



**MERRY
CHRISTMAS**

OUR 51ST YEAR OF PUBLICATION

DECEMBER 1955

The President's Page

CHRISTMAS is a time when we should appreciate our dependence on other people and express our gratitude to them. High on this list should be the railroader, who is required to work on that day—the day of all days which he and his family most want to spend together.

But if the railroads did not run, many families could not be united for Christmas and the livelihood of many other workers would be affected detrimentally. The true Christmas spirit is one of giving. It is with full knowledge that you and your families are exemplifying that spirit that I greet you and wish for you and yours a well-deserved Merry Christmas and a Happy New Year.

A handwritten signature in dark ink, reading "P. W. Johnston". The signature is written in a cursive style with a large, looped "P" and a long, sweeping underline.



Erie Railroad Magazine

Oldest Employee Magazine in Railroad Industry . . . Our 51st Year of Publication

Vol. 51, No. 10

December 1955

Our Objective

Primarily the Erie Railroad Magazine is published for Erie employes 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 employes 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 employes. 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.

RAIL ENDS

In Great Britain a freight yard is called a marshalling yard, a receiving yard track is called a reception line, a switch engine is called a shunter, and freight trains are called goods trains.

In an article written for *The American Magazine*, author Don Eddy told how he made a coast-to-coast round trip and figured he rode 1,400 miles of the trip absolutely free. And it was legitimate.

Here's how Mr. Eddy reasoned:

It is 3,132 miles between the oceans by one of the shortest popular routes. But he rode around a big scenic circle of 7,691 miles for not a penny more basic fare. That 1,427-mile bonus, the author explained, was possible because the railroads permit you to go via one route and return via another, no matter how many different lines the trip involves.

An unusual insect of South America is called the "Railroad Worm." Like a train at night, it has a row of yellow lights along its sides and a red light at one end.

William S. Knudsen, for many years president of General Motors Corp., was employed early in his career as a boilermaker in the Erie Railroad shops at Salamanca, N. Y.



THE COVER—Bug-eyed Pat "Skeeter" Sweeney, jr., aged four-and-a-half years, looks like he really would be happy to receive a toy electric Erie diesel for Christmas. Skeeter, though, is an actor in this case, helping Erie editors with a very cheerful seasonal cover. The diesel, an Alco, by the way, is one of our clay display models. Santa Claus is Harry Felber, road foreman of engines in Cleveland. Skeeter is the pride and joy of Patrick Sweeney, sr., carman at our East 55th St. yard in Cleveland.



Referring to a map of New York harbor, Charles W. King (right), chief Erie boat dispatcher, discusses a harbor boat movement with O. A. Frauson, superintendent of lighterage and stations.

Quicker Tempo Doesn't Bother Veteran



With the skyline of lower Manhattan as a backdrop, Charles W. King, chief Erie boat dispatcher, looks out over the vast harbor which is so important in his job. His office is in one of the buildings in the background, and he is shown on his way home on an Erie ferry on the Hudson River.

Although he has dispatched cargoes to all corners of the globe, Charles W. King, **73**, chief boat dispatcher for the Erie, who recently passed his 50th year of service with our railroad, has always lived in the metropolitan New York area.

Since Dec. 1, 1939, scarcely a vessel in Erie's New York harbor navy has moved in the vast harbor without Mr. King's knowledge, but strangely enough, he has seldom seen these boats.

Like other quiet, shy dispatchers who supervise the movements of tugs and other craft in the harbor, Mr. King handles his job in an office in one of New York's many skyscrapers near the Battery.

Scarcely ever touched by the limelight of the great and glamorous port, Mr. King shuffles Erie vessels and cargoes up and down the vast waterways by telephone and ship-to-shore radio. However,

his boats never go to sea. They merely deliver cargo to sea-going ships at piers.

Recently Mr. King, a soft-spoken man, who daily arranges the movement of **202** pieces of floating equipment, received his **50**-year service certificate and gold life-time Erie pass.

"The changes have been many in those **50** years," Mr. King says emphatically. "The Erie has grown and improved tremendously."

"On my first job," he remembers, "I received 18 cents an hour. We were paid by paycar, a railroad car that traveled along the line, paying employes in cash. At that time we still had sail-powered 'melon boats' (a round bottom, wooden hull barge no longer in use). Now we have diesel tugs, two-way radio, steel barges and up-to-date hoisting equipment."

The tempo of activity has changed, too. "In the old days

we moved along leisurely—now it's all hustle and bustle," he says.

The cargo also has changed considerably, Mr. King adds. When he first went to work at Weehawken, N. J., he helped check a shipload of licorice root. This is a commodity that is no longer seen in the New York area. When there was heavy lifting to be done, he helped rig up two hoisting steam boilers on a float for the job. Now the heavy lifting is done by gantry cranes or floating derricks, moving anything from TV sets to locomotives.

He also recalls that at one time barge captains lived on their barges with their families. It was necessary to maneuver the barges near schools which the children attended. After school the children would telephone Mr. King's office to find out the loca-

(Please turn to Page 17)

Santa's Helper

A hobby which was discovered by accident has proved to be an absorbing pastime and a source of unique Christmas decorations for William F. (Bill) Osborne, engineer on a switch engine at our Croxton, N. J., yards.

Bill makes brilliant Christmas decorations out of discarded tin cans or any odd piece of tin. A pair of tin snips is all he needs to come up with designs that will knock your eyes out.

When tin is cut with shears it curls or winds. Bill has learned to manipulate the snips with such rare talent that the results are

dazzling.

Beer cans are his favorites. They usually are brightly colored, and Bill skillfully blends the colors with the twists and whirls to produce rare Yule tree decorations and ornaments.

Found Tin Snips

He has been doing this for about 10 years. It all started when he

found a pair of tin snips at the west end of Croxton yard. HE tried the shears on the first available tin can—and he had a new hobby.

He estimates he has made 5000 ornaments since he began the unusual pastime. Most of them have been distributed to friends and

Beside making ornaments, the

tin snips are used to make flower pot holders, lamp shades and sprinkling Cans. Bill spends most of his spare time making the ornaments around Christmas time.

Decorating his house in Rutherford, N. J., is another of Bill's hobbies around Christmas time. He uses scores of vari-colored bulbs to light the house and adds a generous supply of angels, stars, reindeer and Santa Clauses.

One of the favorite spots for children and adults in the neighborhood during the Yule season is the Osbornes' basement. This is decorated with a generous supply of Bill's own ornaments. The neighbors and their children enjoy parties there.

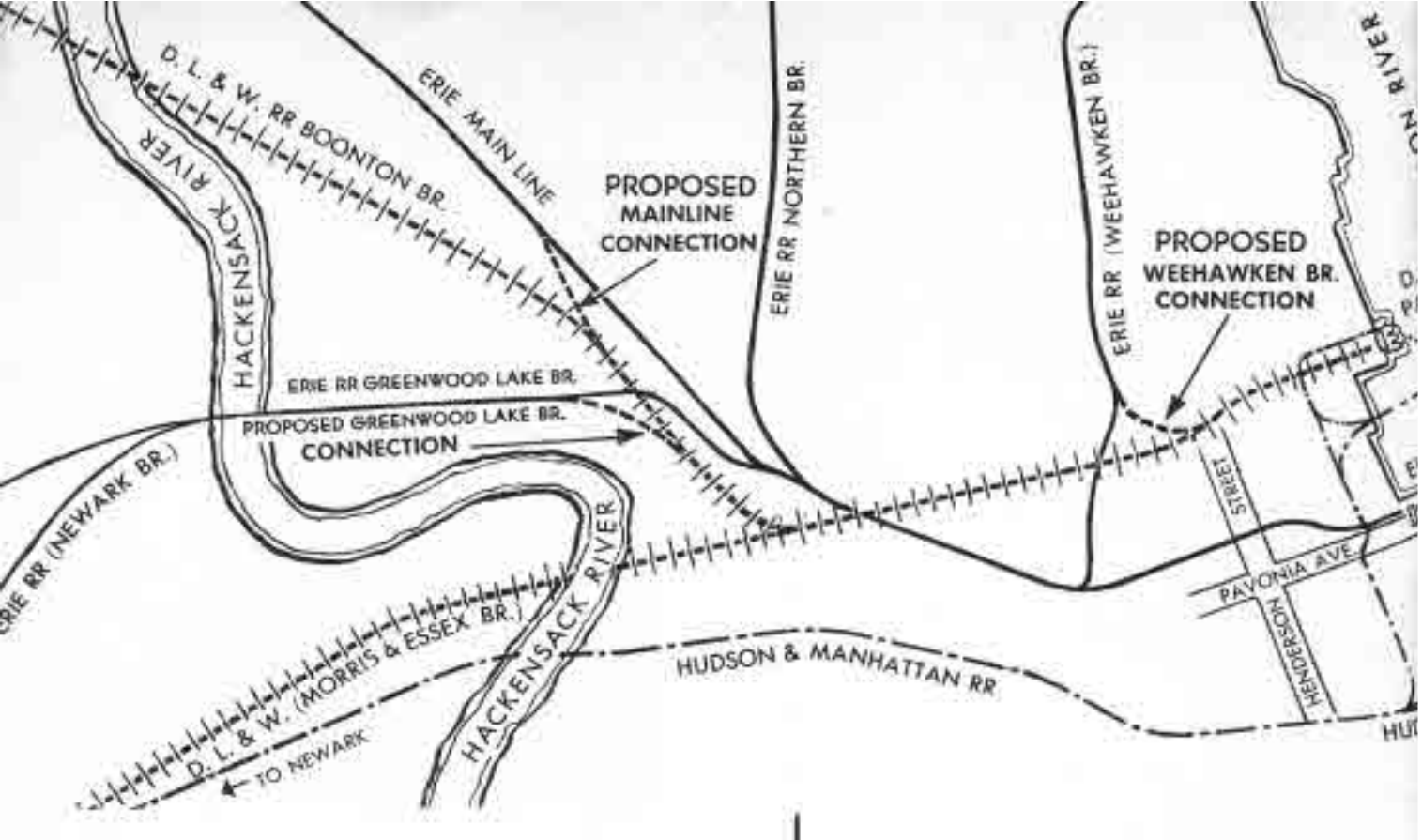
Right about now Bill's goal is first prize for Christmas home decoration.
(Please turn to Page 17)



Engineer Bill Osborne decorates one of his outdoor pine trees to show how to use his home-made Christmas tree ornaments.

In his work shop at home in Rutherford, N. J., Engineer Bill Osborne works on another Christmas tree ornament with a generous supply of his handiwork as a background.





Change To Hoboken

Erie Passenger

Trains To Use

D. L. & W. Station

In a move aimed at cutting heavy losses on commuter service in the northern New Jersey area, the Erie Railroad by about Nov. 1, 1956, expects to abandon its Jersey City station and the ferry service to Chambers St. in New York by using the passenger terminal and ferry facilities of the Delaware, Lackawanna & Western Railroad at Hoboken, N. J.

The change had been under consideration for some time, but the official announcement was withheld until surveys and studies for the proposed consolidation were completed. As many transportation authorities predicted, the studies proved conclusively that the consolidation was desirable and practical. When the announcement was made to the public, newspapers and community leaders agreed that the move was a com-

mon sense business decision.

As is generally known, present passenger fares do not cover the cost of commuter service. The Erie has been losing more than \$2,500,000 annually on its commuter operations in direct "out-of-pocket" costs. The D. L. & W. loses approximately the same amount.

These losses drain away money that could better be used for modernization and improvement of service. The consensus seems to be that the move has been long overdue. The transfer merely will reduce the losses, not eliminate them.

The plan is subject to approval of the Interstate Commerce Commission and the Board of Public Utility Commissioners of the State of New Jersey. The two railroads will soon ask for this approval in

formal petitions.

For most rail travelers, whether they are commuters or long distance passengers, the change to Hoboken will prove advantageous. The D. L. & W. terminal facilities, such as restaurants, rest rooms, waiting rooms and ticket offices, generally are more modern, and the Hudson & Manhattan tubes are more conveniently located. Furthermore, as most Erie commuters work in the downtown area, the Barclay St. ferry house will be closer to their offices.

A survey is being conducted to determine locations for departments and offices now housed in the present Jersey City station. As soon as the survey is concluded and new quarters are decided upon, an announcement will be made to employees.

The freight operations at Jersey



City will not be affected by this change.

Involved in the move will be chiefly the station and ferry forces



Transfer to Hoboken will mean the end of Erie ferry service between our Jersey City station and Chambers St. in New York. However, Erie passengers will ride D.L. & W. ferries just as conveniently.

at Jersey City and Chambers St. In New York, passenger yard forces, locomotive and car forces, signal and maintenance forces and dining car foreks at Jersey City.

The present plan does not anticipate consolidation of lighterage department forces nor does it contemplate moving the present quarters of the office of the assistant

vice president and general manager.

When the extent of changes in departments and offices has been determined, joint negotiations will be conducted with representatives of employees affected so that the rights of all employees will be protected.

Under present intentions, major repairs and maintenance on our passenger locomotives and cars will continue to be carried out in our locomotive and Jersey Ave. car shops at Jersey City by Erie employees.

The move to Hoboken is expected to be taken in two steps. Under

set in motion by about Nov. 1, 1956.

Servicing and light maintenance of Erie locomotives and passenger equipment laying over at the Hoboken terminal will be performed at Hoboken.

As Step No. 2 is set in motion, some Erie trains are expected to be backed out of the Hoboken terminal and parked in an Erie coach storage yard.

All Erie and D. L. & W. mail, express and baggage service will be consolidated at the Hoboken terminal. Existing express facilities at Hoboken are to be modernized and expanded to permit handling of express traffic now handled at



Erie's main line passenger trains running between Chicago and New York also will use the Hoboken terminal when we leave our Jersey City station next summer.

our Dock 4 at Jersey City.

Because present mail handling quarters at Hoboken are not adequate for the mail operations of both railroads, a new mail handling facility will be constructed at the D. L. & W. terminal to handle Erie and D. L. & W. mail. Our Dock 4 mail operations will be abandoned.

When Step No. 2 becomes effective, it is expected that our ferry service between Jersey City and Chambers St. in New York will be discontinued and that the Chambers St. station will be abandoned.

The change to Hoboken will not affect our marine maintenance and service yard except that ferry boat maintenance will probably not be performed by these forces. However, under present plans, our tugs and the other floating equipment of our "navy" will continue to be serviced at the yard.

It is expected that one or possibly two of our ferry boats, will be sold to the D. L. & W. to pro-

Press Time Promotions

Two veteran Erie officials at Jersey City, H. A. Bookstaver, New York Division superintendent, and M. B. Roderick, Marine Department superintendent, have been appointed coordinators for the proposed transfer of passenger operations from our Jersey City station to the Lackawanna terminal in Hoboken. Their promotions resulted in advancements for 12 other supervisors—all effective Dec. 1.

Mr. Bookstaver was named as transportation coordinator, and Mr. Roderick as marine coordinator. They will be on the staff of Garret C. White, assistant vice president, who is in charge of working out the details for the proposed relocation of stations.

Mr. Bookstaver has been with the Erie for 51 years, starting as a mail carrier at Pine Eush, N. Y., in 1904. Mr. Roderick, a native of St. John, New Brunswick, served as a boat builder's apprentice there before joining the Erie as a machinist in 1911.

Following are the other promotions:

John R. Ebert, superintendent at Hornell, N. Y., a native of Hammond, Ind., with the Erie since 1920, to superintendent at Jersey City.

Carl S. Kinback, superintendent at Buffalo, with the Erie since 1919, to superintendent at Hornell.

James M. Moonshower, assistant superintendent at Chicago, born in Rochester, Ind., with the Erie since 1934, to superintendent at Buffalo.

Carman E. DeJoia, assistant superintendent of the Marine Department, with the Erie since 1937, to superintendent of the Marine Department.

William M. Wiarda, chief trainmaster at Hornell, a native of Amsterdam, Holland, with the Erie since 1923, to assistant superintendent at Chicago.

Harry E. Joyce, trainmaster at Port Jervis, N. Y., a native of Hubbard, Ohio, with the Erie since 1940, to chief trainmaster at Hornell.

James W. Connor, trainmaster at Meadville, Pa., born in Hornell, with the Erie since 1938, to trainmaster at Port Jervis.

Paul J. Seidel, trainmaster for the Mahoning Division at Meadville, born in Milton, Pa., with the Erie since 1930, to trainmaster of the Meadville Division at Meadville.

Lloyd J. Carter, trainmaster at Huntington, Ind., from Rice Lake, Wis., with the Erie since 1928, to trainmaster for the Mahoning Division at Meadville.

William J. Donnelly, trainmaster at Youngstown, Ohio, born in Sharon, Pa., with the Erie since 1926, to trainmaster at Huntington.

Paul R. Rice, general yardmaster at Marion, Ohio, who started with the Erie as a trucker in Chicago in 1938, to trainmaster at Youngstown.

Clarence A. Haywood, night general yardmaster at Marion, with the Erie since 1929, to day general yardmaster at Marion.

vide more frequent service between Hoboken and the D. L. & W. ferry slips at the foot of Bzrcly St. in New York. This station is within short walking distance of our present Chambers St. station.

The present intention is to combine dining car supervision and commissaries of the two railroads at Hoboken. However, it is not expected that there will be any changes in dining car or dining car crew assignments.

In a move which is not related to our transfer to Hoboken, tug and floating equipment operations of the Erie and D. L. & W. in New York harbor are expected to be consolidated on or about Feb. 16, 1956. The tug dispatching force will be located in one office at the east end of our Dock No. 8 in Jersey City to facilitate operations.

Operation of the ferry boats as a part of commuter service accounts for about one-third of our annual commuter losses. Therefore, combining of the ferry service of the two roads is one of the key factors in the decision to move passenger train operations to Ho-

boken. In addition, any savings adorded by the switch will help to defer further applications for in-creases in commuter fares.

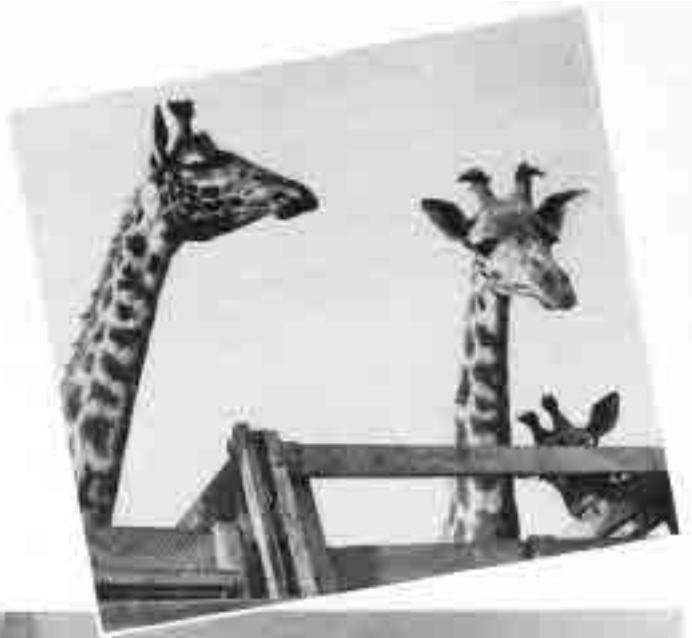
The transfer of terminals will cause little, if any, inconvenience

to commuters. There will be no increase in fares resulting from the transfer to Hoboken. Although all efforts will be made to maintain present arrival and departure
(Please turn to Page 14)



Crowds like this in our Jersey City station waiting to board an Erie ferry to New York will be using the Hoboken terminal when we begin running our passenger trains into the D. L. & W. terminal next summer.

'Immigrants' Arrive



With the giraffes visually enjoying all the activity immensely due to their peculiar advantage, a group of animals from East Africa is shown in these pictures as they arrived on the Erie at our Scranton Rd. freight station in Cleveland. They are being transferred here for their ride to the Cleveland Zoo.



Following a smooth, comfortable ride on the Erie, three giraffes, three elephants, two rhinoceroses and two hippopotamuses arrived at our Scranton Rd. freight station in Cleveland Oct. 23 and were immediately transported to their new home in the Pachyderm Building of the Cleveland Zoo. The animals rode the Erie from the federal animal quarantine station at Clifton, N. J. The animals were obtained in East Africa this summer by Vernon B. Stouffer, president of Stouffer Corp.; Frederick C. Crawford, chairman of the board of Thompson Products, Inc., and Fletcher A. Reynolds, Cleveland Zoo director.





‘MODEL TRAINS’ ARTIST DRAWS

Erie In Miniature

Do-it-yourself fans who also are rail fans can really make a project out of the drawing shown on these two pages.

The drawing is an idea for a model plan of the east end of the Erie Railroad from Jersey City to Starrucca Viaduct.

The drawing was made by Linn Westcott for **MODEL TRAINS MAGAZINE**. It appeared in the November 1965 issue of that magazine. The **ERIE MAGAZINE** is grateful to A. C. Kalmbach, president of the Kalmbach Publishing Co., and Andy Anderson, editor of **MODEL TRAINS**, for permission to reprint the drawing.

According to Editor Anderson, designs of the buildings and bridges shown on the plan were taken from the actual structures on our main line.

Because it would be impossible to show even this part of the Erie in detail for such a project, the railroad between the Bergen Archways and the Otisville, N. Y., tunnel has been eliminated.

However, anybody familiar with Erie terrain in this area will enjoy the Erie flavor of the drawing.

For operational purposes, the Delaware & Hudson Railroad under Starrucca Viaduct has been merged with our railroad, and for the same reason there are three hidden return loops at the upper left hand corner with concealed tracks which will allow trains



to operate on a variety of patterns.

Except for elimination of populated areas, features of the drawing are quite authentic, including the reverse loop between Starucca and Mill Rift Bridge over the Delaware River. The merging with the D. & H., of course, is an

operational gimmick.

The most familiar landmarks on the drawing are the freight and ferry floats, the Jersey City station, Pavonia Ave. freight house, the viaduct to the Bergen Archways, the Archways, of course, the Jersey City roundhouse which is a

diesel shop now, the Otisville Tunnel, Chham Junction, ~ t a m ~ ~ Viaduct, the Delaware River and Mill Rift Bridge.

As drawn by Artist westcott, the part of the Erie shown here is about 190 miles long. It includes some of the most scenic country in the United States.

Now It's Up To Congress

**. . . hope for better
transportation for Americans
depends on what steps
Congress takes in next session
to modernize Transport Policy.**

Because the report of President Eisenhower's Advisory Committee on Transport Policy and Organization for revision of the federal transportation policy is so important to all Americans and especially railroad employees, railroaders have been asking many questions about it. Below are some of the questions which have been asked most often, and the answers are provided by staff members of the Association of American Railroads:

Q. What accounts for the important shift of traffic from railroads to motor trucks and inland waterways?

A. In 1945 the railroads handled 67.9 per cent of total inter-city freight traffic on a revenue ton-miles basis and 50.5 per cent in 1954. Trucks handled 6.6 per cent in 1945 and 19.5 per cent in 1954, and the proportion handled on inland waterways jumped from 2.9 to 6.3 per cent in the same period. The shift is due mainly to inequalities in regulation-inequalities which favor other forms of transportation and handicap the railroads.

Q. Just what are these inequalities?

A. **For** one thing, railroad freight rates are regulated 100 per cent, whereas about two-thirds of all freight traffic moving on the nation's highways and more

than 90 per cent of all freight traffic on the inland waterways is not regulated as to rates. Private carriers are exempt from rate regulation. Motor carriers handling agricultural products are exempt from rate regulation, and they can and do make reduced rates whenever they find it to their advantage to do so.

Q. Are steps being taken to correct these inequalities?

A. Yes, to some extent. The President of the United States has submitted to Congress a report of the Presidential Advisory Committee on Transport and Organization, which includes several recommendations designed to bring about greater equality in transportation and strengthen the common carrier system of transportation in America. Bills designed to carry out these recommendations have been introduced in Congress for consideration at the session opening in January.

Q. What are some of the more significant of these recommendations?

A. Probably the most important of the recommendations are (1) a proposed new declaration of National Transportation Policy; (2) new standards to govern the Interstate Commerce Com-



Railroads today are in competition with many other forms of transportation, yet must operate under federal laws and regulations which were written in the days of the horse-and-buggy when there was no competition. Meantime, the railroads' competitors are capitalizing on these restrictions and are steadily taking business away from the railroads.

mission in the exercise of its power to suspend rates proposed by a regulated carrier; and (3) perhaps most important of all, a new approach to the way in which competitive rates may be made.

Q. What is this new approach in the making of competitive rates?

A. Simply this: The present statement of National Transportation Policy, adopted by Congress in 1940, has been interpreted so as to justify the substitution of the judgment of the regulatory agency of government (ICC) for that of transportation management — especially when it comes to adjusting competitive rates. The legislation now before Congress will lessen certain restraints and will give regulated carriers greater freedom in making rates.

Q. What would the proposed legislation do?

A. The proposed legislation would place increased reliance on competitive forces in rate making. It would leave each type of transportation free to make minimum rates that reflect its own costs and conditions. It would prevent any carrier from making rates which are unreasonably high, or from cutting rates below cost, and it would leave untouched the present provisions of the Interstate Commerce law which forbids undue discrimination among shippers, commodities or communities. It would help to strengthen our national economy and the national defense.

Q. Would the proposed legislation leave each form of transportation free to fix minimum rates on the basis of its own costs?

A. Yes, it would do just that. It would not compel any carrier to maintain rates higher than they otherwise would have to be merely in order to protect a competing form of transportation, as is the case under the present transportation policy, as interpreted by the ICC. In other words, it would not compel one form of transportation to hold a "rate umbrella" over



Most businesses can raise or lower their prices to reflect the cost of doing business or the pressure of competition. Railroads can change their rates, and fares, up or down, only by receiving permission from the federal government which usually is a long and costly process. By allowing the forces of free competition to go to work, the American people will benefit by better transportation just as they have benefitted by better products.

a competing form of transportation.

Q. What would be the effect of this change in the law?

A. By permitting greater freedom in competitive rate making between carriers of different modes, the law would allow traffic to move by the most economical and efficient mode of transportation, thus benefiting the shippers and the consuming public.

Q. Would the enactment of this legislation give the railroads any advantage over their competitors?

A. Absolutely none. The legislation would simply bring about a greater degree of equality in transportation. It would not give the railroads any advantages, rights or privileges which their competitors do not now or would not enjoy under the new law.

Q. Will the passage of the proposed legislation bring about complete equality in the competitive transportation field?

A. No, it will not. For instance, it will not affect the advantages which agencies of transportation competing with the rail-

roads enjoy as a result of government subsidies and tax exemptions; nor will it result in complete equality in the matter of rate regulation. But it will be a step in the direction of equality. It will give the railroads a better opportunity to meet the competition which they face.

Q. Why are railway employees interested in the proposed legislation?

A. It is obvious that every shipment of freight which is diverted from the railroads to some other form of transportation results in less railroad earnings and fewer railroad jobs. Therefore, railway employees are vitally interested in checking the trend of traffic from railroads to trucks and water carriers and in retrieving some of the business which has been lost to these competitors.

Q. What can railroad men do to obtain passage of this legislation which would give the railroads a fairer break in the competitive field?

A. Railroad men, as American citizens, have every right to make their views and wishes known to their representatives in Congress.

Distinguished 'Crew' Awaits Highball



Seldom has a train been handled by a more eminent "crew" than this aggregation. On the ground are, from the left, Martin H. Miller, assistant to the president of the Brotherhood of Railroad Trainmen; President Paul W. Johnston, president of the Erie, and Walter J. Tuohy, president of the Chesapeake & Ohio. Climbing into the cab is Felix S. Hales, president of the Nickel Plate Road, and in the cab are S. C. Phillips, assistant president of the Brotherhood of Locomotive Firemen and Enginemen, and Guy L. Brown, grand chief engineer of the Brotherhood of Locomotive Engineers. The picture was taken at a ceremony during which a steam locomotive was presented by Cleveland railroads to the city as a symbol of the industry's contribution to the growth of America. Since the steam locomotives have been replaced to a great extent by diesels many children may never see one of the glorious old steamers. The locomotive is on display at Brookside Park in Cleveland.

HOBOKEN continued

times of trains, it may not be possible to do so in some cases.

The two railroads will spend more than **\$2,000,000** for track connections and to build new facilities and improve others. The track connection for our main line with the Boonton Branch of the D. L. & W. will be made in Jersey City just east of County Road where the two lines are about 150 feet apart. Our Greenwood Lake Branch will connect with the Boonton Branch a short distance east of the main line connection. The New Jersey and New York Railroad, operated for its trustee by the Erie, connects with our main line before it reaches the point for the new connection.

As no physical track connection

can be made to bring Northern Railroad trains into the Hoboken arrangement because of differences in track elevation, it appears that Northern commuters will continue to be brought into Jersey City where a station platform will be retained. They will then use the H. & M. tubes as no ferry service will be available. The same situa-

tion will apply to Susquehanna Railroad trains and their commuters; however, that is a decision for their management to make.

In commenting on the consolidation, the NEWARK NEWS said. "... There is merit in the plan and ample precedent for it. Pennsylvania and Jersey Central shore trains share the tracks of the New York & Long Branch Railroad. The Baltimore & Ohio uses the facilities of the Central and the Lehigh Valley reaches New York over the tracks of the Pennsylvania.

"All the railroads serving New Jersey maintain extensive and expensive waterfront yards and docks on New York Bay and the Hudson River from the Kill van Kull to Cliffside Park. Substantial tax savings, as well as greater liquidity of capital, might be achieved by consolidating some of these facilities and disposing of the surplus. ..."

Erie trains have used the present terminal at Pavonia Ave. since 1861. The present building has stood since 1887. Ferry service was started in 1861.

The Erie and D. L. & W. also are conducting other studies to determine if joint use cannot be made of other duplicate adjacent facilities along their rights-of-way. Already the two roads have combined freight house operations at Binghamton and Elmira, N. Y.

President Paul W. Johnston of the Erie and President Perry M. Shoemaker of the D. L. & W. have emphasized that the consolidations are for operating savings and service improvements only and in no way imply a merger of the two railroads.

There are 43 railway companies in the United States which operate more than 1,000 miles of railroad each.

LATEST PROMOTIONS

Name	Location	Promotion	Date Started With Erie
John A. Hosty	Houston 1, Texas	General Agent	9- 1-39
Duane J. Cripps	Dallas 1, Texas	Commercial Agent	3- 6-50
Curtis G. Pinnell	Chicago 4, Ill.	Commercial Agent	8-13-47
C. G. Bucher	Marion, Ohio	Master Carpenter	3-22-27
R. K. Gillespie	Salamanca, N. Y.	Asst. Master Carp.	7- 6-37
David H. Decker	Susquehanna, Pa.	Coach Shop Supt.	2-26-34

RAILROAD SAFETY

Power Of Woman Factor In Safety

Wives are an important factor in safety on the job. It has been said that a man who leaves for work after a breakfast quarrel is an accident going some place to happen.

Here are six ways in which the wife can help her husband to avoid accidents on the job:

1. Rest. Wives can regulate the household so that pop can get to sleep at a reasonable hour at night. Or if he works nights, keep down the noise during the daytime.

2. Serene family life. Quarrels happen in the best of families. The wife should be the first to offer to "make up."

3. Financial worries. A woman who is thrifty and economical is somebody to be appreciated.

4. Family illness. Keeping the kids healthy by right diet, vitamins, etc., is a big contribution.

5. Home safety. Mom is the safety engineer around home and she can

be on the lookout for hazards.

6. Personal health. Many a man who is worried about his health tries to conceal it from his family. But an understanding wife can usually tell when something is wrong and can help by seeing that the Doc looks him over.

GOOD IDEA

A safety technique was recommended in a sermon by a minister who had been shocked by the number of accidents people in his congregation had going to and from church. He told his congregation to continue the hymn singing in their cars going home and gave them a suggested list of hymns and songs. At 45 miles an hour he advised "Highways Are Happy Ways." At 55, he recommended "I'm But a Stranger Here: Heaven Is My Home," and, at 65, "Nearer My God to Thee." For 75 mile speed he thought "When the Roll Is Called Up Yonder, I'll Be There" just right. And his final choice for 85 miles an hour was "Lord, I'm Coming Home."

Strictly Rationed

It's a fact, not a gag, that poultry raisers often equip their chickens with special, red-tinted goggles. It's a practical method of preventing the chickens from pecking each other to death.

It's also a fact that smart railroaders wear eye protection on any job where there's any danger to the eyes.

Eyes are strictly rationed. Only one pair per person. And they're one part of the body that can be duplicated only in appearance, not function. Look out for your eyes. They look out for you.

It's not only the knowledge of SAFETY but the practice that counts.

Since V-J Day (August 1945), the Class I railroads have spent more than \$10 billion for additions and betterments to their properties.



HABIT
Is the key
to safe and
efficient
work. Form
the habit
of always
doing your
job the
safe way.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

Many people have learned how to get, but fewer have mastered the greater skill of how to give. We are getting along toward Christmas now, and one of the lessons this season teaches is the fun and joy to be derived from giving.

I once knew a man who gave \$400,000 to a hospital. Later he lost practically everything he possessed. But he received so much satisfaction from observing that hospital heal the sick and serve the poor that he said whimsically, "The only money I saved from the crash was what I had given away. And," he added, "it was the only one of my investments that really paid off."

In these days when charity, or the act of giving, is largely taken over by government, one of the forms of freedom we need to assert is the privilege of giving directly to someone in need. The government takes care of the poor, the aged, the infirm, and charges us with taxes to finance the job. This may be the most systematic way to aid the unfortunate, but it does tend to deprive the individual of one of the most joyful of all experiences, that of personally exercising charity. There is quite a difference between directly helping someone with the outgoing expression of affection which the act implies, and having the gift bestowed by some bureau which makes out voluminous reports with statistical exactness. Needy folks are not statistics — they are people; and one cannot get nearly so much joy out of socialized benevolence, however expert, as when he grasps a hand and looks friendly-like into appreciative eyes.

So at Christmas give yourself the joy of doing something for someone who really needs helping, and do it personally. It may lead you into one of the most creative and satisfying experiences of your life.

Years ago I joined in a Yuletide enterprise of giving a Christmas dinner and gifts for all to a large number of rather destitute families. Social workers supplied the names and assembled the facts as to in-

come, job, age, number of children, amount of state aid, etc. The baskets were packed on the basis of these statistics, and slid down a kind of assembly line to be sent out with crisp efficiency in delivery trucks. It was all very businesslike and highly efficient. And while it was all motivated by genuine social concern, it seemed decidedly impersonal.

The work had been finished and everyone had gone except myself. I was about to leave when the telephone rang and a woman's shy voice, in rather an embarrassed manner, stated that her basket had not been delivered. She said she was telephoning only because her three little children would be so disappointed.

I found the basket, which through error still remained undelivered. Since there was no other way to get it to the family, I put it in my car and drove to the address given, which proved to be a decrepit shack situated up an alley. The family of five was cramped into two rooms. I was impressed at once by the mother, for the unmistakable dignity of a real lady was upon her. She seemed to rise above her shabby surroundings by a definite force of character and personality.

That she was overworked was evident, and the reason was quickly apparent. Sprawled on a couch in the corner lay the young husband. To my questioning look, she nodded.

"Yes, he is drunk. He can't seem to let it alone. He is so discouraged and defeated. But he is better than he looks," she defended him stoutly.

Then I noticed two excellent portraits that hung side by side, picturing a man and woman of obvious culture and breeding. Their fine faces and the rich quality of the exquisitely framed portraits seemed glaringly out of place in these depressing surroundings.

"He comes of a fine old New England family," she explained, "and those pictures are all that remain from the old days. My husband, who is a graduate of Harvard, says he will starve before



All dressed up in a brand new three-cornered gown, Lynn-Marie, one month old when the picture was taken, daughter of Clarence Serafiniak, rate clerk, 14th St. freight station, Chicago, looks pretty for the photographer.

he will part with those portraits. I think," she added gravely, and with some insight, "that he clings to them as symbols of what he was and what he may yet become."

The basket I had brought was not the chief thing needed in this situation. What was required was human sympathy and understanding and friendship. I brought some people into contact with this family, people who had a vital spiritual strength and knew how to share it. The husband, under their guidance, experienced a profound change. He overcame his defeat and through real faith in God was rehabilitated. Today that family is not only living in sound economic condition but, what is more important, is also an exceptionally constructive influence in their community.

I shall never forget that snowy Christmas eve years ago when, through a statistical mistake, I was granted the joyous privilege of giving not only a basket, but faith, and love, in a personal way. And, I might add, the inspiration those people gave to me was one the best Christmas gifts I ever received.

(Copyright 1955. The Hall Syndicate, Inc.)

In 1954 the railroads of the United States handled 50.5 per cent of all inter-city commercial freight traffic and 44.6 per cent of all intercity commercial passenger traffic.

Erie Railroad Magazine

SANTA continued

orating in Rutherford. The community each year offers awards for the best decorated home. Bill has managed second place several times. His main opposition always comes from one family which each year takes first place with a fabulous display. Bill vows that he's going to win some time soon.

Eill has been with the Erie for 30 years. A native of Suffern, N. Y., he has lived in Rutherford for the past 14 years. He now is engineer on the 12 midnight to 8 a. m. interchange engine which switches cars at plants in the Croxton area.

He comes from an Erie family. His mother's father, George Kyles, was one of our conductors, and her grandfather also worked for the Erie. A stepson, Charley Johnson, is a fireman on our Northern of New Jersey. Numerous uncles and cousins also work for the Erie.

With Mrs. Osborne, Bill spends summers at their bright, cheerful cottage on nearby Greenwood Lake. The fishing and boating there is so good it interferes with his other hobbies.

KING continued

tion of their "home."

Commenting on his age, when asked what was his secret for staying hale and hearty so long, he laughed and said, "Think young."

Born at Cherryville, N. J., almost 73 years ago, on his father's farm, Mr. King now lives at Hackensack, N. J., commuting on the New Jersey & New York.

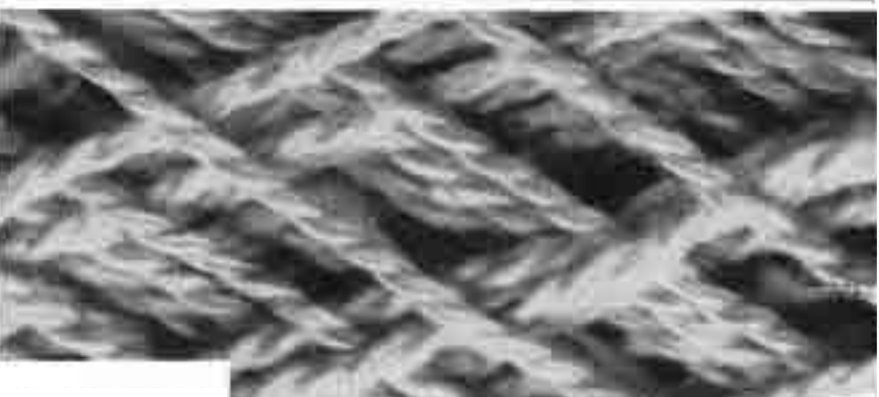
During his early career he was a farm hand, grocery clerk, rigger, sewing machine factory employe, and "just a young fellow moving around."

On Oct. 9, 1905, on the advice of his father-in-law, he decided to take a job with the Erie as a checker on Dock C at Weehawken.

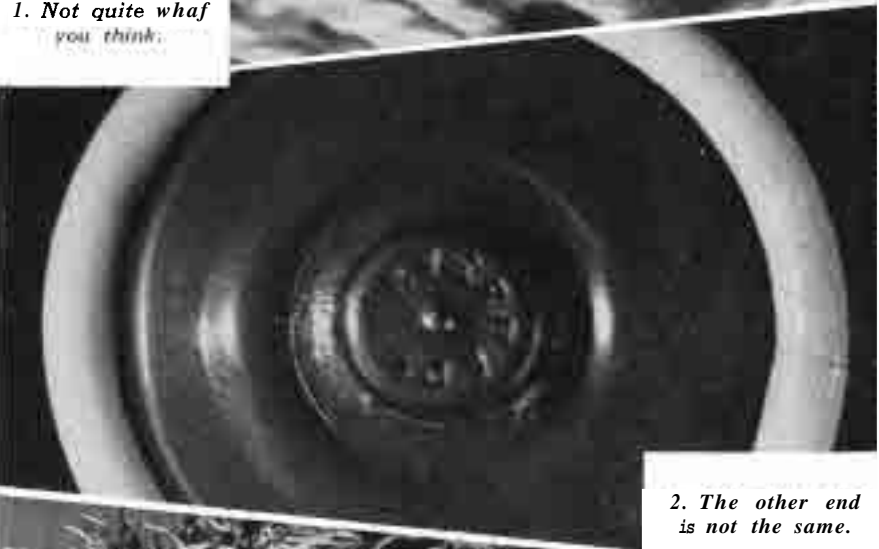
Mr. King has been married three times and now lives with his third wife. He has two daughters, living in Ridgefield and Lenardo, N. J., 11 grandchildren and three great-grandchildren.

Unperturbed by hiage, still young in mind, Mr. King says he hopes to spend a good deal of time yet at his desk shuffling our boats from pier to pier in the greatest harbor in the world.

What's Your Guess?



1. Not quite whaf
you think.



2. The other end
is not the same.



3. Barber shop
item.

Here's a picture quiz to test your knowledge of the Erie and railroading. Can you guess what these three pictures show? For answers, please turn to page 34.



ELIAS FLEMISTER, baggage helper—“More people will be riding trains, because our service will be better. Management & our passenger service will be better.”



A. R. BURGSTROM, (left) car inspector—“I think working conditions for employes will improve even more than they have in recent years. We will have more modern facilities.” WAYNE COON, car inspector—“If our transportation laws are changed so that railroads can compete on equal terms with trucks and other competition we will have more business and work.”



Kamera Kwiz

QUESTION: What changes do you expect to come along in railroading in the next 25 years?

This interesting question was answered by employes around our passenger station at Jamestown, N. Y. There were a number of fine imaginative answers. Taking a crack at the question were office personnel in the ticket office and passenger and freight departments as well as Carmen, trackmen, inspectors and baggage men.

DANIEL S. FORDHAM, (right) ticket agent—“If the U. S. Congress modernizes our transportation policy, we will be providing the best transportation service in history.” ALLAN FRANK, operator and ticket clerk—“There will be a revolution in passenger trains. They will be much faster.”



WESLEY POWELL, baggage agent—“We will have more automation. Mechanical devices will be helping railroaders.”





S. C. MARINO (left), trackman — "We will have more mechanical track gangs, and that means we will have better track because they can cover more track each year." EMIL JOHNSON, trackman — "Atomic locomotives will haul longer trains. We may even go back to steam locomotives, because use of coal will be more efficient."



A. K. PATTISON, engineer — "Railroad employees will be doing their jobs by pushing butfons."



WALTER DUNNING, chief clerk — "There is a possibility that we will have monorail trains in addition to other lightweight trains."



ERNIE SELAK, chief clerk — "In 25 years we will have much more piggyback service than now."

OSCAR BRINK (left), welder — "We will have trains which will run by remote control over entire divisions. Also, the highways will be so crowded people will return to riding trains." JOHN STIER, carman — "Our work will be easier and cleaner, because we will do it with machines."



P. S. JOHNSON, classification inspector — "The railroads will have less business because of more competition."



RAILROAD QUIZ

1. Are caissons used in the construction of locomotives, freight cars, or bridges?
2. To what railroad operation does the term "skeletonizing" relate—removal of ballast between ties for cleaning or renewal; removal of roofs, sides and floors of railroad cars; or the stripping of a locomotive?
3. Does a shipment labeled M.I.T. on the waybill move from point of origin to point of destination without breaking bulk?
4. Is the railway cash account credited or debited when a voucher is paid by the railway company?
5. Can one purchase a railway ticket on a charge account?
6. Which is the cheaper for two-passenger occupancy—a compartment or a drawing room?
7. Milk cars employed in passenger train service are classed as BM and BMR cars. Which is equipped with ice compartments?
8. Is a railroad voucher a bill for goods purchased or a draft in payment for goods purchased or services rendered?
9. What is the maximum safe speed of a freight car at the point of coupling with another car in a freight classification yard—2, 4, or 6 miles per hour?
10. Is rate of return based on net railway operating income in relation to property investment, property value, or gross revenue?

(Answers on Page 34)



NAME	OCCUPATION	LOCATION	DATE OF DEATH
Alexander, Earl Frederick	Machinist Heloer	Hornell Diesel Shop	10- 1-55
*Arthur, Worthy Fay	Pipefitter	Hornell Backshops	8- 7-55
*Buckley, Harry Augustino	Yard Brakeman	Susquehanna, Pa.	7-27-55
Butler, William Leland	Tug Boat Deckhand	Marine Department	10-24-55
*Charlock, Lester Judd	Signal Maintainer	N. Y. Terminal Div.	7-15-55
*Chisholm, Walter John	Extra Gang Trackman	Mahoning Division	10- 2-55
*Chowaniec, Karol	Carman	Buffalo Car Shop	6- 7-55
*DiLorenzo, Frank	Machinist	Meadville Roundhouse	10-12-55
Doster, Alvie Loy	Maintainer Helper	Marion Division	9- 6-55
*Drabik, Onufry Frank	Carman	East Buffalo, N. Y.	9-20-55
*Falley, Patrick Lawrence	Station Laborer	Susquehanna, Pa.	8-21-55
*Fields, Jeremiah	Laborer	Croton, N. J.	9- 2-55
*Filarski, Stephen Francis	Car Inspector	Jersey City Shop	10- 1-55
*Fischer, Fred W.	Div. Freight Agent	Dayton, Ohio	11- 7-55
*Frankovic, Anton	Carpenter	Marine Department	9-16-55
*Fries, Carl	Electrician	Avoca Locomotive Shop	10-17-55
*Herman, Joseph	Yard Brakeman	East Buffalo, N. Y.	8- 8-55
*Hiatt, Herman Perry	Storekeeper	Huntington, Ind.	8-22-55
Hilk, Alfred Adolph	Trav. Rate Clerk	Cleveland (Aud. Rev.)	9-26-55
Hughes, William Robert	Leading Car Repairer	Hornell Car Shop	10-14-55
*Jacobs, Henry Theodore	Painter	Meadville Backshop	X-30-55
*Jaszczak, Stanley Steve	Welder	Hammond Car Shop	9-24-55
Keene, Paul Earl	Machinist	Hornell Diesel Shop	9-29-55
Kingsley, George Carl	Section Foreman	Susquehanna Division	10-15-55
*Latham, Manley M	Locomotive Engineer	Susquehanna Division	10-26-55
*Lener, Nicola	Machinist Helper	Meadville Roundhouse	7-26-55
Link, Charles	Yard Conductor	Buffalo Division	10- 9-55
*Maffettone, Salvatore	Asst. Track Foreman	New York Division	8-17-55
*Mallard, William	Machinist Helper	Meadville Diesel Shop	7-11-55
McCabe, Charles J	Resident Engineer	Cleveland, Ohio	10-22-55
*McDaniel, John Emerson	Boilermaker Helper	Marion Shop	9-10-55
McGuire, Ray Daniel	Conductor	Meadville Division	10-13-55
Mehlenbacher, Leo Henry	Trackman	Buffalo Division	9-19-55
Merritt, Arthur Edward	Signal Foreman	Susquehanna Division	10- 4-55
*Moore, Furman Fausett	General Agent	Indianapolis, Ind.	10-25-55
Nance, Byron Eby	Warehouse Foreman	Lima, Ohio	9-21-55
O'Neill, Edward Cyril	Yard Conductor	Delaware Division	10- 6-55
*Pinna, Antonio	Laborer	Hornell Backshops	10- 3-55
*Reynolds, John Charles	Telephone Maintainer	Cuba, N. Y.	10- 9-55
Riggs, John Henry	Trackman	New York Division	10-17-55
Rousset, John	Crossing Watchman	New York Division	10- 8-55
*Sheets, Ira Willis	Machinist Heloer	Meadville Diesel Shop	9-21-55
*Spinella, Antonio	Trackman	New York Division	6-29-55
*Vest, Grnver Cleveland	Yard Conductor	Kent Division	7- 9-55
*Vitali, Frank	Trackman	Allegany Division	8-10-55
Vreeland, Clifford George	Deckhand	Marine Department	10- 8-55
*Watt, Jasper	Trackman	Allegany Division	7-21-55

*Retired Employees

Safety Suggestion

102 Years Old

If you think old railroad journals are "dry reading," you should rid yourself of the notion. For example, here is an excerpt from a letter appearing in the *Railroad Record* for June 2, 1853 (102 years ago), offering a suggestion designed to increase the safety and efficiency of train operations:

"When the train is in motion (the conductor's place should be in a comfortable seat erected on the left side of the locomotive boiler, about midway between the fire box and the smoke pipe, with his face in the direction in which the train is moving. In a conspicuous place, near him, should be placed a time table of all

the trains run on the road.

"The Company should furnish him with a watch, locked within a wooden case, the face only visible; the winding and regulating of it to be entrusted to some competent person authorized by them, and given to him on his departure from the principal depot. On his return he should hand it to the person from whom he received it, to be wound up, examined, and adjusted, if required.

"In his hand he should hold the signal cord, to be ready in an instant to sound the alarm when approaching danger. In short, his whole duty should consist in keeping his train on time, and a constant watchfulness of all obstructions that could possibly interfere with the safety of his passengers."

It's better to brag about safety records than narrow escapes.

New Texas Office

Opens in Houston

The Erie Railroad has opened a new office in Houston, Tex. The office is located in Rooms 738-739 in the Bankers Mortgage Building at 708 Main St. John A. Hosty, general agent, is in charge of the office.

Passenger Losses

The net deficit of passenger train operation for the nation's railroads in 1954, under the Interstate Commerce Commission formula of cost allocation, was \$668.7 million. Deficits by regions were: Eastern, \$204.7 million; Pocahontas, \$27.8 million; Southern, \$90.4 million; Western, \$345.8 million.



New Rubber Crossing Completed



The new rubber crossing which was installed on Route No. 42 near West Salem, Ohio, where our tracks cross the highway is shown here as it looks after completion. The rubber crossing was featured in the November 1955 issue of the ERIE MAGAZINE.

Sir:

Have always heard that the Erie was a friendly railroad; now I'm sure of it.

I have a hobby of walking out in the country on week ends. I take either a train or a bus to some outlying place, take my walk and then return to the city, generally late, Sunday evening.

Last Friday night . . . around 11 . . . the moon was shining. Quickly donning my walking clothes and throwing my camera over my shoulder, I crossed the ferry and soon was aboard "The Pacific Express" on my way to Narrowsburg [N. Y.] . . . I was going to start walking to Port Jervis, but, alas, by the time the train was approaching the "gap," it had started to rain. . . By the time we reached Narrowsburg it was teeming. Now if ever a man needed a friend, it was I, arrayed only in a light sport jacket.

I soon found two friends, the conductor and his assistant [The train crew on the Delaware Division consisted of P. J. Butler, conductor, H. E. Allison and R. M. O'Boyle, brakemen]. At this stop [Narrowsburg] there was only a closed station, no shelter, no taxi, no open hotel, nothing. Would they put me down (I am 66 years old)? Not they. They advised me to ride to Callicoon where they thought there might be a hotel open. When we got there, despite the wet, they tried to arouse someone in the hotel, but without success. So I rode to Hancock where they put their lanterns together to form a searchlight and flashed it all up and down, round and about the hotel, but their efforts were in vain. Finally I went to Susquehanna where I found shelter.

Their patience and kindness were truly appreciated. It is easy to print "courteous service" on your schedule, but to live up to it sometimes is not so easy. Anyhow, I shall think of the Erie as a friendly railroad.

Charles E. Bailey
New York 14, N. Y.

Sir:

. . . Car D&H 16117, containing a turbine rotor, routed D&H-Erie to

Lima-NKP-C&O, departed Schenectady 7 a.m., EST Sunday, Feb. 27, on D&H train MB-4 and arrived at Richmond, Ind., 4:20 a.m. EST Tuesday, March 1, a total elapsed time of 45 hours, 20 minutes.

This wonderful service is to a very large degree due to the fine job done by Everett Talbot of your office [general agent, Albany, N. Y.] and Miss McWherter of J. L. Tjaden's [division freight agent] office, Marion, Ohio. Please extend my thanks to these people and to anyone else on your line responsible for a job well done. . .

R. R. Korn, Traf. Supvr.
General Electric Co.
Schenectady, N. Y.

Sir: .

. . . Recently I made a trip to Yellowstone, Portland, Victoria, Vancouver, Lake Louise and Banff. We traveled on many railroads, including the Erie. I am happy to report the meals on the Erie were the best served. The ham steak and breakfast ham were particularly good and the service good.

The young man at the ticket counter at Jamestown [N. Y.], 7 to 11 p. m., Aug. 19 [Ward Chapman, operator-ticket clerk], is a fine example of Erie helpfulness. Due to the floods, trains were late, everyone was upset and demanding. He was

very courteous and attempted to solve everyone's problems. I witnessed several incidents which would have tried the patience of most people, but it was very capably and tactfully handled by this fine representative of the Erie.

Kenneth H. Hitchcock
Ken-Mar Acres
Ashville, N. Y.

Sir:

On Saturday, June 3, I was a passenger on your train leaving Corry, Pa., at 6:39 a.m.

Atlas Brown was the porter in this train and I feel you should know what a fine employee you have in him.

I have traveled extensively on all railroads in our United States at some time or other, but I have never had a porter of a train so kind, courteous and very helpful. He went out of his way not only to me but other passengers on the train to make them comfortable.

So often we make known our complaints of someone who hasn't measured up, so I feel at this time you should know of this porter who certainly should sell your train service because of his service to the public when traveling.

Eleanor W. Williams
Oil City, Pa.

SHOP, MAIL EARLY, AMERICANS URGED

Once again—as the Yuletide season approaches—railroads and the Post Office Department are making ready to handle a record volume of Christmas mail.

Once again they are joining in an appeal to the American people to **shop early and mail early**.

Past experience has demonstrated that the principal beneficiary of the “shop early-mail early” habit is the Christmas shopper himself. Not only does he have a much better assortment of merchandise from which to select his gifts, but the goods which he buys will bear no signs of being shopworn.

Moreover, the early shopper avoids the inconveniences experienced by those who wait until the last minute and then find themselves fighting crowds and encountering delays in getting waited on in the stores. If one follows up with early mailings he knows his packages will arrive at their destinations in ample time for Christmas.

And those who **shop early and mail early** have the further satisfaction of knowing that they are helping to make it possible for many postal clerks and mail carriers to complete their Christmas deliveries in time to spend the holiday with their families.

Features of this year's **shop early-mail early** campaign are two pamphlets issued by the Post Office Department, supplying information on rates, fees and special services, and containing helpful hints for packaging and wrapping gifts.

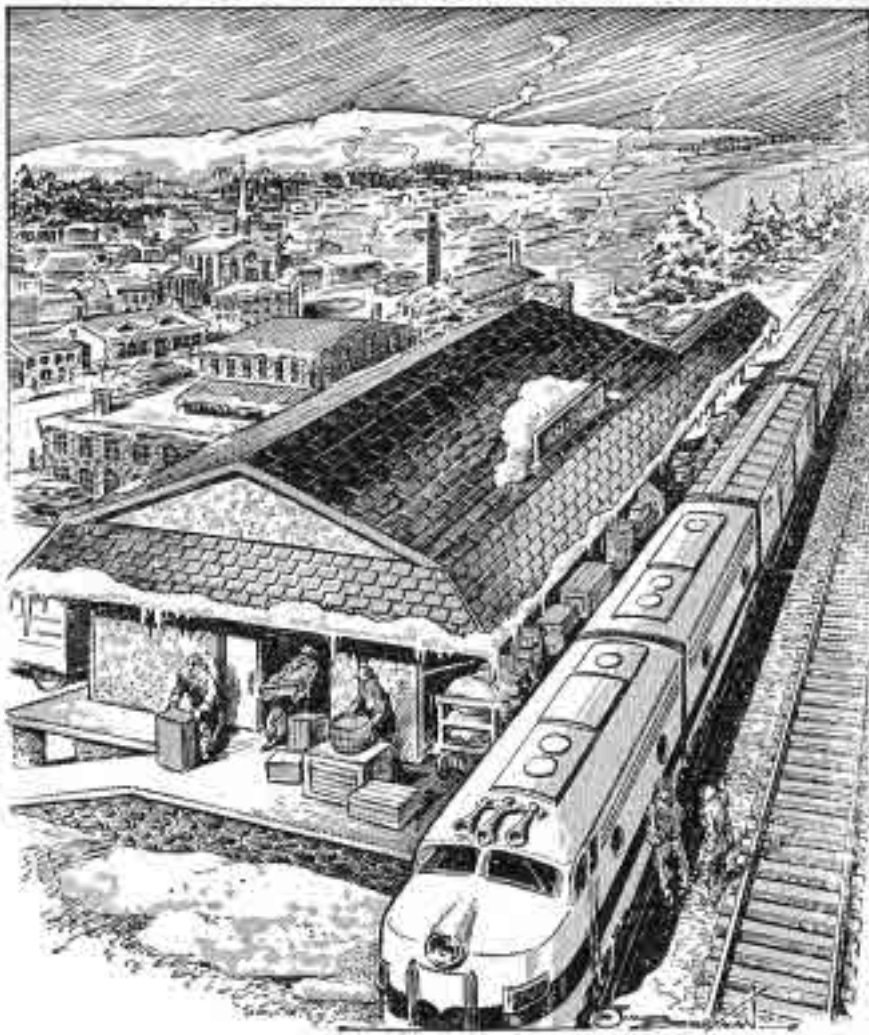
The goal of postal employees, with the cooperation of railroad men, is to clear the post offices and railway post office cars of all Christmas mail and effect the delivery of such mail at destinations throughout the country by midnight, **Dec. 24**. To achieve this goal the cooperation of every shopper, railroad man and postal employee is necessary. The goal can be attained if everyone will **shop early and mail early**.

Nashua Rides ‘Pullman’

Neither Man O’War nor Gallant Fox ever traveled in finer style than the 1955 Preakness, Belmont Stakes and Washington Park winner Nashua, as he makes his long hops by rail from one racing event to another.

Nashua rides in a special railroad car equipped with every facility for

SANTA’S HOLIDAY HEADQUARTERS



his safety and with attendants to care for his every need.

The special “horse Pullman” in which Nashua makes his rail hops is designed to give him the maximum of freedom to move around.

Aside from the fact that the car is equipped with six doors and necessary openings for ventilation, its exterior appearance resembles an ordinary passenger train express car. Interior appointments are designed to assure the famous thoroughbred the ultimate in freedom and sleeping comfort on his overnight journeys. At one end of the car is a “lunch counter” with an ever-ready supply of choice hay and oats. Nearby is a drinking fountain of the purest water. On his recent trip to Chicago for his sensational race with Kentucky Derby winner Swaps, Nashua was supplied with water from the famous spa at Saratoga Springs.

The other end of the railroad car is occupied by the turf king’s entourage consisting of a trainer, an

assistant trainer, a groom, an exercise boy and a night watchman.

ONE-SIDED CONTEST

In the 20-year period 1935-1954 average prices paid by the railroads for fuel, materials and supplies increased 161 per cent and wage rates increased 186 per cent, whereas the average amount which railroads received for hauling a ton of freight one mile increased only 44 per cent and the average amount the railroads received for performing each passenger-mile of service increased only 35 per cent.

It is estimated that the cost to the Federal Government of administering the Railroad Unemployment Insurance Act during the current fiscal year (ending June 30, 1966) will be \$7,632,000, all of which, like the fund itself, is contributed by the railroad companies.

RETIREMENTS

NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Leroy Allen	Plumber Foreman	Paterson, N. J.	10-10-55	43
Vincenzo Altomare	Section Foreman	Leetonia, Ohio	10-31-55	38
Willard J. Anderson	Boilermaker	Hammond, Ind.	10-28-55	36
Herbert L. Baker	Engineer	Youngstown, Ohio	11-30-55	38
George Bartha	Trackman	Black Rock, N. Y.	10-7-55	25
Anthony E. Benvenuto	Tugboat Deckhand	Jersey City, N. J.	10-18-55	42
Henry A. Burkhardt	Machinist	Jersey City, N. J.	9-27-55	40
John J. Condon	Painter Helper	Susquehanna, Pa.	10-13-55	31
Earl O. Corbett	Yard Brakeman	Croton, N. J.	9-30-55	35
William J. Corbett	Yardmaster	Jersey City, N. J.	9-27-55	37
John F. Cornish	Carpenter	Hornell, N. Y.	10-4-55	28
William A. Dittloff	Conductor	Jersey City, N. J.	10-3-55	49
Nick S. Donato	Welder	Dunmore, Pa.	10-10-55	49
Richard T. Duane	Road Conductor	Port Jervis, N. Y.	9-20-55	42
Raymond Eberling	Engineer	Jersey City, N. J.	10-11-55	35
William W. Fisk	Engineer	Susquehanna, Pa.	9-26-55	49
Lewis V. Frailey	Conductor	Port Jervis, N. Y.	9-20-55	47
Frederick D. Herman	Struc Steelman Hlpr.	Port Jervis, N. Y.	10-10-55	22
Milo B. Hillis	Engineer	Hornell, N. Y.	9-30-55	48
Matthew Hock	Patrolman	Weehawken, N. J.	11-30-55	32
Robert S. Howe	Agent	Johnsonburg, Pa.	10-31-55	30
Joseph C. Ingraham	Baggage-Mail Handler	Jersey City, N. J.	8-18-55	25
Hans C. Jakobsen	Rigger	Jersey City, N. J.	9-30-55	26
Wallace E. Jenner	Engineer	Jersey City, N. J.	10-18-55	49
Fred F. King	Engineer	Buffalo, N. Y.	9-30-55	51
Fred O. Knobloch	Road Brakeman	Jersey City, N. J.	10-3-55	39
Fiore F. Laudato	Trackman	Binghamton, N. Y.	9-20-55	24
James Longson	Millwright	Jersey City, N. J.	9-30-55	34
Sam Markese	Machinist Helper	Brier Hill, Ohio	10-31-55	41
Charles N. Marsh	Trackman	Cuba Jct., N. Y.	10-6-55	24
James H. McGuire	Watchman	New York, N. Y.	10-15-55	25
Anton Mona	Signalman	Meadville, Pa.	3-28-55	32
Michael F. Murphy	Yard Clerk	Croton, N. J.	7-31-55	32
John J. Nolan	Pipefitter	Avoca, Pa.	9-20-55	45
Henry Poncegrau	Engineer	Port Jervis, N. Y.	10-17-55	43
Harvey B. Roleson	Baggage Agent	Jersey City, N. J.	11-30-55	44
Abraham D. Shank	Trackman	Spencerville, Ohio	10-19-55	40
Clair M. Shew	Conductor	Jersey City, N. J.	10-14-55	46
Charles J. Simmons	Asst. Struc. Steel Fore.	Jersey City, N. J.	10-28-55	27
Eugene Speroni	Laborer	Salamanca, N. Y.	10-31-55	36
George F. Steller	Engineer	Huntington, Ind.	10-6-55	47
Michael J. Tedrick	Engineer	Port Jervis, N. Y.	10-7-55	43
William S. Townsends	Car Inspector	Marion, Ohio	10-31-55	34
Joseph R. Turco	Usher	Jersey City, N. J.	10-6-55	35
Herbert Van Hassel	Carpenter	Paterson, N. J.	9-30-55	39
George Wareham	Engineer	Port Jervis, N. Y.	9-20-55	48
Ernest T. Wheelus	Engineer	Jersey City, N. J.	8-18-55	35
Harry Zacny	Car Inspector	Hammond, Ind.	10-5-55	42

draulic drives give good starting control on ice and snow. However, if your car has "dual range" transmission it is recommended that the lower or "S" range be used on slippery surfaces.

Here are some tips on starting, stopping and steering:

STARTING—Adjust the seat correctly so your foot rests fully and easily on the accelerator. Feed gas slowly and smoothly to avoid spinning the wheels. With a gear shift car, start in second. Don't let the clutch pedal out fast. It does no good to lower tire pressure on modern tires. Snow tires may help, and tire chains definitely will.

STOPPING—Learn the technique of pumping your brakes. Apply the brakes quickly (lock them) for an instant, and as quickly completely release them for an instant. Repeat this on-off action rapidly to a full stop. The effect is to give short intervals of maximum braking, alternating with short intervals of effective steering when wheels roll. This pumping method is especially important with power brakes.

Tests have shown that reinforced tire chains cut braking distances in



half on both snow and ice. The reinforced tire chain has projecting teeth or cleats on the link of each cross chain. They not only give the best stopping and traction performance, but also provide excellent resistance to side skids.

Some snow tires give substantial advantage in loose snow and slush, but they are not much more effective than regular tires for ice or hard-packed snow, the booklet advises.

STEERING—Turn your wheel carefully to take advantage of the maximum steering power of your tires. If you should over-steer, straighten a bit and then turn again. This can be compared to the "pumping" technique recommended for brakes. If you start to skid, turn your wheels immediately in the direction of the skid, but don't overcompensate.

A single copy of a helpful booklet on safe winter driving may be obtained free by writing to the Committee on Winter Driving Hazards, National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

Latest Automobile Features Require Caution On Ice, Snow

Power brakes and power steering can get you into trouble when driving on ice because they make it easier to over-control, reminds the National Safety Council.

The Council emphasizes the necessity to practice smooth driving all year so that it is a habit when roads are slippery.

Over-controlling is one of the chief winter driving errors. Starting, stop-

ping and changing direction too suddenly causes many damaging and sometimes fatal skids.

Since power brakes and power steering make it easier to lock the brakes or over-steer as the result of a panicky reaction to an emergency, it is recommended that drivers practice using a deft touch on such features.

Automatic transmissions and hy-

ERIE VETERANS

Fellow Veterans:

My term as president of the Erie Railroad Veterans Association expires Dec. 31 and this will be my final message to you through the Erie Magazine. The editor and staff have been very cooperative and I wish to thank them for their support.

To the system officers, the advisory board, all chapter officers and veterans, I wish to express my sincere thanks for the wonderful support I received during my tenure in office.

I also wish to thank the official Erie family for the support I received in making veteranism on the Erie outstanding.

It was a pleasure to serve as your president and Mrs. McCue and I wish you a very merry Christmas and a happy and prosperous New Year.

Until we meet at the annual meeting in New York, Jan. 21,

Fraternally,
Edward G. McCue
President

Youngstown

By R. P. Reebel

The Ladies Auxiliary served a delicious dinner at the freight office on Oct. 17 at which system President Edward McCue and Mrs. McCue were honorguests. More than 60 veterans and wives were present. The speaker was Judge Phillips of the District Court of Appeals whose subject was the Congressional investigations.

Election of chapter officers for 1956 will be held at our meeting on Dec. 7 (8 p.m., K. of C. Bldg., S. Hazel St.).

Meadville

By R. C. Miller.

At the six o'clock dinner of the chapter and auxiliary on Oct. 27 the tables were set in Halloween style. Mrs. Lena Houghtling was chairman and assistants were Mrs. George Hood, Mrs. Hohert Mitchell, Mrs. Ray Miller and Mrs. Karl Harmon. After dinner, the honor guests, Mr. and Mrs. E. W. Barnett, showed picture slides of Anchorage, Alaska, and surrounding country. Mrs. Barnett was an employee of the Erie in 1921.

Mrs. Charles Stoyer, Mrs. George Shirmer and Mrs. Dorothy Kamer were reported ill.

Mr. and Mrs. Emery Fitch, who moved into their new home at Conneaut Lake recently, were honored at a house-warming party. Guests brought gifts. Fall flowers formed the centerpiece of the table from which refreshments were served.

At the veterans' meeting, it was reported that Karl Smallenberger, chairman, had the misfortune to fall and break a leg which will cause him to be hospitalized for some time.

At the December meeting, we will

have our Christmas party and also election of officers for 1956.

Salamanca

By Bilde

Our autumn dinner-dance was held Oct. 22 at the Holy Cross Athletic Club Hall with 120 members and guests present. Winners of games were Stanley Ambuski, Wayne Arters, Mrs. John Childs, Luis de Martorell, Mrs. Jean Wunsch and Stanley Wzln-tek. Music for dancing was by Ted Banton's orchestra. Group singing was led by Mrs. Albert Burley with Harry Sloan at the piano.

Now that most vacations for this season are over, we surely hope that more members can find time to be with us on meeting nights.

It is with sadness we report the passing of J. C. Reynolds, retired telephone inspector, Cuba, N. Y. Charlie had a host of friends, not only among railroad people but at all locations where he had worked. A memorial service was held at the First Baptist Church in Cuba and our chapter was represented by more than 20 members, a most fitting tribute to a grand man.

We also deeply regret to report the passing of another member, Genevieve Andrews, of Wellsville.

Edna Burr is recuperating at her home in Salamanca.

Remember that new members signing up during the balance of the year will get their 1956 dues credited also.

Jersey City

By A. I. Raywood

New officers have been elected to take over the handling of our chapter affairs during 1956. We feel fortunate in securing the services of the capable men who have offered to devote so much personal time to the veterans' welfare.

During the year now closing, our chapter has had many activities, starting with a dinner at the Brownstone House in February, a family outing in July, the annual system picnic at Conneaut Lake, and special events every meeting night. Our retiring chairman, George C. Kalle, has expressed sincere thanks to the officers and committeemen who helped make his term such a happy one.

Dues cards for 1956 now are in the hands of your officers and it would be helpful if you would secure yours early.

The outstanding event on our program is the system installation of officers at the Hotel Governor Clinton in New York, Jan. 21, which will be the finest ever attempted.

Buffalo-Rochester

By Ruth. Nise Munger

Sixty-four members attended our Oct. 22 meeting and smorgasbord (Please turn to Page 34)

Mexican Railroaders Visit Erie



Above are railroaders from Mexico who visited our railroad in the New York area recently with their Erie escorts. From the right are I. Gordon, inter-prefer; Juan Gonzalez, section foreman; Cesar M. Infante, master machinist; Jesus Garcia, train conductor; Francisco J. Contreras, boiler mechanic; Ignacio Aguinaga, train dispatcher; A. J. Barreras, team leader, Department of Labor, Washington, and Jesse E. Baker, Erie port captain.



AT ALL ERIE STOPS

MAHONING DIVISION

CLEVELAND FREIGHT

By R. M. O'Connor

Fall vacationers included Katherine Wood, unclaimed freight clerk, Rueben Gray, cashier, and Carl Grunwald, chief clerk.

Janitor Johnny Miller was in the hospital for observation and it is hoped he will be back with us soon.

Rate Clerk Jake Tischler's automobile was demolished in a recent accident. He now is in the market for a new car or a motor scooter, which-ever offers the better deal.

A warm welcome is extended to new truckers, John Maczko and John Townsend.

YOUNGSTOWN FREIGHT

By Dorothy Danks

Recently returned vacationists are Sophie Golubic, Anita Donnelly, Anna Beck, F. T. England, Leo Richards and Stanley Cvdbar.

We extend a welcome hand to Mildred Krotky, new messenger-junior clerk.

Birthday greetings to Arthur Hopwood.

Henry darling is recovering at home after suffering a leg injury.

CLEVELAND POLICE

By David Downie

Captain John O. Sheets attended the Ohio State Police Chiefs' conference in Cincinnati.

Patrolman Andrew Herrick and family spent his vacation on a hunting trip in Pennsylvania and had good luck.

Patrolman Robert E. Hamilton and family like their new home very

much.

We hear that Patrolman Michael Melnyk will be riding the goat in a fraternal organization soon.

M. OF W., YOUNGSTOWN

By Catherine Holzbach

We are glad to see Fred Weimer, signalman at Niles, who returned to work recently after being on sick leave since April.

The Erie Railroad Golf League celebrated the end of its first season with a banquet at the Grotto Club Oct. 15. The winning team, the "Fifth Floor Hackers," was presented with a trophy and the runner-up team, the "G. Y. M.," with individual trophies.

Assistant Division Engineer P. L. Crowe and wife spent his vacation in Los Angeles and other points.

Track Supervisor J. T. McCarthy and wife stopped with relatives in Detroit on vacation.

G. J. Kahl, assistant chief clerk, and wife traveled via automobile to Ithaca, N. Y., and Philadelphia, stopping with their daughters and families.

MEADVILLE DIESEL SHOP
SIGNAL REPAIR SHOP
MOTOR CAR REPAIR SHOP

By R. C. Miller

Frank Vatter and Lansing Dowdell advised Wilbur Lucas to stay out of the big woods as he doesn't know the difference between a black bear and a black cat.

Homer Collins has built himself a new house and is planning a housewarming party.

Speedy recovery is hoped for Homer Dewey who is ill.

Silas Anderson spent his vacation with relatives in New Orleans. Frank Edwards and wife spent two weeks with his mother in Louisiana and friends in Texas.

Karl Emler and wife celebrated their 34th wedding anniversary recently.

Congratulations to Dick Deitsch and best wishes to Jane Stankabick who were married Oct. 22.

A. Kennedy, assistant supervisor of work equipment and welding, spent his vacation in northern states and the Thousand Islands.

Paul Consider of the carpenter shop and Vincent Gladys of the signal repair shop won the Class C doubles horseshoe pitching championship of northwestern Pennsylvania.

Congratulations to George Emler on the arrival of another grandson.

FREIGHT CLAIM

CLEVELAND, OHIO

By Joe Revana

Members who are using their spare time to serve in an advisory capacity in the Junior Achievement program are Ed Brennis, Art Manasia and Mike Kurt.

The office has two bowling teams this season, the Freight Claim and the Roaring Third, captained by Jim Turnbull and Bert Bowman.

Mr. and Mrs. Elmer Zabriskie wound up the vacation season with a southern motor trip, including a week in the Sunshine State.

Experienced ice skaters, Mary McNamara, Mike Hurt, Pat Bacenko, Anne Novotny and Chuck Nicklas, will offer instructions to beginners during the season at Winterhurst.

Connoisseurs of good baking are looking forward to the Christmas holidays and the spice cake Rose Kadar has promised to bake.

CAR ACCOUNTANT

By Mary Ann Sabo

Irene Canterbury visited sister Ann

Erie's Radio Gets A Plug



Our radio communications system now is being called to the public's attention with a two word slogan lettered on some of our diesels which reads "Radio Equipped." It's just another way of pointing up the progressive steps we've taken in recent years in building a modern, up-to-date railroad. Radiotelephone permits conversation between engineers and trainmen in a caboose, train personnel and station, station-to-station and moving train-to-train. This new communications system has speeded up efficiency and movement of traffic and also has added to the safety of train operation.

Inspired designs for Christmas!

1. 100-4T, 10K yellow gold-filled case, stainless steel back, \$79.50. 2. HOPE, 14K yellow or white gold case, matching bracelet, \$79.50. 3. DORE, 10K yellow or white gold-filled case, \$67.50. 4. GONGEX, 10K yellow gold-filled case, stainless steel back, \$59.00. 5. K-503, self-winding, waterproof,* shock-resistant, stainless steel case, \$25.00.

Price includes Federal Tax.

Here are Christmas Gift Watches of fresh and inspiring beauty. Each has a lifetime mainspring. Each has a dust-proof (and powderproof!) case. Choose from waterproof,* shock-resistant, self-

winding models; calendar watches; even left-handed models! Someone you love is hoping for a Hamilton. **This** is the Christmas to give one! Hamilton Illinois watches start at \$33.95.

**Provided original seal is restored if opened for service*

No one knows better than a railroad man:

IT MEANS SO MUCH MORE TO GIVE...OR GET...A

Hamilton

Mary, former employe, and two and one-half-year-old nephew, Charles, in Tucson, Ariz., where Ann Mary and husband are in the motel business.

Carol Gacom spent a week in New York seeing old and new sights.

A few days' vacation for Bob and Dora Alves were spent in Louisville, Ky. They made use of the good weather for golf.

G. F. Dunathan and wife toured in Pennsylvania, enjoying the beautiful scenery, including Pennsylvania's Grand Canyon.

Norma Simmons attended the Jack & Jill convention in Chicago, stopping to visit former key punch operator Vivian (Holdt) Sparker.

Toronto must hold Carol Kilbane's heart. After spending her vacation there, she returned to help celebrate a cousin's wedding.

To round up the week-enders, we find John Babli visited his family back east.

Reva Collins enjoyed her turkey and trimmings with her brother and family in Washington, D. C. She flew both ways.

West siders, be on the alert! That fender-dented black 1950 Chevvy really does belong to someone. The owner—Shirley Walker. She has had it only a few weeks and already two sideswipes (and it wasn't her fault, so she says).

Remember our admiral, Larry Gustin? He's now the proud papa of Lawrence Michael, born Sept. 30, weighing in at 7 lb., 6 oz. If he's blond and blue-eyed, I bet he looks just like his daddy.

Former Key Punch Operator Helen Gladwin announced the arrival of her offspring, Kathleen Helen, Oct. 9, (7 lb., 6 oz.) Seems that's a popular weight these days.

By the time this column appears, we hope to see Mabel Thomas well on the road to recovery and back in our midst again.

OPERATING

VICE PRESIDENT'S OFFICE

George Groom, draftsman, is recovering nicely after a siege in the hospital.

During Paul Green's vacation, he and his wife traveled in the Adirondacks and the Thousand Islands, admiring the white birches and the fall foliage.

G. E. McKinney spent a vacation with his son, Dr. James McKinney, in Wichita Falls, Texas, his father in Ruston, La., and sister in Minden, La. On the return trip he stopped off at Trinity, Texas, for a visit with George Sentell, former Erie employe.

Helen Trojahn is back at her desk in the station service office after three weeks' vacation in the Northwest and Canada.

Two retired employes called here recently, R. M. Scott and Phil Meyer.

Ed and Helen Speer celebrated their 20th wedding anniversary in October and were given a surprise party by the rest of the Speer clan.

Bob Wilhelm took first prize at a Halloween party—not because of his costume but for being the biggest eater.

Birthday greetings to Dominick Carbone.

Last Day



On his last day of work, Locomotive Crane Engineer G. Y. Knight of Huntington, Ind., receives his retirement certificate from Division Engineer R. H. Jordan. In the picture, from the left, are W. H. Leatherman, track supervisor, Mr. Knight and Mr. Jordan.

KENT DIVISION

MARION MECHANICAL

By Susan. Baker

Sympathy is extended to the family of Clinton Garver, retired tender repairer, whose death occurred Oct. 12.

Art Oswald, electrician, is the proud father of a son, (Steven Greg, Oct. 2).

Frank J. Wilmes, machinist helper, who retired Nov. 1 after 30 years' service, plans to do a lot of traveling and fishing. Our best wishes accompany him.

Our good wishes go with John Short, Jr. and Darwin E. Pope who severed their Erie connections. John is living in California and Darwin is a government employe, stationed in the Panama Canal Zone.

General Foreman Ray Strawser bowled 252 for one game (not three) and now is a member of that distinguished group known as the 250 Club. At present there are only six members.

C. M. Stubbs and Mrs. Stubbs (assistant master mechanic) vacationed with their son in Cincinnati, then traveled to Florida, down the west coast and up the east coast. From there they visited relatives in New Jersey and back to Ohio on the new turnpike. A total of 3,873 miles and not one ticket for speeding. That's a pretty good average for Charlie, as he is known around Marion as the guy with the "lead foot".

Birthday congratulations to Claude Akers, Tindaro Barbera, Ike Bentley, Charles Boise, Bill Born, Frank Deramo, Frank Eiseman, Jr., Elmer Elliott, James Fahey, Arthur Granlee, Leonard Hargraves, Les Huffman, Bill Hepler, Bob Kisor, Foster Latimore, Arthur Lindeman, Earl Maroney, Bill McClain, Herman Miers, John Miller, Mike Petrenchik, Milton Phelps, Forest Smith, Lowell Strohl and Harvey woyle.

Additional new car owners include December, 1955

Delbert Huntsman (Plymouth), Richard Burley (Mercury) and William Miller (Pontiac).

AKRON, OHIO

Sympathy is extended the family of A. A. Hilk, traveling rate auditor, on his recent death.

Congratulations to H. N. Halcomb who completed five years' service Oct. 16.

L. J. McCullough bagged an antelope in the Wyoming mountains while on his vacation.

L. W. Brillhart, chief clerk, Revision Bureau, and our country gentleman, still is keeping the office supplied with fruits and vegetables.

Harold Bennett, chief clerk, Traffic, spent his vacation in Florida.

H. M. Hall, assistant chief clerk, Revision Bureau, and wife entertained relatives from Wilmington, Ohio.

Odette Herz, general clerk, enjoyed her vacation in Los Angeles, stopping with her son and wife.

E. R. Paul, commercial agent, attended the American Legion convention in Miami, Fla.

MARION, OHIO

Vacationists in the Terminal Building were Division Clerk H. C. Thomas and wife (Cleveland), Anita Wise, stenographer to car distributor (Cleveland), J. L. Tjaden, division freight agent, touring in New Eng-

land, and Verden Martin, stenographer to chief dispatcher (Los Angeles).

We welcome C. G. Bucher as master carpenter, succeeding C. A. Murtaugh who has retired. Frances Gruber, also, who now is messenger in the superintendent's office.

Congratulations to D. M. Watt, stenographer to the division freight agent, on the arrival of a daughter (Diana Maria).

R. E. Harty, from the division

lighter than leather! lighter than rubber!



comfortable
walk of
your life

SOLES
by **CAT'S**
PAW

AT ALL SHOE REPAIRERS

"Help me, too"

Polio
isn't
licked
yet!

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MARCH OF DIMES
January 3 to 31

A. E. Kriesien Elected C. of C. President



Find
a Train
and You'll
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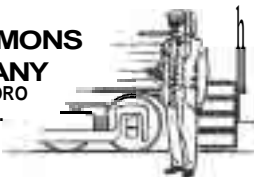


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See the latest popular styles at your favorite jewelry store.

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Being congratulated is A. E. Kriesien (second from left), assistant vice president and general manager of the Eastern District, who was elected president of the Bergen County (New Jersey) Chamber of Commerce recently. From the left are W. L. Seubert, executive vice president; Mr. Kriesien; L. T. Conway, past president and chairman of the exposition committee of the Chamber of Commerce, and August Hannibal, Jr., managing director of the Bergen County Industrial Exposition. The picture was taken at this fall's exposition at Teaneck, N. J. Mr. Kriesien is one of many Eriemen who play an active role in service groups and in government in Erie communities.

freight agent's office at Springfield, Ohio, called here while en route to New York on vacation.

MARION DIVISION

CHICAGO GENERAL OFFICE

By Denise J. Alkim

Ben Burns, retired commercial agent, is convalescing at the Highwood Hospital. A 300-pound load fell on Tom Heating's ankle, crushing it beyond recognition. Nedra Troll is vacationing for five weeks following surgery.

Good luck to Gordon Miller who had a choice of working at the zoo or the telephone company. He picked the "ladder." . . . Marge Ellis was so nervous while on jury duty she knitted a size 42 portly suit for Al Roberts. . . John De Waal Malefyt shook hands with many friends while stopping at Madison, N. J. . . . Evelyn Caakley's shopping bag from Macy's wore out so she's going to New York for a new one. . . Toni and Grace Battaglino revelled in the lap of luxury amongst the cabanas in Florida. . . . The newlyweds couldn't stay apart so Nancy, Bob Randall's wife, is replacing Marie Giangreco on the switchboard while Marie is on a leave of absence. . . That isn't Barney Google in the file room, it's Carrie Saydak with glasses. . . William Powell has signed up with the Erie. . . . That "Real George" button George Lange has been sporting is a birthday gift. . . Ronnie Dykman is gaining weight under his eyes. . . Blanche Lewan often speaks of having a diamond embedded in her nose since she met her Arabian whose name is Fuad. . . Grandpa B. Towns

is all smiles after inheriting another grandchild. . . Vivian Cetnar set her wedding date as Aug. 4, 1956. . . Warner Holcombe's daughter, Sylvia, had a nice young man pop the question. . . Charlie Crimm has our sympathy on the passing away of his uncle.

This month birthday greetings go to Helen Griffin, Marie Giangreco, Ronnie Dykman, George Vizard and Charlie Crimm.

Congratulations to Al Roberts, Curt Pinnell and Bob Randall on recent promotions.

CHICAGO POLICE

By J.S. Steen

Lieut. G. E. Young and wife spent his vacation locally and in southern Indiana. Patrolman J. C. Oberrath and wife motored in the East and Canada.

We welcome new patrolmen, H. E. Wujastyk and James A. Peters.

The correspondent and wife announced the birth of a daughter, Linda Marie, Sept. 12.

HAMMOND CONSOLIDATED

By Grace Connoles

Brakeman W. O. Bucholtz, Huntington-Hammond terminal, we're sorry to report, caught his hand in a corn picker Oct. 20 while assisting on the family farm near Huntington. It looks like it will be quite some time before his hand is back to normal.

L. L. Worland, chief yard clerk, who had a heart attack in June, is recuperating nicely and has been in

Erie Railroad Magazine



"O-o-oh—that conductor thinks he's cute!"

to see us. It looked natural to see Bud on the premises again. Previous to the attack he had missed very few days in the past 33 years.

We welcome new members, Robert E. Settlemoir, yard clerk; Larry Fraki, operator, and Howard D. Hnapp, relief janitor.

Paul E. Smith, mail handler, is back on the job again after completing his vacation.

Train Yard Foreman Raymond Bentley and wife traveled 2,300 miles by auto on their vacation trip through the Smokies, down to Lookout Mountain, Chattanooga, Tenn., and other points.

Car Inspector Harry Zacny retired Oct. 5 after 48 years of service, starting in the car department at Port Jervis, N. P., Nov. 1, 1907 and transferring to Huntington in 1915 and to Hammond in 1917. He owns a home in Hammond and he and his wife intend to do some gardening and traveling.

Joanna Sanders' pet tom cat, Jasper, beside indulging in other ungentlemanly, or should we say, uncatty, things, has a yen for clawing the venetian blind cords until they have to be replaced. Chief Yard Clerk L. W. Connoles' problem canine, Pat, underdetermined Gracie's mums just before they were ready to burst into bloom. Ticket Clerk J. L. Foley's pet toy Manchester, Pewee, stubbornly refuses to accept TV as a source of entertainment and promptly ducks under the coffee table where he is suspected of taking a sneak look whenever the set is turned on. Relief Clerk R. N. Ward's dog, Corky, insists on visiting the neighbors' trees, much to their chagrin. Ronald has to talk pretty fast to clear Corky at times. According to Ronald, it is always that big old dog down the street.

Staff Sergeant William A. Martin, son of Grace Connoles, general clerk-correspondent, was separated from military service Oct. 7 at San Francisco after four years with the Air Corps. The past two years were spent in Japan and Korea.

TRANSPORTATION

By C. R. Swank

Patty Coffman, daughter of W. E. Coffman, assistant chief train dispatcher, and John Gibson were married Oct. 30 at the Church of the Brethren, Huntington.

R. L. Carter, operator, and Nancy Weinley were married Oct. 28 in St. Peter's Lutheran Church, Huntington. The reception was in the Tuxis room at the Presbyterian Church. Bob is the son of L. J. Carter, trainmaster, and Nancy, the daughter of W. T. Weinley, signal maintainer.

Best wishes to George F. Steller, engineer, who has retired after 47 years with the Erie.

Eldon Gibson, former checker at Huntington freight house, now is freight house foreman at Lima.

M. J. Stonebraker, chief clerk, superintendent's office, Huntington, spent two weeks' vacation in Canada.

14TH STREET, CHICAGO

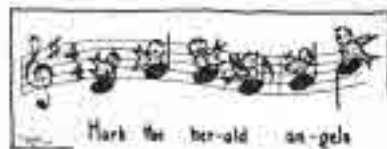
By Chris Hardt

Victory Lodge, B. of R. C., held a Halloween party and dance Oct. 22 at the Marquette Dungeon. The reception committee spent much time arranging every detail and are to be commended for their efforts in making the evening a complete success.

Robert Gould, general clerk, finally fulfilled a long wished for desire—a vacation trip to New Orleans. He was able to see most of the historic landmarks. Included in his tour was Bellingrath Gardens, Mobile, Ala., embracing 100 acres, a paradise for nature lovers the year around.

Patrick Wall, retired foreman, stopped in Winnetka, Calif., with his daughter and family. He visited the nearby mission at San Juan, one of California's garden spots.

O. T. Lee (rate desk) and wife, Florence, made a trip to El Monte, Calif., the home of his sister and brother-in-law. They also enjoyed Disneyland at Anaheim.



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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.

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Explain fully about your course marked X:

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| <input type="checkbox"/> Car Inspector and Air Brake | <input type="checkbox"/> Commercial | <input type="checkbox"/> R. R. Signal Men's | |
| <input type="checkbox"/> Drafting | <input type="checkbox"/> Diesel Loco. | <input type="checkbox"/> R. R. Rate Clerk | |
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| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Mechanical Eng neering | <input type="checkbox"/> Section Foreman | |
| <input type="checkbox"/> Machi istand Toolmaker | | <input type="checkbox"/> Traffic Management | |
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BOROUGH OF TOTOWA, WANAQUE BOROUGH and WEST MILFORD
New Jersey

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MAINTENANCE OF WAY

By *Maralene Trainer*

Congratulations to **Willis Foraker** and wife (retired section foreman), of Bippus, on their 66th wedding anniversary.

We extend our sympathy to the families of **N. A. Walburn**, retired leading signalman, Ossian, and **J. R. Mote**, retired section foreman, Servia, who passed away at their homes. **Mr. Walburn** had 48 years of service and **Mr. Mote** 50 years. **Dwayne Royer**, agent at Bippus, is a grandson of **Mr. Mote**.

We are glad to learn that **Welder Helper L. F. Ebbinghaus** is recuperating following surgery.

Robert Eugene Rouch has joined a sister, **Mary Jane**, in the home of **Lieut. and Mrs. Robert Rouch** in Germany. Grandparents are the **E. L. Martins** (chief clerk).

Assistant Chief Clerk **A. C. Smith** and wife have returned from **Knoxville, Tenn.**, where they visited their daughter and family. They also

gained a daughter when son **Harry** and **Joan Wolfe** were married recently.

Leading Maintainer **W. T. Weinley** was presented with a grandson by his daughter, **Mrs. Robert Bir**.

We extend to Assistant Signal Supervisor **E. J. Gaughan** best wishes on his return to Olean following his tour of duty on this division.

Signal Supervisor Clerk **George Robison** gave his sister, **Birdie Robison**, in marriage to **Gordon Swain, Jr.**, at the Central Christian Church in a lovely fall wedding.

ACCOUNTING

AUDITOR OF REVENUES

By *Jimmy Murphy*

Nice to have **Jean Rranyak**, former employe, visit us with her daughter, **Jackie**, who made friends with everyone and was fascinated by the comptometers . . . **Art Graham** transferred to Dun and Bradstreet Oct. 15. We are all sorry to lose **Art** but wish him every success in his new position. **Bill Mulcahy** resigned recently. Best of luck to him in his new position. **Bill's** stay with us was short but very pleasant . . . It's always nice to see our friends from offices on the line. We were also especially pleased to see Traveling Auditors **Charles Dasch** and **Win McMullen**. Demurrage Inspector **Chuck Walsh** was here recently and we were all glad to see him . . . **Lynn Covey**, the man with the ready smile, really breaks out in a wide grin when someone broaches the subject of his daughter, **Diane**, offspring of two months . . . The leaves are no longer falling but we can't say the same for **Mike Vovos**. Whenever a certain young lady strolls by the machine bureau, the "come hither" look gets so super charged resistance is futile . . . **Jim Carlin** is thinking of establishing a bird sanctuary on the fourth floor. His interest in ornithology was stimulated the other day when a bird flew in the window. **Jim**, a firm believer in the old adage, "A bird in the hand is worth two in the racks," won for himself an honorary mem-

bership in the Audubon Society by helping his bewildered feathered friend to regain the great outdoors. It's a shame that we didn't take a picture of **Jim** going through the motions . . . **Earl Howard** was forced to remain at home for a week with an attack of bronchitis, but we are glad to see him back on the job . . . We were pleasantly surprised to hear that **Jack and Betty Murray** became proud parents of a baby boy Oct. 7 (**Douglas John**) . . . **Marion Cole** will be happy to give you a play-by-play account of her operation. It seems that **Marion** had a tooth pulled—not an ordinary one mind you—but let her



tell you all about it . . . We are proud to report that our office responded with its usual generosity to the Community Fund. **Juanita Smith** contributed a tidy sum and adds that no sacrifice is too great as she makes arrangements for **Ernie** to go without lunch for a week . . . **Charlie Glass**, retired statistician, paid us a friendly call recently. Now that every day is Sunday to **Charlie**, he's feeling somewhat sorry for us hard-working people.

OFFICE OF COMPTROLLER

By *Joe Keenan*

A welcome to our new smiling office girl, **Judy Seene**.

Harry Coykendall spent part of his vacation moving into his new home. **Mike Foli** and **Mrs.** spent a week in New Jersey visiting friends and relatives. **Bill Hawley** and wife drove down to Dayton for a short visit with a niece. **Howard Wilhelm** brought back some good fish stories after a weekend excursion to Marblehead.

Marge Ritzerow now spends her lunch period working son **Jimmy's** mathematics problems. Not as easy as when we were in school.

Milford Adams, **Harry Coykendall** and **Bill Harter** have homework to worry about also. They are attending evening classes at Western Reserve.

AUDITOR OF DISBURSEMENTS

By *Don Keister*

Our welcome mat is out again. **Rose Giordano** and **Georgia Bateson** have joined our force as comptometer operators.

David Murg, one of our newer employes, holds a certificate of higher learning (graduate of I.B.M. key punching school).

George Ernest and wife visited relatives in Wellesley, Mass., and attended a church service at which the dean of the School of Divinity of Harvard University officiated. They saw some of the extensive flood damage in New England caused by Hurricane Diane.

Our "happy wanderers", **Kathryn**

Erie Railroad Magazine



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Guition and Lottie Scholz, have added Pittsburgh and Bellefonte, Pa., to the list of places of which they can say, "We've been there, too."

Fergie and Mildred Small did a bit of turnpike touring. They started on the new Ohio turnpike, then on the Pennsylvania and New Jersey turnpikes and finally, the Garden State Parkway, to their destination, Paterson, N. J.

Lenore and Danny Skrovan have taken up residence in one of Parma's newer apartment developments.

MaryAnn and Ray Zukowski drove to Columbus for Ohio State's homecoming ceremonies. After watching Ray's alma mater tangle with Northwestern on the gridiron, they attended the formal dance in the evening.

Petite Rita Mazur fast is becoming the envy of the women bowlers—and most of the men—with scores near the 200 mark. Look out, Nelson Case, she's out to beat that high game (223).

Our office can boast of a real live girl-type Davy Crockett. Virginia Blackley planned to don red cap and boots and with hunting license and shouldering her rifle, decrease the pheasant population around Findlay, Ohio.

Should Ginny Farson appear to be frostbitten, numb with cold and exhausted from walking through the snow, she probably will tell you that still she won't trade her home in the country.

Incidentally, Rita Talbott, Co-Correspondent, has not forsaken us—just off on vacation having a good time.

On Rita's behalf and for myself, we wish all Erieites and families a very happy and prosperous yuletide season.

HORNELL ACCOUNTING BUREAU

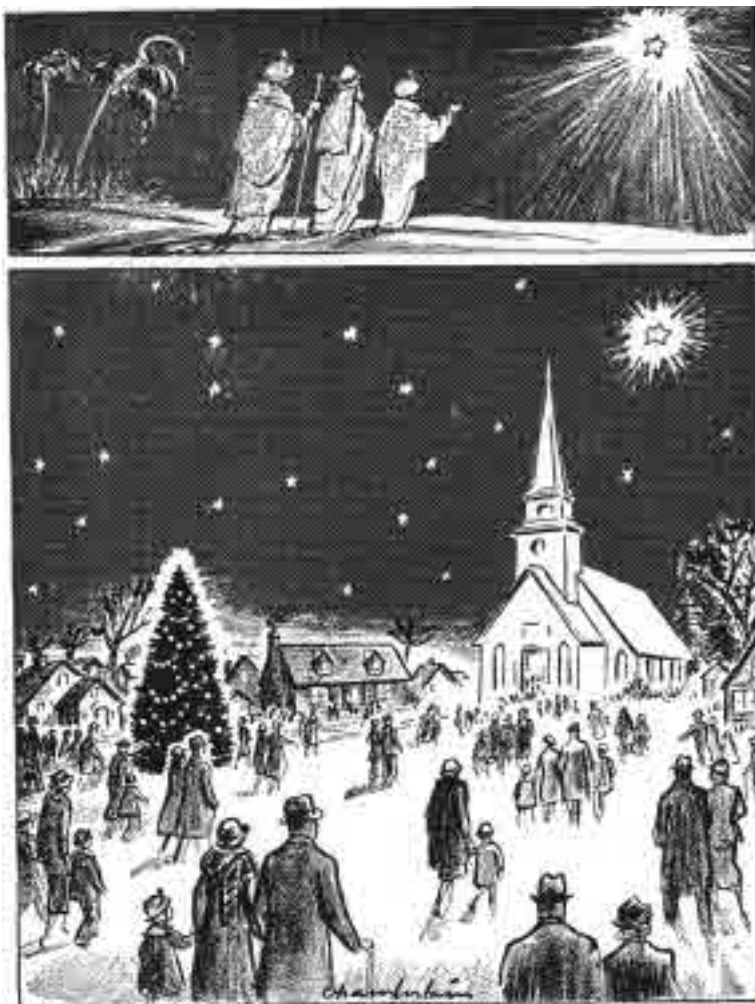
By **Lynn Lamb**

Seen at the last blood bank: Milt Shinebarger, Dick and Tom Halloran, Don Clark, Ange Petrillo, Bill Cregan, Jim Cortese, Bill Leonard, Ed Gillette, Ralph Porter, Lynn Lamb and Richard Wheeler who gave his 29th pint. . . Jane Moore sure can eat hot dogs but fast. . . Olga Nazar with a convertible. . . Ann Anderson visiting in Youngstown. . . Carolyn Benson still telling stories about her visit to Europe. . . Pauline Bove and Dick Schieder attended Mission Scenerama at the opening of the new war memorial in Rochester. . . Jack Meehan and Don Matthews adding another boy to their families, making three apiece. . . Met Walt Dunning on Train 6 going to the big city. Walt was escorting a party of women, but wouldn't give Pop Doty or myself a knock-down. . . Lucky Dottie Rixford. . . Gert Moogan reports that at the last count she had 26 nieces and nephews. . . Charlotte Geary with a few Olds. . . Eleanor Trowbridge to West Point to attend a football game. . . Lyle Marvin having an operation at the Bath Veterans' Hospital. . . Everyone trying to figure out who was the face on the bathroom floor. . . Jerry Vosburg visited in Cleveland. . . Leo Harkins has a new raincoat with pantaloons. . . Harvey Miller visited in Elmira, Jean Leland attended a beverage convention in Rochester. . . J. Chester Heyberger toured in New York, New Jersey and

Pennsylvania while on vacation. . . Gertrude Moogan and Hattie Haberli visited in Canada and Niagara Falls. . . Dottie Rixford entertained the payroll department at Stubby's. . . Zip Zannieri enjoying himself in Wellsville. . . Mozzy Piacenti had such a good time at the railroad veterans' convention at Atlantic City that already he has made arrangements to attend next year in Pittsburgh. . . Gert Moogan helped President Eisenhower celebrate his birthday as she

was born on the same day and year. . . Jim Hilton with a new car. . . The only time that Ange Petrillo has his mouth closed is when they take his temperature at the blood bank. . . Jim Barnett and Jerry Vosburg off on one of their famous excursions. . . Nell Singleton remodeling with new fixtures in the reading room. . . Yours truly visiting the in-laws in Newark, N. Y. . . Walt Coston on duty in Chicago. . . Dorothy Marks having a little trouble with a nailed

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down window. . . Bobbie Sheridan and Dottie Rixford weekending in New York. . . Paul Smith still praising the Canisteo fire department. . . Bill Pawling getting meat for \$10 a pound. While hunting, he got eleven shots at birds and only got one. Figuring an afternoon off plus the cost of the shells, license and other small details, that was the price of the bird.

NEW YORK TERMINAL STATION ACCOUNTING BUREAU

By Joe Barry

Again John Collins has consented to

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act as Santa for our office party. Lending helping hands will be Charlotte Schall, Margaret Cull, Loretta Hughes and Mary Taylor. John Small, as usual, will set up the tree and Manager L. G. Obermeyer and Chief Clerk Bill Ryan will turn on the lights. Tom Montrose, Dan Moffitt and John Roach are shopping for the largest size stockings to hang by our makeshift fireplace. Bob Nebelung, music lover, will be on hand to sing "Santa Claus Is Coming to Town."

Charlotte Schall looks quite prim in her new trim (hair-do).

Esther and Hugh McCrane busily are decorating their new home.

We notice there is not much left around Al Moscati's midriff. He has that Hollywood-bound look.

Bill Carragher now has one more daughter in his family (son Joe's bride, Claire, a registered nurse at Holy Name Hospital, Teaneck).

We fondly said so long to our traveling accountant, Bill Gleason.

We are sorry to report that Tobias Friedlander is hospitalized. We hope he will be home in time for the lighting of our Christmas tree.

We were saddened at the news of Herman Weber's passing (assistant chief clerk, Pen Horn). We extend deep sympathy to the family.

It will be double presents for John Small, Clinton Cook and Pat Brignola whose birthdays occur during the holiday season.

Service anniversary congratulations to Frank McElhatten, Ted Gaidis and Ted Carlson.

Happy wedding anniversary to Ella and Bill Ryan.

Our lady fair this month is Patricia Roach (John's daughter).

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Jerry Parker, messenger, now is living back in the hills of West Almond.

Norma Nilson is up with the top bowlers in the Women's Moose league, averaging 200 for three games.

Helen and Ed Schwartz were seen on Main Street enjoying those pint-sized ice cream sandwiches.

Carl Maahs attended the National Safety Council meeting in Chicago.

Jack Mahoney has a Plymouth ('47) hot rod. Can't get the radiator temperature below 200.

Mr. and Mrs. Syl Watkins have moved into their new home in North Hornell.

With the cool weather, we note that Ruth Cross is vying with Marilyn Monroe (sweaters).

The Pete Frisbees motored to Florida. How come the missus covers

more mileage in a given time than Pete?

J. R. Mahoney attended a Civilian Defense Medical Institute meeting at the Corning Glass Center.

John Recktenwald, son of J. J. Recktenwald, diesel foreman, has started here as a machinist apprentice.

Electrician Apprentice Guy Stuart and Machinist Apprentice Ronald Persing are on leaves of absence furthering their educations under the GI Bill.

Hank Habenstreit and Warner Murphy, with their wives, attended the Notre Dame football game at South Bend.

The Mechanical Department won the Y.M.C.A. membership drive for the third time, thereby retaining the superintendent's trophy permanently.

Seems that Ken Lashure almost had trouble with the income tax men.

The Bill Narys spent their vacation among the Georgia peaches and visited son Tom at Rome. The correspondent is taking his vacation in dribbles—Rochester, Black Forest, Elmira, etc.

Our hunting widow, Yolanda Weidman, is resigned to lonesomeness until Hugh finishes the season.

Wonder how Earl Branning is spending Friday nights now that it is too cold to go to Batavia.

We welcome Ted Hull, special apprentice, from Marion. He and the Mrs. are living at the Big Elms trailer camp.

This shop is well represented in politics with Donald Wilder, P. G. McLaughlin and William Reilly, retired pipe foreman, running for alderman. Frank Wolfanger now is serving on the council. Understand Jim Eicher voted for the lady judge.

John Lynch now is at the Bath V. A. and would like to see any of the gang.

Lou Stone had a successful year selling mums.

George Dewey wanted to be high class in Rochester and got stuck 16 bucks for four turkey dinners.

Earl Hurd, while on vacation, looked over the new air brake plant in Wattertown, where he expected to meet Paul White.

Paul Dodge and Don Waufle hunted at Moose Head Lake in the Adirondacks. Understand that Paul fell in the lake.

STORES

HORNELL, N. Y.

By Donald E. Lindeman

Sympathy is extended to Charles Blickwede in the death of his mother.

The engagement of MaryLou Clarke to John F. Helleher, stockkeeper, has been announced.

Robert Griswold, price clerk, attended the Notre Dame-Navy football game at South Bend the weekend of Oct. 29. If Notre Dame had not been the victor, Bob would not have dared return.

Rosamond Hug, comptometer operator, is planning a house warming when the Hugs' new home in Canisteo is completed.

Ruth Gay, junior clerk, recently flew to New York City from Rochester; it's rumored the presence of

Liberace inspired the trip.

At the two-day meeting of division storekeepers we were glad to see the familiar faces of some of our former office personnel, Joe Zaproski, Ed Alexander and Joe Donaldson.

Ed Kuch recently helped his father in Philadelphia celebrate his 90th birthday.

Happy Birthday to Suzanne Peaseley and Joe Bullock.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

Fall vacationers included Caesar Seville, Miami Beach; Loretta Londregan and Dot Shea, Williamsburg, Va.; your reporter, St. Petersburg, Fla.

Tom McGowan has our sympathy on the death of his father.

We are happy to hear that Tony Catanzaro is making speedy recovery following an accident.

Welcome to Joe Keenan, messenger. Happy Birthday to Clarence Johnson, good-natured porter, and Charles King, chief boat dispatcher.

Service anniversary congratulations to Paul O'Neill, Ed Vreeland and Ann Schreier.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Maureen O'Keefe recently became engaged to John P. Lancia. No date

has been set for the wedding.

When Mrs. H. E. Kelly came into the office with a new hairdo last month, she immediately acquired the nickname "Mamie."

MARINE

JERSEY CITY, N. J.

By Jesse E. Baker

William R. Murdter, oiler on the tug *Emira*, and wife are proud parents of a baby girl, who has been named Theresa Emira, after the



mother. They also have a boy.

Hugo Kraus, retired deckhand, visited at the ferryhouse recently.

Ed Stockmar, former engineer of the ferryboat *Meadville*, now is living in California.

J. C. Smith, deckhand on the Jamestown, spent a few days in Buffalo.

Do you know that the George Washington Bridge at West 178th Street, Manhattan, is seven feet higher in winter? In summer the span expands and sags, in winter the cables contract and the span rises.

The correspondent wishes Erie men

and their families a Merry Christmas and a Happy New Year.

NEW YORK DIVISION

WEEHAWKEN LOCAL & DOCKS

Proud parents: Mr. and Mrs. P. Inglese, a boy; Mr. and Mrs. J. Rudd, girl.

Sympathy is extended to the following families who were bereaved recently: The Dohns (uncle); W. Starling (father); S. J. Rhodes (brother); O'Donnells (son).

Best wishes to our former dock clerk, C. J. Smith, who has retired; to F. B. Smith, now dock clerk, and E. J. Ringle, cashier.

PASSAIC, N. J.

Charles Dalzell vacationed at points nearby. Harry Flanagan toured in New Jersey, and John Sees and family attended the Broadway shows.

Recent callers here were Bob Cullaghan and Irene Gallagher.

We miss Michael Vargo who has been transferred to Newark.

We welcome new employees, Carol Voelmy, Nellie Abrams and Mary Molinaro.

Good luck to Conductor Leo McCauley who is back on the job again.

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Alice Shama has transferred to the

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division engineer's office as stenographer in place of Jack McLeod. Jack now is in the general manager's office while Joe Lusnia is on sick leave. Gladys Gousen is stenographer-clerk in place of Alice Shama. John McBride is back following an illness.

The Daniel Crowleys celebrated their 41st wedding anniversary Oct. 12, attending dinner and a show in Jersey City.

Harry Giblin spent the third week of his vacation working around home. Mr. and Mrs. Harold Kaufman toured in New York State and the flood area. Barbara Coan stopped at the Grand Canyon, Los Angeles and San Francisco. Supt. H. A. Bookstaver is back from vacation. The Fred Danas spent a week in New England, stopping at Cape Cod.

Speedy recovery is wished for Fred Murphy, now at the Veterans' Hospital in East Orange.

Mr. and Mrs. Frank Sportelly have a new grandson, their daughter Dorcas' third boy.

Teddy Teehan wore formal attire

while marching with St. Mary's parishioners in the Holy Name parade Oct. 9.

Dick Young's father is convalescing at home after a stay at the General Hospital in Passaic.

Our deep sympathy to Mrs. Peter Mandelbaum and family on the death of husband and father Oct. 26.

Best wishes to Maureen O'Keefe, former stenographer-ediphone opera-



tor, on her engagement. She now is in the superintendent of employment office.

Marjorie G. Bunnell, social studies teacher at Passaic High School, represented her school at the three-day industrial council meeting at Rensselaer Polytechnic Institute, Troy, N. Y., which opened Oct. 26. She is the daughter of the E. F. Bunnells.

Sympathy is extended to Winfield F. Wagner, Passaic ticket office, and wife on the death of his father at Paterson.

A recent caller at the dispatcher's office was Melvin Hall, of Allendale, retired wire chief, who had just returned from Coney Island. Mel and Sol Lowe, Allendale agent, had walked the 12 miles from Chambers Street station to Coney Island and returned on the subway. It was an all-day trip with a stop for dinner. When Mel stopped in to say hello, Sol wasn't with him. Mel is noted for his enthusiasm for walking.

VETERANS continued

luncheon.

Twenty-eight members traveled to Asbury Park, N. J. for the 26th annual convention of the United Association of Railroad Veterans, Oct.

7-9, with the Central Railroad of New Jersey veterans (Gene Hart, president) as hosts. Mike A. Redding, of our chapter, was elected fourth vice president.

After the banquet in the three ballrooms Saturday evening for about 1,600, buses took us to the high school auditorium for entertainment, including a show brought over from Broadway, and an address by President E. T. Moore of the Jersey Central Lines. On Sunday morning at 11, buses were at the hotel to take us on a sight-seeing tour of the oceanside, led by a C.R. R. of N. J. diesel truck. A stop was made at lookout towers in Highland, highest point between Sandy Hook and Pier 8, Jersey City. Next October the convention will be at Pittsburgh with the B. & O. as hosts.

Congratulations to Mr. and Mrs. Joseph Gay who celebrated their golden wedding anniversary Oct. 30, and to Joe and Mrs. Duane, their 33rd, Nov. 14.

Get-well wishes to Bill Binkert and Mrs. Felix Droit who underwent eye surgery.

Mr. and Mrs. Howard Perry vaca-



tioned at Winter Haven, Fla., Benny Glavin and wife at Montreal, former home of Mrs. Glavin.

Our sympathy is extended to the family of Charles Link, yard conductor, who died Oct. 9, and to Mrs. Ralph Schultz on the death of her husband Oct. 26.

What's Your Guess?

1. Not a ball of yarn. Merely store string.
2. Top of a flashlight battery.
3. Just a whisk broom with the business end pointed at you.

The average cost of treated wooden crossties laid in replacements in the United States in 1954 was \$3.34.

Quiz Answers

1. Bridges.
2. Removal of ballast between ties for cleaning or renewal.
3. No; M.I.T. calls for milling in transit.
4. Credited.
5. Yes, on many railroads.
6. A compartment.
7. BMR cars.
8. Draft in payment for goods purchased or services rendered.
9. Four miles per hour.
10. On property investment.

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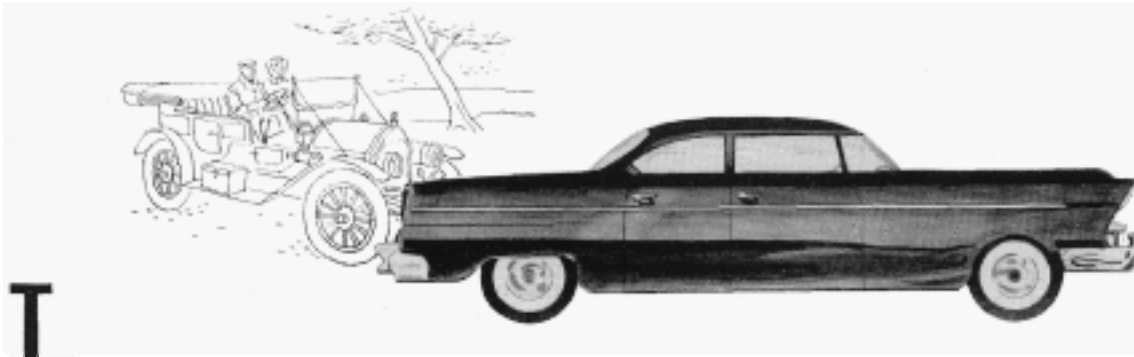
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