The President’s Page

The Prolonged Steel Strike caused Erie to lose about $6,000,000 in gross revenues. The net earnings from this lost traffic would have materially helped in providing funds for planned capital improvements in which all of us are vitally concerned.

In spite of this heavy loss, we are glad that we were temporarily able to continue our regular maintenance programs and, to some extent, ease the impact on our own people who were in no way responsible for these unhappy conditions.

Many of us wonder whether such industrial strife, sometimes precipitated and often prolonged by unwise government interference, ever produces any winners. Both sides involved in the dispute now indicate their recognition of the need for better mutual understanding. There are obvious lessons for all of us including management, labor and government.

C. W. Johnston
A WISE WRITER SUMS UP TRAVEL

It was with some glee that I read about the Sunday drivers being bumped to bumper this last week end.

Most of my friends think I am crazy. I don't own a car. I don't want a car. I prefer to take a cab when I need one, or a subway when in a hurry, and if I go away for a week end, I simply deposit my bags in a taxi and am whisked away to the station and have no trouble. Once in, I have no worries. I sit in an air-conditioned car, and have a chance to relax and watch the scenery.

I traveled by car for many years. I had a few close calls, once in the winter, with an icy highway; once with just the sidewalk kind of weather we had last week end, a beautiful day, but one of the cars in back seemed to be in a hurry, with the result that we were pushed off the road.

I'll take the train. I find it cheaper to go by train (remember the initial cost of the car—and the upkeep). Too, I get there. That is more than most Sunday or week-end drivers do. They start out to go there, but usually end up just sitting in the heat of a wonderful sunny day, bumper to bumper, car to car, temper to temper.

THE COVER

To a child, the thrill of standing right next to a roaring, powerful diesel locomotive is indescribable. When you cut down the locomotive to young shaver size, the train becomes something to romp with. That's what the flock of kids on the front cover are doing on Erie Railroad, Jr.

The train is the most popular ride at a kiddie playland in Cleveland, and the "property" also includes a station and a flashing crossing signal. Many of the excited riders on "Junior" often get an even bigger thrill with a ride on Erie, Jr., whose tracks are less than a mile away from the playland. For other pictures of Erie, Jr., turn to Page 7.

Post Office Changes

Air Mail Policy

The Post Office Department has signified it does not intend to pay higher rates to one airline than to another for flying mail between the same points. A broad policy statement announced by A. C. Hahn, executive director—transportation for the department, has revealed that, instead, the Post Office endorses the establishment of a pay structure containing a standard ton-mile rate applicable to all carriers and a piece-handling charge for each bag or piece of mail loaded or unloaded from planes.

This system, he continued, would create the same rate for all airmail transportation between two points while simultaneously recognizing the higher unit cost at light traffic points through the piece-handling charge. Indication of the Post Office Department's policy came recently when Capital Airlines was notified that mail would not be placed on its flights at the CAB-approved rate of 53 cents per ton-mile when the Department could employ flights of another airline between the same points at 45 cents per ton-mile. Other airlines are expected to be similarly affected unless CAB intervenes.

Remember this, Or you'll miss the boat. If you don't register, You can't vote!
Relocation of the Western District's "VO" testing office and the "XD" telegraph office has been completed in Youngstown in order to increase communications efficiency and keep in step with the growth and progress of Erie's teletype, telephone and general facilities since World War II, also improving our famous Quick Action Car Locator Service to our customers.

Previously, Division Telephone Supervisor C. W. Savelle's "VO" testing office was located in the basement of the Terminal Building in Youngstown. The XD Youngstown telegraph office and the telephone switchboard had been located on the sixth floor of the building. Equipment for testing, regulation and maintenance was divided between the basement and sixth floor locations.

In addition, the principal Western District "CD" relay telegraph office was located at Cleveland, 50 miles from its main line connection at Leavittsburg.

The new set-up improves communications by (a) moving the VO office with all circuit terminating and testing facilities to the sixth floor space formerly occupied by the XD telegraph office and by (b) establishing XD Youngstown as the principal Western District teletype network relay office, locating it next to the VO office. The CD Cleveland telegraph office is continuing as a tributary.

**Improves Efficiency**

This consolidation greatly improves communications efficiency and thus enables the Erie to furnish quicker and better service to its shippers and passengers. Control and operation of our tele-communications networks now are centered on our main line, increasing flexibility and efficiency. Even greater improvement in our
Shown here is the new XD Youngstown office. The marvelous new electronic "carrier" equipment which permits telephone conversations and telegraph messages to be carried on one pair of wires simultaneously is shown on the racks in VO testing office in the right background. At the desk, Manager Carl Shutt is receiving a special train report by Morse. At right, Tom Cavanaugh is perforating Youngstown messages in tape form for automatic transmission while Dick Runfort is loading the automatic transmitters with originating or relay types of messages or train consists going to teletype network points.

This is a corner of the XD Youngstown relay telegraph office. At right, Dick Runfort is scanning messages in perforated tape form being received from other Erie offices. At left, B. F. Craig is examining a train consist being printed on the teletypes in page form for local delivery.

long distance network has been achieved with the completion of conversion of our manual switchboard in Youngstown to dial operation. Extension and outgoing local calls now are dialed, and the operators can devote more time to handling L. D. calls.

All dispatcher, message, local and L. D. network telephone circuits and telephone network circuits passing through Youngstown terminate in the VO testing office. The office is responsible for the maintenance of these circuits, the pole lines and the telephone, teletype and base station radio equipment in the territory which extends from Meadville to Kent, Cleveland and Lisbon, Ohio and New Castle, Pa.

The electronic equipment—a modern communications marvel—which is used in our telephone and telegraph system has been consolidated on racks in VO testing office. Use of electronics makes it possible for one pair of our telephone wires to carry four telephone conversations and as many as 12 teletype messages simultaneously in each direction.

Our XD telegraph office in Youngstown, managed by Carl Shutt, serves as a major relay center on our nationwide teletype network over which is handled daily the thousands of "messages" concerning the specific make-up or "consists" of trains en route between terminal yards, the tracing and reassignment of freight traffic, messages concerning passenger traffic and general administration.

Connected to Agencies
Our main relay telegraph offices between New York and Chicago are connected to our sales agencies throughout the United States and in Canada by Western Union and Bell leased-wire teletype circuits and teletypewriter exchange service (TWX). This network enables us to give instant service to our shippers.

To improve the sending of train consists and messages to multiple points simultaneously, our assistant superintendent of communications, George D. Poole, developed the electronic line multiplier. As an example, by means of this ingenious device, a consist from Hornell, N. Y., can be sent at the same time from Youngs...
Railroads Cut

Mortgage Debts

"Trouble with railroads is they're up to their neck in debt."

How many times we've heard people sum up all railroad problems that way!

People down on Wall Street call it "over-capitalization."

But the fact is that railroads are actually under-capitalized. All their properties, including equipment, stations, freight yards, other buildings, the land on which their tracks are laid—even the oil wells some railroads own—add up to more than thirty billion dollars. (Even by a very low government estimate and after allowance for depreciation, these things are valued at twenty-two million dollars.)

Now, let's say our railroads were to be sold off tomorrow. How much money would have to go to people to whom the railroads owe money?

Only a little more than fifteen and a half billion dollars.

It's true that the railroads were once heavily in debt. During the depression, at one time, they had more than 770,000 freight cars standing idle in the freight yards. But who wasn't in debt then?

And like everyone else, the railroads have climbed out of the hole. Between 1932 and 1950, they made so many improvements on their house that the mortgage was cut down to less than 29 per cent of total investment. How many homeowners owe less than that on their property?

But unlike the average homeowner, they haven't had the increased income to pay off their debt. The remarkable thing is that by operating extremely efficiently, they've been able to reduce interest payments from 19 cents out of a dollar of revenue in 1932 to less than four cents on a dollar now.

The big transport trucks are the biggest damaging factor to highways today. They compete with the railroads that buy, build, maintain and fence their own right-of-ways and constitute the biggest taxpayers in many of the municipal units in our state. The building and maintenance costs to the operators of transport trucks are negligible as compared with damage done to highways. If more money is needed, we should look first to these operators with the anticipation that they shall more nearly pay for the damage they do.

Hassil E. Schenck, President,
Indiana Farm Bureau, Inc.,
Indianapolis, Ind.

Erie Railroad Magazine
Currently the rage of the small fry set around Cleveland is a miniature Erie Railroad which is the feature of a kiddie playland on Northfield Road near Miles Road.

Emphasizing an “on time schedule,” Erie Railroad, Jr., includes a diesel locomotive, five cars, a station, crossing flashing signals, train boards, etc.

And at the refreshment stand, deliveries of pop, candy, popcorn, etc., are made by a toy freight train, with all equipment decked out in Erie colors.
It doesn't take much imagination to guess what this map is. However, did you notice that the only lines drawn are those which indicate the routes of railroads in our country? No other lines are used. Does this leave the impression that the United States has a great number of communities that are not served by railroads? The fact is that this vast network of railroads, by far the greatest transportation system in the entire world, reaches into every community in the United States with the exception of a very few which are served by railroads through nearby neighbors.

Truckers Play With Geography

A few years ago a national association interested in highway traffic gave wide publicity to the statement that: "Out of 125,617 communities in the United States, 54,463, or 43.3 per cent, are not served by railroads . . . These 54,463 communities comprise a total population of nearly 7,000,000 persons who are almost entirely dependent upon motorized transportation for their very existence."

The statement appears to have been based upon a count of place names in a commercial atlas which lists every local name, including real estate subdivisions, post office substation, neighborhoods, and other community names not specifically shown as being served by railroads.

For instance, the atlas lists 40 communities within the city of Baltimore, 13 communities within the city of Wilmington, Delaware, 34 communities within the city of Providence, Rhode Island, and 54 communities within the city of Portland, Oregon. Within the limits of the four leading cities of Tennessee—Memphis, Nashville, Chattanooga, and Knoxville—all abundantly served by railroads, the atlas includes no fewer than 90 communities which are not specifically shown as having railway service.

Recently the statement has been heard that there are thousands of cities and towns in the United States which depend entirely upon highway transportation. Such a statement is probably based upon the old and fully repudiated claim of the highway operator's association referred to above.

The fact is that motor trucks could not exist without the railroads. Nor could railroads operate without some sort of vehicles to take freight to and from rail stations—which vehicles, under modern conditions, are motor trucks, just as they were once horse-drawn wagons. There are a few communities in the United States which are served wholly by either railroad or motor truck, while most communities are served by both means of transportation.

WORLD'S LONGEST

The world's longest stretch of straight track is on the Pullman Plain in Australia. For 328 miles—a distance equal to that between Louisville and Memphis—the track is as straight as an arrow.

The railroads ask no favors—in the form of tax subsidies or anything else. They ask only for equality of treatment.

Alameda (Calif.) Times-Star.

COST OF GOVERNMENT AT FANTASTIC TOTAL

Believe it or not, government expenditures for the fiscal year ending June 30, 1952 equal the estimated total income of all individuals in 27 of the 48 states of the Union, including several Southern states and all states west of the Mississippi River. The great bulk of these expenditures are made by the Federal Government. Federal spending has increased by leaps and bounds in recent years and now equals the total income of individuals in Iowa, Minnesota, North and South Dakota, Nebraska, Kansas, Oklahoma, Texas, Montana, Colorado, Wyoming, New Mexico, Arizona, Utah, Idaho, Nevada, Washington, Oregon and California, and most of Missouri.

State, county and local expenditures increased total government spending equal to the income of Kentucky, Tennessee, Georgia, Alabama, Mississippi, Arkansas and Louisiana.

To put it another way:

Total government spending now is taking as much money as is paid to all the people in an area covering four-fifths of the country.

It's as much as the yearly earnings of 22 million workers who work there; it's as much as the yearly earnings of 62 million persons who live there.

Yet in 1929, federal spending amounted to less than two-thirds of the income of those living in California alone.

O'Hara Retirement Ends Long Career

James W. O'Hara, 65, dean of Erie Railroad's division passenger agents, has ended 48 years of railroading. Mr. O'Hara was division passenger agent at Elmira 22 years.

A native of Greycourt, N. Y., he chose the Erie when it was time for him to go to work, following the footsteps of his father. His first job in 1904 found him as a telegrapher on the New York Division.

He left twice but rejoined the Erie in 1916 as a tickt clerk and telegraph operator at Suffern, N. Y., where he spent 10 years except for more than three years in the Army of which 21 months were in France. In 1926 he became ticket agent in Port Jervis. He was promoted to division passenger agent at Elmira in 1938.
Erie Adds Meat Platforms

Erie's facilities for supplying the Metropolitan New York area with fresh meat daily have been enhanced with opening of a new meat platform with ice box and another similar installation which will be finished shortly.

The new refrigerated platforms enable the Erie to provide meat shippers with the finest railroad meat delivery service in this greatest market in the world.

The completed platform is located at our Weehawken yards. The platform can handle eight cars, and the contents of two more cars can be stored in the ice box which is cooled by mechanical refrigeration units. The platform has been operating since June 1.

The other new meat platform is located in Jersey City near our grape yard at Monmouth St. This platform has a capacity of 10 cars with additional space in the ice box for the contents of two more cars.

To Serve Public
The platforms were built by the Erie to provide a better service for the public. Beside fresh meat, such meat products as sausages, baloney and canned meats are routed to the platforms. Trucks then pick up the meat and deliver it to meat markets, butcher shops and chain stores in the vicinity.

Already many shippers have switched shipments to the Erie to take advantage of the convenient new facilities. It is expected that many more meat shippers will do the same and that soon the platform will handle 80 cars a month.

The two new facilities are convenient to tunnels which lead under the Hudson River directly to Manhattan and other boroughs. The Weehawken installation is only a short way from the Lincoln Tunnel and the Jersey City platform on Monmouth St. is near the Holland Tunnel.

Eases Floating
Previously most fresh meat shipped via the Erie was handled at our 28th St. freight station in lower Manhattan. Use of the new platforms on the west bank of the Hudson will also lessen the necessity of floating the meat refrigerator cars across the river to 28th St. The platforms at the two new locations also are covered, enabling employees to work comfortably in all types of weather.

The additions will also permit us to improve our general freight service at 28th St. The major portion of the meat platform there now can be utilized for other freight.

The move also is further evidence of the Erie's foresight and progressive policy. Many enterprises recently have transferred at least part of their operations from the overcrowded congestion in New York City to the other side of the Hudson, and the Erie is among the first to take this step.

Passenger Agents Receive Promotions
Included in four current promotions are three passenger agents and one general yardmaster.

Gerald Saunders has been promoted to division passenger agent at Elmira, N. Y., for the Susquehanna, Rochester and Tioga divisions. Born in Sharon, Pa., Mr. Saunders started with the Erie at 16, in 1917, as a yard clerk in the Ferrona yards. Since 1949 he has been division passenger agent at Youngstown for the Mahoning Division.

Succeeding Mr. Saunders as division passenger agent at Youngstown is William L. Schorr, city passenger agent at Chicago. A native of Galion, Ohio, Mr. Schorr has been with the Erie since 1929. For a period after 1941 he was a commercial agent in New York and had been Chicago city passenger agent since 1949.

The new Chicago city passenger agent is Arthur W. Meinke who has been traveling passenger agent at Jersey City. A Clevelander, he joined the Erie in 1937.

Paul R. Rice has been appointed general yardmaster at Marion, Ohio. He has been with the Erie since 1938, starting in Chicago, transferring to Hammond, Ind., in 1939, and becoming a yardmaster in 1951 and general yardmaster at 51st St. Freight Yard, Chicago, March 26, 1951.

Dairy Agent Retires
A veteran of 39 years with the Erie, Eleston J. Holland, dairy agent at New York, has retired.

Mr. Holland entered Erie service as a receipt collector in New York on July 17, 1913. Except for a period when he served in World War I he had been with the Erie continuously.
The tank's bulging circumference caused a traffic sensation as it was trucked to our Bloomfield freight yard. Here it is being guided through the yard gates. Traffic was slowed up and low-hanging trolley wires had to be raised.

Some times it's width, some times height, and other times length. However, if it can be moved, Erie will handle it, like this recent “high and wide” which was routed on the Erie. This load went from Barberton, Ohio, to Transfer, Pa., and measured 12 feet six inches in diameter, 17 feet five inches in height and 125 feet in length and weighed 379,000 pounds.

Another traffic manager heaved a sigh of relief recently when after careful investigation he found that he could move an outsized water softening tank from the East Coast to Buffalo over the Erie Railroad.

The tank, one of the largest ever shipped by rail, was ordered from the Worthington Corp. It was shipped complete so that at its destination a crane could set it on its base for immediate use.

Not exceptionally high, the tank was only slightly less than maximum width for shipment on the Erie. The mammoth water softener was 17 feet high and measured 13 feet five inches in width.

When the engineer at Tippett and Wood, the fabricator, looked at the dimensions before going ahead with construction, he grabbed his telephone.

"Before we make a tank this size, how the devil can you ship it?" he demanded of Ralph A. Travisano, Worthington's traffic manager.

Mr. Travisano went to work on the problem. First, he found that it would not be possible to ship the giant direct from the fabricator whose plant is off Erie tracks.

A wizard at his job and a student of rail transportation, Mr. Travisano himself grabbed a telephone and called Frank L. Collins, Erie's general agent in Newark. After some deliberation, Mr. Collins told Mr. Travisano that the Erie could move the tank.

Another Hurdle

However, there still was one hurdle to get over. How were they going to get the tank from the fabricator's plant to Erie rails?

Mr. Travisano had the answer to that, too. He got on the telephone
again, called a trucker and made arrangements to move the huge tank by truck to Bloomfield, N. J., where the Erie has a freight yard. Arrangements at Bloomfield were handled by Charles Yoellmy, our freight agent there. Oddly enough, the tank first had to go east to go west.

The Erie did the rest. Top notch Erie railroaders moved the tank to Buffalo, and in a short time it was softening water for its owners.

A pretty good knowledge of the history of the Erie had helped Mr. Travisano solve his high and wide problem. He knew that the Erie more than a century ago had been built as a broad gauge railroad and had retained the extra large clearances after changing to the standard gauge, giving our railroad an advantage over other railroads. Remembering that bit of history, Mr. Travisano had immediately thought of us for his shipping problem.

It wasn’t the first time the Erie has come to his rescue, says Mr. Travisano. Like many other shippers, he has used the Erie regularly and especially for the high and wide loads.

Likes His Job
An extremely friendly man as well as being a master at moving things anywhere in the world, Mr. Travisano likes to talk about almost anything, but especially about his job.

Mr. Travisano has been with Worthington since 1912, starting as a stenographer at Harrison. In 1927 he transferred to the traffic end of the business and has been there since. He is a past president of the Newark Traffic Club.

The Worthington Corp. is a long time neighbor of the Erie. Although the Harrison plant is not on our tracks, many of its finished products reach their destination on the Erie. One of the company’s plants is located on our railroad at Wellsville, N. Y., while two other Worthington plants are located at Buffalo and at Oil City, Pa., both of which are served by the Erie.

The Erie and Worthington grew up together, and although they did not grow up together as next door neighbors, they do come from the same part of the country in the New York City area.

Erie’s history goes back to 1831, while Worthington originated in 1840. It was founded by Henry R. Worthington in a small shop in Brooklyn. Mr. Worthington developed the first direct acting steam pump there, and from this start the company grew into “the world’s largest manufacturer of pumps” and since has diversified into other related products. The company moved into its present plant in 1904.
Benefits under the Railroad Retirement Act

The monthly benefits provided by the railroad survivor benefit system are designed to serve a two-fold purpose: First, they provide a steady monthly income to the young children and the widow of the worker who dies before his children are grown; second, they provide a steady monthly income for the widow, dependent widower, or dependent parents in old age.

The insurance lump-sum benefit—or the funeral benefit, as it is sometimes called—is intended to provide some ready money at the time of an employee's death when no monthly benefits are payable immediately. The residual payment is intended to guarantee a railroad employee that he and his family will receive benefits greater than the taxes he contributes to the system. The residual payment is not discussed here, but will be the subject of a later article in this series.

In order for your family to receive monthly benefits or an insurance lump-sum benefit after your death, you must be "insured" under the Railroad Retirement Act. The residual payment, however, may be payable regardless of whether you have an insured status. As most railroad employees know, railroad and social security earnings are combined for the purpose of paying benefits to survivors. Therefore, in order to estimate how much your own family could get if you should die, you must know how much you have earned in both railroad and social security employment since 1937.

Figuring Survivor Benefits

There are two ways of figuring survivor benefits under the Railroad Retirement Act—one is by using the railroad formula and the other, the social security formula—and the one yielding the higher benefits is applied. The reason for using the social security formula is that the Railroad Retirement Act guarantees you that the total benefits payable to your survivors will never be less than they would be under the Social Security Act.

A survivor benefit computed under the railroad formula is based on a figure called the "basic amount," and, in order to arrive at that figure, you must know how you are insured under the Act. Most employees are insured on the basis of their service and earnings after 1936. However, if you retired before 1948 under the Railroad Retirement Act, and your annuity is based on at least 10 years of railroad service, or if you are a former railroad pensioner whose pension was taken over by the Railroad Retirement Board in 1937, you are automatically insured, regardless of whether you worked at all after 1936.

Service After 1936

To figure your basic amount on the basis of service after 1936, you must first reduce your total creditable earnings to a monthly average. To find your total creditable earnings, your earnings in railroad and social security employment are added together for the period after 1936 and before the calendar quarter in which you die (or reach age 65, if a higher average results). Also added are $160 for each month of creditable military service you have. More than $300 in railroad earnings for any month cannot be counted.
nor more the $3,600 of combined railroad and social security earnings for any year. Also, not more than $3,000 in social security earnings can be counted for any year before 1951.

Once your total earnings are figured, and assuming you reached age 22 before 1937, your average monthly remuneration is found by dividing those earnings by the total number of months in the same period, including months in which you did not work. However, three months are subtracted for each quarter during which you received an annuity, unless the quarter was a quarter of coverage under the Social Security Act.

If you did not become 22 before 1937, the number of months used as the divisor will be counted somewhat differently. All the months beginning with the year following that in which you became 22 will be used after adding three months for each quarter of coverage you earned before that year. For example, suppose you became 22 in 1940 but had worked steadily all through that year and also the year before, earning enough to get credit for four quarters in each year. Suppose further that you died in March 1955. Your total earnings will be divided by 240 months—that is, 216 months for the years 1941-1958, plus 24 months for the eight quarters of coverage you earned in 1959 and 1940.

The Railroad Survivor Formula

After the above steps are completed, and your average monthly remuneration is known, the railroad formula is applied to that average as follows:

1. 40 per cent of the first $75 of your monthly remuneration and 10 per cent of the remainder are added together.

2. The result in (1) is increased by one per cent for each year after 1936 in which your combined railroad and social security earnings totaled $200 or more. That is your basic amount. If it is less than $14, it is increased to $14.

If you leave only one beneficiary, the minimum amount payable is $14; the maximum payable to a family is $160, or 2-2/3 times your basic amount, whichever is lower. If an insurance lump sum is payable because you leave no survivors immediately entitled to monthly benefits when you die, that benefit is equal to 10 times your basic amount.

The Minimum Guarantee

Because of the minimum guarantee mentioned earlier, it is also necessary to determine the amount your family would receive if the benefits were paid by the Social Security Administration. This is done by figuring your family’s benefits under the social security formula. Under that formula, the benefits are based on a figure called the primary insurance amount, which is quite similar to the basic amount under the railroad plan. The monthly survivor benefit to a widow or dependent widow is equal to three-fourths of the primary insurance amount; each eligible child’s benefit is one-half plus one-fourth divided among all of the children; and each eligible parent’s, three-fourths. The minimum benefit payable when there is only one eligible survivor is $15; the maximum for a family is $150 or 80 per cent of the average monthly wage, whichever is lower.

There are two ways of figuring the primary insurance amount—the “old method,” which takes into consideration all service and earnings after 1936, and the “new method,” which considers only earnings after 1950. The latter may be used only when the employee has at least six quarters of coverage after 1950. Only the new method is explained here since most benefits will be figured that way. However, illustrations of both methods are given in leaflets available at Railroad Retirement Board offices.

Applying the Rules

Now, suppose we apply these rules to a set of assumed facts to see exactly what an employee’s family would get in case he dies. Let’s say the employee dies in February 1957 at the age of 45, and that he leaves a widow aged 40, and two children aged 12 and 10. In the 20 years from 1937 through 1956 he earned $33,000 in railroad employment and $15,000 in social security employment. He did not work steadily, but earned at least $200 in each of the 20 years. He had not retired and was insured under the Railroad Retirement Act.

By dividing his combined earnings in railroad and social security employment—$48,000—by 240, the total number of months in the 20-year period, we find that his average remuneration is $200.

Then, the railroad annuity formula will be applied as follows:

\[
\begin{align*}
40 \text{ per cent of } \$75 &= 30.00 \\
10 \text{ per cent of } \$125 &= 12.50 \\
\text{Plus } 20 \text{ per cent of } \$42.50 &= 8.50 \\
\text{Total} &= 51.00
\end{align*}
\]

Here is what his family would get under the railroad formula. His widow would receive the full basic amount of $51, and each of his two children would receive two-thirds of $51, or $34. Thus, the total income to his family would be $119.

Next, we will figure the benefits under the social security formula to see if the family income would be higher. Since the employee had more than six quarters of coverage after 1950, the benefits may be figured (Please turn to Page 32)
### Editor Lauds Railroad 'Hello'

The railroadmen of America deserve credit for preserving a truly inspiring custom—the custom of waving to children along their routes.

This simple act is an expression of warmth, of friendliness to millions of children, unknown to the trainmen, but friends because they are children.

American children everywhere—in a nearby playground, at the back of a tenement house, fishing in a stream—look toward the trainmen, eagerly awaiting his friendly gesture.

Children grow up expecting this workingman to take a moment as he goes hiballing by and recognize them. They have a faith in these men, a faith in something which has its basis in friendship.

Children eagerly await a chance to reassure this faith. And as each train passes, some child somewhere is being reassured of the friendly thing, of the goodness of life.

Such a simple thing, waving hello, has become a great tradition to American youths. And the men who take the time to keep this tradition alive are great for doing so.

La Salle (III.) News-Tribune.

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### 50-YEAR MAN McDONAGH HONORED

There were big doings in the New York Terminal Station Accounting Bureau at Jersey City July 1 when employees of the department honored their boss, Manager J. F. McDonagh, with a dinner and dance to celebrate completion of 50 years service with the Erie. In the picture, standing, from the left, Mr. McDonagh; William H. Schneider, chief assistant in the bureau, and T. J. Tobin, vice president and comptroller; seated, Mrs. Schneider and Mrs. McDonagh. Other guests included E. J. Dean and A. Blauel, assistant vice presidents; W. J. Manning, auditor of revenues, and T. P. Hennessy, assistant auditor of revenues. The party was planned by Joe Barry, John Wilson, Bill Carragher, Anthony Massimino, Henry Kaegi and Mr. Schneider.
September used to be the big month for excursion trains on American railroads. It was the month that formally closed the vacation season, brought the opening of county and state fairs and sent the kids back to school. Everybody seemed to be going somewhere, and the railroads made it easier with special trains and rock-bottom fares.

The Texas & Pacific probably holds the record for the most amazing excursion fare of all time. In 1892, that line hauled more than 2,000 members of the United Confederate Veterans and their families from Dallas to New Orleans at a cost of $2.50 each. Roundtrip!

It all began when the T&P General Passenger Agent, anxious to get the convention movement, trimmed the usual one-way fare from $15.30 to $5. A rival line retaliated by cutting its one-way ticket price to $2.50. But the T&P had the last word (and got the biggest excursion movement it ever handled) by cutting its price to less than a quarter of a cent a mile.

One of railroading’s most unusual excursions was sponsored by the Baltimore & Ohio almost 100 years ago. Limited only to artists, writers and photographers, the purpose of the jaunt was to publicize the American landscape. The special train left Baltimore June 1, 1898, and stopped at any point where an artist wanted to make a sketch or a photographer elected to shoot a picture. Asher B. Durand and Nathaniel Parker Willis were among the artists of the period who made the trip, and some of the landscapes they sketched while aboard the train may be seen in museums today.

The longest single train ever operated on an American railroad for the benefit of excursionists made its run during the 48th Annual Intercolligate Rowing Championships just two years ago. On June 17, 1950, more than 5,700 passengers rode an observation train along the Ohio River near Marietta, Ohio, to watch the rowing teams. The train consisted of 41 gondola cars, each seating 140 passengers on bleachers, and a flat car for newspaper photographers and newsreel cameramen. The train was more than half a mile in length.

To the New Haven Railroad goes the distinction of operating the world’s first excursion train ever run into and out of New York City for the exclusive use of theatergoers. In 1949, when José Ferrer was starring in “The Silver Whistle” on Broadway, the New Haven operated its first Show Train. Originating in New Haven, the train stopped at half a dozen suburban stations, arrived at Grand Central in time for its passengers to have dinner before curtain time, then returned over the same route after the show. A refreshment car was attached for the return trip.

This is not a convention. It is the family of Russell Gries, section lineman at Callicoon, N. Y. Mr. and Mrs. Gries are the happy parents of 17 children—count ’em. Front row, from the left, Walter, 12, Harold 10, Allen, 13, Joyce, 9, Gloria, 8, Rose Mary, 7; center row, Lena, 16, Alice, (Mrs. Sidney Turner), 20, Dad and Mother Gries, Alma (Mrs. Victor Hitty), 27, Helen, 21; back row, Vernon, 15, Gerald, 17, Russell, Jr., 18, Charles, 22, Howard, 23, George, 25 and LeRoy, 26. LeRoy is one of our section linemen at Attica, N. Y.

made a memorable excursion in 1905 at Brimstone, La.

A young Southern Pacific hogger named James Ben Milam was running a switch engine at Brimstone when posters appeared announcing the arrival of the circus at Lake Charles, a few miles away. Milam, his fireman and the workers in the Brimstone sulphur mine wanted to see the show, but how to get there posed a problem. Milam solved it with an unauthorized “excursion” train that deserves a special page in the annals of railroading.

The young engineer fitted up a box car with seats and coupled on his engine. Next, he and his fireman exacted 50 cents in round-trip fares from the passengers—the Brimstone miners. Then, with a full head of steam, the little locomotive headed for Lake Charles pulling its motley load of excursionists. Milam and his fireman not only enjoyed the show, (Please turn to Page 34)
RAILROAD SAFETY

YARD SAFETY

1. Remember that trains, engines, and cars may move at any time, on any track, in either direction, without notice.

2. Look in both directions before stepping on, crossing, or standing close to tracks.

3. Walk on tracks only when necessary in the performance of duty.

4. Never pass between cars, engines, or car and engines standing close together, unless it is positively known the equipment will not be moved.

5. Walk around standing equipment only at a safe distance.

6. Never give or accept a signal to move an engine or car when it is known that someone is between cars or between car and engine.

7. Never step between or in front of engines or cars after signal is given to move them.

8. Don’t ride between engine and cars when cars are being pushed.

He was wishin' he was fishin' 
But he couldn't go with a busted toe 
So he sang the blues—No Safety Shoes.

5. They're Poison

Many employees who work on maintenance crews and other outdoor jobs are subject to the extreme discomfort of poison ivy and poison oak and can avoid this irritable experience by knowing the poison plants on sight.

Poison ivy grows at times as a climbing plant and is found on trees and poles. Sometimes it becomes a crawling plant, and then again it appears as a low-growing shrub. It is found chiefly in uncultivated spots like woodland borders and along fences and stone walls.

Poison oak is closely related to poison ivy. It is a vine similar in appearance and growth habits but with deeply notched leaf edges. The leaves of both are rather broad and in characteristic groups of three.

These plants secrete an oil, and only minute bits of it can cause severe poisoning of the skin. The oil can be carried by smoke or insects.

If exposed, wash with hot water and soap and if convenient, with alcohol, rinse in clear water and dry.

Symptoms of the poisoning are red and swollen skin that itches violently in one to nine days. Blisters then form and can be infected from scratching.

After washing, apply calamine lotion which is available in any drug store. A physician should be consulted for severe cases. Oils and ointments only increase the itching.
ERIE VETERANS

When Emily Belsan, assistant cashier at our Scranton Rd. freight station in Cleveland, retired, this group got together for a farewell party for her. That's Emily at the other end of the table. She had been with the Erie 32 years. Judging by the reports of the affair, the party was a huge success, and Emily received a gift of luggage.

YOUNGSTOWN

By E. P. Reebel

The first regular meeting of the fall season will be held Sept. 3 on the third floor of the K. of C. Building, South Hazel Street, Youngstown, 7:30 P.M.

Plans will be made for our social events for the fall and winter and we would like a good attendance. Refreshments will be served.

Meadville

By R. C. Miller

Fifty veterans and wives attended the tureen dinner and meeting held July 24.

Chairman Turner had one of the veterans give a 15-minute talk on his past railroad experience. Past President Fred Wald gave an account of his experiences during 53 years of service. In the old days he worked 48 hours without rest. Seventeen cars of hard coal was considered a heavy train. Twenty-eight to 30 cars was the average train. He said he went into Chicago, Toledo and Pittsburgh, what we want to know is why Mrs. Rynd was responsible for missing the train at Toledo.

Mr. and Mrs. Lewis Kobert and daughter Marlewene spent their vacation taking in the sights at Columbus, Ga.

Salamaena

Our annual family picnic was held July 27 in the Red House area of Allegany State Park with 170 in attendance. An ideal spot, perfect weather and a jovial crowd made the picnic a complete success.

Group singing was led by Glasford Sloan and Tuller of the Olean aggregation. Softball, bathing, games, visiting and relaxing made up the day's program.

Appreciation and thanks are extended to the committee and others who helped make the affair most enjoyable.

Buffalo-Rochester

By Ruth Nise Manger

Among those who have returned from annual vacations are Mrs. George Feltz, Sr., and granddaughter Sharon who traveled to Yellowstone National Park and California, the Kinbacks and Martins, Cedar Lodge, Canada; P. C. Berkwater, retired agent, and wife, Stony Point, Ont., Canada; the Borks, Meyers and Pages, Adirondack mountains; Bill Sexton, retired agent, and wife, New Orleans, Birmingham, Nashville and Cincinnati; the Fred Hells, stationed in Pennsylvania and the Kemps at home.

Charles E. Stewart, Jr., of Louisiana freight house, traveled to Sharon, Pa., July 27 for his mother's 87th birthday celebration.

Sincere sympathy to Harold E. Brooks whose father died July 7.

Retired Agent Charles Thompson of Silver Springs calls regularly at the Wyoming Hospital to cheer Dr. L. H. Humphrey, oldest doctor at the Springs, who is hospitalized. Both are 82 years young.

W. Batterson, SK car inspector, who is fire chief at West Seneca, is credited with quickly extinguishing a grass fire at the rear of a building near our tracks July 14, thus preventing damage to property.

The September meeting and dinner will be at Avon, N. Y., and the United Association of Railroad Veterans will meet in New York (Hotel McAlpin) Oct. 11 and 12.

Hornell

By John F. Muchler

The chapter picnic was held July 27 at Maple City Park with 77 present.

Food was plentiful, also lemonade and ice cream. Main features were games, horseshoe pitching and a money hunt for the kids with prizes for the winners. Music was furnished by Horst Dodge, his nephew, Bill Thompson, and James Knapp with string instruments.

The Francis Tysons and Floyd Newells made a trip to Mobile, Ala.

Mr. and Mrs. Charles Schane visited various places in their travels.

Mr. and Mrs. Charles Berentwald and granddaughter have returned home from a trip to Germany.

Mr. and Mrs. Earl Van Auker visited their daughter Charlotte who is stationed at Fort McPherson, Ga. They also stopped at Warm Springs, Ga. and at Blossburg, Pa., on the way home.

Sympathy is extended to the families of R. W. Schwingel and Harry Drewett who died recently, also to the family of Roy Wheeler who passed away at Buffalo. Roy was a good worker in our Veterans' Association for many years.

The next regular meeting will be Sept. 3 at Odd Fellows Hall.

Jersey City

By Walter Biesard

Everyone who attended the chapter's annual outing at Werner's Grove, North Haley, July 27, was satisfied with the excellent refreshments served by the management. The baseball game was won by the married men and prizes were awarded the winners. There were egg throwing contests for men and women, running races, bull throwing and other activities. Chairman of the affair was our past president, A. B. Cohen, and an able committee.

Members, wives and children numbering 340 attended the annual system outing at Conneaut Lake Park, Pa., Aug. 16. They occupied nine Pullmans. Veteran J. E. McDonough, manager of the New York Terminal Station Accounting Bureau, was presented with a 50-year diamond pin by the Veterans' Association. He celebrated his 50th anniversary with the Erie July 1.

A reminder to those veterans who have not secured 1952 dues cards: Contact the secretary, Walter Biesard, at 103 Post Ave., Hawthorne, N. J., or 112 Payson Ave., Jersey City, or the various field men.

September, 1952
Western railroads have always prided themselves on their extreme courtesy to travelers. However, in none of our travels, either on this trip or in the past, have we ever received such excellent treatment as we did on the Erie Limited and I want to compliment you upon not only the conductor, but also the waiter in charge of the diner, and W. M. Walker, the Pullman porter. Everyone did their utmost to make the trip most enjoyable and were exceedingly courteous.

I have used this train at various times in the past and I thought you would like to know that the treatment we received on your railroad far eclipsed the service on any other railroad over which we have traveled on this trip.

James B. Griffiths, Pres.
Binghamton Slag Roofing Co. Inc.
Binghamton, N. Y.

We are glad indeed to hear such nice things, and it will inspire us to give even better service.

Sir:

I have recently had occasion to make use of your excellent public carrier system from North Judson, Ind. to my home here. It was my first experience as a train traveler and perhaps I was not properly forehand or lacked sophistication about some aspects of it.

I refer especially to the dining car arrangements... It is my belief that people no longer wish for stilted meals at certain hours, served expensively by surly waiters. Rather, that they would prefer for all of the day and at least part of the night to be able to enter some warm and friendly spot staffed by pleasant personnel and partake of simpler fare. There seemed to be no place along the way where one dared disenthrall for refreshments. Consequently, if you were not forehand or cognizant of the proper hour, one went miserably hungry through a long night.

I do, however, most heartily commend you for the comfortable seats and cleanliness of the facilities, which, of course, is of far greater importance on a long journey. I also realize that there was utilized countless facilities for my comfort and safety of which I am completely unaware.

Consequently, this letter is not written in criticism, but rather as to take the form of a straw-in-the-wind.

Mrs. Kenneth Spaulding
Elmira, N. Y.

Sir:

On behalf of the 62 Cub Scouts and parents of Cub Pack 358, I wish to express our appreciation and thanks for the fine arrangements made for our round trip to Youngstown last Saturday. The assistance rendered by your excellent staff resulted in a successful trip. Gerald Saunders, Vernon Green, Joe Monzel and Ed Comisock did a grand job in providing satisfactory facilities and arranging a very educational trip through the Youngstown City Police Department.

C. J. Kraven, Cubmaster
Pack 358
Garfield Heights, Ohio

That foursome will make any train trip a big success.

Sir:

I wish to thank you and your staff for your kind consideration of my kindergarten class and of the mothers who accompanied us on our recent train trip to Randolph. We very much appreciate the conducted trip through the station to the various departments, the tour of the train and the comfortable car provided for us. As this was a "first" train ride for most of the children and for several of the mothers, I feel confident that their first impression was a very favorable one. We all enjoyed the trip and regretted that it was such a short one....

Genevieve R. Westphal
Jamestown, N. Y.

Hope everybody can take a longer trip real soon.

Erie Railroad Magazine
## OBITUARIES

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
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<td>Everly, Roy Painter</td>
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*Retired Employees*
### Retirements

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

<table>
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<tr>
<th>Name</th>
<th>Position</th>
<th>Location</th>
<th>Division</th>
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<td>65</td>
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<tr>
<td>Samuel Miklos</td>
<td>Car Repairer</td>
<td>Cleveland</td>
<td>Mahoning</td>
<td>7-10-52</td>
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<tr>
<td>Harry Mead</td>
<td>Carpenter Helper</td>
<td>Susquehanna</td>
<td>Delaware</td>
<td>6-25-52</td>
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<tr>
<td>Stephen J. Miskuf</td>
<td>Boiler Foreman</td>
<td>Buffalo</td>
<td>Buffalo</td>
<td>8-1-52</td>
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<tr>
<td>Francis M. Murray</td>
<td>Conductor</td>
<td>Dunmore</td>
<td>Wyoming</td>
<td>6-29-52</td>
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<tr>
<td>Henry E. Myers</td>
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<td>Susquehanna</td>
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<tr>
<td>James W. O'Hara</td>
<td>Div. Passenger Agent</td>
<td>Elmira</td>
<td>Traffic</td>
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<td>Port Jervis</td>
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<td>6-10-52</td>
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<td>Willard H. Osterhoudt</td>
<td>Station Agent</td>
<td>Scranton</td>
<td>Wyoming</td>
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<td>Dominic A. Ottaviano</td>
<td>Section Foreman</td>
<td>Kent</td>
<td>Kent</td>
<td>5-10-52</td>
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<td>Kathlyn M. Pankau</td>
<td>Clerk</td>
<td>Hornell</td>
<td>Stores</td>
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<td>Ray R. Quackenbush</td>
<td>Op.-Clerk-Monitor</td>
<td>Marion</td>
<td>Kent</td>
<td>6-18-52</td>
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<td>James A. Rector</td>
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<td>Meadville</td>
<td>Mahoning</td>
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<td>John J. Regan</td>
<td>Crossing Watchman</td>
<td>Jersey City</td>
<td>Terminal</td>
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<td>Freight Claim</td>
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<td>Lawrence J. Ryan</td>
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<td>Millard R. Spencer</td>
<td>Blacksmith Welder</td>
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<td>Avoca</td>
<td>New York</td>
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<td>A.J. Winterbottom</td>
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<td>Bradford</td>
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<td>Robert D. Zahn</td>
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<td>Patrolman</td>
<td>New York</td>
<td>5-31-52</td>
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PUNS 'N' PATTER ...

50-YEAR MAN

R. T. Phillips, general agent, has been named president of the Traffic Club of Akron for the 1952-53 season while L. B. Hine, freight agent, was chosen chairman of a sub-committee on education. The group will study the problem of shipping losses and damages for which Mr. Hine is quite well known for his efficiency.

F. M. Smith, car clerk, and wife enjoyed their vacation on Lake Erie.

KENT DIVISION

AKRON, OHIO

L. B. Hine, freight agent, and wife enjoyed a week's vacation with her sister and family in Detroit.

J. E. Dic, cashier, and family enjoyed their vacation on Lake Erie.

Anne Keller journeyed to points in Pennsylvania on her vacation.

M. E. Evans, checker, and wife and D. L. Jenkins, caller, and family vacationed at a lake near Lorir, Canada.

C. O. Ritter, trucker, and wife spent a week end in Kentucky.

F. D. Bott, chief clerk to general yardmaster, and wife have returned from a vacation in Florida.

Donald R. Campbell, son of A. J. Campbell, of the Police Department, who is a senior majoring in chemistry at the University of Akron, won the school's annual Julius Juehstein Award.

Still proud and pleased with his job, Harvey Judson Teeple, operator-leverman at "D.A" tower at Decatur, Ind., has been with the Erie 30 years, starting Aug. 2, 1922. He started as a telegraph operator on the Marion Division, became night operator at Rivare, Ind., and since May 1912 has been at "D.A" Tower. In his half century with the Erie he has been impressed most by the progress in communications, first the use of the telegraph when every operator had to know the Morse code, then telephone and now radio. Mr. Teeple "commutes" to his job by bicycle.

PROGRESS IN TRANSPORTATION—
AND BRAKES

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

Use "AB" for today's freight trains.

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

The New York Air Brake Company

420 Lexington Ave., New York City

Plant: Watertown, N. Y.

September, 1952
MEE CELEBRATES
50 YEARS SERVICE

Charles D. Mee, 63, who started working for the Erie Railroad as an office boy at the age of 13, completed 50 years of service July 28. He is now chief clerk of the passenger revenue bureau at Cleveland.

Mr. Mee was honored by more than 40 of his fellow employees at a dinner at which he was presented with the traditional gold pass. He was also presented with a mounted scale model passenger car made by A. F. Vorrath of the passenger revenue bureau. G. W. Oakley, assistant comptroller, presided.

Born in Paterson, N. J., he went to work for the Erie July 28, 1902, in the New York offices. He advanced steadily through the ranks and became chief clerk in 1931 when the Erie moved its general offices to Cleveland.

R. Strawser, C. P. Dillon, J. A. Longnecker, Richard Neiderhauser, Marion Turner and John Brady on recent promotions at the diesel shop.

We wish speedy recovery to Ed McWilliams, machinist at the diesel shop, who suffered a fall on the first day of his vacation.

Sympathy is extended to Machinists Frank and Al Lares and families on the death of their mother, Mrs. Elizabeth Lares.

Bob Gilbert has returned from his vacation looking quite rested. He says he did a lot of loafing but managed to see a baseball game between Cleveland and New York.

Paul Swartz, clerk in the road foreman's office, spent his vacation fishing, swimming and boating at Long Island on Indian Lake.

Congratulations and best wishes for continued good health to Albert Chontos, boilermaker, who retired Aug. 1 after 30 years' service.

We welcome Lewis C. Walker back to the diesel shop after three months in the car shop.

Nick Partipilo, furloughed boilermaker, who is temporarily working
as stockkeeper in the Stores Department, has returned from a European vacation. He stopped at Shannon, Ireland, Zurich, Paris, Rome, and visited with his family in Bari, Italy. Nick has lived in the United States for the past 32 years.

Congratulations to Mr. and Mrs. J. W. Cressap on the arrival of a daughter, Sandra Kay, July 26.

Raymond Harty, clerk, spent his vacation touring in Canada.

Dennie Murphy, retired section lineman, paid us a recent visit.

MARION CAR DEPARTMENT
By H. M. Robbins

Norman E. Cleveland, apprentice, and wife welcomed a daughter June 16, and Harold L. Manley, car inspector, and wife, a daughter July 13.

William Griffith, car inspector, and family spent a vacation in the Far West.

Paul W. Herrington, box packer, and family vacationed in the Middle West and South.

Lonnie Wygle, car inspector, and family reported excellent fishing on their vacation in northern Michigan.

Ruth Hanning, stenographer, is confined to her home on account of illness.

Hiram Huffman, acetylene welder, recently underwent an operation.

Harry B. Waltman, car repairer, is off duty on account of illness.

Dutch Masters Cigars
The cigar you've always wanted to smoke

according to Harry B. Wells, this is one that did not get away. He says it's a bass, and he caught it down in Florida where it is living now. He is a retired Marion, Ohio, yardman.

MARION DIVISION
14TH STREET, CHICAGO
By Chris Hardt


Congratulations to Otto Jordan, veteran route clerk, who is a granddaddy for the second time. He spent his vacation with relatives at Twin Lakes, Wis.

Floyd Barth, freight house teller, and family spent a vacation at their summer home in New Buffalo, Mich.

Frank Parker, locomotive engineer, with his son, Francis, Jr., and aunt, motored to Dubuque, Iowa. Among the historic places they stopped at was President Grant's home.

Ronnie Bradley, switchboard operator, spent a week with relatives at Gatlinburg, Tenn.

Foreman B. B. Steenbergen went to Manhattan, Kans., to see his daughter and son-in-law, Mr. and Mrs. Don Little. Don, a former clerk here, is stationed near there with the Army.

HAXMOND CONSOLIDATED
By Grace Martin

Congratulations to Jerry Hill, Jr., and wife on the arrival of Cynthia Jo July 1; to Mr. and Mrs. Donald Allred, Burnham, Ill., son-in-law and daughter of Eric Bystrom, mail handler, who became the parents of Donald, Jr., April 3 (Eric's first grandchild), and to Mr. and Mrs. William White, son-in-law and daughter of always in tune

Styles in music change, but in cigars count on this: Dutch Masters give heart-warming contentment every time. Enjoy their completely satisfying taste and aroma—"always in tune" with your mood. They start at two for 25¢.
B. W. Raymond 21-jewel Elgin. 8 adjustments to position, temperature and humidity. Gold-filled case, $87.50. Stainless steel model, $71.50. (Prices include Federal Tax; subject to change without notice.)

**“Inside story”**
**85 YEARS LONG!**

This is the movement of an Elgin B.W. Raymond railroad watch.

It represents accuracy and dependability that has proved itself over 85 years.

Created by the only watchmaker in the world who has made over 50 million fine watches, it has Elgin's heart that never breaks, the guaranteed DuraPower Mainspring.

The result is an "inside story" that pays off for you in accuracy and dependability over the years.

**ELGIN WATCHES**

The Dependable Way to Tell Time

---

Scouts Use Economy Fare Rate

These Boy Scouts from the Oil City-Franklin, Pa., area took advantage of our new group rate fare plan to start their trip to New Mexico. Under the railroad travel savings plan these Scouts saved $8 each on their trip to Chicago before going on West. They were going to Raton, N. M., for two weeks at a Boy Scout camp.

Ernest Warten, conductor, on the arrival of Dennis Kay June 23. The new baby has a five-year-old brother, Jerry Lee, and Cynthia has a brother, Jimmy, four and a half years.

Robert Winscher, Sr., locomotive engineer, is recovering rapidly after undergoing surgery at St. Margaret's Hospital.

Lloyd Connole, chief clerk, had the pleasure of spending some time in Chicago between trains with his uncle, Frank Anderson, a retired Northern Pacific auditor. Mr. Anderson was returning home to Minneapolis after wintering in Tampa, Fla.

J. Mikkelsen of the Car Department returned to work for only a short time after his recent vacation. He has been sent to Michigan City, Ind., for approximately three months, where he will inspect 500 new box cars being built for the Buffalo Creek Railroad. While on vacation he entertained Forest Maine, Erie car foreman at Salamanca, and wife and visited at the cottage of friends in Madison, Wis.

Assistant Supt. E. J. Robisch and wife motored to Virginia on vacation to see their son who is stationed there in the service, also to Huntington, N. Y., and other eastern cities; Lee Motz, patrolman, filled up on homemade ice cream and fried chicken at home in Huntington, Ind., on vacation; Yard Brakeman Calvin Grubbs and family traveled through the Southwest, stopping at the Navajo reservations in Arizona; Relief Clerk E. G. Lukow and family visited friends in Iowa City, Ia., Rockford and Kankakee, Ill.; G. T. Smith, locomotive engineer, and family visited Pvt. G. T. Smith, Jr., with the 66th Battalion, Aviation, Fort Leonard Wood, Mo. (G. T., Sr. also expected to do a little fishing); Angelina Stachelski, typist, visited friends at Miami, Fla., and saw some of the city's night life; E. W. Brady, assistant chief yard clerk, made short trips, and Helen Liesenfeld, relief clerk, and family went to Wawasee, Ind.

Marie Soley's horse tail hair-do brings forth many and varied comments. Between the hair-do and the speed with which she propels herself, we are thinking of throwing a saddle on Marie and entering her in the first race at Washington Park.

F. V. Fields, Huntington-Hammond conductor, divided his vacation between his mother's home in Indianapolis and a short trip to Canada.

Helen Liesenfeld received word that two sisters would be in Chicago during a lake cruise from Detroit. Helen and Andy, her husband, met the girls and spent an enjoyable evening with them, starting with dinner at Don the Beachcomber's Restaurant.

The Elmer Quicks (locomotive engineer) are entertaining their daughter-in-law and grandson, David Allen Quick, while Cpl. Lee Quick is stationed at Chanute Field, Rantoul, Ill., for a 60-day course study. Young Mrs. Lee is dividing her stay between Lee's folks and her parents at Highland, Ind., thereby giving the grandparents an opportunity of getting well acquainted with David Allen.

Sympathy is extended to Mrs. F. Boos, wife of the locomotive engineer, whose 72-year-old father, Charles Moroc, passed away June 12 (he made his home with them); to J. M. O'Connor, yard brakeman, and wife whose infant son, James Martin, Jr., died July 13; to Engineer Melvin Dye whose wife passed on July 21, and to H. L. Kinzie on the death of an uncle, Lawrence Edel, 90, at Bremen, Ind.
MAINTENANCE OF WAY
By Maralene Trainer

Signal Supervisor E. E. Champlin and wife have returned home following a vacation at Tippecanoe Lake in northern Indiana. E. L. Martin and family spent a vacation at Chapman Lake.

Sympathy is extended to the family of former Trackman E. P. Heil who passed away July 14 at Memorial Hospital in Lima.

Mrs. H. V. Jones, wife of the retired carpenter, enjoyed a tour of Yellowstone National Park which was sponsored by the Allen County Home Economics Club and Chorus.

TRANSPORTATION
By T. E. Poe

Our sympathy is extended to the family of Engineer H. H. Hartman who died July 14, a few days after he fell and broke his hip while at his lake cottage. Mr. Hartman had been with the Erie for 45 years.

Operator Fred Snyder, who had his vacation during a heat wave, spent the whole week at home just trying to keep cool.

Chief Dispatcher J. R. Michael and family vacationed in Michigan.

Road Foreman of Engines W. E. Boh and family have returned from a vacation in the east. They spent some time in the Adirondack Mountains, New York City and Keuka Lake, N. Y.

MAHONING DIVISION
SUPT.'S OFFICE, YOUNGSTOWN

Asst. Supt. F. E. Navin and wife stopped in New York City and Rutherford, N. J. on their vacation.

E. J. Sontag and wife spent part of their vacation at Niagara Falls.

Ann Cramm, stenographer, has returned to Youngstown freight office. While she was here during the steel strike, she renewed old acquaintances and made new friends.

Good luck wishes to Nan Navin whom we welcome back as mail clerk-secretary. She is wearing a beautiful engagement ring. Her fiance lives in Rutherford, N. J.

The office got a postcard from J. F. Casey, report clerk. He and his wife enjoyed the sights at Niagara Falls, then continued on to Philadelphia.

M. OF W., YOUNGSTOWN
By Catherine E. Holzback

We welcome J. K. Weikal as track supervisor at Greenville in place of S. E. Rexford, retired. A few years ago Weikal was on our Engineering Corps.

Elaine Leuschner, requisition clerk, and family spent a week at Eagle Island, Angola, Ind.

F. W. Holland, crossing supervisor, and E. E. Clair, clerk to master carpenter and signal supervisor, spent their vacations at home.

Dr. Thomas Crowe, son of P. L. Crowe, assistant division engineer, and a graduate of Penn State School of Optometry, is practicing in the Wick Building here in place of Dr. Doyle who is ill.

Jack Hencks, of the Engineering Corps, motored through New York state on vacation.

Eddie Mulhall, T. & M. checker, vacationed at Cedar Point, Ohio.

ROAD FOREMAN'S OFFICE
MEADVILLE, PA.

J. L. Stright and family motored through the West on vacation, stopping in Colorado and California.

Edward Patton and family stopped in Washington, D. C. on vacation and returned over the Skyline Drive through Virginia.

Mr. and Mrs. G. W. Lewis spent a week's vacation at Georgian Bay, Canada.

CLEVELAND FREIGHT
By Helene Abersold

Emily Bolman, who has retired as assistant cashier, was given a farewell party at Crosby's restaurant. She has 32 years of service and with the many friends she has acquired and co-workers she has been associated with, the party was a huge success. Many nice things were said to Emily and a gift of luggage was presented to her. We all hope she will enjoy her retirement to the fullest.

Cynthia Rady, typist, spent a week end at Niagara Falls.

Bob Rachow, clerk-typist, spent a week with friends in New York City.

Mr. and Mrs. Homer Williams spent two weeks visiting relatives and friends in Detroit and Chicago.

Katherine Wood, unclaimed freight clerk, attended the national convention of the Railway Business Women's Association at Denver, Colo. We all missed the freshly cut flowers she brings in every day.

Helene Abersold, stenographer, and

Security styled to your family's needs

Tom Bennett, successful retailer, believes in running his family affairs in the same business-like way he operates his fabric business.

That's why he bought a Prudential Family Income Plan. If Tom should die, his wife and two children would receive:

- $200 per month until the children are over 21.
- then $10,000 in cash.

Tom says: "I'm amazed at the amount of insurance a dollar will buy under Prudential's Family Income plans. In my opinion, a man with a family can't buy a better plan."

Your family needs this kind of protection too. You can provide it with a Family Income plan adapted to your family's requirements. Call The Prudential Agency near you and ask about our Family Income plans. DO IT TODAY.

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

THE PRUDENTIAL INSURANCE COMPANY OF AMERICA
A mutual life insurance company

HOME OFFICE: NEWARK, N. J.
husband Bob spent a week at Cook's Forest and other points in Pennsylvania.

The freight house gang seems to have a preference for green. Mr. Byers got a new green Ford and Casey Roszak a new green Plymouth.

George McHugh, car clerk, is all excited over the new home he bought while on a week's vacation. George and Alma won't be settled in it until October, but we are ready for the housewarming any time.

MEADVILLE ROUNDBOUSH
By R. C. Miller

Congratulations to the Ralph Crosleys who celebrated their 40th wedding anniversary July 27.

Leo Rice is doing fine after a recent operation.

Carl Smallenberger and family spent a vacation at Ripley, N. Y. and Lake Erie.

Defiance, Ohio.

October, but we are ready for the cent operation.

The freight house gang seems to have a preference for green. Mr. Byers got a new green Ford and Casey Roszak a new green Plymouth.

Leo Rice is doing fine after a recent operation.

W. L. Lawyer and wife motored in Canada and visited their daughter at Defiance, Ohio.

W. L. Best and wife fished in Canada and stopped with friends in New Haven.

Ward Wykoff and family motored in New England and also stopped at Atlantic City.

Mattie Zuzolo and family vacationed in Chicago; Mae McCue and wife, at Jersey City; Archie Roucie painted his house and drove his new Plymouth; Sam Rapp, at Los Angeles; W. Johnson and wife visited son Bill at Hammond; Nick Lener, at Lorain, Ohio; Gus Crandall and wife, Hornell and Buffalo; W. E. Boyles attended a ball game at Cleveland; Lloyd Mellon and wife visited their son in Washington, D. C., and Ben Cusumano went to Buffalo; Kathlyn Williams traveled to New Brunswick, Canada, and the New England states; Larry Harkness visited his former residence at Westline, Pa., for the first time in 30 years; Joe Walker and son, went to San Diego and Los Angeles.

Johnny Hines, former employe, now with the Union Pacific Railroad in Los Angeles, visited the shop and brought greetings from Jack Walsh, former boiler foreman, also a resident of California.

Jack McCulley, sheet metal worker, has retired after 35 years' service.

Mrs. Henry Leighty is recovering rapidly after her recent sickness.

ACCOUNTING
VICE PRES. & COMPTROLLER
By Byron Webster

Our compliments and appreciation to Gene Horvath who, as chairman of the picnic committee, made our Aug. 2 outing a most memorable oc-

occasion.

To John Shannon, Paul Lees and Ed Peacock go our sincerest best wishes in their changes of employment. John accepted a position with a Rochester, N. Y. construction outfit, while Paul, feeling that New York wouldn't be getting him far enough out of town, flew to Saudi Arabia and a job with the Arabian Oil Co. Eddie, however, isn't considered a total loss to us—he confined his move to within the building by taking on a position in Car Record. A luncheon at Hotel Cleveland was given them by fellow employees July 30.

In case you have missed seeing Gail Farron around, the fault lies with you. Just look a bit sharper and you're sure to spot him. He's got himself a crew cut. Could he be finally deciding to give in to all those girls who have been after him for a lock of his pretty blond hair and made them all happy with one mass presentation.

AUDITOR OF DISBURSEMENTS
By Mary Ann Leonard

Charlotte (Lottie) Scholz received a beautiful floral piece from friends for her birthday. Its beauty on her desk gave the office a pleasant air.

Sincerest sympathy to William Kane and family on the passing of his mother.

The new addition to the Don Reisland family is James Joseph, seven
One of the most popular pastimes for Erie area children in the summertime is riding our railroad. This group of enthusiastic youngsters is waiting at the Warren, Ohio, station to board a train which took them to a Cleveland Indians-New York Yankee baseball game in Cleveland. Many groups and organizations ride similar special trains on other occasions. On the same day that these youngsters went to the game, another group of 500 went to the stadium on another train from Canfield, Ohio. The Warren group had 600. About 670 Youngstown children also rode the train with the Warren group.

pounds, three ounces, born July 4.
Arde Mann’s wife Janet flew to Frankfurt, Germany, to spend seven weeks with him while he’s stationed there.
Did you hear about Gen Omer’s trip to Canada. . . . Lucille Arth’s trip to Quebec?

The Fergie Small’s vacationed in Canada; Kathryn Guion, in New Jersey; the J. Budays motored in Canada and New York state.
Edna Langh vacationed in the East; Mary Jacob, in northern Michigan; Frank Troyano, our great sun-lover, basked to his heart’s content at Seaside Heights, N. J.; Don Keister, Tom Geary and the Leon Hopkinses spent their vacations at home.

Best birthday wishes to Lucille Arth, Sept. 9; Frank Kelly, Sept. 21; Nelson Case, Sept. 26, and our traveling auditor, Cliff Friends, Sept. 28.

HORNELL ACCOUNTING BUREAU
By L. H. Lamb

We extend our sympathy to the family of Robert W. Schwinged, machine room supervisor, who died unexpectedly July 19 at St. James Mercy Hospital. Bob was not only a good supervisor but a grand fellow and will be missed. . . . Wonder if Dan Swift will ever make a ball game. . . .
Mr. Matthews, former district accountant, called at the office recently. . . . Dottie Risford, Lillian Karl and Pearle Koskie called on Mac McClafferty recently and had one heck of a time turning around in the street.

Latest word is that Mac is going to install a turntable. . . . Barbara Moorehead is back from visiting her folks in Florida. . . . When the 10 o’clock recess bell rang, Coots Congelli started home. Could be he wanted to get his check home to the little woman. . . . Howard Pascoe has returned from a visit to California. . . . Eddie O’Mara doing a little jig with Laura at a local night club. . . . Ruth Hunt approached her car one noontime and couldn’t figure out how she could hear the radio running, because it wouldn’t run without the switch being turned on. Come to investigate, she not only found the switch on but the car running—all since 8 o’clock. . . . Received a card from Bill Dennis who is stationed at Fort Leonard Wood, Mo., and Hotel Governor, Jefferson City, Mo. . . . Yours truly was a delegate to the seventh district convention of the American Legion at Waterloo, N. Y., and the state convention at Saratoga Springs, N. Y. . . . Harvey Schneegas says that nothing can be kept secret any more, not even the Buick. Seems like they even read this column down East. . . . Tom Halloran made a “Buick” in one at the local country club. . . . Doris Vergus, Ruth Hunt and Jeanne Matthews spent their vacations at Neodeska Lodge in the Adirondacks. . . . Jim Barnett and Joanne Spencer were married July 26 and are at home in Key West, Fla., where he is stationed. . . . Raising hamsters sure must be profitable. Rosie Hogan hasn’t been at it long and she has just come out with a new Chevvy. . . . Betty Rudig went to Hunt-
Along the Line
you can be free from worry
if you are protected by our liberal Accident and Sick-ness insurance.

See a Travelers representative today
or address the Railroad Department
THE TRAVELERS
HARTFORD, CONN.

New Industry Sought For Erie

New industrial expansion along Erie tracks at Springfield, Ohio, was discussed recently by this group in Springfield. Many favorable sites for factories are located in this area. In the picture are, from the left, Martin Levine, Springfield Development Council; J. L. Tjaden, general agent for the Erie in the city; Carl Berg, Springfield Chamber of Commerce and Development Council; L. J. Slack, Erie industrial commissioner, and Dr. Ray Turner, Springfield Development Council.

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Honored On 50th Anniversary

Mr. and Mrs. Walter E. Styles of Bloomfield, N. J., were honored at an open house at Montclair when they recently celebrated their golden wedding anniversary. Mr. Styles worked for the Erie for 21 years before retiring in 1945. It was the third such anniversary in the Styles family. Mr. Styles' parents celebrated 50 years of married life in 1915 and his brother and sister-in-law also have lived to mark such an anniversary.

The baby and, confidentially, we agree... The rattle of typewriters and accounting machines will once more become familiar sounds in the ears of Lou Rhode who is returning to the revision bureau after serving two years in Korea... Lakewood Methodist Church was the scene of a lovely wedding July 19 when Nancy Nelson became the bride of Richard Stein. Following the ceremony, a reception was held in the church parlors for the families and friends. You've heard of a Monday morning quarterback. Well, we have in our midst a Thursday morning fight manager. Ever since Rip Ripepi got his TV set last year, he hasn't missed a single punch on the Wednesday night fights. His blow-by-blow descriptions are often more entertaining than the fights... Ed Arns has returned to civilization from the wilds of Colorado... Dick Brady can rest easily now. His wife, Eunice, has completely recovered from her emergency appendectomy and is enjoying good health once again. We are still in the midst of the face lifting of the Columbia Building. With several of the offices completed and some partially so, the office has taken on an entirely different appearance. Fluorescent lighting, modern tile flooring and sound proof ceilings are being installed and the painters are busily engaged in applying a beautiful shade of green paint to the walls and woodwork. We can all be proud of the beauty, comfort and convenience of our quarters... The management has spared no expense in their efforts to provide proper lighting in this office, but the brilliant light from the third finger of the left hand of Bertha Tilisky has surpassed anything done so far... After 28 years of faithful service, George Amthor retired Aug. 1. Pleasant and uncomplaining, capable and loyal, he earned the good will of all... Another one of those well planned picnics was held by the Erie Athletic Association and a large gathering enjoyed every minute of the affair. Anne Villak and Frank Kuderna won top honors in the horseshoe pitching contest. Madeline Koleszar certainly hit the wheel of fortune when she was informed by Rosemary Comiskey that she was the

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| Chemistry | R.R. Rail Clerk |
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| Communications | Roadmaster |
| Drafting | Station Foreman |
| Electrical Engineering | Shop Practice |
| Locomotive Engineer | Salesmen-Diesel Loco. Engineer |
| Mechanical Engineering | Structural Engineering |
| Electronics | Television |
| Traffic Management |

Other

Name ____________________________ Age __________

Home Address ____________________________ Occupation ____________________________

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September, 1952
WE'VE STOPPED inflation... and given you railroaders better due for your dollars with the Hamilton No. 16 at $71.50 Fed. Tax included. This handsome, rolled-gold cased Hamilton No. 16 has the famous 21-jewel, 9928 movement with its 6 to position, 2 to temperature and 1 to isochronism. And its Dynamic mainspring, Elinvar-Extra Invar spring and Aurum balance wheel resist the effects of magnetism, temperature changes and moisture—assure greater accuracy, greater dependability in the No. 16. Make your hard-earned dollars worth more. Ask your time inspector for the Hamilton No. 16... the greatest watch value available today at $71.50.

HAMILTON WATCH COMPANY
LANCASTER, PENNSYLVANIA

winner of a 1932 Buick in the annual St. Ignatius Church raffle. Grace and Jean Overin spent a week at Atlantic City and showed they didn't forget us by bringing back a nice box of salt water taffy. A celebration was held on the fourth floor July 29 in honor of C. D. Mee, chief clerk in the passenger bureau, who completed 50 years' service. John Gillick, acting as master of ceremonies, presented Mr. Mee with a monetary remembrance on behalf of his fellow employees and called on the officials present for short speeches. Auditor of Revenues W. J. Manning expressed his best wishes after which Assistant Comptroller G. W. Oakley added his congratulations and presented Mr. Mee with two gold passes. He was followed by Assistant Auditors of Revenues T. P. Hennessy and L. G. Obermeyer who made a few remarks, and Assistant to Vice President J. J. Straut presented Mr. Mee with a diamond-studded Erie Veteran's emblem. The marriage of Mary Harcar, typist in the ediphone bureau, to Donald Kishmarton was solemnized Aug. 2 in St. Benedict's Church. A large number of Erie folk and other friends attended the ceremony, also the reception held in Hungarian Hall. The couple honeymooned in Miami, Fla. A day seldom goes by without the latest hit tunes being brought to our attention by Dorothy Liccardi, the tuneful typist. New and younger faces continue to show up on our roster. A cordial welcome to Angela Rockstroh, Carol Ames and Ed Courtright Jr. Betty Hill has returned from a glorious vacation in California. We had a pleasant surprise recently when Margaret Shaughnessy strolled into the office. Miss Shaughnessy retired about a year ago and is enjoying life at her home in Jersey City.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU
By C. L. O'Neill

The annual office softball game was played July 19. This yearly battle between the night force and the day force was a humdinger. The first game was won by the Sunset Kids, 18 to 0, and the second game by the Midnight Marauders, 20 to 18. Johnnie Feeney and Charlie Massey of the night boys were the heavy clubmen, socking the ball all over the field. Francis Dunne was complaining of a hole in his bat because of his eight straight strikeouts. Refreshments and food were on hand after the game. Our sympathy goes out to Ann Con-
The family of Ed Cummings was notified that he is on the missing list in Korea. Ed was recalled by the Navy because they were in need of jet pilots. We anxiously await further news of Ed and are hoping for the best.

Congratulations to those who have service anniversaries in September; Nelson Stoddard, 44 years; Bill Storm, 30 years; Patsy Brignola, 25 years, and John Scott, 22 years.

MEADVILLE DIVISION
ROAD FOREMAN’S OFFICE MEADVILLE, PA.
Mr. and Mrs. W. B. Hadden motored in Canada during their vacation.
Mr. and Mrs. L. M. Deshner chose the Emporium, Williamsport and St. Marys, Pa. scenic route for an auto trip.
Mr. and Mrs. G. W. Noblit and family motored in Connecticut, stopping at Port Jervis and other points on route.
Mr. and Mrs. L. H. Chapin were on vacation last month.

OPERATING
VICE PRESIDENT’S OFFICE CLEVELAND, OHIO
Vacations were spent by Byron Pierce at Conesus Lake, N. Y., Len Riker, Wildwood, N. J., Chris Hoffman and Tom Dockery, around the house, Andy Brink, Finger Lakes, N. Y.
A brief “bachelor” vacation was spent by Larry Blauvelt during his wife’s sojourn in Canada.
Sympathy is extended to Ray Lures on the death of his mother, and to Herm Violand, whose sister-in-law passed away.
Frank White is back with us again, having received his discharge from the Air Force.
Shirley Stanley is recovering rapidly from injuries sustained in a recent auto accident.
Harry Frank has recovered fully after his recent operation, as his activity indicates.
Gordon McKinney has returned to the office after a brief session with a virus infection.
We welcome Ray Mylius, of Marion, Ohio, as our new assistant electrical engineer.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter
H. G. Strom and family enjoyed a week’s stay at Seaside Heights, N. J.
Les Arold also vacationed in the east, stopping at several New Jersey shore points and Greenwood Lake.
New Jersey is a popular vacation spot this year, Atlantic City being the choice of Annie Craney.
Louise Landers’ vacation itinerary covered such points as Cape May, N. J., Washington, D. C. and Philadelphia.
Betty Schneider took her first trip to New York and was thrilled with the sights of the big city.
Audrey Foxall vacationed at Bridge man on the shores of Lake Michigan, swimming and acquiring a sun tan.
Mary Ann Sabo was much impressed with historic Williamsburg, Va. on her recent visit there.
Jane Maver now is a full time housewife and says she wouldn’t have it any other way.
All that excitement in the office one noon time a few weeks ago was caused by a visit from Margaret Smith and baby daughter.
Margaret Brady, PR clerk, joined the force this past month and was here two days before some of us discovered it wasn’t sister Jean.

WYOMING DIVISION
By J. P. Roche
M. P. Dedle, operator, has gone in for gentleman duck raising. Marty bought six ducks a month ago, but couldn’t keep ’em. Some were killed by passing autos and some were stolen. He fooled the neighbors though, he ate the last one.
Sympathy is extended to P. D. Singer, fireman, on the death of his mother at Stroudsburg, Pa.
Mr. and Mrs. Farley spent their vacation at Atlantic City. He claims the temperature of the water was 81° and the sand was so hot it would burn your feet if they weren’t protected. The water temperature was the warmest in 100 years.
W. K. Moffat, a partner in the Moffat Coal Co., Taylor, Pa., died recently. Mr. Moffat was employed as a locomotive fireman on the division about 30 years ago, but left after a few years.

STORES
HORNELL, N. Y.
By E. Van Craig
About 40 attended the office picnic at Letchworth Park July 14. Dinner was served at 6 by “Chef” Joe Bullock and assistant, E. A. Alexander.
R. J. Ward was a recent visitor at Rochester.
June and Cyril visited in Dunkirk.
E. J. Ruch and wife were at Dunmore, Pa.
We all miss our former co-worker, Kathleen Pankau, who has retired. Best wishes to her.
Sol Fazoi and wife have moved into a new home on Elm Street.
R. W. Smith and wife were in Pittsburgh recently attending the funeral of her uncle.
Jim Rapp and Bob Griswold have returned from vacations.
W. B. Boynton and family motored in New England on vacation.

NEW YORK DIVISION
SUPT.’S OFFICE, JERSEY CITY
By Mary A. D. Meyer
Among those on vacation last month were the Bunnells, in the Catskills, J. G. Meuleners, Cape Cod and Martha’s Vineyard, Fred Murphy, Seaside Heights, Joe Mamary, Miami Beach, Harold Terwillingers, in New York (Please turn to Page 33),
BENEFITS continued

under the "new method." Under that
method we need to know what his
wages averaged after 1950; let's as-
sume that he averaged $250 a month,
again considering months he did not
work.

His primary insurance amount
would be figured as follows:

Take 50 per cent of the first $100
of his average monthly wage and
add 15 per cent of the remainder.
This gives him a primary insurance
amount of $72.50.

His widow would get three-
fourths of that amount, or $54.40;
each of his children would get
five-eights ($250 
1/2 + 1/4), or $45.40.
(Social security benefits not end-
ing with a "zero" are rounded
upward to the next "zero.")
Thus, under this formula the to-
tal family benefit comes to
$145.20.

Since this is higher than the
total under the railroad formula,
this is the amount payable.

If this employe had not left sur-
vivors entitled to monthly benefits in
the month he died, an insurance lump
sum would have been payable. This
amount would go to the widow (or
widower, in the case of a woman
employee), children, parents, or per-
sons who paid the funeral expenses,
in that order of precedence. The in-
surance lump-sum benefit is always
figured under the railroad formula
and is equal to 10 times the employe's
basic amount. In this case, the em-
ployee's basic amount is $51. There-
fore, the insurance lump sum would
amount to $510.

If You Retired Before 1948

If you are insured on two counts
(that is, on the basis of service after
1936 and also because you were an
annuitant or pensioner), your basic
amount is figured both ways and your
survivors get the higher amount.

Employment May Affect Survivor
Benefits

Monthly survivor payments to any
member of your family are suspended
under certain conditions. For ex-
ample, a survivor annuity cannot be paid
for any month in which the survivor
works in the railroad industry. Also,
if the survivor works on a job cov-
ered by the Social Security Act and
earns $50 or more in wages or self-
employment income, the survivor an-
nuity is suspended for each month
of such employment. However, any
benefit which is suspended because
of railroad work or social security
employment can be resumed when the
survivor stops working and notifies
the Board.

Tomorrow's a myth,
Get busy forthwith.
Today is a fact—
Act, now, act!
STATE, MYRON HENDRICKS, in NEW ENGLAND, and JOE ANGELO took local trips and attended ball games.

Mr. Robert Smith attended the races at Monmouth Park, Oceanport, N. J., while on vacation.

Congratulations to Joe Cubby on his promotion to agent at 28th Street, New York, and to Val Derner as new terminal agent, Jersey City. Also to George Danas, promoted to the newly created position of terminal agent at Jersey City.

We extend hearty congratulations and best wishes to him in his new position.

We are sorry to report that our regular correspondent, Ralph Ham mond, chief clerk in the general manager's office, is a patient in St. James Mercy Hospital. We all wish him speed recovery.

General Master Mechanic, Earl Branding, and family, spent their vacation in the Thousand Islands.

Mrs. Helen Schwarz, clerk in the general manager's office, and her husband, spent several days' vacation in Auburn.

Mrs. Marian Gremer and family spent several days in Philadelphia visiting with relatives.

Jack R. Mahoney, clerk, became a grandfather again, July 29, when his daughter Betty, who lives in Sydney, N. Y., presented him with a new grandson.

The Perishable Freight Agents' Association of New York held their first annual outing Aug. 26 at Schmidt's Farm, Scarsdale, N. Y. The athletic events were topped off with a full course shore dinner.

We wish him speedy recovery.

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ing along nicely.

Gerard P. Gorman, an employee for several years before entering military service, called at our office recently. He has received a discharge from the Marine Corps and now lives in Alamedia, Calif.

Gerard Dooley, deckhand on the ferries, reports an increase in the Dooley family—a little miss (Patricia), six pounds, seven ounces.

TELEPHONE continued
town to Cleveland, Meadville and Chicago while another consist from Hammond, Ind., is flowing from Youngstown to Cleveland, Marion and Jersey City.

From the consists and other data received in Cleveland, a passing report is prepared each afternoon in the office of the superintendent of transportation there and is distributed to the railroad's 43 traffic sales agencies all over the United States and in Canada. From these reports, an Erie agent can tell a shipper or potential receiver of freight exactly where his freight car is moving and its estimated time of arrival in a matter of minutes. When a more specific location is necessary to satisfy a customer, the agent contacts headquarters office by teletype network or by telephone and provides his client with the point passed by the car, in many cases, within the previous hour. Should the customer desire a change in the original destination or delivery, communications play an important role in locating the car and effecting prompt diversions. This operation is known as Erie's Quick Action Car Locator Service.

Besides consists, the teletype service handles thousands of messages pertaining to railroad operations, most of which travel over the Erie's own lines.

CROSSOVERS continued
but were able to pocket the $36 they netted in fares.

Southern Pacific officials did not learn of this strange excursion until Milam retired a few years ago after 46 years of service.

Some of the more delightful excursion trips of recent years have been sponsored by the Central of Georgia Railway. These are the famed style shows on wheels held aboard the road's streamliner, Nancy Hanks II.

Every seat on the Nancy was filled on June 8, 1950, when the first show was held. A bevy of models, including the 1950 Maid of Cotton, paraded down the aisles of every coach wearing the latest fashions. The passengers gawked—but not, for once, at the Georgia landscape.


Want To Help Us?

Editors of the Erie Magazine are preparing a story on stockholders for a forthcoming issue and would like to obtain names of Erie employees who own shares of Erie stock. Names of employees on train crews and track gangs are especially desirable. However, the names of any Erie employee who owns Erie stock will be welcome. If you are an Erie employee and own Erie stock, please send your name, address and the type of work you do to the Erie Magazine, 1304 Midland Building, Cleveland 15, Ohio.

What's Your Guess?

1. Nozzle of a wrecking suction hose which is used on Erie tugs in New York harbor.

2. Circular stair of a fuel tank in the Erie's yards at Marion, Ohio.

3. Rope bow mat on an Erie tug. The mat absorbs some of the blow as the tug maneuvers floats and barges.
Let's Get Together

THE Union Generator, the newspaper of Local 601 of the International Electrical, Radio and Machine Workers, CIO, recently printed the following letter from union member George Snodgrass, a tester for ten years at the Westinghouse Switchgear Division in the East Pittsburgh Plant:

"It seems to me that there is more to be gained by cooperating in every possible way to try to increase the company's profit rather than to drag our feet and cuss the company for making a profit by the sweat of our brows. It is our duty in all honesty to give a fair day's work for a day's pay.

"The employee has a stake in the company even if he does not own a single share of stock. He has a job that represents an investment of from $5000 upward. Someone else invested the money to make the job for him, and the amount of money the employee makes will depend on how much money he makes for the investor. It's as simple as that. If he does not produce, it is economically impossible for him to make more money, and no amount of grievances or strikes can change it.

"Reform begins with self. If we do not deal fairly with the company, we cannot long expect them to deal fairly with us.

"If the union goes to management with trifles and no kind of case for the things they hope to gain, management will soon learn to turn a deaf ear to their plea, but if each plea is justified it should not be hard to get a hearing at any time.

"I hope to see the time when employees and management both deal in the Christian manner with each other. Why not give it a try?"
GET THE BEST OF OLD MAN WINTER

While you read this it's probably warm outside. A northeaster howling around the house seems mighty far away. But wait! Do you realize that cold weather is only a few months off?

If you order now you get your choice of the coal you want. That may not be so easy later on. By ordering now you have everything to gain, nothing to lose. Ordering your coal now is a form of insurance for your winter comfort. Phone your rail coal dealer now! That full coal bin will give you a lot of peace of mind!