ANALYSTS
VISIT
ERIE

OUR 52ND YEAR OF PUBLICATION

AUGUST 1956
FOR MANY YEARS various studies have been made by research organizations, committees, transportation experts and other responsible persons who have looked into the conditions surrounding our national transportation system.

All of these studies agree that in peacetime or in war our country must have a strong system of common carrier transportation. Invariably they have come to the conclusion that many inequities and outmoded regulations exist (particularly against the railroads), which are depriving the American people of the most economical and efficient means of transportation which the various carriers are capable of producing.

The latest and perhaps most influential of these studies was prepared by a special Cabinet Committee appointed by President Eisenhower in July 1954. Their recommendations were made public in April 1955. Bills supported by the Administration were introduced in Congress to have these recommendations enacted into law. Several hearings were conducted but, unfortunately, to date nothing has materialized. Congress has adjourned and will not be in session again until next January.

These delays, of course, are discouraging to the railroads and their employees who have been working hard through their Railroad Community Committees and otherwise to acquaint their friends and neighbors with the basic principles of these recommendations. We should not relax our efforts. Instead we should take advantage of this interim period to continue our educational work so as to bring about a greater understanding of this important problem which so vitally affects the public welfare as well as ours.

[C.W. Johnston]
RAIL ENDS

In a massive attack Nov. 14, 1940, 400 German bombers made 122 hits on British rail lines at Coventry. Two days later the lines were back in operation.

American railway troops landing at Naples Oct. 7, 1943, found rail lines to the North completely demolished by the retreating Germans. With the enemy only 15 miles away, they restored the lines and were running supply trains up to the front lines three days later.

During the Battle of the Bulge in December 1944, artillery ammunition for our forces was delivered by railroad right to the guns.

The longest continuous electrified railroad in the world extends from Trelleborg, Sweden, to Narvik, Norway, a distance of 1,370 miles, on the Swedish State Railways.

The Locomotive Development Committee has announced that the building of the world’s first coal-fired gas-turbine locomotive will probably be commenced in 1957, following eleven years of laboratory research.

THE COVER — One June 27 and 28 a group of financial analysts and several railroad writers were guests of the Erie on an inspection trip on our railroad from Jersey City to Marion, Ohio, and return. One of the high points of the trip was a stop near Braceville, Ohio, to observe our famous mechanized track gang at work. The cover picture was taken as members of the group watched Assistant Track Foreman Rudy Nodelka check the surface of the track as shown on this month’s cover. Donald Craver is the track jack operator. For the story and more pictures of the trip, please turn to Pages 4, 5 and 6.

Vol. 32, No. 6
August 1956

OUR OBJECTIVE

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

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

Distributed free of charge to Erie Railroad employees. To others, $1.50 a year. Single copies, 15 cents. Material and photographs should be sent to the editorial and business offices, 1304 Midland Building, Cleveland 15, Ohio.

Four of the guests discuss our roadbed with M. G. McInnes (second from left), vice president for operations. From the left are W. G. M. Farrell, railroad analyst, Mutual Benefit Life Insurance Co., Newark, N. J.; Mr. McInnes; David M. Day, manager, railroad department, Moody's Investors Service, New York; D. E. Hagemann, assistant treasurer, Mutual Benefit Life Insurance Co., Newark, and Arthur I. Brunner, Investors Management Co., Elizabeth, N. J.

A group of 56 financial analysts from Wall Street and other financial centers were guests of the Erie on a two-day tour of the railroad on June 27 and 28. They had an opportunity to get a gandydancer's eye-view of our right-of-way and modern track equipment and a close look at the stepped-up industrial activity all along the line. The purpose of the trip was to show the analysts the progress the Erie has been making and how the $165 million that has been invested in modernization in the past 10 years has helped strengthen our railroad.

The guests on the trip were executives or representatives of investment firms which among other services make loans to business and industry for expansion and improvement or advise investors on the purchase of securities. Their get-acquainted visit with top officials of the Erie and their on-the-spot scrutiny of our roadbed, rolling stock, facilities, operating methods and plans for the future could be an influential factor in strengthening the Erie's standing and credit in the investment field.

The tour started in Jersey City on June 26. The western terminal for the special was Marion, Ohio. The first stop was Youngstown, Ohio, where the visitors disembarked from the train to tour the bustling valley of steel mills and other industry stretching along our railroad from Youngstown to Warren. This tour was made by bus.

The party boarded the train again at Leavittsburg, Ohio, after looking over our piggyback terminal operation there. Just west of Braceville, Ohio, the train halted again to give the analysts a close-up look at the "production line" method of repairing track as done by one of our mechanized detour track gangs.

Fisher Body Tour

During the action-crammed day the train also pulled into the new yard and siding at the new Fisher Body stamping plant at Mansfield, Ohio, so everybody could get off and see the construction work going on at this huge operation that will be served by the Erie when it is completed (Please turn to Page 33)

Two of the feminine guests on the tour try pushing buttons to operate an overhead crane at our diesel shops at Marion, Ohio. From the left are Marion Warner, Brown Brothers, Harriman & Co., New York; Nancy Ford, MODERN RAILROADS Magazine, Chicago, and I. W. Hart, machinist.
The financial analyst group stops to pose for a picture at our Youngstown passenger station before boarding buses for a tour of the Mahoning Valley.

This group pauses to watch a multiple tool tie tamper during their inspection of one of our mechanized track gangs at work near Braceville, Ohio.

Here a part of the group stops to watch a ballast cleaner scoop up dirty ballast, clean it and deposit it back on the track.

Below, during a lull in the busy day the visitors pause to chat among themselves just outside the Fisher Body plant to be served by our railroad near Mansfield, Ohio.

(More pictures on Page 6)
En route to another point of interest, the financial analysts stride past the steel skeleton of the scrap baling building being constructed on the Fisher Body site near Mansfield.


Harry I. Phelps, master mechanic at the Marion diesel shops, talks about diesel engine pistons with the analysts during the trip through the shops.

Several of the analysts talk shop with Earl Klingel, machinist at Marion.
YODEL MASTER

With raucous, explosive hill-billy music being accepted today as popular music by apparently a good many Americans, don't be surprised if you find that the next big television name is John Rogers. John is a laborer at our scrap and reclamation plant at Meadville, Pa., and he's a real hill-billy singer. Although John prefers the sweet hillbilly type of tune instead of the "grab-your-partner-and let's-rock-an'-sock-em" type, he is indignant if you infer he is not a true hill-billy.

"I'm strictly a hill-billy," John says emphatically, "and I want everybody to know it."

This statement was the result of a question aimed at John by your reporter. He was asked if he had thought of becoming a popular singer in the style of music generated by television and radio's latest phenomenon, Elvis Presley. If Elvis had been present, he never would have recovered from the shock of John Rogers' reaction to his name.

John's brow wrinkled, and he looked puzzled. "Who is that?" he asked. Your reporter could not believe his ears. Was there somebody, especially a hill-billy vocalist, who did not know the bobby-soxers' newest idol? John had to repeat his question, "Who's that?" Dazed, the reporter repeated the name. Then a light showed in John's eyes, and he grinned, a little embarassed. "Oh, him," he said, a little apologetically. "Yeah, I guess I like him." But, John indicated he was more interested in yodeling and singing his favorite romantic tunes. His top favorite, incidental-ly, is "I'll Hold You In My Heart 'Til I Can Hold You In My Arms."

John, who has been with the Erie since 1946, sings almost every weekend at gatherings in the Meadville area. He always is accompanied by a hill-billy band or an instrumental soloist since he does not play a musical instrument himself.

John cannot explain his love for hill-billy music, but there is a possibility that it is a part of his heredity. You see, he was born in the heart of hill-billy land, deep in the hills of West Virginia south of Charleston. His family moved to Meadville when he was eight years old, but he may have subconsciously cherished the songs of the hills all through his youth.

He says he started singing and yodeling when he was about 15 years old around his adopted home town, Meadville.

Yodeler John has a repertoire of about 105 songs. As might be expected, John's favorite vocalists are the barn-yard variety. They include Eddie Arnold, Hank Snow, Marty Robbins and Ernest Tubbs—but not Elvis Presley. Of course, John's favorite radio and television program is "Grand Old Opry."

John really is dedicated to his music. That's why we say we wouldn't be too surprised if some night he peered out at us on that magic tube in our living room as guest star on the program of Ed Sullivan or Steve Allen, for instance.
A Philosophy That Wears Well

(The following article by Robert E. Woodruff, chairman of the board of the Erie and former president, is reprinted from the August 1924 issue of the ERIE MAGAZINE. Although the article was written 32 years ago this month, it is just as up-to-date as a brand new diesel locomotive. At the time he wrote the article Mr. Woodruff was superintendent at Buffalo. The article is a penetrating insight into the sort of philosophy and thinking which leads to success in railroading as well as other occupations.)

When a baby is hungry or in distress it cries and makes known its wants. The mother comes to the rescue and takes care of it. As we become older we find that there is no longer a mother always at hand to give us what we cry or ask for. We find that we have to pay for what we want, and have to give something in return.

Human relations are governed by the laws of service and salesmanship. A salesman to sell goods is obliged, first, to secure the attention of the prospective purchaser; then he must interest the purchaser in the goods which he has to sell, and finally must persuade the purchaser that he wants the goods more than he does the money which he will have to pay out in order to obtain the goods, and the sale is complete. In other words a salesman's job is to persuade the purchaser that it is to his interest to get the goods. It makes no difference whether the "goods" are material things—articles of commerce, books, ideas or service.

All that a railroad has to sell is service. We should all try to make it the best service possible. Service is more than simply handling freight and passengers. There are also involved questions of courtesy, right information, right quotation of rates, and of co-operation. There is the same underlying thought in all our dealings with other people, namely; that we must get the other's point of view before we can "sell" him our ideas, and before we can gain his co-operation in any undertaking.

Too often on a railroad a man receives instructions to do something and he or his office becomes a mere "post office" and passes on the information in exactly the same way that it came to him, without really thinking about the subject or without planning how to best handle the question. The result is that frequently employees, shippers and the general public get a wrong idea. Some examples of this are as follows:

Properly packing and marking freight: Assume that a truck backs up to the platform with freight for outbound movement, and that the receiving clerk finds that it is improperly packed or in the wrong kind of containers or improperly marked, or in some other respect does not conform to the official classification. One of the surest ways of antagonizing a shipper is to simply refuse the freight, telling the drayman to take it back where he got it and to bring it back when it is properly prepared for shipment; that the railroad cannot handle such freight. In this method of handling, the railroad's representative is merely giving the railroad's viewpoint, and is not looking at the question from the shipper's standpoint.

Personal Contact

A better way of handling the situation is to get the shipper on the 'phone or to call on him and explain in exactly what way the freight was improperly packed or marked, and further explain that we know the shipper is interested in having his goods get to destination in good order without delay, and the sum of railroad experience in handling such goods is indicated in the official classification, and that we know that it is to his interest to have his goods so marked. The head of the firm or traffic manager would certainly appreciate such information, even though the man who did the packing or the shipping clerk did not.

Selling freight service: Men have been known to solicit business, using this argument: "We need more business on our railroad. Will you please ship some via our line (or ship more via our line)? Our business has fallen off and we need more very badly in order to make a showing."

Shippers are not interested, as a rule, in the showing made by a railroad. They give their business to the line which gives them the best service.

In soliciting business a better argument to use is to tell about our service, our train schedules,
our deliveries, the extent of our transfers, direct loading to far distant transfers and careful handling on the part of our organization. Our line will get the business if we can show and prove that our service is what the shipper really wants in the movement of his goods. It is, of course, understood that personality and personal friendship do obtain and hold some business.

Trespassing: If men or women or school children attempt to cross railroad tracks or railroad property, railroad men will often chase them and tell them to keep off; that the railroad owns this property, and they will be arrested if they continue to use it. While such methods may be effective for a short time, people resent being told that they must not do such things. The next time persons come along they will look to see if there is anybody there to chase them, and if not, will go across. The surest way to get some people and most children to do things is to tell them in a kindly way that they must not, and not get ugly and use undue authority.

Common Sense Beats Threats

A pretty sure method of eliminating trespassing is to talk to transgressors quietly, citing the number of persons killed each year on railroads by trespassing, with some of the examples, if possible, of the persons or school children who have been killed in the vicinity on the railroad. We must convince them that it is to their interest to keep away from the railroad before we will accomplish very much in this direction.

It is hard to convince persons that it is not to their advantage to take a shortcut over the railroad; nevertheless in so doing they are liable to forget to look for trains or cars, which sometimes do not make much noise when being switched, but if they go across a railroad on the street, the crossing bell, or the wigwag, or the watchman, or the carefulness of the crew in moving over a public street crossing, will prevent anyone from being hurt.

Employees: Assume that you have someone working with you, under your direction who is careless. One method of correcting him is to call him aside, or sometimes in front of other people, and tell him that you cannot stand for his work, that he will have to improve, that he is making too many errors, is too careless, runs around the office too much, and if he does not reform he will have to be replaced. Such criticism is bound to be resented, especially if received in front of his associates. Such lack of tact is detrimental to the proper conduct of any office or organization.

The salesman-like method of getting the desired results is to call the employee to one side where no one else can hear, then find out why mistakes have been made, whether through ignorance, lack of training, improper instruction or lack of interest. When the trouble has been found it is then not difficult to correct. Employees who perform work carelessly are not desired in any organization, and it is not difficult to assure an employee that it is to his interest to do his work carefully if he is anxious for promotion or for an increase in salary or if he desires recognition for meritorious work. The facts are that employees are grateful for personal interest taken in this method of correction, and endeavor to merit approval in the future.

Attitude Toward Boss

Your superior: The same practice applies when dealing with your superior that applies when dealing with men working under your direction. Assume that your superior criticizes your work frequently, and finds fault with what you do. If you have the wrong mental attitude or are super-sensitive, you may carry a "chip on your shoulder." You may feel that you are being discriminated against and "picked on," and you probably will feel that you might as well quit and get a position elsewhere, where the surroundings are more congenial. If you feel that way you have the wrong mental attitude. People who are looking for trouble find it. If you are grouchy and surly other people are liable to be the same toward you.

It is better to be cheerful and look upon the bright side. Assume that your superior in correcting you is doing it for your own good. If he did not want to make something out of you, if he did not want to improve your work, if he did not think you could be corrected and educated, he would probably replace you at once and would not waste time with you. Assume that correction and criticism are simply to help you. If you have the right mental attitude when being corrected your superior will take as much pride in your (Please turn to Page 15)
Marianne Hallahan, whose father, Jerry, works at Weehawken, N. J., and Ellen O'Brien, whose father, John, is foreman at Weehawken, try a few putts on the miniature golf course.

This overall view of the 1956 picnic of the Erie Veterans Association shows the registration table and groups chatting on the grounds in the morning—before the inevitable rains came.

**Vets Outsmart Rain—Almost**

Well, the Erie Veterans cannot claim a complete victory over the elements this year as far as good weather for their annual picnic was concerned, but they can at least boast of a standoff. And that’s a moral victory the way the weather has manhandled the outing the past few years!

The picnic this year was on July 21, and the vets at least got in their ball game before the usual deluge drowned out all other activities. Maybe they did outsmart the weatherman when they advanced the picnic date about a month this summer.

About 2000 were present at the outing at Conneaut Lake Park, Pa. At the annual dinner in the afternoon, President Paul W. Johnston and Robert E. Woodruff, chairman of the board, were the speakers. Prizes were awarded to the youngest and oldest veterans and the one with the most service. The winners are shown in the pictures on these two pages.

Hubert Kelly, telephone supervisor at Huntington, Ind., was elected second vice president and will take office next year.

Who won the ball game? Well, the Eastern District knocked off the Western District, 16 to 9, with President Johnston pitching for the Westerners to the first Easterner batter, A. E. Kriesien, assistant vice president and general manager of the Eastern District.

The lively and talented Huntington, Ind., Erie band again provided a tuneful program of concert music.

*What's more appropriate at a railroad picnic than for the young fry to take a train ride?*
This action picture of the baseball game shows Dan Sabatelle (catcher), secretary, Dunmore, Pa., chapter; Bill Wiarda (on deck), assistant superintendent, Chicago, and Ed McCue (batter), Youngstown, Ohio, vets' past president.

With Erie officials in the background, this picture shows the Erie Veterans Association officers. From the left, they are, F. P. Belling, Jersey City, director of social activities; E. H. Stocker (standing), Jersey City, president; W. W. Turner, Meadville, Pa., 1st vice president; L. E. Rodgers, Salamanca, N. Y., 2nd vice president; Les Arold, Cleveland, financial secretary, and R. G. Lewis, Youngstown, treasurer.

This is the Eastern District baseball team which made off with the picnic championship by beating the Western District. A. E. Kreisien (left), assistant vice president and general manager, Eastern District, is shown accepting the winner's trophy from J. P. Allison, general manager, Western District.

At left, President Paul W. Johnston presents a medal to Guy M. Lashure, retired engineer, Hornell, N. Y., for most years of service of those who filed applications. At right President Johnston presents a gold wrist watch to Joseph M. Polych, clerk, superintendent's office, Hornell, who was the youngest veteran present. He was 36 years, seven months and 14 days old.
Photography Aid
In Damage Battle

Cameras which develop pictures instantly on the scene are being successfully used by the Erie's station services department for preventing loss and damage.

The Erie has purchased 18 Polaroid cameras to replace conventional cameras which had been used. Because the Polaroid camera develops its own prints minutes after the photo is taken, many days often are saved in obtaining pictures to show employees, shippers or consignees the cause and effect of faulty packaging, loading and handling.

Of course, satisfactory delivery of shipments is much more desirable than quick, adequate settlement of claims. The cameras are merely tools which help to combat this major problem. Many times the camera points up responsibility. They often have resulted in changes in packaging, loading and blocking methods and to facilitate settlement of some claims.

Because the pictures can be developed instantly, they often bring about prompt action. If a picture shows a loading failure, it can be promptly mailed to the source to prevent recurrence.

The cameras have been assigned to strategic points all along the Erie. About 100 Erie employees have been instructed in the use of the cameras. They are used by local station representatives.

These Eriemen have reported that the Polaroid cameras have helped them considerably. Because the pictures speak more clearly than even the most eloquent Erie employees and can be obtained with scarcely any loss of time, the Erie representatives find their disagreeable task of explaining damage to disappointed consignees and shippers less formidable than former-ly.

However, these Eriemen continue to have one overwhelming dream: The day when locomotive engineers, freight handlers, all other railroad workers, shippers and consignees cooperate so perfectly in performing their jobs that there will never be another case of loss and damage in the railroad industry!

Then they will happily throw away their cameras and devote more time to productive tasks.

5,340 Ex-Eriemen
On Pension Roles

About 5,340 men and women whose last railroad service was with the Erie Railroad Co. were receiving employee annuities from the Railroad Retirement Board at the end of 1955. The Board recently reported. Their annuities averaged $107 a month. About one-third of these employees had wives who were also receiving monthly benefits.

In addition, the Board was still paying an average of $70 a month to 23 of the pensioners who were taken over from the company's own pension rolls in 1937.

During 1955, 609 former Erie Railroad Co. employees were added to the Board's retirement rolls, and 447 were terminated, mainly because of death. This resulted in a net increase of 162 during the year. The average annuity paid to those added to the rolls was $114 a month.

The Railroad Retirement Board points out that overall in 1955 some 38,900 employees of the nation's railroads retired on annuities averaging $106 a month. Of this number, 74 per cent retired because of old age and 26 per cent because of disability. At the end of the year, the Board was paying an average of $101 a month to 313,000 retired railroaders; 110,000 of them had wives receiving wives' annuities averaging $47 a month.

Less Work, More Pay

The average railway employee earned $4,719 in 1955, compared with $2,721 in 1945 and $1,653 in 1935. In 20 years, 1935-1955, the average annual compensation of railway employees increased 185 per cent.

The average railway employee worked 257 fewer hours in 1955 than he did in 1941. Then he worked 2,923 hours; in 1955 he worked 2,366 hours.

Erie Railroad Magazine
August, 1956

2 Railroad Essay Contests
Total $4000 for 7 Awards

$2500 Offered
For Car Ideas

Two first prizes of $1000 and two second prizes of $250 will be awarded for the best presentations of ideas on (1) the system of ownership and distribution of railroad freight cars and (2) formulation of a modern car of high traffic appeal.

The prizes are being donated by Joseph T. Small, an analyst of railroad securities, and the contest is being conducted by RAILWAY AGE magazine.

Manuscripts should not be more than 3000 words in length, and drawings should be such that they can be mailed, flat or folded, in a 13-inch by 10-inch envelope. Drawings should be general, not detailed. A $1000 and $250 prize will be awarded for each of the two topics.

The essays should be typed double or triple space. The first page should contain only the name, address and occupation of the author. No other page should contain any identifying information.

The essays should be addressed to the Executive Editor, RAILWAY AGE Magazine, 30 Church St., New York 7, N. Y., and must be received no later than Sept. 30, 1956.

Here's Where Your Taxes Go

There is no accounting for the generosity of the American taxpayer. For instance, he contributes many millions of dollars every year to subsidize the nation's system of commercial airlines, when their rate of earnings is much higher than those of competing railroads.

The report of the Comptroller General of the United States on a recent audit of the Civil Aeronautics Board says:

"In calendar year 1951, the domestic trunk (air) lines had earned net profits amounting to an average return of 14.9 per cent on their investments. The rate of return for 1950 had been 12.4 per cent, and the over-all rate of return for the period from 1939 through 1961 (including the loss years of 1946-1948) was 7.2 per cent."

In sharp contrast to the high earnings of the tax-aided airlines are the low earnings of the self-supporting railroads. In no year have the railroads earned anywhere near 7.2 per cent on their investment, much less 12.4 per cent or 14.9 per cent. The average rate of return for the railroads, which compete with the airlines, in 1945-1955 inclusive, was 3.7 per cent, or only slightly more than one-half the average rate enjoyed by the airlines.

NEW MINISTER

Eldest son of Val Derner, agent at Duane St. Station, New York City, Rev. George C. Derner has been appointed as pastor at St. John's Evangelical Lutheran Church, Englewood, N. J. Rev. Derner was ordained on May 22. He had planned to become a chemical engineer and attended Newark, N. J., College of Engineering for one year. He always had thought about becoming a minister and quit college to take a job as a yard clerk with the Erie so that he could make up his mind definitely whether to continue with engineering or enter religious work. He then entered Upsala College, East Orange, N. J., as a theological student and after graduation entered Mt. Airy Seminary, Philadelphia.

Some Tax Bill

Class I railway taxes during the five years ending Dec. 31, 1955, averaged $1,118,000,000 a year, or a total of $5,591,899,000 for the five-year period.

Judge: I wish to commend you two drinking drivers for running into each other instead of some innocent person. If this sort of thing can be encouraged, I think we may have hit upon the solution of a serious problem.

LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warner M. Bramlee</td>
<td>Bradford, Pa.</td>
<td>Agent</td>
<td>11-10-27</td>
</tr>
<tr>
<td>Robert E. Howe</td>
<td>Salamanca, N. Y.</td>
<td>Agent</td>
<td>1-1-41</td>
</tr>
</tbody>
</table>
Navy, Railroads
Work Together

During World War II a distinguished Naval officer said: "The unusual we do immediately; the impossible takes a little longer." The same thing can be said about the American railroads. They are frequently called upon to do what might seem to be "the impossible".

Here is a case in point:
In February, 1954, the USS NEPTUNE, a cable repairing or laying ship, was tied up at Harbor Island, Seattle, Wash., awaiting a communications cable. The cable was some 3,000 miles away, in Newington, New Hampshire. How this cable was shipped is the subject of a Ripley believe-it-or-not tale.

The cable, 71/2 miles long and 4 1/2 feet thick, had to be shipped intact. Further, it had to be kept under steam at all times to hold the temperature to not higher than 60 degrees F. and not lower than 45 degrees F. The shipment across country was scheduled for the wintry month of February.

Nine railroad cars were required for the shipment. Arrangements for special handling had to be made, with some railroads having to borrow the right type of engines and equipment in order to supply the necessary steam.

The shipment was made in gondolas, with steam lines inside them and tarpaulins on top. Maintaining such a long shipment, over numerous lines, and from one coast to the other, was no small matter. And to add to the problem this extraordinary shipment required delivery at destination within 7 days.

Once preliminary preparations had been made, the Navy Department turned the matter over to the Military Transportation Office of the Association of American Railroads. Thenceforth, it became the railroads' problem. The fact that the shipment was put through and delivery was made ahead of schedule is just another example of the efficiency of the railroad organization. It explains why the Navy Department relies to a large extent upon the railroads.

Said one Navy officer: "It has been through the efforts of the Association of American Railroads and the Military Transportation Office that the Navy has been able to meet all schedules when required. Without this assistance, it would have been impossible to furnish this service."

The rate of return on railroad property investment in the calendar year 1955 was 4.21 per cent, compared with 3.28 per cent for the calendar year 1954. In the 10 postwar years 1946-1955 the rate of return on investment averaged 3.74 per cent.

Son Continues
Family Tradition

It looks like the Howes of the Erie will be representing the railroad as our ambassadors of good will in their communities for many more years.

A short time ago, Earle H. Howe, for years the "Mr. Erie" of Wellsville, N. Y., retired after a half century with the railroad.

In addition to Earle Howe, a brother, the late Robert S., had been an agent at Johnsonburg, Pa., and a brother-in-law, Earl Cornell, had been an operator at Bradford, Pa.

Earle's retirement does not end the tradition. This was emphasized in July when Earle's son, Robert E., was promoted to agent at Salamanca, N. Y. He had been agent at Cataraugus, N. Y., and before that at Cuba, N. Y. At Cataraugus Robert also was assistant fire chief and vice president of the Lions Club. He had started with the Erie as a laborer in 1911 and had been overseas with the Air Force from 1943 to 1946.

Erie Railroad Magazine
SALESMAIHSHIP continued

better performance as you will.

Other departments: You have heard some man say that a certain department will not co-operate with him, that he has asked a number of times for help and did not get it. Investigation will show that he expected the other fellow to do all the cooperating. He waited until he wanted help before he thought about co-operation.

It is advisable to do something for the other man first, in order to let him know that you are ready to help him. In other words, if you prove to him that you are ready to help him, he will be in the proper mood to assist you when you want help.

Getting OK for Requests

Improvements: Frequently a railroad man will write in and state that he needs new office equipment, a new typewriter, more help, a larger yard, new side tracks, a new water crane or other facility without giving any real reason for the improvement except that the writer would like to have it or thinks it would pay for itself in a short time, without saying why or how. Such arguments do not "sell" the goods.

It is, of course, impossible for the executives or board of directors to appropriate money for indefinite projects, and in order to secure an appropriation for anything it is necessary to take the company's viewpoint of it. What is the company going to gain? Will it add to the business? Will it save operating expenses? Will it provide for greater safety? What per cent interest will it return on the investment? If this is borne in mind when making recommendations the writer will have a better chance of getting a project approved, and will prevent recommendations being made when the figures will show them to be not worth while.

Rules: When a man gets in trouble and is called up "on the carpet" he is sometimes told that he has violated the rules, that the railroad company will not stand for continued violations, that he must carry out the rules. The only time he hears about rules is when he is in trouble. He gets the impression that rules are "trouble-makers" and that they are simply in effect to be used for discipline purposes. Such an attitude causes resentment and does not result in a permanent improvement in behavior.

A correction can better be handled by explaining to the man why we have rules, that they are intended for the guidance of the men on the railroad, so that every man will know just what he is responsible for, just what he is to do in cases of emergency, all being designed to provide for good service and good operation. When this is thoroughly explained men take new interest in learning what they should do under various circumstances and look upon rules as friends rather than as "goats."

Winning That Raise

Promotion: Frequently a man will ask his employer for a raise in salary or for a better position on account of increased cost of living or that he has a larger family, that gasoline has gone up, wants to send his children to school, because his taxes have been raised or that in general he needs more money. As a matter of fact, that is his own side of the question and is not an argument in which the employer can take much interest.

A man can secure recognition quicker by showing his employer that he is needed, that it is to his employer's interest to promote him, that he will be a good investment because the employer is interested in the employee's service to himself and not in what the employee needs in the way of money. In this, as in everything else, it is necessary to look at the other man's viewpoint before you can "sell" him.

Thoughts: Often we hear a man belittling another—possibly an employee or an officer—perhaps another railroad. There is a species of men who know their own shortcomings, who feel they are improving themselves in other people's minds when they bring other men down to their level by belittling them, inferring thereby that they themselves are superior. It does the individual no good to "knock" other people. Similarly it does a railroad no good to "knock" another railroad.

Modern salesmen do not "knock" the goods of their competitors. We have many advantages of service in the extent of line, in morale, and they should be emphasized in order to increase our traffic. It is our desire to improve our weak points, enlarge upon our good points without belittling our competitors.

Retaliation: "I'll get even with you, just you wait. You put it over me this time but I'll fix you when the time comes." It matters not whether words like these are spoken or thought, either to an associate or to a shipper. There may be some temporary pleasure in getting even but it is short-lived. We just widen the breach and force the other man to come back stronger.

We must be friendly. A railroad is a public service corporation. Every man on the payroll is a servant of the public. We do not need to be imposed upon, neither do we need to show anger, neither do we need to retaliate when some narrow-minded individual "puts one over." It is our job to convert mistaken individuals, irate shippers, disgruntled patrons, into friends. Sometimes this is a difficult undertaking which cannot be done in a day or week but it is worth doing, and to accomplish it it is necessary to first get the other man's viewpoint and then by word and deed show him wherein he is wrong and "sell" him our service.

300 All-Steel Gons
To Cost $2,500,000

The Erie has ordered 300 all-steel gondola cars from the Greenville Steel Car Co., Greenville, Pa. The cars will cost an estimated $2,500,000. Delivery is expected to start next May. The cars will be 52 feet six inches long and will have a capacity of 70 tons.

FREE RIDE

Anybody who carries an Erie Railroad annual pass can use it freely on at least one other railroad in this country. Walt Disney of Disneyland has announced that all railroaders with such passes can ride on his Sante Fe and Disneyland Railroad at Disneyland Park in Los Angeles merely by showing an annual railroad pass.

August, 1956
Sir:

One of our good customers, the Niagara Mohawk Power Corp., experienced a breakdown at Niagara Falls of one of two 100,000 KVA auto-transformers through which they were being supplied with a large block of power from Ontario. The loss of this power was evaluated by them at a figure in the neighborhood of $5000 a day.

The extremely large size of the transformer meant that it had to be returned to our factory at Sharon, Pa., for rebuilding. Before that could be done, a low bed car had to be obtained, our customer had to build a railroad spur a third of a mile long and the transformer had to be undressed by removal of oil, radiators and terminal bushings so as to keep within railroad clearances.

Fortunately, we had one of these special cars at our Sharon Works and your railroad made overnight delivery of the empty car from Sharon to Niagara Falls. Such performance in itself was extremely good but nothing compared with the gratifying performance in returning the transformer from Niagara Falls to Sharon.

... Our field service supervisor F. L. Anderson, contacted your chief clerk, T. J. Martin, of the Buffalo Division, and through him all arrangements were made for the trip to Sharon...

... When the loaded car was turned over to your railroad by the Niagara Junction Railroad it was discovered that there was a leak in the air line. Your car inspector from Niagara Falls replaced a nipple rather than refuse to accept the car.

... I am pleased to inform you that the car was delivered to our Sharon Works... for a total elapsed time of 44 hours... I was so delighted with the performance of your company that I contacted your superintendent, J. M. Moonshower, and T. J. Martin and thanked them personally for their efforts... I want to extend to you our sincere appreciation for a job well done. It certainly speaks well for the Erie Railroad, its efficiency and its splendid personnel...

L. J. Murphy, Manager
Engr. & Service Dept.
Westinghouse Electric Corp.
Buffalo 3, N. Y.

Sir:

This letter is to express to you our sincere appreciation for the splendid cooperation shown in the handling of 12 Massey-Harris Ferguson tractors which were shipped from the Midwest on Monday of this week and which arrived in New York yesterday morning.

We have just received word that the last of the 12 tractors was loaded on the SS Santa Luise which sails this afternoon for South America.

As you know, these units were destined for an exposition and missing today's sailing would have been a catastrophe for our clients in Latin America. Your able and personalized handling of this shipment made this possible and we should like to extend our sincerest thanks to you and all the members of your organization who had a hand in getting the cars over to the pier in time.

Richard Rebolledo, V.P.
W. Loaiza & Co.
New York 4, N. Y.

Sir:

In my business I do a lot of traveling, and I find a great many things that I can complain about with justification.

But in this instance it gives me great pleasure to praise two of your employees that I have met during my trip from Jamestown, N. Y. to New York City, Dorsey Dunbar, train porter, and Tom Whalen of Rockefeller Plaza. Both men have shown extra courtesy and consideration to me as a stranger and traveler. It is because of this type of men and service that I prefer to travel by Erie instead of plane.

Joseph Brookler
Empire Sales Co.
Jamestown, N. Y.

Scholarship Winner

First winner of the Roy P. Burt scholarship, Fairlawn, N. J., is Joy Celeste Mastriani, daughter of Ernest Mastriani, electrician leader, Jersey City diesel shops. Joy is a graduate of Coolidge School and Lodi High School. She will enter Paterson State Teachers College this fall. Mr. Mastriani is a Boy Scout leader and Mrs. Mastriani a former PTA president in Fairlawn.

I had thought that taking the train to grandmother's was a necessary obstacle. Instead, it became one of the nicest parts of our visits.

Mrs. Stanley L. Willis
Niles, Ohio

Sir:

We had two carloads of power plant equipment shipped from Wellsville, N. Y. by the Air Preheater Corp., one on June 29 and the second on July 2, routed Erie-BRC-C&NW, consigned to our Black Dog station on the Omaha Railroad.

... we want to state that both cars were accorded very fine service. Please accept our thanks for such excellent service as the equipment was really needed. Because of the handling given by the various railroads involved, including yours, we have already been able to place the generating unit back in service.

Northern States Power Co.
Minneapolis 2, Minn.
NEW BENEFIT YEAR

Railroad workers are reminded that July 1 marked the beginning of a new benefit year for purposes of paying unemployment and sickness benefits.

An employee who earned as much as $400 (excluding amounts over $350 a month) in railroad work in 1955 is eligible to apply for benefits if he becomes unemployed or sick within the next 12 months. These benefits are payable at rates ranging from $17.50 to $42.50 a week, after the employee serves a one-week waiting period.

In anticipation of the new benefit year, the Board recently prepared 1955 Forms BA-6, Certificate of Service Months and Compensation, for some 1,400,000 employees who earned at least $400 last year in railroad work. These certificates were delivered to employees through their railroad employers. The first time after July 1 that an employee applies for unemployment or sickness benefits, he should attach this certificate to his application. The BA-6 not only identifies the claimant but, because it shows earnings in 1955, the Board office handling his claim can tell immediately whether his earnings are sufficient to qualify him for benefits. However, if an employee becomes unemployed or sick and has not yet received his 1955 BA-6, he should file his claim anyway. Otherwise, he might lose benefits because of late filing.

“Inspector, will you please help me get off the train?”

“Certainly, what’s the trouble?”

“Well, as you can see, I’m fat and so I have to get off the train backwards. The porter thinks I’m getting on and pushes me in again. I’ve been trying to get off for the last five stops.”

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Are you afraid? Do you ever awaken in the night with your mouth dry, your body tense, and your being filled with a cold sense of insecurity? Do you sometimes have a sinister apprehension that something terrible is about to happen?

If you do, you may be suffering from abnormal fear. There is a sharp distinction between normal fear, with which all of us are endowed, and abnormal fear, which we develop. Normal fear is a wholesome mechanism built into us by our Creator and is important to the exercise of good judgment. But abnormal fear is something quite different. It is an unhealthy thought pattern that causes us to live in a dark and shadowy world of terror.

A good many people spend their lives groping in that pitiful condition. Dr. Lester L. Coleman, a distinguished medical authority on fear has called it the most dangerous ailment of our times. And the late G. K. Chesterton wrote, “Fear is the greatest plague of mankind.”

Only a few days ago I was talking to a woman who is a freshman advisor in one of our universities. “What is your greatest problem with your girls?” I asked.

“That’s an easy question,” she replied. “Fear. The poor things have all kinds of anxieties and worries. I wish I could learn to help them more effectively.”

I was able to tell her that she already owns the greatest textbook ever written on the subject of overcoming fears. That book is, of course, the Bible. It contains so many answers to this particular problem that I always have difficulty choosing among its various texts. For example, the seventh verse of the first chapter of Second Timothy: “For God hath not given us the spirit of fear; but of power, and of love, and of a sound mind.” How modern the Bible is! Its writers understood so well the psychological conflicts of human beings.

This text suggests that to overcome fear, simply combat fear with the power of faith. There is only one power greater than fear, and that is faith. So, the secret of overcoming your fears is to cram the mind full of faith. It is that simple. Crowd fear out of your being by crowding your mind full of faith. This is not a quick or easy process, for long-held mental habits resist efforts to change them. But in time faith will displace fear.

A good way to accomplish this is to get a pencil, a piece of paper and a copy of the Bible. Go through the Bible and write down every passage that speaks about faith. Among these you will find: “If ye have faith . . . nothing shall be impossible unto you.” (Matthew 17:20) “The Lord is my light and my salvation; whom shall I fear? The Lord is the strength of my life; of whom shall I be afraid?” (Psalm 27:1) “. . . be not afraid, neither be thou dismayed: for the Lord thy God is with thee whithersoever thou goest.” (Joshua 1:9) And many others.

Every day commit one of these dynamic and life-changing passages to memory. Say it aloud the last thing before you go to sleep at night. That will help it sink into your unconscious mind which operates during sleep to the exclusion of the conscious mind. Day by day, drop these faith thoughts—and each day you will have memorized a new one—first in your conscious mind, and gradually they will absorb into your unconscious mind. When that happens your thinking will no longer be motivated by fear, but rather by faith.

Do this deliberately and persistently and it will change your life. Faith will crowd out fear. You will then be free of this miserable thing that has brought you so much unhappiness.

(By copyright 1956, The Hall Syndicate, Inc.)
QUESTION: What do you think is one of the most important rules in railroad safety?

We picked the right place for our question this month. The answers came quick and to the point. These safety experts work at the scrap and reclamation plant at Meadville, Pa.

JOE FRISINA (left), carman's helper—"Wear safety shoes." BILL LILLY, carman's helper—"When handling metal or other heavy or sharp material, be sure to wear working gloves."

GERALDINE DAVIES (left), chief clerk—"Keep your mind on the job you are doing." MARGE BRAHAM, clerk-steno—"Remain calm during emergencies."

JOHN BRECHT, carman—"Wear proper clothing and wear it correctly."

LAWRENCE OSTER, blacksmith's helper—"Wear your safety goggles."

MARION KROLIKOWSKI, common helper—"Be alert and work safely every minute."
DICK MOWRIS (left), welder—“Always use good common sense.” BUD MOWRIS, welder—“Step over not on rails when crossing tracks.”

FRANK VALELLA, common helper—“When you are working with somebody else, look out for him as well as yourself.”

GEORGE LEWANDOWSKI, crane engineer — “Good housekeeping is one of the most important safety rules.”

FRANK KAMIENSKI, welder — “THINK!!!”

CLAIR ANTHONY, power truck operator—“Be especially careful in loading skids so nothing can slip off.”
10 SAFETY RULES

1. Follow instructions; don’t take chances; if you don’t know—ask.
2. Correct or report unsafe conditions.
3. Help keep everything clean and orderly.
4. Use the right tools and equipment for the job.
5. Report all injuries; get first aid immediately.
6. Use, adjust and repair equipment only when authorized.
7. Use prescribed protective equipment; wear safe clothing; keep them in good condition.
8. Don’t horseplay; avoid distracting others.
9. When lifting, bend your knees; get help for heavy loads.
10. Comply with all safety rules and signs.

A KNOW-IT-ALL?

Yogi Berra, Rocky Marciano, Duke Snider, Nellie Fox, Mickey Mantle—familiar names, aren’t they? You know all about them, too, don’t you? But, quick, do you know their first names? That’s a little puzzler that ought to stop you for a minute or two.

It also illustrates a pretty important point. You probably think you know everything about the hazards of your job and how to protect yourself against them. But take a minute and take a look at your job—every phase of it. Do you really know all the hazards? Do you really know all the safe practices? Do you have all the protective clothing and equipment you need?

If you’re still stumped by our question about first names, look below.

Advisors to the motorists—let the train that has just gone by get out of sight before crossing the track, another may be coming from the other direction!

THE EASY WAY

So many people get hurt getting on and off moving equipment you’d think there was some complicated, involved procedure for doing it safely. The truth of the matter, as any good railroader knows, is that there are some simple, basic practices that will insure your safety when it’s necessary for you to get on or off.

- Wait until the speed is such that you aren’t going to be thrown.
- Get a firm hand grip and hold it.
- Watch out for obstructions in the area where you’re getting on or off.
- Check adjoining tracks for other equipment. Face direction of movement.
- Be especially cautious in wet weather or under conditions of poor visibility.

Open Mind

When a guy brags: “I could do it with my eyes shut,” he’s exaggerating. What he means is that he can do his job without much concentration.

But a guy doesn’t have to actually close his eyelids to endanger himself. Sometimes he just pulls down a shade between his eyes and his mind. This is particularly likely to happen when the job is something he’s been doing over and over for a long period of time.

No matter how used to a job you get, don’t put your alertness in the dark.

Big—But Dumb?

Okay, so you’re a big, husky he-man who likes to show off by lifting a heavy load all by yourself.

Maybe you can manage it alone, but you may get a sore, painful back for your efforts.

If you’ve got brains along with your brawn, you’ll holler for help when the load looks tough to lift.

And here’s another thing to remember about lifting—whether you lift alone or with help, you’ll be doing yourself a favor by lifting with your legs and not your back.
BOOK CORNER


BOOKLETS:


Yearbook of Railroad Information—1956 Edition. Issued by Eastern Railroad Presidents Conference, 143 Liberty St., New York 6, N. Y. Free. Statistical data relating to Class I railroads of the United States in 1955 and previous years, as well as Class II railroads in Eastern territory. Published in April, 1956.

Public Relations of the Railroad Industry in the United States—A Bibliography, 1808-1955, by Helen R. Richardson. Bureau of Railway Economics Library, Association of American Railroads, Washington 6, D. C. 146 pages, including index. Limited edition. Free to libraries and member roads. Chronological listing of documents and proceedings begin-nning with earliest efforts to interest the public in railway transportation and extending down to the present time. Subjects divided into three parts, as follows:

Part I—Introduction of Railroads to the Public 1808-1869;
Part II—Railroads and Public Rela-tions 1870-1955;  
Part III—List of Railway Employee Magazines in Bureau of Railway Economics Li-brary; List of Selected Publications of the Public Relations Department of the Association of American Railroads.

This is the first comprehensive bibliography ever published on rail-way public relations.


Mr. and Mrs. Malcolm Ladner, Meadville, Pa., celebrated their 50th wedding anniversary June 20. Open house was at the St. Paul's Reformed Church where Mrs. Ladner has been a Sunday School teacher for 24 years. Mr. Ladner is a retired chief clerk, valuation department, and presently operates a cabinet shop. The Ladners have two children, Stewart, a laboratory engineer for the Erie at Meadville, and Mrs. Clarence Jones who lives in Florida.

Jersey City

By G. C. Kalle

The newly organized ladies auxiliary met June 13 and made plans for activities during the balance of the year. About 30 were present. Eligible ladies are invited to join this fine group and attend their meetings. Why not come out, ladies, and bring the men folk to the veterans’ meeting? Brother Stacey J. Rhodes is reported on the sick list by the sick committee.

Our membership campaign still is moving in high gear with a total of 88 new and reinstated members since the first of the year, Brother Leverton and his membership committee are working hard to reach the goal of 120.

Antoinette Geerinck has returned from Europe and reports a very enjoyable trip.

The chapter picnic will be Sunday, Sept. 23, at Werner’s Grove, North Haledon, from noon until 7 p.m. Tickets for adults are $3.50 and for children $1.50. Picnic Chairman Sisco assures us there will be plenty to eat and drink. Brother Belling is planning the entertainment, and a good time should be had by all.

President E. H. Stocker and wife have moved into their new home in Breton Woods, N. J. We wish them health to enjoy life in their new surroundings.

Your secretary has about 50 unpaid 1956 dues. If you have not already taken care of your dues, won’t you please do so promptly?

Our sympathy is extended to the families of John F. Taylor, George F. Bidlen, Andrew Jacobetz, J. S. Jordan and L. J. Burcott, all veterans who have passed on since our last meeting.

Buffalo-Rochester

By Ruth Nise Munger

July vacations: Herbert and Mrs. Moyer went to Onedia Lake in the mountains; Albert Kreiger, FW Tower operator, just here and there, and it was the same for the Frank Halbleib; Charles and Mrs. Schaeffer spent their leisure time boating on the Niagara River and Lake Erie. Jack Driscoll, crossing watchman, Tonawanda, was honor guest June 23 at a testimonial and retirement luncheon. He has 50 years’ service.

Clarence Smith, chief clerk, Tonawanda, has been appointed district assistant deputy to the grand master of the Masons.

Well wishes to our sick members, Adolph Pokrandt and N. B. Roberts, retired agents, who have been hospitalized; Mrs. George Feltz, Sr., Mrs. Joe Duane, also Conductor Porter Caldwell and Albert Leusch, Conductor Larry Soule is back on his job at Black Rock.

It is interesting to learn that our retired road foreman of engines, Robert A. Bork, holds an honorary pass on the 11-mile Bath and Hammondsport Railroad in the heart of America’s champagne district. The pass was given to him about 15 years ago.

Congratulations to the Leo Overs who have a new grandson.

We report with deep regret that Veteran J. I. Bayne passed away June 10 following a heart attack. He was a valued worker and had served as social chairman of our chapter.

Festivities at our 16th annual family picnic were marred by heavy rain which cut short the athletic events. Attendance was very good, including some old-timers we had not seen for a long time. Carl McKnight has been forced to resign as social chairman due to pressure of other affairs. He did a very fine job and we are extremely sorry that he could not finish the year. He has been replaced by S. D. (Sid) Bean, who, with the other chapter officers, did an excel.

Erie Railroad Magazine

(Please turn to Page 34)
2 Announcements

Hasten Decision

On Hoboken Move

An important order from the Interstate Commerce Commission and a decision by the New Jersey Board of Public Utility Commissioners concerning the Erie's request to move its passenger operations from Jersey City to Hoboken, N. J., were received by the Erie early in July. They were expected to hasten a final decision by the ICC.

The ICC granted the Erie's petition to omit the examiner’s report on our trackage application and also on our application for construction of the track connection between the Erie and Lackawanna Railroad whose terminal we will use if our request is approved. This order was expected to eliminate considerable delay in the ICC's decision on our request to move to Hoboken.

The New Jersey Board of Public Utility Commissioners has approved the Erie's plans to move to Hoboken. Permission is needed from both the PUC and ICC.

It is possible that the final decision of the ICC could be announced before this issue of the ERIE MAGAZINE is distributed.

Another Assist

Chalk up another extracurricular assist for Erie's radiotelephone communications system.

This time a sharp-eyed Erie engineer used the telephone in his diesel cab to help catch an escapee of a New York state hospital.

The engineer is Charles Saunders, North Hornell, N. Y. From his diesel cab he noticed a man who had been walking along the track suddenly duck into the underbrush. Mr. Saunders contacted the dispatcher's headquarters at Salamanca, N. Y., by radiotelephone, and state police at Allegany, N. Y., were notified.

The police flushed the culprit out of the underbrush and returned him to Gowanda, N. Y., State Hospital from where he had disappeared last March.

RAILROAD QUIZ

1. Which has more railway mileage — Texas or Mexico?

2. When the locomotive engineer of a moving train receives a bell cord signal of four short sounds, should he reduce or increase speed?

3. Is the small board on the outside of a freight car upon which are tacked shipping directions, warnings of dangerous lading, etc., called a bulletin board, a card board, or a poster board?

4. Is the grouping of freight cars with similar destinations or routings in a train called prior classification, grade sorting, or clip hauling?

5. Is the igniton rectifier locomotive operated by electric power, steam power, or atomic power?

6. In which department of the railroad are agricultural and industrial agents usually employed — Purchasing, Traffic, or Engineer?

7. Do land monument signs along the railroad mark historic sites, right of way limits, or distances from zero markers?

8. Generally speaking, which of these commodities loads the heaviest per car — live stock, potatoes, or coal?

9. In railway operations, do the initials T.C.T. stand for centralized traffic control, closed train circuit, or car-to-car?

10. Is the wooden beam on the floor of a freight car to prevent lading from shifting called an anchor beam, a holding sill, or a chock block?

(Answers on Page 33)

Visitor: My, what pretty hair you have. You must have gotten it from your mother.

Little girl: I guess I got it from daddy. His is all gone.
Society of Sun Worshippers

To help former Erie employees now retired and living in Florida, the Erie Magazine this month is printing names and addresses of retired employees living in Florida as of June 30. Perhaps these addresses will help our elder statesmen in the sunshine state to re-establish lifelong on-the-job friendships which were interrupted by retirement. About next December we will try to print the addresses of retired employees who migrate to Florida for the winter months. If you are one of these retired employees, please let the magazine know when you leave for Florida, and give us your address so we can include it in our next list. Maybe one of your former buddies will be living around the corner from you and you may never know it. We also will be glad to run names and addresses of retired employees now living in other states if those interested will send the names and addresses to the magazine office in Cleveland.

Apopka, Fla.
WHITENOUR, J. M.
Route D, Box 154
Boynton, Fl.
KUSCH, J. W.
226 S. E. 1st Ave.
Box 1271
Bradenton, Fla.
MCCONNELL, Newell L.
Bradenton Trailer Camp
WORTHINGTON, W. R.
Route 1
Clearwater, Fla.
WOOD, Harry R.
Ctene Delivery
Golden Beach, Fla.
ELKINGTON, R. V.
42 Terraza Ave.
Gulfport, Fla.
WILLIAMS, Charles C.
1617 16th Ave.
Hallerdale, Fla.
JOHNS, Thomas T.
Royal Palm Trailer Camp
Haines, Fla.
BENNETT, Kenneth J.
22, 11th St.
GRAVES, John W.
572 W. 45th St.
Holly Hill, Fla.
O'HERN, Robert E.
516 Avondale Ave.
Hollywood, Fla.
GOODWIN, Harry
6231 Oleander Dr.
Hollywood Pines
GUENTHER, H. M.
3771 Lincoln St.
SAUNDERS, C. W.
331 Croton Sq.
ZENORA, J. A.
3230 W. St.
Jacksonville, Fla.
OSTARITA, Oreste
228 Sunset Ave.
Lady Lake, Fla.
ECKERLE, George H.
P. O. Box 96
Lake Helen, Fla.
DAVIS, Elias
P. O. Box 187
EATON, W. L.
109 W. Almar St.
LYON, Harold R.
General Delivery
REINHEIT, M.
General Delivery
Lakeland, Fla.
BAHR, John W.
Wood's Trailer Village
DEWORCHICK, John
509 N. Gilmore St.
SMITH, A. J.
677 Gilmore St.
VERNON, Harry
408 Almar St.
Lake Worth, Fla.
RAHANN, Shaw
508 North J St.
FREDERICKS, John
512 North J St.
Largo, Fla.
MENCINGH, William
Day's Town Trailer Ct.
SHERBETING, Daniel H.
R. D. 1, Box 59
Lesueur, Fla.
MALARK, John P.
Live Oak, Fla.
SCHREZER, A. J.
R. E. 1
Miami, Fla.
BANTA, Charles F.
3130 S. W. 26th St.
CALHOUN, William F.
353 N. E. 34th St.
Cape, Louis
1461 N. W. 38th St.
Zone 37
CITAL, N. E.
1401 N. E. 16th St.
Zenie 7
KINNEY, J. W.
124 N. E. 14th St.
Zone 36
MAINES, James 1.
Ritz Hotel
MILLER, John
109 N. E. 35th St.
Zone 73
RINKAAY, B.
1301 N. E. 150th St.
SCHMIDT, Frederick H.
1870 N. W. 24th St.
Zone 37
VERINDER, A. E.
3632 S. W. 16th St.
ZAMBROOCH, C. M.
10100 N. W. 2nd Ave.
Miami Beach, Fla.
KREITZMAN, Louis
7470 Carlyle Ave.
LYNDAUGHT, J. J
220 Lenox Ave. Apt. 13A
Mount Dora, Fl.
HOPE, C. C.
236 Simpson St.
New Port Richey, Fla.
DYE, R. L.
North Miami, Fla.
MILLER, Kenneth T.
106 N. W. 102nd St.
North Miami Beach, Fla.
SHOOL, Thomas F.
1841 N. E. 177th St.
THOMAS, Leon L.
2181 N. E. 171st St.
Okalo, Fla.
SCHETZUO, Albert F.
Route 1, Box 159
Orange City, Fla.
JUSTIN, Leon
P. O. Box 572
Orlando, Fla.
KRIEGER, Daisie
787 Anderson
LAWHORN, C. S.
109 W. Evans St.
Palm City, Fla.
REDICK, Ralph
P. O. Box 123
Pinellas Park, Fla.
JULIAN, Phillip
3719 17th Ave. N.,
Pompano Beach, Fla.
REILLY, John
1147 N. E. 85th St.
DUBS, C. H.
1581 S. E. 14th St.
OHEILSCHLAGER, J. A.
415 N. E. Ave.
Fort Orange, Fla.
FOOKER, F.
P. O. Box 609
KIMBLE, J. H.
187 Herbert St.
Punta Gorda, Fla.
PREBELL, Herman H.
P. O. Box 181
SMITH, Harry W.
P. O. Box 621
Riviera Beach, Fla.
SCHWARZ, W. E.
135 W.
Saint Cloud, Fla.
BORBONE, Basilio
1016 Carolina Ave.
Estell, Edward
P. O. Box 261
HARMON, J. B.
P. O. Box 918
JACKSON, General H.
424 Kentucky Ave.
Saint Petersburg, Fla.
ACREMAN, Charles C.
3127 10th Ave., N.
Zenie 9
BURKE, Harry J.
7112 Burlington Ave., N.
Zenie 2
BUCHT, Burton L.
5301 Haines Rd., Lot 41
COLTER, R.
216 Ninth Ave., N.
DETTEL, George W.
6017 Highhead St., S.
DINNEN, Dr. Leo
1525 Greenwood Ave.
GOULDIER, George
880 21st Ave., S.

24
Erie Railroad Magazine
"What do you take for your insomnia?"
"A glass of wine at regular intervals."
"Does that make you sleep?"
"No, but it makes me satisfied to stay awake."

August, 1956
Malloy, Evanna Vander Woude, Theresa Montalto, Antoinette Geerinck, Helen Hopple and Carolyn Garezymska.

Congratulations to J. W. Conway, appointed trainmaster at Buffalo, and to W. J. Betz, passenger trainmaster, Jersey City.

Rudy Appelt and family are on a motor tour to Miami, Fla. Dick Vander Closter spent some of his vacation working around home. Mr. and Mrs. A. Whalen and family were at Saranac Lake. On June 1, the B.R.T. Lodge 254, presented 50-year membership emblems to retired Conductors Ted Romaine and Andy Collinshaw. The presentation was made by Jack McNaughton, surrogate, Passaic County, followed by a dinner at Donahue's, Mountain View.

Joan Ameer, daughter of George Ameer of this office, was among a group of 40 or more kindergarten pupils from Clifton who had a lot of fun riding an Erie train to Jersey City June 8, then boarding a ferryboat and gazing at the New York skyline, Statue of Liberty, boats, etc. Joan was about the only one to boast of having been on a train and ferry several times before.

A testimonial dinner at Flo-Jeans, Port Jervis, June 7, honored George Sheets, road foreman of engines, who retired May 31. Attending from here were Mr. and Mrs. J. R. Ebert, Mr. and Mrs. J. D. McCadden, J. G. Mourner, F. Bunnell, J. H. McGirr, J. T. Corbett, W. J. Betz, Mr. and Mrs. N. J. De Vito, Mr. and Mrs. Robert Smith, Mr. and Mrs. H. R. Coleman, Mr. and Mrs. H. A. Bookstaver, Charles Fulton, Mr. and Mrs. Harold Hansen.

At a reception June 8, the Port Jervis Lodge of the F.A.A.M. (No. 328) presented Harry R. Coleman with a 25-year membership pin.

Mrs. Laura Coleman attended the annual dinner of the Kearny Unit of the A.W.V.S. at the Robin Hood Inn, Clifton, June 12.

Mrs. Abe Kleiman, wife of the second trick operator in the dispatcher's office, is convalescing after surgery at the General Hospital in Passaic.

Dick Young reports a pleasant and interesting trip aboard the demonstration preview run of the Budd train on the Pennsylvania Railroad. Guests were taken on the new train from Newark to Princeton, where luncheon was served at the Inn, then returned to Newark in the afternoon.

The Dan Sutherlands of Largo, Fla. (retired train dispatcher) were holders of the lucky number for a Chevrolet at Tonamah, N. Y.

A party at the Ted Teehan home honored their son, John, who was graduated from St. Mary's School, Jersey City, June 22. John will enter St. Peter's Prep, Jersey City, in September.

It's twins, boy and girl, for the Thomas W. Billsheimer (examiner, Freight Loss and Damage Prevention Cleveland), at the Valley Hospital in Ridgewood June 25.

We welcome back Antoinette Geerinck from a grand trip to Europe on the Queen Mary. She visited in France, Belgium, Holland, Germany, Italy and Switzerland and had a pleasant get-together with Katherine (Fleischbein) Berry, formerly of this office, her husband, M. Sgt. Frank, and their two children, at Etain, France.

PASSAIC, N. J.

We welcome Margaret McGhee as extra clerk for the summer.

James Parkinson is still at home recuperating from a recent illness.

John Sees enjoyed his vacation in and about the state.

Harry Flanagan expected to spend his vacation at the Jersey shore.

Bill Dobson enjoyed another birthday day with ice cream and cake for all present.

Al Guillermain, on vacation, enjoyed...
Erieman At Purple Heart Meeting

Third from the left is Edward F. Holiday, an Erieman for 43 years and retired state commander of the New Jersey Military Order of the Purple Heart. This picture was taken at the state convention of the organization June 9 and 10 at Asbury Park, N. J. In the picture, from the left, are Regina McComb, junior vice president of the national ladies auxiliary; Col. Walter C. Bowman, past national commander; Mr. Holiday; Esther Shackleton, state president; and William Munz, national junior vice commander. The convention sponsored Mr. Holiday for a national office in the organization.

a week's rest at home.

WEEHWAKEN LOCAL & DOCKS

Daniel Klimkiewicz, son of Master Carpenter Joe Klimkiewicz, was given a "Commendation of Merit" by Mayor Berry of Jersey City for saving the life of a 13-year-old boy by administering first aid to the injured boy.

Recent visitors to Weehawken were J. Reardon, retired cooper, and Charley Mancino, retired dock laborer-cooper.

Sympathy is extended to the family of Cruz Velazquez who passed away June 11; to Mr. and Mrs. T. E. Adams on the death of their unborn baby; and to G. R. Smith on the death of his mother.

Best wishes for speedy recovery are extended to Charles Williams who is confined at B. S. Pollack Hospital for Chest Diseases; J. Bizukiewicz, Moe Samuels and S. Rhodes, freight handlers, off on sick leave.

Robert Thomas, freight handler, has returned after an illness. Robert Colville, relief clerk, is back to work in good condition after hospitalization.

Currently vacationing are John McGowan, tally clerk, and family, somewhere in New York State; and John Chrzanowski, branch clerk, and family, probably fishing along the south Jersey coast.

We are glad to see Frank Smith, dock clerk, and family back from St. Petersburg, Fla.; Andy Janssen, general clerk, from the beaches of Hoboken, and Marie Hayes, general clerk, from points unknown, looking well rested.

Nicholas Ricciardi, 13-year-old son of Foreman John J. Ricciardi was graduated from Washington School, Little Ferry, and was the recipient of the Lions Club award for general excellence in scholastic achievement. He expects to enter Ridgefield Park High School in September.

EMPLOYMENT

JERSEY CITY, N. J.

Blake Rhodes has returned from a vacation in New Hampshire during which he tried to capture all the scenic beauties of the state on film. Mrs. H. E. Kelly spent an enjoyable week of her vacation at the Jersey shore.

MARINE

By Jesse E. Baker

A testimonial and retirement dinner honoring M. B. Roderick, marine coordinator, was at the Robin Hood Inn in Clifton on June 21. Attendance was 248. O. A. Frauson, superintendent of lighterage and stations, was the principal speaker and also presented the gift, a tape recorder. Others attending were Mrs. Frauson; A. E. Kriesien, assistant vice president and general manager, Eastern District; T. J. Sanok, assistant general manager, Eastern District, and Mrs. Sanok; Mr. and Mrs. C. E. De Joia (marine superintendent). Tom Wouters, master mechanic, yard yard, was entertainment chairman.

The ladies were presented with a corsage as they entered the dining room. Dinner consisted of southern fried chicken, Virginia ham, olives, celery and all the trimmings, several kinds of dessert and liquid refreshments.

Mr. Roderick retired May 1 after 45 years' service.

We had the following visitors in June: Capt. Ernie Rodgers, Frank

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Congratulations to Edna Andrews, who is a grandmother for the second time via daughter, Betty.

Al Poschowitz won second prize for his sweet william at the Herald Tribune Flower Show for amateur gardeners. Al has also been promoted to lighterage clerk. His successor as typist is Dick Matson, whom we gladly welcome.

Quentin Doyle spent his vacation in Connecticut.

We are all hoping for the speedy recovery of Mrs. John Sullivan, wife of the assistant superintendent, who has been hospitalized for several weeks.

We gladly welcome two new messengers, Tom Duffy and Hugh McNulty.

Congratulations to those celebrating August birthdays: Ed Peterson, Ed Vreeland, Tom McGowan, P. Romeo, Regina Frey, Dot Shea, Harry Mondello, Herman Miller, Anne Schreier, Caesar Seville, also retired clerks George Ulrich and Alice Norton.

We are glad to see Caesar Seville back at work and looking fit after his recent illness.

We hear that Edith Petrone has returned home after her operation and is progressing nicely.

Bill Gannon spent his vacation cruising in Pennsylvania.

SUSQUEHANNA DIVISION

HORNEll DIESEL SHOP

By R. L. Hammond

Leo McCarthy, pipeliefter, received one vote in the recent primary election for alderman, First Ward.

The clerks in the general master mechanic's office, clerks in the general foreman's office in the diesel shop and

A word to the wise—

take care of your eyes

Have your eyes examined regularly!

For a free folder, write to National Society for the Prevention of Blindness

Box 426, New York 19, N. Y.


BUFFALO DIVISION

BUFFALO TERMINAL

By Ruth Nae Munger

Our best wishes go with John Too-ten, master mechanic and carpenter office, who has been transferred to Cleveland.

Vernon Frost is interested in the welfare of his city as well as his job. He has written to the Common Council regarding better parking space and other conditions around the Roosevelt playground. Vern is the son of Engineer (Ret.) James Frost.

BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

We welcome Robert Highland and Ed Thomas as messengers at East Buffalo and William Myers, typist, inbound freight. . . Wedding anniversaries: Joseph Kennedy, rate revision bureau, 25 years, June 16; T. J. Danahy, claim clerk, 25 years, July 4; R. E. MacLaury, LCL rate clerk, 30 years, July 26. . . Jim Voelker, OS&D clerk, moved his family into a new home recently. . . Norm Scott is driving around in a new Ford convertible. . . Joe Cavanaugh, general clerk, is cruising around in his boat. He ran out of fuel about a mile out of Lake Erie and was lucky that a boat nearby towed him in. . . Bert Leutha, night rate clerk, spent a few days in the hospital and returned to his job feeling much better. . . Richard Lindell, per diem clerk, and Richard O'Dea, interchange clerk, were seen swinging golf clubs, but all they hit was the dirt. . . Adolph Pokrandt, car distributer, still is off duty, due to a heart condition. . . Adele Kusinski, typist freight received, battled a case of the measles. . . Jim Voelker and Carl Croley, transit clerks, escorted their daughters down the aisle in colorful ceremonies July 28. Cashier Harold Schambacher's son took his wedding vows July 7. . . Sympathy is extended to Marie Frank, rate revision bureau, on the death of her brother June 27 and to T. J. Danahy on the death of his mother-in-law June 16.

BUFFALO MACHINE SHOP

By Frank Halbleib

Sympathy is extended to the family of John J. (Jerry) Scanlon, retired car department, together with supervision, had a steak roast at Stony Brook, June 28. Dinner was served by "Master Chef" Frank Wolfanger. Helen and Ed Schwarz are busy fixing up the "love nest" at Loon Lake.

The back shop closed Friday night, June 29, for three weeks vacation.

C. D. Turnbull is on a bachelor trip to Canada.

Sympathy is extended to Mr. and Mrs. C. E. Maahs on the death of her father, Harry Caldwell, retired storekeeper at Hornell.

M. J. Brunskill recently purchased a snazzy 1940 Studebaker to drive to work.

J. J. McInerney and wife recently attended a wedding in Cincinnati and also went to New York to see the Yankees in action.

CLEVELAND FREIGHT

By J. V. Myers

C. H. Schlegel, freight agent, made vacation trips to Wooster and Girard. George McHugh, car clerk, drove his new Ford to Florida for a week.

Katherine Wood, unclaimed freight clerk, spent two weeks' vacation at home.

Rita O'Connor, chief bill clerk, won $100 for selling the winning chance on a '56 Cadillac. Her mother got the Cadillac . . . Unfortunately, Ray Martyn, yard checker, spent the dollar he found all in one place.

We welcome Roger Lovell as vacation relief clerk. He is a sophomore at Kent State. Also new at this office is Jim Myers, stenographer, from coal traffic.

MAHONING DIVISION

CLEVELAND POLICE

By David Downie

Cpt. John O. Sheets spent part of his vacation working in his garden and is anticipating a trip to Texas in the fall.

Patrolman Andrew Herrick spends his days off on the golf course.

Patrolman Robert E. Hamilton and son, Robert L., II, had good luck fishing on vacation.

We welcome Patrolman Edwin R. Willis to the department.

The correspondent and Mrs. Downie spent several days in New York City.

The sixth annual Cleveland-Jersey City ball game was won by the Cleveland team, 9 to 8. Frank Buck allowed three runs in relief. Managers John Wilson and Don Mangan pulled out all stops, but one team has to lose and it wasn't ours. The host Jersey City team put on a gala affair afterward and a good time was had by all. . . Erie team number two in the Lakewood A League is tied for the lead. Games are played at Elks Field. Visitors are welcome. . . Dick Diehl was presented with daughter number three as Betty Jo Diehl gave birth to Sally Josephine, 7 lbs., 8 oz. . . . The vacation schedule found the

These newly-weds are Leonard Kleban, general clerk, 14th St., Chicago, and the former Barbara Marlene Osoff.

engine dispatcher, in their recent bereavement.

CLEVELAND, OHIO

By Joe Revana

...
Erie Starts Rotor On Trip

This 55-ton rotor in two sections was started on its journey by the Erie from the Air Preheater Corp. plant on the Erie at Wellsville, N. Y., to River Rouge, Mich. The rotor will be used in a boiler to produce 2,000,000 pounds of steam per hour for generation of electricity. The shipment was nine feet and eight inches wide and 17 feet and eight inches above the top of the rail. Air Preheater plans to build an addition to its Wellsville plant which will double output there.


CAR ACCOUNTANT

By Ella Carpenter

Best wishes for many happy years ahead to Mary Martin who announced her retirement as of Aug. 15 after 40 years of service. Upon her return to New York she plans to devote more time to her painting and art work. She was presented with a cash gift from co-workers and remembrances from many personal friends.

Heeding the call of the Pacific Northwest, Olga Tanka visited Portland, Seattle and the jewels of the Canadian Rockies, Lake Louise and Banff.

Norma Simmons and friends from New Jersey explored the breath-taking beauty of the Canadian Rockies by car, climaxing this interesting and exciting trip with stops at Emerald Lake, Jasper, Lake Louise and Banff.

Mary Ann Sabo flew to the west coast where she was maid of honor at a wedding in Los Angeles and then spent the rest of her time seeing San Francisco.

Doris Fasempour is busy these days getting her mother, Mrs. Mary Green, ready for her trip to Europe. Highlights are a visit with relatives in Germany and a stop over in Rome.

Les Arolf and family drove to Greenwood Lake in their new gray and ivory Chevrolet.

Lucille Frater and daughter, Arlene, vacationed at a cottage near Vermillion.

Marian and Cliff Palmer divided their time between New York City and Long Branch, N. J.

Yours truly visited relatives in Philadelphia for a week.

Carol Gacom spent her vacation entertaining her brother from Georgia and her sister from New York.

Helen Trojahn went to New York for her niece's graduation from Nyack High School.

It was quite a treat to have a visit from Phyllis Scofield who hasn't been in to see us for over a year.

Alice Lindsay is leaving us and will assume that all important role of housewife and mother.

We're very happy to have Ellen Cunningham back with us after a long illness. Eleanor Bennett was also on the invalid list but is feeling much better after a long rest.

The friendly little brunette is Maureen English, newest key punch operator.

ACCOUNTING AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

Bob and Virginia Farson again made their pleasant acres available to office associates so they might picnic in the country.

Vacation plans for Agnes Fortunato and husband, Ross, consisted of taking life easy on the area beaches. Same was true for Rennie Belden.

Earle Smith vacationed in Bridgton, Me., for two weeks with his sister and family. Others taking to cities beyond were Bill Fogleson and family, Grand Rapids, Mich., to see Bill's mother, and Mr. and Mrs. Harry Laurie to Paterson, N. J., to visit relatives and friends.

The real estate market still thrives as more two more from the office take possession of new homes—Nelson Potter and Pat and Pete Dedula.

Dorothy Buday and husband, Julius, planned a part of week in Chicago the first part of August to visit Dorothy's sister and family. . . . E. T. Draney tells of the joys of handling his new Dodge on a trip to Wellsville, N. Y., and return with his wife.

The Frank Troyanos have found the last pieces of missing silverware and dishes after getting settled in their new residence in Lakeview, Ohio.

Due to leave us soon for two weeks is Denny Kish, I. & C, clerk, who will serve in an encumbrance maneuver with the Ohio National Guard.

Welcome to new office members, Carol Rampelt, comptometer operator, Mary D'Altorio, typist, and Allen J.

Okeson, messenger.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Goldie Loghrin dined at O'Brien's near Waverly. . . . The Harvey Millers recently celebrated their 25th wedding anniversary. . . . Howard Pascoe visited in Buffalo. . . . Karl Lindeman wore out his wedding band doing so much housework. . . . Anyone knowing the whereabouts of Olga Nazar's missing laundry, please notify her at once as she is desperate. . . . Paul Smith has a '53 Plymouth. . . . Bud Vanderhoof had a new roof put on his house. . . . Milt and Helen Huff now live in their newly purchased home in Canisteo. . . . Tom Halloran is back on the beam again after his wife and family returned from a three-week vacation. . . . Bill Barnett, John Kelly and Bill Cregan attended the National Open Golf tournament at Rochester. . . . Mary Pollinger and Ella Dennison were shopping in New York. . . . Gideon Woodruff is in the hospital for an operation. . . . There's a new kitchen with built-in oven and everything at the home of Mary and Robert Hillman. . . . The male employees of the office had a softball and refreshment party at Maple City Park.

Harvey Miller realty is proud of his rock garden. Clarence Braisted, retired, dropped in the office for a visit and to show everyone his new Packard Clipper. Barbara Moorehead, now living in Florida, stopped

Let practical railroad men move you up!

Got your sights on the management end of railroading—where the big money is? Then take the I.C.S. home study course in Railroad Management—it includes lessons on operation, leadership and organized labor, industrial safety, report writing.

I. C. S. study courses were developed by practical railroad men, and they go with you on the job. Prepare now for moving up by enrolling for the I.C.S. Railroad Management course. It's endorsed by over 200 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 306244A, SCRANTON 9, PENNA.

Explain fully about your course marked X:

<table>
<thead>
<tr>
<th>Course</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Engineer</td>
<td>Machinist and Toolmaker</td>
</tr>
<tr>
<td>Mechanical Engineering</td>
<td>Mechanical Engineering</td>
</tr>
<tr>
<td>Radio Engineer</td>
<td>Machine Toolmaker</td>
</tr>
<tr>
<td>Television Engineer</td>
<td>Electrician Engineer</td>
</tr>
<tr>
<td>Electrical Engineer</td>
<td>Steam-Turbine Loco. Eng.</td>
</tr>
<tr>
<td>Locomotive Engineer</td>
<td>Steam-Turbine Loco. Eng.</td>
</tr>
</tbody>
</table>

Name: ___________________________
Address: _________________________
Home Address: _____________________
Occupation: _______________________

Erie employees will receive a Special Discount

August, 1956
People 60 to 80: Tear Out This Ad

... and mail it today to find out how you can still apply for a $1,000 life insurance policy to help take care of final expenses without burdening your family.

You handle the entire transaction by mail with OLD AMERICAN of KANSAS CITY. No obligation. No one will call on you!

Write today, simply giving your name, address and age. Mail to Old American Ins. Co., 1 West 9th, Dept. LS02M, Kansas City, Mo.

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

KENT DIVISION
AKRON, OHIO

M. G. Robeson, conductor, and wife announced the arrival of a daughter, May 24 (Leona Kay).

Congratulations to Patrolman A. J. Campbell and best wishes to Cleo Parrish on their recent marriage.

H. M. Hall, assistant chief clerk, revision bureau, spent a weekend in Chicago with his mother and aunt.

R. E. Snyder, rate clerk, revision bureau, and wife participated in their boat in the Goodyear Boating and Yachting Club regatta at Painesville.

W. R. Wachter, checker, and wife went to New York City where their daughter and family joined them on a motor trip in the New England area.

MARION, OHIO

We are happy to report that R. G. Donley, engineer, is home from the hospital. He suffered a back injury at home some time ago.

Sympathy is extended to the family of Conductor E. L. Pensinger who died recently. Also to E. J. Burke and son, E. E. Burke, yard clerks, due to the death of Mrs. Burke, and to Assistant Chief Dispatcher Lee Stout and wife on the death of her father.

Congratulations to J. J. Keggan, in for a chat while visiting Grandpa Freddie Schmitt. Mike Winters went to the Adirondacks on a fishing trip. Sam and Jean Leland went to Cape Vincent for their vacation.

The Rixfords and the Roskies spent a weekend on Pennsylvania Hill. Mary Recktenwald spent a week at Silver Lake. Roscoe Dresler found ball playing a little strenuous when he sprained the ligaments in his leg.

When Jack Burlingame, Abber Burdette, Bruce Dungan and Bob Young went on an all night fishing trip, it was Abber who showed them how to fish, while Bruce was real thrilled over his first lake trout.


Harvey Schneegas gave his daughter, Dorris, in marriage to Doug Donley, engineer, is home from the hospital. He suffered a back injury at home some time ago.

Sympathy is extended to the family of Conductor E. L. Pensinger who died recently. Also to E. J. Burke and son, E. E. Burke, yard clerks, due to the death of Mrs. Burke, and to Assistant Chief Dispatcher Lee Stout and wife on the death of her father.

Congratulations to J. J. Keggan, in for a chat while visiting Grandpa Freddie Schmitt. Mike Winters went to the Adirondacks on a fishing trip. Sam and Jean Leland went to Cape Vincent for their vacation.

The Rixfords and the Roskies spent a weekend on Pennsylvania Hill. Mary Recktenwald spent a week at Silver Lake. Roscoe Dresler found ball playing a little strenuous when he sprained the ligaments in his leg.

When Jack Burlingame, Abber Burdette, Bruce Dungan and Bob Young went on an all night fishing trip, it was Abber who showed them how to fish, while Bruce was real thrilled over his first lake trout.


Harvey Schneegas gave his daughter, Dorris, in marriage to Doug Donley, engineer, is home from the hospital. He suffered a back injury at home some time ago.

Sympathy is extended to the family of Conductor E. L. Pensinger who died recently. Also to E. J. Burke and son, E. E. Burke, yard clerks, due to the death of Mrs. Burke, and to Assistant Chief Dispatcher Lee Stout and wife on the death of her father.

Congratulations to J. J. Keggan, in for a chat while visiting Grandpa Freddie Schmitt. Mike Winters went to the Adirondacks on a fishing trip. Sam and Jean Leland went to Cape Vincent for their vacation.

The Rixfords and the Roskies spent a weekend on Pennsylvania Hill. Mary Recktenwald spent a week at Silver Lake. Roscoe Dresler found ball playing a little strenuous when he sprained the ligaments in his leg.

When Jack Burlingame, Abber Burdette, Bruce Dungan and Bob Young went on an all night fishing trip, it was Abber who showed them how to fish, while Bruce was real thrilled over his first lake trout.


Harvey Schneegas gave his daughter, Dorris, in marriage to Doug Donley, engineer, is home from the hospital. He suffered a back injury at home some time ago.

Sympathy is extended to the family of Conductor E. L. Pensinger who died recently. Also to E. J. Burke and son, E. E. Burke, yard clerks, due to the death of Mrs. Burke, and to Assistant Chief Dispatcher Lee Stout and wife on the death of her father.

Congratulations to J. J. Keggan, in for a chat while visiting Grandpa Freddie Schmitt. Mike Winters went to the Adirondacks on a fishing trip. Sam and Jean Leland went to Cape Vincent for their vacation.

The Rixfords and the Roskies spent a weekend on Pennsylvania Hill. Mary Recktenwald spent a week at Silver Lake. Roscoe Dresler found ball playing a little strenuous when he sprained the ligaments in his leg.

When Jack Burlingame, Abber Burdette, Bruce Dungan and Bob Young went on an all night fishing trip, it was Abber who showed them how to fish, while Bruce was real thrilled over his first lake trout.


Harvey Schneegas gave his daughter, Dorris, in marriage to Doug Donley, engineer, is home from the hospital. He suffered a back injury at home some time ago.

Sympathy is extended to the family of Conductor E. L. Pensinger who died recently. Also to E. J. Burke and son, E. E. Burke, yard clerks, due to the death of Mrs. Burke, and to Assistant Chief Dispatcher Lee Stout and wife on the death of her father.

Congratulations to J. J. Keggan,
accompanied by her mother and brother made an interesting tour of our eastern coast, sightseeing in Washington, D. C., Virginia and other historic places.

We welcome Relief Clerk Jerry Jones to the force at Hammond.

We congratulate Mr. and Mrs. M. K. Tegtmann (yard brakeman) on the arrival of 8 lb. 11 oz. Michael Kenneth, Jr. on May 26. The Tegtmans have a daughter, Cynthia Lou.

H. L. Kinzie and wife traveled to Belleville, Ill., June 17 (Father's Day), to be with their son, David, who is an Airmen 2-C.

Agent W. G. Witwer and family spent a few days' vacation recently visiting with her father at Mason City, Ia.

Word has been received that Mrs. W. L. Stevens, wife of the retired conductor, passed away recently at Bell Gardens, Cal., where they have made their home since he retired 10 years ago.

**CHICAGO POLICE**

*By J. S. Steen*

Patrolman J. C. Oberrath and wife motored to Washington state and back through Canada on their vacation.

Leah Jacoby, correspondence clerk, visited in Arkansas during a week of her vacation.

Barbara Diana Hout of Ashley, Ohio, and Lawrence E. Owen, patrolman at Lima, were married June 10 at St. Marks Lutheran Church in Delaware, Ohio, and spent their honeymoon in northern Michigan.

Lieut. J. E. Zinsmeister, Huntington, Ind., has been vacationing at Little Barbee Lake.

**14TH ST., CHICAGO**

*By Chris Hardt*

F. T. Lindquist, cashier, is sporting a new De Soto Firedome two-door Seville. Edna Bourne, billing department has a new Belvidere Chevrolet which is quite handy for traveling to her home at Fox Lake, Ill., about 50 miles from our office.

Leo T. Gyonea, son of Leo Gyonea of the rate department, was graduated with honors from St. Philip's High School and will study journalism at Northwestern University. His record included achievements in scholastics and sports. Not only did Leo make a record on the football team, but he was editor-in-chief of his local high school newspaper. We congratulate the justly proud Gyonea parents on Leo's perseverance in becoming a journalist.

Theresa Facella, personnel secretary, enjoyed a few days in Minneapolis in the "Land of Sky Blue Waters."

John Novotny, chief, tracing desk, and family are motoring in the West on vacation and will make their longest stop-over at Colorado Springs, for a visit with their son and grandson.

We regret very much the long hospitalization and illness of Mrs. Stanley J. Kearney, wife of our veteran biller. Our best wishes and prayers for speedy recovery. She is convalescing at the home of a daughter at Dolton, Ill.

Our regards also to Carmella Puliano, daughter of Leonad A. Pulliano, assistant cashier, who bravely under-

**Future Admiral**

A diesel fireman on the New York Division and son of Louis P. Sarno, general track foreman, Port Jervis, N. Y. Lawrence F. Sarno entered the U. S. Naval Academy at Annapolis, Md., on June 25. Lawrence is a graduate of St. Peter's Prep, Jersey City, and attended Newark, N. J., College of Engineering two years. Lawrence also worked as a carpenter's helper, signal helper and trackman for the Erie during school vacations.

went an ordeal at Mayo Brothers Clinic, Rochester, Minn., recently. Lynne Hardt, third year high school student, daughter of your correspondent, is giving up two weeks of her vacation to teach a group of young people at Vacation Bible School, Jefferson Park Congregational Church. They will later enjoy a week at Tower Hill Camp, Mich., with the church's young Pilgrim Fellowship Group.

Ronald Zera, manager, 14th St., lunchroom canteen, thinks he has a problem. Says Ronnie, "Since I installed a soda fountain, some dames must use water-repellent axle grease for lipstick. They smear all over the glasses although I serve straws, too. It's tough stuff to wash off and takes a lot of time. Maybe I should install lipstick-colored glasses."

One of the biggest social events recently was the wedding of Barbara Marlene Ossoff, daughter of Mr. and Mrs. Morris Ossoff, and Leonard L. Kheban, general clerk, at the Ridgeview Hotel in Evanston, III. The entire 14th St. office was invited to the marriage ceremony and many associates also were invited to the reception. The romance Flowered from a high school acquaintance. We congratulate the newlyweds.

**TRANSPORTATION**

*By C. R. Swank*

Our best wishes go with Engineer Vallee Ray Johnson who has retired after 37 years of faithful service.

Stephen Michael, 15-year-old son of Chief Dispatcher J. R. Michael, has been selected as first cornetist for both orchestra and band at Stephen Foster Music Camp conducted on the campus of Eastern Kentucky State College, Richmond, Ky.

W. L. Gray, monitor, is representing the division at the O.R.T. convention in Montreal, Canada, and will vacation in Wisconsin before returning to work.

R. O. Bixby and J. E. McIntire, both students at Indiana University, have resumed work as operators for the summer.

Larry Deardorf, operator at Hammond, is recuperating from an appendectomy.

Mary Jane McNulty, 22, a former airline hostess and daughter of Passenger Conductor J. P. McNulty, was crowned Miss Fort Wayne of 1956. The five-foot six-inch tall brunette won a competition June 23 and 24. A diamond ring, trophy and a complete summer wardrobe were part of the championship prize.

August, 1956
MAINTENANCE OF WAY
By Maralene Trainer

Track Supervisor P. B. Schneck has returned following a pleasant vacation trip with his family.

Our sympathy is extended to the family of Section Foreman J. F. Raub of Leiters Ford who passed away suddenly.

Also sorry to learn of the death of Retired Section Foreman Charles Yaks of Disko, and of Marion Burkett, 84-year-old father of Section Foreman C. E. Burkett of Wilders.

Our best wishes go with Levelman H. J. Weseli of Huntington who has accepted the position of assistant traffic engineer with the Indiana State Highway Department.

We welcome J. J. Mahoney as assistant signal supervisor.

Carpenter E. C. E. Chapin and wife and Retired Carpenter A. C. Schalies are motoring to Florida.

Congratulations to Signal Helper Jerry L. Souers and best wishes to his bride, the former Patricia Buzzard, daughter of Plumber P. E. Buzzard of Huntington, who were married recently at St. Mary's Catholic Church.

ALLEGANY-MEADVILLE
SALEMANCA, N. Y.

By S. Minneci

Sympathy is extended to James Dailey, shop clerk, and family on the death of his wife June 16.

Telephone Inspector Ronnie Fralick and wife were surprised early in June when their son, Wayne, and his wife came home for a 14-day leave. Wayne is E. M. 1/C in the Navy, assigned to the USS Shadwell, L.S.D. J. B. Williams, retired conductor, was on vacation from his home in Florida and stopped in Salamanca recently.

Marvin L. Alney, son of Trainmaster J. G. Alney, was graduated June 10 from the University of Buffalo with a science degree in business administration.

Yard Conductor F. C. Retberg and wife spent a vacation with their daughter and son-in-law, Mr. and Mrs. James D. Hart, in Reynolds-ville, Pa., and visited in Niagara Falls with their nephew, William McClure, and wife.

Extra Yardmaster Myer Lasky stopped with relatives in Chicago and New York while on vacation.

General Yardmaster Harry J. Kamholtz and wife spent part of their vacation in Canada with their nephew, William McClure, and wife.

A daughter was born June 29 to Mr. and Mrs. Stan Rychcik.

TRIBUTE PAID
ERIE ALUMNUS

More than 450 persons attended a luncheon recently in the national capital in honor of Paul Wooton, an Erie employee at the turn of the century and for many years a noted newspaperman in Washington, in celebration of his 75th birthday. Mr. Wooton was a clerk at the Bolivar, Ind., freight house and a telegraph operator at Decatur, Ind., for the Erie from 1899 to 1903. He later worked in Mexico and since 1914 has been a representative of the New Orleans TIMES-PICAYUNE in Washington.

It is estimated that Class I railroads will spend about $1,250,000,000 for additions and betterments during 1956. This is 38 per cent above expenditures for additions and betterments in 1955.
ANALYSTS continued this fall.

Even after this busy schedule the day was not finished. At Marion the visitors went through our diesel shop and then on to the Harding Hotel for dinner following which there was a lively "open forum" question and answer discussion. The analysts asked many penetrating questions about the Erie's problems and its future, all of which were frankly answered by President Johnston and other Erie officers.

Later that evening the train began its return trip to Jersey City. The following morning various Erie officers made informal talks over the public address system installed in the two lounge cars, about the activities in their respective departments. The train made its final inspection stop at Mahwah, N. J., the afternoon of the second day for a tour through the world's largest assembly plant of the Ford Motor Co.

Apparently the analysts liked what they saw. Their comments about the trip and the Erie way of doing things were favorable to our railroad and a compliment to the skill and ability of Erie-men.

In a letter to President Paul W. Johnston, one of the guests said: "... I know from my own contacts that the group of analysts were impressed by the concrete steps being taken to widen your traffic base, the fine physical condition of the property and the excellent overall caliber of your management team ..."

A report issued by one of the analysts for his firm after the trip realistically pointed out our weak spots as well as giving us an excellent overall rating.

The report pointed out three areas in which we can work to improve our standing: 1. Below-average growth in freight traffic due in large part to a declining trend in anthracite coal which is probably reaching a bottom (meaning that our anthracite coal traffic should not decrease much more); 2. A very heavy passenger operating loss, principally on commuter service; 3. A high transportation ratio, reflecting above-average terminal expenses.

Action Taken

The report then said that Erie management was aware of these major problems and is taking constructive action to meet them. One of the corrective steps taken to increase gross revenue as mentioned in the report was the addition of 514 new industrial plants along the Erie in the last five years.

The three largest ones are the Ford assembly plant at Mahwah which will add about $6 million to our revenues in 1956 with an estimated potential of $9 million on a three-shift basis; the Fisher Body plant at Mansfield which will reach full operations in 1958 when it should produce from $5 to $7 million annually; and the National Biscuit Co. plant at Fair Lawn, N. J., which will add about $1 million annually to Erie revenues starting in 1958.

Other forward steps being taken by the Erie to reduce expenses which were mentioned in the report were the proposed move of our passenger terminal from Jersey City to Hoboken; the study of the possibility of consolidation of our operations with the Lackawanna Railroad where they parallel between Binghamton and Corning, N. Y.; study of a possible joint freight yard with the Lackawanna at Buffalo; the already-accomplished perishables operation consolidation with the Pennsylvania Railroad in New York City and single tracking our railroad for 249 miles between Marion and Hammond, Ind.

Typical of other comments by the analysts was this one: "... I was very favorably impressed by the quality of the Company's top management, the physical condition of the Road and its equipment and like very much the receptive attitude of management toward new ideas and techniques that will result in either better services for the shipper or a lower cost of operations for the Company ..." Still another said: "... I am sure we all came away with a new and favorable impression of Erie's future and of those who are responsible for its destiny ..."
VETERANS continued

A GREAT MILITARY ASSET

Youngstown Auxiliary
By Mrs. R. P. Reebel
Guests at our June meeting at Crandall Park were the ladies of the Meadville auxiliary. Following a buffet picnic lunch at noon, there were games, prizes and a movie. The door prize was won by Mrs. Nora Gerhart.

We extend best wishes to Mrs. F. E. Navin in her new home. We miss her very much in Youngstown. It was a pleasure to have with us again two members who had been ill for some time, Mrs. Anna Kaden and Mrs. William Humphries.

Meadville
By R. C. Miller
The dinner committee for our June 28 meeting was Mrs. L. Robbins, Mrs. L. Gerhart, Mrs. George Hood and Mrs. W. Webster.

Mrs. William Thomas, auxiliary president, was absent on account of the illness of her daughter in Cleveland.

Twenty-five auxiliary members were guests of the Youngstown auxiliary June 19 and reported a most enjoyable time.

Sympathy is extended to the family of Frank Mason, retired engineer, who died June 20.

Plans were made to hold a stag picnic this month.

Guess What Answers
1. Handle on drawer of filing cabinet.
2. Business end of a stapler.

Gerry: I took the first step toward divorce yesterday.
Berry: What happened?
Gerry: I got married.
This is one of about 2,500 post offices on wheels which the railroads provide and operate for sorting and distributing mail en route.

Railway Post Offices and the skilled postal workers who man them are the key to rapid, efficient, and economical distribution of mail to thousands of communities of all sizes all over America. For instead of having to be sorted at destination, mail moving in RPO cars is sorted en route, often down to local carrier routes, and in advanced stages of readiness for local delivery upon arrival.

These versatile cars afford fast and efficient service even for small communities where trains don't stop. This is done by the simple but ingenious catcher arm on the side of the car which picks up pouches of mail “on the fly” from trackside cranes.

Railway Post Office cars and mail cranes are only part of the billion dollars' worth of equipment that is furnished and used by the railroads in providing the continent-wide transportation which is at the very foundation of the United States Postal Service.

The Mail-Carrying Railroads
705 Transportation Building,
Washington 6, D. C.
IT'S THE MEN WHO MAKE THE ERIE

BEHIND-THE-SCENES JOBS MAKE FRIENDS FOR ERIE

The way a railroad functions rests with the men who run it. Here are some of the key workers of the Erie—men with high skill and the most modern of equipment doing the kind of job that makes people remember that Erie offers safe, dependable travel. The signalman—who repairs and maintains signal systems along the Railroad. The track machine operator—who keeps Erie's roadbed in top condition—smooth and safe. The engineer—who guides his train expertly. The car inspector—who checks brakes, couplings and lubrication. And the conductor—who represents directly to the passenger all the friendliness and service Erie stands for.