



**HISTORY
ON THE
ERIE**

OUR 51ST YEAR OF PUBLICATION

FEBRUARY 1956

The President's Page

A

S A RAILROAD EMPLOYEE you naturally have occasion to talk about railroads with your friends and neighbors. They probably ask you questions about the railroads' position on certain matters of public interest. It may have been your experience, as it has been mine, that one subject on which there is considerable confusion and misunderstanding is what they refer to as "the fight between the railroads and the trucks."

The impression seems to be that the railroads are against everything that moves goods over the streets and highways. Such an attitude on the part of the railroads would be short-sighted and certainly unrealistic. Furthermore it would be foolhardy to take such a position as it would be contrary to the public interest. Our economy needs all forms of transportation to provide the highest standards of service for our industrial well-being. It is the privilege of the shipper to choose the carrier that can best satisfy his requirements as to price and service.

There are about 10 million trucks of all kinds in service today ranging from the light delivery trucks that bring milk to your home to the big over-the-road trucks. Most of these 10 million trucks perform a service that is out of the field of the railroads, in fact less than 10 per cent—a very small segment of the trucking industry—compete directly with the railroads. These are the long-distance heavyweight trucks.

The railroads' position is that as a basic American principle, the rules under which the various carriers compete for business should be fair and equal and that the commercial users of publicly financed facilities should pay a full and proper share of the cost of providing and maintaining such facilities instead of passing on the burden to the private motorists and other taxpayers.

This is a principle for which the railroads or railroad employees need make no apology; in fact, it should be vigorously advocated.

P. W. Johnston



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

RAIL ENDS

Tourists eager to peer into one of the world's most active volcanoes can soon ascend Mt. Etna, Europe's highest volcano, by funicular railway. Work is nearing completion on a cable line from the highest point reachable by road, the 6000-foot level, up to 650 feet below the top crater. The mountain is more than 10,000 feet high.

Molten steel is being shipped by rail from a steel plant at Hussigny, France, to a rolling mill four miles away, as a means of cutting down production costs. Special tank cars lined with insulating material carry the metal, which stays molten during the trip and is unloaded by tipping the cars.

There are at least six international railway tunnels in the world—that is, tunnels which cross international boundaries underground. These are: Simplon Tunnel No. 1 and Simplon Tunnel No. 2, connecting Switzerland and Italy; Mt. Cenis Tunnel, connecting France and Italy; Mt. D'Or Tunnel, connecting France and Switzerland; South Asomport Tunnel, connecting France and Spain; and the Detroit-Windsor Tunnel, connecting Detroit, Mich., and Windsor, Ont.

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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.

THE COVER - Our cover this month is timely because the acknowledged father of our country and its first president, George Washington, was born on Feb. 22 and early in his career led a historical mission into a region of colonial America which today is in the heart of the Erie area. For a more detailed account of this expedition, please turn to Page 7.



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

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Have you been in touch with an anthracite coal man lately? If not, you're in for a pleasant surprise—especially if you have a heating problem. Working quietly during the post-war years, the hard coal people have come up with some exciting ideas for heating homes and buildings.

Modern automatic anthracite coal burning and ash disposal equipment has been developed and forecasts a dynamic new future for the industry which has for over two centuries produced "packaged sunshine."

This is good news for the Erie and its employees, because our railroad serves the richest anthracite region in the world and the only one in the United States. This is located in eastern Pennsylvania in the Scranton area.

At one time the Erie hauled thousands of cars of anthracite annually out of Scranton toward destinations in almost every community in the United States. In recent years, however, the flow has decreased. More recently, though, there has been an up-trend, and the outlook is more promising because of the foresight and initiative of the industry.

The new automatic equipment for heating, year-around air conditioning and for ash disposal has

greatly increased the convenience and economy with which hard coal can be used in existing homes as well as in new homes of modern design. In addition to complete units, inexpensive converters are

being marketed to modify hand-fired furnaces to semi-automatic use.

The complete units eliminate the need to shovel coal, tend the furnace or carry out ashes. Today's streamlined installations can be adapted to warm air or steam and hot water systems. However, even in the less complete units, ash disposal is not as much of a problem as in previous years.

No Ash Problem

In homes where complete units are installed, the home owners never see or touch coal or ashes. No coal or ashes ever reach the basement.

In these units the coal is fed through a small sealed pipe from underground storage bins located outside the house. The ashes are carried out through another pipe which operates like a vacuum cleaner and pulls ashes outside the house into a sealed container or in some instances right into a vacuum ash disposal truck. Thermostats to regulate the heat can be installed in any room in the house.

The equipment also has a new look. The heating cabinets are neat, attractive and of modern design. They are available in colors to blend with the furniture and decor of basement living rooms or

7 Ways To Modernize With Anthracite Heat

1. Semi-automatic heat with an inexpensive thermostat for hand-fired anthracite furnaces.
2. Automatic heat with an anthracite conversion stoker in your present hand-fired furnace.
3. Install complete integral automatic boiler or warm air furnace unit.
4. Combine a standard cooling plant with automatic anthracite equipment for year-around air conditioning.
5. Install vacuum ash removal system that siphons ashes up and out of your basement (for hand-fired or automatic burners).
6. Install an indirect water heater so that one anthracite heated boiler works for both heat and hot water.
7. Streamline your furnace with attractive new jackets to glamorize your basement.

recreation rooms.

Presently, of course, anthracite is the favorite fuel in homes in the Northeastern States and Canada. However, it is gaining in popularity again in other areas where it was a primary fuel before the advent of natural gas and oil.

Several factors affect the selection of a fuel and heating equipment for the home, and anthracite excels in many of these. The factors are comfort, convenience, economy, safety, dependability, reserve storage on premises, adequate fuel reserves, life of the equipment and adaptability to new modern homes.

Hard coal provides comfort and steady temperatures at all times, avoiding heat peaks and valleys, because anthracite heat never is entirely shut off in contrast to "on and off" heat types.

The new equipment has proved itself as an investment according to research and field tests. The initial cost is higher than equipment for some fuels and approximately the same as others. However, since this equipment burns the smaller, inexpensive sizes of anthracite, it can begin to show a saving over other fuel costs immediately, recouping the extra cost of installation and stacking



This picture shows how an automatic anthracite heating unit (far corner at right) blends inconspicuously into a basement used as a recreation room.

up savings for years to come. The equipment also has a reputation for lasting throughout the life of the home.

Cost of the different fuels varies in different areas, but in the anthracite region one survey showed that the rice and No. 1 buckwheat coal used in automatic equipment costs less than the equivalent amount of other auto-

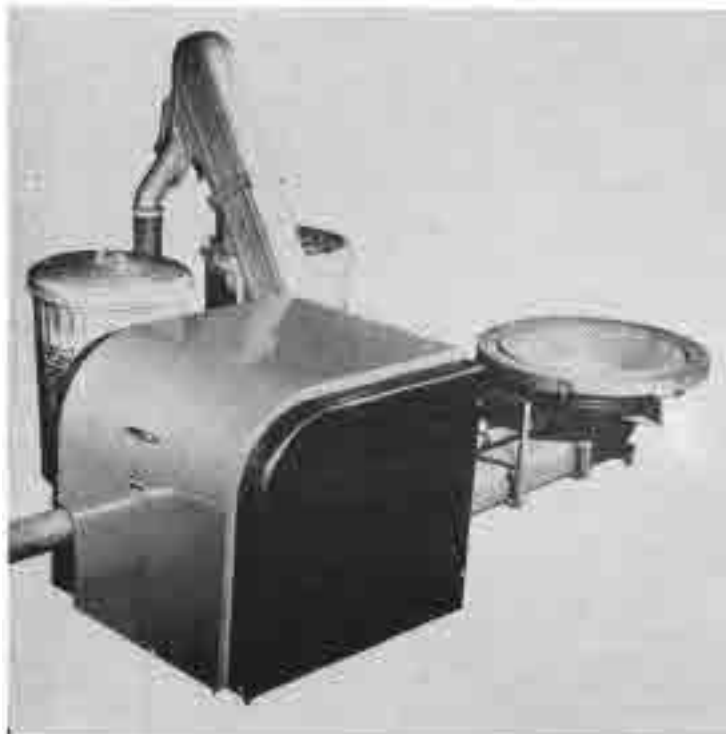
matic fuels.

Anthracite Safe, Clean

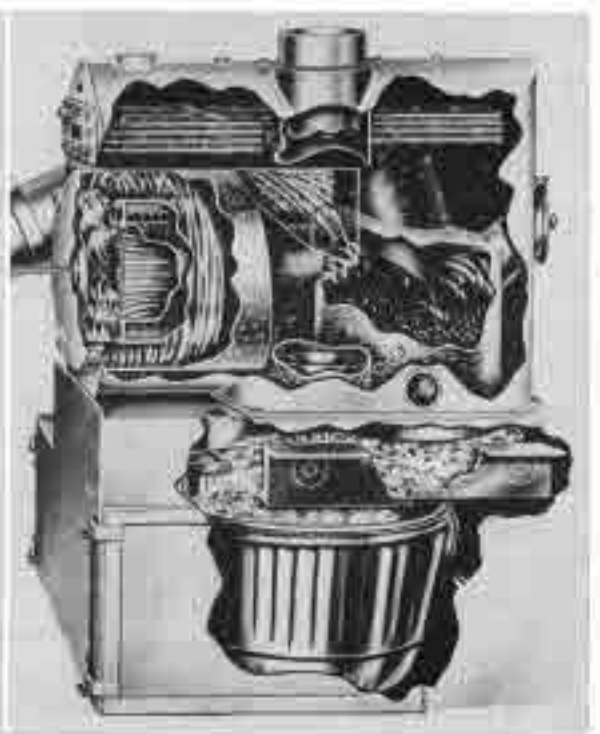
Anthracite also is a safe fuel. It cannot leak or explode and can be stored in unlimited quantities since it is not subject to spontaneous combustion.

Since the coal is almost pure carbon it cannot smoke or create soot, assuring a clean home.

Various factors insure a steady



At the left is a picture of one type of automatic anthracite conversion stoker which can be used to convert a hand-



fired furnace. At the right is a cut-away sketch of a present-day automatic hard coal boiler-burner unit.

supply of the coal and in all weather, Railroads, the most dependable form of transportation, deliver the coal to your community. Contrary to some impressions, work stoppages have not affected the industry since 1926. The user can store up a full season's requirements and not worry about low pressure during peak cold periods. Also, he can save money by taking advantage of seasonal discounts. Worries about possible conversion due to emergencies in the restricted fuel industries are eliminated. Our underground hard coal reserves total an estimated 150 years' sup-



Above, a vacuum ash removal truck draws ashes from a furnace in a home which has a completely integrated automatic anthracite heating installation. With such a unit the coal is fed automatically, and the ashes are removed automatically. At right is a picture of an outside ash disposal unit for some automatic furnaces.



Safe and Convenient —Saves Money too!



Ply.

Hard coal heating equipment can be adapted to radiant panel, baseboard, forced warm air, split systems and year-round air conditioning as well as other modern heating systems. The new equipment is the basis of the optimistic outlook for anthracite. It may again regain its once lofty posi-

tion as a fuel.

A generation or so ago, anthracite encountered some lean years, lagging behind competing fuels which captured the public's fancy. Yet, during emergencies, such as World War II and the Korean War, many home owners relied on dependable anthracite because of shortages of the newer fuels.

Now there seems to be a definite

upsurge in the popularity of hard coal. Anthracite officials are especially enthusiastic, because sales of their equipment in the first seven months of 1955 were encouragingly greater than for the same period in 1954.

It seems, therefore, that hard coal men are justified for making plans for their product as a "fuel of the future."

Unfair Laws Overlooked

Back last April, President Eisenhower's cabinet-level committee on transportation, headed by Commerce Secretary Sinclair Weeks, recommended that the United States would be a lot better off in this field with less bureaucratic regulation and more free competition. It urged specifically that the Interstate Commerce Commission be shorn of a considerable part of the vast regulatory powers which have accumulated since that body was created in 1887.

This report was generally favorable to the railroads. It pointed out that monopoly conditions no longer prevailed; that fair play and the develop-

ment of the most efficient and economic transportation system dictated that each part-railroads, trucks and barges — should be allowed to operate on an equally competitive basis. The committee proposed, for instance, that the I.C.C. merely fix maximum and minimum rates and let the rival carriers contest for the public's business according to respective abilities. The idea was that everybody would benefit in this comparatively free market.

The I.C.C., as might be expected, is less than happy. Having pondered for eight months, it has now sent a statement of opposition to the House and

Senate Commerce Committees. The I.C.C. agrees that competition "should be given adequate play," but the regulators fear that any substantial relaxation of existing restraints would establish a "law of the jungle." In short, the commissioners think everything is pretty much all right and that no real changes are needed.

It is understandable that the I.C.C. is averse to reform; any government agency, being human, feels it has a vested interest in self-perpetuation. What is not so easy to understand is why a supposedly impartial body apparently fails to
(Please turn to Page 34)

Washington Visited Erie Area

Our cover this month features French Creek which parallels the Erie into Meadville, Pa., and George Washington whose 224th birthday is celebrated this month, because he created history in this area.

As a young man of 21 in **1753**, Major Washington led a 12-man expedition, including four Indian guides into the Meadville area over land which is now covered by Erie rails and facilities.

He was commissioned by Gov. Dinwiddie of Virginia to carry a letter to the French commander at Fort LeBoeuf (now Waterford,

Pa.), according to the book, "In French Creek Valley" by John E. Reynolds, who incidentally was the son of William Reynolds, an early president of the Atlantic & Great Western Railroad which later became part of the Erie.

In the letter Gov. Dinwiddie complained about the intrusion of French forces into the Ohio country, erecting forts and making settlements in the western parts of the colony of Virginia. The governor also inquired "by whose authority and instructions the French commander-general had marched this force from Canada and made this invasion."

Washington delivered this letter and in reply Chevalier de St. Pierre, the French commandant, said he had forwarded the letter to his superiors, but he did not "think himself obliged to obey" Dinwiddie's summons to leave the territory.

Thus, in the French Creek Valley, through which our railroad runs beside French Creek, the stage was set for the historic French and Indian Wars, the first of a series of events which resulted in American independence.

Maj. Washington arrived at Fort Venango (now Franklin, Pa., another Erie Railroad community) on his way from Virginia to Fort LeBoeuf on Dec 4, **1753**. The next part of his expedition through the valley to the French fort and return was the most perilous part of his journey.

At Fort Venango he met the first of many frustrations which the French imposed in an attempt to prevent him from completing his trip. He remained at the fort three days, leaving on Dec. 7 to continue his trip with the uninvited company of a Capt. LaForce and three French soldiers.

Washington reported in his diary: "We passed over much good land since we left Venango and through several extensive and very rich meadows, one of which, I believe, was nearly four miles in length and considerably wide in some places." This is believed to be the present site of Meadville and the Erie's shops and freight yards. Our new system car repair shop will be constructed here on the banks of French Creek.

Washington's companion, Christopher Gist, reported in his diary

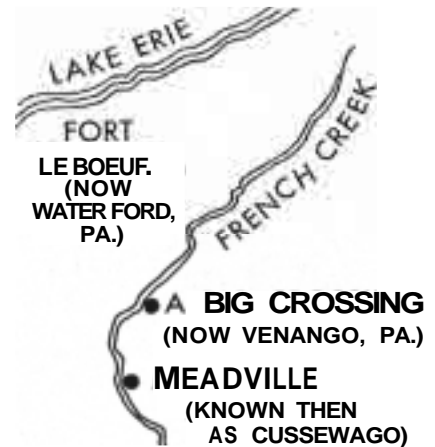
as follows: "All encamped at Sugar Creek, five miles from (north of) Venango. The creek being very high we were obliged to carry all our baggage over on trees and swim **our** horses.

Rugged Journey

"Saturday, 8th—We set out and travel **25** miles to Cussewago, an old Indian town (now Meadville).

"Sunday, 9th—We set out, left one of our horses here that could travel no further. This day we traveled to the big crossing, about **15** miles, and encamped." The big crossing apparently was used by

(Please turn to Page 23)



FORT VENANGO



This boulder at Meadville, Pa., marks a point on an Indian trail over which George Washington and his party traveled on a mission which is described in the accompanying article.



Mr. and Mrs. Ralph DiPietro and their daughter-in-law, Jean, pose on the front porch of their home for a photo for the ERIE MAGAZINE.

On a sunny, clear day as Ralph DiPietro drives home along the busy road atop the Palisades which tower over the Hudson River, he sometimes pauses to look at one of the most breath-taking scenes in the world—the concrete spires of New York City rising out of the ocean across the broad, shimmering river.

If Ralph, our carpenter foreman at Jersey City, is in a reflective mood at the time, his thoughts must be rather pleasant — something like this, perhaps . . .

. . . scarcely two blocks away from this famous view, he owns a sturdy new home at Cliffside Park, N. J., which, being a carpenter, he built with his family . . .

. . . the family consists of two husky sons, Louis, a college graduate now in military service, and Raymond who entered college last fall; Ralph's wife, Ida; Louis' pretty dark-haired wife, Jean, and the latest addition, Janet, infant daughter of Louis and Jean, born last fall . . .

. . . in their home Ralph and Ida enjoy most of the "gadgets" which make American homes so comfortable, things like a television set, electric refrigerator, electric range and the many other appliances, in addition to an automobile.

That's a record of achievement to be proud of for an immigrant, for Ralph was born in Italy, and he now possesses a blending of those spiritual and material things which bring the happiness which most of us seek all of our lives.

You couldn't be blamed for concluding that Ralph's life history

Modern Success Story



The DiPietros, including Mr. and Mrs., son Raymond and daughter-in-law Jean, sit down to dinner in their new home. Absent is son Louis who is in service.

reads like a success story. He has provided a fine home, raised a happy family and has earned many of the things which mean extra comfort and security for the family.

Ralph, a friendly man and a capable railroader, achieved his success with his own hands and mind, but he got the chance because he lives in a country which abounds in opportunity. In the United States he found that a man can set a goal, and he can reach that goal if he is determined to work for it.

Work Together

Ralph was pleased to find that most Americans were like him and that they would help him to achieve his ambitions. He found that the best way to reach his goal was by cooperation with his friends and neighbors. In this way they would get what they wanted together and quicker than if each

here, and the results have proved he was right. Ralph came here in 1916 when he was 14 years old. His father arrived first and then, when he had earned enough money for his children's passage, sent for them—a brother and sister together with Ralph.

Ralph entered school in the strange, new land in the seventh grade and left school in the ninth grade. His first job was as water-boy on a construction project in Tarrytown, N. Y. Apparently interested in carpentry, Ralph went

Back in 1947, the DiPietro family started to build a house on a small hill in Cliffside Park. They moved in nine months later. However, it's one of those projects that's never finished, and Ralph still devotes a good deal of his spare time to additions and improvements. Like many American husbands, Ralph has a hobby shop in his basement and does a lot of work for the house there—and like many American women, Mrs. DiPietro spends the money he saves on new hats and dresses. That's the American



A good deal of Ralph's spare time is spent in his hobby shop in the basement of his home.

worked alone.

Thirty years ago Ralph decided that he would like to work for the Erie. He learned that the railroad is a good place to work and Eriemen a fine group of men with whom to work. Today he is earning several times as much as he did when he first went to work for our railroad. He has worked enthusiastically and efficiently and feels he has been rewarded accordingly.

Ralph's father brought him to the U. S. because he felt that Ralph would have a better opportunity

to work for the Erie in 1925. Just before taking the job with our railroad, he became an American citizen.

His first job with the Erie was as a carpenter's helper. He had worked part-time for a while at 36 cents an hour and started full-time at about \$40 per month.

After a six-month apprenticeship as a carpenter's helper, Ralph was promoted to carpenter. Then he became a first leader or leading carpenter which is approximately the same as assistant foreman. In 1939 he was promoted to foreman.



Preparing a meal for the family is comparatively easy with the aid of an electric refrigerator and range, with Mrs. DiPietro posing here like a model in a television commercial.



This photo of Louis DiPietro was taken shortly before he entered service.



At home, when not busy in his hobby shop, in the yard or performing some other duties that Mrs. DiPietro manages to dream up for him, Ralph spends some time watching television.

way, too.

Louis In Service

Meanwhile, Louis, 24, is in the Army, entering in November 1954 after graduating from New York University with a major in economics. He now is stationed in Germany and expects to become a civilian again next November. With a college education, his hopes for the future are bright.

Raymond, 17, entered Fairleigh Dickinson College at Rutherford, N. J., last September and after graduation also can look ahead to a fine career.

It seems quite likely then that the sons of this immigrant, who is enjoying more happiness than he might have expected in his early youth, will have an even better life than their father, thanks to his foresight and initiative.

The sister and brother of Ralph who came here with him also have shared in the prosperity of their adopted country.

Ralph's brother worked for the American Bridge Co., and had approximately the same success as Ralph. Now dead, the brother's wife and four children live comfortably in Ambridge, Pa.

The husband of Ralph's sister is retired, and the family owns a home in Florida and is enjoying a leisurely life in the sunshine state. Her husband was a mill operator for the Aluminum Company of America.

All in all, life has been kind to the transplanted DiPietros, thanks to their aspirations and willingness

to work and to a country which provides opportunity.

Summing up his career in a nutshell, Ralph says, "A man with dreams and the will to work for them is lucky to be an American."

New Mail Service

The Postmaster General announced on Nov. 21 that beginning on Nov. 28 and continuing on a 60-day trial basis it will be possible for a letter or message to be mailed inside a package or publication for the first time in postal history. In order to do so, it will be necessary for the

mailer to indicate the presence of the letter or message in the package and pay the appropriate postage on it plus postage for the package itself. Under the old regulation, mailers who found it impractical to use combination containers were forced to use two separate pieces of mail instead of one, the Postmaster General explained.

Wife Dies

Mrs. Margaret E. Clifford of Cedar Grove, N. J., wife of George P. Clifford, retired A. A. R. inspector, died Dec. 27. The Cliffords formerly resided in Buffalo, N. Y.

ARDEN STATION DEDICATED



The Erie's new passenger station at Arden, N. Y., was dedicated the day before Christmas. Participating in the ceremony were Gov. Averell Harriman of New York and his brother, E. Roland Harriman, president of the American National Red Cross. The Harriman family home, Arden Estate, is located at Arden. The Harriman brothers presented a gold watch to Herbert S. Redner, our agent at Arden, in appreciation of his fine service record at the station during his 30 years there. During that time he has won four credit marks for unusual alertness in reporting trouble on passing freight trains and thus preventing possible derailments by his prompt action. In the photo, from the left, are F. G. Hoffmann, general attorney; L. H. Jenfoft, engineer, maintenance of way, Eastern District; Arthur Price, division engineer, New York Division; Mrs. Averell Harriman; W. J. Galloway (rear), resident engineer; Gov. Harriman; G. W. Krom, assistant general passenger agent, New York; A. E. Kriesien, assistant vice president and general manager, Eastern District; Mr. Redner; N. J. DeVito (rear), supervisor of stations and car service, New York Division; A. B. Fowler, superintendent of construction, Cleveland, and J. R. Ebert, superintendent, Jersey City.

Profitable Avocation

Glenn Reed displays some of the pipes he has made in his hobby shop.



The strange attraction pipe-smoking has for much of our male population — and some female — provides Glenn P. Reed, operator-ticket clerk at Kent, Ohio, with an interesting hobby and a welcome small extra income.

Glenn's hobby is pipe-making and repairing. To him the hobby is both recreational and commercial, for he likes it and also appreciates the additional revenue that he has to report to Uncle Sam annually.

Glenn makes briar pipes. He has been at it for about 18 years after starting by accident. One day just before the war his pipe

broke, and he fixed it himself. His friends heard about it and asked him to try to **fix** their pipes when they broke.

The repairs were so satisfactory that soon Glenn was in business. From repairing he went into production. He estimates that he has sold about **450** briar pipes and repaired about 1,000.

He does the work in a neat, equipped shop back of his garage. He makes the bowls out of briar blocks which are imported and which he buys on trips to New York City.

The briar he uses comes from the roots of briar bushes which

are grown in the mountains along the Mediterranean Sea in France, Italy, Algeria and other countries. It is bought in block form from importers in New York. The blocks cost about \$4.50 per dozen.

He forms the bowls on a lathe and adds the stems which are purchased from pipe manufacturers in this country.

He has sold the pipes for from **\$3.50** to **\$15** for custom made models, but the majority of them are sold for **\$5**. Glenn says it takes about two-and-a-half hours to make each pipe. He makes them in batches of about a dozen each. He usually charges **\$1.25** for a new stem.

The Christmas holidays are his busiest season for many of his pipes become Yule gifts. One of the pipes was bought as a gift for an Army major in Africa. When Arthur Godfrey started smoking a pipe on one of his television programs, Glenn sent him one as a gift and received a friendly letter as a thank you.

For Women, Too

Glenn reports he has made some pipes for women, too. A short time ago pipe manufacturers initiated a drive to interest more women in pipe-smoking, but the practice has not caught on as yet. The women's pipes are smaller and neater.

Glenn says that pipe-smokers prefer the pipe because inhaling is
(Please turn to Page 34)



Here Glenn Reed poses in his shop with a pipe display which illustrates the different steps involved in making one of his pipes.

Railroads Spend Billions To Give Better Service

Each year the railroads of the United States spend from \$1,200 million to \$1,600 million for the upkeep of tracks and structures and other fixed properties. In 1954 they spent approximately \$1,300 million and it is estimated that in 1955 they spent around \$1,400 million for these purposes. This is approximately \$4,000,000 a day. In addition, the railroads spend from \$1,500 million to approximately \$2,000 million a year for the upkeep of locomotives, cars and other rolling stock. Their expenditures for these purposes in 1954 were in the neighborhood of \$1,730 million and it is estimated that their expenditures for similar purposes in 1955 were approximately \$1,783 million. This amounts to about \$4,900,000 a day.

The foregoing expenditures for maintenance of rolling stock and fixed property do not include large expenditures made by the railroads each year for improvements, commonly called additions and betterments. These improvements represent the investment of new capital in railway properties.

Expenditures for improvements vary greatly, depending upon the condition of railway finances, including railway earnings, and the condition of railway credit, which is predicated on the financial health of the industry.

In 1954 and 1955, expenditures for additions and betterments were unusually low, amounting to about \$820 million and \$872 million respectively. It is estimated that 1956 expenditures for the same purposes will run in the neighborhood of \$1,300 million.

Of the 1954 expenditures, about 61 per cent was allocated to locomotives, cars and other rolling stock and the remaining 39 per cent was spent on roadway and structures. A breakdown of the 1955 expenditures for improvements is not presently available, but it probably will be divided between equipment and fixed property at about the same ratio as it was in 1954.

Nothing To It

To have an accident at a railroad crossing, it is necessary for the motorist to drive onto the tracks; the train can't harm him unless he does. Conversely, he can avoid having an accident by the simple expedient of stopping, looking and listening to make sure it's safe to cross.

What's Your Guess?



1. It's not a part of the human anatomy.

2. You'll find these on any railroad.



3. We'll just say it's something you've eaten quite often.



Here's a picture quiz which very likely will give your imagination a test. Can you guess what these three pictures show? For answers, please turn to page 34.



C. H. Schlegel



C. A. Parker

THANK YOU!

Erie R. R.

To the Erie Railroad and all its employees, a million thanks . . .

Under the able supervision of Mr. C. A. Parker who coordinated the service and Mr. C. H. Schlegel and the Consolidated Cartage Co. who managed the platform-to-platform deliveries, we were able to cut our incoming freight docking costs in half during that portion of 1955 the Erie had our exclusive freighting.

We know that during 1956 the Erie will continue to give us the unexcelled service we received during the year 1955 and continue to, or yet reduce our incoming dock expense.

Thanks again, Erie Railroad

Bill London
Jack London
Louise Yarcusko
Hy Abrams
Art Zollen

LONDON
FURNITURE and CARPET CO.
12000 Buckeye Road at East 120th St.
"near Shaker Square"

It's certainly unusual to have a customer (no matter how satisfied he may be with your service) take advertising space in the newspapers of a big city to tell people about a job well done. But that's just what the folks at London Furniture and Carpet Co. did. The above ad appeared in the CLEVELAND PRESS and CLEVELAND SUNDAY PLAIN DEALER last month. It all came about because the two Erie men pictured above helped to solve a transportation problem and made not only a customer but a friend.

Erie Delivers Unusual Freight



If you ordered a fire truck, you might not expect it to come by railroad, but here's proof that the railroads can handle almost anything up to a battle-ship-the big ones. Eriemen unload this engine at our 14th St. Freight house team track at Chicago. The Erie hauled it from the American LaFrance plant, on our main line at Elmira, N. Y.

BOOK CORNER

From Horse Trails to Steep Rails, by W. Emory Wardwell. Published for the Worcester (Mass.) Historical Society by the House of Falmouth, Rockport, Maine. \$4. The story of the development of land transportation in New England.

Pioneering Days in Oregon, by Erma Clement Wise. Vantage Press, Inc., 120 W. 31st St., New York 1, N. Y. \$2.50. An epic of the men and women who migrated to Oregon and of the later generations who built the railroads, the cities and the industries.

Buffalo Bill: King of the Old West, by Elizabeth Jane Leonard and Julia Cody Goodman. Edited by James William-Hoffman. Library Publishers, 8 W. 40th St., New York 18, N. Y. 320 pages. \$4.95. Reminiscences of kinsmen of William F. Cody, the Western scout who supplied buffalo meat to construction forces engaged in building the Kansas Pacific Railroad in 1867-68.

Buffalo Bill and the Wild West, by Henry Blackman Sell and Victor Weybright. Oxford University Press, Inc., 114 Fifth Ave., New York 11, N. Y. 278 pages. \$6.95. William F.

Cody's memorable experiences, including his unique contract with the Kansas Pacific Railroad.

The Great Experiment, by Prof. F. Thistlewaite. Cambridge University Press, 32 E. 57th St., New York 22, N. Y. \$5. A British historian's reference work on the formation and growth of railroad transportation in the United States.

The Big Book of Train Stories, by Leonard Weisgard. Grosset & Dunlap, Inc., 1107 Broadway, New York 10, N. Y. \$1.50. A Big Treasure Book for children containing information about trains.

The Big Jump-Up Book of Trains, Trucks and Planes, by Jean Horton Berg. Illustrated by George Connelly. Grosset & Dunlap, Inc., 1107 Broadway, New York 10, N. Y. \$1. A plastic-bound book for young readers telling the story of Susie's and Bruce's moves and their rides on trains, trucks and planes.

How to Build and Operate a Model Railroad, by Marshall McClintock. Dell Publishing Co., 261 Fifth Ave., New York 16, N. Y. 192 pages. 35 cents. A Dell paperback book for hobbyists who are starting to build

a model railroad.

Two *Little Trains*, by Margaret Wise Brown. Illustrated by Jean Charlot. William R. Scott, Inc., 8 W. 13th St., New York 11, N. Y. 40 pages. \$2. New edition of this Young Scott Book relating to a child's transcontinental journey.

Compartment K, by Mrs. Helen Kieran Reilly. Random House, Inc., 457 Madison Ave., New York 22, N. Y. 239 pages. \$2.75. The scene of this fictitious murder story is a transcontinental passenger train and a resort in the Canadian Rockies.

Railroading in Eighteen Countries, by Maj. Gen. Carl R. Gray, Jr., Retired. Charles Scribner's Sons, 597 Fifth Ave., New York 17, N. Y. 320 pages. \$5. A record of military railroading in World War II and in Korea, including achievements of military personnel, history, organization and training. Contents include chapters on: Origin and Development of the Military Railway Service; Reorganization of Military Railway Service; Military Railway Service Troops and Their Training; First Assignments Overseas World War II; and Operations in North Africa, Sicily, Italy, Northern France, Belgium, Southern France, Iran, India, the Philippines, New Caledonia, Australia, Japan and Korea.

Mathew Brady, Historian with a Camera, by James Horan. Crown Publishers, Inc., 419 Fourth Ave., New York 16, N. Y. \$7.50. 263 pages. Included in this pictorial volume are numerous pictures of railroading during the Civil War and Reconstruction Period.

BOOKLETS

Ralph Budd; Railroad Entrepreneur, by Richard C. Overton. November 1955 issue of THE PALIMPSEST, published by the State Historical Society of Iowa, Iowa City, Iowa. 63 pages. 15 cents. A biography of Ralph Budd, a railroader, who began his career as draftsman on the Chicago Great Western Railway, rose to the presidency of the Great Northern Railway, and was for 17 years president of the Burlington Lines.

Method and Procedure for Conducting Investigations and Assessing Discipline, based upon a Study of Various Awards by the National Railroad Adjustment Board, by I. L. Fardal, Division Supt., Soo Line, Gladstone, Mich. 60 pages. \$1. Contains data relating to procedure for initiating and conducting investigations or hearings with employees and for assessing discipline for various rule infractions. Revised to March 1955.

Erie Railroad Magazine

RAILROAD SAFETY

Safety Personality of the Month



Mr. SMITH

Unassuming and quiet, Walter A. Smith, electric crane operator at our Meadville, Pa., scrap and reclamation plant, has performed his job alertly for 25 years without being involved in a personal injury accident, to set a safety example

for other Erie employees.

Working on the overhead crane at the plant, Mr. Smith has had to practice continuous vigilance to avoid accidents involving himself or employees with whom he works. The job demands constant alertness to maintain steady production and to protect other employees. It is estimated that Mr. Smith and his crane have handled a million and a half tons of scrap and materials during his quarter century on the job.

Mr. Smith lives at Guys Mills, Pa. He is the proud father of twin boys, now married and living in Meadville. They were in service and managed to remain together throughout their military careers.

- Keep your balance — don't twist under strain or jerk the load.

You've also got to be aware of the hazards of slivers, nails, wire and jagged or sharp edges, too.

You need to be sure-footed, sure-handed and steady with movements. Don't tie yourself into knots with twisting or jerky motions.

And remember to wear safety shoes and hand protection.

Safety For Yourself

The beginning of the year is a good time to sharpen up this fact: Preventing injuries does not mean piling up a long string of injury-free man-hours *so* workers and management can say "Look what we did."

It means, more importantly, keeping *yourself* free from injury for the plain reason that an injury means trouble and worry and expense for you and your family, and it doesn't feel good!

It means also helping to protect your fellow railroaders because they're human, too, and they're pretty nice guys and you don't want them or their families to suffer.

The good safety record of a whole railroad line is something worth being proud of. But it is built, after all, on the individual safety record of each railroader.

10 Basic Rules Of Safe Living

A contest was recently sponsored by the National Safety Council for the purpose of compiling the "10 Basic Rules of Safety" suitable for any industry or organization. Entries were received from every part of the United States and Canada as well as from persons in Japan, Hawaii, Brazil, Denmark, Germany, Philippine Islands, Peru, Jamaica, Trinidad and Mexico, and the following 10 rules were judged as the "Basic Safety Rules":

1. Follow instructions; don't take chances; if you don't know, ask.
2. Correct or report unsafe conditions.
3. Help keep everything clean and orderly.
4. Use the right tools and equipment for the job; use them safely.
5. Report all injuries; get first aid promptly.
6. Use, adjust and repair equipment only when authorized.
7. Use prescribed protective equipment; wear safe clothing; keep it in good condition.
8. Don't horseplay; avoid distract-

ing others.

9. When lifting, bend your knees; get help for heavy loads.

10. Comply with all safety rules and signs.

By complying with the rules listed above, all of which are covered in our own safety rules, it is certain there will be a positive reduction in the astounding number of accidents and personal injuries brought about through thoughtlessness.

Lifting 'Know-How'

There's an age-old, thought-provoker that goes something like this: If you were carrying as many feathers as you could carry could you carry one more?

We won't attempt to answer that one, but here's one thing there's no argument about: Whether your lifting job is feathers, bananas, gold bullion or freight, brute strength alone isn't enough.

It takes "know-how," too. And that "know-how" includes these important points:

- Size up the load first. Get help if you need it.
- Be sure of your footing.
- Lift with your legs, not your back.

HIGHWAY ZOO



The WOLF

This is the prowler, the rogue of the road, the cruising Casanova. He may be middle-aged, bald and a little winded. But he's giving every babe the eye, regardless. If he'd react to a stop light like he does to a doll, he'd be a dream driver instead of a traffic nightmare.

NATIONAL SAFETY COUNCIL



An operator on the Kent Division before entering service, Loring D. Hill, now in the Navy, is stationed at Port Lyautey, French Morocco, where this picture was taken. His father is B. B. Hill, agent at North Lewisburg, Ohio.

CONFIDENT LIVING

By Dr. Norman Vincent Peale

The late Dr. Frank Crane was fond of telling a story about the days when horsedrawn wagons were more frequent than they are today. He was walking down the street and passed a place where a teamster had unhitched his horses to feed them.

Dr. Crane noticed that the heavy collar had been taken off one of the horses and that the horse's neck was very sore. He was concerned by this and went up to the teamster and asked, "pretty hard, isn't it, to make a horse with a sore neck pull against that collar?"

"Yep," the teamster answered, "plum tough." And then he went on to make a remark that Dr. Crane never tired of quoting: "There wouldn't be much work done in this world, mister, if only horses and folks that are plum fit had to do it!"

I thought about Dr. Crane's story some time ago when I read about George Barnes in the newspapers. He's in the hat-cleaning business in Baltimore, but he has spent a good bit of time in Johns Hopkins Hospital during the past two years. When they sent him home last November, he was 73. Doctors had amputated his right leg because of congested blood vessels—his left one had been taken off for the same reason in 1944. They had also removed much of his stomach. And the surgeon had performed a major operation to relieve him of an aneurysm, a balloon-like swelling of a blood vessel.

He carries on his work from a wheel chair now. "I don't see any reason why I should just sit around and collect relief checks and look at myself in the mirror," he cheerfully told a reporter. "I feel just as good as I've ever felt." He lives alone, but this doesn't bother him. "I can take care of my house O.K. and I cook all my meals myself."

Mr. Barnes says, "I like to read the Bible. You'd be surprised how that helps when you run into a problem." He doesn't want people to pity him as just an old man

trying to keep busy. He is trying to do something constructive. "My experience might show people," he says, "that if they just try to do something, they can do it. But if you don't even try you're whipped."

That, of course, is the spirit that gets things done in this world, whether they be little things, medium-sized things, or great things. Many of us are all too ready to lay our burdens down and allow others to shoulder them. We give up all too easily.

This is not only wrong spiritually and morally; it is also a mistake physically. As Dr. William D. Stroud of Philadelphia told a gerontology symposium, "It is better that the patient fill out his life with rewarding work rather than worried rest." It is surprising how much better we do when we "just try," as Mr. Barnes says.

Of course, no one will argue that seriously ill people should work. Obviously, that is a matter for a doctor to decide in each individual case. But, by and large, intellectual and physical activity is a helpful thing, and those who keep active and alert to the very end of their days lead the most satisfying lives.

Nowadays, we hear much about occupational therapy as being a good cure for worried and troubled thoughts. Well do I recall when I began working with people, especially with reference to their emotional problems. A country doctor of the so-called old school (perhaps he was more up-to-date than we thought) said, "The cure for a broken heart or a troubled mind is often as simple as for a woman to mop a floor, or a man to chop wood." It's certainly worth trying. If things bother you, get busy at some useful activity. It solves lots of problems.

This is a time-tested philosophy. In the Book of Ecclesiastes we read: "There is nothing better for a man, that he should eat and drink, and that he should make his soul enjoy good in his labor."

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RAILROAD QUIZ

1. Are cash transactions balanced out on the railroad's books daily, weekly, or monthly?
2. Which of these are classed as passenger-train cars—refrigerator cars, mail cars, express cars, stock cars?
3. If one is making a round trip, can he save money by purchasing a round-trip ticket instead of a separate ticket each way?
4. What is the overall length of a standard freight car axle-between 5 and 6 feet, between 6 and 7 feet, or between 7 and 8 feet?
5. When a shipment is waybilled on Form AD 99 is it a carload shipment or an LCL shipment?
6. What is a combination rate—a through rate made up of two local rates separately published, or a blanket rate for two or more commodities?
7. Is the current per diem charge for freight car hire more or less than \$2?
8. In which of these countries is the world's longest straight-and-level stretch of railway track—Australia, Russia or Argentina?
9. Under the new ICC classification of railroads, effective Jan. 1, 1956, is a railroad whose gross revenues total \$2,000,000 a year a

Class I or a Class II railroad?
10. Does a gross-ton-mile figure include the weight of freight only,

or the weight of freight and equipment combined?

(Answers on Page 34)



"I'll never forget her. . . .



Sir:

. . . Received the October issue of the magazine early part of last week and on top of page 9 there appears a photograph of a temporary bridge over Panther Brook just east of Shohola.

When I was a boy I fished in this brook for speckled trout. The brook then was approximately one mile west of Shohola, but hurricanes can create unbelievable changes [Editor's Note—Mr. Kreiter is right—west of Shohola]. The trout taken were of medium size. The big ones inhabited the brook between the culvert and the Delaware River which flowed through a field owned by a French watchmaker who had vicious dogs protecting his property. I never attempted to fish in this portion of the brook as I decided that with a dog in front and more at my rear, I could not comply with Rule 99. The large trout could not get through the culvert on account of sharp cinders in the brook on each side of the railroad which rolled down the bank, loosened by vibration from passing trains. Large trout attempting to get through would scrape their undercarriage on the sharp cinders which I presume caused pain. The trout

playing tail-tag were a heartaching scene to leave. It created an impression on my young mind which I never will forget.

If there are others who fished this brook, it would be interesting to hear from them. Despite disappointments, tiresome walks, mosquito bites, brier scratches, skinned shins, etc., those were happy fishing days.

J. P. Kreiter
(Retired Asst. Supt. Comm.)
Paterson 4, N. J.

Sir:

. . . I use the Erie Railroad for L. C. L. shipments out of Chicago and Cleveland to points in western New York. These shipments consist of chemicals and paint in drums of 50 to 300 capacity. There have been no jams or leakage due to rough handling, which is excellent for L.C.L.

I also wish to compliment the clerical forces in the freight and passenger departments. All personnel is keeping in step with the modern Erie.

A. A. Smith
Conductor (Ret.)
Salamanca, N. Y.

Sir:

. . . I went to work for the Erie in 1892 on the Greenwood Lake Division in train service. I can remember working on a freight train. We had to pull in the old tunnel ["The Hole", November 1955 issue] to get into Bergen yard, and we always had quite a time of it. And another thing,

going through the old hole after a stock train went in.

I am pretty sure that I remember you [Charlie Dedrick] in Bergen tower, but the only man I really did know was Bob House. Maybe he was after your time.

There are only a few old-timers left on the Greenwood Lake Division. I retired in 1934 after 42 years' service. It is seldom I hear of an old-timer that can tell about the good old days. We did not get a large amount of money for our labor, but it went a long way. . .

C. J. Boehner
West Orange, N. J.

a

Sir:

With my departure from the Joppa Steam Electric Station and my re-assignment to the Los Angeles District Office, I would like to take this opportunity to thank you, Mr. [R.E.] Johnson [chief clerk] and Mr. [H. C.] Mason [commercial agent] of the Erie Railroad, for the amount of cooperation afforded me in the movement of rail cars from eastern points to our jobsite.

Your unsolicited help in tracing and expediting carloads of merchandise for us materially aided us in meeting a tight construction schedule. You can feel sure that on future assignments I will always remember the help of the Erie Railroad.

Jack Douglass
Bechtel Corp.
Joppa, Ill.

Super Project

Someone recently asked **how** much it would cost to separate all highway-railway grade crossings in the United States. At current wages and material prices it costs all the way from \$100,000 to \$2,500,000 to eliminate a highway-railway grade crossing by the construction of overhead bridges or subways—the cost depending upon area development, width of highway or street, number of railway tracks, length of approaches and other factors. At the beginning of 1954 there were 227,110 highway-railway grade crossings in the United States. Assuming an average cost of \$300,000 each, the aggregate cost of a nationwide grade crossing elimination program would be in excess of \$68,000,000,000, or more than twice the total investment in all railway property in this country.

The average hourly wage rate of railway employes has **more** than doubled in the last 10 years.



Kamera Kwiz

QUESTION: How do you think business will be on the Erie in 1956? Give your reasons.

The answers to this month's "Kamera Kwiz" were provided by employees in the freight yard at Meadville, Pa.

RANDALL IRWIN (left), trackman — "Business should be at least as good in 1956 as in 1955, because business in general should be good." **JAMES TROUP**, Trackman--"Business should pick up in 1956 because of piggyback and our faster service."

FRED THIBAULT (left), clerk-machine operator--"Because business has been increasing steadily, we should do better than average in 1956." **JACK O'DONNELL**, relief yard clerk--"The uptrend in our coal business will make this year better."



JOE ANTHONY, switchman — "It should be pretty good because improvements like piggyback will help it."



AL DEETER, welder's helper — "This year should be better because our new car shop will keep cars in better condition, and we can move trains faster through our improved yards."

O.C. BARNARD, relief yardmaster — "The Erie is becoming more efficient each year, so next year this should result in an increase in business."





FRANK RIORDAN, yard conductor — "Cities are building and industry still is expanding, so our business should boom again this year."



VIRGINIA O'LAUGHLIN, yard clerk-machine operator— "Our business should be good, because more goods will be produced this year than ever before."



RALPH WAREHAM, trackman — "The healthy condition of all business and industry will make our business as good as last year."



"RED" PRALL, yard conductor— "We're in a presidential election year, so our business should be normal."



S. W. RIGGS (left), switchman — "New factories and new business will keep Erie business as good as it has been recently." R. J. THOMAS, yard conductor— "If all employes do their best to move cars and trains safely, we should have a steady year."

"PIDGE" MU-MAU, flagman— "Americans will buy more than ever, so our business will stay good."



H. W. SCHLOSSER, switchman — "The Erie is better equipped than ever before, so we should have as good a year as in 1955."



3,600,000 Members

In Railroad Family

To operate the 661 railroads in the United States—large and small—and such auxiliary companies as The Pullman Company and the Railway Express Agency, requires an army of around one and a quarter million highly trained workers.

And when we add members of their families—persons who are dependent upon them for their livelihood—we have a group of at least **3,600,000** people. This is about equal to the population of North Dakota, South Dakota, Montana, Idaho, Colorado and Utah combined.

Railroad workers live in every city and nearly every important town in America. Some of them may belong to our church; some of their children probably attend our school. Many of them are active in civic affairs. All of them are good neighbors and good citizens.

All members of the railroad family are interested in the great industry which provides their bread and butter. In a sense, they are all "working for the railroad." Dad, or brother or sister, may be the wage earner, but mother and other members of the family, by looking after the wants of those who work on the railroad, are performing an essential part in keeping the far-flung transportation system in operation. They are **all** true railroaders, and, to a great extent, their habits are governed by the railroad clock.

The mothers, wives, sisters and brothers of railroad workers adjust their hours and their habits of living accordingly. The railroad is the biggest thing in their lives, and they are proud to be a part of the great Railroad Family.

It's Your Money

The transportation tax which the United States Government imposed upon passengers during World War II to discourage civilian travel at a time when military demands were extremely heavy is still in force, despite the fact that the War ended more than ten years ago.

The original transportation tax was 5 per cent of the price of tickets. This was boosted sometime afterwards to 10 per cent, and in 1944 to 15 per cent. It was reduced to 10 per cent in 1954. A transportation tax of 3 per cent imposed during the war on freight and express shipments has been in force ever since.

In 1954 the railroads and other

common carriers collected and turned over to the United States Treasury **\$221,094,000** for passenger travel and **\$403,042,000** for freight and express shipments. About one-half of these sums was collected from users of railway service. These transportation taxes are over and above the taxes paid by the railroads to federal, state and local governments, which averaged approximately **\$1,100,000,000** a year during the five-year period 1950-1954.

'PORTAGE' RAILROAD

Unusual if not unique in America is the 66-mile "portage" service for automobiles and motorists provided by the Newfoundland Government Railroad to enable motorists to span the gap between the trans-Canada highway at Clarendville and Gander, in the Eastern part of the island.

The portage train consists of ten

flat cars each equipped to carry two automobiles, and two passenger coaches for motorists. The portage train enables motorists to take their cars all the way from Port aux Basques, at the Southwestern tip of the island, to St. John's, the capital and metropolis of Newfoundland and the most easterly port of North America.

LOADED DICE?

A generous tipper at a hotel found a new waiter serving him breakfast one morning and said: "Where's my regular waiter, that boy called Mose?"

New Waiter: "Boss, Mose ain't serving you any more. I won you in a crap game last night."

Advice to the lovelorn: Never marry on the Sabbath; it's a sin to gamble on Sunday.



NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Allen, Ray Edgar	Equipment Operator	Susquehanna Division	11-28-55
*Barickman, Rudolph John	Carpenter	Mahoning Division	6-24-55
*Bauman, Henry William	Machinist (Locomotive)	Port Jervis, N. Y.	8-31-55
Bergna, Peter David	Yard Conductor	Jersey City, N. J.	11- 1-55
*Bankey, Theodore Francis	Yard Brakeman	Kent Division	9- 3-55
*Burdick, Park Cecil	Assistant Foreman	Meadville Division	12- 4-55
*Chisholm, Beecher V.	Machinist	Hornell Baekshop	8-26-55
*Colwell, George Robert	Car Inspector	Susquehanna, Pa.	12- 1-55
*Cooke, Fred Valentine	Machinist	Port Jervis, N. Y.	6-27-55
*Corrigan, John Peter	Yard Clerk	Meadville, Pa.	11- 2-55
Crock, Kinsel Earl	Trackman	Kent Division	11-21-55
*Dalton, Richard William	Freight Conductor	Marion Division	11- 5-55
*Dayton, Frank Harris	Patrolman	Jersey City, N. J.	12-14-55
Denny, James Aloysius	Tonnage Clk., NYTSAB	Jersey City, N. J.	11-28-55
Dewey, Homer Ensign	Machinist Helper	Meadville Wheel Shop	11-28-55
*De Wolfe, Frank Benedict	Engineer	Meadville Division	8- 1-55
*Downey, Michael E.	Train Dispatcher	Jersey City, N. J.	12-25-55
Friedlander, Tobias	Chf. Claim & Trac. Clk.	Jersey City, N. J.	11-18-55
Gilligan, Frank Joseph	Hostler Helper	Jersey City, N. J.	12-12-55
Gilligan, James Edward	Yard Brakeman	Jersey City, N. J.	11-29-55
Glenn, Hugh	Day Janitor	Akron, Ohio	11-21-55
*Hall, Joseph Ivory	Machinist	Marion, Ohio	9-13-55
*Harris, Donald M.	Yard Conductor	Hornell, N. Y.	10- 7-55
Herbert, Raymond Eugene	Machinist	Hornell, N. Y.	11-25-55
*Jones, Harry Vincent	Carpenter	Marion Division	8- 1-55
*Keck, George Edgar	Signal Foreman	Marion Division	12- 2-55
*Kelly, Edward William	Locomotive Engineer	Susquehanna Division	5-12-55
Leemasters, William Mack	Yard Conductor	Akron, Ohio	11- 9-55
*McCourt, Joseph Francis	Gateman, Duane St.	New York, N. Y.	6- 2-55
*Mote, James Riley	Section Foreman	Marion Division	9-20-55
Murphy, Fred W.	Station Service Clk.	New York Division	1- 2-56
*Musati, Tobia	Section Foreman	Mahoning Division	8- 4-55
*O'Hara, Michael James M.	Telegraph Operator	Susquehanna Division	10- 6-55
O'Hern, John Joseph	Operator	Susquehanna Division	12-10-55
*Peake, Robert Theodore	Extra Trucker	Susquehanna Division	9-24-55
Reiger, Wilbur Ernest	Freight Conductor	Marion Division	12-10-55
*Schwarzel, Joseph G.	Laborer (Stores)	Meadville, Pa.	12-11-55
Shnster, Walter	Conductor	Kent Division	11-22-55
*Sickinger, Adolph	Engineer	New York Division	11-14-55
*Snvder, Jesse	Leading Carcenter	Rochester Division	6-30-55
Tucker, Chester Evan	Road Conductor	Kent Division	11- 8-55
Turco, Joseph Rocco	Usher	Jersey City, N. J.	11-23-55
Volbrecht, Charles	Car Inspector	Hammond, Ind.	9- 3-55

*Retired Employees

Your Letters Can Win Friends For You, Erie

Each day railroad men and 'women write hundreds of thousands of letters to shippers of freight and users of passenger service. Each of these letters affords an opportunity to make a new friend for the railroad or to strengthen an old friendship.

Regardless of his position in the railway organization, anyone who handles correspondence can write the Kind of letters that will foster good relations between his railroad and the public.

Each letter one writes is a person-to-person expression which should be tuned to the right pitch so it will successfully convey its message to the person to whom it is addressed.

Words are the tools of communication, but reading ability varies. Only that which is meaningful to the person addressed is truly communicative.

The first step in letter writing, therefore, is to avoid the use of terms or expressions which would probably be unfamiliar to the person addressed.

The second step is the skillful organization of the message into closely-related units. These units should fulfill a purpose—provide information, arouse interest, solve a problem, evaluate, or spur to action. They should be so related that ideas and information are conveyed simply, clearly and concisely.

The third step is to put the letter to the following test: Does it contain sufficient information? Is it based on sound reasoning? Is further interpretation needed? Has too much material been included? Are examples needed to clarify the points discussed?

Letters written to express, rather than to impress, create better informed readers. They result in better business, and help to build the good will without which no business can prosper.

Rail Heavier

In the tracks of the railroads of the United States are rails ranging in weight from 50 to 155 pounds per yard. On trunk line railroads rail weights range from 85 to 155 pounds per yard.

The weight of rail in railway tracks throughout the United States was increased from an average of 82.89 pounds per yard in 1921 to 103.5 pounds per yard in 1953.

February, 1956

LET HIM TAKE DOWN THE UMBRELLA



LATEST PROMOTIONS

Name	Location	Promotion	Date Starfed With Erie
W. J. Young	Cleveland, Ohio	Asst. Communications Engineer	5-19-48
H. A. Wilson	Cleveland, Ohio	Gen. Communications Inspector	7-16-47
Thomas Lloyd	Cleveland, Ohio	Gen. Communications Inspector	8-15-49
C. J. R. Taylor	Cleveland, Ohio	Office Engineer — Communications & Signal Depts.	9-14-23
P. A. Brady	Cleveland, Ohio	Circuit Engineer-Communications & Signal Depts.	11-20-43
J. H. Storms	Paterson, N. J.	Supv. Communications and Signals	5- 6-13
O. G. Carey	Hornell, N. Y.	Supv. Communications and Signals	8-12-25
G. I. Molusky	Salamanca, N. Y.	Supv. Communications and Signals	3- 1-48
C. L. Castor	Youngstown, Ohio	Supv. Communications and Signals	5-21-09
T. A. McLean	Marion, Ohio	Supv. Communications and Signals	10-20-23
E. F. Champlin	Huntington, Ind.	Supv. Communications and Signals	5-26-14
I. W. Childs	Wellsville, N. Y.	Agent	6-26-22

ERIE VETERANS



The "Erie family" at Port Jervis, N. Y., each year sponsors a testimonial dinner for Erie employes who retire during the year, and this picture was taken at the affair Dec. 15, sponsored by the Green Island Social Club, a group made up of present and former Erie employes. Honored this year were Harry Bachelder, Edward Jones, William Mulvany, David Parker, Joseph Cashman, John Curry, Michael Tedrick, Michael Schumacher, Tommy Calvario, Mark Gates, Frederick Herman, Rollin Hummel, Joseph Dilger and Merlen Hauber.

Fellow Veterans:

The large turnout at the installation of system officers in New York last month is symbolic of the keen interest Erie veterans have in our association. Our activities, local and systemwise, to make the association bigger and better now are in full swing. The officers feel assured of the support of all veterans in making this a good year.

One of the important things is for each of us to try to interest employes with 20 or more consecutive years of service to become members. Dues still are \$2 a year.

I take this opportunity to bring to the attention of retired members the provision in the constitution and by-laws by which members with 25 or more years of continuous membership can receive a life membership card and be exempt from further payment of dues. If you qualify, contact your local chapter secretary.

Fraternally,
E. H. Stocker
President

Marion

More than 65 members, families and friends attended our chapter's annual Christmas party at the YMCA. Guests were present from Salamanca.

Entertainment included a vocal solo by Jean Lyon, accompanied at the piano by Mrs. W. G. Lyon, carols led by Mary O'Donnell, a reading by

Mrs. Lyon, piano, violin and clarinet selection by Mr. and Mrs. Lyon and Jean Lyon and a musical number by Mr. and Mrs. W. O. Wilkins and **F. P. Yost**.

Officers of the chapter and auxiliary were presented, Paul Herrington, chairman; T. A. McLean, vice chairman; **F. P. Yost**, secretary; **H. C. Smith**, treasurer; **W. G. Lyon**, chaplain; Mrs. Lyon, auxiliary president; Mrs. Yost, vice president; Mrs. **F. R. Hayman**, secretary, Mrs. Herrington, treasurer.

Arrangements were in charge of **H. C. Thomas** who acted as toastmaster.

Youngstown

By R. P. Reebe

At the chapter meeting Dec. 7 officers were elected for 1956, **T. H. (Thad) Fay**, chairman; Carl T. McKnight, social chairman and vice chairman; **J. R. Fero**, secretary-treasurer, and trustees, **J. E. McKernan**, **J. E. Kaden** and **R. P. Reebe**. A vote of thanks was given the retiring officers for their work during the year.

Cards and letters have been received from retired veteran Jack Beilby who is permanently residing in Pompano Beach, Fla.

Retired veteran **M. F. Kenny** is back from California where he was seriously ill. He is much better now

that he is back in good old Youngstown.

Salamanca

By Hilde

Our chapter held its Christmas party Dec. 10 at the Holy Cross Athletic Club. A delicious turkey dinner was served in a gaily decorated dining room on nicely decorated tables.

Harry Sloan of Olean acted as master of ceremonies. Supt. D. A. Logan and several others made brief remarks. Our new chairman, Jim Murray, gave a resume of chapter happenings since L. E. Rodgers became chairman. In the short span of four years we have grown from about 65 members to more than 400. Mr. Rodgers now is second vice president of the system organization. Chapter members presented him with an Elgin watch in appreciation for what he has done for us.

Mrs. A. L. Burley and **G. I. Molusky** led in group singing. Presently Santa (Stanley Ambuske) appeared with a gift for each. The toys were left with the volunteer firemen who were having a drive for gifts for the less fortunate kiddies. Dancing was to music by Note-A-Bles. Door prize winners were John Droney, George Mnlusky, **C. K. Scott**, Salamanca, and Mrs. Brud Arend, Inmestown.

Our membership drive started Feb. 1. Also wish to remind you that 1956 dues cards are here.

We hope for speedy recovery of our sick members, Helen Paulmann and Harold Andrews, Wellsville; John Hasper, Belfast; **Paul Weber Collins**; George Butenbah, Jarnestown; Phil Bernard, Conewango Valley. Sorry to hear that Carpenter Art Blivens lost his wife on Christmas Day.

Hearty congratulations to **John Childs**, formerly chief clerk at Olean, on his promotion to the agency at Wellsville. We wish many happy retirement years for **E. H. Howr** (Wellsville) and George Schwartz (Salamanca).

Jersey City

By George C. Kalle

Brother veterans, there is a large field for missionary work before us. In our territory alone approximately 3,000 employes are eligible for membership. We have more than 850 members now. How about pushing us over the 1,000 mark by January 1957? Our meetings are the second Wednesday of each month at 38 Park Ave., Paterson.

Buffalo-Rochester

By Ruth Nise Munger

On Dec. 11 forty auxiliary members gathered for tea at the home of Mrs. (Please turn to Page 34)

travelers to mark the crossing of French Creek by large herds of buffalo at a point about where Venango (not the French fort by that name), Pa., now is located on our main line about 11 miles east of Meadville.

On Dec. 11 Washington and his party arrived just outside Fort Le Boeuf. He presented his letter to the commandant and waited while the chief officers held a conference the following day to discuss it. While waiting, Washington, according to his diary, made use of the opportunity "of taking the dimensions of the fort and making what observations I could."

Snow began to fall and was so deep by Dec. 14 that his horses became so weak that Washington had to send them with a Barnaby Currin and two others to Fort Venango to await the remainder of the party. Meanwhile, the French had offered canoes to Maj. Washington so his group could proceed on French Creek. At the same time the French, seeking to dissuade Washington's Indian guides from returning with him, delayed the start of the return journey until Dec. 16.

Writing in his diary about the return trip, Washington said: "We had a tedious and very fatiguing passage down the creek. Several times we had like to have been staved against the rocks; and many times were obliged all hands to get out and remain in the water half an hour or more getting over the shoals. At one place the ice had lodged and made it impassable by water; we were, therefore, obliged to carry our canoes across a neck of land a quarter of a mile over. We did not reach Venango until the 22nd, where we met our horses.

"This creek is extremely crooked. I dare say the distance between the fort and Venango cannot be less than 130 miles to follow the meanders."

It was Maj. Washington who gave French Creek its name. The stream was known to the Indians as In-nun-gah and Venango and to the French as La Riviere aux Boeufs. On his arrival at Venango on Dec. 4, Washington wrote in his diary:

"Arrived at Venango, an old February, 1956



NAME	POSITION	LOCATION	DATE	YEARS SERVICE
Alfred V. Baumgrotz	Crossing Watchman	Corry, Pa.	11-30-55	26
Lee F. Brown	Secretary	Hornell, N. Y.	10-31-55	34
Frank Caputo	Crossing Watchman	Bloomfield, N. J.	11-30-55	37
Abram Devalue	B&M Handler	Jersey City, N. J.	11-17-55	28
William H. Eidel	Claim Agent	Jersey City, N. J.	7-31-55	44
James E. Fitzgerald	Operator	Ararat, Pa.	12-31-55	50
Edward A. Grace	Floatman	Jersey City, N. J.	11-30-55	50
Charles Griffith	Car Inspector	Marion, Ohio	12- 5-55	42
George A. Haney	Switchtender	Marion, Ohio	12-10-55	36
Harvey N. Hunt	Yard Conductor	Hornell, N. Y.	11-30-55	40
Robert Johnson	Ferryboat Porter	Jersey City, N. J.	12- 5-55	31
John Kingston	Yard Brakeman	Croton, N. J.	11-28-55	40
George A. Kneale	Machinist	Hornell, N. Y.	12-23-55	40
Frank H. Lang	Yard Conductor	Ferrona, Pa.	11-30-55	29
Lee A. Magwood	Yard Brakeman	Black Rock, N. Y.	11-30-55	40
John P. Malark	Engineer	Binghamton, N. Y.	11-15-55	29
Charles L. Manross	Road Conductor	Meadville, Pa.	12-15-55	46
Peter S. Meyers	Tender Recairer	Salamanca, N. Y.	11-25-55	40
David W. Nesselrode	Power Tractor Opr.	Marion, Ohio	12-31-55	28
Jesse W. Nickerson	Mail Handler	Binghamton, N. Y.	12- 5-55	29
Frank Palma	Barge Captain	Jersey City, N. J.	11-25-55	40
Selah Powell	Engineer	Blossburg, Pa.	12-26-55	53
Lawrence V. Pross	Pipefitter	Jersey City, N. J.	12-12-55	25
Loran C. Raecher	Leading Car Insp.	Salamanca, N. Y.	12-31-55	35
Charles J. Rappold	Engineer	Port Jervis, N. Y.	12-16-55	35
George M. Schwartz	Carpenter	Salamanca, N. Y.	12- 6-55	28
Arthur J. Shields	Acetylene Welder	Susquehanna, Pa.	11-30-55	40
Arthur H. Smith	Road Conductor	Port Jervis, N. Y.	11-28-55	43
James Stevenson	Operator	W. Arlington, N. J.	11-29-55	47
William G. Tedford	Trav. Passenger Agt.	New York, N. Y.	1-31-56	46
Richard F. Thomas	Chef Cook	Jersey City, N. J.	11-21-55	35
Royal C. White	Engineer	Hornell, N. Y.	12- 6-55	40

Indian town at the mouth of French Creek and the Ohio (now the Allegheny River)."



Tie This One

This will give you some idea of the railroads' annual tax bill. If on every cross tie, every bridge tie and every switch tie in the railroad structures of the United States you would put a silver dollar, a dime, a nickel and four pennies—\$1.19 in all—you would have a sum equal to the amount which the railroads of the United States pay in taxes to federal, state and local governments each year.

The total tax bill of the railroads averaged \$1,161 million a year during the last five years.

Bituminous coal ranks first in carloadings and in tonnage on the railroads of the United States. In 1954 the Class I railroads originated 5,012,005 carloads of bituminous coal, averaging about 59 1/2 tons per car.

More than 1,100,000 persons are required to operate the railroads of the United States.

Christmas Spirit



During the holidays, the Christmas spirit was quite evident among employees at Marion, Ohio. They displayed it by setting up this outdoor Christmas tree at the Kenton Ave. parking lot.

Author Unknown

For many years one of the best sellers among children's books has been "The Little Engine That Could," a delightful story of a spunky little locomotive that refused to give up when it was confronted with the task of pulling its train up and over a mountain. Thus far, more than a million copies of the book have been sold, and its popularity has increased year after year.

The authorship of this children's classic is shrouded in mystery. When a story in a New York newspaper recently suggested that a lady residing near Philadelphia wrote the story in 1912, the publishing firm of Platt & Munk Co., Inc., New York, pointed out that the story's basic theme was used as early as 1896 and 1911 in school readers and in a political speech in 1908—all before the date mentioned as the year in which the lady near Philadelphia is said to have written the story. *Publisher's Weekly* for Sept. 10, 1955, carried an advertisement by The Platt & Munk Co., Inc., offering \$1,000 reward for information establishing beyond a doubt the identity of the actual author of the famous childhood classic.

It is estimated that women comprise about 5.6 per cent of all railroad workers in the United States.

Attitude of Efficient Railroad Leader

- He sets a good example.
- He realizes that a disloyal **or** half-hearted chief will have a disloyal **or** half-hearted organization.
- He is open-minded and willing to learn.
- He tries to apply the Golden Rule.
- He helps other departments, both voluntarily and when called upon.
- Further, he helps with a smile rather than with a sneer or grouch.
- He does not try to display superior knowledge.
- He radiates enthusiasm and pep.
- He has the ability to inspire others.
- He is not afflicted with "swell-head."
- He tries to carry out the spirit of established policies.
- He never talks disrespectfully **or** disparagingly of superiors, **or** of the work done by other departments.
- He never loses his temper.
- He permits his staff to do their own thinking and handle their own jobs.
- He does not try to do all the work himself.
- He intelligently delegates work to others.
- He does not play to the gallery.
- When his attention is called to mistakes **or** shortcomings of either himself or his organization, he does not immediately take a defensive attitude, but admits at once the shortcomings and sets about applying the remedy.
- He is big enough to admit mistakes.
- He keeps continually before him the desirability **of** training his staff and helping them become better leaders.
- He realizes that only an enthusiastic organization can produce results.
- He realizes that enthusiasm can be killed by one curt **or** ill-advised sentence **or** telegram.
- He realizes that a well-trained team **of** mediocre players will win more games than a disorganized team of stars.

There are 44 railroads in the United States having mileage of 5 miles or less. Four of them have 1 mile or less; nine have between 1 and 2 miles; 10 have between 2 and 3

miles; 7 have between 3 and 4 miles; and 14 have 4 to 5 miles. In addition, there are 68 switching and terminal companies having 5 miles of track or less.



"Those were the days, son. I bagged those trophies with m' cowcatcher!">

Erie Railroad Magazine



STORES

MEADVILLE SCRAP & RECLAM.

By G. S. Smith

Happy Birthday to Ed Balizet, William Buchanan, Robert Colwell, Ralph McMunn, Richard Mowris, Stanley Miller, Meryl Rumsey and C. E. Anthony.

Another hunter who got the "No Buck" nickname was Tom Carr. Richard Mowris, Harold Mowris, Verlin Greathouse and Ralph Hansen each got a doe.

Our sympathy goes to Geraldine Davies and family on the death of her grandmother, Mrs. Nancy Davison.

Supervision, office force and wives held their Christmas party Dec. 20 at the Eagles' ballroom. Sixty-five enjoyed ham, turkey and T-bone steaks. Invocation was by Stanley Lawhead. Supervisor F. F. Forbes welcomed the group. Entertainment lasted nearly two hours, some of which was a take-off of the TV show, "Beat the Clock." Other features were community sneeze, lotto mixer, quartet (Geraldine Davies, Marlene Deitsch, Eugene Treharne, Norman Smith), pantomime of "A Sailor's Not a Sailor Till a Sailor's Been Tattooed," by Geraldine Davies and Marlene Deitsch, song, "Nuttin' for Christmas," by Eugene Treharne, dressed in child's clothing, initiation of new guests, comedy quartet ("Frankie Sinatra" Patton, "Johnny Ray" Carr, "Julius La Rosa" Treharne and "Vaughn Monroe" Smith). A Christmas pie held gifts for all. Dancing was to the music of George Smith and his band. Others in the show were Stanley Lawhead, Bessie McCartney, Bernice McCartney, Thomas Cagle, Mr. and Mrs. M. J. Czapleski, Mr. and Mrs.

Richard Knoblow, Mr. and Mrs. Forrest Main, Ed Glasel, Lloyd Carter, L. G. Perry, C. W. Forbes, Bernard Schlosser, Duane Braham, Mrs. Carr and Mrs. Smith. The committees were: Reservations, Francis Forbes, Thomas Carr; decorations, Bessie McCartney, Geraldine Davies, Esther Deissler, Sara Counselman, Bernice McCartney, Marlene Deitsch; entertainment, George Smith.

ALLEGANY DIVISION

SALAMANCA, N. Y.

By S. Minneci

The Erie girls who work in the depot had a Christmas party and gift exchange at the Hotel Dudley Dec. 19.

Our sympathy is extended to Engineer James Gilbert on the death of his wife in Hornell on Dec. 24.

We wish Helen Paulman, Wellsville freight office clerk, speedy recovery following an accident.

We are pleased to know that John Childs, chief clerk, Olean freight, has been appointed agent at Wellsville. E. H. Howe, who has been agent at Wellsville for a long time, retired Jan. 1.

We received Christmas greeting cards from the following retired men: Division Car Foreman James I. Miess, General Yardmaster John J. Malone, Bradford Division Conductor A. N. Foster; G. H. McKinley, J. T. Crist

and James E. Ledden.

In the home lighting contest during the holidays several Eriemen and wives won prizes. Mr. and Mrs. Joseph Kiskel (Bradford Division trainman) tied with two other couples for first prize in the general display division. Mr. and Mrs. Bernard J. Pruner (yard clerk) won first prize in the religious category. Mr. and Mrs. H. M. Groat (trainman) won first prize and Mr. and Mrs. J. R. Kennedy (night general yardmaster) won second prize in the doorways and windows display.

KENT DIVISION

AKRON, OHIO

E. K. Bennett, flag clerk, left Akron Dec. 7 and sailed from New York on the *Queen Elizabeth* for an extended visit with his parents, brothers and sisters in Wales. He also will visit in London before returning to the States.

Esther Martin, general clerk, spent her vacation in New York City.

F. O. Ritter, checker, is driving a new Plymouth.

AKRON POLICE

Capt. R. G. Johns and wife attended the Ohio State Chiefs of Police convention in Cincinnati. Return-

Gang Says .So-Long



This gang was around on his last day on the job when Yardman F. H. Lang of Sharon, Pa., retired last month. Perched around Mr. Lang are, on the platform, A. P. Coppage, engineer, and W. M. Malia, brakeman; on the foot-board, W. W. Jones, conductor; on the ground, from the left, L. H. Reardon, local chairman, B. R. T.; Mr. Lang, W. P. Arnold, general yardmaster, and J. O. J. McMahon, conductor, who presented a gift to Mr. Lang on behalf of the yardmen.

ing, they stopped at Hamilton for a visit with retired Capt. J. H. Mayer and wife, formerly of Akron.

MARION, OHIO

Christmas was a merry one for many, thanks to the fine holiday spirit shown by yard employees who were instrumental in furnishing new shoes, clothing and toys for several unfortunate girls and boys as well as a number of baskets for needy families.

Dean Baker, train dispatcher, is back on the job after undergoing surgery.

R. H. Clark, train dispatcher, has moved into a new home which he built himself.

Gene Norris, monitor, and family also are enjoying their new home and new Ford.

The "girls" from the Terminal Building had a Christmas dinner Dec. 17 at Lee's steak house, with a social hour and gift exchange later at the home of Verna Mae McWherter.

Congratulations to D. S. Hawk, track supervisor's clerk, and wife on the arrival of a son Dec. 23.

Verden Martin, stenographer to chief dispatcher, is hospitalized due to a chipped leg bone suffered in a fall. We hope she will have speedy recovery.

MARION MECHANICAL

By Ruth D. Hanning

Our good wishes go with Clair Troxell, diesel shop machinist, on his pro-

Erie JA Group On Tour



These youngsters are members of one of the Junior Achievement companies sponsored in Cleveland by our railroad. With them are their Erie advisors. In the picture are Patricia Prentice, key punch operator, auditor of revenues; E. E. Seise, assistant to the president, and Ed Brenneis, loss and damage investigator. Bill Schmidt, purchasing department, also is an advisor to this group, the Jaco Products Co. This company makes the mail-mule, a letter and pencil holder. This picture was taken just before the group boarded an Erie train in Cleveland for a trip to Youngstown and a tour of our facilities there. The other Erie company is named Erie-Craft and manufactures a Chinese wall plaque with figures. Erie advisors for this company are John Shipp, chief clerk to assistant general freight agent; Tom Smifh, inventory engineer, and Arthur Manasia, freight claim supervisor. Mr. Seise (second from left) is presenting the company charter to Dick Supelak, president.

motion to foreman at Huntington, Ind.

The welcome mat was rolled out last month for new employees, James Petry, machinist helper; George Predmore, stationary fireman; Paul McMahon, carpenter, and Jerry A. Cornely, machinist apprentice. Also for those who were returning to their jobs following military service, Francis L. Russell, electrician helper; Jack F. Halley, machinist apprentice, and Ralph Baker, laborer.

Chester Gorenflo has the best wishes of every one of us. During his vacation in September, Chet accidentally bruised the back of his hand. As a result, surgery was necessary in November and again in December. He was sent to the University Hospital in Columbus, Ohio, where doctors found it necessary to amputate his left arm just above the elbow.

Congratulations to those with service anniversaries this month.

Birthday congratulations to Harold E. Baker, Robert H. Baker, D. W. Clark, L. E. Clark, F. Conn, Frederick C. Ervin, D. L. Gay, J. F. Gerber, D. L. Gregory, I. Hart, W. Haubert, Jr., R. D. Hickman, E. E. Jewell, Paul E. McClenathan, C. R. McNamara, W. H. Miller, W. R. Neal, E. M. Pletcher, J. R. Pletcher, C. C. Rank, E. Richendollar, F. L. Russell, W. L. Sheldon, J. L. Simmons, P. A. Sims, J. H. Smith, R. W. Stout, D. R. Walter, H. D. Watts, H. S. Willis.

erator Leonard Conley and Mrs. on the arrival of a daughter, Carla, and to Carpenter W. L. Switzer and wife on the birth of a son.

Levelman H. J. Weseli has returned to work following his vacation.

We are glad to learn that Trackman G. W. Sills of Huntington is improving following illness.

We express our sympathy to Welder A. H. Poehler and family on the death of his mother, Mrs. Mary Poehler of Huntington. We have learned also that former Signal Foreman G. E. Keck died suddenly of a heart attack while on a hunting trip near his home at Colon, Mich.

Retired Signal Foreman C. E. Lee and wife of Spencerville, Ohio, are spending some time in California. Retired Master Carpenter A. W. Harlow and wife spent the holidays with their son and family in New York City.

HAMMOND CONSOLIDATED

By Grace Connoles

We had holiday greetings from several former co-workers, Reggie Plopper, yard clerk, temporarily with Uncle Sam as a cook in Alaska; O. C. O'Dier, retired conductor, residing in Huntington, Ind., who was elected councilman recently; Bill Terre, retired report clerk, Oakland, Cal.; Bill Stevens, retired conductor, Bell Gardens, Cal., and Douglas M. Smith, extra clerk and student at Rider College, Trenton, N. J.

Conductor Elmer King is back on the transfer run after three weeks of hunting at points in Indiana. After the big hunt Elmer came up with some game, a dirty car and a

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 nearly 300 railroads.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 30624A, SCRANTON 9, PENNA.

Explain fully about your course marked X:

- | | | |
|--|---------------------------------------|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Radio | <input type="checkbox"/> Television |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> Air Brake | <input type="checkbox"/> R. R. Apprentice Training |
| <input type="checkbox"/> Boilermaking | | <input type="checkbox"/> R. R. Car Repair |
| <input type="checkbox"/> Bridge Engineering | | <input type="checkbox"/> R. R. Engineering |
| <input type="checkbox"/> Bridge & Building Foreman | | <input type="checkbox"/> R. R. Signal Men's |
| <input type="checkbox"/> Car Inspector and Air Brake | | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Diesel Loco. | <input type="checkbox"/> Roadmaster |
| <input type="checkbox"/> Drafting | | <input type="checkbox"/> Section Foreman |
| <input type="checkbox"/> Electrical Engineering | | <input type="checkbox"/> Steam-Diesel Loco. Eng. |
| <input type="checkbox"/> Locomotive Engineer | | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Machinist and Toolmaker | | <input type="checkbox"/> Welding—Gas & Electric |
| <input type="checkbox"/> Mechanical Engineering | | |

Name _____ Age _____

Home Address _____

Occupation _____

Erie employees will receive a Special Discount

MARION DIVISION

MAINTENANCE OF WAY

By Maralene Trainer

Congratulations to Equipment Op-

Unique Ornaments



Employees at Youngstown, Ohio, expressed their Christmas spirit with this uniquely decorated tree in the Youngstown station, using railroad timetables for ornaments. And if you're not paying too much attention to the Christmas tree, you are admiring Joan Brennan of the passenger traffic department in Youngstown.

ulty members. James will graduate from the I. U. School of Business in June.

Nancy Keen is the new clerk at the roundhouse, and we take this opportunity to welcome her to the Erie family.

14TH STREET, CHICAGO

By Chris Hardt

Members of Victory Lodge, B. of R. C., held a Christmas party and meeting at the general offices Dec. 19. Each of the members totaling 85, had a chance to win a turkey. Five turkeys were given away by the lodge. Winners were Albert Pintoy of the freight agent's tracing desk and four general office employees, including Jack Soll.

We congratulate Floyd E. Calhoun

and wife on the birth of a son who has been named David Emmanuel. Although Floyd is delivery clerk at this station, the Calhouns live in Huntington, Ind., and Floyd commutes daily on our trains.

John Novotny and wife are proud grandparents. A son was born recently to the wife of their son, **John, Jr.**, who is with the Army at Fort Carson, Colo.

Our sympathy is extended to the family of retired watchman Frank Prusek.

We congratulate James M. Moonshower, assistant superintendent at Chicago for several years, on his promotion to the superintendency at Buffalo. We welcome the new assistant superintendent at Chicago, William M. Wiarda, formerly chief trainmas-

couple of crippled dogs.

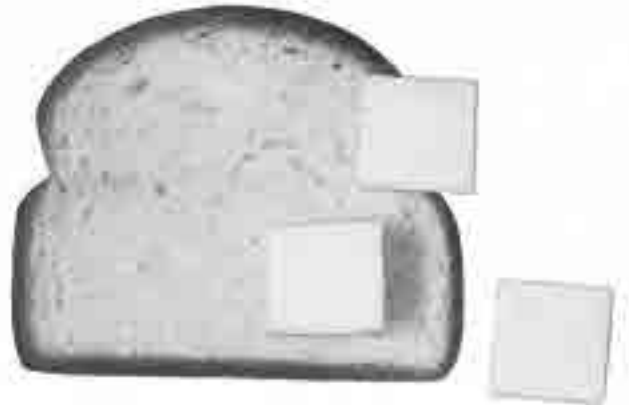
Pat Sowell not only operates the IBM machines at Hammond, but also bakes a fine cake. We all enjoyed the delicious devils food cake with divinity frosting and pecan halves this Christmas and know whereof we speak.

The season was doubly enjoyed by Marie Soley, IBM operator, whose vacation included not only Christmas Day but New Year's Day also.

Sympathy is extended to G. C. Crumley, brakeman, Huntington-Hammond terminal, whose father passed away Nov. 9 at his home in Riverside, Cal. Upon receiving word that his father was seriously ill, the Crumleys departed immediately for California, but were contacted en route by state police who informed them of Mr. Crumley's passing.

We were sorry to lose Glen Cornelius, relief train yard foreman, who transferred to Marion Yard Dec. 1. He was replaced here by **Bart Paoletto** of Salamanca. Mr. Paoletto's wife and four children will join him here as soon as living quarters can be found.

James E. Marshall, son of Night Roundhouse Foreman Paul Marshall, recently was honored with membership in the Indiana University chapter of Beta Gamma Sigma, the nation's top honorary business society. Membership is restricted to the upper four per cent of the junior class, the upper 10 per cent of the senior class and an equally distinguished group of graduate students and fac-



Bread and butter costs dollars and cents



Prudential life insurance can pay

your family a regular income

if the breadwinner isn't here.

See your **Prudential Agent**



LIFE INSURANCE • ANNUITIES • SICKNESS & ACCIDENT PROTECTION
GROUP INSURANCE • GROUP PENSIONS

ter at Hornell.

Two Erie veterans are closing in on the title of octogenarian, Otto Jordan, senior route clerk, who celebrated his 79th birthday Dec. 31, and William B. Bryan, of Long Beach, Cal. They are in good health and both spent much time in Erie service.

John J. (Dixie) Zielinski, delivery clerk, and wife are justly proud of their son, Gregory, who is a member of the Tilden Technical High School Chorus which gave a Christmas concert, accompanied by the Tilden Tech orchestra.

Lynne Hardt, daughter of the revision clerk-correspondent, joined the 300-member Carl Schurz High School Chorus in a masterful rendition of Handel's Messiah, which included an orchestra consisting of 85 high school students. It was the 23rd annual Messiah concert given by the Schurz High School students.

CHICAGO GENERAL OFFICE

By Denise J. Alkim

The welcome mat was rolled out last month for newcomer Eleanore Lukowski. Eleanore received a beautiful diamond Christmas day from Chet Stock.

The Christmas party was a merry-making festivity. We welcomed as guests Hugo Sweeney, retired assistant freight traffic manager; Andy Oldenquist, passenger traffic manager; Nancy Randall and Sam Schwartz. Tom Heating did a little weight-lifting and managed to bring himself to the party, plaster cast, crutch and all. Gladys Owens looked very crowded dressed in full skirts. Marge Ellis and Edna Anderson were the last of the latecomers. George Lange and Hank Vandenboom could dance circles around Arthur Murray. Seymour Kravitz found two comfortable chairs, one for his feet. Art Haas waltzed divinely. Ron Dykman demonstrated the latest in slow-motion dancing. Al Anderson, Bill and Bob Voltz and Bill Powell enjoyed the card game. Blanche Lewan danced the highland fling without using her hands. Grace and Toni Battaglinio didn't hear enough mambos so they obliged with their own. Donna (Bridey Murphy) Henning took an interest in Hugh Sweeney's travels. Nedra Troll, Helen Griffin and Evie Coakley harmonized in discord. Lucky winner of the raffle, Harold Keeler, walked home with

Erie Band Director Wins Award



For his distinguished work as director of the Erie band in Huntington, Ind., for the past 33 years, Elmer H. Rahn (right), chief clerk to the trainmaster, was selected to receive the 1955 Book of Golden Deeds award of the Huntington Exchange Club. He is receiving the award certificate here from Otis Mullis, president of the club. Under Director Rahn, the band has played for the annual Memorial Day race at Indianapolis several times and at the Railroad Fair and the meatpackers' parade in Chicago.

a "lo-fi" phonograph with a certificate for free dance lessons. Harold's practically an accomplished ballet dancer already.

Ben Vaughn read about Evelyn Coakley's trip to New York to acquire a new Macy's shopping bag, so thoughtful Ben sent one to Evie. Dear Ben: Planning a shopping trip to the big city, we have Art Hofer going for a Jaguar, Alice Sikorsky, diamonds from Tiffany's, Carrie Saydak, mink coat, and Honus Brelan, a speedboat.

Embarrassing moments: Bob Randall's splitting trousers. Yours truly seen taking over a room conspicuously marked Gentlemen.

Birthday congratulations are extended to George Hendall, Frank

Hickey and John De Waal.

Sympathy is extended to Tom Keating and family on the death of his father, a retired policeman.

MAHONING DIVISION

CLEVELAND POLICE

By David Downie

Capt. John O. Sheets and wife proudly announced that they have a new granddaughter in Houston, Texas (Beth Anne).

Patrolman Andrew Herrick seems to enjoy sled-riding as much as his children do.

Patrolman Robert E. Hamilton's son, Robert L., 10, has been made captain of his school's basketball team.

We gladly report that Patrolman Michael Melnyk is much better following a flu attack.

Retired Patrolman Jesse M. Burkett's new address is 200 South Boston Street, Galion, Ohio.

Retired Patrolman Larry J. Freiss, who has been confined to his home the past few weeks, asks to be remembered to Erie friends.

CLEVELAND FREIGHT

By R. M. O'Connor

Christmas vacationers were J. W. Fogarty, foreman, and Dorothy Feighan, comptometer operator, who stayed home.

Ray Martyne, chief bill clerk, again worked at the post office during his vacation, helping out in the Christmas rush.

Joe Smrekar, typist, received a

Erie Railroad Magazine



**EASTER SEALS
HELP
CRIPPLED CHILDREN**

You'll Want To Look Again



Look twice at this picture--it may not be what you think it is at first glance. Look like Erie diesels, don't they? But look again. Notice the initials on the nose & the engines. They don't say "Erie." They say "VR" for Victorian Railways & Australia. The design is the same as the Erie uses on its freight locomotives. The similarity probably is due to the fine impression Eriemen, including President Paul W. Johnson, made on the Australians when they were stationed "down under" during World War II. The picture is from a Christmas card sent to an Erie employee from Australia.

Polaroid land camera from Santa a little early and tried it out on fellow employees.

YOUNGSTOWN FREIGHT

By Dorothy Danks

Congratulations are extended to Mr. and Mrs. T. G. Swogger, Jr., on their recent wedding anniversary, and to Maureen Pierson who had a birthday Dec. 1.

Leo Richards has resumed duty following a week's vacation.

The office force had a Christmas dinner and gift exchange Dec. 22 in the meeting room at the freight house. They're still talking about the wonderful time.

Girls from the office gave a dinner at the Mural Room Dec. 29 in honor of Anita Donnelly, bride-to-be (Jan. 2).

MEADVILLE DIESEL SHOP SIGNAL REPAIR SHOP MOTOR CAR REPAIR SHOP

By R. C. Miller

Celebrating birthdays in December were Bert Mohlman, retired machinist, Herman Dinkeldein, Percy Himes, Frank Engles (Christmas Day).

The correspondent's daughter Esther got her buck this season, which means deer meat for the "old man."

Mrs. A. Terrill, wife of the diesel wheel shop foreman, had the misfortune to fall and break an arm recently.

We are glad to note that Carmen De Joia, who served his apprenticeship at Meadville shop, has been made superintendent of the Marine Department.

Our sympathy is extended to the family of Leo J. Rice, sheet metal worker, who died Dec. 23. Also to the family of Joseph Schwarzel, retired storehouse man, who died Dec. 11.

Humphrey Hulme, M. of W. carpen-

ter foreman, and wife spent a vacation in Niles and sightseeing in New York City.

ACCOUNTING

OFFICE OF COMPTROLLER

By Bill Harter

The girls on the seventh floor had an enjoyable dinner at the Bronze Room. All but Joan Vinesky and Wilma Hanovsky (French pancakes) had the old standby, hot chicken sandwiches.

During the week before Christmas many old friends stopped by to wish former fellow employees a happy holiday. Paul Lees, a former stenographer, made a surprise visit while home from Saudi-Arabia where he is working. He showed us some dolls he had brought home as presents.

Betty Haughn, an Erie scholarship winner, spent her vacation from college with her family. Betty has a point average of 3.4 at the University of Michigan.

T. J. Tobin, retired vice president, and Alex Brady, retired assistant comptroller, returned to the office to wish everyone good cheer.

For the holiday, members of the office could be found in many parts of the country. Helen Eyerman and Frank MacEwen made their annual pilgrimage to New York. Milford Adams wished everyone a Merry Christmas a few days early, as he was leaving for New York on vacation. His brother and family came from Texas for the holidays. Gene Horvath and family spent the holidays in Chicago with his sister-in-law. The Oakleys visited their son and family in Akron. Carl Lehmann and family drove to Florida. Their headquarters was to be Miami, but they planned to make short stops along the way.

After a lot of hard work, Howard Wilhelm was able to complete his recreation room in time for the neighborhood New Year's Eve party.

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Returning to work after the long weekend, it was not hard to tell what was received from Santa. Ed Herdmann was sporting a hat that had "Merry Christmas from Your Wife" written all over it. Judy Seene had on a beautiful skirt that could have only been a gift from Old St. Nick.

HORNELL ACCOUNTING BUREAU

By Lynn Lamb

Bob Ward was elected president of the B. of R. C. Lodge 486 at a recent election. Frederick Petersen was elected vice president; Gerald Curran, secretary-treasurer; Robert Argentieri and Frederick Singleton were elected inner and, outer guards; Roy Smith, chaplain, and Francis Condon to the Board of Trustees. . . Charlie Corwin finally bought a TV set. . . It's more floors to walk with the new addition at the Tysons (Natalie Ilene). . . Leo Harkins reports that the fruit cake business was good again this season. . . Carolyn Benson and De-

lores Lindeman shopped in New York. . . "Pop" Doty vacationed in Jersey. . . Mr. Artman sunned himself on the sands of Florida. . . Mary Recktenwald found out that she has a reverse gear on her Buick. . . Al Morris spent Christmas in Jersey. . . Dottie Rixford had a little birthday party. . . John Gibi still raves over the pizza that Jim Barnett whips up. . . George Hussong was on an excursion to the big city. . . Angie Petrillo bagged a deer on the last day of the season. . . Betty Leonard resigned and is taking up housekeeping and the care of little Deborah. . . Nell Singleton is mighty proud of her new Roper. . . Tunny Vet was the sparkplug in promoting the office Christmas party at the American Legion home. . . Fritz Singleton was laid up with a broken ankle. . . We now have a city official in the office, George Hussong, alderman. . . Mickey McInerney attended the Rose Bowl game. . . Been writing about the new car bug so much that it finally bit me and I came down with a new Chevy. . . The payroll department again held its annual Christmas party with Ida Solo as caterer. . . Charlotte Geary looks very chic with her new hair-do. . . Jim Schofield came back from New York with a new Zenith TV set. . . Bob Pebbles and Bob Willey split a deer on the last day of the season. I understand that Pebbles shot and knocked the deer down and Willey stepped on it with his No. 12-1/2s and held it down. . . Freddie Schmidt visited Florida. . . Ann Anderson and Margaret Wood shopped the stores in New York.

AUDITOR OF DISBURSEMENTS

By Don Keister & Rita Talbott

Coletta Rauschert moved into her new home a few days before Christmas and was completely settled, including trimming the Christmas tree, in two days!

The "Down-Easters" made their usual holiday trip, Edna Langla, Frank Kelly, Lottie Scholz and Kathryn Guiton.

Jim Callahan enjoyed his Christmas

dinner in the home of his sister in Youngstown.

Gerry Sapp made the long trip home to Pennsylvania for Christmas.

The cotton in Bob Peterson's ears is not for an earache. His boy got a set of drums for Christmas!

The Frank Troyanos were in New York for the annual installation of the Erie Veterans Association.

The Christmas weekend saw Mr. and Mrs. Edward T. Draney off to Wellsville, N. Y., to visit Mrs. Draney's parents.

Several of the female-type employees from this office gathered at Kiefer's Tavern Dec. 13 for an evening of good food and good fun.

Don Bundy sprained an ankle while playing basketball. He's a member of one of the "young father's" teams.

Rita Mazur has learned the difference between a small cut diamond and a diamond chip.

Speedy recovery is wished for Mrs. George Ernest who was confined to the hospital over the holidays with a displaced disc in her back.

AUDITOR OF REVENUES

By Jimmy Murphy

To wish Merry Christmas, President P. W. Johnston, Vice Presidents H. W. von Willer and M. G. McInnes and Comptroller G. W. Oakley visited us as well as all Cleveland general offices. In our offices they were accompanied by Auditor of Revenues W. J. Manning. . . The toot of train whistles temporarily replaced the sound of Christmas carols in the hearts of Erie folk as they began their exodus amid a babble of Christmasy talk. Agatha Fleck and Jo Farrell enjoyed a recess from their abstracting chores to visit relatives in the East. Mr. and Mrs. Harry Stanton greeted relatives at Jersey City while Elmer Oberglock had his Christmas dinner at Richmond Hill, Long Island. The Moran family had the welcome mat out for Jo who arrived at Clifton N. J. in time for the pre-Christmas merriment. . . Those who attended the Christmas party at Les Morgan's apartment were treated to an enjoyable affair. . . K.P.O. Jane Fischer created her own personal red-letter day. On Dec. 25 her engagement to Jim Chesnes was announced.

Russ Williams and Gladys Reed added another year to their collection of "Happy Birthdays" on New Year's Day. . . Lucy Percic and Marie Hajma received rotisseries from their husbands for Christmas. . . Dan Cupid usually gets credit for making matches, but this time we give Santa Claus the honor because on Dec. 25, the engagement of Sue Callaghan and Don Witwer was announced. . . Dot and Don Thornton dashed off to Chicago to visit with Don's family on Christmas Eve. . . An assortment of pleasant clerks are manning the waybill sorting machines lately. Learning the fundamentals of railroading from Waybill Supervisor Ed Manning are Jim Flegler, Bob Domino and Phil Walsh. . . On the debit side we lost Betty Breckel, Marge Csuhran and Marlene Harris who left to take up homemaking. . . We hear that Donna Medley of the car record department has been pouring all her lotion into one palm lately, the better to show

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Erie Wins Safety Award



The Erie Railroad was declared the winner in Group 44D (railroads) in the 25th annual Greater Cleveland industrial safety campaign which closed on Sept. 30. This picture was taken at the dinner at which awards were presented in Cleveland. From the left, seated, are Allen Frost, assistant to the chief engineer, maintenance of way; Chris Schlegel, freight agent; Howard Williams, storekeeper; Harry Felber, trainmaster-road foreman of engines, all of Cleveland; standing, from the left, John Seaman, section foreman; Tom Kilbane, general yardmaster; Capt. J. O. Sheets, Erie police, and Dominick Cupple, foreman, car department, all of Cleveland. Presenting the certificate to H. E. Shaughnessy, Erie safety agent, is Henry J. Crisick, Cleveland safety official.

off the diamond ring put on her third finger, left hand, by our genial rate clerk, Michael von Duhn. Mike has just returned to the fold after spending two years in Korea. . . The following retired employees sent holiday greetings and best wishes: John Winter, Margaret Shaughnessy, Ann Mathews, Mary Wane, Rocco Ricciardi, George Amthor and Doc Haviland. Yuletide greetings also were received from Bill County, Amy Paterno, Sam Montgomery, Ollie Ollinger, John Dayspring, Mary Byard, John Van Heuren, Herb Jordan, Paul Blum and Greg DiLeo. . . Morris Stein, ticket stock clerk, retired Jan. 1 after 56 years of loyal, faithful service. Morrie is well liked and departs with the best wishes of his associates for much happiness in his retirement.

CAR ACCOUNTANT CLEVELAND, OHIO *By Mary Ann Sabo*

"There's No Place Like Home for the Holidays," a song gaily sung by Al Van Houten who spent Christmas with his family in New Jersey; Ella Carpenter, in Philadelphia, to be with her family, and Mabel Thomas, visiting a niece and nephew in Worcester, Mass.

Holiday greetings were received from our boys on military leave, Larry Gustin (Navy), James Gephart (Air Force) and James Mulcahy (Navy).

Best wishes go with Muriel Singer who transferred to transportation stenographer, and Joan Cook, transferred as stenographer to the station operation office.

H. G. Post and wife still find it hard to adjust themselves to the cold after returning from vacation in

Phoenix, Ariz.

Donna Medley and Mike Von Duhn have two reasons for being so happy. Mike is home from the Army for good and their engagement has been announced. They have plans for a May wedding.

Speedy recovery wishes go to Louis D. Guillemette, retired employee, living in Phoenix, Ariz. We hope that when this column appears Louis will be well again.

Our deep sympathy goes to Carol Wilbane whose father died unexpectedly.

OPERATING VICE PRESIDENT'S OFFICE

Many co-workers celebrated the holidays with relatives and friends out of town, Bea Lyons, Buffalo, Ruth O'Connor, Rochester, Edith McCaw, New York City, Alice Cunningham, Middletown, and Ed Miller, Hornell.

Invitations to the office Christmas party were sent to our retired employees in Cleveland. Many were leaving town and sent regrets. C. F. McKinney exchanged greetings with everyone and we also enjoyed visiting with J. A. Bader, former employee. About 50 attended.

Holiday greetings were received from F. W. Rosser, E. J. Stubbs, D. J. Maley, William Moore, W. E. Harmison, H. M. Manigault, M. E. Ladner, H. A. Boyer, C. P. Brooks, C. F. McKinney, R. M. Scott, G. E. Keller, A. J. Stokes and Mrs. N. B. Emley.

SUSQUEHANNA DIVISION HORNELL DIESEL SHOP

By R. L. Hammond

Sympathy is extended to the families



People 60 to 80

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If you are under 80, you can still apply for a \$1,000 life insurance policy to help take care of final expenses without burdening **your** family.

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**SAINT LOUIS,
MISSOURI**

Conductor Honored



--Meadville Tribune Photo.

C. L. Manross (right), conductor who retired Dec. 14, is congratulated for his 45 years of service with the Erie by Howard D. Hotchkin, president of A. L. Dunbar Lodge 142, Brotherhood of Railroad Trainmen, at a recent meeting at the lodge in Meadville, Pa. Other officers elected at the meeting were vice president, H. L. Randall; secretary, R. A. Shelvey; treasurer, H. E. Gulick, and F. F. Luce, legislative representative.

of the following retired employes who died recently, James E. Ward, boiler inspector (Jan. 1); Patrick J. Hennessey, back shop machinist (Dec. 29); John V. Lynch, diesel shop machinist (Dec. 22); David G. Salisburv, boilermaker pipefitter (Dec. 22); Leroy L. Plank, pipefitter (Dec. 17); Henry Hebenstreit, locomotive crane engineer (Dec. 16)

The office Christmas party was Dec. 22 with a gaily decorated tree and gift exchange.

The B. R. C., Victory Lodge No. 723, held its Christmas party Dec. 10 at the Moose Club.

Ed Sullivan plans to travel, the girl friend having presented him with luggage.

Joe Trentenelli was host to some of the shop boys at one of his well known New Year's Eve parties.

Louie Oakes has developed contact lenses for some of his prize gold fish.

Ed Powers was in Akron for Christmas.

Floyd Newell did a good business in boxed and painted pine cones. His wife is quite an artist.

George Dewey expects to take another trip to Rochester.

Jimmie Watt played Santa Claus this season.

Jerry Parker plans to get to work by dog sled when the snow piles up in Karr Valley.

Ralph Hammond got his Stanley Steamer to Rochester and back, but

not without difficulty.

Jack Mahoney spent a week at St. James.

Pat McLaughlin will not be playing any more cowboy. He spent two weeks at St. James Hospital, having spurs removed.

Yolanda and Hugh Weidman finally gave in and bought a TV set.

BUFFALO DIVISION BUFFALO TERMINAL

By Ruth Nise Munger

Two hundred co-workers and friends gathered at the Hotel Buffalo Dec. 15 to honor Supt. C. S. Kinback who was transferred to Hornell Dec. 1 as superintendent of four divisions. He had been superintendent at Buffalo the past seven years. Trainmaster Ward Wilson was toastmaster. At the guest table with Mr. and Mrs. Hinback were members of his staff. Among the guests were representatives of the railroads serving Buffalo. All were introduced as well as Mr. Kinback's successor, James M. Moonshower, from Chicago. A gift of silver was presented to the Hinbacks in honor of their silver wedding anniversary.

Joe Dollnar, retired conductor, with 50 years' service, is ill. Also, I. N. Chase, retired Alden agent.

Guy Wheeler of Depew, former agent, was a recent caller at Silver Springs.

Our sympathy is extended to Claude Roberts, Silver Springs agent, on the death of his sister.

Retired Agent Charles Thoman is in good health and sends greetings to all.

EMPLOYMENT

JERSEY CITY, N. J.

By V. T. Bustard

We extend our sympathy to Jack Hazzard on the death of his father Dec. 10.

John Callahan finds the job of decorating the office at Christmas more interesting each year. He especially was pleased to have the assistance of Maureen O'Keefe this season.

Due to the efforts of Jack Hazzard and the committee from the Jersey City Chapter, a very enjoyable installation dinner was held for system officers of the Erie Railroad Veterans' Association at the Governor Clinton Hotel in New York on Jan. 21.

MARINE

JERSEY CITY, N. J.

By Jesse E. Baker

Mace Van Wagenen is living in Union City, N. J. again, having moved from Bogota several months ago. His address is 520 New York Ave.

The engagement of Evelyn Cario and Deckhand Harold G. Smith was announced Christmas Eve. The wedding date has been set for July 21.

Jack Pierson, retired bridleman, dropped in over the holidays.

The U. S. Engineers' Department has announced that in the near future Little Hell Gate between Randall's and Ward's islands will be filled in from the East River to a point just west of the Triborough Bridge. From

Erie Railroad Magazine

the bridge to the Harlem River there will be a yacht basin.

NEW YORK DIVISION

SUPT.'S OFFICE, JERSEY CITY

By Mary A. D. Meyer

We welcome back Alice Shama as clerk-stenographer. Welcome also to Al Whalen, from the division engineer's office, as station service clerk in place of Fred Murphy who is on sick leave. Good luck to Gladys Gonsen, transferred to the New York City ticket office at Rockefeller Plaza, and Joe Mamary to Newark Freight.

Sympathy is extended to the family of Mike Downey, retired Greenwood Lake dispatcher, on his sudden death.

Our retired friends sent Christmas greeting cards, Dan Sutherland, Largo, Fla., Charles Paulison, Harriman, N. Y., Ann Meehan, Sloatsburg, N. Y., Charles Wiessert, Arizona, Eleanor Salley, Jersey City, Marry Coleman, Rutherford, Arthur D. Belles, Newark, A. E. Padien, Indiana.

The correspondent vacationed in San Francisco, Los Angeles and San Diego and dined at the El Prado in San Francisco as guest of Mr. and Mrs. Henry Heck (general agent). While in Los Angeles I called Mrs. Catherine Majack, the former Catherine Gurney, who sends best regards to all.

Happy Birthday to Tom Decker and Andy Sanok.

We are all glad to hear that Mrs. Frank Sportelly, wife of the assistant superintendent, Lighterage and Stations, is recovering after an illness.

Mr. and Mrs. W. H. Sutherland vacationed in Florida.

PASSAIC, N. J.

Carol Voellmy expected to tour in New England during her Christmas vacation.

Marion E. Kaiser, cashier, went to Atlantic City over the holidays.

Sympathy is extended to Harry Hinney and family on the recent loss of his wife.

Conductor Leo McCauley is recovering nicely from his recent finger injury.

Trucker Bill Taylor was pleasantly surprised at the return of his son who was stationed in Germany with the Army.

Birthday parties (December) were

Not According To Hoyle

It was always a delight to have "Uncle Dave" Bannard drop in at the railroad station. He was a retired telegrapher who was never quite happy until he was where he could hear the click of the telegraph key and swap a yarn or two with the boys. That evening "Uncle Dave" was in a reminiscent mood, and we waited for him to open up. He filled his old corn cob to the brim, lit up, turned toward the cuspidor in the corner, hesitated for a second—and then let go. As usual, he made it—a perfect bull's 'eye!

"I recollect when I was workin' nights one winter in the telegraph office down at Milo Junction," he drawled. "It was quite a hangout for some of the boys around town who wanted to get away from their wives, but I was always glad to see 'em come in. One evenin' durin' the long gap between trains when I didn't have much to do, someone suggested a little game of poker. I didn't know how to play the game but they seemed willin' to teach me, which they did. They were pretty sharp fellows and soon relieved me of what spare change I happened to have. 'Better luck next time,' they called out as they left for home. This went on several evenings. My luck never changed. If anything, it got worse.

"One bitter night when the thermometer was down around 20 below zero and the wind was howlin' around the corner of the station house, I heard a scratchin' outside. I stepped over, turned the key and opened the door. As I did so, a little stub-tailed black dog shot in with a gust of wind. The poor little fellow was almost frozen, and he acted like he was starvin' too. I put a couple of slabs of

wood in the stove and warmed him up, and then I gave him part of my midnight lunch. He nearly ate me up tryin' to express his thanks. Durin' the next few days I taught him several tricks. He would sit on a chair and watch everybody. He took in everything. I'll swear I think he knew all that was going on, just like regular folks.

"One night the bunch came in to take me for my usual cleanin'. We started to play. After the first hand around, somethin' told me, in good Morse code, what each of the boys held. It sounded like the poundin' of a sausage on an empty barrel. Now, I'm not the superstitious kind. I don't put any stock in ghosts and such. But when I realized the tappin' sound wasn't comin' from the telegraph instrument, I got right uneasy. I began to think I was possessed or somethin'. Several times the mysterious message gave me the other fellow's hands. Finally, I decided to play accordin' to the information that was comin' to me. Well, sir, I did play that way finally—and then and there my luck changed. From then on I began to win, and before long I won everything they had, down to their last dime and one fellow's watch. The boys left, cussin' me for stringin' 'em along as if I didn't know how to play!

"When the last of 'em was out the door, another strange message came to me by Morse code, 'We didn't do anything to them, did we?' I turned, and, to my surprise, there was my little black pooch telegraphin' to me with his little stub tail on the back of a high chair.

"Pon my word, that was the smartest dog I ever saw!"



enjoyed by John Sees, Charles Daltzell and Marcus V. Montagano.

PASSENGER TRAFFIC

CLEVELAND, OHIO

By Charles Dunaway

Bernie Clark has suffered a recurrence of his old football injury (athlete's foot).

Shirley Swingle nowadays hears the tinkling of wedding bells.

Bill Vorbach, bowling for Bochar's Flowers in the Erie League, seems to be having quite a season. He's bowling a tremendous 134 in spite of

a bad arm.

John Dickey recently purchased a '55 Ford, and Charles Dunaway a '55 Plymouth.

Of the 221,758 miles of railroad in the United States at the beginning of 1954, 221,184 miles, or 99.7 per cent, were standard-gauge lines and 574 miles were 3-foot, or narrow gauge, lines.

For every man, woman and child in the United States, the railroads perform the equivalent of moving one ton of freight 10 miles each day.

Japanese Remove

Shoes On Trains

Japanese of the better class remove their shoes when they enter a railway carriage, just as they do on entering a home. This is in conformity to a custom as old as the oldest railroad in Nippon. Train agents take the shoes to the rear car of the train where they are claimed by their owners at the end of the journey.

CHAMBER DIRECTOR

Edward Kane, freight and ticket agent at Passaic, N. J., has been elected a director of the Passaic Chamber of Commerce for a three-year term. Mr. Kane is the first Erie employe ever to be elected to the board.

What's The Hurry?

It takes a freight train half a mile long, traveling at the slow speed of 15 miles an hour, only two minutes to pass a crossing. A passenger train usually takes only ten seconds. Yet many motorists risk their lives and that of their passengers trying to save this little bit of time.

A One-sided Fight

Every dollar which the railroads received from the public for the transportation of passengers and express shipments would fall \$930,000,000 short of the sum which they paid out in federal, state and local taxes during the five-year period 1950-1954.

Hostess: Our dog is just like one of the family.

Bored visitor: Which one?

UNFAIR continued

appreciate that genuine competition can be had only by a reasonable lifting of governmental blocks. We believe the President's committee spoke correctly. It is now up to Congress to give free enterprise a chance.

--New York Herald Tribune.

At the beginning of 1954 train orders were transmitted by telephone on 147,987 miles of railroad, and by telegraph on 45,445 miles of railroad in the United States.

PIPES continued

not practiced. Glenn also advises users of pipes to clean the bowls regularly by reaming out the cake. He claims the pipe will smoke better.

He spends about 15 hours a week at his hobby, averaging a little better than two hours a day. He also does some cabinet work.

According to Glenn, there are a number of independent pipe makers. He knows of about a half-dozen in Ohio. The group has a national convention annually.

Glenn has been with the Erie about eight years. During World War II he was a staff sergeant in the Army, serving as a medical technician in the Medical Corps. He was with Gen. Joe Stillwell in Burma for 22 months, operating the dispensary for the headquarters of the famous general's forward echelon. Glenn was in service 49 months.

Recently Glenn started his private pipe museum. His prize exhibits are two meerschaum pipes. One is 130 years old, and the other

was owned by a Civil War soldier in the Southern forces. The meerschaum is made out of a mineral which is mined under water. It is pure white and turns various shades of brown after it has been smoked. The meerschaum is a fad and often is smoked just to discover how it will change in color, according to Glenn.

VETERANS continued

C. J. O'Leary. Those who poured included Mrs. C. S. Kinback, Mrs. Ward Wilson, Mrs. John Fagan, Mrs. E. Lafferty, Mrs. Redding and Mrs. Overs. New members were welcomed, also Mrs. Kern on her return from California.

On Dec. 20 forty friends and members met for luncheon in the meeting room of the Buffalo Savings Bank. New officers are Mrs. Mathias, chairman, and Mrs. William Streaton, president.

George Adams, car shop superintendent, was a late vacationer. He spent some of the time shoveling snow after the Dec. 13 storm.

Birthday greetings to Mrs. E. E. Shipton, Mrs. William Streaton and Mike Redding.

The correspondent expresses thanks for the shower of birthday greeting cards.

Felix Droit, Tonawanda agent, has been elected secretary of the Niagara Frontier Freight Agents Association.

Vacationing in Florida are Robert A. Bork and Mr and Mrs. Stein.

Mrs. Howard Beattie has moved to Buffalo from Youngstown.

Mr and Mrs. E. E. Shipton are proud grandparents. Their first grandchild (boy) arrived Dec. 15.

Sympathy is extended to Mrs. John Orłowski on the death of her father.

Dues are due. Get your 1956 membership card from Secretary H. I. Moyer.

Guess What Answers

1. Just what it looks like---an orange.
2. Freight car coil springs.
3. Pop-corn kernels.

Quiz Answers

1. Daily.
2. Mail and express cars.
3. Yes. He can usually effect a considerable saving.
4. Between 7 and 8 feet.
5. LCL.
6. A through rate made up of two local rates separately published.
7. More. The rate in November 1955 was \$2.40.
8. In Argentina. It extends from Junin and Mackenna and is 205 miles in length.
9. A Class II railroad.
10. The weight of freight and equipment combined.

THE KIMBALL SAFETY PRODUCTS CO.

9310 WADE PARK AVENUE

CLEVELAND 6,

OHIO



A COSTLY UMBRELLA

Under Government regulation written for another day and age, railroads are often required to maintain rates above those they could profitably offer the public.

This umbrella of protection shields owners of big trucks and barges from exposure to healthy competition. It deprives the public of the service of a carrier which could do the job better at lower cost.

The report of President Eisenhower's Cabinet Committee on transportation policy recommends discarding this costly umbrella.

Adoption of the Cabinet Committee's proposals would result in sensible, up-to-date regulation. The Committee estimates that present regulatory dislocations are costing the public* billions of dollars per year.

**The public is you*

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THE MAN IN THE RED CABOOSE

THE MAN in the red caboose is not in the public eye like Erie's passenger conductors, but his job as "boss man" on a freight train is just as important. The red caboose is his office on wheels. From here he is in constant touch with the engineer up ahead by radio-telephone relaying information about cars to be set off or picked up. He keeps a careful

record of every car in his train—where it came from, where it is going, the weight of its contents and kind of commodity. These cars may be carrying anything ranging from fruit and meat to building materials and all the other things that mean better living for everyone in Erie communities.

This freight conductor is just *one* of the team of **19,000** Erie men and women who are working together to bring better service and help contribute to the growth and prosperity of Erie communities. Many of them are your fellow neighbors and home town partners. You can depend on them . . . you can depend on the Erie.

AS YOUR COMMUNITY GROWS, SO GROWS THE ERIE

