



**MERRY
CHRISTMAS**

OUR 52ND YEAR OF PUBLICATION

DECEMBER 1956

The President's Page

A

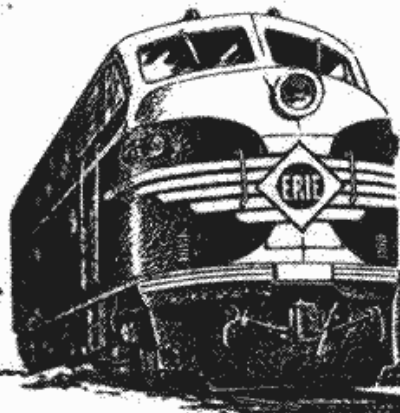
AS WE APPROACH the Christmas Season and prepare to celebrate the birth of the Christ Child, our inner thoughts and feelings tend to draw us closer toward one another—our families, friends, and associates. Those near and dear to us take on a greater importance than ever before.

It is a time of the year when the spirit of Christmas brings home to us the need for greater understanding and tolerance among men and nations and a greater appreciation of our own blessings and obligations. We remember the Bible verse "and on earth peace, good will toward men."

Deep in the hearts of men everywhere lies a longing for peace. Yet the world today is tense and uneasy through a seeming lack of knowledge and understanding that the principles of Christian living and brotherly love, as taught by Jesus, are the only way to peace in the human heart.

In wishing you and your families a very Merry Christmas, it is my hope that the peoples of the earth may catch the true glory and meaning of this Christmas Day.

H. W. Van Weller



Erie Railroad

Magazine

Oldest Employee Magazine in Railroad Industry . . . Our 52nd Year of Publication

RAIL ENDS

The derailment of two tank cars at Blairton, W. Va., caused an unprecedented consumption of well water. The tanks were filled with 8,500 gallons each of wine in concentrated form and sprang leaks when they overturned. The high-powered wine gushed into two wells located near the Baltimore & Ohio tracks. Although the water became tastier, authorities reported that even a prodigious guzzler couldn't get really drunk on it.

The owner of a small dairy farm near Bologna, Italy, must have a railroad engineer's license in order to continue making butter. Dairyman Benatti uses an old railway engine to furnish power for his milk processing machinery because there is no electricity in the area. Italian State Railways have decreed that Signor Benatti is "operating a steam locomotive even though it has no wheels."

On Japanese trains, ladies and gentlemen who are complete strangers share sleeping car accommodations as a matter of custom. The sex of the passenger is disregarded entirely in assigning space, and pajamas aren't necessary. Sleeping kimonos and slippers are supplied by the railroad as a part of its regular service to all first and second class passengers.

The outfitting of a typical Pullman car for a trip from Chicago to Los Angeles requires 238 blankets, 600 sheets, 600 pillow cases and 1,000 towels.

Vol. 52, No. 10

December 1956

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.

THE COVER When this young fellow visited Santa Claus recently, he came with a bribe. He offered Santa a copy of the November 1956 issue of his dad's favorite publication, the ERIE MAGAZINE. Then he sat on Santa's knee and read with him. The young fellow is Pete Speer, going on four, son of Warren Speer, chief mail clerk, general offices, Cleveland. Of course, the picture is the magazine staff's way of saying "Merry Christmas!" to all Erie employes and our other readers. The staff is grateful to The May Co., Cleveland, for letting us borrow their Santa, Alfred Morton, for the photo.



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.

13 Climb Another Rung

Advancement in October of Erie's top officers was good news also for 13 other Eriemen who as a result in November were notified of their promotions to better posi-

tions in the Operating and Traffic Departments.

Seven of the promotions were in the Operating Department and six in the Traffic Department.

Operating Department

Named as assistant to the vice president for operations, with headquarters in Cleveland, was Thomas J. Sanok who has been assistant general manager, Eastern District.



T. J. Sanok

A native of Bloomfield, N.J., Mr. Sanok has been with the Erie since 1929, starting as a stenographer at Secaucus, N. J. By 1941 he was inspector of operations in Cleveland and then was trainmaster at Hornell, N. Y., from 1942 to 1944 and at Jersey City from the latter year to 1948 when he was advanced to assistant superintendent there. He became superintendent at Salamanca, N. Y., in 1949 and has been assistant general manager, Eastern District, since 1951.

Succeeding Mr. Sanok as assistant general manager at Jersey City is Thomas E. McGinnis who had the same job on the Western District. Born in Youngstown, Ohio, Mr. McGinnis started as a laborer in our car shops there in 1926, then moved through various positions to inspector of operations in Cleveland in 1944.



T. E. McGinnis

He moved as trainmaster to Scranton, Pa., in 1946, Buffalo the

following year and then as assistant superintendent of transportation, Cleveland, in 1949, later that year going to Jersey City as assistant superintendent. Mr. McGinnis became superintendent at Salamanca in 1951 and then in Youngstown in 1953. He has been assistant general manager there since 1955.

Coming from Rochester, Ind., James M. Moonshower has been appointed assistant general manager, Youngstown. His first job with the Erie was as an operator in Huntington, Ind., in 1934.



J. M. Moonshower

He also was train dispatcher, chief dispatcher and trainmaster there and in Salamanca. He was promoted to assistant superintendent, Chicago, in 1953 and has been superintendent, Buffalo, since December 1955.

In place of Mr. Moonshower as Buffalo superintendent is James D. McFadden who has been assistant superintendent, Jersey City. Mr. McFadden started with the Erie as a yard clerk in 1927 in his home town, Youngstown.



J. D. McFadden

In 1942 he was named yard-

master there and inspector of operations, Cleveland, the next year. He then was assistant trainmaster at Huntington and Marion and trainmaster at Meadville, Pa., from 1945 to 1951 when he went to Hornell in the same capacity. In 1952 he moved to Jersey City.

The new assistant superintendent, Jersey City, is James W. Conway who has been trainmaster, Buffalo. From Marion, and an Erieman since 1928, Mr. Conway was in military service from 1942 to 1946, rising to lieutenant colonel.



J. W. Conway

He came back to the Erie as inspector of operations, Cleveland, in 1946 and the same year was named trainmaster, Jersey City, moving to Buffalo last June.

Successor to Mr. Conway as trainmaster, Buffalo, is James W. Connor who was a trainmaster at Jersey City. A graduate of the University of Michigan, Mr. Connor was born in Hornell, the son of C. L. Connor, an Erie track supervisor.



J. W. Connor

He worked for the New York Central and the Illinois Central and was in military service from 1943 to 1946 before coming to the Erie as a trainman. He then worked as a levelman and general yardmaster at Warren, later in 1948 going to Cleveland as inspector of operations. He was promoted to trainmaster, Kent, Ohio, in 1950 and in Meadville in 1953, Port Jervis, N. Y., in 1955 and Jersey City last June.

Starting with the Erie as a freight trainman in Rochester, N. Y., in 1946, Robert L. Downing has been named trainmaster, Jersey City. He was a locomotive fireman also before deciding to attend college.



R. L. Downing



W. W. Thorns

Promoted to the job of assistant to the vice president for traffic is Wilbur W. Thoms who has been assistant general freight agent, Youngstown.

Mr. Thorns started as an office boy in

the Traffic Department in Chicago. In 1939 he was promoted to commercial agent there.

He came to Cleveland as traffic research assistant in 1947 and became secretary to the executive vice president in 1948. The following year he became general agent, Springfield, Ohio, and division freight agent, Jamestown, in 1951. Three years later he went to Los Angeles as general agent until he came to Youngstown in 1955.

promoted to commercial agent, Akron, Ohio, in 1942 and moved up to general agent in Cleveland in 1950. For the past two years he has been general agent at Columbus.



C. A. Parker

An Atlanta, Ga., native, Charles A. Parker, general agent, Cleveland, has succeeded Mr. Lauer as general agent at Columbus. He started as a clerk - stenographer in our Atlanta traffic

agency in 1939.

In 1945 he became a commercial agent there and traffic assistant, research department, in Cleveland in 1953. Two years later he became general agent there.

Traffic Department



C. R. Martin

In the Traffic Department, Charles R. Martin has advanced from freight traffic manager to assistant vice president, Cleveland.

Mr. Martin has been with the Erie since 1917 when he began as a station

helper at Forestville, N.Y., near his home town, Fredonia. For a time he worked as an assistant foreman in the maintenance of way department and as an extra agent at Salamanca. Mr. Martin transferred to the Traffic Department as a rate clerk at Mr. Jewett, Pa., in 1919 and then advanced through clerical positions at several points until he became a commercial agent in Cleveland in 1923. In 1927 he was made traveling agent and general agent, Columbus, Ohio, in 1936.

In 1941 Mr. Martin advanced to division freight agent, Youngstown, and moved on to Albany, N. Y., as general agent and to Jamestown, N. Y., as division freight agent in the next year. Then in 1943 he was called to Cleveland as assistant general freight agent and became freight traffic manager in 1946.



J. L. Chapman

the Traffic Department in 1936.

After advancing through a number of clerical positions, Mr. Chapman was appointed commercial agent, Detroit. The same year he entered military service for three years and became secretary to the vice president, Cleveland, in 1946. He returned to Detroit as general agent in 1949 and went to Columbus in the same role in 1952 before going to Jamestown in 1954.

Moving west to Youngstown as assistant general freight agent is J. Lawrence Chapman, division freight agent at Jamestown. Born in Elyria, Ohio, Mr. Chapman started with the Erie as a stenographer in



C. F. Lauer

a clerk until 1941 when he moved to Cleveland as chief clerk. He was

The new division freight agent, Jamestown, is Claude F. Lauer, general agent at Columbus. A native of Huntington, Ind., he has been with the Erie since 1929, starting as a clerk.



J. A. McCall

starting as an office boy in the Traffic Department in New York City.

Through clerical positions there, in Philadelphia and in Jersey City he advanced to commercial agent in New York in 1949 and in Jersey City in 1952. He has been traffic assistant, research department, in Cleveland since January.

A commercial agent, Jersey City, James A. McCall, comes to Cleveland as successor to Mr. Parker as general agent. Mr. McCall was born in Clifton, N. J., and has been with the Erie since 1937,

Tax Collector

In addition to taxes which they themselves pay, the railroads, at great expense, collect more than a billion dollars a year in taxes for the Federal Government. These taxes are divided into three categories- (1) income taxes of railroad employees, (2) retirement taxes withheld from employees' wages, and (3) taxes levied on passenger, freight and express transportation.

--0--

"Personally, I'd rather make love to my wife than eat."

"Is she so beautiful?"

"No, it's just that she's such a bum cook."



From the left, M. G. McInnes, executive vice president; P. W. Johnston, chief executive officer and chairman of the board; H. W. Von Willer, president.

Looking Ahead

**. . . problems, plans
thoroughly discussed
at President Von Willer's
first staff meeting
of 70 top officials.**

Even before workmen in the Midland Building in Cleveland had completed the rearrangement of Erie's headquarters offices made necessary by the Nov. 1 management changes, newly elected President Harry W. Von Willer held his first staff meeting Nov. 7 to review the past, check on the present and plan for the future. Taking a cue from the automobile industry he set the theme of "The Forward Look for the Erie Railroad." The session was attended by 70 top Erie officers from all parts of the system.

In opening the meeting Mr. Von Willer endorsed the progressive principles of former Presidents Woodruff and Johnston by explaining that no major policy changes are immediately anticipated "but they may come up to meet any conditions which may affect our position in the transportation market."

He then called on his predecessor, Paul W. Johnston, who told of the company's "interim" arrangement which places him as chairman of the board and chief executive officer until his retirement date in July, 1957. He said he believed the new changes help to broaden and strengthen the Erie's top management structure and enable him to devote more of his time to the exploratory studies on the possible merger of the Erie, D.L. & W. and D. & H., as well as the continuing coordination studies between the Erie and the D.L. & W.

Referring to the merger he said the study would

President Harry W. Von Willer





From the left, M. G. McInnes, executive vice president; P. W. Johnston, chief executive officer and chairman of the board; H. W. Von Wilier, president.

be a thorough and detailed one with three possible results: (1) a complete merger of the three roads, (2) merger with either the D.L. & W. or the D. & H., or (3) no merger at all, depending on what the results of the study show. He estimated a merger could not be completed in less than three or four years "if it ever happens." He reported that Stanley F. McGranahan, assistant vice-president-staff, would be the contact man for securing the necessary information from all departments for Wm. Wyer & Co. who have been employed by the three railroads to make the merger study.

In addition, Mr. Johnston said there were "other irons in the fire" for improving the Erie and that the new management set-up could better cope with the changing situation: At this point, announcements were made of the new appointments in the operating and traffic departments as reported elsewhere in this issue.

Milton G. McInnes, the new executive vice president, carried on the "Forward Look" theme by discussing Erie's plans for modernizing and strengthening the property. He said the Erie would spend approximately \$16 million in 1956 for new equipment and other capital improvements and that presently approximately \$11 million was authorized for capital expenditures in 1957.

Among some of the improvements completed this year, he listed construction of a new yard office and locker room at Buffalo; completion of the single tracking of the Graham Line with remote



W. T. Pierson, vice president and general counsel.

operated centralized traffic control; single tracking; of the section, of the Marion Division between Rochester and Akron, Ind.; and delivery of 550 50-ft. box cars. He named some projects now under consideration such as changes in Hornell Yard, enlarged pier facilities in New York Harbor, single tracking in several areas and elimination of certain interlocking plants. He expressed the opinion that the new car repair shop at Meadville which has been delayed by material shortages, would be completed by the end of 1957. He also made reference to the recent delivery of 500 40-ft. box cars to the Buffalo Creek Railroad which is owned jointly by the Erie and Lehigh Valley Railroads. This increased the total ownership of box cars by the Buffalo Creek to 2,000 cars.

In conclusion, Mr. McInnes said that the Erie will continue to place emphasis on progressive ideas and make whatever expenditures are neces-

From the left, D. R. Thompson, vice president for traffic; G. C. White, vice president for operations.





From the left, C. R. Martin, assistant vice president, traffic; F. M. Klitz, freight traffic manager, Chicago; B. F. Conway, freight traffic manager, piggyback and less-than-carload traffic, New York; G. W. Madsen, freight traffic manager, New York; J. P. Allison, general manager, Western District.

sary to keep the Erie in the forefront of the railroad industry.

He then called on Mr. McGranahan to review the consolidation studies on which he is working with other railroads. His list of projects included joint use of trackage with the D. L. & W. between Corning and Binghamton; possibility of a substitute route for handling traffic to and from the Reading Railroad in place of Newberry Jct. by using the Lehigh Valley from Waverly, N. Y. to Duryea Jct., adjacent to Avoca, Pa.; possible consolidation of freight yards of the Erie and D. L. & W. at Buffalo; joint use of tracks, yards and freight houses with the New York Central and Lehigh Valley in the Niagara Falls area; arrangements to continue Erie freight service over the tracks of the Rochester Transit Co. at Rochester, N. Y.;

From the left, R. E. O'Grady, assistant vice president, Chicago; C. V. Harrow, freight traffic manager, Chicago; F. Y. Kelleher, freight claim agent, Cleveland.



joint use of B. & O. trackage in the Bradford area and the possibility of joint through passenger train operation with the D. L. & W. between Hoboken and Binghamton.

After listening to Mr. McGranahan's report it was easy to understand what Mr. Johnston meant when he said the Erie had "other irons in the fire." Mr. Von Willer commented that it is apparent there are many opportunities to reduce expenses and improve efficiency "if we go out and find them and approach the problem with the attitude of what is good for the general overall improvement of railroading as against individual tradition."

He then introduced Ernest E. Seise and announced to the group that effective Nov. 1 he was appointed to a new position as director of personnel and training. Mr. Seise discussed the results of the recently completed attitude survey conducted among 2,129 Erie supervisory personnel by the University of Chicago. The report indicated that Erie supervisory attitudes in the 15 categories



From the left, J. D. McFadden superintendent, Buffalo; J. R. Ebert, superintendent, Jersey City.

surveyed, such as working conditions, job satisfaction, recognition, security, sense of belonging, etc., compared very favorably with those of 100 other companies which participated in similar surveys.

Mr. Seise also explained the progress being made toward improving accounting methods and settlement of interline bills through the use of punch card systems and tabulating machines, and outlined the help expected from the two "magic brain" machines (I.B.M. 650's) for various accounting purposes which should be delivered to the Erie sometime in 1957.

The new vice-president for operations, Garret C. White, reported on the present status of the coordination of passenger facilities at the Lackawanna station in Hoboken and the problems encountered. He said the first stage of the change-over was working more smoothly each day. Preparations for Step 2, which will involve the transfer of all rush-hour commuter trains to Hoboken (with the exception of Northern Branch trains) were progressing and he expected the date for the move would be somewhere between Jan. 1 and Feb. 1. He praised the cooperation of the labor organi-



*From the left, P. H. Donovan, assistant general counsel;
F. J. Mulligan, superintendent, Youngstown.*

zations in the Hoboken consolidation, which he said was extremely helpful in working it out.

Mr. White then related the details of the three-year wage agreements recently concluded with the non-operating brotherhoods which provide increases of 10 cents an hour for the first year and 7 cents an hour in each of the following two years with an escalator clause tied to the cost of living index. In addition there were health, welfare and hospitalization benefits for dependents of employees amounting to about 2½ cents an hour. All wage increases, he said, would probably cost the company about \$5,500,000 in 1957.

At this point, Executive Vice-President McInnes called on David R. Thompson, the new vice-president for traffic, to report on what is being planned to help get additional revenue to pay for these higher costs of operation. He pledged increased sales activity in the traffic department to bring in more business, and reported that eastern and western

From the left, J. M. Coffins, manager, dining car department; E. J. Dean, assistant vice president, New York; G. W. Madsen, freight traffic manager, New

*From the left,
W. C. Otten,
foreign freight
traffic manager;
Jasper Van Hook,
treasurer; M. C.
Smith, general so-
licitor.*



railroads had filed petitions with the Interstate Commerce Commission for an emergency seven per cent increase in freight rates. He expressed the hope that a decision would be reached soon to offset the increased wage costs which became effective Nov. 1.

Discussing total revenues for 1956, Vice-President Thompson indicated they would be somewhere near \$175 million, up about 8½ per cent over last year. He reported that October revenues were

York; J. M. Moonshower, assistant general manager, Western District; T. J. Sanok, assistant vice president, operating department.



the second highest in history for that month and that November and December were expected to be good months. Eugene S. Root, chief of research, concurred in these conclusions and predicted that 1957 would be another good year. He encouragingly reported that in 1956 the railroads recaptured an increased percentage of the nation's total freight business and it appeared that their proportion may increase further in 1957.

Willis T. Pierson, vice president and general counsel, told of the progress being made in the rate divisions cases between the eastern railroads and the western lines which may bring in several



Dr. W. E. Mishler, chief surgeon and director of claims.

million dollars in additional revenue in the next five years. He said the hearings will be lengthy and will require considerable information from all railroads for which preparations should now be made.

Dr. W. E. Mishler, chief surgeon, discussed the rising costs of personal injury claims, pointing out the increase in hospital care from \$5 to \$25 per day in the past ten years. He said the general physical condition of Erie personnel, based on his medical reports, was excellent.

From the left, F. E. Navin, superintendent, Huntington, Ind.; H. E. Shaughnessy, superintendent of safety; E. J. Robisch, superintendent, Marion, Ohio; R. P. Steen, chief of police.



From the left, D. A. Logan, superintendent, Salamanca, N. Y.; P. J. Napoli, perishable traffic manager.

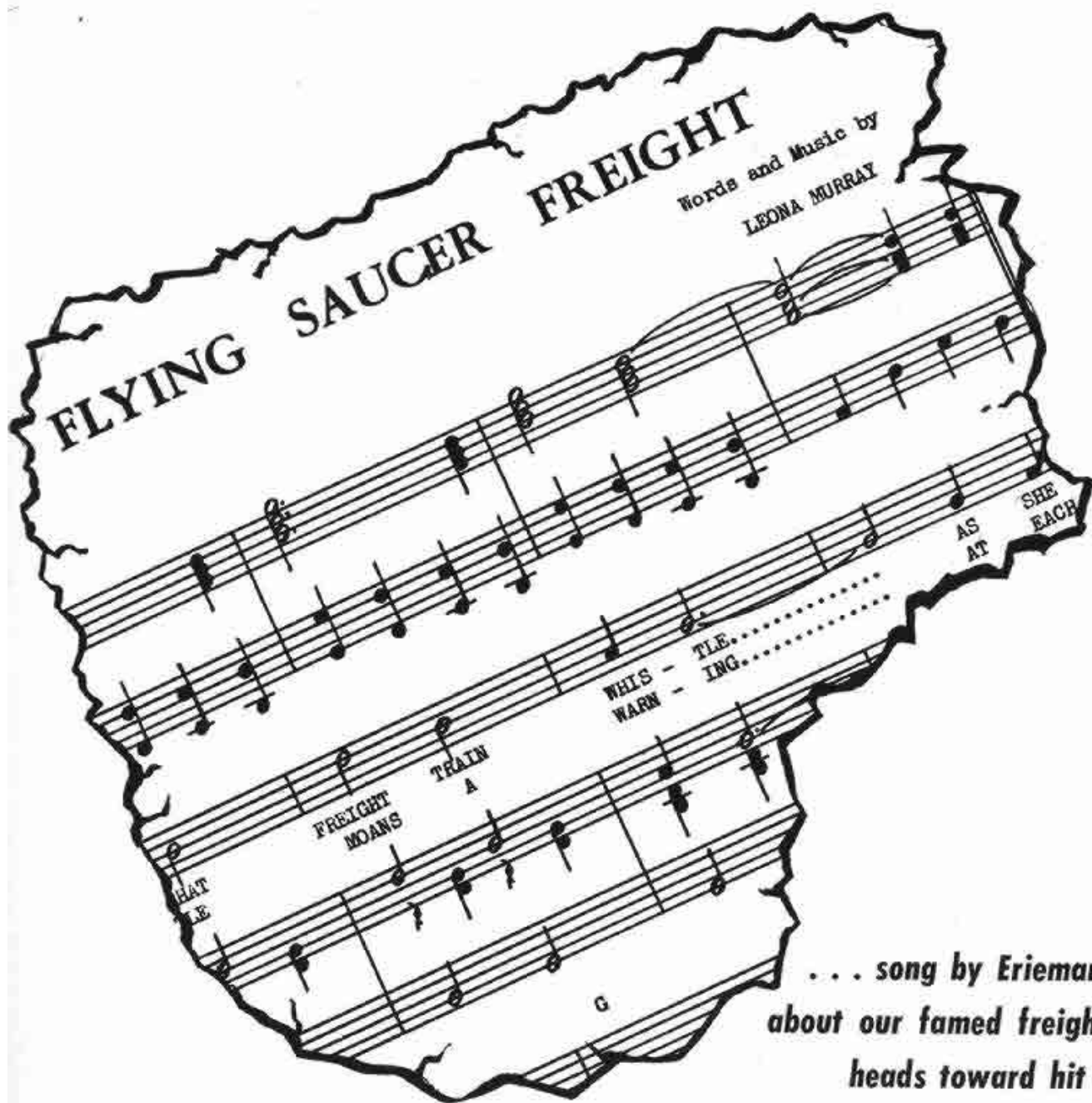
Bernard F. Conway, freight traffic manager, told of the increasing development of Erie's piggy-back service which has now grown to include 976 points in the West and Southwest. He explained progress in a new plan which would have the Erie moving trailers of common carrier truckers between certain points, and negotiations toward a contract with Piggy-Back Service Corp. which would solicit truckers' piggy-back business for the Erie to New England points.

Donald M. Lynn, assistant vice president for Industrial Development, reported that the ratio of new plants locating along the Erie this year is keeping pace with last year, but the government's "tight money" policy is retarding some plans for expansion by certain industries.

A favorable and encouraging picture of the passenger business was reported by Andrew G. Oldenquist, passenger traffic manager, who said there would be an increase in revenue over the past year in ticket sales, mail and express. Large groups of travelers on special tours helped in this respect, he said. He expects passenger business to do as well next year, and thinks the transfer of our passenger service to Hoboken will help.

An outline of the efforts made by railroads, including the Erie, toward winning new friends for the industry through participation in community activities was presented by George C. Frank, assistant to the president in charge of Public Relations. Much of his presentation was devoted to the railroad community program sponsored by the Eastern Railroad Presidents Conference which is designed to develop a greater understanding of the plans and progress of the railroad industry among the public. He also discussed the Erie's advertising program and how it is used to promote Erie's services and support the effort of the sales department, as well as industrial development.

It is evident there is a great deal of activity on the Erie with the prospects of a busy year ahead. The theme of the meeting, "The Forward Look for the Erie Railroad," seemed most appropriate.



... song by Erieman's wife
about our famed freight
heads toward hit parade.

Don't be too surprised if a song about the Erie Railroad is on the hit parade one day soon.

The song was just published recently. It's called "The Flying Saucer Freight," and, of course, it refers to our fast freights Nos. 99 and 100, "The Flying Saucers" of the Erie.

The song is the work of Leona Murray, wife of Randy Murray, milk handler at Elmira, N. Y. Anyone interested in the song sheet with the words and music can get in touch with Mrs. Murray at 857 Lake St., Elmira.

Here are the words to the song:

Hear that freight train whistle
As she rolls down the line.

Out of Chicago to New York,
To the end of the line.

The engineer sits there proudly
With a smile upon his face.

A big wave here, a big wave there
As she rolls along the line.

Woo - oo , woo - oo, woo - oo,
She screams, and she moans,

Woo - oo, woo - oo, woo - oo,
'Cause she is headin' home.

With her bull-eye shining bright
She sings a song of the Erie line.

The engineer has her under
control:

The Flying Saucer rolls in on
time, her time.

(Please turn to Page 13)



Erieman Randy Murray and his
song-writing wife, Leona.

Dream To Come True ?

After a half-century of waiting and wishing, a dream soon may come true for citizens of Passaic, N.J.

For about 50 years Passaic has

hoped that some plan might be developed which would enable the Erie Railroad to relocate its tracks which run down Main Ave., right through the heart of the city and its business district. Thirteen grade crossings are in this area which naturally has caused traffic problems. The Erie has always co-operated with Passaic officials in trying to solve this problem, but no satisfactory solution has been found, particularly because of the tremendous costs involved, in some cases as high as \$16 million.

Now a plan of startling simplicity has been proposed which may be the answer Passaic has been seeking. The plan submitted by Passaic's Mayor Paul G. DeMuro calls for the Erie to use the nearby Boonton Branch tracks of the Delaware, Lackawanna & Western Railroad to bypass the heart of Passaic. The D. L. & W. tracks are about a mile south of the Erie main line through Passaic.

Although a number of detailed studies need to be made and certain hurdles must be eliminated before the plan can be approved finally, top managements of both the Erie and the D. L. & W. have agreed that the plan seems practicable. It will be several months before a final decision is reached.

The plan calls for Erie trains now using our main line through Passaic to operate over our Newark Branch from XW tower just east of Paterson, N. J., and then over the Boonton Branch via a proposed connection between South Paterson and Athenia, N.J. This whole new approach to Passaic's problem was made possible by the transfer of passenger operations from our Jersey City passenger station to the Hoboken, N. J., terminal of the D. L. & W.

If the plan goes through, our tracks would be completely eliminated through downtown Passaic between our Passaic freight station near Monroe St. and just east of the Passaic River. We would keep stub end tracks to these two points for local freight service to serve industries in that area.

The new operation would in no way interfere with the Bergen County short cut, the Newark

Branch or the Greenwood Lake Branch.

One of the biggest problems to be considered is how to take care of the commuters who would have to board their trains at a new location. The change would eliminate stations at Lakeview, Clifton, Passaic, Passaic Park and Carlton Hill. About 400 commuters use the Clifton station, and about the same number use the Passaic station. However, the distances between stations on the two sets of tracks involved in the change are only from six-tenths of one mile to one and two-tenths of one mile. A total of about 1000 commuters would be affected by the move. Special attention is being given to this phase of the study.

One aspect which the move would precipitate would be parking for the Erie commuters who would choose to use D. L. & W. stations. Parking space is at a premium at most of these stations.

As was pointed out by the Passaic HERALD-NEWS of Oct. 23, 1956, Passaic's railroad "problem was never the Erie's fault." The first tracks in this area were laid back in 1832 when Passaic was Acquackanonk Landing, just a cluster of homes and shops on the Passaic River. Then the town started to build around the railroad tracks which were responsible for the growth of the community. The inevitable traffic problem resulted.

There are other problems, too, of course, but even so, the Erie and Passaic agree that the present plan is the most promising of all those which have been submitted down through the years.

TRAFFIC JAM

The metropolitan district of Chicago--from Waukegan on the north to Gary on the south, and extending westward to Aurora and Elgin--has the greatest concentration of railroad trackage within a like area anywhere in the world. It embraces about 7,500 miles of railway tracks and includes 206 freight yards with a total capacity of nearly a quarter of a million freight cars.



This map shows the Passaic, N. J., area where the proposed changes would be made. The proposed connection (wavy line) between the Erie and the Lackawanna would be made between South Paterson and Athenia. The trackage which would be eliminated is shown with a crossed line between Passaic station and the Passaic River.

Her whistle moans a warning
At each grade crossing road,
And when she hits that old last
bend,
Then she screams her warning.
Can't you hear that song she's
singing

As she glides the Erie track ?

And all the men along the way
Raise their hands and holler
back.

Woo - oo, woo - oo, woo - oo,
She screams, and she moans,

Woo - oo, woo - oo, woo - oo,
'Cause she is headin' home.

With her bull-eye shining bright
She sings a song of the Erie line.

The engineer has her under
control;

The Flying Saucer rolls in on
time.

As you no doubt can tell from
the words, Mrs. Murray has cap-
tured some of the friendliness, ro-
mance and adventure that has been
associated down through the years
with the sounds and life of rail-
roaders. We're certainly hoping
the song catches on.

Naturally Mrs. Murray and her
husband are proud of their new
venture into the music world. In
her own words, here is how she
feels, "I'm so happy and excited
over this song that I could shout
from the house tops!"

Although she didn't say in her
letter to the magazine, apparently
this is the first song she has had
published. She already is busy
with three others. All about the
Erie, too, she says.

A native of the Adirondack
country, Mrs. Murray was a nurse,
including service in the U.S. Army,
before her marriage. Mr. Murray
worked in our yard in Elmira be-
fore joining the Army for six
years. He was at Pearl Harbor at
the time of the sneak bombing at-
tack on Dec. 7, 1941. He was
wounded there but later served in
the Southwest Pacific. After sep-
aration from service he went to
work in our freight house in El-
mira.

Mr. Murray's father, Al Murray,
is an Erie conductor with about
30 years of service. It's easy to
understand why Mrs. Murray
would write songs about the Erie.
We wish her good luck.

December, 1956



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Ackerman, Walter Joseph	Conductor	Delaware Division	9-6-56
Baird, Jesse Lee	Locomotive Engineer	Buffalo Division	10-7-56
Balcom, Henry Dan	Asst. Signal Super.	Buffalo Division	8-24-56
Blake, Harold David	Relief Operator	Mahoning Division	8-31-56
*Conklin, Frederick	Crossing Watchman	New York Division	7-27-56
Courtright, Carlton B.	Chief Clerk to D.F.A.	Scranton, Pa.	9-22-56
*Dixon, John Ford	Station Attendant	Great Bend, Pa.	7-24-56
Donohue, Harold Joseph	Engineer	New York Division	9-23-56
*Esposito, John	Trackman	New York Division	6-15-56
Fink, Freddie Robert	Trackman	Delaware Division	10-6-56
*Garrett, George	Box Packer	Cleveland, Ohio	7-24-56
Geraud, Peter Joseph	Truck Dispatcher	Jersey City, N. J.	9-22-56
*Gough, Cornelius James	Section Foreman	Mahoning Division	7-20-56
*Gray, Edgar Casper	Timekeeper	Marion Division	7-25-56
*Green, Richard William	R/D Clerk	Mahoning Division	8-10-56
Griffin, Osmer Cuddeback	Ext. Laborer	Port Jervis, N.Y.	9-24-56
*Hiers, Emanuel Ellsworth	Laborer	Huntington, Ind.	6-21-56
*Ingram, Claude Amos	Machinist Helper	Cleveland, Ohio	8-11-56
*Jones, Herman Erastus	Telegraph Operator	Wyoming Division	8-15-56
*Jones, William Andrew	Yard Conductor	Mahoning Division	8-21-56
Keener, Harlem Sidney	Section Foreman	Kent Division	9-5-56
*Lawrence, Charles R.	Supervisory Clerk	New York Division	10-7-56
*Lehman, George J.	Locomotive Engineer	Bradford Division	9-13-56
Lewis, Edward Fred	Switchtender	East Buffalo, N.Y.	8-24-56
*Maccarone, Matteo	Trackman	New York Division	8-20-56
*Marosi, Joseph	Blacksmith	Dunmore, Pa.	7-4-56
*McCarthy, Stephen Francis	Conductor	B&SW Division	9-26-56
*Meffe, Dominick	Trackman	N. Y. Term. Div.	8-17-56
*Miller, Charles Emery	Engineer	Susquehanna Division	8-20-56
*Miller, Raymond Charles	Sht. Metal Wkr. Wldr.	Meadville, Pa.	10-10-56
*Parkinson, James Joseph	Asst. Agent	New York Division	9-7-56
Quick, Otis Clyde	Boilermaker Welder	Hornell, N.Y.	9-8-56
*Rainone, John	Box Packer-Car Insp.	Jersey City, N.J.	10-3-56
*Rau, Max Paul	Boiler Welder	Salamanca, N. Y.	7-22-56
Roach, Howard George	Engineer	New York Division	7-24-56
*Sickles, Howard	Ch. Fgn. Rd. Claim Clk.	Cleveland, Ohio	10-4-56
*Simons, Charles Edward	Conductor	Buffalo Division	10-10-56
*Stitt, Robert Raymond	Conductor	Susquehanna Division	9-7-56
*White, Charles Runner	Designer (Structures)	Cleveland, Ohio	8-8-56
*Retired Employees			

Division Storekeeper Kukis Retires



Eriemen from Chicago to Jersey City gathered at Meadville, Pa., recently for a testimonial dinner for J. J. Kukis, division storekeeper. Gifts were presented to Mr. and Mrs. Kukis. Mr. Kukis had been with the Erie 50 years and seven months. The dinner was arranged by G.M. Byers, C. G. Stokes, F. F. Forbes, G. S. Smith, Bessie McCartney, Mrs. L. G. Perry and Mrs. Duane Braham.

'Moose Gooser' Not Effective

It must be fun "working on the railroad" either in Africa or Alaska.

In the former they make the railroad telegraph wires through the jungles strong enough that monkeys can swing from them, set them high enough so that giraffes don't get tangled in them and set the poles so firmly that elephants can't push them over. Imagine working in such a zoo!

In Alaska moose seven feet high at the shoulder and weighing 1,100 to 1,300 pounds make railroad work exciting. In a single season, locomotives of the Alaskan Railroad kill upwards of 175 of these animals despite the best efforts of train crews to prevent the slaughter.

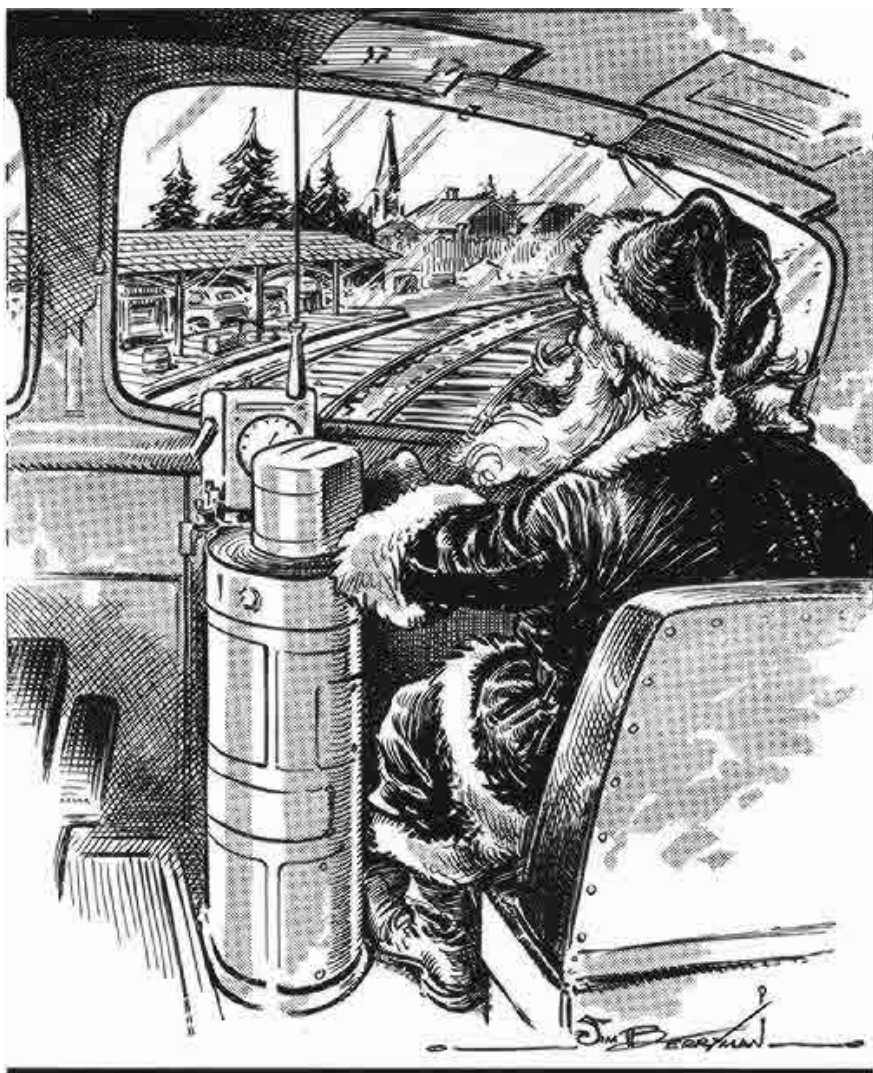
They've tried all sorts of methods to discourage the moose from using the tracks as a thoroughfare. A "moose gooser," a charged rod jutting out from the "cowcatcher"; oscillating red and white lights, mechanical noisemakers, guns, rockets --even experiments with scents simulating those of wolves and other predatory animals have been tried--with little good result, especially in winter when the moose use the plowed right-of-way with its high banks for a path.

You never can tell what one of those big babies will do. Sometimes one will run ahead of the train for 5 or 10 miles, then lie down on the track or turn and charge the locomotive; and he will charge if the engineer sounds the whistle or horn which Mr. Moose thinks is a challenge to battle. Must be kind of dull working on a U. S. railroad when there's so much fun doing it elsewhere.

BIG STAKE

If you are a life insurance holder or one who will benefit from life insurance payments, you have a special stake in the prosperity of the American railroads. This is because life insurance companies invest heavily in railway bonds. In 1955, for the eighth consecutive year, the investment portfolio of life insurance companies in the United States showed an increase over the previous year, and at the end of the year stood at \$3,912,000,000. This was \$964,000,000 more than the total ten years ago and was at an all-time high. The 1955 figure includes about \$45,000,000 in Canadian railway

SANTA'S SUREST WAY

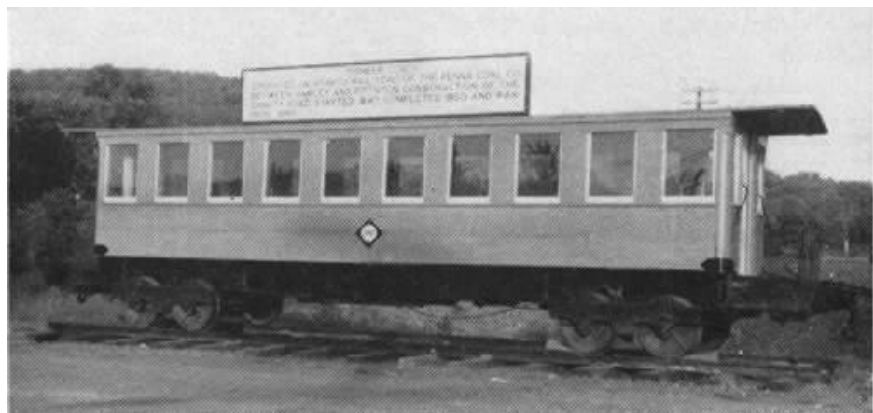


bonds,

The life insurance companies now

hold nearly one-half of the entire railroad funded debt.

Historic Car Dolled Up



This ancient monument to the old gravity railroad between Hawley and Pittston, Pa., which the Erie maintains as a reminder of a once colorful period in railroad history was given a new coat of paint recently by Eriemen. The car stands at Hawley on our Wyoming Division not far from Scranton. As the sign on the car informs the railroad was run by gravity and hauled coal from the mines to the Erie Railroad. This car is much smaller than passenger cars today.

Erie Railroad Magazine

Buffalo-Rochester

By Ruth Nise Munger

October was a busy month. On the fourth, a retirement party was held at the Hotel Markeen, Buffalo, for George E. Adams, division car foreman. Supt. J. M. Moonshower was toastmaster. Three hundred guests sat down to dinner, 30 of them retired men who had worked with Mr. Adams.

The auxiliary board meeting and luncheon was Oct. 4 with 30 members present. Mrs. Adolph Pokrandt entertained with a book review. The committee consisted of Mrs. H. J. Schultz, Mrs. G. C. Cunion, Mrs. F. Kern and Mrs. F. Halbleib. Mrs. William Streaton, president, presided.

Fourteen members traveled to Pittsburgh Oct. 11 for the 27th annual meeting and banquet of the United Association of Railroad Veterans. Friday was devoted to registration and greetings. Members came from as far as Portland, Me., and New Orleans. The annual meeting at 10 a.m. Saturday lasted until noon. At the luncheon, the B. & O. ladies auxiliary held a door prize drawing for the ladies with the writer doing the drawing. As the ladies left the meeting room a stop was made for TV pictures for the Pittsburgh newspapers.

The banquet for 700 was at 6:30 p.m., followed by a floor show. The third vice-president, M. A. Redding of Buffalo, was introduced and, in turn, introduced the writer, Ruth Munger, expressing appreciation for her outstanding efforts in behalf of the association and presenting a bouquet of pink roses. The guest speaker then was introduced and afterward the officers and their wives. Sunday was spent sightseeing and attending a football game.

Next year's meeting will be Oct. 11-13 at Portland, Me., with the Maine Central Railroad as host.

Congratulations to the Cybulskis who celebrated their 47th wedding anniversary Oct. 27.

Our October meeting was the 27th at 212 Cazenovia St., Buffalo, with 60 members present. Our annual Christmas party will be Dec. 8 at the same address. Retired members will be honor guests.

Sympathy is extended to the family of Edward Simons, retired freight conductor, who died Oct. 10.

Youngstown

By R. P. Reebe

We failed to make the magazine for several months and as a consequence have not reported two great losses we have incurred through the passing away of Mrs. Jane Morgan Perrin of the freight office on Aug. 8 of diabetes, and of Mrs. Ann McCue, beloved wife of Past President Ed McCue, Aug. 10 following a heart attack. They were both "real folks," the kind of people we just do not have enough of.

Remember that our next chapter meeting on Dec. 5 will be our annual election of chapter officers for 1957. There will be lots of refreshments after the meeting. Come and help pick your officers for next year, 8 p.m.,

December, 1956

Retires After 42 Years Service



Surrounded by smiling fellow-employees, Ralph Riccardi, janitor, Jersey City, stands beside the cake which was presented to him at a surprise party for him when he retired recently after 42 years of service. He also received a cash gift and billfold from friends and Erie employees.

ERIE VETERANS

Fellow Veterans:

Another year has nearly passed, and another milestone has been added to the history of the Erie Railroad Veterans' Association. This month the chapters will be choosing officers for the ensuing year and making plans for the next 12 months.

The Christmas holidays soon will be here when everyone will be busy, and on Jan. 12, 1957, the annual meeting and installation will be at the Hotel Jamestown, Jamestown, N. Y. The committees in charge have been working hard and are confident that you will enjoy this affair. Your chapter secretary has dinner tickets and room reservations, and there will be plenty of room for all who care to attend.

Get your tickets and make room reservations early. I am sure you will not be disappointed.

Sincerely,
W. W. Turner
President

Charles Stein, chairman, Mrs. Donald Baker, Mrs. C. R. Fralick and Mrs. A. J. Bailey.

Ballots for election of chapter officers for 1957 have been mailed out and results will be announced at our next meeting.

On the ailing list we have Les Southworth, Walter Raecher, Harry McGinn, Harry Watkins, W. T. Bartle, Hildred Caldwell and S. F. Nolan, all of whom would appreciate cards and calls from the vets.

The annual Christmas party will be at the Holy Cross Athletic Club on Saturday, Dec. 15, so please keep that date open.

In the campaign for new members, we are very happy to report that our chapter finished in second place, an achievement of which we can be proud. Keep up the good work.

Jersey City

By G. G. Kalle

The system membership drive which started Feb. 1 and concluded Sept. 30 found Jersey City chapter in first place among the 16 chapters with a gain of 64 new members and 18 reinstatements. We made a gain for the 10 months of 1956 of 79 new members and 20 reinstatements. Our membership committee is to be congratulated on their fine work and, needless to say, will continue their efforts in the months to come to interest fellow workers in veteranism. Why not give them a hand and bring in a new or reinstated member or advise them of some prospect you may have?

Brothers Frank J. Reichardt and Joseph Gurth and their wives enjoyed vacations in Florida . . . Our (Please turn to Page 23)

third floor, K. of C. Bldg., South Hazel St., Youngstown.

Salamanca

A Halloween dinner-dance was held at the Holy Cross Athletic Club, Salamanca, on Oct. 27 with 102 in attendance. Dinner was followed by round and square dancing. Guests were W. W. Turner, Meadville, vice president of the association, and H. G. Travis, chairman of the Hornell chapter.

Committee in charge was Chairman C. R. Fralick assisted by Donald Baker, Harry Sloan, John Childs, C. T. Arend and Charles Stein. The decorating committee consisted of Mrs.

RAILROAD SAFETY



Will You Join This Sad Club ?

About this time last year a certain group, made up of men, women and children from all walks of life and all sections of the country, was making Christmas plans. There were 609 persons in this special group, and they were writing letters to Santa Claus, buying gifts, addressing greeting cards, digging out ornaments and decorations from closets and attics, just like you.

For some, 1955 had been a good year. For others, things hadn't gone quite so well. But, just like you, all nourished a deep down hope that 1956 would be their year.

It wasn't!

They never lived to see 1956. For at the end of the Christmas Weekend this group had been completely annihilated. The traffic death toll was exactly 609.

Now, the holiday season is here again. Once more, people everywhere are making plans for Christmas and for 1957.

What about you? What are your plans? What are your dreams for the future? Don't let your life be tragically and needlessly snuffed out by a holiday traffic accident. Give careful, common sense consideration to your actions at all times, whether you're driving or a pedestrian.

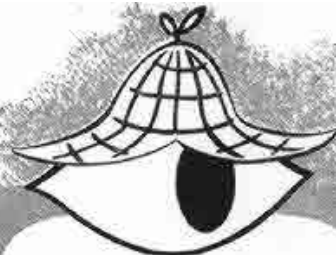
PECULIARITIES

It's peculiar how many people when they see a pin on the floor consider it bad luck if it is not picked up; yet will leave material or tools lying around on floors creating a tripping hazard.

It's peculiar how many people have a superstition of walking under a ladder. It's stranger still how many folks do not think it is unlucky to climb a ladder without first checking to see that it is set at the right angle; that it is secure and the rungs or steps are in good condition....

Running the risk of seven years' bad luck by the careless handling of a mirror would by all means be avoided by some people. Yet they take the chance of having an accident by the careless handling of tools and equipment.

Be a PRIVATE EYE for HOME SAFETY



Find Home Dangers in time!

28,000 DIE YEARLY in Home Accidents!



YOUNG CHILDREN

die from fires—falls—
suffocation—poisons.

ALL unguarded medicines, household chemicals, liquid fuels are dangerous. Keep them out of reach—out of sight.

14,000 YOUNG and OLD DIE FROM FALLS ALONE!



Make all your family stay alert! stay alive!

Erie Railroad Magazine

CONFIDENT LIVING

By Dr. Norman Vincent Peale

When I was a youngster, I worked for an uncle of mine in Iowa one summer. Uncle Will was in the real estate business. He'd buy a plot of unimproved land, stake it out and then hold a lot sale. My job was to do the staking and to paint the posts.

When everything was ready, he would walk along the main street of the small town with a ten dollar gold piece in his hand (remember them?) and say to people whom he would pass on the street, "I'm going to give away a ten dollar gold piece on the corner at two o'clock this afternoon."

Well, they may have thought he was a bit cracked, and some of them didn't believe him, but at two o'clock he would be down at the corner and there would be a sizable crowd around him. He passed out slips of paper, had everyone write his name, put the slip in a hat, got some little girl to draw one, and the person whose name was drawn would be richer by that ten dollar gold piece.

This was his way of advertising his lot sale. It worked too. He made enough so that he could afford to lend me the money to go through college. He made me pay it back too, every penny, with interest. He was that kind of man--if you borrowed money, you paid it back. And if you had money, you used it to help others get ahead. He was always thinking up original ideas. Others would say, "Why didn't I think of that?"

Uncle Will died last year, but I remember him as a wonderful man. He made his way up from humble beginnings. He made the most of his abilities, and was a great inspiration to me and to others.

In the South I sometimes stay in a hotel whose owner posts signs in the rooms, many of them his original sayings. One reads, "There are vast, unexplored resources under your hat." I think

of this when I think of my uncle he knew how to explore his own resources. Have you ever analyzed the unexplored resources under your own hat?

No one of us has ever tapped a fraction of what is in us. But we should, and we can, if we make up our minds to do so and are willing to live by God's laws and let them guide us. The history of our country is the story of people who have been able to see and meet the opportunities offered them by the American way of life. Everyone, whatever his background, has the same opportunity. You have only to remember that you are a child of God and therefore have within you His vast resources awaiting discovery. Don't think negatively about yourself or your country. You have equal opportunity to do the great things done by men who believe in God, our country and themselves.

That factual and realistic book, the Bible, says: "What is man, that thou art mindful of him? . . . For Thou hast made him a little lower than the angels, and hast crowned him with glory and honour. Thou madest him to have dominion . . ." It is indeed a creature of great potential that God has created. We need not only humility, but also a proper sense of self-esteem. Part of man is of the earth, there is no denying that. But the greater part, what John Donne called "the immortal part," comes from heaven, and we must not forget it.

It is pathetic when any man is beaten and downcast, and it is tragic when a man has lost respect for the enormous potential within himself. Almighty God made you equal to any problem or difficulty that can ever face you. Think of all that He stored up in you; the ability to feel and think, to hope, to dream, to create. He gave



Now Mrs. Paul N. Bickel, this bride is the former Patricia Ann Kelly, daughter of Hubert Kelly, communications supervisor, Huntington, Ind. The wedding took place Sept. 29 at St. Mary's Church, Huntington.

Improving Service

Railroads of Class I are expected to invest approximately \$1,309,000,-000 in additions and betterments in 1956, according to a recent estimate by the Interstate Commerce Commission. This is an increase of 44.1 per cent over expenditures for additions and betterments in 1955. It is slightly less than the Commission's June estimate, which was \$1,318,000,-000.

Dentist: What kind of filling do you want?

Small Boy: Chocolate.

you the ability to suffer, to struggle, to love, to pray and to believe. What more do you need?

Have respect for your resources and never forget the greatest resource of all--God. He will help you, and with His help nothing is impossible.

(Copyright 1956,
The Hall Syndicate, Inc.)

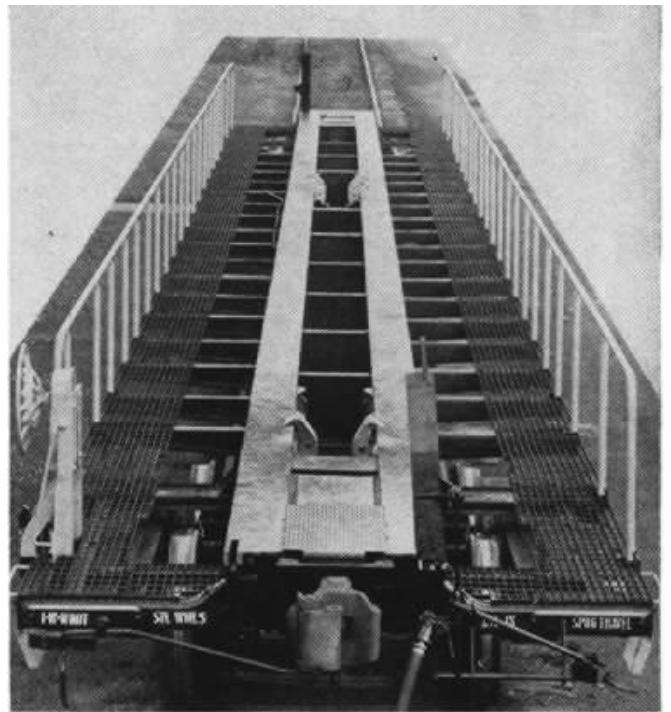
Piggyback Expands Again

The Erie is preparing to broaden its piggy-back service by handling trailers of individual trucking companies on railroad flat cars.

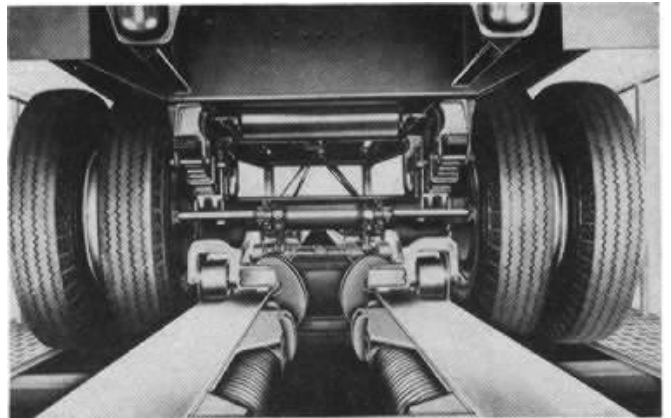
This service will be in addition to our present practice of performing complete door-to-door piggy-back service with our own trailers, which now extends to 976 cities from Erie points to the west, southwest and New England. The new service will start about Jan. 1.

A contract is being drawn with Piggy-Back Service Corp. of New York City, which will solicit truckers to move their trailers by rail over the Erie between Chicago and points in New England in conjunction with the New Haven Railroad.

The new service involves the use of a special French design flat car. Known as the "Clejan-type" car, named after its designer, it employs a special centering device and "dolly" wheels to guide trailers during the loading process, together with built-in tie-down shock absorber devices. These cars are built lower for greater clearances to accommodate the largest type trailers and can carry three short trailers or two long ones.



This photo shows the top of a Clejan car. Note the center sill, trucks, catwalks, standard safety appliances and tie-down clamps.



Trailers for the Clejan cars must be specially equipped but the accessories are simple and easily attached. This close-up shows the doily wheels (attached to rear axle of trailer) riding the center sills of the car, the shock absorbers (bellows inside center sills) and tie-down clamps which fit into the dolly castings. Front landing gear of the trailers is similarly tied down.



At left is a picture which shows how the Clejan car will take two of Erie's long trailers. The car can take three shorter trailers.





E. E. Seise, new director of personnel and training, explains a chart at the recent staff meeting in Cleveland.

E. E. Seise Named Personnel Director

Assistant to the president since 1949, E. E. Seise has been appointed to the newly created position of director of personnel and training for the Erie. In making the announcement, President Von Willer said, "All of our personnel policies will be reviewed by Mr. Seise to bring them in line with today's modern business practices. This is a highly important field as it deals with one of our greatest assets--the employees of our road."

Mr. Seise will be responsible for all personnel matters on the Erie except those relating to collective bargaining. He expects to start immediately to plan a broader program for selecting, training and upgrading employees. Employee welfare matters also will be handled by Mr. Seise.

A native of Bergenfield, N. J., Mr. Seise has been with the Erie since July 20, 1916. He started in the employment bureau in New York and worked in the safety bureau and operating department there before coming to Cleveland in 1931 as acting office manager in the office of the vice president for operations. From Dec. 1, 1931, to June 1, 1934, he was transportation assistant to the assistant vice president. On the latter date

he was made office manager, vice president, operating department. On July 1, 1939, he became chief clerk, superintendent of transportation, and then assistant to the superintendent of transportation on June 1, 1941. On May 22, 1944, Mr. Seise was named chief clerk to the president and assistant to the training director. He became assistant to the president on Dec. 1, 1949.

BOOK CORNER

BOOKS :

The Andrews Raid, or the Great Locomotive Chase, by Beryl and Sam Epstein. Illustrated by Richard Powers. Coward-McCann, 210 Madison Ave., New York 16, N. Y. 256 pages. \$2.95. The true story of the capture of the locomotive "General" by Union volunteers in the War Between the States and its recapture by the Confederates. Published in August, 1956.

My Little Golden Book About Travel. Illustrated by Tibor Gergely. Published in 1956 by Simon & Schuster, Inc., 630 Fifth Ave., New York 20, N. Y. 25 cents. A children's book on the history of transportation.

Freight Train, by E. C. Reichert. Illustrated by George Pollard. Rand McNally & Co., P. O. Box 7600, Chicago 80, Ill. 28 pages. 25 cents. A new title in Book-Elf series relating to railroad freight service. Contains illustrations and data on the operation of a diesel freight locomotive, types of freight cars used for various commodities, an inside look into the caboose, and trainmen's signals.

Policy Formation in Railroad Finance--The Burlington, by John Tettemer O'Neill. Published in 1956 by Harvard University Press, Cambridge, Massachusetts. 234 pages; 28 tables, map, chart, bibliography, appendix and notes. \$4.59. An economic study of the chain of managerial decisions from 1936-1945 which evolved the Burlington's new financial policy. This analytical study reviews policies and decisions which resulted in a reduction in the company's debt of nearly 37 per cent and has led to a sound financial policy for the future.

Elements of Freight Traffic, by William Way, Jr., late professor of transportation, The University of Tennessee. Published in September 1956, by Regular Common Carrier

Conference, American Trucking Association, 1424 Sixteenth Street, N.W., Washington 6, D.C. 337 pages. \$6.00. An in-service training book containing traffic data relating to shipping documents, freight classification, tariff publishing rules, and tariff interpretations as related to motor carriers. Includes detailed explanation of shipping rules contained in the published classifications.

"Young Readers Railroad Stories, by Charles Ira Coombs. Illustrated by Charles H. Geer. Grosset & Dunlap, Inc., 1107 Broadway, New York 10, N. Y. 192 pages. \$1.00. Railroad stories for youngsters.

BIBLIOGRAPHY :

Specialized Railroad Libraries and Career Librarians, by Martha Moore. A six-page mimeograph statement giving brief descriptions of the Bureau of Railway Economics, B & O Employees; PRR General Office; Railway Association of Canada, and Simons-Boardman Publishing Corporation libraries. Free. Apply, Miss Martha Moore, Public Relations Department, St. Louis-San Francisco Railway, St. Louis 1, Missouri.

FORTHCOMING:

Will Not Run February 22, by Caskie Stinnett. Illustrated by Bill BaN lantine. Rinehart & Company, Inc., 232 Madison Avenue, New York 16, N. Y. \$2.95. An anecdotal "how-to-do-it" for exurbanites, suburbanites and urbanites who ride or contemplate riding commuter trains. *Scheduled for publication November 8.*

BOOKLETS:

Regulation of Rates of Common Carriers . . . Does It Need Revision? Issued in August, 1956, by the Federation for Railway Progress, 1430 K Street, N. W., Washington 5, D. C. 40 pages. Free.

D. J. Maley Passes Away Suddenly

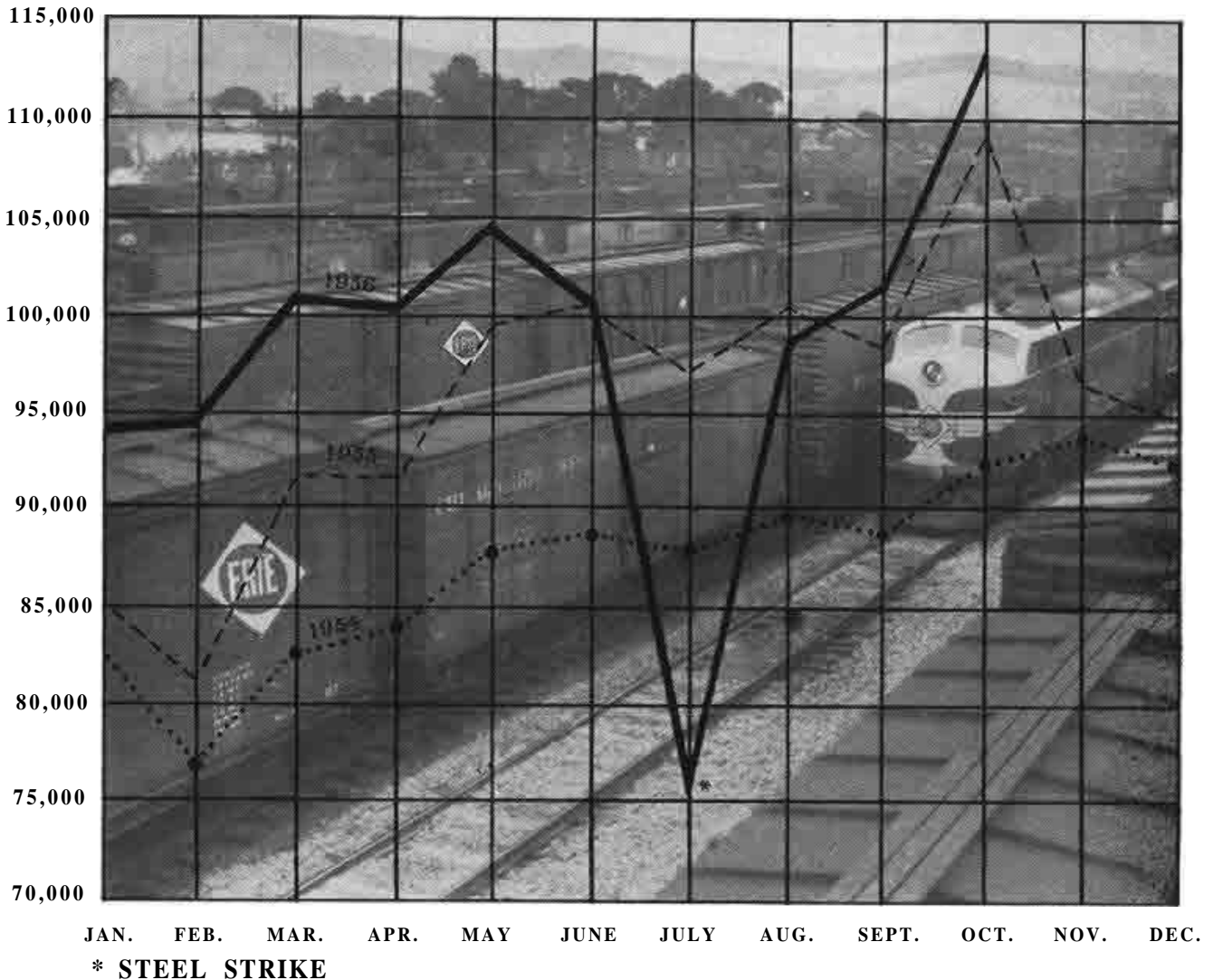
Dennis J. Maley, 71, retired assistant vice president for operations, died suddenly Nov. 29 at his home in Salamanca, N. Y.

He retired in September 1948 after service of 43 years during which he rose from shop timekeeper at Salamanca through positions of chief clerk, trainmaster, assistant superintendent, superintendent, assistant general manager, Eastern District and general manager, Western District. He became assistant vice president at Cleveland in 1942.

Surviving beside Mrs. Maley is a married daughter in Philadelphia.

BUSINESS INDICATOR

Freight Cars Loaded on The Erie and Received
From Connecting Railroads



RAILROAD QUIZ

1. Is a carload of pulpwood shipped from a point in Maine to a point in Massachusetts an intrastate or an interstate shipment?
2. Railroads have used many types of rails during the last century, including edge rail, lock rail, "T" rail and "U" rail. Which of these types is now in general use in the United States?
3. In a train order, which abbreviation is permissible for "Conductor and Engineman"--C & E, CO. & EN., or COND. and ENGR.?
4. A carload of freight originates on Railroad A, moves over Rail-

road B and reaches its destination on Railroad C. Is one or more than one of the three railroads known as the Overhead Carrier?

5. In train operations, what is the difference between a positive block and a permissive block?

(Answers On Page 24)

Annual Passes Good Through Dec. 31, 1957

Erie Railroad annual passes issued for the years 1954-55 and extended through 1956 have been further extended through Dec. 31, 1957, except short term passes which will expire on the specific date typed on the pass.

Passes not required, or held by persons who are no longer eligible to use them, should be returned for cancellation. Where there is a change in dependency status of persons shown on the pass a request should be made to department heads for issuance of new passes.



ROOM TO SPARE ON ERIE

Sir:

I am writing to you to express my appreciation for the way your ticket agent [F. W. Brophy] at Harriman, N. Y., assisted me and my family in getting four reserved seats, Chicago to San Francisco.

I came east routed from Chicago over another railroad, round trip tickets, and went to New York a few days later to make reservations. I was told none were available, did not know when or offer any advice. I was visiting in Central Valley and was advised to contact Mr. Brophy who, they said, would do all possible for me.

Mr. Brophy told me that travel from Chicago was heavy on account of the convention. He requested reservations for the first available date and I had to wait over only three days. Was able to leave New York on Saturday, Aug. 18.

... When I come east next year with my family, I will insist that we be routed from and return via Chicago.

Mr. and Mrs. Joe Rando
and Family
San Jose, Calif.

Sir:

I would like to thank the Erie for the politeness shown by Mr. Greene of the agent's office at Port Jervis, N. Y., who went out of his way to return a ticket which I purchased and forgot to pick up from the counter.

R. L. Moskowitz, M.D.
Passaic, N. J.

Sir:

... We wish at this time again to express our thanks to you and your forces for the prompt and efficient manner in which you handled this situation, also your prompt advice as to the actual forwarding of the item from your city to its proper destination.

We have, of course, informed all concerned, including the consignee, of the full facts and we have every confidence the item will have reached its destination, either today or tomorrow, thus avoiding undue delay



Pictures some times are deceiving, so this clearance is not as close as it looks. Because the Erie originally was designed with a six-foot gauge it has better than normal clearances and can take large shipments like this transformer. This picture was taken on Bridge No. 84-67, Sharpsville, Pa. The transformer is from the Westinghouse Electric Corp. plant nearby. Height was 18 feet 11 inches and width 11 feet four inches. Gross weight of the car was 468,540 pounds.

in the erection of the machinery involved.

Certainly you and your forces handled this matter commendably, for which please accept our thanks.

H. J. Birmingham, Traf. Mgr.
General American Transportation Corp.
Chicago, Ill.

Sir:

My wife and I have just returned home after spending three months' vacation in your country.

I should be grateful if you would allow me, through your magazine, to express our most sincere thanks for the many kindnesses and courtesies shown to us by Erie employes.

During the many times we traveled on your railway, your conductors, seeing we were visitors, very kindly explained the many points of interest which helped to make our holiday more enjoyable.

I should particularly like to mention Conductors David Franco, George Harkinson, George Morgan and Jim Daly, also our picturesque friend, Vincent Attili, the old boot-black at Jersey City railway station. Thank you all, gentlemen.

My wife joins me with every good wish.

M. A. & Arthur Stanway
Wolverton, Bucks
England

Sir:

... I sincerely want to thank you and your people for the excellent handling of car ATSF 10211 last Thursday, Aug. 30, and Friday, Aug. 31. Through extended efforts of the Nickel Plate and the Erie we were able to have this car spotted at Lee Road in sufficient time to effect loading on Friday, Aug. 31. It is rather unusual that we should have to make a request of this nature, but it does come up occasionally and I am pleased to know that it can be satisfactorily and efficiently handled ...

Robert A. Widmer, Traf. Mgr.
Cleveland Cap Screw Co.
Cleveland 4, Ohio

Sir:

We wish to thank you for the most interesting, educational and social visit to your railroad and departments on Friday, Sept. 28, in connection with the B. I. E. Day program.

Indeed, we feel we were very fortunate in being listed among your group.

Your gracious hospitality was much appreciated and will be long-remembered.

Sister M. Mariella, O.S.F.
Sister M. Kathleen, O.S.F.
Griffith, Ind.

*It's That Time
Again--Shop,
Mail Earlier*

The Christmas spirit is already abroad in the land. The Post Office Department and its principal allies, the railroads, are beginning to feel the upswing in letter mail and parcel post shipments. They know from experience that this is the advance signal for the annual flood of yuletide mail that will reach its crest in the few days immediately before Christmas.

This year--as in previous years--the railroads have made advance preparations for handling the holiday volume expeditiously. And again railroads are joining with the Post Office Department in an appeal to the American people to Shop and Mail Early.

So astronomical are the statistics pertaining to Christmas mail that one can comprehend its volume only by use of comparisons. For instance, the Post Office Department in December of this year expects to handle about 81/2 pounds of mail--letters and parcels--for every man, woman and child in the United States. It is estimated that an average of 33 pieces of mail--letters and parcels---will be delivered to every person in the country.

The great bulk of this mail will move by rail. As the preholiday season approaches and as the volume of mail increases, the railroads, as well as the Post Office Department, will employ thousands of extra workers to expedite transportation and delivery. The Post Office Department is asking everyone to remember the three fundamentals of package wrapping--to pack and cushion articles carefully, to wrap and tie securely and to write each address plainly.

The goal of railroad and postal employees is to effect delivery of Christmas mail all over America by Christmas Eve. This goal is attainable only through the combined cooperation of shoppers, railroad men and women, and postal workers. Each and every railroad family is urged to set a good example by observing the slogan--Shop and Mail Early.

VETERANS continued

welfare committee reports Brothers E. J. Fahy, C. S. Jukes, F. A. Lynch

December, 1956



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Guisepppe Adornetto	Trackman	Jersey City, N.J.	10- 2-56	53
Joseph O. Agler	Section Foreman	Wren, Ohio	10-16-56	46
Ralph C. Alexander	Signalman	Cleveland, Ohio	9-30-56	32
Lawrence W. Allen	Engineer	Huntington, Ind.	10-15-56	45
Silas A. Anderson	Laborer	Meadville, Pa.	10-31-56	38
George L. Becket	Leading Plumber	Hornell, N.Y.	9-30-56	31
Godfrey W. J. Brine	Machinist	Jersey City, N.J.	10- 4-56	44
Clarence S. Bryan	Signal Maintainer	Solon, Ohio	9-10-56	43
C. J. Carroll, Sr.	Switchtender	Jersey City, N.J.	10-13-56	34
Frank Darzen	Car Insp.-Repairer	Jersey City, N.J.	10-13-56	47
Giovanni DelGaizo	Laborer	Jersey City, N.J.	10-13-56	33
Rocco Delia	Marine Fireman	Jersey City, N.J.	10-19-56	39
Anthony Donkersloot	Tool & Supply Man	Jersey City, N.J.	10-13-56	34
Rolla J. Frederick	Signal Maintainer	Laketon, Ind.	10-13-56	44
Robert E. Freed	Electrician	Jersey City, N. J.	10-31-56	20
Joseph H. Fulk	Rd. Freight Conductor	Marion, Ohio	10-25-56	40
John Galatio	Car Repairer	Hornell, N. Y.	9-17-56	38
Albert Ganig	Welder	East Buffalo, N.Y.	10-13-56	45
James M. Gilbert	Engineer	Hornell, N.Y.	10-23-56	47
Otto W. Glassnap	Engineer	Youngstown, Ohio	10-18-56	35
Thomas A. Golden	Punch & Shear Opt.	Dunmore, Pa.	10-25-56	39
Earl R. Guild	Rd. Freight Conductor	Hornell, N. Y.	9-30-56	23
Robert G. Hall	Car Inspector	Hornell, N.Y.	10-24-56	40
Harry G. Higgins	Road Conductor	Port Jervis, N.Y.	10-16-56	39
Felice Inglese	Hostler Helper	Jersey City, N.J.	9-28-56	22
Leopold Januska	Carpenter	Jersey City, N.J.	11-10-56	41
Thomas Jezewicz	Watchman	New York, N. Y.	10-31-56	34
Harry Johnson	Car Repairer	Jamestown, N.Y.	9-30-56	31
Robert R. Johnston	Yard Conductor	East Buffalo, N.Y.	10-23-56	43
Ross W. Larrabee	Trackman	Great Bend, Pa.	10-2-56	34
William W. Lawson	Leading Stockkeeper	Salamanca, N.Y.	9-29-56	46
Martin C. Leet	Leverman	Jersey City, N. J.	9-18-56	37
Francis P. Letro	Trackman	Olean, N. Y.	9-27-56	33
Harry E. Long	Yard Conductor	Ferrona, Pa.	10- 3-56	29
John F. Lopez	Marine Fireman	Jersey City, N.J.	10- 8-56	28
Joseph Moclinikar	Laborer	Cleveland, Ohio	10-15-56	34
Jay G. Moore	Carman	Brockway, Pa.	10-13-56	27
Joseph Nowicki	Coach Cleaner	Jersey City, N.J.	8-31-56	43
Guisepppe Parise	Trucker	Meadville, Pa.	10-10-56	36
Joseph Pazdyk	Car Inspector	Meadville, Pa.	10-4-56	50
Floyd L. Perkins	Engineer	Salamanca, N. Y.	10-31-56	45
Giovanni Pigliacelli	Shop Hostler	Kent, Ohio	10-16-56	34
Ralph Riccardi	Janitor	Jersey City, N. J.	10-12-56	45
Daniel Seabird	Road Hostler	Marion, Ohio	9-21-56	39
Roy D. Sellers	Yard Brakeman	Buffalo, N. Y.	10-12-56	29
John G. Smith	Carpenter	Meadville, Pa.	10-23-56	46
George W. Stein	Road Conductor	Cleveland, Ohio	11-30-56	47
William S. Storms	Genl. Supt. Comm. & Sig.	Jersey City, N.J.	11-30-56	49
William H. Sutherland	Train Dispatcher	Youngstown, Ohio	9-22-56	38
Ralph D. Tinker	Road Conductor	Atlantic, Pa.	10-13-56	40
Edson H. Vernon	Signal Maintainer	Jersey City, N.J.	10-13-56	28
Arcangelo Vescio	Coach Cleaner	Youngstown, Ohio	10-10-56	34
Frank J. Wagner	Yard Brakeman			
Leon A. Witwer	Engine Clerk			

and E. C. Miller on the sick list. Brothers L. I. Conklin and J. H. Duane have met with accidents. We extend sincere wishes to all for speedy recovery.

Our sympathy is extended to the family of J. E. Bailey, yardman,

Croxtton, in its recent bereavement.

Election of officers for 1957 will be this month. All are invited to attend and participate in the nomination and selection of the officers who will govern our chapter for the ensuing year.

LATEST PROMOTIONS

Name	Location	Promotion	Dale Started With Erie
G. M. Byers	Meadville, Pa.	Div. Storekeeper	11-28-16
C. R. Potter	Kent, Ohio	Storekeeper	3-15-28
J. F. O'Connor	Jersey City, N.J.	Insp. of Operation	7-23-40

Barefoot Boy's Dreams Remembered

Some 60 years ago a barefoot boy of 15 or so with a floppy straw hat and a fishing pole used to spend happy, carefree vacations at Callicoon, N. Y., in Erie vacationland territory, and one of his daily thrills during those vacations was Erie's No. 8 as it sped through town headed toward New York.

Today this boy is 75 years old, but his impression of



No. 8 is as vivid as it was around 1890, because that's the way he recalls it. However, he tells about it much better than we could in a letter which he wrote to the Erie recently. It is too good a letter to use in our "Letters" column, so we dressed it up a little and made a feature story out of it.

The boy, now grown up, of course, was F. Sommer Schmidt, now living in Los Angeles. Here is Mr. Schmidt's letter:

"... on my summer vaca-

tions in Callicoon from the years 1889 to 1899, this was a most wonderful country for a boy. Train No. 8 was the last word in speed at that time. It did not stop at Callicoon but flew through the town, and it was part of the day's ritual to watch this magnificent train whiz by. No. 8 was the symbol of speed and luxury.

"Whenever we kids got up speed on a bike, coasting down hill, we would yell to the whole world 'Here comes No. 8.' All through life No. 8 meant something to be conjured with. As the years went by in the nineties, No. 8 ceased to be the number of a train and came to represent a standard. It certainly was the best in speed that we kids knew anything about, and it certainly looked like the best in luxury which we, incidentally, did not know anything about.

"As a kid I would watch No. 8 and build air castles about the day when I could afford to ride in a train like that--in which you could actually eat meals in a car which they called a diner even then. It made New York or Jersey City in a little over four hours. My family traveled on a train that took five hours. Sometimes the success we make in life is due to the ambitions instilled in us by the desire to take our part in the enjoyment of such

luxury as No. 8 represented to me in those barefoot years. I have no doubt that there is a 'No. 8' in the life of every man who has insisted on being a success regardless...

"I certainly owe a lot to your No. 8, and I heartily thank you for not having eliminated that number through all these years for there are kids today to whom No. 8 will be an inspiration,



to make them fight that much harder, just as it did me, to land somewhere later in life when they can take the luxury of No. 8 in stride...

"I can now afford to write like this since I am 75 years old and can look back over so many changes; but there is one thing that never changes and that is the love of a boy for a railroad, and a river, and I thank my parents for making it possible for me to enjoy both during the best summers of the best years of my life, when the foundation for later things was being laid..."

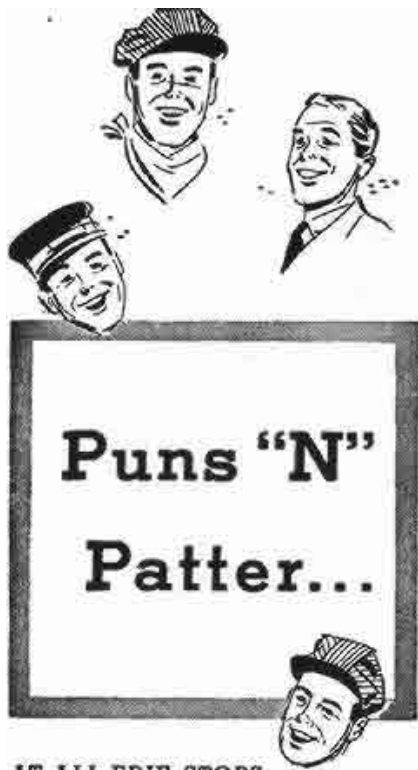
Quiz Answers

1. An interstate shipment.
2. "T" rail.
3. C&E.
4. One. Railroad B.
5. Only one train is allowed in a positive block; more than one train is allowed in a permissive block.

Aggregate net income of Class 1 railroads in the first seven months of 1956 was 9.3 per cent less than it was in the corresponding period of 1955.



These Erie employees and their families attended the communion breakfast for Erie employees at St. Nicholas Church, Passaic, N. J., on Oct. 21. It is expected the breakfast will become an annual affair.



AT ALL ERIE STOPS

MARION DIVISION

14TH STREET, CHICAGO

By Chris Hardt

Robert Lee, Yard Clerk, 51st St. yard office now is training at Fort Leonard Wood, Mo., with the Army.

Robert Gould, general clerk, enjoyed a late but wonderful fall vacation in St. Louis. Being an enthusiast and artist on the Hammond organ, he devoted most of his time visiting the cathedrals and studying their organ music. Bob was with the St. Peter's Church choir of Chicago for 10 years, and we hope to attend his next concert of organ music.

James Novotny II, named after his maternal grandfather, is the second grandson of John Novotny, chief of our tracing desk. His older brother, John III, is almost one year old now. Both grandsons were born at an Army base near Denver, Col., where John II, the father, is in army training. Rose Novotny is planning a trip to Denver to visit her two grandsons.

We regret to report the death of the father of George Blaul, our former rate clerk, and the mother of John Hall check clerk. Our sympathy to the families.

F. T. Lindquist, graduate of a florist's school of design, was reception chairman at the convention of the Allied Florists' Association on Oct. 27 and 28 at the Chicago Amphitheater.

CHICAGO GENERAL OFFICE

By Denise Vaikutis

Belated birthday congratulations are extended to Marge Ellis, Grace and Toni Battaglino, Myron Keel, Dick Taylor, Alice Sikorsky, Warner Hol-

combe, C. C. Mitchell and W. N. Stenfelt.

Toni Battaglino and Carl Griffith, Jr. will walk down the middle aisle on Feb. 9, 1957.

Bob Voltz and Barbara Jucius got hitched on Oct. 20 and honeymooned in Florida.

Congratulations are in order for Don Reynolds who celebrated his tenth wedding anniversary recently.

Sick bay bulletin from Donna Henning, who reports she is feeling much better.

Scholastic Ronnie Dykman spends evenings getting better informed in business courses. This also explains why he is always seen with suitcases.

Roger Hilpp is the proud grandfather of a little girl . . . Belated congratulations to Don O'Connor and his better half on the arrival of their ninth baby, John Terrance. Don is a great believer of "They're cheaper by the dozen." . . . Rol Roe and his magnetic missus, Ethel, are awaiting the long legged bird.

Sad farewells were exchanged by the crew and Gladys Owens who left our employ. . . Harold Klinker breezed through the Windy City and stopped by for a chat.

Phil Bateman, for his years of hard studying, has acquired the title of practitioner at the I.C.C.

Our good wishes go with Al Anderson, who left us and is working with another line.

Bob Kolalis collects medals for his hard work instead of money.

George Vizard has been nicknamed "Cyrano De Bergerac" for his writing ability in prose and poetry, no doubt.

Barney Watkins was seen flying low on County Road. He plans to switch to bobsledding during the winter months.

Scorpians and Sagittarians celebrating birthdays are Bob Randall, Edna Anderson, Roger Hilpp, Ed Larsen, Bill O'Dea and Art Hofer.

I relinquished my maiden name Nov. 3.

HAMMOND CONSOLIDATED

By Grace Connoles

Patrolman Roy Davis and his wife and children visited friends at Torrington, Wyo., during vacation. They made the trip by car.

Conductor John Morgin and son sent greetings from Poteau, Okla., where John has some acreage. He combined business with pleasure when making a tour of inspection recently.

Vacationists from our office made interesting trips this fall. Helen Liesenfelt, report clerk, with her husband toured the east coast. On their return trip they stopped in Ohio to visit friends and relatives. William Ebert, relief yardmaster, also headed east and visited his brother J. R. Ebert, supt. of Jersey City. Arthur Jarvis, assistant chief yard clerk, and wife traveled in the South, stopping at New Orleans and other places in Louisiana and Florida. Ronald Ward, relief clerk, and wife enjoyed a southern trip, Punta Gorda, Fla., being the main attraction due to the Wards having a homesite there.

It was with great pleasure that we welcomed Reginald Plopper, yard clerk, back to the fold at Hammond. Reggie spent two years in Uncle Sam's

service and now is well able to combat with our winter winds and snows which, he says, do not compare with the 35-foot snow "drifts" and the 60 degrees below zero temperatures experienced in Alaska.

Hearty congratulations to Emma Keen, relief clerk, and husband, on the arrival of Kevin Dean, Oct. 12 (9 lb., 6 oz.). Kevin has four brothers and two sisters.

R. Dixon, signal department, left us Oct. 29 and took the signal maintainer position at Laketon, Ind., his home town.

The new and permanent address of L. L. Worland, retired chief yard clerk, is 118 North Lake Drive, Clearwater, Fla. The Worlands purchased the home at that address and have extended a cordial invitation to one and all to visit with them any time we happen to be down that way.

TRANSPORTATION

By C. R. Swank

Erie employees have formed a volleyball team and play in league competition each Monday, at National Grand Armory in Huntington. So far they have been unable to boast about their scores, so they complain about their sore muscles.

Harry Teems, 3d trick dispatcher, and George Teems, agent at Markle, and their wives traveled to northern Michigan to visit relatives. The Harry Teems also made a trip to several



Let practical railroad men move you up!

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

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

INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 30624A, SCRANTON 9, PENNA.

Explain fully about your course marked X:

<input type="checkbox"/> Railroad Administration	<input type="checkbox"/> Air Brake	<input type="checkbox"/> Machinist and Toolmaker
<input type="checkbox"/> Accounts	<input type="checkbox"/> Bridge & Building Foreman	<input type="checkbox"/> Mechanical Engineering
<input type="checkbox"/> Boilermaking	<input type="checkbox"/> Car Inspector and Air Brake	<input type="checkbox"/> Radio
<input type="checkbox"/> Commercial	<input type="checkbox"/> Diesel Loco.	<input type="checkbox"/> R. R. Apprentice Training
<input type="checkbox"/> Diesel Electrician	<input type="checkbox"/> Diesel Machinist	<input type="checkbox"/> R. R. Car Repairer
<input type="checkbox"/> Diesel Engineer & Fireman	<input type="checkbox"/> Drafting	<input type="checkbox"/> R. R. Engineering
<input type="checkbox"/> Electrical Engineering	<input type="checkbox"/> Locomotive Engineer	<input type="checkbox"/> R. R. Rate Clerk
		<input type="checkbox"/> Roadmaster
		<input type="checkbox"/> Section Foreman
		<input type="checkbox"/> Steam-Diesel Loco. Eng.
		<input type="checkbox"/> Traffic Management
		<input type="checkbox"/> Welding--Gas & Electric

Name _____ Age _____

Name Address _____

Occupation _____

Erie employees will receive a Special Discount



MAKE TRACKS

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



PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES,
PREAKNESS, RINGWOOD, BOROUGH of TOTOWA,
WANAQUE BOROUGH and WEST MILFORD
New Jersey
Member Federal Deposit Insurance Corporation

southern states.

G. W. Brodbeck, assistant chief dispatcher, and his wife and son vacationed in the Ozarks and stopped with relatives in Kansas on the return trip.

Supt. F. E. Navin and family spent an enjoyable vacation visiting friends and relatives in the vicinity of Youngstown.

Congratulations to Mr. and Mrs. Marion Sprowl who are the parents of an eight-pound boy born Oct. 23. Mrs. Sprowl is the junior clerk in the superintendent's office.

MAINTENANCE OF WAY

By Maralene Trainer

Former Track Supervisor A. N. Burgett of Huntington recently called at the office to greet friends. Also, former Carpenter Foreman H. L. Mauger of Huntington was a visitor and reports that he is feeling well.

Our deep sympathy is expressed to W. H. Leatherman, track supervisor, Lima, and his family on the recent death of his wife while they were on vacation in Phoenix City, Ala.

T&M Clerk O. D. Young improved sufficiently to report back to work for two weeks but again was taken to the Huntington County Hospital with a heart ailment.

Congratulations to Plumber L. W. Jenks and wife on the arrival of a son, Philip.

We were very sorry to learn of the death of F. W. Holland of Youngstown who several years ago was general foreman at Hammond.

E. B. Wygant, first transitman of the corps, is enjoying two weeks vacation. Transitman E. O. Bell has completed his vacation, but we haven't heard what he did—other than sleep.

Our congratulations to Communication Supervisor H. A. Kelly and wife of Huntington on gaining another son when their daughter, Patricia Ann became the bride of Paul N. Bickel.

FREIGHT CLAIM

CLEVELAND, OHIO

Dorothy Haschak was unanimously selected to take care of our Christmas

Police Retirement



A veteran of active combat in five major battles in World War II and a prisoner of war at one time, Patrolman Grantley J. Cooke, Susquehanna, Pa., has retired after 13 years and six months of service with the Erie. He started as a guard at our Starrucca Viaduct (near Susquehanna) in October 1942 during World War H when sabotage at Starrucca could have crippled the Erie. He then went into military service and fought in North Africa, Sicily, Salerno, Anzio (where he was captured and held prisoner) and southern France. For a few months before entering service Mr. Cooke was a sergeant-of-police at Buffalo, and after returning from service was a patrolman at Susquehanna and Hornell and Port Jervis, N. Y. He was honored at a testimonial luncheon recently by friends and fellow-employees.

decorations again... Patience Guthrie has a secret formula for potato soup that is out of this world. . . . A few of the boys are putting on pounds by free-loading on Betty Voerg's home-made chili.

Rose Kadar has been toying with the idea of a week-end excursion to Cambridge Springs early next year. . . . On our roster are the names of two new employees, Lois Mary Stettin and Katherine Haydn. Welcome aboard. . . . Joe Bruscano, pride of Hoboken, is thinking of opening up a sightseeing agency now that the Erie has opened a terminal there... Art Manasia and Ray Gillick report everything is in order since taking up new residences.

MAHONING DIVISION

M. OF W., YOUNGSTOWN

By Catherine Holzbach

We extend sympathy to the family

Erie Railroad Magazine

KRANE KAR
Mobile Swing-Boom Crane
for
STORES CAR SHOPS LOCOMOTIVE SHOPS
SILENT HOIST & CRANE CO.
BROOKLYN 20. N. Y.



RAILROAD
ACCESSORIES
CORPORATION
SIGNAL AND TRACK DEVICES
Chrysler Building
NEW YORK 17, N. Y.

'Mr. Mystery'



Although he had known Erie employees at Meadville, Pa., for years, recently when he arrived in town behind this camouflage nobody recognized this ex-Erieman. This is Harold C. Craig, retired from the valuation department, Meadville. While on a vacation in Maine, Mr. Craig says he could not find electricity for his electric shaver and came back from the wilds wearing the beard.

of F. W. Holland, retired crossing supervisor, who died suddenly Oct. 30 at his home in Youngstown.

Assistant Chief Clerk G. J. Kahl and wife enjoyed a week's vacation in Ithaca, N. Y., visiting with their daughter and with relatives in Pennsylvania.

Congratulations to John F. Carney, equipment operator, on the announcement of his engagement and coming marriage (Feb. 16).

Chief Clerk W. H. VanLenten and wife spent their vacation in Washington, D. C., and visiting with their son in military service.

The fifth floor team of the Erie Golf League finished the season in the Runner-Up place.

T. W. Switalla, chief of the engineering corps, and his wife vacationed with relatives in New Jersey and Pennsylvania.

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets and wife have reported the arrival of a new red-headed granddaughter whose name is Karen Louise.

Patrolman Andrew Herrick and family insist they will bring back the bacon from their hunting trip in Pennsylvania.

Patrolman Robert E. Hamilton again has been seen looking at new automobiles. We think the 1957 models are going to get him.

Patrolman John M. Buda's hunting dog was struck by an automobile and killed.

Christmas tip from Hamilton:

Find out what's new in watches when you shop for family gifts

New exclusive Five-Feature watches have 22 jewels, lifetime Dynavar mainspring; are shock-resistant, anti-magnetic, fully adjusted. Men's models, too!

HEATHER. With cord, \$59.50.
With bracelet, \$65.

New Time Zone watches tell you the time anywhere in the U. S. at a glance. Self-winding and women's models also available.

CROSS COUNTRY II. With strap, \$85.
With expansion band, \$89.50.

New self-winding watches are shock-resistant, anti-magnetic.

K-405. With strap, \$95.
With expansion band, \$100.

New water-proof* watches with handsome cases, sweep second hands, luminous dials.

STORMKING IV. With strap, \$79.50.
With expansion band, \$89.50.

*Pat. Pending

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

Your Hamilton jeweler or time inspector will be glad to show you these and many others. See them, and *know* what's new before you buy. Hamilton Watch Company, Lancaster, Pennsylvania.

HAMILTON 
THE WATCH OF RAILROAD ACCURACY

CAR ACCOUNTANT

By Ella Carpenter

The long awaited event took place at Fairview Hospital on Oct. 28. Margaret and Charles Boesch proudly announced the arrival of Charlie, Jr., who weighed in at eight pounds.

Mr. and Mrs. Roy Sturr visited



"Jim likes Big Favorite work clothes for their comfort and long wear. As a railroad man, he's rough on work clothes. But as a woman, I know that the washing machine gives them a rougher beating than anything else. Big Favorite launders beautifully, and that's why I like them, too."



Matched Shirt and Pants
Overalls • Caps • Dungarees
Denim • Jackets • Gloves

ALL BIG FAVORITE GARMENTS
BEAR THESE TWO IMPORTANT SEALS



THE FAVORITE GARMENT CO.
LYNCHBURG, VA., JACKSON, MISS.

Heavyweight Trailer Rides Erie



This heavy-duty low bed trailer was shipped by the Amrocta Co. from Cedar Rapids, Iowa, to Jersey City via the Erie for export. The trailer was being shipped to Puerto Rico.

their daughter and family in Los Angeles and had a wonderful time getting acquainted with their grandson.

It is good news that Harold Post recuperated sufficiently from his bad fall to be able to fly, with Mrs. Post, to Phoenix to spend a few weeks with their son, George, and family.

Dora and Bob Alves had their plans changed, but very much enjoyed a trip to White Sulphur Springs, a drive on the Ohio Turnpike to Massillon and several golf outings.

While vacationing at home, Jean Brady entertained friends with a spaghetti dinner and trimmings. All survived and were on the job next day.

Carol Kilbane went to New York to meet friends arriving on the Britannic from Ireland. They had a wonderful week-end in the big city before coming to Cleveland.

John Sarli says he divided his vacation time between golf, swimming, etc., which sounds like a lot of fun.

It was a pleasant surprise to meet former co-workers, Peggy and George Ackerman and their son, Tommy, who were in Cleveland for the barber-shoppers' contest recently.

On the invalid list are Frances

Wanzer who underwent surgery at Cleveland Clinic and Lu Featherston who is taking a rest prescribed by her doctor. We hope both will be back with us soon, feeling better than ever.

By the time you read this, Mary Ann Sabo will be minus her tonsils. She plans to leave them at Fairview Park Hospital.

We hate to stand in their way, but we wish these nice people wouldn't go off and leave us. Helen Martonicz went to the auditor of disbursements and Mike Davidson is going to learn to be a printer. Good luck in your new endeavors!

A warm welcome to Kathleen Branch, newest key punch operator.

TRAFFIC

VICE-PRESIDENT, COAL,
FREIGHT & PASSENGER

By Marilyn Becket & Therese Dilske

The welcome hand was extended to Laura Lee Brooker, new steno-clerk in passenger traffic. Laura succeeded Kathryn Haydu who now is a steno in freight claim... Now known as the "Hayseeds," Terry Dilske and Dolores Lindsen rounded up some of the 13th floor employees in the Midland Building and went on a hayride Nov. 17 at the Clague stables. . . Carol Offutt has been seen cutting out a layette for the expected one. We wish her and Bill lots of luck. . . Not old enough to vote couldn't be said of Bill Vorbach on that all important date of Nov. 6. Bill celebrated his birthday that day and we wish him many more happy ones... John G. Summa can claim another dependent this year with the addition of Craig Jeffrey to the family. John also has a little girl, Laura, and from what we hear, Craig and Laura have taken a great liking to each other. . . The coal department has a new employee hunting through its files. She's Duayne Childs.

STORES

MEADVILLE SCRAP & RECLAM.

By George Smith

Happy birthday to R. L. Dobbins and Joseph Severo.

A lot of the boys here had the rab-

Erie Railroad Magazine

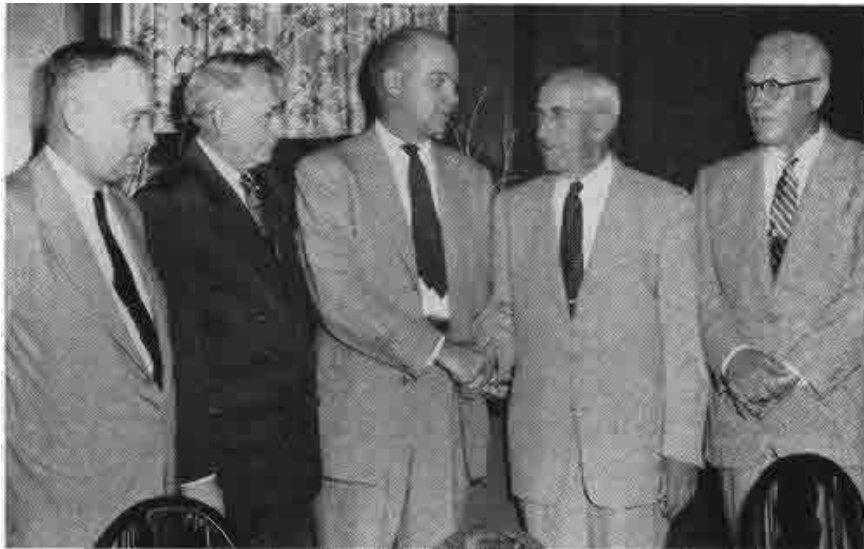
OPPORTUNITY KNOCKS TWICE

... for the man who knows the railroader; for the man who soon must retire from his regular job; for the man looking for a permanent and remunerative future in his home territory with an aggressive, sales minded team. This is a full or part time opportunity to build up life-time annuities for later years. This attached coupon will bring you all the facts. Send it in.

Railroad Division- Continental Casualty Company
310 South Michigan Avenue, Chicago, Illinois

THE COMPANY OF THE RAILROADER for 50 YEARS

2 Hornell Eriemen Retire



A retirement dinner was the occasion for this picture at Hornell, N. Y. The dinner was in honor of George Kneale, machinist, and George W. Dewey, air brake foreman both of whom retired during the past nine months. From the left are C. K. James superintendent of motive power; Mr. Kneale; Carl E. Maahs, master mechanic; Mr. Dewey, and Earl Branning, general master mechanic.

bits on the run, but few were caught. Lawrence Osten, helper, visited his daughter, Sherry Leigh Mix, and family in Olean, N. Y.

Margaret Greathouse recently presented her husband, Wilbur, with a baby boy. Wilbur is on military leave and his station is Fort Knox, Ky. He is the son of our leading dismantler, Forrest Greathouse.

Our bowling team is entrenched in first place by a comfortable margin, having lost only four points so far this season. The team consists of Ed Zelasco, captain; Ralph Farzalo, Thomas Carr, Veriln Greathouse, Richard Maust and Ralph Foster. They hold the high triple game score. Flash! Tom Carr rolled a 234 high score Nov. 4.

The committee is hard at work preparing for our annual Christmas party, to be held at the Eagles Auditorium the night of Dec. 11.

The correspondent wishes all a happy holiday season.

ACCOUNTING

OFFICE OF COMPTROLLER

By Ed Herdmann

Bill Hawley celebrated his golden anniversary with the Erie on Oct. 29. Besides being feted with a dinner at the Hotel Cleveland, Bill received numerous congratulatory cards, letters and gifts from present and former associates.

Bill Gornik will hereafter be known as the poet-laureate of the comptroller's office as a result of the fine metrical composition he delivered at the Bill Hawley dinner.

Dorothy Symes, stenographer, celebrated her promotion by purchasing a brand new Ford.

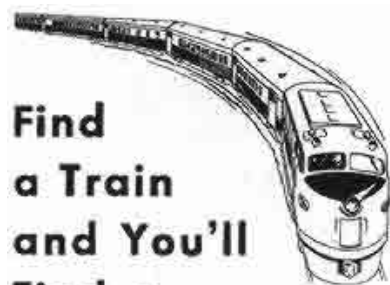
Joan Vinesky, former stenographer, called to tell all about her baby girl. She and Larry named her Pamela Kay.

AUDITOR OF REVENUES

By Jimmy Murphy

Pearl Etterman is sporting bangs again. When Peggy Fink told her the part was slightly off center she spent the rest of the day leaning to her right. There is no denying it, Pearl's a perfectionist... Assistant Auditor of Revenues T. P. Hennessy is relaxing after the ordeal of escorting the bride, his lovely daughter Joan, to the altar. It was a beautiful wedding and the office force turned out en masse to witness the ceremony in St. Clement's Church. A reception was at the Clifton Post Hall after which the newlyweds left for Fort Lauderdale, Fla. We wish Joan and her groom, Ken Pesta, much happiness together... Another branch was added to the family tree of Jack Graham when baby Michael arrived to join his three brothers and one sister...

The powers governing the selection of jurors called upon the Erie again to supply keen intellect for the settlement of judicial business. This time, it was Joe Bridge. We are sure that he carefully analyzed the evidence and rendered his opinion without fear or favor... Last month we sang "Happy Birthday" to Judy Oldenburg who added another year to her collection on Nov. 6. . . The men's bowling league is already in mid-season form after an auspicious start. The Interline team is in first place sparked by Jim Petonic's fine roiling... Gloria Ranft, captain of the Sapps in the young ladies' bowling league, says that things haven't been going so good lately but she had her teammates resolve that they would keep all scores in the three-number bracket... Our sincere sympathy to John Desmond whose brother died recently. Catherine Armentrout enjoyed a wonderful trip to Colorado where she visited her sister... Dean Marsden was



Find
a Train
and You'll
Find a

SIMMONS CHAIN



With railroad personnel, Simmons Quality Gold Filled Watch Chains are strong favorites. And for good reasons.

Since 1873, Simmons has specialized in making the right type of watch chains that railroad men need ... strong, durable chains..., chains that are both beautiful and practical.

See the latest popular styles at your favorite jewelry store.



THE FLEISHEL LUMBER COMPANY

SAINT LOUIS,
MISSOURI

Grade "A" Crushed Stone,
properly prepared and
screened clean for all pur-
poses.

Quarry at Huntington, Ind.,
on the Erie Railroad

Ask Us For Prices

THE ERIE STONE COMPANY
TOLEDO 4, OHIO



Pittston Clinchfield Coal Sales Corp.

Subsidiary of The Pittston Company

17 BATTERY PLACE
NEW YORK 4, N. Y.

TELEPHONE
Whitehall 4-4200

COLOR TV SET WINNER



The glowing young lady on the right is Mrs. Lucille Knapp, secretary to Assistant General Passenger Agent George Krom, Rockefeller Center, New York City, and she is beaming because she had just won a 21-inch color television set in a raffle. The raffle was at a benefit party for the Greenwich Village Fresh Air Fund sponsored by New York State Senator MacNeil Mitchell. Mrs. Knapp is the wife of Paul Knapp, Jr., foreign tariff clerk, New York, and the daughter-in-law of Paul Knapp, Sr., master carpenter, Jersey City. She bought the winning ticket from her boss. In the picture, from the left, are Fred Hoffman, Erie general attorney, New York; Irene Ashley, Greenwich Village; Arnold Eckdahl, honorary mayor of Greenwich Village; Isabel Bryan, a director of the Fresh Air Fund Association; Senator Mitchell and Mrs. Knapp.

also a western vacationer. He recently returned from a visit to Boulder, Colo., where his daughter is enrolled at the University of Colorado. During the recent football season it wasn't necessary to look at the Sunday paper to see how Notre Dame made out on the previous day. Just a look at the expression on Bill Mauerer's face and you'd know. We might add that Bill, our top-notch interline clerk, was gloomy most of the season.

vertible.

Isn't it something when the third string bowlers go in and raise the team's position from 11th to 8th place in just one night? Well, it happened on the men's team in this office!

Mary Jacubic and Dorothy Buday made their annual pilgrimage to the big city. Their itinerary, which never varies, was seeing stage plays and eating.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Richard Schleder, Ruth Hunt, Olga Nazar, Dorothy Marks and Bill Siriana attend dancing classes at the Canisteo Central School... Delores Lindeman is the new den mother of the transportation department...

Lillian Karl and Carolyn Benson visited in New York. . . Jean Leland, who has left the office to be a full-time housekeeper, was given a farewell party by the fair sex at the country club... Jack Starr is well back into the swing of things. . . Ruth Hunt has a new pair of glasses. . . Leo Hitchcock visited along the Niagara Frontier. . . Harold Dunton has taken on a little weight... Walt Whitman and Lynn Lamb were on their annual excursion to Rochester. . . Ed Kunicky has left us to go to Elmira where he is running a gasoline station... Dick Schieder broke up the four blind mice when he bumped Fritz Petersen. . . Dorothy Marks made a bus trip to New York... Fred Cortese attended the world series Stan and Carolyn Walter va-

AUDITOR OF DISBURSEMENTS

By Don Keister & Dorothy Buday

The Ribs and Roast Room at the Hotel Cleveland was the setting for a farewell dinner for Ginny Farson who left us to become a full-time home-maker.

Best wishes department: To Pat and Pete Dedula, who have moved into their home.

Thanksgiving travelers included Lottie Scholz, home to Allendale, N. J., Kathryn Guiton, home to Jersey City, and Dorothy Hanley to Buffalo for a visit with her sister and family.

Our welcome mat is out again for Mary Svec, comptometer operator, and Helen Martonicz, keypunch operator.

Fred and Martha Talbot decided to give their new car a good test by driving to Rochester, N. Y., and on to Canisteo to visit Fred's mother.

So that we might be able to mention new car owners in our column, Don Bundy and Al Okeson obligingly took titles to brand new Chevies. Don's is a two-tone Bel Air hardtop and Al's is a two-tone Bel Air con-

cationed in Youngstown and Huntington... Bob Young, Bill Cregan and Tom Terry bagged birds on the first day of the hunting season. . . Understand Bob Pebbles is going to take the money he won on the series to hire a secretary to keep track of his calorie charts... Harvey Schneegas was in charge of the stretcher bearers at the Bethesda Hospital evacuation demonstration during fire prevention week. . . Ella Dennison visited in Kirklim, Ohio. . . Mary Recktenwald chaperoned a camping trip of the Camp Fire Girls... Milt Shinebarger traded his car for a station wagon. . . Tom Piacenti hit 265 for the highest single in the Erie league. . . Margaret Wood was laid up in St. James Hospital after slipping on wet leaves and breaking a bone in her right arm and also chipping a bone in her foot. . . Pearle Koskie captured a turtle while out driving and gave it to her grandson, Greg. . . Yours truly and wife, Helen, visited friends in New York... All teams in the Erie Bowling League are decked out in new gold shirts with the Erie diamond on the back in blue... Jane Moore had an unusual experience while traveling to Cleveland to visit the Ed Draneys, and she even came back a different way and by a different method than she went out... Walter Coston, president of the local credit union, attended a meeting for credit unions in Binghamton. . . Bruce Dungan, Abber Burdette and Bob Young have turned Robin Hood and were out deer hunting with bow and arrow. . . Harry Drury retired on Oct. 31 at the age of 65 after 42 years with the Erie. He was given a party at the Moose Club by fellow workers. . . Leo Harkins acted as toastmaster and presented Harry with a purse. C.H. Artman presented a certificate of retirement which was a gift of the Erie Railroad for faithful and conscientious service.

ALLEGANY-MEADVILLE

SALAMANCA, N. Y.

General Foreman-Wreckmstr.

Speedy recovery and return to work is wished for Frank Nolan, gang foreman. Frank has been sick since July 23 and underwent surgery at Buffalo in September.

Selva Jean Rice, daughter of Jack Rice, car repairer, and Tom Huckabone, carman apprentice, were married Oct. 5 in a candlelight service at the Peoples Methodist Church. The bride is the granddaughter of Ernie Abers, chief caller at the yard office.

We hear occasionally from Jim Miess, retired division car foreman, who is enjoying pleasant weather and surroundings in Miami.

Lodge 672, Brotherhood of Railway Clerks, held its annual banquet at the Holy Cross Athletic Club for members and guests, who came from Wells-ville, Olean, Salamanca, Brockway and Bradford. An interesting lecture illustrated with color slides was given by Mr. and Mrs. Bernard Pruner of their motor trip in Mexico. The dinner committee consisted of Chester Dolecki, Stan Ambuski, Leonard Johnson, Sam Minneci, John Thornton and Charles Parker.

Spending most of their vacation time hunting squirrels and hoping for the daily limit were George Goodford,

Henry Fisher and Francis Lenda.

The annual carmen's banquet was Oct. 20 for members and wives. Larry Quigley was dinner chairman and speakers were Paul Janowicz, Adam Ambuske and Andy Emborsky. Music for dancing was by Andy Laieski and his orchestra. Guests were John Laieski and Edward Rogers, retired carmen.

A wish for many years of leisure to Jay G. Moore, car repairer at Brockway, on his retirement Oct. 15.

SALAMANCA, N. Y.

By S. Minneci

Speedy recovery is wished for George E. Swartwood, division car foreman, who is confined at the Hahnemann Hospital in Scranton, Pa., and for Conductor William Ray who is in the Salamanca Hospital.

Deep sympathy is extended to the family of Ronald Mosher, trainman, who passed away on Oct. 28.

Congratulations to Conductor Lester F. Rettberg on his election as president of the Elkdale Country Club.

A long and happy retirement (Nov. 1) is wished for Passenger Brakeman O. H. Beck.

Ticket Clerk Chester Dolecki made a vacation tour to Mexico. A bull fight was on his itinerary.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

Marjorie Bunnell, daughter of Mr. and Mrs. E. F. Bunnell, a social studies teacher at Passaic High School, was a delegate to the Industrial Council, a national forum of educators and industrialists, at Rensselaer Polytechnic Institute, Troy, N. Y.

Ed Bunnell and Frank Sportelly attended the opening game of the world series at Ebbetts Field, Brooklyn.

Wedding anniversary congratulations to Mr. and Mrs. Daniel Crowley who were married 42 years Oct. 12

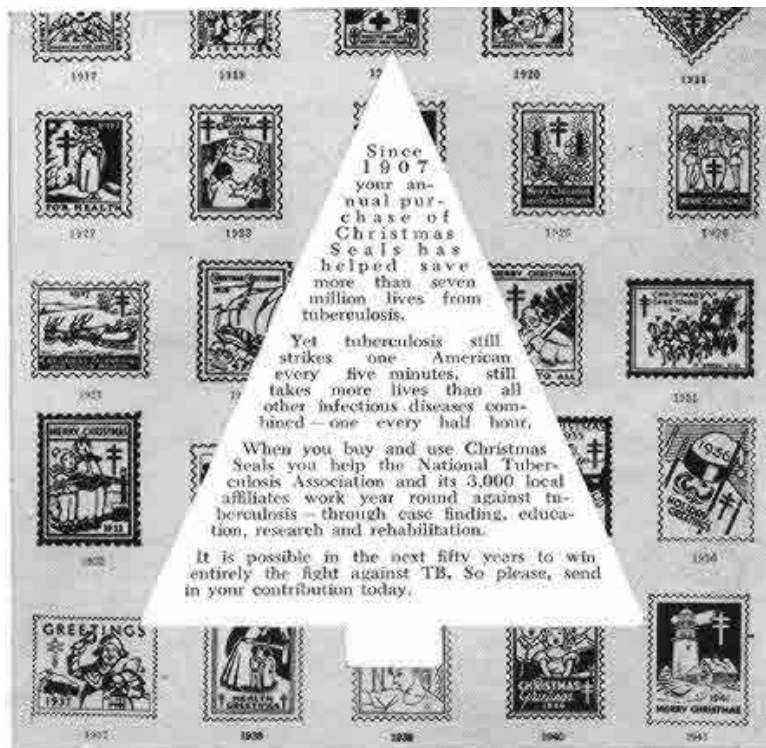
Best wishes to Ralph Riccardo on his retirement. . . Mr. and Mrs. Harry Close took in the Ice Capades at Madison Square Garden.

Visitors: Gus Brennan and John Schieswohl. . . Vacations: Mr. and Mrs. Harry Coleman motored to Buffalo via the New York Thruway. They stopped at the trainmaster's office to say hello to J. W. Conway and E. Shipton, formerly of Jersey City office. They also drove out to visit Mrs. Conway at the Conway home in Williamsville, N. Y. They stopped at Niagara Falls, Hornell, Bath, Waterloo, Syracuse and Scotia. George Amerer took local trips. Tom Rooney



Guardians Of Your Health

... for fifty years!



50TH
Annual Christmas Seal Sale

stayed at home.

Speedy recovery to Al Saunders from YA, formerly with the dispatcher's office here. He is at the Valley View Hospital in Paterson.

Following a day's automobile trip to Newport, R. I., Dick Young returned to New England for a Central Vermont Railway excursion pulled by one of the last steam locomotives in the East. He reported that several hundred people turned out to ride behind the old iron horse and to enjoy the autumn foliage in Connecticut and Massachusetts.

Good luck to Susan Wester, transferred to Duane Street as comptometer

50 Years Of Service Completed



Right after stepping off his engine after completing his run on Train No. 2, "The Erie Limited," Engineer John L. Conklin (center) receives a gold pass at Susquehanna, Pa., from Road Foreman of Engines Charles Roosa (right). Looking on is M. J. Murphy, general yardmaster at Susquehanna. In the locomotive cab is Engineer William Gerlach.

NEED MONEY?

**For Quick
Action
phone**

GRegory 3-5600



Passaic Office: 657 Main Avenue
Clifton Office: Cor. Main & Union Avenues
Allwood Office: Cor. Market Street & Lyall Rd.
Athenia Office: Cor. Van Houten & Lisbon St.

AUTO BANK PLAZA: Broadway & Gregory Ave.,
Passaic, N. J.

MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

operator; to Alice Clancy, from the general manager's office, as steno-ediphone operator; to Harry Close as employment clerk in place of Joe Stanley, now employment coordinator clerk, both temporary, and to Milton C. Berytram, mail and baggage, as junior clerk.

Birthday congratulations (October) to J. D. McFadden, Antoinette Geerinck, Emma Csirip, Dan Crowley and

Mary A. D. Meyer.

Best wishes to Carol Nemeth, former steno-clerk here, on her engagement.

PASSAIC, N. J.

Harry Flanagan enjoyed mountain fishing in upper New Jersey.

Brakeman Kinney again is making short trips to Bayonne. We are waiting the date for his final step.

"High Pockets George" of the Garfield crew was married recently and honeymooned at Niagara Falls.

Marion Kaiser has returned from another week's vacation at Atlantic City.

Marcus V. Montagano expects to vacation with relatives in Rhode Island.

Bill Dobson was very lonesome while his fiancée was in California for a month. Since her return he is a new man.

Winnie Wagner still makes loans to soldiers. . . Mario Verricho is contemplating an early trip to the altar and is looking over the furniture sales . . . Al Guillermain is celebrating his 25th wedding anniversary this month 9

Congratulations to Louis Spazziri of our Paterson rate revision bureau whose son has become an eye specialist.

WEEHAWKEN LOCAL

By Violet Schmitt

We were sorry to lose Vincent Fallon, junior clerk-messenger, to the New York Terminal Station Accounting Bureau, and we welcomed back John J. Lanigan in his place.

Mr. and Mrs. A. E. Viaud (collector-clerk) welcomed a fourth son Oct. 22. Kenneth arrived as a timely anniversary present, their 14th wedding anniversary being a few days previously.

The owner of that dazzling new two-tone Ford is R. Colville, relief clerk. It was a third wedding anniversary

Erie Railroad Magazine

THE ERIE DOCK COMPANY

CLEVELAND, OHIO

IRON ORE UNLOADING DOCKS

Unloading Capacity 2,400 Tons per Hour from Vessel.

Storage Capacity at Randall, O., of 1,000,000 Tons.

THE KIMBALL SAFETY PRODUCTS CO.

9310 WADE PARK AVENUE

CLEVELAND 6,

OHIO

50 MORE WILL MAKE IT 100



When William W. Hawley, bookkeeper in the comptroller's office, Cleveland, on Oct. 29 completed 50 years of service with the Erie, these fellow employees gathered at a luncheon to help him celebrate. From the left, standing, are Harry W. Coykendall, Michael J. Foil, Bryon C. Webster, Ruth Neville, Dorothy M. Symes, William J. Gornik, Marge Kitzerow, Mr. Hawley, Helen M. Eyerman, Edward J. Herdmann, Milford M. Adams and Gene G. Horvath; seated, Wilma Kanovsky, Henry G. Heureuther, John I. Michel, George W. Oakley, Frank A. MacEwen and Carl G. Lehmann. A native of Paterson, N. J., Mr. Hawley received his early education there and attended Phillips Business College.

present.

Harold O'Connell, checker, and John Bizuklewicz, dock laborer, are back at work looking well. Both were hospitalized.

Otto Herzog, general yardmaster, and Arthur Maloney, dock laborer, retired Nov. 1. We wish them health and enjoyment.

Bertlan Horvath, son of Louis Horvath, checker, entered the Navy recently and is stationed at Brooklyn Navy Yard.

Timothy Dugan, son of Foreman John Dugan, and Mary Ann Lando of Jersey City were married Nov. 10.

Vacations: Harold Gaherin, chief clerk, took a few days' rest, then visited relatives in Buffalo and returned in time to welcome his daughter, Babara, back from Florida. J. Sheridan, general clerk, made a trip to Chicago and Berwyn, Ill., and J. Lupo, checker, spent a good part of his leisure at Weehawken Docks just being sociable. Helen Minogue, timekeeper, went to Bermuda via airline.

We are sorry to report that our bowling team is not breaking any records.

LIGHTERAGE

NEW YORK, N. Y.

By Regina F. Frey

The following clerks now are in this office, Clarence Gannon, Lou Gurdine and Jerry Clauson, and our Bill Gannon has moved to the general manager's office.

We are wishing speedy recovery for Dot Shea who is suffering from buritis.

Jack Dillon, retired Harlem station agent, visited us recently. He looks very well and seems to be enjoying his retirement.

Congratulations to those celebrating December birthdays, Lillian Skupin

December, 1956

and Helen Hefferan.

Edna Andrews spent her vacation touring in Virginia.

Congratulations to Bill Gannon on the birth of a daughter Oct. 15.

MARINE

By Jesse E. Baker

John J. Murray, deckhand, and Mary Sabelli were married Oct. 6 in St. Francis Xavier Church in New York City and spent their honeymoon

in the Poconos.

Rocco Delia, ferryboat fireman, retired Oct. 16. Rocco came to the Erie in 1924.

Capt. (Ret.) William Schultz dropped in to say hello. Bill is well and sends regards to all.

A. Benvenuto writes from Fort Pierce, Fla., and asks to be remembered to all. Cards were received from Capt. George Moser, St. Petersburg, Fla.; Capt. John Hermansen, Oslo, Norway; Jim Hagen, barge captain, Quebec, Canada; Mabel Douglass, retired from Chambers St. ferryhouse, Silver Springs, Fla., and A. Kakutynski, tug engineer, Miami, Fla.

Mary Ellen Simmons, granddaughter of Capt. Harry Flood, barge inspector, has entered the Mother of Mercy Novitiate at Dallas, Pa. Mary Ellen's father was a deckhand on the tug Shohola.

A safety note: "To avoid that run down feeling, cross the street carefully."

The correspondent has been asked often, "How big is Ellis Island?" It is 27½ acres in size. In 1812 the Army built Fort Gibson on Ellis Island.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

Jack Hazzard served as toastmaster at the communion breakfast for Erie employes at St. Nicholas Church, Passaic, Oct. 21.

With the return of cold weather, Mrs. A. T. Dobler has started to plan another Florida vacation.

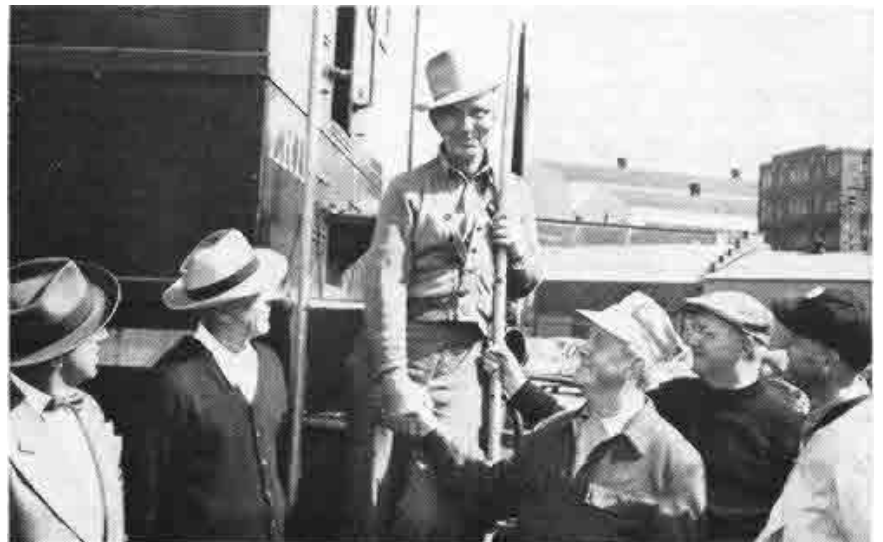
BUFFALO DIVISION

AROUND BUFFALO

By Ruth Nise Munger

Pat Pelowski is the new rate clerk

Ferrona Yard Conductor Retires



With the Erie since March 29, 1923, Harry Long, yard conductor at Ferrona Yard, Sharon, Pa., retired on Sept. 27. He was honored by fellow employes at a dinner and received gifts. From the left are T. M. Gibbons, general yardmaster; F. B. Hoffman, yard brakeman; Mr. Long; J. P. Moran, engineer; T. A. Brosie, yard brakeman, and G. F. Groscost, fireman.

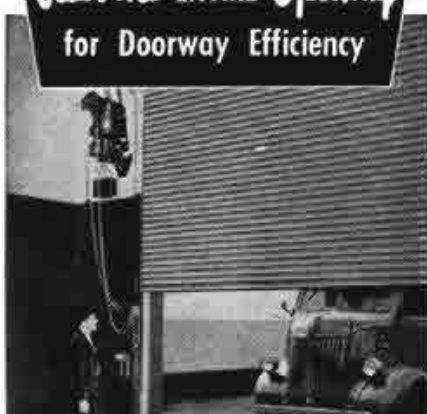
**FLORIDA MODEL TOWN
AND RETIREMENT HAVEN** 

You pay NO Premium to buy, build, live in this 3,700-acre rolling, wooded highland Paradise on major highways convenient to everywhere, everything. Large, beautiful homesites plus modern-day planning unequalled at Popular Prices. Homesites \$795 up. Homes \$6970 up. Liberal terms available.

**Ridge Manor Community
Box M-5
Dade City, Florida**
Mail Me Complete FREE Information

Name
Street
City State

**Clear the ENTIRE Opening
for Doorway Efficiency**



Kinnear Rolling Doors coil up and out of the way, clearing the entire opening, from jamb to jamb and floor to lintel! The rugged interlocking steel-slat curtain glides into instantaneous action with either manual or push-button control. Write now for all details.

The KINNEAR Manufacturing Company
1820-40 Fields Ave., Columbus 16, Ohio
1742 Yosemite Ave., San Francisco 24, Calif.
Offices and Agents in Principal Cities

Saving Ways in Doorways
KINNEAR
ROLLING DOORS

SLAG RAILROAD BALLAST

Sand & Gravel

THE BUFFALO SLAG CO., INC.

866 Ellicott Square Bldg. Buffalo, N. Y.

at Tonawanda station.

Our sympathy is extended to the Merkel family on the death Oct. 29 of the retired freight conductor, H. A. Merkel.

Best of luck to L. E. Isham, road foreman of engines, on his transfer to Kent, Ohio. We welcome his successor, Charles W. Rossa.

Congratulations to F. K. Corlett and wife on the arrival of their fourth grandchild.

BUFFALO MACHINE SHOP

By Frank Halbleib

L. E. Isham, road foreman of engines, has been transferred to the Kent Division. We wish him well in his new field. Best wishes also to C. W. Rossa, his successor.

BUFFALO TERMINAL

By F. J. Rombkowski, Jr.

We welcome F. J. Hogan, Thomas Gaskin and Bernard Martin to East Buffalo as messengers... Sympathy to Ed Szodga, chief clerk at QX, on the sudden death of his brother on Oct. 15, and to F. K. Corlett, assistant general freight agent, whose brother died Oct. 14 in Minneapolis... Good wishes to Charles W. Rossa as new road foreman of engines at Buffalo, and to Lester Isham who was transferred to Kent, Ohio. Good wishes also to Carl Phillips, new wreckmaster at Buffalo, succeeding Claude Swartwood, transferred to Susquehanna as wreckmaster. We welcome C. H. Schueler as division car foreman at Buffalo. He succeeds G. E. Adams who retired Oct. 1... It seems that October was telephone operator vacation month with Gert Grake vacationing in New York and lucky enough to see a world series game; Elva Dolson painting and fixing up around her home, and Chief Telephone Operator Clara Gohn spending a quiet vacation at home... Ken-ny Hicks, typist in freight received, was the lucky one in the series pool at the office and had to sit down when he heard the news... Birthday congratulations to Gerald Pokrandt, relief clerk, on his 29th birthday Oct. 14... Joe Karg, chief rate clerk, and John Orłowski, rate clerk, are the office's annual deer hunters... Former Clerk George Feltz paid the gang a visit on Oct. 25... The division wishes the magazine staff, the management and all who work for the Erie system a Merry Christmas and a Happy New Year.

SUSQUEHANNA DIVISION

HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the family of Charles Hann, retired back shop machinist, who passed away Oct. 24.

Loads of luck to Louie Oakes who is going into the motel business.

Herb Benson again is building bird-houses for sale.

Glen Flansburg and Dutch Lindeman, while hunting recently, ran into a grove of hickory nut trees and collected several bushels of nuts which they passed out to the shop gang.

Jimmie Watt has harvested his pears. Anyone interested may have some for the picking.

Helen Schwarz's shopping-by-mail in Gimbel's basement really paid off and did wonders for her.

Hugh and Yolanda Weidman are getting settled in their new suburban home.

Jerry Parker got a new Pontiac. ... Homer Clemens moved in from his summer home on Loon Lake road.

Ralph Hammond continues to take on added responsibilities. Loads of luck to him as the new Baptist Sunday School superintendent. ... Jack Mahoney has new civil defense medical classes starting at St. James Mercy Hospital.

Carl Maahs is chief cook and bottle washer at his home since his missus went back to school. Maxine is attending Alfred University, studying for a B. A. degree, while Carl is stuck with K. P.

Mary Branning caused a lot of congestion on Seneca St. one evening. The state trooper was nice to drive her new Buick. Was her face red?

BINGHAMTON, N. Y.

By H. J. Matthaei

Best wishes from all of us to John J. Sellitto, trackman, Great Bend, and his bride on their marriage Oct. 27.

A retirement party was held recently at the Thru Way Motel for Martin McMahon, receiving clerk, Endicott, and Roy Manning, mail handler, Binghamton. Guest speaker was W. S. Mathes, general secretary-treasurer of the Erie System Board of Adjustment. A purse of \$45 was presented to each.

After several months' separation, John Mango, operator-ticket clerk, was reunited with his wife Nov. 16 when the Saturnia arrived from Italy.

G. D. Stoddart, track supervisor, went on vacation Nov. 19 with the hope of getting a four-legged deer around Hancock.

When reporting vacations of other foremen, I overlooked the fact that Paul Fiacco visited with old friends and neighbors in Italy during the summer.

Lieut. of Police Thomas Collins was hospitalized for a week due to a bad cold.

The correspondent had the pleasure of meeting M. of W. coworkers at Hornell when he had occasion to make a trip there recently.

In these days of low-cut gowns, tight-fitting waists and sheer stockings, it takes will power for a man to look a woman in the eye.



A message from a distinguished soldier: **GENERAL JAMES A. VAN FLEET**

Why our National Security Depends on Strong Railroads

"The railroads of the United States are a great basic military asset. They are as much a part of the military strength of the nation as our Army, Navy, Air Force, and Marines, because none of these great armed services could long operate without the logistical support which railroads provide."

So says General James A. Van Fleet, U. S. Army (Ret.), former Commander of the 8th Army in Korea.

"Therefore," he points out, "we have now and always will have vital need for strong, vigorous, progressive railroads, with reserves of traffic capacity

and trained manpower upon which the Armed Forces can draw for their own combat and strategic requirements. *To maintain such a rail plant in readiness, it must be used in peacetime.*"

That's one vital reason why it is important to you -- and to the nation -- that our public policies should give to railroads equal treatment and opportunity with other forms of transportation. Then each form can do for you the things which it does best, and America's modern railroads will be able to serve you with increasing efficiency and economy.

**ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.**

NETWORK NEWSCASTERS YOU NEVER HEAR



Dispatcher, engineer, conductor, an agent in a wayside station--they all broadcast news from their various positions everyday. But, though the news they report is important to you, you won't pick it up on your home radio.

They broadcast only on an "Erie network", talking to each other to report conditions, or to relay other information that insures that trains and shipments arrive on time. This complete Erie communication system makes it possible for us to serve you better.

The 18,000 men and women of the Erie are working together--employing modern railroading techniques and equipment, such as radio-telephone-to bring better service and help contribute to the growth and prosperity of each Erie community.

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE

