson Case**, captain, was elected president of the Thursday Night men's league. Members of the office team are **Nelson Case, Loren Nichols, Frank Troyano, Fergie Small and Don Bundy**. Substitute bowlers will be **Don Keister, Bob Peterson and Tom Mayer**. . . In the women's bowling league are the "Five Fifts" **Virginia Farson, captain, Coletta Rauschert, Mary Jacobic, Theresa Cockrell and Virginia Blackely**. They'll be bowling Thursday nights at the Playhouse Square Recreation.

Bob and Theresa Cockrell like drive their '50 Ford although she admits it's a big change from the Buick. That new chic hair-do **Terry's** wearing is called a cap-cut and is most becoming to her.

Did you know? . . . The newest personality in the comptometer group is **Ruth Elaine Leonhardt**. . . The **Tom Gearys** and daughter, **Barbara**, drove to Lavalette, N. J., and enjoyed two "heavenly" weeks basking in the sun. . . **Frank Troyano** returned after his vacation at Seaside Heights, N. J., with a dark tan. . . **Don Reisland** and family went to Sisters Lakes, Mich., occupying a cottage for a week. . . **Henry Beck** has many tales to tell from his vacation in Ocean City, N. J. . . **Nelson Case** spent a week fishing near the St. Lawrence River. . . **John Quinn** was at Orange, N. J. and New York. . . **Mildred and Fergie Small** spent most of their vacation at their cabin on the Madawaska River in Canada. . . **Charlotte Scholz** spent a day at Jones Beach while visiting her brother, and came back to work as brown as a berry.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

Gabriel Chiccone's vacation trip to
October, 1954

Buffalo and the Falls has provided him with interesting conversation whenever things get dull. The **Charles O'Neills** motored to Florida and now join fellow employes in singing the praises of that vacation wonderland. **Jim Lenahan** also spent a fortnight in paradise and is looking forward to next year when he can head for Florida again. The **T. Friedlanders** got away from the hustle and bustle of everyday living and enjoyed their stay in the awe inspiring Pocono mountains. The **Ed Dohenys** have closed their summer home in Breezy Point, Long Is. Car owners like **Bob Walker**,

Tom Montrose, Clinton Cook, Al Moscati and Charlotte Schall take to the roads to enjoy the crisp mornings and flaming foliage.

The office bowling team has started the new season. Any teams in the area desiring a little competition should contact the reliable and efficient **John Roach** for dates and particulars.

It is **H. W.'s** desire to see **Francis Dunne** in a fedora. We don't like to disillusion people, but that time will come only when **Mr. Dunne** is like a billiard ball on top and he has a long way to go before he reaches that

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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.

October birthdays: M. Nolan, J. Whalen, Q. Doyle, A. Meigh, N. Zacharias, A. Moscati, P. Lamprakos.

Service anniversaries: M. R. Nolan, W. H. Schneider, W. C. Kearns, T. Friedlander, H. Roselle, G. Chiccone, F. Dunne, J. Roach, G. Wehrenberg, E. M. Peters, L. Hughes.

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 went 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.

Birthday greetings to Rodney Benson, Nigab Neeb, Nick Galle, Ralph Galle, Francis Ketcham, Ed Ruby, Ralph McEwen, F. L. Nashett, Walter Smith, Bessie McCartney, Richard Maust and D. D. Leggett, recently retired foreman.

HORNELL, N. Y.

By Anieta F. Decker

Arline Bell has resumed work after

Meadville Bride



Shown here is the new Mrs. Ralph Hickman, formerly Marian Great-house, daughter of Forrest Great-house, 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.

90 days' leave, wearing a lovely diamond on that finger.

Luck was with Ruth Hedden the other morning; the troopers stopped her coming from Conesus 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 Albaugh 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. VanCraigs spent a brief vacation in Buffalo.

Francis and Marj Williams found the "Dog Show" of much interest.

The John Reynolds have an addition to their family, "Chip," a five-months-old spaniel.

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.

PASSENGER 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

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with his nephew at Geauga Lake Park riding the merry-go-round and other amusements.

Mrs. E. Neisten, chief clerk, attended an Eastern Star convention at Detroit.

R. B. 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 home. The correspondent (stenographer-clerk) motored to Florence, Ala., where he visited with friends.

Bernie Clark, cashier, attended the annual Teepee picnic at Sally West's Grove and also the vets outing at Conneaut Lake Park.

We welcome back **Joan Lindsen**, junior clerk, after a brief furlough. In case you're wondering, **Joan** and **Dolores** are sisters.

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.

Norman Schiller, clerk to road foreman of engines, vacationed in the hills of Wyoming County.

K. T. Miller and **G. E. Lund** now are retired. We wish them and their wives good luck and health, and many years to enjoy their leisure.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Congratulations to **Mr.** and **Mrs. Salvatore Falzoi** on the birth of a daughter Aug. 28. The mother formerly was a clerk in the road foreman's office.

Salvatore Fiore, machinist, retired Aug. 31.

Helen J. Schwarz, clerk in the general master mechanic's office, and husband spent their vacation in Amsterdam, N. Y.

J. R. Mahoney, clerk in the general master mechanic's office, and wife vacationed in Geneva, N. Y. After they returned home, he turned in his Chevrolet car for a Dodge.

Mason J. Brunskill, diesel clerk, recently bought a '53 Bel-Air Chevrolet sedan.

Yolanda Weidman and husband spent a few days' vacation in New York and attended a ball game at Yankee Stadium.

Gerald Parker, messenger, spent his 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**, trackman, on his marriage to **Constance Mrocza** 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.

Congratulations to **Victor Slamas**, operator, Forest City, on his marriage to **Marian Sotak**.

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, **John D.**, who was killed in action in World War II, at Arlington National Cemetery. He also visited 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), 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 McTighe, 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.

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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 track main line dispatcher, and family on the death of his father.

Glad to have George Ameer back on the job following an operation.

Vacations: The J. G. Meulenens, Spring Lake, N. J.; J. T. Corbett and family, Miami Beach, Fla.; Mr. and Mrs. N. J. De Vito, Chicago and Denver; Mr. and Mrs. T. Kelly, Rochester, N. Y.; the Richard Vander-Closters, motor trip in New York State; Fred Spratt, local trips; Mr. and Mrs. Robert Smith and son, Donald, Lake Hopatcong; Teddy Teehan and family, Belmar, N. J.; Philip Schmidt, on the farm at Otisville, N. Y.; Mr. and Mrs. J. McGirr at the shore.

Carl Hansen, assistant chief train dispatcher, was in summer training with the Army Officers Reserve Corps at Camp Kilmer, N. J.

Loretta Jean Garland, daughter of Yardmaster William L. Garland, north yard, has graduated from the Fordham School of Nursing in New York City.

Good luck to Bernard Conway, who has transferred to Weehawken Docks temporarily, and to Elizabeth Petak as junior clerk here.

Our sympathy to the family of Samuel J. Snyder, 94, who died in Montclair Aug. 15. His railroad career spanned 70 years. He was honorary conductor on the Erie's centennial (1951) re-enactment of the first run between Piermont, N. Y. and Dunkirk on Lake Erie.

Over the week end and Labor Day,

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 Sgt. Harold (Mike) Rhoads was expected home on leave after 17 months' duty in Korea. Another son, A/1C Loren 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. Halstead, 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. Polinkas, 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. Dalessandro is filling in at

DEGREE WINNER



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 De Graw, 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).

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."

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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.

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