



**'WOUNDED'
TUG**

OUR 50TH YEAR OF PUBLICATION

SEPTEMBER 1954

The President's Page

EMPLOYES who work for manufacturing industries often live in the same community and have frequent opportunities to see their fellow-workers. On a railroad the situation is much different as employees live in many communities, both on-line and off-line, and often hundreds of miles apart. This makes it more difficult for us to see each other as often as we would wish.

Each year many of us look forward to the annual outing of the Erie Veterans' Association as an opportunity to see many old friends and those with whom we worked in various locations throughout the years. This fine independent organization now has approximately five thousand members who elect their own officers and determine their policies and objectives in a truly democratic fashion.

I am glad that my years of Erie service are sufficient to qualify me to be a member and to spend a very pleasant day with both active and retired Erie friends.

P. W. Johnston



Erie Railroad

Magazine

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



No. 7

September 1954

Our Objective

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

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

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RAIL ENDS

How many streets can you pave for \$447? That's the question the city officials of Little Rock, Ark., asked 23 truck lines having terminals there. The truckers wanted the streets they used repaved. And \$447 is the amount, to the amazement of the city officials, that the truckers paid in city taxes in one year.

What the truckers got was the introduction of an ordinance that would require them to run their vehicles on the state-supported highways and quit using city streets.

The Class I railroads of the United States were operating 224,860 miles of railroad on April 30, 1954, a reduction of 547 miles from April 30, 1953.

It cost the Class I railroads of the United States \$22,940,000 a day to operate their plant and meet their tax obligations in the first four months of 1954.

First rolling mill in the United States for the manufacture of railroad rails was built in 1843 by the Mt. Savage Rolling Mill Co. at Mt. Savage, Md., and placed in operation in 1844.

THE COVER—Although the Marine Department in Jersey City is an extremely important factor in our operation as a railroad, it's always somewhat startling to be reminded that we have such very talented "sailors" working for our company. The employees shown here are an example. When one of our tugs smashed its propeller in New York harbor, the tug was hauled into our Jersey City marine yards, and our sailors went to work on it. The tug was perched high and dry on our dry dock, and these men took on the ticklish job of removing the damaged prop and putting on this new one. If you haven't watched such a job, it's surprising how much skill and patience is required before the "wounded" vessel is seaworthy again.





A Milwaukee Road switcher brings a cut of refrigerator cars into our 51st St. yard in Chicago and soon another fruit express will head eastward.

**... Erie express
carries fresh fruits
from California farms
to New York tables.**

As residents of the New York metropolitan area appreciatively munch juicy cool grapes, cherries and melons from California during the hot summer months, probably the least of their worries is how the fresh fruit got to their tables.

Well, the chances are that the Erie Railroad brought the fruit at least part of the way, for the Erie is one of the principal movers of west coast fresh fruits into New

Clear The Track For A Special

The bills for the cars having been checked by both the conductor and general yardmaster, S. B. Thorsen (seated), general yardmaster, hands the bills to the conductor, R. G. Hoffman, and another fruit express is ready for its trip east.



Above, Roger Beadleston, train air foreman, and LeRoy Biskey, car inspector, check the express refrigerators to insure a safe trip.

York City.

Approximately five days a week the Erie clears the track from Chicago to New York for its fast fruit express which rolls east approaching passenger train speeds, to provide New Yorkers with the enjoyment of superbly tasty, fresh California fruits.

The best of care and quickest service are given the express fruit trains by alerted Eriemen at division terminals which are the only stops the speedy specials make during their extra-fast runs.

Speed and extra care are the major factors as the cars roll into our 51st St. yard in Chicago from Western railroads which have hauled them into the Windy City from the lush valleys of California.

As soon as switch engines of Western roads bring the cars to 51st St., our yardmen begin to assemble the cars into a train. Our operating department is notified in advance how many cars to expect, and as soon as the train is made up, it rolls.

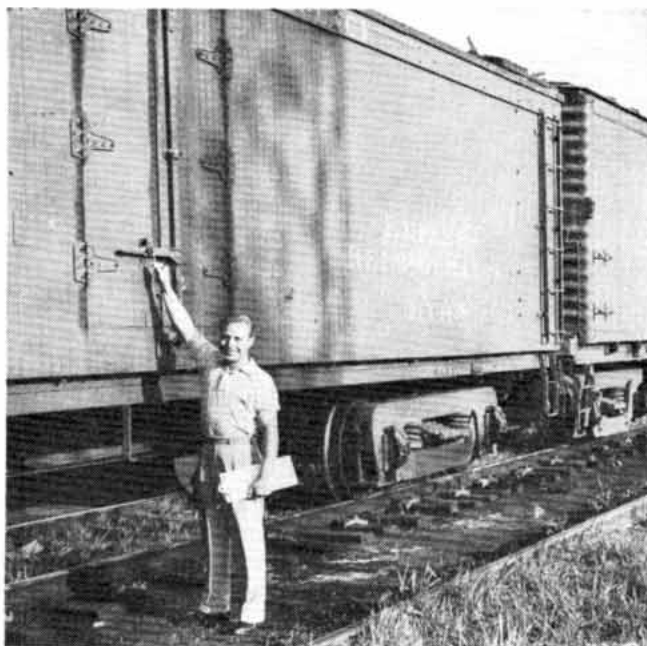
Quite often the fruit cars are

so-called "choice" fruits which command a better price because of their freshness which is the reason for their movement on passenger train schedules.

Hectic Auction

The end of the run for our

trains is our Jersey City terminal. There the cars are shoved over the float bridge onto our floats. Erie tugs quickly push them across the Hudson River to our perishables pier on Manhattan Island at Duane St. The fruit



Wally Carpenter, yard clerk, checks the seals on each of the express cars.



Above, the second 4 p. m. switcher couples the rear end of the train prior to doubling train.

carried in our regular passenger trains. More often, however, there are enough cars for a full train and these trains are given the clear green light right into Jersey City where the fruit is floated across the Hudson River to New York.

The cars usually are iced once enroute, generally at Hornell, N. Y., during the service stop there. Only about eight stops are made during the trip for servicing and change of crews.

The trains carry cherries, cantaloupes, nectarines, peaches, berries and other fruits. These are the

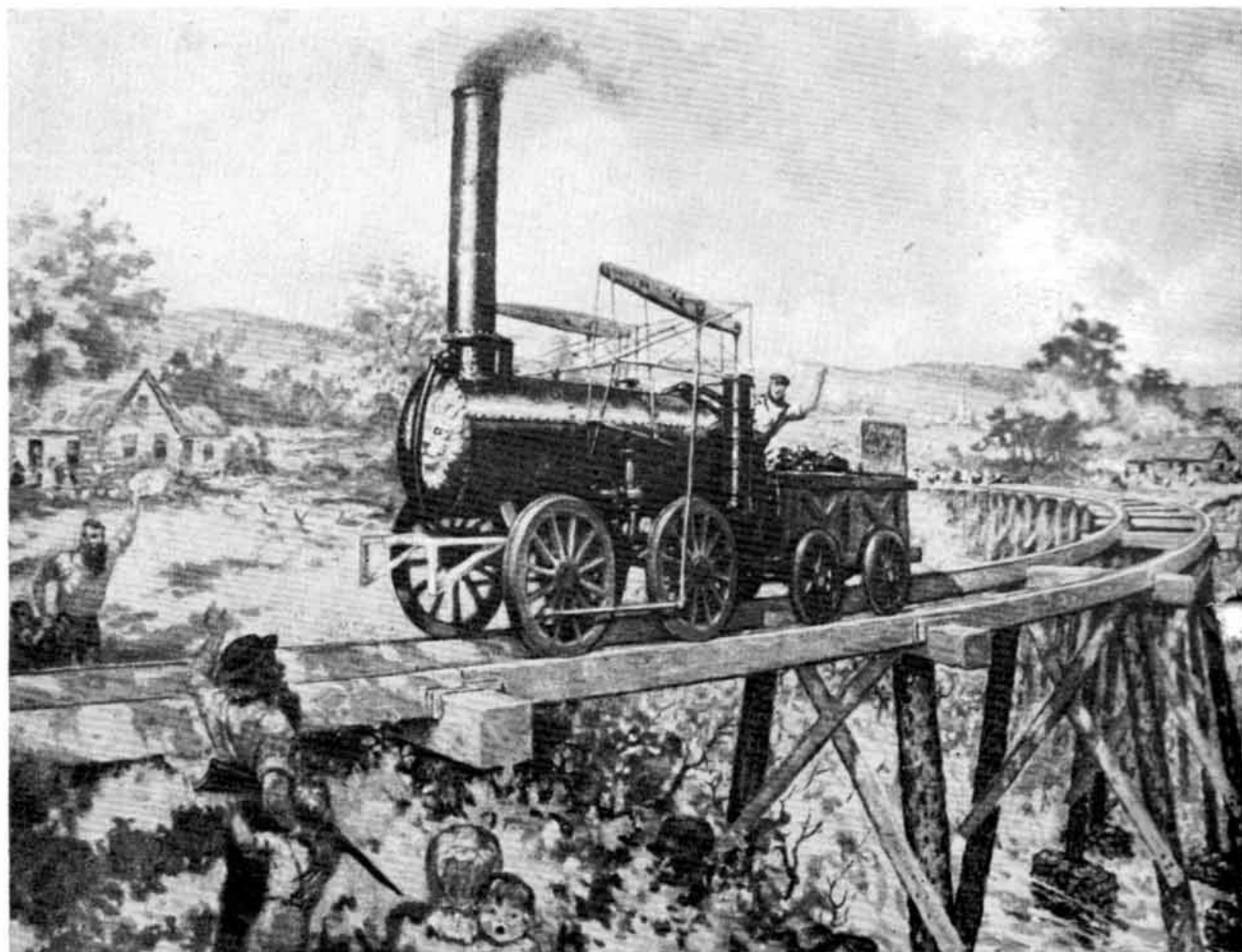
At right, R. G. Hoffman, passenger conductor, Huntington, Ind., gives the highball to the engineer, and the train heads east.



along with others brought in by freight trains is placed on display, and then begins one of the most colorful scenes in American marketing.

Eager fruit merchants from the Greater New York area expertly examine the crates of fruit which seem to cover the mammoth pier as far as the eye can see. Next comes a mad dash for the auction rooms upstairs at the front of the pier on Riverside Drive.

Only a spirited auction can
(Please turn to Page 14)



Historic First Run

*... 'Stourbridge
Lion,' first locomotive
to run in United States,
made hazardous trip
125 years ago.*

One hundred and twenty-five years ago last August, the first full-size steam locomotive in America made its initial run out of Honesdale, Pa., now an Erie town. The exact date of this historic event was Aug. 8, 1829.

It seems doubtful if those who gathered in Honesdale to see the "Iron Horse" run under its own power were aware that they were witnessing the beginning of a development which in a few short decades was to transform the American continent from a wild and largely uninhabited region into the world's richest agricultural and industrial empire.

The locomotive bore the name of "Stourbridge Lion" by reason of the fact that it was built in

Stourbridge, England, and carried the image of a large red lion on its boiler. It was one of four locomotives ordered by Horatio Allen, a young engineer employed by the Delaware & Hudson Canal Company, the other three being the "America," the "Delaware," and the "Hudson." Mr. Allen later became Erie's chief engineer and then its sixth president. The "Lion" was the only one of the four locomotives actually to operate on the Delaware & Hudson railroad. It was shipped from Liverpool on board the ship, John Jay, April 8, reaching New York, May 13. The engine cost \$2,914.90, delivered. It was unloaded and taken to West Point Foundry in New York City, where it was set

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up on blocks so its wheels would turn freely. There, on May 28, in the presence of a number of persons, it was fired up and made to operate, to the amazement of everyone present except Allen.

Late in July the "Lion" was shipped to Honesdale by river and canal, reaching there around the end of the month. On Aug. 5, Chief Engineer John B. Jervis reported to the president of the company, "We have the 'Lion' on the railroad and shall probably put steam on her tomorrow or the next day."

On Aug. 8, Horatio Allen, unaided and alone, drove the "Stourbridge Lion" on its history-making run of about three miles to and from Seeleyville.

Much Conjecture

Allen related that before he started the locomotive, the general opinion of the spectators was that either the road would break down under its immense weight of seven tons, or, if a certain curve of the track was reached in safety, the locomotive would not follow the track.

His decision to ride alone was in order not to expose the life and limbs of more than one person to any danger that might exist.

The start of the experiment was without incident. The boiler did not explode as skeptics had predicted. Neither did the track give way. The real peril was in crossing a wooden trestle spanning a creek. If the locomotive did not jump the track on the curve, the bridge would surely collapse under the great load, plunging both the engine and driver into the stream. But the "Lion" surprised everybody except young Allen and Chief Engineer Jervis. It rounded the bend and crossed the flimsy structure in safety and continued on its journey.

This was a great day. For the locomotive had proved it could run under its own power. Steam transportation had come to America, and was destined to remake the map of the country. Great inland cities were to spring up and prosper. The era of railroads had begun.

Successful as the trial trip of the "Lion" had been in most respects, the engine was to come to an inglorious end. The engine was originally intended to haul trains of coal nearly 17 miles from the Delaware & Hudson's anthracite mines in Carbondale, to Honesdale, Pa., the western terminus of

the canal. But it was found to be too heavy for the iron-crowned hemlock rails, so it was discarded.

However, the "Stourbridge Lion" did more than make a run of a few miles in Pennsylvania. It aroused widespread interest among inventors and railroad advocates on this side of the Atlantic.

Since those pioneer days of little



Horatio Allen

more than a century ago, the locomotive has thundered down the years. In few fields has there been greater progress and achievement.

Progress Through Research

Incalculable hours of research and experimentation have gone into the modern locomotive as well as the track upon which it operates. The order of the day through the years has been to build faster, safer, more efficient, more powerful locomotives. Efforts in that direction have never ceased.

Spectacular progress in American locomotive development has taken place in the past 30 years. This period has witnessed the introduction and development of diesel-electric motive power. The first diesel-electric locomotive operating in this country was placed in switching service on an Eastern railroad in 1925. The first diesel-electric locomotive was introduced in passenger service in 1934, and the first diesel-electric locomotive was introduced in freight service in 1941. Since that time the diesel-electric fleet has grown rapidly until today diesel-electric locomotives are performing 80 per cent of all freight service, 85 per cent of all passenger service and 89 per cent of all yard

switching service in this country.

The diesel-electric locomotives are more economical to operate because of great savings in fuel consumption, and they are capable of operating much longer distances between servicings and shop repairs. This has had the effect of speeding up railroad operations throughout the country.

Improved Service

These improvements are translated into improved service for the traveling and shipping public. Those who travel by train are provided with faster, safer and more comfortable transportation service. Hours have been clipped from passenger schedules, and the American railroads have the best safety record in history. Those who ship by rail have faster and more dependable service. Because of technological developments in motive power and car design and in numerous other ways, the average freight train today performs about three times as much service per hour as the average freight train performed a quarter-century ago.

No one familiar with the history of railway development would venture to express the opinion today that further locomotive developments are not likely. Horatio Allen, who drove the "Stourbridge Lion," once said prophetically:

"There is no reason to expect any great change in the breed of horses, but no man knows what the breed of locomotives may make it possible to do."

Erie Carries Imported Organ

A Pel organ, imported from Holland where the organs are manufactured, recently was carried from the Port of New York to Chicago by our railroad.

The organ was shipped in 33 cases and was ordered by the Michigan Organ Co., Grand Rapids, Mich., for the Old Mission Methodist Church, Kansas City, Mo.

The organ arrived on the S.S. *American Judge* in New York on July 28, was received by the Erie the afternoon of July 30, loaded by us that night and moved west on Train No. 91 the next morning, arriving in Chicago on Aug. 2.

"What's your idea of prosperity?"

"A combination of 1912 taxes, 1928 dividends, 1932 prices and 1954 wages."



Samuel Johnson Snyder
Dean of Conductors

S. J. Snyder, Beloved Conductor, Dies

Samuel Johnson Snyder, 94, retired Greenwood Lake Division conductor, died Aug. 15 in Morningside Hospital, Montclair, N. J. His home was in North Caldwell, N. J. His only survivor is a daughter, Muriel.

When Mr. Snyder retired Nov. 30, 1945, after 69 years and 11 months of Erie service, he was believed to be the oldest active railroad employee in the country. During the great blizzard of March 1888, Snyder's train was the only one on the Greenwood Lake branch to reach Jersey City.

Scout Leader

Active in Boy Scout work in his area for some time, E. T. Bolmer, freight agent at Hubbard, Ohio, has been appointed vice chairman of the Hubbard-Tomahawk District of the Boy Scouts of America.

NEW PRESIDENT

G. A. Hempstead, our ticket agent at Hancock, N. Y., has been elected president of the Rotary Club in Hancock for the 1954-55 term.

Aristocrat

If you should visit South Africa, you would hear a great deal about the Blue Train, which runs between Pretoria and Cape Town, 999 miles. It is by far the most famous train in South Africa. It bears the proud distinction of being the most luxurious passenger train, the fastest passenger train, and the only air-conditioned passenger train in that part of the world.

ERIE MAGAZINE WINS TOP HONOR

Editors of the Erie Magazine have been strutting around with obvious pride since it was announced recently that the story about our 1953 annual report to employees was judged the best such report in the country along with two other prominent companies.

The 1953 annual report story was in the April 1954 issue of the magazine. The other two companies tied for the top honor were the Esso Standard Oil Co. and Revere Copper and Brass, Inc. The survey was sponsored by "Score," a monthly industrial relations report issued by Newcomb and Sammons, management consultants. The three winners received ratings of 85%.

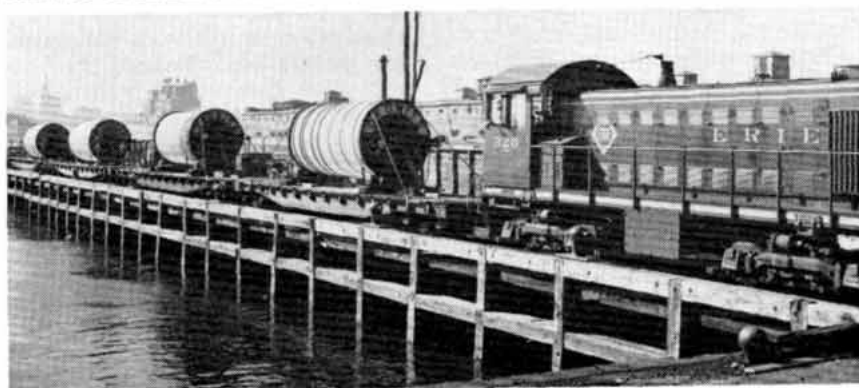
The annual report issues were judged on journalistic quality, employee acceptance, quality as financial statements and public relations value. Emphasis was placed on how well statistics were reported to employees who understandably were not familiar with business terms and language.

The judges were Kenneth E. Olson, dean of Medill School of Journalism, Northwestern University, chairman; S. R. Bernstein, editor, Advertising Age magazine; Robert L. Bliss, managing editor, Public Relations Journal; Carl C. Harrington, editor, Mill and Factory magazine, and John A. McWethy, assistant managing editor, Wall Street Journal.

Bartender: Would you like to drink Canada Dry, sir?

Joe: I'd love to, but I'm only here for a week.





ANOTHER BIG ONE FOR THE ERIE



If it's needed, here's more proof that the Erie can handle 'em bigger. These four 24,000-volt cables were hauled by us from the Okonite Co., Paterson, N. J. Each cable is more than four and a half miles long and total weight was over 500,000 pounds. The cables went to Cape Cod to furnish more electricity for Martha's Vineyard.

Erie Railroad Magazine



	June		Six months	
	1954	1953	1954	1953
 Received from Customers	\$13,060,793	\$15,913,486	\$76,683,076	\$91,439,231
 Paid out in Wages PER DOLLAR RECEIVED (cents)	\$ 6,861,347 52.5	\$ 7,449,902 46.8	\$38,589,385 50.3	\$42,039,035 46.0
 All other Payments PER DOLLAR RECEIVED (cents)	\$ 6,024,849 46.1	\$ 7,558,995 47.5	\$35,771,024 46.7	\$43,932,529 48.0
 Left over before Dividends PER DOLLAR RECEIVED (cents)	\$ 174,597 1.4	\$ 904,589 5.7	\$ 2,322,667 3.0	\$ 5,467,667 6.0

(Based on figures reported to the Interstate Commerce Commission)

RAILROADS START Y MEMBER DRIVE

Workers for the Railroad YMCA in the United States and Canada are in the midst of preparations for their 1954 continental membership campaign to get all railroad employees to join the Y or to encourage their fellow employees to join.

The Railroad Y this year is 82 years old. It has become known as the railroader's home away from home, a place where he can eat, relax and sleep when he finds himself away from his home terminal while on duty.

Railroad Ys serve as recreation centers, schools, social centers for employees, their families and friends and as churches.

The Railroad Y presently has approximately 137,000 members and provides services at 192 points on 48 major railroads. The month of October has been selected as the membership drive month.

In 1953 the Railroad Y had an attendance of 5,828,000 for its activities. Beds were provided for 2,650,000 and 7,572,444 meals were served.

Good Will Employees Receive Honor



Three employees in this picture are being congratulated for their work in the Passaic, N. J., County Good Will Association, an organization which helps needy persons and families. Approximately 450 Erie employees in the New York area are members of the association. The group received a vote of appreciation recently for its public welfare and charitable ventures at a ceremony at the Passaic County Court House, Paterson, N. J. In the picture, from the left, are I. J. Zabolinsky, undersheriff, Passaic County; Adolph Voss, ticket agent, Paterson; John De Waal Malefyt, Passenger Department, New York City; Norman E. Tattersall, sheriff, Passaic County, and Joseph Riehl of the Erie Police Department



PORT JERVIS—(above)—From the left (on ground), J. S. Parsons, Henry Fahrenback, L. R. Hawker, J. E. Noble, L. H. Jentoft; on steps, H. J. Worzel, R. V. Cavill and Patsy Santucci.

No Accidents —25 Years



MARION (right)—From the left (on ground), M. G. McInnes, vice president for operations; C. R. Carman, M. G. Heichel and J. S. Parsons; on business car, from the top, J. O. Agler, R. H. Harlow and E. A. Burger.



SUSQUEHANNA—(right) — From the left, M. G. McInnes, vice president for operations; P. J. Malloy, Arthur Tross, F. C. Elgena, Ralph Schultz, R. B. Hawes, G. A. Hempstead, I. J. Palmer and Harold E. Shaughnessy, safety agent.

Supervisors of employes from 45 points along the railroad were honored recently at a series of six dinners for 25 years of service on the Erie without a personal injury.

The men with quarter-century perfect safety records were represented at dinners and luncheons on the business car of M. G. McInnes, vice president for operations, by their supervisors.

The business car was parked at six different locations on the railroad for the dinners, and each supervisor was presented with a special framed certificate for his men who had compiled the outstanding safety records extending over a quarter of a century of railroading.

The safety certificates were presented by Mr. McInnes, John S. Parsons, assistant chief engineer, maintenance of way, and Harold Zhaughnessy, safety agent.



SALAMANCA (Above)—From the left, front row, J. S. Parsons, J. T. Caruso, P. W. Bernard, V. C. Clark, H. J. Weecheider, Basil Denardo and J. F. Duffy; back row, M. F. Baker, J. M. Letro, Leroy Cobb and Albert Dole.



YOUNGSTOWN (left)—From the left, M. G. McInnes, vice president for operations; S. E. James, M. W. Dunlop, J. O. Sheets, Angelo Kerzos, Vincenzo Altomare, L. J. Barbutis, C. W. Savelle and R. F. Gates.

HORNELL (right)—From the left, H. E. Kelly, G. Tucci, R. C. McNett, M. E. Kittle, Oliver Bulmer, A. R. Thomas, Thomas Reinhart, J. S. Parsons and Lucian Volino (white shirt).





Taking it easy on a porch, retired veterans indulge in a little reminiscing. From the left, standing, Ribs McMahan, I. A. Hoy; seated, L. L. Vincent, George Glover and K. T. Miller.

Fun, Prizes Highlight Vets' Picnic

Members of the Erie Veterans Association are too resourceful to let a little rain spoil their annual picnic.

When the rains came to stay all afternoon at Conneaut Lake Park, Pa., Aug. 14, and a full program of outdoor activities had to be cancelled, the vets merely went indoors for their fun and indulged in the best of all recreations, the bull session.

W. W. Turner, agent at Meadville, Pa., was nominated second vice president. Other officers advanced or retained posts as follows: Ed McCue, retired, Sharon, Pa., president; E. H. Stocker, locomotive foreman, Jersey City, 1st vice president; Ray Lewis, retired, Youngstown, treasurer; Rex Reebel, agent, Warren, Ohio, recording secretary; B. J. Markwell, retired, Lakewood, Ohio, financial secretary, and Frank Belling, conductor, Jersey City, director of social activities.

Below, Frank Belling (dark coat), tosses a coin to determine whether the Eastern or Western District team "wins" the softball game which was halted by rain at the end of the third inning with the score tied 2-2. The Western District "won" the toss and the trophy shown here. From the left, I. A. Hoy, freight engineer, Meadville, Pa.; Stanley F. McGranahan, general manager, Western District; Frank P. Belling, conductor, Jersey City; Adolph E. Kriesien, assistant vice president and general manager, Eastern District, and Michael J. Ricciardi, carman, Port Jervis, N. Y.



Below, two real old-timers receive awards from President Paul W. Johnston. Left, Martin Hildebrand, 87 years old, receives a prize as the oldest veteran at the picnic. B. J. Markwell, financial secretary of the vets, received a prize for the most years of service with the Erie, 55 years and five months.

Below, winners of picnic prizes show off their loot. From the left, R. T. McGuane, Buffalo, electric mixer; L. S. Dolby, Huntington, Ind., electric iron; John Ricciardi, Jersey City, bath scale; Louis Sippi, Gowanda, N. Y., carving knives; John Occhipinti, Dunmore, Pa., hair dryer, and George W. Dinius, Huntington, carving knives.





Keith and Annette Griffin, children of Francis Griffin, telephone maintainer, Susquehanna, Pa., enjoy a ride on the miniature locomotive at Conneaut Lake Park.

At right, Herman Kimble, Jersey City, is an easy out at first during the short ball game. Curtailed by rain after the third inning with a tie score, the game was decided by a coin toss, Western District winning.

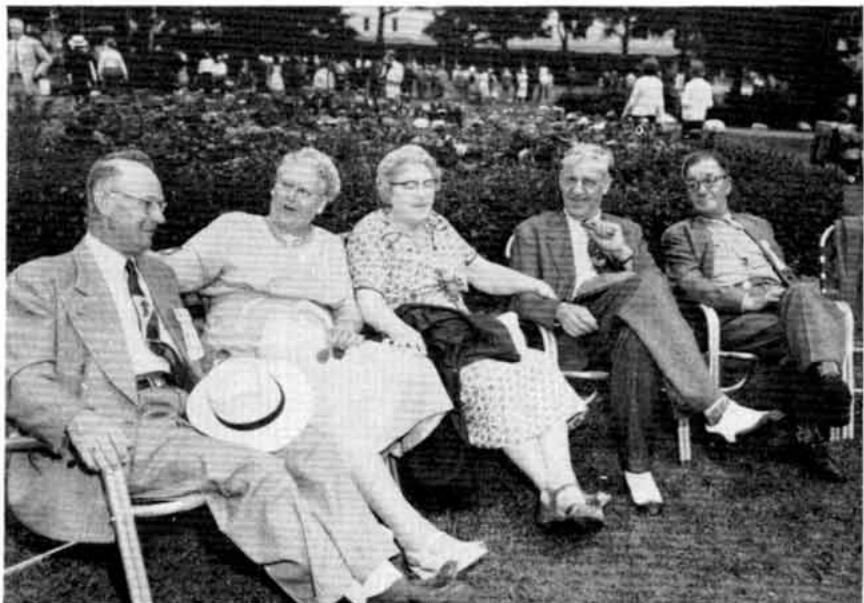


At right, Joseph G. Pellegrino, carpenter, Paterson, N. J., receives his prize as the youngest veteran at the picnic from President Paul W. Johnston. Mr. Pellegrino was 36 years old on May 2.



Having spent most of the time at the picnic on her feet, Carol Santino stops to massage her tootsies and gets some sympathy from a passer-by, Fred Banks.

A group of Buffalo Chapter members take it easy on the lawn overlooking the lake. From the left, George Feltz, engineer; Mrs. Feltz; Mrs. Louis Luecht; Mr. Luecht, engineer, and Fred Morris, conductor.



CEREAL OFFERS ERIE EMBLEM



Kids all over the country who like railroads—and what kid doesn't—seem more enthusiastic these days about "Sugar Crisp," candy-coated cereal made by Post Cereal Div. of General Foods Corp. The big reason for the enthusiasm for the cereal beside the good flavor is the railroad emblem contained in each package. The Erie's emblem is included. Here, Bobbie Merritt, 3½, son of Mel Merritt, interline clerk in the Auditor of Revenues office, Cleveland, shows delight when he comes up with one of the metal Erie emblems in his package of cereal.

WORD QUIZ

Words answering the definitions or clues below can be spelled from letters in the word COURTESY. Each dash following a definition indicates a letter of the word sought—four dashes calling for a four-letter word; five dashes a five-letter word, and so on. See how many of them you can find.

1. Opposite to a fill in railway construction. _ _ _ _
2. A Loyalist during the American Revolution. _ _ _ _
3. What every tired railroader wants to do. _ _ _ _
4. A price for goods or services. _ _ _ _
5. An extended sightseeing trip. _ _ _ _
6. A low bow with bended knees. _ _ _ _
7. Affectedly shy or reserved. _ _ _ _
8. Where judge and jury meet. _ _ _ _

9. A city in New York State. _ _ _ _

10. A light, portable bed. _ _ _ _
11. Name of a boy or man. _ _ _ _
12. A bad place to be in. _ _ _ _
13. Physically painful. _ _ _ _
14. Having an acid taste. _ _ _ _
15. Possessive pronoun. _ _ _ _
16. A kind of bean. _ _ _ _
17. Long ago. _ _ _ _
18. Blunt. _ _ _ _
19. Decay. _ _ _ _
20. Apex. _ _ _ _

WORD QUIZ

YORE; 18, CURT; 19, ROT; 20, TOP.
SOUR; 15, YOUR; 16, SOY; 17,
11, ROY; 12, RUT; 13, SORE; 14,
COY; 8, COURT; 9, TROY; 10, COT;
COST; 5, TOUR; 6, CURTIS; 7,
1, CUT; 2, TORY; 3, REST; 4,

Save a life and you'll never regret it. Take a life and you'll never forget it.

SPECIAL continued

create the hub-bub that results at one of these sessions. Milling, shouting, arm-waving buyers competing with each other produce a picture that seems to be utter chaos dominated by the coarse, loud voice of the auctioneer.

Instead of bewildering confusion, however, the auction actually is a very orderly operation. Before the uninitiated spectator can recover from his astonishment, the fruit is sold, and the buyers' trucks come rumbling into the pier to cart away the crates.

The season for the fruit specials is about from June through August each summer. The first such express this year was run on May 30 while the last in 1953 departed from Chicago Aug. 22.

Occasionally cars are dropped off or diverted en route at the request of shippers, but the greater number of cars by far are carried from Chicago to New York by the Erie. Occasionally a shipper learns of a better market, and the Erie always is glad to help him take advantage of the situation by diverting cars even while a train is en route.

This type of service gives Eriemen and their railroad a fine reputation for railroading. Thanks to the fine job they are doing, many people in the East are able to eat fresh, delicious fruits grown in far-off California.

Former Erieman Wins Papal Honor

Alexander J. Brady, Cleveland, retired assistant comptroller, has been made a Knight of St. Gregory, it has been learned from a list of papal honors bestowed on Cleveland Catholics recently.

Mr. Brady is diocesan treasurer of the St. Vincent de Paul Society; a past diocesan president of the Holy Name Society and is a delegate to the board; has served for many years on the advisory board of Rosemary Home; has been an advisor to the Sisters of Notre Dame and is a councilman of St. Agnes Parish and an active member of the Legion of Mary.

Traffic cop (stopping motorist): Mister, your wife fell out of the car three blocks back.

Motorist: Thank heavens, I thought I'd gone stone deaf.

RAILROAD SAFETY

Dear Daddy,

I'm writing to you because I know you wouldn't listen to me if I tried to talk it over with you, but this way you will probably read what I did not have the nerve to say to your face.

I'm worried, Dad. Not about me, but about you. I am a big boy now and I owe so much to you in teaching me a lot of things I couldn't learn at school. But what I can't understand is how you could teach me so much and not learn some of the same things yourself.

You remember the little green book of safety rules the railroad gave you to study but which you threw into the bottom drawer of the desk and told Mom you knew everything in the book; besides you had been working so long that it came natural to do things the way the book said and that the book was for new men not for men like you?

Well, I found the book the other day, when I was looking for an old picture album and read it through. Dad, I was down at the railroad yards Saturday, and watched you switching cars and I believe it would be a good thing if you would read that little book, even if you do know everything in it.

You sent me to the grocery store one day then scolded me for running, said I might trip and fall, but I saw you running in the railroad yards.

You told me to look both ways before crossing streets and the little book says to look both ways before crossing tracks, but you didn't always do that Saturday.

I love you, Dad, and don't want you ever to get hurt or crippled. If I mind what you tell me would it be so terribly hard for you to mind what the little safety rule book tells you?

I'm sorry I found the book and sorry I went to where I could see you working in the railroad yards because now Mom and me have got something to worry about.

Mom said it would be best for me to write you this letter - better than for her to talk to you - but Dad, don't you see, there's really no difference in whether you break the rules in the book or whether I fail to listen to the things you teach me - it amounts to the same thing - we will both be losers and neither one of us wants to lose.

So how about it Dad? Can Mom and me quit worrying? And, oh yes, I'm still going to do my best to obey everything you tell me, because I know you love me and want to teach me right.

Let's make a bargain. I'll do what you say and you do what the little green book says. How about it?

Your affectionate son,
Robert

ERIE VETERANS

Salamanca General Foreman Retires



This picture was taken at a testimonial dinner for K. T. Miller (center), general foreman, Salamanca, N. Y., who retired Aug. 1. The toastmaster was W. T. Bartle, retired roundhouse foreman, and the retirement certificate was presented by G. E. Lund, assistant to the superintendent of motive power. C. D. Cull, road foreman of engines, presented a billfold and cash to Mr. Miller on behalf of fellow employees. In the picture are, from the left, F. D. Kennedy, Mr. Lund, Mr. Miller, Mr. Bartle and E. D. Hall.

Fellow Veterans:

Let's take a long lens view of the progress made by the Erie veterans on the system and analyze the work accomplished by each chapter. Have we focused the lens so as to bring the employee who is not a veteran close enough to show him or her the value of being a member? Some people have to be sold. Have we sold them the fact that they can receive 100 times the value of their money?

In order to produce a crop, the ground must be well tilled and fertile and seed planted. Recently someone asked me, "Will they send me flowers when I'm dead?" I convinced him that the flowers would do him a great deal more good while he is living.

How does a veteran get value received for his money invested? Well, he must avail himself of the privileges offered. Any employee who has 20 years of service should not wait for an invitation to join, but should secure an application blank and fill it out. I notice that some of the lady employees are living up to tradition. They like to be coaxed. Well, fellows, what are you waiting for? You are losing time!

Fraternally yours
John F. Muchler
President

Buffalo-Rochester

By Ruth Nise Munger

Vacation notes: The Schruffers off to Denver, the Hank Balcoms to San Diego, Allie Pokrandt fishing in Canada, Doc Hayward, Salisbury, Mass.,

Agent Cook, hometown, Nyack, N. Y., Agent G. A. Snyder, R. J. Baxter and W. Jamison getting acquainted around Buffalo, Joe Richard, Hamburg, N. Y., H. I. Moyer and J. Moran, here and there, and last but not least, Dan Loughnane, retired car inspector, who made a six-weeks tour to Europe, sailing on the S.S. Constitution. He stopped in Rome, Florence and Genoa, Italy, went through Switzerland to France, stopping in Paris, then down to Cherbourg, boarding the Queen Mary for home.

Our sincere sympathy is extended to Richard Bell whose wife passed away suddenly July 4; to Ed Pfeifer, B. & S. W. brakeman, whose father died July 12, and to Jimmy Volkinner whose father died suddenly July 19.

We welcome a new member, John L. Kroll, crossing watchman, who was awarded a Carnegie medal in 1939 for saving the life of a seven-year-old boy by snatching him from the path of a speeding train.

Jersey City

By A. I. Raywood

Our meeting this month will be on the second Wednesday instead of Thursday. We have moved to our new meeting place, 36 Park Avenue, Paterson, two short blocks from the Market Street station. The move was made to accommodate the older members who had to take a cab from the station to the old quarters.

Our outing at Werner's Grove July 25 was a big success. General Chairman George Sisco was boss of the affair and handled the ticket returns.

Johnny Callahan was in charge of prizes and we wonder where they all came from. Frank Belling, social director, was master of games as well as umpire for the ball game. Past President A. B. Cohen was on hand to give assistance, but his active grandson kept him busy most of the time. Altogether, it was a perfect day for more than a hundred members and their families.

Our delegation to the picnic at Conneaut Lake Aug. 14 was the biggest we've had since we've been going to the lake. We had to double up in the uppers. There will be more about the outing in our next column.

Salamanca

By Hilde

About 350 persons attended our annual basket picnic July 25 at the Bee Hunter Train picnic grounds in Allegheny State Park. They came from Salamanca and other communities on the Meadville, Allegheny, Bradford and B. & S. W. divisions. Mr. and Mrs. B. M. Thorn, chairmen of the Huntington Chapter and Auxiliary, also attended. J. J. Malone was general chairman.

The chapter furnished clams, coffee, ice cream, pop and snacks. The softball team captained by Supt. E. J. Robisch defeated the team headed by L. Rossman, division engineer, 20 to 11. Prize winners in the races and contests were Mr. and Mrs. J. V. Lindner, Jamestown, partners' race; Antoinette Minnici, Salamanca, penny hunt; Ruby Bliver and Antoinette Minnici, three-legged race; Gary Crouse, Jamestown, balloon blowing; Mrs. Lindner, egg race; Mrs. Joseph Policastro, Salamanca, rolling pin throwing; Lester Howard and James Bierfeldt, Salamanca, boys' three-legged race. Music was by Louis Howard's orchestra and the singing team, the Dunnigans.

Youngstown

By R. P. Reebel

At the stag picnic, which will be over when this appears, we will get a chance to use the new shelter which has been put up by some of our members under the leadership of Chairman Beilby. We hope it is good, for in the words of Winston Churchill, a lot of blood and sweat has been spent on it, if not tears. We will tell you in the next issue also how the stag picnic went off.

Jane Perrin is recuperating after a serious operation. She has our best wishes for speedy recovery.

The first fall meeting will be Sept. 1 at 8:30 p.m., daylight time, K. of C. Bldg., South Hazel St., Youngstown.

The Pullman Company, operating a fleet of 6,336 cars, on Jan. 1, 1953, is owned by 59 railroad companies in the United States. In addition to operating sleeping and parlor cars, the company furnishes porters and supervised operations of parlor cars on two Class I railroads.



Dr. Peale

"I really believe the reason many people are not well is that they are being poisoned by a continuous succession of small thoughts," said a well known physician.

I had never heard it put quite that way before and was impressed by the remark. The doctor went on to say that he was putting less and less medicine in the mouths of his patients and giving them more and more "medicine" by way of the eyes and the ears in the form of positive and creative thinking. "Much human illness," he continued, "begins in the mind and is the result of the way we think."

He illustrated his point with a story about a man who had bought some new shirts with French cuffs, the kind you fasten with cufflinks. And someone gave the man a beautiful set of cufflinks. But the links always seemed to disappear just when he wanted to wear his shirts with the French cuffs. This exasperated the man and he would shout at his wife and blame her because she didn't keep things in their proper place. This in turn upset her and she retorted with accusations of her own. This foolish quarrel led to one thing and another, and finally they were in the divorce courts. Moreover, the man had become a problem for his physician. But, when they got to the bottom of the whole thing, it was all the French cuffs. He had destroyed his marriage and him-

CONFIDENT LIVING

By Dr. Norman Vincent Peale

self by unimportant puny thoughts which he had allowed to become magnified into tremendous conflicts.

"It is this kind of thing," my doctor friend told me, "that takes happiness and well-being from life. A cure is to fill our minds daily with big and creative thoughts."

And what do we mean by big thoughts? It's just as simple, for example, as to go out and look up at the sky. That vastness of blue by day, and star-studded, moon-bathed canopy by night is a constant reminder of the things that are eternal, the things that remain, while men and their petty problems come and go.

How well Emerson expressed it when he wrote, "The sky is the daily bread of the soul."

So if someone says something that annoys and irritates you, look up at the sky and bring its bigness down into your mind. Practice thinking on a big scale, about the world and its problems instead of your own small concerns. Think big thoughts of charity, good will and forgiveness. Cram the mind with hopefulness and faith.

Life can be either a great experience for us or a small one, depending on the quality and character of the thoughts we think. When you change your thoughts from petty, minor ones to enlarged ideas, you will make of yourself a bigger and better person. It is immense and almost unbelievable, the power of the uplifted thought. As the famous psychologist, William James, said, "The greatest discovery of my generation is that human beings can alter their lives by altering their attitudes of mind."

Creative thinking can give you a perpetual source of mental, spiritual and physical rejuvenation. It can give you a sense of tingling good health. It can make

possible a fresh and delightful and eager appreciation of life and its constructive opportunities, which is characteristic of those who have changed their lives by changing their thoughts.

Where can you find these new thoughts? You can find them in association with alive, alert and stimulating people. But, best of all, you can find these great thoughts in one book which is a treasure chest of the most creative thoughts of all time. That book is, of course, the Bible, and in its pages there is a wealth of ideas that have changed not only men's lives, but indeed the whole course of human history. Get the habit of reading and studying it, and so begin to change your thoughts and change your life.

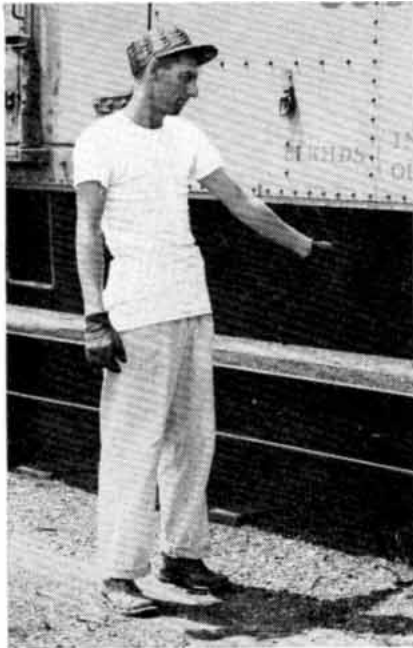
* * *

A cousin of President Eisenhower, Mrs. Lydia Ann Eichelberger of Tabor, Iowa, recently told reporters that a chain of family prayers saved the future President from a leg amputation when he was a boy.

A victim of blood poisoning, young Ike was informed that his leg would have to be amputated. He refused to permit it. His family supported this refusal and began to pray continuously. Certain members of the family were assigned prayer periods, forming what they called a "chain of prayer." After several days both the swelling and fever subsided and the leg was saved.

In a similar situation, Mickey Mantle, one of the greatest baseball players of our time, avoided an amputation while a victim of osteomyelitis, by combining faith and science. He is quoted as saying that "prayer and penicillin" saved his leg.

And, not long ago, I was told of a Vice Admiral in the United States Navy who, after a long illness, was told by his doctor that he must have an amputation of a leg. (Please turn to Page 20)



Joe Hill, yard brakeman at Hammond, performs an important operation in preparing a freight train for departure — bleeding the air on a cut of cars.

Cruising Camera Man

For the Cruising Cameraman pictures in this issue our roaming photographer stopped at Hammond, Ind., to catch Eriemen and women at work there in the freight yard, yard office and passenger station.

Our employees at Hammond work close to our trains. If they are in the office, they are close enough to our main line to see the color of the engineer's eyes as he pilots "The Lake Cities Limited" or "The Flying Saucer." And, of course, the yard crews are directly in contact with the trains as they switch cars back and forth in the yard near the office and adjacent to the main line.

Shown here are some of the workaday scenes of our Hammond "relations."



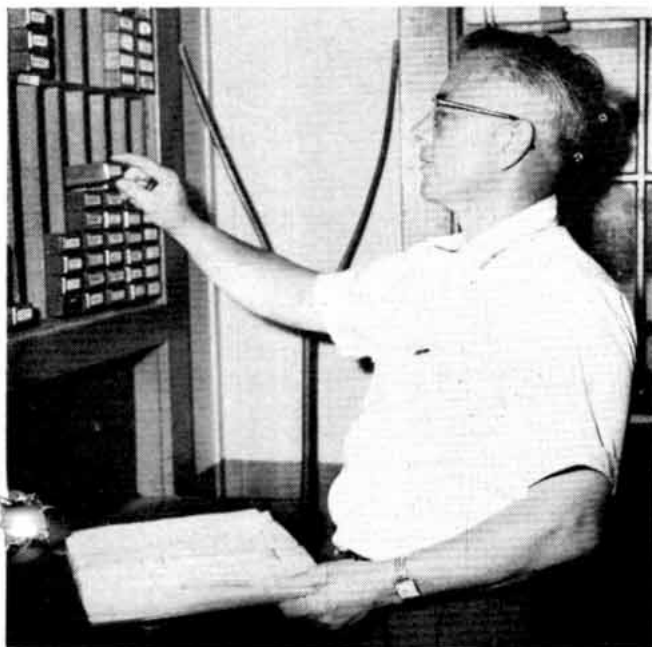
Royal Jones, report clerk, looks over a G-1 car report.



Emma Murphy, typist, looks over a teletype report which has come into the yard office at Hammond.



At left, Paul Fogarty, yard brakeman, gets a drink during lull in yard switching.



Above, Leon Worland, chief inside yard clerk, checks the trainman's assignment board at Hammond.



George Brakley, Hammond yard brakeman, signals the engineer as engine is coupled to a car.



Above, John Foley, ticket agent at our passenger station in Hammond, checks train schedules with a prospective passenger. Mr. Foley now is located in the new station at Hammond.



Below, Harold Badger, brakeman, throws a switch as he reports for work with his crew at the freight yard at Hammond near Chicago.



At right, Marie Soley, car record clerk, handles some of her work via that old standby, the telephone.

OBITUARIES

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Brady, Grover	Machinist	Marion, Ohio	7- 7-54
*Cooper, William Henry	Tinsmith	Susquehanna, Pa.	5-28-54
*Crahay, Ferdinand Max	Confidential Clerk	Cleveland, Ohio	7- 3-54
*Creagan, Thomas Edward	Machinist	Hornell, N. Y.	6-29-54
*Dailey, Benjamin Franklin	Locomotive Engineer	Susquehanna Division	5-25-54
*Davison, Pearl Acie	Conductor	Mahoning Division	6-17-54
*Desmond, William Edward	Receiving & Del. Clerk	Susquehanna Division	6-13-54
*DiLeo, Paul	Crossing Watchman	New York Division	7-1-54
*Everett, Emery Leroy	Locomotive Engineer	Mahoning Division	6-20-54
*Florentino, Frank	Crossing Watchman	Buffalo Division	5-12-54
*Frank, Jacob	Car Repairer	Chicago, Ill.	6-20-54
*Glover, George Warner	Deckhand (Marine)	Jersey City, N. J.	6-24-54
*Glynn, Mortimer Bartholomew	General Foreman	Port Jervis, N. Y.	6-24-54
*Goble, Clarence Jay	Road Conductor	New York Division	7-23-54
*Haberland, Herman William	Carpenter	Wyoming Division	6-26-54
*Hall, Norman Andrew	Machinist	Hornell Diesel Shop	7- 3-54
*Harvey, Arbell Moses	Car Inspector	Kent, Ohio	6-25-54
*Havens, Marion Lee	Conductor	Allegany Division	6-24-54
*Houck, Albert George	Yard Brakeman	Allegany Division	6- 9-54
*Hurd, William Francis	Yard Brakeman	Youngstown, Ohio	7-13-54
*Kelly, Joseph James	Yardmaster	Croton Yards, N. J.	7-24-54
*Klahn, Frank Louis	Yard Brakeman	East Buffalo, N. Y.	6-17-54
*Lyon, Floyd William	Engineer	New York Division	7-21-54
*Mastroberti, Gaetano	Trackman	New York Division	6-24-54
*McPartlin, Agnes	Coach Cleaner	Jersey City, N. J.	7- 2-54
*Miller, Alexander John	Car Inspector	Kent, Ohio	7- 8-54
*Mottinger, Alfred Theodore	Signal Maintainer	Marion Division	7- 3-54
*Mulhair, Charles Thomas	Crossing Watchman	New York Division	5-29-54
*Ochsie, Joseph Herman	Yard Conductor	Croton Yards, N. J.	5-13-54
*O'Rourke, James Patrick	Electrician	Dunmore Car Shop	6-24-54
*Parker, Carl Henry	Conductor	Allegany Division	7-16-54
*Pivovarnik, Miklos	Carman	Dunmore Car Shop	6- 2-54
*Pukiel, Benjamin Anthony	Coal-Up Man	Jersey City Shop	7-23-54
*Quinlan, Nicholas Francis	Engineer	New York Division	6- 7-54
*Ridenauer, Francis A.	Machinist	Meadville, Pa.	6-30-54
*Schmidt, William	Bridge Operator	New York Division	6-20-54
*Schultz, Charles	Carpenter	Jersey City, N. J.	6-15-54
*Scott, Ernest Bruce	Trackman	Marion Division	6-19-54
*Serwonski, John Lawrence	Yard Brakeman	Youngstown, Ohio	6-23-54
*Smith, Andrew William	Locomotive Engineer	New York Division	6-11-54
*Stallsmith, Charles Hiram	Engineer	Mahoning Division	6-11-54
*Taylor, Charles Edward	Locomotive Inspector	Port Jervis Shop	7-17-54
*Wheeler, Frank Sperring	Division Engineer	Mahoning Division	6- 7-54
*Williams, George	Yard Conductor	Buffalo, N. Y.	6- 2-54
*Winslow, John Orris	Dist. Claim Agent	Hornell, N. Y.	5-29-54
*Wood, William Levi	Trackman	Rochester Division	5-22-54
*Retired Employees			

DR. PEALE continued

States Navy who sent off 40 planes from a carrier during maneuvers at sea. While they were out a sudden fog closed in. The planes began to run low on gas and those on board the ship began to fear they would have to be ditched with resulting danger of loss at sea of the men in them.

The Admiral studied the fog, then told some of his officers to follow him, and went down to his cabin. He turned to them and said, "Gentlemen, let us pray."

"What are we going to pray about?" they asked.

"We are going to ask the Lord to lift this fog," he replied.

I am sure that some of these bright young officers, trained in materialistic science, but not in the science of spiritual forces, said, if not out loud, at least to themselves, "Fog is the result of

atmospheric conditions over which no amount of prayer can exercise control."

But the Admiral was a strong simple soul, somewhat old-fashioned in his ways. On his knees he prayed, "Lord, we ask Thee to part that fog and bring those boys in."

And the fog parted long enough for every plane to get down safely. Then it closed in again.

When fog closes in around your own life, what do you do? Do you negatively say, "I can't pray to be relieved of this." Why can't you? You want things to be set straight. You believe that God can do it for you. Then think and pray with positive faith.

Don't be afraid to ask for what you want. You may not always get it. But you will get what you need. Dr. John Ellis Large, in his recent book, "Think On These Things," quotes a prayer written

No Wonder Rails

Stress Efficiency

The level of railroad wages has advanced so much more than the level of freight rates that the railroads now have to perform more than twice as much freight service as they performed 20 years ago to pay the average hourly wage of an employee.

In 1933, the average compensation per employee was 62.9 cents per hour. The average revenue for hauling a ton of freight one mile was slightly under 1 cent—0.999 cents to be exact. Therefore, the railroads had to perform the equivalent of hauling a ton of freight 63 miles to pay the average hourly wage of an employee.

In 1953, the average compensation per employee was \$1.917 and the average revenue per ton-mile was 1.9 cents. Therefore, the railroads in last year had to perform the equivalent of hauling a ton of freight 130 miles to take in enough money to pay the average hourly wage of an employee.

Posing the farmer with his college-age son for a picture, the photographer suggested that the boy stand with his hand on his father's shoulder.

"If you want it to look natural," said the long-suffering parent, "he could put his hand in my pocket."

by an anonymous Confederate soldier almost 100 years ago:

"I asked God for strength, that I might achieve—I was weak, that I might learn humbly to obey. . . .

"I asked for health, that I might do greater things—I was given infirmity, that I might do better things. . . .

"I asked for riches, that I might be happy—I was given poverty, that I might be wise. . . .

"I asked for power, that I might have the praise of men—I was given weakness, that I might feel the need of God. . . .

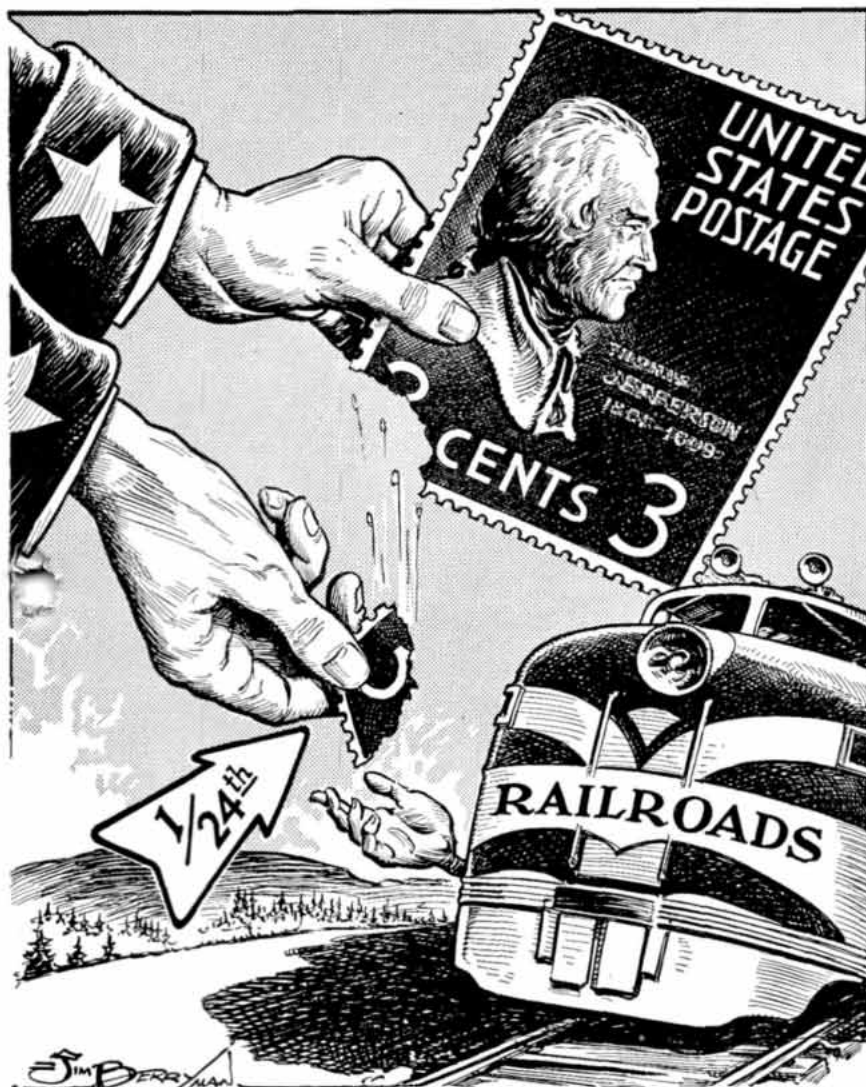
"I asked for all things, that I might enjoy life—I was given life, that I might enjoy all things. . . .

"I got nothing that I asked for—but everything I had hoped for. . . .

"Almost despite myself, my unspoken prayers were answered. I am, among all men, most richly blessed!"

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LOWEST COST LETTER CARRIER



Tax Comparison Favors Truckers

A striking illustration of inequities in the competitive situation is furnished by a comparison of the tax burdens borne by the railroads and by inter-city motor truck operators.

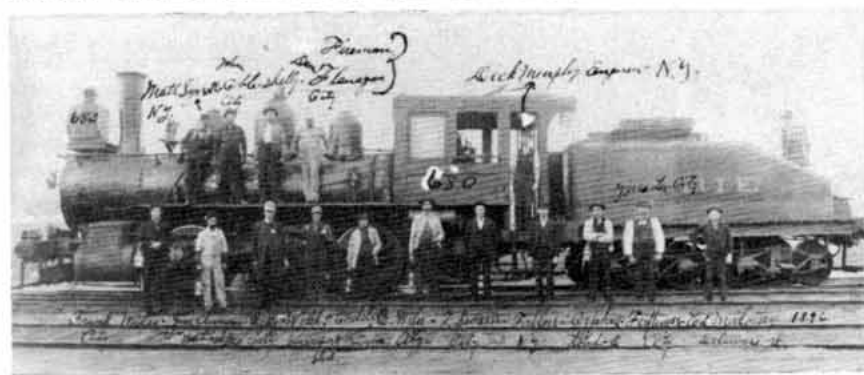
Tax payments of 130 Class I railroads in 1953 took 11.1 cents out of every dollar of railway operating revenue.

On the other hand, tax payments and license fees combined of 1,882 Class I inter-city motor carriers in the United States took only 7.2 cents out of every dollar of operating revenue.

These inequities are all the more striking when it is considered that the railroads—paying 11.1 per cent of their operating revenues in taxes—provide and maintain their own roadways at no expense whatever to

the taxpayers, whereas motor truck operators—paying only 7.2 per cent of their operating revenues in taxes

HUNTINGTON YARD IN 1896



Although the picture is not very clear, if you look close you may recognize the location as Huntington, Ind., in 1896. The picture was taken in the yard and shows Engine No. 680. As far as is known, only two of the men still are living, Frank and Charley Wiles, who were yard switchmen. The picture is owned by Leon Helvie, retired Huntington employee.

RAIL QUIZ

1. Is the *Official Guide of the Railways* issued weekly, monthly, quarterly or annually?
2. Does Boston have one, two or three railway passenger terminals?
3. Which of these branches of the railroad employs the largest number of workers—maintenance of way and structures, maintenance of equipment, or train and engine service?
4. Which state has the greater railway mileage — New York or Pennsylvania?
5. Is Salt Lake City in the Mountain or Pacific standard time zone?
6. Which of these railway tunnels was the first to be built—Cascade, Hoosac, or Moffat?
7. In what city is Proviso Yard—St. Louis, Detroit, or Chicago?
8. In railway timetables, is 12:01 midnight shown in dark-face or lightface type?
9. Who is the chairman of the Interstate Commerce Commission—J. Monroe Johnson, Hugh W. Cross or Richard F. Mitchell?
10. What type of locomotive now predominates in American railway ownership—steam, diesel-electric or electric?

(Answers on Page 22)

and license fees—use highways which have been built and are maintained at enormous expense to the taxpayers.

It costs the railroads about 23 cents out of every dollar of operating revenue to own and maintain their roadways.



RETIREMENTS

You did your job well
You are true railroaders

Sir:

I should like to express our appreciation for the wonderful service your road afforded the faculty and students of the Ho-Ho-Kus (N. J.) Public School yesterday.

The group missed the 4:05 train westbound, but your stationmaster had their "private car" attached to the 4:17 and thereby won the undying thanks of all those tired and aching feet.

Congratulations! The Erie is a railroad with a heart.

J. F. Cordes
Biddle Purchasing Co.
New York 8, N. Y.

Sir:

I would like to take this opportunity in behalf of our county executive committee to thank you for the courtesies extended to us by the Erie Railroad on our recent trip to New York. I am sure all of the 98 women who participated were also grateful for the opportunity of seeing so much in such a short time.

We also would like to commend Winthrop Boynton of the Stores Department in Hornell. When we made our first inquiries regarding rates for the trip he referred us to Gerald Saunders, division passenger agent in Elmira.

Mr. Saunders did a fine job of setting up the tour and personally conducting the group. Many of us had never been in New York before and we never would have been able to do such an efficient job of planning. . .

We sincerely hope that the Erie was adequately repaid for their efforts in our behalf. Your excellent treatment of our group should make many friends for you.

Mrs. O. C. Knapp, Chairman
Steuben County Home Bureau
Bath, N. Y.

Sir:

. . . Last Saturday night my wife and I were coach passengers on your train out of Rockefeller Center, New York, at 6:05 (by bus to our Jersey City terminal). We had tickets from

NAME

Pasquale Acocella
Carl C. Adams
Theodore Balmos
Joseph M. Breig
Edmund C. Buck
Charles H. Bunting
Rollie Burdick
Joseph Cicero
Earl R. Cole
William E. Connolly
Earl E. Dabron
Joseph R. Delaney
George H. Frewer
Thomas A. Friend
Donald Harris
Jacob Hartwick
Marlin A. Hauber
Mary J. Hayes
Martin D. Hogan
Frederick Hoogakker
Frederick J. Houck
Elmer W. Hubbard
Benjamin H. Hughes
Vincenzo Iacovantuono
Claude A. Ingram
Angelo Iozia
Anthony Juchniewicz
Nicholas Krempa
John Lazarczyk
George E. Lund
Edward N. McBride
Harvey C. Miller
Joseph E. Muirhead
George H. Nichols
Robert R. Nickels
Vito Nigro
Howard J. Prentice
Burnett Pritchard
George A. Proctor
Frank W. Swaney
S. S. Szczygielski
Harvey J. Teeple
Joe Yaki

POSITION

Laborer
Relief Clerk
Engineer
Engineer
Carpenter
Conductor
Leading Signalman
Crossing Watchman
Road Conductor
Car Inspector
Chief Clerk
Interline C. & R. Clk.
Yard Brakeman
Machinist-Welder
Yard Conductor
Conductor
Trackman
Operator
Freight House Fore.
Electrical Superv.
Trucker
Yard Brakeman
Stockkeeper
Machinist Helper
Trackman
Car Inspector
Car Inspector
Coach Cleaner
Asst. to Supt. M. P.
Usher
Engineer
Stower
Agent
Yard Conductor
Carman
Engineer
Welder
Car Repairer Helper
Agent
Boilermaker
Operator-Leverman
Machinist

LOCATION

Secaucus, N. J.
Huntington, Ind.
Jersey City, N. J.
Avoca, Pa.
Paterson, N. J.
Buffalo, N. Y.
Elmira, N. Y.
Susp. Bridge, N. Y.
Hornell, N. Y.
Avoca, Pa.
Port Jervis, N. Y.
Cleveland, Ohio
Huntington, Ind.
Jersey City, N. J.
Hornell, N. Y.
Jersey City, N. J.
Port Jervis, N. Y.
Elmira, N. Y.
Olean, N. Y.
Chicago, Ill.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Cleveland, Ohio
Ridgewood, N. J.
Jersey City, N. J.
Jersey City, N. J.
Jersey City, N. J.
Cleveland, Ohio
Jersey City, N. J.
Huntington, Ind.
Jersey City, N. J.
Endicott, N. Y.
Marion, Ohio
Dunmore, Pa.
Youngstown, Ohio
Cleveland, Ohio
Port Jervis, N. Y.
Spencerville, Ohio
Jersey City, N. J.
Decatur, Ind.
Cleveland, Ohio

DATE SERVICE

6-15-54 22
7-16-54 44
7-16-54 50
6-30-54 46
6-29-54 32
7-14-54 49
7-19-54 35
7-15-54 47
6-30-54 35
7-9-54 46
6-30-54 50
7-14-54 30
7-11-54 48
7-31-54 31
6-24-54 28
6-16-54 48
6-22-54 48
6-25-54 48
7-16-54 48
8-31-54 26
7-31-54 35
5-31-54 27
5-14-54 23
7-22-54 26
6-30-54 31
7-2-54 23
7-31-54 35
7-15-54 32
6-30-54 26
8-31-54 38
6-28-54 39
7-26-54 47
6-14-54 26
8-31-54 58
7-31-54 45
7-8-54 40
6-30-54 39
7-25-54 46
7-9-54 38
7-15-54 55
7-15-54 37
6-24-54 52
7-31-54 38

New York to Chicago, Sunday morning we left the train at Greenville, Pa., to spend the day visiting with relatives. When we left the train my wife left her glasses on the seat. We went to church that morning in Greenville. As my wife knew all the hymns by memory, she had no occasion to get out her glasses, consequently still didn't know they were missing. She never did know they were lost until we boarded a Chicago bound train at Greenville on Monday morning about 9 o'clock. As soon as we had taken our seat in the coach, a tall trainman came to us and gave us the glasses. My wife was amazed and I was astounded.

I have always appreciated the good service which I have received while traveling as a passenger on your railroad and I have long been of the opinion that one of the most beautiful trips in America is on your line between New York and Greenville.

Now that we have discovered what infinite pains you take in caring for your passengers and their lost posses-

sions, I feel, sir, that this letter is an acknowledgment of unusual service to which your railroad is justly entitled.

George B. McCreary
Stewardship Secretary
English Evangelical Lutheran
Synod of the Northwest
Minneapolis 4, Minn.

"I want to get a bottle of gin for my wife."

"That sounds like a good swap."

Rail Quiz

1. Monthly.
2. Two (North Station and South Station).
3. Maintenance of equipment.
4. Pennsylvania.
5. Mountain standard time zone.
6. Hoosac tunnel.
7. Chicago.
8. Light-face type.
9. Richard F. Mitchell.
10. Diesel-electric.



AT ALL ERIE STOPS

MARINE

By Jess Baker

At 3 a.m. July 3, after landing a tow at Pier 48, North River, the tug *Rochester* was passing Pier 51 when Capt. **Charlie Schmidt** heard a cry for help. He slowed the tug, turned on the searchlight and saw three boys, 16 to 18 years, swimming in the water. He steered the *Rochester* over so his deckhands, **Harold Smith**, **Carl Vreeland** and **Joe Kruzdlo**, could pull the boys on board. The boys said it was very hot up the street so they came down to the river to cool off. They swam out too far and the tide carried them down stream. Capt. **Schmidt** had notified the tug dispatcher and by the time the *Rochester* arrived at the Gansevoort Street Pier, the police were there and took charge of the boys.

Arthur Terwilliger, retired tug captain, dropped around recently. He has sold his place in Walden, N. Y. and will live at 2716 15th Avenue North, St. Petersburg, Fla.

Patrick McMahon, retired barge inspector, has gone to St. Petersburg and will be at the Manhattan Hotel there until November.

Cards were received from vacationers, **Louis Patacka**, from Miami Beach, Fla., **John Negerle**, Niagara Falls, and **Jerry Abramowitz**, Atlantic City, all deckhands.

Charles Senn, deckhand on the tug *Paterson*, and **Mrs. Senn**, directors of the Pequannock Drum Corps, received an American parade flag from Mayor **George Breen** in appreciation for their efforts in directing and furnishing music to the community since 1938. The **Senns** have directed close to 200 children since the drum corps was first organized over 15 years ago. **Mrs. Senn** was drum majorette with the Weehawken V.F.W. Junior Drum

Corps when it won the first state championship in 1933.

Anna Ferro, of Levittown, Long Island, and **Anthony Benvenuto**, deckhand on the tug *Marion*, were married July 31. A reception was held at the Sunrise Village, Bellmore, L. I.

Do you know that the first ship built on Manhattan Island (1614) was an 18-ton sail boat, *The Restless*?

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

John Sullivan, assistant superintendent, spent his vacation with his son in Washington, D. C., and made other trips.

Jack Lewis and family vacationed in California with relatives.

Frank Evers relaxed in Atlantic City.

Clarence Johnson is following the Dodgers these nights and is he disappointed?

Bill Gannon took his family to Niagara Falls on vacation.

Congratulations to Mr. and Mrs. **Oscar Frauson** who celebrated another wedding anniversary recently.

Dot Shea and **Loretta Londregan** spent a weekend visiting **Loretta's** brother [Joe] in Cleveland.

EMPLOYMENT

NEW YORK, N. Y.

By V. T. Bustard

We are all glad to learn that **E. R. Mulhall** is on the mend.

The **Hazzards** have returned from the veterans' outing and their visit to relatives at Cleveland.

The best office tan to date is sported by **Johnnie Bakker**, who has been spending week-ends on the golf course and at the shore.

PERISHABLE TRAFFIC

NEW YORK, N. Y.

Jack Merritt, **Gus Keith** and **George Daly** traveled to foreign parts with their respective families and from all accounts had thoroughly enjoyable vacations.

September is the month when, among other things, the department gets ready for handling juice grapes. There still are many who like to make homemade wine from California grapes.

Pete Napoli returned from the west after taking in the International Apple convention at Yakima, Wash. This was the first time this convention was held in a producing area. The theme was all done in western style with hospitality plus.

A group of New York University students visited our piers recently and courtesies were extended to them.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Mr. and Mrs. **Harold Rhoads** and daughter, **Virginia**, traveled to Los Angeles via the Santa Fe Railroad. They made stops at the Grand Can-

yon and Amarillo.

Teddy Teehan spent the long week end at Belmar where his family is staying for the summer. Mr. and Mrs. **Robert Smith** and son, **Donald**, went to Lake Hopatcong and **Ruth**

Our Correspondents



Taking the spotlight as our correspondent of the month for September is **Mary Ann Leonard**, IBM sorter operator in the Auditor of Disbursements office in Cleveland. She has been correspondent for her office since June 1951 and has been with the Erie since Jan. 26, 1949. **Mary Ann** started as a comptometer operator in the Auditor of Revenues office and transferred in May 1950.

She likes art, traveling and most sports and studied art while attending **John Hay High School**, then enrolled in a course at **John Huntington Polytechnic Institute**.

Soon after **Mary Ann** started writing for the magazine, she received a very pleasant surprise. In one of her columns she wrote that she and a group of girls heard that the best salt water taffy came from New Jersey, and they were hoping that one of the supervisors would bring some back for them when he returned from his vacation in the state. The supervisor forgot, but a reader of the magazine came to the rescue. The girls received a huge box of the taffy and shared it with most of the Erie employees in Cleveland. And, for the past three years, a new box of the candy has come from the senders, Mr. and Mrs. **W. J. Faherty** of Jersey City.

Larivee to Point Pleasant.

Mary Ellen Rooney, daughter of Tom C. Rooney, chief car distributor, flew from New York to Burlington, Iowa, on vacation.

Other vacationers: Joe Angelo, Seaside Heights; Fred Murphy, Seaside Park; Richard Young, Enfield, N. H.; Carol Newton, St. Petersburg, Fla.; Floyd Conklin, Bear Mountain, play-

ing tennis, golfing and swimming; Joe Mamary, Ruth Larivee, the Joe Stanleys, John McBride and family, at the seashore; Eddie Ringle, Lackawanna Lake; Mr. and Mrs. Neil Fulton, summer home, Lake Cupsaw; Dan Crowley, resting up at Rutherford; Maureen O'Keefe, Point Pleasant; the Peter Mandelbaums, Miami Beach, Fla.; the Bunnells, in the Catskills.

John McBride has been assigned as agreement clerk-stenographer while George Ameer is convalescing after surgery.

Welcome to Maureen O'Keefe, from Weehawken Docks, as ediphone operator-stenographer, and to Bernard Conway as junior clerk in place of Eddie Bilson, transferred as typist to Duane Street, New York.

Retired Asst. Supt. G. F. Raymus and wife are first-time grandparents. A girl was born to Mr. and Mrs. Donald Raymus at Passaic July 8 (Kathleen Mary).

Congratulations to Mr. and Mrs. Harry Giblin who observed their 38th wedding anniversary July 2.

Sincere sympathy is extended to G. C. White, assistant vice president, and family on the death of his mother. Also, to the family of Eugene Miller, second trick train starter, on his recent death.

We were sorry to learn that Dan Sutherland, retired train dispatcher, was hospitalized for an emergency operation at Petersburg, Va., while en route to his new home in Largo, Fla.

Good luck to the Bob Smiths who have moved to Hawthorne.

Welcome to Elizabeth Petak, stenographer-ediphone operator.

Recent callers were Myron Hendricks, Harry Coleman and George Ameer.

Happy motoring to Harold D. Terwilliger, assistant chief train dispatcher, in his new Chevrolet.

BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nise Munger

Russell Anderson, SK messenger-

PHARMACIST



Raymond C. Knorr, son of Division Car Foreman C. E. Knorr, Hammond, Ind., recently received a pharmacist's degree at the University of Pittsburgh with his parents attending the ceremonies at Pittsburgh.

clerk, and his buddie, Bill O'Dea, messenger-clerk, Chicago, whose picture appeared last month, are in Seoul, Korea. They spend their relief time studying railroad traffic management, which course is offered to them at their camp—a valuable way to learn and make better railroad workers when they return to the states. Bill Heather still is enjoying his teletype job in Japan.

Margaret Higgins spent her vacation at Windsor, Ontario, with her son Bobby and his family.

Well wishes to our sick, including Leon Miles and Bob Coe, engineer, who are hospitalized.

Frank Rydzik is proud of his spare time job this summer—a new front porch on his house.

The city fathers of Lancaster, N. Y., after long deliberation, have appointed our friendly agent, James B. Graney, of that village, to the office of permanent dog catcher.

Our sincere sympathy to the family of Henry Boyer who died suddenly July 28. He was an air brake inspector.

STORES

HORNELL, N. Y.

By Anieta F. Decker

Thanks to Mrs. Kneale (Rosa-mond's mother) for the cupcakes for our impromptu birthday party.

Don Lindeman has gone one step beyond the power lawn mower. He has bought two sheep; one day they mow the front lawn, the next day the back.

Louise Eberman was seen at ring-

Erie Railroad Magazine



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Railroad Department
HARTFORD, CONN.



"SINCE THE A.B. AND S.T.L. STARTED USING TIMKEN ROLLER FREIGHT, HE WANTS TO COME OUT OF RETIREMENT."

Advertisement

LAST TRIP



This picture was taken just as Engineer C. F. Plummer (center), Huntington, Ind., was preparing to make his last run on No. 5 Chicago before retirement. We had been with the Erie 41 years. With him are two sons-in-law, D. O. Young (right) and J. F. Shafer, both enginemen on the Marion Division, Huntington.

side trying to get one of "Gorgeous George's" gold bobby pins.

Bob Griswold had an idea he could wrestle "Bear Cat Wright" and made the mistake of saying it aloud. Promptly a collection was taken up for his would-be widow.

The office really has looked vacant with so many on vacation. John Reynolds and family spent a week at Pike Lake, Perth, Ontario. The George Houses toured the lakes—Champlain, George, etc., and found themselves in Bar Harbor, Maine. Rosamond Kneale was lucky when she could find herself, she was moving so fast—every day a different place.

Josephine Solinas was seen sitting in Buffalo in "shorts." The lucky Falzoi bought a new Chevy and took off for Toronto. The traveling McClenins visited their son Francis and family in Pittsburgh. Suzie Feeley was at Keuka Lake and also in a big wedding party at Johnstown, Pa. Nancy Watt was in New York City (tried to get one of the "cheese-cake" photos of her for the magazine, but no go).

The office annual picnic was held at Stony Brook July 29. Employees, wives and friends all had a good time, thanks to the committee, Nancy Watt, Ruth Hedden, Rosamond Kneale, Suzanne Feeley, Joe Bullock, Bob Ward and Don Lindeman.

Happy Birthday to Bob Griswold. We hope sincerely that H. P. Hiatt will enjoy his retirement. We wish the Hiatts many years of health and happiness.

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Robert C. Burton, laborer, now on military leave, was home on 20-day furlough. He is stationed at Fort Bragg, N. C. and recently was pro-

September, 1954

moted to corporal. His dad, Theodore, is a carman helper here.

Our plant almost ceased operations during July while the forces were on vacation. Rodney Besanson went boating in his small craft. Geraldine Davies took her daughter, Christine, to Jamestown, N. Y. for a train ride. Clarence Proudfoot spent several days at his cabin in the big woods near Tionesta and killed a large rattlesnake. Francis Forbes spent some time in Milwaukee. Thomas Carr did a little traveling and fishing. Most of the boys just stayed around home or took day trips to Erie, Cleveland or Pittsburgh, which is what this correspondent did.

Tony Thomas, a member of our fire team, recently heard what he thought was the fire alarm whistle and ran to the station to get the hose going. What he actually heard was a motor truck horn. It really was funny to see him speeding down the track, but we know Tony will be on his toes if a real alarm sounds.

The supervision and office force held a picnic at Arboretum Park recently. The meat was cube steak cooked by Tom Carr. Each family brought a tureen. There was quite a variety and everyone went home stuffed. Lena Forbes baked two beautiful and delicious cakes. All agreed she must be the best cake maker in town. Guests were Mr. and Mrs. D. D. Leggett. He retired recently as foreman of this plant. Games were played under the direction of Bessie McCartney.

Birthday congratulations to Ralph Farzalo, Ralph Foster, Carson Green, Ralph Hansen, George Lewandowski, Al Spearhouse, Carl Stadler, R. J. Wade, Willie Carter, Dezzie Faulk, Verlin Greathouse, Alton Hills, Marion Krolkowski, W. E. Longstreth, Tony Pero, Ed Zelasko, T. N. Glover, Thomas R. Carr, A. Frisina, Daniel O'Day and Al Gaglione. The latter two are in military service.

PASSENGER TRAFFIC

CLEVELAND, OHIO

By Steve Tischler

W. J. Gray, retired chief fare clerk, became our youngest great-grandfather with the birth of a daughter to his granddaughter July 12. Mr. Gray is spending his vacation in the west, stopping in Denver, Salt Lake City, Yellowstone National Park and Portland, Ore.

Bill Vorbach, chief fare clerk, did some painting around the house on vacation. If anyone has any foreign stamps they have no use for, Bill will be glad to take them for his daughters' stamp collection.

Bernie Clark, ticket agent, spent a weekend at Russell Point near Indian Lake. The family remained for a week's vacation and Bernie did his own cooking. It is said he lost 10 pounds.

Lloyd Crosby spent his vacation in his hometown, Arlington, Neb.

NEW YORK, N. Y.

By John DeWaal Malefy

C. M. Schmidt, retired steamship

Out in all weather... KEEP DRY

Engineered protection in every vulcanized watertight seam of this fine rubber work clothing.



U. S. WORKSTER SUIT

- inside fly front
- rust-resistant ball and socket fasteners
- corduroy-tip collar
- overalls; high bib, adjustable shoulder strap

U. S. SQUAM HAT

- watershed brim



BLACK FLEXON ARCTIC BOOT

- net lined
- four buckles

U. S. SWITCHMAN COAT

- roomy, ventilated cape back
- corduroy-tip collar
- knee length
- ball and socket fasteners

U. S. NOBBY HAT

- reinforced brim
- cemented seams
- ventilated crown

FLEXON HI-CUT BOOT

- flexible lining
- medium weight



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UNITED STATES
RUBBER COMPANY

agent, and wife returned July 26 aboard the S.S. *Stavangefford* after an extended vacation in northern Europe.

Tom Whalen, second trick ticket seller, is off on a motor tour to Virginia and North Carolina with his family. Hope he doesn't get lost in the Blue Ridge mountains.

Joseph N. Monzel, steamship agent, was glued to his television set during the recent Cleveland Indians-New York Yankees series, rooting for his home town Indians. Sympathy is extended to **Joe** and his family on the death of his sister-in-law in Cleveland.

KENT DIVISION

AKRON, OHIO

Harold B. Bennett, chief clerk in

the general agent's office, spent his vacation in St. Petersburg, Fla.

Adele Sproat, typist-mail clerk, and daughter, **Vivian Bachus**, and two granddaughters from Miami, Fla., spent a recent week end in Chicago.

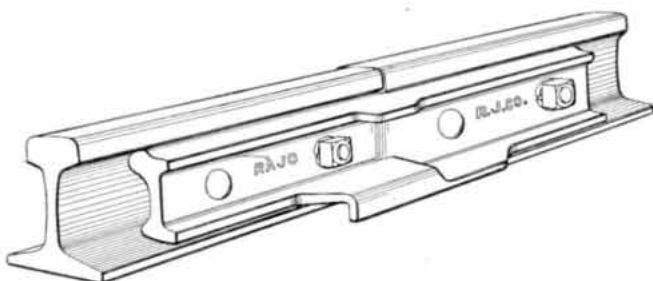
Fred Bott, chief clerk to general yardmaster, and wife spent a California vacation with their daughter, **Mrs. James Wright**, and family.

Esther Martin spent several days' vacation in New York City.

MARION, OHIO

D. H. Gorman, car distributor, wife and daughter, and **Gail Gorman**, M. of W., spent a vacation in Washington, D. C. and Williamsburg, Va.

Sympathy is extended to **T. A.**



RAJO AND COMPROMISE JOINTS

- **Rajo and Compromise Joints** are designed to connect rails of different sections, and those of the same section having varying amounts of vertical and lateral head wear. These joints are made of cast alloy steel, heat treated, with physical properties equivalent to those of rolled steel joints.



THE RAIL JOINT COMPANY, INC.

New York, N. Y.

Model School Grad



Graduate of a New York modeling school, Virginia Rhoads, daughter of H. A. Rhoads, terminal trainmaster at Jersey City, also recently graduated from St. Mary's High School at Rutherford, N. J.

McLean and wife whose vacation was interrupted by the sudden death of her father.

R. E. Harty, stenographer to division freight agent, spent his vacation in Wisconsin, South Dakota, Wyoming and Colorado.

MARION MECHANICAL

By Susan Baker

Sympathy is extended to the family of **Grover Brady**, retired machinist, on his death July 7.

Get-well wishes are extended to **Willis Young** who was admitted to the Jane Case Hospital in Delaware, Ohio, for surgery.

Another employee who is missed is **Fred Sanderson**, shop hostler. Fred has been in and out of the hospital since our last column appeared. He is doing fine and we hope to see him back soon.

Glad to have **Charlie Parr**, pipefitter, back on the job after an operation.

Mrs. Harry B. Coon, wife of the chief clerk, is recovering rapidly following her recent illness.

Best wishes for continued success to **Lewis C. Walker, Jr.**, on his promotion and transfer to Jersey City. Also to **Leonard E. Kellogg** and **Harold E. Stone** on their promotions.

A. G. Clemence, road foreman of engines, and wife spent a vacation with relatives in Buffalo. **Charlie Dillon**, diesel foreman, and wife visited his parents and spent some time at the seashore. **Kenny Gerbes**, foreman, and family vacationed in St. Petersburg, Fla. **Pearl McWilliams**, labor foreman, and wife took short vacation trips—to get some mileage on their new car.

Another new car owner (Ford) is **Charles M. Stubbs**, assistant master mechanic.

Other vacationers: **George Barr**, diesel clerk, and wife, Indiana; **Jack VanBuskirk**, engine dispatcher clerk, fishing in Michigan and Canada; **R.**

Erie Railroad Magazine

J. Thompson and wife, San Gabriel, Calif. **Carl Knell**, assistant chief clerk, wife and son **Dickie** spent part of their vacation with Mr. and Mrs. **Gerald Walker** (machinist) at their cabin on Manitoulin Island, Canada. **Lozier Summers**, electrician helper, and wife visited relatives in Huntington and Wabash, Ind., and Cleveland, Ohio.

Congratulations to **R. Tubbs**, radio technician, and wife on the arrival of a daughter July 23 (**Mary Lisa**). Also to the **Harold E. Stones** (relief foreman) on their new arrival July 9 (**Gwen Dawn**).

Billy Lee Swartz, 10, son of **Paul Swartz**, road foreman's clerk, was a member of the Vance little league baseball team that won the national league championship of Marion.

Members of Erie softball team No. 1 (**Paul Rice**, manager, **Paul Daum**, **Bob Forsyth**, **Jim Kunkle**, **Dan Reams**, **Ralph Freshour**, **Bob Humes**, **Chuck Gruber**, **Cliff Drake**, **Earl Richards**, **Bus Gruber**, **Max Roseberry**, **Frank Miner**, **Bob Lee**) won the first round of the industrial league with six wins and no losses. Their over-all record for the season is 14 wins and no losses. Erie softball teams on the Kent, Marion or Mahoning Divisions wanting games with Marion should contact **Paul Rice**, general yardmaster.

Birthday congratulations: **Butch Carey**, **Bill Cochran**, **Guy Collins**, **O. Cooper**, **Lawrence Davis**, **Francis Dean**, **Charlie Dillon**, **Jimmy Eckert**, **DeForest Felter**, **Harry Forry**, **Jack Freeman**, **Delmon Gorenflo**, **Jimmy Hannegan**, **Bob Hart**, **Mark Harvey**, **Bill Jackson**, **A. Korody**, **George Marshall**, **John Masters**, **Bob McCrery**, **E. E. Moore**, **Eldon Myers**, **Leland Myers**, **Curt Pace**, **Charlie Parr**, **Paul Reiff**, **Kenneth Seaman**, **E. N. Shuster**, **Bill Simmons**, **J. E. Smith**, **C. B. Spears**, **George Steed**, **Ray Strawser**, **Gray Titus**, **Marion Turner**, **Jack VanBuskirk**, **Karl Watzel**, **Hosey Williams**, **Frank Wilmes** and **Willis Young**.

Service anniversaries: **E. Garrison**, 31 years; **Tom Elver**, 35; **Lawrence Davis** and **Bill Denton**, 32; **Charles Boyle**, **Bob Geddis** and **Chesney Gorenflo**, 31; **DeForest Felter**, 30; **Chester Eckert**, 25; **Robert Murphy**, 20; **Ralph Emmons** and **Cliff McClary**, 17; **Harold Hoptry**, 14; **George Pemberton** and **J. Engle**, 13; **J. O. Stone**, 12; **George Steed**, 10; **C. E. Holladay**, 8; **Harrod Geissler**, **John Draper**, **E. Dodson**, 5; **Paul Cocherl**, **Delmon Gorenflo**, **C. Smith**, 4; **Harold Thompson**, 2.

MARION CAR

By H. M. Robbins

Frank V. Fields, wife and daughter, **Marilyn**, vacationed in the South West and Mexico.

C. W. Matthews, car inspector, gradually is improving after a recent illness.

Birthday congratulations to **J. L. Ault**, **C. Everly**, **R. J. Hoover**, **A. H. Harbolt**, **Carl Jones**, **R. P. Lowry**, **W. E. Robbins**, **R. J. Smith**, **H. E. Smith, Jr.**, **T. Simpkins** and **H. D. Stinebring**.

September, 1954

LIVE BETTER

on your retirement dollar

Hubbard Park at Crescent City, Fla., offers pleasant climate and reduced living expenses for retired people.



ARE you thinking about retirement and how to get the most for your dollar after you leave your job? Well, Hubbard Park at Crescent City, Fla., may be just the place for you.

The attractive home above is located in Hubbard Park, and there are many more like it in this friendly town on two lakes. Plenty of flowers, orange groves and shade trees.

There are 40 acres in this picturesque, new development with a shopping center within walking distance and a main highway only three blocks away. Plans are being completed for a boat basin and docks on Lake Crescent, and the city is "The Heart of the Bass Capital of the World"—noted for fine fishing.

The home has three bedrooms, ceramic tile window sills and alcove in bathroom, several closets, a carport, hot water heater and oak floors on a 63 x 145 foot lot.

You can't beat the out-door living. Winter mean temperature is 62.6 and summer

mean is 78.9. Summer days often are cooler than New York, Chicago and Boston and summer nights are always cool for sleeping.

The mild climate, of course, saves you money. Not necessary to have many clothes—men seldom wear a tie or coat, and clothing bills for women are just as economical.

It is so warm in winter that your fuel bills are low—your home requires little heat. Food costs no more than anywhere else—with plenty of fresh fruits and vegetables at low prices.

Low building costs can give you a two-bedroom house for as little as \$7,500—brand new. City and county taxes are low, no taxes on homes up to \$5,000. No state income tax, no state ad valorem tax nor state bonded debt.

Get the most for your retirement dollar, and enjoy fishing, hunting, boating, gardening and swimming with congenial neighbors.

See for yourself by visiting us the first chance you get. Consider this your invitation.

Write to

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Building Contractor

P. O. BOX 552 — CRESCENT CITY, FLA.

MARION DIVISION
14TH STREET, CHICAGO

By Chris Hardt

Stanley J. Kearney, billing department, Yetta Morris, clerk, and Lena Savage, comptometer operator, all are back at their desks after being hospitalized.

James Thornton handled the east-bound route clerk's job while Otto

Jordan was on vacation.

Mary Slater (statement desk), her sister and many others enjoyed a guided tour to California with Los Angeles as their destination.

Our sympathy to the Albert Pintoy and Nick Christian families on the death of Mrs. Mary Pintoy. She was the mother of Albert, tracing clerk, and sister of Nick, chief delivery clerk.

We welcome Elaine M. Safford as

OUTSTANDING



James Glynn, son of J. E. Glynn, general yardmaster at Kent, Ohio, has been named as an outstanding student at Kent State University. He graduated in June. He is a member of Blue Key, national activities honorary; Theta Kappa Phi and vice president of Men's Union and chairman of the Kent State Freshman Preview. He has worked as a clerk for the Erie for five years and also works at Radio Station WAKR at Akron, Ohio.

MORRIS BASIN DRY DOCKS

Dry Docking & Vessel Repairs
MACHINE SHOP

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

PENNSYLVANIA SAFETY SHOE CO.
212 Main Street, Jamestown, N. Y.

Supplying Erie Railroad Employees
With
Hy-Test Safety Shoes
From
Chicago to Jersey City

**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

230 Park Avenue, New York 17, N. Y.

Plant: Watertown, N. Y.

comptometer operator.

While Floyd Barth, freight house teller, vacationed on Long Island, New York, with his family, George Wherry, clerk, filled Floyd's job in the freight house.

Maurice Godin, tracing clerk, spent his vacation with relatives at Fort Wayne, Ind. Thomas Cochran, foreman, and family vacationed at Ludington, Mich.

Oliver T. Lee (rate desk) and wife, Florence, celebrated their 35th wedding anniversary June 24. "Grandpa" Lee fulfilled the wish of his grandson, Gregory Larson, by taking him to the stock car races at Soldiers' Field on Gregory's seventh birthday (July 16).

Howard Von Posch, timekeeper, and wife, Helen, observed their 22nd wedding anniversary June 25.

CHICAGO GENERAL OFFICE

By Curtis G. Pinnell

Good luck to Tom Carlton who we are loaning to Uncle Sam for a couple of years.

Heartfelt sympathy to Nancy Fox whose grandfather passed away recently.

The welcome mat was rolled out for newcomer Art Cervinka last month.

Birthday congratulations to Don Reynolds, Ethel Hillegonds, Beverly O'Bel, Sophia Ciulla, Frank Kovarik, J. A. Roberts, George Lange and Louise LeVeille.

Our most recent and most ardent golf enthusiast, Denise Alkim, braved the 4th of July traffic and drove up to Nippersink just to try their course, her excuse being the Chicagoland

Erie Railroad Magazine

courses are child's play. Do we have a second Patty Berg in our midst?

July 7 turned out to be a reunion day when **Ben Burns**, former commercial agent, **Mary Dugan**, former payroll clerk, and **Steve DeWitt**, former statistical clerk, visited the office. We were happy also to see **E. C. Adler**, general agent, Los Angeles, who stopped in the office last month.

Recent vacationists were **Frank Hickey**; **Jack Soll** and family, Michigan; **Helen Griffin**, Buffalo, visiting her sister and at Warren, Ohio, visiting more of the family; **Evelyn Coakley**, a travel tour to Banff and Lake Louise; **Herb Bouman** left sizzling Chicago to enjoy (?) a real cool 115° in Kansas; **Hank Vandenoorn** enjoyed the refreshing weather at Denver; **Harold Keeler** spent the major portion of his vacation at home with paint brush in hand. **Al Watkins** and **Dick Meyer** also vacationed at home. Jovial **Ethel Hillegonds**, having returned from Minnesota ("Fisherman's Paradise"), is determined to keep everyone in a quandary by not giving a clue as to what went on for two weeks.

We'll miss the smiling face of **Etta Hendricks**, telegraph operator, who left us to devote full time to the career of housewife.

HAMMOND CONSOLIDATED

By Grace Connoles

In line with the company's progressive policy of keeping abreast of the times, our office is undergoing another face-lifting. Effective July 23, a complete teletype service was installed, manned by three operators giving 24-hour service. Shortly the office will be equipped with I.B.M. machines which do all sorts of brainy work. During the course of the installation, we had the pleasure of meeting a number of our engineers and officials.

Nice to see **P. E. Sibert**, operator, HY Tower, looking so well after being in the hospital for several days. **Ezra**, carman helper, currently in the envy of all Hammond baseball fans. He was fortunate enough to be able to attend the All Star game at Cleveland.

Sympathy is extended to the family of **Arthur Boyle**, Huntington-Hammond brakeman, who passed away recently after a long illness.

Train Yard Foreman **Ray Bentley** and wife spent a vacation at Indian Lake near Lima, Ohio, occupying his brother's new cottage. The catfish were hungry, so the **Bentleys** were not.

Relief Clerk **Helen Liesenfelt** has resumed duty after spending most of her vacation in Detroit, to be near her ailing father.

TRANSPORTATION

By T. E. Poe

At the Community Independence Day celebration at Kriegbaum Field in Huntington July 5, Supt. **F. J. Mulligan** was program chairman and master of ceremonies. Several thousand people attended and enjoyed a half hour concert by the Huntington-Erie Band.

J. F. Wilhelm, assistant division

clerk, spent his vacation painting his cottage at Sechrist Lake.

Our best wishes to Operator-Leverman **H. J. Tepple** who retired June 24 after more than 51 years' service. Also to Yard Brakeman **G. H. Frewer**, who retired July 11 after 47 years; Relief Clerk **C. C. Adams**, who retired July 16 after more than 43 years, and Agent **F. W. Swaney** of Spencerville, Ohio, who retired July 15. He had been with the Erie more than 54 years.

MAINTENANCE OF WAY

By Maralene Trainer

Albert Uhl, crossing watchman at Huntington, has resumed duty after spending his vacation with his family at Washington, D. C.

Track Supervisor Clerk **R. L. Aufdenkampe** and wife also spent their vacation with relatives and friends in Washington and Philadelphia.

We express deep sympathy to the families of Signalman **A. T. Mottinger** and Trackman **E. B. Scott** who passed away following illnesses.

Clerk-Stenographer **Lois Snover** and her husband have returned after a motor tour in the east.

ALLEGANY-MEADVILLE

SALAMANCA, N. Y.

By S. Minneci

General Yardmaster **H. J. Kamholtz** and wife made a vacation auto

Meal ticket for your family

... every month if Dad isn't here



Make sure your family
will have a regular monthly income
from Prudential life insurance
to pay for their daily needs.

See your
Prudential Agent

THE PRUDENTIAL INSURANCE COMPANY OF AMERICA



trip to Boston in July, stopping with relatives.

Retired General Shop Foreman **Tom Hickey** is coming along fine after his recent illness.

Sympathy is extended to the family of Conductor **Carl Parker** who died at Hornell July 16.

Yard Conductor **Fred C. Rettberg** and wife visited their son **Don** at Fort Campbell, Ky. **Don** is serving as a paratrooper.

Switchtender **Charles H. Seaver**, while on vacation, attended the All Star baseball game in Cleveland and also spent some time in Niagara Falls with his brother **Robert** and family.

Trainman **A. L. Hunt** was dis-

charged from the hospital July 10 after surgery.

Cpl. **Neil Rojek**, son of the yard conductor; Pfc. **James Peters**, son of the retired electrician, and Sgt. **Charles Crouch**, brother of **Jack Crouch**, of the Engineering Corps, arrived in Salamanca July 4 after being discharged at Camp Kilmer, N. J. **Neil** was expected back at the freight house after a rest.

Yard Clerk **Bernard J. Pruner** and wife spent three weeks in North Hollywood and other points on the west coast.

Mrs. **Percy Lawson**, wife of the yardman, attended the 22nd international convention of the Grand Lodge

COMELY QUEEN



If the pretty young lady in the center looks like a queen, perhaps it's because she is one. Her royal highness is Leila Gail Pierce, daughter of R. J. Pierce, division engineer, Youngstown, Ohio. Leila was installed as queen recently at the semi-annual installation of the Bethel No. 2 Job's Daughters of Marion, Ohio, at Marion. Mr. and Mrs. Pierce are with Queen Leila.

Ladies Auxiliary, Brotherhood of Railroad Trainmen, at Columbus, Ohio, in July. She was a delegate of the Ladies Auxiliary of Allegany Lodge 128.

John R. Kennedy, night general yardmaster, and family vacationed last month at Birch Haven Lodge, Wassaga Beach, Georgian Bay, Canada. Daughters **Kathleen** and **Linda** kept him busy.

Retired Police Capt. **Harry M. Bunker** and wife are baby sitting while their daughter and her husband, **Dr. John Hall**, are vacationing in Havana, Cuba.

WRECKMASTER-GEN. FOREMAN SALAMANCA, N. Y.

Tom Benton has bought a house on South Main Street.

Mrs. **Glenna Phillians**, wife of **Carl Phillians**, is convalescing at home after recent surgery.

John Brown was in Detroit for a few days where he attended the funeral of his sister.

Mrs. **George Goodford** is recuperating after surgery.

Andy Emborsky was a member of the "old timers" softball team that played and lost the annual game.

Bill Schinning visited friends and relatives in Cleveland while on vacation.

Carl Phillians has been quite successful fishing for turtles.

MAHONING DIVISION CLEVELAND POLICE

By David Downie

Capt. **John O. Sheets** and wife spent a week end in Meadville, visiting old friends.

Patrolman **Andrew Herrick** is back on the job after an attack of flu.

Patrolman **Robert E. Hamilton** has bought his nine-year-old son a cocker spaniel puppy. **Bob** says he will borrow it next year to go hunting.

Retired Patrolman **Jesse M. Burkett** was in Meadville July 17 and asked to

Erie Railroad Magazine

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HAMMOND GRAD



Patricia Ann Moscatello recently graduated from Hammond, Ind., High School. She is the daughter of James Moscatello, drawbridge leverman at Calumet, Ind.

be remembered to his Erie friends. He lives in Gallion, Ohio.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

Charles Uray, Jr., head of our Engineering Corps, was engaged in air-lift operations for the Navy the latter part of June, ferrying aircraft in trip transport from Akron to Atlanta and Pensacola.

E. T. Mulhall, T. & M. checker, stopped at Cape Cod and New York City during his vacation.

Track Supervisor Bruno L. Dicasali, wife and son, Raymond Lee, spent a vacation at Tallahassee, Fla., visiting relatives. Bruno expected to do quite a bit of fishing.

General Foreman Sam Cancilla and family stopped at Cambridge Springs, Venango, Pittsburgh, Ravenna and Cleveland while on vacation. Sam had no luck at fishing in Lake Erie.

Virginia Clair, daughter of E. E. Clair, leading clerk for master carpenter and signal supervisor, has returned to St. Mary's School of Nursing, Rochester, Minn., after a vacation at home and at Madison-on-the-Lake with her family.

Section Foreman John Groover and family vacationed in Houston, Tex.

YOUNGSTOWN FREIGHT

By Maureen Pierson

Congratulations are extended to Ann and Ed Starr on the arrival of a son July 15 (John Edward). Ann is our former magazine correspondent.

Mr. and Mrs. Tom Swogger returned from vacation recently and said that the western scenery would have been more enjoyable if they could have "beaten the heat."

Tommy Lundeen spent his vacation

up a ladder—painting his house.

Jane Perrin is convalescing at home after spending a month in the hospital undergoing an operation. We wish her speedy recovery.

CLEVELAND FREIGHT

By R. M. O'Connor

Freight Agent J. H. Byers and wife spent a week at Georgian Bay, Ont.

Ray Martley, demurrage clerk, has stepped into the new car department with a two tone Chevrolet.

Other vacationers were A. D. Ingraham, checker, and wife at Grenada, Miss., and E. L. Craft, checker, and wife, Augusta, Ga.

J. F. Cloud, chief rate clerk, decided to stay at Porchville during his vacation.

George McHugh, car clerk, is back at work full of pep after his recent illness.

SUPT.'S OFFICE, YOUNGSTOWN

By Mary L. Doyle

Division Clerk E. J. Sontag and family spent a vacation motoring in Wisconsin and Michigan.

Contract Clerk R. E. Vestal has returned after a vacation at Long Point Beach, Ont., Canada, with his family.

MEADVILLE DIESEL SHOP— SIGNAL REPAIR SHOP— MOTOR CAR SHOP

By R. C. Miller

Lansing Dowdell, Joe Badger, Wilbur Lucas, Frank Vatter, Ansel McCue



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and the correspondent motored to Cleveland recently and were met by Art Williams, Air Reduction Sales Co. representative who conducted us through the New York Central diesel shop. The afternoon was spent at the ball game between Cleveland and Baltimore.

Congratulations to Mr. and Mrs. Joseph Frisina on the arrival of twins, a boy and a girl. Also to Mr. and Mrs. George Onyskow, a boy, Mr. and Mrs. Robert Semian, a boy, and Mr. and Mrs. Robert Wisgirda, a boy.

Mr. and Mrs. Oak Wise spent a vacation motoring in Florida. Mr. and Mrs. Russ Craig visited friends at Fostoria, Ohio. Merle Sippy spent his vacation getting his golf scores up to par.

Howard Romasser, signal repair shop foreman, is recovering after an operation. Mrs. Robert Prenett had the misfortune to fall and break a foot.

James Graham, son of the Rodney Gramms, has returned to Fort Bragg after his recent furlough.

Other vacationers: Mr. and Mrs. Hank Fredericks, Rome, Ga.; Mr. and Mrs. Charles Forbes, fishing in Canada; Mr. and Mrs. Donald Hank, Philadelphia and Atlantic City; John Miller, Harrisburg, getting the low-down on Pennsylvania politics; Mabel Schell attending a convention at Minneapolis; Mr. and Mrs. Clarence Emanuel visiting relatives at Wildwood, N. J.; Mr. and Mrs. Emery Holbrook motoring in Canada. Charlie Palmer and Clarence Conrad painted their houses. John Zuchero went to Franklin and John Lucas made hay while the sun shone.

ACCOUNTING

COMPTROLLER'S OFFICE

By Lucy Del Regno

We extend our sympathy to T. J. Tobin, vice president of finance and accounting, and his sons on the sudden death of his wife on July 3.

The latest newsbits on vacations. Mr. and Mrs. G. W. Oakley spent a week in Cambridge Springs, Pa.

Henry Neureuther, chief clerk, enjoyed a week visiting his sister in New York. Mr. and Mrs. Charles Duis motored to New Jersey. Postcards from Wilma Kanovsky indicate she is enjoying her tour to Utah, Grand Canyon and California. Donna Richardson spent part of her week's vacation basking in Michigan's sun. The correspondent took a trip to Sault Ste. Marie, Mackinac Island and Quebec.

Howard Wilhelm spent his vacation at home and was host to his parents from New Jersey. Being the handyman that he is, he built a couple of what he calls "combination picnic tables and benches." He also won a parakeet at a church carnival which he uncharitably nicknamed "pea-brain."

Blanche Midrack Ahern's wedding came off beautifully and without a hitch on July 10 except for one last-minute change. One bridesmaid broke out with poison ivy, so the wedding went on with one less attendant.

AUDITOR OF REVENUES

By Jimmy Murphy

Assistant Auditor of Revenues T. P. Hennessy started the vacation season rolling when he spent two weeks in the land of sun and fun at Seaside Park, N. J. Bill Gleason, traveling accountant, also went there to soak up a little sunshine. Al Krause returned recently from a trip to Chicago. Suntanned and relaxed, Bill Felsman is back from his vacation in California where he visited his son. Harvey Alan Bender, son of Oscar Bender, estimated revenue clerk, has graduated from Western Reserve U. Congratulations to Harvey and his parents and best wishes for continued success. Pat Richlin and Jim Simpson were married July 24 in St. Christopher's Church, Rocky River. The colorful wedding was followed by a reception that left nothing to be desired in the way of refreshments, entertainment and gaiety. Bertha Torok was maid of honor. The bride force attended the merry party and really had a good time.

John Ricciardi is convalescing after an operation for the removal of a tumor. Johnny had a rough time for a while and we hope he will soon regain the robust health that he has enjoyed in the past. Eleanor Schlott is breezing around in her '54 Catalina Pontiac, a real beauty. Ed Court-right Jr. got tired of haunting his draft board to learn if his number was coming up, so he volunteered. Charlie Von Duhn, Jr. is hut-two-threeing it at Fort Knox, Ky., and Michael Von Duhn has finally arrived in Japan. Connie Chojna reports having an exciting time at Atlantic City. Charlie Luttier has turned carpenter. He's taken on the task of finishing his attic. George Pfeiffer is sporting a new Customline Ford. He selected a two-tone combination of sky blue haze with sand white top.

Claim Investigator Jim Feeney's son, Jim Jr., has begun to carve a career for himself in railroading, starting right here in the outbound interline bureau. The female members of the office gathered at the Alpine Village to say farewell to Beatrice Grega who was taking a leave of absence. There

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was genuine regret at her going for **Bea** was well liked by everyone. The gardeners are bringing in samples of their green thumb floral achievements, all of which are outstanding examples and add real beauty to the office. **Valerie Per** is in a pre-marital whirl. She's been given three or four showers. The girls in the office surprised her with one on July 24 at **Sue Callaghan's** home and she received many lovely gifts. We are happy to welcome **Rose Racz** and **Mary Lou Hnatt**, new key punch operators, and hope they find their new positions interesting and pleasant. **George West** has returned to duty after two weeks' training in connection with his service in the Air Corps Reserve. **George** was an air police officer at Collins Air Force Base, Alpena, Mich. Just when we were wondering what became of **Margaret Shaughnessy** she dropped in for a visit. Says that she really is enjoying her retirement and promises that she will be in for another visit soon. **George Bushwell** took his vacation during July and enjoyed basking in the sunshine at Toms River, N. J. He also got in some deep-sea fishing. It looks as though **Jim Bowler** is not anticipating another move in the near future. He is building an addition to his property in Lakewood.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

President **Jim Hilton** appointed the following committees for the annual outing: **Mary Recktenwald** and **Watson Walden**, co-chairmen. **Lillian Karl**, chairman, dinner and luncheon, with **Dottie Rixford** and **Goldie Loghry**. Entertainment, **Carolyn Benson**, chairman, **Olga Nazar**, **Ruth Hunt**, **Bill Sirianni**, **Pauline Bove**, **Phil Shafer**, **Jeanne Matthews**. Prizes, **Paul Quartz**, chairman, **Jack Meehan**, **Richard Matthews**. Decorations, **Mary Hillman**, chairman, **Nipper Trowbridge**, **Jane Moore**, **Irene Lyke**, **Ernie Dungan**. Horseshoe tournament, **Jerry Vosbury** in charge. **Ed Yochem**, **Fritz Petersen**, **Di. Sayles**, **Ed Kunicky**. Pop Doty, as usual, in charge of refreshments, helped by **Bud Vanderhoof**, **Jim Donovan** and **Tom Halloran**. Golf chairman is **John Kelly**, assisted by **Fred Schmitt**. Nominating committee, Past President **Bill Barnett** with **Bob Young** and **Ed Bottomley**.

Ernie Dungan is convinced that stop signs mean just what they say. **Tunny Vet** has come to the same conclusion about red lights. . . Our champion fisherman, **Aber Burdette**, came up with an 8-lb. lake trout. . . **Bob Willey**, that Yankee fan from Cleveland, paid a visit to this office. . . We're wondering who bit **Olga Nazar**. . . **Jerry Vosbury** having trouble with flat tires. . . **Woodie Woodruff** and **Jim Schofield** complaining because their names do not appear in this column enough. . . **Edna Metzger** visiting in Quebec. . . **Don Matthews** tired of waxing his Study, so he bought a new Dodge. . . The **Argentieris** visiting in Baltimore. . . **Harry Vanderhoof** with a new Plymouth. . . **Don Kendall**, one of the few blacksmiths left in this county. . . "Bubbles" **LaChiusa** and "Honey Bumps" **Petrillo** seen at the carnival several nights. . . The ma-

chine room welcomes **Norm Westervelt**, new IEM man.

Zip Zannieri still is waiting for those power brakes. . . **Rita Halloran** graduated from driving school. . . **John Gibi** now has a Chevy for transportation. . . Some of the girls went on a picnic to Stony Brook, the uniforms for the day being bathing suits and fur coats (they left at 6:30 a.m.). . . **Mrs. Dorothy Marvin's** little **Karen Sue** makes **Lyle** a proud daddy and **Mike Winters** a happy grandpa. . . **Mr. and Mrs. William Leonard** honeymooning in Bermuda. They were married Sept. 4 in Huntington, Ind. . . Promoter **Bob Kraft** has announced that **Bob Hillman** was elected Miss Key Punch of 1954. . . **Jean and Sam Leland** visiting the Thousand Islands and Cape Vincent. . . Wonder where that fellow is when he is "on location". . . **Irene Lyke** and husband drove the new red Buick to the mountains for a few days. . . Although there has been no open house, nor have I been invited for a "look-see," I understand the new slip covers and drapes **Edna Metzger** made for the second floor ladies room really are something. . . **Yours Truly** attended the New York State American Legion convention in New York City. . . **Charlotte Geary** shopping in Genesee, Pa. . . **Bill Moore** and **Don Clark** arguing over who is carrying the load. . . **Rosemary Hogan** has resigned and will enter Sisters of Mercy Convent in Rochester. A surprise farewell party was given her by the fair sex at Long View Inn, Wellsville. She was presented with a travel clock. The M. of W. also gave her a pizza party and many unusual gifts. Everyone will miss **Rosie** and her good humor. **Ed Gillette** left the bachelor ranks when he and **Marilyn Fisher** of Canisteo were married. They honeymooned in New England. . . According to latest data, Bureau members have contributed over 35 gallons of blood to the Red Cross blood bank. Ten highest donors are **Richard Wheeler**, 24 pints, **Yours Truly**, 20 pints, **Ed Gillette**, 18, **Joe LaChiusa**, 16, **Milt Shinebarger**, 13, **Angie Petrillo**, 13, **Bob Pebbles**, 10, **Jerry Curran**, 9, **Don Clark**, 8, and **Pauline Bove**, 6. . . **Jack Berry** is the proud owner of a diesel (it burns oil). . . **Lillian Karl** and mother visiting in Dunkirk, Fredonia and Carrollton. . .

Clarence Braisted attended Chautauqua Institute. . . **Dorothy Marks** visiting in Lillydale, N. Y. . . Whatever happened to the trip to Canada that **Dottie Rixford** and **Charlotte Geary** were going to make?

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AUDITOR OF DISBURSEMENTS

By Mary Ann Leonard

Vincent Patrick Dunn's last day was July 9 when he bid farewell to all. He has taken a salesman's position with a national food concern. Here's wishing him the best in his new endeavor.

Gen Omert kept telling us about a song she heard called, "Beware of the Bear with the Chartreuse Hair." We thought she was spoofing us. After hearing the song on the radio recently, I for one am convinced. Sorry we looked at you that way, Gen!

Don Keister, who found it hard to gain weight, decided to stop smoking two months ago. This did the trick says Don. Now he weighs more than he ever did.

Did you know? Among new car owners are Nelson Case, a '53 blue Pontiac, Nelson Potter, a '54 flame-red Ford, and Bob and Virginia Farson, a '54 green and cream Nash Rambler. . . Rita Ann Connor became Mrs. Richard Talbott July 2. . . Bob Peterson now owns a pet parakeet. . . Gen Omert drove to New York state. . . Coletta Rauschert and mother motored to Rochester, N. Y. . . Bob and Theresa Cockrell spent

a few days in Pittsburgh. . . Leon Hopkins' daughter, Martha Lee, took the messenger position during her vacation. She is returning to Allegheny College, Meadville, as a sophomore.

CAR ACCOUNTANT

CLEVELAND, OHIO

By Ella Carpenter

It's wedding bells in the near future for Alice Kyser whose engagement to William Lindsey was announced July 4.

Ellen Cunningham visited her new twin nephews in Washington, D. C. and thoroughly enjoyed her first trip to our nation's capital.

Lula and Elgin Featherston took a motor trip east, stopping at points en route and along the Jersey coast.

Ed Peakovic really had a wonderful time at his annual vacation habitat, Corey's Lake, Three Rivers, Mich.

Mary Ann Sabo and Carol Kilbane took a quick trip to New York to meet Donna Medley who was returning from New England. The three of them did the town and had a wonderful time on the return trip to Cleveland.

Marion and Cliff Palmer enter-

RELIEF CLERK RETIRES



H. M. Tuttle, general yardmaster, Huntington, Ind., says good-bye to Carl C. Adams (seated), relief clerk who retired as of July 16.

tained company from New Jersey.

We're glad they remember us and want to come back to see us—our former co-workers, that is. Callers last month were Jane Reeves and Jane Mayer.

We do hope Ruth Smith's troubles are over. Ruth caught her hand in a wringer and broke her wrist while staying home to take care of a sick husband.

The key punch department is humming since the addition of two new operators, Lee Schwartz and Helen Gladwin.

OPERATING

VICE PRESIDENT'S OFFICE

We are sorry to learn that Curt DeVoe, our former co-worker, is ill in Charity Hospital. We hope he has rapid recovery.

Mr. and Mrs. Herm Violand have a new grandson, Richard O. Gaeckle, Jr. He was born to their daughter, Joan, July 4 in Lakewood Hospital. They now are proud grandfathers of four boys and four girls.

Ruth O'Connor joined her sisters and brother Aug. 14 for a trip to Washington, D. C., Williamsburg, Va., and other points in the east and south.

Warren Speer spent a week of his vacation at home, giving a helping hand to Mrs. Speer.

On his recent trip to Ridgewood, N. J., John Tanis stopped to see Mr. and Mrs. George Arnold and Mr. and Mrs. Edward Orr. Mrs. Orr formerly was employed in the Car Record office.

ENGINEERING

CLEVELAND, OHIO

By R. E. Twist

Carl Kohler, 69, of Glen Cove, Long Island, New York, former supervisor of bridges in the Department of Structures, died July 13. He resigned in 1943 for reasons of health. Surviving are three brothers, Arnold, Robert and Ernest Kohler.

"So you taught your wife how to play poker?"

"Sure, and it was a swell idea. Last Saturday night I won back nearly a third of my salary."

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Suppose Gasoline Refiners and Retailers Couldn't Adjust Prices to Meet Market Conditions

Because of intense competition at all levels in the oil industry—from refining through retailing—American motorists get better service from their local gas stations and derive more efficiency from the gasoline they use than any other motorists in the world.

Individual petroleum companies and individual gasoline retailers are free to adjust prices to meet seasonal fluctuations in demand for their product—or to counter local or regional competitive situations.

But the railroads—with petroleum purchases totaling about \$400 million a year, making them one of the oil industry's biggest customers—do not have the same

freedom. Archaic regulations, most of them established when the railroads were practically a monopoly, are ill-adapted to today's highly competitive situation in the transportation industry.

These regulations deprive the railroads of the price flexibility essential to meet today's market conditions and competitive situations.

For example, last year one group of railroads was refused the right to *lower* rates on canned goods to meet the competitive highway situation—on grounds that reduced rates would not add to revenues. At about the same time, another group of railroads was forbidden to *raise* rates on fresh vegetables

on the grounds that, even though they were losing money hauling them, they were making a net profit from their overall business.

The confusion and losses resulting from such regulation have proved harmful to the railroads operating in the highly populated, industrialized East.

These roads believe they could operate more soundly—and serve industry and the public better—if the regulations affecting them were modernized and brought into line with conditions as they exist *today* in the transportation industry... Eastern Railroad Presidents Conference, 143 Liberty Street, New York 6, N. Y.

ERIE'S "PIGGY-BACK" AT WORK



"This new 'Piggy-Back' service of Erie's is going to be helpful to us, Mr. Blake. Called New York just two days ago and here's the shipment for our new distributors delivered this morning."



"Erie 'Piggy-Back' service gives us the advantage of door-to-door delivery. Our freight is loaded in trailers in New York and shipped by rail without further handling. Saves time and gives us rates competitive with other carriers."



Shippers between New York and Chicago welcome Erie's "Piggy-Back" service that offers complete trailer load, door-to-door, second day delivery both ways. Trailers are carried on flat cars in Erie's fast freight trains. All Erie employees should be familiar with this service so they can explain it to prospective shippers.

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