The President’s Page

NO ONE has a monopoly on ideas. The man with an idea can be a valuable asset to his company, especially when he can work out his idea in a friendly and cooperative fashion with his fellow employes. If the idea is good it is bound to attract the attention of others and receive their support.

A case in point is the new "production line" method of reballasting and resurfacing our roadbed as described in this issue of the magazine. Our maintenance of way people are to be congratulated for working out the details of this new technique and putting it to practical use. This modern adaptation of a routine job is a big step forward in railroad progress. It is another example of Erie’s willingness to try new things.

By "working smarter" we can always find better ways of doing a better job. That’s how progress is made. Progress is retarded if ideas become handcuffed or are discouraged because they are contrary to tradition.

F. W. Johnston
Our Objective

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

RAIL ENDS

A golf ball that O. P. Seeman, agent of the Canadian National at Port Colborne, Ont., had sliced when driving from the ninth tee of the Port Colborne Country Club course, traveled 300 miles and then came back to him. Mr. Seeman’s tee shot not only went out of bounds, but also disappeared into an open box car of a moving train. A few days later he received a package from Walkerville, Ont., which contained the lost ball. The agent of the Canadian National at Walkerville had found the ball in the car and, recognizing the name of his fellow agent on it, had mailed it back to him.

The expression “everything but the kitchen sink” no longer applies to the wide variety of objects people forget and leave behind on trains. A kitchen sink was found on a passenger car in Canada.

But the custodian of the Canadian Lost and Found office wasn’t too surprised. He recalled that in years gone by an even larger article—a bathtub—had been found on a train.

A “drag detector” is a feature of a freight classification yard in North Carolina. All cars must pass over the detector before passing over the hump. If a car has dragging equipment, the detector automatically flashes a warning to the hump conductor.

OUR COVER—This month’s unusual cover is a photograph of our mechanized detour track gang on the job. Shown are all the machine units included in the operation. Inagurated by our railroad this summer, this new mechanical method of track work already has proven itself more economical and efficient than previous methods. For the complete story of the work of the gang, please turn to Page 6.
High-Iron
Lady Railroaders

Outside of office work, railroading is considered to be a man's world generally, but there is a unique group of women on the Erie who are performing capably and efficiently in one segment of this "man's world."

At Youngstown, Ohio, four Erie ladies are handling jobs which ordinarily are deemed too rugged and exacting for the weaker sex. These capable and determined ladies operate interlocking towers, duties which usually are assigned to men, and while doing their jobs well still manage to remain completely feminine.

We thought you would like to meet them. They are Margaret Hunter at NK tower, Mary Sharkey at NK tower, Erma McIntyre at Valley Street tower and Sadie MacDonald at Himrod tower.

Each of them was initiated into railroading by way of office work, but during the manpower shortages at the time of World Wars I and II volunteered for the tower jobs and literally fell in love with the work.

Mrs. Hunter's affection for her job apparently has been inherited by her son, Jack, who is a tower operator like his mother. He has been on the job since 1948 and works at the same tower as his mother.

Mrs. Hunter started with the Erie as a telephone operator in 1916 during World War I. She resigned in 1924 and returned to the Erie during World War II in 1943. She also has been a chief dispatcher's clerk.

An attractive woman, Mrs. Hunter says she gets along fine with the men with whom she

This is a familiar position for Erma McIntyre, tower operator at Valley Street, in Youngstown, Ohio.

Framed by the "tools" of her job, Mary Sharkey, operator at NK tower, Youngstown, gives the photographer one of her beam- ing smiles.
works. She says they have been perfect gentlemen during her many years in the tower. A relief operator, Mrs. Hunter works on all three shifts.

Mary Sharkey has been with our railroad since 1917. She started as telephone operator in the YO office at Youngstown. A pleasant woman with a twinkle in her eyes and a friendly smile, she thoroughly enjoys tower work. She has been at the tower since 1935 when she bid for the job. She also thinks the men with whom she works have been just fine. A chatty person with a lively personality, she says she treats the men on the job with courtesy and in a business-like way.

Living in Sharon, Pa., Mrs. McIntyre started with the Erie on March 16, 1944, as a telephone operator at Ferrona yard in Sharon. She also worked at Sharpsville, Pa., and Hubbard, Ohio, in the same area. She has been at Valley Street tower since 1951. Her husband is a former Erie locomotive fireman.

Since becoming a railroader, she has turned into a rail fan and likes trains and railroaders. An attractive brunette, her hobbies include crocheting, raising African violets and two pet canaries.

The fourth member of the unusual quartette of lady tower operators is Sadie MacDonald, a veteran of 38 years with the Erie who has become a legendary personality on our railroad around Youngstown. She also started during World War I in 1918 and has spent most of her career in Himrod tower. She rules her little empire with an iron fist and does not put up with any back talk from the largely male population by which she is surrounded. She can speak the language of the stronger sex when necessary, and she seldom emerges second best in a battle of words.

At home, her brother lives with her. In her spare time, poker and gardening are her hobbies.

In addition to these four "on-the-ground" feminine railroaders, there are a few women employees who operate some of our street and highway crossing towers on the Eastern District.

Probably the most famous of Erie's feminine crossing tower operators is Mrs. Betty Van Glash, who tends the tower at our Paterson Plank Road crossing at Carlstadt, N. J. She has been featured for her unusual work in the New York NEWS which has a daily circulation of about 2,250,000.

Member of a family with 14

(Please turn to Page 21)
After anchors have been removed manually and track bolts loosened, spikes are removed by this machine from ties which are to be replaced. This is the first machine operation by the new mechanized track gang.

“The old trackwork ain’t what it used to be, ain’t what it used to be.” That’s what trackmen say about the work of our new mechanized track gang on the Western District today.

The “mechanized detour gang” as it is called works with machines on a production line basis. Almost every task is done with mechanical equipment, and it is done better and more efficiently. Trackmen no longer depend solely on brawn and muscle. The members of the mechanized detour gang have become skilled machine operators. They are “working smarter” to share in the progress of the modern Erie.

The gang is working for the first time on our double track main line on the Western District, and all trains are detoured to the other track to prevent interruption of the work. The job consists of reballasting and resurfacing.

Each man in the gang has a special task. The gang consists of two foremen, two assistant foremen, 24 trackmen, seven operators and one timekeeper. Efficiently utilizing the machines and tools, each man expends less effort than previously yet the gang accomplishes more finished track work.

In sequence, the different tasks performed are: 1. One trackman removing anchors and loosening track bolts. 2. One operator pull-
Next, the old ties are removed with this gandy crane.

...ing spikes with an automatic spike puller. 3. An assistant foreman and one operator raising track to correct grade with a power jack. trackman lining track with hydraulic track liner.

One operator drives the truck for transporting the crew, assists in setting up track equipment and supplies machines with gasoline and oil. The timekeeper keeps the time of the men, records use of material and costs and prepares employment records.

Ballast Distributor

The McWilliams ballast distributor is an especially effective unit. It picks up stone and slag ballast from the tie ends and distributes the ballast in proper location and correct quantity on both sides of each rail.

The casual visitor is amazed by the careful and precise nature of the work performed on the job by the rugged trackmen. Every tie is carefully positioned. Each tie plate is properly placed and the same patience and attitude is devoted to every anchor, spike and

4. Three trackmen and one operator pulling old ties with a Gandy crane. 5. Three trackmen and one operator inserting new ties with a Gandy crane. 6. Three trackmen spacing ties with tie spacers. 7. Two trackmen starting spikes into ties with spike hammers.

8 and 9. Four trackmen, one using tie nipper, two with pneumatic spike drivers and an assistant make up spike driving unit. 10. One operator with McWilliams ballast distributor redistributing ballast uniformly over both sides of each rail for tamping. 11. One foreman and four trackmen raising track to final grade with pump jacks and level board. 12. One operator with McWilliams multiple tamper tamping ballast. 13. One trackman replacing anchors and checking spikes. 14. One trackman tightening track bolts. 15. One assistant foreman and one}

August, 1955
Finally, an early check is made with a sighting target and then a final check with a bubble level.

It is this minute attention to detail which provides the safe, smooth roadbed for speeding passenger and freight trains.

This new mechanical method in track work results in several economies. First, the 36 men in the gang complete from 2800 to 3400 feet of track in an eight-hour day and at the same time renew from 350 to 560 ties. The Operating Department cooperates by detouring trains through existing and temporary crossovers to another track during the time the work is in progress. It would be impractical if not impossible to remove some of the heavy machines for each train.

Production by a hand-tamping reballast gang of 39 men averages about 528 feet per eight-hour day or 17 per cent of the work done by the mechanized detour gang in the same time. The labor cost for a hand-tamping gang per mile of track is about $5000 and for the mechanized gang about $900. The hand-tamping gang works under traffic and work is delayed by each passing train.

Additional tamping is required the following year on a job done by a hand-tamping gang. The finished job by the mechanized gang leaves the track solidly tamped and requires no follow-up a year later. This saving is included in the labor cost economies mentioned earlier.

The mechanized gang also requires less ballast. It uses an average of 525 tons of ballast per mile, while the hand-tamping gang uses about 850 tons per mile, including the ballast required for finishing the following year.

**Five-Day Week**

The mechanized gang works a five-day week excluding Saturdays, Sundays and holidays. Trackmen are recruited from local sources with preference given to furloughed employees. Foremen are from the area in which the gang is working. Operators of the larger machines follow the machines from one division to another. Surprisingly little time is required for foremen and trackmen to learn the new method and operation of the machines.

The equipment is inspected regularly after working hours by mechanics and running repairs are performed on location.

During this summer's working season it is expected that 50 miles of main line track will be reballasted and resurfaced.

The graphic change from manual to mechanical track work was illustrated by a track gang foreman, retired last year, who visited the mechanized crew at work recently near Burbank, Ohio.

"I don't even recognize the work any more," marveled John S. Ditch, now living near Burbank. "They're

The McWilliams multiple tamper tamps the ballast snugly under and between the ties to give the track a solid, lasting bed.
RAILROAD QUIZ

1. Which is the least expensive Pullman accommodation for one person—a bedroom or a roomette?
2. Does a locomotive-day cover an 8-hour period, a 12-hour period, or a 24-hour period?
3. Are rate clerks employed in the accounting department or the traffic department, or both?
4. In what city are the headquarters of the Railway Express Agency—New York, Washington, Chicago or St. Louis?
5. If one leg of a wye is removed, what does the remainder become—a siding, a spur, or a passing track?
6. How many torpedoes are placed on a track to signal an approaching train to proceed at reduced speed?
7. Do waybills originate with the shipper, the freight agent, or the train conductor?
8. What are transit privileges—the right of a shipper to pay his freight in installments, or the right of a shipper to mill, fabricate, process, or store commodities at one or more intermediate points?
9. What is the name of the card used by ticket agents and Pullman conductors to record the sale of Pullman space—score card, diagram, or reservation card?
10. In which department of the railroad are bookkeepers usually employed—operating, traffic, or accounting?

Harry Clarke Passes

Henry A. Clarke, assistant to purchasing agent—stationery from November 1944 to September 1951, died July 24. He lived in Lakewood, a suburb of Cleveland.

Mr. Clarke, a native of Paterson, N.J., started with the Erie July 1, 1915, in the Stationery Department in New York, where he became chief clerk June 1, 1918. He was appointed stationer Nov. 1, 1942.

Surviving him are his wife, Ada; son, Floyd, Cleveland; daughter, Mrs. Florence Shadle, Fairview Park, Ohio, and brother, James Clarke, Paterson.

Dies Suddenly

Charles R. Petry, formerly assistant general agent at Minneapolis, died suddenly June 10 at St. Paul, where he resided, at the age of 62.

Mr. Petry started as contracting agent at Los Angeles in 1915 and had been traveling freight agent, Los Angeles; commercial agent, Kansas City, and general agent, St. Paul. When the latter agency was closed in 1949, Mr. Petry was transferred to the Minneapolis agency when the new position of assistant general agent was created there. He retired Aug. 15, 1952. Survivors are his widow, Grace Davidson Petry, and daughter, Phyllis.

August, 1955

‘Little Erie’ Opens at Youngstown

The two pictures above show the unique station and miniature railroad modeled after the Erie which was opened recently at Idora Park in Youngstown, Ohio. Erie officials participated in the ceremonies opening the railroad. In the picture are, from the left, in the cab, Max Rinden, park general manager; J. P. Allison, general manager, Western District, and Mayor Frank Kryzan; in rear car, T. E. McGinnis, assistant general manager, Western Dist.; F. J. Mulligan, supt.; F. E. Navin, asst. supt.; Dick Sause, commercial agent; W. L. Schorr, division passenger agent; J. T. McCarthy, track supervisor; S. C. Cancilla, general foreman; V. F. Green, assistant general passenger agent, and Paul Crowe, assistant division engineer.
Big Cities Call
Erie Travelers

Thousands of residents in communities along the Erie Railroad are finding that one of the most exciting ways to spend a weekend or holiday is to take advantage of one of Erie's popular tours to New York or Chicago or to one of the scores of resorts on our railroad.

The low-cost tours are arranged by Erie passenger representatives and include train fare, some meals, hotel rooms and guided tours at destination at a minimum of expense. The coaches in the tour trains are comfortably air conditioned.

The tours are co-sponsored by a newspaper or radio station in the community where the train originates. Anyone interested in such a tour should contact an Erie passenger representative at any of our passenger stations or a newspaper or radio station representative in his home town.

To date tours have been arranged to New York, Chicago and Chautauqua Lake at Jamestown, N. Y. The Chautauqua trip was co-sponsored by the Ridgewood, N. J., newspapers.
In a frolicsome mood, these happy travelers wave good-bye as their special Erie train leaves on a weekend tour.

Another group of travelers in holiday mood prepare to board a special Erie train for a weekend tour to glamorous New York City.

Smiling happily a group of Clevelanders relax as their special Erie tour train heads for an exciting weekend in New York City.

A throng of cheerful tourists wait expectantly to board one of Erie's special weekend tour trains.
1. A boat arrives at our Weehawken, N. J., docks under its own power.

2. One of our cranes lifts the boat out of the water.

3. Easily and quickly the traveling crane carries the boat to a flatcar which has been prepared for the boat.

4. Guided by an Erieman, the boat is lowered into place in the cradle previously set up for it.

5. Resting in its cradle, the boat is braced and blocked snugly for 3000 mile trip to the Pacific.
Not knowing what our railroad will be asked to carry next, Erie employes are always ready to handle anything.

On these two pages is evidence of some of the unusual freight which Eriemen must handle from shipper to train to consignee. It takes a smart, skilled workman to plan the loading of some of this unique freight. Eriemen at docks, terminals and yards have demonstrated admirably their ability at these tasks. Their talents have contributed substantially to the reputation of the Erie's diamond as a "Mark of Progress in Railroading."

Here are pictures of two of the most interesting objects which the Erie hauled recently. On Page 12 is a sequence of photographs which shows how efficiently and expertly Eriemen loaded one of 25 land-lubbing 40-foot power boats for Uncle Sam's Navy.

The boats were constructed at the Freeport Point shipyard at Freeport, Long Island. They had to be moved by railroad to Bremerton, Wash.; Mare Island, Cal., and Long Beach, Cal. Erie employes loaded them securely at our docks at Weehawken, N. J. Our trains carried them safely and swiftly to Chicago where they were transferred to other railroads which completed a transportation job that could not be done as well and as economically by any other form of transportation.

The other was an unusual sculpture which also was produced on Long Island and was carried by the Erie from New York to Chicago on a depressed flatcar. The bronze statue stood 14 feet high and is valued at $30,000. It is being used to decorate a city parking lot in Chicago.

What next? Whatever it is Erie people will handle it safely and with dependability.
Police HQ Moves
To Jersey City

Headquarters of Frank B. Wildrick, superintendent of property protection and fire prevention, and his office staff have been transferred to our terminal at Jersey City effective July 1.

Moving with the office were Harry Collier, chief clerk, and Lieut. Clyde Gilgen, clerk.

In addition, Ralph P. Steen, chief of police at Youngstown, has been appointed assistant superintendent of property protection and fire prevention with headquarters at Youngstown, and the two positions of chief of police have been abolished.

Speaker

One of the speakers at the safety section meeting of the Association of American Railroads in June in Buffalo was Robert Buckholtz, one of our locomotive engineers at Buffalo. Mr. Buckholtz has been with the Erie since 1942. He served in World War II for three years.

Retired Assistant Treasurer Relaxes

From now on you will probably find George Smith, assistant treasurer who recently retired, in this position a good deal of the time, just taking it easy at home in Cleveland. He is shown looking over the camera which fellow employees presented to him at retirement June 30 after 51 years with the Erie.
Promotions in the top echelon of the Traffic Department have resulted in the advancement of seven officials.

The promotions are: Lawrence J. Burgott, assistant general freight agent at Chicago, to assistant freight traffic manager, New York; Louis E. Newman, assistant general freight agent, Buffalo, to succeed Mr. Burgott; Frank K. Corlett, general agent, Akron, to succeed Mr. Newman; Harold F. Keelen, general agent, San Francisco, to succeed Mr. Corlett; Henry F. Heck, general agent, Washington, to succeed Mr. Keelen; George Pettersen, general agent, Baltimore, to succeed Mr. Heck; George A. Kiel, general agent, Des Moines, to succeed Mr. Pettersen, and John L. Fischer, commercial agent, Chicago, to succeed Mr. Kiel.

Born in Lawtons, N. Y., Mr. Burgott started with the Erie on Sept. 1, 1912, as a file clerk at Buffalo, N. Y. After working in several clerical positions in the Buffalo area, he was transferred to New York in 1924 and was promoted to commercial agent there in 1925. He then became a commercial agent at Newark, N. J., and general agent at Columbus, Ohio, and St. Louis before returning to New York City as assistant general eastern freight agent in 1946. He went to Chicago as assistant general freight agent on Nov. 1, 1950.

Mr. Newman, a native of Peoria, Ill., has been with the Erie since April 1, 1916, starting as a clerk in Peoria. He went to Chicago in 1923 and was promoted to commercial agent there in 1935, then to general agent at Albany, N. Y., in 1939 and Minneapolis in 1941. Before coming to Buffalo, Mr. Newman was foreign freight agent in Chicago.

Born in Chicago and raised in Kansas City, Mr. Corlett hired out as our chief clerk in Kansas City on Aug. 15, 1927. He was commercial agent there from 1932 to 1945, then in turn was division freight agent at Rochester (1945 to 1948), N. Y.; Elmira (1948 to 1951), N. Y., and Jersey City (1951 to 1953) before moving to Akron.

A Far Westerner from Walla Walla, Wash., Mr. Keelen joined the Erie as a clerk at our office in Portland, Ore., on Jan. 6, 1930. He became commercial agent at Portland in 1942 and moved to Seattle in 1943. He returned to Portland as general agent in 1947 and then went to San Francisco in 1950.

With the Erie since Aug. 16, 1923, Mr. Heck was born in Paterson, N. J., where he went to work for our railroad. He transferred to the Traffic Department in 1926 in Paterson, moved to Jersey City, then to New York as a commercial agent in 1931, then to Washington in 1943, returning to New York in 1946 where he became city freight agent in 1947 before going back to Washington as general agent in 1952.

A native of Brooklyn, N. Y., and with the Erie since Feb. 23, 1927, Mr. Pettersen worked in Traffic Department offices in New York, Philadelphia and Newark before being promoted to commercial agent at Baltimore in 1938. He has been general agent there since 1945.

The birthplace of Mr. Kiel was Colp, Ill. He went to work for the Erie in Cleveland as an office boy on Aug. 4, 1931. He performed clerical duties in Cleveland, Marion, Ohio; Jamestown, N. Y., and Pittsburgh before he was promoted to commercial agent in Pittsburgh in 1943. He was promoted to general agent at Des Moines on Dec. 1, 1952.

Mr. Fischer was born in Ben- sonville, Ill., and went to work for the Erie in Chicago where he has been located throughout his career with the Erie. He was promoted to commercial agent in Chicago on March 1, 1951.
Bowling Champ

Awards Offered
For Rail Papers

Cash prizes and honorary citations for outstanding papers on a variety of railroad subjects will be awarded by the Ninth Pan American Railway Congress to be held in Buenos Aires, Argentina, in April 1956. All papers must be submitted to the United States National Commission of the Pan American Railway Congress Association on or before Oct. 15, 1955, and should be sent to Herbert Ashton, executive secretary, c/o Department of Commerce, Room 7866, Washington 25, D. C.

The list of subjects includes 125 general topics and 12 special subjects covering way and structure, equipment and power, operation, accounting, statistics, tariffs, coordination and administration, and legislation and personnel. The commission will also accept papers on additional subjects.

The Pan American Railway Congress Association is a permanent international organization whose primary purpose is to contribute to the advancement of railroads and railroadng throughout the Western Hemisphere. Some 20 South and Central American countries, as well as the United States government and individual railroads in this country, are members of the association.

Further details concerning the papers, including a detailed list of subjects and rules governing the competition, can be obtained from Mr. Ashton.

Erie Railroad Magazine

CONFIDENT LIVING
By Dr. Norman Vincent Peale

Years ago, I used to rent a little summer place on Long Island. Our house was directly on the beach, so the water was literally at our front door.

Now, I've never been much of a swimmer, although I've always enjoyed it. I like floating best because I find it very relaxing. But floating, like everything else, requires some skill and you have to practice it to become proficient at it. If you just go out and try to float, you might very well sink.

When I started to learn the art of floating, I would lie back on the water, holding my body rigid and doubting that the water would support me. Well, it didn't.

After watching me do this time and time again, swallowing gallons of sea water in the process, an old fellow who lived nearby offered this advice: "To float," he said, "you must have faith in the water. Rest confidently upon it. Relax completely. Give yourself to the water and it will hold you up."

I followed his advice, at first rather hesitantly, but with increasing confidence. I practiced relaxing on the water, believing that the water would sustain me, which it did, and before long I became a pretty good floater.

This may seem a very elementary illustration of a religious and psychological truth, but it does demonstrate a basic lesson in faith. For faith is not arrived at by argument. It is gained first by instruction, then by having faith in faith, and finally by the actual experience of its sustaining power.

When you fill your mind with faith-thoughts, you learn to develop faith-attitudes. There is no mystery about how to have faith—just change your thoughts so that you really believe in faith. Believe you can rest your life upon it with complete confidence, for you can.

By faith, we mean faith in God as your real, present companion, guide and helper. People who have such faith in God develop faith in themselves. This is not egotism or pride, but humble confidence that you can do your job in life efficiently through the ever present help that God gives you.

For example, a friend of mine built a good, but small business from practically nothing. He described his "three great assets" as a loyal helpful wife, a love of work, and the faith that God was his "unseen partner." "When I didn't know what to do and everything seemed dark, I just took matters up with the 'unseen partner' in my office and things always went better."

Your maximum ability may be released through such working faith. Most people have ability, but often it is frozen because they are inwardly tied up because of their fears and lack of confidence. Faith is the one power than can drive out fear and self-doubt and thus set free your creative powers.

A famous surgeon told me that he would not think of handling a case without asking for Divine help. Sometimes in an operation, he explained, complications may arise where he must know immediately what to do. "So while I work, I turn quickly in my thoughts to Him who made that human body, and by faith get the answer I need."

"And don't let anyone tell you there isn't a personal God," he added, "for I've felt His presence too many times to have any doubt of that."

So rest yourself on your faith, for it will hold you up.

(Copyright 1955, Post-Hall Syndicate, Inc.)
Sir:

We would like to take this opportunity of thanking your local agent, Warner Bramlee, and clerk, Chester Dolecki, for their splendid cooperation in arranging our train trip from Salamanca to Olean.

The pupils and teachers of the second and third grades of Prospect Avenue School learned many interesting things in regard to transportation.

We found the employes of the Erie very accommodating.

Mrs. W. Dundon (Teacher)
Mrs. L. Piccitelli (Teacher)
Prospect Ave. School,
Salamanca, N. Y.

Sir:

As a new enterprise on the Erie Railroad at South Hackensack [N. J.] we have been dealing with your personnel, both the Erie and N. J. & N. Y.

It is our pleasure to pass on to you the splendid cooperation extended by the personnel, from your freight agent at South Hackensack, his staff, the trainmaster, his car crews, your claim section, and Mr. Walsh, inspector of demurrage.

I realize that whenever there's a gripe you get a blast, and a word of appreciation for good work should also be passed on.

I sincerely trust that you will have the word passed on to the personnel that we appreciate everything they have done.

L. A. Lorenzo
Distribution & Transp. Co. Inc.
Lyndhurst, N. J.

Sir:

When a customer receives poor service from a common carrier, he normally complains or places his freight with another line. When a customer gets excellent service, you, no doubt, never hear from him.

I want the Erie Railroad to know that they are doing an excellent job on the movement . . . from Akron to my plant at Buffalo . . .

J. A. Bernel
Bernel Foam Products Co.
Buffalo 7, N. Y.

August, 1955
Our "Cruising Cameraman" has become an inquiring photographer and hereafter will visit points on the railroad to ask questions of employes about subjects related to the Erie or railroad in general.

For this month's "Kamera Kwiz," Erie men at the huge Croxton, N. J., freight yard came up with the replies. The giant yard lies on the eastern rim of New Jersey's famed undulating "Meadows." Most of our westbound freight trains are made up and the eastbound freights broken up at this yard. The yard contains two humps.

The question asked of employes at Croxton was: "What can employes do to get more business for the Erie?" Employes and their answers are shown on these two pages.

**MIKE DZAMBA, monitor desk clerk, KW tower:** "We must strive to give better service and deliver cars promptly."

**RICHARD SMITH, switchman:** "Every day we should do a real good job in handling cars to prevent damage."

**JOHN D'AMBROSIO (left), dock worker:** "We can help to give good rail service and then we should talk about how good our service is to our shippers." **FRANK TATTOLI, dock worker:** "Our big job is to handle freight more carefully to keep our shippers coming back."

**ROGER ALEXANDER, switch maintainer:** "When we talk to a possible shipper or traveler, we should recommend our freight and passenger service."

**PETER KAWALEC, car inspector:** "We can help beat our competition by offering cleaner cars and quicker service."

**JOHN D'AMBROSIO (left), dock worker:** "We can help to give good rail service and then we should talk about how good our service is to our shippers."

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**ROGER ALEXANDER, switch maintainer:** "When we talk to a possible shipper or traveler, we should recommend our freight and passenger service."

**PETER KAWALEC, car inspector:** "We can help beat our competition by offering cleaner cars and quicker service."
WILLIAM LOELIUS, conductor, north hump: "Handling cars carefully and working safely is very important. We should also let our friends and possible shippers know how safely we handle Erie cars and trains."

PAT TIMONEY (with glasses), conductor: "We can help by doing a better job of handling cars and by constantly practicing safety." JOE ULICKI, brakeman: "We must work safely and handle cars with care to prevent loss and damage."

JOE ULICTION, brakeman: "We must work safely and handle cars with care to prevent loss and damage."

JOE ULICTION, brakeman: "We must work safely and handle cars with care to prevent loss and damage."

HARRY MARONEY, conductor: "We can do three things: 1. Be courteous. 2. Recommend Erie service. 3. Handle shipments with care."

JOHN J. WALSH, extra conductor: "Employees should try to create a good feeling toward our railroad through courtesy. A pleasant greeting in the morning is important."

HARRY MARONEY, conductor: "We can do three things: 1. Be courteous. 2. Recommend Erie service. 3. Handle shipments with care."

PHILLIP CAPPADONO, crane operator: "Each employee must try to work more efficiently and be alert at all times to avoid accidents."
Practice Safety; It’s Contagious

There is no better way to set your children an example than by ACTING SAFELY. And, of course, the same thing applies to the rest of your family, to your fellow workers, to other drivers and to everyone.

How do YOU set a good example? Well—SET A GOOD SAFETY EXAMPLE AT HOME.

- Disconnect electric appliances when not in use.
- Never smoke in bed.
- Always use a solid ladder instead of a makeshift.
- Anchor all throw rugs.
- Keep guns unloaded and locked up.
- Keep garage doors open when running the motor inside.

SET A GOOD EXAMPLE ON THE HIGHWAY.

- Obey all traffic signs.
- Drive within the speed limits.
- Be courteous. Smile! It’s contagious.
- Don’t drive after drinking.
- Don’t get irritated in traffic snarls. Take it easy.

SET A GOOD SAFETY EXAMPLE AT WORK.

- Stop machinery before oiling, wiping or repairing.
- Make full use of all guards and protective devices.
- Don’t wear rings, watches, neckties or loose clothing around machinery.
- Observe all safety rules and approved practices.

By your own behavior and attitude make safety make sense to your family and your fellow workers.

Seniority Doesn’t Scare Accidents

Old-timers can’t afford to get smug or cocky about safety just because they’ve been at it a long time, or just because they feel superior to all the less experienced railroaders they see around them these days.

Anyone can be the victim of a mishap anytime, anywhere.

One year, five years, ten years . . . .

Not Inevitable

In everyday living we follow a code of fair play and good manners that have become accepted as a part of good social living. In our homes and in the homes of others, in schools, at social gatherings, at sports events—in practically every personnel and group activity in which Americans participate—we practice common courtesies and exhibit a sense of “give” along with “take.”

But how does safety tie in with this code? There are several misconceptions that have been handed down through the years that probably have been the biggest obstacles to clear thinking with respect to accidents. These five killer beliefs are:

1. Accidents happen to the other fellow.
2. An accident will get you when “your number’s up.”
3. Accident occurrence is governed by the law of averages.
4. Accidents are the inevitable “Price of Progress.”
5. Accidents are “acts of God.”

Correcting the thinking of these misconceptions is the first big hurdle in developing a safety program in our everyday life.
doing the same job we did, but it sure looks easier and better."

Although the actual track work is done during the summer, the job itself is planned many months in advance. A great deal of preparatory work is necessary.

First, the job is placed on the work program. The program is prepared in January of each year, but preparatory work began many months in advance of that. The preliminary work is done by the track supervisor who periodically covers his area of track on foot. At one time or another he is accompanied by other maintenance of way officials on these inspections, and together they decide how soon track work will be done.

Then in about November or December, at the time budgets are set up for the next year, the number of miles of work to be done the following year is determined. About the first of the year, after the budgets have been approved, the sections of track to be rebalasted and resurfaced are selected.

**Supervisor Walks Track**

As soon as weather is favorable in the spring, the track supervisor walks the track again and at that time the ties to be replaced are marked with a dab of paint on the rail. The ballast also is checked with a pick to determine if it is muddy beneath the surface.

If there is mud, a cribber is assigned to the section to remove the ballast from between the ties. Next, a ballast cleaner is dispatched to clean the ballast on the shoulders. This work is done about two or three weeks in advance of the appearance of the track extra gang.

The final step in the preparatory work is delivery of new ties and whatever amount of new stone and slag ballast is needed. The ties are delivered by a work train. They come in gondola cars and are unloaded in bundles by a crane or individually by hand. The ballast is delivered by Hart ballast cars which have small side and center delivery hoppers and look like gondola cars with low sides. Delivery of the ballast on both sides of the track can be controlled with these doors.

After this last preliminary step, of course, the mechanized detour track gang is ready to go to work, but their work is only the last step in a job that has required many months of planning.

**LADIES continued**

children, mother of seven children and grandmother to numerous others, Mrs. Van Glash has loved railroads from the time she was a child. She used to spend much of her spare time during childhood around the railroad yards of her native Scranton, Pa., watching the steam engines, freights and fast express trains.

She also became a railroader during World War II. She never wore dresses—her choice is overall for work and slacks and jackets other times. "She threw away all her dresses when she got the Erie job 10 years ago," her husband says, "I wouldn't know her now in a dress."

In her spare time she does the housekeeping and shopping, redecorating, repairing and renovating of her home, and gardening. She is famous in New Milford, N. J., where she lives, for her spectacular roses and tulips.

Other crossing tower tenders are Mrs. M. B. Kelly, 35 years' service, Rutherford, N. J.; Mrs. Jane Rymer, one year, Glen Rock, N. J.; Mrs. Ethel Coventry, 11 years, Binghamton, N. Y.; Mrs. Ann Packer, 11 years, Hornell, N. Y.; Annie W. Connell, 12 years, East Orange, N. J., Cary A. Sullivan, 12 years; Margarette C. Green, 12 years; Stella D. Martin, 12 years; Mary H. Kragh, 12 years; Florence M. Kloek, 12 years; Mary T. Baxter, 12 years; Lydia D. Lewis, 11 years; Mae H. Yohe, 11 years; Pearl F. White, 11 years; Ester M. Robinson, 10 years, and Grace P. Flannigan, 10 years, all of Niagara Falls, N. Y.; Helene B. Sherman, 12 years, and Edna Carey, nine years, Endicott, N. Y. This just proves the old saying, "Don't underestimate the power of women!"

"Boy, oh boy! That was some blonde with you last night. Where did you find her?"

"Down, I just opened up my billfold and there she was."
Fellow Veterans:

It is my sincere wish that all veterans and friends present at the outing enjoyed a safe journey to and from the lake and that your stay there was pleasant.

I wish to thank the committee which arranged and handled the outing for a job well done.

I congratulate the new officers elected to guide the veterans during 1956.

I wish to thank the Erie officers for the transportation furnished the veterans to and from the outing. The prizes and the cooperation we received all helped to make the outing successful.

Fraternally,
Edward McCue
President

Meadville
By R. C. Miller

The regular meeting of the veterans and the auxiliary was June 23. Mrs. Mildred Hook was chairman of the dining room committee. Assistants were Mrs. May Hall, Mrs. Frances Urquhart, Mrs. Florence Weldon and Mrs. Elizabeth Staples. Kitchen committee: Mrs. Nora Gearhart, Mrs. Margaret Webster, Mrs. Ella Williams and Mrs. Eva Stainbrook.

At the veterans' meeting George Lund, Irving Hoy, Elmer Petrie and Bert Mohlman were reported sick.

It was voted to have the picnic at the Odd Fellows Hall on July 28.

Youngstown
By R. P. Reebel

We will not have another chapter meeting until September, but Sunday, Aug. 21, we will hold our 13th annual stag picnic. It is not only for members of Youngstown Chapter but for any other veterans who would like to come. Also, you can bring a friend or two if you wish. The cost is only $1.50 per person for food and refreshments. Again, we guarantee you a good time and the best sweet corn you ever laid your teeth into. Come and meet the gang and have a good time. Festivities will commence at 1 p.m., EST, and will continue indefinitely.

It is with deep regret that we learn of the passing away of Chairman Bert Thorn of Huntington Chapter. He was well known and liked by many of our members. We extend sympathy to Mrs. Thorn and family.

Salamanca
By Hilde

The monthly meeting was held at the lions Hotel on June 24 with 75 members and guests, including 12 Boy Scouts. Invocation was by the Rev. Menning of McKee, Ky., guest of Brud Arend. The Rev. Menning's talk on his work in the Kentucky mountain region was highlighted with humorous stories and incidents.

Introduction of guests was by Chairman Rodgers and the dinner committee was under the direction of A. C. Burley. The Barberettes, a girls' quartet from Randolph, N. Y., entertained.

Car Foreman Carl Phillians, one of the instructors of the Boy Scouts who have completed the training course in railroading, spoke about the accomplishments of the boys and the consist of the course in which 135 boys are taking part. The 12 Scouts who had completed the course entitled them to a merit badge in railroading, were introduced and gave the Scout oath in unison.

Fifty-year gold passes were presented to and from the outing, the Auxiliary was June 23.

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July 28.

Pleasant.

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BOOK CORNER
New Books About Railroads


VIRGINIA AND TRUCKEE by Lucius Beebe and Charles Clegg. Stanford University Press, Stanford University, Calif. New edition. $2. The story of the Virginia and Truckee Railroad is intimately associated with Nevada’s fabulous Comstock Lode. It was the route of miners and adventurers. Inbound trains were laden with provisions, equipment and supplies; outbound trains bore silver and gold bullion.

PRINCIPLES OF INLAND TRANSPORTATION by Stuart Daggett. Fourth edition. Harper & Brothers, 49 East 33rd St., New York 16, N. Y. 808 pages. $6. Incorporated in this new edition are the most recent data and analyses, as well as instructional aids, relating to transportation. Contains a fuller discussion of routes and commodity flows and the extent of use of the transport mechanism.


FORTHCOMING BOOKS:


August, 1955
Summer School Teachers Visit Erie

Riding a gondola and a coach, this group of teachers attending summer school at State Teachers College, Paterson, N. J., inspected our operations recently at piers around New York and Jersey City and our Croxton, N. J., yards and dock operations at Weehawken, N. J.

Ex-Erieman Dies

Edwin A. Jaehe, retired chief of the division bureau of the Traffic Department at Chicago, died July 4 at home in Pomona, Cal.

All of Mr. Jaehe's 30 years of service with this railroad had been in the Traffic Department at Chicago, his native city.

Surviving him are his wife, Zola; sons, Edwin B. and Leroy, and daughter, Luella Palmer.

Boxing Official

Appointment of Louis R. Iannelli, extra-gang foreman on the Meadville Division, as a boxing inspector, has been announced by the New York State Athletic Commission. Mr. Iannelli has been with the Erie since June 6, 1927.

R. E. Woodruff Gets 50-Year Gold Pass

Robert E. Woodruff, board chairman of the Erie Railroad, received a gold pass at Youngstown, Ohio, on June 24 for his 50 years of service in the city where he first applied for a job as an Erie track laborer. All Erie employees with 50 years of continuous service receive this recognition.

After graduation from Purdue with a degree in civil engineering in 1905, the young man who was to rise through the ranks and become head of the 2,200 mile Erie system accepted a job as section hand on the Erie on the advice of one of his professors. He advanced through many positions in the maintenance and operating departments and was elected president in 1941.

His gold pass was presented to him at the board of directors meeting by Paul W. Johnston, who succeeded him as president in 1949.

Ex-Erieman's Son Earns Promotion

W. R. Shannon, son of the late F. B. Shannon, former shop hostler at Marion, Ohio, has been named assistant general mechanical superintendent for the Northern Pacific Railway in St. Paul.

After graduation from Ohio Northern University at Ada, Ohio, with a degree in mechanical engineering in 1939, W. R. Shannon joined the Northern Pacific as a special apprentice. He became assistant fuel supervisor of the eastern district in 1945 and supervisor of fuel and locomotive performance at Seattle two years later. He was appointed assistant to the general mechanical superintendent in 1950.

Ex-Carpenter Dies at 102

A former carpenter for the Erie, Andrew Jakielek, who lived on his farm near Langford, N. Y., died recently in Eden, N. Y., at the age of 102. He was believed to be the oldest living resident in the area. He retired from the Erie in 1935.

Mr. Jakielek came to the United States from Poland in 1901 at the age of 48. Until he was 100 years old he chopped wood and performed other tasks on his farm.

Quiz Answers

1. A roomette.
2. A 24-hour period.
3. Both.
5. A spur.
6. Two.
7. Freight agent.
8. Right to mill, fabricate, process, or store en route.
10. Accounting.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started With Erie</th>
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<tr>
<td>C. H. Schlegel</td>
<td>Cleveland, Ohio</td>
<td>Freight Agent</td>
<td>5-1-18</td>
</tr>
<tr>
<td>F. G. Hill</td>
<td>Youngstown, Ohio</td>
<td>Supv. Stations &amp; Car Service</td>
<td>5-1-28</td>
</tr>
<tr>
<td>E. A. Blair</td>
<td>Marion, Ohio</td>
<td>Supv. Stations &amp; Car Service</td>
<td>2-12-23</td>
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</tbody>
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Erie Railroad Magazine
Capt. H. C. Smith is driving a new Bel Air Chevrolet with all the trimmings. He and his wife made a fishing trip on Lake Erie, but for some reason Mrs. Smith had to fish Cap out of the lake.

Lieut. J. E. Zinsmeyer spent his vacation at Barbee Lake. Thanks to the little girl who taught Jake the art of fishing.

Patrolman L. E. Owen attended a reunion of his high school class (1950, South High, Lima), held recently at O'Conner's Landing, Indian Lake.

MARION POLICE
By George Coloisch

The Altrusa convention at Toronto.

KENT DIVISION
MARION, OHIO

Harold L. Stafford has been appointed pastor of the Huntsville and Bloom Center churches near Kenton, Ohio. The Rev. Stafford entered service of the Erie Railroad March 4, 1946, and was employed as a trick dispatcher when he entered the ministry. He is the son of T. C. Stafford, retired car inspector.

Sympathy is extended the family of Engineer A. J. Combs who died recently.

R. W. Mahoney, engineer, has retired after 45 years of service. He began Dec. 20, 1910, and was promoted to engineer Jan. 16, 1917.

Verna Mae McWherter, clerk-steno in the division freight agent's office, was on vacation recently; also, Henry B. Lyons, division claim agent.

The Delta Nu Alpha Transportation Fraternity held its annual dinner-dance June 13 with L. L. Shepherd, chief clerk to division freight agent, presiding.

Mary M. O'Donnell, accident clerk in the superintendent's office, attended the Altrusa convention at Toronto. She spent the remainder of her vacation at such points as Montreal, Quebec, and a cruise up the St. Lawrence and St. George's rivers.

Geneva Sidenstricker, file clerk in the superintendent's office, and husband, Charlie, M. of W. timekeeper, spent a week-end in Detroit.

The annual outing of the B. of R. C. Lodge 505 was held at Heise Park, Gallion, July 3.

F. P. Yost, yard conductor, is quite proud of his new granddaughter, Deborah Kay Mosher.

August, 1955

MARION MECHANICAL
By Susan Baker

Congratulations to Joe Perry and wife on the birth of their second child June 9 (Robert Joseph). Joe is a test engineer.

The welcome mat is extended for the Machinist Apprentices Robert Moore, John Short, Larry Davis and Josh Mikkif; Machinist Helper Paul Adler; Francis Gruber, clerk, and Edwin Merchant, stationary engineer.

Foster Latimore, machinist helper, bruised his foot badly when he fell through the floor of a hay-now.

Raymond Taylor, electrician, is the proud owner of a sports car, an MG, no less.

Recent vacationers were Marion Turner, Lewis Cunningham, Hosey Williams, Dave Staub, Ivor Dodds, John Lusch, Bob Geddis, Ed McWilliam, John Cramer, Homer Dixon, Lozier Summers, W. J. Brown, Bill Born and Dave Twigg.

A. H. Specker, trainmaster, and son-in-law, V. T. Pinkerton, drove to Indianapolis for the Memorial Day classic. Seems they had a good time even though it was a bit chilly.

Harrod Geissler, relief clerk, became a first-time grandfather with the birth of a boy to his daughter, Shirley.

Charlie and Phyl Gruber and sons, Chuckie and Brad, have moved into their newly built home. Charlie is chief clerk to trainmaster.


On a recent fishing trip in Canada with a group, Frank Lawler, retired diesel training instructor, caught the second largest fish. It was his first time out. Charlie Dillow, diesel foreman, was in the same group, but caught no fish to our knowledge. He spent his time trying to outsmart the squirlers. And Pug Walker, diesel record clerk, and Pete Peery, electrician, came back covered with mosquito bites. They are ready to go back anytime.

CAR ACCOUNTANT
CLEVELAND, OHIO
By Ella Carpenter

St. Christopher's Church in Rocky River provided the setting for a lovely wedding on June 25 when Shirley Pierce became Mrs. Edward Peacock. An open house reception was held at the V.F.W. Hall on West 131st Street in the evening, after which the newlyweds departed for a honeymoon at Atlantic City.

A future bride is Mollie Brosky who has set the date for Sept. 11. The lucky man is Harry Gaines.

Mabel Thomas and her sister vacationed with relatives in Boston and visited many historic landmarks and other points.

Les Arold and family made their annual vacation visit to Greenwood Lake, N. J.

By planning ahead, Murid Singer has been able to see some of the popular shows in New York over holiday week ends, such as Silk Stockings and Fanny.

A letter from Bill Schwarz (re-tired), from Riviera Beach, Fla., informs us that he and Mrs. are planning a vacation at Palm Beach and Daytona.

Our best wishes go with Helen Gladwin who is leaving us to devote full time to her job as a homemaker.

We roll out the welcome mat for Guy Huston. It's always nice to have a new male clerk for a change. Also, we welcome back Maureen Minahan, college student, who has been with us several summers.

Erieman's Bride

This lovely bride is the former Alice Ricci of Meadvile, Pa., who was married June 25 in Meadville to Robert J. Hood, son of George H. Hood, leading storekeeper at Meadville. The newlyweds spent their honeymoon in Cleveland and Chicago.
MAHONING DIVISION

M. of W., YOUNGSTOWN
By Catherine E. Holzbach

Eugene Clair, Jr., former signal em-
ployee and son of E. E. Clair, senior
clerk, and Cecile Kellins were mar-
rried recently at St. Joseph's Church,
Youngstown, and went to California
for the wedding trip. Gene now is a
reporter for the Youngstown Vindi-
cator.

We extend sympathy to the family
of D. W. Anthony, carpenter, Con-
nell Lake, who died June 1.

Master Carpenter W. J. Luce and
wife spent three weeks' vacation trav-
eling west, stopping at Yellowstone
National Park and other vacation
spots.

YOUNGSTOWN FREIGHT
By Maureen Pierson

Best wishes to Jimmy Bowser who
celebrated another birthday June 2.
Among recent vacationists are Tom-
my Swoger, Sr., and Jack Carney,
Jr.

Ted Gabler, acting revision clerk,
and Norine Shelly were married June
18. We join in wishing them hap-
piness.

Congratulations are extended to Mr.
and Mrs. Jack Has who celebrated
28 years of marriage June 9.

MEADVILLE SCRAP & RECLAM.

Happy Birthday to Ralph Farzalo,
Ralph Foster, Carson Green, Ralph
Hansen, George Lewandowski, Alton
Speargrose, Carl Stadler, Roosevelt
McClure, R. J. Wade, Willie Carter.

Bessie McCartney, our stenographer,
takes on the duties of stenographer.

ACCOUNTING

We extend a welcome to a new mem-
er of the office, Bill Harter, who
works in the office of the auditor of
revenues.

At the latest report, George Mc-
Hugh, car clerk, had not won a car.
Bob Bythway, yard checker, and
Bob Hildebrand, general clerk, ap-
peared in the "Symphony of Dance"
ballet, presented at WHK Studio One
June 12 by Marjorie Sherman Studios.
Mary Cangelosi returned to her duties before we had recovered from her bout with the cold. Bill Hawley’s “grandson,” little Eddie Hyland, was bat-boy—uniform, chatter, and all. Byron (Mr. Shortstop) Webster is captain.

Mr. and Mrs. Lehmann were down in New York to welcome their son and new bride home. They will return to Glenn's station at the American Embassy, after a six-week leave in the States.

**AUDITOR OF DISBURSEMENTS**

*By Mary Ann Zukowski*

Joan Terese Lanigan and Peter Paul Gaughan became Mr. and Mrs. June 11 at St. Francis Church. The bride wore a floor length gown of nylon tulle over taffeta, with Alencon lace, sequins and seed pearls. Her Juliet cap veil was white and matching lace. After an evening reception, the happy couple left for Niagara Falls and Canada.

Miriam and Henry Beck attended the Harry S. Truman Library Fund dinner June 1 at Hotel Cleveland, just before they left to see their son, Lieut. Lester Beck and family in Norfolk. Lester will attend post-graduate school in Montevideo, Chile, in order to get his master's degree in nuclear engineering.

Vacation goers: Earl Smith traveled east in May... Rita and Dick Talbot, New York... Sophie Ambrozi, touring to New York and seeing the big city for the first time.

Mary Ann Leonard became the bride of Zulko Zukowski June 18 at St. Casimir's Church. Her gown was a Maurer original in Nyl-brode. Mary Ann was given in marriage by her father, Frank Langla, Mary McCarthy, James Boyd, Martha and Fred Talbot, Dorothy Porrello, Gerry Sapp, Dorothy Hanley, Sophie Ambrozi, Lenore Wygonski and Agnes Cosentino. After on hand to extend best wishes. The newlywed Mr. and Mrs. Zukowski spent the honeymoon in the Pocono mountains.

Birthday congratulations to Tom Mayer (Aug. 1); Henry Beck (Aug. 3); Earl Smith and Ed Draney (Aug. 10); Rita Ann Maxur (Aug. 18); Earl Smith and Ed Draney (Aug. 25); John Conway and Jim Vetter were married June 25 at the American Embassy, after a six-week leave in the States.

**NEW YORK TERMINAL STATION ACCOUNTING BUREAU**

*By Joe Barry*

Congratulations to co-workers celebrating service anniversaries this month. Marcel Rogers, Thomas H. Collins, William Carragher, John Collins, Hugh A. Crane, James Whalen and Jerry Collins.

Happy Birthday to Charlotte Schall, Tobias Friedlander, Tom Montrose, Fred Di Gioranni and Jannoski. Dan Moffitt, John Conway and Dominic Torrace.

It's “sugar and spice and everything nice” at the home of the James McGovern's—a baby girl. And just we two became three when the stork presented Meta and Vincent Murray with a baby girl.

Quentin Doyle and Cecil Bertine Vetter were married June 23 at the Sacred Heart R. C. Church in Jersey City. A bachelor dinner was tendered Quentin at the home of George Wehrenberg.

Jim Hughes, husband of Loretta, is home from the hospital following surgery. Jim is the man behind the badge at the Port Authority Holland Tunnel.

Cruising around town these days are the happy prospective home buyers, the Frank McElhannans.

Heavyweight Retires

As one of his friends commented with a grin, the Erie lost a lot of “tennassy” when Jack Reiler (on ground), crossing watchman at Mt. Prospect Ave., Newark, N. J., retired recently. Jack weighs 279 pounds—and he’s been on a diet for a while. Jack has been with the Erie 37 years. Congratulating him here on his retirement is Engineer Charles Ryerson.

The formula for a pleasant summer evening—get out and enjoy. Softball teams in action. Bill Hawley's "grandson," little Eddie Hyland, is bat-boy—uniform, chatter, and all. By-Bye (Mr. Shortstop) Webster is captain.

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Evelyn on her 50th anniversary with the Erie. She was presented with a clock-radio.

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Talented Artist

Graduating with honors from the Cleveland Institute of Art, Robert O'Neil, son of N. F. O'Neil, assistant division clerk, superintendent's office, Youngstown, Ohio, now is debating whether to continue at the Institute via a scholarship or to accept a job with the Ford Motor Co. in Detroit. He won a $400 Ford award in automotive design. During summer vacations Robert worked in our Maintenance of Way Department.

GIVE WAY UNITED COMMUNITY CAMPAIGNS

youngsters a good start in life. We could start a John Conway Boytown.

If it's time you're needing, suggest you see Tom Montrose, an expert at repairing watches.

Karl Hoskie, who is quite a pianist, is in seventh heaven with her new piano stool. Narcisse Zacharias and Charlotte Schall also do a swell job at the ivories. Charlotte's best bet is her violin.

Mary McCormick is quite a mechanic. Fixed a flat all by herself. We'll have to ask Jim about that.

HORNELL ACCOUNTING BUREAU
By Lynn Lamb

Carolyn Walter attended a wedding at Huntington. . . Mary Stitt and Charlotte Geary now on the TV cable. . . Jane Moore visiting in Rochester. . . Ed Dressler is a grandpappy again, a new girl at Francis Crook's house (Peggy). . . Believe Ruth Hunt has changed her mind about not liking the boys. . . Mr. and Mrs. James Barnett vacationing at Narrowsburg. . . Leo and Dottie Rixford helping Karl and Pearle Rosie celebrate their 33rd. . . Dorothy Marks to Cape Cod. . . Frank Krider proud of his Dizzy Dean autograph. . . Welcome back to Phil Shafer. . . Fred Cortese in Cleveland to a ball game. . . Miss Lois, a welcome addition to the Frank Bottomley family. . . Jerry Vosburg now believes the saying that even a fish wouldn't get into trouble if he kept his mouth closed. Jerry dove into the pool at Stony Brook and came up minus his uppers. . . Bob and Ginny Argentieri to Cooperstown for the all-star game. . . Bill and Betty Leonard spent a week in Huntington. . . Karl Koskie taking Pearle to the Tastie Freeze stand, but she doesn't indulge because of the calories. . . Goldie Loganby attended a Moose convention at Elmira. . . Nolio Singleton vacationing at Susquehanna. . . Paul and Mary Quartz visiting in Rochester. . . Fred Cortese now buying aspirin in the large bottle. . . Edna Metzger week-end in New York. . . Walt Whitman shaving regularly since he moved to perfume row. . . Welcome back to Phil Shafer. . . Jim Hilton spent a day in Canaseraga. . . Mrs. Bob Willey of Cleveland vacationed in Hornell and was given a party by Delores Lindeman. . . Mike McInerney drove up in a new Cadillac to chat with the boys. . . Harry Drury, Walt Coston and Ed Shroyer to Coudersport for aasonic affair. . . City bred Bob Argentieri seen piloting a tractor on his ranch while farmer wife, Ginnie, stood with hands on hips bossing the job. . . Tunny Vet proud of his new coke machine. . . Watson Walden keeping his glasses very clean now that the scenery has changed on his job. . . Milton and Helen Huff visiting in Chicago. . . Mr. and Mrs. William Cregan in Niagara Falls. . . Dick Sayles sailed in third in a sail boat regatta on Loon Lake. . . Tom, Dick and Paul Halloran visiting brother Jim at Poughkeepsie. . . Little Jeffrey is the new boss at the home of Mr. and Mrs. Ed Gillette. . . Mr. and Mrs. Karl Lindeman celebrated their ninth wedding anniversary. . . Olga Nazar to Elmira to see Louie Armstrong. . . After Bob Kraft cleaned his glasses and got squared away one morning, he discovered that he had joined the Republican Club three times the previous evening. . . Mr. and Mrs. Clarence Bristed and Mr. and Mrs. James Schofield attended the laurel festival at Wellsboro. . . Tunny Vet and family to Jersey. . . Russ Westphal on a leave one morning. After almost 35 years with the Erie, Jack Starr has retired. Jack, a friend to all, a swell co-worker and all-around good fellow, will be missed. This concludes your reporter's 48th column or four years of writing for the Erie Magazine. Many thanks to all who have helped by furnishing copy, print, and to the people, both in the office and along the line, who have said they enjoy reading this column.

MARION DIVISION
TRANSPORTATION
By T. E. Poe

F. L. Shuster, operator, HN Tower, Kenton, is the proud father of a baby girl.

Retired Conductor E. E. CuUers of Huntington reached his 75th birthday June 6. Ed says he is feeling fine and enjoying his retirement. He is active, working around his house and in his garden, and taking his wife for short drives on warm evenings.

It was with deep regret that we learned of the death of J. F. (Shorty) Wilhelm, assistant division clerk, June 3. Our sympathy is extended to the family.

Our sympathy also is extended to the family of P. S. Blackburn, retired engineer, who died June 13.

MAINTENANCE OF WAY
By Maralene Trainer

We express our deep sympathy to the families of O. J. Kimmel, E. V. Large and J. F. Wilhelm.

Retired Section Master Willis Forker of Bippus, Ind., plans to spend a vacation in Holbrook, Ariz.

Mrs. O. D. Young, wife of the Tmony clerk, has returned from following medical care at the Mayo Clinic in Rochester, Minn.

We trust Carpenter A. C. Szolcis and Crane Engineer G. Y. Ethington of Huntington have many happy retirement years.

We're sorry to learn of the death of Signal Supervisor E. F. Champin's brother-in-law, George Kelly, in Dunkirk, N. Y.

Congratulations to a few of the Erie High school (Huntington) graduates, Eileen Holmes, Patty Coffman and Joy Zeinsmeister.

14TH STREET, CHICAGO
By Chris Hardt

Maurice Godin, claim clerk, vacationed in the South with St. Petersburg, Fla., his destination. Morris remembered office associates with visits of various historic cities where he stopped.

At the same time we had a visit from our former freight agent, B. R. Mark, whose home is in St. Petersburg. We suspect the main reason for his trip north was the graduation of his granddaughter who lives in Oak Park, Ill.

Edward G. Fulcher of Amherst,

Erie Railroad Magazine
August, 1955

Va., retired member of the local Erie police department, sent this correspondent a beautiful picture showing the Blue Ridge mountains of Virginia, just 10 miles from Amherst.

The boys had a card from Jim Haley, track clerk, who was vacationing in New Buffalo, Mich.

William Culligan, check clerk, is convalescing at home after a stay at the Illinois Masonic Hospital.

Grace Riedl, clerk, made the most of her vacation on a flying trip to Las Vegas, Nev., and return. The card she sent us was from the "Moulin Rouge." She had a wonderful time and a good laugh from the "Follies." 

Neil Walsh’s (billing) nephew, Joseph F. Walsh, has been graduated from the De Paul University School of Law in Chicago. Another nephew, Thomas Halldorson, is a practicing attorney at San Bernardino, Calif. Joe Walsh expects the Raymond Rentleys (train clerks) to come west for the BRC system board meeting.

Evelyn H. Turner, IBM operator, with her husband and son, Jimmy, made a trip back home to Tuscaloosa, Ala., where they visited with friends and relatives. The trip (by auto) was by way of Knoxville, Chattanooga, the Smokies and Ruby Falls.

Sympathy is extended to Frank and Harold Horton, yard brakemen, whose mother, Mrs. Myrtle Horton, Cedar Lake, Ind., died June 17, and to Allen Kindt, assistant yard clerk, whose grandmother, Mrs. Mary Kindt, 80, Lansing, Ill., passed away June 2.

General Yardmaster J. J. O’Connor and wife attended the graduation of their nephew Michael Kenney, from Our Lady of the Lake Seminary, Warsaw, Ind., June 1. Michael is preparing for the priesthood and will enter a major seminary at Cincinnati.

We were all shocked on the morning of June 15 to learn that L. L. Worland, chief yard clerk, had suffered a heart attack the night before. Except for vacations, Bud had never lost time on account of illness. We’re hoping it won’t be too long before he will be able to be with us again.

We welcome to the staff Alfred Posch, timekeeper, and his wife, Helen, who moved from Hammond to Crestwood, Ky., to work as our G.M. clerk, taking the place of Tommy Barfod, who is ill in Peoria.

Walter H. Anderson (billing) made a motor trip to New York City with his brother. Walter returned via the Erie to Chicago, but his brother stayed for another week’s vacation and returned via automobile.

Howard Von Posch, timekeeper, and wife, Helen, enjoyed a vacation with relatives in the Bronx, New York City, where most of the family members reside. They traveled via the Erie in Pullmans.

We extend our sympathy to the family of Fred Hoogakker, retired foreman, on his sudden death. The funeral on June 15 was attended by many of his friends from this station.

CHICAGO POLICE
By J. S. Steen

Speedy recovery is wished for Patrolman J. C. Oberhauth, who underwent major surgery June 15.

June vacationers were Patrolman F. J. Vondrak, who remained in Chicago; Lieut. J. S. Steen, sightseeing in and around Chicago and visiting his sick grandfather in Peoria, and Patrolman F. A. Harris, who visited family members in Alabama.

HAMMOND CONSOLIDATED
By Grace Conole

Ronald K. Ward, relief clerk and local chairman of Hammond Local, 494 BRC, traveled to Jamestown, N. Y. for the BRC system board meeting.

A pretty wedding was solemnized June 5 at the Evangelical United Brethren Church in Hammond, when the Rev. M. Golbul united in marriage Grace Lucille Dawson, daughter of the Raymond Bentleys (train yard foreman), and David S. Fry, son of Mrs. Anna Pry, East Chicago, Ind. After the 2 p.m. single ring ceremony, the couple was feted to a reception in the church parlor for approximately 150 guests. The honeymoon was to Pennsylvania and New York City, then west to South Dakota.

Genial Freight House Foreman Roy Elkins will soon earn the title, Grandpa of the Year. He proudly announced the birth of his 12th grandchild, Kevin Wayne, to his daughter and son-in-law, the Kennet Ogden, June 15. Kevin has two sisters.

Several members of Hammond Local, 494 BRC, got together recently at Buckley’s Restaurant in South Chicago.

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fall at Rider College, Trenton, N. J. He is majoring in journalism and is the senior class representative to Rider's student government.

The life-like picture of that belligerent black bear we received from Gene LaVigne, conductor, and wife, from their vacation retreat in Kabetogama, Minn., makes us understand their statement that the return trip would be through the Straits of Michigan. Gene reported that the temperature was around 80 and the fish were biting good.

We extend congratulations to Joan Foley and Nancy Keen, daughters of Tucker and Nancy Keen, daughters of Rider's student government. Gene reported that the temperature was around 80 and the fish were biting good.

We thought poppy day had passed, but Frank DeGiorgi can be spotted occasionally with a red boutonniere. Add similes: Helen Griffin's parasol, “a la George Gobel,” recites “dirty bird.” When did it bathe last? We have Bob Voltz back in business... George Kendall is back from Iowa after having inspected the cornfields. Gordon Miller is the proud owner of a Ford which has doors on both sides... Joyce Evans also invested in a Ford roadster... Harold Keeler returned from his vacation bright-eyed and rosy-cheeked after painting his house.

Best wishes are extended to McClellan Davis, telegraph operator, who returned after 48 years with the Erie.

Nancy Fox has left to await her bundle from heaven. She was given a dinner party by the girls in the office. It's a pleasure to welcome another two links to the chain, Gladys Owens, Claim Department stenographer, and Tom Hynes, clerk. Also, John De Waal Maleyty, formerly ticket agent in New York, who is the new Passenger Department chief clerk.

Marie Giangreco had the misfortune of severely cutting the fingers of her left hand with a straight- edged razor. The worst of the accident: Marie, a newlywed, was forced to have dinner party by the girls in the office.

We have in our midst two “Maids of the Ozarks” (with shoes), Toni and Grace Battaglino, recently returned from the famous Missouri mountains. Barbara Roess was so impressed with the seascape at Indiana Beach that she portrayed it with her description of the “Herculean” tourists.

Donna Joan (Bloch) Burkey, ex-Erieite, is getting acquainted with “sugar and spice, and everything nice.” Donna's Janice Dawn weighed in at 7 lbs. 6 oz. on May 28.

The bridgegroom here is Harry J. Teens, operator at WR tower, Huntington, Ind., and the bride is Louise Kirchner, formerly of Laubenweg, Fuert, Bavaria, Germany. They were married June 5 in Huntington and went to Niagara Falls on their honeymoon.

CHICAGO GENERAL OFFICE
By Denise J. Alkim

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EMPLOYMENT
By V. T. Bastard

A. J. Schilling’s daughter, Marion, was a June graduate from Paterson State Teachers’ College.

Jack Hazzard and family visited in Cleveland over Memorial Day.

Blake Rhodes and John Callahan have returned from vacations spent in New Hampshire and at the Jersey shore respectively.

MARINE
By Jesse E. Baker

Joseph Wronko, Jr., son of Barge Capt. Joe Wronko, a student at St. Anthony’s High School in Jersey City, was awarded a trophy as the outstanding basketball player of the season. Also, he won a medal for popularity and achievement and a certificate of honor.

Jerome Abramowitz and Margaret Wasko were married in Paterson June 26 and spent the honeymoon in California.

Charlie Schmidt, tug captain on the Rochester, reports that he now has become a grandfather 40 times and a great-grandfather twice. His mother is 83.

Frank Larkin of Indianhead, Md., retired captain of the tug Scranton, stopped at the office on his way to Mahwah and inquired about the oldtimers.

Gus Muller, who was captain of the tug Naunet back in 1925, visited the tug dispatcher’s office the other day. Our sympathy is extended to William Flannery, barge captain, whose wife has died.

Do you know that Dock H. Weehawken, is partly in Hoboken?
mother has died.

Cedric Scott, Jr., stationed at McGuire Air Force Base, N. J., visited his parents during 10 days' leave. The Grayden Schneckenbergers are proud parents of a daughter, Lorraine Ann. Mrs. Schneckenberger is the daughter of Agent Scott, LeRoy. Get-well wishes to Brakeman Leonard Hamman.

Congratulations to Mr. and Mrs. Sam Sash on their 50th wedding anniversary. Sam, who is retired, worked for the Erie 58 years.

ALLEGANY DIVISION
GEN. FOREMAN-WRKMSTR.
SALAMANCA, N. Y.
Sympathy is extended to S. F. Noonan and family on the death of his mother, Mrs. Sophie Nolan, Port Jervis.

Both Andy Laieski and Joe Collins, general foreman, spent their vacations in fishing trips to Canada.

Stanley Bierfelt, wife and son, David, spent three weeks' vacation motoring to California and return.

Stanley Ambuski is back on the job after several weeks' absence due to illness and surgery.

Jim Daily has been driving a new Chrysler.

Bill Schinning woke up one morning to a surprising discovery. A mother skunk and six babies had taken Bill's house, under a coop on State Park Avenue.

SALAMANCA, N. Y.
By S. Minneci

Ticket Clerk Chester Dolecki made a 10-day vacation trip to Yellowstone and Grand Teton national parks and reported that the food and entertainment were the best.

Lloyd W. Bushey, son of William Bushey, station laborer, and wife, enlisted in the Marine Corps May 12 and is training at Parris Island, S. C., in Platoon 44, Co. D, First Recruit Training Battalion.

General Yardmaster Harry J. Kam...
holtz and Yard Clerk Tony Pruner are welcomed back following illnesses. James I. Miess, retired division car foreman, has returned to Salamanca from Tucson, Ariz. He had many visits with retired Conductors A. N. Foster and Johnny Rokenbrod who live there.

The Brotherhood of Railway and Steamship Clerks (Jamestown Lodge, No. 1136) held their annual dinner June 29 at Jamestown with 35 present, including guests from Akron, Corry and Salamanca.

Phyllis Minneci, daughter of Section Foreman Philip Minneci and wife, was graduated in June from the Salamanca High School.

Yardmen on vacation recently were H. J. Dunn, J. K. Kamholtz and S. A. Stephens.

Retired Yard Clerk C. C. DeLisle is driving an automobile these days.

PERISHABLE TRAFFIC
NEW YORK, N. Y.
A group of dietetic interns from the Grasslands Hospital, Valhalla, N. Y., visited our piers during June.

J. Kremberg, senior market reporter for the Department of Agriculture and Markets, visited our operation with a group of students. Perishable Freight Agent G. E. Keith extended the usual courtesies.

The first box of California cherries was sold at auction here May 12 and brought $45, which was turned over to charity. The first car of straw-berries for sale at auction arrived May 22.

Paul Armstrong and Roy Wohlwend, accompanied by C. C. Robertson, Atlantic Division manager of Sunkist Growers, visited our piers June 28.

MESSRS. ARMSTRONG AND WOHLENDE HAD

Friends of Engineer J. S. Sheets (on good-bye as he makes his last trip) service. From the left are M. O. Flaxton, fireman; L. Weaver, yard I.

Lighterage
NEW YORK, N. Y.
By Regina Frey

Good luck to Tom Lynch, messenger, who has joined the Air Force.

Welcome to Frank Nolan as secretary to Supt. O. A. Frauson, vice Bob Wardlaw.

Sympathy is extended to Edna Andrews on the death of her father.

August birthdays: Ed Peterson, Ed Vreeland, Tom McGowan, Paul Romeo, Regina Frey, Dot Shea, Harry Mandello, Herman Miller, Ann Schreier and Charlie Seville; also retired members, Alice Norton and George Ulrich.

Congratulations to Quentin Doyle who was married June 25. His bride is the former Cecile Bartine.

Dot Shea and Loretta Londregan spent a week's vacation at the Eddy Farm Hotel in Sparrowbush, N. Y.

We were happy to have visits from George Ulrich, retired cashier, and Frank Evers, retired accountant.

NEW YORK DIVISION
SUPT.'S OFFICE, JERSEY CITY
By Mary A. D. Meyer

A testimonial dinner honoring Mike J. Lynch, retired ticket agent, Jersey City, was held June 9 at Schweiguth's in Clifton. More than 120 were present. Speakers were H. A. Bookstaver, George Krom, Nicholas De
50-Year Agent

William Ruffing, former stenographer here, whose father died in Florida recently. Mrs. Ruffing now is in the general manager's office.

Vacations: Fred Murphy, the shore; R. C. Appeal, assistant chief train dispatcher, and family, touring in New England; John Nolan, motor trip to Pittsburgh, Pa.

A. J. McNamara, of the ticket office, was transportation advisor when the Brotherhood of Railway and Steamship Clerks met in Boston recently.

It's nice to have J. D. McFadden back after an illness.

Mr. and Mrs. Harry R. Coleman visited recently with Mrs. Clyde Smith, widow of the chief dispatcher.

Lois Vander Closters and John Modderman were married June 11 in the Broadway Baptist Church, Paterson, N. J., and honeymooned in Washington, D. C., and Williamsburg, Va.

JERSEY CITY LOCAL

June vacationists were Ellen Moran, Helen Minogue, Bob Tracy, Thomas Mallon and George Laskowski.

We welcome John F. Moriarty, Jr., as extra clerk and Deanne Gogal as stenographer.

Frank Nolan, stenographer, has left us and gone to the Lighterage Department.

We extend deep sympathy to Tommy Mallon on the death of his sister.

J. C. FREIGHT CAR

By Bill Downes

Deep sympathy is extended to Ferd Boyl, carman, Penhorn shop, and family on the death of his mother June 30.

Mrs. R. B. Trent, steno-clerk, Penhorn shop, spent the Fourth at her summer villa in the Poconos.

We extend deep sympathy to the family of Lloyd, whose father died in Florida recently. Mrs. Ruffing now is in the general manager's office.

Due to the retirement of Augustus J. Brennan, second trick West End Main Line dispatcher, the following changes have been made: C. Beckwith, first trick West End Main Line dispatcher; George Verhoeft, second trick West End Main Line dispatcher, and Jack O'Connor, relief dispatcher.

Our sympathy is extended to Mrs.

Vito and F. A. Waldron, retired assistant general passenger agent. Mrs. Lynch was presented with white carnations and a corsage. Attending from this office were H. A. Bookstaver, E. F. Bunnell, W. J. Betz, F. Murphy, R. Ricciardi, Mr. and Mrs. Harry Coleman, Mr. and Mrs. N. De Vito, Mary A. D. Meyer; from the dispatcher's office, J. Nolan and B. Campelli.

Fred Murphy is a granddaddy again. A boy was born recently to his daughter-in-law at St. Joseph's Hospital, Paterson. John Wilson, formerly general clerk here and now with the division engineer's office, and wife attended the graduation of their son, Lloyd, from Waldwick Public School.

The engagement of Joan C. Smith, daughter of the Joseph Smiths of Plainfield, N. J., and Thomas C. Rooney, Jr., son of Tom Rooney, chief car distributor, was announced recently.

Mr. and Mrs. Tom C. Rooney celebrated their 30th wedding anniversary June 24 at a family dinner in the Friar Tuck Inn, Cedar Grove. Present were their sons, Tommy, and fiancée, Joan Smith; Bobby, wife, Bernice and daughter, Dianne; Billy, Danny and daughter, Mary Ellen. Tom, Sr., was surprised at the office on his birthday, June 27 when a cake inscribed "Happy Birthday to Tom" was presented to him.

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Our sympathy is extended to Mrs.
horn shop, spent his vacation mostly at the ball parks, rooting for the Giants.

**WEEHAWKEN LOCAL**

H. H. Brown, agent, and wife attended commencement exercises at Rensselaer Polytechnic Institute, Troy, N. Y., when their son, Charles T., received his master of science degree in chemistry. Charles worked as a relief clerk for the Erie in the New York Terminal area during summers. He served four years in the Navy aboard a destroyer. After discharge, he entered Ohio Wesleyan University at Delaware, Ohio, received his bachelor of arts degree, then entered Rensselaer. He will continue at Rensselaer, striving for the degree of doctor of philosophy.

Agent Brown’s youngest son, Arthur D., was released from Army service in June at Fort Monroe, Va. He will enter Northeastern University, Boston, this fall, to major in electrical engineering.

Sympathy is extended to the family of Steven B. (Moe) Sestanovich, dock laborer, Croxton, on his death June 6.

Robert E. Colville returned recently from a trip to the Far West where he is a missionary to the Indians.

From a trip to the Far West where he is a missionary to the Indians.

**E. J. Ringle**, from the superintendent’s office in Jersey City, has returned to Weehawken and Joseph Watkins has gone to 28th Street Station, New York.

Charles J. Smith, dock clerk, who is recuperating from an ulcer attack, is expected back to work soon.

**STATION FORCES**

*By N. J. De Vito*

Mahwah, N. J.—Agent W. H. McCloud is recuperating at home after an illness. J. R. Cadmus is acting agent.

West Orange, N. J.—Our new agent is Dwight Hensley, formerly with the Southern Pacific Railroad, W. J. Ferraro, former agent, has been transferred to Verona.

Mountain View, N. J.—H. M. Houghtaling, agent, and Mrs. did some traveling this past month, stopping at Port Jervis, Pitman, Highland Lakes and Paulsboro.

**VETERANS continued**

with his son who is employed there.

J. F. Schueller, car inspector, and Mrs. attended the wedding of their youngest son, Clarence.

Charles Barber, flagman, Warsaw and Hornell, made a business trip to Buffalo and stopped off to see his mother in Silver Springs.

**JERSEY CITY**

*By A. I. Raywood*

Our picnic at Werner’s Grove was most successful, many family members taking home prizes for their prowess in athletics. The inner man was well taken care of and the dancing was tops. We were very happy to have with us on this occasion System President Edward McCue and his charming wife; Past President John J. Stout and Financial Secretary Elect Les Arold. Chairman George Sisco extends thanks to all who assisted in the work.

Chairman Jack Hazzard of the committee arranging for the annual system installation and dinner, to be held in the Governor Clinton Hotel, New York City, next January, reports that details are being worked out for one of the finest affairs ever attempted by our chapter. His one concern is for the entertainment of every member of the Association who can be with us when we see our own member, Bert Stocker, elevated to the presidency.
The American people should have as many forms of transportation as they need and can economically use.

All these forms of transportation should be kept alive and healthy through the play of fair and equal competition among them.

None should be hampered by outmoded regulation or discriminatory taxation. When this happens, progress and the public both suffer.

Prompt action to equalize competition would open the doors to progress for all forms of transportation and would benefit the entire nation.
The engineer in the cab of one of Erie's big modern freight diesels has the power of 6,000 horses at his finger tips. An expert at his job with long years of experience, he guides his train smoothly and safely to keep each Erie community supplied with food, clothing, machinery, building materials and all of the many things that mean better living for you and your family.

The engineer is just one of the team of 19,000 Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of each Erie community. Many of them are fellow neighbors and home town partners in these communities. You can depend on them . . . you can depend on the Erie.