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.
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.

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 employees and our other readers. The staff is grateful to The May Co., Cleveland, for letting us borrow their Santa, Alfred Morton, for the photo.

Vol. 52, No. 10
December 1956

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

December, 1956

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

Distributed free of charge to Erie Railroad employees. To others, $1.50 a year. Single copies. 15 cents. Material and photographs should be sent to the editorial and business offices. 1304 Midland Building, Cleveland 15, Ohio.
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 positions 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 president for operations, with headquarters in Cleveland, was Thomas J. Sanok who has been assistant general manager, Eastern District. 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 there 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. 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. 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. In 1942 he was named yardmaster 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. 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. 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.

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

In 1952 he was promoted to engineer and then became transportation research assistant in Cleveland in 1952. He has been inspector of operations, Youngstown, since 1955.

Traffic Department

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.

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.

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 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.

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.

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

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, 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.

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.

"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."
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

Looking Ahead

... problems, plans thoroughly discussed at President Von Willer’s first staff meeting of 70 top officials.
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 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, M. G. McInnes, executive vice president; P. W. Johnston, chief executive officer and chairman of the board; H. W. Von Wilier, president.
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.; 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 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 changeover 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-
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 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
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 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, 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.
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.

December, 1956

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)
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 cooperated 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.
SONG continued

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,
'Scause 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 captured some of the friendliness, romance and adventure that has been associated down through the years with the sounds and life of railroaders. 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 before joining the Army for six years. He was at Pearl Harbor at the time of the sneak bombing attack on Dec. 7, 1941. He was wounded there but later served in the Southwest Pacific. After separation from service he went to work in our freight house in Elmira.

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.

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 bonds, 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 Erie men. 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.
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. Hagle. 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 11. 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.

By R. P. Reebel

We failed to make the magazine for several months and as a consequence have not reported two great losses who 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., third floor, K. of C. Bldg., South Hazel St., Youngstown.

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笛 them of some prospect you may have?

Brothers Frank J. Reichtard and Joseph Gurth and their wives enjoyed vacations in Florida. . . . Our (Please turn to Page 23)
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.
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 two, 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 had money, you used it to help others get ahead. He made enough so that he could afford to lend me the money to go through college. He made me pay it back two, 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.

Uncle Will died last year, but I remember him as a wonderful man. He made 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 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.

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The Erie is preparing to broaden its piggyback 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.
Once Again, It's --
Merry Christmas!
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.

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.


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.


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 Simon’s-Boardman Publishing Corporation libraries. Free. Apply, Miss Martha Moore, Public Relations Department, St. Louis-San Francisco Railway, St. Louis 1, Missouri.

FORTHCOMING:


BOOKLETS:

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.
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 Railroad 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.
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 in the erection of the machinery involved.

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

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 Harkinsson, 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.
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 an appeal to railroad men and women and postal workers, as well as the Post Office Department, are beginning to feel the operation of shoppers, railroad men and women, and postal workers.

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 its principal allies, the railroads, are joining with the Post Office Department, and its principal allies, the railroads, are beginning to feel the operation of shoppers, railroad men and women, and postal workers.

The 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.

So astronomical are the statistics pertaining to Christmas mail that one can comprehend its volume only through the combined cooperation of shoppers, railroad men and women, and postal workers. Each and every railroad family is serving the slogan--Shop and Mail Earlier--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.

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Table: LATEST PROMOTIONS

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Promotion</th>
<th>Date Started</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. R. Potter</td>
<td>Kent, Ohio</td>
<td>Storekeeper</td>
<td>3-15-28</td>
</tr>
<tr>
<td>J. F. O’Connor</td>
<td>Jersey City, N.J.</td>
<td>Insp. of Operation</td>
<td>7-23-20</td>
</tr>
</tbody>
</table>
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 I 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 employes and their families attended the communion breakfast for Erie employes at St. Nicholas Church, Passaic, N. J., on Oct. 21. It is expected the breakfast will become an annual affair.
Hall check clerk. Our sympathy to December, extended to Marge Ellis, Grace and 27 and 28 at the Chicago Amphi-

yard office now is training at Fort Taylor, Alice Sikorsky, Warner Hol-

voted most of his time visiting the yard office now is training at Fort Taylor, Alice Sikorsky, Warner Hol-

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 Hen-

服务和现在是好使能去体-

兵和主人, 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. 12 and took the signal maint-

iner position at Lakevin, Ind., his home town.

The new and permanent address of L. C. Worland, retired chief yard

clerk, is 118 South Lake Drive, Clear-

water, 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 volley-

ball team and play in league com-

petition each Monday, at National

Grand Armory in Huntington. So far

they have been usually one above

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

HAMMOND CONSOLIDATED

By Grace Connole

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

intersting trips this fall. Helen Lie-

senfelt, report clerk, with her hus-

band toured the east coast. On their

return trip they stopped in Ohio to

visit friends and relatives. William

Ebert, relief yardmaster, also headed

east, 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 hav-

ing 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

December, 1956
PATERSON, BLOOMINGDALE, CLIFTON, MT. VIEW, POMPTON LAKES, PREAKNESS, RINGWOOD, BOROUGH of TOTOWA, WANAKUE 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. I. 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 Plumbers 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 Communications Supervisor H. A. Kelly and wife of Huntington 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 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 Voeg’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 employes, Lois Mary Stettin and Katherine Haydn. We welcome aboard. . . . Joe Bruscino, 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.

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 II 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-employes.

MAHONING DIVISION
M. OF W., YOUNGSTOWN
By Catherine Holzbach

We extend sympathy to the family

Erie Railroad Magazine
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 Dynamax mainspring; are shock-resistant, anti-magnetic, fully adjusted. Men’s models, too!

Heather. With cord, $39.56. With bracelet, $54.

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 III. With strap, $95. With expansion band, 189.50.

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


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

Stormking IV. With strap, $79.50. With expansion band, $89.50.

*Provided arctic seal is sealed 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.

December, 1956
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.”

THE Big Favorite
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.

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

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.

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.

... 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 employes 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.

TRAFFIC

VICE-PRESIDENT, COAL, FREIGHT & PASSENGER
By Marilyn Becket & Therese Dilske

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-
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, Verlin 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.

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 rolling... 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...
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 Mauer-er’s face and you’d know. We might add that Bill, our top-notch interline clerk, was gloomy most of the season.

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 Kuhnicky 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-
Youngstown and Hunting-...  Bob Young, Bill Cregan and Tom Ter-

tered in Youngstown and Hunting-
ton... Bob Young, Bill Cregan and

Tom Piacenti bagged birds on the first
day of the hunting season. Un-
derstand Bob Pebbles is going to take
the money he won on the series to

prevention week. ... Ella Dennison

bearers at the Bethesda Hospital
gas was in charge of the stretcher

for the highest single in the Erie

league.. .

on wet leaves and breaking a bone in

up in St. James Hospital after slipping
on drip 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

mates on Oct. 31 at the age of 65 after 42
years with the Erie. He was given
a gift of the Erie Railroad for faithful

service.

Shinebarger traded his car for a sta-
tion wagon. ... Bob Young have turned Robin Hood

ers and guests, who came from Wells-
ville, Olean, Salamanca, Brockway and
Bradford. An interesting lecture illus-
trated with color slides was given by Mr.
and Mrs. Bernard Pruner of their
motor trip in Mexico. The dinner
committee consisted of Chester Do-
lecki, Stan Ambuske, Leonard John-
son, 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 Laiseki and
his orchestra. Guests were John
Laiseki and Edward Rogers, retired
carmen.

A wish for many years of leisure to
Jay G. Moore, car repairer at Brock-
way, 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 Les-
ter 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.

... Yours truly and wife, Helen,
... 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 fore-
man. Frank has been sick since
July 23 and underwent surgery at Buf-
fallo.... 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.

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

Spending most of their vacation time
hunting squirrels and hoping for the
daily limit were George Goodford,
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 operator; to Alice Clancy, from the general manager's office, as steno-edi-phone operator; to Harry Close as employment clerk in place of Joe Stanley, now employment coordinator clerk, both temporary, and to Milton C. Bery-tram, 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-klark 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 fiancee 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. 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.
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. Herdman, Milford M. Adams and Gene G. Horvath; seated, Wilma Kanovsky, Henry G. Heurfather, 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 Muloney, 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, Barbara, 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 Guridine and Jerry Clausen, and our Bill Gannon has moved to the general manager's office.

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

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, 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. 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 employees 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 at Ferrona Yard conductor at Ferrona Yard, Sharon, Pa., retired on Sept. 27. He was honored by fellow employees 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. Grescott, fireman.

Ferrona Yard Conductor Retires
The KINNEAR Manufacturing Company

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 Philliams, new wreckmaster at Buffalo, succeeding Claude Swartwood, transferred to Susquehanna as wreckmaster. We welcome C. H. Schueller 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 Grahke 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... Kenney 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 Orlowski, 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; he is going into the motel business. Herb Benson again is building birdhouses for sale.

Glen Flansburg and Dutch Linderman, 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 clearance. He is getting 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 Alford 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. Sellitti, 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, division ticket 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 him.

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.
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**

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**Erie Railroad**

*Serving the Heart of Industrial America*